

SUMNER GREENWOOD, Trainmaster.....Newton, Kans.
 W. T. RICHARDSON, Trainmaster.....Newton, Kans.
 T. B. DANFORTH, Chief Dispatcher.....Newton, Kans.
 W. T. MORAN, Asst. Chief Dispatcher.....Newton, Kans.
 E. K. FRY, Asst. Chief Dispatcher.....Newton, Kans.

TRAIN DISPATCHERS—NEWTON, KANSAS.

J. M. UTTERBACK.	E. M. COUGHLIN.
R. W. GUY.	E. L. KIDD.
H. A. SIMKINS.	R. T. POLLEY.
F. O. BAIRD.	H. C. FLOTTMAN
R. H. WILLIS.	R. E. STANFORD.
H. J. GARVIN.	D. F. HODGES.
J. Q. COOPER.	R. M. WELTMER.
G. O. THOMAS.	

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

LOCAL TIME INSPECTORS—MIDDLE DIVISION.

L. G. FORT.....	Emporia.
HUGHES-TODD COMPANY.....	Emporia.
G. J. RAPLEE.....	Newton.
A. H. F. SCHLIECKER.....	Florence.
W. H. WIDIGER.....	McPherson.
E. R. CLARK.....	Wichita.
F. D. HERMAN.....	Wichita.
R. H. RILEY.....	Wellington.
MRS. VERA E. JAGGERS.....	Wellington.
E. H. RUPPELIUS.....	Winfield.
L. W. GRIMES.....	Arkansas City.
J. H. DWEELAARD (Assistant).....	Arkansas City.
C. R. MCCULLOUGH.....	Augusta.
J. W. KIRKPATRICK.....	El Dorado.
ED BRANDLEY.....	Cottonwood Falls.
VERN A. WEBSTER.....	Salina.
DONALD MOORE.....	Superior.
W. H. LOWRY.....	Abilene.

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

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

LOCAL SURGEONS.

DR. F. J. ECKDALL, Emporia.	DR. BRUCE G. SMITH,
DR. A. W. CORBETT, Emporia.	Arkansas City.
DR. JACOB HINDEN, Strong City.	DR. T. L. HILL, Arkansas City.
DR. W. M. TATE, Peabody.	DR. CARL STENSAAS, Arkansas
DR. J. W. HERTZLER, Newton.	City.
DR. A. G. DIETRICH, Newton.	DR. FRANK CVETKOVICH,
DR. H. R. SCHMIDT, Newton.	Augusta.
DR. KARL VOLDENG, Wellington.	DR. C. E. BOUDREAU, El Dorado.
DR. WARD M. COLE, Wellington.	DR. A. C. EITZEN, Hillsboro.
DR. ALBERT C. HATCHER,	DR. A. H. DYCK, McPherson.
Wellington.	DR. A. F. SCHMIDT, Little River.
DR. Y. E. PARKHURST,	DR. L. J. BEYER, Lyons.
Belle Plaine.	DR. F. E. WALLACE, Chase.
DR. FRANK EMERY, Wichita.	DR. C. W. LYON, Ellinwood.
DR. DANIEL M. THOMPSON,	DR. J. G. GAUME, Ellinwood.
Wichita.	DR. T. L. LOTHMAN, Enterprise.
DR. FARRIS D. EVANS, Wichita.	DR. L. G. HEINS, Abilene.
DR. E. S. BRINTON, Wichita.	DR. C. C. GILKEY, Abilene.
DR. P. M. BELL (Colored)	DR. J. C. MITCHELL, Salina.
Wichita.	DR. O. U. NEED, Oak Hill.
DR. A. J. WRAY, Wichita.	DR. L. E. HAUGHEY, Concordia.
DR. PAUL A. KAELSON, Wichita.	DR. E. R. GELVIN, Concordia.
DR. E. S. HYMER, Sedgwick.	DR. M. D. MCCOMAS, Courtland.
DR. LESLIE H. COBB, Mulvane.	DR. C. G. MCMAHON, Superior.
DR. JOHN C. WILCOX, Mulvane.	DR. F. E. HARVEY, Minneapolis.
DR. M. H. HIRD, Mulvane.	DR. J. E. HENSHALL, Osborne.
DR. M. J. DUNBAR, Winfield.	DR. JOHN C. SLIFER, Osteopath,
DR. E. W. HELLWEG, Arkansas	Florence.
City.	DR. T. C. ENSEY, Marion.
DR. GEORGE MEEK, Arkansas City.	DR. CHAS. MAGEE, Marion.
DR. G. L. CAMPBELL, Arkansas City.	DR. H. R. TURNER, Hope.
DR. NEWTON C. SMITH,	DR. H. R. SMITH, Lincoln Center
Arkansas City.	DR. H. L. SONGER, Lincoln Center
	DR. E. V. ASHLEY, Bushton.

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

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

**The Atchison, Topeka and Santa Fe
Railway Co.**

**EASTERN LINES
Western District**

MIDDLE DIVISION

TIME TABLE No.

88

IN EFFECT

Sunday, January 10, 1954

At 12:01 A. M.

Central Standard Time.

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

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

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

**M. M. KILLEN,
Superintendent,
Newton, Kansas.**

2 MIDDLE DIVISION.

FIRST DISTRICT.

WESTWARD.

TIME TABLE
No. 88,
January 10, 1954.

Rating Grade
Ascending.
Capacity of Sidings in
50 ft. Carr.

Second Class.	First Class.													
	55	123	23	11	19	25	7	3	5	51	17	15	21	27
Mixed.	The Grand Canyon.	The Grand Canyon.	The Kansas Cityan.	The Chief.	Motor.	Fast Mail Express.	California Limited.	Passenger.	Motor.	Super Chief.	Texas Chief.	El Capitan.	The Antelope.	
Leave Sun. only.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Except Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
AM 4.40	PM 11.59	PM 11.55	PM 7.30	PM 6.20	AM 11.10	AM 11.05	AM 11.00	AM 10.55	AM 4.40	AM 4.35	AM 3.45	AM 3.05	AM 1.05	
4.43	AM 12.02	11.58	7.33	6.23	11.14	11.08	11.03	10.58	4.43	4.38	3.48	3.08	1.08	
f 4.50					f 11.22				f 4.50					
f 4.53					f 11.26				f 4.53					
f 4.56	12.09	AM 12.04	7.40	6.30	f 11.30 AM	11.15	11.10	11.05	f 4.56	4.45	3.55	3.15	1.15	
s 5.10	12.14	12.09	7.45	6.35		11.20	11.15	11.10	s 5.10	4.50	4.00	3.20	s 1.23	
5.15 AM	12.17	12.12	7.48	6.38		11.23	11.18	11.13	5.15 AM	4.53	4.03	3.23	1.27	
	12.25	12.20	7.55	6.45		11.31	11.26	11.21		5.01	4.10	3.30	1.35	
	12.29	12.24				11.35	11.30	11.25					1.39	
	12.34	12.29	8.04	6.54	Via Second District.	11.40	11.35	11.30	Via Strong City District.	5.10	4.19	3.39	s 1.46	
	12.44	12.39	8.13	7.03		11.50	f 11.45	11.40		5.19	4.28	3.48	f 1.56	
						PM								
	12.52	12.47	8.22	7.11		12.01	11.55	11.50		5.28	4.36	3.56	2.05	
	s 1.10 AM	s 1.05 AM	s 8.38 PM	s 7.25 PM		s 12.20 PM	s 12.15 PM	s 12.10 PM		s 5.45 AM	s 4.50 AM	s 4.10 AM	s 2.20 AM	
Arrive Sun. only.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Except Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
40.6	61.7	62.6	64.4	67.4	39.9	58.4	58.4	58.4	40.6	62.6	67.4	67.4	58.4	

STATIONS.	Rating Grade Ascending.	Capacity of Sidings in 50 ft. Carr.
EMPORIA. YL 3.2	2 Tracks	6.1
MERRICK. YL 4.9		6.1
PLYMOUTH. 3.2	3 Tracks	4.4
SAFFORDVILLE. 2.0		6.8
ELLINOR. 6.3		9.2
STRONG CITY. YL 4.1		10.4
NEVA. 2.5		0
ELMDALE. 7.3		17.4
CLEMENTS. 5.1	TWO TRACKS	13.0
CEDAR POINT. 6.2		0
FLORENCE. YL 11.4		19.3
PEABODY. 0.3		14.8
P. O. TOWER. C.R.I. & P. Crossing. 9.7		45.4
WALTON. 6.3		0
Mo. Pac. Crossing. 0.5		0
NEWTON. YL		
(73.0)		
Aver. speed per hr.		

SIGNAL SYSTEM ONE IN EFFECT:

Emporia to Newton, except main track No. 3 between Merrick and Ellinor, Ellinor interlocking, Strong City interlocking, eastward main track through Neva interlocking, and Florence interlocking.

SIGNAL SYSTEM TWO IN EFFECT:

Main track No. 3 between Merrick and Ellinor, Ellinor interlocking, Strong City interlocking, eastward main track through Neva interlocking, Florence interlocking, and Mo. Pac. Crossing interlocking, Newton.

RULE 261 IN EFFECT:

Main track No. 3 between Merrick and Ellinor.

RULE 251 IN EFFECT:

Emporia to Mo. Pac. Crossing, Newton.

Trains must secure numbered clearance cards before leaving originating stations, except Neva. Trains to and from Strong City District secure clearance cards at Strong City.

Between Mo. Pac. crossing and First Street, 0.4 mile west of passenger station, Newton, the first six tracks south of passenger station are designated as Passenger Yard Tracks Nos. 1, 2, 3, 4, 5 and 6, respectively. Trains and engines using these tracks must proceed at restricted speed.

Between Mo. Pac. crossing and Sand Creek the two extreme south tracks will be used for freight train movements.

All switches at Neva except east end eastward siding handled by operator Strong City.

At Sand Creek (Newton) main track switches west end yard handled by operator Sand Creek.

Main Track No. 3 between Merrick and Ellinor is the first track south of eastward main track.

FIRST DISTRICT.

MIDDLE DIVISION. 3

Fuel, Water, Ture Tables and Wyes.	Communications	Mile Posts	Rolling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	EASTWARD.											Second Class.		
					First Class.													
					24	124	18	28	12	4	52	8	26	6	22		16	20	56
					The Grand Canyon.	The Grand Canyon.	Super Chief.	The Antelope.	The Chicagoan.	California Limited.	Motor.	Fast Mail Express.	Motor.	Passenger.	El Capitan.	Texas Chief.	The Chief.	Mixed.
				STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily. Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sun. only.
FWT	C	112.1	21.2	EMPORIA. YL 3.2	AM 3.25	AM 3.30	AM 3.40	AM 5.45	AM 9.55	PM 2.45	PM 4.35	PM 4.40	PM 5.15	PM 5.45	PM 9.10	PM 11.00	PM 11.40	PM 5.40
	O	116.3	0	MERRICK. YL 4.9	3.18	3.23	3.35	5.37	9.47	2.36	4.28	4.33	5.07	5.34	9.05	10.52	11.35	5.29
	B	120.2	0	PLYMOUTH. 3.2	3.14	3.19	3.30	5.27		2.31	4.22	4.29	5.02	5.30	9.00		11.30	5.19
	C	123.4	0	SAFFORDVILLE. 2.0				5.20			4.16		4.57					5.13
	O	126.4	0	ELLINOR. 6.3	3.10	3.15	3.26	5.15	9.40	2.26	4.12	4.25	4.53 PM	5.25	8.56	10.45	11.26	5.08
WY	C	131.7	0	STRONG CITY. YL 4.1	3.06	3.11	3.21	5.05	9.35	2.20	4.03	4.19		5.19	8.51	10.40	11.21	4.56
	B	136.8	0	NEVA. 2.5	3.03	3.08	3.17	4.57	9.32	2.15	3.57 PM	4.16		5.15	8.47	10.37	11.17	4.48 PM
	C	138.3	12.8	ELMDALE. 7.3				4.53										
	O	146.6	0	CLEMENTS. 5.1	2.55	3.00	3.09	4.42	9.24	2.05		4.08		5.06	8.39	10.29	11.09	
	C	150.7	0	CEDAR POINT. 6.2	2.51	2.56		4.35		2.00		4.04		5.01				
WY	O	156.9	0	FLORENCE. YL 11.4	2.46	2.51	3.00	4.27	9.15	1.52		3.58		4.56	8.30	10.20	11.00	
	C	168.3	0	PEABODY. 0.3	2.37	2.42	2.51	4.10	9.06	1.41		3.48		4.47	8.21	10.11	10.51	
	C	168.6	16.3	P. O. TOWER. C.R.I. & P. Crossing. 9.7														
	C	178.3	21.1	WALTON. 6.3	2.28	2.33	2.43	3.56	8.58	1.30		3.38		4.38	8.13	10.03	10.43	
		184.6	19.1	Mo. Pac. Crossing. 0.5														
FWT	C	185.1		NEWTON. YL	2.20 AM	2.25 AM	2.35 AM	3.45 AM	8.50 AM	1.20 PM		3.30 PM		4.30 PM	8.05 PM	9.55 PM	10.35 PM	
				(73.0)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily. Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Sun. only.
				Average speed per hour.	67.4	67.4	67.4	36.5	67.4	51.5	37.4	62.6	36.5	58.4	67.4	67.4	67.4	27.3

SIGNAL SYSTEM ONE IN EFFECT:

Newton to Emporia, except Florence interlocking, eastward main track through Neva interlocking, Strong City interlocking, Ellinor interlocking and main track No. 3 between Ellinor and Merrick.

SIGNAL SYSTEM TWO IN EFFECT:

Mo. Pac. crossing interlocking, Newton, Florence interlocking, eastward main track through Neva interlocking, Strong City interlocking, Ellinor interlocking, and main track No. 3 between Ellinor and Merrick.

RULE 261 IN EFFECT:

Main Track No. 3 between Ellinor and Merrick.

RULE 251 IN EFFECT:

Mo. Pac. Crossing, Newton, to Emporia.

Trains must secure numbered clearance cards before leaving originating stations, except Neva, and eastward from Second District at Ellinor. Trains to and from Strong City District secure clearance cards at Strong City.

Between First Street, 0.4 mile west of passenger station Newton and Mo. Pac. crossing, the first six tracks south of passenger station are designated as Passenger Yard Tracks Nos. 1, 2, 3, 4, 5 and 6, respectively. Trains and engines using these tracks must proceed at restricted speed.

Between Sand Creek and Mo. Pac. crossing the two extreme south tracks will be used for freight train movements.

At Sand Creek (Newton) main track switches west end yard handled by operator Sand Creek.

All switches at Neva except east end eastward siding handled by operator Strong City.

Main Track No. 3 between Ellinor and Merrick is the first track south of eastward main track.

4 MIDDLE DIVISION.

SECOND DISTRICT.

Capacity of Sidings in 80 ft. Cars.	WESTWARD. First Class.				Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	Rolling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class.			
	3	25	45	23							24	4	26	46
	California Limited.	Motor.	Motor.	The Grand Canyon.							The Grand Canyon.	California Limited.	Motor.	Motor.
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
232		AM 11.30						125.4	C			PM 4.53		
130		f 11.36				0		130.3				f 4.43		
130		s 11.45			W	21.2		136.1	C			s 4.36		
158		s 11.56				21.2		144.4	C			s 4.27		
126		PM 12.04				0		152.0					4.18	
		s 12.08				0		154.2	C			s 4.14		
800		f 12.14			W	14.7		158.4				f 4.10		
143		f 12.24				0		166.1	B			f 4.02		
98		12.33			Y	21.1		172.8	C				3.54	
		s 12.48				0		174.8				s 3.49		
		f 12.53				0		177.6				f 3.35		
E128 W184		1.03 PM		Via Third District.	W Y	0		185.3	0			3.29 PM		Via Third District.
						0		185.7 (199.5)						
132						0		205.2						
132	Via Third District.			Via Third District.		31.7		211.6		Via Third District.	Via Third District.			
						21.6		214.4						
138	PM 2.05		AM 6.25	AM 2.40	W Y	21.6		220.6	C	AM 12.46	AM 11.05		PM 7.05	
	2.07		6.27	2.43		0		221.9		12.44	11.00		6.59	
						0		225.7						
142	f 2.12		s 6.33	2.55		0		226.5	C	12.40	s 10.55		f 6.53	
						0		227.2						
	2.22		6.40	3.05		31.7		231.7		12.35	10.50		6.45	
	s 2.40 PM		s 6.55 AM	s 3.25 AM	F W T Y	0		238.9	C	12.25 AM	10.40 AM		6.30 PM	
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.						Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
	31.4	38.5	36.6	24.4						52.3	44.0	42.7	31.4	

SIGNAL SYSTEM TWO IN EFFECT:

Ellinor to Wellington, except AG Tower interlocking.

SIGNAL SYSTEM ONE IN EFFECT:

AG Tower interlocking.

RULE 261 IN EFFECT:

Ellinor to El Dorado.

M.P. 201.7 (west of Augusta) to M.P. 230.3 (east of Cicero), except westward main track between Mulvane and west end of Second District siding.

Division board M.P. 236.9 to Wellington.

RULE 251 IN EFFECT:

El Dorado to M.P. 201.7 (west of Augusta).

M.P. 230.3 (east of Cicero) to Division Board M.P. 236.9.

Trains must secure numbered clearance cards before leaving originating stations, except westward at El Dorado; westward from Third to Second District at Mulvane; eastward from Douglass District at AG Tower. Eastward trains secure clearance cards at Tower B, and westward at AG Tower.

Movement of trains on westward main track between Mulvane and west end of Second District siding will be governed by Rule 297.

Mulvane is an office of communication on westward track only.

At Wellington between Bridge M.P. 238.7, east of "C" Street and light plant spur M.P. 239.4 there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 MPH; within these limits trains or engines may use main track not protecting against regular and extra trains and engines.

Mile posts west of Augusta represent mileage from Atchison via Florence and former El Dorado District.

McPHERSON DISTRICT.

MIDDLE DIVISION. 5

Capacity of Sidings in 30 ft. Cars.	WESTWARD		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD.	
	Second Class								Second Class	
	89	87							88	90
	Way Frt.	Mixed							Mixed	Way Frt.
	Leave Mon., Wed., Fri.	Leave Daily. Ex. Sun.			STATIONS.				Arrive Daily. Ex. Sun.	Arrive Mon., Wed., Fri.
		AM 6.00	WY	0	FLORENCE. YL 5.9	0		C	PM 6.40	
		6.15		20.3	OURSLER. 4.0	0	5.5		6.25	
31	f	6.30		0	MARION. YL 0.3	0	10.1	C	f	6.13
				31.7	C.R.I.&P. Crossing. 4.9	0	10.4			
45	f	6.45		31.7	CANADA. 5.3	13.4	15.3		f	5.59
35	f	7.00		31.7	HILLSBORO. YL 5.5	17.4	20.5	C	f	5.45
		7.15		31.7	LEHIGH. 7.5	0	26.3	C	f	5.31
38	f	7.45		0	CANTON. 5.5	11.6	34.1	C	f	5.15
42	f	8.00		27.2	GALVA. 3.9	31.7	39.9	C	f	4.55
				14.8	C.R.I.&P. Crossing. 2.9	31.7	43.8			
				0	C.R.I.&P. Crossing. 0.5	31.7	46.7			
	AM 11.50	s	8.40	0	McPHERSON. YL 0.1	0	47.2	C	s	4.40
				0	U.P. Crossing. 6.4	15.3	47.3			
	PM 12.04	f	8.55	31.7	CONWAY. 6.9	30.9	53.7	C	f	4.15
				31.7	WINDOM. 5.6	31.7	60.6	C	f	4.03
	12.16	f	9.15	31.7	LITTLE RIVER. YL 5.3	0	66.2	C	s	3.50
	12.30 PM	s	9.50	31.7	MITCHELL. 5.4	31.7	72.0		f	3.22
				11.9	Mo. Pac. Crossing. 0.7	0	77.4			
				0	LYONS. YL 0.3	0	78.1	C	s	3.10
				0	S.L.-S.F. Jct. 0.1	31.7	78.3			
				31.7	S.L.-S.F. Crossing. 7.0	31.7	78.4			
				28.8	CHASE. YL 6.1	21.9	86.0	C	f	1.45
		f	10.50	30.1	SILICA. 6.4	29.8	92.1		f	1.25
				0	ELLINWOOD. YL		98.5	C	1.15 PM	
	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sun.			(98.9)				Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.
	23.5	18.2			Average speed per hour.				22.4	23.5

SIGNAL SYSTEM TWO IN EFFECT:

Marion Interlocking.

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

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

No. 87 is superior to No. 88.

No switch lights on McPherson District.

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

6 MIDDLE DIVISION.

THIRD DISTRICT.

SIGNAL SYSTEM TWO IN EFFECT:

First Street to M. P. 207.9, No. Wichita.

M.P. 213.3, South Jct. to M.P. 229, Mulvane.

SIGNAL SYSTEM ONE IN EFFECT:

M.P. 207.9, No. Wichita, to North Jct., incl. South Jct. Interlocking.

M.P. 229, Mulvane, to Arkansas City.

RULE 261 IN EFFECT:

First Street to No. Wichita.

South Jct. to Mulvane.

RULE 251 IN EFFECT:

No. Wichita to North Jct.

W.N. Jct. to Arkansas City.

WESTWARD. First Class.										THIRD DISTRICT.			
11	13	3	5	25	45	47	15	27	23	TIME TABLE No. 88, January 10, 1954.			
The Kansas Cityan.	Motor.	California Limited.	Passenger.	Motor.	Motor.	Motor.	Texas Chief.	The Antelope.	The Grand Canyon.	Rolling Grade Ascending.			
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Fuel, Water, Turn Tables and Wyes.			
PM		PM	PM				AM	AM	AM	Capacity of Sidings in 50 ft. Cars.			
8.42		12.45	12.30				5.00	2.45	1.30	STATIONS.			
										NEWTON.			
										0.4 A.T.& S.F. Crossing. FIRST STREET.			
										2.5 McGRAW.			
8.49		12.54	12.39				5.07	2.53	1.37	3.2 PUTNAM.			
										4.0 SEDGWICK.			
8.53		12.59	12.44				5.10	2.58	1.40	6.5 VALLEY CENTER. S.L.-S.F. Crossing.			
										7.3			
8.59		1.08	12.51				5.15	3.05	1.46	NO. WICHITA. YL			
										1.0			
9.06		1.15	12.59				5.21	3.12	1.53	Mo. Pac. Crossing.			
										1.6			
										NORTH JCT. YL			
										0.6			
9.12		1.23	1.05				5.26	3.16	2.00	WICHITA U. S. YL			
										0.9			
9.15	PM 4.00	1.30 1.40	1.10 1.20		AM 6.05	AM 6.00	5.35	3.20 3.30	2.05 2.15	SOUTH JCT. C.R.I.& P. Crossing.			
										4.2			
9.18	4.02	1.43	1.22		6.07	6.02 AM	5.37	3.33	2.17	CONNELL.			
										5.6			
9.23	4.08	1.50	1.27		6.12		5.41	3.40	2.23	DERBY.			
										4.9			
9.29	4.18	1.56	1.33		6.18		5.47	3.46	2.32	MULVANE.			
										5.5			
9.34	4.24	2.05 PM	1.37		6.25 AM		5.52	3.52	2.40 AM	BENDER.			
										4.5			
9.40	4.35		1.42				5.58	3.58		UDALL.			
										4.9			
9.44	4.41	Via Second District.	1.47	Via Douglass District.	Via Second District.	Via Panhandle Division.	6.03	4.03	Via Second District.	DALE.			
										6.7			
9.48	4.49		1.53				6.08	4.10		Mo. Pac. Crossing.			
										0.2			
										W.N. JCT. YL			
										A.T.& S.F. Crossing.			
										0.7			
										S.L.-S.F. Crossing.			
										0.4			
10.00			2.07	1.55 PM			6.20	4.35		WINFIELD. YL			
										5.3			
10.06			2.15				6.27	4.45		HACKNEY.			
										7.3			
10.15 PM			2.25 PM				6.40 AM	5.00 AM		ARKANSAS CITY. YL			
										(78.3)			
50.5	37.4	36.7	44.7	13.2	46.8	27.0	47.0	37.6	42.8	Average speed per hour.			

Trains must secure numbered clearance cards before leaving originating stations, except westward from Douglas District at WN Jct., and Panhandle Division trains originating at North Wichita and South Jct. Westward trains secure clearance cards at Mulvane.

Between Mo. Pac. crossing 0.5 mile east of passenger station Newton, and First Street, the first six tracks south of passenger station are designated as Passenger Yard Tracks Nos. 1, 2, 3, 4, 5 and 6, respectively. Trains and engines using these tracks must proceed at restricted speed.

Westward Third District trains will not leave passenger station Newton until white train departure light, located west end train shed, is displayed or authority received from train dispatcher.

Westward Third District trains will not leave Sand Creek Yard until white train departure light located west of McGraw Jct. switch, is displayed, or authority received from train dispatcher.

Independent track between North Wichita and North Jct. is the first track south (time table direction) of eastward main track and

will be used by passenger trains only on instructions of yardmaster.

Trains and engines between North Jct. and South Jct. will be governed by The Wichita Union Terminal Railway Company Time Table, Special Rules and Regulations, which provide:

"Trains have no time table superiority on any track between North Junction and South Junction, and trains and engines will move within such limits at restricted speed. Trains and engines must not exceed speed of fifteen (15) miles per hour between North Junction and South Junction or through interlocked turnouts and crossovers North Junction and South Junction."

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

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

THIRD DISTRICT.

MIDDLE DIVISION. 7

Communications.	Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	EASTWARD.										
				First Class.										
				24	12	4	14	6	26	48	46	16	28	
				The Grand Canyon.	The Chicagoan.	California Limited.	Motor.	Passenger.	Motor.	Motor.	Motor.	Texas Chief.	The Antelope.	
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
C	185.1		NEWTON.	AM s 2.00	AM s 8.45	PM s 12.25		PM s 4.20				PM s 9.50	AM s 1.10	
	185.5	27.8	0.4 A.T.&S.F. Crossing.											
	188.0	27.8	FIRST STREET. 2.5											
	191.2	18.0	McGRAW. 3.2											
	191.2	5.5	PUTNAM. 4.0	1.43	8.34	12.01 PM		4.06				9.38	12.52	
C	195.2	10.4	SEDGWICK. 6.6	1.40 ²³	8.30	s 11.58		4.02				9.35	12.47	
C	201.8	7.2	VALLEY CENTER. S.L.-S.F. Crossing. 7.3	1.30	8.25	s 11.53		3.55				9.30	12.40	
C	209.1	9.5	NO. WICHITA. YL 1.0	1.18	8.18	11.47		3.47				9.23	12.32	
	210.1	10.8	Mo. Pac. Crossing. 1.6											
C	211.7	0	NORTH JCT. YL 0.5	1.12	8.12	11.42		3.42				9.17	12.27	
C	212.8	28.8	WICHITA U. S. YL 0.9	s 1.10 s 1.05	s 8.10	s 11.40 s 11.25	PM 12.05	s 3.40 s 3.30		PM 4.30	PM 7.35	s 9.15 s 9.15	s 12.25 s 12.10	
C	213.2	10.9	SOUTH JCT. C.R.I.&P. Crossing. 4.2	1.00	8.05	11.20	12.03 PM	3.25		4.22 PM	7.28	9.06	12.06	
B	217.4	31.7	CONNELL. 5.6	12.54	8.01	11.15	11.55	3.20			7.22	9.02	12.01 AM	
B	223.0	31.7	DERBY. 4.9	12.50	7.56	11.10	s 11.47	3.15		f 7.15	8.57	11.56		
C	227.9	18.6	MULVANE. 5.5	12.46 AM	7.52	11.05 AM	s 11.40	3.10			7.05 PM	8.53	11.51	
	233.4	31.7	BENDER. 4.5		7.47		11.33	3.05				8.48	11.46	
C	237.9	39.6	UDALL. 4.9		7.43		s 11.27	2.59		Via Douglas District.	Via Pan- handle Division.	Via Second District	8.44	11.41
	242.8	31.7	DALE. 6.7	Via Second District.	7.38	Via Second District.	11.20	2.53				8.39	11.35	
	249.5	0	Mo. Pac. Crossing. 0.2											
C	249.7	16.3	W.N. JCT. YL A.T.&S.F. Crossing. 0.7		7.33		11.10 AM	2.45	PM 2.50			8.32	11.27	
	250.4	16.3	S.L.-S.F. Crossing. 0.4											
C	250.8	31.7	WINFIELD. YL 5.3		s 7.31			s 2.42	2.47 PM			s 8.30	s 11.25	
B	256.1	31.7	HACKNEY. 7.3		7.24			2.30				8.22	11.13	
C	263.4		ARKANSAS CITY. YL		7.17 AM			2.20 PM				8.15 PM	11.05 PM	
			(78.3)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
			Average speed per hour.	37.2	53.4	46.7	40.0	42.7	22.0	6.7	31.2	49.5	42.7	

SIGNAL SYSTEM ONE IN EFFECT:

Arkansas City to M.P. 229, Mulvane.

South Jct. Interlocking.

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

SIGNAL SYSTEM TWO IN EFFECT:

M.P. 229, Mulvane, to M.P. 213.3, South Jct.

M.P. 207.9, No. Wichita, to First Street.

RULE 251 IN EFFECT:

Arkansas City to W.N. Jct.

North Jct. to No. Wichita.

RULE 261 IN EFFECT:

Mulvane to South Jct.

No. Wichita to First Street.

Trains must secure numbered clearance cards before leaving originating stations, except eastward from Second District at Mulvane, and Panhandle Division trains originating at South Jct. Eastward extra trains secure clearance cards at WN Jct.; Nos. 6, 12, 16 and 28 at Winfield.

Between Mo. Pac. crossing 0.5 mile east of passenger station Newton, and First Street, the first six tracks south of passenger station are designated as Passenger Yard Tracks Nos. 1, 2, 3, 4, 5 and 6, respectively. Trains and engines using these tracks must proceed at restricted speed.

Independent track between North Jct. and No. Wichita is the first track south (time table direction) of eastward main track and will be used by passenger trains only on instructions of yardmaster.

Trains and engines between South Jct. and North Jct. will be governed by The Wichita Union Terminal Railway Company Time Table, Special Rules and Regulations, which provide:

"Trains have no time table superiority on any track between North Junction and South Junction, and trains and engines will move within such limits at restricted speed. Trains and engines must not exceed speed of fifteen (15) miles per hour between North Junction and South Junction or through interlocked turnouts and crossovers North Junction and South Junction."

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

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

8 MIDDLE DIVISION.

STRONG CITY DISTRICT.

Capacity of Sidings in 50 ft. Cars.	WESTWARD.						Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE		Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD.					
	Second Class.					First Class.			No. 88,					First Class.	Second Class.				
	71	77	73	55	175	51			January 10, 1954.					52	56	176	74	72	78
	Way Freight.	Way Freight.	Mixed.	Mixed.	U. P. Mixed.	Motor.			STATIONS.					Motor.	Mixed.	U. P. Mixed.	Mixed.	Way Freight.	Way Freight.
Leave Tues., Thurs., Sat.	Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.	Leave Sun. only.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			Arrive Daily Ex. Sun.	Arrive Sun. only.	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sun.						
	AM 3.15		AM 5.15		AM 5.15		34.7	NEVA. YL	0		B	PM 3.57	PM 4.48				PM 11.50		
			f 5.21		f 5.20		39.4	ROCKLAND.	0	2.6		f 3.53	f 4.42						
34			s 5.33		s 5.32		37.0	HYMER.	0	7.6	C	s 3.46	s 4.32						
20			f 5.46		s 5.45		47.5	DIAMOND SPRINGS.	0	13.4	C	s 3.36	f 4.20						
29			s 6.00		s 6.00		50.5	BURDICK.	41.2	19.2	C	s 3.26	s 4.08						
							20.6	C.R.I. & P. Crossing. LOST SPRINGS.	49.1	25.5	C	s 3.13	s 3.54						
30			f 6.24		f 6.16		0	JACOBS.	0	30.7		f 3.01	f 3.39						
							48.6	C.R.I. & P. Crossing.	49.1	30.9									
53			s 6.35		s 6.24		34.4	HOPE.	0	37.1		s 2.50	s 3.26						
							40.7	Mo. Pac. Crossing.	47.5	37.1									
27			s 6.50		s 6.36		0	NAVARRE.	47.5	44.4	C	s 2.36	f 3.10						
39			s 7.05		s 6.50		0	ENTERPRISE. YL	0	52.1	C	s 2.23	s 2.55						
							0	C.R.I. & P. Crossing.	0	52.2									
							0	A.T. & S.F. Crossing.	0	52.3									
	AM 7.30	6.50 AM	AM 7.10	s 7.25	s 7.00	FT	0	ABILENE. YL	0	58.1	C	s 2.10	s 2.40		PM 7.00	PM 2.45	8.00 PM		
							0	C.R.I. & P. Jct.	0	58.6									
			7.13	7.28	7.03		0	S.A. Jct.	0	58.8		2.02	2.28		4.52				
			7.15	7.30	7.05		0	U.P. Crossing.	0	59.0		2.00	2.26		4.50				
31			f 7.32	s 7.45	s 7.18		37.0	TALMAGE. YL	0	67.0	C	s 1.50	s 2.10		f 4.28				
32	8.05		f 7.45	s 7.57	s 7.29	Y	39.8	MANCHESTER. YL	0	72.8	C	s 1.40	s 1.57		f 4.15	1.40			
34			f 7.59	s 8.08	s 7.38		52.8	LONGFORD.	52.7	78.4	C	s 1.30	s 1.44		f 4.03				
15			f 8.12	s 8.18	s 7.48		52.8	OAK HILL.	52.8	83.7	B	s 1.20	s 1.32		f 3.50				
							52.7	MILTONVALE. YL	37.0	93.0	C	s 1.05	s 1.12		f 3.30	12.50			
54	9.00		f 8.40	s 8.35	AM 8.17		0	M.V. JCT. YL	0	93.2		1.01	1.08	PM 1.42	3.29				
			8.41	8.36	8.07		52.8	AURORA.	52.7	102.1	C	s 12.47	s 12.50	1.24	f 3.10				
17			f 8.58	s 8.57	8.35		52.6	HUSCHER.	52.7	108.0		f 12.36	f 12.38	1.12	2.55				
			9.10	f 9.09	8.47		0	COOK.	0	110.0									
							0	Mo. Pac. Crossing. C.B. & Q. Crossing.	0	113.2									
			9.20	9.28	9.02 AM		0	C.O. JCT. YL	0	113.3		12.27	12.27	1.02 PM	2.42				
							0	U.P. Crossing.	0	113.4									
	10.00 AM		s 9.55 AM	9.30 AM	8.55 AM	T	17.8	CONCORDIA. YL	0	113.5	C	12.25 PM	12.25 PM		2.40 PM	12.01 PM			
	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.	Arrive Sun. only.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	14.2	(113.5)	0			Leave Daily Ex. Sun.	Leave Sun. only.	Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sun.		
				26.7	27.1	31.0		Average speed per hour.				32.1	25.9	30.1					

SIGNAL SYSTEM ONE IN EFFECT:

Neva Interlocking.

SIGNAL SYSTEM TWO IN EFFECT:

Lost Springs Interlocking.

Jacobs Interlocking.

Hope Interlocking.

Abilene Interlocking.

Trains must secure numbered clearance cards before leaving originating stations, except Neva; C.O. Jct.; and M.V. Jct. All trains secure clearance cards Abilene except No. 56 on Sundays; westward U.P. trains Miltonvale, and eastward U.P. trains Concordia.

Strong City District trains at Neva will be governed by Rule 297.

Between Abilene Station and U.P. Crossing M.P. 59.0, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

Nos. 71, 72, 77 and 78 have no time table authority.

No. 51 is superior to No. 52.

No. 55 is superior to No. 56.

No. 73 is superior to No. 74.

No switch lights on the Strong City District.

Capacity of Sidings in 60 ft. Cars.	WEST- WARD Second Class	Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	Rolling Grade Ascending.	Mile Post.	Communications.	EAST- WARD. Second Class.
	73							74
	Mixed.							Mixed.
	Leave Mon., Wed., Fri.			STATIONS.				Arrive Mon., Wed., Fri.
	AM 9.55	T	14.2	CONCORDIA, YL 8.1	0	113.5	C	PM 2.40
			0	HANNUM. 3.5	0	116.6		
			29.9	Mo. Pac. Crossing. 1.4	0	120.1		
	10.25		52.4	ONEONTA. 6.2	0	121.5	f	1.54
	10.40		0	KACKLEY. 6.0	23.5	127.7	C	f 1.40
	10.55		52.1	C.R.I. & P. Crossing. COURTLAND. 7.5	52.7	133.7	0	s 1.25
	11.20		52.6	LOVEWELL. 5.8	0	141.2	C	f 1.04
19	11.35		0	WEBBER. 4.9	52.8	147.0	B	f 12.50
			42.2	State Line. 0.7	0	151.9		
			42.2	Mo. Pac. Crossing. 0.4	0	152.6		
			0	C.B. & Q. Crossing. 0.8	0	153.0		
	11.55 AM	T		SUPERIOR, YL C.&N.W. RY.		153.8	0	12.30 PM
	Arrive Mon., Wed., Fri.			(40.3)				Leave Mon., Wed., Fri.
	20.1			Average speed per hour.				18.6

Trains must secure numbered clearance cards before leaving originating stations. No. 73 is superior to No. 74.

Trains and engines will be governed by C.&N.W. Ry. Time Table between M.P. 151.9 and Superior, which provides:

"A.T.&S.F. trains and engines have authority to operate on main and yard tracks, Superior. Chicago & North Western and A.T.&S.F. trains and engines have no time table superiority and must proceed at restricted speed within the yard limits, Superior."

No switch lights on the Strong City District.

Minneapolis District.

Capacity of Sidings in 60 ft. Cars.	WEST- WARD. Second Class.	Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	Rolling Grade Ascending.	Mile Post.	Communications.	EAST- WARD. Second Class.
	85							86
	Mixed.							Mixed.
	Leave Tue.Thurs. Sat.			STATIONS.				Arrive Tue.Thurs. Sat.
	AM 9.15	Y	52.8	MANCHESTER, YL 5.7	52.8		C	PM 2.30
	9.30		52.8	VINE CREEK. 8.7	52.8	5.6	C	s 1.35
	9.50		52.8	WELLS. 9.7	52.8	14.3	B	s 1.15
	10.15		0	MINNEAPOLIS, YL 0.2	0	24.0	0	s 12.55
			0	U.P. Crossing. 4.2	0	24.2		
	10.30		0	BREWER. 5.8	0	28.4		f 12.28
	10.48		0	ADA. 4.4	0	34.2	0	s 12.15
	11.03		0	MILO. 4.4	0	38.6		s 12.05
	11.25 AM	Y		BARNARD, YL		43.0	C	PM - 11.55 AM
	Arrive Tue.Thurs. Sat.			(43.1)				Leave Tue.Thurs. Sat.
	19.9			Average speed per hour.				16.7

Trains must secure numbered clearance cards before leaving originating stations, except at Barnard when no operator on duty.

No. 85 is superior to No. 86.

No switch lights on the Minneapolis District.

Little River District.

Capacity of Sidings In 50 ft. Cars.	WEST- WARD. Second Class.		Rolling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	Rolling Grade Ascending.	Mile Post.	Communications.	EAST- WARD Second Class.	
	89	Mixed.						90	Mixed.
	Leave Mon., Wed. Fri.			STATIONS.				Arrive Mon., Wed. Fri.	
	PM 12.45	Y	15.8	LITTLE RIVER. YL 6.2	0		C	PM 6.20	
	f 1.01		52.8	GALT. 4.8	0	6.1		f 6.01	
			45.7	Mo. Pac. Crossing. 0.5	0	10.9			
	s 1.17		52.2	GENESEO. 9.1	45.4	11.4		f 5.46	
	s 1.40		37.5	S.L. S.F. Crossing. LORRAINE. YL 5.8	51.7	20.5	C	f 5.23	
13	s 2.00		52.8	HOLYROOD. YL 4.8	0	26.1	C	f 5.08	
	f 2.12		52.8	FARHMAN. 5.7	44.9	30.7		f 4.55	
	f 2.27		0	HITSCHMANN. 4.8	37.0	36.4		f 4.40	
	s 2.40		47.5	BEAVER. 5.8	27.3	41.2	C	f 4.27	
	s 2.55		45.5	SUSANK. 2.9	31.7	47.0	C	f 4.12	
	f 3.03		52.8	STICKNEY. 4.1	51.5	49.9		f 4.04	
	f 3.11		52.8	MILLARD. 4.1	52.8	52.8		f 3.56	
	3.30 PM	Y		GALATIA. YL		56.9	C	3.45 PM	
	Arrive Mon., Wed. Fri.			(57.0)				Leave Mon., Wed. Fri.	
	20.8			Average speed per hour.				22.1	

Trains must secure numbered clearance cards before leaving originating stations.

No. 89 is superior to No. 90.

No switch lights on the Little River District.

Cottonwood District.

Capacity of Sidings In 50 ft. Cars.	WESTWARD.		Rolling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	Rolling Grade Ascending.	Mile Post.	Communications.	EASTWARD.	
	Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.						First Class.	Motor.
				STATIONS.					
	W Y	21.1	0	STRONG CITY. YL 1.8	0		0		
25			1.6	COT'NWD FALLS. YL 0.1		1.6	C		
				END OF TRACK.		1.7			
				(1.9)					

No switch lights on the Cottonwood District.

Douglass District.

Capacity of Sidings In 50 ft. Cars.	WEST- WARD. First Class.		Rolling Grade Ascending.	TIME TABLE No. 88, January 10, 1954.	Rolling Grade Ascending.	Mile Post.	Communications.	EAST- WARD. First Class.	
	25	Motor.						26	Motor.
	Leave Daily.			STATIONS.				Arrive Daily.	
	PM 1.03	W Y	0	AG TOWER. YL S.L. S.F. Crossing. 0.4	0	185.3	C	PM 3.29	
	s 1.07		0	AUGUSTA. YL 6.3	0	185.7	s	3.28	
132	f 1.15		10.6	GORDON. 5.0	15.8	192.0	f	3.19	
136	s 1.22		0	DOUGLASS. 5.6	15.8	197.0	C	s 3.13	
130	f 1.30		10.6	ROCK. 6.2	15.8	202.6	s	3.05	
153	f 1.40		10.6	AKRON. 7.1	15.8	208.8	B	f 2.58	
			0	Mo. Pac. Crossing. 0.1	0	215.9			
107	1.50 PM	Y		W.N. JCT. YL (30.7)		216.0	C	2.50 PM	
	Arrive Daily.			Average speed per hour.				47.2	

Trains must secure numbered clearance cards before leaving originating stations.

No. 25 is superior to No. 26.

12 MIDDLE DIVISION.

Freight Train Terminals, and Junctions.	WESTWARD.																	
	31	35	37	39	41	43	49	53	59	69	63	77	81	87	91	337	339	
	Colorado Texas Fast Frt.	Kansas Mds.	Okla. Texas Frt.	Okla. Texas Fast Frt.	Colorado Kansas Okla. Fast Frt.	Calif. Fast Frt.	Calif. Fast Frt.	Southern Calif. Fast Frt.	Northern Calif. Fast Frt.	Way Frt.	Way Frt.	Way Frt.	Amarillo Fast Frt.	Way Frt.	Belen Fast Frt.	Okla. Texas Fast Frt.	Okla. Texas Freight.	
STATIONS.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	
EMPORIA.		PM 10.40	PM 11.45	PM 1.20	PM 4.30	AM 5.15	AM 4.15	PM 5.45	PM 3.45		AM 5.00	AM 2.15	PM 1.30	AM 3.15	AM 4.00	AM 1.45	PM 3.45	
STRONG CITY.												3.05 AM						
NEVA.																		
FLORENCE.														5.15 AM				
SAND CREEK.	1.30	12.45 4.30			7.15 11.15						11.50							
NO. WICHITA.	2.30	5.30																
EL DORADO.										PM 7.30								
AUGUSTA.										8.00								
MULVANE.		7.30 AM								9.30								
WELLINGTON.						9.30 AM	8.15 AM	9.45 PM	7.30 PM	10.30 PM			5.30 PM		8.00 AM			
WINFIELD.	5.30																	
ARK. CITY.	6.30 PM		3.00 AM	4.35 PM	2.30 AM											5.15 AM	7.15 PM	
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	

Freight Train Terminals, and Junctions.	EASTWARD.														
	32	34	MX 34	36	38	40	42	70	78	88	94	96	98		
	Chicago Fast Frt.	Southern Calif. Chicago Fast Frt.	Calif. Kan. City Fast Frt.	Fast Frt.	Fast Frt.	Texas Chicago Fast Frt.	Colorado Chicago Fast Frt.	Way Frt.	Way Frt.	Way Frt.	Chicago Fast Frt.	Way Frt.	Way Frt.		
STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Mon.	Arrive Daily Ex. Mon.	Arrive Daily.	Arrive Daily.	Arrive Daily.		
EMPORIA.	PM 3.45	AM 1.00	PM 6.45	AM 7.45	PM 5.45	AM 1.30	AM 1.30		AM 1.00	AM 1.00	AM 2.00				
STRONG CITY.									12.01 AM						
NEVA.															
FLORENCE.										10.00 PM					
SAND CREEK.	12.45						11.00				11.00 10.00	11.45	1.00		
NORTH WICHITA.	PM						PM				8.00	10.00	10.00		
EL DORADO.								PM 6.30							
AUGUSTA.								6.00							
MULVANE.								4.30			5.00	8.45 AM			
WELLINGTON.		8.00 PM	8.00 PM					3.30 PM							
WINFIELD.											4.00				
ARKANSAS CITY.				8.30 AM	1.50 PM	10.00 PM					3.00 PM		6.00 AM		
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Mon.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.		

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

SPECIAL RULES.

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

2. REGISTER STATIONS (RULE 83).

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains
Emporia—Emporia Yard.....	Originating or terminating either place.
Strong City.....	Strong City District.
Newton—Sand Creek.....	Originating or terminating either place.
Wellington—Wellington Yard.....	Originating or terminating either place.
McPherson.....	Originating or terminating.
Little River.....	Originating or terminating.

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

Emporia.....	Trains on which engine or train crews do not change.
Strong City.....	To and from Strong City District.
Wellington Yard.....	First class trains.
Ellinor.....	Second District freight trains.

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

U.P. trains must register at A.T.&S.F. station at Miltonvale which will indicate trains shown thereon have arrived or left M.V. Jct.

U.P. trains must register at A.T.&S.F. station at Concordia which will indicate trains shown thereon have arrived or left C.O. Jct.

U.P. trains registering at either Miltonvale or Concordia failing to depart at time registered, must provide protection to inferior trains.

3.

4. JUNCTION SWITCHES. (Rule 98)

LOCATION	NORMAL POSITION
STRONG CITY DISTRICT	
M.V. Jct.	Strong City District
C.O. Jct.	Strong City District
MINNEAPOLIS DISTRICT	
Manchester	Strong City District
LITTLE RIVER DISTRICT	
Little River	McPherson District
SALINA DISTRICT	
C.R.I.&P. Jct.	Strong City District
S.A. Jct.	Strong City District
West Abilene.	U.P. RR.
East Salina.	U.P. RR.
A.B. Jct.	C.R.I. & P. RR.

5. JOINT TRACK FACILITIES.

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

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

LORRAINE—S.L.-S.F. trains will use A.T.&S.F. main and yard tracks between 750 feet east and 2200 feet west of S.L.-S.F. crossing and will be governed by A.T.&S.F. Time Table and Rules.

LORRAINE—A.T.&S.F. trains will use S.L.-S.F. main and yard tracks between S.L.-S.F. crossing and 2250 feet west of crossing.

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

C.R.I.&P. JCT.—WEST ABILENE—C.R.I.&P. trains use A.T.&S.F. main track and will be governed by A.T.&S.F. Time Table and Rules.

WEST ABILENE—EAST SALINA—A.T.&S.F. trains use U.P. R.R. main and yard tracks.

EAST SALINA—A.B. JCT.—C.R.I.&P. and A.T.&S.F. trains use C.R.I.&P. main track and will be governed by A.T.&S.F. Time Table and Rules.

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11. RAILROAD CROSSINGS AT GRADE.

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

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

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

AG TOWER—S.L.-S.F. Interlocking. Maximum speed 30 MPH.

BELLE PLAINE—Midland Valley 0.8 mile east of station is protected by electric locked gate set normally across Midland Valley track. When gate is normal and home signal indicates "proceed," may proceed at speed not to exceed 40 MPH.

BELLE PLAINE—Mo. Pac. 0.7 mile west of station is protected by electric locked gate set normally across Mo. Pac. track. When gate is normal and home signal indicates "proceed," may proceed at speed not to exceed 40 MPH.

VALLEY CENTER—S.L.-S.F. Interlocking controlled by dispatcher. In complying with Rule 653 protect both directions on S.L.-S.F. track.

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

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

W.N. JCT.—Mo. Pac. 0.2 mile east of tower Third District, and 0.1 mile east of tower Douglass District. Interlocking. Maximum speed 45 MPH.

W.N. JCT.—A.T.&S.F. 0.1 mile west of tower. Interlocking. Maximum speed 45 MPH.

WINFIELD—S.L.-S.F. 0.4 mile east of station. Automatic Interlocking. Maximum speed 40 MPH.

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

MARION—C.R.I.&P. 0.3 mile west of station. Automatic Interlocking. Maximum speed 20 MPH.

M.P. 43.8—(Galva-McPherson) C.R.I.&P. Automatic Interlocking. Maximum speed 20 MPH.

McPHERSON—C.R.I.&P. crossing 0.5 mile east of station protected by gate set normally across C.R.I.&P. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is set normal, may proceed at speed not to exceed 15 MPH.

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

LYONS—Mo. Pac. 0.7 mile east of station is protected by gate set normally across A.T.&S.F. track. Stop, open and close gate.

LYONS—S.L.-S.F. 0.2 mile west of station is protected by gate set normally across S.L.-S.F. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 15 MPH.

LOST SPRINGS—C.R.I.&P. Automatic Interlocking. Maximum speed 20 MPH.

JACOBS—C.R.I.&P. 0.2 mile west of station. Automatic Interlocking. Maximum speed 20 MPH.

HOPE—Mo. Pac. 0.3 mile west of station. Automatic interlocking. Maximum speed 20 MPH.

ENTERPRISE—C.R.I.&P. 0.1 mile west of station is protected by gate set normally across C.R.I.&P. track. Approach prepared to stop short of train, obstruction or gate not properly lined.

ENTERPRISE—A.T.&S.F. mill track lead 0.1 mile west of station is protected by gate set normally across mill track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 15 MPH.

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

14 MIDDLE DIVISION.

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

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

CONCORDIA—U.P. 0.1 mile east of station is protected by gate set normally across U.P. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal may proceed at speed not to exceed 15 MPH.

ONEONTA—Mo. Pac. 1.4 mile east of station is protected by gate set normally across Mo. Pac. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal may proceed at speed not to exceed 15 MPH.

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

KANSAS-NEBRASKA STATE LINE—Mo. Pac. 0.7 mile west. Stop. See Rules 98, A, B, C and D.

SUPERIOR—C.B.& Q. 0.8 mile east of station. Stop. See Rules 98, A, B, C and D.

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

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

LORRAINE—S.L.-S.F. is protected by gate set normally across S.L.-S.F. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 15 MPH.

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

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

SALINA U.S.—U.P. 0.6 mile west of Union Station is protected by gate mechanically connected with derails set normally across A.T.& S.F. track. Stop and if indicators show U.P. train approaching, but no movement in sight, gate may be opened and after waiting 3 minutes proceed over crossing and close gate.

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

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Pass-enger	Freight and Mixed
FIRST DISTRICT	90	60
SECOND DISTRICT		
Ellinor to West Jct.....	60	60
West Jct. to Wellington.....	79	60
THIRD DISTRICT	90	50
DOUGLASS DISTRICT	55	45
STRONG CITY DISTRICT		
Neva to Courtland.....	Steam 30	30
	Diesel 35	35
	Motor 45	35
Courtland to Webber.....	Steam 20	20
	Diesel 25	25
Webber to Superior.....	20	20
McPHERSON DISTRICT		
Florence to Little River.....	Steam 30	25
	Diesel 30	30
Little River to Ellinwood.....	Steam 30	30
	Diesel 35	35
LITTLE RIVER DISTRICT	30	30
MINNEAPOLIS DISTRICT	20	20
SALINA DISTRICT		
Salina U.S. to Osborne.....	30	30

SPECIAL RULES.

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

LOCATION	MILES PER HOUR	
	Pass-enger	Freight and Mixed
FIRST DISTRICT.		
Curve, M.P. 132.4 to 132.8	80	.....
Curve, M.P. 133.7 to 133.9	65	50
Curve, M.P. 135.9 to 136.4	80	.....
Curve, M.P. 162.6 to 162.9	80	.....
Curve, M.P. 166.4 to 166.8	80	.....
Curve, M.P. 168.0 to 168.4	80	.....
Curve, M.P. 170.0 to 170.5	80	.....
Curve, M.P. 173.3 to 175.9	80	.....
Curve, M.P. 187.3 to 187.8	70	55
SECOND DISTRICT.		
Curves, M.P. 142.3 to 149.6	45	45
Curves at El Dorado station sign eastward track	50	30
Curves at El Dorado station sign westward track	30	30
Augusta, over street crossings	30	30
Curves, M.P. 204.3 to 204.7	45	45
Curves, M.P. 220.7 to 221.1, westward track	30	30
Curve, M.P. 221.7 to 221.9, westward track	40	30
Curve, M.P. 236.6 to 237.1	60	45
THIRD DISTRICT.		
Curves, M.P. 186.7 to 185.7, eastward	60	40
Wichita, over street crossings 25th St. to Pawnee Road	30	30
Curves, M.P. 227.7 to 229.8	65	.....
Curve, M.P. 233.6 to 233.9	80	.....
Udall, over main Street crossing	45	45
Curve, M.P. 242.4 to 242.6	75	.....
Curve, M.P. 243.2 to 243.4	50	40
Curves, M.P. 243.6 to 245.1	55	40
Curves, M.P. 245.8 to 248.0	50	40
Curves, M.P. 248.1 to 251.9	45	30
Winfield, over street crossings	35	35
Curves, M.P. 252.0 to 253.7	70	.....
Curve, M.P. 260.4 to 260.7	80	.....
Curve, M.P. 260.9 to 261.2	70	.....
DOUGLASS DISTRICT.		
Curves, M.P. 187.2 to 188.7	45	30
Curves, M.P. 198.8 to 200.0	25	25
Curve, M.P. 211.2 to 211.5	50	30
Curves, M.P. 215.6 to 216.0	30	30
McPHERSON DISTRICT.		
Curves, M.P. 0.1 to 0.7	15	15
Marion, over street crossings	15	15
Canton, over street crossing east of station	15	15
McPherson, over street crossings	15	15
Windom, over street crossings	25	25
STRONG CITY DISTRICT.		
Curves, M.P. 4.2 to 4.8	40	.....
Curves, M.P. 8.2 to 10.9	40	.....
Curves, M.P. 50.7 to 51.9	40	.....
Abilene, over street crossings	15	15
Curve, M.P. 60.8 to 61.0	40	.....
Curve, M.P. 62.7 to 62.9	40	.....
Curve, M.P. 83.4 to 83.7	30	30
Curves, M.P. 88.7 to 90.0	40	.....
Curve, M.P. 90.9 to 92.0	40	.....
Curves, M.P. 92.7 to 93.4	30	30

SPECIAL RULES.

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
STRONG CITY DISTRICT—(Cont'd).		
Curves M.P. 96.7 to 97.5	40	.....
Curve, M.P. 108.5 to 108.7	40	.....
Curve, M.P. 111.1 to 111.3	40	.....
Concordia, over street crossings	15	15
Superior, over street crossings	12	12
SALINA DISTRICT.		
Salina, over street crossings	15	15
M.P. 88.5 to 91.5	20	20
Over bridge MP 101.1, Solomon River	20	20

13. SPEED REGULATIONS, PASSENGER TRAINS.

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

14. MAXIMUM SPEED OF LOCOMOTIVES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-280, 400-430	65	45	45	60
2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
6 wheel & 8 wheel switch	20	20	20	
762-768, 777, 811-816, 856, 900-984, 1600-1698, 1902-1981, 2542-2569	35	35	25	
885-893, 3102-3158	45	35	25	
1001-1148, 1801-1882, 3168-3277, 4005-4115, 4197, 5000-5035	60	40	25	
3516-3520, 3751-3775	90	40	25	
2900-2929, 3403-3439, 3450-3465, 3776-3785	100	40	25	
2507-2525	55	40	25	
3700-3746	70	40	25	
3801-3940	50	40	25	

MIDDLE DIVISION. 15

15. MOVEMENTS OVER SUBMERGED TRACK. (Rule 817).

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines, Classes			
450-451.....	2	5	5
11-50-80-2099-2100.....	3	5	5
51-90-650-2300-2301-2310			
2600-3000.....	4	5	5
460-2400.....	4½	5	5
16-37-100-200-300-325-500			
501-503-625-1500-2201			
2207-2260-2303-2322			
2394-2403-2418-2650.....	5	5	5
Diesel-Electric and Gas			
Electric Motor Cars.....	3	5	5
Steam Engines			
Roller Bearings.....	9	5	5
Passenger Cars			
Roller Bearings.....	8	5	..
Friction Bearings.....	12	5	..

16. DEAD ENGINES.

Trains handling steam engines dead in train must not exceed 20 MPH without special instructions.

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

17. STEAM WRECKING CRANES, ETC.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear must not exceed 30 MPH at any point on First, Second, Third and Douglass Districts; 20 MPH at any point on Strong City and McPherson Districts and 15 MPH at any point on all other Districts. Such equipment must not be moved in any train except on authority of the trainmaster.

18. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches will not exceed speed prescribed for turnout.

STATION	TYPE	LOCATION	MPH
Merrick	I	Crossovers	30
Ellinor	I	Main track turnouts and crossovers	40
Strong City	I	West end eastward siding and east end westward siding	40
	I	Crossover from eastward to westward track	30
	S	West end westward siding and east end eastward siding	30
Neva	I	Crossover and turnout to Strong City District	30
	I	Both ends westward siding and west end eastward siding	40
	S	East end eastward siding	30
Florence	I	West end eastward siding and east end westward siding	40
	S	East end eastward siding	30
	S	West end westward siding	30
Peabody	I	East end westward siding	30
	S	West end westward siding	30

16 MIDDLE DIVISION.

SPECIAL RULES.

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

"I"—Interlocked Switch.

"S"—Spring Switch.

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

Newton	S	East end freight yard connections eastward and westward	30
	S	West end crossover between main tracks east of Mo. Pac. crossing	30
	I	East end crossover between main tracks east of M. Pac. crossing	30
Sand Creek	S	West end yard. McGraw track switch, both ends first crossover west of McGraw track switch	30
	S	First switch east of McGraw track switch	15
	I	West end yard. Main track switches	30

SECOND DISTRICT

Ellinor	I	Main track turnouts and crossovers	40
Gladstone	I	Both ends siding	40
Bazar	I	Both ends siding	40
Matfield Green	I	Both ends siding	40
Jacques	I	Both ends siding	40
Aikman	I	Both ends siding	40
Chelsea	I	Both ends siding	40
Tower B	I	Crossovers and east end siding	40
	I	Turnout to belt track	30
El Dorado	I	Main track turnout and crossovers	30
A.G. Tower	I	East end westward siding	30
	S	East end eastward siding	30
	I	Main track turnouts and crossovers	30
Augusta	S	End of two tracks westward	30
Salter	I	Both ends siding	40
Rose Hill	I	Both ends siding	40
East Jct.	I	Turnout, eastward track	40
Mulvane	I	All main track turnouts and crossovers east end yard	40
	I	Turnouts and crossovers west of tower	30
	I	West end siding	30
West Jct.	I	Turnout, westward track	40
Belle Plaine	I	Both ends siding	30
Cicero	S	End of two tracks eastward	30
Wellington	I	End of two tracks	40
	I	Switches leading to and from freight yard and Oklahoma Division	30
	I	East end siding	15

THIRD DISTRICT

First Street	I	Both ends siding	40
McGraw	I	Turnout from Third District to Sand Creek Yard	30
Putnam	I	Both ends siding	40
Sedgwick	I	Both ends siding	40
Valley Center	I	Both ends siding	40
North Wichita	I	End of two tracks	40
	I	East end No. 1 yard track	30
North Jct.	I	All main track turnouts and crossovers immediately east of tower	30
South Jct.	I	All main track turnouts and crossovers immediately west of tower	30
Connell	I	Both ends siding	40
Derby	I	Both ends siding	40
Mulvane	I	All main track turnouts and crossovers east end yard	40
	I	Turnouts and crossovers west of tower	30
	I	West end siding	30
Bender	S	Both ends siding	15
Udall	S	Both ends siding	15

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

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
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THIRD DISTRICT—(Cont'd).

Dale	S	Both ends siding	15
W.N. Jct.	I	Crossovers	30
	I	Oklahoma Division connection, eastward main track	10
	I	Oklahoma Division connection, westward main track	15
Arkansas City	S	M.P. 262 plus 2293 feet	30

DOUGLASS DISTRICT

W.N. Jct.	I	East end siding	30
	I	Crossover between main track and siding	10

STRONG CITY DISTRICT

Abilene		Crossover just west of water crane, turnouts at street crossings east and west of station, and turnout at Bridge M.P. 58.7	30
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SALINA DISTRICT

		Main track turnouts	10
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19. YARD LIMITS.

Emporia (includes Merrick).	Arkansas City.	Lorraine.
Strong City (includes Cottonwood Falls).	McPherson.	Holyrod.
	Marion.	Galatia.
	Hillsboro.	Minneapolis.
Neva (on Strong City District only).	Little River.	Barnard.
	Lyons.	Talmage.
	Chase.	
Florence.	Ellinwood.	
	Enterprise.	
Newton (includes Sand Creek).	Abilene (includes west Abilene).	
Augusta (includes A.G. Tower).	Manchester.	
	Miltonvale (includes M.V. Jct.).	
El Dorado (includes Tower B).	Concordia (includes C.O. Jct.).	
	Superior.	
North Wichita (includes West Wichita).	Salina U.S. (includes Salina F.S. and East Salina).	
	Lincoln Center.	
Winfield (includes W.N. Jct.).	Osborne.	

20. BULLETIN BOOKS.

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

21. STANDARD CLOCKS.

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

SPECIAL RULES.

22. STANDARD THERMOMETERS.

Emporia.	Ellinor.	McPherson.	Concordia.
Strong City.	Wellington.	Marion.	Superior.
Florence.	North Wichita.	Lyons.	Minneapolis.
Newton.	Wichita.	Ellinwood.	Barnard.
Sand Creek.	Mulvane.	Galatia.	Salina.
A.G. Tower.	Winfield.	Abilene.	Lincoln Center.
Tower B.	Arkansas City.	Manchester.	Osborne.

23. OVERHEAD OBSTRUCTIONS. (Rule 761)

Mile Post	Name
FIRST DISTRICT	
Yard 185.1	Newton, cinder pit hoist. Newton, train sheds.
THIRD DISTRICT	
Yard	North Wichita, cinder pit hoist.
STRONG CITY DISTRICT	
Yard	Enterprise, Ehrsam spur.
SALINA DISTRICT	
101.1	Solomon River.

24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
THIRD DISTRICT		
Allen's Inc. spur.....	M.P. 216.3	16 cars
Keeler spurs	M.P. 218.1	43 cars
DOUGLASS DISTRICT		
Keeler spur	M.P. 188.8	18 cars
SALINA DISTRICT		
C. & G. spur.....	M.P. 25.2	80 cars

MIDDLE DIVISION. 17

25. STATUTORY REGULATIONS.

IN KANSAS, it is lawful for the Conductor to eject from the train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road at which there is a station where the person ejected may at least get lodging.

The Kansas statutes prohibit gambling and the practice of any confidence games.

Drunken or disorderly persons may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

26. SPEED TABLE.

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

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	36	100.0	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	4	30	13.3
..	56	64.2	1	36	37.5	5	..	12.0
..	57	63.2	1	38	36.8	6	..	10.0

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS.

The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM				
3	In Illinois	Kansas City and beyond	Chicago	19—20	Joliet Streator Chillicothe Galesburg La Plata Marceline Carrollton Emporia	Hutchinson Stafford St. John Macksville Garden City Lamar Valmora Glorieta and Scheduled Stops in Kansas Colorado New Mexico Arizona California	Hutchinson Stafford St. John Macksville Garden City Lamar Valmora Glorieta and Scheduled Stops in Kansas Colorado California Arizona New Mexico				
	Dallas City										
4	Verona Strong City Florence }	Beyond Newton	Chicago and beyond Emporia and beyond					21—22	Joliet Streator Chillicothe }	Scheduled stops in California	Scheduled stops Albuquerque and West
	Newton to Kansas City		Wichita and beyond								
	East of Kansas City		Beyond Kansas City					Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops Albuquerque and West	
	Toluca Dallas City	Chicago and beyond									
5	Ransom Kinsman Verona Mazon }	Beyond Chicago						23	Chicago to Wellington Chicago to Kansas City	Belen and beyond Beyond Newton	
	Ottawa Jct.	South of Newton	Illinois								
6	Newton to Kansas City		Wichita and beyond					24	Wellington to Chicago Kansas City to Chicago		California Arizona Beyond Newton
8	Ottawa Jct.		Beyond Emporia								
11	Carrollton	Tulsa		27	Scranton		Kansas City and beyond				
	Newkirk	Oklahoma City and beyond	Wichita and beyond								
12	Newkirk	Wichita and beyond	Oklahoma City and beyond	123—124	Between Kansas City and Newton	Beyond Newton	Beyond Newton				
15	Marceline	Tulsa, Wichita and beyond	Chicago								
16	Marceline La Plata }		Wichita and beyond	211—212	Collinsville	Kansas City and beyond	Kansas City and beyond				
17—18	Joliet	Scheduled stops in Arizona and California	Scheduled stops in Arizona and California								
	Chillicothe Galesburg	Scheduled stops in California	Scheduled stops in California								

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation.



SANTA FE SAFETY FIRST



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

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

