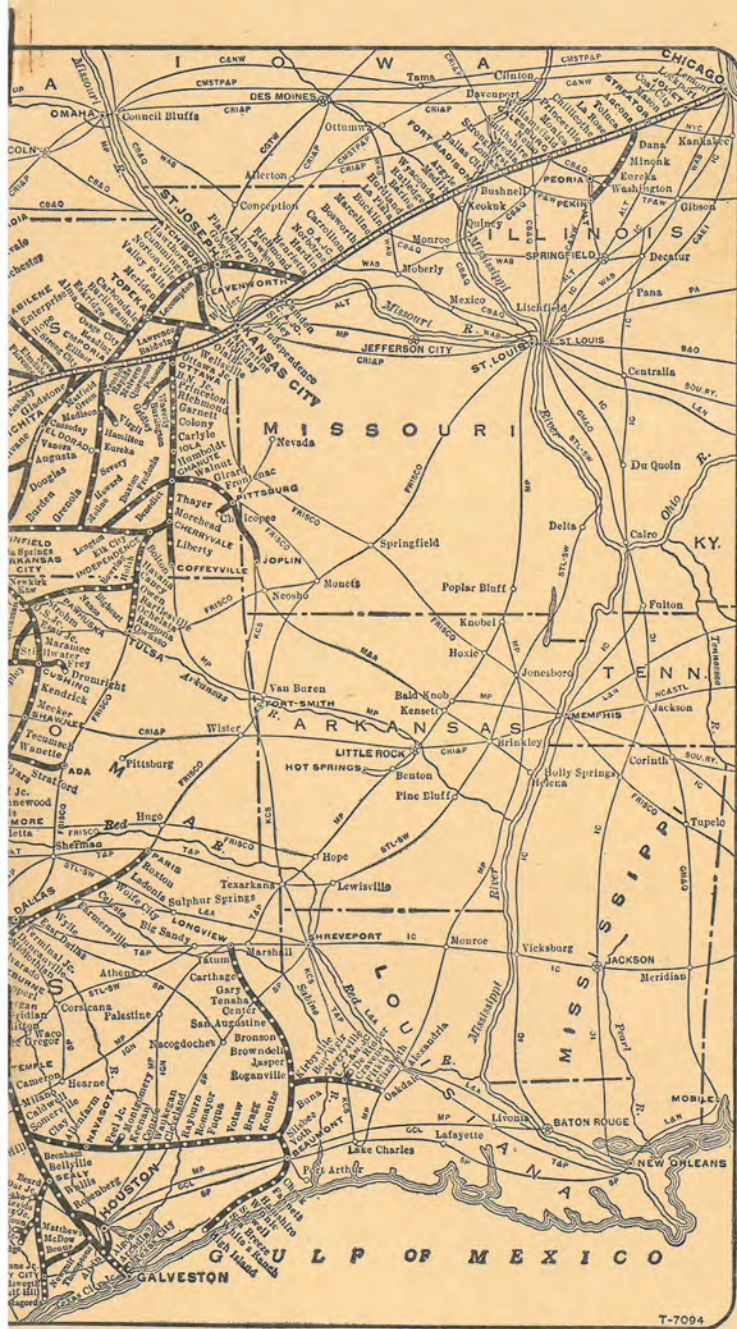


**E
FIRST**



**Member of Safety Committee,
Practices.**



MILEAGE OF LINES OPERATED

Atchison, Topeka & Santa Fe Ry.	9,123 miles
Fanhandle and Santa Fe Ry.	1,898 "
Gulf, Colorado & Santa Fe Ry.	2,067 "
Total Mileage	13,108 miles

The Atchison, Topeka and Santa Fe Railway Co.

**EASTERN LINES
Eastern District**

EASTERN DIVISION

TIME TABLE No.

75A

IN EFFECT

Sunday, September 29, 1946

**At 12:01 A. M.
Central Standard Time.**

**Superseding Time Table No. 75, Dated June 2, 1946,
and Any Supplements Thereto.**

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

**O. L. GRAY,
General Manager,
Topeka, Kansas.**

**P. O'SULLIVAN,
Asst. General Manager,
Topeka, Kansas.**

**J. N. LANDRETH,
Superintendent,
Emporia, Kansas.**

**J. B. NOE,
Superintendent,
Argentine, Kansas.**

Hall 9 46 5100 3552

First District.

Capacity of Tracks in 50 ft. Cars.		WESTWARD.						Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.		Ruling Grade Ascending.	Distance from Holliday and Atchison.	Telegraph and Telephone Offices.	EASTWARD.					
		First Class.													First Class.					
		127	27	11	3	1	5								28	128	12	4	2	6
Other Tracks	Sidings	Passenger. Leave Daily.	The Antelope. Leave Daily.	The Kansas Cityan. Leave Daily.	California Limited. Leave Daily.	The Scout. Leave Daily.	The Ranger. Leave Daily.			STATIONS.		Miles.		The Antelope. Arrive Daily.	Passenger. Arrive Daily.	The Chicagoan. Arrive Daily.	California Limited. Arrive Daily.	The Scout. Arrive Daily.	The Ranger. Arrive Daily.	
		PM 10.55	PM 10.20	PM 5.29	AM 11.05	AM 9.05	AM 8.19	W	6.4	HOLLIDAY. 3.8	0	0	C	AM 7.05	AM 9.15	PM 1.25	PM 7.30	PM 8.55	PM 9.55	
35	43	f 11.00	10.25	5.34	11.10	¹²⁸ 9.10	8.24	Y	0	WILDER. 2.3	0	3.8	C	7.00	¹ 9.10	1.21	7.24	8.48	9.48	
39	41	f 11.03	10.27	5.36	11.12	9.13	8.26		0	FRISBIE. 5.1	8.9	6.1		6.58	9.04	1.19	7.21	8.45	9.46	
Yard	34	s 11.10	10.32	5.41	11.17	9.17	8.31		8.9	DE SOTO 5.8	0	11.2	C	6.53	s 8.59	1.15	7.15	8.38	9.40	
15	16	f 11.16	10.37	5.46	11.22	9.22	8.36		10.6	WEAVER. 2.2	10.6	17.0		6.48	8.52	1.10	7.04	8.28	9.33	
33	49	f 11.20	10.39	5.48	11.25	9.25	8.38		0	EUDORA. 4.2	0	19.2	C	6.46	s 8.50	1.08	7.02	8.26	9.31	
27	50	f 11.25	10.43	5.51	11.30	9.29	¹²⁸ 8.42		9.2	NORIA. 3.2	0	23.4		6.42	⁵ 8.42	1.04	6.55	8.20	9.26	
Yard	28	s 11.35	s 10.50	s 5.56	s 11.41	s 9.35	s 8.48	W Y	10.6	LAWRENCE. 5.1	10.6	26.6	C	s 6.37	s 8.35	s 1.00	s 6.50	s 8.15	s 9.22	
15	50	f 11.42	10.57	6.02	11.50	9.42	8.55		0	LAKE VIEW. 5.8	0	31.7		6.30	f 8.26	12.52	6.39	8.06	9.15	
23	50	f 11.49	11.04	6.08	11.56	9.48	9.01		0	LECOMPTON. 3.9	0	37.5		6.24	s 8.20	12.47	6.29	7.59	9.09	
	65	f 11.54	11.08	6.11	11.59	9.52	9.05		5.5	GROVER. 3.8	9.0	41.4		6.20	f 8.15	12.44	6.21	7.55	9.05	
	50	f 11.59	11.11	⁴ 6.14	12.06	9.56	9.09		10.6	SPENCER. 3.2	21.1	45.2		6.16	f 8.11	12.41	¹¹ 6.14	7.51	9.01	
10	32	f 12.03	11.14	6.17	12.11	9.59	9.12		7.0	TECUMSEH. 4.3	0	48.4		6.12	s 8.07	12.38	6.07	7.47	8.57	
Yard	41	s 12.10	s 11.20	s 6.24	s 12.20	s 10.05	s 9.18	WFT	26.4	TOPEKA. 6.5	0	52.7	C	6.05	8.00	³ 12.33	6.00	7.40	8.50	
		12.20	11.25		12.33	10.10	9.25		0		0	50.6	C	s 6.00	s 7.50	s 5.50	s 7.35	s 8.45		
Yard	52	f 12.30	11.35	6.32	12.43	10.20	9.35		40.9	PAULINE. 5.4	49.5	57.8	C	5.51	s 7.40	12.24	5.40	7.25	8.37	
35	31	f 12.38	11.42	6.37	12.49	10.27	9.41		52.8	WAKARUSA. 5.1	50.7	62.7	C	5.44	s 7.30	12.19	5.33	7.17	8.30	
50	46	f 12.47	11.49	6.43	12.56	10.34	9.47		52.8	CARBONDALE. 3.7	44.2	67.8	C	5.37	s 7.22	12.14	5.26	7.10	8.23	
34	60	f 12.53	11.53	6.47	1.00	10.39	9.51		45.0	SCRANTON. 5.3	52.8	71.5	C	5.33	s 7.15	12.11	5.22	7.05	8.19	
58	68	s 1.04	11.59	² 6.52	1.08	10.45	9.57	W Y	52.8	BURLINGAME. 7.9	51.6	76.8	C	5.26	s 7.05	12.06	f 5.13	¹¹ 6.52	8.13	
			AM						10.8	Mo. Pac. Crossing. 0.3	0	84.7	C							
Yard	52	s 1.15	12.10	7.00	1.20	f 10.55	10.07	W	52.8	OSAGE CITY. 5.4	42.1	85.0		5.16	s 6.55	11.58	f 5.02	6.39	8.05	
9	60	f 1.21	12.18	7.05	1.28	11.03	10.13		35.7	BARCLAY. 6.2	51.1	90.4		5.09	f 6.45	11.53	4.55	6.32	7.58	
39	53	f 1.28	12.24	7.11	1.34	11.10	10.19		52.8	READING. 8.1	39.0	96.6	C	5.02	s 6.37	11.48	4.48	6.26	7.51	
20	49	1.40	12.33	7.19	1.45	11.24	10.28		49.8	LANG. 6.3	57.8	104.7		4.53	6.27	11.41	4.39	6.18	7.42	
		1.55	12.40	7.26	1.55	11.32	10.35	Y	5.3	M.K.T. Crossing. N.R. JCT. 1.1	15.8	111.0	C	4.45	6.19	11.35	4.30	6.10	7.35	
Yard		s 2.00 AM	s 12.45 AM	s 7.29 PM	s 2.00 PM	s 11.40 AM	s 10.40 AM	WFT		EMPORIA.		112.1	C	4.40 AM	6.15 AM	11.32 AM	4.25 PM	6.05 PM	7.30 PM	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(114.2)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
		39.1	48.9	57.1	42.3	45.6	51.1			Average speed p.h.				45.6	40.3	60.6	39.1	40.3	48.8	

Automatic block between Holliday and N.R. Jct.

Trains have no time table superiority between N.R. Jct. and stop and proceed signal 1122 located 1238 feet west of Emporia passenger station, and will move within such limits at restricted speed.

Second District.

Eastward.

Telegraph and Telephone Offices.	Ruling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.		FIRST CLASS.														
				20	18	28	24	10	128	212	12	8	48	4	50	2	6	
				The Chief.	Stream-liner.	The Antelope.	Grand Canyon Limited.	Centennial State.	Passenger.	The Tulsan.	The Chicagoan.	Fast Mail Express.	Motor.	California Limited.	Oil Flyer.	The Scout.	The Ranger.	
				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.	
				AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	
C	47.8			s 3.35	s 6.00	s 7.25	s 7.30	s 7.35	s 9.50	s 1.30	s 1.45	s 7.00	s 7.40	s 8.00	s 8.15	s 9.15	s 10.15	
	24.2			3.29	5.53	7.19	7.24	7.29	9.40	1.24	1.39	6.53	7.32	7.50	8.08	9.09	10.08	
				KANSAS CITY UNION STATION.														
				KANS. CITY, KANS. (Argentine.)														
C	0			3.25		7.15	7.19	7.24	s 9.31			6.47	s 7.25	7.45	8.03	f 9.05	10.04	
C	9.7			3.23	5.47	7.12	7.16	7.21	f 9.26	1.18	1.32	6.44	f 7.20	7.39	7.59	9.02	10.01	
C	7.8			3.20		7.09	7.13	7.18	f 9.21			6.41	s 7.15	7.35	7.55	8.59	9.58	
C	0			3.17	5.41	7.05	7.10	7.15	9.15	1.13	1.25	6.38	s 7.10	7.30	7.50	8.55	9.55	
B	0					AM			AM				f 7.05	PM		PM	PM	
				CRAIG.														
C	21.1			3.00	5.27		6.54	6.59		12.57		6.21	s 6.51		7.32			
	18.7					Via First District.			Via First District.		Via First District.			Via First District.		Via First District.	Via First District.	
C	21.1			2.49			6.41	6.46		12.47		6.11	s 6.34		7.20			
				EDGERTON.														
C	21.1			2.44	5.14		6.36	6.41		12.43		6.05	s 6.24		7.13			
				WELLSVILLE.														
C	21.1												s 6.15		7.07			
				LE LOUP.														
C	21.1			2.33			6.26	6.31		12.32		5.54	f 6.07		7.02			
				OTTAWA JCT. A.T. & S.F. Crossing.														
C	17.2			2.25	4.59		s 6.16	6.21		12.27		5.46	5.57		6.54			
				HU. Mo. Pac. Crossing.														
C	15.8																	
				RICHTER.														
C	3.6																	
				POMONA.														
C	0			2.15			s 6.01	6.06				5.34						
				QUENEMO.														
C	9.3			2.11			s 5.54	6.00				5.30						
				MELVERN.														
C	11.1			2.04	4.40		s 5.43	5.52				5.22						
				OLIVET.														
B	16.8			1.58			s 5.33	5.45		Via Third District		5.14	Via Third District.		Via Third District.			
				RIDGETON.														
C	21.1																	
				LEBO.														
C	21.1			1.51	4.29		s 5.23	5.38				5.07						
				NEOSHO RAPIDS.														
C	15.3			1.44			f 5.12	5.30				4.59						
				WIGGAM.														
O	0																	
				M.K.T. Crossing. N.R. JCT.														
C	15.8			1.35	4.13		5.00	5.20				4.49						
				EMPORIA.														
				1.30 AM	4.10 AM		4.55 AM	5.15 AM				4.45 PM						
				(112.1)														
				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.	54.6	61.1	43.3	43.3	48.0	22.5	54.2	39.3	49.3	33.1	26.2	42.1	39.3	39.3

DOUBLE TRACK BETWEEN Emporia and A.T. & S.F. Jct. Trains must keep to the left between N.R. Jct. and Olathe, unless otherwise provided.

Third main track between Holliday and Turner designated as Track No. 3. Fourth main track between Morris and Turner designated as Track No. 4. Trains have no time table superiority on these tracks and will use same only as authorized by train order. Manual Block Rules govern. Train order signal at Morris governs movement of trains on Track No. 3 and eastward movements of trains to Track No. 4 only. Home signals on Tracks Nos. 3 and 4 have no distant signals governing the approach thereto.

Third main track between HU and Ottawa Jct. designated as Track No. 3. Trains have no time table superiority on this track and will use same as authorized by signal indication. Manual Block Rules govern. Train order signal at HU governs movement of eastward trains on Track No. 3 only.

Third main track between Emporia and N.R. Jct. designated as Track No. 3. Westward trains will use this track as authorized by signal indication at N.R. Jct. Eastward trains as authorized by hand signal from switch tender at Constitution St., Emporia.

Trains have no time table superiority between stop and proceed signal 1122 located 1238 feet west of Emporia passenger station and N.R. Jct., and will move within such limits at restricted speed.

Trains between A.T. & S.F. Jct. and Kansas City Union Station will be governed by Kansas City Terminal Ry. Co. Rules and Regulations.

Automatic Block between Emporia and A.T. & S.F. Jct. with traffic reversal between Olathe and Holliday.

Third District.

Capacity of Tracks in 50 ft. Cars.		WESTWARD.			Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.	Ruling Grade Ascending.	Distance from Kansas City.	Telegraph and Telephone Offices.	EASTWARD.		
		First Class.									First Class.		
		211	49	47							212	48	50
Other Tracks.	Sidings.	The Tulsan.	Motor.	Oil Flyer.							The Tulsan.	Motor.	Oil Flyer.
Yard		Leave Daily.	Leave Daily.	Leave Daily.	W Y			Miles.			Arrive Daily.	Arrive Daily.	Arrive Daily.
Yard		PM 6.15	AM 7.45	AM 12.40	W F	0	OTTAWA JCT. 0.9	34.4	56.9	C	PM 12.27	PM 5.57	PM 6.54
Yard		s 6.20	s 7.55	s 1.00	W F	17.5	OTTAWA. 0.2	0	57.8	C	s 12.24	s 5.52	s 6.49
						37.0	Mo. Pac. Crossing. 3.8	35.6	58.0				
	70	6.25	8.03	1.07		26.8	B.N. JCT. 5.0	16.6	61.8	B	12.16	5.39	6.35
17	57	6.30 ⁵⁰	s 8.11	1.13		29.3	PRINCETON. 6.2	24.1	66.8	C	12.12	s 5.32	6.30 ²¹¹
25	68	6.37	s 8.21	1.23		42.2	RICHMOND. 9.3	37.0	73.0	C	12.07 PM	s 5.22	6.20
						0	Mo. Pac. Crossing. 0.1	29.9	82.3				
74	48	6.49	s 8.38	s 1.44	W	37.0	GARNETT. 8.3	37.0	82.4	C	11.57	s 5.06	s 6.08
18	71	6.57	s 8.50	1.54		37.0	WELDA. 8.1	33.4	90.7	C	11.48	s 4.52	5.58
35	97	7.04	s 9.02	2.04		0	COLONY. 5.4	37.0	98.8	C	11.41	s 4.39	5.51
57		7.09	s 9.09	2.10		20.2	CARLYLE. 4.9	37.0	104.2	B	11.35	s 4.28	5.45
						0	Mo. Pac. Crossing. 0.3	11.5	109.1				
Yard	92	s 7.17	s 9.19	s 2.30	W	37.0	IOLA. 7.7	37.0	109.4	C	s 11.29	s 4.19	s 5.39
138	82	7.24	s 9.30	s 2.48		37.0	HUMBOLDT. 4.1	27.5	117.1	C	11.21	s 4.02	f 5.29
	50	7.28	9.36	2.55		0	ENA. 4.2	37.0	121.2	B	11.16	3.54	5.24
						37.0	M.K.T. Crossing. 0.8	0	125.4				
Yard		s 7.35 PM	s 9.50 AM	s 3.05 AM	WF TY		CHANUTE.		126.2	C	11.10 AM	3.45 PM	5.18 PM
		Arrive Daily.	Arrive Daily.	Arrive Daily.			(69.3)				Leave Daily.	Leave Daily.	Leave Daily.
		52.0	33.2	28.6			Average speed per hour.				54.0	31.5	43.3

DOUBLE TRACK BETWEEN Ottawa Jct. and Ottawa.

Automatic Block between Ottawa Jct. and Chanute.

Train 49 will head into the passenger track at Chanute and has no Time Table superiority from the East Switch of this track to the passenger station.

Capacity of Tracks in 50ft. Cars—Second District.

STATIONS.	Sidings.	Other Tracks.	STATIONS.	Sidings.	Other Tracks.
MORRIS.		300	OTTAWA JCT.	120 120	Yard
HOLLIDAY.		133	POMONA.		41
ZARAH.		35	QUENEMO.	W 138	64
CRAIG.		3	MELVERN.	E 111 60	44
OLATHE.	136 W 141	Yard	OLIVET.		23
CLARE.		28	RIDGETON.	140	
GARDNER.	E 60	Yard	LEBO.	E 101 W 117	51
EDGERTON.	E 136 W 107	23	NEOSHO RAPIDS.	E 19	29
WELLSVILLE.		48	WIGGAM.	440	
LE LOUP.		31			

Atchison District.

Capacity of Tracks in 50 ft. Cars.		WEST- WARD.	Fuel, Water Turn Tables and Turn Ways.	Ruling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.	Ruling Grade Ascending.	Distance from Chicago and Atchison.	Telegraph and Telephone Offices.	EAST- WARD.
		First Class.							First Class.
		57							58
		Motor.							Motor.
Other Tracks.	Sidings.	Leave Daily.			STATIONS.		Miles.		Arrive Daily.
		AM 7.45	Y	0	ST. JOSEPH U. S. 0.3	0	484.2	C	PM 6.00
Yard			WFT	0	TERMINAL YARD. 0.5	0	484.5	C	
		7.53		0	M.K. JCT. 0.1	0	485.0		5.50
				12.4	TERMINAL JCT. 19.5	17.4	485.1		
				17.8	WINTHROP. 0.2	0	504.6		
				0	STATE LINE. 0.2	0	504.8		
		s 8.35		34.3	C.B.& Q. Crossing. ATCHISON U. S. Mo. Pac. Crossing. 0.6	0	505.0 0	C s	5.15
Yard		s 8.40	WFT	25.6	ATCHISON F. S. 0.6	0	0.6	C s	5.07
				58.6	Mo. Pac. Crossing. 5.3	0	1.2		
18		f 8.50		0	PARNELL. 2.3	50.9	6.5	f	4.56
	17	f 8.53	Y	24.8	HAWTHORNE. 2.0	0	8.8	f	4.52
22		s 8.58		68.9	CUMMINGS. 6.0	0	10.8	s	4.48
21	15	s 9.10		0	NORTONVILLE. 9.2	64.3	16.8	C s	4.39
48	34	s 9.25	W	69.9	VALLEY FALLS. 8.9	64.0	26.0	C s	4.22
22		s 9.40		62.4	ROCK CREEK. 4.5	63.4	34.9	C s	4.09
36		s 9.47		63.4	MERIDEN. 10.1	59.3	39.4	C s	4.01
Yard	4	f 10.00	Y	33.4	NORTH TOPEKA. U.P. Crossing. 1.1	0	49.5	f	3.45
Yard		10.10 AM	WFT		TOPEKA.		50.6	C	3.40 PM
		Arrive Daily.			(71.4)				Leave Daily.
		29.5			Average speed per hour.				30.6

Trains have no time table superiority and will move at restricted speed between St. Joseph U.S. and M.K. Jct., and will be governed by St. Joseph Union Depot Co. Time Table, Rules and Regulations between St. Joseph U.S. and Monterey Street, and by St. Joseph Terminal Ry. Co. Rules and Regulations between Monterey Street and M.K. Jct. Normal position of switch at M.K. Jct. is for Missouri Division main track. Will be governed by C.R.I. & P. Ry. Co. Time Table, Rules and Regulations between Terminal Jct. and Winthrop.

Trains have no time table superiority and will move at restricted speed between Winthrop and Mo. Pac. crossing 0.6 mile west of Atchison F.S. Will be governed by Rules and Regulations of Atchison & Eastern Bridge Co. between Winthrop and west end of bridge and by Atchison Union Depot Company Time Table, Rules and Regulations between west end of bridge and Mo. Pac. crossing at Atchison U.S. A.T. & S.F. trains using Missouri Pacific main track to and from Atchison Union Depot Co. Track No. 5, will be governed, eastward from A.T. & S.F. main track by Signal 3308-R, and westward by A.T. & S.F. main track by Signal 3305-R. Switch indicators at west crossover switch on A.T. & S.F. main track, and on Depot Track 5, 66 feet east of crossover switch. When indicators show "clear," they authorize opening of crossover switches. A Missouri Pacific Ry. Crossing between Signal 3305-R and Missouri Pacific main track is not connected with Signal System, be governed by Rules 98, A, B, C and D.

Trains have no time table superiority and will move at restricted speed between M. P. 49 and Topeka.

No switch lights on Atchison District.

Burlington District.

Capacity of Tracks in 50 ft. Cars.	WEST-WARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.	Ruling Grade Ascending.	Distance from E.N. Jct.	Telegraph and Telephone Offices.	EAST-WARD.
	Second Class.							Second Class.
	79							80
	Mixed.							Mixed.
	Leave Daily Ex. Sun.			STATIONS.		Miles.		Arrive Daily Ex. Sun.
	AM 9.50		87.1	B.N. JCT.	39.6	0	B	PM 4.50
9	s10.10		91.2	7.0 HOMEWOOD.	0	7.0		s 4.30
9	f		83.3	2.7 RANSOMVILLE.	54.4	9.7		f
21	s10.30		126.0	2.9 WILLIAMSBURG.	146.9	12.6	C	s 4.15
9	f		80.9	2.8 SILKVILLE.	99.8	15.4		f
9	s10.45		83.4	3.4 AGRICOLA.	102.1	18.8		s 3.55
25	s11.01		105.3	4.2 WAVERLY.	45.8	23.0	C	s 3.40
13	s11.15		42.8	5.2 HALL'S SUMMIT.	83.0	28.2		s 3.20
21	s11.30		92.2	5.1 SHARPE.	5.0	33.3		s 3.00
42	s12.15	W	0	8.3 BURLINGTON.	0	41.6	C	s 2.35
			54.4	0.2 M.K.T. Crossing.	61.0	46.9		f
13	f		57.1	5.1 VIVA.	56.7	52.0	C	2.00 PM
69	12.45 PM	Y		5.1 GRIDLEY.				Leave Daily Ex. Sun.
	Arrive Daily Ex. Sun.			(52.0)				18.3
	17.8			Average speed per hour.				

No. 79 is superior to No. 80.
No switch lights on Burlington District.

Leavenworth District.

Capacity of Tracks in 50 ft. Cars.	WEST-WARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.	Ruling Grade Ascending.	Distance from Wilder.	Telegraph and Telephone Offices.	EAST-WARD.
	Second Class.							Second Class.
	63							64
	Mixed.							Mixed.
	Leave Daily Ex. Sun.			STATIONS.		Miles.		Arrive Daily Ex. Sun.
42	AM 9.40	Y	21.1	WILDER.	0	0	C	PM 3.10
38	s 9.55		30.1	1.5 U.P. Crossing.	0	1.5	C	s 3.00
11	f10.10		33.2	K.C.K.V. & W. Crossing. BONNER SPRINGS.	0	7.5	f	2.20
9	f10.25		0	6.0 STONE.	52.8	11.8	f	2.05
37	s10.40		31.7	4.3 EAST FAIRMONT.	55.4	16.7	C	s 1.50
4	s10.50		52.8	4.9 LANSEING.	10.6	18.5	C	s 1.20
			0	1.8 WADSWORTH.	52.8	20.7		
			66.0	2.2 C.B. & Q. Crossing.	66.0	22.0	C	1.00 PM
Yard	11.10 AM	W T	66.0	1.3 LEAVENWORTH.	66.0	33.0		
12			10.9	11.0 LOWEMONT.	66.0	39.4		
24			66.0	6.4 POTTER.	63.4	43.1		
4			30.1	3.7 CURLEW.	0	45.3		
17		Y		2.2 HAWTHORNE.				
	Arrive Daily Ex. Sun.			(45.3)				Leave Daily Ex. Sun.
	14.6			Average speed per hour.				10.1

No switch lights on Leavenworth District. No. 63 is superior to No. 64.

Alma District.

Capacity of Tracks in 50 ft. Cars.	WEST-WARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.	Ruling Grade Ascending.	Distance from Burlingame.	Telegraph and Telephone Offices.	EAST-WARD.
	Second Class.							Second Class.
	95							96
	Mixed.							Mixed.
	Leave Daily Ex. Sun.			STATIONS.		Miles.		Arrive Daily Ex. Sun.
Yard	AM 11.15	W Y	58.1	BURLINGAME.	52.8	0	C	PM 4.35
17	s11.35	W	52.8	8.5 HARVEYVILLE.	0	8.5	C	s 4.15
7	f		58.1	4.9 BRADFORD.	0	13.4		f
29	s12.15		58.1	4.7 ESKRIDGE.	70.0	18.1	C	s 3.45
19	s12.45		52.8	7.4 HESSDALE.	70.2	25.5		s 3.20
14	f		50.7	6.7 ALLENDRPH.	40.6	32.2		f
42	1.25 PM	W Y		1.6 ALMA.		33.8	C	3.00 PM
	Arrive Daily Ex. Sun.			(33.8)				Leave Daily Ex. Sun.
	15.6			Average speed per hour.				21.3

No. 95 is superior to No. 96.
No switch lights on Alma District.

Lawrence District.

Capacity of Tracks in 50 ft. Cars.	WEST-WARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.	Ruling Grade Ascending.	Distance from Lawrence.	Telegraph and Telephone Offices.	EAST-WARD.
	Second Class.							Second Class.
	73							74
	Mixed.							Mixed.
	Leave Tues., Thurs., Sat.			STATIONS.		Miles.		Arrive Mon., Wed., Fri.
Yard	PM 4.00	W Y	42.9	LAWRENCE.	57.9	0	C	AM 11.00
	4.20		39.6	6.5 SIBLEYVILLE.	0	6.5		10.40
25	4.30		85.5	3.2 VINLAND.	50.4	9.7		10.30
34	4.55		65.0	5.7 BALDWIN.	64.7	15.4	C	10.15
Yard	5.20 PM	W Y		10.8 A.T. & S.F. Crossing. OTTAWA JCT.		26.2	C	9.50 AM
	Arrive Tues., Thurs., Sat.			(26.2)				Leave Mon., Wed., Fri.
				Average speed per hour.				

NOS. 73 and 74 HAVE NO TIME TABLE AUTHORITY.

No switch lights on Lawrence District.

Freight Train Terminals, and Junctions.	WESTWARD.														
	61	63	73	79	85	91	93	29	33	35	37	39	41	43	69
	Way Freight.	Way Freight.	Mixed.	Mixed.	Way Freight.	Way Freight.	Way Freight.	Fast Freight.	Cal. Tex. Okla. Fast Frt.	Kansas Mdse.	Okla.- Texas Freight.	Okla.- Texas Fast Frt.	Colo. Kans. Okla. Fast Frt.	No. Cal. Fast Freight.	So. Kans. Fast Freight.
STATIONS.	Leave Daily.	Leave Daily Ex. Sun.	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
KANS. CITY, KANS. (Argentine.)	AM 9.00	AM 8.30			AM 7.00	PM 10.15			PM 11.00	PM 7.40	PM 7.30	AM 10.00	PM 1.00	PM 12.01	PM 7.30
HOLLIDAY.	9.45	9.25				11.00									7.55
LAWRENCE.	11.10		PM 4.00												
OTTAWA JCT.			5.20												9.45
OTTAWA.			5.25 PM	AM 9.35	10.30										
B.N. JCT.				9.50 AM											
CHANUTE.					PM 4.40										AM 12.45
ST. JOSEPH.					PM			PM 5.54							
ATCHISON F. S.								7.00							
LEAVENWORTH.		11.10 AM													
TOPEKA.	PM 4.00 PM					AM 2.30 AM	AM 8.00	9.15 10.00 AM							
EMPORIA.							11.35 AM	12.40 AM	AM 3.00 AM	11.30 PM	11.00 PM	PM 1.00 PM	5.30 PM	4.30 PM	
	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.

Freight Train Terminals, and Junctions.	EASTWARD.														
	62	64	70	74	80	92	94	30	32	34	36	38	40	42	86
	Way Freight.	Way Freight.	Fast Freight.	Mixed.	Mixed.	Way Freight.	Way Freight.	St. Joseph Stock.	Chicago Fast Frt.	So. Calif. Chicago Fast Frt.	Fast Freight.	Fast Freight.	Texas- Chicago Fast Frt.	Colo- Chicago Fast Frt.	Southern Kansas Freight.
STATIONS.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
KANS. CITY, KANS. (Argentine.)	PM 9.00	PM 4.15	AM 10.30			AM 8.00			PM 10.00	PM 9.00	PM 1.00 PM	PM 10.00	PM 12.45 PM	AM 6.45	AM 4.55
HOLLIDAY.	5.00	3.30				7.30									4.15
LAWRENCE.	3.05			AM 11.00											
OTTAWA JCT.				9.50											12.25 AM
OTTAWA.			7.00	9.30 AM	PM 5.10										
B.N. JCT.					4.50 PM										
CHANUTE.			2.30 AM												9.30 PM
ST. JOSEPH.								AM 7.30							
ATCHISON F. S.								6.15							
LEAVENWORTH.		1.00 PM					AM								
TOPEKA.	1.00 PM					3.30 AM	7.30	2.30 AM							
EMPORIA.							4.30 AM	11.00 PM	5.00 PM	1.00 PM	8.45 AM	6.15 PM	8.45 AM	2.45 AM	
	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

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, 10(A), 10(f), 15, 86, 95, 97, 103(A), 104(A), 204, 210, 221, 360, 384, 632, 701, 705, 706, 711 and 872 of the Rules and Regulations, Operating Department, Revised 1927, are amended, or superseded, by the following:

Rule No. 5. First paragraph is amended to read: 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 leaving times. The time applies at the first siding switch where an opposing train clears; where there is no such switch, it applies at the station.

Rule No. 10(A). Superseded by the following: A yellow flag, yellow disc lettered "Slow," or a yellow light will be placed at least one mile in advance of where reduced speed applies on temporary reduced speed locations, at the end of which a green flag, green disc or green light will be placed, which rear of train will pass before speed shall be increased. Reduced speed limit shall be 15 miles per hour unless otherwise specified by train order or bulletin.

A yellow board, with black numerals on the track side to indicate the speed limit for passenger trains and on the field side to indicate the speed limit for freight trains, will be placed at least 2500 feet in advance of where reduced speed applies on permanent reduced speed locations, at the end of which a green board will be placed, which rear of train will pass before speed shall be increased. There may be more than one yellow board in advance of green board, in which case the reduced speed limits shown on each yellow board shall be observed in succession until a green board is passed.

Where permanent intertrack slow speed and resume speed boards are placed for lefthand running, the upper numerals on the yellow boards between tracks will indicate the speed limit for passenger trains and the lower numerals the speed limit for freight trains.

Rule No. 10(f). Red is substituted for purple as stop indication for dwarf signal.

Rule No. 15. Amended by adding: Restricted speed must be observed for a distance of one mile from point of explosion.

Rule No. 86. Amended by adding: Where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior trains sufficiently to give clear signal indication in the rear.

Rule No. 95. Amended by adding: On double track, the dispatcher may authorize sections of a schedule at initial stations by Clearance Card, Form 902.

Rule No. 97. Amended by adding: On double track the dispatcher may authorize the running of extra trains, except work extras, by Clearance Card, Form 902.

Rule No. 103(A). The second paragraph is cancelled.

Rule No. 104(A). First paragraph is amended to read: At meeting or passing points the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S-89(A), after lining and locking switch, he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

Rule No. 204. Amended by adding: Additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman.

Rule No. 210. Second paragraph is amended to read: Enginemen must show train orders and clearance cards to firemen, and when practicable, to head brakeman; conductors, when practicable, must show them to the brakemen. Brakemen and firemen are required to read orders, see that the information shown on the clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

Rule No. 221. The second paragraph is cancelled.

Rule No. 360. Amended by adding: Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

Rule No. 384. First paragraph is amended to read: They must not take loaded cars without the waybills or take waybills without the freight or cars, unless authorized to do so by trainmaster. A conductor's waybill (Form 1854) must be made for car loads and less car loads in accordance with instructions printed on the form or issued by the auditor.

Rule No. 632. Superseded by the following: In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used, the pressure should be momentarily released every fifteen minutes.

Rule No. 701. Red is substituted for purple as stop indication for dwarf signal.

Rules Nos. 705 and 706. Amended by adding: Where switch indicators are used, employes will be governed by indicators before fouling circuit or changing main track switch. Indication displayed by switch indicators does not relieve trainmen or enginemen from protecting their train as provided for by the rules.

Rule No. 711. Superseded by the following: 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.

Rule No. 872. Last two paragraphs are amended to read: When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

1. SPECIAL RULES AND FACILITIES.

1(A) SWITCHES—AUTOMATIC BLOCK TERRITORY.

On single track in automatic block territory where main track switches are not equipped with switch indicators, trains or engines in clear on sidings or other tracks will not foul main track until the indications of main track signals in both directions have been observed.

If signals governing moves in either or both directions display a Stop or Proceed at Restricted Speed indication, and there is no evidence of an approaching train, switch must be reversed and after waiting five minutes, train or engine may proceed, being governed by Rule 830-A.

When heading out through a spring switch, the same practice must be observed, except that after the lead wheels have fouled the circuit, spring switch must be returned to normal position.

This does not apply to signals governing movements in the opposite direction if an opposing train has been met and is still occupying the circuit.

Dwarf head out signals located at end of siding on double track at certain non-interlocked stations are track-controlled. Their indication normally is proceed. At certain non-continuous offices signals are changed to track-controlled during period offices are closed. Under either such circumstances, if the indication of such signal is stop when a train is ready to leave siding and there is no apparent reason for that indication, main track switch should be opened and after waiting five minutes train may proceed, protecting as provided by Rule 99. When heading out through a spring switch the same practice will govern except that after lead wheels have fouled circuit, spring switch must be restored to normal.

1(B). RAILROAD CROSSINGS AT GRADE.

TOPEKA—A.T. & S.F. Second Street. Interlocking plant.

OSAGE CITY—Mo. Pac. 0.3 mile east of station. Interlocking plant.

OTTAWA JCT.—A.T. & S.F. Interlocking plant. Maximum speed Second Dist. passenger trains sixty miles per hour, Lawrence Dist. trains twenty miles per hour.

HU—Mo. Pac. Interlocking plant.

N.R. JCT.—M.K.T. Interlocking plant.

OTTAWA—Mo. Pac. 0.2 mile west of station. Automatic interlocking plant. Maximum speed twenty miles per hour.

GARNETT—Mo. Pac. 0.1 mile east of station. Stop. See Rules 98, A, B, C and D.

IOLA—Mo. Pac. 0.3 mile east of station. Automatic interlocking plant. Maximum speed twenty miles per hour.

CHANUTE—M.K.T. 0.8 mile east of station is protected by electric locked gate set normally across M.K.T. track. When gate is normal and signal indicates proceed, may proceed at speed not to exceed forty miles per hour.

ATCHISON U.S.—C.B. & Q. is protected by gate set normally across C.B. & Q. track. When gate is normal, may proceed at speed not to exceed ten miles per hour.

ATCHISON U.S.—Mo. Pac. Stop. See Rules 98, A, B, C and D.

ATCHISON F.S.—Mo. Pac. 0.6 mile west of station is protected by gate set normally across Mo. Pac. track. Approach at restricted speed. When gate is normal, may proceed at speed not to exceed ten miles per hour.

NORTH TOPEKA—U.P. Interlocking plant. Maximum speed twenty miles per hour.

BONNER SPRINGS—U.P. and K.C.K.V. & W. 0.1 mile east of station Interlocking plant. Maximum speed ten miles per hour.

LEAVENWORTH—C.B. & Q. 1.3 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.

1(C). JOINT TRACK FACILITIES.

KANSAS CITY—A.T. & S.F. Jct. A.T. & S.F. trains will use Kansas City Terminal Ry. Co. tracks between Union Station and A.T. & S.F. Jct.

1(C). JOINT TRACK FACILITIES—(Cont'd).

ST. JOSEPH—A.T. & S.F. trains will use St. Joseph Union Depot Company tracks between St. Joseph U.S. and Monterey Street, 0.2 mile west of Union Station, and St. Joseph Terminal Ry. Co. tracks between Monterey Street and M.K. Jct.

TERMINAL JCT.—WINTHROP. A.T. & S.F. trains will use C.R.I. & P. Ry. Co. tracks between Terminal Jct. and Winthrop.

ATCHISON—A.T. & S.F. trains will use tracks of Atchison and Eastern Bridge Co. between Winthrop and west end of bridge. Will use tracks of Atchison Union Depot Co. between west end of bridge and Mo. Pac. crossing at Atchison U.S., and Mo. Pac. main track between Mo. Pac. crossing and crossover to A.T. & S.F. main track 384 feet west of Mo. Pac. crossing. C.R.I. & P. trains will use A.T. & S.F. main and yard tracks between Atchison U.S. and Atchison yards and will be governed by A.T. & S.F. Time Table, Rules and Regulations.

1(D). STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED. SEE RULE 83(A).

STATION	DESIGNATED TRAINS
Topeka	Other than First District First Class.
Emporia—Emporia Yard	Originating or terminating either place.
Argentine	Originating or terminating.
Chanute—Chanute Yard	Originating or terminating either place.
Following trains will register by Form 903:	
Holiday	First Dist.
Emporia	All trains except originating or terminating.
Ottawa	Nos. 211 and 212.
Terminal Yard	First class.
Chanute	Nos. 47, 50, 211 and 212.

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

1(E). TRAINS MUST SECURE CLEARANCE CARDS BEFORE LEAVING ORIGINATING STATIONS, EXCEPT:

Holiday..... Eastward first class from First Dist.

Westward trains must secure clearance cards at Ottawa, Atchison F.S. and all trains at Leavenworth during assigned hours of operator.

1(F). CURRENT OF TRAFFIC.

On double track trains will run as prescribed by Rule D-152. Movement of trains will be supervised by train dispatcher, who will issue instructions to signalmen when required. When necessary to run trains against the current of traffic, movement must be controlled by train orders. Except as affected by these rules, all block signal and train rules remain in force.

1(G).

1(H). TRAFFIC REVERSAL.

Movement of trains between Interlocking Olathe and Interlocking Holiday will be governed by block signals whose indication will supersede the superiority of trains for both opposing and following movements on either track. Operators will not display proceed signal for movement against current of traffic without train order authorizing. If a train or engine is stopped by a stop signal (Rule 701) which fails to display proceed indication, it must not proceed without permission given by operator at Holiday. If authorized to proceed by operator, be governed by Rule 830(b). If unable to communicate with operator, be governed by Rule 830 (a). (Additional instructions pertaining to general operation in this territory is covered by bulletin.)

1(I).

1(J). FIXED SIGNALS.

Permanent reduced speed signals and yard limit boards governing trains between Turner and Olathe are located on both field sides of all main tracks, and between Olathe and Emporia are located to the left of the track, except between Edgerton and Gardner, Melvern and Ridgerton, LeLoup and Mile Post 46, and east of Mile Post 53.5, where signals are placed between tracks. Temporary reduced speed signals are placed as above, except where more than two tracks parallel, at which locations they are placed to the right of the track they govern.

2. MAXIMUM SPEED FOR TRAINS.

LOCATION	MILES PER HOUR			
	Light Engines Forward	All Engines Backward	Passenger	Freight and Mixed
First District.....	40	25	90	60
Second District.....	40	25	90	60
Third District.....	40	25	90	60
Atchison District.....	35	20	45	35
Lawrence District.....	30	20	35	30
Leavenworth District.....	30	20	30	30
Alma District.....	25	15	30	25
Burlington District.....	25	15	25	25

FIRST DISTRICT.			
Curve, M.P. 0.0 to 0.2.....	15		15
Curve, M.P. 0.7 to 0.9.....	75		
2 Curves, M.P. 2.8 to 3.3.....	65		55
Curve, M.P. 3.7 to 3.9.....	75		
Curve, M.P. 6.3 to 6.5.....	80		
Curve, M.P. 8.8 to 9.3.....	70		
Curve, M.P. 15.1 to 15.2.....	85		
4 Curves, M.P. 15.3 to 16.8.....	80		
3 Curves, M.P. 19.3 to 19.0.....	70		55
Curve, M.P. 19.3 to 19.5.....	70		
Curve, M.P. 23.4 to 23.6.....	65		55
Curve, M.P. 24.6 to 24.8.....	75		
Curve, M.P. 25.2 to 25.4.....	65		50
Curve, M.P. 25.7 to 25.9.....	60		50
2 Curves, M.P. 26.2 to 26.3.....	30		30
M.P. 26.5 to 27.1 (Lawrence).....	30		30
2 Curves, M.P. 27.1 to 27.4.....	35		25
2 Curves, M.P. 28.7 to 30.3.....	85		
2 Curves, M.P. 34.3 to 34.7.....	65		
2 Curves, M.P. 34.8 to 35.2.....	55		55
2 Curves, M.P. 36.9 to 37.3.....	60		
2 Curves, M.P. 37.4 to 37.8 (Lecompton).....	65		
Curve, M.P. 48.8 to 48.9.....	75		
Curve, M.P. 49.7 to 49.9.....	70		55
Curve, M.P. 51.1 to 51.2.....	85		
Viaduct, 52-A, to Tenth Street (Topeka).....	20		20
Curve, M.P. 58.9 to 59.1.....	80		
Curve, M.P. 59.8 to 60.0.....	75		
Curve, M.P. 60.3 to 60.6.....	85		
7 Curves, M.P. 61.0 to 62.8 (Wakarusa).....	50		50
2 Curves, M.P. 63.0 to 63.8.....	55		55
2 Curves, M.P. 63.7 to 64.2.....	45		45
Curve, M.P. 64.5 to 64.7.....	70		55
Curve, M.P. 65.0 to 65.3.....	75		
2 Curves, M.P. 66.5 to 67.2.....	45		45
Curve, M.P. 67.5 to 67.6.....	60		45
Curve, M.P. 67.7 to 67.8 (Carbondale).....	65		55
Curve, M.P. 68.2 to 68.8.....	85		
Curve, M.P. 69.0 to 69.4.....	65		55
2 Curves, M.P. 69.8 to 70.9.....	80		
Curve, M.P. 75.1 to 75.3.....	80		
2 Curves, M.P. 76.0 to 77.1 (Burlingame).....	65		55
Curve, M.P. 84.0 to 84.4.....	65		50
Mo. Pac. Crossing to west siding switch (Osage City).....	40		55
Curve, M.P. 88.5 to 88.9.....	80		
Curve, M.P. 89.5 to 90.2.....	80		
Curve, M.P. 93.7 to 94.0.....	80		
Curve, M.P. 96.1 to 96.4.....	75		
2 Curves, M.P. 97.8 to 98.3.....	55		50
3 Curves, M.P. 107.3 to 110.3.....	65		55
Curve, M.P. 110.8 to 111.0.....	15		15
N.R. Jct. to M.P. 112.3.....	20		20
SECOND DISTRICT.			
Curve, M.P. 1.6.....	15		15
4 Curves, M.P. 2.0 to 3.5.....	60		
Curve, M.P. 3.5 to 3.7.....	65		
Holiday and Turner, Track No. 3.....	45		45
Turner and Morris, Track No. 4.....	45		30
3 Curves, M.P. 6.7 to 7.7.....	65		45
Curve, M.P. 8.0 to 8.1.....	70		45
Curve, M.P. 8.6 to 8.7.....	80		
Curve, M.P. 11.5 to 11.7.....	75		
Curve, M.P. 13.6 to 13.7 (Holiday).....	55		35
4 Curves, M.P. 14.0 to 16.0.....	60		50
3 Curves, M.P. 16.5 to 17.2.....	45		45
3 Curves, M.P. 17.5 to 18.0.....	40		40
Curve, M.P. 18.8 to 19.2.....	55		45
2 Curves, M.P. 20.4 to 21.6.....	50		40
7 Curves, M.P. 21.8 to 25.3.....	40		40
M.P. 25.3 to 26.5 (Olathe).....	25		25
Curve, M.P. 26.7 to 27.2.....	65		50
Curve, M.P. 28.1 to 28.9.....	75		
Curve, M.P. 29.4 to 29.6.....	80		
Curve, M.P. 30.4 to 30.8.....	65		55
Curve, M.P. 31.0 to 31.4 (Clare).....	70		

2. MAXIMUM SPEED FOR TRAINS—(Cont'd).

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
SECOND DISTRICT—(Cont'd).		
2 Curves, M.P. 34.5 to 35.1, Track No. 2 (Gardner).....	50	50
Curve, M.P. 38.5 to 39.1, Track No. 2.....	70	55
Curve, M.P. 39.8 to 39.5, Track No. 1.....	75	.....
Curve, M.P. 39.6 to 40.0, Track No. 2 (Edgerton).....	65	50
Curve, M.P. 43.4 to 43.9.....	85	.....
Curve, M.P. 49.3 to 49.6.....	75	.....
Ottawa Jct. to HU, Track No. 3.....	25	25
Curve, M.P. 57.2 to 57.5.....	60	40
2 Curves, M.P. 70.8 to 71.6.....	85	.....
Curve, M.P. 73.2 to 73.5.....	85	.....
2 Curves, M.P. 74.2 to 75.1.....	80	.....
Curve, M.P. 77.5 to 77.9.....	85	.....
Curve, M.P. 79.9 to 79.6, Track No. 1.....	55	45
(Melvern) Track No. 2.....	75	.....
Curve, M.P. 83.6 to 83.4, Track No. 1.....	55	45
Curve, M.P. 84.6 to 84.4, Track No. 1.....	75	.....
Curve, M.P. 86.0 to 85.8, Track No. 1.....	65	55
2 Curves, M.P. 84.3 to 86.0, Track No. 2.....	75	.....
Curve, M.P. 92.9 to 93.3.....	85	.....
4 Curves, M.P. 98.0 to 101.4.....	65	55
Curve, M.P. 105.0 to 105.1.....	55	50
Siding between Wiggam and N.R. Jct.....	30	30
N.R. Jct. to M.P. 112.3.....	20	20
THIRD DISTRICT.		
Ottawa Jct. to M.P. 58.8.....	20	20
Curve, M.P. 68.4 to 68.5.....	80	55
2 Curves, M.P. 72.4 to 74.1.....	85	55
2 Curves, M.P. 75.6 to 76.3.....	75	.....
Curve, M.P. 76.6 to 76.8.....	75	50
2 Curves, M.P. 76.9 to 78.0.....	65	55
Curve, M.P. 78.7 to 79.1.....	80	.....
2 Curves, M.P. 79.3 to 79.8 (Rock Crusher).....	40	40
Curve, M.P. 80.2 to 80.4.....	75	.....
Curve, M.P. 80.7 to 80.9.....	80	.....
Garnett, over Mo. Pac. Crossing.....	15	15
Curve, M.P. 85.0 to 85.6.....	85	.....
Curve, M.P. 87.2 to 87.5.....	80	.....
Curve, M.P. 88.3 to 88.7.....	70	55
Curve, M.P. 105.5 to 105.6.....	70	55
Curve, M.P. 107.1 to 107.2.....	80	.....
Iola, over Street Crossings.....	15	15
Curve, M.P. 122.7 to 123.1.....	80	.....
Curve, M.P. 123.2 to 123.5.....	80	50
Chanute, over Street Crossings.....	25	25
ATCHISON DISTRICT.		
Curves except where further restricted.....	40	30
Atchison, crossing Missouri River Bridge.....	15	15
Between Atchison U.S. and West Yard Limit Board.....	15	15
Hawthorne, over switches.....	15	15
Between North Topeka and Topeka.....	15	15
LAWRENCE DISTRICT.		
Lawrence, over street crossings.....	30	.....
M.P. 3.0 to M.P. 4.0.....	20	20
Curves, M.P. 6.1 to 6.7.....	30	25
Curves between Sibleyville and Baldwin.....	.....	25
LEAVENWORTH DISTRICT.		
Curves except where further restricted.....	20	20
Stone, over hard surfaced highway.....	15	15
Between viaduct east and hard surfaced highway west of Wadsworth.....	15	15
Curves between C. B. & Q. crossing and west end Leavenworth Yards.....	15	15
Between Leavenworth and Hawthorne, except where further restricted.....	20	20
Curves between Leavenworth and Hawthorne.....	15	15
ALMA DISTRICT.		
Curves, except where further restricted.....	20	20
M.P. 32.5 to 33.9 (Alma).....	15	15
BURLINGTON DISTRICT.		
Curves M.P. 41.0 to Gridley.....	20	20

2(A). SPEED REGULATIONS, PASSENGER TRAINS.

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 engine-man 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.

2(B). MAXIMUM SPEED OF ENGINES.

Maximum speed covering following classes of engines where not otherwise restricted. Where other restrictions permit train speed in excess of the maximum engine speed prescribed in this table, maximum engine speed prescribed in table must be observed.

CLASS OR ENGINE NUMBER	Diameter of Drivers Inches	Miles Per Hour	MILES PER HOUR	
			Light Engines Forward	All Engines Backward
Diesel Engines 1-15, Inclusive and 50.....		100	40	40
Diesel Engines 100 to 157 and 169 to 179, Inclusive.....	40	65	40	40
Diesel Engines 158 to 168, Inclusive.....	40	95	40	40
Motors M-105 to M-189, Inclusive.....	.....	60	60	25
Motor M-190.....	.....	80	60	25
542-1400-1452-1480-1550 Classes.....	73	90	40	25
1226-1270 Classes.....	73	90	40	25
1400-1452 Classes.....	79	100	40	25
1309-1337 Classes.....	73	90	40	25
3400 Class.....	74	90	40	25
3400-3450 Classes.....	79	100	40	25
3460 Class.....	84	100	40	25
3500 Class.....	73	90	40	25
3700 Class.....	69	70	40	25
2900-3776 Classes.....	80	90	40	25
3751-3765 Classes.....	80	90	40	25
900-1600 Classes.....	57	35	35	20
1014-1050 Classes.....	69	50	40	25
1800 Class.....	69	60	40	25
2507 Class.....	63	60	40	25
2535 Class, except 2535.....	55	40	35	20
3100 Class.....	57	45	35	20
3160-4000 Classes.....	63	60	40	25
3800-3900 Classes.....	63	50	40	25
Engines 4101, 4103, 4111, 4112 and 4114.....	63	50	40	25
Other 4101 Class.....	63	60	40	25
Engines 4193-4199, Inclusive.....	63	50	40	25
5000.....	69	60	40	25
5001 Class.....	74	60	40	25
5011 Class.....	74	60	40	25
Diesels 400-450 Classes.....	.....	30	30	30
Other Diesel Yard Engines.....	.....	35	35	35
All other engines.....	.....	20	20	20

2(C). MAXIMUM SPEED OVER SUBMERGED TRACK.

Diesel-electric engines and gasoline-electric cars shall not be operated, either by towing or using traction motors for power, through water having depth over rail greater than shown below:

Type of Engine or Car.	Depth of Water	
	New Wheels	Worn Wheels
Passenger Diesels.....	4 in.	3 in.
Freight Diesels, including those geared for passenger service.....	6 in.	5 in.
44-ton Yard Diesels.....	3 in.	2 in.
Other Yard Diesels.....	6 in.	5 in.
Gasoline-Electric Cars.....	4 in.	3 in.

Maximum speed of Diesel engine or gasoline-electric motor car towed or operated through water, three miles per hour.

Steam engines and passenger cars equipped with roller bearings will not be run through water nine inches or more over rail; lightweight air conditioned passenger cars, eight inches or more over rail; and heavyweight air conditioned passenger cars not equipped with roller bearings, one foot or more over rail. When so operated, speed shall not exceed five miles per hour. This does not modify Rule 317-A, Operating Department.

2(D). ENGINES BREAKING IN.

Must be run at a speed specified by Master Mechanic, Road Foreman of Engines or Roundhouse Foreman.

2(E). DEAD ENGINES.

Dead engines must not be moved with slide rods down or any driver suspended without special instructions.

Trains handling Diesel road engines dead in train must not exceed ninety miles per hour; Diesel yard engines, thirty miles per hour; gas-electric and Diesel motor cars, sixty miles per hour; other dead engines, twenty miles per hour.

2(F). STEAM WRECKING CRANES, ETC.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear must not exceed twenty-four miles per hour. Such equipment must not be moved in any train except on authority of Trainmaster.

2(G). SPRING SWITCHES, TURNOUTS AND CROSSOVERS

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speeds. On other main track turnouts and crossovers not listed herein, trains or engines must not exceed fifteen miles per hour. On all other turnouts or crossovers trains or engines must not exceed ten miles per hour. Trailing movements through spring switches must not be reversed until switch has been properly lined.

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight and Mixed
"I"—Interlocked Switch "S"—Spring Switch				
DeSoto	S	East end of yard track	25	20
Lawrence	S	West end siding	15	15
Topeka	S	West end of yards	15	15
	S	West end siding	15	15
Pauline	S	West end siding	15	15
Carbondale	S	West end siding	15	15
Burlingame	S	East end siding	15	15
Osage City	S	West end siding	15	15
Turner	S	Crossovers	30	20
Morris	I	Turnout west end track No. 4 and crossovers	30	20
Holliday	I	Crossover between main tracks at tower	30	20
	I	Turnout track No. 3 and crossovers west of tower	40	30
Craig	I	Crossovers	40	30
Olathe	I	Crossovers west of station	30	20
	I	Both ends of siding east of station	30	20
	S	West end westward siding	25	20
Edgerton	I	East end westward and west end eastward sidings	30	20
Ottawa Jct.	I	Crossovers west of station	30	20
	I	East end sidings	30	20
HU.	I	Turnout and crossover	30	20
Quenemo	I	East end westward siding	30	20
Melvorn	S	West end westward siding	25	20
Ridgeton	S	East end eastward siding	25	20
	I	West end siding	30	20
Lebo	I	East end westward and west end eastward sidings	30	20
	S	East end eastward and west end westward sidings	25	20
Wiggam	I	Turnout and crossover	30	20
N.R. Jct.	I	West end siding and crossovers	30	20
Merrick	S	Crossovers	30	20
Ottawa	I	End of double track M.P. 57.9	25	20
Chanute	I	Freight lead 0.8 mile east of station	30	20

Trains or engines moving against the points of spring switches at Olathe, Quenemo, Melvorn, Ridgeton and Lebo must not exceed twenty-five miles per hour.

3. YARD LIMITS.

Lawrence, Topeka (includes North Topeka.)	Ottawa Jct. (includes Ottawa)	St. Joseph (includes Terminal Yard.)
Burlingame (Alma District only).	Emporia (includes N.R. Jct. and Merrick.)	Wildor (Leavenworth Dist. only— Includes Bonner Springs).
Argentine (includes Turner).	Garnett.	Leavenworth.
Morris Track 4 only.	Iola.	Gridley.
Holliday.	Humboldt.	
Olathe.	Chanute.	
	Atchison.	

3(A). MOVEMENTS AGAINST CURRENT OF TRAFFIC.

First class trains moving against the current of traffic must move within yard limits at restricted speed.

4. BULLETIN BOOKS.

Kansas City	Trainmaster's Office, Union Station.
Argentine	Yard and Roundhouse Offices.
Chanute, Emporia	Yard, Roundhouse and Telegraph Offices.
Topeka	Yard and Roundhouse Offices.
Ottawa	Passenger Station and Roundhouse Office.
Atchison	Freight Station.
Burlingame	Passenger Station.

5. STANDARD CLOCKS.

Topeka, Argentine	Yard and Roundhouse Offices.
Kansas City, St. Joseph	Union Station Telegraph Offices.
Emporia	Telegraph, Yard and Roundhouse Offices.
Ottawa	Telegraph Office.
Chanute	Telegraph and Yard Offices.
Terminal Yard	Yard Office.
Atchison	Freight Station.

6. STANDARD THERMOMETERS.

Topeka.	HU.	Atchison.
Argentine.	Emporia.	Alma.
Holliday.	Ottawa.	
Ottawa Jct.	Gridley.	

7. OVERHEAD OBSTRUCTIONS.

It is dangerous to stand erect upon cars, and especially those of extraordinary height, while passing over, through or under the following named structures (See Rule 310):

Mile Post	Bridge Number	Name
FIRST DISTRICT.		
51.7	51-B	De Soto, Highway Viaduct, Ordnance Plant Track.
94.9	94-C	Topeka, Pedestrian Viaduct. Marais des Cygnes River.
SECOND DISTRICT.		
34.6	34-B	Highway Viaduct.
45.4	45-A	Highway Viaduct.
79.7	79-B	Highway Viaduct.
79.8	79-C	Highway Viaduct.
92.5	92-A	Highway Viaduct.
ATCHISON DISTRICT.		
0.2	0-B	Atchison, Highway Viaduct.
25.7	25-C	Delaware River.
48.9	48-A	Soldier Creek.
50.4	50-A	Topeka, Highway Viaduct.
LEAVENWORTH DISTRICT.		
1.2		Bonner Springs—KCKV&W Trolley Wire.
20.7	20-B	Highway Viaduct.
41.4	41-C	Wadsworth, Highway Viaduct, Boiler House Track. Stranger Creek.
ALMA DISTRICT.		
33.5	33-C	Mill Creek.
BURLINGTON DISTRICT.		
41.1	41-A	Neosho River.

It is dangerous to sit on side of cars, hang on side ladders or to have head out of engine or other equipment passing the mill tracks at Lawrence.

Many of the overhead structures on the Kansas City Terminal Railway, and the train sheds, will not clear a man standing on the top of a car. Tell tales are not used in all cases.

8. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
FIRST DISTRICT.		
Potato track	M.P. 13.3	22 cars
Kansas Electric Power Company (spur)	M.P. 30.3	36 cars
Kansas Power and Light Co. (spur)	M.P. 46.8	29 cars
SECOND DISTRICT.		
Stewart Sand Company (spur)	M.P. 7.9	73 cars
American Sand Company	M.P. 8.0	39 cars
Reno Construction Company (spur)	M.P. 8.7	30 cars
Gravel pit (spur)	M.P. 14.5	34 cars
Spur	M.P. 22.1	30 cars
THIRD DISTRICT.		
Union Gas Spur	M.P. 61.0	4 cars
Crusher	M.P. 79.4	77 cars
LEAVENWORTH DISTRICT.		
Harvey (spur)	M.P. 10.0	6 cars

9. FLAGGING INTERLOCKING PLANTS.

When an interlocking plant is out of order and the signals cannot be operated and the operator or towerman desires a train or engine to move through the plant, permission may be given verbally or by proceed signal with yellow flag or yellow light, but in such cases some member of crew must precede train or engine and flag over each interlocking switch, derail and railroad crossing protected by such signals.

At automatic interlocking plants when trains or engines find home signal governing movement over railroad crossings displaying stop indication, they must stop short of signal on clearing section and if no evidence of train or engine movement on opposing route a member of crew will proceed to crossing and if at expiration of five minutes from time stopped there is still no evidence of train or engine movements on opposing route he will hand signal his train or engine over the crossing.

Hand release must be operated on plants so equipped before a train or engine is hand signalled over crossing.

10. EMPLOYEES RIDING FOOTBOARDS OF ENGINES.

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employees must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

11. SPEED TABLE.

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

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	—	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	—	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	20	24.0
-	51	70.6	1	26	41.9	2	25	21.8
-	52	69.2	1	28	40.9	3	—	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	—	15.0
-	55	65.5	1	34	38.3	4	30	13.3
-	56	64.2	1	36	37.5	5	—	12.0
-	57	63.2	1	38	36.8	6	—	10.0

1. STATUTORY REGULATIONS.

IN KANSAS, It is lawful for the Conductor to eject from the train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay 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.

The Kansas statutes prohibit gambling and the practice of any confidence games.

Drunken or disorderly persons 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.

W. S. DICKENSHEETS, Trainmaster..... Emporia, Kans.
L. W. POWELL, Trainmaster..... Emporia, Kans.
W. W. MAXWELL, Chief Dispatcher..... Emporia, Kans.
M. F. KENNEDY, Asst. Chief Dispatcher..... Emporia, Kans.
J. W. WELLS, Asst. Chief Dispatcher..... Emporia, Kans.

TRAIN DISPATCHERS—EMPORIA, KANSAS.

S. PATTERSON. F. B. HOSTETTER.
C. V. DAVIS. W. D. JONES.
A. D. ESTEP. C. J. BARRACLOUGH.
L. A. ORMSBY. W. K. GAGE.
A. D. JONES. F. T. McCABE.

J. E. LYNCH, Passenger Trainmaster..... Kansas City, Mo.
H. C. WHITTAKER, Trainmaster..... Argentine, Kans.
H. E. HODGINS, Trainmaster..... Argentine, Kans.
R. M. BRADY, Assistant Trainmaster..... Argentine, Kans.
H. E. PHILLIPS, Assistant Trainmaster..... Argentine, Kans.

A. J. STROBEL, General Watch Inspector..... Topeka.

LOCAL WATCH INSPECTORS.

C. C. JONES, 726 Minnesota Ave..... Kansas City, Kans.
REYNOLDS JEWELRY COMPANY..... Argentine.
H. C. BURDICK..... Topeka.
I. N. CASSITY..... Topeka.
S. M. HUNT..... Burlingame.
HUGHES-TODD COMPANY..... Emporia.
LEONARD G. FORT..... Emporia.
A. G. MADTSON..... Ottawa.
E. V. CONKLIN..... Chanute.
R. H. SMITH..... Chanute.
ERNEST C. MAXWELL..... St. Joseph.
VIRGIL E. UNDERWOOD..... Osage City.
C. W. RUNYAN..... Atchison.
K. E. KLEINMAN, 1100 Grand Ave..... Kansas City, Mo.
J. H. MACE, Union Station..... Kansas City, Mo.

SURGEONS OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY AND THE A.T. & S.F. HOSPITAL ASSOCIATION.

DR. M. L. BISHOFF, Chief Surgeon..... Topeka.

TOPEKA HOSPITAL.

DR. J. F. CASTO..... Surgeon in Charge.
DR. W. J. WALKER..... Chief Physician.
DR. J. A. FARLEY..... Asst. Surgeon.
DR. C. L. RAMSEY..... Asst. Surgeon.
DR. E. LEE DYE..... Asst. Surgeon.
DR. J. F. ZAGARIA..... Asst. Surgeon.
DR. O. G. ZACHARIAS..... Asst. Surgeon.
DR. GEORGE ESPINO..... Asst. Surgeon.
DR. R. L. DUNLAP..... E. E. N. & T. Spec.
THURMAN SAUNDERS..... Laboratory Technician.
DR. M. L. PERRY..... Neurologist.
DR. S. T. MILLARD..... Dermatologist.
DR. F. C. BOGGS..... Consultant, Eye, Ear, Nose and Throat.
DRS. OWEN & FINNEY..... Roentgenologists.
DR. G. M. HILL..... Consulting Dentist.
DR. J. L. LATTIMORE..... Laboratory Consultant.
DR. A. J. BRIER..... Specialist in Allergies.
DR. B. M. MARSHALL..... Urologist.
DR. SCOTT WYSONG..... Asst. Surgeon.

LOCAL SURGEONS.

DR. LEE HAYNES, 901 Westport Ave..... Kansas City, Mo.
DR. M. J. OWEN, Rialto Bldg..... Kansas City, Mo.
DR. DONALD FERGUSON (Colored)..... Kansas City, Mo.
DR. E. S. MILLER..... Argentine.
DR. J. F. HASSIG..... Kansas City, Kans.
DR. ROBERT L. LEE..... Kansas City, Kans.
DR. W. H. DYER (Colored)..... Argentine.
DR. K. C. HAAS..... Argentine.
DR. R. H. EDMISTON..... Lawrence.
DR. E. T. HECKART..... Carbondale.
DR. F. G. SCHENCK..... Burlingame.
DR. O. C. FRITTS..... Osage City.
DR. F. J. ECKDALL..... Emporia.
DR. A. W. CORBETT..... Emporia.
DR. J. M. MARKS..... Valley Falls.
DR. ARTHUR WHITAKER..... Atchison.
DR. C. W. WALKER..... Eskridge.
DR. J. H. RYAN..... St. Joseph, Mo.
DR. G. R. COMBS..... Leavenworth.
DR. C. W. JONES..... Olathe.
DR. J. F. BARR..... Ottawa.
DR. J. B. DAVIS—Consultant..... Ottawa.
DR. G. B. KIERLUFF..... Melvern.
DR. T. W. REID..... Gardner.
DR. W. O. POSTON..... Quenemo.
DR. A. B. McCONNELL..... Burlingame.
DR. J. N. CARTER..... Garnett.
DR. R. O. CHRISTIAN..... Iola.
DR. R. A. LIGHT..... Chanute.
DR. A. M. GARTON..... Chanute.
DR. J. D. REID..... Wellsville.
DR. H. M. WEBB..... Humboldt.
DR. JAMES G. LEE..... Bonner Springs.

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

DR. JOHN H. SHERMAN..... Chanute.
DR. D. P. TRIMBLE..... Emporia.
DR. W. B. GRANGER..... Emporia.
DRS. EUBANK & BAER..... Kansas City, Mo.
DR. CECIL E. HASSIG..... Kansas City, Mo.
DR. C. J. BROWN—Dentist..... Kansas City, Mo.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49 and 50.
 EASTERN DIVISION—Trains 61, 62, 63, 64, 73 and 74.
 MIDDLE DIVISION—Trains 49, 50, 59, 69, 70, 75, 76, 98; 87 and 88 between Marion and Ellinwood.
 OKLAHOMA DIVISION—Trains 79, 80, 81, 82, 87 and 88.
 SOUTHERN KANSAS DIVISION—Trains 85, 86, 87, 88, 91, 92, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield.
 WESTERN DIVISION—Trains 81 and 82.

COLORADO DIVISION—Trains 87 and 88.
 NEW MEXICO DIVISION—Trains 71 and 72.
 PANHANDLE DIVISION—Trains 57, 58, 59, 60, 69, 70, 71, 72, 83, 84, 119 and 120.
 PECOS DIVISION—Trains 45 and 46 between Carlsbad and Pecos.
 PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.

When more than one section, only the last section will carry passengers. 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. Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

The following conditional stops apply only to revenue passengers FROM or DESTINED TO points where train is authorized by time table to make **CONDITIONAL, REGULAR or FLAG STOPS**. Where train is authorized to pick up passengers, agents may flag train accordingly.

- No. 1. At Mooreland, to discharge passengers from Wellington and beyond and to receive passengers for Amarillo and beyond.
- No. 2. (a) At Mooreland, to discharge passengers from Amarillo and beyond, and to receive passengers for Wellington and beyond.
 (b) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond.
 (c) At Florence, to discharge passengers from south of Newton.
 (d) At Strong City, to discharge passengers from Wichita or beyond.
 (e) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (f) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona or Mazon, to receive passengers for beyond Chicago.
- No. 3. (a) At Toluca, to receive passengers for Kansas City and beyond.
 (b) At Nickerson, Alden, Raymond, Pawnee Rock, Garfield, Offerle, Spearville and Wright, to discharge passengers from Kansas City and beyond or to receive passengers for La Junta and beyond.
- No. 4. (a) At Los Cerrillos, to receive passengers for La Junta and beyond.
 (b) At Deerfield and Holcomb, to receive passengers for Dodge City and east, or discharge passengers from west and north of La Junta.
 (c) At Wright, Spearville, Offerle, Garfield, Pawnee Rock, Raymond, Alden, and Nickerson, to discharge passengers from La Junta and beyond, and to receive passengers for Newton and beyond.
- No. 5. (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.
- No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.
 (b) At Las Animas, to discharge passengers from beyond La Junta.
- Nos. 9-90. (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas, or beyond.
 (b) At Ottawa Jet., to receive passengers for beyond Newton.
 (c) At Las Animas and Holly, to receive passengers for Pueblo or beyond; or to discharge passengers from Dodge City or beyond.
 (d) At any station La Junta to Pueblo, to discharge passengers from beyond Las Animas.
- Nos. 101-10. (a) At any station Denver to Pueblo, to receive passengers for Las Animas or beyond.
 (b) At any station Pueblo to La Junta, to receive passengers for beyond Las Animas.
 (c) At Littleton, to receive passengers for Colorado Springs; or to receive passengers for Pueblo or beyond.
 (d) At Las Animas and Holly, to discharge passengers from Pueblo or beyond; or to receive passengers for Dodge City or beyond.
 (e) At any station Dodge City to Kansas City, to discharge passengers from Las Animas or beyond.
 (f) At Ottawa Jet., to discharge passengers from west of Newton.
- Nos. 13-130. At any station La Junta to Denver to discharge passengers from La Junta or beyond.
- Nos. 141-14. At any station Denver to La Junta, to receive passengers for La Junta or beyond.
- No. 17. **Super Chief**—
 At Galesburg, to receive passengers for scheduled stops in California.
- El Capitan**—
 (a) At Joliet, Streator, Chillicothe or Galesburg, to receive passengers for California.
 (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond.
 (c) At Trinidad, to discharge passengers from La Junta or beyond; or to receive passengers for Raton or beyond.
- (d) At Glorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.
 (e) At Williams, to discharge passengers from Albuquerque or beyond; or to receive passengers for Barstow or beyond.
 (f) At Ashfork, to discharge passengers from Albuquerque or beyond, destined south of Ashfork.
- No. 18. **Super Chief**—
 At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino or Barstow.
- El Capitan**—
 (a) At Ashfork, to receive passengers from Prescott or beyond, destined Albuquerque or beyond.
 (b) At Williams, to receive passengers for Albuquerque or beyond; or to discharge passengers from Barstow or beyond.
 (c) At Lamy, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond.
 (d) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond.
 (e) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond.
 (f) At Ottawa Jet., to discharge passengers for Ottawa.
 (g) At Galesburg, Chillicothe, Streator or Joliet, to discharge passengers from scheduled stops in California.
- No. 19. (a) At Joliet, Streator or Chillicothe, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond.
 (b) At Galesburg, to discharge passengers from beyond Chicago.
 (c) At Galesburg, La Plata, Marceline or Carrollton, to receive passengers for Colorado, New Mexico, Arizona or California.
 (d) At Valmora, to discharge passengers from Kansas City or beyond; or to receive passengers for Barstow or beyond.
- No. 20. (a) At Valmora, to discharge passengers from Barstow or beyond; or to receive passengers for Kansas City or beyond.
 (b) At Carrollton, Marceline, La Plata, Galesburg, Chillicothe, Streator or Joliet, to discharge passengers from California or Arizona.
 (c) At Galesburg or Chillicothe, to receive passengers for Chicago or beyond.
- No. 23. (a) At any station Chicago to Kansas City, to receive passengers for Newton or beyond.
 (b) At Olathe, to receive passengers for Newton or beyond.
 (c) At Strong City, to receive passengers from North of Strong City for Wellington or beyond.
- No. 24. (a) At any station Belen to Kansas City, to discharge passengers from Arizona or California.
 (b) At any station Kansas City to Fort Madison, to discharge passengers from beyond Kansas City.
 (c) At any station Fort Madison to Chicago, to discharge passengers from Kansas City or beyond.
 (d) At Dallas City or Stronghurst, to receive passengers for Chicago or beyond.
- No. 27. At Marland, to receive passengers for Oklahoma City.
- No. 27. (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo.
 (b) At Palmer Lake, to receive or discharge passengers.
- No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.
 (b) At Marland, to discharge passengers from Oklahoma City.
- No. 28. At Palmer Lake, to receive or discharge passengers.
- (C & S)
- No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond and Colony, to discharge passengers from Kansas City, Mo., or beyond.
 (b) At Gardner, to receive passengers for Chanute or beyond.
- No. 50. At Olathe, to discharge passengers from beyond Chanute.
- No. 127. At any station Newton to La Junta, to receive or discharge passengers.



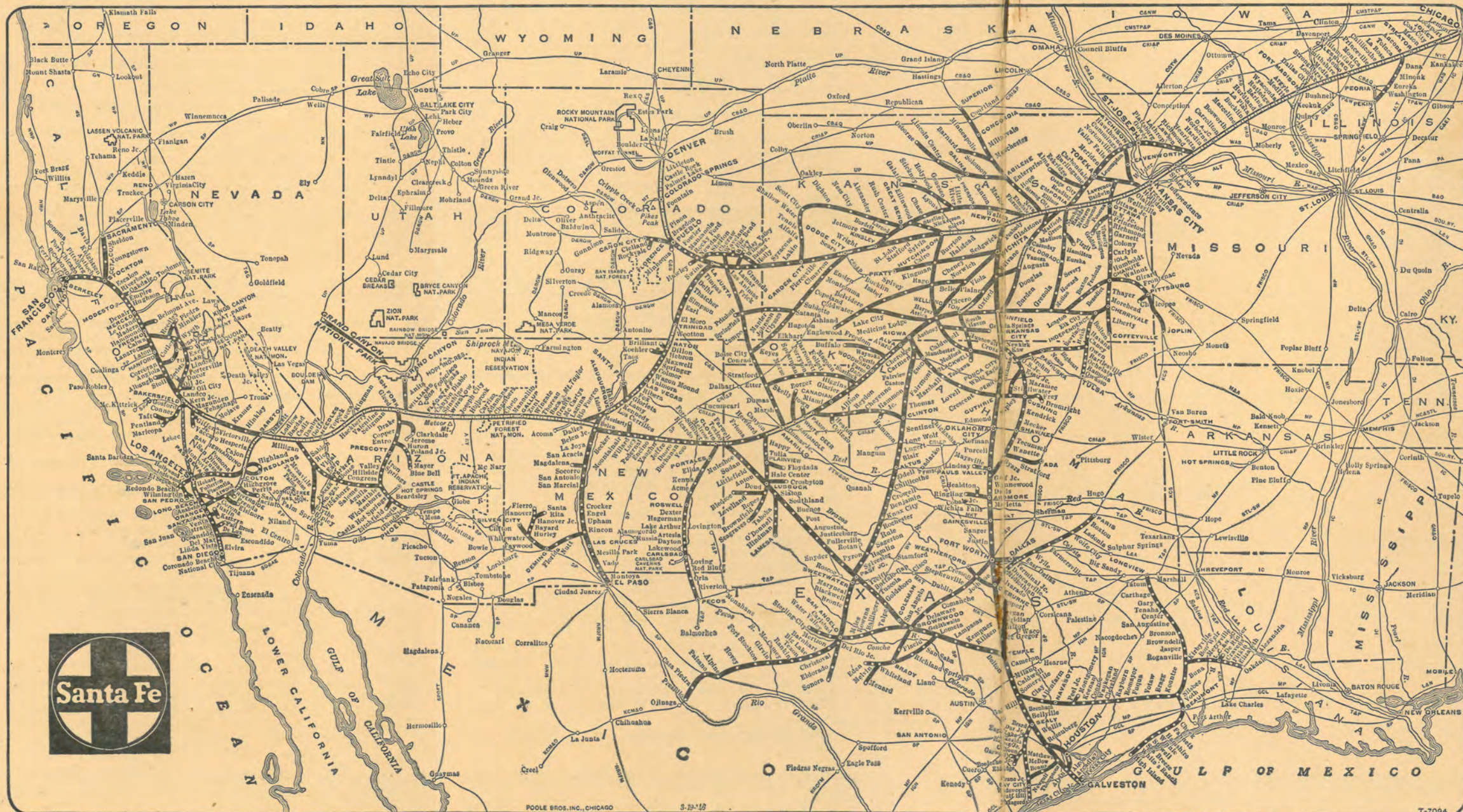
SANTA FE

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
 Motor Route Coördinated with Train Service

CENTRAL STANDARD TIME: East of Dodge City, Clevis and Scott City. PACIFIC STANDARD TIME: West of Ogden, Seligman and Parker.
 MOUNTAIN STANDARD TIME: East of Ogden, Seligman and Parker — West of Dodge City and Clevis, and points Scott City to Garden City

MILEAGE OF LINES OPERATED	
Atchafalaya, Topeka & Santa Fe Ry.	9,123 miles
Fairhandle and Santa Fe Ry.	1,888 "
Gulf, Colorado & Santa Fe Ry.	2,057 "
Total Mileage	13,108 miles