

C. T. HERZOG, Trainmaster..... Newton, Kans.  
 SUMNER GREENWOOD, Trainmaster..... Newton, Kans.  
 T. B. DANFORTH, Chief Dispatcher..... Newton, Kans.  
 W. T. MORAN, Asst. Chief Dispatcher..... Newton, Kans.  
 E. K. FRY, Asst. Chief Dispatcher..... Newton, Kans.

**TRAIN DISPATCHERS—NEWTON, KANSAS.**

E. A. HOWERTON.	H. J. GARVIN.
W. S. LYON.	J. Q. COOPER.
J. M. UTTERBACK.	G. O. THOMAS.
H. A. SIMKINS.	E. M. COUGHLIN.
R. W. GUY.	E. L. KIDD.
F. O. BAIRD.	R. T. POLLEY.
R. H. WILLIS.	H. C. FLOTTMAN.
	R. E. STANFORD.

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

**LOCAL TIME INSPECTORS—MIDDLE DIVISION.**

L. G. FORT.....	Emporia.
HUGHES-TODD COMPANY.....	Emporia.
P. E. LOOMIS.....	Newton.
A. H. F. SCHLIECKER.....	Florence.
W. H. WIDIGER.....	McPherson.
E. R. CLARK.....	Wichita.
F. D. HERMAN.....	Wichita.
R. H. RILEY.....	Wellington.
MRS. VERA E. JAGGERS.....	Wellington.
E. H. RUPPELIUS.....	Winfield.
J. H. DWEELAARD.....	Arkansas City.
C. H. DINE.....	Augusta.
J. W. KIRKPATRICK.....	El Dorado.
ED BRANDLEY.....	Cottonwood Falls.
A. M. WARD.....	Abilene.
VERN A. WEBSTER.....	Salina.
MONT LIVINGOOD.....	Superior.

**SURGEONS OF**

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

DR. R. G. SMITH, Chief Surgeon.....Topeka.

**LOCAL SURGEONS.**

DR. F. J. ECKDALL, Emporia.	DR. G. L. CAMPBELL,
DR. A. W. CORBETT, Emporia.	Arkansas City.
DR. JACOB HINDEN, Strong City.	DR. BRUCE G. SMITH,
DR. E. H. JOHNSON, Peabody.	Arkansas City.
DR. W. M. TATE, Peabody.	DR. T. T. HILL, Arkansas City.
DR. J. B. NANNINGA, Newton.	DR. CARL STENSAAS, Arkansas
DR. H. R. SCHMIDT, Newton.	City.
DR. H. LUTZ, Augusta.	DR. C. E. BOUDREAU, El Dorado.
DR. KARL VOLDENG, Wellington.	DR. A. C. EITZEN, Hillsboro.
DR. WARD M. COLE, Wellington.	DR. A. H. DYCK, McPherson.
DR. A. R. HATCHER, Consultant,	DR. A. F. SCHMIDT, Little River.
Wellington.	DR. L. J. BEYER, Lyons.
DR. ALBERT C. HATCHER,	DR. C. W. LYON, Ellinwood.
Wellington.	DR. J. G. GUAME, Ellinwood.
DR. Y. E. PARKHURST,	DR. L. G. HEINS, Abilene.
Belle Plaine.	DR. D. C. CHAFFEE, Abilene.
DR. FRANK EMERY, Wichita.	DR. J. C. MITCHELL, Salina.
DR. LEROY V. KAUFMAN, Wichita.	DR. O. U. NEED, Oak Hill.
DR. ALEXANDER J. WRAY, Wichita.	DR. L. E. HAUGHEY, Concordia.
DR. E. S. BRINTON, Wichita.	DR. M. D. MCCOMAS, Courtland.
DR. P. M. BELL (Colored)	DR. C. G. MCMAHON, Superior.
Wichita.	DR. F. E. HARVEY, Minneapolis.
DR. E. S. HYMER, Sedgwick.	DR. L. A. KERR, Lincoln Center.
DR. LESLIE H. COBB, Mulvane.	DR. J. E. HENSHALL, Osborne.
DR. M. J. DUNBAR, Winfield.	DR. T. C. KIMBLE, Miltonvale.
DR. C. YOUNG, Arkansas City.	DR. JOHN C. SLIFER, Florence.
DR. E. W. HELLWEG, Arkansas	DR. CHAS. MAGEE, Marion.
City.	DR. H. R. TURNER, Hope.
DR. GEORGE MEEK, Arkansas	DR. T. D. EWING, Holyrood.
City.	

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

DR. D. P. TRIMBLE.....	Emporia.
DR. E. E. TIPPEN.....	Wichita.
DR. E. M. HARMS.....	Wichita.
DR. E. E. ENNS.....	Newton.
DR. H. E. MORGAN (Eye Only).....	Newton.
DR. C. T. RALLS.....	Winfield.
DR. JAMES E. HILL.....	Arkansas City.

**The Atchison, Topeka and Santa Fe  
 Railway Co.**

**EASTERN LINES  
 Western District**

**MIDDLE DIVISION**

**TIME TABLE No.**

**83**

**IN EFFECT**

**Sunday, June 3, 1951**

**At 12:01 A. M.**

**Central Standard Time.**

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

**W. L. MORE,**  
 General Manager,  
 Topeka, Kansas.

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

**M. M. KILLEN,**  
 Superintendent,  
 Newton, Kansas.

## 2 MIDDLE DIVISION.

## FIRST DISTRICT.

WESTWARD.														TIME TABLE No. 83, June 3, 1951.	Rolling Grade Ascending.	Capacity of Sidings in 30 ft. Cnrs.
Second Class.	First Class.															
55	23	11	25	7	3	5	51	17	15	21	27	19	123			
Mixed.	The Grand Canyon.	The Kansas Cityan.	Motor.	Fast Mail Express.	Cali- fornia Limited.	Passenger.	Motor.	Super Chief.	Texas Chief.	El Capitan.	The Antelope.	The Chief.	The Grand Canyon.			
Leave Sun. only.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Except Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
AM 4.40	PM 11.55	PM 7.30	AM 11.15	AM 11.10	AM 11.00	AM 10.55	AM 4.40	AM 4.35	AM 3.45	AM 3.10	AM 12.55	AM 12.15	AM 12.10			
4.43	11.58 AM	7.32	11.19	11.13	11.03	10.58	4.43	4.38	3.47	3.12	12.58	12.18	12.13			
f 4.50	12.04		f 11.27	11.19	11.08	11.03	f 4.50				1.02	12.24	12.19			
f 4.53			f 11.31				f 4.53									
f 4.56	12.09	7.40	f 11.35 AM	11.24	11.13	11.08	f 4.56	4.46	3.55	3.20	1.06	12.29	12.24			
s 5.10	12.15	7.45		11.30	11.18	11.13	s 5.10	4.51	4.00	3.25	s 1.15	12.35	12.30			
5.15 AM	12.19	7.48		11.34	11.21	11.16	5.15 AM	4.54	4.03	3.28	1.19	12.40	12.35			
	12.30	7.55		11.42	11.30	11.25		5.03	4.11	3.36	1.28	12.51	12.46			
	12.35			11.47	11.34	11.29					1.33	12.55	12.50			
Via Strong City District.	12.41	8.04	Via Second District.	11.53 PM	11.45	11.36	Via Strong City District.	5.12	4.20	3.45	s 1.40	1.01	12.56			
	12.52	8.14		12.03	11.55	11.46		5.22	4.30	3.55	f 1.50	1.12	1.06			
					PM											
	1.02	8.24		12.17	12.07	11.56		5.32	4.39	4.04	2.00	1.22	1.17			
	s 1.15 AM	s 8.28 PM		s 12.20 PM	s 12.20 PM	s 12.10 PM		s 5.45 AM	s 4.50 AM	s 4.15 AM	s 2.10 AM	s 1.35 AM	s 1.30 AM			
Arrive Sun. only.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Except Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			
81.8	84.7	84.4	89.9	84.7	84.7	88.4	81.6	82.6	87.4	87.4	88.4	84.7	84.7			
Aver. speed per hr.																

### SIGNAL SYSTEM ONE IN EFFECT:

Emporia to Newton, except Ellinor interlocking, westward main track through Strong City interlocking, eastward main track through Neva interlocking, and Florence interlocking.

### SIGNAL SYSTEM TWO IN EFFECT:

Ellinor interlocking, westward main track through Strong City interlocking, eastward main track through Neva interlocking, and Florence interlocking.

### RULE 251 IN EFFECT:

Emporia to Mo. Pac. Crossing, Newton.

Trains must secure numbered clearance cards before leaving originating stations, except Neva. Trains to and from Strong City District secure clearance cards at Strong City.

Between Mo. Pac. crossing and First Street, 0.4 mile west of passenger station, Newton, the first six tracks south of passenger station are designated as Passenger Yard Tracks Nos. 1, 2, 3, 4, 5 and 6, respectively. Rule 105 applies.

Between Mo. Pac. crossing and Sand Creek the two extreme south tracks will be used for freight train movements.

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

At Sand Creek (Newton) main track switches west end yard handled by operator Sand Creek.

Main Track No. 3 between Merrick and Ellinor is the first track south of eastward main track. Trains have no time table superiority and will use this track on interlocking signal indication at Merrick or Ellinor. First class trains must be authorized by train order. Manual block rules govern. Saffordville is not a manual block station. Three indication, color light, manual block signals, located on first signal bridge west of Merrick and on cantilever east of Ellinor, govern movements of westward and eastward trains respectively.

Trains operating on Track No. 3 and eastward trains from Second District at Ellinor operating on eastward main track will maintain their identity.

**FIRST DISTRICT.**

Fuel, Water, Turn Tables and Wyes.	Comments:	Mile Post.	Railing Grade Ascending.	TIME TABLE No. 83, June 3, 1951.	EASTWARD.														Second Class.
					First Class.														
					124	24	18	28	12	52	8	4	26	6	22	16	20	56	
					The Grand Canyon.	The Grand Canyon.	Super Chief.	The Antelope.	The Chicagoan.	Motor.	Fast Mail Express.	California Limited.	Motor.	Passenger.	El Capitan.	Texas Chief.	The Chief.	Mixed.	
				STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily. Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sun. only.	
FWT	C	112.1	21.2	EMPORIA. YL 3.2	AM 3.20	AM 3.30	AM 3.40	AM 5.45	AM 9.55	PM 4.35	PM 4.40	PM 6.40	PM 7.00	PM 7.25	PM 9.10	PM 11.00	PM 11.55	PM 5.40	
	C	115.3	0	MERRICK. YL 4.9	3.11	3.21	3.35	5.37	9.48	4.29	4.33	6.34	6.55	7.19	9.05	10.53	11.49	5.30	
	B	120.2	0	PLYMOUTH. 3.2	3.05	3.15	3.30	5.27		4.22	4.29	6.30	6.50	7.15	9.00		11.45	5.19	
	C	123.4	0	SAFFORDVILLE. 2.0				5.20		4.16			6.45					5.13	
	C	125.4	0	ELLINOR. 6.3	3.00	3.10	3.26	5.15	9.41	4.12	4.25	6.25	6.42 PM	7.10	8.56	10.46	11.41	5.08	
WY	C	131.7	0	STRONG CITY. YL 4.1	2.54	3.04	3.21	5.05	9.36	4.03	4.19	6.19		7.04	8.51	10.41	11.36	4.56	
	B	135.8	0	NEVA. 2.5	2.50	3.00	3.17	4.57	9.32	3.57 PM	4.16	6.15		7.00	8.47	10.37	11.33	4.48 PM	
	C	138.3	12.8	ELMDALE. 7.3				4.53											
	C	145.6	0	CLEMENTS. 5.1	2.41	2.51	3.09	4.42	9.24		4.08	6.06		6.51	8.39	10.29	11.25		
	C	150.7	0	CEDAR POINT. 6.2	2.36	2.46		4.35			4.04	6.01		6.46			11.21		
WY	C	156.9	0	FLORENCE. YL 11.4	2.30	2.40	3.00	4.27	9.15		3.58	5.55		6.40	8.30	10.20	11.16	Via Strong City District.	
	C	168.8	0	PEABODY. 0.3	2.20	2.30	2.51	4.10	9.06	Via Strong City District	3.48	5.45		6.30	8.21	10.11	11.07		
	C	168.6	16.3	P. O. TOWER. C.R.I. & P. Crossing. 9.7															
	C	178.3	21.1	WALTON. 6.3	2.10	2.20	2.43	3.56	8.58		3.38	5.35		6.20	8.13	10.03	10.58		
		184.6	19.1	Mo. Pac. Crossing. 0.5															
FWT	Y	185.1		NEWTON. YL	2.00 AM	2.10 AM	2.35 AM	3.45 AM	5.50 AM		3.30 PM	5.25 PM		6.10 PM	8.05 PM	9.55 PM	10.50 PM		
				(73.0)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Sun. only.	
Average speed per hour.					54.7	54.7	67.4	39.5	67.4	37.4	62.6	58.4	44.3	58.4	67.4	67.4	67.4	27.8	

**SIGNAL SYSTEM ONE IN EFFECT:**

Newton to Emporia, except Florence interlocking, eastward main track through Neva interlocking, westward main track through Strong City interlocking, and Ellinor interlocking.

**SIGNAL SYSTEM TWO IN EFFECT:**

Florence interlocking, eastward main track through Neva interlocking, westward main track through Strong City interlocking, and Ellinor interlocking.

**RULE 251 IN EFFECT:**

Mo. Pac. Crossing, Newton, to Emporia.

Trains must secure numbered clearance cards before leaving originating stations, except Neva, and eastward from Second District at Ellinor. Trains to and from Strong City District secure clearance cards at Strong City.

Between First Street, 0.4 mile west of passenger station Newton and Mo. Pac. crossing, the first six tracks south of passenger station

are designated as Passenger Yard Tracks Nos. 1, 2, 3, 4, 5 and 6, respectively. Rule 105 applies.

Between Sand Creek and Mo. Pac. crossing the two extreme south tracks will be used for freight train movements.

At Sand Creek (Newton) main track switches west end yard handled by operator Sand Creek.

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

Main Track No. 3 between Ellinor and Merrick is the first track south of eastward main track. Trains have no time table superiority and will use this track on interlocking signal indication at Ellinor or Merrick. First class trains must be authorized by train order. Manual block rules govern. Saffordville is not a manual block station. Three indication, color light, manual block signals, located on cantilever east of Ellinor, and on first signal bridge west of Merrick, govern movements of eastward and westward trains respectively.

Trains operating on Track No. 3 and eastward trains from Second District at Ellinor operating on eastward main track will maintain their identity.

4 MIDDLE DIVISION.

SECOND DISTRICT.

Capacity of Sidings in 50 ft. Cars.	WESTWARD. First Class.				Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 83, June 3, 1951.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class.			
	105	25	45	23							24	106	26	46
	The Scout.	Motor.	Motor.	The Grand Canyon.							The Grand Canyon.	The Scout.	Motor.	Motor.
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
232		AM 11.35				ELLINOR.	0	125.4	C			PM 6.42		
180		f11.41				4.9 GLADSTONE.	0	130.3				f 6.35		
180		s11.50			W	5.8 BAZAR.	0	136.1	C			s 6.26		
158		PM 12.01				8.3 MATFIELD GREEN	0	144.4	C			s 6.15		
126		12.09				7.5 JAQUES.	0	152.0				s 6.05		
		s12.13				2.2 CASSODAY.	21.2	154.2	C			s 6.01		
300		f12.19			W	4.2 AIKMAN.	21.1	158.4				f 5.55		
143		f12.29				7.7 CHELSEA.	21.2	166.1	B			f 5.43		
98		12.38			Y	2.7 TOWER B. YL	21.2	172.8	C			s 5.33		
		s12.53				1.5 EL DORADO. YL	21.2	174.3				s 5.31		
		f12.58				3.3 VANORA.	0	177.6				f 5.16		
E128 W184		1.08 PM	Via Third District.		W Y	7.7 AG TOWER. YL	0	185.3	C			5.09 PM	Via Third District.	
						0.4 S. L.-S. F. Crossing.	0	185.7						
						5.7 AUGUSTA. YL	0	205.2						
132	Via Third District.			Via Third District.		SALTER.	21.1	211.6		Via Third District.	Via Third District.			
132						6.4 ROSE HILL.	21.1	214.4						
						2.8 EAST JCT.	31.7	220.6	C	AM 12.52	PM 3.55		Via Douglass District.	PM 8.00
138	PM 2.15		AM 6.25	AM 2.45	W Y	6.2 MULVANE.	21.4	221.9		12.47	3.48			7.54
	2.17		6.27	2.48		1.3 WEST JCT.	21.4	225.7						
						3.8 Midland Valley Cros'g.	18.8	226.5	C	12.42	3.38			f 7.48
142	f 2.22		s 6.33	3.00		0.8 BELLE PLAINE.	18.8	227.2						
						0.7 Mo. Pac. Crossing.	0	281.7		12.35	3.28			7.40
	2.32		6.40	3.10		4.5 CICERO.	21.4	238.9	C	12.25 AM	8.15 PM			7.25 PM
	s 2.50 PM		s 6.55 AM	s 3.30 AM	FWT Y	7.4 WELLINGTON.								
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(90.0)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
	31.7	38.5	37.0	24.7		Average speed per hour.				41.1	27.7	38.8	31.7	

SIGNAL SYSTEM TWO IN EFFECT:

Ellinor to Wellington, except AG Tower interlocking.

SIGNAL SYSTEM ONE IN EFFECT:

AG Tower interlocking.

RULE 261 IN EFFECT:

Ellinor to El Dorado.

M.P. 201.7 (west of Augusta) to M.P. 230.3 (east of Cicero), except westward main track between Mulvane and west end of Second District siding.

Division board M.P. 236.9 to Wellington.

RULE 251 IN EFFECT:

El Dorado to M.P. 201.7 (west of Augusta).

M.P. 230.3 (east of Cicero) to Division Board M.P. 236.9.

Trains must secure numbered clearance cards before leaving originating stations, except westward at El Dorado; westward from Third to Second District at Mulvane; eastward from Douglass District at AG Tower. Eastward trains secure clearance cards at Tower B, and westward at AG Tower.

Movement of trains on westward main track between Mulvane and west end of Second District siding will be governed by Rule 297.

Mulvane is an office of communication on westward track only.

At Wellington between Bridge 238-C, east of "C" Street and light plant spur M.P. 239.4 there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 MPH; within these limits trains or engines may use main track not protecting against regular and extra trains and engines.

Mile posts west of Augusta represent mileage from Atchison via Florence and former El Dorado District.

**McPHERSON DISTRICT.**

**MIDDLE DIVISION. 5**

Capacity of Sidings in 50 ft. Cars.	WESTWARD.		Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 83, June 3, 1951.	Rolling Grade Ascending.	Mile Post.	Communications.	EASTWARD.	
	Way Freight.	First Class.							First Class.	
	87	57							58	88
	Motor.	Motor.							Motor.	Way Freight.
	Leave Daily. Ex. Sun.	Leave Daily.							Arrive Daily.	Arrive Daily. Ex. Sun.
	AM 6.30	PM 1.40	W Y	0	<b>FLORENCE. YL</b> 5.9	0		C	AM 11.10	PM 9.50
	6.45	1.50		20.3	<b>OURSLER.</b> 4.6	0	5.5		10.52	9.30
31	7.10	2.01	W	0	<b>MARION. YL</b> 0.3	0	10.1	C	10.45	9.20
				31.7	<b>C.R.I.&amp;P. Crossing.</b> 4.9	0	10.4			
45	7.30	2.10		31.7	<b>CANADA.</b> 5.2	13.4	15.3		10.35	8.55
35	7.55	2.22		31.7	<b>HILLSBORO. YL</b> 5.3	17.4	20.5	C	10.23	8.40
	8.20	2.31		31.7	<b>LEHIGH.</b> 7.3	0	26.3	C	10.12	8.20
38	8.50	2.44	W	0	<b>CANTON.</b> 5.3	11.6	34.1	C	10.01	7.50
42	9.01	2.54		27.2	<b>GALVA.</b> 3.9	31.7	39.9	C	9.50	7.30
				14.8	<b>C.R.I.&amp;P. Crossing.</b> 2.9	31.7	43.3			
				0	<b>C.R.I.&amp;P. Crossing.</b> 0.5	31.7	46.7			
	9.17	3.10	W	0	<b>McPHERSON. YL</b> 0.1	0	47.2	C	9.35	7.00
				31.7	<b>U.P. Crossing.</b> 5.4	15.3	47.3			
	10.00	3.20		31.7	<b>CONWAY.</b> 6.9	30.9	53.7	C	9.20	5.50
	10.30	3.31		31.7	<b>WINDOM.</b> 5.6	31.7	60.6	C	9.08	5.30
	11.15	3.48	W Y	31.7	<b>LITTLE RIVER. YL</b> 5.3	0	66.2	C	8.56	5.00
	11.35	4.01		11.9	<b>MITCHELL.</b> 5.4	31.7	72.0		8.45	4.45
	PM			0	<b>Mo. Pac. Crossing.</b> 0.7	0	77.4			
	12.30	4.15	W	0	<b>LYONS. YL</b> 0.2	0	78.1	C	8.33	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			
	1.15	4.30		30.1	<b>CHASE. YL</b> 6.1	21.9	86.0	C	8.22	2.00
	1.45	4.40		0	<b>SILICA.</b> 6.4	29.3	92.1		8.10	1.45
	2.00 PM	5.00 PM	FWT Y		<b>ELLINWOOD. YL</b>		98.5	C	8.00 AM	1.30 PM
	Arrive Daily Ex. Sun.	Arrive Daily.			(93.9)				Leave Daily.	Leave Daily Ex. Sun.
		29.5			Average speed per hour.				31.1	

**SIGNAL SYSTEM ONE IN EFFECT:**

Marion Interlocking.

M.P. 43.8 (Galva-McPherson). Interlocking.

Trains must secure numbered clearance cards before leaving originating stations.

At Florence between wye switch near highway crossing and depot on McPherson District, at Ellinwood within yard limits on the McPherson District, and within yard limits McPherson and Lyons

there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; within these limits main track may be used not protecting against regular and extra trains and engines.

Nos. 87 and 88 have no time table authority.

No switch lights on McPherson District.

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

6 MIDDLE DIVISION.

THIRD DISTRICT.

SIGNAL SYSTEM TWO IN EFFECT:

First Street to M. P. 207.9, No. Wichita.

M.P. 213.3, South Jct. to M.P. 229, Mulvane.

SIGNAL SYSTEM ONE IN EFFECT:

M.P. 207.9, No. Wichita, to North Jct., incl. South Jct. Interlocking.

M.P. 229, Mulvane, to Arkansas City.

RULE 261 IN EFFECT:

First Street to No. Wichita.

South Jct. to Mulvane.

RULE 251 IN EFFECT:

No. Wichita to North Jct.

W.N. Jct. to Arkansas City.

WESTWARD. First Class.										TIME TABLE No. 83, June 3, 1951.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.
11	13	105	5	25	45	47	15	27	23				
The Kansas Cityan.	Motor.	The Scout.	Passenger.	Motor.	Motor.	Motor.	Texas Chief.	The Antelope.	The Grand Canyon.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
PM	PM	PM	PM				AM	AM	AM				
8.42	3.15	12.55 <sup>14</sup>	12.30				5.00	2.35	1.35				
8.49	3.23	1.04	12.39 <sup>14</sup>				5.07	2.43	1.43 <sup>24</sup>				
8.53 <sup>s</sup>	3.29	1.09	12.44				5.10	2.48	1.47				
8.59 <sup>s</sup>	3.38	1.17	12.51				5.15	2.55	1.53				
9.06	3.49	1.25	12.59				5.21	3.02	2.00				
9.12	3.53	1.33	1.05				5.26	3.06	2.05				
9.18	4.02	1.53	1.22			AM 6.05	6.02 AM	3.10 3.20	2.10 2.20				
9.23	4.03 <sup>106</sup>	2.00	1.27			6.07	6.02 AM	5.37	3.23	2.22			
9.29 <sup>s</sup>	4.18	2.06	1.33			6.18		5.47	3.36	2.37			
9.34 <sup>s</sup>	4.24	2.15 <sup>PM</sup>	1.37			6.25 <sup>AM</sup>		5.52	3.42	2.45 <sup>AM</sup>			
9.40	4.35 <sup>6</sup>		1.42					5.58	3.48				
9.44 <sup>s</sup>	4.41	Via Second District.	1.47	Via Douglass District.	Via Second District.	Via Panhandle Division.		6.03	3.53	Via Second District.			
9.48	4.49		1.53					6.08	4.00				
9.56	5.00 <sup>PM</sup>		2.00	1.55				6.15	4.10				
10.00			2.07	2.00 <sup>PM</sup>				6.20	4.20				
10.06	Via Oklahoma Division. No. 14		2.15					6.27	4.30				
10.15 <sup>PM</sup>			2.25 <sup>PM</sup>					6.40 <sup>AM</sup>	4.45 <sup>AM</sup>				
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			
60.6	39.8	38.7	44.7	15.5	48.8	27.0	47.0	39.1	40.8				

STATIONS.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.
<b>NEWTON.</b>		FWT	
0.4	0		
A.T. & S.F. Crossing. FIRST STREET.	0		80
2.5	0		
McGRAW.	0		
3.2	0		
<b>PUTNAM.</b>	0		132
4.0	0		
<b>SEDGWICK.</b>	0		145
6.6	0		
<b>VALLEY CENTER.</b>	0		132
S.L.-S.F. Crossing.	0		
7.3	0		
<b>NO. WICHITA. YL</b>	0	FWT	
1.0	0		
Mo. Pac. Crossing.	0		
1.6	0		
<b>NORTH JCT. YL</b>	21.2		
0.6			
<b>WICHITA U.S. YL</b>	0		
0.9			
<b>SOUTH JCT.</b>	31.7	Y	
C.R.I. & P. Crossing.			
4.2			
<b>CONNELL.</b>	16.4		132
5.5			
<b>DERBY.</b>	21.6		132
4.9			
<b>MULVANE.</b>	31.7	WY	57
5.5			
<b>BENDER.</b>	31.7		47
4.5			
<b>UDALL.</b>	0		49
4.9			
<b>DALE.</b>	0		58
6.7			
Mo. Pac. Crossing.	0		
0.2			
<b>W.N. JCT. YL</b>	18.5	Y	
A.T. & S.F. Crossing.			
0.7			
<b>S.L.-S.F. Crossing.</b>	0		
0.4			
<b>WINFIELD. YL</b>	31.7	W	W79
5.3			
<b>HACKNEY.</b>	31.7		
7.3			
<b>ARKANSAS CITY. YL</b>		FWT	
		Y	
(78.3)			
Average speed per hour.			

Trains must secure numbered clearance cards before leaving originating stations, except westward from Douglass District at W.N. Jct. Westward trains secure clearance cards at Mulvane.

Between Mo. Pac. crossing 0.5 mile east of passenger station Newton, and First Street, the first six tracks south of passenger station are designated as Passenger Yard Tracks Nos. 1, 2, 3, 4, 5 and 6, respectively. Rule 105 applies.

Westward Third District trains will not leave passenger station Newton until white train departure light, located west end train shed, is displayed or authority received from train dispatcher.

Westward Third District trains will not leave Sand Creek Yard until white train departure light located west of McGraw Jct. switch, is displayed, or authority received from train dispatcher.

Independent track between North Wichita and North Jct. is the first track south (time table direction) of eastward main track and will be used by passenger trains only on instructions of yardmaster.

Trains and engines between North Jct. and South Jct. will be governed by The Wichita Union Terminal Railway Company Time Table, Special Rules and Regulations, which provide:

"Trains have no time table superiority on any track between North Junction and South Junction, and trains and engines will move within such limits at restricted speed. Trains and engines must not exceed speed of fifteen (15) miles per hour between North Junction and South Junction or through interlocked turnouts and crossovers North Junction and South Junction."

Third District trains at Mulvane will be governed by Rule 297.

**THIRD DISTRICT.**

**MIDDLE DIVISION. 7**

Communications.	Mile Post.	Railing Grade Ascending.	TIME TABLE No. 83, June 3, 1951.	EASTWARD.									
				First Class.									
				24	12	14	106	48	6	26	46	16	28
				The Grand Canyon.	The Chicagoan.	Motor.	The Scout.	Motor.	Passenger.	Motor.	Motor.	Texas Chief.	The Antelope.
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
			<b>STATIONS.</b>										
C	185.1		<b>NEWTON.</b>	AM	AM	PM	PM		PM			PM	AM
				s 2.00	s 8.45	12.55 <sup>105</sup>	5.25		s 5.50			s 9.50	s 1.25
			0.4 A.T.&S.F. Crossing. FIRST STREET.										
	185.6	27.8	2.5 McGRAW.										
	188.0	18.0	3.2										
			<b>PUTNAM.</b>	1.43 <sup>23</sup>	8.34	12.39 <sup>5</sup>	5.10		5.36			9.38	1.07
	191.2	5.6	4.0										
C	195.2	10.4	<b>SEDGWICK.</b>	1.39	8.30	12.34	5.02		5.32			9.35	1.02
			5.6										
C	201.8	7.2	<b>VALLEY CENTER.</b> S.L.-S.F. Crossing.	1.33	8.25	12.26	4.52		5.25			9.30	12.55
			7.3										
C	209.1	9.5	<b>NO. WICHITA. YL</b>	1.27	8.18	12.18	4.42		5.17			9.23	12.47
			1.0										
	210.1	10.8	Mo. Pac. Crossing.										
			1.6										
C	211.7	0	<b>NORTH JCT. YL</b>	1.22	8.12	12.12	4.37		5.12			9.17	12.42
			0.6										
C	212.3	28.8	<b>WICHITA U.S. YL</b>	1.20 1.15	8.10	12.10 12.05	4.35 4.20	PM 5.00	5.10 5.00		PM 8.30	9.15 <sup>11</sup>	12.40 12.25
			0.9										
C	213.2	10.9	<b>SOUTH JCT.</b> C.R.I.&P. Crossing.	1.08	8.05	12.03	4.15	4.53 PM	4.55		8.23	9.06	12.21
			4.2										
B	217.4	31.7	<b>CONNELL.</b>	1.03	8.01	11.55	4.08		4.50		8.17	9.02	12.16
			5.6										
B	223.0	31.7	<b>DERBY.</b>	12.58	7.56	11.47	4.02		4.45		8.10	8.57	12.11
			4.9										
C	227.9	18.6	<b>MULVANE.</b>	12.52 AM	7.52	11.40	3.55 PM		4.40		8.00 PM	8.53	12.06
			5.5										
	233.4	31.7	<b>BENDER.</b>		7.47	11.33			4.35 <sup>13</sup>			8.48	12.01 AM
			4.5										
C	237.9	39.6	<b>UDALL.</b>		7.43	11.27			4.29			8.44	11.56
			4.9	Via Second District.			Via Second District.	Via Pan- handle Division.		Via Douglass District.	Via Second District.		
	242.8	31.7	<b>DALE.</b>		7.38	11.20			4.23			8.39	11.50
			6.7										
	249.5	0	Mo. Pac. Crossing.										
			0.2										
C	249.7	16.3	<b>W.N. JCT. YL</b>		7.33	11.10			4.15	PM 4.23		8.32	11.42
			A.T.&S.F. Crossing.										
			0.7										
	250.4	16.3	S.L.-S.F. Crossing.										
			0.4										
C	250.8	31.7	<b>WINFIELD. YL</b>		s 7.31				s 4.12	4.20 PM		s 8.30	s 11.40
			5.3										
B	256.1	31.7	<b>HACKNEY.</b>		7.24				4.00			8.22	11.28
			7.3										
C	263.4		<b>ARKANSAS CITY. YL</b>		7.17 AM				3.50 PM			8.15 PM	11.20 PM
			(78.3)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	48.5	53.4	38.8	34.2	13.5	42.7	22.0	31.2	49.5	42.7

**SIGNAL SYSTEM ONE IN EFFECT:**

Arkansas City to M.P. 229, Mulvane.

South Jct. Interlocking.

North Jct. to M.P. 207.9, No. Wichita.

**SIGNAL SYSTEM TWO IN EFFECT:**

M.P. 229, Mulvane, to M.P. 213.3, South Jct.

M.P. 207.9, No. Wichita, to First Street.

**RULE 251 IN EFFECT:**

Arkansas City to W.N. Jct.

North Jct. to No. Wichita.

**RULE 261 IN EFFECT:**

Mulvane to South Jct.

No. Wichita to First Street.

Trains must secure numbered clearance cards before leaving originating stations, except eastward from Second District at Mulvane. Eastward extra trains secure clearance cards at W.N. Jct.; Nos. 6, 12, 16 and 28 at Winfield.

Between Mo. Pac. crossing 0.5 mile east of passenger station Newton, and First Street, the first six tracks south of passenger station are designated as Passenger Yard Tracks Nos. 1, 2, 3, 4, 5 and 6, respectively. Rule 105 applies.

Independent track between North Jct. and No. Wichita is the first track south (time table direction) of eastward main track and will be used by passenger trains only on instructions of yardmaster.

Trains and engines between South Jct. and North Jct. will be

governed by The Wichita Union Terminal Railway Company Time Table, Special Rules and Regulations, which provide:

"Trains have no time table superiority on any track between North Junction and South Junction, and trains and engines will move within such limits at restricted speed. Trains and engines must not exceed speed of fifteen (15) miles per hour between North Junction and South Junction or through interlocked turnouts and crossovers North Junction and South Junction."

Third District trains at Mulvane will be governed by Rule 297.

Unless relieved therefrom by receiving Form T train order, before a train may leave Arkansas City, the conductor must comply with provisions of Rules 83-A and S-83.

# 8 MIDDLE DIVISION.

# STRONG CITY DISTRICT.

Capacity of Sidings in 50 ft. Cars.	WESTWARD.					Fuel, Water, Turn Tables and Wyes.	Railing Grade Ascending.	TIME TABLE No. 83, June 3, 1951.	Railing Grade Ascending.	Mile Post.	Communications.	EASTWARD.				
	75	73	Second Class.		First Class.							52	56	176	74	76
			55	175	51											
	Way Freight.	Mixed.	Mixed.	U. P. Mixed.	Motor.							Motor.	Mixed.	U. P. Mixed.	Mixed.	Way Freight.
Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Sun. only.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Sun. only.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.							
	PM 6.15	AM 8.15	f 5.15	f 5.21	f 5.15		f 5.15					f 3.57	f 4.48		PM 9.50	PM 3.30
34	6.35	3.36	s 5.33	s 5.32	s 5.32		s 5.32					f 3.53	f 4.42			
20	6.50	3.50	f 5.46	s 5.45	s 5.45		s 5.45					s 3.46	s 4.32	9.40	3.15	
29	7.05	4.05	s 6.00	s 6.01	s 6.01		s 6.01					s 3.36	f 4.20	9.20	3.00	
22	7.20	4.20	s 6.13	s 6.09	s 6.09		s 6.09					s 3.26	s 4.08	8.55	2.45	
30	7.35	4.34	f 6.24	f 6.16	f 6.16	W	f 6.16					s 3.13	s 3.54	8.30	2.30	
53	7.55	4.48	s 6.35	s 6.24	s 6.24		s 6.24					f 3.01	f 3.39	8.05	2.13	
27	8.15	5.06	s 6.50	s 6.36	s 6.36		s 6.36					s 3.01	f 3.39	8.05	2.13	
39	8.35	5.25	s 7.05	s 6.50	s 6.50		s 6.50					s 2.50	s 3.26	7.45	1.45	
												s 2.50	s 3.26	7.45	1.45	
	9.00 PM	6.00	s 7.25		s 7.00	FWT	s 7.00					s 2.36	f 3.10	7.25	1.30	
			7.28		7.03		7.03					s 2.23	s 2.55	6.55	1.10	
			7.30		7.05		7.05					s 2.23	s 2.55	6.55	1.10	
31		6.22	s 7.45	s 7.18	s 7.18		s 7.18					s 2.23	s 2.55	6.55	1.10	
32		6.35	s 7.57	s 7.29	s 7.29	W Y	s 7.29					s 2.23	s 2.55	6.55	1.10	
34		6.50	s 8.08	s 7.38	s 7.38		s 7.38					s 2.23	s 2.55	6.55	1.10	
15		7.05	s 8.18	s 7.48	s 7.48		s 7.48					s 2.23	s 2.55	6.55	1.10	
54		7.30	s 8.35	s 8.06	s 8.06	W	s 8.06					s 2.23	s 2.55	6.55	1.10	
		7.32	8.36	AM 8.17	8.07		8.07					s 2.23	s 2.55	6.55	1.10	
17		7.55	s 8.57	8.35	s 8.20		s 8.20					s 2.23	s 2.55	6.55	1.10	
		8.10	f 9.09	8.47	f 8.35		f 8.35					s 2.23	s 2.55	6.55	1.10	
												s 2.23	s 2.55	6.55	1.10	
		8.21	9.28	9.02 AM	8.52		8.52					s 2.23	s 2.55	6.55	1.10	
		8.28 AM	9.30 AM		8.55 AM	W T	8.55 AM					s 2.23	s 2.55	6.55	1.10	
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Sun. only.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.		Arrive Daily Ex. Sun.					Leave Daily Ex. Sun.	Leave Sun. only.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
			26.7	27.1	30.9							32.1	25.9	30.5		
	Average speed per hour.											32.1	25.9	30.5		

### SIGNAL SYSTEM ONE IN EFFECT:

Neva Interlocking.  
 Lost Springs Interlocking.  
 Jacobs Interlocking.  
 Hope Interlocking.  
 Abilene Interlocking.

Trains must secure numbered clearance cards before leaving originating stations, except Neva; C.O. Jct.; and M.V. Jct. All trains secure clearance cards Concordia; Abilene except No. 56 on Sundays; westward U.P. trains Miltonvale.

Strong City District trains at Neva will be governed by Rule 297.

Between Abilene Station and U.P. Crossing M.P. 59.0, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

Nos. 75 and 76 have no time table authority.

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

No. 51 is superior to No. 52.

No. 55 is superior to No. 56.

No switch lights on the Strong City District.



Capacity of Stings in 80 ft. Cars	WEST- WARD. Second Class.	Fuel, Water, Turn Tables and Wyes.	Rating Grade Ascending.	TIME TABLE No. 83, June 3, 1951.	Rating Grade Ascending.	Mile Post.	Communications.	EAST- WARD. Second Class.
	73							74
	Mixed.							Mixed.
	Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sun.
	AM 10.15	WT	14.2	CONCORDIA. YL 3.1	0	113.5	C	PM 12.05
			0	HANNUM. 3.5	0	116.6		PM
			29.9	Mo. Pac. Crossing. 1.4	0	120.1		
	10.45		52.4	ONEONTA. 6.2	0	121.5		11.45
	11.01		0	KACKLEY. 6.0	23.5	127.7	C	11.30
				C.R.I. & P. Crossing. COURTLAND. 7.5	52.7	133.7	C	11.15
	11.15		52.1	LOVEWELL. 5.8	0	141.2	C	10.50
	11.40		52.6	WEBBER. 4.9	52.8	147.0	B	10.35
19	11.55		0	State Line. 0.7	0	151.9		
			42.2	Mo. Pac. Crossing. 0.4	0	152.6		
			42.2	C.B. & Q. Crossing. 0.8	0	153.0		
	PM 12.15 PM	FWT	0	SUPERIOR. YL	0	153.8	C	10.15 AM
	Arrive Daily Ex. Sun.			(40.3)				Leave Daily Ex. Sun.
	20.1			Average speed per hour.				21.9

Trains must secure numbered clearance cards before leaving originating stations. All trains secure clearance cards at Concordia. Trains and engines will be governed by C. & N.W. Ry. Time Table between M.P. 151.9 and Superior, which provides:  
 "A.T. & S.F. trains and engines have authority to operate on main and yard tracks Superior. Chicago & North Western and A.T. & S.F. trains and engines have no time table superiority and must proceed at restricted speed within the yard limits, Superior."  
 No switch lights on the Strong City District.

**Minneapolis District.**

Capacity of Stings in 80 ft. Cars	WEST- WARD. Second Class.	Fuel, Water, Turn Tables and Wyes.	Rating Grade Ascending.	TIME TABLE No. 83, June 3, 1951.	Rating Grade Ascending.	Mile Post.	Communications.	EAST- WARD. Second Class.
	85							86
	Mixed.							Mixed.
	Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sun.
	AM 7.35	WY	52.8	MANCHESTER. YL 8.7	52.8		C	PM 12.30
	7.50		52.8	VINE CREEK. 8.7	52.8	5.6	C	12.05
	8.20		52.8	WELLS. 9.7	52.8	14.3	B	11.45
	8.53	WY	0	MINNEAPOLIS. YL 0.2	0	24.0	C	11.26
			0	U.P. Crossing. 4.2	0	24.2		
	9.06		0	BREWER. 5.8	0	28.4		10.58
	9.26		0	ADA. 4.4	0	34.2	C	10.45
	9.40		0	MILO. 4.4	0	38.6		10.35
	9.55 AM	Y	0	BARNARD. YL	0	43.0	C	10.25 AM
	Arrive Daily Ex. Sun.			(43.1)				Leave Daily Ex. Sun.
	13.0			Average speed per hour.				20.7

Trains must secure numbered clearance cards before leaving originating stations.  
 No. 85 is superior to No. 86.  
 No switch lights on the Minneapolis District.

Little River District.

Capacity of Sidings in 50 ft. Cars.	WESTWARD. Second Class.		Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 83, June 3, 1951.	Rolling Grade Ascending.	Mile Post.	Communications.	EASTWARD. Second Class.	
	89	Mixed.							90	Mixed.
	Leave Daily Ex. Sun.				<b>STATIONS.</b>				Arrive Daily Ex. Sun.	
	AM 9.35	W Y		15.8	<b>LITTLE RIVER. YL</b> 0.2	0		C	PM 3.30	
	f 9.50			52.8	<b>GALT.</b> 4.8	0	6.1		f 3.00	
				45.7	<b>Mo. Pac. Crossing.</b> 0.5	0	10.9			
	s 10.05			52.2	<b>GENESEO.</b> 9.1	45.4	11.4	C	s 2.45	
	s 10.20			87.6	<b>S.L.-S.F. Crossing.</b> <b>LORRAINE. YL</b> 5.6	51.7	20.5	C	s 2.20	
18	s 10.40	W		52.8	<b>HOLYROOD. YL</b> 4.6	0	26.1	C	s 2.00	
	f 10.55			52.8	<b>FARHMAN.</b> 5.7	44.9	30.7		f 1.38	
	f 11.10			0	<b>HITSCHMANN.</b> 4.8	37.0	36.4		f 1.25	
	s 11.25			47.6	<b>BEAVER.</b> 5.8	27.3	41.2	C	s 1.10	
	s 11.40			45.5	<b>SUSANK.</b> 2.9	31.7	47.0	C	s 12.55	
	f 11.50			52.8	<b>STICKNEY.</b> 2.0	51.5	49.9		f 12.42	
	f 11.58			52.8	<b>MILLARD.</b> 4.1	52.8	52.8		f 12.35	
	PM 12.10	Y			<b>GALATIA. YL</b>		56.9	C	12.25 PM	
	Arrive Daily Ex. Sun.				(57.0)				Leave Daily Ex. Sun.	
	22.1				Average speed per hour.				18.5	

Trains must secure numbered clearance cards before leaving originating stations.

No. 89 is superior to No. 90.

No switch lights on the Little River District.

Cottonwood District.

WESTWARD.			TIME TABLE No. 83, June 3, 1951.	EASTWARD.		
Capacity of Sidings in 50 ft. Cars.	Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.		Rolling Grade Ascending.	Mile Post.	Communications.
			<b>STATIONS.</b>			
	W Y	21.1	<b>STRONG CITY. YL</b> 1.8	0		C
25			<b>COT'NW'D FALLS. YL</b> 0.1		1.6	C
			<b>END OF TRACK.</b>		1.7	
			(1.9)			

No switch lights on the Cottonwood District.

Douglass District.

Capacity of Sidings in 50 ft. Cars.	WESTWARD. First Class.		Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 83, June 3, 1951.	Rolling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class.	
	25	Motor.							26	Motor.
	Leave Daily.				<b>STATIONS.</b>				Arrive Daily.	
	PM 1.08	W Y		0	<b>AG TOWER. YL</b> S.L.-S.F. Crossing. 0.4	0	185.3	C	PM 5.09	
	s 1.12			0	<b>AUGUSTA. YL</b> 6.3	0	185.7	s	5.08	
132	f 1.20			10.6	<b>GORDON.</b> 5.0	15.8	192.0	f	4.58	
136	s 1.27			0	<b>DOUGLASS.</b> 5.6	15.8	197.0	C	s 4.51	
130	f 1.35			10.6	<b>ROCK.</b> 6.2	15.8	202.6	s	4.41	
153	f 1.45			10.6	<b>AKRON.</b> 7.1	15.8	208.8	B	f 4.34	
				0	<b>Mo. Pac. Crossing.</b> 0.1	0	215.9			
107	1.55 PM	Y			<b>W.N. JCT. YL</b>		216.0	C	4.23 PM	
	Arrive Daily.				(30.7)				Leave Daily.	
	39.2				Average speed per hour.				40.0	

Trains must secure numbered clearance cards before leaving originating stations.

No. 25 is superior to No. 26.

**SALINA DISTRICT.**

**MIDDLE DIVISION. 11**

Capacity of Sidings in 50 ft. Cars.	WESTWARD. Second Class.		Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 83, June 3, 1951.	Rolling Grade Ascending.	Mile Post.	Communications.	EASTWARD. Second Class.	
	565	79							566	80
	C.R.I. & P. Mixed.	Mixed.							C.R.I. & P. Mixed.	Mixed.
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			<b>STATIONS.</b>				Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
	AM 7.35	AM 7.05	FWT	0	ABILENE. YL 0.4			C	AM 11.46	PM 5.05
	7.37			0	C.R.I. & P. JCT. 0.2	0			11.41	
	7.45	7.10		0	S.A. JCT. 0.3	0	0.3		11.36	4.55
				0	WEST ABILENE. YL 3.4	0				
				0	SAND SPRING. 4.1	0	8.7			
A.T. & S.F. Yard	Via Union Pacific 8.40	Via Union Pacific 8.10		0	SOLOMON. 12.5	0	7.8	C	Via Union Pacific 10.45	Via Union Pacific 4.15
	8.45 AM	8.15		0	EAST SALINA. YL 0.4	0	20.1		10.40 AM	4.10
				0	A.B. JCT. 1.0	0	20.5			
				0	U.P. Crossing. 0.1	0	21.5			
				0	U.P. Crossing. 0.1	0	21.6			
		8.20	WF	0	SALINA F.S. YL 0.4	0	21.7	C		3.40
		8.30		14.2	SALINA U.S. YL 0.6	0	22.1	C		3.35
				39.9	U.P. Crossing. 7.4	37.0	22.7			
42		8.50		47.7	HEDVILLE. 6.8	30.0	30.1			3.10
42		9.05		47.5	GLENDALE. 5.3	42.2	36.9			2.56
		9.15		47.6	JUNIATA. 3.3	44.0	42.2			2.45
		9.22		47.5	WESTFALL. 3.5	42.2	45.5	C		2.35
		9.29		39.6	EDALGO. 6.2	42.2	49.0			2.28
		9.40		50.0	BARTON. 1.4	50.2	55.2			2.15
				0	U.P. Crossing. 0.3	0	56.6			
45		9.45	W	37.0	LINCOLN CENTER YL 5.2	21.1	56.9	C		2.10
		10.00		47.5	GOLDENROD. 3.1	37.0	62.1			1.56
		10.10		37.0	DENMARK. 3.2	18.5	65.2	B		1.50
				37.0	GRANT. 3.3	0	68.4			
		10.25		42.2	ASH GROVE. 5.4	30.0	71.7	B		1.35
		10.40		52.8	HUNTER. 8.3	44.9	77.1	C		1.25
17		11.00		55.4	TIPTON. 6.2	50.0	86.0	C		1.05
				21.1	CORINTH. 3.9	10.6	94.2			
				47.5	FORNEY. 4.4	42.2	98.1			
		11.40 AM	FWY	26.4	OSBORNE. YL		102.5	C		12.30 PM
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			(103.4)				Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
		22.6			Average speed per hour.				22.6	

Trains must secure numbered clearance cards before leaving originating stations, except East Salina and West Abilene. At Salina F.S. all trains secure clearance cards, except on Saturdays and Sundays.

Between Abilene and West Abilene, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not

exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

Nos. 565 and 566 have no time table authority.

Be governed by Union Pacific Time Table, Rules and Regulations between West Abilene and East Salina.

No switch lights on the Salina District.

No. 79 is superior to No. 80.

12 MIDDLE DIVISION.

Freight Train Terminals, and Junctions.	WESTWARD.																				
	31	35	37	39	41	43	49	53	59	61	69	63	67	71	73	75	81	83	87	91	99
STATIONS.	Colorado Texas Fast Frt.	Kansas Mds. Frt.	Okla. Texas Frt.	Okla. Texas Fast Frt.	Colorado Kansas Okla. Fast Frt.	Southern Calif. Fast Frt.	Northern Calif. Fast Frt.	Southern Calif. Fast Frt.	Northern Calif. Fast Frt.	Way Frt.	Way Frt.	Way Frt.	Mixed.	Way Frt.	Way Frt.	Way Frt.	Amarillo Fast Frt.	Way Frt.	Way Frt.	Belen Fast Frt.	Freight.
EMPORIA.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	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 Ex. Mon.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.
STRONG CITY.		PM 10.40	PM 11.45	PM 1.20	PM 4.30	AM 9.00	AM 5.45	PM 8.45	PM 5.15							AM 2.15	PM 6.45		AM 3.15	AM 4.00	PM 12.45
NEVA.																3.05 AM					
FLORENCE.																6.15 PM					
SAND CREEK.	8.00	12.45 4.30			7.15 11.15							11.50								5.15 AM	
NO. WICHITA	9.30	5.30										AM 5.45	AM 6.00							AM 2.00	
SOUTH JCT.										AM 7.00	PM 7.30		6.12 AM	6.15 AM						2.15 AM	
EL DORADO.										8.15											
AUGUSTA.										9.00											
MULVANE.		7.30 AM																			
WELLINGTON.						2.15 PM	10.45 AM	1.30 AM	9.30 PM		9.30 PM									8.00 AM	4.30 PM
WINFIELD.	AM 12.30									11.00 AM											
ARK. CITY.	1.30 AM		3.00 AM	4.35 PM	2.30 AM																
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	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 Ex. Mon.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.

Freight Train Terminals, and Junctions.	EASTWARD.															
	32	34	36	38	40	42	60	68	70	72	74	76	84	88	96	98
STATIONS.	Chicago Fast Frt.	Southern Calif. Chicago Fast Frt.	Fast Frt.	Fast Frt.	Texas Chicago Fast Frt.	Colorado Chicago Fast Frt.	Way Frt.	Mixed.	Way Frt.	Way Frt.	Way Frt.	Way Frt.	Way Frt.	Way Frt.	Way Frt.	Way Frt.
EMPORIA.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	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. Mon.	Arrive Daily Ex. Mon.	Arrive Daily.	Arrive Daily.
STRONG CITY.																
NEVA.																
FLORENCE.																
SAND CREEK.	4.00 PM					11.00		PM 4.40	PM 6.30	PM 7.00			AM 8.00	10.00 PM	AM 11.45	PM 1.00
NORTH WICHITA.																
SOUTH JCT.								PM 1.45	3.45 PM	6.45 PM			7.45 AM			
EL DORADO.								1.00								
AUGUSTA.																
MULVANE.						5.00			4.30						8.45 AM	
WELLINGTON.		4.00 AM							3.30 PM							
WINFIELD.						4.00	11.45 AM									
ARKANSAS CITY.			3.30 AM	1.50 PM	10.00 PM	3.00 PM										6.00 AM
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	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. Mon.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

Rules Nos. 10(A), 17, 315, 509, 511, D-514, 660, 674, 1000(C) and Definitions of Medium and Restricted Speed of the Rules, Operating Department, Revised 1948, are amended as follows:

Rule 10(A). Second paragraph amended to read: Permanent signs, yellow with numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and the other numerals the maximum speed for freight trains, except that where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent green resume speed sign. There may be more than one yellow sign in advance of a green sign, in which case the reduced speed shown on each yellow sign must be observed in succession until rear of train has passed the green sign.

Rule 17. First paragraph is amended to read: The headlight will be displayed to the front of every train by night and in addition, to the front of every Diesel or Gas-Electric powered train by day. It must be extinguished when a train turns out to meet another train and has stopped clear of main track. In case of a headlight failure enroute at night, if repairs cannot be made promptly, a white lantern must be placed on the front or leading end of the train and the train should proceed at not to exceed 20 MPH while head end is passing over street and highway crossings. The whistle must be used frequently and the bell must be rung continuously. The dispatcher should be notified at first opportunity.

Rule 315. Amended to read: A train, other than a passenger train, will not be permitted to follow a train, other than a passenger train, into a block, except when authorized by a train order or permissive signal, and when such movement is authorized the following train must proceed through the block prepared to stop short of a train or obstruction, but not exceeding twenty miles per hour.

Rule 509. Amended to read: When a train is stopped by a "Stop and Proceed" signal it may:

(a) On single track, where block can be seen to be clear of opposing movement, proceed at once at restricted speed. Where block cannot be seen to be clear of opposing movement, wait five minutes and then proceed at restricted speed, except when view of track ahead is not clear for at least 300 feet at any location within the block movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

(b) Where facing point switch is located immediately beyond signal and switch is lined for turnout, train may without stopping pass such signal at restricted speed to enter turnout provided main track is clear to fouling point.

(c) On two or more tracks, proceed at once at restricted speed.

Rule 511. Amended to read: A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule D-514 changed to Rule 514. Amended to read: Where separate signal governing train movements from siding or other track to main track indicate stop and train has other authority to enter main track, the main track switch may be opened and after the expiration of five minutes, train may proceed, complying with Rules 99 and 509(a), on single track, and Rules 99 and 509(c) on two or more tracks.

When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal. This rule will also apply where such signals are located at non-continuous interlocking station and are set for automatic operation during hours office is closed.

Rule 660. Amended to read: A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 674. Amended to read: Should engine equipment fail in train control territory proceed at restricted speed to first office of communication and ask for instructions.

If train control is cut out, obtain train order authority for further movement, proceeding as prescribed by Rule 251. If cab signal is operative, or when manual block is established in advance of train with

cab signal inoperative, do not exceed a maximum speed of 79 miles per hour for passenger and 60 miles per hour for freight trains. When operating under manual block, approach interlockings and facing point switches at restricted speed.

Should failure make it impossible to release brakes between offices of communication, conductor will confer with engineman and if considered necessary, seal may be broken and pneumatic feature cut out. Train may then proceed at restricted speed to first office of communication.

When train control is cut out, seal will be delivered to operator.

Rule 1000(C). Amended to include: In the application of Operating Rule 1000(C) the Federal Communication Commission has modified their rules to permit an employee, authorized by the Railway Company to do so, to operate a mobile radio unit without having passed an examination on the rules; but an employee must pass an examination before operating a fixed or base radio station.

Definitions of Medium Speed and Restricted Speed pages 106, 111, 114 and 115. Amended to read:

**MEDIUM SPEED**—A speed not exceeding 40 miles per hour.

**RESTRICTED SPEED**—A speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

Definitions, Page 104, amended to include: **AUTOMATIC TRAIN STOP SYSTEM (ATS)**. A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

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

2. **STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED: (Rule 83)**

Station	Designated Trains
Emporia—Emporia Yard	Originating or terminating either place.
Strong City	Strong City District.
Newton—Sand Creek	Originating or terminating either place.
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.
Wellington Yard	First class trains.
Ellinor	Second District freight 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.

3. ....

4. **JUNCTION SWITCHES. (Rule 98)**

LOCATION	NORMAL POSITION
<b>STRONG CITY DISTRICT</b>	
M.V. Jct.	Strong City District
C.O. Jct.	Strong City District
<b>MINNEAPOLIS DISTRICT</b>	
Manchester	Strong City District
<b>LITTLE RIVER DISTRICT</b>	
Little River	McPherson District
<b>SALINA DISTRICT</b>	
C.R.I. & P. Jct.	Strong City District
S.A. Jct.	Strong City District
West Abilene	U.P. RR.
East Salina.	U.P. RR.
A.B. Jct.	C.R.I. & P. RR.

5. **JOINT TRACK FACILITIES.**

**WICHITA**—A.T.&S.F. trains will use Wichita Union Terminal Ry. Co. tracks between North Jct. and South Jct.

5. JOINT TRACK FACILITIES—(Cont'd).

**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 and Rules.

**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 and Rules.

**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.

**C.R.I.&P. JCT.—WEST ABILENE—C.R.I.&P.** trains use A.T.&S.F. main track and will be governed by A.T.&S.F. Time Table and Rules.

**WEST ABILENE—EAST SALINA—A.T.&S.F.** trains use U.P. R.R. main and yard tracks.

**EAST SALINA—A.B. JCT.—C.R.I.&P. and A.T.&S.F.** trains use C.R.I.&P. main track and will be governed by A.T.&S.F. Time Table and Rules.

- 6. ....
- 7. ....
- 8. ....

9. AUTOMATIC TRAIN STOP.

Rules for the operation of AUTOMATIC TRAIN STOP do not supersede or dispense with the observance of other Rules and Regulations.

Except as otherwise provided, an engine in passenger service in Automatic Train Stop territory, as shown in time table, must be equipped with operative Automatic Train Stop device. The engineman must see that the Automatic Train Stop cut-out cock is cut in and sealed and check cab card, Form 1167 Standard, to assure himself the device has been tested and is operative. Engineman handling the engine where the Automatic Train Stop is not in operation must make same observation and promptly report by wire if cut-out cock is not sealed or cab card fails to indicate proper test has been made.

When an engine passes over an inductor in approach to other than a "clear" signal, an automatic brake application will occur unless prior acknowledgment has been made within 15 seconds. When such application has occurred the brake valve must be lapped immediately, and after sixty seconds an acknowledgment made. Brakes may then be released. If proper acknowledgment has been made approaching other than a "clear" signal, a bell will sound when the receiver of the engine passes over the inductor.

Engineman may also acknowledge before passing over an inductor to avoid an automatic application of the brakes when running backward at signals governing movements in the opposite direction.

Within or without Automatic Train Stop territory, an automatic brake application may occur when the Automatic Train Stop equipment becomes damaged or defective. If brakes cannot be released as prescribed above, Automatic Train Stop equipment must be cut out and promptly reported.

Seal on cut-out cock must not be broken or Automatic Train Stop cut out, unless device fails to operate properly. Automatic Train Stop failures and interruptions and removal of seals must be reported by wire from first available point of communication.

When the Automatic Train Stop device on an engine fails or is cut out enroute in Automatic Train Stop territory, train may proceed according to signal indication, not exceeding 79 miles per hour. If the Automatic Block Signal System is out of service, train may proceed at Restricted Speed, except; if Manual Block is established in advance of the train on which the device is inoperative, train may proceed not exceeding 79 miles per hour. When a train, moving in Automatic Train Stop territory with device inoperative, is stopped by a "Stop and Proceed" signal, it may proceed in accordance with Rule 509.

- 10. ....

11. RAILROAD CROSSINGS AT GRADE.

**PEABODY—C.R.I.&P.** 0.3 mile west of station. Interlocking. Maximum speed 90 MPH.

11. RAILROAD CROSSINGS AT GRADE—(Cont'd)

**NEWTON—Mo. Pac.** 0.5 mile east of station is protected by gate set normally across Mo. Pac. track. Approach prepared to stop short of train, obstruction or gate not properly lined.

**FIRST STREET—A.T.&S.F.** Interlocking. Maximum speed 10 MPH.

**AG TOWER—S.L.-S.F.** Interlocking. Maximum speed 30 MPH.

**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 40 MPH.

**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 40 MPH.

**VALLEY CENTER—S.L.-S.F.** Interlocking controlled by dispatcher. In complying with Rule 653 protect both directions on S.L.-S.F. track.

**NORTH WICHITA—Mo. Pac.** 1.0 mile west of station. Automatic Interlocking. Maximum speed 90 MPH.

**SOUTH JCT.—C.R.I.&P.** Interlocking. Maximum speed 15 MPH.

**W.N. JCT.—Mo. Pac.** 0.2 mile east of tower Third District, and 0.1 mile east of tower Douglass District. Interlocking. Maximum speed 45 MPH.

**W.N. JCT.—A.T.&S.F.** 0.1 mile west of tower. Interlocking. Maximum speed 45 MPH.

**WINFIELD—S.L.-S.F.** 0.4 mile east of station. Automatic Interlocking. Maximum speed 40 MPH.

**EL DORADO—Mo. Pac.** 0.4 mile east of passenger 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. Maximum speed 20 MPH.

**M.P. 43.8—(Galva-McPherson) C.R.I.&P.** Automatic Interlocking. Maximum speed 20 MPH.

**McPHERSON—C.R.I.&P.** crossing 0.5 mile east of station protected by gate set normally across C.R.I.&P. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is set normal, may proceed at speed not to exceed 15 MPH.

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

**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. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 15 MPH.

**LOST SPRINGS—C.R.I.&P.** Automatic Interlocking. Maximum speed 20 MPH.

**JACOBS—C.R.I.&P.** 0.2 mile west of station. Automatic Interlocking. Maximum speed 20 MPH.

**HOPE—Mo. Pac.** 0.3 mile west of station. Automatic interlocking. Maximum speed 20 MPH.

**ENTERPRISE—C.R.I.&P.** 0.1 mile west of station is protected by gate set normally across C.R.I.&P. track. Approach prepared to stop short of train, obstruction or gate not properly lined.

**ENTERPRISE—A.T.&S.F.** mill track lead 0.1 mile west of station is protected by gate set normally across mill track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 15 MPH.

**ENTERPRISE—U.P.** 0.9 mile west of station is protected by gate set normally across U.P. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal may proceed at speed not to exceed 15 MPH.

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

# SPECIAL RULES.

## 11. RAILROAD CROSSINGS AT GRADE—(Cont'd).

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 prepared to stop short of train, obstruction or gate not properly lined. When gate is normal may proceed at speed not to exceed 15 MPH.

ONEONTA—Mo. Pac. 1.4 mile east of station is protected by gate set normally across Mo. Pac. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal may proceed at speed not to exceed 15 MPH.

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.

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. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 15 MPH.

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 and if indicators show U.P. train approaching, but no movement in sight, gate may be opened and after waiting 3 minutes proceed over crossing 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.

## 12. MAXIMUM AUTHORIZED SPEED FOR TRAINS.

Speed of passenger trains handling one or more heavyweight cars should be restricted to a maximum of 90 MPH.

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT	95	60
Track 3	55	45
SECOND DISTRICT		
Ellinor to West Jct.	60	50
West Jct. to Wellington	79	50
THIRD DISTRICT	90	50
DOUGLASS DISTRICT	55	45
STRONG CITY DISTRICT		
Neva to Concordia	Steam 30 Motor 45	30 30
Concordia to M.P. 132	30	30
M.P. 132 to Superior	20	20
McPHERSON DISTRICT		
Florence to Little River	Steam 30 Motor 45 Diesel 30	25 25 30
Little River to Ellinwood	Steam 30 Motor 45 Diesel 35	30 30 35
LITTLE RIVER DISTRICT	25	25
MINNEAPOLIS DISTRICT	Steam 20 Motor 25	20 25
SALINA DISTRICT		
Salina U.S. to Osborne	30	30
All engines backward, Strong City and McPherson Districts	20	20
All engines backward, Little River, Minneapolis and Salina Districts	15	15

# MIDDLE DIVISION. 15

## 12. MAXIMUM AUTHORIZED SPEED FOR TRAINS—(Cont'd).

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT.		
Curve, M.P. 132.4 to 132.8	80	.....
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	80	.....
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.	10	10
Curve, M.P. 187.8 to 187.3, Eastward track	70	.....
SECOND DISTRICT.		
Curves at El Dorado station sign eastward track	50	30
Curves at El Dorado station sign westward track	30	30
Augusta, over street crossings	30	30
Curves, M.P. 204.3 to 204.7	45	45
Curves, M.P. 220.7 to 221.1, westward track	30	30
Curve, M.P. 221.7 to 221.9, westward track	40	30
Curve, M.P. 236.6 to 237.1	60	45
THIRD DISTRICT.		
Newton, Mo. Pac. Crossing to First St.	10	10
Curves, M.P. 186.7 to 185.7, eastward	60	40
Wichita, over street crossings 25th St. to Hydraulic Ave.	30	30
Curves, M.P. 227.7 to 229.8	65	.....
Curve, M.P. 233.6 to 233.9	80	.....
Udall, over main Street crossing	45	45
Curve, M.P. 242.4 to 242.6	75	.....
Curve, M.P. 243.2 to 243.4	50	40
Curves, M.P. 243.6 to 245.1	55	40
Curves, M.P. 245.8 to 248.0	50	40
Curves, M.P. 248.1 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	.....
DOUGLASS DISTRICT.		
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
Curves, M.P. 215.6 to 216.0	30	30
McPHERSON DISTRICT.		
Curves, M.P. 0.1 to 0.7	15	15
Curves, M.P. 0.7 to 1.3	30	30
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	.....

# 16 MIDDLE DIVISION.

# SPECIAL RULES.

## 12. MAXIMUM AUTHORIZED SPEED FOR TRAINS—(Cont'd).

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
<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	.....
Curve, M.P. 83.4 to 83.7	30	30
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	30
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

### SALINA DISTRICT.

Salina, over street crossings	15	15
M.P. 88.5 to 91.5	20	20
Over bridge 101-A, Solomon River	20	20

## 13. SPEED REGULATIONS, PASSENGER TRAINS.

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.

## 14. MAXIMUM SPEED OF LOCOMOTIVES.

	Miles Per Hour	Light Forward Miles Per Hour	Backing Or When Controlled From Rear Unit Miles Per Hour	Dead-In-Train Miles Per Hour
<b>Diesel and Gas-Electric</b>				
1-90, 300-305	100	45	45	90
306-316	85	45	45	80
M105-M189	60	60	25	60
M190	75	60	25	75
100-268, 400-430, 2100-2110, 2611, 2650-2697, 2800-2809	65	45	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-516, 525-533, 1500-1519, 2200-2299, 2303-2304, 2310-2391, 2395-2399, 2403-2417, 2600-2606	45	45	45	45
2150-2153, 2300-2302, 2400-2402	40	40	40	30
<b>Steam</b>				
6-wheel and 8-wheel switch	20	20	20	
9440, 9442	30	30	25	
643, 664-684, 735, 761-763, 777, 781, 791, 795, 798-802, 804-820, 823, 827, 840, 849, 856, 900-984, 1600-1702, 1900-1991, 2526, 2536-2569, 3016-3027	35	35	25	

## 14. MAXIMUM SPEED OF LOCOMOTIVES—(Cont'd).

	Miles Per Hour	Light Forward Miles Per Hour	Backing Or When Controlled From Rear Unit Miles Per Hour	Dead-In-Train Miles Per Hour
<b>Steam—(Cont'd)</b>				
885-899, 3100-3158	45	35	25	
3800-3940	50	40	25	
2507-2525	55	40	25	
1001-1215, 1799-1886, 3160-3287, 4000-4115, 4197, 5000-5035	60	40	25	
3700-3750	70	40	25	
1272-1388, 1483-1554, 3409, 3443-3445, 3449, 3507-3534, 3751-3775	90	40	25	
1218, 1453, 1473, 2900-2929, 3400-3408, 3410-3442, 3446-3448, 3450-3465, 3776-3785	100	40	25	

## 15. MOVEMENTS OVER SUBMERGED TRACK. (Rule 817).

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
<b>Diesel Engines</b>			
—Passenger.....	3	5	5
—Freight.....	5	5	5
—44 Ton Yard.....	2	5	5
—Other Yard.....	5	5	5
<b>Diesel-Electric and Gas-Electric</b>			
Motor Cars.....	3	5	5
<b>Steam Engines</b>			
—Roller Bearing.....	9	5	5
<b>Passenger Cars</b>			
—Roller Bearing.....	8	5	..
—Friction Bearing.....	12	5	..

## 16. DEAD ENGINES.

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

## 17. 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 30 MPH at any point on First, Second, Third and Douglass Districts; 20 MPH at any point on Strong City and McPherson Districts and 15 MPH at any point on all other Districts. Such equipment must not be moved in any train except on authority of the trainmaster.

## 18. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH over main track switches except those listed herein or where speed is governed by signal indication.

"T"—Interlocked Switch

"S"—Spring Switch



## SPECIAL RULES.

### 18. SWITCHES—MAXIMUM AUTHORIZED SPEED—(Cont'd).

STATION	TYPE	LOCATION	MPH
"I"—Interlocked Switch. "S"—Spring Switch.			
<b>FIRST DISTRICT.</b>			
Merrick	I	Crossovers	30
Ellinor	I	End Second District main track	40
Strong City	I	West end eastward siding and crossover from eastward to westward track	15
	S	West end westward siding	25
Neva	I	Crossover and turnout to Strong City District	30
	I	Both ends westward siding	40
	S	East end eastward siding	25
Florence	S	East end eastward siding	25
	S	West end westward siding	25
Peabody	I	East end westward siding	30
	S	West end westward siding	25
Newton	S	East end freight yard connection eastward	25
Sand Creek	S	West end yard. McGraw track switch, both ends first crossover west of McGraw track switch	25
	S	First switch east of McGraw track switch	15
	I	West end yard. Main track switches	30
<b>SECOND DISTRICT.</b>			
Ellinor	I	West end siding	40
Gladstone	I	Both ends siding	40
Bazar	I	Both ends siding	40
Matfield Green	I	Both ends siding	40
Jaques	I	Both ends siding	40
Aikman	I	Both ends siding	40
Chelsea	I	Both ends siding	40
Tower B	I	East end siding	40
El Dorado	I	Main track turnout and crossovers	30
A.G. Tower	I	East end westward siding	30
	S	East end eastward siding	25
	I	Main track turnouts and crossovers	30
Augusta	S	End of two tracks westward	25
Salter	I	Both ends siding	40
Rose Hill	I	Both ends siding	40
East Jct.	I	Turnout, eastward track	40
Mulvane	I	West end siding	30
	I	Turnout west of tower	30
West Jct.	I	Turnout, westward track	40
Belle Plaine	I	Both ends siding	30
Cicero	S	End of two tracks eastward	25
	I	Crossover	30
Wellington	I	End of two tracks	40
	I	Switches leading to and from freight yard and Oklahoma Division	30
	I	East end siding	15
<b>THIRD DISTRICT.</b>			
First Street	I	Both ends siding	40
McGraw	I	Turnout from Third District to Sand Creek Yard	30
Putnam	I	Both ends siding	40
Sedgwick	I	Both ends siding	40
Valley Center	I	Both ends siding	40
North Wichita	I	End of two tracks	40
	I	East end No. 1 yard track	30
	I	Crossover between independent track and eastward main track	30
North Jct.	I	All main track turnouts and crossovers immediately east of tower	30

## MIDDLE DIVISION. 17

### 18. SWITCHES—MAXIMUM AUTHORIZED SPEED—(Cont'd).

STATION	TYPE	LOCATION	MPH
"I"—Interlocked Switch. "S"—Spring Switch.			
<b>THIRD DISTRICT—(Cont'd)</b>			
South Jct.	I	All main track turnouts and crossovers immediately west of tower	30
Connell	I	Both ends siding	40
Derby	I	Both ends siding	40
Mulvane	I	West end siding	30
Bender	S	Both ends siding	15
Udall	S	Both ends siding	15
Dale	S	Both ends siding	15
W.N. Jct.	I	Crossovers	30
Arkansas City	S	M.P. 262 plus 2293 feet	25
<b>DOUGLASS DISTRICT.</b>			
W.N. Jct.	I	East end siding	30
	I	Crossover between main track and siding	10
<b>STRONG CITY DISTRICT.</b>			
Abilene		Crossover just west of water crane, turnouts at street crossings east and west of station, and turnout at Bridge 58-J	30
<b>SALINA DISTRICT.</b>			
		Main track turnouts	10
<b>19. YARD LIMITS.</b>			
Emporia (includes Merrick).	Arkansas City.	Lorraine.	
Strong City (includes Cottonwood Falls).	McPherson.	Holyrood.	
	Marion.	Galatia.	
	Hillsboro.	Minneapolis.	
Neva (on Strong City District only).	Little River.	Barnard.	
	Lyons.	Talmage.	
Florence.	Chase		
	Ellinwood.		
	Enterprise.		
Newton (includes Sand Creek).	Abilene (includes west Abilene).		
	Manchester.		
Augusta (includes A.G. Tower).	Miltonvale (includes M.V. Jct.).		
	Concordia (includes C.O. Jct.).		
El Dorado (includes Tower B).	Superior.		
	Salina U.S. (includes Salina F.S. and East Salina).		
North Wichita (includes West Wichita).	Lincoln Center.		
	Osborne.		
Winfield (includes W.N. Jct.).			
<b>20. BULLETIN BOOKS.</b>			
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.		
Winfield.....	Yard and Roundhouse Offices		
Arkansas City.....	Yard and Roundhouse Offices.		
El Dorado.....	Yard Office		
Augusta.....	Station		
Ellinwood.....	Station.		
McPherson.....	Station.		
Little River.....	Station.		
Abilene.....	Station.		
Salina F.S.....	Station.		
Superior.....	Station.		
Concordia.....	Station} U.P. only.		
Miltonvale.....	Station}		
Manchester.....	Station.		
Osborne.....	Station.		

# 18 MIDDLE DIVISION.

# SPECIAL RULES.

## 21. 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.

## 22. STANDARD THERMOMETERS.

Emporia.	Ellinor.	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.

## 23. OVERHEAD OBSTRUCTIONS. (Rule 761)

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, Ehrsam spur.
<b>SALINA DISTRICT</b>		
101.1	101-A	Solomon River.

## 24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
<b>SECOND DISTRICT</b>		
Gravel spur.....	M.P. 134.5	35 cars
<b>THIRD DISTRICT</b>		
K.G.& E. spur.....	M.P. 206.6	95 cars
<b>DOUGLASS DISTRICT</b>		
Keeler spur.....	M.P. 188.8	18 cars

## 25. 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.

## 26. SPEED TABLE.

Table of 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

**CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS.**

The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
3	In Illinois	Kansas City and beyond	Chicago	19—20	Joliet Streator Chillicothe Galesburg La Plata Marceline Carrollton Emporia	New Mexico Arizona California	California Arizona New Mexico
	Dallas City						
4	Verona Strong City	Beyond Newton		21—22	Joliet Streator Chillicothe Galesburg	Scheduled stops in California	Scheduled stops in California
	Newton to Kansas City		Wichita and beyond				
	East of Kansas City		Beyond Kansas City	23	Chicago to Wellington	Belen and beyond Between La Junta and Denver	California Arizona Between La Junta and Denver
	Toluca Dallas City	Chicago and beyond					
Ransom Kinsman Verona Mazon	Beyond Chicago		24	Wellington to Chicago			
6	Newton to Kansas City		Wichita and beyond		Carrollton	Chicago	
8	Ottawa Jct.		Beyond Emporia	123	Between Kansas City and Newton	Albuquerque and West Between La Junta and Denver	
11	Newkirk	Oklahoma City and beyond	Wichita and beyond				
12	Newkirk	Wichita and beyond	Oklahoma City and beyond	124	Between Kansas City and Newton		Albuquerque and West Between La Junta and Denver
15	La Plata Marceline	Tulsa, Wichita and beyond	Chicago				
16	Marceline La Plata		Wichita and beyond	211—212	Collinsville	Kansas City and beyond	Kansas City and beyond
17—18	Joliet	Scheduled stops in Arizona and California	Scheduled stops in Arizona and California				
	Galesburg	Scheduled stops in California	Scheduled stops in California				

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation.



# SANTA FE SAFETY FIRST



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

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

