

SUMNER GREENWOOD, Trainmaster.....Newton, Kans.
 N. L. MINNIX, Trainmaster.....Newton, Kans.
 J. M. WATKINS, Trainmaster.....Newton, Kans.
 T. B. DANFORTH, Chief Dispatcher.....Newton, Kans.
 W. T. MORAN, Asst. Chief Dispatcher.....Newton, Kans.
 C. M. GREGORY, Asst. Chief Dispatcher.....Newton, Kans.

TRAIN DISPATCHERS—NEWTON, KANSAS

J. M. UTTERBACK	E. K. FRYE	R. E. CALDWELL
R. W. GUY	H. J. GARVIN	H. C. FLOTTMAN
P. W. HARE	J. Q. COOPER	C. C. CAYWOOD
H. B. MASSEY	G. O. THOMAS	D. L. CAYWOOD
F. O. BAIRD	E. M. COUGHLIN	R. E. STANFORD
R. H. WILLIS	R. W. RENFROE	W. E. ZANOVICH
C. R. SNODGRASS	R. T. POLLEY	J. G. SHEPHARD
M. M. MOWREY		

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

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

4 miles per hour <input type="checkbox"/>	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.

6

IN EFFECT

Monday, September 1, 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

WESTWARD											TIME TABLE No. 6 September 1, 1958	Rating Grade Ascending	Siding Capacity 80 ft. Per Car
Second Class	First Class												
73	11	19	25	5	3	7	17	15	1	123			
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			
	PM 7.20	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			
	7.23	6.43	11.33	11.28	11.23	11.03	4.08	3.48	1.13	12.34			
			f11.38										
			f11.42										
	7.30	6.50	f11.45 AM	11.35	11.30	11.10	4.15	3.55	1.20	12.43			
AM 3.05	7.35	6.55		s11.42	11.35	11.15	4.20	4.00	1.25	12.50			
3.10 AM	7.38	6.58		11.45	11.38	11.19	4.23	4.03	1.28	12.54			
	7.45	7.05		11.52	11.45	11.26	4.31	4.10	1.36	1.02			
										1.06			
	7.54	7.14	Via Fourth District	PM s12.03	11.54	11.35	4.40	4.19	1.45	1.13			
Via Strong City District	8.03	7.23		f12.13	12.03	11.44	4.49	4.28	1.54	1.25			
	8.11	7.31		12.21	12.11	11.53	4.58	4.36	2.03	1.34			
	s 8.25 PM	s 7.45 PM		s 12.35 PM	s 12.25 PM	PM s 12.10 PM	s 5.15 AM	s 4.50 AM	s 2.20 AM	s 1.55 AM			
Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
49.2	67.4	67.4	63.2	62.6	67.4	62.6	62.6	67.4	62.6	51.5			

AUTOMATIC BLOCK SYSTEM
AUTOMATIC TRAIN STOP

STATIONS	Rating Grade	Siding Capacity
EMPORIA YL 3.2	2 Tracks	6.1
MERRICK YL 4.9		
PLYMOUTH 3.2	3 Tracks	4.4
SAFFORDVILLE 2.0		
ELLINOR 6.3		6.8
STRONG CITY YL 4.1		9.2
NEVA 2.5		10.4
ELMDALE 7.3		0
CLEMENTS 5.1	TWO TRACKS	W63 E81
CEDAR POINT 6.2		W58 E54
FLORENCE YL 11.4		0
PEABODY 0.3		19.3
C.R.I. & P. Crossing 9.7		W126 E165
WALTON 6.3		W103 E57
Mo. Pac. Crossing 0.5		14.8
NEWTON YL		45.4
(73.0)		0
Average speed per hour		0

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 end 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, Tires Tables and Ways Communications	Mile Post	Riding Grade Ascending	TIME TABLE No. 6 September 1, 1958	EASTWARD										Second Class
				First 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
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.
				AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	
FT	C 112.1	21.2	EMPORIA YL 3.2	3.10	3.20	3.40	9.45	12.15	4.20	5.10	6.10	8.35	11.00	
	C 116.3	0	MERRICK YL 4.9	3.03	3.10	3.35	9.37	12.07 PM	4.10	5.02	5.58	8.27	10.52	
	B 120.2	0	PLYMOUTH YL 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	8.19	10.45	PM
Y	C 181.7	0	STRONG CITY YL 4.1	2.50	2.56	3.21	9.25	11.54	3.55		5.45	8.13	10.40	5.20
	B 135.8	0	NEVA 2.5	2.47	2.52	3.17	9.22	11.49	3.49		5.39	8.09	10.37	5.15 PM
	C 133.8	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	8.00	10.29	
	C 150.7	0	CEDAR POINT 6.2							Via Fourth District				
Y	C 156.9	0	FLORENCE YL 11.4	2.30	2.35	3.00	9.05	11.32	3.31		5.22	7.50	10.20	Via Strong City District
	C 168.3	0	PEABODY 0.3	2.21	2.26	2.51	8.56	11.22	3.21		5.12	7.41	10.11	
	168.6	16.3	C.R.I. & P. Crossing 9.7											
	C 178.8	21.1	WALTON 6.3	2.13	2.18	2.43	8.48	11.13	3.13		5.03	7.33	10.03	
	184.6	19.1	Mo. Pac. Crossing 0.5											
FT	Y C 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	7.25 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	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	49.2

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.

Trains must secure numbered clearance cards before leaving originating stations, except Neva, and eastward from Fourth 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. 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

SIGNAL SYSTEM ONE IN EFFECT:

Kinsley (Including Kinsley Interlocking) to M.P. 352.3 (Dodge City)

SIGNAL SYSTEM TWO IN EFFECT:

Newton to, but not including, Kinsley Interlocking.
M.P. 352.3 to M.P. 354.1 (Dodge City)

RULE 251 IN EFFECT:

First Street (Newton) to M.P. 214.0 (Way)
RX Tower to ND Jct.

RULE 261 IN EFFECT:

On Main Tracks, M.P. 214.0 (Way) to RX Tower
Kinsley to M.P. 352.3 (Dodge City)

Other than provided in Rule 651 (A), trains must secure numbered clearance cards before leaving originating stations, except at CH Jct., ND Jct., Fifth District trains at Way, and No. 311 at Kinsley. Westward Fifth District trains must secure numbered clearance cards at RX Tower.

At Newton, between Mo. Pac. crossing and First Street, 0.4 mile west of Passenger Station, 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 RX Tower and ND Jct., and at Dodge City between M.P. 352.1 and M.P. 352.8, 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 Tracks may be used not protecting against regular and extra trains and engines.

Between RX Tower and CH Jct. south track is designated Main Track No. 1 upon which the current of traffic is eastward; middle track Main Track No. 2 upon which the current of traffic is westward; and north track Main Track No. 3 upon which there is no current of traffic. Westward Fifth District trains will use Main Track No. 3 unless otherwise provided; other trains will not use Main Track No. 3 unless authorized to do so.

Time of trains at Way applies at Interlocked Switch East end freight yard.

Sliding Capacity 50 ft. Per Car	WESTWARD					Rising Grade Ascending	TIME TABLE No. 6 September 1, 1958	
	First Class							
	311	19	7	17	123			
	Passenger	The Chief	Fast Mail Express	Super Chief-El Capitan	The Grand Canyon		STATIONS	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Mile Post		
	PM 8.35	PM 7.50	PM 12.20	AM 5.20	AM 2.10	185.1		
						186.7		
WB88 EB88	f 8.44	7.57	12.27	5.27	f 2.20	194.6	NEWTON YL 1.6	
WB88 EB90	f 8.54	8.05	12.35	5.35	2.28	204.1	Sand Creek YL 7.9	
	9.05	8.14	12.44	5.44	2.37	214.9	HALSTEAD 9.5	
	9.08	8.16	12.46	5.46	2.39	216.5	S.L.-S.F. Crossing BURRTON 10.8	
	s 9.14	s 8.20	12.50	5.50	s 2.55	218.0	WAY YL 1.6	
	9.15 PM					218.3	RX TOWER CRI&P Crossing YL 1.5	
	Via Fifth District	8.23	12.54	5.53	2.57	219.1	HUTCHINSON YL 0.3	
82		8.28	12.58	5.58	3.01	223.4	CH JCT. YL 0.8	
82		8.32	1.02	6.02	3.05	228.9	ND JCT. Mo.Pac.Cros'g YL 4.3	
135		8.37	1.07	6.07	3.10	235.1	WHITESIDE 5.5	
84		8.41	1.11	6.11	3.15	240.7	PARTRIDGE 6.2	
86		8.45	1.15	6.15	3.19	246.4	ABBYVILLE 5.6	
99		8.48	1.19 ⁸	6.18	3.23	251.1	PLEVNA 5.7	
84		8.53	1.24	6.22 ^f	3.29	257.0	SYLVIA 4.7	
						257.2	ZENITH 5.9	
135		9.01	1.33	6.29 ^f	3.39	266.0	STAFFORD 0.2	
85		9.07	1.38	6.34	3.44	272.8	Mo. Pac. Crossing 8.8	
82		9.11	1.42	6.37 ^f	3.47	277.6	ST. JOHN 6.8	
135		9.17	1.47	6.42	3.52	284.9	DILLWYN 4.8	
84		9.23	1.53	6.48	3.58	293.3	MACKSVILLE 7.3	
63	Via Fifth District PM	9.26	1.56	6.51	4.01	296.9	BELPRE 8.4	
135	124	11.19	9.30	2.01	6.56 ^s	302.4	LEWIS 3.6	
99 101	f	11.26	9.36	2.08	7.02	324.7	OMAR 5.5	
141		11.31	9.40	2.12	7.06	330.3	KINSLEY YL 8.0	
153 105	f	11.37	9.45	2.16	7.10	336.1	OFFERLE 5.6	
144	f	11.45	9.52	2.22	7.16	344.7	BELLEFONT 5.8	
	s	11.59 PM	s 10.07 PM	s 2.35 PM	s 7.30 AM	s 5.15 AM	352.5	SPEARVILLE 8.6
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		WRIGHT 7.8	
	51.7	67.1	68.0	70.6	49.7		DODGE CITY YL	

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

3 Tracks

2 Tracks

AUTOMATIC TRAIN STOP

C.T.C.

2 Tracks

(153.1)
Average speed per hour

SECOND DISTRICT

MIDDLE DIVISION 5

TIME TABLE No. 6 September 1, 1958	Rating Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EASTWARD				
				First Class				
				18	312	8	20	124
STATIONS				Super Chief-El Capitan	Passenger	Fast Mail Express	The Chief	The Grand Canyon
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
NEWTON YL 1.6	31.8	FT	C	s 2.30	s 8.25	s 2.55	s 7.20	s 1.55
Sand Creek YL 7.9	15.8	Y	C					
HALSTEAD 9.5	0		C	2.16	f 8.09	2.33	7.02	f 1.25
S.L.-S.F. Crossing BURRTON 10.8	0		C	2.08	f 7.59	2.23	6.53	1.14
WAY YL 1.6	0	F Y	C	1.59	7.49	2.11	6.42	1.01
RX TOWER CRI&P Crossing YL	0		C	1.57	7.46	2.09	6.40	12.58
HUTCHINSON YL 0.3	0	Y	B	1.53	s 7.42	s 2.05	s 6.36	s 12.53
CH JCT. YL 0.8	0				7.30 AM			
ND JCT. Mo. Pac. Cros'g YL	0		B	1.50	Via Fifth District	1.51	6.32	12.36
WHITESIDE 5.5	0		B	1.46		1.46	6.28	12.31
PARTRIDGE 6.2	0		C	1.42		1.41	6.23	12.27
ABBYVILLE 5.6	0		B	1.38		1.35	6.18	12.23
PLEVNA 5.7	20.3		B	1.34		1.30	6.13	12.19
SYLVIA 4.7	0		C	1.30		1.24	6.09	12.15
ZENITH 5.9	0		B	1.27		1.19 ⁷	6.05	12.12
STAFFORD 0.2	0		C	1.23		f 1.10	6.01	f 12.06 AM
Mo. Pac. Crossing	0							
ST. JOHN 6.8	0		C	1.15		f 1.02	5.53	f 11.56
DILLWYN 4.8	0		B	1.10		12.54	5.48	11.49
MACKSVILLE 7.3	0		C	1.07		12.50	5.45	11.45
BELPRE 8.4	0		C	1.02		12.44	5.40	11.38
LEWIS 3.6	0		C	12.56		12.37	5.34	11.31
OMAR 5.5	0		B	12.53	Via Fifth District AM	12.34	5.31	11.27
KINSLEY YL 8.0	0	Y	C	12.49	s 5.20	12.29	5.27	s 11.19 ³¹¹
OFFERLE 5.6	0		C	12.42	f 5.09	12.22	5.20	11.09
BELLFONT 5.8	0			12.38	5.05	12.17	5.16	11.05
SPEARVILLE 8.6	24.2		C	12.34	f 5.01	12.12	5.12	f 11.01
WRIGHT 7.8	26.5		B	12.28	4.55 ¹²³	12.05	5.05	10.55
DODGE CITY YL		F TY	C	12.18 AM	4.45 AM	11.55 AM	4.55 PM	10.45 PM
(153.1)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour				69.6	49.0	51.0	63.4	48.3

SIGNAL SYSTEM ONE IN EFFECT:

M.P. 352.3 (Dodge City) to Kinsley (Including Kinsley Interlocking)

SIGNAL SYSTEM TWO IN EFFECT:

M.P. 354.1 to M.P. 352.3 (Dodge City)

Kinsley (Not including Kinsley Interlocking) to Newton.

RULE 251 IN EFFECT:

ND Jct. to RX Tower.

M.P. 214.0 (Way) to First Street (Newton)

RULE 261 IN EFFECT:

On Main Tracks M.P. 352.3 (Dodge City) to Kinsley.

On Main Tracks RX Tower to M.P. 214.0 (Way)

Other than provided in Rule 651 (A), trains must secure numbered clearance cards before leaving originating stations, except at ND Jct., and CH Jct.

At Newton, between First Street, 0.4 mile west of Passenger Station 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.

At Dodge City between M.P. 352.8 and M.P. 352.1 and between ND Jct. and RX Tower, 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 Tracks may be used not protecting against regular and extra trains and engines.

Between CH Jct. and RX Tower, south track is designated Main Track No. 1 upon which the current of traffic is eastward; middle track Main Track No. 2 upon which the current of traffic is westward; and north track Main Track No. 3 upon which there is no current of traffic. Westward Fifth District trains will use Main Track No. 3 unless otherwise provided; other trains will not use Main Track No. 3 unless authorized to do so.

Time of trains at Way applies at Interlocked Switch East end freight yard.

6 MIDDLE DIVISION

THIRD DISTRICT

**SIGNAL SYSTEM
ONE IN EFFECT:**

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

South Jct. Interlocking.

M.P. 229, Mulvale, to Ar-
kansas 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.

WN 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. 6 September 1, 1958	Rating Grade Ascending	Fuel, Water, Turn Tables and Wyes	Siding Capacity 50 ft. Per Car
First Class										
11	5	3	25	47	15	1				
The Kansas Cityan	The Ranger	Passenger	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 12.55	PM 12.35			AM 5.00	AM 2.25				
							STATIONS			
							NEWTON			
							0.4	0		
							A.T.&S.F. Crossing			
							FIRST STREET	0		77
							2.5			
							McGRAW	0		
							3.2			
							POTNAM	0		133
							4.0			
							SEDGWICK	0		146
							6.6			
							VALLEY CENTER			130
8.45	f 1.13	12.49			5.15	2.39	S.L.-S.F. Crossing	0		
							7.3			
							NO. WICHITA YL	0		FT
							1.0			
							Mo. Pac. Crossing	0		
							1.6			
							NORTH JCT. YL	21.2		
							0.6			
9.05	s 1.35	s 1.10		AM	5.40	3.00	WICHITA U. S. YL	0		
9.10	s 1.50	s 1.15		5.42	5.35	3.10	0.9			
				AM	5.37	3.12	SOUTH JCT.			Y
							C.R.I. & P. Crossing	31.7		
							4.2			
							CONNELL	16.4		133
							5.6			
							DERBY	21.6		134
							4.9			
9.27	s 2.11	1.33			5.52	3.28	MULVANE	31.7	Y	53
		PM				AM	10.0			
							UDALL	0		128
9.37	f 2.22	Via Fourth District	Via Douglass District	Via Panhandle Division	6.03	Via Fourth District	4.9			
							DALE	0		59
9.41	2.28				6.08		6.9			
							W.N. JCT. YL			
							A.T.&S.F. Crossing	13.5	Y	
							0.7			
							S.L.-S.F. Crossing	0		
							0.4			
s 9.55	s 2.45		2.10		s 6.20		WINFIELD YL	31.7		W80
			PM				5.3			
							HACKNEY	31.7		
10.01	2.52				6.27		7.3			
s 10.10	s 3.15				s 6.40		ARKANSAS CITY		FT	Y
	PM				AM					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(78.3)			
49.5	37.6	46.6	13.2	27.0	47.0	48.2	Average speed per hour			

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. 6 September 1, 1958	EASTWARD						
				First Class						
				2	12	4	6	26	48	16
				San Francisco Chief	The Chicagoan	Passenger	The Ranger	Motor	Motor	Texas Chief
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
				AM 1.50	AM 8.35	AM 10.50	PM 4.35			PM 9.50
			STATIONS							
C	185.1	27.8	NEWTON 0.4							
	185.5	27.8	A.T.&S.F. Crossing FIRST STREET 2.5							
	188.0	18.0	McGRAW 3.2							
	191.2	5.5	PUTNAM 4.0	1.32	8.21	10.30	4.16			9.38
C	195.2	10.4	SEDGWICK 6.6			10.27 f	4.12			
C	201.8	7.2	VALLEY CENTER S.L.-S.F. Crossing 7.3			10.22 f	4.05			
C	209.1	9.5	NO. WICHITA YL 1.0	1.18	8.07	10.15	3.58			9.23
	210.1	10.8	Mo. Pac. Crossing 1.6							
C	211.7	0	NORTH JCT. YL 0.6	1.12	8.02	10.08	3.52			9.17
C	212.3	28.8	WICHITA U. S. YL 0.9	s 1.10	s 8.00	s 10.05 s 9.55	s 3.50 s 3.40		PM 3.30	s 9.15 s 9.10
C	213.2	10.9	SOUTH JCT. C.R.I. & P. Crossing 4.2	12.58	7.50	9.52	3.37		3.22 PM	9.03
	217.4	31.7	CONNELL 5.6							
	223.0	31.7	DERBY 4.9				3.23			
C	227.9	18.6	MULVANE 10.0	12.43 AM	7.38	9.36 AM	s 3.17			8.50
C	237.9	39.6	UDALL 4.9	Via Fourth District	7.29	Via Fourth District	s 3.06	Via Douglas District	Via Panhandle Division	8.41
	242.8	31.7	DALE 6.9		7.24		2.59			8.36
C	249.7	16.3	W.N. JCT. YL A.T. & S.F. Crossing 0.7		7.19		2.51	PM 2.52		8.29
	250.4	16.3	S.L.-S.F. Crossing 0.4							
C	250.8	31.7	WINFIELD YL 5.3		s 7.17		s 2.48	2.50 PM		s 8.27
B	256.1	31.7	HACKNEY 7.3		7.11		2.37			8.19
C	263.4		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 WN 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 Fourth 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 FOURTH DISTRICT

MIDDLE DIVISION

Siding Capacity 50 ft. Per Car	WESTWARD			Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 6 September 1, 1958	Ruling Grade Ascending	Mile Post	Communications	EASTWARD		
	First Class									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		f 11.52			21.2	GLADSTONE 5.8	0	130.3				f 4.42
130		s 12.02			21.2	BAZAR 8.3	0	136.1	C			s 4.35
159		s 12.11			0	MATFIELD GREEN 9.8	21.2	144.4	C			s 4.26
295		s 12.24			14.7	CASSODAY 4.2	21.1	154.2	C			s 4.15
288		f 12.30			0	AIKMAN 7.7	21.2	158.4				f 4.10
143		f 12.40			21.1	CHELSEA 8.2	21.2	166.1				f 4.00
95		s 1.04	Y		0	EL DORADO YL 3.3	0	174.3	C			s 3.47
		f 1.09			0	VANORA 7.7	0	177.6				f 3.33
E 129 W 189		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		Via Third District	Via Third District	
133			Via Douglass District		21.6	ROSE HILL 2.8	21.1	211.6				
					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		f 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	
	s 2.00 PM		s 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 261 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 Fourth 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 Fourth District at Mulvane; eastward from Douglass District at AG Tower.

Movement of trains on westward main track between Mulvane and west end of Fourth 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.

MIDDLE DIVISION

FIFTH DISTRICT 9

Siding Capacity 50 ft. Per Car	WEST- WARD	Mile Post	Rating Grade Ascending	TIME TABLE No. 6 September 1, 1958	Rating Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD
	First Class							First Class
	311							312
	Passenger							Passenger
	Leave Daily			STATIONS				Arrive Daily
	PM 9.15	218.3	0	CH JCT. YL	0			AM 7.30
82	9.21	223.2	7.4	4.9 YAGGY	0		B	7.24
82	f 9.27	228.6	0	5.4 NICKERSON	0		C	f 7.16
		235.7	11.1	7.1 Mo. Pac. Crossing	0			
85	s 9.37	236.7	0	1.0 STERLING YL	0		C	s 7.06
82	f 9.44	242.9	0	6.2 ALDEN	0		C	f 6.56
53	f 9.52	249.0	10.5	6.1 RAYMOND	0			f 6.48
53	9.58	253.5	0	4.5 CLARENDON	0		B	6.42
82	s 10.06	259.4	0	5.9 ELLINWOOD YL	0	Y	C	s 6.34
82	10.12	263.9	11.8	4.5 DARTMOUTH	0		B	6.27
	s 10.20	269.5	19.4	5.6 GREAT BEND YL	0	FY	C	s 6.20
52	10.29	277.3	13.0	7.8 DUNDEE	0		B	6.07
82	f 10.37	283.0	13.0	5.7 PAWNEE ROCK	0		C	f 6.01
83	s 10.47	291.8	0	8.8 LARNED YL	0	Y	C	s 5.52
53	10.53	297.4	17.4	5.6 HAMBURG	0		B	5.41
84	f 10.59	302.5	12.6	5.1 GARFIELD	0		C	f 5.35
52	11.06	309.4	9.0	6.9 NETTLETON	0		B	5.28
143	s 11.19 PM	316.7		7.3 KINSLEY YL	0	Y	C	5.20 AM
	Arrive Daily			(98.4)				Leave Daily
	47.6			Average speed per hour				45.4

SIGNAL SYSTEM ONE IN EFFECT:
Kinsley Interlocking

SIGNAL SYSTEM TWO IN EFFECT:
CH Jct.
Mo. Pac. crossing (1.0 mile East of Sterling)

Trains must secure numbered clearance cards before leaving originating stations, except at CH Jct. Westward trains originating east of CH Jct. must secure numbered clearance cards at RX Tower.

Train order signal at Kinsley governs Second District trains only.

LARNED DISTRICT

Siding Capacity 50 ft. Per Car	WEST- WARD	Mile Post	Rating Grade Ascending	TIME TABLE No. 6 September 1, 1958	Rating Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD
	Second Class							Second Class
	71							72
	Mixed							Mixed
	Leave Sun., Tues., Thurs.			STATIONS				Arrive Mon., Wed., Fri.
83	PM 12.01		10.5	LARNED YL	0	Y	C	AM 11.05
	f 12.25	6.6	10.5	6.6 FRIZELL	0			f 10.45
	s 12.50	12.2	10.5	5.6 SANFORD	0			s 10.25
	s 1.15	17.0	10.5	4.8 ROZEL	0		C	s 10.10
	s 2.15	23.9	24.8	6.9 BURDETT	0		C	s 9.45
	f 2.35	30.7	0	6.8 GRAY	0			f 9.15
	s 3.05	35.4	7.0	4.7 OLNEY	0		C	s 9.00
	4.15 PM	46.2	52.8	10.8 JETMORE YL	52.8	Y	C	8.30 AM
	Arrive Sun., Tues., Thurs.			(46.2)				Leave Mon., Wed., Fri.
	10.9			Average speed per hour				17.9

Trains must secure numbered clearance cards before leaving originating stations.

No switch lights on Larned District.

10 McPHERSON DISTRICT

MIDDLE DIVISION

Siding Capacity 50 ft. Per Car	WESTWARD		Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 6 September 1, 1958	Ruling Grade Ascending	Mile Post	Communications	EASTWARD	
	Second Class								Second Class	
	89	87							88	90
	Way Frt.	Way Frt.							Way Frt.	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		20.8	OURSLEA 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	
				14.8	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 5.1	21.9	86.0	C	f 1.45	
		f 11.05		0	SILICA 6.4	29.8	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:

Marion Interlocking.

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

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

No. 87 is superior to No. 88.

No switch lights on McPherson District.

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

MIDDLE DIVISION

SALINA DISTRICT 11

Siding Capacity 50 ft. Per Car	WESTWARD			Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 6 September 1, 1958	Ruling Grade Ascending	Mile Post	Communications	EASTWARD		
	77	Second Class								566	80	78
		Way Freight	C.R.I.&P. Mixed										Mixed	C.R.I.&P. Mixed	Mixed	Way Freight
	Leave Tues., Thur., Sat.	Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.			STATIONS				Arrive Daily Ex. Sun.	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.
	AM 7.05		AM 7.05	FT	0	ABILENE YL			C		PM 2.00	PM 2.00
		AM 6.00			0	0.4 C.R.I.& P. JCT.				AM 10.01		
		6.02			0	0.2 S.A. JCT.	0			9.56		
		6.10	7.10		0	0.3 WEST ABILENE YL	0	0.3		9.50	1.50	
					0	0.4 SAND SPRING	0	3.7				
A.T.&S.F. Yard	Via Union Pacific	Via Union Pacific	Via Union Pacific		0	4.1 SOLOMON	0	7.8	C	Via Union Pacific	Via Union Pacific	Via Union Pacific
		7.10	8.10		0	12.6 EAST SALINA YL	0	20.1		9.00	1.00	
		7.15 AM	8.15		0	0.4 A.B. JCT.	0	20.5		8.55 AM	12.55	
					0	1.0 U.P. Crossing	0	21.5				
					0	0.1 U.P. Crossing	0	21.6				
	8.20 AM		8.20	F	0	0.1 SALINA F. S. YL	0	21.7	C		12.45 PM	1.00 PM
			s 8.30		0	0.4 SALINA U.S. YL	0	22.1	C		s11.35	
					14.2	0.6 U.P. Crossing	0	22.7				
42			f 8.50		39.9	7.4 HEDVILLE	37.0	30.1			f11.10	
42			f 9.05		47.7	0.8 GLENDALE	30.0	36.9			f10.55	
			f 9.15		47.5	5.3 JUNIATA	42.2	42.2			f10.43	
			s 9.22		47.6	3.3 WESTFALL	44.0	45.5	C		s10.35	
			f 9.29		47.5	3.5 EDALGO	42.2	49.0			f10.28	
			9.40		39.6	6.2 BARTON	42.2	55.2			10.15	
					50.0	1.4 U.P. Crossing	50.2	56.6				
45			s 9.45		0	0.3 LINCOLN CENTER YL	0	56.9	C		s10.10	
			10.00		37.0	5.2 GOLDENROD	21.1	62.1			9.57	
			f10.10		47.5	3.1 DENMARK	37.0	65.2	B		f 9.50	
					37.0	3.2 GRANT	18.5	68.4				
			f10.25		37.0	3.3 ASH GROVE	0	71.7	B		f 9.35	
			s10.40		42.2	5.4 HUNTER	30.0	77.1	C		s 9.25	
17			s11.00		52.8	8.9 TIPTON	44.9	86.0	C		s 9.05	
					55.4	8.2 CORINTH	50.0	94.2				
					21.1	3.9 FORNEY	10.6	98.1				
			11.40 AM	Y	47.5	4.4 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.

MIDDLE DIVISION

STRONG CITY DISTRICT 13

Siding Capacity 50 ft. Per Car	WESTWARD			Fuel, Water, Turn Tables and Wyes	Routing Grade Ascending	TIME TABLE			Routing Grade Ascending	Mile Post	Communications	EASTWARD		
	Second Class					No. 6						Second Class		
	73	175	73			September 1, 1958						74	74	176
	Mixed	U. P. Mixed	Mixed			STATIONS						Mixed	Mixed	U. P. Mixed
	Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.									Arrive Tue, Thurs. Sat.	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.
			AM 3.10			NEVA YL					B		PM 5.15	
			3.16		34.7	2.6 ROCKLAND	0	2.6					5.10	
34		f	3.30		39.4	5.0 HYMER	0	7.6	C			f	5.00	
20		f	3.45		37.0	5.8 DIAMOND SPRINGS	0	13.4				f	4.47	
29		f	4.00		47.5	5.8 BURDICK	0	19.2	C			s	4.35	
					50.5	6.3 C.R.I.&P. Crossing LOST SPRINGS	41.2							
22		s	4.15		20.6	5.2 JACOBS	49.1	25.5				s	4.15	
30		f	4.29		0	0.2 C.R.I.&P. Crossing	0	30.7				f	4.05	
					48.6	5.9 HOPE	49.1	30.9						
53		f	4.40		34.4	0.3 Mo. Pac. Crossing	0	37.1				f	3.50	
					40.7	7.3 NAVARRE	47.5	44.4	C			s	3.32	
27		f	4.58		0	7.7 ENTERPRISE YL	47.5	52.1	C			s	3.15	
39		f	5.17		0	0.1 C.R.I. & P. Crossing	0	52.2						
					0	0.1 A.T. & S.F. Crossing	0	52.3						
		s	6.00	FT	0	0.5 ABILENE YL	0	58.1	C			s	3.00 2.00	
					0	0.2 C.R.I. & P. Jct.	0	58.6						
			6.03		0	0.2 S.A. Jct.	0	58.8					1.30	
			6.05		37.0	8.0 U.P. Crossing	0	59.0					1.28	
31		f	6.22		39.8	5.8 TALMAGE YL	0	67.0	C			f	1.05	
32		f	6.35	Y	52.8	5.6 MANCHESTER YL	52.7	72.8	C			f	12.50	
34		f	6.50		52.8	5.3 LONGFORD	52.8	78.4	C			f	12.40	
15		f	7.05		52.7	9.3 OAK HILL	37.0	83.7	B			f	12.30	
54		f	7.30		0	0.2 MILTONVALE YL	0	93.0	C			f	12.15	
		AM	8.17		52.8	8.9 M.V. JCT. YL	52.7	93.2					12.13 PM	1.42
17		f	8.35		52.6	5.9 AURORA	52.7	102.1	C			f	11.55	1.24
			8.47		0	2.0 HUSCHER	52.7	108.0						1.12
					0	3.2 COOK	0	110.0						
					0	0.1 Mo. Pac. Crossing C.B. & Q. Crossing	0	113.2						
		9.02 AM	8.20		0	0.1 C.O. JCT. YL	0	113.3					11.32	1.02 PM
					17.8	0.1 U.P. Crossing	0	113.4						
	AM		8.25 AM	T	14.2	3.1 CONCORDIA YL	0	113.5	C			s	10.55 AM	11.30 AM
					0	3.5 HANNUM	0	116.6						
					29.9	1.4 Mo. Pac. Crossing	0	120.1						
	f		9.55		52.4	6.2 ONEONTA	0	121.5				f	10.39	
	f		10.10		0	6.0 KACKLEY	23.5	127.7	C			f	10.25	
	s		10.25		52.1	7.5 C.R.I. & P. Crossing COURTLAND	52.7	133.7	C			s	10.10	
	f		10.50		52.6	5.8 LOVEWELL	0	141.2	C			f	9.50	
19	f		11.05		0	4.9 WEBBER	52.8	147.0	B			f	9.35	
					42.2	0.7 State Line	0	151.9						
					42.2	0.4 Mo. Pac. Crossing	0	152.6						
					0	0.8 C.B. & Q. Crossing	0	153.0						
	11.25 AM			T	0	0.8 SUPERIOR YL	0	153.8	C				9.15 AM	
	Arrive Mon., Wed., Fri.	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sun.			(153.8)						Leave Tue, Thurs. Sat.	Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.
	20.1	27.1	21.6			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 numbered 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.

14 CIMARRON VALLEY DISTRICT

MIDDLE DIVISION

Sitting Capacity 50 Ft. Per Car	WEST- WARD	Mile Post	Ruling Grade Ascending	TIME TABLE No. 6 September 1, 1958	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD
	Second Class							Second Class
	173							174
	Mixed							Mixed
	Leave Mon., Wed., Fri.			STATIONS				Arrive Tues., Thurs., Sat.
	AM 9.00			DODGE CITY YL 0.2	0	F TY	C	PM 2.00
		0.2	0	C.R.I. & P. Jct. YL 0.9	0			
		1.1	52.8	Cimarron Valley Jct. YL 9.2	0			
34	f 9.28	10.3	52.8	SAYRE 4.0	0			f 1.20
65	s 9.38	14.3	21.1	ENSIGN 5.0	0		C	s 1.05
32	f 9.50	19.3	20.1	HAGGARD 7.2	21.1			f 12.45
112	s 10.05	26.5	52.8	MONTEZUMA 10.9	21.1		C	s 12.20 PM
111	s 10.25	37.4	21.1	COPELAND 5.6	0		C	s 11.50
	f 10.40	43.0	21.1	TICE 6.8	0			f 11.20
83	s 11.05	49.8	21.1	SUBLETTE 8.4	18.0		C	s 11.05
	s 11.40	58.2		SATANTA YL 0.4	52.8	F Y	C	s 10.45
	PM	58.6	52.8	SATANTA JCT. YL 15.7	52.8			
32	s 12.30	74.3	21.1	MOSCOW 12.7	21.1		C	s 9.30
52	s 1.05	87.0	21.1	HUGOTON 7.3	0		C	s 9.00
	f 1.25	94.3	21.1	FETERITA 8.7	0			f 8.30
33	s 1.50	103.0	42.2	ROLLA 8.3	0		C	s 8.12
	f 2.10	111.3	42.2	WILBURTON 8.6	0			f 7.55
40	s 2.45	119.9	52.8	ELKHART YL 12.4	48.6		C	s 7.35
	f 3.17	132.3	52.8	STURGIS 11.5	24.3			f 7.00
24	s 3.50	143.8		KEYES 1.0			C	s 6.35
		144.8	31.7	B.M. & E. JCT. 14.7	26.4			
	5.00 PM	159.5		BOISE CITY YL		Y	C	6.00 AM
	Arrive Mon., Wed., Fri.			(159.5)				Leave Tues., Thurs., Sat.
	19.9			Average speed per hour				19.9

SIGNAL SYSTEM TWO IN EFFECT:

Dodge City.

Trains must secure numbered clearance cards before leaving originating stations, and at Satanta.

Trains and engines will use C.R.I. & P. track between C.R.I. & P. Jct. and Cimarron Valley Jct. under C.R.I. & P. yard limit rules as follows:

Yard limits indicated by yard limit board. Within these limits main track may be used, clearing the time of first class trains, unless main track is seen or known to be clear. Second and Third class and extra trains must move within yard limits "under control." "Under

control" must be understood to mean "able to stop within distance track is seen to be clear." Whosoever obstructs the main track within yard limits must protect by a flagman when the obstruction cannot, for any reason, be plainly seen from approaching train for a distance of at least seven hundred and fifty (750) feet. In case of collision responsibility rests with the moving train or engine. At night, or in stormy weather, proper lights must be displayed on all trains, cars or engines obstructing tracks within yard limits. Trains carrying passengers must be protected at all times.

Trains via Cimarron Valley District register at C.R.I. & P. Station Dodge City.

No switch lights on Cimarron Valley District.

MIDDLE DIVISION

15

MANTER DISTRICT

Siding Capacity 50 ft. Per Car	WEST- WARD Second Class	Mile Post	Rolling Grade Ascending	TIME TABLE No. 6 September 1, 1958			Rolling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD Second Class
	185									186
	Mixed								Mixed	
	Leave Sun., Tues., Thurs.			STATIONS					Arrive Mon., Wed., Fri.	
	AM 11.40		0	SATANTA YL 0.4	13.2	F	C		AM 10.45	
	PM	0.4	26.4	SATANTA JCT. YL 7.4	9.5	Y				
52	f 12.05	7.8	52.8	RYUS 8.2	52.8		B	f 10.25		
84	f 12.35	16.0	52.8	HICKOK 7.9	52.8		B	f 10.05		
100	s 1.05	23.9	46.5	ULYSSES YL 7.1	20.0		C	s 9.45		
	f 1.25	31.0	40.1	STANO 4.1	37.0			f 9.25		
	f 1.45	36.1	37.0	BIGBOW 10.6	0		B	f 9.15		
34	s 2.25	46.7	52.8	JOHNSON 7.8	20.3		C	s 8.55		
54	s 2.52	53.5	52.8	MANTER YL 9.3	11.6	Y	C	s 8.35		
	f 3.26	62.8	42.2	SAUNDERS 6.2	21.1			f 8.15		
	f 3.50	69.0	42.2	BARTLETT 8.0	0			f 8.00		
22	s 4.20	77.0	47.5	WALSH 9.5	16.8		C	s 7.40		
	f 4.55	86.5	52.8	VILAS 8.9	47.5			f 7.10		
		95.4		SOUTH JCT. YL 0.5		Y				
44	s 5.30	95.9	66.0	SPRINGFIELD YL 1.3	0		C	s 6.45		
		97.2	52.8	NORTH JCT. YL 12.4						
42	6.45 PM	109.6		PRITCHETT YL		Y	C	6.00 AM		
	Arrive Sun., Tues., Thurs.			(109.6)					Leave Mon., Wed., Fri.	
	15.5			Average speed per hour					23.1	

Between South Jct. and North Jct. 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.

Main track between North Jct. and South Jct. Springfield, is used by Colorado Division, Boise City District, trains.

Trains must secure numbered clearance cards before leaving originating stations.

No switch lights on Manter District.

GREAT BEND DISTRICT

Siding Capacity 50 ft. Per Car	WEST- WARD Second Class	Mile Post	Rolling Grade Ascending	TIME TABLE No. 6 September 1, 1958			Rolling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD Second Class
	69									70
	Mixed								Mixed	
	Leave Sun., Tues., Thurs.			STATIONS					Arrive Mon., Wed., Fri.	
	AM 9.00		5.2	GREAT BEND YL 8.3					PM 1.30	
	s 9.20	8.3	21.1	HEIZER 7.1					s 12.40	
35	s 9.45	16.4	19.9	ALBERT 4.4					s 12.20	
	f 10.00	19.8	21.1	SHAFFER 4.7					f 12.07 PM	
	s 10.17	24.5	15.8	TIMKEN 7.7					s 11.55	
85	s 10.42	32.2	15.8	RUSH CENTER 6.9					s 11.35	
	s 11.02	39.1	21.1	NEKOMA 6.0					s 11.15	
	s 11.25	46.1	21.1	ALEXANDER 7.7					s 10.55	
82	s 11.45	52.8	31.7	BAZINE 11.6					s 10.31	
78	s 12.35	64.4	31.7	NESS CITY YL 8.4	31.7	Y	C		s 10.05	
56	f 1.00	72.8	31.7	LAIRD 7.7	31.7				f 9.12	
	s 1.25	80.5	31.7	BEELER 6.7					s 8.57	
	s 1.45	87.2	31.7	ALAMOTA 8.8					s 8.42	
	s 2.10	96.0	22.6	DIGHTON 7.5					s 8.25	
	s 2.35	103.5	14.6	AMY 6.3					s 7.58	
	s 2.50	109.8	31.7	GRIGSTON 6.3	31.7				s 7.45	
	f 3.05	116.1	7.9	TRACTOR 3.1					f 7.30	
		118.9	17.6	Mo. Pac. Crossing 1.2						
	3.35 PM	120.1		SCOTT CITY YL		Y	C		7.15 AM	
	Arrive Sun., Tues., Thurs.			(120.1)					Leave Mon., Wed., Fri.	
	18.2			Average speed per hour					19.2	

Trains must secure numbered clearance cards before leaving originating stations.

No switch lights on Great Bend District.

16 SPECIAL RULES

MIDDLE DIVISION

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	Fourth 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
SECOND DISTRICT	
CH Jct.	Crossover (Spring Switch West end Main Track 3)
STRONG CITY DISTRICT	
M.V. Jct.	Strong City District
C. O. Jct.	Strong City District
MINNEAPOLIS DISTRICT	
Manchester	Strong City District
LITTLE RIVER DISTRICT	
Little River	McPherson District

4. JUNCTION SWITCHES (Rule 98)—(Cont'd)

LOCATION	NORMAL POSITION
SALINA DISTRICT	
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.
McPHERSON DISTRICT	
Ellinwood	Fifth District
GREAT BEND DISTRICT	
Great Bend	Fifth District
LARNED DISTRICT	
Larned	Fifth District
CIMARRON VALLEY DISTRICT	
Dodge City	Cimarron Valley District
Satanta Junction	Cimarron Valley District
B.M.& E. Jct.	Cimarron Valley District
Boise City	Dumas District
Boise City	Colorado Division
MANTER DISTRICT	
South Jct.	Colorado Division
North Jct.	Colorado Division

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.

C.R.I.& P. JCT.—CIMARRON VALLEY JCT.—A.T.& S.F. trains and engines will use C.R.I.& P. main track between C.R.I.& P. Jct. and Cimarron Valley Jct.

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.

MIDDLE DIVISION

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

BURRTON—S.L.-S.F. M.P. 204.1 Automatic Interlocking. Maximum speed with current of traffic 79 MPH, against current of traffic 20 MPH.

RX TOWER—C.R.I.&P. M.P. 216.5. Interlocking. Maximum speed 30 MPH.

CH JCT.—A.T.&S.F. Crossover at Fifth Dist. and Main Track No. 2. Automatic interlocking signals govern movement over crossing. If governing signal does not indicate proceed when conflicting movement not evident, member of crew shall go to crossing, see that signals on conflicting route are in stop position and hand signal train over crossing, being governed by Rule 509 (a).

ND JCT.—Mo. Pac. M.P. 219.1. Interlocking. Maximum speed 40 MPH.

STAFFORD—Mo. Pac. M.P. 257.2. Automatic Interlocking. Maximum speed 70 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—(Yard Track) 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.

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.

STERLING—Mo. Pac. M.P. 235.7. Automatic Interlocking. Maximum speed 20 MPH.

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.

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.

SPECIAL RULES 17

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

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.

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.

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

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. 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.

SCOTT CITY—Mo. Pac. M.P. 118.9. Interlocking, protected by derails. Stop and follow instructions posted in box at crossing. Maximum speed 30 MPH.

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT	90	60
SECOND DISTRICT		
Newton to CH Jct.	79	60
CH Jct. to Dodge City	90	60
THIRD DISTRICT	90	60
FOURTH DISTRICT		
Ellinor to West Jct.	60	60
West Jct. to Wellington	79	60
FIFTH DISTRICT	59	45
DOUGLASS DISTRICT	59	49

18 SPECIAL RULES

MIDDLE DIVISION

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
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
GREAT BEND DISTRICT	40	30
LARNED DISTRICT	30	25
CIMARRON VALLEY DISTRICT	40	40
MANTER DISTRICT	40	40

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	.....

SECOND DISTRICT

Curve, M.P. 187.3 to 187.8	65	55
Hutchinson over street crossings RX Tower to ND Jct.	20	20
Curve, M.P. 218.4 to 218.6	40	30
Curves, M.P. 219.6 to 220.2 WB	55	45
Curve, M.P. 220.0 to 220.2 EB	55	50
Curve, M.P. 228.3 to 228.8	75	55
Curve, M.P. 257.2 to 257.5	65	50
Curve, M.P. 266.1 to 266.5	75	55
Curve, M.P. 268.0 to 268.5	85	55
Curve, M.P. 269.8 to 270.0	80	55
Curve, M.P. 297.6 to 297.8	80	55
Curve, M.P. 298.9 to 299.1	80	55
Curve, M.P. 301.7 to 302.0	55	55
Kinsley, over street crossings	50	50
Curves, M.P. 348.0 to 349.8 WB	75	55
Curves, M.P. 348.0 to 349.8 EB	60	55
Curve, M.P. 352.0 to 352.1	20	20

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

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
THIRD DISTRICT—(Cont'd)		
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	.....

FOURTH 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

FIFTH DISTRICT

Sterling, over street crossings	25	25
Ellinwood, over Main Street crossing	40	40
Great Bend, over Main Street crossing	15	15
Larned, over street crossings	30	30

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

STRONG CITY DISTRICT

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

20 SPECIAL RULES

MIDDLE DIVISION

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

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

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT—(Cont'd)			
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
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

SECOND DISTRICT

Way	I	Crossovers east end yard	30
RX Tower	I	East end No. 3 track	30
CH Jct.	S	West end Main Track 3	15
	S	East end crossover Main Track No. 1	15
ND Jct.	I	Turnout end of Two tracks M.P. 219.1	40
	I	Turnout to Panhandle Division	15
Whiteside	S	Both ends siding	30
Partridge	S	Both ends siding	30
Abbyville	S	Both ends siding	30
Plevna	S	Both ends siding	30
Sylvia	S	Both ends siding	15
Zenith	S	Both ends siding	15
Stafford	S	Both ends siding	15
St. John	S	Both ends siding	15
Dillwyn	S	Both ends siding	15
Macksville	S	Both ends siding	15
Belpre	S	Both ends siding	15
Lewis	S	Both ends siding	15
Kinsley	I	East end sidings on Second and Fifth Districts	30
	I	Turnouts and crossovers between Depot and Colony Ave.	30
	I	West end siding	40
Offerle	I	Both ends both sidings	30
Bellefont	I	Both ends siding	30
Spearville	I	Both ends both sidings	30
Wright	I	East end siding	30
	I	Crossover M.P. 344.6	30
	I	Turnout end of Two Tracks M.P. 344.7	40
Dodge City	I	Turnouts East end Freight leads	30
	I	Double Crossovers M.P. 350.1	30

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

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

STATION	TYPE	LOCATION	MPH
THIRD DISTRICT			
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
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
Arkansas City	I	Oklahoma Division connection, westward main track	15
	S	M.P. 262 plus 2293 feet	30

FOURTH DISTRICT

Ellinor	I	Main track turnouts and crossovers except turnout connecting Fourth District and track No. 3 First Dist.	40
	I	Turnout connecting Fourth 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

MIDDLE DIVISION

SPECIAL RULES 21

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

STATION	TYPE	LOCATION	MPH
"I"—Interlocked Switch "S"—Spring Switch			
DOUGLASS DISTRICT			
W.N. Jct.	I	East end siding	30
	I	Crossover between main track and siding	10
STRONG CITY DISTRICT			
Abilene		Crossover just west of turnouts at street crossings east and west of station, and turnout at Bridge M.P. 58.7	30
SALINA DISTRICT			
		Main track turnouts	10

19. YARD LIMITS

Abilene (Includes west Abilene)	Manchester
Arkansas City	Manter
Augusta (Includes AG Tower)	Marion
Barnard	Minneapolis
Boise City	Miltonvale (Includes MV Jct.)
Chase	McPherson
Concordia (Includes CO Jct.)	Ness City
Dodge City (Includes Cimarron Valley Jct.)	Neva (On Strong City District only)
El Dorado	Newton (Includes Sand Creek)
Elkhart	North Wichita (Includes West Wichita)
Ellinwood	Osborne
Emporia (Includes Merrick)	Pritchett
Enterprise	Salina US (Includes Salina FS, East Salina and CGF Elevator)
Florence	Satanta (Includes Satanta Jct.)
Galatia	Scott City
Great Bend	Springfield (Includes North and South Jct.)
Hillsboro	Sterling
Holyrood	Strong City (Includes Cottonwood Falls)
Hutchinson (Includes Way, CH Jct. and ND Jct.)	Superior
Jetmore	Talmage
Kinsley	Ulysses
Larned	Winfield (Includes WN Jct.)
Lincoln Center	
Little River	
Lorraine	
Lyons	

20. BULLETIN BOOKS

Abilene	Newton
Arkansas City	North Wichita
Augusta	Osborne
Boise City	Salina FS
Concordia	Sand Creek
Dodge City	Satanta
El Dorado	Superior
Ellinwood	Way
Emporia	Wellington
Great Bend	Wichita
Miltonvale	Winfield
McPherson	

21. STANDARD CLOCKS

Abilene	Newton
Arkansas City	North Wichita
Boise City	Sand Creek
Dodge City	Scott City
Emporia	Way
Great Bend	Wellington
Larned	Wichita

22. STANDARD THERMOMETERS

Abilene	Manchester
AG Tower	Marion
Arkansas City	Minneapolis
Barnard	McPherson
Boise City	Mulvane
Concordia	Newton
Dodge City	North Wichita
Ellinor	Osborne
Ellinwood	Salina
Emporia	Sand Creek
Florence	Scott City
Galatia	Stafford
Great Bend	Strong City
Hutchinson	Superior
Jetmore	Way
Kinsley	Wellington
Larned	Wichita
Lincoln Center	Winfield
Lyons	

23. OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
FIRST DISTRICT	
Yard 185.1	Newton, cinder pit hoist. Newton, train sheds.
STRONG CITY DISTRICT	
Yard	Enterprise, Ehrsam spur, overhead doorway into building.
Yard	Abilene, Security Mill, canopy over two tracks.
Yard	Abilene Alfalfa Mill, canopy over track.
SALINA DISTRICT	
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
SECOND DISTRICT		
Water Works Spur	M.P. 192.1	7 Cars
Paxton	M.P. 199.4	6 Cars
Serco	M.P. 206.7	28 Cars
Ardell	M.P. 321.2	13 Cars
THIRD DISTRICT		
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
SALINA DISTRICT		
CGF spurs and switching tracks	M.P. 25.2	245 Cars
GREAT BEND DISTRICT		
Western Light & Telephone Co.	M.P. 6.5	40 Cars
Shallow Track	M.P. 77.0	4 Cars
CIMARRON VALLEY DISTRICT		
W. A. Brown Enterprises	M.P. 2.4	2 Cars
Natural Gas Co. Track	M.P. 50.9	18 Cars
Citizens Track	M.P. 69.6	15 Cars
MANTER DISTRICT		
Columbian Track	M.P. 13.0	73 Cars
Magnolia Spur	M.P. 13.7	20 Cars
Magnolia Siding	M.P. 13.6	18 Cars
Columbian Track	M.P. 16.6	41 Cars
Pioneer Co-Op. Spur	M.P. 25.8	7 Cars
Hugoton Production Track	M.P. 25.9	33 Cars
Sullivan Track	M.P. 29.1	18 Cars
Gillian Track	M.P. 38.9	20 Cars
Dunn Track	M.P. 83.2	19 Cars
LARNED DISTRICT		
Bosse Track	M.P. 42.7	11 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 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.

In Oklahoma a passenger who refuses to pay his fare, or to conform to any lawful regulation of the carrier, may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place, or near some dwelling house. After having ejected a passenger, a carrier has no right to require the payment of any part of his fare.

In Colorado, a railroad company has a right to eject from its 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 station where suitable accommodation can be procured for his safety and comfort.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any station where suitable accommodation can be procured for his safety and comfort; this may be done upon a tender of refund of the unearned portion of the fare.

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

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

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

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| DALE J. GIFFORD | Kinsley |
| HARRY L. MOFFATT | Halstead |

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	Tulsa 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	18— (Cont'd)	Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops Albuquerque and beyond
				Hutchinson	Kansas City and beyond and South of Newton	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	
3	Between Kansas City and Wellington	Beyond Wellington			East of Kansas City	Dodge City to Halstead inclusive	
6	Newton to Kansas City		Wichita and beyond		Emporia	St. John Garden City Lamar La Junta and Scheduled stops beyond	
9	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois		St. John	Albuquerque and beyond	Emporia, Kansas City and beyond, and South of Newton
	Verona Dallas City		Chicago and beyond	20	Stations in Illinois		Beyond Kansas City
11	Newkirk	Oklahoma City and beyond	Wichita and beyond		Ransom Verona Mazon Toluca Dallas City La Plata	Chicago and beyond	
12	Newkirk	Wichita and beyond	Oklahoma City and beyond		Marceline		St. John Garden City Lamar La Junta and Scheduled stops beyond
	East of Kansas City		Dodge City to Halstead inclusive		La Plata		Kansas City and beyond
	Carrollton		Tulsa		St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond
15	Marceline	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			Newton to Dodge City	La Junta and beyond	Newton and beyond
	Newkirk	Oklahoma City and beyond	Wichita and beyond	124	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
16	Marceline		Wichita and beyond		Newton to Kansas City	Points between Newton and Kansas City and beyond	Points between Newton and Kansas City and beyond Newton
	Ottawa Jct.		Scheduled stops beyond Newton	211	Collinsville		Kansas City and beyond
17	Streator Chillicothe	Scheduled stops in California	Scheduled stops Albuquerque and beyond		Olathe	Cherryvale and beyond	Chicago and beyond
	Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops Albuquerque and beyond	212	Olathe	Chicago and beyond	Cherryvale and beyond
	Hutchinson	Albuquerque and beyond	Kansas City and beyond and South of Newton				
18	Streator Chillicothe	Scheduled stops in California	Scheduled stops Albuquerque 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.)

