

THE WICHITA UNION TERMINAL RY. CO.

Employees' Time Table No. 197

IN EFFECT

Sunday, APRIL 26, 1964

AT 12:01 A.M., C. S. T.

Superseding Time Table No. 196 Dated Sunday, October 27, 1963 and any supplement Thereto.
This Time Table is for the government and information of Employes of this Company,
and Employes of other Companies using The Wichita Union Terminal Tracks

FIRST CLASS, DAILY

WESTWARD					EASTWARD				
Train No.	Leave North Junction	Arrive Union Station	Leave Union Station	Arrive South Junction	Train No.	Leave South Junction	Arrive Union Station	Leave Union Station	Arrive North Junction
C.R.I. & P...17	1:39A.M.	1:41A.M.	1:53A.M.	1:55A.M.	A.T. & S.F....2	12:53A.M.	1:10A.M.	1:10A.M.	1:12A.M.
A.T. & S.F....1	2:51A.M.	3:10A.M.	3:20A.M.	3:24A.M.	C.R.I. & P...18	4:36A.M.	4:38A.M.	4:49A.M.	4:51A.M.
A.T. & S.F...15	5:21A.M.	5:35A.M.	5:35A.M.	5:37A.M.	A.T. & S.F...12	7:15A.M.	7:25A.M.	7:35A.M.	7:37A.M.
A.T. & S.F....3	12:59P.M.	1:10P.M.	1:15P.M.	1:17P.M.	A.T. & S.F....4	10:16A.M.	10:22A.M.	10:30A.M.	10:32A.M.
A.T. & S.F...11	9:01P.M.	9:10P.M.	9:20P.M.	9:22P.M.	A.T. & S.F...16	9:17P.M.	9:20P.M.	9:30P.M.	9:32P.M.

MIXED, SERVICE

WESTWARD				EASTWARD			
Train No.	Leave North Junction	Wichita Union Station	Arrive South Junction	Train No.	Leave South Junction	Wichita Union Station	Arrive North Junction
#A. T. & S. F.71	6:00A.M.	6:08A.M.	*A. T. & S. F.68	2:18P.M.	2:30P.M.
*A. T. & S. F.....67	6:10A.M.	6:12A.M.	†A. T. & S. F.....72	2:32P.M.	2:40P.M.

*Daily Except Sunday

#Monday, Wednesday, Friday

†Tuesday, Thursday, Saturday

SPECIAL RULES AND INSTRUCTIONS THE WICHITA UNION TERMINAL RAILWAY CO.

In Effect Sunday, April 26, 1964 at 12:01 O'clock a. m.

SPECIAL RULES AND INSTRUCTIONS OF THE WICHITA UNION TERMINAL RAILWAY COMPANY

1. Trains and engines operating over tracks of this Company will be governed by the rules and regulations of the respective Companies and special rules and instructions in time table of The Wichita Union Terminal Railway Company.
2. A proper examination on the operating rules of the respective Companies using these tracks will be accepted by this Company.
3. Employees of all Companies using tracks of this Company must be conversant with and obey the rules and special instructions of this Company.
4. Special instructions governing the movement of trains and engines between North Junction and South Junction will be issued by the Superintendent of The Wichita Union Terminal.
5. The two east tracks between North Junction and South Junction will be used by passenger trains and engines, keeping to the right unless otherwise directed. Trains or engines may move on lefthand track from interlocking to interlocking on proceed interlocked signal indication. Trains arriving station on right-hand track and departing on left-hand track or arriving on left-hand track and departing on right-hand track must secure permission from towerman before leaving station.
The two west tracks between North Junction and South Junction will be used by freight trains and engines, keeping to the right unless otherwise directed.
Trains or engines may move on other than normal route on signal indication or verbal permission from towerman.
6. Trains have no time table superiority on any Wichita Union Terminal Railway Company track between North Junction and South Junction. Trains and engines will move within these limits (including all turnouts at and between North and South Junctions) prepared to stop short of train, obstruction or switch not properly lined, but not exceeding fifteen (15) miles per hour.
7. Interlocking signals indicating other than stop will indicate that route is lined through interlocking only and do not indicate condition of block in advance.
Inoperative approach signals located near Union Station indicate trains and engines proceed to next signal at restricted speed prepared to enter turnout or to stop short of trains or obstruction.
Trains or engines stopped by a stop signal must secure permission from towerman at interlocking to proceed.
8. Freight cars must not be handled over tracks adjacent to train sheds.
9. Hand operated switches must be kept locked and lined in normal position at all times except when in use.
10. A reverse movement within the limits of an interlocking plant or a forward movement after making a reverse movement, must not be made without the proper interlocking signal or permission from the towerman.

11. 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.
12. Conductors must personally register their trains at Wichita Union Station as follows:
A.T. & S.F. Ry. Co. All trains originating and terminating. All through First-Class trains register by Form 903. All trains originating must get numbered clearance cards, form 902.
St.L-S.F. Ry. Co. All trains register. Trains originating must secure clearance.
Yard engines will use their respective line's forms of registration ticket, showing direction in which moving, for all trips made in switch service.
13. The engine bell must be rung continually when an engine is about to move and while moving on the Wichita Union Terminal Railway tracks.
The headlight will be handled in accordance with Rule 17 of the respective companies.
14. Conductors will see that toilet doors are closed and locked when trains are on Union Station grounds.
15. There are platforms, train sheds and other structures located on Wichita Union Terminal tracks that will not clear man riding on the side or top of cars. Employees must inform themselves as to location of such obstructions and use due care to avoid injury therefrom.
16. Conductors on passenger trains will see that vestibules are opened on the platform side of the track used, also instruct passengers as to what exits to be used to avoid confusion and a possibility of personal injury by passengers crossing other tracks.
17. FOLLOWING WHISTLE SIGNALS WILL GOVERN AT INTERLOCKING PLANTS:
FREIGHT TRACK — ONE LONG
PASSENGER TRACK — ONE LONG, ONE SHORT.
INDUSTRY TRACK — TWO SHORT, ONE LONG, ONE SHORT.
TRANSFER TRACK — THREE SHORT, ONE LONG.
NOTIFY TOWERMAN TRAIN CANNOT TAKE SIGNAL — ONE SHORT, ONE LONG, ONE SHORT.
18. Standard Clock located at Wichita Union Station Telegraph Office.

H. L. Gastler, President
SPRINGFIELD, MISSOURI

J. L. SMITH, Superintendent
WICHITA, KANSAS