

The Atchison, Topeka & Santa Fe Railway Co.



EASTERN LINES.

WESTERN DISTRICT.



MIDDLE DIVISION.

EMPLOYEES' TIME TABLE No. 49.

IN EFFECT

SUNDAY, JUNE 12, 1927,

AT 12:01 O'CLOCK A. M.

CENTRAL STANDARD TIME.

Superseding Time Table No. 48, Dated November 14, 1926, and any Supplements thereto.

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

F. A. LEHMAN,

General Manager,

TOPEKA, KANSAS.

A. EWING,

Asst. General Manager,

TOPEKA, KANSAS.

H. R. LAKE,

Supt. Transportation,

CHICAGO, ILLINOIS.

H. B. LAUTZ,

Superintendent,

NEWTON, KANSAS.

MIDDLE DIVISION—FIRST DISTRICT.

WESTWARD.

First Class.

Capacity of other tracks in 44 ft. Cars	Capacity of Sidings in 44 ft. Cars		First Class.													TIME TABLE No. 49, June 12, 1927.	STATIONS.	Euling Grade Ascending.	
	East	West	307 Passenger.	21 The Missionary.	5 Colorado and Texas Express.	15 Kansas Express.	7 Fast Mail.	3 California Limited.	19 The Chief.	9 The Navajo.	17 The Ranger.	1 The Scout.	27 The Antelope.	11 Colorado Flyer.					
			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
Yard				PM 2.50	PM 1.50	PM 1.15 ⁷	PM 1.10 ¹⁵	PM 12.40	AM 11.00	AM 4.35	AM 3.35	AM 2.15	AM 12.40	AM 12.25				EMPORIA. 8.1	6.1
39	106			3.02	2.02	\$ 1.27	1.22	12.53	11.12	4.47	3.47	f 2.27	12.51	12.37				PLYMOUTH. 3.2	4.4
53						\$ 1.32						f 2.33						SAFFORDVILLE. 2.0	6.8
3		73		3.08	2.08	f 1.37	1.28	1.01	11.19	4.53	3.54	2.37	12.57	12.43				ELLINOR. 6.3	9.2
Yard	116	103		AM 7.15	\$ 3.18	\$ 2.20	\$ 1.50	1.36	1.10	11.28	5.01	\$ 4.05	\$ 2.50	1.05	12.51			STRONG CITY. 4.2	10.4
	93	95		f 7.25 AM	3.24	2.27	f 2.00	1.42	1.17	11.35	5.07	4.12	3.01	1.10	12.57			NEVA. 2.4	0
61						\$ 2.05						f 3.05						ELMDALE. 2.1	0
	99	72			3.30	2.34	2.09	1.48	1.23	11.41	5.13	4.19	3.09	1.15	1.03			BADER. 5.2	17.4
82	93	72			3.36	2.42	\$ 2.18	1.54	1.30	11.48	5.20	4.26	f 3.19	1.21	1.09			CLEMENTS. 5.1	18.0
49	62	66			3.43	2.49	\$ 2.27	2.00	1.38	11.55	5.27	4.32	f 3.28	1.27	1.15			CEDAR POINT. 5.8	5.5
Yard	110	116			3.51	\$ 3.00	\$ 2.40	2.07	1.46	PM 12.03	5.35	\$ 4.43	\$ 3.40	1.34	1.22			M. & M. Junction. 0.4	0
50	75	75																FLORENCE. 5.5	19.3
				Via Strong City District.	4.00	3.10	f 2.50	2.15	1.55	12.12	5.43	4.53	3.56	1.42	1.30			WAGNER. 1.7	12.9
12																		HORNERS. 4.2	17.9
183	68	65			4.09	\$ 3.20	\$ 3.03	2.23	2.03	12.20	5.51	f 5.03	\$ 4.08	1.49	1.38			PEABODY. 0.3	14.8
																		C. E. I. & P. Crossing. 4.4	21.2
12		59			4.17	3.28	f 3.13	2.29	2.11	12.28	5.57	5.11	4.18	1.55	1.44			BRADDOCK. 5.3	45.4
56	86	100			4.27	3.38	\$ 3.25	2.38	2.22	12.38	6.07	5.22	f 4.30	2.04	1.53			WALTON. 6.3	0
Yard					4.40 PM	3.50 PM	3.40 PM	2.50 PM	2.35 PM	12.50 PM	6.20 AM	5.35 AM	4.45 AM	2.15 AM	2.05 AM			Mo. Pac. Crossing. 0.5	0
Yard																		NEWTON. 1.6	0
																		SAND CREEK. (74.6)	
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				
				(25.2)	(39.8)	(36.5)	(30.2)	(43.8)	(38.0)	(39.8)	(42.6)	(36.5)	(28.2)	(46.1)	(43.8)	Average speed per hour.			

MIDDLE DIVISION — FIRST DISTRICT.

EASTWARD.

Distance from Avulsion.	Suling Grade Ascending.	TIME TABLE No. 49. June 12, 1927.	Telegraph and Telephone Office.	Fuel, Water, Turn Tables and Wyes.	First Class.											
					18	12	8	28	22	14	6	2	10	4	20	306
Miles.		STATIONS.			The Ranger.	Chicago Flyer.	Santa Fe Eight.	The Antelope.	The Missionary.	Kansas City and Chgo. Express.	Chicago Express.	The Navajo.	The Scout.	California Limited.	The Chief.	Passenger.
					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
112.1	21.2	EMPORIA.	N P	W F T	AM 2.35	AM 4.30	AM 4.50	AM 5.00	AM 5.40	PM 12.15	PM 3.20	PM 4.20	PM 4.50	PM 5.45	PM 7.55	
120.2	0	8.1 PLYMOUTH.	D P		2.21	4.17	4.37	4.48	5.27	\$12.01 PM	3.08	4.07	4.35	5.32	7.43	
123.4	0	3.2 SAFFORDVILLE.	D T		2.15					\$11.54			4.28			
125.4	0	2.0 ELLINOR.	N P		2.10	4.10	4.30	4.42	5.20	\$11.50	3.02	4.00	4.25	5.25	7.36	
131.7	0	6.3 STRONG CITY.	N P	W F Y	1.55	4.01	4.15	4.34	5.09	\$11.38	2.52	3.50	4.14	5.16	7.27	PM 12.35
135.9	0	4.2 NEVA.	D P	Y	1.48	3.55	4.08	4.28	5.02	11.30	2.45	3.44	4.07	5.10	7.21	12.27 PM
138.3	0	2.4 ELMDALE.	D T		1.44					\$11.26			4.02			
140.4	0	2.1 BADER.			1.40	3.50	4.03	4.23	4.56	11.22	2.39	3.39	3.57	5.03	7.15	
145.6	12.8	5.2 CLEMENTS.	D T	W	1.30	3.44	3.57	4.17	4.49	\$11.13	2.32	3.32	3.48	4.56	7.08	
150.7	0	5.1 CEDAR POINT.	D T		1.20	3.38	3.51	4.11	4.41	\$11.03	2.25	3.25	3.40	4.49	7.01	
155.5	0	5.3 M. & M. Junction.														
156.9	0	0.4 FLORENCE.	N P	W F T Y	1.05	3.30	3.42	4.03	4.32	\$10.53	2.15	3.16	3.30	4.40	6.53	
162.4	0	5.5 WAGNER.			12.55	3.23	3.32	3.55	4.23	\$10.42	2.03	3.09	3.19	4.31	6.45	Via Strong City District.
164.1	0	1.7 HORNERS.														
168.3	0	4.2 PEAPODY.	D T	W	\$12.43	3.15	3.25	3.48	4.15	\$10.31	1.54	3.01	3.09	4.22	6.37	
168.6	0	0.3 C. E. I. & P. Crossing.	P													
173.0	0	4.4 BRADDOCK.			12.32	3.09	3.19	3.42	4.09	\$10.22	1.46	2.55	3.01	4.16	6.30	
178.3	16.3	5.3 WALTON.	D T		\$12.20	3.02	3.12	3.35	4.02	\$10.13	1.38	2.47	2.53	4.08	6.22	
184.6	21.1	6.3 Mo. Pac. Crossing.														
185.1	19.1	0.5 NEWTON.	N P	W F T Y	12.05 AM	2.50 AM	3.00 AM	3.25 AM	3.50 AM	10.00 AM	1.25 PM	2.35 PM	2.40 PM	3.55 PM	6.10 PM	
186.7	27.8	1.6 SAND CREEK.	N P	W												
		(74.6)			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.....					(27.3)	(43.8)	(39.8)	(46.1)	(39.8)	(32.4)	(38.1)	(41.7)	(33.7)	(39.8)	(41.7)	(30.5)

MIDDLE DIVISION—FIRST DISTRICT.

WESTWARD.

Capacity of Other Tracks in 44 ft. Cars	Capacity of Sidings in 44 ft. Cars								41	33	39	43	37	333	35	95	31	Third Class.		TIME TABLE No. 49, June 12, 1927.	Ruling Grade Ascending
	East	West																311	309		
									Ft. Worth Special	California and Mexico Fast Freight.	Refrigerator Freight.	Arizona-Ca lifornia Fast Freight.	Texas Freight.	Way Freight	Kansas Mds.	Way Freight.	Colo. and New Mex. Fast Freight.	Way Freight.	Mixed.	STATIONS	
Yard								Leave Daily.	Leave Daily.	Leave Tuesday and Friday	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	EMPORIA.	
								PM 8.30	PM 7.00	AM 8.15	AM 7.30	AM 7.15	AM 6.30	AM 4.00		AM 10.00				8.1	6.1
39	106												f 6.55							PLYMOUTH.	4.4
53													f 7.05							SAFFORDVILLE.	6.8
8		73							7.40 PM		8.15 AM	8.00 AM	f 7.15 AM							ELLINOR.	9.2
Yard	115	103						10.15							5.15 5.45	AM 8.00		AM 7.30	AM 6.00	STRONG CITY.	10.4
	93	95														8.25		7.45 AM	6.15 AM	NEVA.	
61																8.40				ELMDALE.	0
	99	72														8.50				BADER.	17.4
82	93	72														9.15				CLEMENTS.	13.0
49	62	66														9.40				CEDAR POINT.	
																				M. & M. Junction.	5.5
Yard	110	116						AM 12.15							7.00 7.30	10.05 11.00				FLORENCE.	19.3
50	75	75							Via Second District.			Via Second District.	Via Second District.	Via Second District.		11.25		Via Strong City District.	Via Strong City District.	WAGNER.	12.9
12																11.33				HORNERS.	17.9
133	68	65														11.50				PEABODY.	14.8
																				O. R. I & F. Crossing.	21.2
12		59														PM 12.10				BRADDOCK.	45.4
56	86	100														12.45				WALTON.	0
																				Mo. Pac. Crossing.	0
Yard																1.20				NEWTON.	0
Yard								1.30 AM		2.15 PM					10.00 AM	1.30 PM	2.00 PM			SAND CREEK.	0
								Arrive Daily.	Arrive Daily.	Arrive Tuesday and Friday	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	(7 4.6)	

(16.8) (16.8) Average speed per hour,.....

NOS. 31, 33, 35, 37, 39, 41, 43, 95 AND 333 HAVE NO TIME TABLE AUTHORITY.

MIDDLE DIVISION—FIRST DISTRICT.

EASTWARD.

Distance from Atchison	Ruling Grade Ascending	TIME TABLE No. 49, June 12, 1927.	Telegraph and Telephone offices.	Fuel, Water, Turn Tables and Wyes.	Third Class						Fast Freight and Stock Express	Stock Express	Fast Freight
					308	310	34	94	40	332			
Miles		STATIONS			Mixed.	Way Freight.	Fruit Express.	Way Freight.	Ft. Worth Special	Way Freight			
					Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.
112.1		EMPORIA.	N P	W F T			AM 2.05		AM 4.00	PM 3.50	PM 11.55	PM 9.30	PM 7.30
120.2	21.2	8.1 PLYMOUTH.	D P							f 3.25			
123.4	0	3.2 SAFFORDVILLE.	D P							f 3.05			
125.4	0	2.0 ELLINOR.	N P				1.20 AM		3.15 AM	2.50 PM			6.45 PM
131.7	0	6.3 STRONG CITY.	N P	W F Y	PM 6.00	PM 7.40		AM 11.20					
135.9	0	4.2 NEVA.	D P	Y	5.45 PM	7.26 PM		10.55					
138.3	0	2.4 ELMDALE.	D P					10.40					
140.4	0	2.1 BADER.						10.25					
145.6	12.8	5.2 CLEMENTS.	D P	W				10.00					
150.7	0	5.1 CEDAR POINT.	D P					9.35					
156.5	0	5.8 M. & M. Junction.											
156.9	0	0.4 FLORENCE.	N P	W F T Y				8.55					
162.4	0	5.5 WAGNER.			Via Strong City District.	Via Strong City District.		8.27	Via Second District	Via Second District			Via Second District.
164.1	0	1.7 HORNERS.						8.20					
163.3	0	4.2 PEABODY.	D P	W			Via Second District.	8.00	Via Second District	Via Second District			
163.6	0	0.8 C. B. I. & P. Crossing.	P										
173.0	0	4.4 BRADDOCK.						7.35					
173.3	16.3	5.3 WALTON.	D					7.10					
184.6	21.1	6.3 Mo. Pac. Crossing.											
185.1	19.1	0.5 NEWTON.	N P	W F T Y				6.40					
186.7	27.8	1.6 SAND CREEK.	N P	W				6.30 AM			6.00 PM	6.30 PM	
		(74.6)			Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.

Average speed per hour..... (16.8) (18.0)

NOS. 30, 32, 34, 38, 40, 94 and 332 HAVE NO TIME TABLE AUTHORITY.

MIDDLE DIVISION—SECOND DISTRICT.

Rating Grade Ascending.	TIMETABLE No. 49, June 12, 1927.	Telegraph and Telephone Offices.	EASTWARD.											
			First Class.											
			22	10	314	318	40	352	326	332	30	38	34	
	The Missionary.	The Scout.	Florence Local.	Motor.	Ft. Worth Special.	Way Freight.	Mixed.	Way Freight.	Stock Express.	Fast Freight.	Fruit Express.			
	STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.		
	ELLINOR. 4.3	N P					AM 3.15				PM 2.50		PM 6.45	AM 1.20
0	Strong City Junction. 1.0													
0	GLADSTONE. 5.4										f 2.30			
0	BAZAR. 8.3	N P									s 2.10			
0	MATFIELD GREEN. 7.7	N P									s 1.40			
0	JAQUES. 2.2										f 1.15			
21.2	CASSODAY. 4.5	D T									s 1.05			
21.1	AIKMAN. 7.3	N P									f 12.45			
21.2	CHELSEA. 6.7	D H									f 12.20 PM			
21.2	DOUBLE TRACK JCT. Tower B. 1.6	N P	Via Third District.								11.57	Via Third District.		
0	Florence Junction 3.4				AM 11.38	PM 11.23		AM 11.05			11.50 AM			
0	VANORA. 3.6				f 11.32	f 11.15		10.35						
0	WHITE. 4.1				f 11.25	f 11.08		10.05						
0	Frisco Crossing. 0.3													
0	AUGUSTA. 0.5	D V			11.15 AM	11.00 PM	12.01 AM	9.40 AM	AM 10.35				2.15 PM	
20.0	Angusta Junction. 5.3													
31.7	SALTER. 6.4										f 10.20			
31.7	ROSE HILL. 4.7	D V									s 10.00			
31.7	WILKS. 3.6										f 9.45			
20.9	Mulvane Junction. 0.7													
21.4	MULVANE. 0.2	N P	AM 2.08	PM 1.05 ³²⁵							9.30 9.15		PM 1.55	
21.4	Englewood Junction. 4.9													
18.8	Midland Valley Crossing. 0.8													
18.8	BELLE PLAINE. 0.7	D V	f 1.55	f 12.55	Via Eldorado District.	Via Eldorado District.	Via Eldorado District.	Via Eldorado District.			s 8.55	Via Eldorado District.	Via Eldorado District.	
0	Mo. Pac. Crossing. 4.5													
31.7	CICERO. 5.4	P	1.45	12.45							f 8.40			
16.2	Southern Kansas Junction. 2.0		1.35	12.35							8.25			
	WELLINGTON. (100.0)	N P	1.30 AM	12.30 PM							8.15 AM		1.00 PM	4.20 PM
			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.

Average speed per hour..... (29.2) (31.7) (29.3) (29.8)

NOS. 30, 34, 38, 40, 326, 332 AND 352 HAVE NO TIME TABLE AUTHORITY.

MIDDLE DIVISION.—THIRD DISTRICT.

WESTWARD.

First Class.

Capacity of other tracks in 44 ft. cars	Capacity of Sidings in 44 ft. cars		First Class.														Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 49, June 12, 1927.	Bulldozing Grade Ascending.	Distance from Atchison.
	East	West	213	313	221	21	5	316	15	47	222	317	13	17	1	27				
			Passenger.	Winfield Local	Passenger.	The Missionary.	Texas Express.	Back-up.	Oklahoma Express.	Passenger.	Kansas City and Chicago Exp.	Motor.	Back-up.	The Ranger.	The Scout.	The Antelope.		STATIONS.	Miles.	
			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	W F T Y			
			PM 6.30			PM 4.50	PM 4.20		PM 1.35					AM 5.50	AM 5.05	AM 2.25		NEWTON.	185.1	
			6.35			4.55	4.25		1.42					5.56	5.12	2.29		McGRAW.	188.0	
12	79		f 6.40			5.00	4.32 ³¹⁶		f 1.48					6.01	f 5.17	2.33		POTNAM.	191.2	
91	129		s 6.47			5.05	s 4.38		s 1.58 ¹⁶ 2.12 ¹⁰					6.07	s 5.25	2.38	W	SEDGWICK.	195.2	
41	93		f 6.57			5.13	f 4.48		2.24					6.16	f 5.37	2.46 ²⁸		VALLEY CENTER. Frisco Crossing.	201.2	
Yard	122		7.10			5.22	4.59	PM 3.30	2.35	AM 8.55				6.25	f 5.50	2.56	WFT	NORTH WICHITA. Mo. Pac. Crossing.	209.1	
			7.18			5.30	5.08	3.40	2.43	9.03				6.33	5.58	3.03		Frisco and E. I. Junctions. North Junction.	211.7	
			7.20 7.35			5.32 5.40	5.10 5.20	3.45 PM	2.45 2.55	9.05 9.25				6.35 6.45	6.00 6.15	3.05 3.10		WICHITA U. D. South Junction.	212.2	
			7.37			5.42	5.22		2.57	9.27				6.47	6.17	3.12		C. E. I. & P. Crossing. E. C. M. & C. Crossing.	212.2	
			7.38			5.43	5.23		2.58	9.28				6.48	6.18	3.13	Y	WICHITA JCT.	213.3	
15	74		f 7.47			5.50	5.30		f 3.05	f 9.35				6.55	6.25	3.18		SOUTH WICHITA.	217.4	
69	67		f 7.58			5.58	f 5.40		f 3.13	f 9.45				f 7.05	f 6.35	3.25		DEBBY.	223.0	
Yard	72		s 8.10			s 6.08 PM	s 5.50		s 3.20	s 9.55 AM				s 7.15	s 6.45 AM	3.32	W Y	MULVANE.	227.0	
	74		8.20				6.00		f 3.30					7.25		3.40		BENDER.	233.9	
47	67		f 8.30				6.08		s 3.38					f 7.33 ²¹⁴		3.47		UDALL.	237.9	
	71		8.42				6.17		f 3.47					f 7.41		3.54		DALE.	242.8	
			8.55			PM 5.50	PM 5.45		6.27	3.57				AM 7.55	AM 7.35	AM 6.55	7.50	Y	Mo. Pac. Crossing. Winfield Junction. A. T. & S. F. Crossing.	249.7
Yard	70	94	9.00 PM			5.57 PM	5.52 PM		6.30 6.37					8.00 AM	7.40 AM	7.00 AM	7.55 8.05		Frisco Crossing.	250.4
89	95	92							6.47								s 4.08	W	WINFIELD.	250.8
									6.47											
Yard									f 7.00 PM								f 4.08		HACKNEY.	256.1
									4.30 PM								f 8.18			
									4.30 PM								f 8.35 AM		ARKANSAS CITY.	263.4
																	4.30 AM	W F T Y		
			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(78.9)	

(29.2) (9.4) (9.4) (86.7) (29.3) (12.8) (81.1) (28.2) (13.2) (13.2) (13.2) (83.1) (80.2) (39.1) Average speed per hour.

MIDDLE DIVISION.—THIRD DISTRICT.

EASTWARD.

Miles Grade Ascending.	TIME TABLE No. 49, June 12, 1927.	Telephone and Telephone Offices.	First Class														
			28	22	214	222	6	314	16	48	10	316	221	18	14	318	
			The Antelope.	The Missionary.	Passenger.	Back-up.	Chicago Express.	Florence Local	Chicago, Colo. and Calif. Express	Passenger.	The Scout	Passenger.	Back-up.	The Ranger.	Back-up.	Motor.	
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		
27.8	NEWTON.	N P	AM 3.15	AM 3.35			PM 12.35		PM 2.20		PM 2.30	PM 4.45		PM 11.40			
	2.9																
18.0	McGRAW.	P	3.08	3.29			12.27		2.10		2.24	4.38		11.33			
	3.2																
6.5	PUTNAM.		3.02	3.24			12.20		2.05		2.18	4.32 ⁵		11.27			
	4.0																
10.4	SEDGWICK.	D P	2.56	3.18			12.12		1.58 ¹⁵		2.12 ¹⁵	4.25		11.20			
	6.6																
7.2	VALLEY CENTER. Frisco Crossing.	D T	2.46 ²⁷	3.10			12.01 PM		1.48		2.03	4.17		11.08			
	7.8																
9.5	NORTH WICHITA.	N P	2.33	3.00	AM 8.40		11.45		1.38	PM 1.05	1.53	4.08		10.55			
	1.0																
10.8	Mo. Pac. Crossing.																
	1.6																
0	Frisco and R. I. Junctions. North Junction.		2.27	2.51	8.32		11.37		1.32	12.57	1.47	4.01		10.47			
	0.6																
28.8	WICHITA U. D.	N P	2.25 2.17	2.50 2.35	8.30 8.20		11.35 11.25		1.30 1.00	12.55 12.45	1.45 1.35	4.00 PM		10.45 10.25			
	0.9																
0	South Junction. O. R. I. & P. Crossing. E. C. M. & C. Crossing.		2.15	2.32	8.17		11.23		12.59	12.43	1.33			10.23			
	0.1																
10.9	WICHITA JCT.	P	2.14	2.31	8.16		11.22		12.58	12.42	1.32			10.22			
	4.1																
31.7	SOUTH WICHITA.	T	2.09	2.24	8.08		11.13		12.53	12.35	1.24			10.12			
	5.6																
31.7	DERBY.	D V	2.02	2.16	7.58		11.02		12.46	12.25	1.14			10.02			
	4.2																
20.2	Mulvane Junction.																
	0.7																
18.6	MULVANE.	N P	1.56	2.08 AM	7.50		10.50		12.40	12.15 PM	1.05 PM			9.50			
	5.4																
31.7	BENDER.		1.49		7.41		10.38		12.33					9.37			
	4.6																
39.6	UDALL.	D V	1.43		7.33 ¹⁷		10.31		12.27					9.27			
	4.9																
31.7	DALE.		1.37		7.23		10.20		12.21					9.15			
	6.7																
0	Mo. Pac. Crossing.																
	0.2																
16.3	Winfield Junction. A. T. & S. F. Crossing.	P	1.29		7.13	AM 8.25	10.05	AM 10.15	12.13				PM 6.10	9.00	PM 9.20	PM 10.05	
	0.7																
16.3	Frisco Crossing.																
	0.4																
31.7	WINFIELD.	N P	1.26		7.10 AM	8.20 AM	10.00	10.10 AM	12.10				6.02 PM	8.55	9.15 PM	10.00 PM	
	5.3																
31.7	HACKNEY.	D V	1.16				9.45		12.02 PM					8.40			
	7.8																
31.7	ARKANSAS CITY.	N P	1.05 AM				9.30 AM		11.50 AM					8.25 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.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.....			(38.5)	(35.6)	(31.2)	(13.2)	(26.3)	(13.2)	(38.6)	(28.2)	(34.2)	(36.2)	(8.2)	(26.8)	(13.2)	(13.2)	

Via Southern Kansas Division.

Via Eldorado District.

Via Englewood District.

Via Second District.

Via Southern Kansas Division.

Via Eldorado District.

MIDDLE DIVISION.—THIRD DISTRICT.

Capacity of other Tracks in 44 ft. Cars		Capacity of Sidings in 44 ft. Cars		WESTWARD.					Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 49, June 12, 1927.	Ruling Grade Ascending.	Distance from Ascension.	Telegraph and Telephone Offices.	EASTWARD.					
				397	37	67	71	41							38	396	68	30	72	40
		Way Freight.	Texas Freight.	Way Freight.	Way Freight.	Ft. Worth Special			STATIONS.	Miles.		Fast Freight.	Way Freight.	Way Freight.	Stock Express.	Way Freight.	Ft. Worth Special			
Yard	East	West	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.					Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.			
			PM 5.30				AM 5.15		SAND CREEK.	186.7	N P		AM 1.20		PM 5.45					
			5.40					0	1.9	28.3			1.10							
12	79		6.00					0	3.2	188.6	P		12.55							
91	129		6.25					0	4.0	191.3			12.35							
41	93		7.00					0	6.6	195.3	D P		12.05							
Yard	122		7.40		AM 6.45	AM 5.45	6.45 7.15	0	7.3	202.4	D T		AM							
								0	1.0	209.7	N P		11.25	PM 12.20	4.10 8.00	PM 2.30				
								0	1.6	210.7										
								0	0.6	212.3										
			7.55		7.00			21.2	0.9	212.9	N P		11.00	12.05						
								0	0.1	213.3										
					7.04 AM			0	4.1	213.9	P			12.01 PM						
15	74		8.30					31.7	5.6	213.0	T		10.50							
69	67		9.00					16.4	4.2	223.6	D V		10.25							
								21.6	0.7	227.3										
Yard	72		9.55			6.50 AM	9.15	0	5.4	228.5	N P		9.40		1.55 PM	1.25 PM				
								31.7	4.6	233.9			9.10							
								31.7	4.9	238.5	D V	Via Eldorado District.	8.40	Via Wichita District.	Via Second District.	Via Englewood District.	Via Eldorado District.			
47	67		10.20	Via Eldorado District.	Via Wichita District.	Via Englewood District.		0	6.7	242.4		8.10								
			10.45					0	0.2	250.1										
			11.10					0	0.7	250.3	P	AM 11.55	7.40				PM 9.25			
								0	0.4	251.0										
			11.40	PM 4.5			10.30	13.5	0.4	251.0										
Yard	70	94	AM 12.01					0	5.3	251.4	N P		7.10							
39	95	92	12.25					31.7	7.3	256.7	D V		6.40							
Yard			12.50 AM	6.15 PM			11.15 AM	31.7	7.3	264.0	N P	9.40 AM	6.10 PM				7.10 PM			
			Arrive Daily Ex. Monday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.		(77.3)			Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.			

..... Average speed per hour.

NOS. 30, 37, 38, 40, 41, 67, 68, 71, 72, 396 AND 397 HAVE NO TIME TABLE AUTHORITY.

MIDDLE DIVISION.—ELDORADO DISTRICT.

Capacity of other tracks in 44 ft. Cars		Capacity of Sidings in 44 ft. Cars		WESTWARD.					Fuel, Water, Turbines and Wye.	Ruling Grade Ascending.	TIME TABLE				Ruling Grade Ascending.	Distance from Abilene.	Telegraph and Telephone Cross.	EASTWARD.					
				37	332	351	First Class				314	318	352	333				38	40				
							Winfield Local	Motor.												Florence Local	Motor.	Way Freight.	Way Freight
		East	West	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.						Miles.		Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.		
Yard		Yard				AM 9.30	PM 3.20	AM 5.00	W F T Y														
28	69	55				10.00	f 3.32	f 5.12		31.7				156.9	N P	PM 12.40	AM 12.30	PM 2.15					
90	108	104				10.30	s 3.44	s 5.25		31.7				161.9		f 12.28	f 12.17	1.50					
	108					11.00	f 3.50	f 5.32		21.1				168.3	D V	s 12.19	s 12.06 AM	1.15					
51	106	106				11.30	s 3.57	s 5.42	W	0				171.5		f 12.13	f 11.58	12.45					
19	67					11.45	f 4.07	f 5.53		0				175.9	D	s 12.05 PM	s 11.50	12.20 PM					
Yard	66						PM 12.30	4.15	6.04	0				181.9		f 11.53	f 11.38	11.50					
										0				187.0	P	11.45	11.28	11.25					
						AM 11.45	12.50	s 4.17	s 6.06	0				187.4		s 11.40	s 11.25	11.15	AM 10.40				
						11.50 AM	1.00	4.22	6.08	0				188.0		11.38	11.23	11.05	10.32 AM				
							1.30	f 4.30	f 6.15	0				189.1									
							2.00	f 4.37	f 6.21	0				191.4		f 11.32	f 11.15	10.35					
										0				195.0		f 11.25	f 11.08	10.05					
Yard						PM 2.45	2.30	s 4.48	s 6.30	0				199.1									
										0				199.4	D V	s 11.15	s 11.00	9.40					
64	74									0				199.9									
98	154						3.20	s 5.02	s 6.43	10.6				205.6	T	s 11.08	f 10.48	9.20					
23	154						3.40	s 5.12	s 6.52	0				210.6	D V	s 10.53	s 10.39	9.00					
35	74						4.00	s 5.24	s 7.05	10.6				216.2	D	s 10.42	f 10.29	8.30					
							4.30	s 5.37	f 7.20	10.6				222.4	T	s 10.30	f 10.18	8.05					
Yard	111					4.45 PM	5.00 PM	5.50 PM	7.35 AM	0				229.5									
						Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.				229.8	P	10.15 AM	10.05 PM	7.35 AM		11.55 AM	9.25 PM		
																Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.		

(29.1) (28.2) Average speed per hour (28.2) (30.1)

NOS. 37, 38, 40, 332, 333, 351, AND 352, HAVE NO TIME TABLE AUTHORITY.

MIDDLE DIVISION.

McPHERSON DISTRICT.

		WESTWARD.					EASTWARD.										
Capacity of other Tracks in 44 ft. Cars	Capacity of Sidings in 44 ft. Cars	Third Class.		First Class.			Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 49, June 12, 1927.	Rolling Grade Ascending.	Distance from M. & M. Junction.	Telegraph and Telephone Offices.	First Class.			Third Class.	
		389	387	339	337	335							336	338	340	388	390
Yard		Way Freight.	Way Freight.	Passenger.	Passenger.	Passenger.			STATIONS.		Miles.		Passenger.	Passenger.	Passenger.	Way Freight.	Way Freight.
		Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	W F T Y						Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
		AM 11.55	AM 7.30			PM 3.10		0	FLORENCE.	0		N P	PM 2.05			PM 4.00	PM 4.30
								0	0.4	0	0						
20		PM 12.20	7.45			f 3.23 ³⁸⁸		20.3	M. & M. Junction.	0	5.5		f 1.53			3.23 ³⁸⁵	4.00
67	39	s12.40	7.58			s 3.35 ³⁹⁰	W	0	OURSLEH.	0	10.1	D T	s 1.42			3.00	s 3.35 ³⁸⁵
								0	MARION.	0	10.4						
41		f 1.02	8.10			s 3.48		31.7	0.3	0	15.3	D H	s 1.32			2.35	f 3.15
108		f 1.23 ³⁸⁶	8.22			s 4.00		31.7	C. E. I. & P. Crossing.	0	20.5	D T	s 1.23 ³⁸⁹			2.15	f 3.00
88		f 1.55 ³⁸⁸	8.37			s 4.12		31.7	4.9	0	26.3	D H	s 1.11			1.55 ³⁸⁹	f 2.45
74	47	f 2.23 ³⁹⁰	8.57			s 4.28	W	0	CANADA.	13.4	34.1	D H	s12.56			1.25	f 2.23 ³⁸⁹
47		f 2.55	9.10			s 4.40		0	5.2	11.6	39.9	D H	s12.44			1.00	f 1.50
								27.2	HILLSBORO.	31.7	46.7						
196	51	s 3.35	9.30 10.20			s 4.55	W T	14.3	5.8	0	47.2	D T	s12.30 ³⁸⁸			12.30 ³⁸⁶ PM	s 1.15
								0	LEHIGH.	0	47.3						
39	39	f 4.10	10.45			s 5.10		31.7	7.8	15.3	53.7	D T	s12.13			11.52	f12.50
								31.7	CANTON.	31.7	60.6	D T	s12.02 PM			11.15 ³⁸⁷	f12.25
54		f 4.45	11.15 ³⁸⁸			s 5.25		31.7	5.8	31.7	66.2	D T	s11.52 ³⁸⁷			10.50	12.05 PM
148	66	5.15 PM	11.35 ³⁸⁶ 11.52			s 5.38	W F Y	31.7	GALVA.	0	72.0	D T	s11.40			10.27	
								31.7	8.8	11.9	77.4						
31	36		PM 12.20			s 5.53		0	U. P. R. E. Crossing.	0	78.1	D T	s11.27			10.05	
449	52		12.50			s 6.09	W	0	6.4	0	78.3						
								0	CONWAY.	0	78.4						
								31.7	6.9	31.7	86.0	D T	s11.15			9.40	
								28.8	WINDOM.	31.7	92.2		s11.05			9.20	
82			1.30			s 6.27		30.1	LITTLE RIVER.	31.7	98.5	N P	10.55 AM			9.00 AM	
38			2.00			s 6.40		0	5.8	29.3							
Yard			2.30 PM			s 6.55 PM	W F T Y	0	MITCHELL.	0							
								0	5.4	0							
		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.		0	Mo. Pac. Crossing.	0							
		(12.4)	(17.0)	(4.0)	(6.0)	(26.4)		0	0.7	0							
		Average speed per hour.....							0	LYONS.	0						
		(31.2)	(6.0)	(6.0)	(14.1)	(15.6)		0	0.2	0							
								0	Frisco Junction.	0							
								31.7	0.1	31.7							
								28.8	Frisco Crossing.	31.7							
								30.1	7.6	31.7							
								0	CHASE.	21.9							
								0	6.2	29.3							
								0	SILICA.	29.3							
								0	6.3	29.3							
								0	ELLINWOOD.	29.3							
								0	(98.9)	29.3							

Passengers will be carried on the following Freight Trains only; when more than one section, only the last section will carry passengers. In addition, 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.

ILLINOIS DIVISION.—Trains 49, 50, 53, 54, 55 and 56; 47 and 48 between Pekin and Streator; 51 and 52 between Joliet and Streator.
MISSOURI DIVISION.—Trains 44, 45, 59, 60, 61, 62, 57 and 58 between Dumas and Marceline.
EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 67, 68, 71, 72, 73, 74, 145, 146, 147 and 148.
MIDDLE DIVISION.—Trains 94, 95, 310, 311, 332, 333, 351, 352, 389, 390, 396, and 397; 387 and 388, between Little River and Ellinwood; 308 and 309 between Concordia and Superior.
OKLAHOMA DIVISION.—Trains 413, 414, 417, 418, 419, 420, 421, 422, 443, 444, 447, 448, 449, 450, 453 and 454.

SOUTHERN KANSAS DIVISION.—Trains 215, 216, 217, 218, 223, 224, 231, 232, 247, 248, 263, 264, 273 and 274.
WESTERN DIVISION.—Trains 77, 78, 79, 80, 81, 82, 83 and 84.
ARKANSAS RIVER DIVISION.—Trains 87, 88 89 and 90.
NEW MEXICO DIVISION.—Trains 71 and 72.
PANHANDLE DIVISION.—Trains 59, 60, 67, 68, 69, 70, 71, 72, 77, 78, 83, 84, 85 and 86.
PECOS DIVISION.—Trains 45, 46, 47 and 48.
PLAINS DIVISION.—Trains 73, 74, 85, 86, 87 and 88 between Woodward and Shattuck.

Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

THESE SPECIAL RULES APPLY ONLY TO PAYING PASSENGERS.

When stops are authorized to pick up passengers, agents may flag trains accordingly.

- No. 1.** (a) At any station Chicago to Kansas City for passengers to Newton and beyond, and at Stronghurst and Baring for Kansas City and beyond.
 (b) At any station for passengers to Arizona and California.
 (c) At any station west of Kansas City to discharge passengers from east of Kansas City or St. Joseph District.
 (d) At Holliday for passengers from No. 202 for points at which No. 1 is scheduled to stop, when No. 202 does not make connection with No. 134 at Ottawa, and for passengers from No. 210 at which No. 1 is scheduled to stop.
 (e) At De Soto to discharge passengers from Kansas City, Kan. (Argentine Station) and at De Soto, Lecompton, Carbondale, Scranton and Reading for passengers for points at which No. 1 is scheduled to stop, and to discharge passengers from Kansas City, Mo., and Topeka and St. Joseph District.
 (f) At Coal City for passengers destined west of Ancona.
 (g) At Lee, St. Francis and Folsom to discharge passengers from Cuyler and east.
- No. 2.** (a) At any station La Junta to Chicago to discharge passengers from Phoenix, Arizona, and from points in California.
 (b) At Kinsley to discharge passengers from Albuquerque and west for points Nettleton to Nickerson inclusive.
 (c) At any station east of Kansas City to discharge passengers from south of Newton.
- No. 5-6. From Chicago** (a) At any station in Illinois to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Ft. Madison for passengers to Kansas City or beyond, and St. Joseph District.
 (c) At stations Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet, and at Hart to discharge passengers from Chicago and for passengers for Kansas City and west.
 (d) At Princeville and Williamsfield to discharge passengers from Chicago.
 (e) At any station west of Kansas City to discharge passengers from any line east of Kansas City.
 (f) At any station between Kinsley and Dodge City to discharge passengers from Nickerson to Nettleton inclusive.
 (g) At any station west of Dodge City to discharge passengers from east of Dodge City, and at any station west of Dodge City to pick up passengers for beyond La Junta.
 (h) At any station La Junta to Denver to discharge passengers from east or south of La Junta.
 (i) At any station south of Wichita to discharge passengers from east and west of Newton, and at any station south of Winfield to discharge passengers from El-dorado District, and Southern Kansas Division.
- No. 5-6. From Denver.** (a) At any station Denver to Pueblo for passengers east and south of Newton.
 (b) At stations Dodge City to Newton to discharge passengers from west of Dodge City destined First District when connection is not made at Dodge City with No. 68.
 (c) At Speareville for passengers for east or south of Newton.
 (d) At any station Dodge City to Ellinwood to pick up passengers for McPherson District.
 (e) At all Agency stations Western Division for passengers to Chicago and east.
 (f) At any station Purcell to Kansas City to discharge passengers from south of Purcell.
 (g) At any station east of Kansas City to discharge passengers from west and south of Newton and passengers reaching Kansas City on train 210.
 (h) At Bucklin for passengers for Chicago and east.
- No. 8.** (a) At any point Albuquerque to La Junta to discharge passengers from Phoenix or points in California.
 (b) At any station Dodge City to Newton to discharge passengers from west of Dodge City.
 (c) At any station Newton to Kansas City to discharge passengers from west of Newton.
 (d) At Lebo, Melvern, Quenemo and Pomona for passengers for east of Kansas City.
- No. 9.** (a) At La Plata for passengers west of Newton at which 9 is scheduled to stop.
 (b) At Sterling and Ellinwood to discharge passengers from Topeka and from Kansas City and east.
 (c) At any station Dodge City to La Junta to discharge passengers from Kansas City and east.
- No. 10.** (a) At any station Belen to Clovis to discharge passengers from Albuquerque, Belen and beyond and to pick up passengers for Slaton Division and beyond Sweet-water.
 (b) At any station Wellington to Newton to discharge passengers from west of Mulvane and stations Kansas City to Chicago to discharge passengers from west of Newton.

- No. 11-12.** (a) At Olathe for passengers to La Junta and beyond, and Ottawa Junction for passengers beyond Newton, west or south, at which 11 or 27 is scheduled to stop.
 Kansas City.
 (b) At Florence for passengers to Dodge City and west for points at which 11-12 is scheduled to stop, and at Littleton to discharge passengers from Colorado Springs, Pueblo and east.
 (c) At Manzanola and Fowler to discharge passengers from east of La Junta and to pick up passengers for Denver.
- No. 11-12.** (a) At Littleton and Monument to pick up passengers for Colorado Springs, Pueblo and Denver.
 (b) At Florence, Strong City and Osage City to discharge passengers from west of La Junta.
 (c) At Holliday to discharge passengers from west of La Junta for Second and Third Districts Eastern Division and Southern Kansas Division points.
- No. 14.** (a) At any station La Junta to Newton to discharge passengers from La Junta and west.
 (b) At stations east of Kansas City to discharge passengers from west of Kansas City.
 (c) At Stronghurst and Williamsfield for passengers for Chicago and east and to discharge passengers from Kansas City.
 (d) At Halsted Street, Chicago, to discharge passengers for stock yards district.
- No. 17.** (a) At any station south of Arkansas City to discharge passengers from east and west of Newton, and at Chilocco for passengers for Ponca City and south.
 (b) At any station south of Guthrie to discharge passengers from Panhandle Div. via Enid District.
 (c) At Burlingame and Osage City to discharge passengers from Kansas City and east and to pick up passengers for south of Mulvane.
- No. 18.** (a) At any station south of Newton to discharge passengers from south of Purcell, and at Chilocco to discharge passengers from Ponca City and south.
 (b) At any station east of Newton to discharge passengers from south of Newton.
- No. 21.** (a) At any station to discharge passengers from east of Kansas City and from connections at Wellington, Harper, Kiowa and Avarad.
 (b) At any station Newton to Clovis for passengers to any point west and south of Clovis, including points west of Albuquerque, Deming and El Paso.
- No. 22.** (a) At any station, except Folsom, St. Francis and Lee, to discharge passengers from Amarillo and west; and at Folsom, St. Francis and Lee to discharge passengers from west of Amarillo.
 (b) At stations east of Attica to discharge passengers from Medicine Lodge District.
 (c) At points Mulvane to Emporia to discharge passengers from west of Mulvane.
 (d) At Ottawa Jct. to discharge passengers from Wichita and west destined Ottawa and south, and at Olathe to discharge passengers from Wichita and west.
 (e) At any station Kansas City to Chicago to discharge passengers from any line west of Kan. City and to discharge passengers from St. Joseph and connecting lines.
 (f) At Bucklin, Gorin, Williamsfield, and Princeville for passengers to Chicago and east.
 (g) At Baring and Wyaconda for passengers for Galesburg and east at which No. 22 is scheduled to stop.
 (h) At Ransom, Kinsman, Verona and Mazon to discharge passengers from west of Fort Madison and to pick up passengers for Chicago and beyond.
- No. 27.** At Newkirk to discharge passengers from Winfield and east and to pick up passengers for Guthrie and beyond where 27 is scheduled to stop.
- No. 28.** (a) At Edmond to pick up passengers for Ponca City, Arkansas City, Winfield, Wichita, Newton and points east at which 28 is scheduled to stop.
 (b) At Newkirk to discharge passengers from Guthrie and south and to pick up passengers for Winfield and beyond where 28 is scheduled to stop.
 (c) At stations Newton to Kansas City to discharge passengers from south of Purcell.
- No. 201.** At Turner and Morris for passengers south of Holliday.
No. 203. At Earilton, Thayer, Morehead, Bolton and Wayside to discharge passengers from Kansas City and east.
No. 204. (a) At Richmond and Princeton to discharge passengers from south and west of Cherryvale, and at Wellsville, Edgerton and Gardner to discharge passengers from Ottawa and south.
 (b) At Morehead for passengers for Ottawa and east where 204 is scheduled to stop.
No. 210. At Holliday to discharge passengers for No. 1.

THE FOLLOWING SIGNS INDICATE—

s—Regular Stop; f—Stop on signal; ¶—Stop for meals; N—Day and night telegraph office; G—Night telegraph office; D—Day telegraph office; P—Day and night telephone office; T—Day telephone office; V—Night telephone office; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

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

Dr. J. P. KASTER, Chief Surgeon, Topeka.

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

Drs. WILLIAMS & BOGGS, Specialists Eye and Ear, Topeka.

Dr. C. A. McGUIRE, Consultant, Topeka.

Dr. M. L. PERRY, Consultant, Topeka.

MIDDLE DIVISION.

Dr. R. H. HERTZLER, Newton.
Dr. H. B. FELTY, Abilene.
Dr. G. P. MARNER, Marion.
Dr. H. L. SALTHOUSE, McPherson.
Dr. J. F. BREWER, Minneapolis.
Dr. F. ECKDALL, Emporia.
Dr. J. E. MILLER, Salina.
Dr. G. M. ANDERSON, Lincoln Center.
Dr. H. W. NYE, Osborne.
Dr. C. E. FISHER, Lyons.
Dr. M. D. McCOMAS, Courtland.
Dr. H. W. HORN, Wichita.
Dr. A. L. CRITTENDEN, Wichita.
Dr. A. R. HAAS, Ellinwood.

Dr. W. A. HEAP, Surgeon in Charge, Mulvane Hospital.
Dr. I. L. MAXSON, Mulvane Hosp.
Dr. S. T. SHELLY, Mulvane.
Dr. F. A. KELLY, Winfield.
Dr. JACOB HINDEN, Strong City.
Dr. R. S. HAURY, Newton.
Dr. A. R. HATCHER, Wellington.
Dr. H. R. ST. JOHN, Concordia.
Dr. S. W. SPITLER, Wellington.
Dr. C. W. HALL, Burdick.
Dr. CHAS. DUNNING, Arkansas City.
Dr. H. A. HOPE, Hunter.
Dr. J. H. POWERS, Little River.

Dr. C. W. BEITZEL, Manchester.
Dr. L. S. WAGAR, Florence.
Dr. W. B. YORK, Florence.
Dr. C. E. BOUDREAU, Eldorado.
Dr. E. H. JOHNSON, Peabody.
Dr. O. U. NEED, Oak Hill.
Dr. G. F. ZERZAN, Holyrood.
Dr. E. S. McINTOSH, Burns.
Dr. C. YOUNG, Arkansas City.
Dr. W. F. MITCHELL, Superior, Nebraska.
Dr. H. L. HINKLEY, Barnard.
Dr. L. R. HILLYER, Augusta.
Dr. HARRY LUTZ, Augusta.

R. D. MONTGOMERY, General Watch Inspector, Topeka.

LOCAL INSPECTORS, MIDDLE DIVISION.

OTTO D. BRYAN, Osborne.
W. A. STERBA, Newton.
A. G. NORRIS, Florence.
D. D. WILLIAMS, Emporia.
CHARLES A. WILSON, Wichita.

B. A. STRICKLER, Salina.
ED. BRANDLEY, Cottonwood Falls.
E. A. GASTON, Concordia.
E. F. SUTTER, Abilene.
C. W. STEVENS, Minneapolis.

ROY KING, Superior.
R. L. PECK, Little River.
E. H. RUPPELIUS, Winfield.
J. W. KIRKPATRICK, Eldorado.
E. L. McDOWELL, Arkansas City.
MARTIN L. MESHEK, Augusta.

SPECIAL RULES AND REGULATIONS.

Effective on the Middle Division and Superseding all General Rules Inconsistent Therewith.

A book of The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1909, and the current Time Table, must be in the hands of all employes of the Operating Department.

Substitute for note under Rule 221-A of current Rules and Regulations, Operating Department: "This rule not applicable to double track where separate signals are provided for trains on sidings."

Where upper quadrant three-position signals are installed the following indications will be provided:

Stop—Arm horizontal or red light.

Proceed under control—Arm 45 degrees upward, or yellow light.

Proceed—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate.

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

Bulletin books are located at Emporia, Strong City, Florence, Newton, Sand Creek, North Wichita, Wichita, Mulvane, Wellington, Winfield, Arkansas City, South Yard, Augusta, Manchester, Concordia, Superior, Ellinwood, Little River, Salina and Osborne.

Standard thermometers are located at: Emporia, Strong City, Florence, Peabody, Newton, Sand Creek, Sedgwick, North Wichita, Wichita, Mulvane, Winfield, South Yard, Diamond Springs, Enterprise, Abilene, Salina, Osborne, Manchester, Minneapolis, Barnard, Miltonvale, Concordia, Superior, Canton, McPherson, Little River, Holyrood, Lyons, Ellinwood, DeGraff, Augusta, Douglass, Aikman and Wellington.

Yard Limits (see No. 93 General Rules) are located at: Emporia, Strong City, Neva (on Strong City District only), Florence, Newton, Sand Creek, North Wichita, Wichita Junction, Mulvane, Winfield Junction, Winfield, Arkansas City, El Dorado, El Dorado Yard, Double Track Junction Tower "B," Augusta, Wellington, Enterprise, Abilene (includes Salina Junction), Salina (includes Abilene Junction), Lincoln Center, Osborne, Manchester, Concordia, Superior, McPherson, Little River, Lyons, Galatia and Ellinwood. At all other stations trains must be protected as per Nos. 99 and D-99 of General Rules.

Audible signal "C," Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or fuel stations, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

So far as practicable, hand baggage should not be placed in the aisles of passenger cars.

Heavy hand baggage or packages should not be allowed in overhead racks where there is possible danger of their falling from same.

Train crews are enjoined to supervise the stowing of baggage and see that it is accomplished in such manner as to minimize hazard of accident to passengers.

Standard clocks are located at Emporia passenger station, round house and yard office, Strong City, Florence, Newton telegraph office and round house, Sand Creek, Wichita Union Depot, North Wichita, Augusta, Arkansas City, South Yard and Wellington.

Time signals will be sent daily at 11:00 a. m., "Central" time, from the Master Clock of the Washington, D. C., U. S. Naval Observatory, to all telegraph stations. These signals are automatic clock-beats, repeated over the wires by the Master Clock. All repeater switches should be thrown. The following program will be observed:

H. M. S.

- 10 57 00 A. M., Second beats commence and continue until the 28th second, inclusive, when circuit opens until
- 10 57 30 A. M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until
- 10 58 00 A. M., When second beats commence again, continuing until the 28th second, inclusive, when circuit opens until
- 10 58 30 A. M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until
- 10 59 00 A. M., When second beats commence and continue until the 28th second, inclusive, when circuit opens until
- 10 59 30 A. M., When second beats commence again, continuing to the 50th second, inclusive, when circuit opens until
- 11 00 00 A. M., When the circuit closes one dot, and then opens again, when all repeater switches should be thrown back to original position.

1 M. Rules

This program affords ample opportunity to identify the minute and second. If from interruption of wires, or other causes, the time should fail to be transmitted from the Master Clock at Washington, the time will be struck by the Master Clock at Topeka, from Standard Time in the General Watch Inspector's office, as per above program; or should there be a failure from any cause in receiving time each day, operators will get time from the Dispatcher's office.

It is important that every station shall have correct time, and operators receiving time will, if necessary, correct the Station Clock to agree with time signals as received.

No switch lights on McPherson, Little River, Strong City, Minneapolis, Salina, and Bazar Districts.

DOUBLE TRACK BETWEEN EMPORIA AND NEWTON, DOUBLE TRACK JUNCTION (Tower B) AND AUGUSTA, NORTH WICHITA AND NORTH JUNCTION, WINFIELD JUNCTION AND ARKANSAS CITY, CICERO AND SOUTHERN KANSAS JUNCTION.

ALL TRAINS SHALL KEEP TO THE RIGHT.

Rules Governing the Movement of Trains with the Current of Traffic on Double Track by Means of Block Signals:

On double track trains will run with the current of traffic by block signals, whose indications will supersede time table superiority.

The movement of trains will be supervised by the train dispatcher who will issue instructions to signal men when required.

Trains having work to do which may detain them must obtain permission from the signal man at the last station at which there is a siding before entering the block in which the work is to be done. Signal man must obtain authority to give this permission from the dispatcher.

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.

Third Track Between West Yard Emporia and Ellinor.

Tracks between West Yard Emporia and Ellinor will be designated as follows:

North track or Westward main track as track No. 1.

Middle track or Eastward main track as track No. 2.

South track or independent main track as Track No. 3.

Tracks Nos. 1 and 2 operated as double track under current of traffic rules.

Track No. 3 operated independent of tracks Nos. 1 and 2.

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

Trains using third track in either direction will turn the marker next to the main line green.

Eastward trains on third track calling in flag from the west or south will use six blasts of the whistle. Westward trains on third track calling in flag from east or north will use seven blasts of the whistle.

Trains on third track approaching Plymouth or Saffordville on the time of eastward passenger trains scheduled to stop or stop on flag at either of those stations will proceed under control and stop back of station until passenger train has completed its work and proceeded.

Third Track between North Wichita and North Junction.

Tracks between North Wichita and North Junction will be designated as follows:

West track or Westward main track as track No. 1.

Middle track or Eastward main track as track No. 2.

East track or Independent main track as track No. 3.

Tracks Nos. 1 and 2 operated as double track under current of traffic rules.

Trains have no time table superiority on track No. 3 and will be handled on this track only on instructions of yardmaster.

Trains using third track in either direction will turn the marker next to the main line green.

Eastward trains on third track calling in flag from the west or south will use six blasts of the whistle. Westward trains on third track calling in flag from east or north will use seven blasts of the whistle.

Daylight signals located on signal post at Murdock Avenue will give following indications. GREEN for line up to passenger main track, YELLOW for freight main track or No. 27 track, switches governed by this signal equipped with low switch targets.

Normal position of switch at end of double track at North Wichita

will be for eastward trains, this switch will be handled by operator for westward trains.

Normal position of switch at end of double track at Cicero will be for westward trains. This switch will be handled by operator for eastward trains.

West end of passing track switch at Cicero will be handled by operator.

Normal position of switch at end of double track, Eldorado District, at Augusta will be for eastward trains.

Normal position of switch at end of double track, Second District, south end of Augusta Yard, will be for westward trains.

Automatic block signals between: Emporia and Newton on eastward and westward main tracks; also between M. P. 118 and 120 on independent main track.

Ellinor eastward on second district main track in connection with interlocking plant.

Double Track Junction (Tower B) and Augusta.

Double Track Junction (Tower B) and Eldorado Yard via belt track.

Winfield Junction and Arkansas City.

Cicero and Hunnewell Junction.

Also, at Jones Quarry switch between Florence and Hampson.

Augusta Junction.

Mulvane Junction.

MANUAL BLOCK SYSTEM BETWEEN:

West Yard Emporia and Ellinor on third track.

Mulvane and Cicero.

Newton and Winfield Junction.

Sand Creek and McGraw.

At Winfield Junction double order signal, eastward; upper arm governs movement via Third District, lower arm governs movements via Eldorado District; Single Order Signal, westward, governs all movements.

Second District trains have no time table superiority between Southern Kansas Junction and Wellington and will be governed by Panhandle Division current time-table.

Third District trains have no time table superiority between North Junction and South Junction and will be governed by time table, rules and regulations of The Wichita Union Terminal Railway Company.

Eldorado District trains have no time table superiority between Florence Junction and Augusta, and will be governed by Second District Schedules. Spring switch north end Eldorado yard, normal position is for Belt Track.

All first class trains must get clearance cards at Emporia, Newton, Wellington, Augusta, Mulvane, Wichita Union Depot, Winfield and Arkansas City.

All except first class trains must get clearance cards at Emporia or Emporia Yard Office, Sand Creek or Newton Double Track Junction Tower B, Augusta, Mulvane, Wellington Yard Office, North Wichita, Wichita Junction and South Yard or Arkansas City.

Eastward extra trains must get clearance cards at Winfield and Westward extra trains at Winfield Junction.

All trains to and from Second District at Ellinor.

Train 47 at North Wichita.

Trains to and from Eldorado District at Florence.

Nos. 306, 307, 308 and 309 at Strong City and Superior.

Nos. 310 and 311 at Strong City and Manchester.

Nos. 328 and 329 at Concordia and Manchester.

Eastward extra trains from Strong City District at Neva.

Salina District trains at Abilene, Salina, and Osborne.

Minneapolis District at Manchester and Barnard.

Bazar District at Strong City.

McPherson District trains at Florence and Ellinwood.

Little River District trains at Little River and Galatia.

At stations shown in full face type Conductors must personally register their trains, except freight trains will not register at Newton or Arkansas City.

Conductors on freight trains other than 332 and 333 must personally register at Emporia Yard Office, South Yard and Wellington Yard Office.

Trains will register by form 903 as follows:

First and second-class trains at Yard Office Wellington.

Nos. 1, 10, 16, 21, 22, 27 and 28 at Mulvane.

Trains 1, 5, 6, 10, 15, 16, 17, 18, 21, 22, 27, 28 and 213 at North Wichita and Wichita Junction.

Trains 47, 48 and 214 at Wichita Junction.
Train 316 at North Wichita.
Form 903 for Wichita Junction will be left at South Junction.
Trains to and from Strong City District at Neva.
Trains 565 and 566 at C. R. I. & P. depots at Abilene and Salina.

Conductors of freight and accommodation trains will make telegraph train reports (Form 903) and leave at each station where train is changed except register stations. Operators will wire reports promptly to Train Master's Office.

Track between ElDorado Yard and Double Track Junction Tower B will be operated as a belt track and trains will be governed by automatic signals in moving between those points.

At Lyons, Frisco trains will use A. T. & S. F. main and yard tracks between Frisco connecting tracks and four hundred feet east of east passing track switch, and will be governed by A. T. & S. F. rules.

Salina District A. T. & S. F. trains use Strong City District main track between Abilene and Salina Junction, and Salina District C. R. I. & P. trains use Strong City District main line between Salina Junction and Rock Island Junction.

Switch at Abilene Junction will be set for C. R. I. & P. trains.
Switch at Salina Junction will be set for Strong City District trains.

Train men on freight trains must see that couplings, wheels, journals, and brakes of the cars in their train are in good order by inspecting them, when their duties will permit, as often as the train stops for any purpose, but in no case will a freight train be run continuously for more than fifty miles without stop being made for the purpose of inspecting equipment.

All employes are hereby notified that there are coal chutes, platforms, and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side of a car; and all employes must PROTECT themselves from injury in passing such structures.

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through or under the following-named bridges or viaducts, and necessary precautions must be used by all employes to protect themselves from injury from overhead structures at said points while riding on top of cars.

Mile Posts	Bridge Number	Names
16.3.....	2150-S	Coal Chutes, Florence and Augusta.
53.3.....		Cinder Pit Hoist, Newton, Wichita, Strong City and Florence will not clear car or engine.
		Salina District
		Saline River
		Saline River

RAILROAD CROSSINGS

Courtland.—C. R. I. & P. crossing, at East end of depot, is protected by interlocking system, with distant and home signals and derail for westward trains, and home signal and derail for eastward trains.

Newton.—Missouri Pacific crossing 0.5 East of depot is protected by gate which is set normally across Missouri Pacific track. Position of gate is indicated by red board at top of a mast and a red signal in center of the track by day and two yellow lights at top of mast and red light in center of track by night. Gate is set against A. T. & S. F. trains when board or lights at top of mast are at an angle of 45 degrees and a red signal is in center of A. T. & S. F. tracks. Gate is set against Missouri Pacific trains when board and lights at the top of mast are at right angles with mast and a red signal in center of Missouri Pacific track. All A. T. & S. F. westward trains will come to a stop. All eastward trains may cross at a speed of fifteen (15) miles per hour when the gate is set across the Missouri Pacific track.

Valley Center.—St. L. & S. F. crossing at west end of depot is protected by gate, which is set normally across St. L. & S. F. track. Trains may cross at speed of fifteen (15) miles per hour when gate is set across St. L. & S. F. track. At night, position of gate is indicated by green light when clear and red light when across track.

Winfield.—St. L. & S. F. crossing 0.4 mile east of depot is protected by gate which is set normally across St. L. & S. F. track. At night position of gate is indicated by green light when clear and red light when across track. Trains may cross at a speed of fifteen (15) miles per hour when gate is set across St. L. & S. F. track.

Augusta.—Trainmen will flag St. L. & S. F. crossing.

Belle Plaine.—Midland Valley crossing, 0.8 mile east of depot, is

protected by gate which is set normally across the Midland Valley track. At night position of gate is indicated by green light when clear and red light when across track. Trains may cross at speed of fifteen (15) miles per hour, when the gate is set across the Midland Valley track.

Belle Plaine.—Missouri Pacific crossing 0.7 of a mile west of depot is protected by gate which is set normally across Missouri Pacific track. Position of gate is indicated by red board at top of a mast and red signal in center of the track by day and by two yellow lights at top of mast and red light in center of track by night. Gate is set against A. T. & S. F. trains when board or lights at top of mast are at an angle of 45 degrees and red signal is in center of A. T. & S. F. track. Gate is set against Missouri Pacific trains when board and lights at the top of mast are at right angles with mast and red signal in center of Missouri Pacific track. Trains may cross at a speed of fifteen (15) miles per hour when gate is set across Mo. Pac. track.

Salina.—U. P. R. R. crossing 0.6 mile west of depot, is protected by gate mechanically connected with derails which are set normally across A. T. & S. F. track.

Marion.—Trainmen will flag C. R. I. & P. crossing.

Lyons.—Missouri Pacific crossing 0.7 of a mile east of depot is protected by gate which is set normally across A. T. & S. F. tracks. Position of gate is indicated by red board at top of a mast and red signal in center of the track by day and by two yellow lights at top of mast and red light in center of track by night. Gate is set against A. T. & S. F. trains when board or lights at top of masts are at right angles and red signal is in center of A. T. & S. F. track. Gate is set against Missouri Pacific trains when board and lights at the top of mast are at an angle of 45 degrees with mast and red signal in center of Missouri Pacific track.

Geneseo.—Missouri Pacific crossing, 0.5 mile east of depot is protected by gate which is set normally across A. T. & S. F. tracks. At night position of gate is indicated by green light when clear and red light when across track.

The Maximum Speed of Trains is as Indicated Below.

LOCATION.	PASSENGER			FREIGHT		
	Miles	Time	Per Mile	Miles	Time	Per Mile
	Hr.	Min.	Sec.	Hr.	Min.	Sec.
First District	60	1		40	1	30
Second District	50	1	12	40	1	30
Third District	60	1		40	1	30
ElDorado District	50	1	12	40	1	30
Strong City District	45	1	20	30	2	
McPherson District	45	1	20	30	2	
Bazar District	30	2		30	2	
Little River District	30	2		30	2	
Minneapolis District	30	2		30	2	
Salina District—Abilene to Salina	30	2		30	2	
Salina District—Salina to Osborne	20	3		20	3	

Further Restrictions

	Miles	Time	
	Per	Per	
	Hour	Mins.	Secs.
FIRST DISTRICT:			
Emporia, between passenger depot and West Street	15	4	
Strong City, over Cottonwood Avenue	15	4	
Neva, around curve, passenger trains	50	1	12
Neva, around curve, freight trains	30	2	
Florence, across Main Street	20	3	
Peabody, between M.P. 167.8 and 168.6	20	3	
Walton to Braddock, eastward passenger trains	50	1	12
Walton to Braddock, eastward freight trains	30	2	
Newton, between Missouri Pacific Crossing and First Street	15	4	
THIRD DISTRICT:			
Valley Center, between M.P. 201 and 202	15	4	
Wichita, between M.P. 208.5 and North Wichita office, passenger trains	30	2	
Wichita, between North Wichita Office and M.P. 211.8 (Central Avenue), passenger trains	15	4	
Wichita, between M.P. 213 and 215	15	4	
Between Derby and Winfield Junction, Bridge 250-A, passenger trains	50	1	12
Between Derby and Winfield Junction, Bridge 250-A, freight trains	30	2	
Winfield, between M.P. 250 and 251	15	4	
Between Winfield (Bridge 251-B) and Arkansas City Yard Limits, passenger trains	50	1	12
Between Winfield (Bridge 251-B) and Arkansas City Yard Limits, freight trains	30	2	

Arkansas City, between M.P. 262.8 and passenger depot, passenger trains	15	4	
ELDORADO DISTRICT:			
Between Burns and Florence, eastward passenger trains	40	1	30
Between Burns and Florence, eastward freight trains	30	2	
ElDorado, between M.P. 186.4 and 188	15	4	
Between M.P. 212.6 and 213.8, between Douglass and Rock	10	6	

STRONG CITY DISTRICT:

Abilene, M.P. 58 to 59.5, passenger trains	15	4	
Concordia, M.P. 113 to 114, passenger trains	15	4	
Superior, M.P. 153 to depot	15	4	
SALINA DISTRICT:			
Solomon, M.P. 7.5 to 8	15	4	
Salina, M.P. 21 to 22, passenger trains	15	4	
McPHERSON DISTRICT:			
Florence, between North switch and Main Street	15	4	
Marion, across Third Street (at depot)	15	4	
McPherson, between Rock Island Crossing and Depot	15	4	
THROUGH ALL CROSSOVERS EXCEPT AS LISTED BELOW:	10	6	

Plymouth, crossovers between Main tracks—			
Passenger trains	30	2	
Freight trains	20	3	
North Wichita, turnout at double track junction—			
Passenger trains	30	2	
Freight trains	20	3	
Mulvane, two crossovers between Second and Third District main tracks east of depot, and Second District turnout west of interlocking plant—			
Passenger trains	30	2	
Freight trains	20	3	
Winfield Junction, two crossovers between ElDorado and Third Districts main tracks north of Southern Kansas Crossing—			
Passenger trains	30	2	
Freight trains	20	3	

Motor trains will not use less than eight (8) minutes Burns to Hampson, and not less than six (6) minutes Hampson to west end Florence yard.

Trains will reduce speed to one (1) mile in three (3) minutes over spring switches at East End Newton Yards and North End ElDorado Yard.

MAXIMUM SPEED FOR FOLLOWING CLASS ENGINES PASSENGER

	1014-1050			1800-1850-4000			3160		
	Miles	Time	Per Mile	Miles	Time	Per Mile	Miles	Time	Per Mile
	Hr.	Min.	Sec.	Hr.	Min.	Sec.	Hr.	Min.	Sec.
FIRST DISTRICT	50	1	12	40	1	30	40	1	30
SECOND DISTRICT	50	1	12	40	1	30	40	1	30
THIRD DISTRICT	50	1	12	40	1	30	40	1	30
ELDORADO DISTRICT	45	1	20	30	2	00	30	2	00
STRONG CITY DISTRICT	45	1	20	30	2	00	30	2	00
McPHERSON DISTRICT	30	2	00	30	2	00	30	2	00
BAZAR DISTRICT	30	2	00	30	2	00	30	2	00
LITTLE RIVER DISTRICT	30	2	00	30	2	00	30	2	00
MINNEAPOLIS DISTRICT	30	2	00	30	2	00	30	2	00
SALINA DISTRICT	30	2	00	30	2	00	30	2	00

3100 class engines must not exceed a speed of thirty (30) miles per hour or one (1) mile in two (2) minutes on either passenger or freight trains.

1800, 1850, 3100, 3160 and 4000 class engines must not be used on Bazar, Little River, Minneapolis and Salina Districts.

MAXIMUM SPEED OF LIGHT ENGINES FIRST, SECOND, THIRD AND ELDORADO DISTRICTS.

	MOVING FORWARD			MOVING BACKWARD		
	Miles	Time	Per Mile	Miles	Time	Per Mile
	Hr.	Min.	Sec.	Hr.	Min.	Sec.
Road Engines	40	1	30	25	2	25
Switch Engines and Engines without pony trucks	30	3		20	3	

	OTHER DISTRICTS			
Road Engines	25	2	25	15 4
Switch Engines and Engines without pony trucks	20	3	20	3

Engine breaking in will be run at a speed specified by Master Mechanic, Road Foreman of Engines, or Roundhouse Foreman.

Maximum speed of trains handling wrecking outfits on First, Second, Third and ElDorado districts will be twenty-five (25) miles per hour, or one (1) mile in two (2) minutes and twenty-five (25) seconds; and on other districts will be fifteen (15) miles per hour, or one (1) mile in four (4) minutes.

Maximum speed of trains handling American ditchers, pile drivers, steam shovels, and snow plows will be twenty (20) miles per hour, or one (1) mile in three (3) minutes.

Maximum speed of trains handling dead engines will be twenty (20) miles per hour, or one (1) mile in three (3) minutes. Dead engines will not be handled with rods down or any driver suspended without special instruction in each case.

Maximum speed of trains handling derricks, clam shells and scale test cars will be twenty-five (25) miles per hour on straight track, and fifteen (15) miles per hour on curves. Handle scale test cars just

ahead of way cars.

In Kansas, a railroad company has a right to eject from its trains 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.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

Attention is also called to the following Kansas statute on the subject of gambling and confidence games:

[Chapter 81 of the Laws of 1876.]

Section 1. Whoever shall, in this State, deal, play or practice, or be in any manner accessory to the dealing, playing or practicing of

the confidence game or swindle known as three-card monte, or of any such game, play or practice, shall be deemed guilty of a felony, and upon conviction thereof shall be punished by a fine not to exceed five thousand dollars, and by confinement in the penitentiary not less than two or more than five years.

Sec. 2. Whoever shall, in this State, on any railroad car, coach or train, practice any confidence game not mentioned in the preceding section, or shall sell any prize packages or other prize, shall be deemed guilty of a misdemeanor.

Sec. 3. It is hereby made the duty of railroad conductors, brakemen on railroad trains, to immediately arrest the person so offending, without warrant or other process, and to call upon all bystanders and others for assistance, when the same may be necessary, to enable them to make such arrest. And when such offense is committed on any railroad car, coach or train, the venue shall lie, and the person be tried, in any county through which such railroad may run, not outside of the judicial district in which the offense was committed, any law to the contrary notwithstanding.

In Nebraska, he can be ejected at any place within five miles of any station.

G. C. JEFFERIS,

Assistant Superintendent,

NEWTON, KANSAS.

C. L. MYERS,

Chief Dispatcher,

NEWTON, KANSAS.

A. B. CLASS,

Train Master,

NEWTON, KANSAS.

J. C. BLACKMORE,

Assistant Chief Dispatcher,

NEWTON, KANSAS.

H. G. ARNOLD,

Train Master,

NEWTON, KANSAS.

FRANK McCLINTOCK,

Night Chief Dispatcher,

NEWTON, KANSAS.

C. D. NOTGRASS,

Train Master,

ABILENE, KANSAS.

TRAIN DISPATCHERS:

O. L. QUICK,

L. R. BROWN,

E. A. HOWERTON,

W. S. LYON,

J. M. UTTERBACK,

G. D. USHER,

H. C. WILLIS,

W. T. ALLEN,

R. W. GUY,

H. A. SIMKINS,

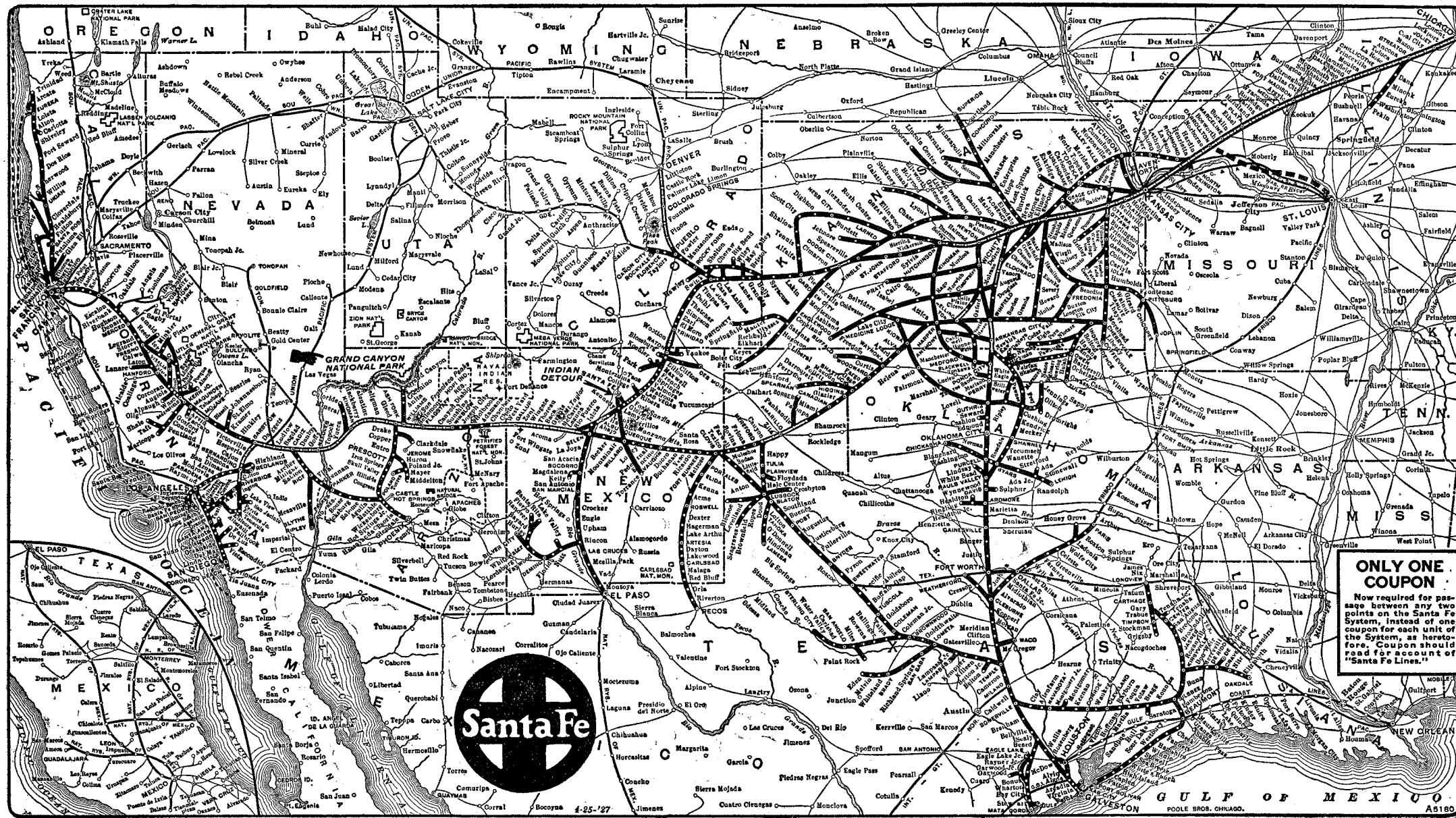
T. B. DANFORTH,

NEWTON, KANSAS.

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.)



Santa Fe Through Lines
 Double Track plus two main lines between Newton and Albuquerque
 Lines Under Construction
 Connecting Lines