

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. VERA E. JAGGERS.....Wellington
 E. H. RUPPELIUS.....Winfield
 L. W. GRIMES.....Arkansas City
 J. H. DWEELAARD (Assistant).....Arkansas City
 C. R. MCCULLOUGH.....Angusta
 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.

3

IN EFFECT

Sunday, January 12, 1958

**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**

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

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

2 MIDDLE DIVISION

FIRST DISTRICT

WESTWARD												TIME TABLE No. 3 January 12, 1958	Rating Grade Ascending	Siding Capacity 50 ft. Per Car	
Second Class	First Class														
73	23	11	19	3	25	5	7	17	15	1	123	STATIONS	2 Tracks	6.1	W103 E119
Mixed	The Grand Canyon	The Kansas Cityan	The Chief	Passenger	Motor	The Ranger	Fast Mail-Express	Super Chief-El Capitan	Texas Chief	San Francisco Chief	The Grand Canyon					Emporia YL	3 Tracks	6.1	W72 E72
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	Emporia YL 3.2	6.8	
	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 2.55	AM 12.30	Strong City YL	3 Tracks	9.2	
	11.18	7.19	6.43	12.18	11.23	11.18	11.03	4.38	3.48	2.58	12.34	Merrick YL	3 Tracks	10.4	
					11.28							Plymouth	3 Tracks	0	
					11.32							Saffordville	3 Tracks	17.4	
	11.25	7.26	6.50	12.25	11.35	11.26	11.10	4.45	3.55	3.05	12.43	Ellinor	3 Tracks	18.0	
AM 3.05	11.31	7.31	6.55	12.30	11.35	11.15	11.10	4.50	4.00	3.10	12.50	Strong City YL	2 Tracks	19.3	
3.10 AM	11.34	7.35	6.58	12.33		11.39	11.19	4.53	4.03	3.13	12.54	Neva	2 Tracks	14.8	
	11.41	7.42	7.05	12.40		11.47	11.26	5.01	4.10	3.21	1.02	Elmdale	2 Tracks	46.4	
					Via Second District						1.06	Clements	2 Tracks	0	
	11.51	7.51	7.14	12.49	11.59	11.35	5.10	4.19	3.30	1.13		Cedar Point	2 Tracks	0	
Via Strong City District	12.01	8.00	7.23	12.58	12.10	11.44	5.19	4.28	3.39	1.25		Florence YL	2 Tracks	19.3	
	12.10	8.09	7.31	1.06		12.19	11.53	5.28	4.36	1.34		Peabody	2 Tracks	14.8	
	12.30 AM	8.25 PM	7.45 PM	1.20 PM		12.35 PM	12.10 PM	5.45 AM	4.50 AM	4.05 AM	1.55 AM	C.R.I. & P. Crossing	2 Tracks	0	
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	Waltton	2 Tracks	0	
40.2	33.4	42.6	47.4	47.4	53.2	54.7	62.6	62.8	67.4	62.6	51.5	Mo. Pac. Crossing	2 Tracks	0	
												Newton YL	2 Tracks	0	
												(73.0)	2 Tracks		
												Average speed per hour	2 Tracks		

SIGNAL SYSTEM TWO IN EFFECT:

Emporia to Newton.

RULE 251 IN EFFECT:

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

RULE 261 IN EFFECT:

Main track No. 3 between Merrick and Ellinor.

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 Ways Communications	Mile Post	Railing Grade Ascending	TIME TABLE No. 3 January 12, 1958	EASTWARD												
				First Class											Second Class	
				2	124	18	24	12	4	8	26	6	20	16	74	
				San Francisco Chief	The Grand Canyon	Super Chief-El Capitan	The Grand Canyon	The Chicagoan	Passenger	Fast Mail Express	Motor	The Ranger	The Chief	Texas Chief	Mixed	
			STATIONS	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	AUTOMATIC BLOCK SYSTEM AUTOMATIC TRAIN STOP 2 TRACKS 3 TRACKS TWO TRACKS	EMPORIA YL 3.2	AM 1.35	AM 3.15	AM 3.40	AM 4.50	AM 9.45	PM 12.15	PM 4.50	PM 5.10	PM 6.10	PM 9.05	PM 11.00	
	C	115.3		MERRICK YL 4.9	1.28	3.10	3.35	4.41	9.37	12.07 PM	4.40	5.02	5.58	8.59	10.52	
	B	120.2		PLYMOUTH 3.2							f 4.57					
	C	123.4		SAFFORDVILLE 2.0				f 4.30			f 4.52					
	C	125.4		ELLINOR 6.3	1.20	3.01	3.26	4.25	9.30	11.59	4.32	4.48 PM	5.50	8.49	10.45	PM
Y	C	131.7		STRONG CITY YL 4.1	1.15	2.56	3.21	4.15	9.25	11.54	4.25		5.45	8.43	10.40	5.20 PM
	B	135.8		NEVA 2.5	1.12	2.52	3.17	4.05	9.22	11.49	4.19		5.39	8.39	10.37	5.15 PM
	C	138.3		ELMDALE 7.3				4.02								
	C	145.6		CLEMENTS 5.1	1.04	2.44	3.09	3.54	9.14	11.41	4.11		5.31	8.30	10.29	
	C	150.7		CEDAR POINT 6.2				3.46								
Y	C	156.9		FLORENCE YL 11.4	12.55	2.35	3.00	3.38	9.05	11.32	4.01	Via Second District	5.22	8.20	10.20	Via Strong City District
	C	168.3		PEABODY 0.3	12.46	2.26	2.51	3.20	8.56	11.22	3.51		5.12	8.11	10.11	
		168.6		C.R.I. & P. Crossing 9.7												
	C	178.3		WALTON 6.3	12.38	2.18	2.43	3.09	8.48	11.13	3.43		5.03	8.03	10.03	
		184.6		Mo. Pac. Crossing 0.5												
FT	Y	185.1	NEWTON YL	12.30 AM	2.10 AM	2.35 AM	3.00 AM	8.40 AM	11.05 AM	3.35 PM		4.55 PM	7.55 PM	9.55 PM		
			(73.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	
			Average speed per hour	67.4	67.4	67.4	39.8	67.4	62.6	58.4	36.3	58.4	62.6	67.4	49.2	

SIGNAL SYSTEM TWO IN EFFECT:

Newton to Emporia.

RULE 251 IN EFFECT:

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

RULE 261 IN EFFECT:

Main Track No. 3 between Ellinor and Merrick.

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.

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				Fuel, Water, Turn Tables and Wyes	Rating Grade Ascending	TIME TABLE No. 3 January 12, 1958	Rating Grade Ascending	Mile Post	Communications	EASTWARD			
	First Class										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	125.4	C				PM 4.48
130		11.42				21.2	GLADSTONE 5.8	0	130.3					4.42
130		11.52				21.2	BAZAR 8.3	0	136.1	C				4.35
159		12.01				0	MATFIELD GREEN 9.8	21.2	144.4	C				4.26
295		12.14				14.7	CASSODAY 4.2	21.1	154.2	C				4.15
288		12.20				21.0	AIKMAN 7.7	21.2	158.4					4.10
143		12.30				21.1	CHELSEA 8.2	21.2	166.1					4.00
95		12.54			Y	0	EL DORADO YL 3.3	0	174.3	C				3.47
		12.59				0	VANORA 7.7	0	177.6					3.33
E129 W189		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 (189.5)					
133	Via Third District		Via Third District	Via Third District		31.7	SALTER 6.4	21.1	205.2		Via Third District	Via Third District		Via Third District
133						21.6	ROSE HILL 2.8	21.1	211.6					
			Via Douglass District			21.6	EAST JCT. 6.2	31.7	214.4				Via Douglass District	
141	PM 2.28		AM 5.03	AM 2.04	Y	0	MULVANE 1.3	21.4	220.6	C	AM 12.49	AM 9.36		PM 11.23
	2.30		5.05	2.06		0	WEST JCT. 3.8	21.4	221.9		12.46	9.31		11.20
						0	Midland Valley Crs'g 0.8	21.4	225.7					
147	2.35					0	BELLE PLAINE 0.7	18.8	226.5	C		9.27		
						31.7	Mo. Pac. Crossing 4.5	0	227.2					
	2.40		5.15	2.15		0	CICERO 7.4	21.4	231.7		12.35	9.20		11.10
	3.00 PM		5.30 AM	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			(99.9)				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	46.3

SIGNAL SYSTEM TWO IN EFFECT:

Ellinor to Wellington, except AG Tower interlocking.

SIGNAL SYSTEM ONE IN EFFECT:

AG Tower interlocking.

RULE 251 IN EFFECT:

El Dorado to M.P. 201.7 (west of Augusta) and M.P. 230.6 (east of Cicero) to Division Board M.P. 236.9.

RULE 261 IN EFFECT:

On Main Tracks Ellinor to El Dorado; M.P. 201.7 (west of Augusta) to M.P. 230.6 (east of Cicero), except westward main track between Mulvane and west end of Second District siding; and Division board M.P. 236.9 to Wellington.

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 50 ft. Per Car	WESTWARD		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending	TIME TABLE No. 3 January 12, 1958	Ruling Grade Ascending	Mile Post	Communications	EASTWARD	
	Second Class								Second Class	
	89	87							88	90
	Way Frt.	Mixed							Mixed	Way Frt.
Leave Tues. and Fri.	Leave Daily. Ex. Sun.			STATIONS				Arrive Daily. Ex. Sun.	Arrive Tues. and Fri.	
		AM 6.00	Y	0	FLORENCE YL 5.9	0		PM 6.40		
		6.15		20.3	OURSLER 4.6	0	5.5	6.25		
31		f 6.30		0	MARION YL 0.3	0	10.1	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	15.3	f 5.59		
35		f 7.00		31.7	HILLSBORO YL 5.8	17.4	20.5	f 5.45		
		f 7.15		31.7	LEHIGH 7.8	0	26.3	f 5.31		
38		f 7.45		0	CANTON 5.8	11.6	34.1	f 5.15		
42		f 8.00		27.2	GALVA 3.9	31.7	39.9	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	s 4.40	PM 7.00	
	PM			31.7	U.P. Crossing 6.4	15.3	47.3			
	12.04	f 8.55		31.7	CONWAY 6.9	30.9	53.7	f 4.15	6.45	
	12.16	f 9.15		31.7	WINDOM 5.6	31.7	60.6	f 4.03	6.33	
	12.30 PM	s 9.50	Y	31.7	LITTLE RIVER YL 5.8	0	66.2	s 3.50	6.20 PM	
		f 10.05		11.9	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	s 3.10	2.10	
				31.7	S.L.-S.F. Jct. 0.1	31.7	78.3			
				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	f 1.45		
		f 11.05		0	SILICA 6.4	29.3	92.1	f 1.25		
		11.25 AM	Y		ELLINWOOD YL		98.5	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			23.4	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 ONE IN EFFECT:

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

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

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.

RULE 251 IN EFFECT:

No. Wichita to North Jct.

W.N. Jct. to Arkansas City.

RULE 261 IN EFFECT:

On Main Track First Street to No. Wichita and South Jct. to Mulvane.

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 4.10	AM 12.50
		f 1.05					
8.45	1.44	f 1.13			5.15	4.24	1.08
8.51	1.49	1.21			5.21	4.29	1.15
8.56	1.54	1.28			5.26	4.34	1.20
9.05 16 9.10	2.05 2.10	s 1.35 1.50		AM 5.40	s 5.35	s 4.45	s 1.25 24 1.45
9.12	2.12	1.52		5.42 AM	5.37	4.47	1.48
		s 2.05					
9.27	2.28 PM	s 2.11			5.52	5.03 AM	2.04 AM
9.37	Via Second District	f 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	PM 1.55		6.15		
s 9.55		s 2.45	2.00 PM		s 6.20		
10.01		2.52			6.27		
s 10.10 PM		s 3.15 PM			s 6.40 AM		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
49.5	46.8	37.6	13.2	27.0	47.0	48.5	47.6

TIME TABLE			
No. 3			
January 12, 1958			
Rating Grade Ascending	Fuel, Water, Turn Tables and Wyes	Siding Capacity 50 ft. Per Car	
STATIONS			
		FT	
			77
			133
			146
			130
		FT	
21.2			
		Y	
31.7			133
16.4			134
21.6			
31.7	Y		53
			128
			59
		Y	
13.5			
			W80
31.7			
31.7		FT	
(78.3)			
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. 3 January 12, 1958	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
			STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
C	185.1	27.8	NEWTON 0.4 A.T.&S.F. Crossing	AM 2.20	AM 8.35	AM 10.50	PM 4.35			PM 9.50	AM 12.30
	185.5	27.8	FIRST STREET 2.5								
	188.0	18.0	McGRAW 3.2								
	191.2	5.5	PUTNAM 4.0	1.50	8.21	10.30	4.16			9.38	12.07 AM
C	195.2	10.4	SEDGWICK 6.6			10.27	4.12				
C	201.8	7.2	VALLEY CENTER S.L.-S.F. Crossing			10.22	4.05				
C	209.1	9.5	NO. WICHITA YL 1.0	1.34	8.07	10.15	3.58			9.23	11.53
	210.1	10.8	Mo. Pac. Crossing								
C	211.7	0	NORTH JCT. YL 0.6	1.28	8.02	10.08	3.52			9.17	11.47
C	212.3	28.8	WICHITA U. S. YL 0.9	1.25 23 1.10	8.00	10.05 9.55	3.50 3.40			PM 8.30 9.15 11 9.10	11.45
C	213.2	10.9	SOUTH JCT. C.R.I.&P. Crossing	1.05	7.50	9.52	3.37			2.22 PM 9.03	11.38
	217.4	31.7	CONNELL 5.6								
	223.0	31.7	DERBY 4.9				3.23				
C	227.9	18.6	MULVANE 10.0	12.49 AM	7.38	9.36 AM	3.17			8.50	11.23 PM
C	237.9	39.6	UDALL 4.9	Via Second District	7.29	Via Second District	3.06	Via Douglass District	Via Panhandle Division	8.41	Via Second District
	242.8	31.7	DALE 6.7		7.24		2.59			8.36	
	249.5	0	Mo. Pac. Crossing								
C	249.7	16.3	W.N. JCT. YL A.T.&S.F. Crossing		7.19		2.51	PM 2.52		8.29	
	250.4	16.3	S.L.-S.F. Crossing								
C	250.8	31.7	WINFIELD YL 5.3		7.17		2.48	2.50 PM		8.27	
B	256.1	31.7	HACKNEY 7.3		7.11		2.37			8.19	
C	263.4		ARKANSAS CITY YL (78.3)		7.05 AM		2.30 PM			8.12 PM	
			Average speed per hour	33.8	32.2	40.1	40.8	32.0	37	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:

On Main Track Mulvane to South Jct. and No. Wichita to First Street.

Other than provided in Rule 651 (A), trains must secure numbered clearance cards before leaving originating stations, except No. 26 at Winfield, eastward from Second District at Mulvane, and Panhandle Division trains originating at South Jct. Eastward extra trains secure clearance cards at WN Jct.; Nos. 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

Siding Capacity 50 Ft. Per Car	WESTWARD.			Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 3 January 12, 1958	Ruling Grade Ascending	Mile Post	Communications	EASTWARD		
	Second Class.									Second Class		
	73	175	73							74	74	176
	Mixed	U. P. Mixed	Mixed							Mixed	Mixed	U. P. Mixed
Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.	Arrive Tue, Thurs. Sat.	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.							
		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		
22		s 4.15		50.5	6.3 C.R.I. & P. Crossing LOST SPRINGS	41.2	25.5			s 4.15		
30		f 4.29		20.6	5.2 JACOBS	49.1	30.7			f 4.05		
				0	0.2 C.R.I. & P. Crossing	0	30.9					
53		f 4.40		48.6	5.9 HOPE	49.1	36.8			f 3.50		
				34.4	0.3 Mo. Pac. Crossing	0	37.1					
				40.7	7.3 NAVARRE	47.5	44.4	C		s 3.32		
27		f 4.58		0	7.7 ENTERPRISE YL	47.5	52.1	C		s 3.15		
39		f 5.17		0	0.1 C.R.I. & P. Crossing	0	52.2					
				0	0.1 A.T. & S.F. Crossing	0	52.3					
				0	5.8 ABILENE YL	0	58.1	C		s 3.00		
		s 6.00	FT	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		0	0.2 U.P. Crossing	0	59.0			1.28		
31		f 6.22		37.0	8.0 TALMAGE YL	0	67.0	C		f 1.05		
32		f 6.35	Y	39.8	5.8 MANCHESTER YL	0	72.8	C		f 12.50		
34		f 6.50		52.8	5.6 LONGFORD	52.7	78.4	C		f 12.40		
15		f 7.05		52.8	5.3 OAK HILL	52.8	83.7	B		f 12.30		
				52.7	9.3 MILTONVALE YL	37.0	93.0	C		f 12.15		
54	AM 8.17	f 7.30		0	0.2 M.V. JCT. YL	0	93.2			PM 12.13	1.42	
17	8.35	f 7.55		52.8	8.9 AURORA	52.7	102.1	C		f 11.55	1.24	
	8.47			52.6	5.9 HUSCHER	52.7	108.0				1.12	
				0	2.0 COOK	52.7	110.0					
				0	3.2 Mo. Pac. Crossing	0	113.2					
				0	0.1 C.B. & Q. Crossing	0	113.3					
	9.02 AM	8.20		0	0.1 C.O. JCT. YL	0	113.3			11.32	1.02 PM	
				0	0.1 U.P. Crossing	0	113.4					
	AM 9.25	s 8.25 AM	T	17.8	0.1 CONCORDIA YL	0	113.5	C	s 10.55	11.30 AM		
				14.2	3.1 HANNUM	0	116.6					
				0	3.5 Mo. Pac. Crossing	0	120.1					
	f 9.55			29.9	1.4 ONEONTA	0	121.6		f 10.39			
	f 10.10			52.4	6.2 KACKLEY	0	127.7	C	f 10.25			
				0	6.0 C.R.I. & P. Crossing	23.5	127.7					
	s 10.25			52.1	7.5 COURTLAND	52.7	133.7	C	s 10.10			
	f 10.50			52.6	5.8 LOVEWELL	0	141.2	C	f 9.50			
19	f 11.05			0	5.8 WEBBER	52.8	147.0	B	f 9.35			
				42.2	4.9 State Line	0	151.9					
				42.2	0.7 Mo. Pac. Crossing	0	152.6					
				0	0.4 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 Mon., Wed., Fri.	Arrive Daily Ex. Sun.		(153.8)				Leave Tue, Thurs. Sat.	Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.	
	20.1	27.1	21.6		Average speed per hour				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.

Little River District

Siding Capacity 50 ft. Per Car	WESTWARD Second Class		Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE No. 3 January 12, 1958	Rolling Grade Ascending	Mile Post	Communications	EASTWARD Second Class	
	89	Mixed							90	Mixed
	Leave Tues. and Fri.				STATIONS				Arrive Tues. and Fri.	
	PM 12.45	Y		15.8	LITTLE RIVER YL	0		C	PM 6.20	
	f 1.01			52.8	6.2 GALT	0	6.1		f 6.01	
				45.7	4.8 Mo. Pac. Crossing	0	10.9			
	s 1.17			52.2	0.5 GENESEO	45.4	11.4		f 5.46	
					9.1 S.L.S.F. Crossing					
	s 1.40			37.5	LORRAINE YL	51.7	20.5	C	f 5.23	
13	s 2.00			52.8	5.6 HOLYROOD YL	0	26.1	C	f 5.08	
	f 2.12			52.8	4.6 FARHMAN	44.9	30.7		f 4.55	
	f 2.27			0	5.7 HITSCHMANN	37.0	36.4		f 4.40	
	s 2.40			47.5	4.8 BEAVER	27.3	41.2	C	f 4.27	
	s 2.55			45.5	5.8 SUSANK	31.7	47.0	C	f 4.12	
	f 3.03			52.8	2.9 STICKNEY	51.5	49.9		f 4.04	
	f 3.11			52.8	2.9 MILLARD	52.8	52.8		f 3.56	
	3.30 PM	Y			GALATIA YL		56.9	C	3.45 PM	
	Arrive Tues. and Fri.				(57.0)				Leave Tues. and Fri.	
	20.7				Average speed per hour				22.1	

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

No. 89 is superior to No. 90.

No switch lights on the Little River District.

Minneapolis District

Siding Capacity 50 ft. Per Car	WESTWARD Second Class		Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE No. 3 January 12, 1958	Rolling Grade Ascending	Mile Post	Communications	EASTWARD Second Class	
	85	Mixed							86	Mixed
	Leave Tues. Thur.				STATIONS				Arrive Tues. Thur.	
	AM 7.00	Y		52.8	MANCHESTER YL	52.8		C	AM 9.35	
	s 7.18			52.8	5.7 VINE CREEK	52.8	5.6	C	s 11.50	
	s 7.45			52.8	8.7 WELLS	52.8	14.3	B	s 11.05	
	s 8.15			52.8	9.7 MINNEAPOLIS YL	52.8	24.0	C	s 10.35	
				0	0.2 U.P. Crossing	0	24.2			
	f 8.28			0	4.2 BREWER	0	28.4		f 10.20	
	s 8.45			0	5.8 ADA	0	34.2	C	s 10.02	
	s 8.58			0	4.4 MILO	0	38.6		s 9.48	
	9.15 AM	Y		0	BARNARD YL	0	43.0	C	9.35 AM	
	Arrive Tues. Thur.				(43.1)				Leave Tues. Thur.	
	19.2				Average speed per hour				19.2	

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.

Cottonwood District

Siding Capacity 50 ft. Per Car	WESTWARD		Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE No. 3 January 12, 1958	Rolling Grade Ascending	Mile Post	Communications	EASTWARD	
	First Class	25							26	Motor
					STATIONS				Arrive Daily	
					STRONG CITY YL	0		C	PM 3.27	
25	Y	21.1		1.6	COT'NWD FALLS YL	0	1.6	C	s 3.26	
				0.1	END OF TRACK		1.7		f 3.18	
					(1.9)				s 3.13	

No switch lights on the Cottonwood District.

Douglass District

Siding Capacity 50 ft. Per Car	WESTWARD First Class		Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE No. 3 January 12, 1958	Rolling Grade Ascending	Mile Post	Communications	EASTWARD First Class	
	25	Motor							26	Motor
	Leave Daily				STATIONS				Arrive Daily	
	PM 1.08	Y		0	AG TOWER YL	0	185.3	C	PM 3.27	
	s 1.13			0	S.L.S.F. Crossing	0	185.7	C	s 3.26	
134	f 1.21			0	0.4 AUGUSTA YL	0	192.0		f 3.18	
139	s 1.28			10.6	8.3 GORDON	15.8	197.0	C	s 3.13	
181	f 1.36			0	4.0 DOUGLASS	15.8	202.6		s 3.07	
185	f 1.46			10.6	5.6 ROCK	15.8	208.8	B	f 3.00	
				10.6	8.2 AKRON	15.8	215.9			
				0	7.1 Mo. Pac. Crossing	0	216.0	C	2.52 PM	
97	1.55 PM	Y		0	0.1 W.N. JCT. YL	0			Leave Daily	
	Arrive Daily				(30.7)					
	39.2				Average speed per hour				47.3	

Trains must secure numbered clearance cards before leaving originating stations.

No. 25 is superior to No. 26.

10 MIDDLE DIVISION

SALINA DISTRICT

Siding Capacity 50 ft. Per Car	WESTWARD			Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 3 January 12, 1958	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					
		6.10	7.10		0	0.2 S.A. JCT.	0			9.58		
					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	
		7.15 AM	8.15		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	0.4 SALINA F.S. YL	0	21.7	C		12.45 PM	1.00 PM
			8.30		14.2	0.6 SALINA U.S. YL	0	22.1	C		11.35	
42			8.50		39.9	7.4 U.P. Crossing	37.0	22.7				
42			9.05		47.7	6.8 HEDVILLE	30.0	30.1			11.10	
			9.15		47.5	5.3 GLENDALE	42.2	36.9			10.55	
			9.22		47.6	3.3 JUNIATA	44.0	42.2			10.43	
			9.29		47.5	3.5 WESTFALL	42.2	45.5	C		10.35	
			9.40		39.6	6.2 EDALGO	42.2	49.0			10.28	
					50.0	1.4 BARTON	50.2	55.2			10.15	
			9.45		0	0.3 U.P. Crossing	0	56.6				
45			10.00		37.0	5.2 LINCOLN CENTER YL	21.1	56.9	C		10.10	
			10.10		47.5	3.1 GOLDENROD	37.0	62.1			9.57	
					37.0	3.2 DENMARK	18.5	65.2	B		9.50	
					37.0	3.3 GRANT	0	68.4				
			10.25		42.2	5.4 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	8.2 TIPTON	50.0	86.0	C		9.05	
					21.1	3.9 CORINTH	10.6	94.2				
					47.5	4.4 FORNEY	42.2	98.1				
			11.40 AM	Y	26.4	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.
			22.6			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.

Rule 104(A): 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.

Employes 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.

Employes, 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
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.

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 60 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 60 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—(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	55
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	50
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

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

SPECIAL RULES

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
STRONG CITY DISTRICT		
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
SALINA DISTRICT		
Salina, over street crossings	15	15
Curve, M.P. 24.5 to 24.6	15	15
Curve, M.P. 25.1 to 25.2	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
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2898, 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, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45	45
650-653, 2300	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, 5001-5035	60	40	25	
3752-3775	90	40	25	
2900-2929, 3776-3784	100	40	25	

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 Pile Drivers AT 199452 AT 199453 MPH	Pile Drivers AT 199452 AT 199453 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 AND SIDINGS—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. Trains or engines using siding will not exceed maximum turnout speed for that siding.

"T"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT			
Merrick	I	Crossovers	30
Ellinor	I	Main track turnouts and crossovers except turnout connecting Second District and track No. 3 First Dist.	40
	I	Turnout connecting Second District and track No. 3 First District	60
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

14 MIDDLE DIVISION.

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

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

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT—(Cont'd).			
Peabody	S	West end westward siding	30
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 except turnout connecting Second District and track No. 3 First Dist.	40
	I	Turnout connecting Second District and track No. 3 First District	60
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	I	End of two tracks	60
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

SPECIAL RULES.

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

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

STATION	TYPE	LOCATION	MPH
THIRD DISTRICT—(Cont'd).			
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
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)	
Augusta (includes A.G. Tower)	Manchester	
	Miltonvale (includes M.V. Jct.)	
El Dorado	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, 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

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
FIRST DISTRICT	
Yard 185.1	Newton, cinder pit hoist. Newton, train sheds.
STRONG CITY DISTRICT	
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.
SALINA DISTRICT	
Yard	Salina, Salina Terminal, canopy over tracks each side of elevator.
Yard 25.2	Salina, Gooch Mill, canopy over track on south side of mill.
101.1	C & G Elevator, canopy over tracks north and south side. Solomon River Bridge.

24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE

Name	Location	Capacity
THIRD DISTRICT		
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
SALINA DISTRICT		
C. & G. spurs and switching tracks.....	M.P. 25.2	245 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. FRANK CVETKOVICH, Augusta
DR. F. J. ECKDALL, Emporia	DR. FREDRICK D. EPP, Augusta
DR. A. W. CORBETT, Emporia	DR. GLEN E. KASSEBAUM, El Dorado
DR. CHARLES R. HOPPER, Emporia	DR. ROBERT M. BRIAN, El Dorado
DR. JACOB HINDEN, Strong City	DR. A. C. EITZEN, Hillsboro
DR. ROBERT D. WOOD, Peabody	DR. A. H. DYCK, McPherson
DR. J. W. HERTZLER, Newton	DR. A. F. SCHMIDT, Little River
DR. A. G. DIETRICH, Newton	DR. L. J. BEYER, Lyons
DR. H. R. SCHMIDT, Newton	DR. F. E. WALLACE, Chase
DR. KARL VOLDENG, Wellington	DR. MARLIN W. CARLSON, Ellinwood
DR. WARD M. COLE, Wellington	DR. L. G. HEINS, Abilene
DR. ALBERT C. HATCHER, Wellington	DR. D. C. CHAFFEE, Abilene
DR. Y. E. PARKHURST, Belle Plaine	DR. J. C. MITCHELL, Salina
DR. FRANK EMBERY, Wichita	DR. CHESTER E. SCOTT, Salina
DR. DANIEL M. THOMPSON, Wichita	DR. O. U. NEED, Oak Hill
DR. FARRIS D. EVANS, Wichita	DR. L. E. HAUGHEY, Concordia
DR. E. S. BRINTON, Wichita	DR. E. R. GELVIN, Concordia
DR. A. J. WRAY, Wichita	DR. JOHN H. LATHROP, Concordia
DR. E. S. HYMER, Sedgwick	DR. M. D. MCCOMAS, Courtland
DR. LESLIE H. COBB, Mulvane	DR. C. G. MCMAHON, Superior
DR. EUGENE B. WINCHESTER, Mulvane	DR. HOMER S. FOUTZ, Minneapolis
DR. M. J. DUNBAR, Winfield	DR. J. E. HENSHALL, Osborne
DR. E. W. HELLWEG, Arkansas City	DR. JOHN C. SLIFER, Osteopath, Florence
DR. GEORGE MEEK, Arkansas City	DR. T. C. ENSEY, Marion
DR. G. L. CAMPBELL, Arkansas City	DR. CHAS. MAGEE, Marion
DR. NEWTON C. SMITH, Ark. City	DR. H. R. TURNER, Hope
DR. BRUCE G. SMITH, Arkansas City	DR. H. R. SMITH, Lincoln Center
DR. T. L. HILL, Arkansas City	DR. H. L. SONGER, Lincoln Center
DR. CARL STENSAAS, Ark. City	DR. CLARENCE E. THOMPSON, Holyrood

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	El Capitan	Streator Chillicothe	Scheduled stops in California	Scheduled stops Albuquerque and beyond
					Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops Albuquerque and beyond
On days El Capitan is consolidated with Super Chief, trains 17-18 will make conditional stops shown for El Capitan.							
2	La Plata	Chicago and beyond		19	Carrollton	Tulsa	
					East of Kansas City	Dodge City to Halstead inclusive	
6	Newton to Kansas City		Wichita and beyond		Emporia	St. John Garden City Lamar La Junta and Scheduled stops beyond	
9	In Illinois	Kansas City and beyond		20	Streator Chillicothe Galesburg La Plata Marceline Emporia		St. John Garden City Lamar La Junta and Scheduled stops beyond
	Verona Dallas City		Chicago and beyond		Streator Galesburg	Beyond Chicago	
10	East of Kansas City		Beyond Kansas City	23-24	Between Kan- sas City and Wellington	Beyond Wellington	Beyond Wellington
	Baring Camden		Kansas City and beyond		24	Belle Plaine	Beyond Newton
11	Ransom Kinsman Verona Mazon Toluca Dallas City Baring Camden	Chicago and beyond		123	In Illinois	Stations in Illinois and beyond Newton	Stations in Illinois
	Newkirk	Oklahoma City and beyond	Wichita and beyond		Ft. Madison to Kansas City	Beyond Newton	
12	Newkirk	Wichita and beyond	Oklahoma City and beyond	124	Baring	Kansas City and beyond	Chicago and beyond
	East of Kansas City		Dodge City to Halstead inclusive		Newton to Kansas City		Beyond La Junta
15	Marceline	Tulsa, Wichita and beyond	Chicago and beyond	211	Collinsville		Kansas City and beyond
	Newkirk	Oklahoma City and beyond	Wichita and beyond		Olathe	Cherryvale and beyond	Chicago and beyond
16	Marceline		Wichita and beyond	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.)

