

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES

WESTERN DISTRICT



MIDDLE DIVISION



EMPLOYEES' TIME TABLE No. 73

73

IN EFFECT

Sunday,

July 5, 1942

AT 12.01 O'CLOCK A. M.

Central Standard Time

73

Superseding Time Table No. 72, Dated February 8, 1942, and Any Supplements Thereto.

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

H. B. LAUTZ,
General Manager,
Topeka, Kansas.

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

A. B. ENDERLE,
Superintendent,
Newton, Kansas.

MIDDLE DIVISION—FIRST DISTRICT.

WESTWARD.

Capacity of Tracks in 44 ft. Cars.		Second Class					First Class.								TIME TABLE No. 73, July 5, 1942.	STATIONS.	Railing grade Ascending.
Other Tracks.	Sidings.	55	11	3	1	7	5	51	21	17	23	27	9	19			
		Mixed.	The Kansas Cityan.	California Limited.	The Scout.	Fast Mail Express.	The Ranger.	Motor.	El Capitan.	The Super Chief.	Grand Canyon Limited.	The Antelope.	Centennial State.	The Chief.			
		Leave Sunday Only.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Except Sunday.	Leave Sunday and Wednesday.	Leave Sunday and Wednesday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
Yard		AM 4.15	PM 7.29	PM 5.20	PM 12.10	AM 11.03	AM 10.45	AM 4.15	AM 2.57	AM 2.40	AM 1.05	AM 12.50	AM 12.20	AM 12.10			
Yard		4.18	7.31	5.23	12.15	11.06	10.48	4.18	3.00	2.43	1.10	12.53	12.23	12.13			
108		f 4.27		5.29	12.20	11.12	10.55	f 4.27			1.15	1.00	12.29	12.19			
53		s 4.31						s 4.31									
3 Spur.		f 4.35	7.40	5.34	12.26	11.17	11.00	f 4.35	3.09	2.52	1.21	1.05	12.33	12.23			
Yard	W103 E115	4.45 4.52	7.45	f 5.40	12.34	11.23	11.06	4.45 4.52	3.14	2.57	1.29	1.12	12.39	12.29			
	W88 E86	f 5.00 AM	7.48	5.46	12.39	11.27	11.10	f 5.00 AM	3.18	3.00	1.34	1.17	12.44	12.34			
61																	
82	W72 E93		7.55	5.56	12.49	11.37	11.18		3.27	3.07	1.45	1.26	12.53	12.43			
25	W66 E62			6.01	12.54	11.41	11.23				1.50	1.30	12.57	12.47			
Yard	W116 E194		8.04	6.08	s 1.03	11.47	11.29		3.37	3.16	1.58	1.38	1.03	12.53			
12 Spur.			Via Strong City District.					Via Strong City District.									
60	W70 E68		8.14	6.23	1.16	11.59	11.40		3.47	3.27	2.12	1.50	1.13	1.03			
11 Spur.				6.30	1.21	PM 12.04	11.45				2.17	1.56	1.18	1.08			
56	E86		8.28	6.40	1.30	12.11	11.53		4.00	3.40	2.26	2.05	1.25	1.15			
Yard			8.38 PM	m 6.55 PM	1.40 PM	12.20 PM	PM 12.05 PM		4.10 AM	3.50 AM	2.35 AM	2.20 AM	1.35 AM	1.25 AM			
		Arrive Sunday Only.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Except Sunday.	Arrive Sunday and Wednesday.	Arrive Sunday and Wednesday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			

(35.5) (68.4) (46.1) (48.6) (56.9) (54.7) (35.5) (60.0) (62.5) (48.6) (48.6) (58.4) (58.4) Average speed per hour.

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

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

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

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 11, 17 and 21 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 11, 17 and 21 not less than ten minutes.

MIDDLE DIVISION—FIRST DISTRICT.

WESTWARD.

Capacity of Tracks in 44 ft. Cars.													TIME TABLE No. 73, July 5, 1942.	Elev. Grade Ascending.
Other Tracks.	Sidings.	37	41	43	39	75	59	87	33	73	35	STATIONS.		
		Oklahoma Texas Freight.	Colo. Kans. Oklahoma Fast Freight.	Northern California Fast Freight.	Oklahoma Texas Fast Freight.	Way Freight.	Way Freight.	Way Freight.	California Tex.-Okl. Fast Freight.	Way Freight.	Kansas Mdse.			
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tues., Thur., Sat.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.			
Yard		PM 11.45	PM 7.00	PM 5.00	PM 1.50	AM 6.00	AM 5.00	AM 3.15	AM 3.00	AM 2.15	AM 12.50	EMPORIA. 3.2	6.1	
Yard												MERRICK. 4.9	6.1	
108						6.20	5.20					PLYMOUTH. 3.2	4.4	
58						6.25	5.25					SAFFORDVILLE. 2.0	6.8	
3 Spur.		12.05 AM		5.30 PM	2.20 PM	6.30	5.30		3.30 AM			ELLINOR. 6.3	9.2	
Yard	W103 E115		9.00			7.00	6.00	4.00		3.05	1.30	STRONG CITY. 4.1	10.4	
	W88 E86					7.10 AM				3.15 AM		NEVA. 2.5	0	
61							6.30					ELMDALE. 7.3	17.4	
82	W72 E93						7.10					CLEMENTS. 5.1	18.0	
25	W66 E62						7.20					CEDAR POINT. 6.2	0	
Yard	W116 E194		10.30				8.30	5.15 AM			2.20	FLORENCE. 7.2	19.3	
12 Spur.					Via Second District.							HORNERS. 4.2	17.9	
60	W70 E68				Via Second District.							PEABODY. 0.3	14.8	
					Via Second District.							C. E. I. & P. Crossing. 4.4	21.2	
11 Spur.												BRADDOCK. 5.3	45.4	
56	E86						10.50					WALTON. 6.3	0	
Yard												Mo. Pac. Crossing. 0.5	0	
Yard												NEWTON. 1.6	0	
Yard			11.59 PM				11.50 AM				3.45 AM	SAND CREEK. (74.6)		
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Tues., Thur., Sat.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.			

Average speed per hour.....

NOS. 33, 35, 37, 39, 41, 43, 59, 73, 75 AND 87 HAVE NO TIME TABLE AUTHORITY.

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

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 11, 17 and 21 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 11, 17 and 21 not less than ten minutes.

Trains have no time table superiority between Emporia and Strong City and Florence and Strong City and will use track No. 3 and will use this track only as authorized by train order.

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MIDDLE DIVISION—FIRST DISTRICT.

EASTWARD.

Distance from Atchison.	Eating Grade Ascending.	TIME TABLE No. 73, July 5, 1942.	Telegraph and Telephone offices.	Fuel, Water, Turn Tables and Wyes.	40	36	38	32	34	44	76	74	88	42				
					Texas-Chicago Fast Freight.	Fast Freight.	Fast Freight.	Chicago Fast Freight.	So. Cal.-Chgo. Fast Freight.	Perishable Express.	Way Freight.	Way Freight.	Way Freight.	Cole-Chgo. Fast Freight.	Arr. Monday, Wednesday, Friday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Monday.	Arrive Daily.
Miles		STATIONS.			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arr. Monday, Wednesday, Friday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Monday.	Arrive Daily.				
112.1		EMPORIA.	C	W F T	AM 4.30	AM 7.45	PM 1.15	PM 4.00	PM 2.00	PM 2.25	PM 6.30	PM 10.00	AM 1.00 AM	AM 2.00				
115.3	2 1.2	MERRICK.	C															
120.2	0	PLYMOUTH.	B								6.10							
123.4	0	SAFFORDVILLE.	C								6.00							
125.4	0	ELLINOR.	C		3.45 AM	7.15 AM	12.45 PM		1.15 PM	1.40 PM	5.55							
131.7	0	STRONG CITY.	C	W Y				3.10			5.40	9.00	11.00	1.10 AM				
135.8	0	NEVA.	B								5.25 PM	8.50 PM						
138.9	12.8	ELMDALE.	C										10.45					
145.6	0	CLEMENTS.	C										10.30					
150.7	0	CEDAR POINT.	C										10.15					
156.9	0	FLORENCE.	C	W Y				2.10					10.00 PM					
164.1	0	HORNERS.			Via Second District.	Via Second District.	Via Second District.		Via Second District.	Via Second District.	Via Strong City District.	Via Strong City District.	Via McPherson District.					
168.3	0	PEABODY.	C															
168.6	0	C. B. I. & P. Crossing.	C															
173.0	16.3	BRADDOCK.	B															
178.3	21.1	WALTON.	C															
184.6	19.1	Mo. Pac. Crossing.																
185.1	27.8	NEWTON.	C	W F T														
186.7		SAND CREEK.	C	Y W				1.00 PM						11.15 PM				
		(74.6)			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Monday, Wednesday, Friday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.				

Average speed per hour.....

NOS. 32, 34, 36, 38, 40, 42, 44, 74, 76 AND 88 HAVE NO TIME TABLE AUTHORITY.

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

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 12, 18 and 22 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 12, 18 and 22 not less than ten minutes.

MIDDLE DIVISION—SECOND DISTRICT.

WESTWARD.

Capacity of Tracks in 44 ft. Cars.		43	39	69	33	37	First Class.		Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 73, July 5, 1942.	Ending Grade Ascending.	Distance from Atchison.
Other Tracks.	Sidings.	No. California Fast Freight.	Oklahoma and Texas Fast Freight.	Way Freight.	California Tex. Okla. Fast Freight.	Oklahoma Texas Freight.	1	23				
		Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	The Scout.	Grand Canyon Limited.		STATIONS.		Miles.
3 Spur	246	PM 5.30	PM 2.20		AM 3.30	AM 12.05				ELLINOR.		125.4
17	156									4.4	0	
69	154									GLADSTONE.		129.3
71	153								W	6.3	21.2	
	154									BAZAR.		136.1
67										8.3	21.2	
15	321									MATFIELD GREEN.		144.4
43	162									7.6	21.2	
78	116									JAQUES.		152.0
13	E 93									2.2	0	
Yard	E 126 W 132									CASSODAY.		154.2
Yard		8.00	4.15 PM		6.00	1.50 AM			W	4.2	14.7	
10 Spur	106									AIKMAN.		158.4
31	106									7.7	0	
Yard										CHELSEA.		166.1
										6.7	21.1	
									Y	TOWER B.		172.3
										1.5	0	
										O. D. JCT.		188.1
										3.3	0	
										VANORA.		191.4
										7.7	0	
										AG TOWER. S. L. - S. F. Crossing.		199.1
										0.3	0	
									W Y	AUGUSTA.		199.4
										5.8	0	
										SALTER.		205.2
										6.4	31.7	
										ROSE HILL.		211.6
										2.8	21.6	
										EAST JCT.		214.4
										6.2	21.6	
										MULVANE.		220.6
										1.3	0	
										WEST JCT.		221.9
										3.8	0	
										Midland Valley Crossing.		225.7
										0.8	0	
										BELLE PLAINE.		226.5
										0.7	0	
										Mo. Pac. Crossing.		227.2
										4.5	31.7	
										CICERO.		231.7
										5.4	0	
										S. K. Jct.		237.1
										2.0	0	
									W F T Y	WELLINGTON.		239.1
										(99.9)		

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

(24.6) (27.0) Average speed per hour.

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

MIDDLE DIVISION—SECOND DISTRICT. EASTWARD.

Ending Grade Ascending.	TIME TABLE No. 73, July 5, 1942.	Telegraph and Telephone Offices	First Class.		40	36	34	44	38	70
			24	2						
	STATIONS.		Grand Canyon Limited.	The Scout.	Texas-Chgo. Fast Freight.	Fast Freight.	So. Cal.-Chgo. Fast Freight.	Perishable Express.	Fast Freight.	Way Freight.
			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.
	ELLINOR. 4.4	C			AM 8.45	AM 7.15	PM 1.15 PM	PM 1.40 PM	PM 12.45 PM	
0	GLADSTONE. 6.3	B								
0	BAZAR. 8.3	C								
0	MATFIELD GREEN. 7.6	C								
21.2	JAKUES. 2.2									
21.1	CASSODAY. 4.2	C								
21.2	AIKMAN. 7.7	C								
21.2	CHELSEA. 6.7	B								
21.2	TOWER B. 1.5	C								
0	O.D. JCT. 8.3									
0	VANORA. 7.7									
0	AG TOWER. S. L. S. F. Crossing. 0.3	C								
0	AUGUSTA. 5.8	B			1.25 AM	5.20 AM	9.45	10.30	11.05 AM	
21.1	SALTER. 6.4		Via Third District.	Via Third District.						
21.1	ROSE HILL. 2.8	C							PM 1.45	
31.7	EAST JCT. 6.2	B								
21.4	MULVANE. 1.3	C	f 1.54	s 2.50						1.15 1.10
21.4	WEST JCT. 3.8		1.50	2.47						
18.8	Midland Valley Crossing. 0.8				Via Eldorado District.	Via Eldorado District.				
18.8	BELLE PLAINE. 0.7	C	f 1.45	s 2.40						1.00
0	Mo. Pac. Crossing. 4.5									
21.4	CICERO. 5.4	B	1.37	2.30						12.45
16.2	S.K. JCT. 2.0		1.30	2.20						12.35
	WELLINGTON. (99.9)	C	1.25 AM	2.15 PM			5.35 AM	7.15 AM		12.30 PM
			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.
Average speed per hour.....			(38.3)	(31.7)						

MULVANE DISTRICT.

WESTWARD.	TIME TABLE No. 73, July 5, 1942.	Ending Grade Ascending.	Distance from East Junction.	Telegraph and Telephone Offices.	EASTWARD.
Ending Grade Ascending.					Miles.
	STATIONS.				
	East Jct.		0	B	
0.0	7.0	21.1			
	West Jct.		7.0		
	(7.0)				

..... Average speed per hour

NOS. 34, 36, 38, 40, 44 AND 70 HAVE NO TIME TABLE AUTHORITY.
 Time of trains at Cicero applies to end of double track.
 Second District trains have no time table superiority between S. K. Jct. and Wellington and will be governed by Panhandle Division time table.

NOS. 27 AND 29 HAVE NO TIME TABLE AUTHORITY.
 Nos. 12 and 29 have no time table superiority between Westfield Junction and Westfield and will move within such limits at restricted speed.
 This District trains have no time table superiority between North Jct. and South Jct. and will be governed by the White Lake Railway Company time table.
 Time of trains at North White Lake applies to end of double track.

MIDDLE DIVISION—THIRD DISTRICT.

WESTWARD.

First Class.

Capacity of Tracks in 44 ft. Cars.		67	119	First Class.												Fuel, Water, Turb Tables and Wyes.	TIME TABLE No. 73, July 5, 1942.	Ruling Grade Ascending.	Distance from Atchison.
Other Tracks.	Sidings.	Mixed.	Way Freight.	11	15	29	1	5	13	47	45	23	27	STATIONS.	Miles.				
		Leave Daily Ex. Sunday.	Leave Daily.	The Kansas Cityan.	Fast Fifteen.	Motor.	The Scout.	The Ranger.	Motor Back Up.	Motor.	Motor.	Grand Canyon Limited.	The Antelope.						
Yard				PM 8.42	PM 7.20		PM 1.55	PM 12.22				AM 2.55	AM 2.40	WFT	NEWTON.	185.1			
				8.46	7.25		2.00	12.27				3.00	2.45		2.9	0			
12	79			8.49	7.30		2.05	12.31				3.04 ²⁴	2.48		McGRAW.	183.0			
91	129			8.53	7.35		2.09	12.36				3.10	2.52 ²⁴		3.2	0			
71	125			8.59	7.42		2.16	12.43				3.19	2.59		PUTNAM.	191.3			
Yard		AM 5.45	AM 2.00	9.06	7.50		2.24	12.53				3.30	3.08	WFT	4.0	0			
															SEDGWICK.	195.3			
				9.13	7.58		2.32	12.59				3.40	3.15		6.6	0			
		6.10		9.15	8.05		2.35	1.01			AM 6.00	AM 5.00	3.45	3.20	VALLEY CENTER.	201.8			
					8.15		2.45	1.06					3.30		S. L.-S. F. Crossing.	0			
		6.12 AM	2.20 AM	9.20	8.17		2.47	1.08			6.02 AM	5.02 AM	4.08	3.32	7.3	0			
12 1 Spur	74			9.24	8.22		2.51	1.13					4.16	3.37	NORTH WICHITA.	209.1			
51	67			9.30	8.29		2.58 ²	1.19					4.25	3.42	1.0	0			
Yard				9.35	8.35		3.05 PM	1.27					4.34 AM	3.49	Mo. Pac. Crossing.	0			
	74			9.41	8.42			1.34							1.6	0			
															NORTH JCT.	211.7			
25	67			9.46	8.48			1.39							0.6	21.2			
	71			9.51	8.54			1.44							WICHITA U.S.	212.3			
															0.9	0			
															SOUTH JCT.	213.2			
Yard				9.57	9.02		PM 5.15	1.52							C. B. I. & P. Crossing.	81.7			
															4.2	0			
															CONNELL.	217.4			
															5.6	16.4			
															DERBY.	223.0			
															4.9	21.6			
															MULVANE.	227.9			
															5.5	31.7			
															BENDER.	233.4			
															4.5	31.7			
															UDALL.	237.9			
															4.9	0			
															DALE.	242.8			
															6.7	0			
															Mo. Pac. Crossing.	249.5			
Yard															0.2	0			
															WINFIELD JCT.	249.7			
															A. T. & S. F. Crossing.	13.5			
															0.7	0			
															S. L.-S. F. Crossing.	250.4			
															0.4	0			
															WINFIELD.	260.8			
															5.3	31.7			
															HACKNEY.	256.1			
															7.3	31.7			
Yard				10.15 PM	9.25 PM			2.17 PM					4.40 AM	WF TY	ARKANSAS CITY.	263.4			
															(78.3)				
		Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.					

(60.5) (40.8) (13.2) (42.8) (43.4) (13.2) (27.0) (27.0) (32.5) (42.7) Average speed per hour.

NOS. 67 AND 119 HAVE NO TIME TABLE AUTHORITY.

Nos. 13 and 29 have no time table superiority between Winfield Junction and Winfield and will move within such limits at restricted speed.

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

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

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

Except as otherwise provided, first class trains inferior by right or direction must clear the time of train No. 11 not less than five minutes. Second class, extra trains and yard engines must clear the time of No. 11 not less than ten minutes.

MIDDLE DIVISION—THIRD DISTRICT.

EASTWARD.

Mileage Ascending.	TIME TABLE No. 73, July 5, 1942.	Telegraph and Telephone Offices.	First Class.										120	68
			28	24	12	30	16	2	6	14	46	48		
STATIONS.			The Antelope.	Grand Canyon Limited.	The Chicagoan.	Motor.	Chicago Express.	The Scout.	The Ranger.	Motor Back-up.	Motor.	Motor.	Way Freight.	Mixed.
			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.
	NEWTON.	C	AM 2.40	AM 3.20	AM 10.23		AM 11.30	PM 4.05	PM 6.00					
27.8	2.9 McGRAW.		2.32	3.10	10.18		11.24	3.58	5.54					
18.0	3.2 PUTNAM.		2.28	3.04 ²³	10.15		11.20	3.53	5.50					
5.5	4.0 SEDGWICK.	C	2.24	2.52 ²⁷	10.11		11.15	3.47	5.45					
10.4	6.6 VALLEY CENTER. S. L. - S. F. Crossing.	C	2.17	2.44	10.05		11.04	3.38	5.37					
7.2	7.8 NORTH WICHITA.	C	2.08	2.35	9.58		10.54	3.30	5.28			AM 6.00	PM 4.40	
9.5	1.0 Mo. Pac. Crossing.													
10.8	1.6 NORTH JCT.	C	2.02	2.27	9.51		10.47	3.22	5.22					
0	0.6 WICHITA U. S.	C	2.00 1.55	2.25 2.15	9.50		10.45 10.35	3.20 3.15	5.20 5.15			AM 12.40	PM 5.01	4.30
28.8	0.9 SOUTH JCT. C. B. I. & P. Crossing.	C	1.50	2.13	9.46		10.30	3.12	5.10			12.37 AM	4.58 PM	5.45 AM 3.45 PM
10.9	4.2 CONNELL.		1.46	2.08	9.42		10.24	3.05	5.05					
31.7	5.6 DERBY.	B	1.40	2.02	9.37		10.19	2.58 ¹	4.59					
31.7	4.9 MULVANE.	C	1.35	1.54 AM	9.32		10.12	2.50 PM	4.53					
18.6	5.5 BENDER.		1.29		9.27		10.03		4.47					
31.7	4.5 UDALL.	C	1.24	Via Second District.	9.23		9.58	Via Second District.	4.42	Via Southern Kansas Division. No. 14	Via Panhandle Division.	Via Panhandle Division.	Via Panhandle Division.	Via Panhandle Division.
39.6	4.9 DALE.	B	1.18		9.19		9.50		4.36					
31.7	6.7 Mo. Pac. Crossing.													
0	0.2 WINFIELD JCT. A. T. & S. F. Crossing.	C	1.10		9.13		9.20 AM	9.42	4.28	PM 5.35				
16.3	0.7 S. L. - S. F. Crossing													
16.3	0.4 WINFIELD.	C	1.08		9.11		9.15 AM	9.40	4.25	5.30 PM				
31.7	5.3 HACKNEY.	B	12.59		9.04		9.29		4.12					
31.7	7.8 ARKANSAS CITY.	C	12.50 AM		8.57 AM		9.20 AM		4.03 PM					
	(78.3)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.

Average speed per hour..... (44.7) (33.7) (54.5) (13.2) (39.1) (36.7) (41.9) (13.2) (13.5) (18.0)

NOS. 68 AND 120 HAVE NO TIME TABLE AUTHORITY.

Nos. 14 and 30 have no time table superiority between Winfield and Winfield Junction and will move within such limits at restricted speed.

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

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

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

Except as otherwise provided, first class trains inferior by right or direction must clear the time of train No. 12 not less than five minutes. Second class, extra trains and yard engines must clear the time of No. 12 not less than ten minutes.

MIDDLE DIVISION.

THIRD DISTRICT.

Capacity of Tracks in 44 ft. Cars.		WESTWARD.							Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 73, July 5, 1942.	Rolling Grade Ascending.	Distance from Atchison.	Miles.	Telegraph and Telephone Offices.	EASTWARD.						
		41	69	39	31	71	35	37								98	36	38	70	42	72	40
		Colo. Kan. Okla. Fast Freight.	Way Freight.	Oklahoma Texas Fast Freight.	Colorado Texas Fast Freight.	Way Freight.	Kansas Mdeo.	Oklahoma Texas Freight.								Way Freight.	Fast Freight.	Fast Freight.	Way Freight.	Oklahoma Kansas Fast Freight.	Way Freight.	Texas Chicago Fast Freight.
Other Tracks.	Sidings.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.						
Yard		PM 11.15			PM 12.15		AM 4.45		WY	SAND CREEK.	186.7	C	AM 7.30			PM 10.15						
									0	1.9	28.3											
									0	McGRAW.	188.6		7.15									
12	79								0	3.2	18.0											
									0	PUTNAM.	191.3		7.10									
91	129								0	4.0	5.5											
									0	SEDGWICK.	195.3	C	7.00									
71	125								0	6.6	10.4											
									0	VALLEY CENTER.	202.4	C	6.40									
Yard		12.01			2.00	AM 6.00	5.30 AM		WFT	7.8	7.2						PM 8.45					
									0	NORTH WICHITA.	209.7	C	6.15		9.10							
									0	1.0	9.5		5.30									
									0	Mo. Pac. Crossing.	210.7											
									0	1.6	10.8											
									21.2	NORTH JCT.	212.3	C										
									0	0.6	0											
									0	WICHITA U. S	212.9	C										
									0	0.9	28.8											
			PM 5.10			6.15 AM			Y	SOUTH JCT.	213.3	C	5.10			PM 4.45	8.30 PM					
									31.7	C. R. I. & P. Crossing.	213.3											
12 1 Spur	74		5.20						16.4	4.2	10.9					4.30						
									0	CONNELL.	218.0		5.00									
51	67		5.30						21.6	5.6	31.7					4.10						
									0	DERBY.	223.6	B	4.45									
Yard		1.20	5.40 PM		3.00				31.7	4.9	31.7					4.00 PM	7.00					
									0	MULVANE.	228.5	C	4.30									
	74								31.7	5.5	18.6		3.40									
									0	BENDER.	234.0											
25	67								0	4.5	31.7		3.25	Via Eldorado District.			Via Panhandle Division.					
									0	UDALL.	238.5	C										
	71								0	4.9	39.6		2.55	Via Eldorado District.			Via Eldorado District.					
									0	DALE.	243.4	B										
									0	6.7	31.7											
									0	Mo. Pac. Crossing.	250.1											
									0	0.2	0											
Yard		2.00			PM 5.00	4.30			Y	WINFIELD JCT.	250.3	C	2.35	AM 4.30	AM 10.15	5.10		AM 12.25				
									13.5	A. T. & S. F. Crossing.	250.3											
									0	0.7	16.3											
									0	S. L. - S. F. Crossing.	251.0											
									0	0.4	16.3											
	W94								31.7	WINFIELD.	251.4	C	2.30									
									31.7	5.3	31.7											
39									31.7	HACKNEY.	256.7	B	1.50									
									0	7.8	31.7											
Yard		2.30 AM			5.30 PM	5.00 PM			W F TY	ARKANSAS CITY.	264.0	C	1.30 AM	3.30 AM	9.50 AM	4.10 PM		11.45 PM				
		Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.		(77.3)			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.				

..... Average speed per hour.

NOS. 31, 35, 36, 37, 38, 39, 40, 41, 42, 69, 70, 71, 72 AND 98 HAVE NO TIME TABLE AUTHORITY.

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

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

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 11 and 12 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 11 and 12 not less than ten minutes.

MIDDLE DIVISION.

EL DORADO DISTRICT.

MIDDLE DIVISION

		WESTWARD.				EASTWARD.					
Capacity of Tracks in 44 ft. Cars.		39	37			TIME TABLE No. 73, July 5, 1942.	Miles.	Telegraph and Telephone Offices.	40	36	38
Other Tracks.	Sidings.	Oklahoma-Texas Fast Freight.	Oklahoma-Texas Freight.	Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.				Texas Chgo. Fast Freight.	Fast Freight.	Fast Freight.
		Leave Daily.	Leave Daily.			STATIONS.			Arrive Daily.	Arrive Daily.	Arrive Daily.
Yard				WY	31.7	FLORENCE.	156.9	C			
28					31.7	5.5 HAMPSON.	162.4				
78	104				21.1	5.9 BURNS.	163.3	C			
51	106				0	7.6 DE GRAFF.	175.9	C			
15 Spur					0	5.8 RAMSEY.	181.7				
Yard		Via Second District	Via Second District		0	5.3 MO. PAC. CROSSING	187.0		Via Second District	Via Second District	Via Second District
					0	0.4 EL DORADO.	187.4	C			
					0	0.7 O. D. JCT.	188.1				
13	E93				0	3.3 VANORA.	191.4	B			
	E126 W132				0	7.7 AG TOWER.	196.1	C			
Yard		PM 4.15	AM 1.50	WY	0	S. L. - S. F. Crossing. 0.3	199.4	B	AM 1.25	AM 5.20	AM 11.05
39	158				0	AUGUSTA.	205.8				
74	154				10.6	6.4 GORDON.	210.7	C			
28	154				0	4.9 DOUGLASS.	216.3	B			
35	154				10.6	5.6 ROCK.	222.5	B			
Yard	111	5.00 PM	2.25 AM	Y	10.6	6.2 AKRON.	229.6				
		Arrive Daily.	Arrive Daily.		0	7.1 Mo. Pac. Crossing. 0.2	229.8	C	12.25 AM	4.20 AM	10.15 AM
						WINFIELD JCT.			Leave Daily.	Leave Daily.	Leave Daily.
						(72.9)					

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

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

Capacity of Tracks in 44 ft. Cars.		WESTWARD.						TIME TABLE No. 73. July 5, 1942.				EASTWARD.			
		Other Tracks.		First Class.		Fuel, Water, Turn Tables and Wyes.	Building Grade Ascending.	Building Grade Ascending.	Local Mile Post.	Telegraph and Telephone Offices.	First Class.		Way Freight.		
				87	57						58	88			
Yard	Sidings.	Way Freight.	Motor.	Leave Daily	Leave Daily.	STATIONS.	Miles.	Arrive Daily.	Arrive Daily	Ex. Sunday.	Ex. Sunday.				
Yard		AM 6.30	PM 2.00	W	Y	FLORENCE.	0	C	AM 10.55	PM 9.50					
20		6.45	2.10			5.9	0		10.42	9.30					
67	39	7.10	2.18	W		OURSLEER.	5.5		10.35	9.20					
						4.6	0								
41	52	7.30	2.23			MARION.	10.1	C							
						0.4	0								
108	39	7.55	2.35			C. E. I. & P. Crossing.	10.4								
88		8.20	2.44			4.9	0								
74	47	8.50	2.56	W		CANADA.	15.3	C	10.26	8.55					
47	52	9.01	3.04			5.2	13.4								
Yard		9.17	3.20	W		HILLSBORO.	20.5	C	10.19	8.40					
						5.8	17.4								
41		10.00	3.29			LEHIGH.	26.3	C	10.05	8.15					
54		10.30	3.40			7.8	0		9.54	7.50					
Yard		11.15	3.55	W	Y	CANTON.	34.1	C	9.45	7.30					
31	36	11.35	4.06			5.8	11.6								
Yard		PM 12.30	4.18	W		GALVA.	39.9	C	9.32	7.00					
						6.8	31.7								
82		1.15	4.30			C. E. I. & P. Crossing.	46.7								
38		1.45	4.40			0.5	0								
Yard		2.00 PM	5.00 PM	W	Y	McPHERSON.	47.2	C	9.19	5.50					
		Arrive Daily Ex. Sunday.	Arrive Daily.			0.1	47.3		9.07	5.30					
						U. P. Crossing.	53.7	C	8.56	5.00					
						6.4	15.3		8.45	4.45					
						CONWAY.	59.9								
						6.9	30.9								
						WINDOM.	60.6	C							
						5.6	31.7								
						LITTLE RIVER.	66.2	C							
						5.8	0								
						MITCHELL.	72.0								
						5.4	31.7								
						Mo. Pac. Crossing.	77.4								
						0.7	0								
						LYONS.	78.1	C	8.33	4.30					
						0.2	0								
						S. L. - S. F. Jct.	78.3								
						0.1	31.7								
						S. L. - S. F. Crossing.	78.4								
						7.6	31.7								
						CHASE.	86.0	C	8.22	2.00					
						6.2	21.9								
						SILICA.	92.2		8.12	1.45					
						6.3	29.3								
						ELLINWOOD.	98.5	C	8.00 AM	1.30 PM					
						(98.9)			Leave Daily.	Leave Daily Ex. Sunday.					

(32.9) Average Speed per hour (32.9)

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

NOS. 87 AND 88 HAVE NO TIME TABLE AUTHORITY.

MIDDLE DIVISION. STRONG CITY DISTRICT.

Capacity of Tracks in 44 ft. Cars.		WESTWARD.		Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE			Rolling Grade Ascending.	Distance from Neva. Miles.	Telegraph and Telephone Offices.	EASTWARD.	
Other Tracks.	Sidings.	Second Class.				No. 73,						Second Class.	
		73				July 5, 1942.						74	
		Mixed.	Leave Daily Ex. Sunday.	STATIONS.			Mixed.	Arrive Daily Ex. Sunday.					
Yard		AM 10.15	W T	1 4.2	CONCORDIA.	0	113.5	C	PM 12.05			PM	
6 Spur				0	3.1 HANNUM.	0	116.6						
				29.9	3.6 Mo. Pac. Crossing.	0	120.1						
	29	10.45		52.4	1.4 ONEONTA.	0	121.5		11.45				
36	36	11.01		0	6.2 KACKLEY.	28.6	127.7	C	11.30				
26	43	11.15 ⁷⁴		52.1	6.0 G. E. I. & P. Crossing.	52.7	133.7	C	11.15 ⁷³				
41	40	11.40		0	7.5 COURTLAND.	0	141.2	C	10.50				
47	26	11.55		52.6	5.8 LOVEWELL.	0	147.0	B	10.35				
				0	4.9 WEBBER.	52.8	151.9						
				42.2	State Line.	0	152.6						
				42.2	0.7 Mo. Pac. Crossing.	0	153.0						
				0	0.4 G. E. & Q. Crossing.	0	153.8	C	10.15 AM				
Yard		PM 12.15	W F T		0.8 SUPERIOR.				10.15 AM				
		PM			(40.8)				Leave Daily Ex. Sunday.				
		(20.1)		Average speed per hour								(21.9)	

A. T. & S. F. trains have no time table superiority in yard limits at Superior.

LITTLE RIVER DISTRICT.

Capacity of Tracks in 44 ft. Cars.		WESTWARD.		Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE			Rolling Grade Ascending.	Local Mile Posts.	Telegraph and Telephone Offices.	EASTWARD.	
Other Tracks.	Sidings.	Second Class.				No. 73,						Second Class.	
		89				July 5, 1942.						90	
		Mixed.	Leave Daily Ex. Sunday.	STATIONS.			Mixed.	Arrive Daily Ex. Sunday.					
Yard		AM 9.05	W Y	15.8	LITTLE RIVER.	0		C	PM 3.00				
28		9.20		52.8	6.2 GALT.	0	6.1		2.30				
				45.7	4.8 Mo. Pac. Crossing.	0	10.9						
35		9.35		52.2	0.5 GENESHO.	0	11.4	C	2.15				
17				34.2	4.8 FRANTZ.	45.4	16.2						
28		9.50		37.5	4.3 S. L. - S. F. Crossing.	51.7	20.6	C	1.50				
71	8	10.10	W	52.8	5.6 LORRAINE.	0	26.1	C	1.30				
11		10.25		52.8	4.6 HOLYROOD.	44.9	30.7		1.08				
30		10.40		0	5.7 FARHMAN.	37.0	36.4		12.55				
61		10.55		47.5	4.8 HITSCHMANN.	27.8	41.2	C	12.40				
35		11.10		45.5	5.8 BEAVER.	31.7	47.0	C	12.25				
19		11.20		52.8	2.9 SUSANK.	51.6	49.9		12.12				
26		11.28		52.8	2.9 STICKNEY.	52.8	52.8		12.05 PM				
Yard		11.40 AM	W F Y	52.8	4.1 MILLARD.	56.9		C	11.55 AM				
					GALATIA.				Leave Daily Ex. Sunday.				
		(22.1)		Average speed per hour								(18.5)	

No 89 is superior to No. 90.

MINNEAPOLIS DISTRICT.

Capacity of Tracks in 44 ft. Cars.		WESTWARD.		Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE			Rolling Grade Ascending.	Local Mile Posts.	Telegraph and Telephone Offices.	EASTWARD.	
Other Tracks.	Sidings.	Second Class.				No. 73,						Second Class.	
		85				July 5, 1942.						86	
		Mixed.	Leave Daily Ex. Sunday.	STATIONS.			Mixed.	Arrive Daily Ex. Sunday.					
Yard	65	AM 7.30	W Y	52.8	MANCHESTER.	0		C	PM 1.35				
40		7.45		52.8	5.7 VINE CREEK.	52.8	5.6	C	1.10				
38		8.15		52.8	8.7 WELLS.	52.8	14.3	B	12.50				
117		8.48	W Y	0	9.7 MINNEAPOLIS.	0	24.0	C	12.31				
				0	0.2 U. P. Crossing.	0	24.2		12.08 PM				
37		9.01		0	4.2 BREWER.	0	28.4		11.50				
51		9.21		0	5.8 ADA.	0	34.2	C	11.40				
17		9.35		0	4.4 MILO.	0	39.6		11.30 AM				
Yard		9.50 AM	Y		4.4 BARNARD.		43.0	C	11.30 AM				
					(43.1)				Leave Daily Ex. Sunday.				
		(18.0)		Average speed per hour								(20.7)	

No. 85 is superior to No. 86.

BAZAR DISTRICT.

Capacity of Tracks in 44 ft. Cars.		WESTWARD.		Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE			Rolling Grade Ascending.	Local Mile Posts.	Telegraph and Telephone Offices.	EASTWARD.	
Other Tracks.	Sidings.	Second Class.				No. 73,						Second Class.	
		87				July 5, 1942.						88	
		Mixed.	Leave Daily Ex. Sunday.	STATIONS.			Mixed.	Arrive Daily Ex. Sunday.					
Yard		AM 7.30	W Y	21.1	STRONG CITY.	0		C					
				21.1	1.6 COTNWD FALLS.	0	1.6	C					
				156	3.4 GLADSTONE.	21.1	5.0	B					
		(5.0)		Average speed per hour									

MIDDLE DIVISION.

SALINA DISTRICT.

Capacity of Tracks in 44 ft. Cars.		WESTWARD.		Fuel, Water, Tire Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 73. July 5, 1942.	Rolling Grade Ascending.	Local Mile Posts.	Telegraph and Telephone Offices.	EASTWARD.	
		Second Class.								Second Class.	
		565	79							566	80
		G. R. I. & P. Mixed.	Mixed.							C. R. I. & P. Mixed.	Mixed.
Other tracks.	Sidings.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.			STATIONS.		Miles.		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
Yard			AM 7.00	W F T	0	ABILENE.			C		PM 5.20
			AM 7.35		0	0.4		0.4		AM 11.40	5.05
			7.37		0	0.2		0.6		11.35	5.00
			7.40		0	0.2		0.8		11.29	4.55
					0	WEST ABILENE.					
16 Spur A. T. & S. F. C. R. I. & P.					0	2.9					
A. T. & S. F. Yard			Via Union Pacific.	Via Union Pacific.	0	SAND SPRINGS.		3.7		Via Union Pacific.	Via Union Pacific.
					0	4.2		7.9	C		
					0	SOLOMON.					
					0	8.1		16.0			
					0	NEW CAMBRIA.					
					0	4.1		20.1		10.45	3.40
			8.30		0	EAST SALINA.					
					0	0.3		20.4		10.40 AM	8.35
			8.35 AM		0	A. B. JCT.					
					0	1.1		21.5			
					0	U. P. Crossing.					
					0	0.1		21.6			
					0	U. P. Crossing.					
					0	0.1		21.7	C		3.20
Yard			7.50	W F T	0	SALINA F. S.					
					0	0.4		22.1	C		\$ 3.15
					14.2	SALINA U. S.					
					10.6	0.6		22.7			
					39.9	U. P. Crossing.		4.8			
					47.7	1.8		24.5			
					47.5	PHIBAR.					
					47.6	5.6		30.1			f 2.40
					47.5	HEDVILLE.		36.9			\$ 2.25
					47.6	6.8		42.2	B		f 2.10
					47.5	GLENDALE.		45.5	C		\$ 2.00
					39.6	5.3		49.0			f 1.50
					50.0	JUNIATA.		55.2			
					37.0	3.3		56.6			
					47.5	WESTFALL.		56.9	C		\$ 1.35
					37.0	3.5		62.1			1.20
					47.5	EDALGO.		65.2	B		\$ 1.15
					52.8	6.2		68.4			
					55.4	BARTON.		71.7	B		\$ 1.00
					21.1	1.4		77.1	C		\$12.45
					47.5	U. P. Crossing.		86.0	C		\$12.15 PM
					26.4	0.3		94.2			f11.45
						LINCOLN CENTER.		98.1			f11.30 ⁸⁰
						5.2		102.5	C		11.10 AM
						GOLDENROD.					Leave Daily Ex. Sunday.
						3.1					Leave Daily Ex. Sunday.
						DENMARK.					
						3.2					
						GRANT.					
						3.3					
						ASH GROVE.					
						5.4					
						HUNTER.					
						8.9					
						TIPTON.					
						8.2					
						CORINTH.					
						3.9					
						FORNEY.					
						4.4					
						OSBORNE.					
						(103.0)					

No. 79 is Superior to No. 80.

Salina District trains use Strong City District main track between Abilene station and S. A. Junction. Nos. 79, 80, 565 and 566 have no time table authority between West Abilene and Salina U. S. and will be governed by U. P. Time Table, Rules and Regulations between West Abilene and East Salina.

(20.6) Average speed per hour. (16.7)

SPECIAL RULES AND REGULATIONS.

Effective on the Middle Division and superseding all General Rules inconsistent therewith.

A book of The Atchison, Topeka and Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1927, and the current Time Table, must be in the hands of all employes affected by them.

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

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

Rules Nos. 5, 10(A), 15, 86, 95, 97, 104(A), 221, 360, 384, 711 and 872 of the Rules and Regulations, Operating Department, Revised 1927, are hereby cancelled and superseded by the following:

Rule No. 5. Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving time.

The time applies at the siding switch where an opposing train clears; where there is no such switch, it applies at the station.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Rule No. 103(A). The second paragraph of Rule 103(A) is abrogated.

Rule No. 104(A). At meeting or passing points the employe attending the switch must not unlock derail or main line switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

When complying with Rule S-89 (A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

Employes using switches should 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.

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

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

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

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

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

Rule No. 360. Shortly before reaching a station at which a train is to stop to discharge passengers, the conductor or trainmen will pass through each passenger car, except sleeping cars, and announce twice distinctly the name of the station they are approaching, cautioning passengers to not forget their parcels, packages or baggage, and, when approaching meal stations, they will also announce the length of time train will stop for meals; if at a Harvey House, they will so state. Before departure of trains they must exercise care to prevent leaving passengers. At junction points they will announce the name of the junction and also which car if any is to be cut out, arranging for relocating passengers in cars which will remain in the train. Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

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

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

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

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

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

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

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

FLAGGING THROUGH INTERLOCKING PLANTS.

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

At automatic interlocking plants when trains or engines find home signal governing movement over railroad crossings displaying stop indication, they must stop short of signal on clearing section and if no evidence of train or engine movement on opposing route a member of crew will proceed to crossing and if at expiration of five minutes from time stopped there is still no evidence of train or engine movements on opposing route he will hand signal his train or engine over the crossing.

Hand release must be operated on plants so equipped before a train or engine is hand signaled over crossing.

TRAIN ORDERS AND CLEARANCE CARDS FOR REAR BRAKEMEN.

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

EMPLOYEES RIDING FOOTBOARDS OF ENGINES.

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

LOCATION OF STANDARD CLOCKS.

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

LOCATION OF BULLETIN BOOKS.

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

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

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

EACH STATION LISTED BELOW IS NOT A REGISTER STATION FOR TRAINS DESIGNATED. SEE RULE 83 (A).

Station	Designated Trains
Emporia.....	First class trains not originating or terminating.
Strong City.....	All trains excepting trains to and from Strong City District.
Newton.....	Trains originating or terminating at Sand Creek.
Wichita U. S.....	Freight trains other than originating or terminating.

NOTE:—Following trains will register by Form 903:

Emporia.....	First class trains not originating or terminating.
Newton.....	17, 18, 21 and 22.
North Wichita....	First class trains.
Mulvane.....	All trains.
Wellington.....	First class trains (at yard office).
Strong City.....	Trains to and from Strong City District.

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

NOTE:—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.

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

TRAINS MUST GET CLEARANCE CARDS AS FOLLOWS:

First class trains before leaving.
Emporia Jct. first class trains and through passenger trains operated as extra trains (identifies train from Emporia).
Newton.
Wichita U. S.
Mulvane, Nos. 1, 2, 23 and 24.
Winfield, Nos. 6, 16 and 28.
Arkansas City.
Wellington.
All except first class trains before leaving.
Emporia.
Sand Creek.
North Wichita.
North Jct., P.H. Div. trains from Fairview Dist.
South Jct., Westward third dist. extra trains.
Mulvane.
Winfield Jct., Eastward extra trains.
Arkansas City.
Tower B, Eastward trains.
AG Tower, Westward trains.
Wellington.
All other trains as follows:
Trains originating at Emporia and Newton.
Trains to and from Second Dist. at Ellinor.
Trains to and from Strong City and Bazar Dists. at Strong City.
Trains to and from El Dorado and McPherson Dists. at Florence.
Ellinwood.
Little River Dist. trains before leaving Little River and Galatia.
Strong City Dist. trains at Abilene and Superior.
Concordia, including U. P. trains.
Miltonvale, Westward U. P. trains only.
Minneapolis Dist. trains before leaving Barnard and Manchester.

DOUBLE TRACK BETWEEN:

First District.
Emporia and Newton.
Second District.
Tower B and M.P. 201.7. M.P. 230.2 and S. K. Jct.
Third District.
North Wichita and North Jct. Winfield Jct. and Arkansas City.

CURRENT OF TRAFFIC.

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

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

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

ADDITIONAL MAIN TRACKS.

Third main track between Merrick and Ellinor, designated as Track No. 3.

Four main tracks between Mo. Pac. crossing Newton and Sand Creek, the two north main tracks are designated as Passenger Main Tracks Nos. 1 and 2; the two south main tracks are designated as Freight Main Tracks Nos. 1 and 2.

DESIGNATION OF OTHER TRACKS.

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

Track between east end of Eldorado and Tower B will be designated as the Belt Track.

AUTOMATIC BLOCK BETWEEN:

First District.
Emporia and Sand Creek on tracks Nos. 1 and 2.
Second District.
Ellinor—Eastward in connection with interlocking plant. M.P. 128.0 and 130.0, westward.
M.P. 135.0 and 137.0.
Matfield Green—Eastward and westward in connection with spring switches.
Aikman—Distant signals in connection with remote control switches east and west end of siding.
Chelsea—Westward in connection with spring switch. M.P. 170.0 and Augusta.
Augusta and M.P. 202.9.
East Jct.—Eastward and westward, Second and Mulvane Districts, in connection with spring switch.
Mulvane and S. K. Jct.
Third District.
Newton and North Jct.
South Jct. and Arkansas City.
Eldorado District.
M.P. 184.0 and 185.0.
Belt Track, Tower B and Eldorado.
Augusta and M.P. 202.9.

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

MANUAL BLOCK BETWEEN:

Merrick and Ellinor on track No. 3.

TRAIN ORDER SIGNALS.

At interlocking stations where there is no train order signal, the home interlocking signal is used as train order signal. This applies at all offices of communication on First District except Florence. On Second District at Tower B and AG Tower, and at Mulvane for train Nos. 5, 6, 11, 12, 15, 16, 27 and 28. Be governed by Rule 788 (A).

North Wichita—Single arm train order signal governs eastward trains.

South Jct.—Single arm train order signal governs westward trains.

Winfield Jct.—Double arm train order signal eastward, top arm governs trains moving via Third District, lower arm governs trains moving via Eldorado District.

SWITCH LIGHTS.

No switch lights on the following districts:

McPherson.	Strong City.	Bazar.
Little River.	Minneapolis.	Salina.
Eldorado—Florence to O. D. Jct.		

JOINT TRACK FACILITIES.

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

Lyons—S. L.-S. F. trains will use A. T. & S. F. main and yard tracks between S. L.-S. F. connecting track and 400 feet east of east siding switch and will be governed by A. T. & S. F. Time Table, Rules and Regulations.

Lorraine—S. L.-S. F. trains will use A. T. & S. F. main and yard tracks between 750 feet east and 2200 feet west of S. L.-S.F. cross-

ing and will be governed by A. T. & S. F. Time Table, Rules and Regulations.

A. T. & S. F. trains will use S. L.-S. F. main and yard tracks between S. L.-S. F. crossing and 2250 feet west of crossing and will be governed by S. L.-S. F. Time Table, Rules and Regulations.

Superior—A. T. & S. F. trains will use C. & N. W. main and yard tracks.

Abilene—Salina District A. T. & S. F. and C. R. I. & P. trains use Strong City District main track between C. R. I. & P. Jct. and SA Jct.—normal position of switches at SA Jct. and C. R. I. & P. Jct. for Strong City District—and will be governed by A. T. & S. F. Time Table, Rules and Regulations.

Salina District—C. R. I. & P. and A. T. & S. F. trains use A. T. & S. F. main track between SA Jct. and West Abilene and will be governed by A. T. & S. F. Time Table, Rules and Regulations. C. R. I. & P. and A. T. & S. F. trains use C. R. I. & P. main track between East Salina and AB Jct.—Normal position of switch AB Jct. for C. R. I. & P.—and will be governed by A. T. & S. F. Time Table, Rules and Regulations.

A. T. & S. F. trains use U. P. main and yard tracks between West Abilene and East Salina and will be governed by U. P. Time Table, Rules and Regulations.

Strong City District—U. P. trains use A. T. & S. F. main and yard tracks between MV Jct. and CO Jct. and will be governed by A. T. & S. F. Time Table, Rules and Regulations.

INTERLOCKED SWITCHES.

Switches are interlocked by remote control and handled by operator at following locations:

Ellinor—East end siding First District and west end siding Second District.

Neva—All switches on First District except east end eastward siding handled by operator Strong City.

Walton—West switch eastward siding.

Sand Creek—Lead and crossovers west end yard handled by operator Sand Creek.

Bazar—East and west switches of siding, when operator on duty, when operator not on duty be governed by instructions in box at switch.

Aikman—East and west switches of siding.

Tower B—East switch of siding.

O. D. Jct.—Junction switch and two crossovers handled by operator Tower B.

AG Tower—Switch at east end westward siding.

West Jct.—Junction switch handled by operator Mulvane.

McGraw—Main track switch handled by operator Sand Creek.

Mulvane—West end siding Second District and west end siding Third District.

Winfield Jct.—East end siding Eldorado District.

Telephone connected with office of communication is located at each of these switches except Walton.

LOCATION OF STANDARD THERMOMETERS.

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

OVERHEAD OBSTRUCTIONS.

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

Mile Post	Bridge Number	Name
		First District.
Yard		Cinder pit hoist, Newton.
185.1.....		Train sheds, Newton.
		Third District.
Yard		Cinder pit hoist, North Wichita.
		Strong City District.
Yard		Ersham Spur, Enterprise.
		Salina District.
101.1.....	101-A	Solomon River.

RAILROAD CROSSINGS AT GRADE.

Peabody—C. R. I. & P. 0.3 mile west of station. Standard Interlocking Plant. Maximum speed on both tracks ninety (90) miles per hour.

Newton—Mo. Pac. 0.5 mile east of station is protected by gate set normally across Mo. Pac. track. Approach at restricted speed. When gate is normal, may proceed at speed not to exceed fifteen (15) miles per hour.

AG Tower—S. L.-S. F. Standard Interlocking Plant. Maximum speed forty-five (45) miles per hour.

Belle Plaine—Midland Valley 0.3 mile east of station is protected by electric locked gate set normally across Midland Valley track. When gate is in normal position and automatic signal indicates proceed, trains may cross at speed not to exceed forty (40) miles per hour.

Belle Plaine—Mo. Pac. 0.7 mile west of station is protected by electric locked gate set normally across Mo. Pac. track. When gate is in normal position and automatic signal at crossing indicates proceed, trains may cross at speed not to exceed forty (40) miles per hour.

Valley Center—S. L.-S. F. Automatic Interlocking Plant. Maximum speed forty (40) miles per hour.

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

South Jct.—C. R. I. & P. Standard Interlocking Plant. Maximum speed Forty-five (45) miles per hour.

Winfield Jct.—Mo. Pac. 0.2 mile east of tower Third District, and 0.2 mile east of tower Eldorado District. Standard Interlocking Plant. Maximum speed forty-five (45) miles per hour.

Winfield Jct.—A. T. & S. F. 0.1 mile west of tower. Standard Interlocking Plant. Maximum speed forty-five (45) miles per hour.

Winfield—S. L.-S. F. 0.4 mile east of station. Automatic interlocking plant. Maximum speed forty (40) miles per hour.

Eldorado—Mo. Pac. 0.4 mile east of station is protected by gate set normally across A. T. & S. F. track. Stop, open and close gate.

Marion—C. R. I. & P. 0.4 mile west of station. Automatic Interlocking Plant. No distant signals. Maximum speed twenty (20) miles per hour.

McPherson—C. R. I. & P. 0.5 mile east of station is protected by electric locked gate set normally across A. T. & S. F. track. Be governed by instructions in lock box. Stop, open and close gate.

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

Lyons—Mo. Pac. 0.8 mile east of station is protected by gate set normally across A. T. & S. F. track. Stop, open and close gate.

Lyons—S. L.-S. F. 0.1 mile west of station is protected by gate set normally across S. L.-S. F. track. Approach at restricted speed. When gate is normal, may proceed at speed not to exceed fifteen (15) miles per hour.

Lost Springs—C. R. I. & P. Automatic Interlocking Plant. No distant signals. Maximum speed twenty (20) miles per hour.

Jacobs—C. R. I. & P. 0.2 mile west of station. Automatic interlocking plant. No distant signals. Maximum speed twenty (20) miles per hour.

Hope—Mo. Pac. 0.3 mile west of station. Automatic interlocking plant. No distant signals. Maximum speed twenty (20) miles per hour.

Enterprise—C. R. I. & P. 0.1 mile west of station is protected by gate set normally across C. R. I. & P. track. Approach at restricted speed. When gate is normal, may proceed at speed not to exceed fifteen (15) miles per hour.

Enterprise—A. T. & S. F. mill track lead 0.1 mile west of station is protected by gate set normally across mill track. Approach at restricted speed. When gate is normal, may proceed at speed not to exceed fifteen (15) miles per hour.

Enterprise—U. P. 0.9 mile west of station is protected by gate set normally across U. P. track. Approach at restricted speed. When gate is normal may proceed at a speed not to exceed fifteen (15) miles per hour.

3 MID. RULES.

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

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

Concordia—U. P. 0.1 mile east of station is protected by gate set normally across U. P. track. Approach at restricted speed. When gate is normal may proceed at a speed not to exceed fifteen (15) miles per hour.

Oneonta—Mo. Pac. 1.4 mile east of station is protected by gate set normally across Mo. Pac. track. Approach at restricted speed. When gate is normal may proceed at a speed not to exceed fifteen (15) miles per hour.

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

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

Superior—C. B. & Q. 0.8 mile east of station. Standard Interlocking Plant. Maximum speed twenty (20) miles per hour.

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 at restricted speed. When gate is normal, may proceed at speed not to exceed fifteen (15) miles per hour.

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

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

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

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

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS.

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

SPEED REGULATIONS.

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

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

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

Speed Restrictions.

LOCATION	Passenger			Freight		
	Miles Per Hr.	Time Per Mile	Sec.	Miles Per Hr.	Time Per Mile	Sec.
First District						
Tracks 1 and 2.....				60	1	
Track 3.....	40	1	30	40	1	30
Second District						
Ellinor to Gladstone.....	40	1	30	40	1	30
Gladstone to Mulvane.....	60	1	00	50	1	12
Mulvane to Wellington.....	85	0	42	50	1	12
Third District						
Steam.....	70	0	51	45	1	20
Diesel.....	80	0	45	45	1	20
Eldorado District						
Florence to O. D. Jct.	50	1	12	30	2	00
Augusta to Winfield Jct.	50	1	12	40	1	30
Mulvane District.....	60	1	00	50	1	12
Strong City District						
Neva to Concordia.....	50	1	12	35	1	42
Concordia to M.P. 132.....	50	1	12	30	2	00
M.P. 132 to Superior.....	40	1	30	20	3	00
McPherson District.....	50	1	12	35	1	42
Bazar District.....	30	2	00	30	2	00
Little River District.....	35	1	42	35	1	42
Minneapolis District.....	25	2	24	25	2	24
Salina District						
Salina U. S. to Tipton.....	35	1	42	35	1	42
Tipton to Osborne.....	35	1	42	30	2	00
First District.						
Curve M.P. 132.4 to 132.8.....	70	0	51	50	1	12
Curve M.P. 133.7 to 133.9.....	65	0	55	50	1	12
Curve M.P. 135.9 to 136.4.....	80	0	45	50	1	12
Curve M.P. 162.6 to 162.9.....	80	0	45	50	1	12
Curve M.P. 166.4 to 166.8.....	80	0	45	50	1	12
Curve M.P. 168.0 to 168.4.....	75	0	48	50	1	12
Curve M.P. 170.0 to 170.5.....	80	0	45	50	1	12
Curve M.P. 173.3 to 175.9.....	80	0	45	50	1	12
Newton, Mo. Pac. crossing to First St.	15	4	00	15	4	00
Curve M.P. 187.8 to 187.3, No. 1 Track....	70	0	51	50	1	12
Second District.						
Tower B., End Double Track, eastward ..	30	2	00	20	3	00
O. D. Jct., Thru Switch, westward	30	2	00	20	3	00
Augusta over street crossings.....	30	2	00	30	2	00
Augusta end double track westward.....	25	2	24	20	3	00
Curves M.P. 204.3 to 204.7.....	45	1	20	45	1	20
Curves M.P. 220.4 to 220.9.....	30	2	00	20	3	00
Curve M.P. 221.9 to 221.8, eastward.....	40	1	30	35	1	42
M.P. 228.4 over Bridge 228-A engine should not work steam and brakes should not be applied while engine on bridge.....	35	1	42	35	1	42
Cicero, end double track eastward.....	25	2	24	20	3	00
Curve M.P. 233.1 to 233.6.....	80	0	45	45	1	20
Curve M.P. 236.6 to 237.1.....	60	1	00	45	1	20
Mulvane District.						
East Jct., Thru Switch, eastward.....	25	2	24	20	3	
Third District.						
Curves M.P. 186.7 to 186.7, eastward.....	60	1		40	1	30
Curves M.P. 194.7 to 195.8.....	65		55	45	1	20
Valley Center, over street crossing.....	45	1	20	45	1	20
North Wichita, End Double track, westward	30	2		20	3	
Wichita, over street crossings 25th St. to Hydraulic Ave.....	30	2		30	2	
Curve M.P. 216.7 to 217.0.....	65	0	55	45	1	20
Curve M.P. 219.3 to 219.6.....	65	0	55	45	1	20
Curve M.P. 224.9 to 225.0.....	70	0	51	45	1	20
Mulvane, crossover and curve M.P.						
227.7 to 227.9.....	40	1	30	35	1	42
Curves M.P. 228.1 to 229.8.....	65	0	55	45	1	20
Udall, over Main street crossing.....	45	1	20	45	1	20
Curve M.P. 243.2 to 243.5.....	60	1		40	1	30
Curves M.P. 243.5 to 244.1.....	65	0	55	45	1	20
Curves M.P. 244.8 to 246.1.....	65	0	55	45	1	20
Curves M.P. 247.5 to 248.0.....	55	1	05	35	1	42
Curves M.P. 248.4 to 249.0.....	50	1	12	30	2	
Winfield Jct. end Double track, eastward	30	2		20	3	
Curves M.P. 249.6 to 251.9.....	45	1	20	30	2	
Winfield, over street crossings.....	35	1	42	35	1	42

LOCATION	Passenger		Freight	
	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.
Third District—Continued				
Curves M.P. 252.0 to 253.7, No. 2 Track...	70	0 51	45	1 20
Curves M.P. 260.9 to 261.2.....	65	0 55	45	1 20
Eldorado District.				
Eldorado, through city limits.....	15	4	15	4
Curves M.P. 201.0 to 202.5.....	45	1 20	30	2
Curves M.P. 212.6 to 213.8.....	25	2 24	25	2 24
Curve M.P. 225.0 to 225.3.....	50	1 12	30	2
Curve M.P. 229.4 to 229.6.....	40	1 30	30	2
McPherson District.				
Curves M.P. 0.6 to 0.1, eastward.....	15	4	15	4
Curves M.P. 1.3 to 0.6, eastward.....	30	2	25	2 24
Curves M.P. 1.8 to 2.7.....	40	1 30	30	2
Curves M.P. 8.6 to 9.3.....	40	1 30	30	2
Marion over street crossings.....	15	4	15	4
Canton, over street crossing east of station	15	4	15	4
McPherson, over street crossings.....	15	4	15	4
Curve M.P. 52.7 to 53.0.....	40	1 30	30	2
Windom, over street crossings.....	25	2 24	25	2 24
Curve M.P. 66.7 to 66.9.....	40	1 30	30	2
Curves M.P. 69.0 to 70.0.....	40	1 30	30	2
Curve M.P. 71.6 to 71.9.....	40	1 30	30	2
Strong City District.				
Curves M.P. 4.2 to 4.8.....	40	1 30	30	2
Curves M.P. 8.2 to 10.9.....	40	1 30	30	2
Curves M.P. 50.7 to 51.9.....	40	1 30	30	2
Abilene, over street crossings.....	15	4	15	4
Curve M.P. 60.8 to 61.0.....	40	1 30	30	2
Curve M.P. 62.7 to 62.9.....	40	1 30	30	2
Curves M.P. 88.7 to 90.0.....	40	1 30	30	2
Curve M.P. 90.9 to 92.0.....	40	1 30	30	2
Curves M.P. 92.7 to 93.4.....	30	2	25	2 24
Curves M.P. 96.7 to 97.5.....	40	1 30	30	2
Curve M.P. 108.5 to 108.7.....	40	1 30	30	2
Curve M.P. 111.1 to 111.3.....	40	1 30	30	2
Concordia, over street crossings.....	15	4	15	4
Superior, over street crossings.....	12	5	12	5
Salina District.				
Solomon, over street crossings.....	15	4	15	4
Salina, over street crossings.....	15	4	15	4
Over bridge 101-A, Solomon River.....	20	3	20	3

TURNOUTS.

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

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

LOCATION.	Passenger		Freight	
	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.
Sand Creek, Crossover between freight main tracks west end yards.....	25	2 24	20	3
Turnout to McGraw track at west end yds. Bazar, east and west end siding.....	25	2 24	20	3
Matfield Green, east and west end siding Aikman, east and west end siding.....	30	2	20	3
Chelsea, east end siding.....	25	2 24	20	3
Tower B, east and west end siding, turnout east end double track, west end belt track.....	30	2	20	3
East end belt track El Dorado.....	25	2 24	20	3
O. D. Jct., all main track turnouts and crossovers.....	30	2	20	3
Augusta, east end eastward siding and west end double track.....	25	2 24	20	3
East end westward siding and all interlocked main track turnouts and crossovers.....	30	2	20	3
East Jct., turnout from Second to Mulvane District.....	25	2 24	20	3
West Jct., turnout from Second to Mulvane District.....	40	1 30	35	1 42
Cicero, east end double track.....	25	2 24	20	3
Cicero, crossover between Tracks 1 and 2. S. K. Jct., all main track crossovers and turnouts.....	30	2	20	3
McGraw, turnout from third District to Sand Creek yard.....	30	2	20	3
North Wichita, east end double track eastward.....	25	2 24	20	3
Crossover between eastward and independent main tracks.....	30	2	20	3
North Jct., all main line turnouts and crossovers immediately north of tower	30	2	20	3
Wichita, all interlocked turnouts and crossovers between tower at North Jct. and tower at South Jct.....	15	4	15	4
South Jct., all main line turnouts and crossovers immediately south of tower	30	2	20	3
Mulvane, east crossover just east of station.....	40	1 30	35	1 42
Mulvane, west crossover just east of station, east and west end Second District siding, Second District turnout west of tower and west end Third District siding.....	30	2 00	20	3 00
Winfield Jct., all crossovers between Mo. Pac. crossing and Southern Kansas Division crossing, east end crossover between Eldorado District and Eldorado District siding east of Mo. Pac. crossing and crossover between eastward and westward main tracks west of Southern Kansas crossing.....	30	2	20	3
Abilene, Crossover used as main track just west of water crane, turnouts at Chestnut and Mulberry Streets, turnout used as main track east of Bridge 58-J.....	30	2	20	3
Salina, all main track turnouts west of Union Station.....	10	6	10	6
Hedville, east and west ends stock and elevator track.....	10	6	10	6
Glendale, east and west ends stock and elevator track.....	10	6	10	6
Juniata, east and west end stock track..	10	6	10	6
Westfall, east and west end industry track	10	6	10	6
Edalgo, west end stock track.....	10	6	10	6
Barton, east end crusher track.....	10	6	10	6
Lincoln Center, all main track turnouts..	10	6	10	6
Goldenrod, east end elevator track.....	10	6	10	6
Denmark, east and west end elevator track	10	6	10	6
Grant, east end stock track.....	10	6	10	6
Ash Grove, east and west end stock track	10	6	10	6
Hunter, all main track turnouts.....	10	6	10	6
Tipton, all main track turnouts.....	10	6	10	6
Osborne, all main track turnouts.....	10	6	10	6
All other main track turnouts and crossovers.....	15	4	15	4
On all yard or back track turnouts and crossovers.....	10	6	10	6

Motor Trains.

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

SPRING SWITCHES.

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

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

Location of Spring Switches.

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

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

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

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

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

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

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

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

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

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

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

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

MAXIMUM SPEED OF ENGINES.

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

CLASS OR ENGINE NUMBER	Diameter of Drivers	Miles Per Hr.	
		Min.	Sec.
Diesel Engines 1-14, inclusive.....	36 inches	100	0 36
Atlantic type with.....	73 inches	80	0 45
Atlantic type with.....	79 inches	90	0 40
1309-1337 class.....	73 inches	80	0 45
3400 class with.....	74 inches	80	0 45
3400 class with.....	79 inches	90	0 40
3450 class.....	79 inches	90	0 40
3460 class.....	84 inches	100	0 36
3500 class.....	73 inches	80	0 45
3700 class.....	69 inches	65	0 55
3751 class.....	73 inches	70	0 51
3751 class.....	80 inches	90	0 40
900-1600 class.....	57 inches	40	1 30
1014-1050 class.....	69 inches	55	1 05
1800 class.....	69 inches	55	1 05
2507 class.....	63 inches	45	1 20
2535 class.....	55 inches	35	1 43
3100 class.....	57 inches	40	1 30
3160-4000 class.....	63 inches	55	1 05
3800 class.....	63 inches	45	1 20
4101 class.....	63 inches	50	1 12

A tolerance of ten (10) per cent is allowed on the above, excepting Diesel engines, 3751 class engines with 80 inch drivers and 3460 class engines.

SPEED OF LIGHT ENGINES.

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

ADDITIONAL SPEED RESTRICTIONS.

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

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

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

1800, 2507 and 2535 class engines must not exceed speed of twenty (20) miles per hour or one (1) mile in three (3) minutes on Minneapolis District.

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

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

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

Trains handling Diesel road engines dead in train must not exceed speed of ninety (90) miles per hour or one (1) mile in forty (40) seconds. Trains handling Diesel yard engines dead in train must not exceed speed of thirty (30) miles per hour or one (1) mile in two (2) minutes. Trains handling other dead engines must not exceed speed of twenty (20) miles per hour or one (1) mile in three (3) minutes.

Trains handling gas-electric rail motor cars dead in train must not exceed speed of sixty (60) miles per hour or one (1) mile in one (1) minute.

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.

W. S. DICKENSHEETS,
Trainmaster,
NEWTON, KANSAS.

L. V. LIENHARD,
Trainmaster,
NEWTON, KANSAS.

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

T. B. DANFORTH,
Night Chief Dispatcher,
NEWTON, KANSAS.

Train Dispatchers:
E. A. Howerton, G. D. Usher,
W. S. Lyon, F. O. Baird,
J. M. Utterback, R. H. Willis,
R. W. Guy, C. R. Dean,
J. F. Fenimore, E. K. Fry,
W. T. Moran,
NEWTON, KANSAS.

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

Dr. M. L. BISHOFF, Chief Surgeon, Topeka.

Dr. H. W. GOOTEE, Assistant Chief Surgeon, Topeka.

MIDDLE DIVISION.

MULVANE HOSPITAL.

Dr. W. A. HEAP, Surgeon in Charge.
Dr. F. W. BUOONA, Assistant Surgeon.
Dr. H. W. HORN, (Wichita) Consultant.

LOCAL SURGEONS.

Dr. F. A. ECKDALL, Emporia.
Dr. A. W. CORBETT, Emporia.
Dr. JACOB HINDEN, Strong City.
Dr. L. S. WAGAR, Florence.
Dr. E. H. JOHNSON, Peabody.
Dr. R. S. HAURY, Newton.

Dr. H. R. SCHMIDT, Newton.
Dr. H. LUTZ, Augusta.
Dr. K. E. VOLDENG, Wellington.
Dr. J. A. HOWELL, Wellington.
Dr. FRANK EMERY, Wichita.
Dr. H. W. HORN, Wichita.
Dr. A. L. CRITTENDEN, Wichita.
Dr. E. S. HYMER, Sedgwick.
Dr. F. A. KELLY, Winfield.
Dr. C. YOUNG, Arkansas City.
Dr. E. W. HELLWEG, Arkansas City.
Dr. C. E. BOUDREAU, El Dorado.
Dr. E. S. MCINTOSH, Burns.

Dr. A. C. EITZEN, Hillsboro.
Dr. A. H. DYCK, McPherson, Kansas.
Dr. GEO. C. MEEK, Little River.
Dr. C. E. FISHER, Lyons.
Dr. C. W. LYON, Ellinwood.
Dr. G. F. ZERZAN, Holyrood.
Dr. C. W. HALL, Burdick.
Dr. L. G. HEINS, Abilene.
Dr. O. U. NEED, Oak Hill.
Dr. H. R. ST. JOHN, Concordia.
Dr. M. D. MCCOMAS, Courtland.
Dr. C. G. MCMAHON, Superior.
Dr. F. E. HARVEY, Minneapolis.

Dr. W. R. DILLINGHAM, Salina.
Dr. L. A. KERR, Lincoln Center.
Dr. H. A. HOPE, Hunter.
Dr. J. E. HENSHALL, Osborne.
Dr. T. C. KIMBLE, Miltonvale.

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

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

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

LOCAL WATCH INSPECTORS, MIDDLE DIVISION.

W. H. WIDIGER, McPherson.
W. A. STERBA, Newton.
HUGHES-TODD COMPANY, Emporia.
L. G. FORT, Emporia.
LESLIE BRANSON, SR., Wichita.

B. A. STRICKLER, Salina.
GLEN E. MCALLASTER, Little River.
ED BRANDLEY, Cottonwood Falls.
E. A. GASTON, Concordia.
ALFRED M. WARD, Abilene.

H. E. FETTERS, Wellington.
ROSCOE H. RILEY, JR., Wellington.
ROY KING, Superior.
EDWARD B. IVES, Osborne.
E. H. RUPPELIUS, Winfield.

J. W. KIRKPATRICK, Eldorado.
J. H. DWEELAARD, Arkansas City.
CHAS. H. DINE, Augusta.
A. H. F. SCHLIECKER, Florence.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49, and 50.
 EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75, and 76.
 MIDDLE DIVISION—Trains 59, 63, 69, 70, 75, 76, 87, 88, and 98.
 OKLAHOMA DIVISION—Trains 67, 68, 79, 80, 81, 82, 83, 84, 87 and 88.
 SOUTHERN KANSAS DIVISION—Trains 85, 86, 87, 88, 91, 92, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield.
 WESTERN DIVISION—Trains 81 and 82.

COLORADO DIVISION—Trains 87 and 88.
 NEW MEXICO DIVISION—Trains 71 and 72.
 PANHANDLE DIVISION—Trains 57, 58, 59, 60, 61, 62, 69, 70, 71, 72, 83, 84, 119 and 120.
 PECOS DIVISION—Trains 45 and 46 between Carlsbad and Pecos.
 PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.
 SLATON DIVISION.

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

The following conditional stops apply only to revenue passengers from or destined to points where train is authorized by time table to make conditional, regular or flag stops. Where train is authorized to pick up passengers, agents may flag train accordingly.

- | | |
|--|---|
| <p>No. 1. (a) At any station Chicago to Belen, to receive passengers for Arizona or California.
 (b) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.
 (c) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Belen to Kiowa, to receive passengers for Burlington or beyond.
 (c) At any station Belen to Wellington, to receive passengers for Wichita or beyond.
 (d) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond.
 (e) At Florence, to discharge passengers from south of Newton, or to receive passengers for Kansas City or beyond.
 (f) At Strong City, to discharge passengers from Wichita or beyond; or to receive passengers for Topeka or beyond.
 (g) At Burlingame, to receive passengers for Kansas City or beyond.
 (h) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (i) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona, or Mazon, to receive passengers for Chicago or beyond.</p> <p>No. 3. (a) At any station Chicago to Lamy, to receive passengers for Albuquerque or beyond.
 (b) At any station Chicago to Las Animas, to receive passengers for La Junta or beyond.
 (c) At any station Kansas City to Newton, to discharge passengers from beyond Kansas City.
 (d) At any station Kansas City to Emporia, to receive passengers for south or west of Newton.
 (e) At Burlingame, to discharge passengers from Kansas City or beyond.
 (f) At Florence, to discharge passengers from Topeka or beyond; or to receive passengers for Hutchinson or beyond.
 (g) At Peabody, to discharge passengers from Topeka or beyond, or to receive passengers for beyond Newton.
 (h) At any station west of Newton, to discharge passengers from Kansas City or beyond.
 (i) At Stafford, St. John or Kinsley, to discharge passengers from Hutchinson or beyond; or to receive passengers for Dodge City or beyond.
 (j) At any station Trinidad to Albuquerque, to discharge passengers from beyond La Junta.</p> <p>No. 4. (a) At any station Lamy to Chicago, to discharge passengers from Albuquerque or beyond.
 (b) At any station Albuquerque to Trinidad, to receive passengers for beyond La Junta.
 (c) At any station Las Animas to Chicago, to discharge passengers from La Junta or beyond.
 (d) At St. John or Stafford, to discharge passengers from Dodge City or beyond; or to receive passengers for Hutchinson or beyond.
 (e) At any station Florence to Kansas City, to discharge passengers from El Dorado or McPherson Districts.
 (f) At Osage City, to receive passengers for Kansas City or beyond.
 (g) At any station Kansas City to Ft. Madison, to receive passengers for Chicago.
 (h) At Hardin, to discharge passengers from Kansas City or beyond.</p> <p>No. 5. (From Chicago) (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.
 (c) At any station Chicago to Henrietta, to receive passengers for St. Joseph District.
 (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago.
 (e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.
 (f) At any station Fort Madison to Marceline, to discharge passengers from Chillicothe or beyond.
 (g) At any station Marceline to Kansas City, to discharge passengers from Galesburg or beyond.
 (h) At Florence, to discharge passengers from Kansas City or beyond, for El Dorado or McPherson Districts; and to receive passengers from No. 53 destined Wichita or beyond.
 (i) At Newkirk, to discharge passengers from Wichita or beyond; or to receive passengers for Oklahoma City or beyond.
 (j) At Edmond, to discharge passengers from Wichita or beyond; or to receive passengers for Fort Worth or beyond.</p> <p>No. 6. (From Galveston) (a) At Edmond, to receive passengers for Wichita or beyond; or to discharge passengers from Fort Worth or beyond.
 (b) At Newkirk, to discharge passengers from Oklahoma City or beyond; and to receive passengers for Wichita or beyond.
 (c) At Florence, to receive passengers for Topeka or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.
 (b) At Las Animas, to discharge passengers from beyond La Junta.
 (c) At Ottawa Jct., to discharge passengers from Emporia or beyond.
 (d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>Nos. 9-90. (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas or beyond.
 (b) At Las Animas, to receive passengers for Pueblo or beyond; or to discharge passengers from Dodge City or beyond.
 (c) At any station La Junta to Pueblo, to discharge passengers from beyond Las Animas.
 (d) At any station Pueblo to Denver, to discharge passengers from Las Animas or beyond.</p> <p>Nos. 101-10. (a) At any station Denver to Pueblo, to receive passengers for Las Animas or beyond.
 (b) At any station Pueblo to La Junta, to receive passengers for beyond Las Animas.
 (c) At Littleton, to receive passengers for Colorado Springs; or to receive passengers for Pueblo or beyond.
 (d) At Las Animas, to discharge passengers from Pueblo or beyond; or to receive passengers for Dodge City or beyond.
 (e) At any station Dodge City to Kansas City, to discharge passengers from Las Animas or beyond.
 (f) At Wellsville, to discharge passengers from Ottawa Junction or beyond, or to receive passengers for Kansas City or beyond.
 (g) At any station LeLoup to Kansas City, to discharge passengers from west of Ottawa Junction.</p> | <p>Nos. 13-130. At any station La Junta to Denver, to discharge passengers from La Junta or beyond.
 (From La Junta)</p> <p>Nos. 141-14. At any station Denver to La Junta, to receive passengers for La Junta or beyond.
 (From Denver)</p> <p>No. 15. At Sedgwick, to discharge passengers from Newton or beyond, or to receive passengers for Wichita or beyond.</p> <p>No. 17. At Galesburg, to receive passengers for Barstow, San Bernardino, Pasadena, and Los Angeles.</p> <p>No. 18. At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino, or Barstow.</p> <p>No. 19. (a) At Joliet, Streator, or Chillicothe, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond.
 (b) At Galesburg, La Plata, Bucklin, or Carrollton, to receive passengers for Colorado, New Mexico, Arizona, or California.
 (c) At Valmora, to discharge passengers from Kansas City or beyond; or to receive passengers for Barstow or beyond.</p> <p>No. 20. (a) At Carrollton, Bucklin, La Plata, Galesburg, Streator, or Joliet, to discharge passengers from California or Arizona.
 (b) At Valmora, to discharge passengers from Barstow or beyond; or to receive passengers for Kansas City or beyond.</p> <p>No. 21. (a) At Streator, Chillicothe and Galesburg, to receive passengers for California points.
 (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond.
 (c) At Glorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.</p> <p>No. 22. (a) At Lamy, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond.
 (b) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond.
 (c) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond.
 (d) At Galesburg, Chillicothe and Streator, to discharge passengers from scheduled stops in California.</p> <p>No. 23. (a) At any station Chicago to Belen, to receive passengers for Arizona or California.
 (b) At any station Chicago to Kansas City, to receive passengers for Newton or beyond; at Stronghurst or Dallas City, to receive passengers for Kansas City or beyond or to discharge passengers from Chicago or beyond.
 (c) At Medill or Baring, to receive passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.
 (d) Any stations Kansas City to Emporia to receive passengers for Newton or beyond.</p> <p>No. 24. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Emporia to Kansas City, to discharge passengers from beyond Emporia.
 (c) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.
 (d) At any station Fort Madison to Chicago, to discharge passengers from Kansas City.
 (e) At East Fort Madison, Williamsfield, or Princeville, to receive passengers for Chicago or beyond.
 (f) At Ransom, Kinsman, Verona, or Mazon, to discharge passengers from west of Fort Madison; or to receive passengers for Chicago or beyond.</p> <p>No. 27. At Osage City, to discharge passengers from Topeka or beyond; or to receive passengers for Emporia or beyond.</p> <p>No. 27. (C & S) (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo.
 (b) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.
 (b) At Strong City, to discharge passengers from south of Wichita for Strong City District.
 (c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 28. (C & S) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond, Colony, and Owen, to discharge passengers from Kansas City, Mo., or beyond.
 (b) At Gardner, to receive passengers for Chanute or beyond.
 (c) At Humboldt, to discharge passengers from Kansas City, Mo., or beyond; and to receive passengers for beyond Chanute.</p> <p>No. 50. At any station Tulsa to Chanute, to receive passengers for Kansas City, Mo., or beyond.</p> <p>No. 127. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 128. At any station La Junta to Newton, to receive or discharge passengers.</p> |
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The following signs indicate:

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

SANTA FE SAFETY FIRST

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

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

