

SUMNER GREENWOOD, Trainmaster.....Newton, Kans.  
 E. J. BRUCE, 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  
 J. M. UTTERBACK H. J. GARVIN R. T. POLLEY  
 R. W. GUY J. Q. COOPER H. C. FLOTTMAN  
 F. O. BAIRD G. O. THOMAS R. E. STANFORD  
 R. H. WILLIS E. M. COUGHLIN

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

LOCAL TIME INSPECTORS—MIDDLE DIVISION

L. G. FORT.....Emporia  
 J. M. HUGHES.....Emporia  
 D. H. ROSENBALM (Assistant).....Emporia  
 SAMUEL B. HANKINS.....Newton  
 CHAS. H. WOODS.....Newton  
 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  
 L. W. GRIMES.....Arkansas City  
 J. H. DWEELAARD (Assistant).....Arkansas City  
 C. R. McCULLOUGH.....Augusta  
 J. W. KIRKPATRICK.....El Dorado  
 ED BRANDLEY.....Cottonwood Falls  
 VERN A. WEBSTER.....Salina  
 DONALD MOORE.....Superior  
 W. H. LOWRY.....Abilene

**AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY**

OVERSPEED Couplings are **DAMAGING** - Here's what happens:

4 miles per hour	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/> —	Damage Begins
6 miles per hour <input type="checkbox"/> —	2½ times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/> —	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/> —	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/> —	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/> —	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

**HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS**

**IT'S EVERYBODY'S JOB ON THE SANTA FE**

**SPEED TABLE**

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

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	1 42	35.3
.. 38	94.7	1 ..	60.0	1 44	34.6
.. 39	92.3	1 02	58.0	1 46	34.0
.. 40	90.0	1 04	56.2	1 48	33.3
.. 41	87.8	1 06	54.5	1 50	32.7
.. 42	85.7	1 08	52.9	1 52	32.1
.. 43	83.7	1 10	51.4	1 54	31.6
.. 44	81.8	1 12	50.0	1 56	31.0
.. 45	80.0	1 14	48.6	1 58	30.5
.. 46	78.3	1 16	47.4	2 ..	30.0
.. 47	76.6	1 18	46.1	2 05	28.8
.. 48	75.0	1 20	45.0	2 10	27.7
.. 49	73.5	1 22	43.9	2 15	26.7
.. 50	72.0	1 24	42.9	2 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

# The Atchison, Topeka and Santa Fe Railway Co.

**EASTERN LINES  
Western District**

**MIDDLE DIVISION**

## TIME TABLE No.

# 5

**IN EFFECT**

**Sunday, April 27, 1958**

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

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

**J. N. LANDRETH,  
General Manager,  
Topeka, Kansas**

**J. E. LESTER,  
Asst. General Manager,  
Topeka, Kansas**

**J. P. SPEARS,  
Superintendent,  
Newton, Kansas**

## 2 MIDDLE DIVISION

## FIRST DISTRICT

Second Class	WESTWARD										TIME TABLE No. 5 April 27, 1958	Ruling Grade Ascending	Siding Capacity 50 ft. Per Car	
	First Class													
73	11	19	25	5	3	7	17	15	1	123	STATIONS			
Mixed	The Kansas Cityan	The Chief	Motor	The Ranger	Passenger	Fast Mail-Express	Super Chief-El Capitan	Texas Chief	San Francisco Chief	The Grand Canyon				
Leave Daily Except Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	EMPORIA YL 3.2	3 Tracks	6.1	
	PM 7.15	PM 6.40	AM 11.30	AM 11.25	AM 11.20	AM 11.00	AM 4.05	AM 3.45	AM 1.10	AM 12.30				
	7.19	6.43	11.33	11.28	11.23	11.03	4.08	3.48	1.13	12.34	MERRICK YL 4.9	3 Tracks	6.1	
			11.38								PLYMOUTH 3.2	3 Tracks	4.4	
			11.42								SAFFORDVILLE 2.0		6.8	
	7.26	6.50	11.45	11.35	11.30	11.10	4.15	3.55	1.20	12.43	ELLINOR 6.3		9.2	
AM 3.05	7.31	6.55	11.42	11.35	11.35	11.15	4.20	4.00	1.25	12.50	STRONG CITY YL 4.1		10.4	
3.10 AM	7.35	6.58	11.45	11.38	11.38	11.19	4.23	4.03	1.28	12.54	NEVA 2.5		0	
	7.42	7.05		11.52	11.45	11.26	4.31	4.10	1.36	1.02	ELMDALE 7.3		17.4	
											CLEMENTS 5.1	TWO TRACKS	13.0	
			Via Second District	PM						1.06	CEDAR POINT 6.2		0	
Via Strong City District	7.51	7.14	12.03	11.54	11.35	4.40	4.19	1.45	1.13		FLORENCE YL 11.4		19.3	
	8.00	7.23	12.13	12.03	11.44	4.49	4.28	1.54	1.25		PEABODY 0.3		14.8	
	8.09	7.31	12.21	12.11	11.53	4.58	4.36	2.03	1.34		C.R.I. & P. Crossing 9.7		45.4	
											WALTON 6.3		0	
	8.25 PM	7.45 PM	12.35 PM	12.25 PM	12.10 PM	5.15 AM	4.50 AM	2.20 AM	1.55 AM		Mo. Pac. Crossing 0.5		0	
Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	NEWTON YL			
40.2	62.6	67.4	63.2	62.6	67.4	62.6	62.6	67.4	62.6	51.5	(73.0)			
Average speed per hour														

### SIGNAL SYSTEM TWO IN EFFECT:

Emporia to Newton.

### RULE 251 IN EFFECT:

Emporia to Mo. Pac. crossing Newton, except main track No. 3.

### RULE 261 IN EFFECT:

Main track No. 3 between Merrick and Ellinor.

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. Trains and engines using these tracks must proceed at restricted speed.

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.

Between Merrick and Ellinor north track designated main track No. 2 upon which the current of traffic is westward; middle track designated main track No. 1 upon which the current of traffic is eastward and south track is designated main track No. 3 upon which there is no current of traffic.

**FIRST DISTRICT**

**MIDDLE DIVISION**

**3**

Fuel, Water, Turn Tables and Wyes Communications	Mile Post	Ruling Grade Ascending	TIME TABLE No. 5 April 27, 1958	EASTWARD											
				First Class											Second Class
				2	124	18	12	4	8	26	6	20	16	74	
				San Francisco Chief	The Grand Canyon	Super Chief-El Capitan	The Chicagoan	Passenger	Fast Mail Express	Motor	The Ranger	The Chief	Texas Chief	Mixed	
			STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	
FT	C	112.1	21.2	EMPORIA YL 3.2	AM 3.10	AM 3.20	AM 3.40	AM 9.45	PM 12.15	PM 4.20	PM 5.10	PM 6.10	PM 9.05	PM 11.00	
	C	115.3	0	MERRICK YL 4.9	3.03	3.10	3.35	9.37	12.07 PM	4.10	5.02	5.58	8.59	10.52	
	B	120.2	0	PLYMOUTH 3.2							f 4.57				
	C	123.4	0	SAFFORDVILLE 2.0							f 4.52				
	C	125.4	0	ELLINOR 6.3	2.55	3.01	3.26	9.30	11.59	4.02	4.48 PM	5.50	8.49	10.45	
Y	C	131.7	0	STRONG CITY YL 4.1	2.50	2.56	3.21	9.25	11.54	3.55		5.45	8.43	10.40	
	B	135.8	0	NEVA 2.5	2.47	2.52	3.17	9.22	11.49	3.49		5.39	8.39	10.37	
	C	138.3	12.8	ELMDALE 7.3											
	C	145.6	0	CLEMENTS 5.1	2.39	2.44	3.09	9.14	11.41	3.41		5.31	8.30	10.29	
	C	150.7	0	CEDAR POINT 6.2											
Y	C	156.9	0	FLORENCE YL 11.4	2.30	2.35	3.00	9.05	11.32	3.31	Via Second District	5.22	8.20	10.20	
	C	168.3	0	PEABODY 0.3	2.21	2.26	2.51	8.56	11.22	3.21		5.12	8.11	10.11	
	C	168.6	16.3	C.R.I. & P. Crossing 9.7											
	C	178.3	21.1	WALTON 6.3	2.13	2.18	2.43	8.48	11.13	3.13		5.03	8.03	10.03	
	C	184.6	19.1	Mo. Pac. Crossing 0.5											
FT	Y	185.1		NEWTON YL	2.05 AM	2.10 AM	2.35 AM	8.40 AM	11.05 AM	3.05 PM		4.55 PM	7.55 PM	9.55 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.	
				Average speed per hour	67.4	62.6	67.4	67.4	62.6	58.4	36.3	58.4	62.6	67.4	

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.

**SIGNAL SYSTEM TWO IN EFFECT:**

Newton to Emporia.

**RULE 251 IN EFFECT:**

Mo. Pac. crossing Newton to Emporia, except main track No. 3.

**RULE 261 IN EFFECT:**

Main Track No. 3 between Ellinor and Merrick.

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. Trains and engines using these tracks must proceed at restricted speed.

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.

Between Ellinor and Merrick north track designated main track No. 2 upon which the current of traffic is westward; middle track designated main track No. 1 upon which the current of traffic is eastward and south track is designated main track No. 3 upon which there is no current of traffic.

# 4 MIDDLE DIVISION

# SECOND DISTRICT

Siding Capacity 50 Ft. Per Car	WESTWARD First Class			Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 5 April 27, 1958	Ruling Grade Ascending	Mile Post	Communications	EASTWARD First Class		
	3	25	1							2	4	26
	Passenger	Motor	San Francisco Chief							San Francisco Chief	Passenger	Motor
	Leave Daily	Leave Daily	Leave Daily			STATIONS				Arrive Daily	Arrive Daily	Arrive Daily
229		AM 11.45			0	ELLINOR 4.9	0	125.4	C			PM 4.48
130		11.52 PM			21.2	GLADSTONE 5.8	0	130.3				4.42
130		12.02 PM			21.2	BAZAR 8.3	0	136.1	C			4.35
159		12.11 PM			0	MATFIELD GREEN 9.8	21.2	144.4	C			4.26
295		12.24 PM			14.7	CASSODAY 4.2	21.1	154.2	C			4.15
288		12.30 PM			0	AIKMAN 7.7	21.2	158.4				4.10
143		12.40 PM			21.1	CHELSEA 8.2	21.2	166.1				4.00
95		1.04 PM		Y	0	EL DORADO YL 3.3	0	174.3	C			3.47
		1.09 PM			0	VANORA 7.7	0	177.6				3.33
E129 W189		1.18 PM		Y	0	AG TOWER YL S.L.-S.F. Crossing 0.4	0	185.3	C			3.27 PM
					0	AUGUSTA YL 5.7	0	185.7 (189.5)				
133	Via Third District		Via Third District		31.7	SALTER 6.4	21.1	205.2				
133					21.6	ROSE HILL 2.8	21.1	211.6		Via Third District	Via Third District	
			Via Douglass District		21.6	EAST JCT. 6.2	31.7	214.4				Via Douglass District
141	PM 1.33		AM 3.28	Y	0	MULVANE 1.3	21.4	220.6	C	AM 12.43	AM 9.36	
	1.35		3.30		0	WEST JCT. 3.8	21.4	221.9		12.40	9.31	
					0	Midland Valley Crs'g 0.8	18.8	225.7				
147	1.40				0	BELLE PLAINE 0.7	18.8	226.5	C		9.27	
					31.7	Mo. Pac. Crossing 4.5	0	227.2				
	1.45		3.40		0	CICERO 7.4	21.4	231.7		12.30	9.20	
	2.00 PM		3.55 AM	FT Y		WELLINGTON		238.9	C	12.20 AM	9.10 AM	
	Arrive Daily	Arrive Daily	Arrive Daily			(99.9)				Leave Daily	Leave Daily	Leave Daily
	40.7	38.6	40.7			Average speed per hour				48.3	42.2	44.4

### SIGNAL SYSTEM TWO IN EFFECT:

Ellinor to Wellington, except AG Tower interlocking.

### SIGNAL SYSTEM ONE IN EFFECT:

AG Tower interlocking.

### RULE 251 IN EFFECT:

El Dorado to M.P. 201.7 (west of Augusta) and M.P. 230.6 (east of Cicero) to Division Board M.P. 236.9.

### RULE 261 IN EFFECT:

On Main Tracks Ellinor to El Dorado; M.P. 201.7 (west of Augusta) to M.P. 230.6 (east of Cicero), except westward main track between Mulvane and west end of Second District siding; and Division board M.P. 236.9 to Wellington.

Other than provided in Rule 651 (A), trains must secure numbered clearance cards before leaving originating stations, except westward at Ellinor and El Dorado; westward from Third to Second District at Mulvane; eastward from Douglass District 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 M.P. 238.7, 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 20 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**

Siding Capacity 30 Ft. Per Car	WESTWARD		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending	TIME TABLE No. 5 April 27, 1958	Ruling Grade Ascending	Mile Post	Communications	EASTWARD	
	Second Class								Second Class	
	89	87							88	90
	Way Frt.	Mixed							Mixed	Way Frt.
	Leave Tues. and Fri.	Leave Daily. Ex. Sun.			STATIONS				Arrive Daily. Ex. Sun.	Arrive Tues. and Fri.
		AM 6.00	Y	0	FLORENCE YL 5.9	0		C	PM 6.40	
		6.15		20.3	OURSLEER 4.6	0	5.5		6.25	
31		f 6.30		0	MARION YL 0.3	0	10.1	C	f 6.13	
				31.7	C.R.I. & P. Crossing 4.9	0	10.4			
45		f 6.45		31.7	CANADA 5.2	13.4	15.3		f 5.59	
35		f 7.00		31.7	HILLSBORO YL 5.8	17.4	20.5	C	f 5.45	
		f 7.15		31.7	LEHIGH 7.8	0	26.3	C	f 5.31	
38		f 7.45		0	CANTON 5.8	11.6	34.1	C	f 5.15	
42		f 8.00		27.2	GALVA 3.9	31.7	39.9	C	f 4.55	
				14.3	C.R.I. & P. Crossing 2.9	31.7	43.8			
				0	C.R.I. & P. Crossing 0.5	31.7	46.7			
	AM 11.50	s 8.40		0	McPHERSON YL 0.1	0	47.2	C	s 4.40	PM 7.00
	PM			31.7	U.P. Crossing 6.4	15.3	47.3			
	12.04	f 8.55		31.7	CONWAY 6.9	30.9	53.7	C	f 4.15	6.45
	12.16	f 9.15		31.7	WINDOM 5.6	31.7	60.6	C	f 4.03	6.33
	12.30 PM	s 9.50	Y	31.7	LITTLE RIVER YL 5.8	0	66.2	C	s 3.50	6.20 PM
		f 10.05		11.9	MITCHELL 5.4	31.7	72.0		f 3.22	
	Via Little River Dist.			0	Mo. Pac. Crossing 0.7	0	77.4			Via Little River Dist.
		s 10.25		0	LYONS YL 0.2	0	78.1	C	s 3.10 2.10	
				31.7	S.L.-S.F. Jct. 0.1	31.7	78.3			
				28.8	S.L.-S.F. Crossing 7.6	31.7	78.4			
		f 10.50		30.1	CHASE YL 6.1	21.9	86.0	C	f 1.45	
		f 11.05		0	SILICA 6.4	29.3	92.1		f 1.25	
		11.25 AM	Y		ELLINWOOD YL		98.5	C	1.15 PM	
	Arrive Tues. and Fri.	Arrive Daily. Ex. Sun.			(98.9)				Leave Daily. Ex. Sun.	Leave Tues. and Fri.
	28.5	18.3			Average speed per hour				22.4	28.5

**SIGNAL SYSTEM TWO IN EFFECT:**

No. 87 is superior to No. 88.

Marion Interlocking.

No switch lights on McPherson District.

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

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

Trains must secure numbered clearance cards before leaving originating stations, except No. 90 at Little River.

**6 MIDDLE DIVISION**

**THIRD DISTRICT**

**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.

**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.

**RULE 251 IN EFFECT:**

No. Wichita to North Jct.

W.N. Jct. to Arkansas City.

**RULE 261 IN EFFECT:**

On Main Track First Street to No. Wichita and South Jct. to Mulvane.

WESTWARD							TIME TABLE No. 5 April 27, 1958	Riding Grade Ascending	Fuel, Water, Turn Tables and Wyes	Siding Capacity 50 ft. Per Car
First Class										
11	3	5	25	47	15	1				
The Kansas Cityan	Passenger	The Raogor	Motor	Motor	Texas Chief	San Francisco Chief				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PM 8.30	PM 12.35	PM 12.55			AM 5.00	AM 2.25				
		1 1.05								
8.45	12.49	1 1.13			5.15	2.39				
8.51	12.54	1.21			5.21	2.44				
8.56	12.59	1.28			5.26	2.49				
9.05 16 s 9.10	1.10 1.15	1.35 1.50		AM 5.40	5.35	3.00 3.10				
				5.43 AM	5.37	3.12				
	1.17	1.52								
9.27	1.33 s PM	2.11			5.52	3.28 AM				
9.37	Via Second District	2.22	Via Douglass District	Via Panhandle Division	6.03	Via Second District				
9.41		2.28	PM		6.08					
9.49		2.37	2.05		6.15					
s 9.55		s 2.45	2.10 PM		s 6.20					
10.01		2.52			6.27					
s 10.10 PM		s 3.15 PM			s 6.40 AM					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
49.5	46.6	37.6	13.2	27.0	47.0	48.2	Average speed per hour			
							<b>STATIONS</b>			
							<b>NEWTON</b>			
							0.4	0		
							A.T. & S. F. Crossing			
							FIRST STREET	0		77
							2.5			
							McGRAW	0		
							3.2			
							<b>PUTNAM</b>			133
							4.0	0		
							<b>SEDGWICK</b>			146
							6.6	0		
							<b>VALLEY CENTER</b>			130
							S.L.-S.F. Crossing			
							7.3	0		
							<b>NO. WICHITA YL</b>		FT	
							1.0	0		
							Mo. Pac. Crossing			
							1.6	0		
							<b>NORTH JCT. YL</b>			
							0.6	21.2		
							<b>WICHITA U. S. YL</b>			
							0.9	0		
							<b>SOUTH JCT.</b>			
							C.R.I. & P. Crossing		Y	
							4.2	31.7		
							<b>CONNELL</b>			133
							5.6	16.4		
							<b>DERBY</b>			134
							4.9	21.6		
							<b>MULVANE</b>		Y	53
							10.0	31.7		
							<b>UDALL</b>			128
							4.9	0		
							<b>DALE</b>			59
							6.9	0		
							<b>W.N. JCT. YL</b>			
							A.T. & S.F. Crossing		Y	
							0.7	13.5		
							<b>S.L.-S.F. Crossing</b>			
							0.4	0		
							<b>WINFIELD YL</b>			W80
							5.3	31.7		
							<b>HACKNEY</b>			
							7.3	31.7		
							<b>ARKANSAS CITY YL</b>		FT	
							(78.3)			

Other than provided in Rule 651 (A), trains must secure numbered clearance cards before leaving originating stations, except westward from Douglass District at WN Jct., and Panhandle Division trains originating at North Wichita and South 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. Trains and engines using these tracks must proceed at restricted speed.

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."

Eastward freight trains Fairview or Wichita Districts call operator, South Jct., over booth telephone at Mo. Pac. crossing for instructions. Yard crews obtain permission to make through movement West Wichita to South Jct., or to foul Fairview District main track from south yard tail track.

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

# THIRD DISTRICT

# MIDDLE DIVISION

7

Communications	Mile Post	Ruling Grade Ascending	TIME TABLE No. 5 April 27, 1958	EASTWARD						
				First Class						
				2	12	4	6	26	48	16
				San Francisco Chief	The Chicagoan	Passenger	The Ranger	Motor	Motor	Texas Chief
			STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
			NEWTON	AM 1.50	AM 8.35	AM 10.50	PM 4.35			PM 9.50
			0.4 A.T.&S.F. Crossing							
			FIRST STREET							
			2.5 McGRAW							
			3.2 PUTNAM	1.32	8.21	10.30	4.16			9.38
			4.0 SEDGWICK			10.27	4.12			
			6.6 VALLEY CENTER			10.22	4.05			
			S.L.-S.F. Crossing							
			7.3 NO. WICHITA YL	1.18	8.07	10.15	3.58			9.23
			1.0 Mo. Pac. Crossing							
			1.6 NORTH JCT. YL	1.12	8.02	10.08	3.52			9.17
			0.6 WICHITA U. S. YL	1.10	8.00	10.05	3.50		PM 3.30	9.15 11
			0.9 SOUTH JCT.			9.55	3.40			9.10
			C.R.I.&P. Crossing							
			4.2 CONNELL	12.58	7.50	9.52	3.37		3.22 PM	9.03
			5.6 DERBY				3.23			
			4.9 MULVANE	12.43 AM	7.38	9.36 AM	3.17			8.50
			10.0 UDALL	Via Second District	7.29	Via Second District	3.06	Via Douglass District	Via Pan-handle Division	8.41
			4.9 DALE		7.24		2.59			8.36
			6.9 W.N. JCT. YL		7.19		2.51	PM 2.52		8.29
			A.T.&S.F. Crossing							
			0.7 S.L.-S.F. Crossing							
			0.4 WINFIELD YL		7.17		2.48	2.50 PM		8.27
			5.3 HACKNEY		7.11		2.37			8.19
			7.3 ARKANSAS CITY YL		7.05 AM		2.30 PM			8.12 PM
			(78.3)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Average speed per hour	38.3	52.2	40.1	40.8	22.0	6.7	50.5

### 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:

On Main Track Mulvane to South Jct. and No. Wichita to First Street.

Other than provided in Rule 651 (A), trains must secure numbered clearance cards before leaving originating stations, except No. 26 at Winfield, eastward from Second District at Mulvane, and Panhandle Division trains originating at South Jct. Eastward extra trains secure clearance cards at WN Jct.; Nos. 12 and 16 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. Trains and engines using these tracks must proceed at restricted speed.

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."

Eastward freight trains Fairview or Wichita Districts call operator, South Jct., over booth telephone at Mo. Pac. crossing for instructions. Yard crews obtain permission to make through movement West Wichita to South Jct., or to foul Fairview District main track from south yard tail track.

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

# 8 MIDDLE DIVISION

# STRONG CITY DISTRICT

Siding Capacity 50 ft. Per Car	WESTWARD.			Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 5 April 27, 1958		Ruling Grade Ascending	Mile Post	Communications	EASTWARD		
	Second Class.					STATIONS	Second Class						
	73	175	73				74				74	176	
	Mixed	U. P. Mixed	Mixed								Mixed	Mixed	U. P. Mixed
	Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.								Arrive Tue.Thurs. Sat.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
			AM 3.10									PM 5.15	
			3.16		34.7	NEVA YL		0		B		5.10	
34		f	3.30		39.4	ROCKLAND		0	2.6				
20		f	3.45		37.0	HYMER		0	7.8	C		f	5.00
29		f	4.00		47.5	DIAMOND SPRINGS		0	13.4	C		f	4.47
					50.6	BURDICK		41.2	19.2	C		s	4.35
22		s	4.15		20.6	C.R.I. & P. Crossing LOST SPRINGS		49.1	25.5			s	4.15
30		f	4.29		0	JACOBS		0	30.7			f	4.05
53		f	4.40		48.6	C.R.I. & P. Crossing		49.1	30.9				
					34.4	HOPE		0	36.8			f	3.50
					40.7	Mo. Pac. Crossing		47.6	37.1				
27		f	4.58		0	NAVARRE		47.6	44.4	C		s	3.32
39		f	5.17		0	ENTERPRISE YL		0	52.1	C		s	3.15
					0	C.R.I. & P. Crossing		0	52.2				
					0	A.T. & S.F. Crossing		0	52.3				
		s	6.00	FT	0	ABILENE YL		0	58.1	C		s	3.00
					0	C.R.I. & P. Jct.		0	58.6			s	3.00
			6.03		0	S.A. Jct.		0	58.8			1.30	
			6.05		0	U.P. Crossing		0	59.0			1.28	
31		f	6.22		37.0	TALMAGE YL		0	67.0	C		f	1.05
32		f	6.35	Y	39.8	MANCHESTER YL		0	72.8	C		f	12.50
34		f	6.50		52.8	LONGFORD		52.7	78.4	C		f	12.40
15		f	7.05		52.8	OAK HILL		52.8	83.7	B		f	12.30
54		f	7.30		52.7	MILTONVALE YL		0	93.0	C		f	12.15
	AM		8.17		0	M.V. JCT. YL		0	93.2			PM	1.42
17		f	8.35		52.8	AURORA		52.7	102.1	C		PM	1.24
			8.47		52.6	HUSCHER		52.7	108.0				1.12
					0	COOK		0	110.0				
					0	Mo. Pac. Crossing C.B. & Q. Crossing		0	113.2				
					0	C.O. JCT. YL		0	113.3			11.32	1.02
		AM	9.02		0	U.P. Crossing		0	113.4				PM
	AM		9.25		17.8	CONCORDIA YL		0	113.5	C	s	10.55	11.30
					14.2	HANNUM		0	116.6			AM	
					0	Mo. Pac. Crossing		0	120.1				
	f		9.55		29.9	ONEONTA		0	121.5		f	10.39	
	f		10.10		52.4	KACKLEY		0	127.7	C	f	10.25	
					0	C.R.I. & P. Crossing		23.5	133.7	C	s	10.10	
	s		10.25		52.1	COURTLAND		52.7	141.2	C	f	9.50	
	f		10.50		52.6	LOVEWELL		0	147.0	B	f	9.35	
19	f		11.05		0	WEBBER		52.8	151.9				
					42.2	State Line		0	152.6				
					42.2	Mo. Pac. Crossing		0	153.0				
					0	C.B. & Q. Crossing		0	153.8	C	9.15		
	11.25		AM		0	SUPERIOR YL		0			AM		
	Arrive Mon. Wed., Fri.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			(153.8)					Leave Tue.Thurs. Sat.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
	20.1	27.1	21.8			Average speed per hour					24.2	23.9	30.4

**SIGNAL SYSTEM TWO IN EFFECT:**  
 Neva Interlocking.  
 Lost Springs Interlocking.  
 Jacobs Interlocking.  
 Hope Interlocking.  
 Abilene Interlocking.

Trains must secure clearance cards before leaving originating stations, except Neva, C.O. Jct., and M.V. Jct. All trains secure clearance card at Abilene except when no operator on duty. All trains secure clearance card at Concordia; westward U.P. trains at 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.

No. 73 is superior to No. 74.

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.





Siding Capacity 50 ft. Per Car	WESTWARD				Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 5 April 27, 1958	Ruling Grade Ascending	Mile Post	Communications	EASTWARD		
	77	Second Class		79							566	80	78
		Way Freight	C.R.I.&P. Mixed										
	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.								Arrive Daily Ex. Sun.	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.
	AM 7.05		AM 7.05	FT	0	ABILENE YL				C	AM 10.01	PM 2.00	PM 3.00
			6.00		0	C.R.I.&P. JCT.							
			6.02		0	S.A. JCT.					9.55		
			6.10	7.10	0	WEST ABILENE YL		0.3			9.50	1.50	
					0	SAND SPRING			3.7				
A.T.&S.F. Yard	Via Union Pacific	Via Union Pacific	Via Union Pacific		0	SOLOMON			7.8	C	Via Union Pacific	Via Union Pacific	Via Union Pacific
			7.10	8.10	0	EAST SALINA YL			20.1		9.00	1.00	
			7.15 AM	8.15	0	A.B. JCT.			20.5		8.55 AM	12.55	
					0	U.P. Crossing			21.5				
					0	U.P. Crossing			21.6				
	8.20 AM		8.20	F	0	SALINA F.S. YL			21.7	C		12.45 PM	1.00 PM
			8.30		0	SALINA U.S. YL			22.1	C		11.35	
					14.2	U.P. Crossing			22.7				
42			8.50		39.9	HEDVILLE		37.0	30.1			11.10	
42			9.05		47.7	GLENDALE		30.0	36.9			10.55	
			9.15		47.5	JUNIATA		42.2	42.2			10.43	
			9.22		47.6	WESTFALL		44.0	45.5	C		10.35	
			9.29		47.5	EDALGO		42.2	49.0			10.28	
			9.40		39.6	BARTON		42.2	55.2			10.15	
					50.0	U.P. Crossing		50.2	56.6				
45			9.45		0	LINCOLN CENTER YL		0	56.9	C		10.10	
			10.00		37.0	GOLDENROD		21.1	62.1			9.57	
			10.10		47.5	DENMARK		37.0	65.2	B		9.50	
					37.0	GRANT		18.5	68.4				
			10.25		37.0	ASH GROVE		0	71.7	B		9.35	
			10.40		42.2	HUNTER		30.0	77.1	C		9.25	
17			11.00		52.8	TIPTON		44.9	86.0	C		9.05	
					55.4	CORINTH		50.0	94.2				
					21.1	FORNEY		10.6	98.1				
			11.40 AM	Y	47.5	OSBORNE YL		42.2	102.5	C		8.30 AM	
	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.		26.4	(103.4)					Leave Daily Ex. Sun.	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.
			22.6			Average speed per hour						18.8	

Trains must secure numbered clearance cards before leaving originating stations, except East Salina, West Abilene, and at Osborne when no operator on duty. At Salina F.S. all trains secure clearance cards, except when no operator on duty.

Between Abilene and West Abilene, and between East Salina and Salina F.S., 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. 77 and 78 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.

Rule 104(A): When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

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

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

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.
McPherson	Originating or terminating.
Little River	Originating or terminating.
Manchester	Originating or terminating.

AT STATIONS LISTED BELOW TRAINS DESIGNATED WILL REGISTER BY FORM 903:

Emporia . . . . . Trains on which engine or train crews do not change.  
Strong City . . . . . To and from Strong City District.  
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.

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.

M.V. JCT.—C.O. JCT.—U.P. trains use A.T.&S.F. main track and will be governed by A.T.&S.F. Time Table and Rules.

- 6. . . . .
- 7. . . . .
- 8. . . . .
- 9. . . . .
- 10. . . . .

**11. RAILROAD CROSSINGS AT GRADE**

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

NEWTON—Mo. Pac. 0.5 mile east of station. Interlocking. Maximum speed 20 MPH.

FIRST STREET—A.T.&S.F. Interlocking. Maximum speed 20 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 60 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 60 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. Maximum speed 90 MPH.

NORTH WICHITA—Mo. Pac. 1.0 mile west of station. Automatic Interlocking. Maximum speed 30 MPH.

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

# 12 MIDDLE DIVISION

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

**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. When gate is normal, may proceed at speed not to exceed 15 MPH.

**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.

**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.

**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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT	90	60
SECOND DISTRICT		
Ellinor to West Jct.	60	60
West Jct. to Wellington	79	60
THIRD DISTRICT	90	60
DOUGLASS DISTRICT	59	49
STRONG CITY DISTRICT		
Neva to Courtland	45	35
Courtland to State Line	25	25
State Line to Superior	20	20
McPHERSON DISTRICT		
Florence to Little River	30	30
Little River to Ellinwood	35	35
LITTLE RIVER DISTRICT	30	30
MINNEAPOLIS DISTRICT	20	20
SALINA DISTRICT		
Salina U.S. to Osborne	30	30

# SPECIAL RULES

## 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	75	.....
Curve, M.P. 133.7 to 133.9	65	55
Curve, M.P. 135.9 to 136.4	75	.....
Curve, M.P. 162.6 to 162.9	75	.....
Curve, M.P. 166.4 to 166.8	75	.....
Curve, M.P. 168.0 to 168.4	70	.....
Curve, M.P. 170.0 to 170.5	75	.....
Curve, M.P. 173.3 to 175.9	75	.....
Curve, M.P. 187.3 to 187.8	65	55

SECOND DISTRICT		
Curves, M.P. 142.3 to 149.6	45	45
Curve at El Dorado station sign eastward track	50	30
Curve at El Dorado station sign westward track	45	30
Augusta, over street crossings	30	30
Curves, M.P. 204.3 to 204.7	45	45
Mulvane, over Bridge Street crossing, just west of tower	20	20
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, eastward track	60	45
Curve, M.P. 236.6 to 237.1, westward track	55	40

THIRD DISTRICT		
Curves, M.P. 186.7 to 185.7, eastward	60	45
Wichita, over street crossings 29th St. to Pawnee Road (M.P. 215)	30	30
Pawnee Road to Wassall St. (M.P. 215.3)	45	45
Derby, over street crossings	30	30
Curve, M.P. 227.7 to 227.9	65	.....
Mulvane, over Bridge Street crossing, just west of tower	20	20
Curves, M.P. 228.2 to 229.8	65	.....
Curve, M.P. 233.6 to 233.9	75	.....
Udall, over main Street crossing	60	60
Curve, M.P. 242.4 to 242.6	70	.....
Curve, M.P. 243.2 to 243.4	60	50
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	75	.....
Curve, M.P. 260.9 to 261.2	65	.....

DOUGLASS DISTRICT		
Curves, M.P. 187.2 to 188.7	45	35
Curves, M.P. 198.8 to 200.0	25	25
Curve, M.P. 211.2 to 211.5	50	40
Curves, M.P. 215.6 to 216.0	30	30

McPHERSON DISTRICT		
Curves, M.P. 0.1 to 0.7	15	15
Marion, over street crossings	15	15
Canton, over street crossing east of station	15	15
McPherson, over street crossings	15	15
Windom, over street crossings	25	25
Curve, M.P. 66.0 to 66.1	15	15

## 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	30
Curves, M.P. 8.2 to 10.9	40	30
Curves, M.P. 50.7 to 51.9	40	30
Abilene, over street crossings	15	15
Curve, M.P. 60.8 to 61.0	40	30
Curve, M.P. 62.7 to 62.9	40	30
Curve, M.P. 83.4 to 83.7	30	30
Curves, M.P. 88.7 to 90.0	40	30
Curve, M.P. 90.9 to 92.0	40	30
Curves, M.P. 92.7 to 93.4	30	30
Curves, M.P. 96.7 to 97.5	40	30
Curve, M.P. 108.5 to 108.7	40	30
Curves, M.P. 109.8 to 109.9	15	15
Curve, M.P. 111.1 to 111.3	40	30
Concordia, over street crossings	15	15
Superior, over street crossings	12	12
<b>SALINA DISTRICT</b>		
Salina, over street crossings	15	15
Curve, M.P. 24.5 to 24.6	15	15
Curve, M.P. 25.1 to 25.2	15	15
Curves, M.P. 55.1 to 55.4	15	15
M.P. 88.5 to 91.5	20	20
Over bridge M.P. 101.1, 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 ENGINES

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45	45
650-653, 2300	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
1010, 5001-5035	60	40	25	
3752-3775	90	40	25	
2900-2929, 3776-3784	100	40	25	

## MIDDLE DIVISION 13

### 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	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162	3	5	5
51-73, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468, 2400-2402	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	5	5	5
Diesel-Electric and Gas Electric Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

### 16. DEAD ENGINES

Steam engines must not be handled dead in train without special instructions.

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

### 17. DERRICKS, CRANES, ETC.

Trains handling derricks, clam shells, ditchers, spreaders, (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed speeds indicated:

DISTRICT	All Except Pile Drivers AT 199452 AT 199453 MPH	Pile Drivers AT 199452 AT 199453 MPH
First, Second, Third and Douglass	30	45
Strong City and McPherson	20	20
Little River, Minneapolis, Salina and Cottonwood	15	15

Such equipment must not be moved in any train except on authority of Trainmaster.

### 18. SWITCHES AND SIDINGS—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. Trains or engines trailing through and springing points of spring switches will not exceed speed prescribed for turnout. Trains or engines using siding will not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	LOCATION	MPH
<b>FIRST DISTRICT</b>			
Merrick	I	Crossovers	30
Ellinor	I	Main track turnouts and crossovers except turnout connecting Second District and track No. 3 First Dist.	40
	I	Turnout connecting Second District and track No. 3 First District	60
Strong City	I	West end eastward siding and east end westward siding	40
	I	Crossover from eastward to westward track	30
	S	West end westward siding and east end eastward siding	30
Neva	I	Crossover and turnout to Strong City District	30
	I	Both ends westward siding and west end eastward siding	40
	S	East end eastward siding	30
Florence	I	West end eastward siding and east end westward siding	40
	S	East end eastward siding	30
	S	West end westward siding	30

# 14 MIDDLE DIVISION.

# SPECIAL RULES.

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

"I"—Interlocked Switch.  
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
<b>FIRST DISTRICT—(Cont'd).</b>			
Peabody	S	West end westward siding	30
Newton	S	East end freight yard connections eastward and westward	30
	S	West end crossover between main tracks east of Mo. Pac. crossing	30
	I	East end crossover between main tracks east of Mo. Pac. crossing	30
Sand Creek	S	West end yard. McGraw track switch, both ends first crossover west of McGraw track switch	30
	S	First switch east of McGraw track switch	15
	I	West end yard. Main track switches	30
<b>SECOND DISTRICT</b>			
Ellinor	I	Main track turnouts and crossovers except turnout connecting Second District and track No. 3 First Dist.	40
	I	Turnout connecting Second District and track No. 3 First District	60
Gladstone	I	Both ends siding	40
Bazar	I	Both ends siding	40
Matfield Green	I	Both ends siding	40
Cassoday	I	Both ends siding	40
Aikman	I	Both ends siding	40
Chelsea	I	Both ends siding	40
El Dorado	I	Crossovers west end siding and east end siding	40
	I	Turnout to belt track	30
	I	Main track turnout and crossovers west end	30
A.G. Tower	I	East end westward siding	30
	S	East end eastward siding	30
	I	Main track turnouts and crossovers	30
Augusta	S	End of two tracks westward	30
Salter	I	Both ends siding	40
Rose Hill	I	Both ends siding	40
East Jct.	I	Turnout, eastward track	40
Mulvane	I	All main track turnouts and crossovers east end yard	40
	I	Turnouts and crossovers west of tower	30
	I	West end siding	30
West Jct.	I	Turnout, westward track	40
Belle Plaine	I	Both ends siding	30
Cicero	I	End of two tracks	60
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 westward	40
	I	East end No. 1 yard track	30
North Jct.	I	All main track turnouts and crossovers immediately east of tower	30
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

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

"I"—Interlocked Switch.  
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
<b>THIRD DISTRICT—(Cont'd).</b>			
Mulvane	I	All main track turnouts and crossovers east end yard	40
	I	Turnouts and crossovers west of tower	30
	I	West end siding	30
Udall	S	Both ends siding	15
Dale	S	Both ends siding	15
W.N. Jct.	I	Crossovers	30
	I	Oklahoma Division connection, eastward main track	10
	I	Oklahoma Division connection, westward main track	15
Arkansas City	S	M.P. 262 plus 2293 feet	30
<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 turnouts at street crossings east and west of station, and turnout at Bridge M.P. 58.7	30
<b>SALINA DISTRICT</b>			
		Main track turnouts	10

## 19. YARD LIMITS

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
	Chase	
Florence	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	Superior	
	Salina U.S. (includes Salina F.S., East Salina, and C. G. Elevator)	
North Wichita (includes West Wichita)	Lincoln Center	
	Osborne	
Winfield (includes W.N. Jct.)		

## 20. BULLETIN BOOKS

Emporia	Yard, Roundhouse and Telegraph Offices
Newton	Telegraph and Roundhouse Offices, and Switchmen's Locker Room
Wellington	Telegraph, Yard and Roundhouse Offices
Sand Creek	Yard Office
North Wichita	Yard and Roundhouse Offices
Wichita	Union Station
Winfield	Yard and Mechanical Offices
Arkansas City	Yard, Roundhouse and Telegraph Offices
El Dorado	Yard Office
Augusta	Station
Ellinwood	Station
McPherson	Station
Abilene	Station
Salina F.S.	Station
Concordia	Station
Miltonvale	Station
Superior	Station
Osborne	Station

## 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

## SPECIAL RULES

## MIDDLE DIVISION 15

### 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
	Arkansas City	Manchester	Osborne

### 23. OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
<b>FIRST DISTRICT</b>	
Yard 185.1	Newton, cinder pit hoist. Newton, train sheds.
<b>STRONG CITY DISTRICT</b>	
Yard	Enterprise, Ehrsam spur, overhead door-way into building.
Yard	Abilene, Security Mill, canopy over two tracks.
Yard	Abilene, Abilene Alfalfa Mill, canopy over track.
<b>SALINA DISTRICT</b>	
Yard	Salina, Salina Terminal, canopy over tracks each side of elevator.
Yard	Salina, Gooch Mill, canopy over track on south side of mill.
25.2	C & G Elevator, canopy over tracks north and south side.
101.1	Solomon River Bridge.

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

Name	Location	Capacity
<b>THIRD DISTRICT</b>		
Standard Oil Company spurs.....	M.P. 202.6	57 cars
Quality Concrete Inc. spurs.....	M.P. 216.3	16 cars
Keeler spurs.....	M.P. 218.1	43 cars
<b>SALINA DISTRICT</b>		
C. & G. spurs and switching tracks.....	M.P. 25.2	245 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.

### SURGEONS OF THE A.T.&S.F. HOSPITAL ASSOCIATION

DR. GEO. S. HOPKINS, Chief Surgeon.....Topeka

#### LOCAL SURGEONS

DR. F. A. ECKDALL, Emporia	DR. FRANK CVETKOVICH, Augusta
DR. F. J. ECKDALL, Emporia	DR. FREDRICK D. EPP, Augusta
DR. A. W. CORBETT, Emporia	DR. GLEN E. KASSEBAUM, El Dorado
DR. CHARLES R. HOPPER, Emporia	DR. ROBERT M. BRIAN, El Dorado
DR. JACOB HINDEN, Strong City	DR. A. C. EITZEN, Hillsboro
DR. LEO F. MCKEE, Cottonwood Falls	DR. A. H. DYCK, McPherson
DR. ROBERT D. WOOD, Peabody	DR. A. F. SCHMIDT, Little River
DR. J. W. HERTZLER, Newton	DR. L. J. BEYER, Lyons
DR. A. G. DIETRICH, Newton	DR. F. E. WALLACE, Chase
DR. H. R. SCHMIDT, Newton	DR. MARLIN W. CARLSON, Ellinwood
DR. KARL VOLDENG, Wellington	DR. L. G. HEINS, Abilene
DR. WARD M. COLE, Wellington	DR. D. C. CHAFFER, Abilene
DR. ALBERT C. HATCHER, Wellington	DR. J. C. MITCHELL, Salina
DR. Y. E. PARKHURST, Belle Plaine	DR. CHESTER E. SCOTT, Salina
DR. FRANK EMERY, Wichita	DR. O. U. NEED, Oak Hill
DR. DANIEL M. THOMPSON, Wichita	DR. L. E. HAUGHEY, Concordia
DR. FARRIS D. EVANS, Wichita	DR. E. R. GELVIN, Concordia
DR. E. S. BRINTON, Wichita	DR. JOHN H. LATHROP, Concordia
DR. A. J. WRAY, Wichita	DR. M. D. MCCOMAS, Courtland
DR. E. S. HYMER, Sedgwick	DR. C. G. MCMAHON, Superior
DR. LESLIE H. COBB, Mulvane	DR. HOMER S. FOUTZ, Minneapolis
DR. EUGENE B. WINCHESTER, Mulvane	DR. J. E. HENSHALL, Osborne
DR. M. J. DUNBAR, Winfield	DR. JOHN C. SLIFER, Osteopath, Florence
DR. E. W. HELLWEG, Arkansas City	DR. T. C. ENSEY, Marion
DR. GEORGE MEEK, Arkansas City	DR. CHAS. MAGEE, Marion
DR. G. L. CAMPBELL, Arkansas City	DR. H. R. TURNER, Hope
DR. NEWTON C. SMITH, Ark. City	DR. H. R. SMITH, Lincoln Center
DR. BRUCE G. SMITH, Arkansas City	DR. H. L. SONGER, Lincoln Center
DR. T. L. HILL, Arkansas City	DR. CLARENCE E. THOMPSON, Holyrood
DR. CARL STENSAAS, Ark. City	

#### EYE, EAR, NOSE AND THROAT SPECIALISTS

DR. D. P. TRIMBLE.....	Emporia
DR. E. L. GANN.....	Emporia
DR. E. E. TIPPIN.....	Wichita
DR. E. E. TIPPIN, JR.....	Wichita
DR. E. M. HARMS.....	Wichita
DR. E. K. ENNS.....	Newton
DR. J. H. ENNS, Eye Spec.....	Newton
DR. H. E. MORGAN (Eye Only).....	Newton
DR. C. T. RALLS.....	Winfield
DR. JAMES E. HILL.....	Arkansas City
DR. J. H. JOHNSON (Eye Only).....	El Dorado

**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
1-2	Streator Chillicothe Galesburg La Plata Marceline Carrollton	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen and Scheduled stops Williams and beyond	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen and Scheduled stops Williams and beyond	17-18	Streator Chillicothe	Scheduled stops in California	Scheduled stops Albuquerque and beyond
					Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops Albuquerque and beyond
				El Capitan	On days El Capitan is operated as a separate train, that train will make conditional stops shown for trains 17-18.		
2	La Plata	Chicago and beyond		19	Carrollton	Tulsa	
					East of Kansas City	Dodge City to Halstead inclusive	
3	Between Kansas City and Wellington	Beyond Wellington			Emporia	St. John Garden City Lamar La Junta and Scheduled stops beyond	
6	Newton to Kansas City		Wichita and beyond				
9	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois	20	Stations in Illinois		Beyond Kansas City
	Verona Dallas City		Chicago and beyond		Ransom Verona Mazon Toluca Dallas City	Chicago and beyond	
11	Newkirk	Oklahoma City and beyond	Wichita and beyond		La Plata Marceline Emporia		St. John Garden City Lamar La Junta and Scheduled stops beyond
12	Newkirk	Wichita and beyond	Oklahoma City and beyond				
	East of Kansas City		Dodge City to Halstead inclusive				
15	Marceline	Tulsa, Wichita and beyond	Chicago and beyond	123	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois
	Ottawa Jct.	Scheduled stops beyond Newton		124	Newton to Kansas City	Points between Newton and Kansas City and beyond	Points between Newton and Kansas City and beyond Newton
	Newkirk	Oklahoma City and beyond	Wichita and beyond	211	Collinsville		Kansas City and beyond
16	Marceline		Wichita and beyond		Olathe	Cherryvale and beyond	Chicago and beyond
	Ottawa Jct.		Scheduled stops beyond Newton	212	Olathe	Chicago and beyond	Cherryvale and beyond

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.)

