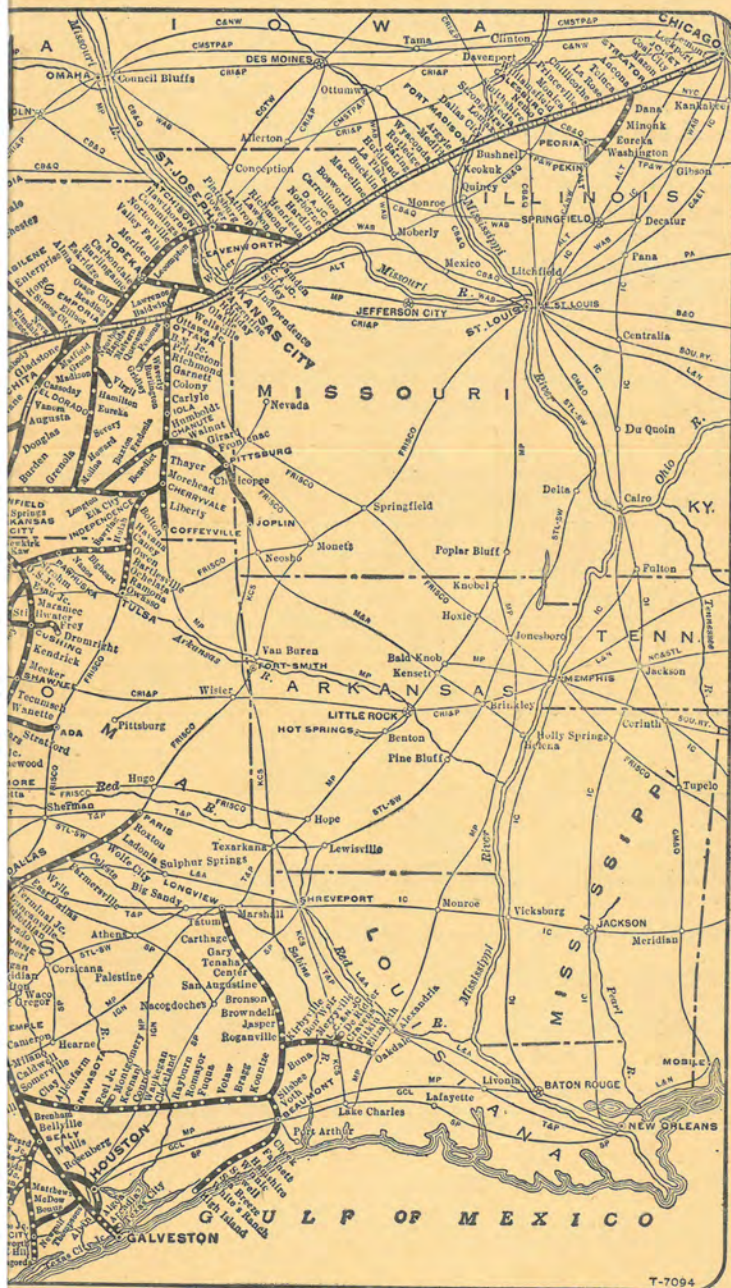


**E  
FIRST**



**Member of Safety Committee,  
Practices.**



**MILEAGE OF LINES OPERATED**

Atchison, Topeka & Santa Fe Ry.	9,123 miles
Panhandle and Santa Fe Ry.	1,888 "
Gulf, Colorado & Santa Fe Ry.	2,097 "
<b>Total Mileage</b>	<b>13,108 miles</b>

# The Atchison, Topeka and Santa Fe Railway Co.

**EASTERN LINES  
Western District**

**MIDDLE DIVISION**

## TIME TABLE No.

# 75A

**IN EFFECT**

**Sunday, September 29, 1946**

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

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

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

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

**C. S. CRAVENS,  
Asst. General Manager,  
Topeka, Kansas.**

**H. G. ARNOLD,  
Superintendent,  
Newton, Kansas.**

Hall 9 46 5500 3553

# First District.

# Westward.

Second Class.	FIRST CLASS.														TIME TABLE No. 75A, September 29, 1946.	Railing Grade Ascending.	Capacity of Tracks in 50 ft. Cars.	
	55	9	23	11	3	1	7	25	5	51	17	127	27	19				
Mixed.	Centennial State.	Grand Canyon Limited.	The Kansas Cityan.	California Limited.	The Scout.	Fast Mail Express.	Motor.	The Ranger.	Motor.	Stream-liner.	Passenger.	The Antelope.	The Chief.					
Leave Sun. only.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
AM 5.15	PM 11.55	PM 11.45	PM 7.29	PM 2.05	AM 11.45	AM 11.03	AM 10.50	AM 10.45	AM 5.15	AM 4.00	AM 2.10	AM 12.50	AM 12.10					
5.18	11.58 AM	11.48	7.31	2.10	11.50	11.06	10.54	10.48	5.18	4.02	2.17	12.55	12.13					
f 5.27	12.04	11.54		2.17	11.55	11.12	f 11.03	10.55	f 5.27		2.22	1.01	12.19					
s 5.31							f 11.07		s 5.31									
f 5.35	12.08	11.58 AM	7.40	2.22	11.59 PM	11.17	f 11.10 AM	11.00	f 5.35	4.09	2.28	1.05	12.24					
s 5.52	12.14	12.04	7.45	2.30	12.06	11.23		11.06	s 5.52	4.13	s 2.40	1.11	12.30					
f 6.00 AM	12.19	12.09	7.48	2.35	12.10	11.27		11.10	f 6.00 AM	4.16	2.46	1.15	12.35					
	12.28	12.16	7.55	2.43	12.17	11.37		11.18		4.23	2.56	1.23	12.46					
	12.33	12.21		2.48	12.22	11.41	Via Second District.	11.23			3.02	1.28	12.50					
Via Strong City District.	12.39	12.27	8.04	2.54	s 12.32	11.47		11.29	Via Strong City District.	4.31	s 3.10	1.34	12.56					
	12.49	12.37	8.14	3.05	12.44	11.59		11.40		4.41	f 3.25	1.45	1.07					
	1.00	12.48	8.28	3.19	12.54	12.11		11.53		4.51	3.40	1.58	1.18					
	s 1.10 AM	s 1.00 AM	s 8.38 PM	s 3.30 PM	s 1.05 PM	s 12.22 PM		12.05 PM		s 5.00 AM	s 3.55 AM	s 2.10 AM	s 1.30 AM					
Arrive Sun. only.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Except Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.					
31.6	58.4	58.4	63.5	51.5	54.7	55.4	39.9	54.7	31.6	73.0	41.7	54.7	54.7	Aver. spec (per hr.				

### DOUBLE TRACK BETWEEN Emporia and Mo. Pac. crossing.

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

Third main track between Merrick and Ellinor, designated as Track No. 3. Trains have no time table superiority on track No. 3, and will use this track only as authorized by train order.

Tracks 1, 2, 3, 4, 5 and 6, between Mo. Pac. crossing and First Street 0.4 mile west of passenger station Newton, are designated as a passenger yard, upon which trains have no time table superiority, and trains and engines must move within these limits at restricted speed.

The two south main tracks between Mo. Pac. crossing and Sand Creek are designated as freight main tracks Nos. 1 and 2, upon which trains have no time table superiority, and trains and engines must move within these limits at restricted speed.

All switches at Neva except east end eastward siding handled by operator Strong City.

At Sand Creek (Newton) lead and crossovers west end yard handled by operator Sand Creek.

Automatic block between Emporia and Mo. Pac. crossing on tracks Nos. 1 and 2.

Manual block between Merrick and Ellinor on Track No. 3.

Saffordville is not a manual block office.

Booth telephone located one pole west of M.P. 173.

# First District.

# Eastward.

Fuel, Water, Turn Tables and Wye.	Telegraph and Telephone Offices.	Distance from Atabscion.	Rolling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.	FIRST CLASS.													Second Class.
					20	18	28	24	10	128	12	4	8	52	2	26	6	56
					The Chief.	Stream-liner.	The Antelope.	Grand Canyon Limited.	Centennial State.	Passenger.	The Chicagoan.	California Limited.	Fast Mail Express.	Motor.	The Scout.	Motor.	The Ranger.	Mixed.
		Miles.		STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sun. only.
WFT	C	112.1	21.2	EMPORIA. 3.2	AM 1.30	AM 4.10	AM 4.35	AM 4.50	AM 5.10	AM 6.10	AM 11.29	PM 4.20	PM 4.40	PM 4.50	PM 6.00	PM 7.00	PM 7.25	PM 4.50
	C	115.3	0	MERRICK. 4.9	1.23	4.05	4.30	4.43	5.04	6.04	11.25	4.12	4.33	4.40	5.53	6.55	7.19	4.40
	B	120.2	0	PLYMOUTH. 3.2	1.18	4.02	4.25	4.40	4.59	5.56		4.05	4.29	f 4.35	5.48	f 6.50	7.14	f 4.35
	C	123.4	0	SAFFORDVILLE. 2.0										s 4.31		f 6.45		s 4.31
	C	125.4	0	ELLINOR. 6.3	1.13	3.58	4.20	4.36	4.54	5.49	11.17	3.58	4.25	f 4.28	5.43	6.42	7.08	f 4.28
WY	C	131.7	0	STRONG CITY. 4.1	1.07	3.52	4.13	4.30	4.48	s 5.42	11.12	f 3.50	4.19 <sup>52</sup> <sub>56</sub>	4.20 <sup>8</sup> <sub>8</sub>	5.36		7.01	s 4.08 <sup>8</sup>
	B	135.8	0	NEVA. 2.5	1.03	3.49	4.08	4.26	4.44	5.33	11.08	3.43	4.16	4.02 <sub>PM</sub>	5.31		6.56	4.02 <sub>PM</sub>
	C	138.3	12.8	ELMDALE. 7.3														
	C	145.6	0	CLEMENTS. 5.1	12.55	3.41	3.59	4.18	4.34	5.21	11.00	3.34	4.08		5.22		6.47	
	C	150.7	0	CEDAR POINT. 6.2	12.51		3.52	4.13	4.29	5.13		3.28	4.04		5.17	Via Second District.	6.42	
WY	C	156.9	0	FLORENCE. 11.4	12.46	3.31	3.46	4.07	4.23	s 5.05	10.51	s 3.20	3.58	Via Strong City District.	5.11		6.36	Via Strong City District.
	C	168.3	0	PEABODY. 0.3	12.37	3.21	3.35	3.57	4.13	f 4.53	10.42	f 3.07	3.48		5.00		6.25	
	C	168.6	16.3	C.R.I. & P. Crossing 9.7														
	C	178.3	21.1	WALTON. 6.3	12.28	3.12	3.25	3.47	4.03	4.40	10.34	2.54	3.38		4.50		6.15	
		184.6	19.1	Mo. Pac. Crossing. 0.5														
WFT	Y	185.1		NEWTON.	12.20 AM	3.05 AM	3.15 AM	3.40 AM	3.55 AM	4.30 AM	10.27 AM	2.40 PM	3.30 PM		4.40 PM		6.05 PM	
				(73.0)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Sun. only.
				Aver. speed per hr.	62.6	67.4	54.7	62.6	58.4	43.8	70.6	43.8	62.6	29.6	54.7	44.3	54.7	29.6

### DOUBLE TRACK BETWEEN Mo. Pac. crossing and Emporia.

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

Third main track between Ellinor and Merrick, designated as Track No. 3. Trains have no time table superiority on track No. 3, and will use this track only as authorized by train order.

Tracks 1, 2, 3, 4, 5 and 6, between First Street 0.4 mile west of passenger station Newton and Mo. Pac. crossing, are designated as a passenger yard, upon which trains have no time table superiority, and trains and engines must move within these limits at restricted speed.

The two south main tracks between Sand Creek and Mo. Pac. crossing are designated as freight main tracks Nos. 1 and 2, upon which trains have no time table superiority, and trains and engines must move within these limits at restricted speed.

All switches at Neva except east end eastward sliding handled by operator Strong City.

At Sand Creek (Newton) lead and crossovers west end yard handled by operator Sand Creek.

Automatic block between Mo. Pac. crossing and Emporia on tracks Nos. 1 and 2.

Manual block between Ellinor and Merrick on Track No. 3.

Saffordville is not a manual block office.

Booth telephone located one pole west of M.P. 173.

## Second District.

Capacity of Tracks in 50 ft. Cars.		WESTWARD.			Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.	Rolling Grade Ascending.	Distance from Atchison.	Telegraph and Telephone Offices.	EASTWARD.		
		First Class.									First Class.		
		1	25	23							24	2	26
Other Tracks.	Sidings.	The Scout. Leave Daily.	Motor. Leave Daily.	Grand Canyon Limited. Leave Daily.					Miles.		Grand Canyon Limited. Arrive Daily.	The Scout. Arrive Daily.	Motor. Arrive Daily.
		Leave Daily.	Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.	Arrive Daily.
2 Spur	219		AM 11.10						125.4	C			PM 6.42
15	137		f 11.16						129.8				f 6.35
60	136		s 11.26		W				136.1	C			s 6.26
62	134		s 11.37						144.4	C			s 6.15
	135		11.47						152.0				6.05
58			s 11.52					21.2	154.2	C			s 6.01
13	282		f 11.58 PM		W			21.1	158.4	C			f 5.55
38	142		f 12.08					21.2	166.1	B			f 5.43
69	102		12.18		Y			21.2	172.8	C			5.33
			s 12.35					0	174.3				s 5.31
12 Spur			f 12.40					0	177.6				f 5.16
Yard	E 111 W 116		s 12.50 PM		W Y			0	185.3	C			5.09 PM
Yard								0	185.6 199.4				
9 Spur	132							31.7	205.2				
28	132		Via Thrd District.					21.1	211.6	C	Via Thrd District.	Via Thrd District.	
			Via Douglass District.					21.6	214.4				Via Douglass District.
Yard	141		PM 2.36	AM 2.45	W Y			31.7	220.6	C	f 2.02	s 2.56	
			2.38	2.50				0	221.9		1.53	2.53	
								0	225.7				
29	142		f 2.47 <sup>2</sup>	s 3.06				0	226.5	C	f 1.49	s 2.47 <sup>1</sup>	
								31.7	227.2				
10 Spur			2.57	3.18				0	231.7	B	1.41	2.34	
			3.07	3.27				0	237.1		1.31	2.22	
Yard			s 3.15 PM	s 3.35 AM	WFT Y			0	239.1	C	1.25 AM	2.15 PM	
			Arrive Daily.	Arrive Daily.							Leave Daily.	Leave Daily.	Leave Daily.
			28.4	35.9	22.2						30.0	27.1	33.6

Average speed per hour.

**DOUBLE TRACK BETWEEN** Tower B and M.P. 201.7 and between M.P. 230.2 and S.K. Jct.

Second District, between East Jct. and Mulvane, is designated as No. 2 or westward main track, upon which the movement of trains is governed by Rules D-151 and D-152. Movements against the current of traffic on this track must be controlled by train order.

Time of Eastward trains at East Jct. applies at clearance point of junction switch.

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

Nos. 25 and 26 have no time table superiority between Augusta and east switch of westward siding and between El Dorado and east switch of east leg of wye Tower B and will move within such limits at restricted speed.

Mileage from Augusta to Wellington is distance from Atchison via former El Dorado District.

**AUTOMATIC BLOCK:**

Between Ellinor and M.P. 137.0.

Matfield Green—Eastward and westward in connection with spring switches.

Between M.P. 149.2 and M.P. 168.

Between M.P. 170.0 and East Jct.

East Jct.—Eastward and westward, Second and Mulvane Districts in connection with interlocked switch.

Between Mulvane and S.K. Jct.

Track between east end El Dorado Yard and Tower B will be designated as the Belt Track.

Junction switch and two crossovers at El Dorado handled by operator at Tower B. Eastward home signal at Cicero controlled by operator Wellington yard office.

Home signals and siding switches at Belle Plaine, home signal and switches at West Jct., East Jct., home signals and siding switches at Rose Hill, Salter, and home signals at end of double track Augusta controlled by operator at Mulvane.

Between S.K. Jct. and end of double track Augusta, M.P. 201.7, and between Bazar and Ellinor, signal indication will be authority for train movements and will supersede time table superiority, but will not dispense with the use or observance of other signals whenever and wherever they may be required.

Siding switches and home signals at Jaques, Aikman and Chelsea are controlled by operator Aikman. The indication of these signals does not supersede time table superiority or superiority conferred by train order except if train order fixing meeting points at these stations does not designate which train will take the siding be governed by home signal indication located at such switches.

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

Trains between S.K. Jct. and Hunnewell Jct. are governed by signal indications which supersede time table superiority between these points.

Trains have no time table superiority between Hunnewell Jct. and automatic block signal 2392, located at west switch passenger yard, Wellington, and must move within such limits at restricted speed with maximum speed limit 15 miles per hour.

## McPherson District.

Capacity of Tracks In 50 ft. Cars.		WESTWARD.				Ruling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.	Ruling Grade Ascending.	Local Mile Posts.	Telegraph and Telephone Offices.	EASTWARD.		
		87	First Class.	57	Motor.						Fuel, Water, Turn Tables and Wyes.	58	88
			Way Freight.										
Other Tracks.	Sidings.	Leave Daily. Ex. Sun.	Leave Daily.	W Y		STATIONS.		Miles.		Arrive Daily.	Arrive Daily. Ex. Sun.		
Yard		AM 6.30	PM 1.40	W Y	0	<b>FLORENCE.</b> 5.5	0	0	C	s 11.40	PM 9.50		
17		6.45	f 1.50		20.3	<b>OURSLE.</b> 4.6	0	5.5		f 11.22	9.30		
59	34	7.10	s 2.01	W	0	<b>MARION.</b> 0.3	0	10.1	C	s 11.15	9.20		
					31.7	<b>C.R.I. &amp; P. Crossing.</b> 4.9	0	10.4					
36	46	7.30	s 2.10		31.7	<b>CANADA.</b> 5.2	13.4	15.3	C	s 11.05	8.55		
95	34	7.55	s 2.22		31.7	<b>HILLSBORO.</b> 5.8	17.4	20.5	C	s 10.53	8.40		
77		8.20	s 2.31		31.7	<b>LEHIGH.</b> 7.8	0	28.3	C	s 10.42	8.20		
65	41	8.50	s 2.44	W	0	<b>CANTON.</b> 5.8	11.6	34.1	C	s 10.31	7.50		
41	46	9.01	s 2.54		27.2	<b>GALVA.</b> 6.8	31.7	39.9	C	s 10.20	7.30		
					14.3	<b>C.R.I. &amp; P. Crossing.</b> 0.5	0	46.7					
Yard		9.17	s 3.10	W	0	<b>McPHERSON.</b> 0.1	0	47.2	C	s 10.05	7.00		
					31.7	<b>U.P. Crossing.</b> 6.4	15.8	47.3					
36		10.00	s 3.20		31.7	<b>CONWAY.</b> 6.9	30.9	53.7	C	s 9.50	5.50		
47		10.30	s 3.31		31.7	<b>WINDOM.</b> 5.6	31.7	60.6	C	s 9.38	5.30		
Yard		11.15	s 3.48	W Y	31.7	<b>LITTLE RIVER.</b> 5.8	0	66.2	C	s 9.26	5.00		
32		11.35	s 4.01		11.9	<b>MITCHELL.</b> 5.4	31.7	72.0		s 9.15	4.45		
					0	<b>Mo. Pac. Crossing.</b> 0.7	0	77.4					
Yard		12.30	s 4.15	W	0	<b>LYONS.</b> 0.2	0	78.1	C	s 9.03	4.30		
					31.7	<b>S.L.-S.F. Jct.</b> 0.1	31.7	78.3					
					28.8	<b>S.L.-S.F. Crossing.</b> 7.6	31.7	78.4					
72		1.15	s 4.30		30.1	<b>CHASE.</b> 6.2	21.9	86.0	C	s 8.52	2.00		
28		1.45	s 4.40		0	<b>SILICA.</b> 6.3	29.3	92.2		s 8.42	1.45		
Yard		2.00 PM	s 5.00 PM	WPT Y		<b>ELLINWOOD.</b>		98.5	C	8.30 AM	1.30 PM		
		Arrive Daily Ex. Sun.	Arrive Daily.			(98.5)				Leave Daily.	Leave Daily Ex. Sun.		
			29.5			Average speed per hour.				31.1			

Nos. 57 and 58 have no time table superiority within yard limits Florence, Lyons and Ellinwood and will move within such limits at restricted speed.

Nos. 57 and 58 have no time table superiority between C.R.I. & P. crossing and U.P. crossing at McPherson, and will move within such limits at restricted speed.

**NOS. 87 AND 88 HAVE NO TIME TABLE AUTHORITY.**

No switch lights on the McPherson District.

Normal position of wye switch near highway crossing, McPherson District, Florence is for east leg of wye.

# Third District.

# Westward.

FIRST CLASS.										TIME TABLE No. 75A, September 29, 1946.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Tracks in 50 ft. Cars.	
11	15	13	1	5	25	47	45	27	23				STATIONS.	Sidings.
The Kansas Cityan.	Fast Fifteen.	Motor	The Scout.	The Ranger.	Motor.	Motor.	Motor.	The Antelope.	Grand Canyon Limited.					
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.					
PM 8.42	PM 4.00		PM 1.20	PM 12.20				AM 2.30	AM 1.20	<b>NEWTON.</b> 2.9	0	WFT Y	Yard	
8.46	4.05		1.25	12.25				2.34	1.26	McGRAW. 3.2	0			
8.49	4.09 <sup>2</sup>		1.29	12.29				2.37	1.30	PUTNAM. 4.0	0	70	10	
8.53 <sup>f</sup>	4.19		1.33 <sup>16</sup>	12.34				2.40 <sup>23</sup>	1.36	SEDGWICK. 6.6	0	146	32	
8.59 <sup>f</sup>	4.29		1.40	12.41				2.48 <sup>24</sup>	1.44	VALLEY CENTER. S.L.-S.F. Crossing. 7.3	0	110	62	
9.06	4.39		1.48	12.49				2.56	1.52	<b>NORTH WICHITA.</b> 1.0	0	WFT	Yard	
										Mo. Pac. Crossing. 1.6	0			
9.13	4.47		1.56	12.57				3.03	2.01	<b>NORTH JCT.</b> 0.6	21.2			
s 9.15	s 4.50 <sup>6</sup> 5.00	PM 4.15	s 2.00 2.15	s 1.00 <sup>16</sup> 1.10		AM 6.00	AM 5.40	s 3.10 3.20	s 2.05 <sup>28</sup> 2.15	<b>WICHITA U. S.</b> 0.9	0		Yard	
9.20	5.02	4.18	2.18	1.12		6.02 AM	5.42 AM	3.22	2.17 <sup>24</sup>	<b>SOUTH JCT.</b> C.R.I. & P. Crossing. 4.2	31.7	Y	Yard	
9.24	5.07	4.25	2.23	1.17				3.27	2.24	CONNELL. 5.6	16.4	65	22	
9.30 <sup>f</sup>	5.14 <sup>f</sup>	4.31 <sup>f</sup>	2.29	1.22				3.32	2.32 <sup>s</sup>	DERBY. 4.9	21.6	59	36	
9.35 <sup>s</sup>	5.26 <sup>f</sup>	4.41 <sup>6</sup> PM	s 2.36	1.27 <sup>14</sup>				3.37	2.45 <sup>s</sup> AM	<b>MULVANE.</b> 5.5	31.7	W Y	53 Yard	
9.41	5.34	4.49		1.33				3.43		BENDER. 4.5	31.7	65		
9.46 <sup>f</sup>	5.40 <sup>f</sup>	4.56 <sup>f</sup>	Via Second District.	1.38	Via Douglass District.	Via Panhandle Division.	Via Panhandle Division.	3.48	Via Second District.	UDALL. 4.9	0	59	22	
9.51	5.46	5.05		1.44				3.53		DALE. 6.7	0	62		
										Mo. Pac. Crossing. 0.2	0			
9.57	5.54	5.20 PM		1.52	1.41			4.00		<b>W.N. JCT.</b> A.T. & S.F. Crossing. 0.7	13.5	Y	Yard	
										S.L.-S.F. Crossing. 0.4	0			
s 10.00	s 6.01	Via Southern Kansas Division. No. 14		s 2.00	1.45 PM			s 4.10		WINFIELD. 5.3	31.7	W	W82 25	
10.06 <sup>f</sup>	6.11			2.08				4.20		HACKNEY. 7.3	31.7		34	
s 10.15 PM	s 6.25 PM			s 2.17 PM				s 4.35 AM		<b>ARKANSAS CITY.</b>		WFT Y	Yard	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(73.3)				
50.6	34.8	34.5	42.1	43.9	15.5	27.0	27.0	40.8	34.2	Average speed per hour.				

**DOUBLE TRACK BETWEEN** North Wichita and North Jct., W.N. Jct. and Arkansas City.

Automatic block between First Street 0.4 mile west of passenger station Newton and North Jct.; South Jct. and Arkansas City.

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.

No. 25 has no time table superiority between W.N. Jct. and Winfield, and will move within such limits at restricted speed.

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

First track east of eastward main track, between North Wichita and North Jct., is designated as independent main track and will be used only on instructions of yardmaster.

The two west main tracks, between North Jct. and South Jct., are designated as freight double track, upon which trains and engines will operate with the current of traffic, unless otherwise directed.

The Wichita Union Terminal Railway Company tracks Nos. 1, 2, 3, 4, 5, 6, 7, 8, 17, 18, 19 and 25 will be operated as a passenger yard.

Trains have no time table superiority on any track between North Jct. and South Jct., and trains and engines will move within such limits at restricted speed.

Trains and engines must not exceed speed of 15 miles per hour between North Jct. and South Jct. and through interlocked turnouts and crossovers North Jct. and South Jct.

Trains and engines between North Jct. and South Jct. will be governed by the Wichita Union Terminal Railway Company time table.

Main track switch at McGraw handled by operator Sand Creek.

# Third District.

# Eastward.

Telegraph and Telephone Offices.	Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.	FIRST CLASS.										
				28	24	12	16	14	2	6	26	48	46	
				The Antelope.	Grand Canyon Limited.	The Chicagoan.	Chicago Express.	Motor.	The Scout.	The Ranger.	Motor.	Motor.	Motor.	
	Miles.		STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C	185.1	27.8	<b>NEWTON.</b> 2.9	AM s 2.55	AM s 3.10	AM s 10.23	PM s 1.55		PM s 4.20	PM s 5.50				
	188.0	18.0	McGRAW. 3.2	2.48	3.03	10.18	1.45		4.12	5.43				
	191.2	5.5	PUTNAM. 4.0	2.44	2.59	10.15	1.40		4.09 <sup>15</sup>	5.39				
C	195.2	10.4	SEDGWICK. 6.6	2.40 <sup>27</sup>	2.55	10.11	s 1.33 <sup>1</sup>		4.01	5.35				
C	201.8	7.2	VALLEY CENTER. S.L.-S.F. Crossing. 7.3	2.31	2.48 <sup>27</sup>	10.05	s 1.23		3.52	5.28				
C	209.1	9.6	<b>NORTH WICHITA.</b> 1.0	2.24	2.40	9.58	1.12		3.42	5.19				
	210.1	10.8	Mo. Pac. Crossing. 1.6											
C	211.7	0	<b>NORTH JCT.</b> 0.6	2.17	2.33	9.51	1.04		3.32	5.12				
C	212.3	28.8	<b>WICHITA U. S.</b> 0.9	2.15 <sup>23</sup> s 2.05	2.30 s 2.20	9.50	1.00 <sup>5</sup> s 12.50	PM 2.00	3.30 s 3.20	5.10 <sup>15</sup> s 5.00		PM 5.01	PM 11.40	
C	213.2	10.9	<b>SOUTH JCT.</b> C.R.I. & P. Crossing. 4.2	1.59	2.17 <sup>23</sup>	9.46	12.46	1.53	3.17	4.56		4.58 PM	11.33 PM	
B	217.4	31.7	<b>CONNELL.</b> 5.6	1.53	2.12	9.42	12.41	1.42	3.10	4.51				
B	223.0	31.7	<b>DERBY.</b> 4.9	1.47	2.07	9.37	s 12.34 <sup>f</sup>	1.35	3.05	4.46				
C	227.9	18.6	<b>MULVANE.</b> 5.5	1.41	2.02 AM	9.32	s 12.27 <sup>f</sup>	1.27 <sup>5</sup>	2.56 PM	4.41 <sup>13</sup>				
	233.4	31.7	<b>BENDER.</b> 4.5	1.35		9.27	12.19	1.16		4.35				
C	237.9	39.6	<b>UDALL.</b> 4.9	1.29		9.23	s 12.12 <sup>f</sup>	1.10		4.29				
	242.8	31.7	<b>DALE.</b> 6.7	1.23	Via Second District.	9.19	12.05 PM	1.03	Via Second District.	4.23	Via Douglass District.	Via Pan- handle Division.	Via Pan- handle Division.	
	249.5	0	Mo. Pac. Crossing. 0.2											
C	249.7	16.3	<b>W.N. JCT.</b> A.T. & S.F. Crossing. 0.7	1.16		9.13	11.58	12.55 PM		4.15		PM 4.23		
	250.4	16.3	S.L.-S.F. Crossing. 0.4											
C	250.8	31.7	<b>WINFIELD.</b> 5.3	s 1.13		s 9.11	s 11.54	Via Southern Kansas Division. No. 13		s 4.12	4.20 PM			
B	256.1	31.7	<b>HACKNEY.</b> 7.3	1.00		9.04	11.40			4.00				
C	263.4		<b>ARKANSAS CITY.</b>	12.50 AM		8.57 AM	11.30 AM			3.50 PM				
			(78.3)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	40.8	44.3	54.6	32.5	32.7	34.7	42.7	22.0	18.0	7.7	

**DOUBLE TRACK BETWEEN Arkansas City and W.N. Jct.; North Jct. and North Wichita.**

Automatic block between Arkansas City and South Jct.; North Jct. and First Street 0.4 mile west of passenger station Newton.

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

No. 26 has no time table superiority between Winfield and W.N. Jct., and will move within such limits at restricted speed.

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

First track east of eastward main track, between North Jct. and North Wichita, is designated as independent main track and will be used only on instructions of yardmaster.

The two west main tracks, between South Jct. and North Jct., are designated as freight double track, upon which trains and engines will operate with the current of traffic, unless otherwise directed.

The Wichita Union Terminal Railway Company tracks Nos. 1, 2, 3, 4, 5, 6, 7, 8, 17, 18, 19 and 25 will be operated as a passenger yard.

Trains have no time table superiority on any track between South Jct. and North Jct., and trains and engines will move within such limits at restricted speed.

Trains and engines must not exceed speed of 15 miles per hour between South Jct. and North Jct. and through interlocked turnouts and crossovers South Jct. and North Jct.

Trains and engines between South Jct. and North Jct. will be governed by the Wichita Union Terminal Railway Company time table.

Main track switch at McGraw handled by operator Sand Creek.

# Strong City District.

# Westward.

75	73	Second Class.		First Class.		TIME TABLE No. 75A, September 29, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Tracks in 50 ft. Cars.	
		55	175	51	507				Sidings.	Other Tracks.
Way Freight.	Mixed.	Mixed.	U. P. Mixed.	Motor.	U. P. Motor.	STATIONS.				
Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Sun. only.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.					
AM 8.10	AM 8.15	f 6.00		f 6.00		NEVA. 2.8	34.7			
		f 6.04		f 6.04		ROCKLAND. 5.0	39.4			13
8.25	3.36	s 6.14		s 6.14		HYMER. 5.8	37.0		42	13
8.40	3.50	f 6.25		s 6.25		DIAMOND SPRINGS. 5.8	47.5		24	34
8.55	4.05	s 6.39		s 6.39		BURDICK. 6.3	50.5		32	20
9.10	4.20	s 6.54		s 6.54		C.R.I. & P. Crossing. LOST SPRINGS. 5.2	20.6		25	36
9.25	4.34	f 7.03		f 7.03		JACOBS. 0.2	0	W	32	
						C.R.I. & P. Crossing. HOPE. 5.0	48.6		57	31
9.40	4.48	s 7.14		s 7.14		Mo. Pac. Crossing. NAVARRE. 7.2	34.4			
9.55	5.06	s 7.29		s 7.29		ENTERPRISE. 0.1	40.7		29	18
10.10	5.25	s 7.44		s 7.44		C.R.I. & P. Crossing. A.T. & S.F. Crossing. U.P. Crossing. 5.1	0		47	87
						ABILENE. 0.5	0	WFT		Yard
10.35 AM	6.00	s 7.55		s 7.55		C.R.I. & P. Jct. S.A. Jct. 0.2	0			
		7.58		7.58		U.P. Crossing. TALMAGE. 8.0	37.0			36
	6.22	s 8.15		s 8.15		MANCHESTER. 5.8	39.8	W Y	39	Yard
	6.35	s 8.26		s 8.26		LONGFORD. 5.6	52.8		38	21
	6.50	s 8.35		s 8.35		OAK HILL. 9.3	52.8		20	20
	7.05	f 8.46		s 8.46		MILTONVALE. 0.2	52.7		57	30
	7.30	s 9.05	AM	s 9.05	AM	M.V. JCT. 8.9	0	W		
	7.32	9.06	6.35	9.06	12.12	AURORA. 5.9	52.8			
	7.55	s 9.19	508 6.55	s 9.19	12.25	HUSCHER. 2.4	52.6		21	16
	8.10	f 9.35	7.05	f 9.35	12.33	COOK. 2.8	0			Spur 10
						Mo. Pac. Crossing. C.B. & Q. Crossing. 0.1	0			
	8.21	9.52	7.20	9.52	12.45	C.O. JCT. U.P. Crossing. 0.1	0			
			AM		AM	CONCORDIA. (113.5)	17.8			
	8.28 AM	9.55 AM		9.55 AM			14.2	W T		Yard
Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Sun. only.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	(113.5)				
		28.1	26.8	28.1	36.5	Average speed per hour.				

No. 75 has no time table authority.

No. 73 has no time table authority between Neva and Concordia.

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

Normal position of switches at S.A. Jct. and C.R.I. & P. Jct. for Strong City District.

Normal position of switches at M.V. Jct. and C.O. Jct. for Strong City District.

No switch lights on the Strong City District.



# Strong City District.

# Eastward.

Telegraph and Telephone Offices.	Distance from Neva.	Railing Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.	First Class.		Second Class.		74	76
				506	52	56	176		
				U. P. Motor.	Motor.	Mixed.	U. P. Mixed.		
	Miles.		STATIONS.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Sun. only.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
B	0	0	NEVA. 2.6		f 4.02	f 4.02		PM 8.50	PM 4.30
	2.6	0	ROCKLAND. 5.0		f 3.57	f 3.57			
C	7.6	0	HYMER. 5.8		s 3.48	s 3.48		8.40	4.15
C	13.4	0	DIAMOND SPRINGS. 5.3		s 3.36	f 3.36		8.20	4.00
C	19.2	0	BURDICK. 6.3		s 3.26	s 3.26		7.55	3.45
C	25.5	41.2	C.R.I. & P. Crossing. LOST SPRINGS. 5.2		s 3.13	s 3.13		7.30	3.30
	30.7	49.1	JACOBS. 0.2		f 3.01	f 3.01		7.05	3.13
	30.9	0	C.R.I. & P. Crossing. 5.0						
	36.8	49.1	HOPE. 0.3		s 2.50	s 2.50		6.45	2.45
	37.1	0	Mo. Pac. Crossing. 7.3						
C	44.4	47.5	NAVARRE. 7.7		s 2.36	f 2.36		6.25	2.30
C	52.1	47.5	ENTERPRISE. 0.1		s 2.23	s 2.23		5.55	2.10
	52.2	0	C.R.I. & P. Crossing. 0.1						
	52.3	0	A.T. & S.F. Crossing. 0.7						
	53.0	0	U.P. Crossing. 5.1						
C	58.1	0	ABILENE. 0.5		s 2.10	s 2.10		5.25	1.30 PM
	58.6	0	C.R.I. & P. Jct. 0.2						
	58.8	0	S.A. Jct. 0.2		2.02				
	59.0	0	U.P. Crossing. 8.0		2.00	2.00			
C	67.0	0	TALMAGE. 5.8		s 1.50	s 1.50		3.40	
C	72.8	52.7	MANCHESTER. 5.6		s 1.40	s 1.40		3.26	
C	78.4	52.8	LONGFORD. 5.3		s 1.30	s 1.30		3.13	
B	83.7	37.0	OAK HILL. 9.3		s 1.20	f 1.20		3.00	
C	93.0	0	MILTONVALE. 0.2		s 1.05	s 1.05		2.37	
	93.2	52.7	M.V. JCT. 8.9	AM 7.08	1.01	1.01	PM 4.08	2.36	
C	102.1	52.7	AURORA. 5.9	175 6.55	s 12.47	s 12.47	3.54	2.17	
	108.0	52.7	HUSCHER. 2.4	6.43	f 12.36	f 12.36	3.44	2.00	
	110.4	0	COOK. 2.8						
	113.2	0	Mo. Pac. Crossing. C.B. & O. Crossing. 0.1						
	113.3	0	C.O. JCT. 0.1	6.33 AM	12.27	12.27	3.32 PM	1.48	
	113.4	0	U.P. Crossing. 0.1						
C	113.5	0	CONCORDIA. (113.5)		12.25 PM	12.25 PM		1.45 PM	
				Leave Daily.	Leave Daily Ex. Sun.	Leave Sun. only.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
			Average speed per hour.	34.4	31.4	31.4	30.7		

No. 76 has no time table authority.

No. 74 has no time table authority between Concordia and Neva.

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.

Normal position of switches at S.A. Jct. and C.R.I. & P. Jct. for Strong City District.

Normal position of switches at C.O. Jct. and M.V. Jct. for Strong City District.

No switch lights on the Strong City District.

## Strong City District—Continued.

Capacity of Tracks in 50 ft. Cars.		WEST- WARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.	Ruling Grade Ascending.	Distance from Neva.	Telegraph and Telephone Offices.	EAST- WARD.
		Second Class.							73
Other Tracks.	Sidings.	Leave Daily Ex. Sun.			STATIONS.		Miles.		Arrive Daily Ex. Sun.
		AM 10.15	W T	14.2	<b>CONCORDIA.</b> 3.1	0	113.5	C	PM 12.05
5 Spur				0	HANNUM. 3.5	0	116.6		PM
				29.9	Mo. Pac. Crossing. 1.4	0	120.1		
25		f10.45		52.4	ONEONTA. 6.2	0	121.5		f11.45
32		f11.01		0	KACKLEY. 6.0	23.5	127.7	C	f11.30
23		s11.15 <sup>74</sup>		52.1	C.R.I. & P. Crossing. COURTLAND. 7.5	52.7	133.7	C	s11.15 <sup>73</sup>
35		f11.40		52.6	LOVEWELL. 5.8	0	141.2	C	f10.50
41	23	s11.55		0	WEBBER. 4.9	52.8	147.0	B	s10.35
				42.2	State Line. 0.7	0	151.9		
				42.2	Mo. Pac. Crossing. 0.4	0	152.6		
				0	C.B. & Q. Crossing. 0.8	0	153.0		
Yard		PM 12.15 PM	W F T		<b>SUPERIOR.</b>		153.8	C	10.15 AM
		Arrive Daily Ex. Sun.			(40.3)				Leave Daily Ex. Sun.
		20.1			Average speed per hour.				21.9

A.T. & S.F. trains have no time table superiority in yard limits at Superior.  
No switch lights on the Strong City District.

## Minneapolis District.

Capacity of Tracks in 50 ft. Cars.		WEST- WARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.	Ruling Grade Ascending.	Local Mile Posts.	Telegraph and Telephone Offices.	EAST- WARD.
		Second Class.							85
Other Tracks.	Sidings.	Leave Daily Ex. Sun.			STATIONS.		Miles.		Arrive Daily Ex. Sun.
Yard		AM 8.35	W Y	52.8	<b>MANCHESTER.</b> 5.7	52.8	0	C	PM 1.30
35		s 8.50		52.8	VINE CREEK. 8.7	52.8	5.7	C	s 1.05
34		s 9.20		52.8	WELLS. 9.7	52.8	14.4	B	s12.45
103		s 9.53	W Y	0	MINNEAPOLIS. 0.2	0	24.1	C	s12.26 PM
				0	U.P. Crossing. 4.2	0	24.3		
33		f10.06		0	BREWER. 5.8	0	28.5		f11.58
45		s10.26		0	ADA. 4.4	0	34.3	C	s11.45
15		s10.40		0	MILO. 4.4	0	38.7		s11.35
Yard		10.55 AM	Y		<b>BARNARD.</b>		43.1	C	11.25 AM
		Arrive Daily Ex. Sun.			(43.1)				Leave Daily Ex. Sun.
		18.0			Average speed per hour.				20.7

No. 85 is superior to No. 86.  
No switch lights on the Minneapolis District.

## Little River District.

Capacity of Tracks in 50 ft. Cars.		WESTWARD. Second Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.	Ruling Grade Ascending.	Local Mile Posts.	Telegraph and Telephone Offices.	EASTWARD. Second Class.
		89							90
Other Tracks.	Sidings.	Leave Daily Ex. Sun.			STATIONS.		Miles.		Arrive Daily Ex. Sun.
Yard		AM 9.35	W Y	15.8	<b>LITTLE RIVER.</b>		0	C	PM 3.30
24		f 9.50		52.8	6.2 GALT.	0	6.2	f	3.00
				45.7	4.8 Mo. Pac. Crossing.	0	11.0		
31		s 10.05		52.2	0.5 GENESEO.	0	11.5	C s	2.45
15				34.2	4.8 FRANTZ.	37.0	16.3		
24		s 10.20		37.5	4.3 S.L.-S.F. Crossing. LORRAINE.	45.4	20.6	C s	2.20
62	15	s 10.40	W	52.8	5.6 HOLYROOD.	51.7	26.2	C s	2.00
9		f 10.55		52.8	4.6 FARHMAN.	44.9	30.8	f	1.38
26		f 11.10		0	5.7 HITSCHMANN.	37.0	36.5	f	1.25
54		s 11.25		47.5	4.8 BEAVER.	27.3	41.3	C s	1.10
31		s 11.40		45.5	5.8 SUSANK.	31.7	47.1	C s	12.55
16		f 11.50		52.8	2.9 STICKNEY.	51.5	50.0	f	12.42
23		f 11.58		52.8	2.9 MILLARD.	52.8	52.9	f	12.35
Yard		PM 12.10	W Y		4.1 <b>GALATIA.</b>		57.0	C	12.25 PM
		Arrive Daily Ex. Sun.			(57.0)				Leave Daily Ex. Sun.
		22.1			Average speed per hour.				18.5

No. 89 is superior to No. 90.  
No switch lights on the Little River District.

## Mulvane District.

WESTWARD.	Ruling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.	Ruling Grade Ascending.	Distance from East Jct.	Telegraph and Telephone Offices.	EASTWARD.
		STATIONS.		Miles.		
0.0		EAST JCT. 7.0	21.1	0		
		WEST JCT.		7.0		
		(7.0)				

Automatic block at East Jct., eastward and westward, Second and Mulvane Districts, in connection with interlocked switch.

Junction switches at East Jct. and West Jct. handled by operator at Mulvane.

Time of eastward trains at East Jct. applies at clearance point of Junction switch.

Mulvane District, between West Jct. and East Jct., is designated as No. 1 or eastward main track, upon which the movement of trains is governed by Rules D-151 and D-152. Movements against the current of traffic on this track must be controlled by train order.

## Bazar District.

WESTWARD.			TIME TABLE No. 75A, September 29, 1946.	EASTWARD.		
Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.		Ruling Grade Ascending.	Local Mile Posts.	Telegraph and Telephone Offices.
			STATIONS.		Miles.	
Yard	W Y	21.1	<b>STRONG CITY.</b>	0	0	C
25		21.1	1.6 CO'N'W'D FALLS.		1.6	C
			3.4 GLADSTONE.	21.1	5.0	
			(5.0)			
			Average speed per hour.			

No switch lights on the Bazar District.

## Douglass District.

Capacity of Tracks in 50 ft. Cars.		WESTWARD. First Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.	Ruling Grade Ascending.	Distance from Atchison.	Telegraph and Telephone Offices.	EASTWARD. First Class.
		25							26
Other Tracks.	Sidings.	Leave Daily.			STATIONS.		Miles.		Arrive Daily.
Yard		PM 12.50	W Y	0	<b>AG TOWER.</b>		185.3	C s	PM 5.09
				0	0.3 S.L.-S.F. Crossing.	0			
Yard		s 12.57		0	6.4 AUGUSTA.	0	185.6	s	5.08
24	139	f 1.06		10.6	6.4 GORDON.	15.8	192.0	f	4.58
65	136	s 1.13		0	4.9 DOUGLASS.	15.8	196.9	C s	4.51
20	136	f 1.22		10.6	5.6 ROCK.	15.8	202.5	s	4.41
31	136	f 1.32		10.6	6.2 AKRON.	15.8	208.7	B f	4.34
				0	7.1 Mo. Pac. Crossing.	0	215.8		
Yard	98	1.41 PM	Y	0	0.2 W.N. JCT.		216.0	C	4.23 PM
		Arrive Daily.			(30.7)				Leave Daily.
		36.1			Average speed per hour.				40.0

No. 25 is superior to No. 26.

Nos. 25 and 26 have no time table superiority between Augusta and east switch of westward siding and will move within such limits at restricted speed.

## Salina District.

Capacity of Tracks in 50 ft. Cars.		WESTWARD.		Fuel Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 75A, September 29, 1946.		Ruling Grade Ascending.	Local Mile Posts.	Telegraph and Telephone Offices.	EASTWARD.	
		Second Class.									Second Class.	
		565	79								566	80
		C.R.I. & P. Mixed.	Mixed.								C.R.I. & P. Mixed.	Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			<b>STATIONS.</b>			Miles.		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
Yard		AM 7.35	AM 8.00	WFT	0	<b>ABILENE.</b>			0	C	PM 3.25	
		7.37			0	0.4 C.R.I. & P. JCT.		0.4			AM 11.46	
		7.45	8.25		0	0.2 S.A. JCT.	0	0.6			11.41	
					0	0.2 WEST ABILENE.	0	0.8			11.35	3.10
14 Spur A.T. & S.F. C.R.I. & P.					0	2.9 SAND SPRING.		3.7				
A.T. & S.F. Yard		Via Union Pacific	Via Union Pacific		0	4.2 SOLOMON.	0	7.9		C	Via Union Pacific	Via Union Pacific
		8.40	9.10		0	12.2 EAST SALINA.	0	20.1			10.45	2.30
		8.45 AM	9.15		0	0.3 A.B. JCT.	0	20.4			10.40 AM	2.25
					0	1.1 U.P. Crossing.	0	21.5				
					0	0.1 U.P. Crossing.	0	21.6				
Yard			9.20	WF	0	0.1 SALINA F.S.	0	21.7		C		2.15
			s 9.30		0	0.4 SALINA U. S.	0	22.1		C		s 2.05
					14.2	0.6 U.P. Crossing.	0	22.7				
					10.6	1.8 PHIBAR.	4.8	24.5				
11 Spur					39.9	5.6 HEDVILLE.	37.0	30.1			f 1.35	
12 48			f 9.50		47.7	6.8 GLENDALE.	30.0	36.9			s 1.20	
16 48			s 10.05		47.5	5.3 JUNIATA.	42.2	42.2		B	f 1.07	
14			f 10.15	W	47.6	3.3 WESTFALL.	44.0	45.5		C	s 12.58	
16			s 10.25		47.5	3.5 EDALGO.	42.2	49.0			f 12.50	
13			f 10.35		39.6	6.2 BARTON.	42.2	55.2			12.40	
17			10.45		50.0	1.4 U.P. Crossing.	50.2	56.6				
					0	0.3 LINCOLN CENTER.	0	56.9		C	s 12.35	
40 47			s 11.00	W	37.0	5.2 GOLDENROD.	21.1	62.1			12.20	
9			11.10		47.5	3.1 DENMARK.	37.0	65.2		B	s 12.15 PM	
10			s 11.20		37.0	3.2 GRANT.	18.5	68.4				
16					37.0	3.3 ASH GROVE.	0	71.7		B	s 11.59	
13			s 11.35		42.2	5.4 HUNTER.	30.0	77.1		C	s 11.45 <sup>79</sup>	
32			s 11.45 <sup>80</sup> PM		52.8	8.9 TIPTON.	44.9	86.0		C	s 11.20	
32 16			s 12.05		55.4	8.2 CORINTH.	50.0	94.2				
16					21.1	3.9 FORNEY.	10.6	98.1				
7					47.5	4.4 OSBORNE.	42.2					10.30 AM
Yard			12.40 PM	WFY	26.4			102.5		C		
		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			(102.5)					Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
			22.8			Average speed per hour.						20.9

Salina District trains use Strong City District main track between Abilene station and S.A. Jct.  
 Normal position of switches at S.A. Jct. and C.R.I. & P. Jct. for Strong City District.  
 Normal position of switch A.B. Jct., for C.R.I. & P.

Nos. 79 and 80 have no time table authority between Abilene and Salina U.S. and Nos. 565 and 566 have no time table authority between C.R.I. & P. Jct. and A.B. Jct. and will be governed by Union Pacific Time Table, Rules and Regulations between West Abilene and East Salina.

No switch lights on the Salina District.

Freight Train Terminals, and Junctions.	WESTWARD.															
	49	59	67	69	71	73	75	83	87	31	33	35	37	39	41	43
	Way Frt.	Way Frt.	Mixed.	Way Frt.	Way Frt.	Way Frt.	Way Frt.	Way Frt.	Way Frt.	Colorado Texas Fast Frt.	Calif. Texas Okla. Fast Frt.	Kansas Mdse.	Okla. Texas Frt.	Okla. Texas Fast Frt.	Colorado Kansas Okla. Fast Frt.	Northern Calif. Fast Frt.
STATIONS.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
EMPORIA.	AM 10.45	AM 5.00				AM 2.15	AM 6.55		AM 3.15		AM 4.00	AM 12.50	PM 11.45	PM 1.20	PM 7.00	PM 5.15
STRONG CITY.						3.05 AM	7.55 AM									
FLORENCE.									5.15 AM	PM						
SAND CREEK.		11.50								12.15		3.45			11.59	11.15
NORTH WICHITA.		AM	AM 5.45		AM 6.00			AM 2.00		2.00		5.30 AM				
SOUTH JCT.			6.12 AM	PM 7.30	6.15 AM			2.15 AM								
EL DORADO.	PM 2.15															
AUGUSTA.	2.45															
MULVANE.				8.30												
WELLINGTON.				9.45 PM							8.00 AM					10.00 PM
WINFIELD.	5.00															
ARKANSAS CITY.	6.00 PM									5.00 PM			3.00 AM	4.35 PM	2.30 AM	
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.

Freight Train Terminals, and Junctions.	EASTWARD.															
	50	68	70	72	74	76	84	88	98	32	34	36	38	40	42	
	Way Frt.	Mixed.	Way Frt.	Way Frt.	Way Frt.	Way Frt.	Way Frt.	Way Frt.	Way Frt.	Chicago Fast Frt.	Southern Calif. Chicago Fast Frt.	Fast Frt.	Fast Frt.	Texas Chicago Fast Frt.	Colorado Chicago Fast Frt.	
STATIONS.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
EMPORIA.	PM 6.00				PM 10.00	PM 5.30		AM 1.00		PM 4.00	PM 12.15	AM 7.45	PM 5.45	AM 8.00	AM 2.00	
STRONG CITY.					9.00 PM	4.45 PM										
FLORENCE.								10.00 PM								
SAND CREEK.									PM 1.00	1.00 PM					11.15	
NORTH WICHITA.		PM 4.40	PM 6.45	PM 7.00			AM 8.00		10.00						8.00	
SOUTH JCT.		3.45 PM		6.45 PM			7.45 AM									
EL DORADO.	1.45															
AUGUSTA.	1.00 PM															
MULVANE.	11.00		5.45												5.00	
WELLINGTON.			3.45 PM								3.15 AM					
WINFIELD.	10.00														4.00	
ARKANSAS CITY.	9.30 AM								6.00 AM			3.30 AM	1.50 PM	2.45 AM	3.00 PM	
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

# SPECIAL RULES AND REGULATIONS.

Effective on the 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.

Rules Nos. 5, 10(A), 10(f), 15, S-83, 86, 95, 97, 103(A), 104(A), 204, 210, 221, 360, 384, 632, 701, 705, 706, 711 and 872 of the Rules and Regulations, Operating Department, Revised 1927, are amended, or superseded, by the following:

Rule No. 5. First paragraph is amended to read: Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving times. The time applies at the first siding switch where an opposing train clears; where there is no such switch, it applies at the station.

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

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

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

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

Rule S-83, as applied at North Wichita is amended to read: "A train must not leave its initial station on any district, or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, have arrived or left."

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

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

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

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

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

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

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

Rule No. 221. The second paragraph is cancelled.

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

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

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

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

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

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

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

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

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. 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.

## 1. SPECIAL RULES AND FACILITIES.

### 1(A) SWITCHES—AUTOMATIC BLOCK TERRITORY.

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

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

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

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

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

### 1(B). RAILROAD CROSSINGS AT GRADE.

PEABODY—C.R.I. & P. 0.3 mile west of station. Interlocking Plant. Maximum speed ninety miles per hour.

NEWTON—Mo. Pac. 0.5 mile east of station is protected by gate set normally across Mo. Pac. track. Approach at restricted speed. When gate is normal, may proceed at speed not to exceed fifteen miles per hour.

AG TOWER—S.L.-S.F. Interlocking Plant. Maximum speed thirty miles per hour.

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 normal and home signal indicates proceed, may proceed at speed not to exceed forty 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 normal and home signal indicates proceed, may proceed at speed not to exceed forty miles per hour.

VALLEY CENTER—S.L.-S.F. Automatic Interlocking Plant. Maximum speed forty-five miles per hour.

NORTH WICHITA—Mo. Pac. 1.0 mile west of station. Stop. See Rules 98, A, B, C and D.

SOUTH JCT.—C.R.I. & P. Interlocking Plant. Maximum speed forty-five miles per hour.

W.N. JCT.—Mo. Pac. 0.2 mile east of tower Third District, and 0.2 mile east of tower Douglass District. Interlocking Plant. Maximum speed forty-five miles per hour.

W.N. JCT.—A.T. & S.F. 0.1 mile west of tower. Interlocking Plant. Maximum speed forty-five miles per hour.

WINFIELD—S.L.-S.F. 0.4 mile east of station. Automatic Interlocking plant. Maximum speed forty miles per hour.

EL DORADO—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. 0.4 mile west of station. Automatic Interlocking Plant. Maximum speed twenty 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.

McPHERSON—U.P. 0.1 mile west of station. Stop. See Rules 98, A, B, C and D.

LYONS—Mo. Pac. 0.8 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. 0.1 mile west of station is protected by gate set normally across S.L.-S.F. track. Approach at restricted speed. When gate is normal, may proceed at speed not to exceed fifteen miles per hour.

LOST SPRINGS—C.R.I. & P. Automatic Interlocking Plant. Maximum speed twenty miles per hour.

1(B). RAILROAD CROSSINGS AT GRADE—(Cont'd.)

**JACOBS**—C.R.I. & P. 0.2 mile west of station. Automatic interlocking plant. Maximum speed twenty miles per hour.

**HOPE**—Mo. Pac. 0.3 mile west of station. Automatic interlocking plant. Maximum speed twenty 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. Approach at restricted speed. When gate is normal, may proceed at speed not to exceed fifteen miles per hour.

**ENTERPRISE**—A.T. & S.F. mill track lead 0.1 mile west of station is protected by gate set normally across mill track. Approach at restricted speed. When gate is normal, may proceed at speed not to exceed fifteen miles per hour.

**ENTERPRISE**—U.P. 0.9 mile west of station is protected by gate set normally across U.P. track. Approach at restricted speed. When gate is normal may proceed at speed not to exceed fifteen miles per hour.

**ABILENE**—U.P. 0.9 mile west of station. Cabin-type Interlocking Plant; route is normally clear for U.P. trains. Be governed by instructions posted in cabin.

**CONCORDIA**—Mo. Pac. and C.B. & Q. 0.3 mile east of station. Stop. See Rules 98, A, B, C and D.

**CONCORDIA**—U.P. 0.1 mile east of station is protected by gate set normally across U.P. track. Approach at restricted speed. When gate is normal may proceed at speed not to exceed fifteen miles per hour.

**ONEONTA**—Mo. Pac. 1.4 mile east of station is protected by gate set normally across Mo. Pac. track. Approach at restricted speed. When gate is normal may proceed at speed not to exceed fifteen 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. Stop. See Rules 98, A, B, C and D.

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

**GENESE**—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. Approach at restricted speed. When gate is normal, may proceed at speed not to exceed fifteen miles per hour.

**SALINA F.S.**—U.P. 0.1 mile east of station. Stop. See Rules 98, A, B, C and D.

**SALINA F.S.**—U.P. 0.2 mile east of station. Stop. See Rules 98, A, B, C and D.

**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.

1(C). 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 sliding 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 780 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.

**LORRAINE**—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.

**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 S.A. Jct. 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 S.A. 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 A.B. Jct. 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.

**STRONG CITY DISTRICT**—U.P. trains use A.T. & S.F. main and yard tracks between M.V. Jct. and C.O. Jct. and will be governed by A.T. & S.F. Time Table, Rules and Regulations.

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

Station	Designated Trains
Emporia—Emporia Yard	Originating or terminating either place.
Strong City	Strong City District.
Newton—Sand Creek	Originating or terminating either place.
Wichita U.S.	First class and originating or terminating.
Wellington—Wellington Yard	Originating or terminating either place.
Following trains will register by Form 903:	
Emporia	Trains on which engine or train crews do not change.
Strong City	To and from Strong City District.
Newton	Nos. 17 and 18.
North Wichita	First class trains.
Mulvane	All trains.
Wellington Yard	First class trains.

Train register at Strong City will indicate that Strong City District trains shown thereon have arrived and left Neva.

U.P. trains must register at A.T. & S.F. station at Miltonvale which will indicate trains shown thereon have arrived or left M.V. Jct.

U.P. trains must register at A.T. & S.F. station at Concordia which will indicate trains shown thereon have arrived or left C.O. Jct.

U.P. trains registering at either Miltonvale or Concordia failing to depart at time registered, must provide protection to inferior trains.

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

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

Neva	Strong City District trains.
A.G. Tower	Eastward trains from Douglass District.
W.N. Jct.	Westward trains.
East Jct.	
West Jct.	
Gladstone.	

Strong City District trains will secure clearance card before leaving Abilene and Concordia. Eastward U.P. trains at Concordia instead of C.O. Jct. Westward U.P. trains at Miltonvale instead of M.V. Jct.

DESIGNATED TRAINS GET CLEARANCE CARDS AT STATIONS LISTED BELOW:

Strong City	Trains to and from Strong City District.
Salina F.S.	Eastward and Westward trains.
Wichita U.S.	First Class trains.
Mulvane	Third District extra trains.
Winfield	Trains 6, 16 and 28.
North Wichita	All except first class trains.
North Jct.	Panhandle trains from Fairview District.
South Jct.	Westward Third District extra trains.
W.N. Jct.	Eastward extra trains.
Tower B.	Eastward trains.
A.G. Tower	Westward Second District trains.

1(F). CURRENT OF TRAFFIC.

On double track trains will run as prescribed by Rule D-152. Movement of trains will be supervised by train dispatcher, who will issue instructions to signalmen when required.

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

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

2. MAXIMUM SPEED FOR TRAINS.

LOCATION	MILES PER HOUR			
	Light Engines Forward	All Engines Backward	Passenger	Freight and Mixed
First District				
Tracks 1 and 2	40	25	100	60
Track 3	40	25	80	60
Second District				
Ellinor to Gladstone	40	25	50	40
Gladstone to Mulvane	40	25	60	50
Mulvane to Wellington	40	25	85	50
Third District	40	25	85	50
Douglass District	40	25	60	50
Mulvane District	40	25	60	50
Strong City District				
Neva to Concordia	25	20	45	30
Concordia to M.P. 132	25	20	30	30
M.P. 132 to Superior	20	20	20	20
McPherson District	25	20	40	30
Bazar District	25	15	30	30
Little River District	25	15	25	25
Minneapolis District	20	15	20	15
Salina District				
Salina U.S. to Osborne	25	15	30	30

2. MAXIMUM SPEED FOR TRAINS—(Cont'd).

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
<b>FIRST DISTRICT.</b>		
Curve, M.P. 132.4 to 132.8	70	
Curve, M.P. 133.7 to 133.9	65	50
Curve, M.P. 135.9 to 136.4	80	
Curve, M.P. 162.6 to 162.9	80	
Curve, M.P. 166.4 to 166.8	80	
Curve, M.P. 168.0 to 168.4	75	
Curve, M.P. 170.0 to 170.5	80	
Curve, M.P. 173.3 to 175.9	80	
Newton, Mo. Pac. Crossing to First St.	70	10
Curve, M.P. 187.8 to 187.3, No. 1 track	70	
<b>SECOND DISTRICT.</b>		
Curves at El Dorado station sign eastward	50	30
Curves at El Dorado station sign westward	30	20
Augusta, over street crossings	30	30
Curves, M.P. 204.3 to 204.7	45	45
Curves, M.P. 220.4 to 220.9	30	20
Curve, M.P. 233.1 to 233.6	80	45
Curve, M.P. 236.6 to 237.1	60	45
<b>THIRD DISTRICT.</b>		
Curves, M.P. 186.7 to 185.7, eastward	60	40
Valley Center, over street crossing	45	45
North Wichita, end of double track westward	25	20
Wichita, over street crossings 25th St. to Hydraulic Ave.	30	30
Curve, M.P. 227.7 to 227.9	40	30
Curves, M.P. 228.1 to 229.8	65	
Curve, M.P. 233.6 to 233.9	75	
Udall, over main Street crossing	45	45
Curve, M.P. 240.5 to 240.6	80	
Curve, M.P. 243.2 to 243.5	60	
Curves, M.P. 243.5 to 244.1	65	
Curve, M.P. 244.9 to 245.1	65	45
Curve, M.P. 246.0 to 249.0	50	30
Curves, M.P. 249.6 to 251.9	45	30
Winfield, over street crossings	35	35
Curves, M.P. 252.0 to 253.7	70	
Curve, M.P. 260.4 to 260.7	80	
Curve, M.P. 260.9 to 261.2	70	
<b>DOUGLASS DISTRICT.</b>		
Curves, M.P. 187.2 to 188.7	45	30
Curves, M.P. 198.8 to 200.0	25	25
Curve, M.P. 211.2 to 211.5	50	30
Curve, M.P. 215.6 to 215.8	40	30
<b>McPHERSON DISTRICT.</b>		
Curves, M.P. 0.1 to 0.6	15	15
Curves, M.P. 0.6 to 0.7	15	15
Curves, M.P. 0.7 to 1.3	30	25
Curves, M.P. 1.8 to 2.7	40	
Curves, M.P. 8.6 to 9.3	40	
Marion, over street crossings	15	15
Canton, over street crossing east of station	15	15
McPherson, over street crossings	15	15
Curve, M.P. 52.7 to 53.0	40	
Windom, over street crossings	25	25
Curve, M.P. 66.7 to 66.9	40	
Curves, M.P. 69.0 to 70.0	40	
Curve, M.P. 71.6 to 71.9	40	
<b>STRONG CITY DISTRICT.</b>		
Curves, M.P. 4.2 to 4.8	40	
Curves, M.P. 8.2 to 10.9	40	
Curves, M.P. 50.7 to 51.9	40	
Abilene, over street crossings	15	15
Curve, M.P. 60.8 to 61.0	40	
Curve, M.P. 62.7 to 62.9	40	
Curves, M.P. 88.7 to 90.0	40	
Curve, M.P. 90.9 to 92.0	40	
Curves, M.P. 92.7 to 93.4	30	25
Curves, M.P. 96.7 to 97.5	40	
Curve, M.P. 108.5 to 108.7	40	
Curve, M.P. 111.1 to 111.3	40	
Concordia, over street crossings	15	15
Superior, over street crossings	12	12
<b>SALINA DISTRICT.</b>		
Salina, over street crossings	15	15
M.P. 88.5 to 91.5	20	20
Over bridge 101-A, Solomon River	20	20

2(A). SPEED REGULATIONS, PASSENGER TRAINS.

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

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

2(B). MAXIMUM SPEED OF ENGINES.

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

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

2(C). MAXIMUM SPEED OVER SUBMERGED TRACK.

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

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

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

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

2(D). ENGINES BREAKING IN.

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

2(E). DEAD ENGINES.

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

Trains handling Diesel road engines dead in train must not exceed ninety miles per hour; Diesel yard engines, thirty miles per hour, except 400, 450 and 460 classes which should not exceed twenty miles per hour; gas-electric or Diesel motor cars, sixty miles per hour; other dead engines, twenty miles per hour.



**2(F). STEAM WRECKING CRANES, ETC.**

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

**2(G). SPRING SWITCHES, TURNOUTS AND CROSSOVERS.**

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

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight and Mixed
Merrick	I	Main track crossovers.....	30	20
Ellinor	I	Main track crossovers.....	30	20
Strong City	I	West end of Second District siding.....	30	20
	I	West end eastward siding and east end westward siding and crossover from eastward to westward track.....	10	10
Neva	I	Main track crossover, turnout to Strong City District, both ends westward siding and west end eastward siding...	30	20
	S	East end eastward siding.....	25	20
Florence	I	East end westward and west end eastward sidings.....	30	20
	S	East end eastward siding.....	25	20
Peabody	S	West end westward siding.....	25	20
	S	East end westward siding.....	10	10
Newton	S	West end westward siding.....	15	15
	S	East end eastward freight main track...	25	20
Sand Creek	S	West end yard. McGraw track switch, first switch east and both ends first crossover west of McGraw track switch.	25	20
	I	West end yard. Crossover between passenger main tracks and west ends of freight main tracks.....	30	20
McGraw	I	Turnout from Third District to Sand Creek yard.....	30	20
	S	Both ends siding.....	25	20
Sedgwick	S	Both ends siding.....	25	20
	S	End double track.....	25	20
Valley Center	S	All main track turnouts and crossovers immediately east of tower.....	30	20
	I	All main track turnouts and crossovers immediately west of tower.....	30	20
North Wichita	S	Both ends siding.....	15	15
	I	East crossover east of station.....	40	30
North Jct.	I	East and west ends Second and Third District sidings.....	30	20
	I	West crossover east of station and Second District turnout west of tower. Crossover between Third District main track and Third District siding.....	10	10
South Jct.	I	East end siding, Douglass District.....	30	20
	I	All main track crossovers east and west of A.T. & S.F. crossing.....	30	20
Derby	I	Crossover between Douglass District main track and Douglass District siding.....	10	10
	I	Main track turnout Southern Kansas connection west of A.T. & S.F. crossing. M.P. 262 plus 2293 feet.....	15	15
Mulvane	I	Both ends siding.....	25	20
	I	Both ends siding.....	40	30
W.N. Jct.	I	Both ends siding.....	30	20
	I	Both ends siding.....	25	20
Arkansas City	I	East end siding.....	30	20
	S	West end siding and east end double track.....	30	20
Gladstone	I	Crossover west of tower.....	10	10
	I	Main track turnout and crossovers.....	30	20
Bazar	I	East end westward siding.....	30	20
	S	East end eastward siding.....	25	20
Matfield Green	I	Main track turnouts and crossovers.....	30	20
	S	End of double track westward.....	25	20
Jaques	I	Both ends siding.....	40	30
	I	Both ends siding.....	40	30
Alkman	I	Both ends siding.....	40	30
	I	Turnout end of double track.....	40	30
Chelsea	I	Turnout from Second to Mulvane District.....	40	30
	I	Both ends siding.....	30	20
Tower B	I	End double track.....	25	20
	I	Main track crossovers and turnouts.....	30	20
El Dorado	I	Both ends siding.....	30	20
	I	End double track.....	25	20
A.G. Tower	S	Main track crossovers and turnouts.....	30	20
	I	Both ends siding.....	30	20
Augusta	I	Both ends siding.....	40	30
	I	Both ends siding.....	40	30
Salter	I	Turnout end of double track.....	40	30
	I	Turnout from Second to Mulvane District.....	40	30
Rose Hill	I	Both ends siding.....	30	20
	I	End double track.....	25	20
East Jct.	I	Main track crossovers and turnouts.....	30	20
	I	Both ends siding.....	30	20
West Jct.	I	Both ends siding.....	30	20
	I	End double track.....	25	20
Belle Plaine	I	Main track crossovers and turnouts.....	30	20
	I	Both ends siding.....	30	20
Cicero	I	Both ends siding.....	30	20
	I	End double track.....	25	20
S.K. Jct.	I	Main track crossovers and turnouts.....	30	20
	I	Both ends siding.....	30	20

Following hand throw crossovers and turnouts, passenger trains must not exceed thirty miles per hour, and freight trains twenty miles per hour:

Newton.....	Crossovers and turnouts to Third District at First Street.
Cicero.....	Crossover between tracks 1 and 2.
North Wichita.....	Crossover between eastward and independent main track.
Abilene.....	Main track crossover just west of water crane and turnouts at street crossings east and west of station, and turnout at Bridge 58-J.

In heading in or out over all main track turnouts on the Salina District, trains or engines must not exceed ten miles per hour.

**3. YARD LIMITS.**

Emporia (Includes Merrick).  
 Strong City (Includes Cottonwood Falls).  
 Neva (on Strong City District only).  
 Florence.  
 Newton (Includes Sand Creek and McGraw).  
 Augusta (Includes A.G. Tower).  
 El Dorado (Includes Tower B).  
 Wellington (Includes S.K. Jct.).  
 North Wichita (Includes South Jct. and West Wichita).  
 Mulvane (Includes West Jct. but not Mulvane District).  
 Winfield (Includes W.N. Jct.).

Arkansas City.  
 McPherson.  
 Marion.  
 Hillsboro.  
 Little River.  
 Lyons.  
 Chase.  
 Ellinwood.  
 Abilene (Includes West Abilene).  
 Manchester.  
 Miltonvale (Includes M.V. Jct.).  
 Concordia (Includes C.O. Jct.).  
 Superior.  
 Salina U.S. (Includes Salina F.S. and East Salina).  
 Lincoln Center.  
 Osborne.

**3(A). MOVEMENTS AGAINST CURRENT OF TRAFFIC.**

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

**4. BULLETIN BOOKS.**

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

**5. STANDARD CLOCKS.**

Emporia.....	Telegraph, Yard and Roundhouse Offices.
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.

**6. STANDARD THERMOMETERS.**

Emporia.....	Alkman.	McPherson.	Concordia.
Strong City.....	Wellington.	Marion.	Superior.
Florence.....	North Wichita.	Lyons.	Minneapolis.
Newton.....	Wichita.	Ellinwood.	Barnard.
Sand Creek.....	Mulvane.	Galatia.	Salina.
A.G. Tower.....	Winfield.	Abilene.	Lincoln Center.
Tower B.....	Arkansas City.	Manchester.	Osborne.

**7. OVERHEAD OBSTRUCTIONS.**

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

Mile Post	Bridge Number	Name
<b>FIRST DISTRICT.</b>		
Yard 185.1.....		Newton, cinder pit hoist. Newton, train sheds.
<b>THIRD DISTRICT.</b>		
Yard		North Wichita, cinder pit hoist.
<b>STRONG CITY DISTRICT.</b>		
Yard		Enterprise, Ehsam spur.
<b>SALINA DISTRICT.</b>		
101.1.....	101-A	Solomon River.

**8. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.**

Name	Location	Capacity
<b>FIRST DISTRICT</b>		
Clover Cliff spur, track No. 1.....	M.P. 142.2	5 cars
Horners spur, track No. 1.....	M.P. 164.1	12 cars
<b>SECOND DISTRICT</b>		
Gravel spur.....	M.P. 134.5	35 cars
<b>THIRD DISTRICT</b>		
Alfalfa Mill spur, Sedgwick.....	M.P. 194.7	5 cars
<b>DOUGLASS DISTRICT</b>		
Alfalfa Mill spur.....	M.P. 196.1	5 cars
<b>STRONG CITY DISTRICT</b>		
Sand spur.....	M.P. 60.4	11 cars

**9. FLAGGING INTERLOCKING PLANTS.**

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

**10. EMPLOYES 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, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

- L. V. LIENHARD, Trainmaster.....Newton, Kans.  
 J. F. FENIMORE, Trainmaster.....Newton, Kans.  
 C. L. MYERS, Chief Dispatcher.....Newton, Kans.  
 T. B. DANFORTH, Asst. Chief Dispatcher.....Newton, Kans.  
 G. D. USHER, Asst. Chief Dispatcher.....Newton, Kans.

**TRAIN DISPATCHERS—NEWTON, KANSAS.**

- |                  |               |
|------------------|---------------|
| E. A. HOWERTON.  | R. H. WILLIS. |
| W. S. LYON.      | E. K. FRY.    |
| J. M. UTTERBACK. | H. J. GARVIN. |
| R. W. GUY.       | J. Q. COOPER. |
| H. A. SIMKINS.   | G. O. THOMAS. |
| W. T. MORAN.     | A. W. JORDAN. |
| F. O. BAIRD.     |               |

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

**LOCAL WATCH INSPECTORS—MIDDLE DIVISION.**

- |                          |                   |
|--------------------------|-------------------|
| HUGHES-TODD COMPANY..... | Emporia.          |
| L. G. FORT.....          | Emporia.          |
| RUBY STERBA.....         | Newton.           |
| LESLIE BRANSON, SR.....  | Wichita.          |
| V. A. WEBSTER.....       | Salina.           |
| GLEN E. McALLASTER.....  | Little River.     |
| ED BRANDLEY.....         | Cottonwood Falls. |
| E. A. GASTON.....        | Concordia.        |
| ALFRED M. WARD.....      | Abilene.          |
| ROSCOE H. RILEY.....     | Wellington.       |
| MONT LIVINGOOD.....      | Superior.         |
| E. H. RUPPELIUS.....     | Winfield.         |
| J. W. KIRKPATRICK.....   | El Dorado.        |
| J. H. DWEELAARD.....     | Arkansas City.    |
| CHAS. H. DINE.....       | Augusta.          |
| A. H. F. SCHLIECKER..... | Florence.         |
| E. B. IVES.....          | Osborne.          |
| A. E. SMITH.....         | Minneapolis.      |
| W. H. WIDIGER.....       | McPherson.        |

**11. SPEED TABLE.**

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

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100.0	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	—	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	—	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	—	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	—	15.0
-	55	65.5	1	34	38.3	4	30	13.3
-	56	64.2	1	36	37.5	5	—	12.0
-	57	63.2	1	38	36.8	6	—	10.0

**12. STATUTORY REGULATIONS.**

IN KANSAS, it is lawful for the Conductor to eject from the train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay 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. The Kansas statutes prohibit gambling and the practice of any confidence games. Drunken or disorderly persons may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

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

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

**MULVANE HOSPITAL.**

- DR. F. W. BUOOA, Surgeon in Charge.  
 DR. DANA JACKSON, Assistant Surgeon.  
 DR. H. W. HORN, (Wichita) Consultant.

**LOCAL SURGEONS.**

- |   |                                 |
|---|---------------------------------|
| DR. F. J. ECKDALL, Emporia.                 | DR. C. E. BOUDREAU, El Dorado.  |
| DR. A. W. CORBETT, Emporia.                 | DR. E. S. McINTOSH, Burns.      |
| DR. JACOB HINDEN, Strong City.              | DR. A. C. EITZEN, Hillsboro.    |
| DR. E. H. JOHNSON, Peabody.                 | DR. A. H. DYCK, McPherson.      |
| DR. J. B. NANNINGA, Newton.                 | DR. O. R. CRAM, Little River.   |
| DR. H. R. SCHMIDT, Newton.                  | DR. L. J. BEYER, Lyons.         |
| DR. H. LUTZ, Augusta.                       | DR. C. W. LYON, Ellinwood.      |
| DR. KARL VOLDENG, Wellington.               | DR. L. G. HEINS, Abilene.       |
| DR. WARD M. COLE, Wellington.               | DR. J. C. MITCHELL, Salina.     |
| DR. A. R. HATCHER, (Consultant) Wellington. | DR. O. U. NEED, Oak Hill.       |
| DR. FRANK EMERY, Wichita.                   | DR. H. R. ST. JOHN, Concordia.  |
| DR. H. W. HORN, Wichita.                    | DR. M. D. McCOMAS, Courtland.   |
| DR. A. L. CRITTENDEN, Wichita.              | DR. C. G. McMAHON, Superior.    |
| DR. E. S. HYMER, Sedgwick.                  | DR. F. E. HARVEY, Minneapolis.  |
| DR. M. J. DUNBAR, Winfield.                 | DR. L. A. KERR, Lincoln Center. |
| DR. C. YOUNG, Arkansas City.                | DR. H. A. HOPE, Hunter.         |
| DR. E. W. HELLWEG, Arkansas City.           | DR. J. E. HENSHALL, Osborne.    |
|   | DR. T. C. KIMBLE, Miltonvale.   |

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

- |                             |  |
|-----------------------------|--|
| DR. D. P. TRIMBLE, Emporia. | DR. ROBERT L. FERGUSON, Arkansas City. |
| DR. W. B. GRANGER, Emporia. | DR. E. E. TIPPEN, Wichita.             |

**PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:**

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

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

When more than one section, only the last section will carry passengers. In Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line. Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

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

- No. 1. At Mooreland, to discharge passengers from Wellington and beyond and to receive passengers for Amarillo and beyond.
- No. 2. (a) At Mooreland, to discharge passengers from Amarillo and beyond, and to receive passengers for Wellington and beyond.  
 (b) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond.  
 (c) At Florence, to discharge passengers from south of Newton.  
 (d) At Strong City, to discharge passengers from Wichita or beyond.  
 (e) At any station east of Kansas City, to discharge passengers from beyond Kansas City.  
 (f) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona or Mason, to receive passengers for beyond Chicago.
- No. 3. (a) At Toluca, to receive passengers for Kansas City and beyond.  
 (b) At Nickerson, Alden, Raymond, Pawnee Rock, Garfield, Offerle, Spearville and Wright, to discharge passengers from Kansas City and beyond or to receive passengers for La Junta and beyond.
- No. 4. (a) At Los Cerrillos, to receive passengers for La Junta and beyond.  
 (b) At Deerfield and Holcomb, to receive passengers for Dodge City and east, or discharge passengers from west and north of La Junta.  
 (c) At Wright, Spearville, Offerle, Garfield, Pawnee Rock, Raymond, Alden, and Nickerson, to discharge passengers from La Junta and beyond, and to receive passengers for Newton and beyond.
- No. 5. (a) At any station in Illinois, to discharge passengers from beyond Chicago.  
 (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.
- No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.  
 (b) At Las Animas, to discharge passengers from beyond La Junta.
- Nos. 9-90. (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas, or beyond.  
 (b) At Ottawa Jet., to receive passengers for beyond Newton.  
 (c) At Las Animas and Holly, to receive passengers for Pueblo or beyond; or to discharge passengers from Dodge City or beyond.  
 (d) At any station La Junta to Pueblo, to discharge passengers from beyond Las Animas.
- Nos. 101-10. (a) At any station Denver to Pueblo, to receive passengers for Las Animas or beyond.  
 (b) At any station Pueblo to La Junta, to receive passengers for beyond Las Animas.  
 (c) At Littleton, to receive passengers for Colorado Springs; or to receive passengers for Pueblo or beyond.  
 (d) At Las Animas and Holly, to discharge passengers from Pueblo or beyond; or to receive passengers for Dodge City or beyond.  
 (e) At any station Dodge City to Kansas City, to discharge passengers from Las Animas or beyond.  
 (f) At Ottawa Jet., to discharge passengers from west of Newton.
- Nos. 113-130. At any station La Junta to Denver to discharge passengers from La Junta or beyond.
- Nos. 141-14. At any station Denver to La Junta, to receive passengers for La Junta or beyond.
- No. 17. **Super Chief**—  
 At Galesburg, to receive passengers for scheduled stops in California.
- El Capitan**—  
 (a) At Joliet, Streator, Chillicothe or Galesburg, to receive passengers for California.  
 (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond.  
 (c) At Trinidad, to discharge passengers from La Junta or beyond; or to receive passengers for Raton or beyond.
- (d) At Glorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.  
 (e) At Williams, to discharge passengers from Albuquerque or beyond; or to receive passengers for Barstow or beyond.  
 (f) At Ashfork, to discharge passengers from Albuquerque or beyond, destined south of Ashfork.
- No. 18. **Super Chief**—  
 At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino or Barstow.
- El Capitan**—  
 (a) At Ashfork, to receive passengers from Prescott or beyond, destined Albuquerque or beyond.  
 (b) At Williams, to receive passengers for Albuquerque or beyond; or to discharge passengers from Barstow or beyond.  
 (c) At Lamy, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond.  
 (d) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond.  
 (e) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond.  
 (f) At Ottawa Jet., to discharge passengers for Ottawa.  
 (g) At Galesburg, Chillicothe, Streator or Joliet, to discharge passengers from scheduled stops in California.
- No. 19. (a) At Joliet, Streator or Chillicothe, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond.  
 (b) At Galesburg, to discharge passengers from beyond Chicago.  
 (c) At Galesburg, La Plata, Marceline or Carrollton, to receive passengers for Colorado, New Mexico, Arizona or California.  
 (d) At Valmora, to discharge passengers from Kansas City or beyond; or to receive passengers for Barstow or beyond.
- No. 20. (a) At Valmora, to discharge passengers from Barstow or beyond; or to receive passengers for Kansas City or beyond.  
 (b) At Carrollton, Marceline, La Plata, Galesburg, Chillicothe, Streator or Joliet, to discharge passengers from California or Arizona.  
 (c) At Galesburg or Chillicothe, to receive passengers for Chicago or beyond.
- No. 23. (a) At any station Chicago to Kansas City, to receive passengers for Newton or beyond.  
 (b) At Olathe, to receive passengers for Newton or beyond.  
 (c) At Strong City, to receive passengers from North of Strong City for Wellington or beyond.
- No. 24. (a) At any station Belen to Kansas City, to discharge passengers from Arizona or California.  
 (b) At any station Kansas City to Fort Madison, to discharge passengers from beyond Kansas City.  
 (c) At any station Fort Madison to Chicago, to discharge passengers from Kansas City or beyond.  
 (d) At Dallas City or Stronghurst, to receive passengers for Chicago or beyond.
- No. 27. At Marland, to receive passengers for Oklahoma City.
- No. 27. (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo.  
 (b) At Palmer Lake, to receive or discharge passengers.
- No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.  
 (b) At Marland, to discharge passengers from Oklahoma City.
- No. 28. (C & S) At Palmer Lake, to receive or discharge passengers.
- No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond and Colony, to discharge passengers from Kansas City, Mo., or beyond.  
 (b) At Gardner, to receive passengers for Chanute or beyond.
- No. 50. At Olathe, to discharge passengers from beyond Chanute.
- No. 127. At any station Newton to La Junta, to receive or discharge passengers.

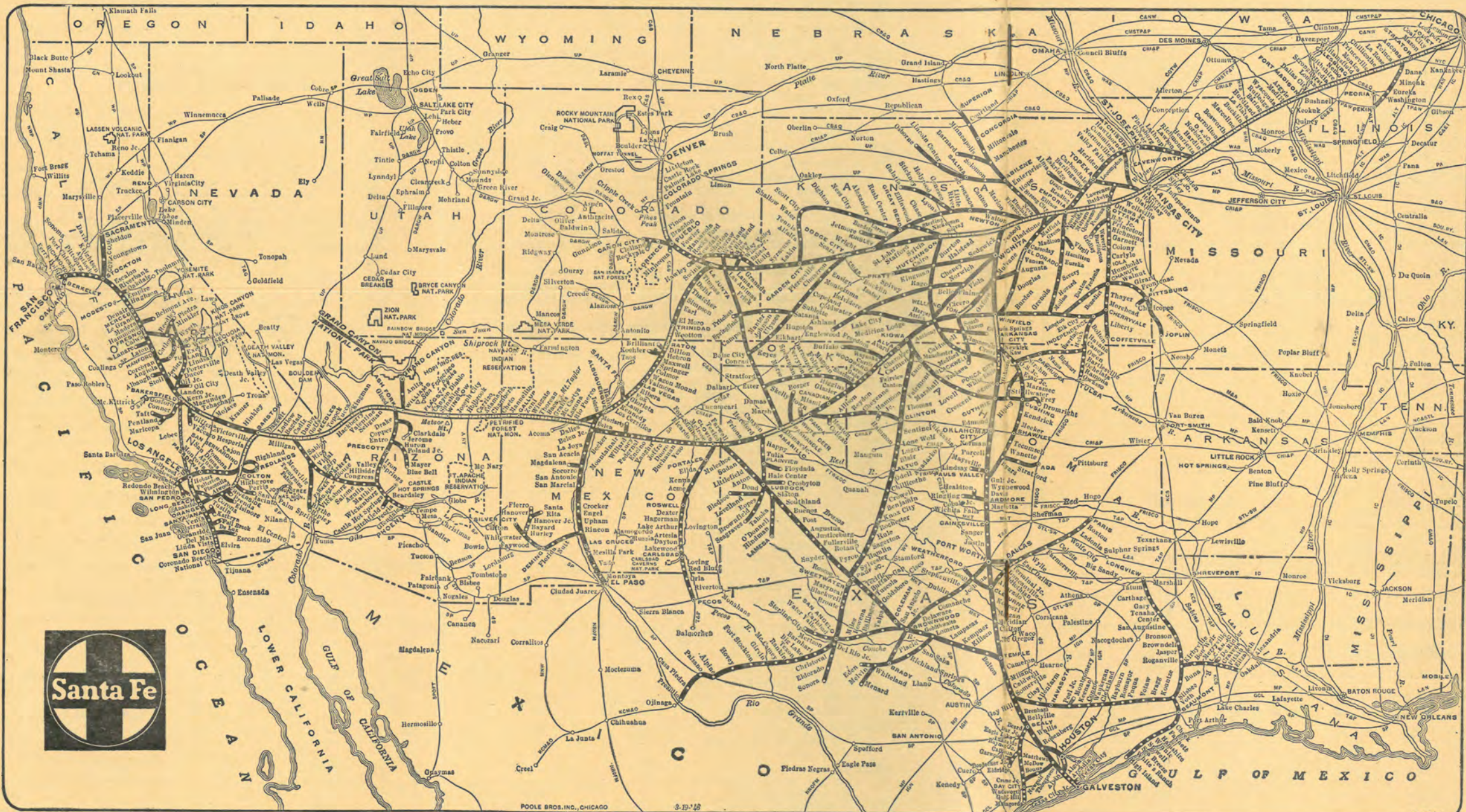


# SANTA FE SAFETY FIRST



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

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



Santa Fe Through Lines — Double Track — Motor Route Coordinated with Train Service — CENTRAL STANDARD TIME: East of Dodge City, Clovis and Scott City. PACIFIC STANDARD TIME: West of Ogden, Soligman and Parker. MOUNTAIN STANDARD TIME: East of Ogden, Soligman and Parker — West of Dodge City and Clovis, and points Scott City to Garden City

MILEAGE OF LINES OPERATED	
Atchison, Topeka & Santa Fe Ry.	9,123 miles
Fanhandle and Santa Fe Ry.	1,853 "
Gulf, Colorado & Santa Fe Ry.	2,097 "
<b>Total Mileage</b>	<b>13,108 miles</b>

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