

FAST PASSES TRNS ADDED (A-) #25

The Atchison, Topeka & Santa Fe Railway Co.

EASTERN LINES
WESTERN DISTRICT



MIDDLE DIVISION



EMPLOYEES' TIME TABLE No. 67

67

IN EFFECT

Sunday,

June 12, 1938

AT 12:01 O'CLOCK A. M.

Central Standard Time

67

Superseding Time Table No. 66, dated April 17, 1938, and any Supplements thereto.

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

F. A. LEHMAN,
General Manager,
Topeka, Kansas.

A. EWING,
Asst. General Manager,
Topeka, Kansas.

C. S. CRAVENS,
Superintendent,
Newton, Kansas.

CRANE & CO., TOPEKA

Timetable 68 eff 11 June 39

MIDDLE DIVISION—FIRST DISTRICT.

WESTWARD.

Capacity of other tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.		First Class.													TIME TABLE No. 67. June 12, 1938.	Rating Grade Ascending.
	East.	West.	11 The Kansas Cityan	9 The Navajo.	3 California Limited.	1 The Scout.	7 Fast Mail Express.	5 The Ranger.	17 The Super Chief.	51 Motor.	21 El Capitan.	23 Grand Canyon Limited	27 The Antelope.	19 The Chief.	STATIONS.		
			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.		
Yard			PM 7.29	PM 4.50	PM 12.35	PM 12.20	AM 11.03	AM 10.50	AM 4.12	AM 3.50	AM 2.32	AM 1.25	AM 1.10	AM 12.25	EMPORIA.		
Yard															3.2	6.1	
39	80 Spur.			5.00	12.45	12.30	11.12	10.59		f 4.02		1.35	1.20	12.34	MERRICK.	6.1	
53										s 4.06					4.9	4.4	
3		50 Spur.	7.40	5.05	12.50	12.35	11.17	11.04	4.22	f 4.10	2.42	1.40	1.26	12.38	PLYMOUTH.	4.4	
Yard	115 Unassigned.	103	7.45	s 5.11	12.56	12.41	11.23	11.10	4.27 ⁵¹	4.20 ¹⁷ 4.30	2.47	1.47	1.33	12.44	SAFFORDVILLE.	6.8	
	86	88	7.48	5.16	1.01	12.46	11.27	11.15	4.30	f 4.40 AM	2.50	1.52	1.38	12.49	ELLINOR.	9.2	
61				f 5.20											6.3	10.4	
82	99 Spur.	36 Spur.	7.55	f 5.31	1.10	12.55	11.37	11.25	4.37		2.57	2.03	1.49	12.58	STRONG CITY.	0	
49	62	66		f 5.39	1.15	1.00	11.41	11.29				2.10	1.55	1.02	4.2	0	
Yard	110 Unassigned.	116	8.04	s 5.50	1.22	s 1.07	11.47	11.35	4.45		3.05	s 2.20	2.02	1.08	NEVA.	0	
50	75 Spur.	75 Spur.		5.56	1.28	1.14	11.53	11.41				2.29	2.08	1.13	2.4	0	
12															2.1	0	
133	68	65	8.14	f 6.07	1.34	1.20	11.59	11.47	4.55			3.15	2.40	2.14	1.18	BADER.	17.4
															5.2	13.0	
		71		6.15	1.40	1.26	PM 12.05	11.53				2.50	2.20	1.23	5.1	18.0	
56	86	100	8.28	f 6.26	1.48	1.33	12.11	11.59	5.05		3.25	3.01	2.28	1.30	5.1	18.0	
Yard			8.38 PM	m 6.40 PM	2.00 PM	m 1.45 PM	12.20 PM	PM 12.10 PM	5.15 AM		3.35 AM	3.20 AM	2.40 AM	1.40 AM	6.2	0	
			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	0	
			(63.4)	(39.8)	(51.5)	(51.5)	(56.9)	(54.7)	(69.5)	(35.7)	(69.5)	(38.0)	(48.6)	(53.4) Average speed per hour.	0	

Trains have no time table superiority between Emporia Junction and Stop and Proceed Signal 1122 located 1238 feet west of Emporia Passenger Station, and will move within such limits at restricted speed.

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

Trains have no time table superiority between Mo. Pac. Crossing and First Street 0.4 mile west of passenger station Newton and will move within such limits at restricted speed.

Unless otherwise directed, other westward first class trains must clear the schedule time of Nos. 11, 17 and 21 not less than five minutes.

All other trains and engines must clear the schedule time of these trains not less than ten minutes.

MIDDLE DIVISION—SECOND DISTRICT.

WESTWARD.

Capacity of other Tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.					69		43		39		63		33		37		First Class.		Fuel, Water, Turb. Tables and Wyes.	TIME TABLE No. 67, June 12, 1938.	Ending Grade Ascending.	Distance from Atchison.
						Way Freight.	Arizona-California Fast Freight.	Oklahoma and Texas Fast Freight.	Way Freight.	California Tex. Okla. Fast Freight.	Oklahoma Texas Fast Freight.	Way Freight.	California Tex. Okla. Fast Freight.	Oklahoma Texas Fast Freight.	The Scout.	Grand Canyon Limited.							
						Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.						Miles.	
3	246						PM 5.00	PM 1.00				AM 2.00	AM 1.30										125.4
17	156																						129.3
69	154																		W			21.2	136.1
71	153																					21.2	144.4
	154																					21.2	152.1
67																						0	154.3
15	321																		W			14.7	158.4
43	162																					0	166.1
78	116																					21.1	172.7
												AM 9.45										0	188.1
13	E 93 W 93											9.55										0	191.4
12												10.05										0	195.0
Yard	E 126 W 132											10.15										0	199.1
Yard												10.35	4.35	3.30					W Y			0	199.4
10	106						7.00	4.15 PM				AM										0	205.2
31	106																					31.7	211.6
																						21.8	214.4
	106																					21.8	216.3
Yard	160						8.25 8.00	7.45					5.15							W Y		0	220.6
																						0	221.9
																						0	225.7
70	104						8.15															0	226.5
																						0	227.2
12	154						8.30															31.7	231.7
							8.55															0	237.1
Yard							9.00 PM	9.00 PM				6.30 AM								W F T Y		0	239.1
							Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.			Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.							(100.0)

Mile Posts O. D. Junction to Wellington show mileage via Florence.

(29.2) (29.2) Average speed per hour.

NOS. 33, 37, 39, 43, 63 AND 69 HAVE NO TIME TABLE AUTHORITY.
 Time of trains at Cicero applies to end of double track.
 Second District trains have no time table superiority between S. K. Jct. and Wellington and will be governed by Panhandle Division time table.

MIDDLE DIVISION—SECOND DISTRICT.

EASTWARD.

Rating Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Telegraph and Telephone Offices	First Class.		40	36	34	44	70	64	38
			24	2							
			Grand Canyon Limited.	The Scout.	Texas-Chgo. Fast Freight.	Fast Freight.	So. Cal.-Chgo. Fast Freight.	Perishable Express.	Way Freight.	Way Freight.	Fast Freight.
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.
	ELLINOR.	C			AM 8.45	AM 7.15	PM 1.15 PM	PM 1.40 PM			PM 10.45
0	4.4										
	GLADSTONE.	B									
0	6.3										
	BAZAR.	C									
0	8.3										
	MATFIELD GREEN.	C									
0	7.7										
21.2	JAQUES.										
	2.2										
21.1	CASSODAY.	C									
	4.1										
21.2	AIKMAN.	C									
	7.7										
21.2	CHELSEA.	B									
	6.6										
21.2	TOWER B.	C									
	1.6										
0	O.D JCT.									PM 4.10	
	3.3										
0	VANORA.									3.50	
	3.6										
0	WHITE.	B								3.40	
	4.1										
0	AG TOWER.	C								3.30	
	S. L. S. F. Crossing.										
0	0.3										
0	AUGUSTA.	B			1.25 AM	5.20 AM	9.45	10.80		2.40 PM	7.00 PM
	5.8										
21.1	SALTER.										
	6.4										
21.1	ROSE HILL.	C								PM 8.05	
	2.8										
21.1	EAST JCT.	B									
	1.9										
31.7	WILKS.										
	4.3										
21.4	MULVANE.	C	AM 1.29	PM 2.55					2.50		
	1.3										
21.4	WEST JCT.		1.26	2.52							
	3.8										
18.8	Midland Valley Crossing.										
	0.8										
18.8	BELLE PLAINE.	C	1.20	2.46					2.30		
	0.7										
0	Mo. Pac. Crossing.										
	4.5										
21.4	CICERO.	B	1.12	2.39					2.15		
	5.4										
16.2	S. K. JCT.		1.05	2.30					2.00		
	2.0										
	WELLINGTON.	C	1.00 AM	2.25 PM			5.35 AM	7.15 AM	1.55 PM		
	(100.0)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.

MULVANE DISTRICT.

WESTWARD.	Rating Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Rating Grade Ascending.	Distance from East Junction.	Telegraph and Telephone Offices.	EASTWARD.
		STATIONS.		Miles.		
		East Jct.		0	B	
	0.0	7.0	21.1			
		West Jct.		7.0		
		(7.0)				

..... Average speed per hour

AVG SPEED PER HOUR..... (38.2) (37.0)

NOS. 34, 36, 38, 40, 44, 64 AND 70 HAVE NO TIME TABLE AUTHORITY.

Time of trains at Cicero applies to end of double track.

Second District trains have no time table superiority between S. K. Jct. and Wellington and will be governed by Panhandle Division time table.

MIDDLE DIVISION—THIRD DISTRICT.

EASTWARD.

Mile Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Telegraph and Telephone Office.	First Class.										84	68
			24	28	16	12	2	6	14	48	46			
			Grand Canyon Limited.	The Antelope.	Chicago Express.	The Chicagoan.	The Scout.	The Ranger.	Motor Back-up.	Motor.	Motor.		Way Freight.	Mixed.
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		Arrive Daily Ex. Monday.	Arrive Daily Ex. Sunday.
	NEWTON.	C	AM 2.35	AM 2.40	AM 9.30	AM 10.18	PM 4.05	PM 6.00						
27.8	2.9													
	McGRAW.		2.27	2.32	9.22	10.13	4.00	5.54						
18.0	3.2													
	PUTNAM.		2.23	2.28	9.16	10.09	3.57	5.50						
5.5	4.0													
	SEDGWICK.	C	2.19	2.24	9.10	10.04	3.52	5.45						
10.4	6.6													
	VALLEY CENTER. S. L. - S. F. Crossing.	C	2.12	2.17	8.59	9.58	3.44	5.37						
7.2	7.8													
	NORTH WICHITA.	C	2.03	2.08	8.49	9.51	3.35	5.28				AM 8.00	PM 4.40	
9.5	1.0													
	Mo. Pac. Crossing.													
10.8	1.6													
	NORTH JCT.	C	1.57	2.02	8.42	9.46	3.27	5.22						
0	0.6													
	WICHITA U. S.	C	1.55 1.50	2.00 1.55	8.40 8.35	9.45 AM	3.23 3.18	5.20 5.15		PM 9.10	PM 11.50		4.30	
28.8	0.9													
	SOUTH JCT. C. E. I. & F. Crossing.	C	1.46	1.50	8.32		3.15	5.10		9.07 PM	11.47 PM	7.45 AM	3.45 PM	
10.9	4.2													
	CONNELL.	B	1.41	1.46	8.27		3.07	5.05						
31.7	5.6													
	DERBY.	B	1.35	1.40	8.21		3.01	4.59						
31.7	4.9													
	MULVANE.	C	1.29 AM	1.35	8.15		2.55 PM	4.53						
18.6	5.4													
	BENDER.			1.29	8.08			4.47						
31.7	4.6													
	UDALL.	C		1.24	8.03			4.42						
39.6	4.9													
	DALE.	B		1.18	7.57			4.36						
31.7	3.7													
	Mo. Pac. Crossing.													
0	0.2													
	WINFIELD JCT. A. T. & S. F. Crossing.	C		1.10	7.49			4.28						
16.3	0.7													
	S. L. - S. F. Crossing.													
16.3	0.4													
	WINFIELD.	C		1.08	7.47			4.25		8.50 PM				
31.7	5.3													
	HACKNEY.	B		12.59	7.39			4.12						
31.7	7.3													
	ARKANSAS CITY.	C		12.50 AM	7.30 AM			4.03 PM						
	(78.3)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Monday.	Leave Daily Ex. Sunday.	

Average speed per hour..... (42.0) (44.7) (40.8) (49.4) (39.5) (41.9) (13.2) (18.0) (18.0)

NOS. 68 AND 84 HAVE NO TIME TABLE AUTHORITY.

Panhandle Division Fairview District trains between Wichita Jct. and South Jct. have no time table superiority and will move within such limits at restricted speed.

Third District trains have no time table superiority between North Jct. and South Jct. and will be governed by The Wichita Union Terminal Railway Company Time Table.

Time of trains at North Wichita applies to end of double track.

Trains have no time table superiority between Mo. Pac. Crossing and First Street 0.4 mile west of passenger station Newton and will move within such limits at restricted speed.

Unless otherwise directed, other eastward first class trains must clear the schedule time of No. 12 not less than five minutes.

All other trains and engines must clear the schedule time of this train not less than ten minutes.

MIDDLE DIVISION.

THIRD DISTRICT.

		WESTWARD.								TIME TABLE	EASTWARD.												
Capacity of other tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.	69	97	39	63	37	35	71	41	Fuel, Water, Turn Tables and Wyes.	Railing Grade Ascending.	No. 67. June 12, 1938.	Railing Grade Ascending.	Distance from Avonson.	Telegraph and Telephone Offices.	36	98	72	64	70	42	38	40
		Way Freight.	Way Freight.	Oklahoma Texas Fast Freight.	Way Freight.	Oklahoma Texas Freight.	Kansas Mdse.	Way Freight.	Colo. Kan. Okla. Fast Freight.							STATIONS.	Miles.	Fast Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Oklahoma Kansas Fast Freight.
		Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Mon. Wed. Fri.	Leave Daily.							Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Tues. Thurs. Sat.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.
Yard			PM 1.10				AM 4.45		AM 12.30	WY	0	SAND CREEK.	186.7	C		AM 11.00					PM 10.15		
			1.15								0	1.9	28.3										
12	79		1.25								0	McGRAW.	188.6			10.50							
											0	3.2	18.0										
91	129		1.31								0	PUTNAM.	191.3			10.40							
											0	4.0	5.5										
71	125		1.42								0	SEDGWICK.	195.8	C		10.15							
											0	6.6	10.4										
Yard	122		3.00				5.30 AM	AM 4.30	1.30	WFT	0	VALLEY CENTER. S. L. - S. F. Crossing.	202.4	C		10.00							
											0	7.3	7.2										
											0	NORTH WICHITA.	209.7	C		9.35	AM 7.30				9.15		
											0	1.0	9.5										
											0	Mo. Pac. Crossing.	210.7										
											0	1.6	10.8										
											21.2	NORTH JCT.	212.3	C									
											0	0.6	0										
											0	WICHITA U. S.	212.9	C									
											0	0.9	28.8										
		PM 6.50	8.15					4.45 AM		Y	0	SOUTH JCT. G. R. I. & P. Crossing.	213.8	C		8.15	7.15 AM			PM 4.05			
											31.7	4.2	10.9										
12 3 Spurs	74	7.00	3.25								16.4	CONNELL.	218.0	B		8.00				3.55			
											21.6	5.6	31.7										
69	67	7.10	3.35								0	DERBY.	223.6	B		7.45				3.35			
											0	4.9	31.7										
Yard	60	7.20 PM	3.45						2.35	WY	31.7	MULVANE.	225.5	C		7.25				3.25 PM	7.00		
											0	5.4	18.6										
											0	BENDER.	233.9			7.10							
											0	4.6	31.7										
25	67	Via Second District.	4.00	Via Eldorado District.	Via Eldorado District.	Via Eldorado District.		Via Panhandle Division.			0	UDALL.	238.5	C	Via Eldorado District.	7.00		Via Panhandle Division.	Via Eldorado District.	Via Second District.	Via Eldorado District.	Via Eldorado District.	
											0	4.9	39.6			6.40							
											0	DALE.	242.4	B									
											0	6.7	31.7										
											0	Mo. Pac. Crossing.	250.1										
Yard			5.00	PM 5.00	PM 1.00	AM 4.45			3.45	Y	0	0.2	0			AM 4.20	6.20			PM 1.15	5.10	PM 6.00	
											13.5	WINFIELD JCT. A. T. & S. F. Crossing.	250.3	C									
											0	0.7	16.3										
											0	S. L. - S. F. Crossing.	251.0										
											0	0.4	16.3										
	E65 Spur W94		5.05							W	31.7	WINFIELD.	251.4	C		6.15							
											0	5.3	31.7										
39	E70 Spur W22 Spur		5.15		1.30						31.7	HACKNEY.	256.7	B		5.35		12.45					
											0	7.3	31.7										
Yard			5.35 PM	5.30 PM	2.00 PM	5.30 AM			4.40 AM	W F TY	0	ARKANSAS CITY.	264.0	C	3.30 AM	5.15 AM		12.01 PM		4.10 PM	5.15 PM	11.45 PM	
											0	(77.3)				Leave Daily.	Leave Daily Ex. Sunday.	Leave Tues. Thurs. Sat.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.

.....Average speed per hour.

NOS. 35, 36, 37, 38, 39, 40, 41, 42, 63, 64, 69, 70, 71, 72, 97 AND 98 HAVE NO TIME TABLE AUTHORITY.

Third District trains have no time table superiority between North Jct. and South Jct. and will be governed by The Wichita Union Terminal Railway Company Time Table.

Time of trains at North Wichita applies to end of double track.

Panhandle Division Fairview District trains between Wichita Jct. and South Jct. have no time table superiority and will move within such limits at restricted speed.

Unless otherwise directed, other westward first class trains must clear the schedule time of No. 11 not less than five minutes.

All other trains and engines must clear the schedule time of this train not less than ten minutes.

Unless otherwise directed, other eastward first class trains must clear the schedule time of No. 12 not less than five minutes.

All other trains and engines must clear the schedule time of this train not less than ten minutes.

MIDDLE DIVISION.

ELDORADO DISTRICT.

WESTWARD.

EASTWARD.

Capacity of other tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.	WESTWARD.						Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Ruling Grade Ascending.	Distance from Avulsion.	Miles.	Telegraph and Telephone Offices.	EASTWARD.			
		39 Oklahoma-Texas Fast Freight. Leave Daily.	63 Way Freight. Leave Daily Ex. Sunday.	37 Oklahoma-Texas Freight. Leave Daily.	40 Texas Chgo. Fast Freight. Arrive Daily.	36 Fast Freight. Arrive Daily.	64 Way Freight. Arrive Daily Ex. Sunday.								38 Fast Freight. Arrive Daily.			
Yard			AM 7.15				W T Y	31.7	FLORENCE. 5.0	0	166.9	C					PM 6.00	
28	130		7.55					31.7	HAMPSON. 6.3	0	161.9						5.40	
90	104		8.30					21.1	BURNS. 3.3	31.6	168.2	C					5.20	
	108		8.40					0	ALKI. 4.4	32.0	171.5						5.10	
51	106		9.00				W	0	DE GRAFF. 6.0	21.1	176.9						5.00	
19	67		9.25					0	RAMSEY. 5.1	21.1	181.9						4.45	
Yard			9.40					0	MO. PAC. CROSSING 0.4	0	187.0		Via Second District.	Via Second District.			Via Second District.	
			9.45					0	ELDORADO. 0.7	10.5	187.4	C					4.25	
			9.55					0	O. D. JCT. 3.3	11.1	188.1						4.00	
13	E98 W93		10.05					0	VANORA. 3.6	12.4	191.4	B					3.50	
12			10.15					0	WHITE. 4.1	0	196.0	B					3.40	
	E126 W132		10.35					0	AG TOWER. S. L. - S. F. Crossing. 0.3	0	199.1	C					3.30	
Yard			PM 4.15	AM 8.30			W Y	0	AUGUSTA. 6.4	0	199.4	B					AM 1.25	
64	168		11.05					10.6	GORDON. 4.9	15.8	205.3						2.20	
98	164		11.30					0	DOUGLASS. 5.6	15.8	210.7	C					2.05	
28	164		11.55					10.6	ROCK. 6.2	15.8	216.3						1.50	
35	164		PM 12.40					10.6	AKRON. 7.1	15.8	223.5	B					1.35	
Yard	111		5.00 PM	1.00 PM	4.45 AM		Y	0	Mo. Pac. Crossing. 0.2	0	223.6							
			Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.				WINFIELD JCT.		229.8	C					12.25 AM	
									(72.9)								4.20 AM	
																	1.15 PM	
																	6.00 PM	
																	Leave Daily.	
																	Leave Daily. Ex. Sunday.	
																	Leave Daily.	

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

NOS. 36, 37, 38, 39, 40, 63 AND 64 HAVE NO TIME TABLE AUTHORITY.

MIDDLE DIVISION.

McPHERSON DISTRICT.

MIDDLE DIVISION

Capacity of other Tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.	WESTWARD.		Fuel, Water, Turn Tables and Wyes.	Rating Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Rating Grade Ascending.	Local Mile Post.	Miles.	Telegraph and Telephone Offices.	EASTWARD.	
		First Class.									First Class.	
		87	57								58	88
		Way Freight.	Motor.			STATIONS.					Motor.	Way Freight.
		Leave Daily Ex. Sunday.	Leave Daily.								Arrive Daily.	Arrive Daily Ex. Sunday.
Yard		AM 6.30	PM 2.00	W T Y	0	FLORENCE.	0			C	AM 11.03	PM 3.05
20		6.45	2.11		20.8	5.9 OURSLEHR. 4.6	0	5.5			10.47	2.46
67	39	7.05	2.20	W	0	MARION. 0.3 C. R. I. & P. Crossing. 4.9	0	10.1		C	10.40	2.20
41	52	7.25	2.29		31.7	CANADA. 5.2	0	10.4				
108	39	7.50	2.38		31.7	HILLSBORO. 5.8	13.4	15.3			10.32	1.30
88		8.15	2.47		31.7	LEHIGH. 7.8	17.4	20.5		C	10.24	1.00
74	47	8.35	3.01	W	0	CANTON. 5.8	0	25.3		C	10.12	12.30
47	52	8.50	3.10		27.2	GALVA. 6.8 C. R. I. & P. Crossing. 0.5	11.6	34.1		C	10.00	12.10 PM
Yard		9.40	3.25	W	14.3	McPHERSON. 0.1 U. P. Crossing. 6.4	31.7	39.9		C	9.53	11.45
39		10.00	3.34		31.7	CONWAY. 6.9	15.3	46.7				
54		10.20	3.46		31.7	WINDOM. 5.6	30.9	47.2		C	9.40	11.15
Yard		10.45 PM 1.45	3.57	W Y	31.7	LITTLE RIVER.	0	47.3				
31	36	2.10	4.07		11.9	MITCHELL. 5.4 Mo. Pac. Crossing. 0.7	0	53.7			9.24	10.00
Yard		2.40 5.06	4.21	W	0	LYONS. 0.2 S. L. - S. F. Jct. 0.1	0	60.6		C	9.13	9.45
82		5.30	4.34		31.7	S. L. - S. F. Crossing. 7.6	31.7	66.2		C	9.01	9.30
38		5.45	4.44		28.8	CHASE. 6.2	31.7	72.0			8.49	9.15
Yard		6.40 PM	5.00 PM	W T Y	30.1	SILICA. 6.3	0	77.4				
		Arrive Daily Ex. Sunday.	Arrive Daily.		0	ELLINWOOD.	0	78.1		C	8.36	9.00 7.00
						(98.9)		78.3				
								78.4				
								86.0		C	8.22	6.35
								92.2			8.12	6.00
								98.5		C	8.00 AM	5.45 AM
											Leave Daily.	Leave Daily Ex. Sunday.

(32.9)

..... Average Speed per hour

(32.4)

Trains have no time table superiority within yard limits Lyons and will move within such limits at restricted speed.

NOS. 87 AND 88 HAVE NO TIME TABLE AUTHORITY.

MIDDLE DIVISION.

STRONG CITY DISTRICT.

Capacity of other tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.	WESTWARD.						Fuel, Water, Turn Tables and Wyes.	Railing Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Railing Grade Ascending.	Distance from Neva.	Telegraph and Telephone Offices.	EASTWARD.							
		75		73		72								71		70		69		68	
		Way Freight.	Mixed.	Mixed.	U. P. Mixed.	U. P. Motor.	Motor.							U. P. Motor.	Motor.	Mixed.	U. P. Mixed.	Mixed.	Way Freight.	U. P. Motor.	Motor.
		Leave Mon., Wed., Fri.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.				Miles.		Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Tues., Thurs., Sat.			
	60	AM 6.15	AM 8.15				AM 4.40		NEVA.	0	0	B		PM 3.42			PM 8.50	PM 5.25			
							f 4.46	34.7	3.5	0	3.5			f 3.36							
15	48	6.30	8.36				s 4.54	39.4	4.1	0	7.6	C		s 3.29			8.40	5.10			
39	37	6.45	8.50				s 5.05	37.0	5.8	0	13.4	C		s 3.18			8.20	4.55			
23	37	7.00	4.05				s 5.19	47.5	5.8	0	19.2	C		s 3.08			7.55	4.40			
41	29	7.15	4.20				s 5.34	50.5	6.3	41.2	25.5	C		s 2.58			7.30	4.25			
6	36	7.30	4.34				f 5.43	20.6	5.1	49.1	30.6			f 2.48			7.05	4.15			
								0	0.3	0	30.9										
36	65	7.45	4.48				s 5.54	48.6	5.9	49.1	36.8	C		s 2.38			6.45	4.00			
								34.4	0.8	0	37.1										
21	33	8.00	5.06				s 6.09	40.7	7.3	47.5	44.4	C		s 2.24			6.25	3.45			
99	54	8.15	5.25				s 6.24	0	7.7	47.5	52.1	C		s 2.10			5.55	3.30			
								0	0.1	0	52.2										
								0	0.1	0	52.3										
								0	0.7	0	53.0										
								0	5.2	0	58.2	C		s 2.00	PM 1.55		5.25	3.10 PM			
Yard		8.40 AM	6.00	AM 6.45			s 6.35	0	0.4	0	58.8										
								0	0.2	0	58.8										
							6.38	0	0.2	0	59.0			1.56							
				6.50			6.40	0	8.0	0	59.0			1.55	1.44						
40	41		6.22	f 7.10			s 6.55	37.0	5.8	0	67.0	C		s 1.45	f 1.30		3.40				
Yard	44		6.35	s 7.27 AM			s 7.08	39.8	5.8	0	72.8	C		s 1.30	1.20 PM		3.26				
24	43		6.50				s 7.20	52.8	5.6	52.7	73.4			s 1.20			3.13				
23	23		7.05				s 7.31	52.8	5.3	52.8	83.7	B		s 1.11			3.00				
11 Spur							f 7.43	52.7	5.6	37.0	89.3			f 1.03							
34	65		7.30				s 7.50	0	3.7	0	93.0	C		s 12.57			2.37				
								0	0.2	0	93.2			AM 5.53	12.56		PM 4.08	2.36			
	60		7.32		AM 5.05	PM 9.20	7.51	52.8	4.6	0	97.8			5.43	f 12.48		4.01	2.27			
			7.44		5.17	9.27	f 8.00	52.7	4.3	52.7	102.1	C		5.33 ¹⁷⁵	s 12.40		3.54	2.17			
19	24		7.55		5.33 ⁵⁰⁶	9.37	s 8.10	52.6	5.9	52.7	108.0			5.25	s 12.30		3.44	2.00			
17			8.10		5.42	9.48	s 8.21	0	5.2	52.7	113.2										
								0	Mo. Pac. Crossing.	0	113.3			5.17 AM	12.22		3.32 PM	1.48			
			8.21		5.50 AM	9.57 PM	8.33	0	C. B. & Q. Crossing.	0	113.4										
								0	0.1	0	113.4										
Yard			8.23 AM				8.35 AM	17.8	U. P. Crossing.	0	113.5	C		12.20 PM			1.45 PM				
								14.2	0.1	0											
		Arrive Mon., Wed., Fri.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.		CONCORDIA.	0			Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Tues., Thurs., Sat.			
									(113.5)												

Nos. 75 and 76 have no time table authority.

Nos. 73 and 74 have no time table authority between Neva and Concordia.

Trains have no time table superiority between U. P. Crossing M.P. 59.0 and Abilene Station and will move within such limits at restricted speed.

MIDDLE DIVISION.

STRONG CITY DISTRICT.

Capacity of other tracks in 44 ft. cars.		Capacity of Sidings in 44 ft. cars.		WESTWARD.		TIME TABLE		EASTWARD.			
				Second Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	No. 67, June 12, 1938.	Ruling Grade Ascending.	Distance from Nev.	Telegraph and Telephone Offices.	Second Class.
				73							74
				Mixed.							Mixed.
				Leave Daily.							Arrive Daily.
Yard	6	Spur		AM 11.15	W T	1 4.2	CONCORDIA.	0	113.5	C	PM 12.05
						0	3.1 HANNUM.	0	116.6		PM
						0	3.5 Mo. Pac. Crossing.	0	120.1		PM
	29			11.45 ⁷⁴		29.9	1.4 ONEONTA.	0	121.5		11.45 ⁷³
	36			PM 12.01		52.4	6.2 KACKLEY.	0	127.7		11.25
	43			12.20		0	6.0 G. E. I. & P. Crossing.	28.6	133.7	C	11.10
	40			12.40		52.1	7.5 COURTLAND.	52.7	141.2	C	10.50
	26			12.55		52.6	5.8 LOVEWELL.	0	147.0	B	10.35
						0	4.9 WEBBER.	52.8	151.9		
						42.2	0.7 State Line.	0	152.6		
						42.2	0.4 Mo. Pac. Crossing.	0	153.0		
						0	0.8 G. E. & Q. Crossing.	0	158.8	C	10.15
Yard				1.15 PM	W F T		SUPERIOR.				AM
				Arrive Daily.			(40.3)				Leave Daily.

(20.1) Average speed per hour (21.9)

A. T. & S. F. trains have no time table superiority at Superior and will move at restricted speed, within yard limits being governed by C. & N. W. Time Table, Rules and Regulations.

LITTLE RIVER DISTRICT.

Capacity of other tracks in 44 ft. cars.		Capacity of Sidings in 44 ft. cars.		WESTWARD.		TIME TABLE		EASTWARD.			
				Second Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	No. 67, June 12, 1938.	Ruling Grade Ascending.	Local Mile Posts.	Telegraph and Telephone Offices.	Second Class.
				89							90
				Mixed.							Mixed.
				Leave Daily Ex. Sunday.							Arrive Daily Ex. Sunday.
Yard	28	35	17	AM 11.00	W Y	15.8	LITTLE RIVER.	0		C	PM 1.15
				11.10		52.8	6.2 GALT.	0	6.1		1.01
						45.7	4.8 Mo. Pac. Crossing.	0	10.9		
				11.30		52.2	0.5 GENESIO.	0	11.4	C	12.50
						34.2	4.8 FRANTZ.	45.4	16.2		
				11.50		37.5	4.3 S. L. - S. F. Crossing.	51.7	20.5	C	12.30
	8			PM 12.15 ⁹⁰	W	52.8	5.6 LORRAINE.	0	26.1	C	12.15 ⁸⁹
				12.25		52.8	4.6 HOLYROOD.	44.9	30.7		11.55
				12.35		0	5.8 FARHMAN.	37.0	36.5		11.45
				12.50		47.5	4.7 HITSCHMANN.	27.3	41.2		11.35
				1.15		45.5	5.8 BEAVER.	31.7	47.0	C	11.20
				1.25		52.8	2.9 SUSANK.	51.5	49.9		11.02
				1.35		52.8	3.0 STICKNEY.	52.8	52.9		10.55
Yard				1.50 PM	W F Y		4.0 MILLARD.			C	10.40
				Arrive Daily Ex. Sunday.			6.8 GALATIA.		56.9		AM
							(57.0)				Leave Daily Ex. Sunday.

(20.1) Average speed per hour (22.0)

MINNEAPOLIS DISTRICT.

Capacity of other tracks in 44 ft. cars.		Capacity of Sidings in 44 ft. cars.		WESTWARD.		TIME TABLE		EASTWARD.			
				Second Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	No. 67, June 12, 1938.	Ruling Grade Ascending.	Local Mile Posts.	Telegraph and Telephone Offices.	Second Class.
				85							86
				Mixed.							Mixed.
				Leave Daily Ex. Sunday.							Arrive Daily Ex. Sunday.
Yard	66	40	38	AM 7.27	W Y	52.8	MANCHESTER.	52.8	5.7	C	PM 1.20
				7.40		52.8	5.7 VINE CREEK.	52.8	5.7	C	1.08
				8.15		52.8	8.7 WELLS.	52.8	14.4	B	12.42
				8.48	W Y	52.8	9.7 MINNEAPOLIS.	52.8	24.1	C	12.14
						0	0.2 U. P. Crossing.	0	24.3		PM
				9.01		0	4.2 BREWER.	0	28.5		11.50
				9.21		0	5.8 ADA.	0	34.3	C	11.36
				9.35		0	4.4 MILO.	0	38.7		11.24
Yard				9.50 AM	Y	0	4.4 BARNARD.	0	43.1	C	11.10
				Arrive Daily Ex. Sunday.			(43.1)				AM
											Leave Daily Ex. Sunday.

(18.0) Average speed per hour (18.4)

No. 85 is superior to No. 86.

BAZAR DISTRICT.

Capacity of other tracks in 44 ft. cars.		Capacity of Sidings in 44 ft. cars.		WESTWARD.		TIME TABLE		EASTWARD.			
				Second Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	No. 67, June 12, 1938.	Ruling Grade Ascending.	Local Mile Posts.	Telegraph and Telephone Offices.	Second Class.
				85							86
				Mixed.							Mixed.
				Leave Daily Ex. Sunday.							Arrive Daily Ex. Sunday.
Yard	66	40	38	AM 7.27	W Y	52.8	MANCHESTER.	52.8	5.7	C	PM 1.20
				7.40		52.8	5.7 VINE CREEK.	52.8	5.7	C	1.08
				8.15		52.8	8.7 WELLS.	52.8	14.4	B	12.42
				8.48	W Y	52.8	9.7 MINNEAPOLIS.	52.8	24.1	C	12.14
						0	0.2 U. P. Crossing.	0	24.3		PM
				9.01		0	4.2 BREWER.	0	28.5		11.50
				9.21		0	5.8 ADA.	0	34.3	C	11.36
				9.35		0	4.4 MILO.	0	38.7		11.24
Yard				9.50 AM	Y	0	4.4 BARNARD.	0	43.1	C	11.10
				Arrive Daily Ex. Sunday.			(43.1)				AM
											Leave Daily Ex. Sunday.

..... Average speed per hour

SPECIAL RULES AND REGULATIONS.

Effective on the Middle 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 employees affected by them.

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

Rule No. 10 (f) and Rule No. 701, of the Rules and Regulations, Operating Department, Revised 1927, are hereby amended by substituting red for purple as color indication for dwarf signal.

Rules Nos. 5, 15, 86, 95, 97, 221, 360, 384, 711 and 872 of the Rules and Regulations, Operating Department, Revised 1927, are hereby cancelled and superseded by the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Rule No. 360. Shortly before reaching a station at which a train is to stop to discharge passengers, the conductor or trainmen will pass through each passenger car, except sleeping cars, and announce twice distinctly the name of the station they are approaching, cautioning passengers to not forget their parcels, packages or baggage, and, when approaching meal stations, they will also announce the length of time train will stop for meals; if at a Harvey House, they will so state. Before departure of trains they must exercise care to prevent leaving passengers. At junction points they will announce the name of the junction and also which car if any is to be cut out, arranging for relocating passengers in cars which will remain in the train. Sta-

tion announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of 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. They must not take loaded cars without the waybill 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.

Foreign cars must be accompanied by return slip bill (Form 1850). When a foreign car is left at a non-agency station the return slip bill must be left at the next agency station.

Rule No. 711. Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time-table or train rules, and do not dispense with the use or the observance of other signals, whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

Rule No. 872. When the engine has been coupled on, and gauge shows a sufficient pressure in brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

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. Employee 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.

FLAGGING THROUGH 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 interlocked 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 signaled over crossing.

TRAIN ORDERS AND CLEARANCE CARDS FOR REAR BRAKEMEN.

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

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.

LOCATION OF STANDARD CLOCKS.

Emporia.....	Telegraph, Yard and Roundhouse Offices.
Strong City.....	Station.
Florence.....	Passenger Station.
Newton.....	Telegraph and Roundhouse Offices.
Sand Creek.....	Yard Office.
Wellington.....	Telegraph, Yard and Roundhouse Offices.
North Wichita.....	Yard and Roundhouse Offices.
Wichita.....	Union Station.
Arkansas City.....	Telegraph and Roundhouse Offices.
Abilene.....	Station.

LOCATION OF BULLETIN BOOKS.

Emporia.....	Yard and Roundhouse Offices.
Newton.....	Telegraph, Yard and Roundhouse Offices.
Augusta.....	Station.
Eldorado.....	Yard Office.
Wellington.....	Telegraph, Yard and Roundhouse Offices.
Sand Creek.....	Yard Office.
North Wichita.....	Yard and Roundhouse Offices.
Wichita.....	Union Station.
Mulvane.....	Telegraph Office.
Arkansas City.....	Telegraph and Roundhouse Offices.
Ellinwood.....	Station.
Little River.....	Station.
Galatia.....	Station.
Abilene.....	Station.
Salina F. S.....	Station.
Superior.....	Station.
Concordia.....	Station } U. P. only.
Miltonvale.....	Station }
Osborne.....	Station.

LOCATION OF YARD LIMITS (See Rules 93 and D-153).

Emporia (includes Merrick).	Arkansas City.	Ellinwood.
Strong City (includes Cotton-wood Falls).	McPherson.	Lorraine.
Neva (on Strong City District only).	Marion.	Holyrod.
Florence.	Hillsboro.	Galatia.
Peabody.	Little River.	Barnard.
Newton (includes Sand Creek and McGraw).	Lyons.	Enterprise.
Augusta (includes AG Tower).	Chase.	Talmage.
Eldorado (includes Tower B and O. D. Jct.).	Abilene (includes West Abilene).	Manchester.
Wellington (includes S. K. Jct.).	Miltonvale (includes M. V. Jct.).	Concordia (includes C. O. Jct.).
North Wichita (includes South Jct. and West Wichita).	Superior.	Salina U.S. (includes Salina F.S. and East Salina).
Mulvane (includes West Jct.).	Lincoln Center.	Osborne.
Winfield (includes Winfield Jct.).		

LOCATION OF STANDARD THERMOMETERS.

Emporia.	Wellington.	Little River.	Superior.
Strong City.	North Wichita.	Lyons.	Minneapolis.
Florence.	Wichita.	Ellinwood.	Barnard.
Newton.	Mulvane.	Holyrod.	Salina.
Sand Creek.	Winfield.	Galatia.	Lincoln Center.
AG Tower.	Arkansas City.	Abilene.	Osborne.
Eldorado.	McPherson.	Manchester.	
Aikman.	Marion.	Concordia.	

TRAINS MUST REGISTER AS FOLLOWS:

Trains originating, at Emporia.
 Strong City District trains to and from Strong City and Emporia at Strong City. U. P. trains at Miltonvale and Concordia.
 Train register at Strong City will be taken to indicate that trains shown thereon have arrived or left Neva.
 Freight trains other than those originating or terminating will not register at Emporia, Newton or Wichita U. S.
 By Form 903 as follows:
 First class trains at Emporia, yard office Wellington, Mulvane and North Wichita.
 Freight trains at Mulvane, Winfield and Salina F. S.
 Trains 14 and 29 will leave Form 903 at Winfield.
 Conductors of freight trains will make telegraph train report, Form 903, and leave at each office of communication where train is changed, except register stations. Operators will transmit promptly to train dispatcher.

TRAINS MUST GET CLEARANCE CARDS AS FOLLOWS:

First class trains before leaving
 Emporia Jct. (Identifies train from Emporia)
 Newton.
 Mulvane, except Nos. 5, 6, 15, 16, 27 and 28.
 All except first class trains before leaving
 Emporia yard office.
 Sand Creek.
 Tower B.
 AG Tower, westward trains.
 Mulvane.
 Wellington yard office.
 North Wichita.

Wellington.
 Wichita U.S.
 Winfield.
 Arkansas City.
 North Junction,
 Panhandle Div.
 freight trains
 from Fairview
 District.
 South Jct.,
 westward trains.
 Arkansas City.

Strong City District trains at Abilene.
 Trains originating at Emporia, Newton and Superior.
 Concordia, including eastward U. P. trains.
 Miltonvale, westward U. P. trains.
 Osborne.
 Salina F. S., westward trains.
 Salina District trains get U. P. clearance card before leaving Abilene westward and Salina U. S. eastward.
 Minneapolis District trains before leaving Barnard and Manchester.
 McPherson District trains before leaving Ellinwood and Florence.
 Little River District trains before leaving Galatia and Little River.
 Eastward extra trains at Winfield and westward extra trains at Winfield Jct.
 Trains to and from Strong City and Bazar Districts before leaving Strong City.
 Trains to and from Second District at Ellinor.
 Trains to and from Eldorado District at Florence.

DOUBLE TRACK BETWEEN:
 First District.

Emporia and Newton.
 Second District.
 Tower B and M.P. 201.7.
 Cicero and S. K. Jct.
 Third District.
 North Wichita and North Jct.
 Winfield Jct. and Arkansas City.

CURRENT OF TRAFFIC.

On double track trains will run as prescribed by Rule D-152.
 The movement of trains will be supervised by the train dispatcher, who will issue instructions to signalmen when required.
 When necessary to run trains against 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.

ADDITIONAL MAIN TRACKS.

Third main track between Merrick and Ellinor, designated as Track No. 3.
 Four main tracks between Mo. Pac. crossing Newton and Sand Creek, the two north main tracks are designated as Passenger Main Tracks Nos. 1 and 2; the two south main tracks are designated as Freight Main Tracks Nos. 1 and 2.

DESIGNATION OF OTHER TRACKS.

The first track east of and paralleling the eastward main track between North Jct., M.P. 211.7, and North Wichita, M.P. 209.1, will be used as a yard track. Train movements over this track must be authorized by yardmaster.
 Track between east end of Eldorado and Tower B will be designated as the Belt Track.

AUTOMATIC BLOCK BETWEEN:

First District.
 Emporia and Sand Creek on tracks Nos. 1 and 2.
 Second District.
 Ellinor—Eastward in connection with interlocking plant.
 M.P. 128.0 and 130.0, westward.
 M.P. 135.0 and 137.0.
 Matfield Green—Eastward and westward in connection with spring switches.
 Aikman—Distant signals in connection with remote control switches east and west end of siding.
 Chelsea—Westward in connection with spring switch.
 M.P. 170.0 and Augusta.
 Augusta and M.P. 202.9.
 East Jct.—Eastward and westward, Second and Mulvane Districts, in connection with spring switch.
 Mulvane and S. K. Jct.

Third District.

Newton and North Jct.
 South Jct. and Arkansas City.
 Eldorado District.
 M.P. 159.0 and 160.1, eastward.
 M.P. 184.0 and 185.0.
 Belt Track, Tower B and Eldorado.
 Augusta and M.P. 202.9.

On single track, trains or engines in clear on sidings or other tracks not equipped with switch indicators will not foul main track until indications of signals in both directions have been observed and respected, and when movement is made to main track, will foul the circuit in order that main track signals will display their most restrictive indications before lining main track switch.

MANUAL BLOCK BETWEEN:

Merrick and Ellinor on track No. 3.

TRAIN ORDER SIGNALS.

At interlocking stations where there is no train order signal, the home interlocking signal is used as train order signal. This applies at all offices of communication on First District except Florence. On Second District at Tower B and AG Tower, and at Mulvane for train Nos. 5, 6, 15, 16, 27 and 28. Be governed by Rule 788 (A).
 North Wichita—Single arm train order signal governs eastward trains.
 South Jct.—Single arm train order signal governs westward trains.
 Winfield Jct.—Double arm train order signal eastward, top arm governs trains moving via Third District, lower arm governs trains moving via Eldorado District.

SWITCH LIGHTS.

No switch lights on the following districts:
 McPherson. Strong City. Bazar.
 Little River. Minneapolis. Salina.
 Eldorado—Florence to O. D. Jct.

JOINT TRACK FACILITIES.

Wichita—A. T. & S. F. trains will use Wichita Union Terminal Ry. Co. tracks between North Jct. and South Jct.
 Lyons—S. L.-S. F. trains will use A. T. & S. F. main and yard tracks between S. L.-S. F. connecting track and 400 feet east of east siding switch and will be governed by A. T. & S. F. Time Table, Rules and Regulations.
 Lorraine—S. L.-S. F. trains will use A. T. & S. F. main and yard tracks between 750 feet east and 2200 feet west of S. L.-S. F. crossing and will be governed by A. T. & S. F. Time Table, Rules and Regulations.
 A. T. & S. F. trains will use S. L.-S. F. main and yard tracks between S. L.-S. F. crossing and 2250 feet west of crossing and will be governed by S. L.-S. F. Time Table, Rules and Regulations.
 Superior—A. T. & S. F. trains will use C. & N. W. main and yard tracks.
 Abilene—Salina District A. T. & S. F. and C. R. I. & P. trains use Strong City District main track between C. R. I. & P. Jct. and SA Jct.—normal position of switches at SA Jct. and C. R. I. & P. Jct. for Strong City District—and will be governed by A. T. & S. F. Time Table, Rules and Regulations.
 Salina District—C. R. I. & P. and A. T. & S. F. trains use A. T. & S. F. main track between SA Jct. and West Abilene and will be governed by A. T. & S. F. Time Table, Rules and Regulations. C. R. I. & P. and A. T. & S. F. trains use C. R. I. & P. main track between East Salina and AB Jct.—Normal position of switch AB Jct. for C. R. I. & P.—and will be governed by A. T. & S. F. Time Table, Rules and Regulations.
 A. T. & S. F. trains use U. P. main and yard tracks between West Abilene and East Salina and will be governed by U. P. Time Table, Rules and Regulations.
 Strong City District—U. P. trains use A. T. & S. F. main and yard tracks between MV Jct. and CO Jct. and will be governed by A. T. & S. F. Time Table, Rules and Regulations.

INTERLOCKED SWITCHES.

Switches are interlocked by remote control and handled by operator at following locations:
 Ellinor—East end siding First District and west end siding Second District.
 Neva—All switches on First District except east end eastward siding handled by operator Strong City.
 Walton—West switch eastward siding.
 Sand Creek—Lead and crossovers west end yard handled by operator Sand Creek.
 Bazar—East and west switches of siding, when operator on duty.
 Aikman—East and west switches of siding.

Tower B—East switch of siding.
 O. D. Jct.—Junction switch and two crossovers handled by operator Tower B.
 AG Tower—Switch at east end westward siding.
 West Jct.—Junction switch handled by operator Mulvane.
 McGraw—Main track switch handled by operator Sand Creek.
 Mulvane—West end siding Second District and west end siding Third District.
 Winfield Jct.—East end siding Eldorado District.
 Telephone connected with office of communication is located at each of these switches except Walton.

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 bridges or viaducts (See Rule 310):

Mile Post	Bridge Number	Name
		First District.
Yard		Cinder pit hoist, Strong City.
Yard		Cinder pit hoist, Florence.
Yard		Cinder pit hoist, Newton.
185.1		Train sheds, Newton.
		Third District.
Yard		Cinder pit hoist, North Wichita.
		Strong City District.
Yard		Ersham Spur, Enterprise.

RAILROAD CROSSINGS AT GRADE.

Peabody—C. R. I. & P. 0.3 mile west of station. Standard Interlocking Plant.
 Newton—Mo. Pac. 0.5 mile east of station is protected by gate set normally across Mo. Pac. track. Trains approach crossing at restricted speed and when gate is set across Mo. Pac. track, may cross at speed not to exceed fifteen (15) miles per hour.
 AG Tower—S. L.-S. F. Standard Interlocking Plant.
 Belle Plaine—Midland Valley 0.8 mile east of station is protected by electric locked gate set normally across Midland Valley track. When gate is in normal position and automatic signal indicates proceed, trains may cross at speed not to exceed forty (40) miles per hour.
 Belle Plaine—Mo. Pac. 0.7 mile west of station is protected by electric locked gate set normally across Mo. Pac. track. When gate is in normal position and automatic signal at crossing indicates proceed, trains may cross at speed not to exceed forty (40) miles per hour.
 Valley Center—S. L.-S. F. Automatic Interlocking Plant. Maximum speed forty (40) miles per hour.
 North Wichita—Mo. Pac. 1.0 mile west of station. Stop. One of the crew must precede train to crossing and train must not cross until engineman receives signal that it is safe to proceed.
 South Jct.—C. R. I. & P. Standard Interlocking Plant.
 Winfield Jct.—Mo. Pac. 0.2 mile east of tower Third District, and 0.2 mile east of tower Eldorado District. A. T. & S. F. 0.1 mile west of tower. Standard Interlocking Plant.
 Winfield—S. L.-S. F. 0.4 mile east of station. Automatic interlocking plant. Maximum speed forty (40) miles per hour.
 Eldorado—Mo. Pac. 0.4 mile east of station is protected by gate set normally across A. T. & S. F. track. Stop, open and close gate.
 Marion—C. R. I. & P. 0.3 mile west of station. Automatic Interlocking Plant. No distant signals. Maximum speed thirty-five (35) miles per hour.
 McPherson—C. R. I. & P. 0.5 mile east of station is protected by electric locked gate set normally across A. T. & S. F. track. Be governed by instructions in lock box. Stop, open and close gate. U. P. 0.1 mile west of station. Stop. Westward, one of the crew must precede train to the crossing and train must not cross until engineman receives signal that it is safe to proceed.
 Lyons—Mo. Pac. 0.7 mile east of station is protected by gate set normally across A. T. & S. F. track. Stop, open and close gate.
 Lyons—S. L.-S. F. 0.2 mile west of station is protected by gate set normally across S. L.-S. F. track. Trains approach crossing at restricted speed and when gate is set across S. L.-S. F. track, may cross at speed not to exceed fifteen (15) miles per hour.
 Geneseo—Mo. Pac. 0.5 mile east of station is protected by electric locked gate set normally across A. T. & S. F. track. Be governed by instructions in lock box. Stop, open and close gate.
 Lorraine—S. L.-S. F. is protected by gate set normally across S. L.-S. F. track. Trains approach crossing at restricted speed and when gate is set across S. L.-S. F. track, may cross at speed not to exceed fifteen (15) miles per hour.

Lost Springs—C. R. I. & P. Automatic Interlocking Plant. No distant signals. Maximum speed thirty-five (35) miles per hour.

Jacobs—C. R. I. & P. 0.3 mile west of station. Automatic interlocking plant. No distant signals. Maximum speed thirty-five (35) miles per hour.

Hope—Mo. Pac. 0.3 mile west of station. Automatic interlocking plant. No distant signals. Maximum speed thirty-five (35) miles per hour.

Enterprise—C. R. I. & P. 0.1 mile west of station is protected by gate set normally across C. R. I. & P. track. A. T. & S. F. main track and Mill track lead 0.2 mile west of station is protected by gate set normally across Mill track lead. Trains approach these crossings at restricted speed and when gates are set normally across C. R. I. & P. and Mill track lead, may cross at a speed not to exceed fifteen (15) miles per hour.

Enterprise—U. P. 0.9 mile west of station is protected by gate set normally across U. P. track.

Trains approach crossing at restricted speed and when gate is set across U. P. track, may cross at speed not to exceed fifteen (15) miles per hour.

Abilene—U. P. 0.6 mile west of station. Cabin-type Interlocking Plant; route is normally clear for U. P. trains. Be governed by instructions posted in cabin.

Concordia—U. P. 0.1 mile east of station is protected by gate set normally across U. P. track.

Trains approach crossing at restricted speed and when gate is set across U. P. track, may cross at a speed not to exceed fifteen (15) miles per hour. Mo. Pac. and C. B. & Q. 0.3 mile east of station. Stop. See Rules 98 A, B, C and D.

Oneonta—Mo. Pac. 1.4 miles east of station is protected by gate set normally across Mo. Pac. track.

Trains approach crossing at restricted speed and when gate is set across Mo. Pac. track, may cross at speed not to exceed fifteen (15) miles per hour.

Courtland—C.R.I.&P. is protected by electric locked gate set normally across A.T.&S.F. track. Be governed by instructions in lock box. Stop, open and close gate.

Kansas-Nebraska State Line—Mo. Pac. 0.7 mile west. Stop. See Rules 98, A, B, C and D.

Superior—C. B. & Q. 0.8 mile east of station. Standard Interlocking Plant.

Minneapolis—U. P. 0.2 mile west of station. Stop. See Rules 98, A, B, C and D.

Salina F. S.—U. P. 0.1 mile east and U. P. 0.2 mile east of station. Stop. One of the crew must precede train to the crossings and train must not cross until engineman receives signal that it is safe to proceed.

Salina U. S.—U. P. 0.6 mile west of Union Station is protected by gate mechanically connected with derails set normally across A. T. & S. F. track. Stop, open and close gate.

Lincoln Center—U. P. 0.3 mile east of station is protected by gate set normally across A. T. & S. F. track. Stop, open and close gate.

Maximum speed over railroad crossings at grade forty-five (45) miles per hour or one (1) mile in one (1) minute and twenty (20) seconds.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS.

Name	Location	Capacity
First District.		
Clover Cliff spur, track No. 1.....	M.P. 142.2	5 cars
Second District.		
Gravel spur.....	M.P. 134.5	35 cars
Eldorado District.		
Empire spur.....	M.P. 202.9	48 cars
McPherson District.		
Erlich Mill spur.....	M.P. 8.6	3 cars
Strong City District.		
Rockland Stock Yards.....	M.P. 2.6	15 cars
Sand spur.....	M.P. 60.4	11 cars

SPEED REGULATIONS.

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

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

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

The following will be observed in connection with Rule 10 (A), Rules and Regulations of the Operating Department:

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

Permanent slow boards (yellow) with the required numerals in black, will be located not less than 2500 feet in advance on each side of certain curves, bridges or other points where speed of trains is permanently restricted. These permanent slow boards in nowise abrogate or modify special rules, train orders or instructions further restricting the speed of any or all trains, nor permit the operation of any engine in excess of the maximum speed prescribed in time table for engines.

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

Speed Restrictions.

LOCATION	Passenger			Freight		
	Miles Per Hr.	Time Per Mile Min.	Sec.	Miles Per Hr.	Time Per Mile Min.	Sec.
First District						
Tracks 1 and 2.....				50	1	12
Track 3.....	40	1	30	40	1	30
Second District						
Ellinor to Tower B.....	50	1	12	45	1	20
Tower B to O. D. Jct.						
Tracks 1 and 2.....	30	2		30	2	
O. D. Jct. to West Jct.....	50	1	12	45	1	20
West Jct. to Wellington.....				45	1	20
Third District						
Eldorado District.....	50	1	12	40	1	30
Mulvane District.....	30	2		30	2	
Strong City District.....	50	1	12	35	1	42
McPherson District.....	50	1	12	35	1	42
Bazar District.....	30	2		30	2	
Little River District.....	35	1	42	35	1	42
Minneapolis District.....	30	2		30	2	
Salina District						
Salina U. S. to Osborne.....	35	1	42	35	1	42
First District.						
Curve M.P. 132.4 to 132.8.....	70	51		50	1	12
Curve M.P. 133.7 to 133.9.....	65	55		45	1	20
Curve M.P. 135.9 to 136.4.....	80	45		50	1	12
Curve M.P. 162.6 to 162.9.....	80	45		50	1	12
Curve M.P. 164.8 to 165.1.....	80	45		50	1	12
Curve M.P. 166.4 to 166.8.....	80	45		50	1	12
Curve M.P. 168.0 to 168.4.....	55	1	05	35	1	42
Curve M.P. 170.0 to 170.5.....	80	45		50	1	12
Curves M.P. 173.3 to 175.9.....	70	51		50	1	12
Second District.						
Augusta, over street crossings.....	15	4		15	4	
Curves M.P. 204.7 to 204.8, eastward.....	40	1	30	20	3	
Curve M.P. 221.9 and 221.8, eastward.....	40	1	30	35	1	42
Third District.						
Curves M.P. 194.7 to 195.8.....	65	55		45	1	20
Valley Center, over street crossing.....	15	4		15	4	
North Wichita, east end double track						
M.P. 209.1 to M.P. 209.2, westward.....	30	2		20	3	
Wichita, including North Wichita over street crossings.....	15	4		15	4	
Curve M.P. 216.7 to 217.0.....	65	55		45	1	20
Curve M.P. 219.3 to 219.6.....	65	55		45	1	20
Udall, over street crossings.....	15	4		15	4	
Curve M.P. 243.2 to 243.5.....	60	1		40	1	30
Curves M.P. 243.5 to 244.1.....	65	55		45	1	20
Curves M.P. 244.8 to 246.1.....	65	55		45	1	20
Curves M.P. 247.5 to 248.0.....	55	1	05	35	1	42
Curve M.P. 248.4 to 248.6.....	50	1	12	35	1	42
Curves M.P. 250.0 to 250.4.....	48	1	15	30	2	
Winfield, over street crossings.....	35	1	42	35	1	42
Curves M.P. 251.9 to 250.9, eastward.....	60	1		40	1	30
Curve M.P. 260.9 to 261.2, westward.....	70	51		45	1	20

LOCATION	Passenger			Freight		
	Miles Per Hr.	Time Per Mile Min.	Sec.	Miles Per Hr.	Time Per Mile Min.	Sec.
Eldorado District.						
Between Burns and Florence, eastward....	40	1	30	30	2	
Eldorado, through city limits.....	15	4		15	4	
Curves M.P. 202.5 to 201.0, eastward.....	45	1	20	30	2	
Curve M.P. 212.6 to 213.8.....	15	4		15	4	
Curve M.P. 225.0 to 225.3.....	50	1	12	30	2	
McPherson District.						
Curves M.P. 1.3 to 0.6, eastward.....	30	2		25	2	24
Curves M.P. 0.6 to 0.1, eastward.....	15	4		15	4	
Curves M.P. 1.8 to 2.7.....	40	1	30	30	2	
Curves M.P. 8.6 to 9.3.....	40	1	30	30	2	
Marion over street crossings.....	15	4		15	4	
Canton, over street crossing east of station	15	4		15	4	
McPherson, over street crossings.....	15	4		15	4	
Curve M.P. 52.7 to 53.0.....	40	1	30	30	2	
Windom, over street crossings.....	25	2	24	25	2	24
Curve M.P. 66.7 to 66.9.....	40	1	30	30	2	
Curves M.P. 69.0 to 70.0.....	40	1	30	30	2	
Curve M.P. 71.6 to 71.9.....	40	1	30	30	2	
Strong City District.						
Curves M.P. 4.2 to 4.8.....	40	1	30	30	2	
Curves M.P. 8.2 to 10.9.....	40	1	30	30	2	
Curves M.P. 50.7 to 51.9.....	40	1	30	30	2	
Abilene, over street crossings.....	15	4		15	4	
Curve M.P. 60.8 to 61.0.....	40	1	30	30	2	
Curve M.P. 62.7 to 62.9.....	40	1	30	30	2	
Curves M.P. 88.7 to 90.0.....	40	1	30	30	2	
Curve M.P. 90.9 to 92.0.....	40	1	30	30	2	
Curves M.P. 92.7 to 93.4.....	30	2		25	2	24
Curves M.P. 96.7 to 97.5.....	40	1	30	30	2	
Curve M.P. 108.5 to 108.7.....	40	1	30	30	2	
Curve M.P. 111.1 to 111.3.....	40	1	30	30	2	
Concordia, over street crossings.....	15	4		15	4	
Superior, over street crossings.....	12	5		12	5	
Minneapolis District.						
M.P. 31.4 to 31.5.....	15	4		15	4	
Salina District.						
Solomon, over street crossings.....	15	4		15	4	
Salina, over street crossings.....	15	4		15	4	
Over bridge 101-A, Solomon River.....	20	3		20	3	

Motor Trains.

Maximum speed of motor trains sixty (60) miles per hour or one (1) mile in one (1) minute, except passenger speed restrictions, where less, will govern. The maximum speed of sixty (60) miles per hour does not apply to trains handled by Diesel engines.

TURNOUTS.

In heading in or out over the following turnouts or crossovers, trains or engines must not exceed the speed, as indicated:

LOCATION	Passenger			Freight		
	Miles Per Hr.	Time Per Mile Min.	Sec.	Miles Per Hr.	Time Per Mile Min.	Sec.
Merrick, all crossovers between main tracks.....	30	2		20	3	
Ellinor, All main track crossovers east and west end Second District siding.....	30	2		20	3	
Strong City, crossovers between eastward main track and eastward siding.....	10	6		10	6	
Neva, all main track crossovers and turnout to Strong City District, west end eastward siding, east and west end westward siding.....	30	2		20	3	
Newton, turnout eastward freight main track.....	25	2	24	20	3	
Crossover between Passenger main track Nos. 1 and 2 just east and turnout from Passenger main track No. 1 to Freight main track No. 2 just west of Mo. Pac. crossing.....	30	2		20	3	
Crossover and turnout to Third District at First Street.....	30	2		20	3	
Sand Creek, all main track crossovers and turnouts between passenger main tracks.....	30	2		20	3	
Crossover between freight main tracks west end yards.....	25	2	24	20	3	
Turnout to McGraw track at west end yds.	25	2	24	20	3	

LOCATION.	Passenger		Freight	
	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.
Bazar, east and west end siding.....	30	2	20	3
Matfield Green, east and west end siding	25	2 24	20	3
Aikman, east and west end siding.....	30	2	20	3
Chelsea, east end siding.....	25	2 24	20	3
Tower B, east and west end siding, turnout east end double track, west end belt track.....	30	2	20	3
East end belt track.....	25	2 24	20	3
O. D. Jct., all main track turnouts and crossovers.....	30	2	20	3
Augusta, east end eastward siding and west end double track.....	25	2 24	20	3
East end westward siding and all interlocked main track turnouts and crossovers.....	30	2	20	3
Crossover between Eldorado District and tracks 1 and 2.....	30	2	20	3
East Jct., turnout from Second to Mulvane District.....	25	2 24	20	3
West Jct., turnout from Second to Mulvane District.....	40	1 30	35	1 42
Cicero, east end of siding and crossover east end double track.....	25	2 24	20	3
S. K. Jct., all main track crossovers and turnouts.....	30	2	20	3
McGraw, turnout from third District to Sand Creek yard.....	30	2	20	3
North Wichita, east end double track eastward.....	25	2 24	20	3
Crossover between eastward and independent main tracks.....	30	2	20	3
Mulvane, two crossovers between Second and Third District main tracks just east of station, east and west end Second District siding, Second District turnout west of tower and west end Third District siding.....	30	2	20	3
Winfield Jct., all crossovers between Mo. Pac. crossing and Southern Kansas Division crossing, east end crossover between Eldorado District and Eldorado District siding east of Mo. Pac. crossing and crossover between eastward and westward main tracks west of Southern Kansas crossing.....	30	2	20	3
Abilene, Crossover used as main track just west of water crane, turnouts used as main track at Chestnut and Mulberry Streets turnout used as main track east of Bridge 58-J.....	30	2	20	3
Chase, west end of house track.....	10	6	10	6
Salina, all main track turnouts west of Union Station.....	10	6	10	6
Hedville, east and west ends stock and elevator track.....	10	6	10	6
Glendale, east and west ends stock and elevator track.....	10	6	10	6
Juniata, east and west end stock track.....	10	6	10	6
Westfall, east and west end industry track.....	10	6	10	6
Edalgo, west end stock track.....	10	6	10	6
Barton, east end crusher track.....	10	6	10	6
Lincoln Center, all main track turnouts.....	10	6	10	6
Goldenrod, east end elevator track.....	10	6	10	6
Denmark, east and west end elevator track.....	10	6	10	6
Grant, east end stock track.....	10	6	10	6
Ash Grove, east and west end stock track.....	10	6	10	6
Hunter, all main track turnouts.....	10	6	10	6
Tipton, all main track turnouts.....	10	6	10	6
Osborne, all main track turnouts.....	10	6	10	6
All other main track turnouts and crossovers.....	15	4	15	4
On all yard or back track turnouts and crossovers.....	10	6	10	6

SPRING SWITCHES.

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

Trains or engines springing when trailing through spring switches must not exceed speed of twenty-five (25) miles per hour or one (1) mile in two (2) minutes and twenty-four (24) seconds.

Location of Spring Switches.

Newton—Connecting eastward freight main track and eastward passenger main track, east end yard, normal position for eastward main track.

Matfield Green—East and west end of siding. Normal position east switch for siding. Normal position west switch for main track.

Chelsea—East end siding, normal position for main track.

Augusta—East end eastward siding, normal position for eastward main track.

End of double track, normal position for eastward main track.

East Jct.—Connecting Second District main track and Mulvane District main track, normal position for the Second District main track.

Cicero—End double track, normal position for westward main track. East end siding, normal position for main track.

North Wichita—East end double track, normal position for westward main track.

Sand Creek—West end yard. Both ends first crossover, west of connecting switch to McGraw track. Normal position east switch for crossover. Normal position west switch for straight track.

Connecting switch McGraw track to yard lead. May be left lined as used, switch target will display clear indication when lined for McGraw track but may be trailed through on either track.

First switch east of McGraw track. Normal position for straight track.

Eldorado—Connecting Eldorado District main track and the Belt Track, normal position for the Belt Track.

MAXIMUM SPEED OF ENGINES.

Maximum speed where following classes of engines in not otherwise restricted. Where slow boards 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	Maximum Speed No Tolerance	
		Miles Per Hr.	Time Per Mile Min. Sec.
Diesel Engines Nos. 1 and 10.....	37 inches	100	0 36
Diesel Engines Nos. 2 to 9 inclusive.....	36 inches	100	0 36
Atlantic Type with.....	73 inches	90	0 40
Atlantic Type with.....	79 inches	100	0 36
1309-1337 class.....	73 inches	90	0 40
3400-3450 class with.....	74 inches	90	0 40
3400-3450 class with.....	79 inches	100	0 36
3460 class.....	84 inches	100	0 36
3500 class.....	73 inches	90	0 40
3700 class.....	69 inches	72	0 50
3751 class.....	73 inches	90	0 40
900-1600 class.....	57 inches	40	1 30
1014-1050 class.....	69 inches	60	1 00
1800-1850 class.....	69 inches	60	1 00
2507 class.....	63 inches	50	1 12
2535 class.....	55 inches	40	1 30
3100 class.....	57 inches	45	1 20
3160-4000-4101 class.....	63 inches	55	1 05
3800 class.....	63 inches	50	1 12

SPEED OF LIGHT ENGINES.

LOCATION.	Forward				Backward			
	Day		Night		Day		Night	
	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.
First Dist.....	40	1 30	40	1 30	25	2 24	25	2 24
Second Dist.....	40	1 30	40	1 30	25	2 24	25	2 24
Third Dist.....	40	1 30	40	1 30	25	2 24	25	2 24
Eldorado Dist.....	40	1 30	40	1 30	25	2 24	25	2 24
Mulvane Dist.....	20	3	20	3	15	4	15	4
Strong City Dist.....	25	2 24	25	2 24	20	3	20	3
McPherson Dist.....	25	2 24	25	2 24	20	3	20	3
Bazar Dist.....	25	2 24	25	2 24	15	4	15	4
Little River Dist.....	25	2 24	25	2 24	15	4	15	4
Minneapolis Dist.....	25	2 24	25	2 24	15	4	15	4
Salina Dist.....	25	2 24	25	2 24	15	4	15	4

ADDITIONAL SPEED RESTRICTIONS.

Engines running backward handling train must not exceed speed permitted for light engines running backward.

Engines breaking in must be run at a speed specified by master mechanic, road foreman of engines or roundhouse foreman.

1800, 2507, 2535, 3100, 3160 and 4000 class engines must not be used on Little River and Minneapolis Districts.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders and similar machinery moving on their own running gear must not exceed speed of twenty-four (24) miles per hour or one (1) mile in two (2) minutes and thirty (30) seconds on First, Second and Third Districts. On all other districts twenty (20) miles per hour or one (1) mile in three (3) minutes. Such equipment must not be moved in any train except on authority of trainmaster.

When moving between stations, engines without pony trucks must not exceed speed of twenty (20) miles per hour or one (1) mile in three (3) minutes, switch engines with pony trucks must not exceed speed of thirty (30) miles per hour or one (1) mile in two (2) minutes.

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

Dead engines must not be handled with rods down or any driver suspended without special instructions in each case.

STATUTORY REGULATIONS.

In Kansas, a railroad company has a right to eject from its trains any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road at which there is a station where the person ejected may at least get lodging.

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

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

Chapter 81 of the Laws of 1876.

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

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

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

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49, 50, 55 and 56. Trains 51 and 52 between Streator and Joliet.
MISSOURI DIVISION—Trains 59 and 60. Trains 57 and 58 between Dumas and Marcelline.
EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75 and 76.
MIDDLE DIVISION—Trains 32, 36, 42, 59, 60, 63, 64, 69, 70, 75, 76, 87, 88, 89, 90, 97 and 98.
OKLAHOMA DIVISION—Trains 67, 68, 73, 74, 79, 80, 81, 82, 87 and 88.
SOUTHERN KANSAS DIVISION—Trains 85, 86, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield; 91 and 92 between Pittsburg and Joplin.

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, 61, 62, 69, 70, 71, 72, 83, 84, 119 and 120.
PECOS DIVISION—Trains 45 and 46.
PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.
SLATON DIVISION.

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.

(Bold-faced type in following conditional stops indicates changes from previous time tables.)

- | | |
|--|--|
| <p>No. 1. (a) At any station Chicago to Belen, for passengers for Arizona or California.
 (b) At Putnam, Sedgwick, or Valley Center, to discharge passengers from Newton or beyond.
 (c) At Derby or Belle Plaine, for passengers for Wellington or beyond.
 (d) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.
 (e) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Belen to Kiowa, for passengers for Burlington or beyond.
 (c) At any station east of Attica, to discharge passengers from Medicine Lodge District.
 (d) At any station Wellington to Kansas City, to discharge passengers from Wellington or beyond.
 (e) At Peabody or Florence, to discharge passengers from south of Newton or for passengers for Kansas City or beyond.
 (f) At Strong City to discharge passengers from beyond Newton.
 (g) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (h) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona or Mazon, for passengers for Chicago or beyond.</p> <p>No. 3. (a) At any station Chicago to Albuquerque, for passengers for Arizona or California.
 (b) At any station Hutchinson to Kinsley, to discharge passengers from Kansas City or beyond; or for passengers for south and west of La Junta.</p> <p>No. 4. (a) At any station Albuquerque to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Kinsley to Hutchinson to discharge passengers from south or west of La Junta, or for passengers for Kansas City or beyond.
 (c) At Joliet, to discharge passengers from Kansas City or beyond.</p> <p>No. 5. (From Chicago)
 (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Kansas City, except between Fort Madison and Marcelline, for passengers for Kansas City or beyond.
 (c) At any station Chicago to Henrietta, for passengers for St. Joseph District.
 (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet.
 (e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.
 (f) At any station Fort Madison to Marcelline, to discharge passengers from east of Fort Madison.
 (g) At any station Marcelline to Henrietta, or at Sheffield, to discharge passengers from Chicago.
 (h) At Florence, to discharge passengers from Kansas City or beyond, for Eldorado or McPherson District.
 (i) At Newkirk, to discharge passengers from Newton or beyond, or for passengers for Oklahoma City or beyond.
 (j) At Edmond, to discharge passengers from Wichita or beyond, or for passengers for Ft. Worth or beyond.</p> <p>No. 5-6. (From La Junta)
 At any station La Junta to Denver, to discharge passengers from east or south of La Junta, and at Castle Rock to discharge or receive passengers.</p> <p>No. 5-6. (From Denver)
 At any station Denver to La Junta, for passengers for east or south of La Junta; and at Littleton, for passengers for Palmer Lake or beyond.</p> <p>No. 6. (From Galveston)
 (a) At Edmond, for passengers for Wichita or beyond.
 (b) At Newkirk, to discharge passengers from Oklahoma City or beyond.
 (c) At Florence, for passengers for Chicago or beyond.</p> <p>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 La Junta or beyond.
 (c) At Ottawa Jct., to discharge passengers from Emporia or beyond.
 (d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>No. 9. (a) At any station Chicago to Albuquerque, for passengers for Albuquerque or beyond.
 (b) At any station Chicago to La Junta for passengers for La Junta or beyond.
 (c) At any station Fort Madison to Marcelline, to discharge passengers from east of Fort Madison; or for passengers.
 (d) At any station Henrietta to Kansas City, to discharge passengers from east of Henrietta.
 (e) At any station west of Kansas City, to discharge passengers from beyond Kansas City.
 (f) At any station Kansas City to Newton, for passengers for south or west of Newton.
 (g) At Burlingame, to discharge passengers from Kansas City or beyond.
 (h) At any station Emporia to Newton, to discharge passengers.
 (i) At any station Newton to Albuquerque, to receive or discharge passengers.</p> | <p>No. 10. (a) At any station Albuquerque to Newton, to receive or discharge passengers.
 (b) At any station La Junta to Chicago, to discharge passengers from La Junta or beyond.
 (c) At any station Newton to Kansas City, for passengers for Kansas City or beyond, or to discharge passengers from beyond Newton.
 (d) At any station Florence to Kansas City, to discharge passengers from Eldorado or McPherson District.
 (e) At Halsted Street, Chicago, to discharge passengers for Stock Yards District.</p> <p>No. 11. At Marcelline, to discharge passengers from Chicago or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 12. At Marcelline to discharge passengers from Kansas City or beyond; or for passengers for Chicago or beyond.</p> <p>No. 15. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 16. (From Pueblo)
 At any station Pueblo to Newton, to receive or discharge passengers.</p> <p>No. 19. At Chillicothe, to discharge passengers from Chicago or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 21. (a) At Hutchinson to discharge passengers from Kansas City or beyond; or for passengers for La Junta or beyond.
 (b) At Glorieta, to discharge passengers from Trinidad or beyond; or for passengers for Gallup or beyond.</p> <p>No. 22. (a) At Glorieta, to discharge passengers from Gallup or beyond; or for passengers for Trinidad or beyond.
 (b) At Trinidad, to discharge passengers; or for passengers for Kansas City or beyond.
 (c) At Hutchinson to discharge passengers from La Junta or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 23. (a) At any station Chicago to Belen, for passengers for Arizona or California.
 (b) At any station Chicago to Kansas City, for passengers for Newton or beyond; at Coal City, for passengers for west of Ancona; at Stronghurst or Dallas City, for passengers for Kansas City or beyond, or to discharge passengers from Chicago or beyond; and at East Fort Madison, to discharge passengers from Chicago or beyond.
 (c) At Medill or Baring, for passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.
 (d) At any station Pomona to Emporia, for passengers south of Newton, or for west of Newton served by No. 15.
 (e) At Strong City, to pick up or discharge passengers.</p> <p>No. 24. (a) At any station, Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Emporia to Kansas City, to discharge passengers from Emporia or beyond.
 (c) At any station LeLoup to Kansas City, to discharge passengers.
 (d) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.
 (e) At any station Kansas City to Fort Madison to discharge passengers from Kansas City or beyond; or for passengers for Fort Madison or beyond.
 (f) At East Fort Madison, Williamsfield, or Princeville, for passengers for Chicago or beyond.
 (g) At Ransom, Kinsman, Verona or Mazon, to discharge passengers from west of Fort Madison; or for passengers for Chicago or beyond.</p> <p>No. 27. (a) At Eudora, to discharge passengers from Kansas City or beyond.
 (b) At Osage City, to discharge passengers from Topeka or beyond.
 (c) At Burlingame or Osage City, for passengers for south of Newton or for west of Newton served by No. 15.
 (d) At Edmond, to discharge passengers from Ponca City or beyond.</p> <p>No. 27. At Littleton, Castle Rock, Larkspur, or Fountain for passengers for east or south of Pueblo.</p> <p>No. 28. (a) At Edmond, for passengers for Ponca City or beyond.
 (b) At Strong City, to discharge passengers from south of Wichita for Strong City District.
 (c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 47. (a) At Holliday, Gardner, Edgerton or Wellsville, to discharge passengers from Kansas City, Kans., or beyond; or for passengers for Ottawa or beyond; or west of Ottawa Jct. for No. 23.
 (b) At Olathe, for passengers for south of Ottawa.
 (c) At Richmond or Colony to discharge passengers from Ottawa or beyond; or for passengers for Chanute or beyond.
 (d) At any station south of Chanute, to discharge passengers from Ottawa or beyond.</p> <p>No. 48. (a) At any station Tulsa to Chanute, for passengers for Richmond or beyond.</p> |
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The following signs indicate:

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

H. S. NELSON,
Trainmaster,
NEWTON, KANSAS.

H. G. FOCHT,
Trainmaster,
NEWTON, KANSAS.

C. L. MYERS,
Chief Dispatcher,
NEWTON, KANSAS.

Train Dispatchers:
L. R. Brown, **R. W. Guy,**
E. A. Howerton, **H. A. Simkins,**
W. S. Lyon, **T. B. Danforth,**
J. M. Utterback,
NEWTON, KANSAS.

F. McCLINTOCK,
Assistant Chief Dispatcher,
NEWTON, KANSAS.

H. C. WILLIS,
Night Chief Dispatcher,
NEWTON, KANSAS.

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

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

MIDDLE DIVISION.

MULVANE HOSPITAL.
Dr. W. A. HEAP, Surgeon in Charge.
Dr. F. W. BUOOA, Assistant Surgeon.
Dr. S. T. SHELLY, Anaesthetist and L. S.
Dr. H. W. HORN, (Wichita) Consultant.

LOCAL SURGEONS.
Dr. F. A. ECKDALL, Emporia.
Dr. JACOB HINDEN, Strong City.
Dr. L. S. WAGAR, Florence.
Dr. E. H. JOHNSON, Peabody.
Dr. R. S. HAURY, Newton.
Dr. R. H. HERTZLER, Newton.
Dr. H. LUTZ, Augusta.
Dr. A. R. HATCHER, Wellington.
Dr. J. A. HOWELL, Wellington.

Dr. H. W. HORN, Wichita.
Dr. A. L. CRITTENDEN, Wichita.
Dr. F. A. KELLY, Winfield.
Dr. C. YOUNG, Arkansas City.
Dr. E. W. HELLWEG, Arkansas City.
Dr. C. E. BOUDREAU, Eldorado.
Dr. E. S. McINTOSH, Burns.
Dr. A. C. EITZEN, Hillsboro
Dr. A. H. DYCK, McPherson, Kansas.
Dr. GEO. C. MEEK, Little River.
Dr. C. E. FISHER, Lyons.
Dr. C. W. LYON, Ellinwood.
Dr. G. F. ZERZAN, Holyrood.
Dr. C. W. HALL, Burdick.
Dr. L. G. HEINS, Abilene.
Dr. O. U. NEED, Oak Hill.

Dr. H. R. St. JOHN, Concordia.
Dr. M. D. McCOMAS, Courtland.
Dr. C. G. McMAHON, Superior.
Dr. F. E. HARVEY, Minneapolis.
Dr. W. R. DILLINGHAM, Salina.
Dr. L. A. KERR, Lincoln Center.
Dr. H. A. HOPE, Hunter.
Dr. H. W. NYE, Osborne.
Dr. T. C. KIMBLE, Miltonvale.

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

Drs. TRIMBLE & GRANGER, Emporia.
Dr. J. H. ENNS, Newton.
Dr. ROBERT L. FERGUSON, Arkansas City.
Dr. H. A. GERBIG, Wellington.
Dr. E. E. TIPPEN, Wichita.

R. D. MONTGOMERY, General Watch Inspector, Topeka.
J. H. MACE, Assistant General Watch Inspector, (Roadway and Station Service) Kansas City, Mo.

LOCAL WATCH INSPECTORS, MIDDLE DIVISION.

W. H. WIDIGER, McPherson.
W. A. STERBA, Newton.
A. H. SCHLIECKER, Florence.
HUGHES-TODD COMPANY, Emporia.
L. G. FORT, Emporia.
CHARLES A. WILSON, Wichita.

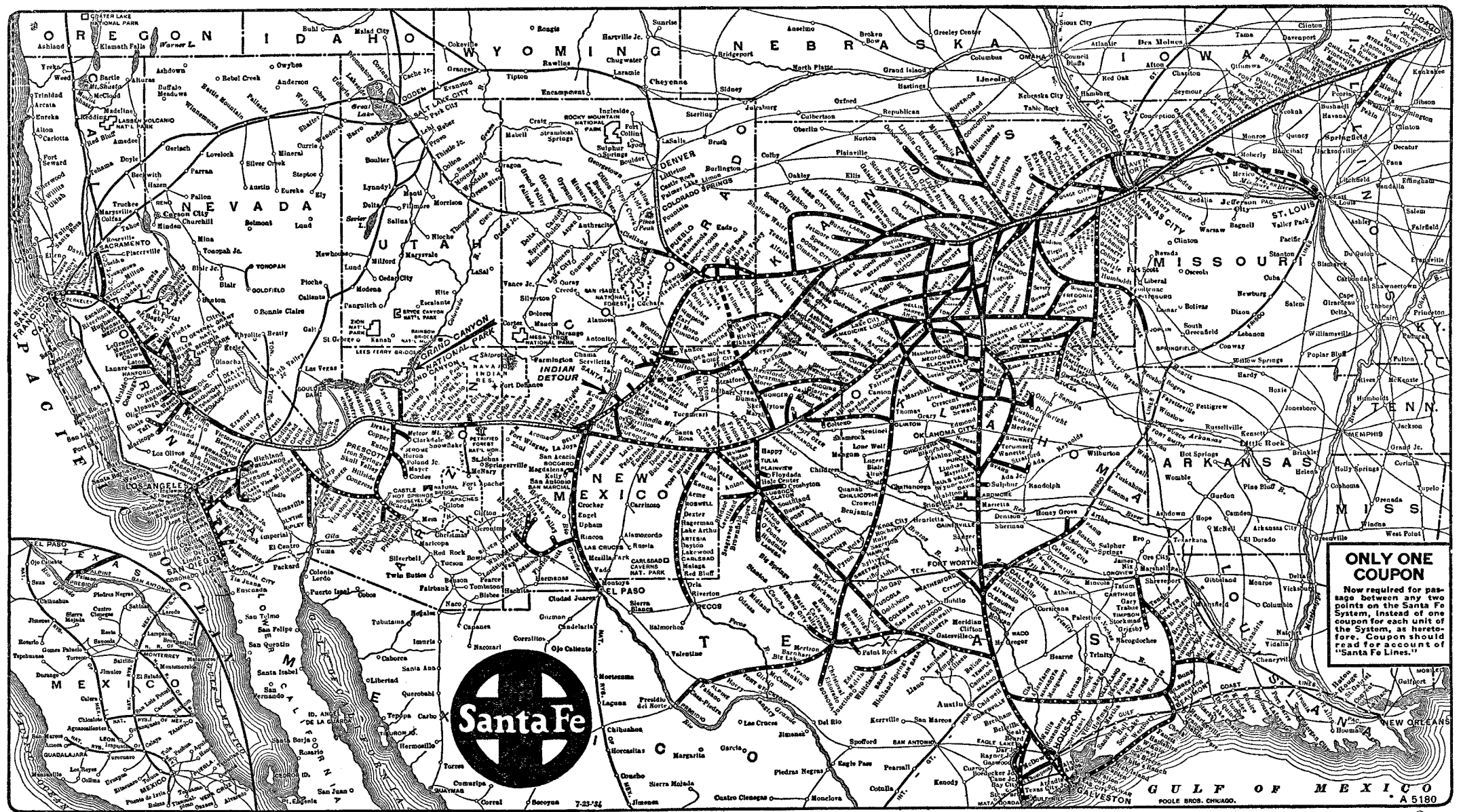
W. P. DWYER, Ellinwood.
B. A. STRICKLER, Salina.
ED. BRANDLEY, Cottonwood Falls.
E. A. GASTON, Concordia.
ALFRED M. WARD, Abilene.

H. E. FETTERS, Wellington.
ROY KING, Superior.
E. H. RUPPELIUS, Winfield.
J. W. KIRKPATRICK, Eldorado.
J. H. DWEELAARD, Arkansas City.
CHAS. H. DINE, Augusta.

SANTA FE SAFETY FIRST

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

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



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

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



GULF OF MEXICO
 POOLE BROS. CHICAGO. A 5180