

THE WICHITA UNION TERMINAL RY. CO.

Employes' Time Table No. 123

IN EFFECT

Sunday, November 29, 1942

AT 12:01 A. M.
CENTRAL WAR TIME

Superseding Time Table No. 122, Dated Sunday, July 12, 1942, and any Supplements thereto

This Time Table is for the government and information of Employees of this Company, and Employees of other Companies using The Wichita Union Terminal Tracks.

FIRST CLASS, DAILY

WESTWARD					EASTWARD				
Train No.	Leave North Junction	Arrive Union Station	Leave Union Station	Arrive South Junction	Train No.	Leave South Junction	Arrive Union Station	Leave Union Station	Arrive North Junction
A.T. & S.F. 23	2:18 A.M.	2:20 A.M.	2:40 A.M.	2:42 A.M.	A.T. & S.F. 46	12:37 A.M.	12:40 A.M.		
A.T. & S.F. 27	3:15 A.M.	3:20 A.M.	3:30 A.M.	3:32 A.M.	C.R.I. & P. 18	1:41 A.M.	1:45 A.M.	2:05 A.M.	2:08 A.M.
C.R.I. & P. 17	3:24 A.M.	3:30 A.M.	3:45 A.M.	3:47 A.M.	A.T. & S.F. 28	1:50 A.M.	1:55 A.M.	2:00 A.M.	2:02 A.M.
A.T. & S.F. 45			5:00 A.M.	5:02 A.M.	A.T. & S.F. 12	9:45 A.M.	9:45 A.M.	9:50 A.M.	9:52 A.M.
A.T. & S.F. 47			6:00 A.M.	6:02 A.M.	A.T. & S.F. 16	1:25 P.M.	1:30 P.M.	1:40 P.M.	1:42 P.M.
C.R.I. & P. 509	12:48 P.M.	12:50 P.M.	12:50 P.M.	1:01 P.M.	S.L. - S.F. 310			2:35 P.M.	2:37 P.M.
A.T. & S.F. 5	12:57 P.M.	1:00 P.M.	1:10 P.M.	1:12 P.M.	A.T. & S.F. 2	3:35 P.M.	3:40 P.M.	3:50 P.M.	3:52 P.M.
A.T. & S.F. 1	2:18 P.M.	2:20 P.M.	2:30 P.M.	2:32 P.M.	C.R.I. & P. 510	3:41 P.M.	3:42 P.M.	3:53 P.M.	3:55 P.M.
S.L. - S.F. 303	2:40 P.M.	2:50 P.M.			A.T. & S.F. 48	4:58 P.M.	5:01 P.M.		
A.T. & S.F. 15	4:47 P.M.	4:50 P.M.	5:00 P.M.	5:02 P.M.	A.T. & S.F. 6	3:26 P.M.	5:30 P.M.	5:40 P.M.	5:42 P.M.
A.T. & S.F. 11	9:13 P.M.	9:15 P.M.	9:15 P.M.	9:20 P.M.	A.T. & S.F. 24	11:36 P.M.	11:40 P.M.	11:50 P.M.	12:00 A.M.

MIXED, DAILY EXCEPT SUNDAY.

WESTWARD				EASTWARD			
Train No.	Leave North Junction	Wichita Union Station	Arrive South Junction	Train No.	Leave South Junction	Wichita Union Station	Arrive North Junction
*A. T. & S. F. 67		6:10 A.M.	6:12 A.M.	*A. T. & S. F. 68	3:45 P.M.	4:30 P.M.	
†S. L. - S. F. 350	12:20 P.M.	12:25 P.M.		†S. L. - S. F. 349		3:55 A.M.	4:00 A.M.

†Tri-weekly, Tues-Thurs-Sat.

†Tri-weekly, Mon-Wed-Fri.

*Daily Except Sunday.

Special Rules and Regulations

The Wichita Union Terminal Railway Company

In Effect Sunday, Nov. 29, 1942

AT 12:01 O'CLOCK A. M.

SPECIAL RULES AND REGULATIONS THE WICHITA UNION TERMINAL RAILROAD COMPANY

1. Trains and engines operating over tracks of this Company will be governed by the rules and regulations of the respective Companies and special rules and instructions in time table of The Wichita Union Terminal Railway Company.
2. A proper examination on the operating rules of the respective Companies using these tracks will be accepted by this Company.
3. Employees of all Companies using tracks of this Company must be conversant with and obey the rules and special instructions of this Company.
4. The movement of trains and engines between North Junction and South Junction will be supervised by Superintendent who will issue instructions to signalmen.
5. The two east tracks between North Junction and South Junction will be used as Passenger Double Track unless otherwise directed. The two west tracks between North Junction and South Junction will be used as Freight Double Track unless otherwise directed.
6. On Double Track trains and engines shall keep to the right unless otherwise directed.
7. Trains or Engines will not move against current of traffic without special permission from towerman for each movement or by interlocking signal at North Junction and South Junction.
8. The Wichita Union Terminal Railway Company tracks 1, 2, 3, 4 and 5, between First and Lewis Streets, Wichita, will be operated as a passenger yard and upon which trains have no time table superiority. Trains and engines will move on these tracks at restricted speed expecting to find tracks occupied. Responsibility for accident on these tracks rests with the approaching train or engine.
9. RESTRICTED SPEED—Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.
10. Standard interlocking plants at North Junction and South Junction.
Signals which operate automatically are equipped with number plate; when found in stop position, "Stop" and proceed at once at restricted speed to next signal.
11. Trains and engines must not exceed speed of fifteen (15) miles per hour between South Tower and Signal Bridge near Gilbert Street, also between North Tower and Central Avenue and must run at restricted speed between North Junction and South Junction.
12. Yard limits extend between North Junction and South Junction.
13. Freight cars must not be handled over passenger tracks, 1-3-3 and 4.
14. Hand operated switches must be kept locked and in proceed or clear position at all times except when in use and train or yardman at switch.
15. A reverse movement within the limits of an interlocking plant or a forward movement after making a reverse movement, must not be made without the proper interlocking signal or permission from the signalman.

SPECIAL INSTRUCTIONS

1. Conductors must personally register their trains at Wichita Union Station as follows:
A. T. & S. F. Ry. Co. All First Class trains will register and obtain clearance cards, Form 902.
St. L. & S. F. Ry. Co. All outbound trains will register and obtain clearance card Form A.
Yard engines will use their respective line's forms of registration ticket, showing direction in which moving, for all trips made in switch service.
2. Enginemen will be particular to have DAMPERS closed and FIRE under control while standing in UNION STATION YARD, so as to prevent engines from blowing off steam and causing unnecessary smoke. The bell must be rung whenever an engine is in motion on UNION STATION TRACKS, and before starting. Enginemen are requested to shut off electric headlight while standing on Union Station Tracks, particularly when the brightness of same obscures the vision of people in observation cars, or passengers in going to and from trains, also towerman in seeing signals, etc.
3. Conductors will see that tickets are inspected before passengers are allowed to board trains.
4. Conductors will see that closet doors are closed and locked when trains are on Union Station grounds.
5. Men handling trucks on Union Station platforms must not push trucks but must either pull or have a man preceding them.
6. Employees are hereby notified that there are platforms, train sheds and other structures located on the main line and on sidings that WILL NOT CLEAR a man riding on the side and top of cars and must protect themselves from injury in passing such structures.
7. Conductors on passenger trains will see that vestibules are opened on the platform side of the track used, also instruct passengers as to what exits to be used to avoid confusion and a possibility of personal injury by passengers crossing other tracks.
8. FOLLOWING WHISTLE SIGNALS WILL GOVERN AT INTERLOCKING PLANTS:
FREIGHT MAIN LINE—ONE LONG.
PASSENGER MAIN LINE—ONE LONG, ONE SHORT.
INDUSTRY TRACK—TWO SHORT, ONE LONG, ONE SHORT.
TRANSFER TRACK—THREE SHORT, ONE LONG.
NOTIFY SIGNALMAN TRAIN CANNOT TAKE SIGNAL—ONE SHORT, ONE LONG, ONE SHORT.
9. Standard Clock located at Wichita Union Station Telegraph Office.

F. H. SHAFFER,

President,

SPRINGFIELD, MO.

F. H. WALKER,

Superintendent,

WICHITA, KANSAS