

Automatic Block

SAND CREEK  
M.P. 186.7

Interlocking

NEWTON  
M.P. 185.1

Interlocking

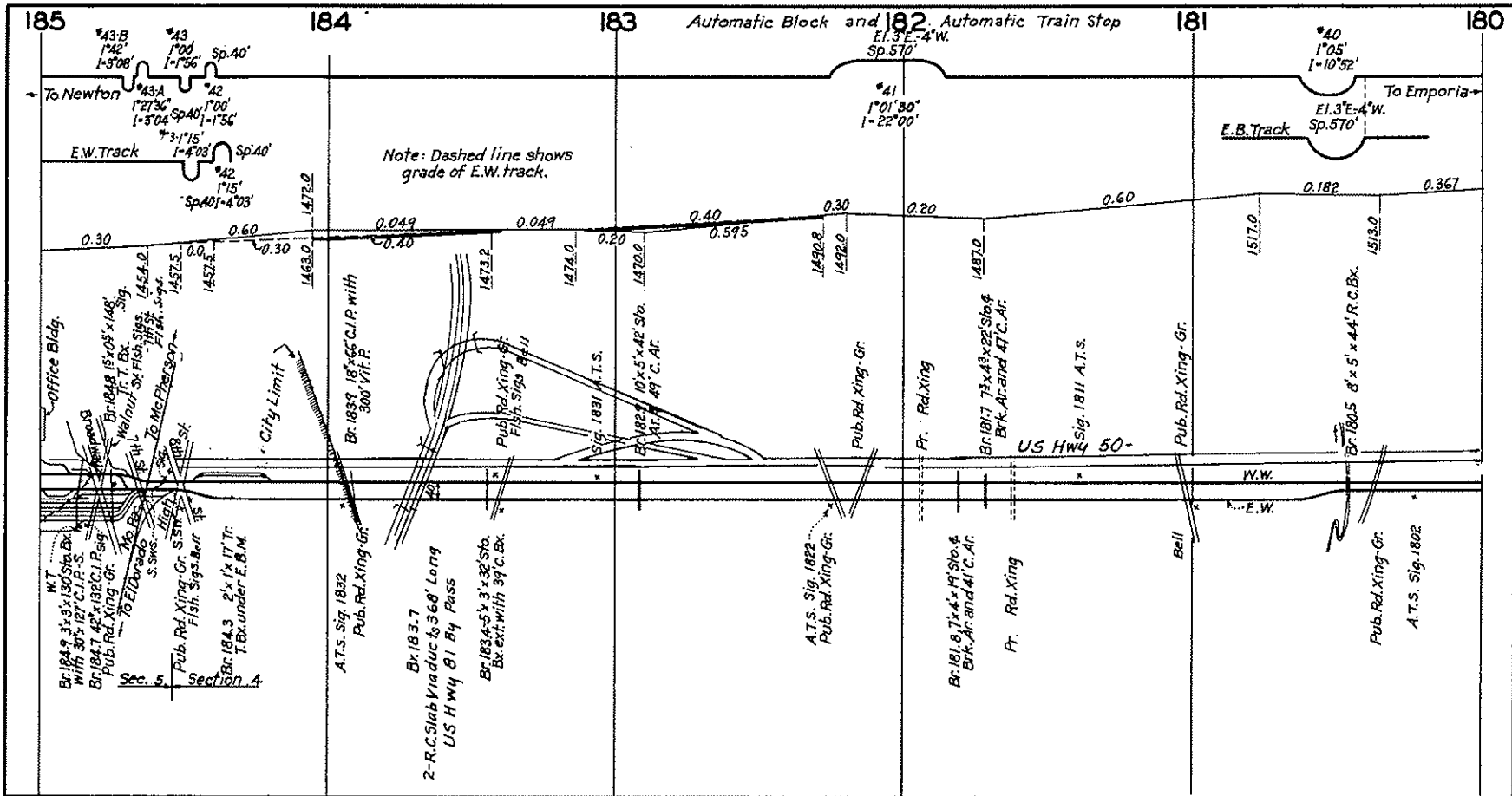
End Auto-  
matic  
Block

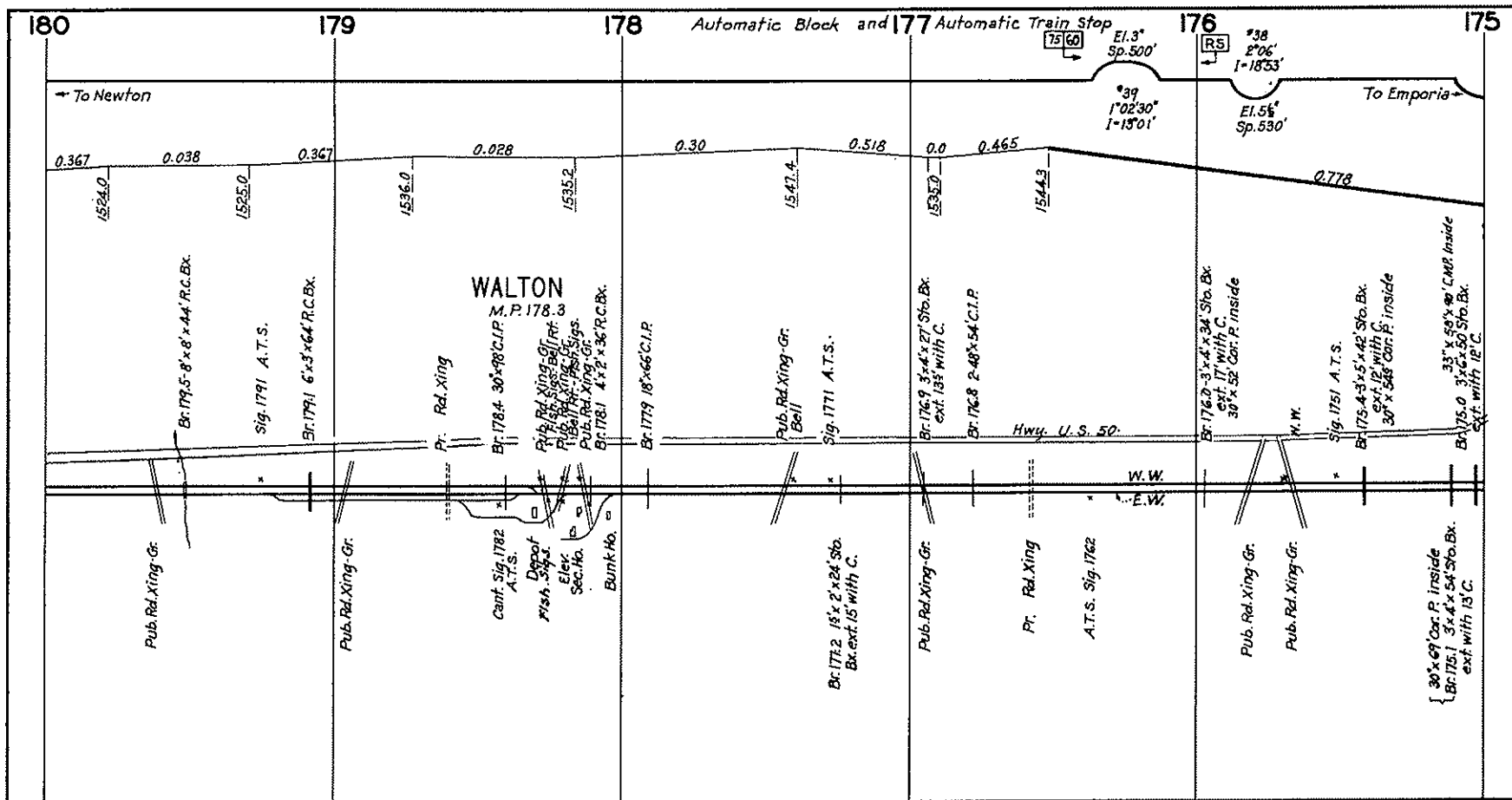
Note: Not to Scale

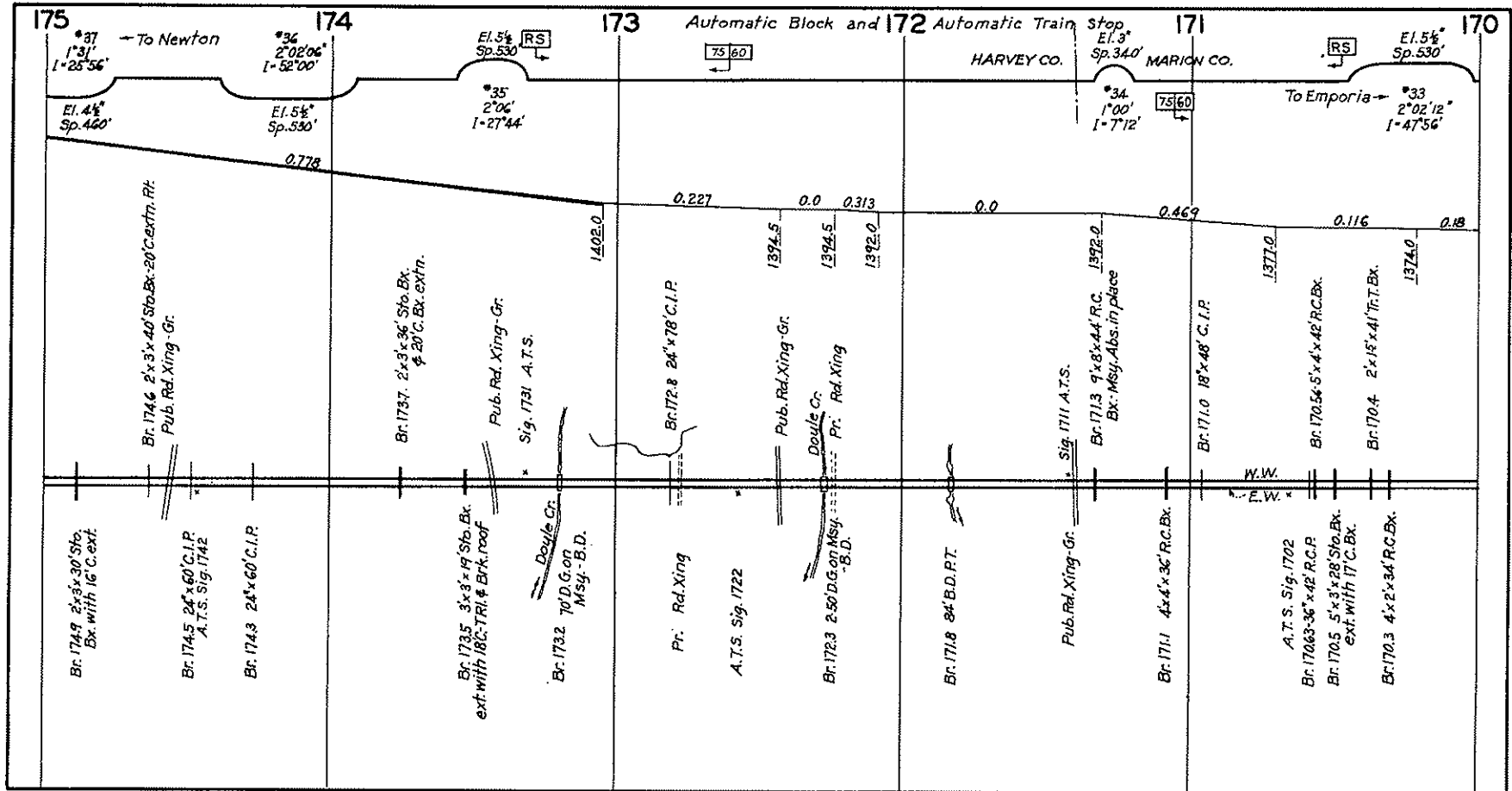
NEWTON AND SAND CREEK YARD  
NEWTON KANS.

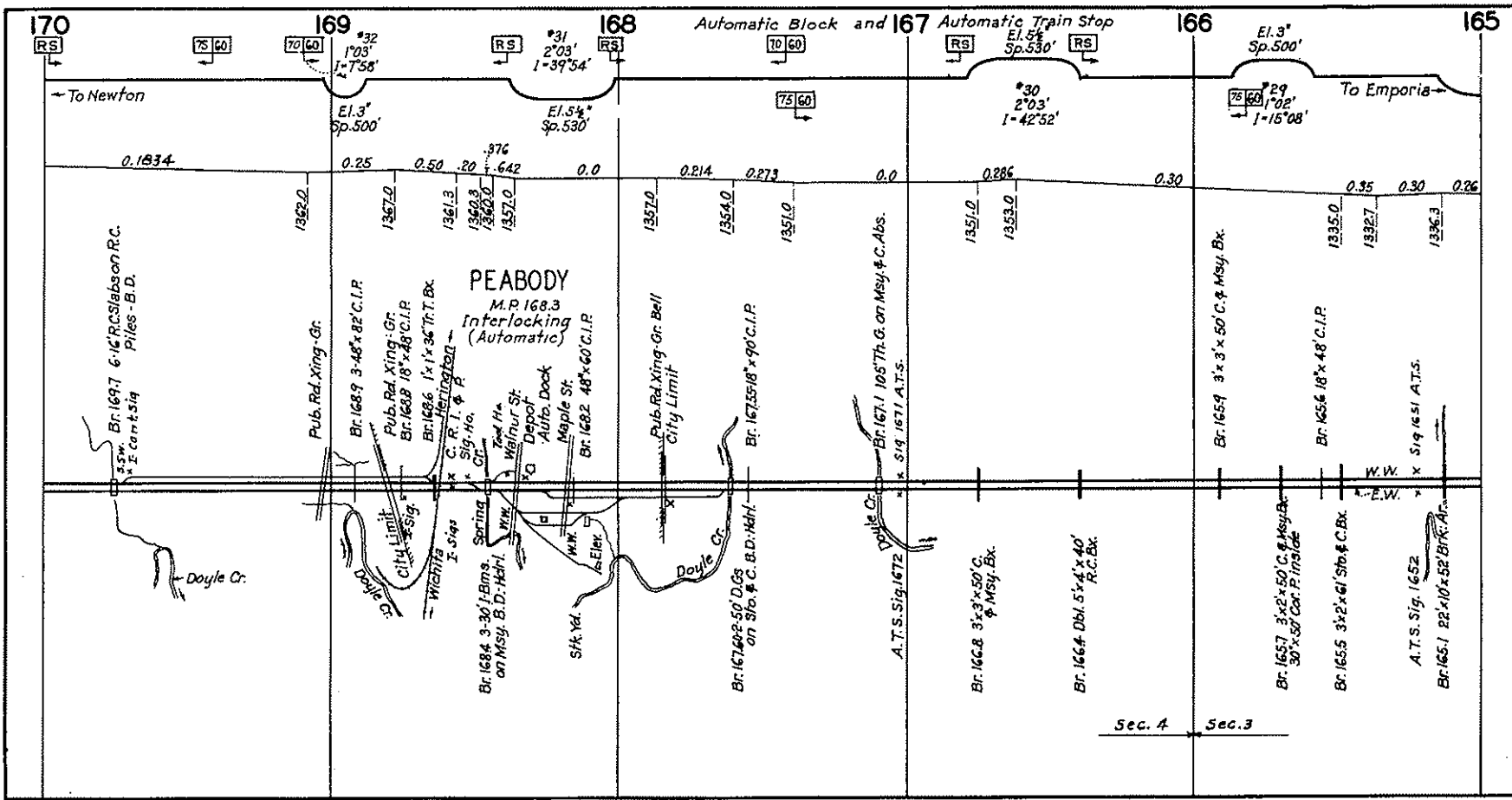
Longest Track = 103 Cars  
 Shortest Track = 6 Cars  
 Total Car Capacity = 3609 Cars











170

169

168

Automatic Block and Automatic Train Stop

166

165

RS

75 60

70 60

RS

70 60

RS

RS

← To Newton

To Emporia →

El. 3' Sp. 500'

El. 5 1/2' Sp. 530'

El. 5 1/2' Sp. 530'

El. 3' Sp. 500'

0.1834

0.25

0.50

.20

.642

.376

0.0

0.214

0.273

0.0

0.286

0.30

0.35

0.30

0.26

Pub. Rd. Xing. Gr.

Br. 1689 3-48' x 82' C.I.P.

Pub. Rd. Xing. Gr.

Br. 1638 18' x 48' C.I.P.

Br. 1686 1' x 36' Tr. Bx.

C. R. T. & R.

Sig. Ho.

Spring Gr.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

PEABODY  
M.P. 168.3  
Interlocking  
(Automatic)

Pub. Rd. Xing. Gr. Bell

City Limit

Br. 1672 50' D.Gs on Sibs. & C. B.D. H.H.H.

Br. 1672 A.T.S. Sig. 1672

Br. 1668 3' x 3' x 50' C. & M.Sy. Bx.

Br. 1664 Dbl. 5' x 4' x 40' R.C. Bx.

Br. 1659 3' x 3' x 50' C. & M.Sy. Bx.

Br. 1657 3' x 2' x 50' C. & M.Sy. Bx. 30' x 50' Cor. F. Inside

Br. 1655 3' x 2' x 61' Sibs. & C. Bx.

A.T.S. Sig. 1652

Br. 1651 22' x 10' x 52' Br. R. Ar.

Sec. 4

Sec. 3

Br. 1697 6' x 16' R.C. Slabson R.C. I.S.W. I.Cant. Sig Piles - B.D.

Doyle Cr.

Doyle Cr.

City Limit

Wichita I. Sigs

Spring Gr.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

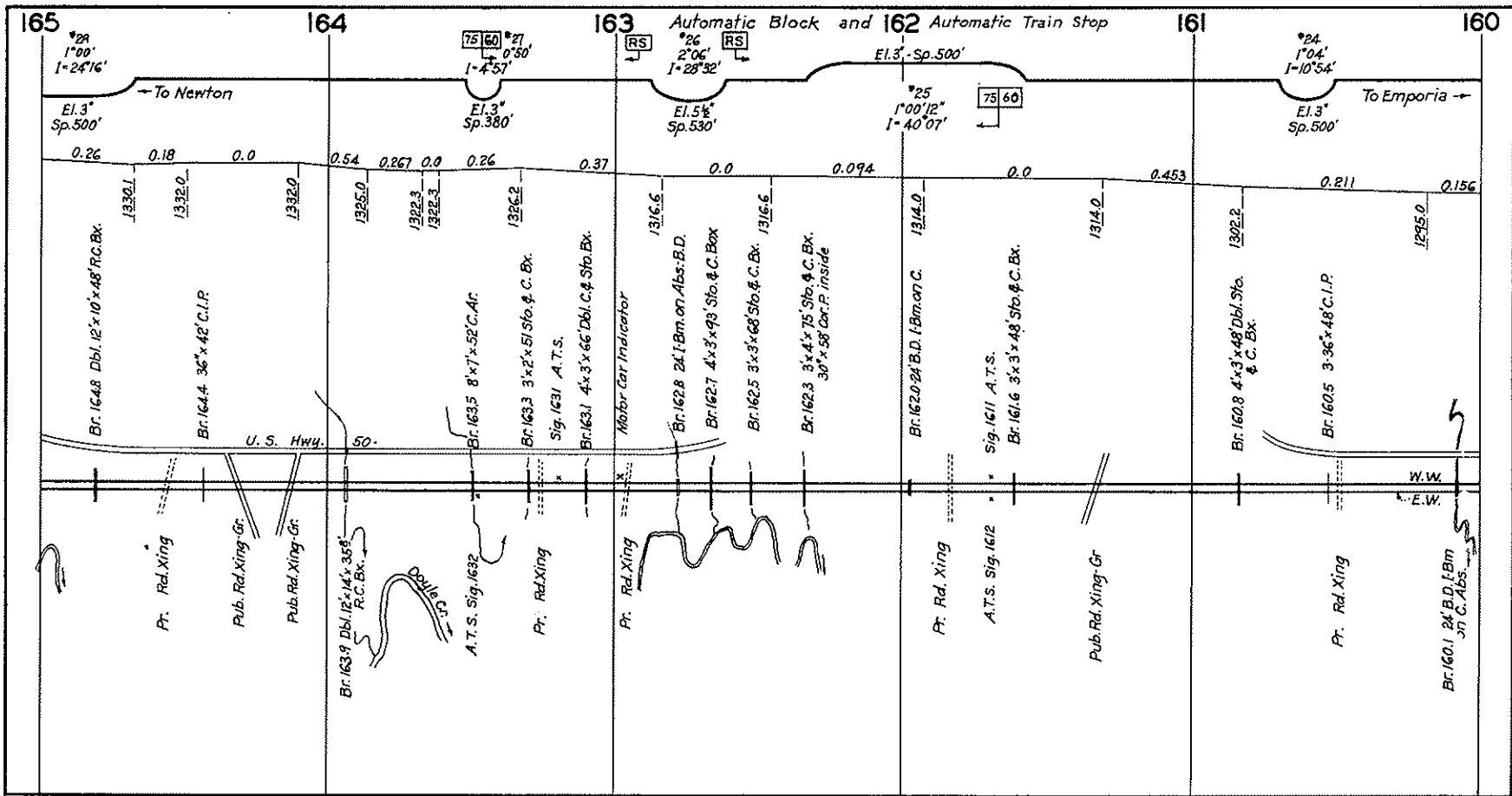
W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.

W. W. & E. W.



165

164

163

Automatic Block and 162 Automatic Train Stop

161

160

2A  
1°00'  
1-24'16'

27  
1°50'  
1-4'57'

26  
2°06'  
1-28'32'

24  
1°04'  
1-10'54'

To Newton

To Emporia

El. 3'  
Sp. 500'

El. 3'  
Sp. 380'

El. 5 1/2'  
Sp. 530'

El. 3' Sp. 500'

25  
1°00'12"  
1-40'07'

El. 3'  
Sp. 500'

0.26

0.18

0.0

0.54

0.867

0.0

0.26

0.37

0.0

0.094

0.0

0.453

0.211

0.156

1330.1

1332.0

1332.0

1335.0

1322.3

1322.3

1326.2

1316.5

1316.6

1314.0

1314.0

1302.2

1295.0

Br. 1648 Dbl. 12'x10'x48' R.C. Bx.

Br. 1644 36'x42' C.I.P.

1332.0

Br. 1635 8'x7'x52' C. Ac

Br. 1633 3'x2'x51' Sto. & C. Bx.

Sig. 1631 A.T.S.

Br. 1631 4'x3'x66' Dbl. C. & Sto. Bx.

Motor Car Indicator

Br. 1628 24'1.8m. on Abs. B.D.

Br. 1627 4'x3'x93' Sto. & C. Box

1316.6

Br. 1625 3'x3'x68' Sto. & C. Bx.

Br. 1623 3'x4'x75' Sto. & C. Bx.  
30'x58' Car. P. inside

1314.0

Br. 1620 24' B.D. 1.8m. on C.

Sig. 1611 A.T.S.

Br. 1616 3'x3'x48' Sto. & C. Bx.

Br. 1608 4'x3'x48' Dbl. Sto. & C. Bx.

Br. 1605 3-36'x48' C.I.P.

Pt. Rd. Xing

Pub. Rd. Xing-Gr

Pub. Rd. Xing-Gr

Br. 1639 Dbl. 12'x14'x35' R.C. Bx.

A.T.S. Sig. 1632

Pt. Rd. Xing

Pt. Rd. Xing

Pt. Rd. Xing

A.T.S. Sig. 1612

Pub. Rd. Xing-Gr

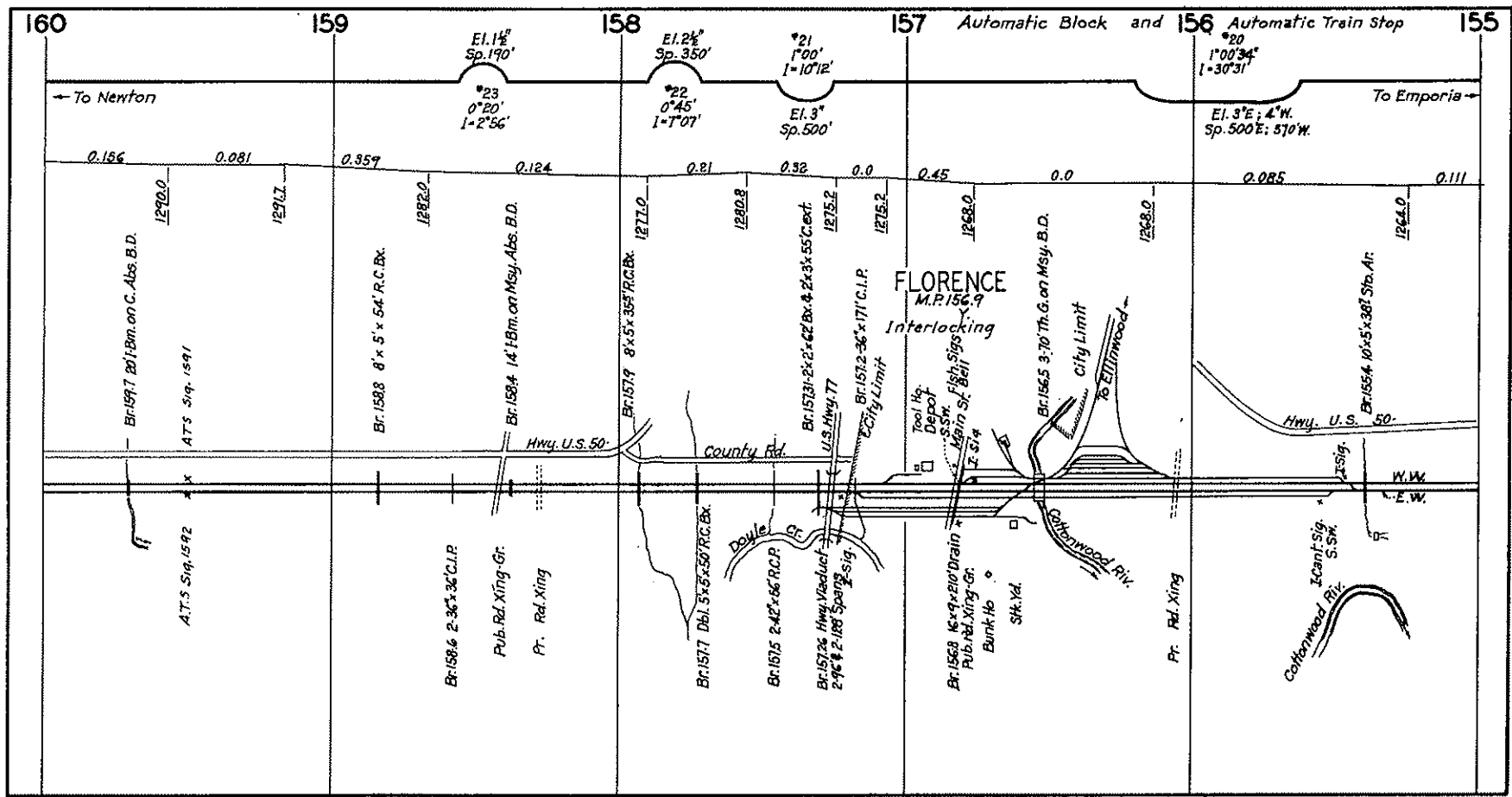
Pt. Rd. Xing

Br. 1601 24' B.D. 1.8m on C. Abs.

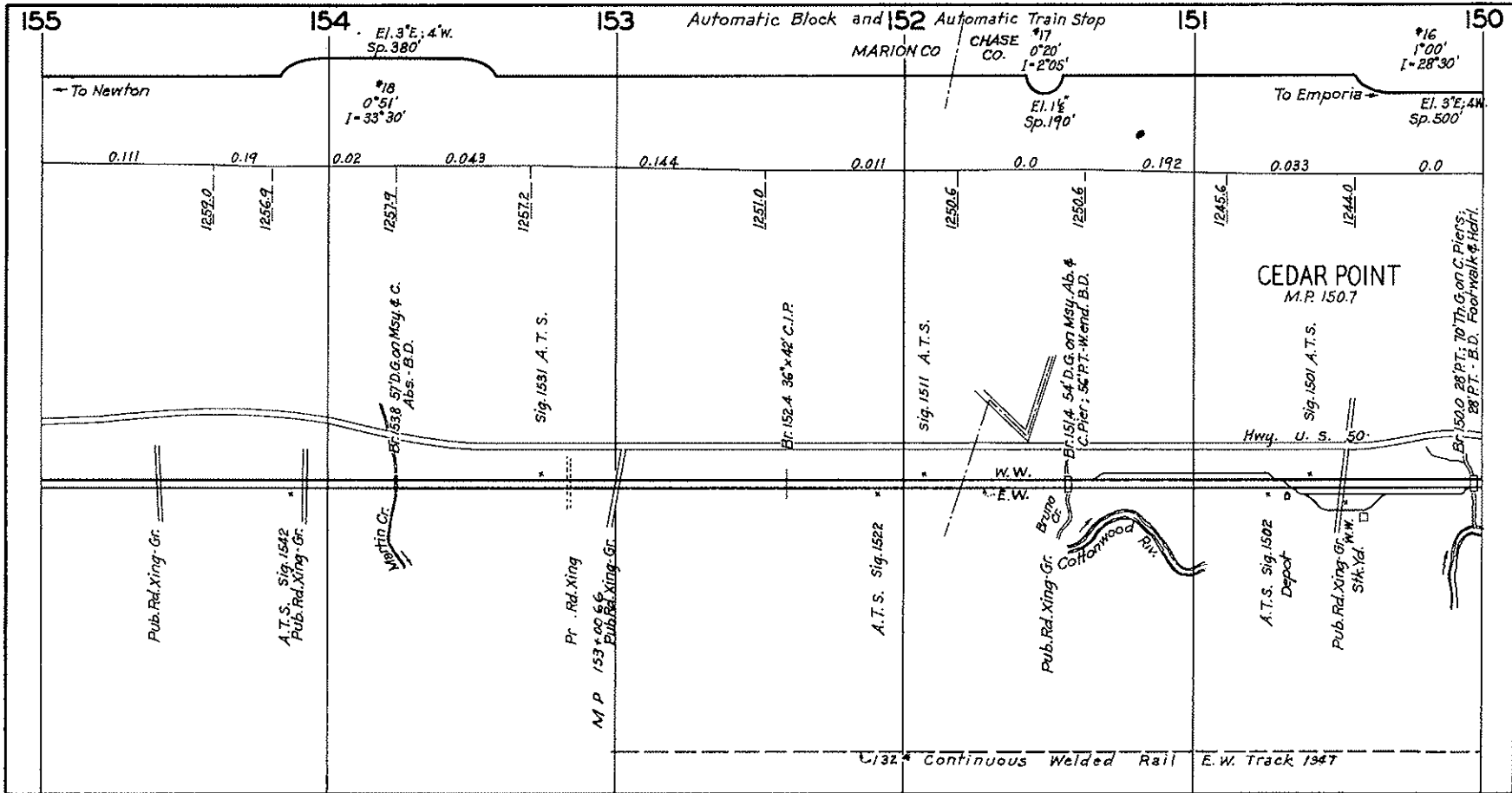
U. S. Hwy. 50

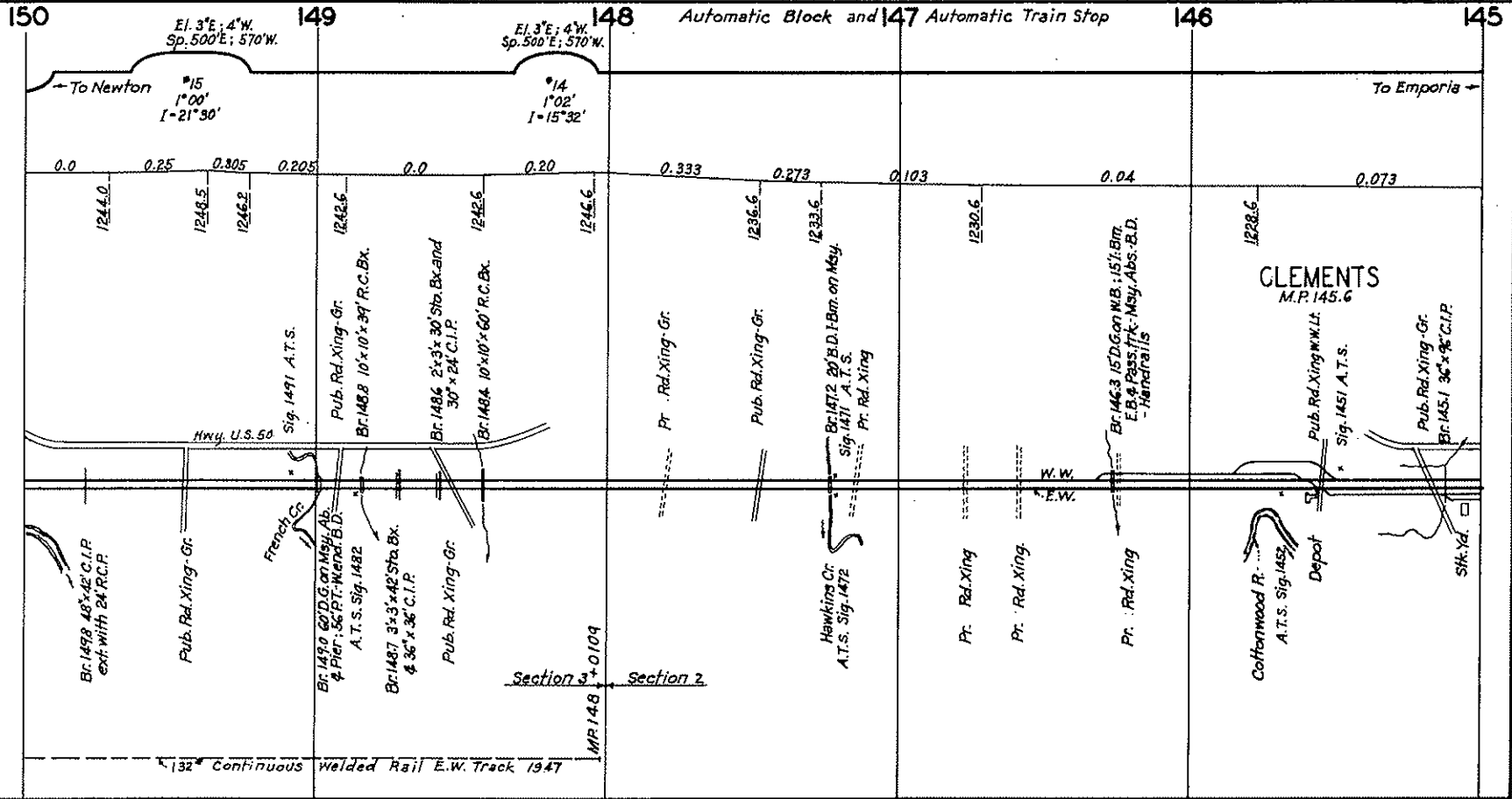
Dovle Cr.

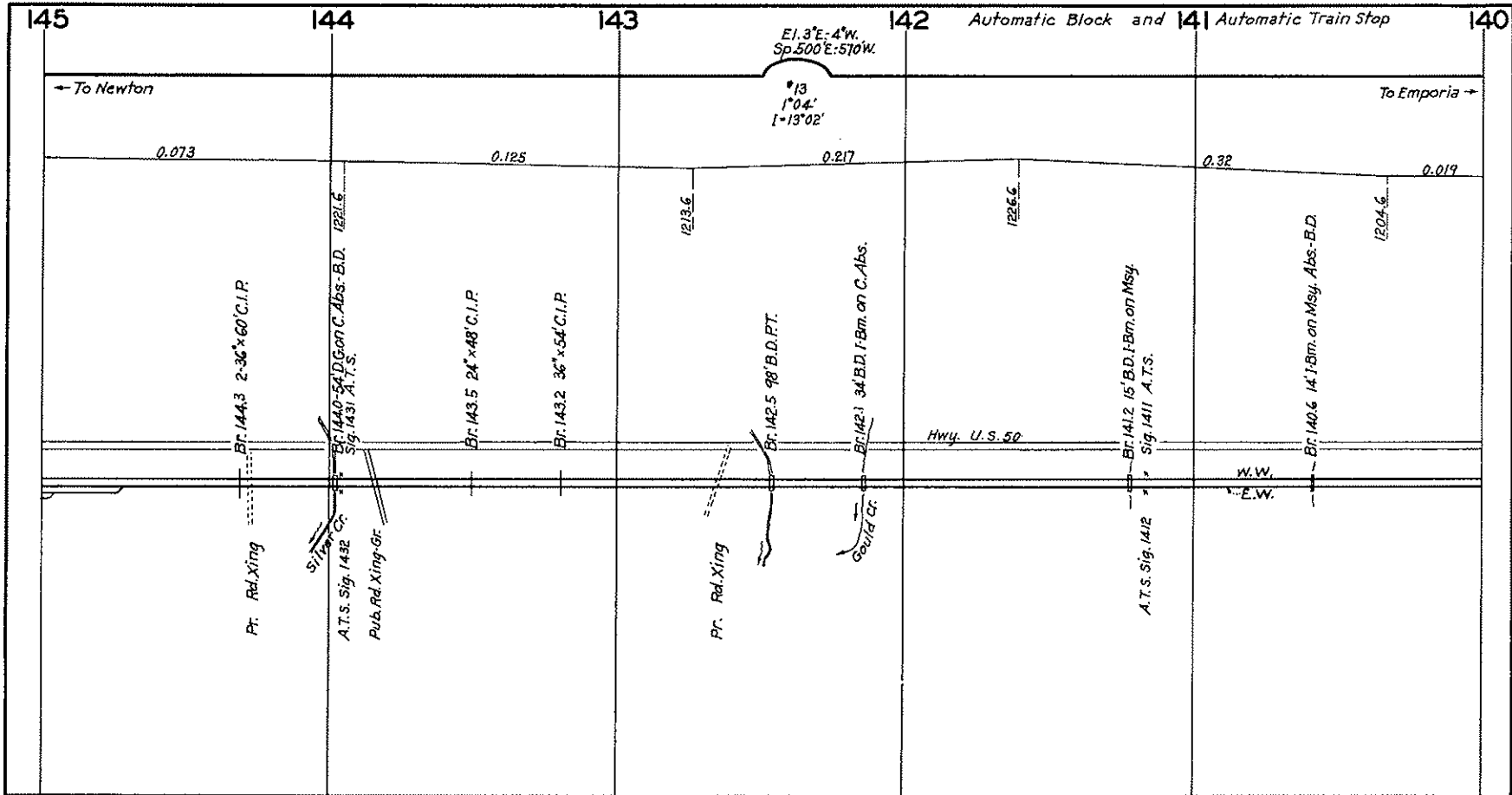
W.W.  
E.W.

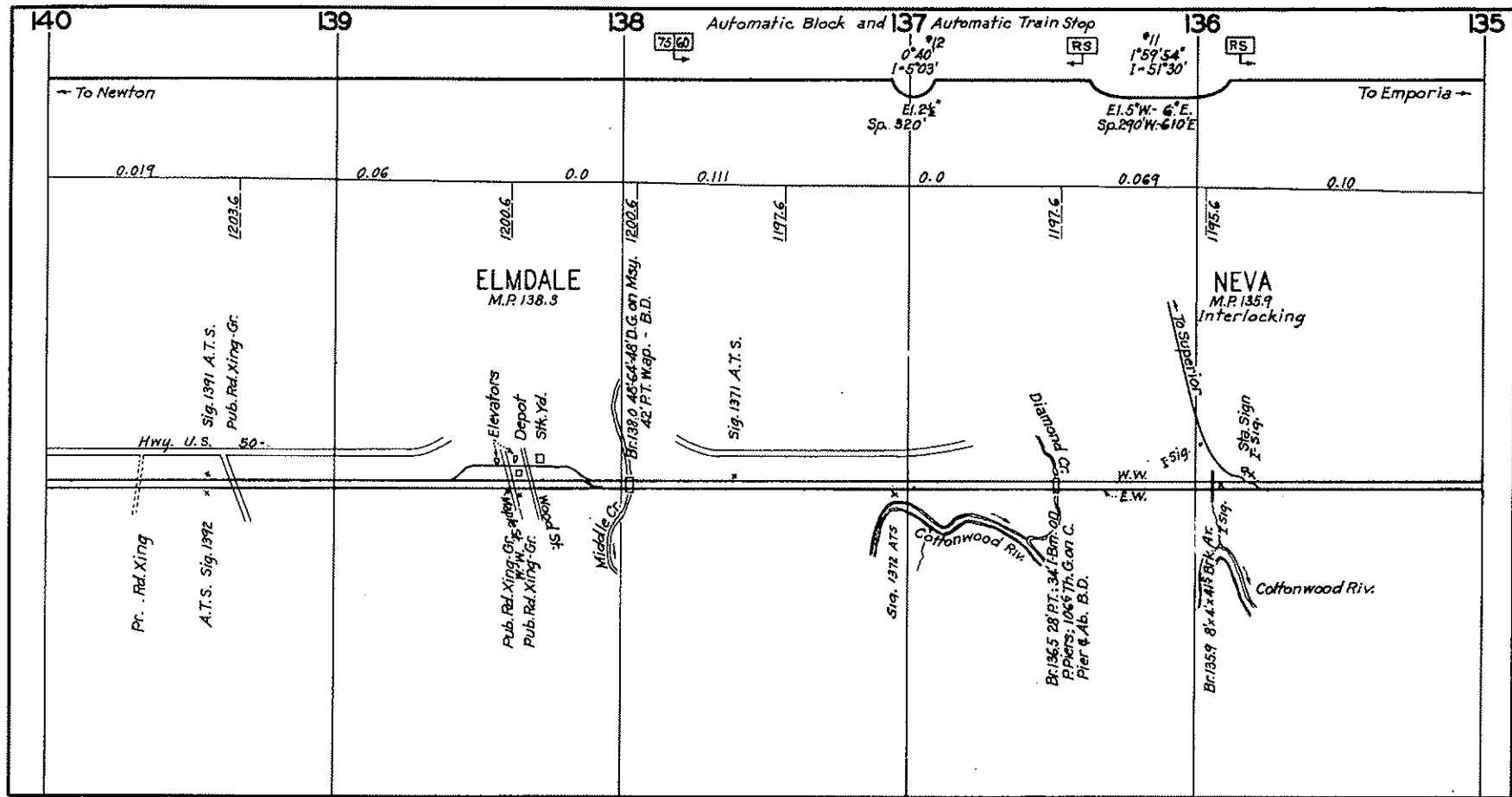












140

139

138

137

136

135

Automatic Block and Automatic Train Stop

To Newton

To Emporia

0.019

0.06

0.0

0.111

0.0

0.069

0.10

1203.6

1202.6

1202.6

1197.6

1197.6

1195.6

ELMDALE  
M.P. 138.3

NEVA  
M.P. 135.9  
Interlocking

Hwy. U.S. 50  
Sig. 1391 A.T.S.  
Pub. Rd. Xing Gr.

Elevators  
Depot  
Sik. Yd.

Sig. 1371 A.T.S.

Diamond  
F.Sig.

S.Sig.  
F.Sig.

Pr. Rd. Xing  
A.T.S. Sig. 1392

Pub. Rd. Xing Gr.  
W.W.  
Pub. Rd. Xing Gr.  
35' DOWN

Middle C.

Sig. 1372 A.T.S.

Cottonwood Riv.  
Bri. 136.5 28 FT. 34' 1 Bm. 0.0  
Piers: 10x6 Th. Gan C.  
Pier & Ab. B.D.

W.W.  
E.W.

Bri. 135.9 8' 4.2x4.8 Bm. 0.1  
F.Sig.

Cottonwood Riv.

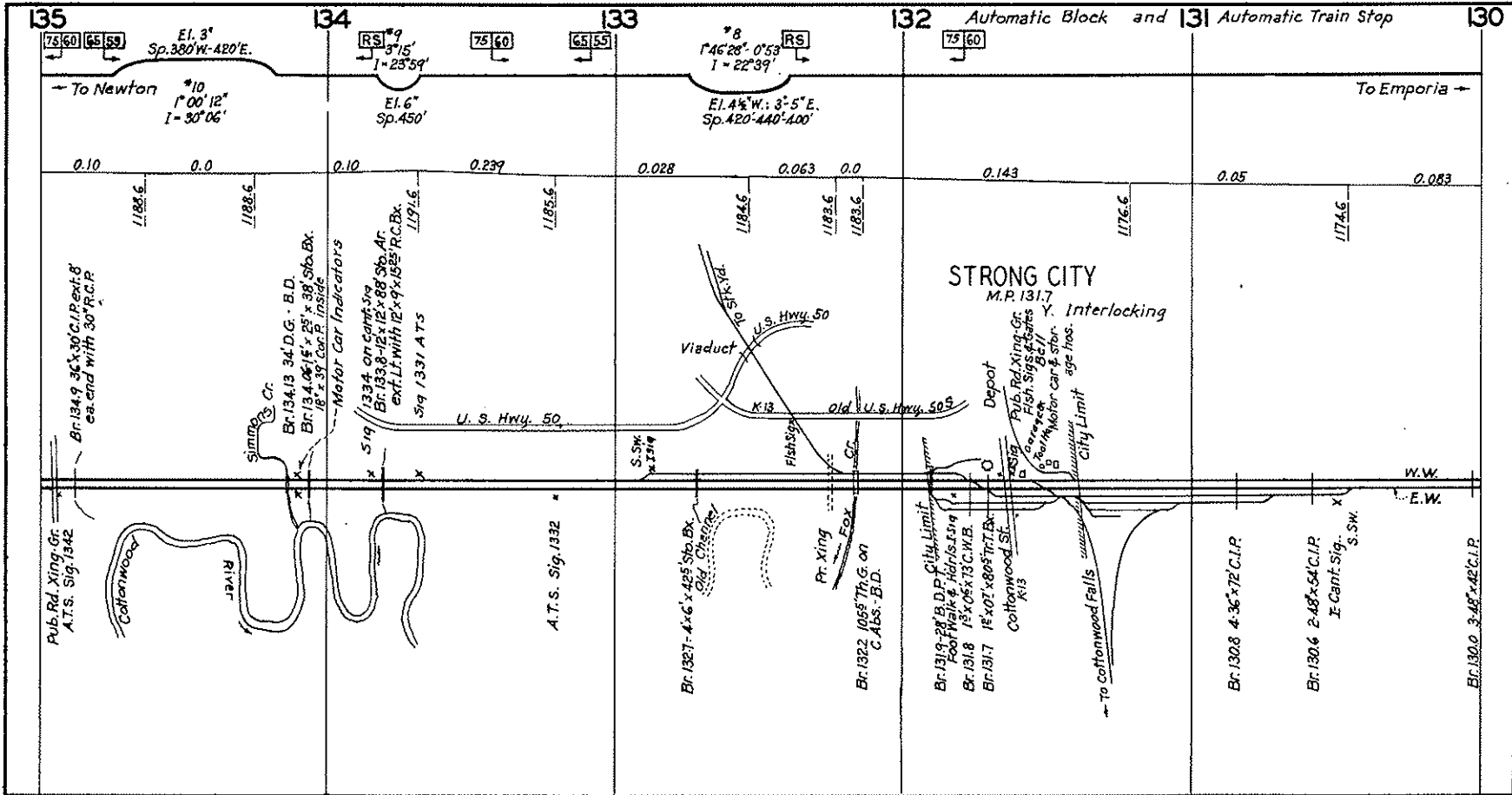
75 60

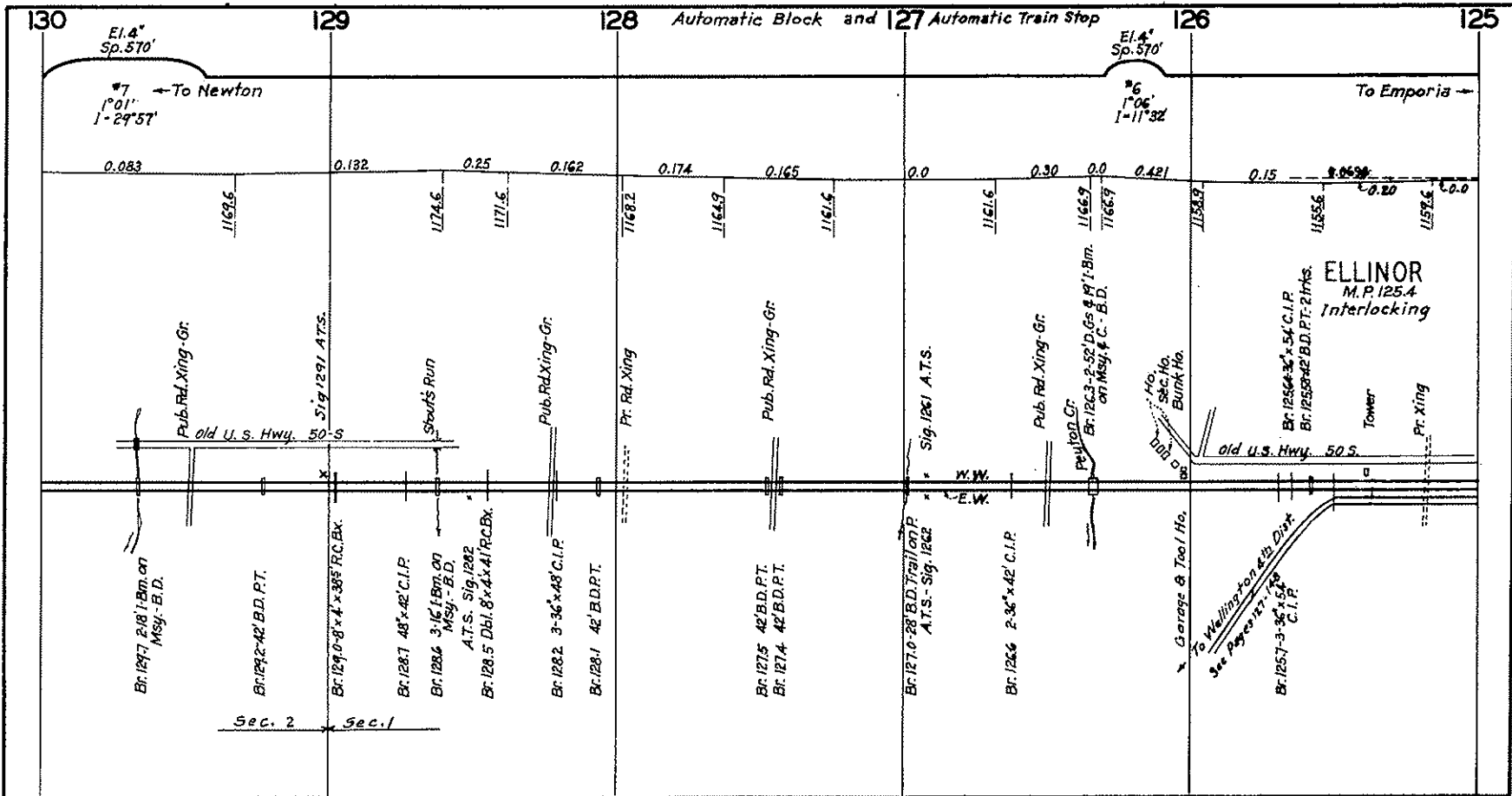
RS

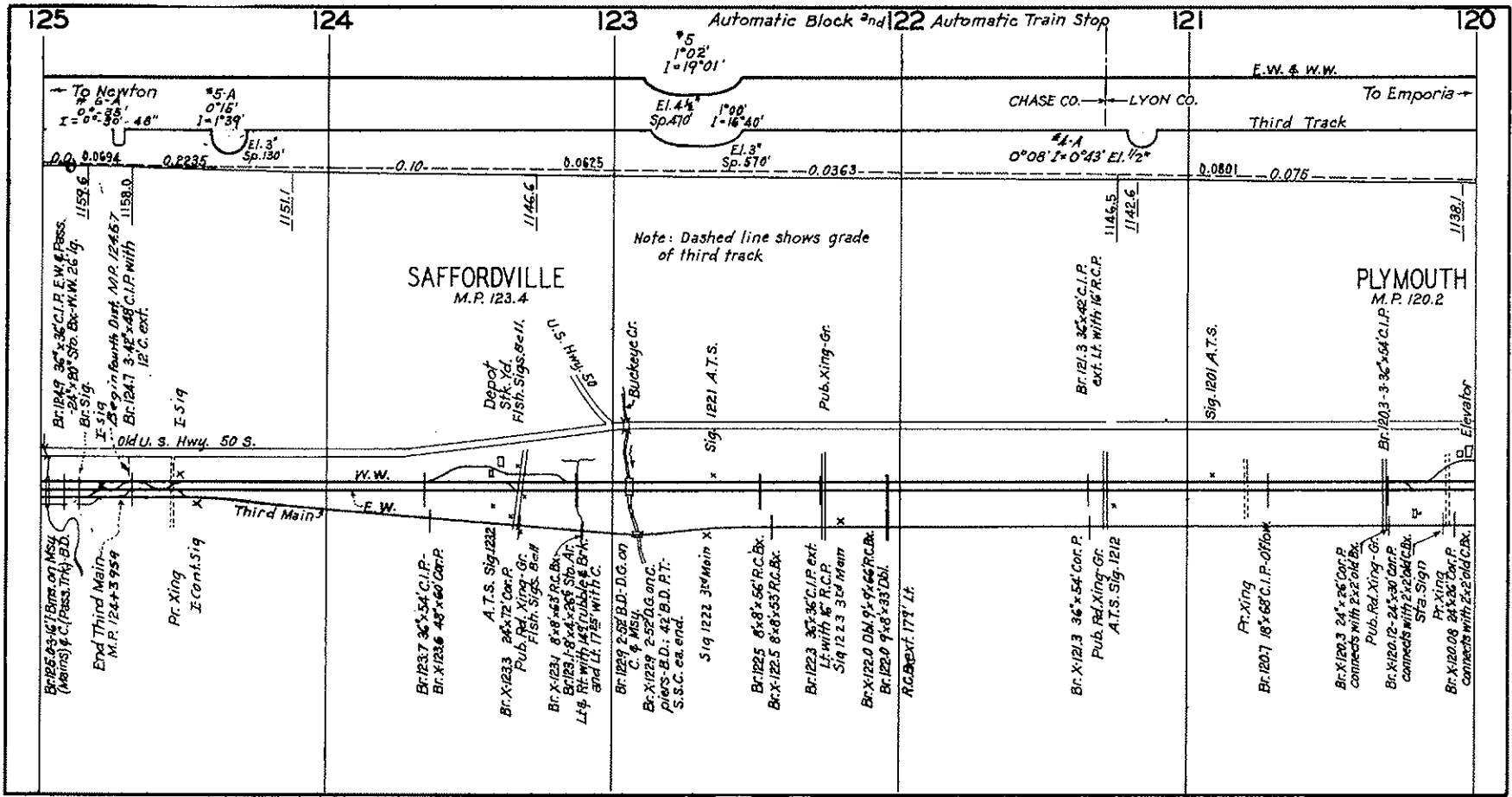
RS

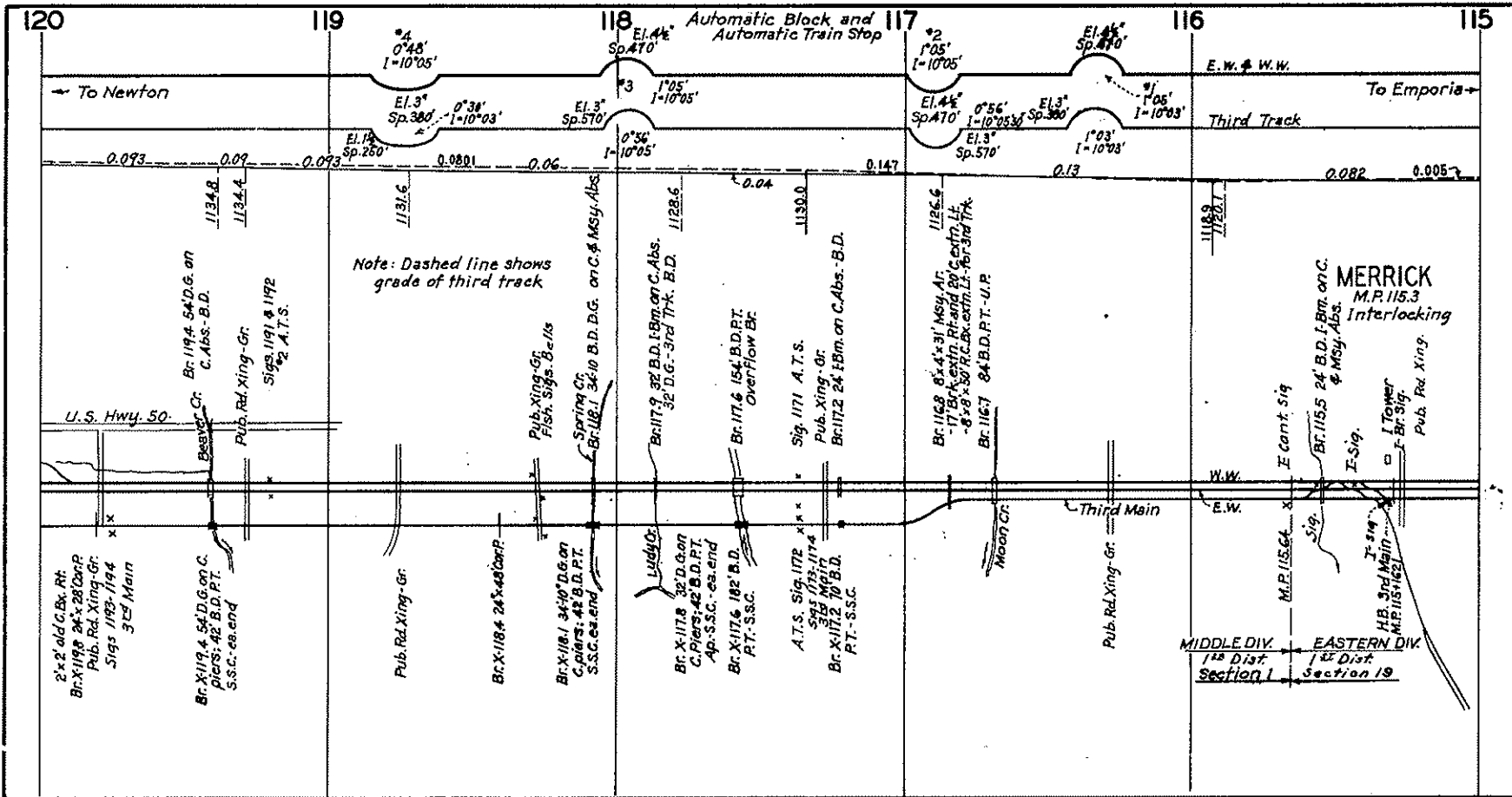
12  
0° 40'  
1-5' 03'  
El. 2 1/2  
Sp. 320

11  
1° 59' 54"  
1-5' 30'  
El. 5' W - 6' E  
Sp. 290' W - 6' 10' E









Automatic Block and Automatic Train Stop

E.W. & W.W.  
To Emporia ->  
Third Track

-> To Newton

Note: Dashed line shows grade of third track

MERRICK  
M.P. 115.3  
Interlocking

MIDDLE DIV  
1 1/2 Dist  
Section 1

EASTERN DIV  
1 1/2 Dist  
Section 19

2' x 2' old C. Br. Rt.  
Br-X-1178 34' x 28' Con P  
Pub. Rd. Xing-Gr.  
Sigs 1193-1194  
3rd Main

Br-X-1194 54' D.G. on C.  
piers; 42' B.D. P.T.  
S.S.C. ea. end

Beaver Cr.  
Br-1194 54' D.G. on  
C. Abs.-B.D.

Pub. Rd. Xing-Gr.  
Sigs 1191 & 1192  
2 A.T.S.

Pub. Rd. Xing-Gr

Br-X-1184 24' x 48' Con P

Br-X-1181 34' 10' D.G. on  
C. Piers; 42' B.D. P.T.  
S.S.C. ea. end

Pub. Xing-Gr.  
Push. Sigs. 8 c/s

Spring Cr.  
Br-1181 34' 10' B.D. D.G. on C. & Msy. Abs.

Luddy Cr.  
Br-X-1178 32' D.G. on  
C. Piers; 42' B.D. P.T.  
Ap. S.S.C. ea. end

Br-1179 32' B.D. 158m on C. Abs.  
32' D.G. - 3rd Trk. B.D.

Br-X-1176 182' B.D.  
P.T.-S.S.C.

Br-1176 154' B.D. P.T.  
OverFlow Br.

A.T.S. Sig. 1172  
Sigs 1173, 1174  
1175, 1176  
Br-X-1172 10' B.D.  
P.T.-S.S.C.

Sig. 1171 A.T.S.  
Pub. Xing-Gr.  
Br-1172 24' 158m on C. Abs.-B.D.

Moan Cr.  
Pub. Rd. Xing-Gr

Br-1168 6' x 4' x 3' Msy. At.  
-17' Brk. extrn. Rtd and 20' Confr. Lt.  
-8' x 8' x 50' R.C. Br. extrn. Lt. for 3rd Trk.  
Br-1167 84' B.D. P.T.-U.P.

E.W.

M.P. 115.64  
I.Cant. Sig

W.W.

Br-1155 24' B.D. 158m on C.  
& Msy. Abs.

I-Sig.

I-Sig  
I-Tower  
M.P. 115.162  
H.B. 3rd Main  
Br-Sig  
Pub. Rd. Xing

0.093

0.09

0.093

El. 19  
Sp. 250

0.0801

0.06

El. 3  
Sp. 570

0.04

0.147

0.13

0.082

0.0057

\*4  
0°48'  
1-10°05'

El. 3°  
Sp. 380

0°30'  
1-10°03'

El. 3°  
Sp. 570

1°05'  
1-10°05'

El. 4 1/2  
Sp. 470

0°56'  
1-10°03'

El. 3°  
Sp. 380

1°03'  
1-10°03'

\*2  
1°05'  
1-10°05'

El. 4 1/2  
Sp. 470

El. 4 1/2  
Sp. 470

\*1  
1°05'  
1-10°03'

El. 3°  
Sp. 380

El. 4 1/2  
Sp. 470