

260
 *57
 75
 60
 0°58'
 1-7°23'
 - To Purcell
 El. 2 1/2 W; 3 E.
 Sp. 340

259

258

Automatic Block and 257 Automatic Train Stop

256

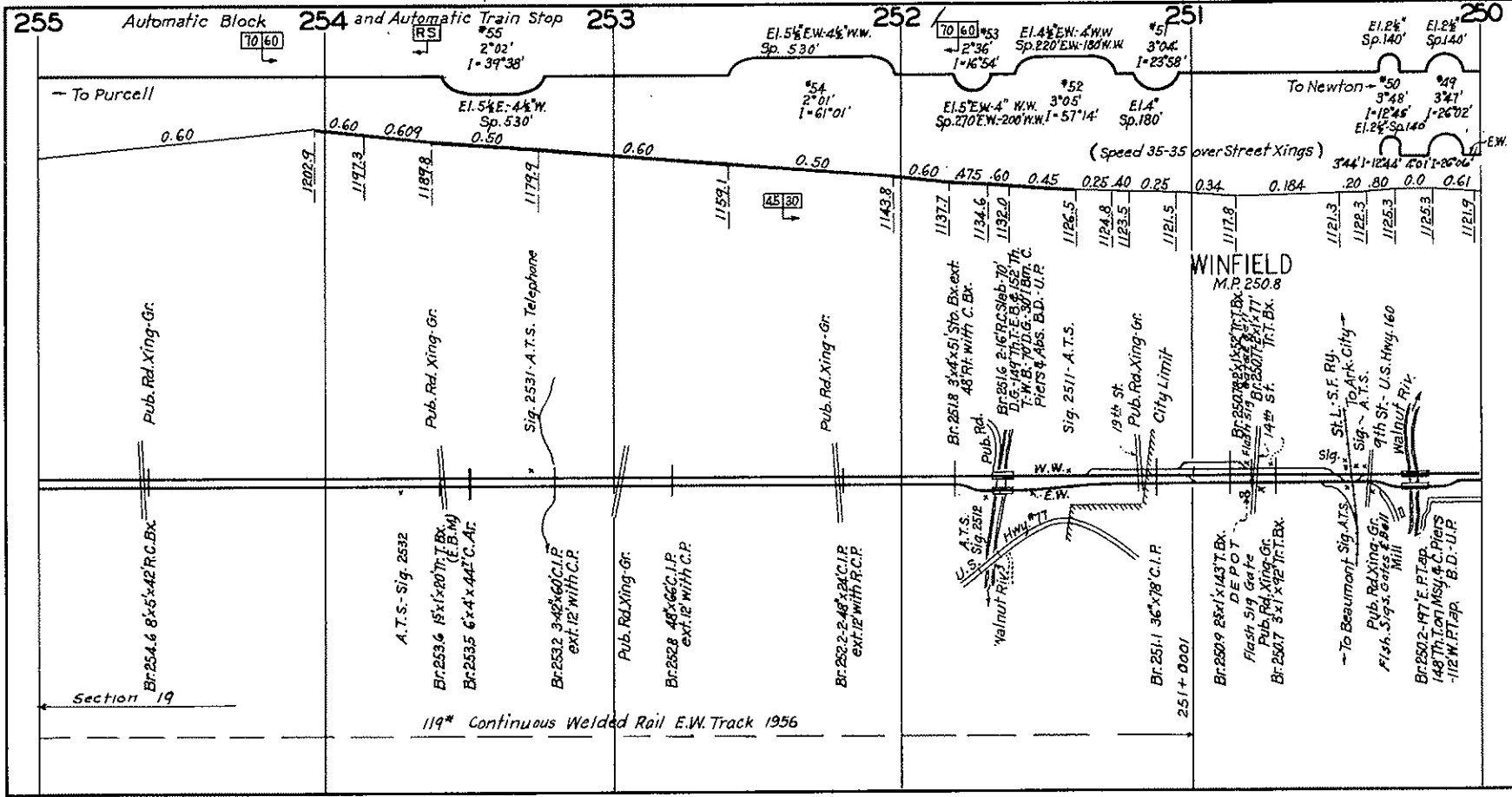
255

To Newton →

HACKNEY
 M.P. 256.1

119* Continuous Welded Rail
 EW Track 1956

Section 20 →



255

Automatic Block

254 and Automatic Train Stop

253

252

251

250

- To Purcell

To Newton

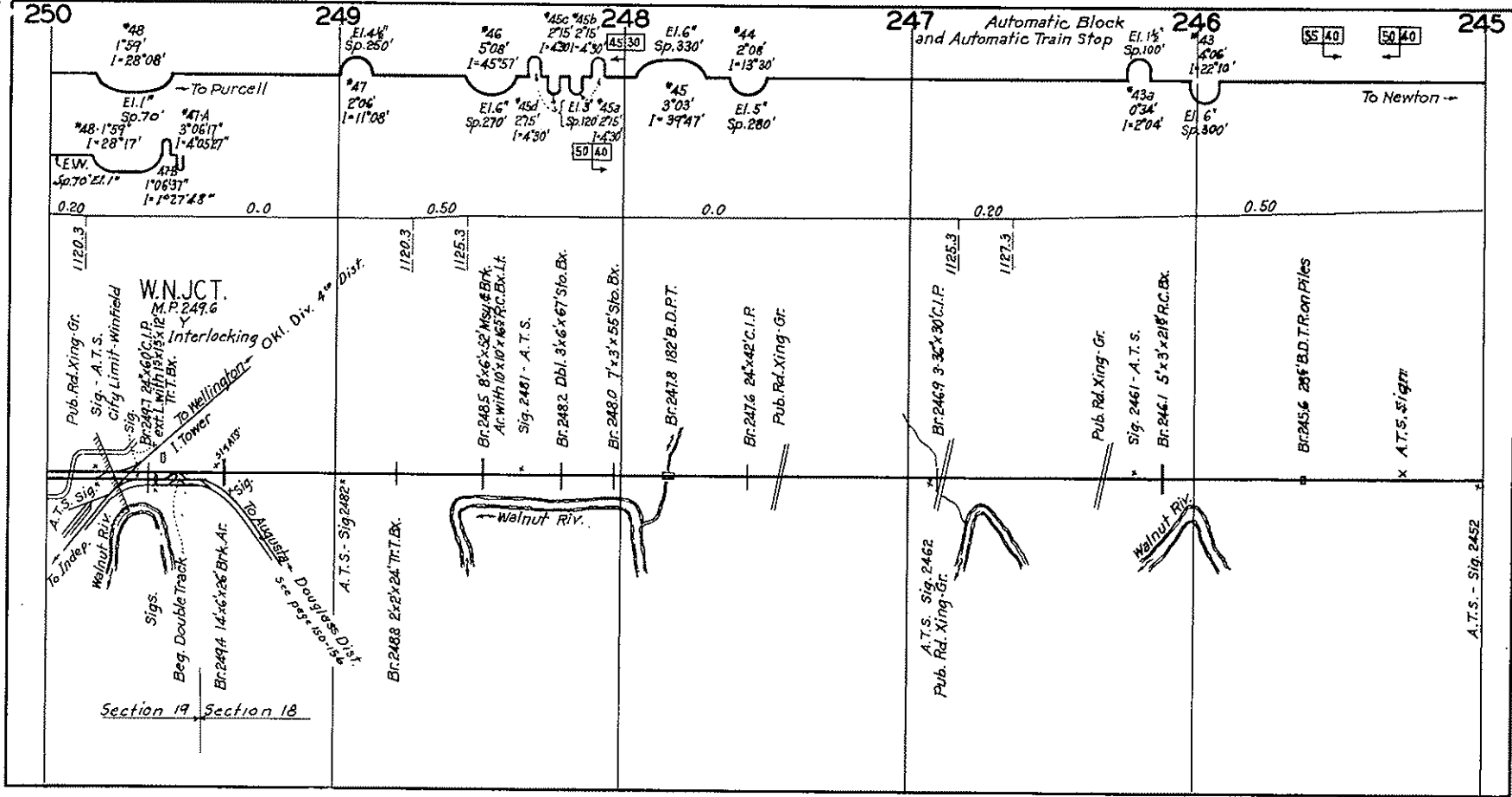
(Speed 35-35 over Street Xings)

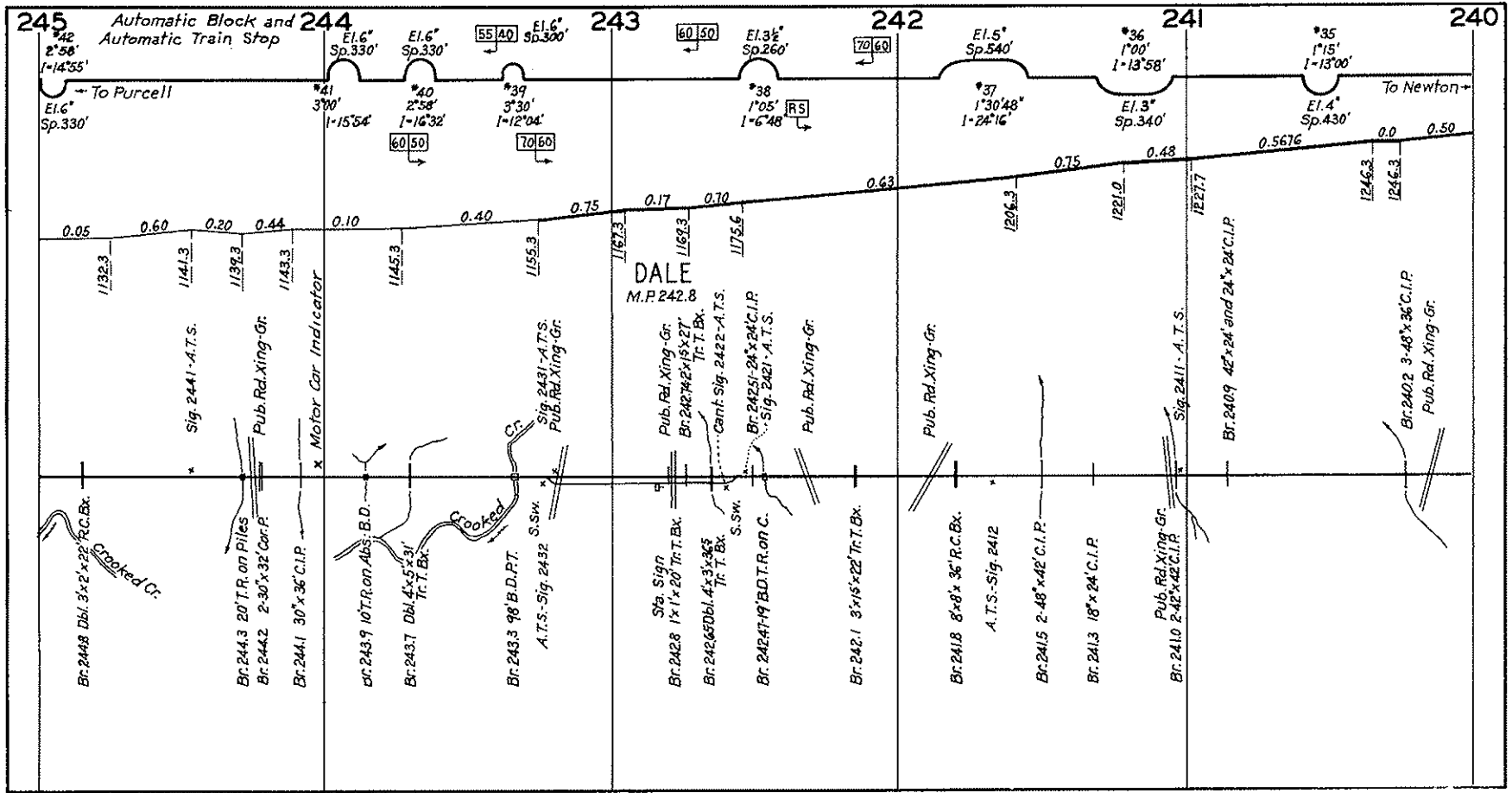
WINFIELD
M.P. 250.8

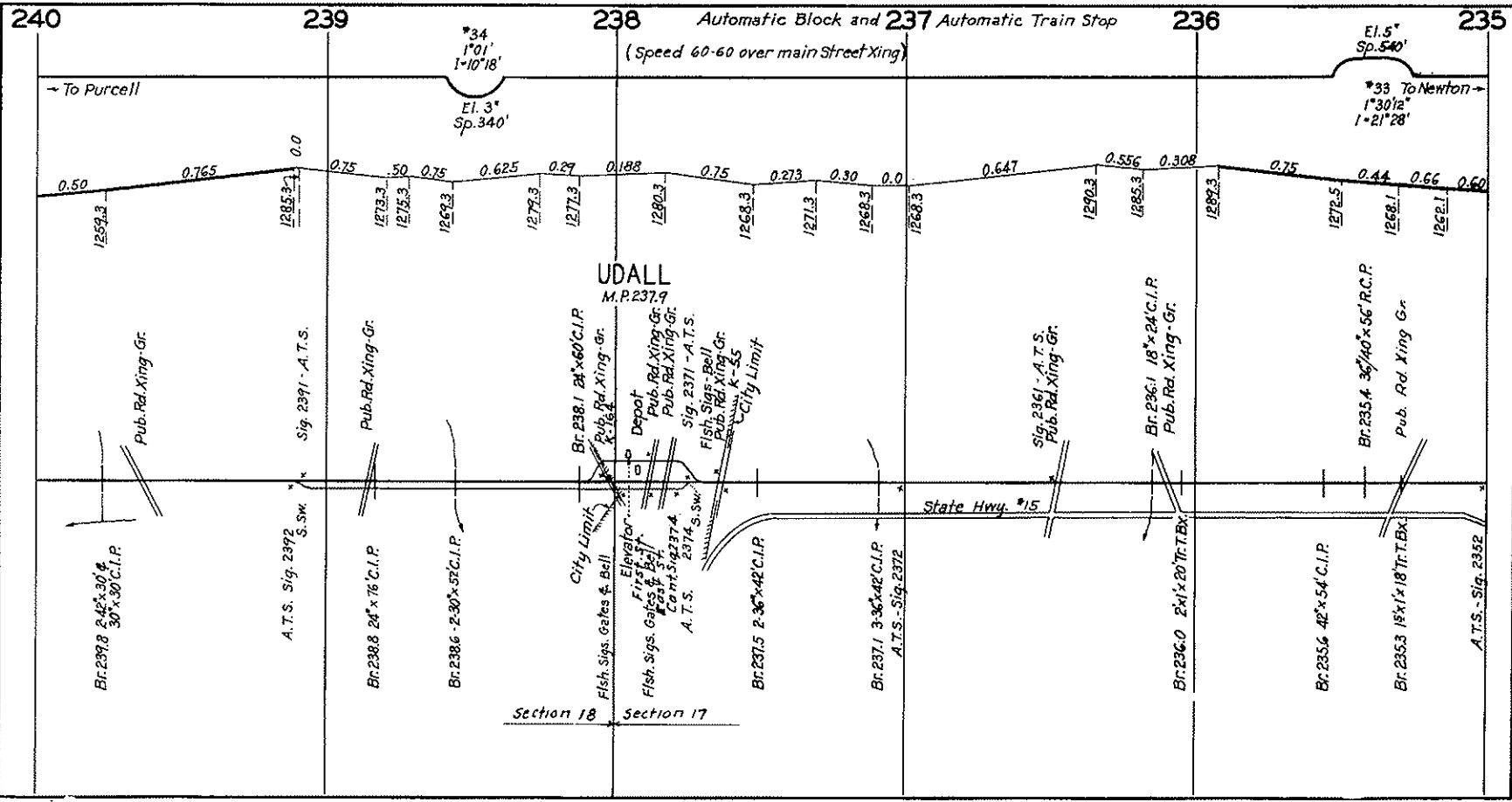
Section 19

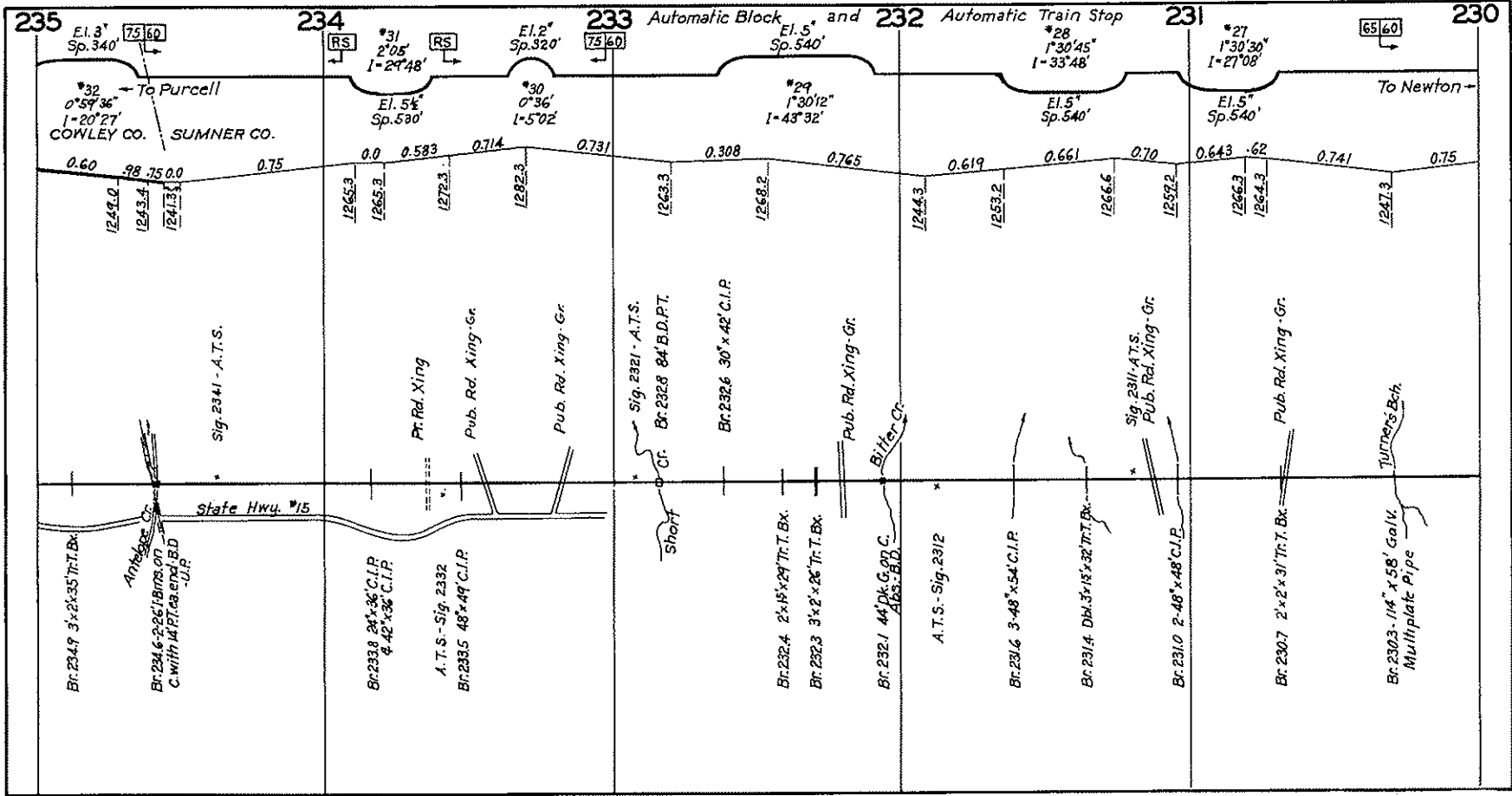
119' Continuous Welded Rail E.W. Track 1956

251 + 0001









235 $E.I. 3^{\circ}$ Sp. 340' 75 60 RS 234 $^{\circ}31$ $2^{\circ}05'$ $1-24^{\circ}48'$ RS $E.I. 2^{\circ}$ Sp. 320' 75 60 233 Automatic Block $E.I. 5^{\circ}$ Sp. 540' 232 Automatic Train Stop $^{\circ}28$ $1^{\circ}30'45''$ $1-33^{\circ}48'$ 231 $^{\circ}27$ $1^{\circ}30'30''$ $1-27^{\circ}08'$ 65 60 230

$^{\circ}32$ $0^{\circ}59'36''$ $1-20^{\circ}27'$ To Purcell
COWLEY CO. SUMNER CO.
 $^{\circ}30$ $0^{\circ}36'$ $1-5^{\circ}02'$
 $^{\circ}29$ $1^{\circ}30'12''$ $1-43^{\circ}32'$
 $E.I. 5^{\circ}$ Sp. 540'
 $E.I. 5^{\circ}$ Sp. 540'
To Newton

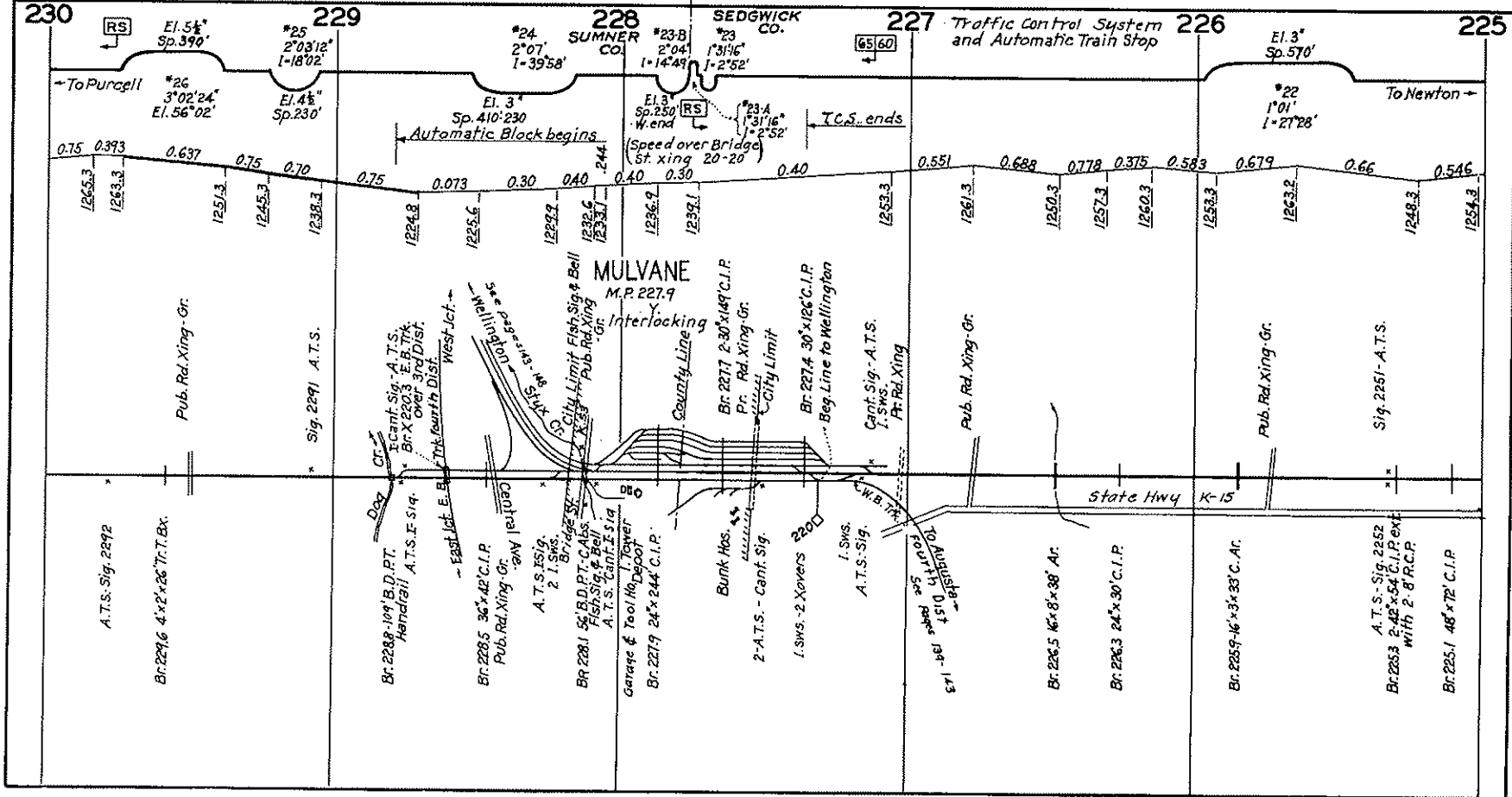
0.60 98.75 0.0 0.75 0.0 0.583 0.714 0.731 0.308 0.765 0.619 0.661 0.70 0.643 .62 0.741 0.75

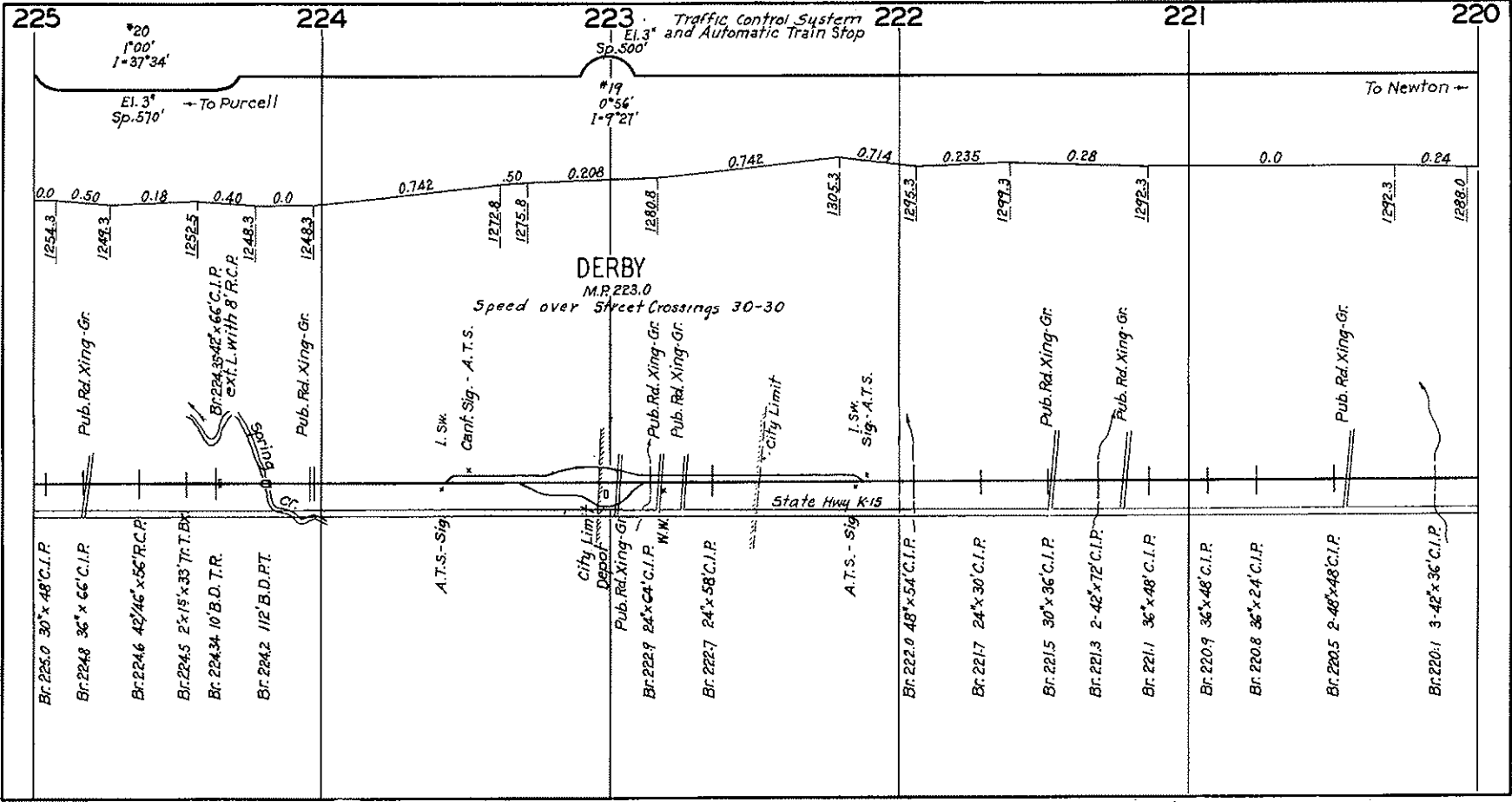
1249.0 1243.4 1241.3 1265.3 1265.3 1272.3 1282.3 1263.3 1268.2 1244.3 1253.2 1266.6 1252.2 1266.3 1264.3 1247.3

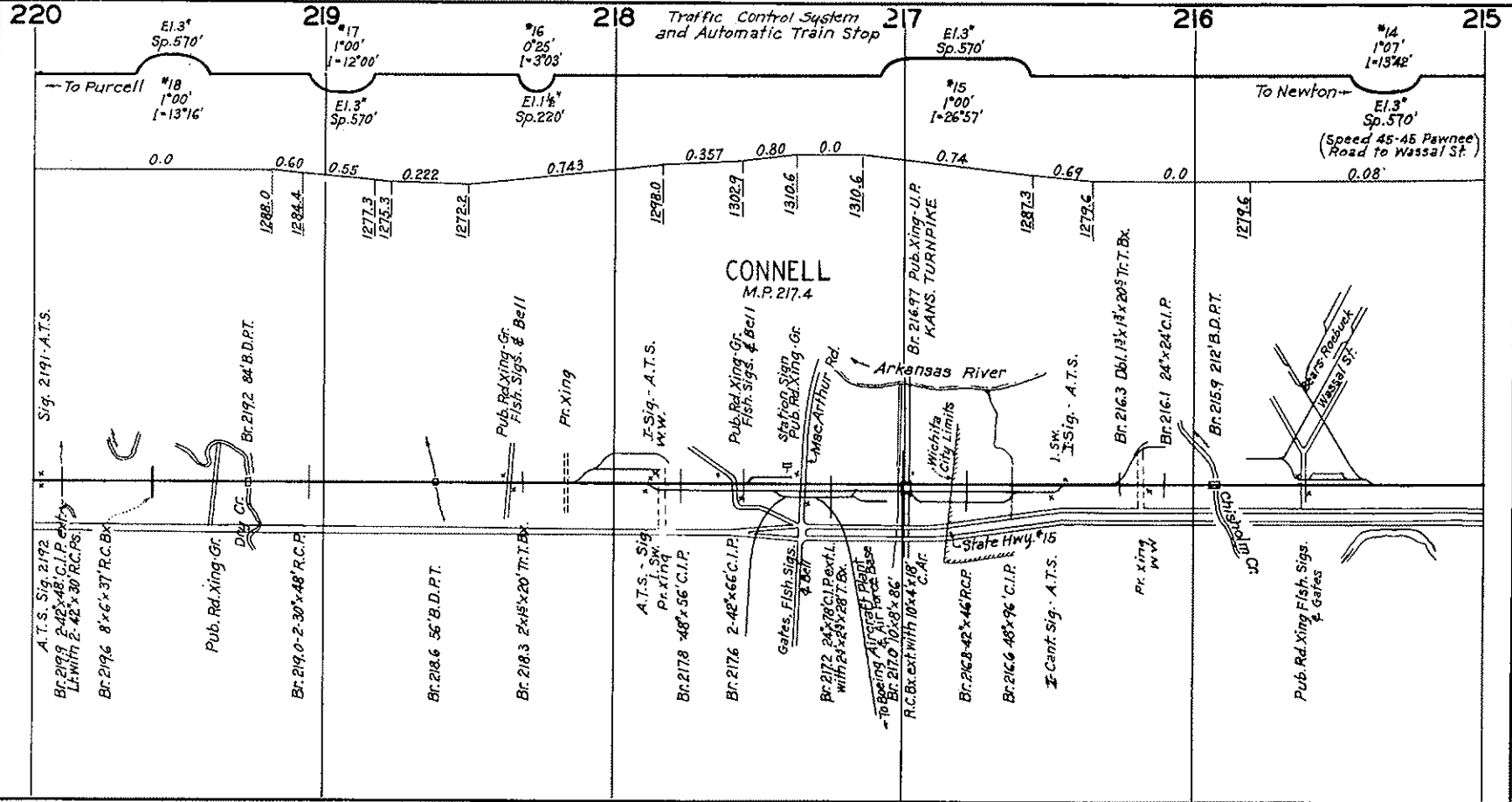
Sig. 2341 - A.T.S.
Pr. Rd. Xing
Pub. Rd. Xing - Gr.
Pub. Rd. Xing - Gr.
Sig. 2321 - A.T.S.
Gr. Br. 2328 84' B.D.P.T.
Br. 2326 30' x 42' C.I.P.
Pub. Rd. Xing - Gr.
Sig. 2311 - A.T.S.
Pub. Rd. Xing - Gr.
Pub. Rd. Xing - Gr.

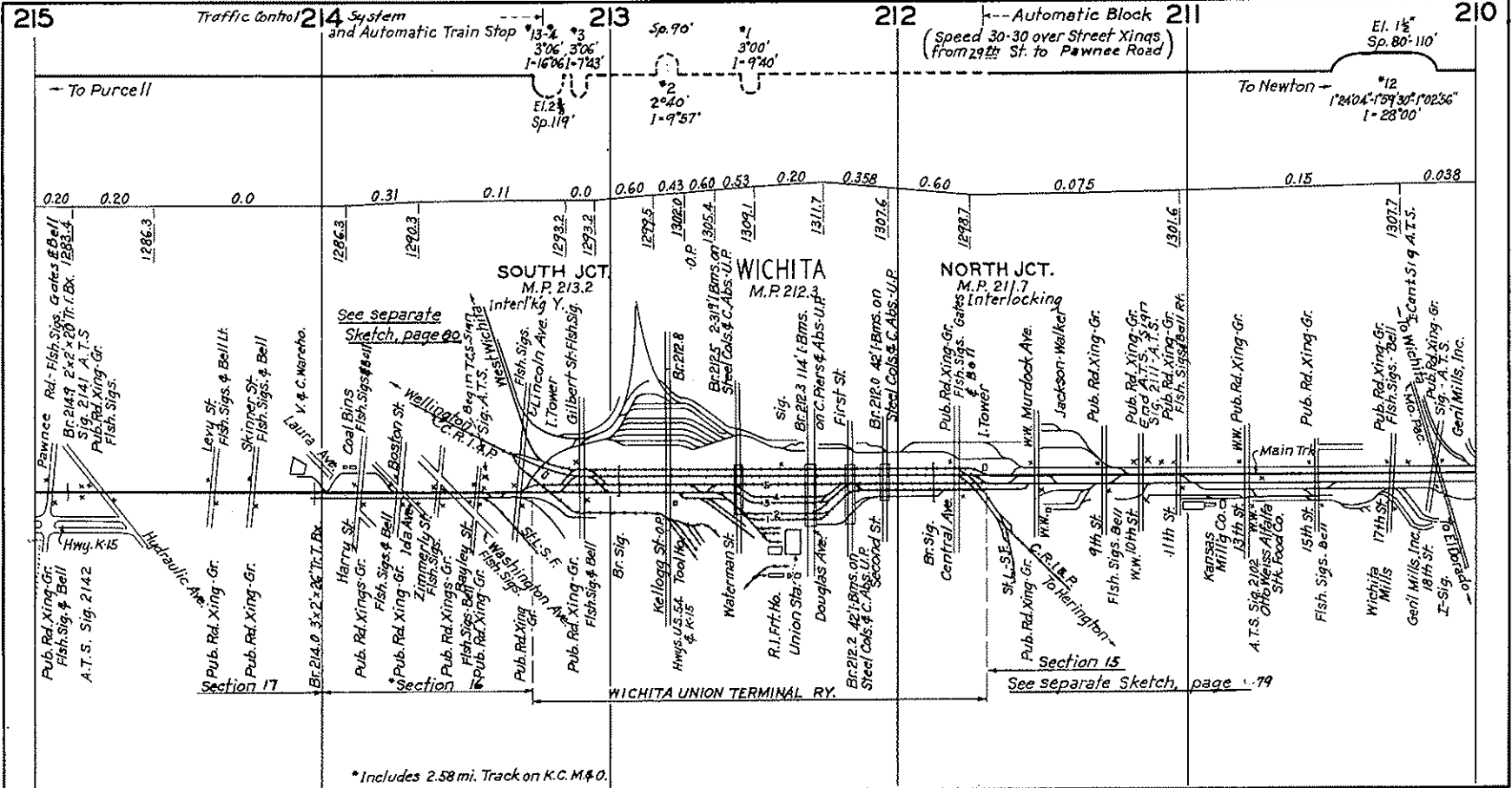
State Hwy. #15

Br. 2349 3' x 23' 35" Tr. T. Bx.
Anchorage
Br. 2346 2-26' 18" Bns. on C. with 14" Tr. end B.D. - U.P.
Br. 2338 24' x 36' C.I.P. & 42' x 36' C.I.P.
A.T.S. - Sig. 2332
Br. 2335 48' x 49' C.I.P.
Short
Gr.
Br. 2324 2' x 15' x 29' Tr. T. Bx.
Br. 2323 3' x 2' x 26' Tr. T. Bx.
Br. 2321 44' Dk. G. on C. Abs. B.D.
A.T.S. - Sig. 2312
Br. 2316 3-48' x 54' C.I.P.
Br. 2314 Dbl. 3' x 18' x 32' Tr. T. Bx.
Br. 2310 2-48' x 48' C.I.P.
Br. 2307 2' x 2' x 31' Tr. T. Bx.
Br. 2303 - 1/4" x 58' Galv. Multiplate Pipe
Turner's Beh.









Traffic Control System and Automatic Train Stop

Automatic Block (Speed 30-30 over Street Xings from 29th St. to Pawnee Road)

SOUTH JCT. M.P. 213.2

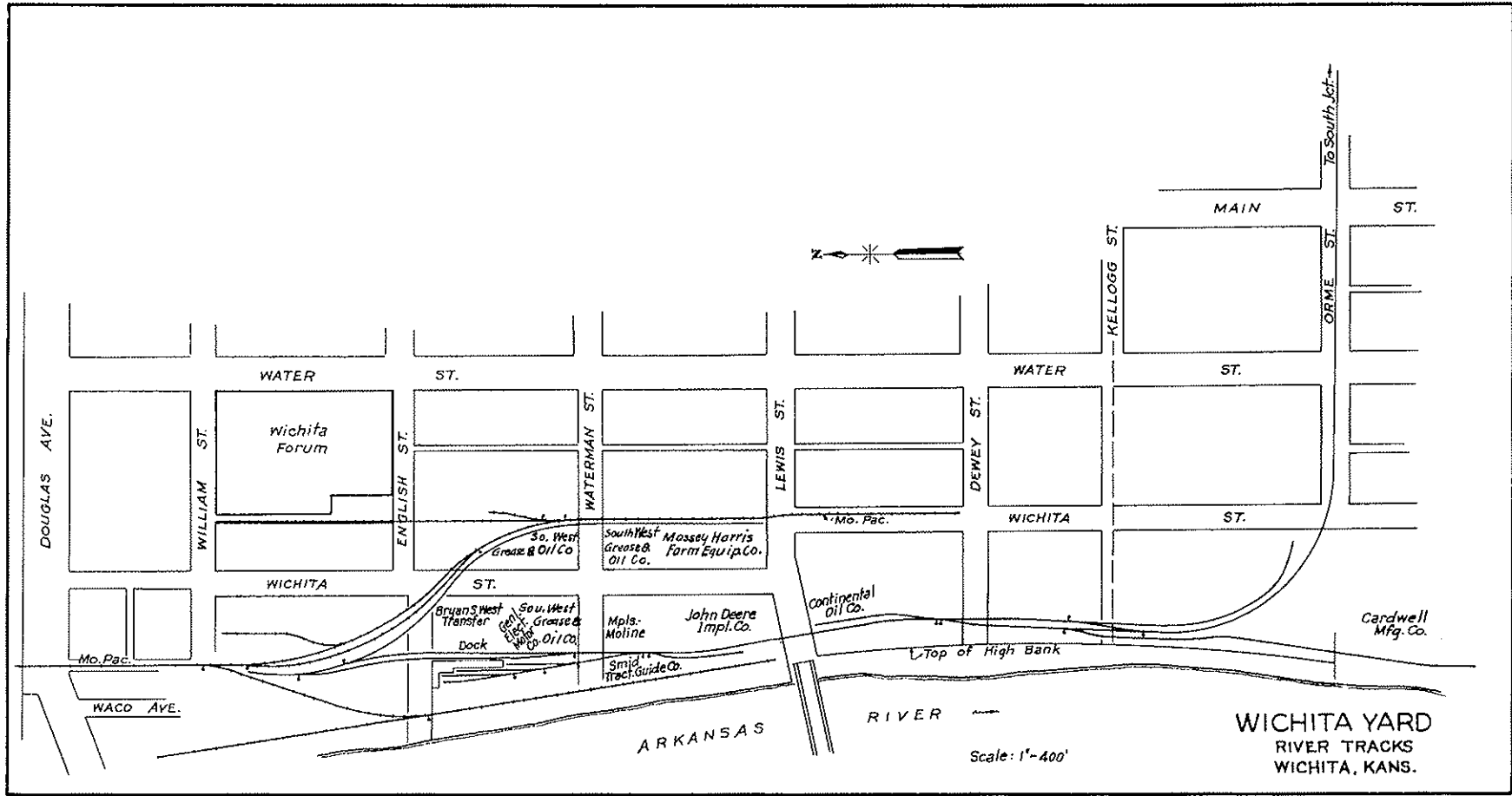
WICHITA M.P. 212.3

NORTH JCT. M.P. 211.7

WICHITA UNION TERMINAL RY.

See separate Sketch, page 79

*Includes 2.58 mi. Track on K.C.M.&O.

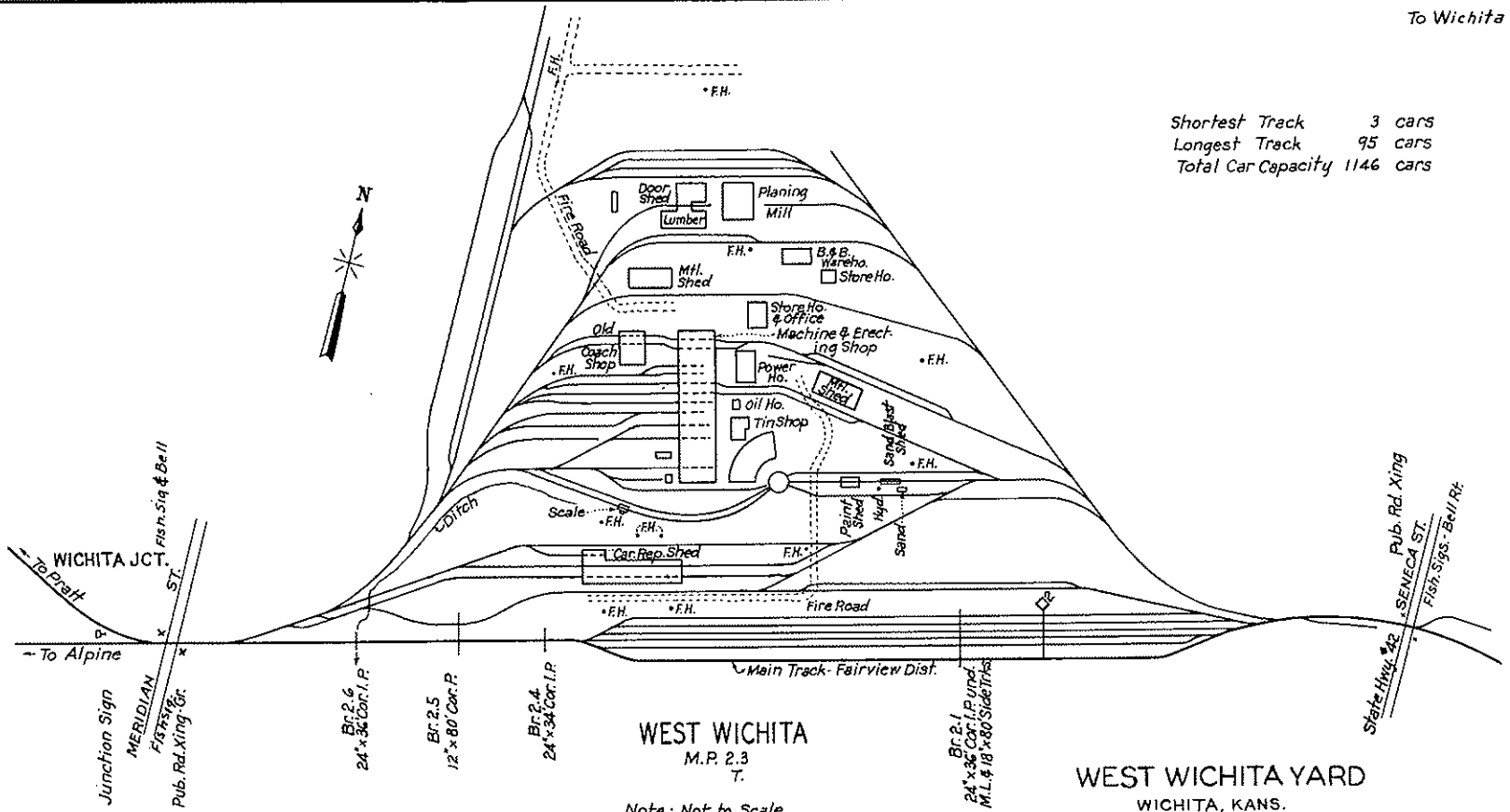


WICHITA YARD
 RIVER TRACKS
 WICHITA, KANS.

Scale: 1"=400'

To Wichita →

Shortest Track	3 cars
Longest Track	95 cars
Total Car Capacity	1146 cars



WEST WICHITA

M.P. 2.3

T.

Note: Not to Scale
F.H. = Fire Hydrant

WEST WICHITA YARD

WICHITA, KANS.

Junction Sign
MERIDIAN
Fish. Sig. & Bell
Pub. Rd. Xing
WICHITA JCT.
To Pratt
To Alpine

Br. 2.6
24' x 36' Cor. I.P.
Br. 2.5
12' x 60' Cor. I.P.
Br. 2.4
24' x 34' Cor. I.P.

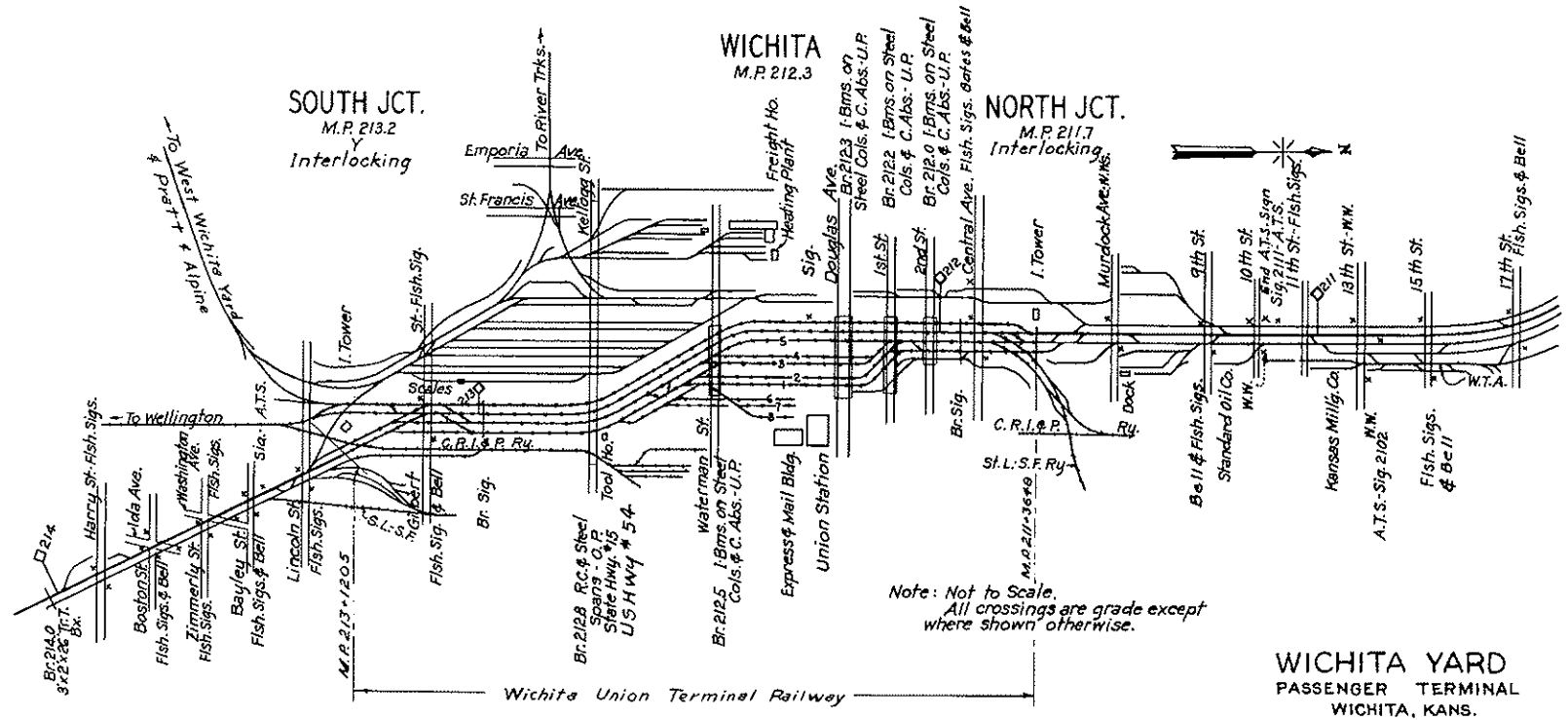
Br. 2.1
24' x 36' Cor. I.P. und.
M.L. 4 18' x 80' Side Trch

Slate Hwy. 42
Pub. Rd. Xing
SENECA ST.
Fish. Sig. - Bell Rt.

← To Purcell

To Newton →

(Speed 30-30 over Street Kings from 29th St. to Pawnee Road)



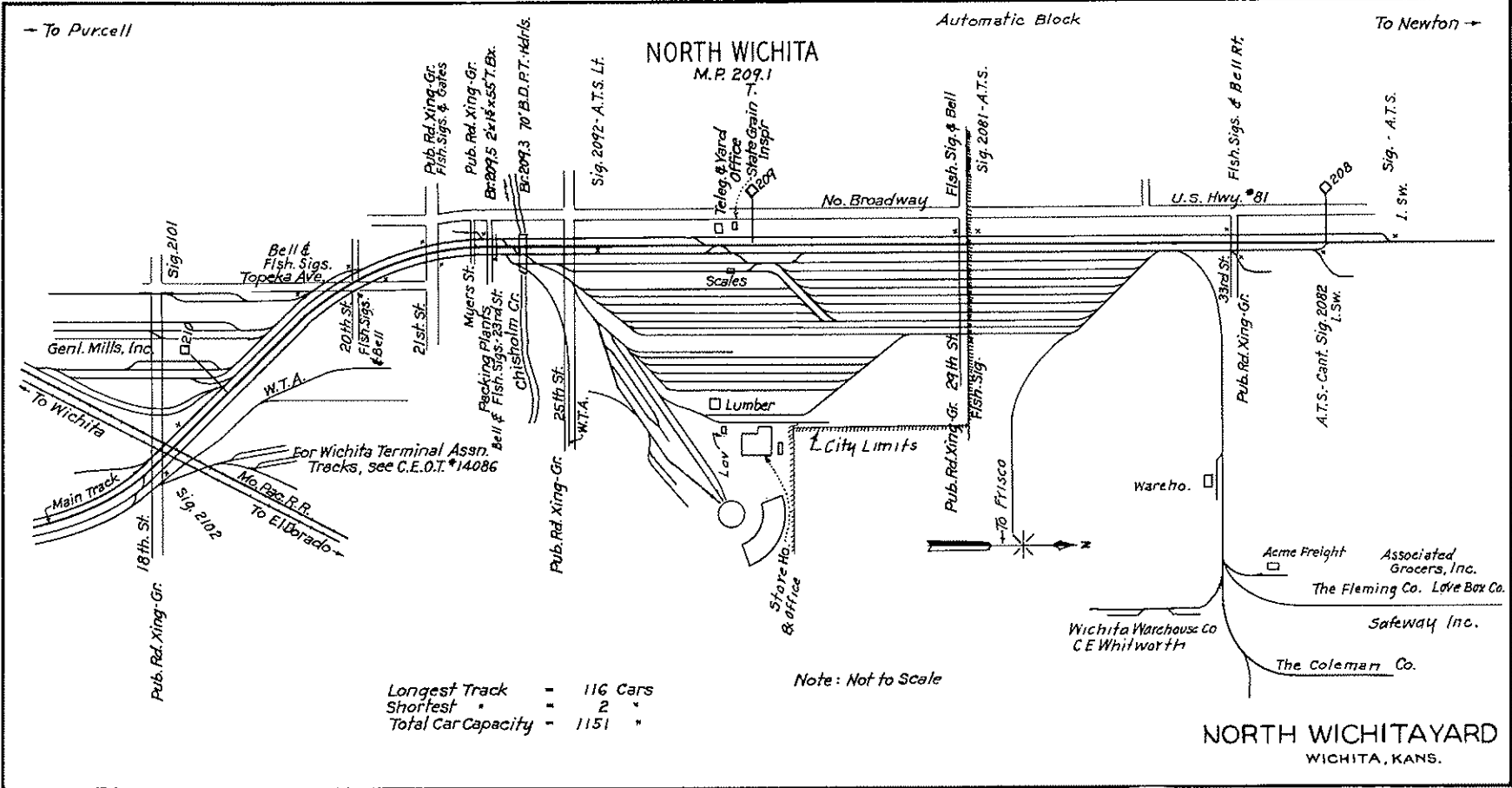
SOUTH JCT.
M.P. 213.2
Interlocking

WICHITA
M.P. 212.3

NORTH JCT.
M.P. 211.7
Interlocking

WICHITA YARD
PASSENGER TERMINAL
WICHITA, KANS.

Note: Not to Scale.
All crossings are grade except
where shown otherwise.



- To Purcell

Automatic Block

To Newton ->

NORTH WICHITA
M.P. 209.1

Longest Track = 116 Cars
 Shortest " = 2 "
 Total Car Capacity = 1151 "

Note: Not to Scale

NORTH WICHITAYARD
WICHITA, KANS.

210

209 Automatic Block

208

Traffic Control System
and Automatic Train Stop

207

206

205

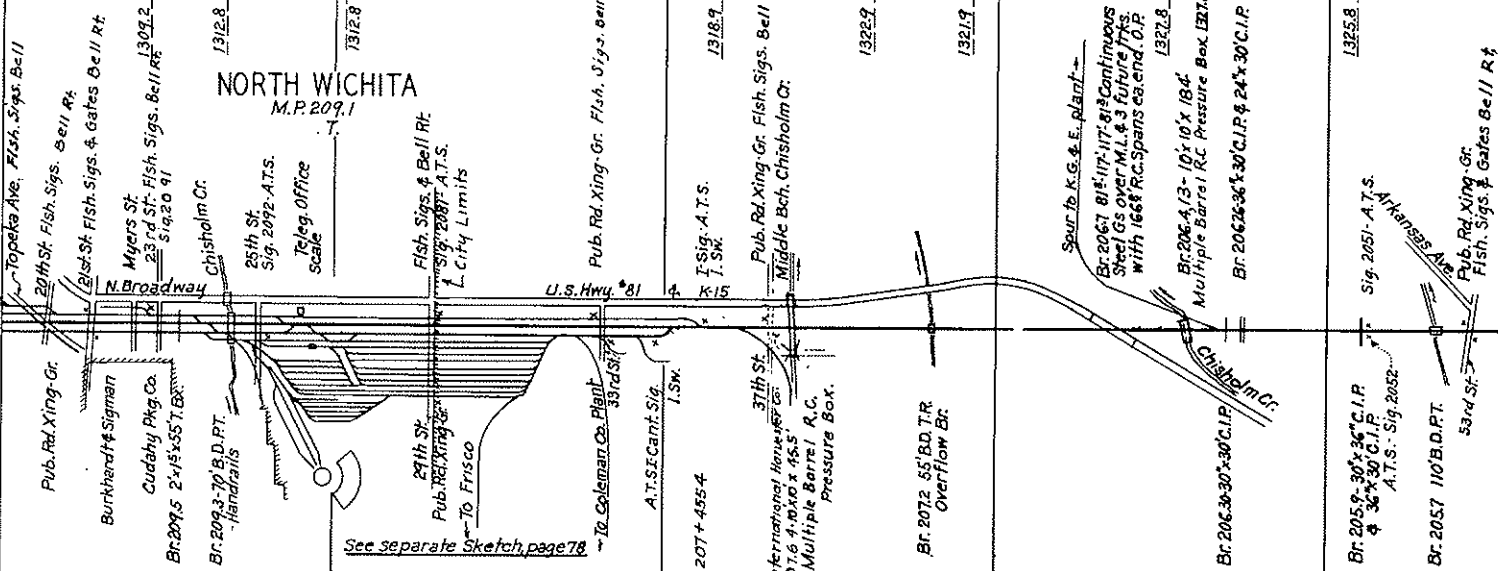
11
1°34' 2'00"35"
1°28'00"

El. 3°
Sp. 500'

To Newton →

→ To Purcell
El. 1½°
Sp. 150'-110'

0.038 0.30 0.0 0.10 0.167 0.063 0.20 0.0 0.083 0.10



119* Continuous Welded Rail 7

Section 15

