

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.

SOUTHWESTERN DISTRICT.

KANSAS DIVISION

TIME TABLE No. 11-C,

Taking Effect Sunday, January 2, 1910, at 12:01 o'clock A. M.

CENTRAL TIME.

Superseding Time Table No. 11-B, and all Supplements Thereto.

Note Important Changes in Time-Table Rules and Exceptions to General Rules.

For the exclusive guidance of Employes, not for the information of the public. The Company reserves
the right to vary from it at pleasure.

W. S. TINSMAN,
General Manager.

J. B. SMALLEY,
General Superintendent.

G. W. HOURKE,
Superintendent.

RULE 33.

HOURS OF SERVICE AT TELEGRAPH OFFICES.

Subject to change by General Order. When so changed all concerned will note change in pencil on their copy of the time table

STATIONS	DAY SERVICE		NIGHT SERVICE		STATIONS	DAY SERVICE		NIGHT SERVICE	
	From	To	From	To		From	To	From	To
Horton.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM	Furley	7.00 AM	7.00 PM		
Whiting.....	7.00 AM	7.00 PM			Kechi.....	7.00 AM	7.00 PM		
Holton.....	7.30 AM	5.30 PM	7.30 PM	5.30 AM	Wichita.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM
Mayetta.....	7.00 AM	7.00 PM			Haysville.....	7.00 AM	7.00 PM		
Hoyt.....	7.45 AM	7.45 PM			Peck.....	6.30 AM	6.30 PM		
Topeka.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM	Riverdale.....	6.40 AM	6.40 PM		
Bishop.....			6.45 PM	6.45 AM	Wellington.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM
Valencia.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM	Perth.....	7.00 AM	7.00 PM		
Willard.....	7.30 AM	5.30 PM	6.30 PM	4.30 AM	Caldwell.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM
Maple Hill.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM	Wabaunsee.....	7.00 AM	7.00 PM		
Paxico.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM	Zeandale.....	7.00 AM	7.00 PM		
McFarland.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM	Manhattan.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM
Alma.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM	Keats.....	7.00 AM	7.00 PM		
Volland.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM	Riley.....	7.30 AM	5.30 PM	9.30 PM	7.30 AM
Alta Vista.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM	Bala.....	7.00 AM	7.00 PM		
Dwight.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM	Clay Center.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM
White City.....	7.30 AM	5.30 PM	7.30 PM	5.30 AM	Morganville.....	7.00 AM	7.00 PM		
Latimer.....	7.00 AM	7.00 PM			Clifton.....	7.00 AM	7.00 PM		
Herington.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM	Clyde.....	7.30 AM	11.30 AM	9.00 PM	7.00 AM
Lost Springs.....	7.00 AM	7.00 PM				2.00 PM	7.00 PM		
Lincolnville.....	7.30 AM	7.30 PM			Agenda.....	6.30 AM	6.30 PM		
Antelope.....	7.30 AM	7.30 PM			Cuba.....	7.00 AM	5.00 PM	5.30 PM	3.30 AM
Marion.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM	Belleville.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM
Aulne.....	7.00 AM	7.00 PM			Woodbine.....	7.00 AM	7.00 PM		
Peabody.....	7.00 AM	7.00 PM	7.00 PM	7.00 AM	Enterprise.....	7.00 AM	7.00 PM		
Elbing.....	7.00 AM	7.00 PM			Abilene.....	7.00 AM	7.00 PM		
Whitewater.....	7.30 AM	7.30 PM			Salina.....	7.30 AM	7.30 PM		

Hours of service include meal hours, where service exceeds nine hours.

WESTWARD

KANSAS CITY LINE

EASTWARD

SECOND CLASS			FIRST CLASS								Capacity of Passing Track	Capacity of Other Sidings and Tracks	Time Table No. 11c January 2, 1910.		Distance from Chicago	FIRST CLASS								SECOND CLASS		
993	91	93	23	37	39	1	27	3	11	35						2	24	40	28	12	38	4	36	998	994	96
Freight	Freight	Freight	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr			Pass'gr	Pass'gr		Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Freight	Freight	Freight	
Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			LEAVE	ARRIVE		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
PM 10.35	PM 9.00	PM 7.50	PM 10.10	PM 10.00	PM 6.10	PM 2.00	AM 11.20	AM 10.40	AM 9.45	AM 7.55	KANSAS CITY.....		516.6	AM 2.35	AM 6.30	AM 9.20	PM 4.05	PM 5.20	PM 6.00	PM 9.20	PM 9.45	AM 3.20	AM 4.45	AM 5.00		
2.30 AM	1.10 AM	11.10 PM	11.45	11.35	7.45	3.35	1.00	12.25	11.25	9.25	C. R. I. & P. JUNCTION.....		519.0	1.00	4.40	7.40	2.10	3.30	4.15	7.25	8.00	11.30 PM	1.05 AM	1.35 AM		
			11.55 PM	11.45 PM	7.55 PM	3.45 PM	1.10 PM	12.30 PM	11.35 AM	9.30 AM	NORTH TOPEKA—U. P.....		583.8	12.50 AM	4.30 AM	7.35 AM	2.05 PM	3.25 PM	4.05 PM	7.20 PM	7.55 PM					
											TOPEKA.....		584.5													
Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	ARRIVE	68.1	LEAVE	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
16.5	16.0	19.3	37.2	38.8	38.8	38.8	37.2	37.2	37.2	43.1	Average speed per hour.			38.8	34.0	38.8	34.0	35.4	35.4	34.0	37.2	16.8	17.0	18.9		
(3.55)	(4.10)	(3.20)	(1.45)	(1.45)	(1.45)	(1.45)	(1.50)	(1.50)	(1.50)	(1.35)	SCHEDULE TIME.....			(1.45)	(2.00)	(1.45)	(2.00)	(1.55)	(1.55)	(2.00)	(1.50)	(3.50)	(3.40)	(3.25)		

C. I. KERR, Train Master, Herington, Kan.
Kansas City and Horton to McFarland and Belleville.

W. A. SHEAHAN, Train Master, Herington, Kan.
Caldwell to McFarland, and Herington to Salina.

W. S. PHILLIPS, Chief Dispatcher, Herington, Kan.
J. S. IRWIN, Asst. “ “ “ “
B. JOHNSON, Night Chief Dispatcher, “ “

M. TAIT,
J. S. RICHARDS,
C. H. WEIDNER, } Dispatchers.
Horton to Herington.

H. R. SAUNDERS, Superintendent, Kansas City, Mo.
Kansas City Terminals.

F. S. GREENE,
E. H. DONNELLY,
T. M. BRYDEN,
F. L. CAMPION, } Dispatchers.
Caldwell to Salina, and McFarland to Belleville.

MAIN LINE—WESTWARD

THIRD CLASS		SECOND CLASS								SUB-DIVISION 17				FIRST CLASS										
81	83		93	993	991	95	91			Time Table No. 11c				35	77	11	3	27	1	53	39	37	23	
Local Freight	Local Freight		Freight	Freight	Freight	Freight	Freight			January 2, 1910.				Pass'gr	Pass'gr	Pass'gr	Golden State Limited	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	
Daily Ex. Sunday	Daily Ex. Sunday		Daily Ex. Sunday	Daily	Daily	Daily	Daily			LEAVE				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
PM 12.01					PM 9.00	8.05		726	539	HN.....	HORTON.....DN	40.7	F W T Y		AM 9.40					PM 5.15				
12.45					9.25	8.40		90	17	G.....	WHITING.....D	49.0		s 9.57						s 5.32				
1.10					9.37	9.08		67	32	KR.....	STRAIGHT CREEK.....	54.1		s 10.10						f 5.42				
1.40					9.58	9.32		35	60	Q.....	HOLTON.....DN	60.1	W	s 10.22						s 5.53				
2.30					10.28	10.10		67	43	MA.....	MAYETTA.....D	69.4		s 10.40						s 6.12				
3.05					10.47	10.34		67	36	HO.....	HOYT.....D	75.8		s 10.55						s 6.25				
3.45 78					11.05	10.55		50	22	MN.....	ELMONT.....	82.0		s 11.10						f 6.40				
4.35			PM 11.10	AM 2.30	11.25	11.20	AM 1.10	112	94	587	K..NORTH TOPEKA..	89.0	Y	AM 9.25	s 11.25	AM 11.25	PM 12.25	PM 1.00	PM 3.35	s 6.55	PM 7.45	PM 11.35	PM 11.45	
4.45 PM	AM 6.45	11.20 PM 1.00	2.40 3.05	11.35 PM 1.00	11.25 11.50	1.20 1.50	996-96	797	588	KI.....	TOPEKA.....DN	99.9	F W T Y	9.30 9.35	11.35 AM 11	11.35 11.40	12.30 12.40	1.10 1.15	3.45 3.55	7.05 PM 4	7.55 8.05	11.40 11.50	11.55 PM 12.05	
		AM 23-96-37 2-991-994-998		93-998-994							2.0					95-77					998-991-93 994	994	AM 93-994	
	6.50		1.05	3.15		11.55 AM	1.55	90		590	WEST TOPEKA.....			9.40		11.45	12.44	1.19	4.00		8.09	11.55 PM	12.10	
7.10 40			1.20	3.35 98		12.07 PM	2.15	165		594	BH.....	BISHOP.....N		9.48		11.52 AM	12.50	1.25	4.07		8.15	12.02 PM	12.16 PM	
7.30			1.38	3.54 24		12.22	2.40	149	30	600	MO.....	VALENCIA.....DN	101.8	s 9.59		f 12.01 PM	12.58	1.35 28	f 4.16		8.23	12.10	12.26 2	
	7.55		1.50	4.18		12.35	3.05 98	142	23	604	RD.....	WILLARD.....DN	105.3	W	s 10.07		f 12.08	1.03	1.42	f 4.23		8.29	12.17 2	f 12.33
	8.30		2.10	4.40		12.55 82	3.36 24	145	84	609	RH.....	MAPLE HILL.....DN	110.62	s 10.17		s 12.17	1.08 82	1.52 82	s 4.33		f 8.37	12.30	s 12.43	
	8.45		2.30 98	4.55		1.15 3-28	3.56	67	9	613	.....	VERA.....	114.2	f 10.25		12.25 82	1.15 28-95	1.58	4.40		8.43	12.39	f 12.51	
	9.30		2.50	5.10		1.35	4.12	139	27	617	CA.....	PAXICO.....DN	118.2	s 10.33		s 12.32	1.23	2.07	f 4.46		8.49	12.48	f 1.00	
	10.00 10.43 35-82	3.10 24 3.40	5.30 AM		1.55 38-12-27	4.30 5.00	95	451	621	FA.....	McFARLAND.....DN	122.0	F W Y	10.43 82-83-135	12.40 1.05 28	s 1.32	2.15 12-95-38 PM	4.55 5.05		8.55 998 PM	1.00 98-00	1.10 60-98		
	11.20		4.05		2.45	5.20	75	32	625	U.....	ALMA.....DN	126.3	s 10.53		s 1.13	1.42 12		s 5.16			1.20	s 1.40		
	11.30		4.15		3.00	5.30	75		629	.....	EDWIN.....	129.8		10.59		1.19	1.49		5.23			1.26	1.46	
	11.50 AM		4.35		3.20	5.50	76	22	632	FN.....	VOLLAND.....DN	133.8	W	s 11.08		f 1.27 12	1.59 38		f 5.32			1.35	f 1.55	
	12.01 PM		4.52		3.40	6.07	75		635	.....	CELIA.....	137.0		11.13		1.34	2.04		5.40 30			1.42	2.01	
	12.30		5.25		4.05	6.35	90	52	640	VA.....	ALTA VISTA.....DN	141.8	s 11.25		s 1.45 38	2.12		f 5.53 4			1.50	s 2.15 24		
	1.04 12		6.00		4.30	7.05	70	23	646	DG.....	DWIGHT.....DN	147.7	W	s 11.36		s 1.58	2.23		f 6.08 998		2.04 24	s 2.28		
	1.25 38		6.12		4.42	7.17	75		651	.....	BATY.....	152.4		11.43		2.09	2.31		6.20			2.14	2.37	
											M. K. & T. Crossing	156.0												
	1.45		6.30			5.03 5.17 4-36-998	7.42 82	142	31	655	WY.....	WHITE CITY.....DN	156.7	s 11.52 AM		s 2.18	2.38		s 6.30			f 2.25	s 2.47	
	2.35 2.50 11-3		6.57 82			5.50	8.10	136	22	662	VS.....	LATIMER.....D	163.8	f 12.06 PM		2.35 83	2.50 83		f 6.47			2.42	f 3.00	
											M. P. Crossing													
	3.30 PM		7.25 AM			6.45 PM	8.40 AM		856	670	RL.....	HERINGTON.....DN	171.4	F W T Y	12.20 PM 12		2.55 PM	3.05 PM		7.05 PM		3.00 AM	3.15 AM	
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily				ARRIVE			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
10.3	10.5	13.9	12.8	19.1	14.0	12.6					130.7			29.0	25.6	27.4	32.9	30.4	25.7	26.8	35.0	26.7	26.4	
(4.44)	(8.45)	(8.15)	(3.00)	(2.35)	(10.40)	(7.30)					SCHEDULE TIME.			(2.55)	(1.55)	(3.30)	(2.40)	(1.15)	(3.30)	(1.50)	(1.10)	(3.25)	(3.30)	

LOCATION OF AUTOMATIC BLOCK SIGNALS.

WESTBOUND.

Between—

Topeka and Bishop, 909, 913,
919, 939, 955.
Bishop and Valencia, 963, 973,
997, 1009, 1015.
Valencia and Willard, 1027,
1033, 1045.
Willard and Maple Hill, 1055,
1069, 1085, 1097.
Maple Hill and Vera, 1107, 1123,
1141.
Vera and Paxico, 1147, 1159,
1175.
Paxico and McFarland, 1187,
1201, 1217, 1223.
McFarland and Alma, 1229,
1239, 1259.
Alma and Edwin, 1267, 1277,
1295
Edwin and Volland, 1301, 1315,
1333.
Volland and Celia, 1341, 1353,
1367.
Celia and Alta Vista, 1373, 1387,
1399, 1417.
Alta Vista and Dwight, 1423,
1433, 1449, 1473.
Dwight and Baty, 1479, 1497,
1517.
Baty and White City, 1525,
1539, 1565.
White City and Latimer, 1575,
1591, 1609, 1633.
Latimer and Herington, 1645,
1661, 1679, 1689, 1705.

NOTE.—No. 3 has right over all trains.
No. 4 has right over all trains except No. 3.

MAIN LINE—EASTWARD

LOCATION OF AUTOMATIC
BLOCK SIGNALS.

EASTBOUND.

Between

Herington and Latimer, 1704,
1694, 1682, 1666, 1644.
Latimer and White City, 1632,
1612, 1594, 1574.
White City and Baty, 1564,
1544, 1524.
Baty and Dwight, 1516, 1502,
1478.
Dwight and Alta Vista, 1472,
1454, 1438, 1422.
Alta Vista and Celia, 1416, 1404,
1392, 1372.
Celia and Volland, 1366, 1356,
1340.
Volland and Edwin, 1332, 1318,
1300.
Edwin and Alma, 1294, 1280,
1266.
Alma and McFarland, 1258,
1244, 1228.
McFarland and Paxico, 1224,
1216, 1204, 1188.
Paxico and Vera, 1176, 1162,
1148.
Vera and Maple Hill, 1142,
1126, 1114, 1108.
Maple Hill and Willard, 1096,
1086, 1072, 1062, 1056.
Willard and Valencia, 1046,
1038, 1028.
Valencia and Bishop, 1014, 1004,
984, 964.
Bishop and Topeka, 956, 944,
926, 914, 910.

			FIRST CLASS							Capacity of Passing Track	Capacity of Other Sidings and Tracks	Station Numbers	SUB-DIVISION 17			Distance from St. Joseph	Fuel, Water, Turn Table and Wye	SECOND CLASS					THIRD CLASS	
2	36	4	78	38	12	28	54	40	24				Time Table No. 11c					998	996	96	994	98	82	80
Pass'gr	Pass'gr	Golden State Limited	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr				January 2, 1910.					Freight	Freight	Freight	Freight	Freight	Local Freight	Local Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				ARRIVE					Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
			PM 53 5.05				AM 77 9.40			726	539	HN... HORTON.....DN	40.7	F W T Y		AM 5.00		AM 95 8.05		AM 11.15				
			s 4.50				s 9.21			90	17	G... WHITING.....D	49.0			4.30		7.30		10.35				
			s 4.40				f 9.08			67	32	KR... STRAIGHT CREEK.....	54.1			4.10		7.05		10.10				
			s 4.28				s 8.55			65	60	Q... HOLTON.....DN	60.1	W		3.45		6.35		9.32				
			s 4.10				s 8.33			67	43	MA... MAYETTA.....D	69.4			3.10		5.55		8.33				
			s 3.57				s 8.22			67	36	HO... HOYT.....D	75.8			2.45		5.35		7.55				
			s 3.45				f 8.12			50	22	MN... ELMONT.....	82.0			2.20		5.15		7.20				
												U. P. Crossing 0.1	88.9											
AM 1.00	PM 8.00	PM 7.25	s 3.30	PM 4.15	PM 3.30	PM 2.10	s 8.00	AM 7.40	AM 4.40	112	94	K... NORTH TOPEKA.....	89.0	Y		PM 11.40	1.50	AM 1.35	AM 1.05	4.50		6.50		
96-93-994 12.50	39 7.55	7.20	12 3.25	4.05	78 3.25	2.05	7.55	7.35	98 4.30	797	588	KI... TOPEKA.....DN	89.9	F W T Y	37-991-93 11.35	91 1.45	93-91-2 12.40	24 4.45	23-93-991-37 11.00	12.30	11.40	3.45	PM 3.30	6.45
12.45	7.45	7.10	PM 3.55	3.15	2.00		AM 7.25	4.20		90		... WEST TOPEKA.....	91.9					10.45		12.30	11.40	3.15		
12.37	7.35	7.02		3.45	3.08	1.50		7.15	4.10	165		BH... BISHOP.....N	96.1					10.35		12.16	11.33	3.03		
12.32	7.30	6.57		3.40	3.03	1.45		7.10	4.05	149		MO... VALENCIA.....DN	101.5					10.15		12.02	11.40	3.20	2.35	
12.26	s 7.18	6.50		3.27	f 2.52	1.35		f 7.01	f 3.54	142		RD... WILLARD.....DN	105.3	W				10.00		11.25	11.01	3.05	2.15	
12.17	s 7.10	6.45		3.20	f 2.45	1.28		f 6.55	f 3.46	145	84	RH... MAPLE HILL.....DN	110.4					9.38		11.03	10.43	2.45	1.52	
AM 12.05	s 6.57	6.39		3.09	s 2.37	1.20		f 6.45	s 3.36	67	9	... VERA.....	114.2					9.25		10.50	10.30	2.30	12.25	
PM 11.57	f 6.47	6.35		3.02	2.30	1.15		6.38	3.27	139	27	CA... PAXICO.....DN	118.2					9.10		10.35	10.15	2.15	11.45	
11.48	s 6.40	6.30		2.54	f 2.23	1.07		f 6.32	f 3.18	95	451	FA... McFARLAND.....DN	122.0	F W Y	39 8.55		10.20	10.00	23-37 10.00	35-83 11.05	10.20	9.58		
11.40	4-136 6.30	36-136 6.25	s 6.25	2.20	2.15	1.00		6.25	3.10	75	32	U... ALMA.....DN	126.3		8.25		9.45		12.55	10.20				
11.35	6.15			2.12	s 1.42			s 2.48		75		EDWIN.....	129.8		7.43		9.36		12.47	9.58				
11.25	s 6.05	6.17		2.05	1.34			2.42		76	22	FN... VOLLAND.....DN	133.8	W	7.25		9.27		12.35	9.45				
11.20	5.56	6.12		1.59	1.27			2.35		75		... CELIA.....	137.0		7.05		9.20		12.25	9.30				
11.12	s 5.46	6.06		1.52	1.22			2.27		90	52	VA... ALTA VISTA.....DN	141.8		6.40		9.07		12.15	9.10				
11.06	5.40	6.01		1.45	s 1.15			s 2.15		70	23	DG... DWIGHT.....DN	147.7	W	6.08		8.50		12.01	8.30				
10.57	s 5.30	5.53		1.33	s 1.04			s 2.04		75		... BATY.....	152.4		5.40		8.35		11.47	7.55				
10.46	s 5.20	5.40		1.25	12.54			1.52		142	31	M. K. & T. Crossing 0.7	156.0		5.17		8.25		11.35	7.42				
10.40	5.11	5.28		1.15	s 12.46			s 1.42		136	22	WY... WHITE CITY.....DN	156.7		5.03		8.05		11.20	6.57				
10.32	s 5.03	5.17		1.02	f 1.26			f 1.26		856	670	VS... LATIMER.....D	163.8		4.30									
10.17	f 4.50	5.05		12.40	12.20			1.10				M. P. Crossing 0.1	171.4	F W T Y	3.55		7.30		10.45	6.15				
10.02	4.35	4.52		12.40	12.20			1.10				RI... HERINGTON.....DN	171.4		PM		PM		PM	AM				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			LEAVE			Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday			
29.5	27.4	25.1	29.0	26.7	31.9	30.4	27.6	30.4	25.8			130.7			12.8	15.1	16.7	14.9	16.7	10.4	10.9			
(2.58)	(3.25)	(2.33)	(1.40)	(3.35)	(3.10)	(1.10)	(1.45)	(1.15)	(3.30)			SCHEDULE TIME			(7.45)	(3.15)	(6.05)	(3.05)	(9.20)	(9.15)	(4.30)			

NOTE.—No. 3 has right over all trains.
No. 4 has right over all trains except No. 3.

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS			Capacity of Passing Track	Capacity of Other Tracks and Sidings	Station Numbers	SUB-DIVISION 18 Time Table No. 11c January 2, 1910		Distance from St. Joseph	Fuel, Water, Turn Table and Wye	FIRST CLASS			SECOND CLASS		THIRD CLASS		
	87	95	93	11	35	23				LEAVE				ARRIVE	12	36	24	96	98	86	
	Local Freight	Freight	Freight	Pass'gr	Pass'gr	Pass'gr				Time Table No. 11c January 2, 1910				Pass'gr	Pass'gr	Pass'gr	Freight	Freight	Local Freight		
	Daily Ex. Sunday	Daily	Daily Ex. Monday	Daily	Daily	Daily				ARRIVE				123.1	LEAVE	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday
.....	AM 7.00	PM 8.00	AM 8.30	PM 3.05	PM 12.35 12	AM 3.25	.....	856	670	RI.....	HERINGTON.....	DN	171.4	F W T Y	PM 35 12.10	PM 4.30	AM 1.00	PM 6.30	PM 9.45	PM 5.40	.....
.....	7.35	8.30	9.00	f 3.19	s 12.50	f 3.41	67	24	s 7	GS.....	LOST SPRINGS.....	D	178.5	.....	s 11.59	s 4.15	f 12.44	5.55	9.12 95	5.05	.....
.....	8.00	8.50 98	9.12	s 3.28	s 12.59	f 3.50	67	32	s 12	NO.....	LINCOLNVILLE.....	D	183.5	.....	11.50	s 4.04	f 12.33	5.37	8.50	4.40	.....
.....	8.20	9.04	9.23	f 3.34	f 1.06	3.57	.....	18	s 16	F.....	ANTELOPE.....	D	187.5	.....	11.44	s 3.56	12.25	5.24	8.36	4.15	.....
.....	8.30	9.12	9.31	3.38	1.10	4.02	24	.....	s 19	.....	QUARRY SIDING.....	.....	189.9	.....	11.40	3.52	12.20	5.15	8.28	4.00 11-36	.....
.....	8.55	9.28	9.42	s 3.45 36-86	s 1.20	s 4.12	67	46	s 23	MR.....	MARION.....	DN	194.4	W	s 11.33	s 3.45	s 12.12	5.03	8.15	3.45	.....
.....	9.25	9.50	9.59	f 3.58	f 1.32	4.24	67	24	s 29	AU.....	AULNE.....	D	200.4	.....	11.23	s 3.30	f 11.57	4.40 11	7.56	3.17	.....
.....	10.10	10.18	10.23	s 4.12 96	s 1.47	s 4.40	67	52	s 37	DY.....	PEABODY.....	DN	208.4	W	s 11.09	s 3.14	s 11.41	4.12	7.30	2.40	.....
.....	10.55 12-93	10.44	10.55 12-87	4.25	f 2.04 86	f 4.54	68	22	s 45	BN.....	ELB.....	D	216.2	.....	10.55 93-87	s 2.57	f 11.25 95	3.37	7.07	2.04 35	.....
.....	11.30 AM	11.10 24	11.13	s 4.37	s 2.18	s 5.06	68	27	s 51	WH.....	WHITE.....	D	222.8	W	s 10.43	s 2.43	s 11.10	3.07	6.45	1.40	.....
.....	12.05 PM	11.35	11.30	f 4.48	f 2.30 36-96	f 5.18	67	25	s 58	UK.....	FU.....	D	229.5	.....	10.30	s 2.30 35-96	f 10.58	2.30 35-36	6.25	1.10 87	.....
.....	12.40 86	11.53 PM	11.45 AM	4.59	s 2.42	f 5.30	67	26	s 65	K.....	KRO.....	D	236.0	.....	10.18	s 2.18	f 10.45	1.50	6.05	12.40 87	.....
.....	1.15 96	12.10 AM	12.01 PM 86	5.07	2.54	5.43	41	27	s 71	.....	UNION STOCK YARDS.....	.....	242.0	.....	10.08	2.08	10.33	1.15 87	5.40	12.01 PM 93	.....
.....	1.35 36	12.35	12.30 96	s 5.15 98	s 3.05 30	s 5.55 6.10	103	150	s 73	CH.....	WICHITA.....	DN	244.5	F W	s 10.00	s 2.00 87	s 10.25	12.45 93	5.20 11	11.40 AM	.....
.....	2.40	1.00	12.52	5.37	f 3.25 87	f 6.25	No Sid ing.	.....	.....	.....	K. C. M. & O. and A. T. & S. F. Crossing	.....	245.3	.....	9.41	1.37	10.11	12.30 PM	4.40	10.25	.....
.....	3.25 35	1.17	1.15 36	f 5.49	s 3.35	f 6.35	67	43	s 82	GA.....	HAYSVILLE.....	D	253.1	.....	f 9.31	f 1.26	f 10.01	12.10	4.40	10.25	.....
.....	4.10 98	1.26	1.30	5.57	f 3.42	6.45	.....	27	s 88	KC.....	PECK.....	D	259.0	W	f 9.19	s 1.15 93	f 9.50	11.55 AM	4.10 87	10.00	.....
.....	4.20	1.42	1.52	f 6.06	s 3.50 98	f 6.54	67	21	s 91	.....	ZYBA.....	.....	262.2	.....	9.13	f 1.04	9.40	11.47	4.00	9.40	.....
.....	4.35	2.08	2.20	s 6.25	s 4.10	s 7.10	74	61	s 95	VR.....	RIVERDALE.....	D	266.4	.....	f 9.05	s 12.56	f 9.33	11.35	3.50 35	9.25 12	.....
.....	5.45	2.43	3.00 98	6.45	s 4.28	f 7.28	67	24	s 103	WN.....	WELLINGTON.....	DN	273.9	W	s 8.50 86	s 12.41	s 9.17	11.10	3.25	8.50 12	.....
.....	6.20	2.57	3.15	6.52	f 4.35	f 7.35 86	67	27	s 112	HI.....	PERTH.....	D	283.1	.....	8.33	s 12.24	f 8.57	10.45	3.00 93	7.50 23	.....
.....	6.35	3.30	4.00 PM	f 7.10 PM	f 4.50 PM	f 7.50 AM 12	.....	451	s 116	BO.....	CORBIN.....	.....	286.9	.....	8.25	f 12.17	f 8.50	10.32	2.47	7.35	.....
.....	7.00 PM	3.30 AM	4.00 PM	f 7.10 PM	f 4.50 PM	f 7.50 AM 12	.....	451	s 123	CD.....	CALDWELL.....	DN	294.5	F W T	8.10 23 AM	12.01 PM	8.35 PM	10.00 AM	2.15 PM	6.55 AM	.....
.....	Daily Ex. Sunday	Daily	Daily Ex. Monday	Daily	Daily	Daily	.....	.....	.....	.....	ARRIVE	123.1	.....	.....	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	.....
.....	11.2	16.4	16.4	30.7	29.5	29.5	.....	.....	.....	.....	Average speed per hour.	.....	.....	.....	30.7	27.5	27.9	14.9	16.4	12.3	.....
.....	(12.00)	(7.30)	(7.30)	(4.05)	(4.15)	(4.25)	.....	.....	.....	.....	SCHEDULE TIME	.....	.....	.....	(4.00)	(4.29)	(4.25)	(8.30)	(7.30)	(10.45)	.....

WESTWARD

CLAY CENTER—MAIN LINE

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS				Capacity of Passing Track	Capacity of Other Sidings and Tracks	Station Numbers	SUB-DIVISION 19		Distance from St. Joseph	Fuel, Water, Turn Table and Wye	FIRST CLASS				SECOND CLASS		THIRD CLASS			
	85		993	39	27	135	59				Time Table No. 11c				40	28	136	60	994		84			
	Local Freight		Freight	Pass'gr	Pass'gr	Pass'gr	Pass'gr				January 2, 1910				Pass'gr	Pass'gr	Pass'gr	Pass'gr	Freight		Local Freight			
	Daily Ex. Sunday		Daily	Daily	Daily	Daily	Daily				LEAVE				ARRIVE		Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday	
	AM		AM	PM	PM	AM	AM	95	451	621	FA.....	McFARLAND.....	DN	122.0	F W Y	AM	PM	PM 36	AM 23-37	PM		PM		
	7.10		7.00	9.00	2.25	10.47 35	3.35					9.0				6.20	12.55	6.15	12.50	8.30		5.00		
	7.50		7.35	9.17	f 2.41	f 11.05	f 3.55	54	27	Q 9	WS.....	WABAUNSEE.....	D	131.0		6.00	f 12.35	f 5.56	12 25	7.45		4.10		
	8.10		7.55	9.24	f 2.52	s 11.17	f 4.05			Q14	ZN.....	ZEANDALE.....	D	135.8		5.47	f 12.22	s 5.46	f 12.10	7.30		3 45		
						7.2						U. P. Crossing		143.0										
	9.00		8.25	s 9.38	s 3.10 84	s 11.32	s 4.23	38	124	Q21	HD.....	MANHATTAN.....	DN	143.2	W	s 5.32	PM s 12.05	s 5.34	PM s 11.55	7.07	{	27 3.10		
	9.50		9.00	9.50	f 3.28	s 11.47 23 AM	f 4.40	78	27	Q30	WI.....	KEATS.....	D	152.1		5.13	f 11.47	s 5.20	f 11.35	6.38		2.30	1.45	
	10.40		9.35	10.05	s 3.46	s 12.05 PM	s 4.57 40	35	30	Q39	RY.....	RILEY.....	DN	160.7	W	4.57 59	s 11.30 85	s 5.08	s 11.20	6.12		1.00		
	11.17 28		10.00	10.17	f 4.00	f 12.20 84	f 5.11		41	Q46	CR.....	BALA.....	D	167.5		4.43	f 11.17	f 4.55	f 11.05	5.50		PM 135	12.20	
	11.50 84 AM		10.25	10.27	f 4.15	f 12.32	f 5.25	35	24	Q52	FD.....	BROUGHTON.....	D	173.6		4.30	f 11.05	f 4.44	f 10.52	5.28		AM 85	11.50	
				10.34	4.24	12.39	5.33	No Sidg.				K. C. Crossing		178.7										
	12.30 PM 135		10.55 23-84	s 10.40 60	s 4.32 136	s 12.45 85	s 5.43	44	112	Q57	GF.....	CLAY CENTER.....	DN	179.4	W	s 4.18	84-993 s 10.55	s 4.32	s 10.40 39	5.10	{	11.15 28-993		
	1.00											7.2								27		10.45		
	1.30		11.20	f 10.55	s 4.50 994	s 1.00	f 6.00		46	Q65	VN.....	MOORE.....	D	186.8		4.03	s 10.37	s 4.10	f 10.25	4.50		10.10		
	2.00		11.50 AM	11.10	s 5.07	s 1.15	s 6.17	40	19	Q73	FO.....	CLAY CENTER.....	D	195.0		f 3.50	s 10.25	s 3.57	s 10.07	4.25		9.35		
												C. B.		196.0										
	2.25		12.15 PM	s 11.25	s 5.25	s 1.27	s 6.33	70	27	Q79	FR.....	CLAY CENTER.....	DN	201.3	W	s 3.33	s 10.10	s 3.45 85-994	s 9.50	4.00 85-136		9.10		
	3.30 136-994		12.45	11.42 PM	f 5.45	s 1.45	f 6.55	70	27	Q88	CN.....	CLAY CENTER.....	D	202.8		3.22	f 9.53	s 3.30	f 9.34	3.30		8.35		
	4.00		1.15	12.01 AM	f 6.00	s 2.00	s 7.17	70	27	Q94	BD.....	CLAY CENTER.....	DN	216.2		3.10	f 9.40	s 3.15 135	s 9.20	3.00 993-135		8.10 59		
	4.45 PM		2.00 PM 136-994	12.27 AM	6.25 PM	2.20 PM 136-994	7.37 AM 84		275	A468	VI.....	BELLA.....	DN	226.1	F W T Y	2.50 AM	9.20 AM	2.50 PM	8.55 PM	2.20 PM		7.37 AM		
	Daily Ex. Sunday		Daily	Daily	Daily	Daily	Daily				ARRIVE	104.1	LEAVE			Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday		
	11.4		14.8	30.1	26.2	29.3	25.8				Average speed per hour					29.6	29.4	30.5	26.2	16.9		12.7		
	(9.35)		(7.00)	(3.27)	(4.00)	(3.33)	(4.02)				SCHEDULE TIME.....					(3.30)	(3.35)	(3.25)	(3.55)	(6.10)		(9.23)		

LOCATION OF AUTO-
MATIC BLOCK
SIGNALS.
EASTBOUND,
Between—
Wabaunsee and McFar-
land, 1232, 1226.

WESTWARD

SALINA BRANCH

EASTWARD

THIRD CLASS		FIRST CLASS			Capacity of Passing Track	Capacity of Other Sid'gs and Tracks	Station Numbers	SUB-DIVISION 20 Time Table No. 11c		Distance from St. Joseph	Fuel, Water, Turn Table and Wye	FIRST CLASS		THIRD CLASS			
	565		537	535				January 2, 1910				536	538		566		
	Local Freight		Pass'gr	Pass'gr								Pass'gr	Pass'gr		Local Freight		
	Daily Ex. Sunday		Daily	Daily								Daily	Daily		Daily Ex. Sunday		
	AM 9.30		PM 12.45	PM 5.00	856	670	RI.....	HERINGTON.....	DN	171.4	F W T Y	AM 11.50	PM 4.30	PM 5.55			
	10.05	s	1.05	s 5.20 566	31	R9	WO.....	WOODBINE.....	D	180.3	s	11.30	s 4.10	5.20 535			
	10.30	s	1.18	s 5.33	22	R15	V.....	PEARL.....		186.7	s	11.16	s 3.56	4.55			
							A. T. & S. F. Crossing			192.8							
	11.03 536	s	1.30	s 5.45	69	R22	Z.....	ENTERPRISE.....	D	193.0	s	11.03 565	s 3.43	4.30			
	11.30 AM	s	1.40	s 5.55	40	R27	A.....	ABILENE.....	D	198.2	W	s 10.50	s 3.30	4.00			
	12.10 PM	s	1.57	s 6.12	29	R25	SN.....	SOLOMON.....		206.7	s	10.31	s 3.11	3.30			
	12.45	s	2.13	s 6.28	28	R43	BR.....	NEW CAMBRIA.....		214.5	s	10.14	f 2.54	3.05			
							U. P. Crossing			220.3							
	1.15 PM		2.25 PM 535-566	6.40 PM	106	R49	SW.....	SALINA.....	D	220.4	F W T	10.00 AM	537 2.40 PM	537 2.45 PM			
	Daily Ex. Sunday		Daily	Daily			ARRIVE 49 LEAVE					Daily	Daily	Daily Ex. Sunday			
	13.0		29.4	29.4			Average speed per hour					26.8	26.8	15.5			
	(3.45)		(1.40)	(1.)			SCHEDULE TIME.....					(1.50)	(1.50)	(3.10)			

TIME TABLE RULES.

1. All westward trains, as indicated by time-table heading, are superior to trains of the same class in the opposite direction. (See General Rules 81, 86, and 88.)

1a. No. 3 has right over all trains.

No. 4 has right over all trains except No. 3.

1b. All freight trains must clear trains Nos. 3 and 4 ten (10) minutes.

2. Trains date from their initial terminal station on each Sub-Division. (See General Rule 4.)

3. Train Registering Books (see General Rule 83a) are located at:

Horton.	Belleville.
Topeka Yard Office (for all except passenger trains).	Salina.
Topeka—Telegraph Office (for passenger trains), Passenger Depot	Herington—Dispatcher's Office (for passenger trains).
McFarland.	Herington—Yardmaster's Office (for all except passenger trains).
	Caldwell.

3a. All passenger trains will register by card (Form 1339) at yard office at the west end of Topeka Yard. Operator will record same in train register. Nos. 3 and 4 will register at McFarland by card (Form 1339). Operator will record same in train register. The semaphore at Topeka yard office will govern the movement of westbound trains.

4. No train must leave its initial station on any Sub-Division until its Conductor has first reported at the Telegraph Office, ascertained if there are any Orders for his train, and obtained clearance card Form "A."

4a. All trains will get clearance at McFarland.

5. General Order Boards are located as follows:

Horton—Telegraph Office and Engine House.
Topeka—Telegraph Office, Passenger Depot
Topeka—Yard Telegraph Office and Engine House.
McFarland—Yard Master's Office.
Belleville—Telegraph Office and Engine House.
Herington—Train Dispatcher's Office, Yard Master's Office and Engine House.
Caldwell—Telegraph Office and Engine House.
Kansas City Union Depot—Chief Pilot's Office.
Armourdale—Telegraph Office and Engine House.
Phillipsburg.—(Kan. Division gen'l order board) for benefit of passenger crews

All Conductors and Enginemen are required to consult these Boards before starting on each trip, and to sign for General Orders in the manner provided. They will be held responsible for compliance with General Orders posted before their departure.

6. Standard Clocks (see General Rule 3, 3a, 3b, and 3c) are located at:

Horton.	Belleville.
Topeka.—Telegraph Office, Pass. Depot.	Herington—Train Dispatcher's Office
Topeka Yard Office.	and Yardmaster's Office.
McFarland.	Caldwell.

7. Company's Surgeons are located as follows:

NAME	LOCATION	OFFICE	RESIDENCE
DR. S. C. PLUMMER, Chief Surgeon.	Chicago, Ill.		
DR. L. REYNOLDS, Examiner and Surgeon.	Horton, Kas.		
DR. C. W. REYNOLDS, DR. L. H. MUNN, Dist. and Hos. Surgeon.	Holton, Kas.	Sautter Block.	High st., bet. Florence and Beatrice.
DR. H. B. HOGEBOOM, Asst. to Dist. Surgeon.	Topeka, Kas.	513 Kansas ave., Phone 155.	315 Topeka avenue, Telephone 218.
DR. P. J. WAGNER, Surgeon and Examiner.	Topeka, Kas.	513 Kansas ave., Phone 155.	
DR. SCHUYLER NICHOLS, Surgeon and Examiner.	McFarland, Kas.		
DR. N. A. DRAKE, DR. J. G. HAYDEN, DR. J. O. MILNER,	Herington, Kas.	1001 Harrison st., Phone 444.	1001 Harrison street, Phone 444.
DR. G. E. BELLOWES, DRS. MINNEY, MAGEE & MINNEY, Examiners.	Kansas City, Mo.	NW. Cor. Packard St. and Shawnee Ave., Phone 223 Hickory and West.	887 Armourdale. 306 South
DR. J. S. BILLINGSLEY, Surgeon and Examiner.	Topeka, Kas.	429 Rialto Building. 5913 Kansas avenue. 2 (Rialto Building.)	Commercial street.
DR. G. A. TULL, DR. E. J. MOFFITT, DR. O. F. MARCOTTE, DR. J. E. MILLER, DR. S. STEELSMITH,	Belleville, Kas.		
DR. J. D. RIDDELL, DR. W. H. LITTLE, DR. C. P. MARNER, DR. J. E. OLDHAM, DR. S. W. SPITLER, DR. J. F. ROBERTSON,	Clay Center, Kas.		
Surgeon and Examiner.	Alta Vista, Kas.		
	Marion, Kas.		
	Wichita, Kas.	158 N. Main street.	158 North Main street.
	Wellington, Kas.	Seamless street.	714 North Washington Avenue.
	Caldwell, Kas.	Over D. R. R.'s Drug Store.	Market street.

7a. Prompt report must be made of all accidents—personal injuries when train is not wrecked—by message to Superintendent, who will promptly advise Claim Department. In case of train wreck, "26 Report" must be made at once (Form 588) as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to the instructions thereon and in the Book of Rules:

- Personal Injury Report (Form G42 or 599, as appropriate).
- List of Passengers (Form 1336).
- Ejectment (Form 1337).
- Inspection (Form 704).
- Fire Report (Form MW42).
- Stock Report (Enginemen—Form 1301).
- Stock Report (Sectionmen—Form 1251).

7b. SURGICAL ATTENTION: (Passengers and Employés). Whenever passengers or employés are injured, everything must be done to care for them properly, either calling the Company's nearest surgeon to treat them, and, if seriously injured, calling the nearest competent surgeon to be had, to attend them until the Company's Surgeon can get to the place of the accident, or if they are able to be moved, taking them to the nearest place at which the Company has a surgeon and turning them over to him for care and treatment. If other than a Company Surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

(Others.) When persons, not employés or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depots or industries, etc.) are injured, if they are unable to care for themselves and if no friends or others are at hand to care for them, the nearest Company Surgeon should be called, or if he cannot be reached, the

nearest other competent surgeon, which surgeon must be advised that he is called for emergency attention only and the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred on behalf of the Company except the emergency attention above noted.

8. Explanation of characters: S—Regular stop. F—Flag stop to receive or discharge passengers or freight. T—Stop for meals. D—13 hours day telegraph service. DN—More than 13 hours telegraph service. N—Exclusive night telegraph service. B—Block station. F—Fuel. W—Water. T—Turn Table. Y—Wye.

9. The speed of trains and yard engines must not exceed ten (10) miles per hour between the West Semaphore and Kaw River Bridge, Topeka.

9a. The speed of trains and engines must not exceed six (6) miles per hour within the corporate limits of the cities of Wichita and Clay Center.

9b. The speed of trains must not exceed ten (10) miles per hour passing Big Stone Cut one and one-half miles west of Manhattan.

9c. The speed of trains must not exceed thirty-five (35) miles an hour around curve at milepost 276, two (2) miles west of Wellington.

9d. Trains must not exceed speed of forty-five (45) miles per hour on curves. It is also expected that engineers will exercise judgment in handling trains on curves. On passenger trains air should be applied in rounding curves, to steady the train on approaching and leaving curves, for the full length of the train.

9e. Speed of trains must not exceed thirty (30) miles per hour through interlocking limits.

9f. Freight and passenger trains will not exceed a speed of ten (10) miles per hour over double slip at Topeka Wye.

9g. Speed of trains backing into passenger depot at Topeka must not exceed ten (10) miles per hour to Jackson street and five (5) miles per hour from Jackson street to depot.

9h. The speed of trains hauling dead engines must not exceed twenty-five (25) miles an hour.

10. No. 4 will stop at all stations to discharge passengers from El Paso and points beyond.

10a. No. 38 will stop at points between Herington and Topeka to discharge passengers from El Paso division points.

10b. Nos. 11 and 12 will stop at stations where scheduled not to stop, for paying passengers from or to points east of the Missouri river or northwest of McFarland.

10c. Clifton will be a flag stop for No. 39 for passengers from Topeka and points east thereof, and to Phillipsburg and points west thereof at which train is scheduled to stop.

10d. Train No. 23 will stop at Antelope to let off passengers holding stock-contract passes reading from St. Joseph or Kansas City.

10e. No. 23 will stop on flag at Aulne, Kansas, to pick up paying passengers for Wichita and beyond.

10f. Passengers may be carried on the last section of local freight trains only.

10g. Wabaunsee will be a flag stop for Nos. 59 and 60 for paying passengers to or from Kansas City, St. Joseph or points east thereof.

No. 10h. No. 37 will stop at points between Topeka and Herington to pick up paying passengers for points on El Paso Division at which train is scheduled to stop.

TIME TABLE RULES—Continued.

12. Following Railroad Crossings not protected by Interlocking Signals (see General Rules 601 to 674):

North Topeka.....	(0.1 mile East): U. P.
Herington.....	(0.1 mile East): Mo. Pac.
Lost Springs.....	(0.1 mile East): A. T. & S. F.
Marion.....	(0.1 mile West): A. T. & S. F.
White Water.....	(0.1 mile West): Mo. Pac.
Wichita.....	(2.8 miles East): K. M.
	(2.5 miles East): Mo. Pac.
Peck.....	A. T. & S. F.
Riverdale.....	(0.1 mile East): Mo. Pac.
Manhattan.....	(0.2 mile East): U. P.
Clay Center.....	(0.7 mile East): K. O.
Clifton.....	(1.0 mile West): C. B. of U. P.
Enterprise.....	(0.2 mile East): A. T. & S. F.
Salina.....	(0.1 mile East): U. P.

Trains approaching the above crossings will stop at a point designated by Stop Boards and not proceed until absolutely sure that the track is clear. (See General Rule 98.)

12a. Crossing-gates have been installed at double railroad crossing with Frisco Ry. at Mead avenue, eight-tenths (0.8) of a mile east of Wichita passenger station. Trains need not stop there when gates are in proper position for them to pass.

12b. Crossing gate has been installed at K. S. W. crossing .8 of a mile east of Caldwell. Normal position will be across K. S. W. tracks. At night, position will be indicated by green light when clear and red light when blocked. Trains must not exceed a speed of 15 miles per hour over this crossing.

12c. The Santa Fe crossing at Tyler street, Topeka, is protected by a gate set normally across the Santa Fe tracks.

13. The following are auxiliary lines (see General Rules 14/ and 14g):

Horton—The Nebraska Division.	Belleville—The Kansas Division.
McFarland—Sub-Division 19.	Herington—Sub-Division 20.

16. All except first class trains will approach Horton, Topeka, McFarland, Clay Center, Herington, Wichita, (yard limits Wichita extend from 2600 feet east of Union Stock yards to 2600 feet west of Santa Fe crossing), Wellington and Caldwell under full control, and so that it will not be possible to strike any train, cars or engine that may be within the yard limits. In case of accident, the approaching train will be held entirely responsible.

Proper signals must be displayed at all times on all trains, cars or engines while occupying the main track.

Trains carrying passengers must be protected at all times, even though they may be within yard limits.

16a. Trains and engines must move with great care within the yard limits at Belleville, being able to stop within range of vision.

16b. All trains will approach and run through Horton yard under full control, and be in position to stop within limit of vision.

16c. Trains 59 and 60 will turn on wye at Belleville. No. 59 (Nebraska Division No. 18) backing up Kansas Division main line and heading through wye; No. 60 (Nebraska Division No. 17) backing up Nebraska Division main line and heading through wye. This movement will be made under protection of General Rule 97a and Time Table Rule 16a.

Semaphore signals located 2500 feet east of the wye switches on both Kansas and Nebraska Divisions, are to be set against westbound trains by trains using the wye. (See Rules 601 and 661.

16d. Freight Brakemen must be on top of train at least one-half mile before arriving at and while passing through all stations; also, passing over all track covered by slow orders, and any other place where extra precaution is necessary to insure safety.

16e. Westbound trains on the Kansas City District will approach Horton Line junction, North Topeka, under full control, and be prepared to stop within limit of vision and look out for Horton Line trains moving in same direction over switch. The switch will be left for the Kansas City District as heretofore.

16f. The block between the tower at Topeka and end of double track at North Topeka has been discontinued. Trains are governed by their time-card rights between east end of Kaw River Bridge and North Topeka. When necessary to proceed against overdue trains, it must be done under protection of slow order between the east end of the Kaw River Bridge and Union Pacific connection. Trains must proceed in same manner between east end of Kaw River Bridge and Union Pacific connection.

Engineers and Firemen will look out for signals from trainmen when passing over track covered by slow orders. They must get a go-ahead signal from rear of train when train has passed all switches at which they must acknowledge same as per Rule 14j.

17. Trains running upon the track between Union Pacific R. R. Co. between Topeka and Kansas City must be provided with the Time Table and governed by the rules and orders of that Company.

18. Following amendments and rulings on Book of Rules:

RULE 19.

In every instance where a train goes into a siding to meet or be passed by another train, the tail lights, as soon as main track is cleared and switches locked, must be turned to display green to the front, sides and rear.

RULE 28.

The flag signal, whether red or green and white, must be given by hand or from a point on the platform separate from train order signal.

RULE 104.

(b) The person who locks a switch must grasp the chain and pull the lock to see that it is securely fastened; after having done this, must look at the shifting rails to see that they are in proper position.

(c) At meeting or passing points, the employe attending the switch will, after locking it to main track, if on single track, take position on opposite side of the track from the switch stand, and if on double track, take position not less than ten feet from the switch stand, until the expected train has passed. Except to prevent accident, switch must never be turned when engine or car is on shifting rail.

(d) Engineers of approaching trains seeing a man at switch will immediately get their trains under control to prevent damage in case of switch being thrown wrong. Whenever delayed in this manner, report the circumstances by wire. Section men have instructions not to stand at a switch when train is passing. This rule must be strictly observed.

32. Track scales are located as follows:

Location.	Length Feet.	Capacity Tons.	Location.	Length Feet.	Capacity Tons.
Topeka.....	36	100	Belleville.....	38	100
Herington.....	46	100	Wichita.....	46	100
Caldwell.....	38	100	Armourdale.....	36	100
Horton.....	36	100			

33. Hours of telegraph service (see page No. 1).

34. Mail cranes between stations are located as follows:

Shorey, milepost 87.5—1.5 miles east of North Topeka.
Vining, milepost 195.5—0.7 miles west of Clifton.

35. Derails have been located at various side and industrial tracks. All employes must familiarize themselves with location of derails, and protect the company's property as well as guard against personal injuries.

35a. All employes are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side of a car; and all employes must PROTECT themselves from injury in passing such structures.

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

Minimum clearance of bridges, etc.: Height, 18 feet 9 inches above the rail; width, 11 feet 4 inches.

KANSAS DIVISION.

MILEPOSTS.	NUMBER BRIDGE.	NAME.
		SUB-DIVISION 17.
48.7.....		Overhead crossing of Missouri Pacific Ry., east of Whiting.
		SUB-DIVISION 25.
206.9.....	4021	West of Solomon, Kan.
193.4.....	4015	West of Enterprise, Kan.
215.....	4023	West of New Cambria, Kan.

