

SUMNER GREENWOOD, Trainmaster.....Newton, Kans.  
 E. J. BRUCE, 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. H. J. GARVIN. R. T. POLLEY.  
 R. W. GUY. J. Q. COOPER. H. C. FLOTTMAN.  
 F. O. BAIRD. G. O. THOMAS. R. E. STANFORD.  
 R. H. WILLIS. E. M. COUGHLIN.

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

**LOCAL TIME INSPECTORS—MIDDLE DIVISION.**

L. G. FORT.....Emporia.  
 J. M. HUGHES.....Emporia.  
 D. H. ROSENBALM (Assistant).....Emporia.  
 SAMUEL B. HANKINS.....Newton.  
 CHAS. H. WOODS.....Newton.  
 W. H. WIDIGER.....McPherson.  
 E. R. CLARK.....Wichita.  
 F. D. HERMAN.....Wichita.  
 R. H. RILEY.....Wellington.  
 MRS. VERNA 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.

**AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY**

OVERSPEED Couplings are DAMAGING - Here's what happens:

4 miles per hour <input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/>	Damage Begins
6 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — NOT OVER 4 MILES PER HOUR—A BRISK WALK.

**HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.**

**IT'S EVERYBODY'S JOB ON THE SANTA FE.**

**SPEED TABLE.**

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

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 36	100	.. 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

# The Atchison, Topeka and Santa Fe Railway Co.

**EASTERN LINES  
Western District**

**MIDDLE DIVISION**

## TIME TABLE No.

# 2

**IN EFFECT**

**Sunday, October 27, 1957**

**At 12:01 A. M.  
Central Standard Time.**

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

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

**J. E. LESTER,  
Asst. General Manager,  
Topeka, Kansas.**

**J. P. SPEARS,  
Superintendent,  
Newton, Kansas.**

**2 MIDDLE DIVISION.**

**FIRST DISTRICT.**

**WESTWARD.**

Second Class.	First Class.												TIME TABLE No. 2, October 27, 1957.	Rating Grade Ascending.	Siding Capacity 50 Ft. Per Car.
	73	23	11	19	3	25	5	7	17	15	21	1			
Mixed.	The Grand Canyon.	The Kansas Cityan.	The Chief.	Passenger.	Motor.	The Ranger.	Fast Mail-Express.	Super Chief.	Texas Chief.	El Capitan.	San Francisco Chief.	The Grand Canyon.			
Leave Daily Except Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
	PM 11.15	PM 7.15	PM 6.40	PM 12.15	AM 11.20	AM 11.15	AM 11.00	AM 4.35	AM 3.45	AM 3.05	AM 1.55	AM 12.30			
	11.18	7.19	6.43	12.18	11.23	11.18	11.03	4.38	3.48	3.08	1.58	12.34			
					11.28										
					11.32										
	11.25	7.26	6.50	12.25	11.35	11.26	11.10	4.45	3.55	3.15	2.05	12.43			
AM 3.05	11.31	7.31	6.55	12.30	11.35	11.15	4.50	4.00	3.20	2.10	12.50				
3.10 AM	11.34	7.35	6.58	12.33	11.39	11.19	4.53	4.03	3.23	2.13	12.54				
	11.41	7.42	7.05	12.40		11.47	11.26	5.01	4.10	3.30	2.21	1.02			
												1.06			
					Via Second District.										
	11.51 AM	7.51	7.14	12.49	11.59 PM	11.35	5.10	4.19	3.39	2.30	1.13				
Via Strong City District.	12.01	8.00	7.23	12.58	12.10	11.44	5.19	4.28	3.48	2.39	1.25				
	12.10	8.09	7.31	1.06		12.19	11.53	5.28	4.36	3.56	2.48	1.34			
	12.30 AM	8.25 PM	7.45 PM	1.20 PM	12.35 PM	12.10 PM	5.45 AM	4.50 AM	4.10 AM	3.05 AM	1.55 AM				
Arrive Daily Except Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			
49.2	58.4	62.6	67.4	67.4	53.2	54.7	62.6	62.6	67.4	67.4	62.6	51.5			

STATIONS.	Rating Grade Ascending.	Siding Capacity 50 Ft. Per Car.
EMPORIA. YL 3.2	6.1	
MERRICK. YL 4.9	6.1	
PLYMOUTH. 3.2	4.4	
SAFFORDVILLE. 2.0	6.8	
ELLINOR. 6.3	9.2	
STRONG CITY. YL 4.1	10.4	W103 E119
NEVA. 2.5	0	W72 E72
ELMDALE. 7.3	17.4	W63 E81
CLEMENTS. 5.1	13.0	W58 E64
CEDAR POINT. 6.2	0	
FLORENCE YL 11.4	19.3	W126 E166
PEABODY. 0.3	14.8	W103 E57
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 TWO IN EFFECT:**

Emporia to Newton.

**RULE 261 IN EFFECT:**

Main track No. 3 between Merrick and Ellinor.

**RULE 251 IN EFFECT:**

Emporia to Mo. Pac. crossing Newton, except main track No. 3.

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.

Between Merrick and Ellinor north track designated main track No. 2 upon which the current of traffic is westward; middle track designated main track No. 1 upon which the current of traffic is eastward and south track is designated main track No. 3 upon which there is no current of traffic.

**FIRST DISTRICT.**

**MIDDLE DIVISION. 3**

Fuel, Water, Turn Tables and Wyes. Communications.		Mile Post.	Riding Grade Ascending.	TIME TABLE No. 2, October 27, 1957.	EASTWARD.										Second Class.		
					First Class.												
					2	18	124	24	20	12	4	8	26	6		22	16
					San Francisco Chief.	Super Chief.	The Grand Canyon.	The Grand Canyon.	The Chief.	The Chicagoan.	Passenger.	Fast Mail Express.	Motor.	The Ranger.	El Capitan.	Texas Chief.	Mixed.
					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 Ex. Sun.
FT	C	112.1	21.2	EMPORIA. YL 3.1	AM 1.35	AM 2.40	AM 3.15	AM 4.50	AM 5.10	AM 9.45	PM 12.15	PM 4.50	PM 5.10	PM 6.10	PM 9.10	PM 11.00	
	C	115.8	0	MERRICK. YL 4.9	1.28	2.35	3.10	4.41	5.05	9.37	12.07 PM	4.40	5.02	5.58	9.05	10.52	
	B	120.2	0	PLYMOUTH 3.2									4.57				
	C	128.4	0	SAFFORDVILLE. 2.0				4.30					4.52				
	C	125.4	0	ELLINOR. 6.3	1.20	2.26	3.01	4.25	4.56	9.30	11.59	4.32	4.48 PM	5.50	8.56	10.45	PM
Y	C	131.7	0	STRONG CITY. YL 4.1	1.15	2.21	2.56	4.15	4.51	9.25	11.54	4.25		5.45	8.51	10.40	5.20
	B	135.8	0	NEVA. 2.5	1.12	2.17	2.52	4.05	4.47	9.22	11.49	4.19		5.39	8.47	10.37	5.15 PM
	C	138.8	12.8	ELMDALE. 7.3				4.02									
	C	145.8	0	CLEMENTS. 5.1	1.04	2.09	2.44	3.54	4.39	9.14	11.41	4.11		5.31	8.39	10.29	
	C	150.7	0	CEDAR POINT. 6.2				3.46									
Y	C	156.9	0	FLORENCE. YL 11.4	12.55	2.00	2.35	3.38	4.30	9.05	11.32	4.01		Via Second District. 5.22	8.30	10.20	
	C	168.8	0	PEABODY. 0.3	12.46	1.51	2.26	3.20	4.21	8.56	11.22	3.51		5.12	8.21	10.11	Via Strong City District.
		168.6	16.3	C.R.I. & P. Crossing. 9.7													
	C	178.8	21.1	WALTON. 6.3	12.38	1.43	2.18	3.09	4.13	8.48	11.13	3.43		5.03	8.13	10.03	
		184.6	19.1	Mo. Pac. Crossing. 0.5													
FT	Y	185.1		NEWTON. YL	12.30 AM	1.35 AM	2.10 AM	3.00 AM	4.05 AM	8.40 AM	11.05 AM	3.35 PM		4.55 PM	8.05 PM	9.55 PM	
				(79.0)	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 Ex. Sun.
				Average speed per hour.	67.4	67.4	67.4	39.8	67.4	67.4	62.6	58.4	36.3	58.4	67.4	67.4	49.2

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.

**SIGNAL SYSTEM TWO IN EFFECT:**

Newton to Emporia.

**RULE 261 IN EFFECT:**

Main Track No. 3 between Ellinor and Merrick.

**RULE 251 IN EFFECT:**

Mo. Pac. crossing Newton to Emporia, except main track No. 3.

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.

Between Ellinor and Merrick north track designated main track No. 2 upon which the current of traffic is westward; middle track designated main track No. 1 upon which the current of traffic is eastward and south track is designated main track No. 3 upon which there is no current of traffic.

4 MIDDLE DIVISION.

SECOND DISTRICT.

Siding Capacity 50 ft. Per Car.	WESTWARD. First Class.				Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 2, October 27, 1957.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class.			
	3	25	1	23							24	4	26	2
	Passenger.	Motor.	San Francisco Chief.	The Grand Canyon.							The Grand Canyon.	Passenger.	Motor.	San Francisco Chief.
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
229		AM 11.35				0	ELLINOR. 4.9	0	126.4	C			PM 4.48	
130		f11.42				21.2	GLADSTONE. 5.8	0	180.8				f 4.42	
180		s11.52				21.2	BAZAR. 8.3	0	136.1	C			s 4.35	
159		s12.01				0	MATFIELD GREEN 9.8	21.2	144.4	C			s 4.26	
295		s12.14				14.7	CASSODAY. 4.2	21.1	154.2	C			s 4.15	
288		f12.20				0	AIKMAN. 7.7	21.2	158.4				f 4.10	
143		f12.30				21.1	CHELSEA. 8.2	21.2	166.1				f 4.00	
95		s12.54			Y	0	EL DORADO, YL 3.3	0	174.3				s 3.47	
		f12.59				0	VANORA. 7.7	0	177.6				f 3.33	
W129		1.08 PM			Y	0	AG TOWER, YL S. L. S. F. Crossing. 0.4	0	185.3	C			3.27 PM	
						0	AUGUSTA, YL 5.7	0	185.7 (199.5)					
133	Via Third District		Via Third District.	Via Third District.		81.7	SALTER. 6.4	21.1	205.2		Via Third District.	Via Third District.		Via Third District.
133		Via Douglass District.				21.6	ROSE HILL. 2.8	21.1	211.6					
	PM 2.28	AM 4.03	AM 2.04	Y		21.6	EAST JCT. 6.2	31.7	214.4				Via Douglass District.	PM 11.23
141	2.30	4.05	2.06			0	MULVANE. 1.3	21.4	220.6	C	AM 12.49	AM 9.36		
						0	WEST JCT. 3.8	21.4	221.9		12.46	9.31		11.20
						0	Midland Valley Cros'g. 0.8	18.8	225.7					
147	2.35					0	BELLE PLAINE. 0.7	18.8	226.5	C		f 9.27		
						81.7	Mo. Pac. Crossing. 4.5	0	227.2					
	2.40	4.15	2.15			0	CICERO. 7.4	21.4	231.7		12.35	9.20		11.10
	s 3.00 PM	s 4.30 AM	s 2.40 AM	FT Y			WELLINGTON.		238.9	C	12.25 AM	9.10 AM		11.00 PM
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(99.0)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
	34.3	38.6	41.1	30.5			Average speed per hour.				45.7	42.2	44.4	48.3

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.

Other than provided in Rule 651 (A), trains must secure numbered clearance cards before leaving originating stations, except westward at Ellinor and El Dorado; westward from Third to Second District at Mulvane; eastward from Douglass District 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 20 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**

Siding Capacity 80 ft. Per Car.	WESTWARD		Fuel, Water, Tire Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 2, October 27, 1957.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD.	
	Second Class								Second Class	
	89 Way Frt.	87 Mixed.							88 Mixed.	90 Way Frt.
	Leave Tues. and Fri.	Leave Daily. Ex. Sun.			<b>STATIONS.</b>				Arrive Daily. Ex. Sun.	Arrive Tues. and Fri.
		AM 6.00	Y	0	FLORENCE. YL 5.9	0		C	PM 6.40	
		6.15		20.8	OURSLEER. 4.8	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. 5.2	13.4	15.8		f 5.59	
85		f 7.00		31.7	HILLSBORO. YL 5.3	17.4	20.5	C	f 5.45	
		f 7.15		31.7	LEHIGH. 7.8	0	26.3	C	f 5.31	
88		f 7.45		0	CANTON. 5.3	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	
				14.3	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	PM 7.00
	PM			31.7	U.P. Crossing. 6.4	15.8	47.8			
	12.04	f 8.55		31.7	CONWAY. 6.9	30.9	53.7	C	f 4.15	6.45
	12.16	f 9.15		31.7	WINDOM. 5.6	31.7	60.6	C	f 4.03	6.33
	12.30 PM	s 9.50	Y	31.7	LITTLE RIVER. YL 5.5	0	66.2	C	s 3.50	6.20 PM
		f 10.05		31.7	MITCHELL. 5.4	31.7	72.0		f 3.22	
	Via Little River Dist.			0	Mo. Pac. Crossing. 0.7	0	77.4			Via Little River Dist.
		s 10.25		0	LYONS. YL 0.2	0	78.1	C	s 3.10 2.10	
				31.7	S.L.-S.F. Jct. 0.1	31.7	78.8			
				28.8	S.L.-S.F. Crossing. 7.6	31.7	78.4			
		f 10.50		30.1	CHASE. YL 6.1	21.9	86.0	C	f 1.45	
		f 11.05		0	SILICA. 6.4	29.8	92.1		f 1.25	
		11.25 AM	Y		ELLINWOOD. YL		98.5	C	1.15 PM	
	Arrive Tues. and Fri.	Arrive Daily. Ex. Sun.			(98.9)				Leave Daily. Ex. Sun.	Leave Tues. and Fri.
	28.5	18.3			Average speed per hour.				22.4	28.5

**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.							
11	3	5	25	47	15	1	23
The Kansas Cityan.	Passenger.	The Ranger.	Motor.	Motor.	Texas Chief.	San Francisco Chief.	The Grand Canyon.
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
PM 8.30	PM 1.30	PM 12.55			AM 5.00	AM 3.10	AM 12.50
8.45	1.44	1.13			5.15	3.24	1.08
8.51	1.49	1.21			5.21	3.29	1.15
8.56	1.54	1.28			5.26	3.34	1.20
9.05 16 s 9.10	2.05 2.10	1.35 1.50		AM 5.40	5.35	3.45	1.25 24 1.45
9.12	2.12	1.52		5.49 AM	5.37	3.47	1.48
9.27	2.28 PM	2.11			5.52	4.03 AM	2.04 AM
9.37	Via Second District.	2.22	Via Douglass District.	Via Panhandle Division.	6.03	Via Second District.	Via Second District.
9.41		2.28			6.08		
9.49		2.37	1.55		6.15		
9.55		2.45	2.00 PM		6.20		
10.01		2.52			6.27		
10.10 PM		3.15 PM			6.40 AM		
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
49.5	48.6	37.6	13.2	27.0	47.0	48.5	47.6

TIME TABLE No. 2, October 27, 1957.		Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Siding Capacity 50 ft. Per Car.
<b>STATIONS.</b>				
<b>NEWTON.</b>				
0.4		0		
A.T.&S.F. Crossing.				
FIRST STREET.		0		77
2.5				
McGRAW.		0		
3.2				
<b>PUTNAM.</b>		0		133
4.0				
<b>SEDGWICK.</b>		0		146
6.6				
<b>VALLEY CENTER.</b>				
S.L.-S.F. Crossing.		0		130
7.3				
<b>NO. WICHITA. YL</b>		0		PT
1.0				
Mo. Pac. Crossing.		0		
1.5				
<b>NORTH JCT. YL</b>		21.2		
0.6				
<b>WICHITA U. S. YL</b>		0		
0.9				
<b>SOUTH JCT. C.R.I.&amp;P. Crossing.</b>		31.7		Y
4.2				
<b>CONNELL.</b>		16.4		133
5.6				
<b>DERBY.</b>		21.6		134
4.9				
<b>MULVANE.</b>		31.7		Y 53
10.0				
<b>UDALL.</b>		0		128
4.9				
<b>DALE.</b>		0		59
6.7				
Mo. Pac. Crossing.		0		
0.2				
<b>W.N. JCT. YL</b>				Y
A.T.&S.F. Crossing.		13.5		
0.7				
<b>S.L.-S.F. Crossing.</b>		0		
0.4				
<b>WINFIELD. YL</b>		31.7		W80
5.3				
<b>HACKNEY.</b>		31.7		
7.3				
<b>ARKANSAS CITY. YL</b>				PT Y
(76.3)				
Average speed per hour				

Other than provided in Rule 651(A), trains must secure numbered clearance cards before leaving originating stations, except westward from Douglass 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 obtain 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. 2, October 27, 1957.	EASTWARD. First Class.							
				24	12	4	6	26	48	16	2
				The Grand Canyon.	The Chicagoan.	Passenger.	The Ranger.	Motor.	Motor.	Texas Chief.	San Francisco Chief.
			<b>STATIONS.</b>	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
O	185.1	27.8	<b>NEWTON.</b> 0.4	AM 2.20	AM 8.35	AM 10.50	PM 4.35			PM 9.50	AM 12.20
	185.6	27.8	A.T.&S.F. Crossing. FIRST STREET. 2.5								
	188.0	18.0	McGRAW. 3.2								
	191.2	8.5	<b>PUTNAM.</b> 4.0	1.50	8.21	10.30	4.16			9.38	12.07 AM
O	195.2	10.4	<b>SEDGWICK.</b> 6.6			10.27	4.12				
C	201.8	7.2	<b>VALLEY CENTER.</b> S.L.-S.F. Crossing. 7.3			10.22	4.05				
C	209.1	9.5	<b>NO. WICHITA. YL</b> 1.0	1.34	8.07	10.15	3.58			9.23	11.53
	210.1	10.8	Mo. Pac. Crossing. 1.6								
C	211.7	0	<b>NORTH JCT. YL</b> 0.6	1.28	8.02	10.08	3.52			9.17	11.47
C	212.3	28.8	<b>WICHITA U. S. YL</b> 0.9	1.25 23 1.10	8.00	10.05 9.55	3.50 3.40		PM 3.30	9.15 11 9.10	11.45
C	213.2	10.9	<b>SOUTH JCT.</b> C.R.I.&P. Crossing. 4.2	1.05	7.50	9.52	3.37		3.25 PM	9.03	11.38
B	217.4	31.7	<b>CONNELL.</b> 5.6								
B	223.0	31.7	<b>DERBY.</b> 4.9				3.23				
C	227.9	18.6	<b>MULVANE.</b> 10.0	12.49 AM	7.38	9.36 AM	3.17			8.50	11.23 PM
C	237.9	39.6	<b>UDALL.</b> 4.9	Via Second District.	7.29	Via Second District.	3.06	Via Douglas District.	Via Panhandle Division.	8.41	Via Second District.
	242.8	31.7	<b>DALE.</b> 6.7		7.24		2.59			8.36	
	249.5	0	Mo. Pac. Crossing. 0.2								
O	249.7	18.3	<b>W.N. JCT. YL</b> A.T.&S.F. Crossing. 0.7		7.19		2.51	PM 2.52		8.29	
	250.4	16.8	S.L.-S.F. Crossing. 0.4								
C	250.8	31.7	<b>WINFIELD. YL</b> 5.3		7.17		2.48	2.50 PM		8.27	
B	256.1	31.7	<b>HACKNEY.</b> 7.3		7.11		2.37			8.19	
C	263.4		<b>ARKANSAS CITY.</b> YL		7.05 AM		2.30 PM			8.12 PM	
			(78.3)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	33.8	52.2	40.1	40.8	22.0	6.7	50.5	45.1

**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.

Other than provided in Rule 651(A), 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 and 16 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 obtain 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.

Sliding Capacity 50 ft. Per Car.	WESTWARD.			Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE		Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD.		
	Second Class.					No. 2,					Second Class.		
	73	175	73			October 27, 1957.					74	74	176
	Mixed.	U. P. Mixed.	Mixed.			STATIONS.					Mixed.	Mixed.	U. P. Mixed.
Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			Arrive Tue.Thurs. Sat.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.						
		AM 3.10			NEVA. YL			B			PM 5.15		
		3.16		34.7	2.6 ROCKLAND.	0	2.6				5.10		
34		f 3.30		39.4	5.0 HYMER.	0	7.6	C		f 5.00			
20		f 3.45		37.0	5.8 DIAMOND SPRINGS.	0	13.4	C		f 4.47			
29		f 4.00		47.5	5.8 BURDICK.	0	19.2	C		s 4.35			
				50.5	6.3 C.R.I. & P. Crossing. LOST SPRINGS.	41.2							
22		s 4.15		20.6	5.2 JACOBS.	49.1	25.5			s 4.15			
30		f 4.29		0	0.7 C.R.I. & P. Crossing.	0	30.7			f 4.05			
				48.6	5.9 HOPE.	49.1	30.9						
58		f 4.40		34.4	0.3 Mo. Pac. Crossing.	0	37.1			f 3.50			
				40.7	7.3 NAVARRE.	47.5	44.4	C					
27		f 4.58		0	7.7 ENTERPRISE. YL	47.5	52.1	C		s 3.32			
39		f 5.17		0	0.1 C.R.I. & P. Crossing.	0	52.2			s 3.15			
				0	0.1 A.T. & S.F. Crossing.	0	52.3						
		s 6.00	FT	0	5.8 ABILENE. YL	0	58.1	O		s 3.00			
				0	0.5 C.R.I. & P. Jct.	0	58.6			s 2.00			
		6.08		0	0.2 S.A. Jct.	0	58.8			1.30			
		6.05		37.0	8.0 U.P. Crossing.	0	59.0			1.28			
31		f 6.22		39.8	5.8 TALMAGE. YL	0	67.0	C		f 1.05			
32		f 6.35	Y	52.8	5.6 MANCHESTER. YL	52.7	72.8	C		f 12.50			
34		f 6.50		52.8	5.3 LONGFORD.	52.8	78.4	C		f 12.40			
15		f 7.05		52.7	9.3 OAK HILL.	37.0	83.7	B		f 12.30			
64		f 7.30		0	0.2 MILTONVALE. YL	0	93.0	C		f 12.15			
	AM 8.17	7.31		52.8	8.9 M.V. JCT. YL	52.7	93.2			12.13 PM	PM 1.42		
17		8.35	f 7.55	52.6	5.9 AURORA.	52.7	102.1	C		f 11.55		1.24	
		8.47		0	2.0 HUSCHER.	52.7	108.0					1.12	
				0	3.2 COOK.	0	110.0						
				0	0.1 Mo. Pac. Crossing. C.B. & Q. Crossing.	0	113.2						
	9.02 AM	8.20		0	0.1 C.O. JCT. YL	0	113.3			11.32	PM 1.02		
				17.8	0.1 U.P. Crossing.	0	113.4						
	AM 9.25	8.25 AM	T	14.2	8.1 CONCORDIA. YL	0	113.5	C	AM 10.55	11.30 AM			
				0	3.5 HANNUM.	0	116.6						
				29.9	1.4 Mo. Pac. Crossing.	0	120.1						
	f 9.55			52.4	6.3 ONEONTA.	0	121.6			f 10.39			
	f 10.10			0	6.0 KACKLEY.	23.5	127.7	C		f 10.25			
				52.1	7.5 C.R.I. & P. Crossing. COURTLAND.	52.7	133.7	C	s 10.10				
	s 10.25			52.6	5.8 LOVEWELL.	0	141.2	C	f 9.50				
	f 10.50			0	4.9 WEBBER.	52.8	147.0	B	f 9.35				
19	f 11.05			42.2	0.7 State Line.	0	151.9						
				42.2	0.4 Mo. Pac. Crossing.	0	152.6						
				0	0.8 C.B. & Q. Crossing.	0	153.0						
	11.25 AM		T	0	0.8 SUPERIOR. YL	0	153.8	C	9.15 AM				
	Arrive Mon. Wed., Fri.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.							Leave Tue.Thurs. Sat.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	
	20.1	27.1	21.6							24.2	23.9	30.4	

**SIGNAL SYSTEM TWO IN EFFECT:**  
 Neva Interlocking.  
 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 card at Abilene except when no operator on duty. All trains secure clearance card at Concordia; westward U.P. trains at Miltonvale.

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.

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

(163.8)

Average speed per hour.





Siding Capacity 50 Tc. Per Car.	WESTWARD.			Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 2, October 27, 1957.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD.		
	Second Class.									Second Class.		
	77	565	79							566	80	78
	Way Freight.	C.R.I.&P. Mixed.	Mixed.							C.R.I.&P. Mixed.	Mixed.	Way Freight.
	Leave Tues., Thur., Sat.	Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.							Arrive Daily Ex. Sun.	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.
	AM 7.05	AM 6.00	AM 7.05	FT	0	ABILENE. YL			C	AM 10.01	PM 2.00	PM 2.00
		6.02			0	0.4 C.R.I.&P. JCT.	0			9.58		
		6.10	7.10		0	0.2 S.A. JCT.	0					
					0	0.3 WEST ABILENE. YL	0	0.3		9.50	1.50	
					0	3.4 SAND SPRING.	0	3.7				
A.T.&S.F. Yard	Via Union Pacific	Via Union Pacific	Via Union Pacific		0	4.1 SOLOMON.	0	7.8	C	Via Union Pacific	Via Union Pacific	Via Union Pacific
		7.10	8.10		0	12.6 EAST SALINA. YL	0	20.1		9.00	1.00	
		7-18 AM	8.18		0	0.4 A.B. JCT.	0	20.5		8.55 AM	12.55	
					0	1.0 U.P. Crossing.	0	21.5				
					0	0.1 U.P. Crossing.	0	21.6				
	8.20 AM		8.20	F	0	0.1 SALINA F.S. YL	0	21.7	C		12.45 PM	1.00 PM
			8.30		14.2	0.4 SALINA U.S. YL	0	22.1	C		\$11.35	
					89.9	0.8 U.P. Crossing.	37.0	22.7				
42			8.50		47.7	7.4 HEDVILLE.	30.0	30.1			\$11.10	
42			9.05		47.5	8.8 GLENDALE.	42.2	36.9			\$10.55	
			9.15		47.6	5.3 JUNIATA.	44.0	42.2			\$10.43	
			9.22		47.5	3.3 WESTFALL.	42.2	45.5	C		\$10.35	
			9.29		39.6	3.5 EDALGO.	42.2	49.0			\$10.28	
			9.40		50.0	8.3 BARTON.	50.2	56.2			10.15	
					0	1.4 U.P. Crossing.	0	56.6				
45			9.45		37.0	0.3 LINCOLN CENTER YL	21.1	56.9	C		\$10.10	
			10.00		47.5	5.1 GOLDENROD.	37.0	62.1			9.57	
			\$10.10		37.0	3.1 DENMARK.	18.5	65.2	B		\$ 9.50	
					37.0	3.2 GRANT.	0	68.4				
			\$10.25		42.2	3.3 ASH GROVE.	30.0	71.7	B		\$ 9.35	
			\$10.40		52.8	8.9 HUNTER.	44.9	77.1	C		\$ 9.25	
17			\$11.00		55.4	8.3 TIPTON.	50.0	86.0	C		\$ 9.05	
					21.1	8.9 CORINTH.	10.6	94.2				
					47.5	4.4 FORNEY.	42.2	98.1				
			11.40 AM	Y	26.4	4.4 OSBORNE. YL		102.5	C		8.30 AM	
	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.			(103.4)				Leave Daily Ex. Sun.	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.
			22.8			Average speed per hour.					18.8	

Trains must secure numbered clearance cards before leaving originating stations, except East Salina, West Abilene, and at Osborne when no operator on duty. At Salina F.S. all trains secure clearance cards, except when no operator on duty.

Between Abilene and West Abilene, and between East Salina and Salina F.S., 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. 77 and 78 have no time table authority.

Be governed by Union Pacific Time Table, Rules and Regulations between West Abilene and East Salina.

No switch lights on the Salina District.

## SPECIAL RULES.

Rules 16, S-89(A) and 104(A) of the Rules, Operating Department, revised 1953, are amended as follows:

Rule 16: (e): Canceled, (l) and (m) amended to read:

(l): ————When standing — apply or release air brakes.

(m): ————When running — brakes sticking; look back for hand signals.

NOTE:—Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

Rule S-89(A). Amended to read: At meeting point, the train holding main track must stop clear of the track to be used by the train to be met and, if practicable, be protected by lining the switch.

Rule 104(A). Amended to read: When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Emploves using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Emploves, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

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.
Manchester . . . . .	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.

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
<b>STRONG CITY DISTRICT</b>	
M.V. Jct.	Strong City District
C.O. Jct.	Strong City District
<b>MINNEAPOLIS DISTRICT</b>	
Manchester	Strong City District
<b>LITTLE RIVER DISTRICT</b>	
Little River	McPherson District
<b>SALINA DISTRICT</b>	
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.

## MIDDLE DIVISION. 11

### 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.

M.V. JCT.—C.O. JCT.—U.P. trains use A.T.&S.F. main track and will be governed by A.T.&S.F. Time Table and Rules.

6. . . . .

7. . . . .

8. . . . .

9. . . . .

10. . . . .

### 11. RAILROAD CROSSINGS AT GRADE.

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

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 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.

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

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. When gate is normal, may proceed at speed not to exceed 15 MPH.

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.

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.

GENESEO—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	
	Passenger	Freight and Mixed
FIRST DISTRICT	90	60
SECOND DISTRICT		
Ellinor to West Jct.	60	60
West Jct. to Wellington	79	60
THIRD DISTRICT	90	60
DOUGLASS DISTRICT	59	49
STRONG CITY DISTRICT		
Neva to Courtland	45	35
Courtland to State Line	25	25
State Line to Superior	20	20
McPHERSON DISTRICT		
Florence to Little River	30	30
Little River to Ellinwood	35	35
LITTLE RIVER DISTRICT	30	30
MINNEAPOLIS DISTRICT	20	20
SALINA DISTRICT		
Salina U.S. to Osborne	30	30

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT.		
Curve, M.P. 132.4 to 132.8	75	.....
Curve, M.P. 133.7 to 133.9	65	65
Curve, M.P. 135.9 to 136.4	75	.....
Curve, M.P. 162.6 to 162.9	75	.....
Curve, M.P. 166.4 to 166.8	75	.....
Curve, M.P. 168.0 to 168.4	70	.....
Curve, M.P. 170.0 to 170.5	75	.....
Curve, M.P. 173.3 to 175.9	75	.....
Curve, M.P. 187.3 to 187.8	65	55

SECOND DISTRICT.		
Curves, M.P. 142.3 to 149.6	45	45
Curve at El Dorado station sign eastward track	50	30
Curve at El Dorado station sign westward track	45	30
Augusta, over street crossings	30	30
Curves, M.P. 204.3 to 204.7	45	45
Mulvane, over Bridge Street crossing, just west of tower	20	20
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, eastward track	60	45
Curve, M.P. 236.6 to 237.1, westward track	55	40

THIRD DISTRICT.		
Curves, M.P. 186.7 to 185.7, eastward	60	45
Wichita, over street crossings 29th St. to Pawnee Road (M.P. 215)	30	30
Pawnee Road to Wassall St. (M.P. 215.3)	45	45
Derby, over street crossings	30	30
Curve, M.P. 227.7 to 227.9	65	.....
Mulvane, over Bridge Street crossing, just west of tower	20	20
Curves, M.P. 228.2 to 229.8	65	.....
Curve, M.P. 233.6 to 233.9	75	.....
Udall, over main Street crossing	60	60
Curve, M.P. 242.4 to 242.6	70	.....
Curve, M.P. 243.2 to 243.4	60	60
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	75	.....
Curve, M.P. 260.9 to 261.2	65	.....

DOUGLASS DISTRICT.		
Curves, M.P. 187.2 to 188.7	45	35
Curves, M.P. 198.8 to 200.0	25	25
Curve, M.P. 211.2 to 211.5	50	40
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
Curve, M.P. 66.0 to 66.1	15	15

## SPECIAL RULES.

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
<b>STRONG CITY DISTRICT.</b>		
Curves, M.P. 4.2 to 4.8	40	30
Curves, M.P. 8.2 to 10.9	40	30
Curves, M.P. 50.7 to 51.9	40	30
Abilene, over street crossings	15	15
Curve, M.P. 60.8 to 61.0	40	30
Curve, M.P. 62.7 to 62.9	40	30
Curve, M.P. 83.4 to 83.7	30	30
Curves, M.P. 88.7 to 90.0	40	30
Curve, M.P. 90.9 to 92.0	40	30
Curves, M.P. 92.7 to 93.4	30	30
Curves, M.P. 96.7 to 97.5	40	30
Curve, M.P. 108.5 to 108.7	40	30
Curves, M.P. 109.8 to 109.9	15	15
Curve, M.P. 111.1 to 111.3	40	30
Concordia, over street crossings	15	15
Superior, over street crossings	12	12
<b>SALINA DISTRICT.</b>		
Salina, over street crossings	15	15
Curves, M.P. 55.1 to 55.4	15	15
M.P. 88.5 to 91.5	20	20
Over bridge M.P. 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 ENGINES.

	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	80	45	90
325-344	80	80	45	80
100-239, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 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				
1010, 5000-5035	60	40	25	
3751-3775	90	40	25	
2900-2929, 3416, 3776-3785	100	40	25	

## MIDDLE DIVISION. 13

### 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	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468, 2400-2402	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	5	5	5
Diesel-Electric and Gas Electric Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

### 16. DEAD ENGINES.

Steam engines must not be handled dead in train without special instructions.

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

### 17. DERRICKS, CRANES, ETC.

Trains handling derricks, clam shells, ditchers, spreaders, (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed speeds indicated:

DISTRICT	All Except File Driver AT 199452 MPH	File Driver AT 199452 MPH
First, Second, Third and Douglass	30	45
Strong City and McPherson	20	20
Little River, Minneapolis, Salina and Cottonwood	15	15

Such equipment must not be moved in any train except on authority of 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.

"I"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	LOCATION	MPH
<b>FIRST DISTRICT</b>			
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	S	West end westward siding	30

# 14 MIDDLE DIVISION.

# SPECIAL RULES.

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

"I"—Interlocked Switch.  
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
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 Mo. 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
Cassoday	I	Both ends siding	40
Aikman	I	Both ends siding	40
Chelsea	I	Both ends siding	40
El Dorado	I	Crossovers west end siding and east end siding	40
	I	Turnout to belt track	30
	I	Main track turnout and crossovers west end	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
Udall	S	Both ends siding	15

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

"I"—Interlocked Switch.  
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
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 turnouts at street crossings east and west of station, and turnout at Bridge M.P. 58.7	30
SALINA DISTRICT			
		Main track turnouts	10

## 19. YARD LIMITS.

Emporia (includes Merrick).	Arkansas City.	Lorraine.
Strong City (includes Cottonwood Falls).	McPherson.	Holyrood.
	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).	
	Manchester.	
Augusta (includes A.G. Tower).	Miltonvale (includes M.V. Jct.).	
	Concordia (includes C.O. Jct.).	
El Dorado.	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, and Switchmen's Locker Room.
Wellington.....	Telegraph, Yard and Roundhouse Offices.
Sand Creek.....	Yard Office.
North Wichita.....	Yard and Roundhouse Offices.
Wichita.....	Union Station.
Winfield.....	Yard and Mechanical Offices.
Arkansas City.....	Yard, Roundhouse and Telegraph Offices.
El Dorado.....	Yard Office.
Augusta.....	Station.
Ellinwood.....	Station.
McPherson.....	Station.
Abilene.....	Station.
Salina F.S.....	Station.
Concordia.....	Station.
Miltonvale.....	Station.
Superior.....	Station.
Osborne.....	Station.

## 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.

## MIDDLE DIVISION. 15

### 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.
	Arkansas City.	Manchester.	Osborne.

### 23. OVERHEAD OBSTRUCTIONS. (Rule 761).

Mile Post	Name
<b>FIRST DISTRICT</b>	
Yard 185.1	Newton, cinder pit hoist. Newton, train sheds.
<b>STRONG CITY DISTRICT</b>	
Yard	Enterprise, Ehrsam spur, overhead door-way into building.
Yard	Abilene, Security Mill, canopy over two tracks.
Yard	Abilene, Abilene Alfalfa Mill, canopy over track.
<b>SALINA DISTRICT</b>	
Yard	Salina, Salina Terminal, canopy over tracks each side of elevator.
Yard	Salina, Gooch Mill, canopy over track on south side of mill.
25.2	C & G Elevator, canopy over tracks north and south side.
101.1	Solomon River Bridge.

### 24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
<b>THIRD DISTRICT</b>		
Standard Oil Company spurs.....	M.P. 202.6	57 cars
Quality Concrete Inc. spurs.....	M.P. 216.3	16 cars
Keeler spurs.....	M.P. 218.1	43 cars
<b>SALINA DISTRICT</b>		
C. & G. spurs and switching tracks.....	M.P. 25.2	164 cars

### 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.

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

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

#### LOCAL SURGEONS.

DR. F. A. ECKDALL, Emporia.	DR. FREDRICK D. EPP, Augusta.
DR. F. J. ECKDALL, Emporia.	DR. GLEN E. KASSEBAUM, El Dorado.
DR. A. W. CORBETT, Emporia.	DR. ROBERT M. BRIAN, El Dorado.
DR. CHARLES R. HOPPER, Emporia.	DR. A. C. EITZEN, Hillsboro.
DR. JACOB HINDEN, Strong City.	DR. A. H. DYCK, McPherson.
DR. ROBERT A. WOOD, Peabody.	DR. A. F. SCHMIDT, Little River.
DR. ROYAL A. BARKER, Peabody.	DR. L. J. BEYER, Lyons.
DR. J. W. HERTZLER, Newton.	DR. F. E. WALLACE, Chase.
DR. A. G. DIETRICH, Newton.	DR. MARLIN W. CARLSON, Ellinwood.
DR. H. R. SCHMIDT, Newton.	DR. L. G. HEINS, Abilene.
DR. KARL VOLDENG, Wellington.	DR. ALBERT C. HATCHER, Wellington.
DR. WARD M. COLE, Wellington.	DR. Y. E. PARKHURST, Belle Plaine.
DR. ALBERT C. HATCHER, Wellington.	DR. FRANK EMERY, Wichita.
DR. Y. E. PARKHURST, Belle Plaine.	DR. DANIEL M. THOMPSON, Wichita.
DR. FRANK EMERY, Wichita.	DR. FARRIS D. EVANS, Wichita.
DR. DANIEL M. THOMPSON, Wichita.	DR. E. S. BRINTON, Wichita.
DR. FARRIS D. EVANS, Wichita.	DR. A. J. WRAY, Wichita.
DR. E. S. BRINTON, Wichita.	DR. E. S. HYMER, Sedgwick.
DR. A. J. WRAY, Wichita.	DR. LESLIE H. COBB, Mulvane.
DR. E. S. HYMER, Sedgwick.	DR. M. J. DUNBAR, Winfield.
DR. LESLIE H. COBB, Mulvane.	DR. E. W. HELLWEG, Arkansas City.
DR. M. J. DUNBAR, Winfield.	DR. GEORGE MEEK, Arkansas City.
DR. E. W. HELLWEG, Arkansas City.	DR. G. L. CAMPBELL, Arkansas City.
DR. GEORGE MEEK, Arkansas City.	DR. NEWTON C. SMITH, Ark. City.
DR. G. L. CAMPBELL, Arkansas City.	DR. BRUCE G. SMITH, Arkansas City.
DR. NEWTON C. SMITH, Ark. City.	DR. T. L. HILL, Arkansas City.
DR. BRUCE G. SMITH, Arkansas City.	DR. CARL STENSAAS, Ark. City.
DR. T. L. HILL, Arkansas City.	DR. FRANK CVETKOVICH, Augusta.
DR. CARL STENSAAS, Ark. City.	
DR. FRANK CVETKOVICH, Augusta.	

#### EYE, EAR, NOSE AND THROAT SPECIALISTS.

DR. D. P. TRIMBLE.....	Emporia.
DR. E. L. GANN.....	Emporia.
DR. E. E. TIPPIN.....	Wichita.
DR. E. E. TIPPIN, JR.....	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.

**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
1-2	Streator Chillicothe Galesburg La Plata Marceline Carrollton	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen and Scheduled stops Williams and beyond	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen and Scheduled stops Williams and beyond	19	Carrollton	Tulsa	
					East of Kansas City	Dodge City to Halstead inclusive	
					Emporia	St. John Garden City Lamar La Junta and North, and Scheduled stops beyond La Junta	
2	La Plata	Chicago and beyond		20	Streator Chillicothe Galesburg La Plata Marceline Emporia		St. John Garden City Lamar La Junta and North, and Scheduled stops beyond La Junta.
6	Newton to Kansas City		Wichita and beyond				
9	In Illinois	Kansas City and beyond			Streator Galesburg	Beyond Chicago	
	Verona Dallas City		Chicago and beyond	21-22	Streator Chillicothe	Scheduled stops in California	Scheduled stops Albuquerque and beyond
10	East of Kansas City		Beyond Kansas City			Galesburg	Lamy and Scheduled stops in California
	Camden		Kansas City and beyond				
	Ransom Kinsman Verona Mazon Toluca Dallas City Camden	Chicago and beyond		23-24	Between Kan- sas City and Wellington	Beyond Wellington	Beyond Wellington
11	Newkirk	Oklahoma City and beyond	Wichita and beyond	24	Belle Plaine	Beyond Newton	
12	Newkirk	Wichita and beyond	Oklahoma City and beyond	123	In Illinois	Stations in Illinois and beyond Newton	Stations in Illinois
	East of Kansas City		Dodge City to Halstead inclusive		Ft. Madison to Kansas City	Beyond Newton	
15	Marceline	Tulsa, Wichita and beyond	Chicago and beyond	124	Newton to Kansas City		Beyond La Junta
	Newkirk	Oklahoma City and beyond	Wichita and beyond		211	Collinsville	
16	Marceline		Wichita and beyond		Olathe	Cherryvale and beyond	Chicago and beyond
	Joliet	Scheduled stops in Arizona and California	Scheduled stops in Arizona and California	212	Olathe	Chicago and beyond	Cherryvale and beyond
17-18	Streator Chillicothe Galesburg	Scheduled stops in California	Scheduled stops in California			Collinsville	Kansas City and beyond

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.)

