

SUMNER GREENWOOD, Trainmaster.....Newton, Kans.  
 N. L. MINNIX, Trainmaster.....Newton, Kans.  
 J. M. WATKINS, Trainmaster.....Newton, Kans.  
 T. B. DANFORTH, Chief Dispatcher.....Newton, Kans.  
 W. T. MORAN, Asst. Chief Dispatcher.....Newton, Kans.  
 C. M. GREGORY, Asst. Chief Dispatcher.....Newton, Kans.

**TRAIN DISPATCHERS—NEWTON, KANSAS**

J. M. UTTERBACK	H. J. GARVIN	R. E. CALDWELL
R. W. GUY	J. Q. COOPER	H. C. FLOTTMAN
P. W. HARE	G. O. THOMAS	R. E. STANFORD
F. O. BAIRD	E. M. COUGHLIN	W. E. ZANOVICH
R. H. WILLIS	R. W. RENFROE	K. L. SEBO
C. R. SNODGRASS	R. T. POLLEY	

**AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY**

OVERSPEED Couplings are DAMAGING - Here's what happens:

4 miles per hour <input type="checkbox"/>	<b>SAFE COUPLING SPEED</b>
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.**

**10**

**IN EFFECT**

**Sunday, April 30, 1961**

**At 12:01 A. M.**

**Central Standard Time**

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

**L. M. OLSON,  
 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							
87	73	11	19	3	7	17	15	1	123
Way Frt.	Way Frt.	The Kansas Cityan	The Chief	Passenger	Fast Mail-Express	Super Chief-El Capitan	Texas Chief	San Francisco Chief	The Grand Canyon
Leave Daily Except Sun.	Leave Daily Except Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
AM 4.00	AM 2.40	PM 7.25	PM 6.40	AM 11.20	AM 11.00	AM 3.55	AM 3.45	AM 1.05	AM 12.30
4.10	2.45	7.28	6.43	11.23	11.03	3.58	3.48	1.08	12.34
4.20	2.55	7.35	6.50	11.30	11.10	4.05	3.55	1.15	12.43
4.30	3.05	7.40	6.55	11.35	11.15	4.10	4.00	1.20	12.50
4.35	3.10 AM	7.43	6.58	11.38	11.19	4.13	4.03	1.23	12.54
4.45		7.50	7.05	11.45	11.26	4.20	4.10	1.30	1.02
5.00 AM	Via Strong City District	7.59	7.14	11.54 PM	11.35	4.29	4.19	1.38	1.13
Via McPherson District		8.08	7.23	12.03	11.44	4.38	4.28	1.46	1.25
		8.16	7.31	12.11	11.53	4.46	4.36	1.53	1.34
		8.30 PM	7.45 PM	12.25 PM	12.10 PM	5.00 AM	4.50 AM	2.10 AM	1.55 AM
Arrive Daily Except Sun.	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
44.8	47.4	67.4	67.4	67.4	62.6	67.4	67.4	67.4	51.5

TIME TABLE  
No. 10  
April 30, 1961

### STATIONS

EMPORIA YL	2 Tracks	3.2	6.1	
MERRICK YL	3 Tracks	4.9	6.1	
PLYMOUTH		3.2	4.4	
SAFFORDVILLE	2 Tracks	2.0	6.8	
ELLINOR		6.3	9.2	
STRONG CITY YL	TWO TRACKS	4.1	10.4	W103 E119
NEVA		2.5	0	
ELMDALE	TWO TRACKS	7.3	17.4	W63 E81
CLEMENTS		5.1	13.0	W58 E54
CEDAR POINT	TWO TRACKS	6.2	0	
FLORENCE YL		11.4	19.3	W126 E165
PEABODY	TWO TRACKS	0.3	14.8	W103 E57
C.R.I. & P. Crossing		9.7	45.4	
WALTON	TWO TRACKS	6.3	0	
Mo. Pac. Crossing		0.5	0	
NEWTON YL				

AUTOMATIC BLOCK SYSTEM  
AUTOMATIC TRAIN STOP

(73.0)

Average speed per hour

### SIGNAL SYSTEM TWO IN EFFECT:

Emporia to Newton.

### RULE 251 IN EFFECT:

Emporia to Mo. Pac. crossing Newton except westward Main Track between interlocking Strong City and interlocking Neva, and on Main Track No. 3 between Merrick and Ellinor.

### RULE 261 IN EFFECT:

Westward Main Track between interlockings Strong City and Neva.

Main Track No. 3 between Merrick and Ellinor.

Trains must secure numbered clearance cards before leaving originating stations.

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 move at restricted speed.

Between Mo. Pac. crossing and Sand Creek the two extreme south tracks will be used for freight train movements.

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**

Turntables and Wyes Communications	Mile Post	Rating Grade Ascending	Feet Per Mile	TIME TABLE No. 10 April 30, 1961	EASTWARD									
					First Class								Second Class	
					2	124	18	12	4	8	20	16	74	88
					San Francisco Chief	The Grand Canyon	Super Chief-El Capitan	The Chicagoan	Passenger	Fast Mail Express	The Chief	Texas Chief	Way Frt.	Way Frt.
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.					
T	C	112.1	21.2	<b>EMPORIA YL</b> 3.2	AM 3.00	AM 3.20	AM 3.30	AM 9.30	PM 12.20	PM 3.50	PM 8.05	PM 11.00	PM 5.45	PM 6.40
	C	115.3	0	<b>MERRICK YL</b> 4.9	2.55	3.10	3.20	9.20	12.15	3.35	7.59	10.52	5.40	6.30
	B	120.2	0	<b>PLYMOUTH</b> 3.2										
		123.4	0	<b>SAFFORDVILLE</b> 2.0										
		125.4	0	<b>ELLINOR</b> 6.3	2.45	3.01	3.10	9.11	12.06	3.26	7.51	10.45	5.30	6.20
Y	C	131.7	0	<b>STRONG CITY YL</b> 4.1	2.41	2.56	3.06	9.06	12.01 PM	3.21	7.46	10.40	5.20	6.10
	B	135.8	0	<b>NEVA</b> 2.5	2.37	2.52	3.02	9.02	11.57	3.17	7.42	10.37	5.15 PM	6.05
	C	138.3	12.8	<b>ELMDALE</b> 7.3										
		145.6	0	<b>CLEMENTS</b> 5.1	2.29	2.44	2.54	8.54	11.49	3.09	7.34	10.29		5.55
	C	150.7	0	<b>CEDAR POINT</b> 6.2										
Y	C	156.9	0	<b>FLORENCE YL</b> 11.4	2.20	2.35	2.45	8.45	11.40	3.00	7.25	10.20	Via Strong City District	5.40 PM
	C	168.3	0	<b>PEABODY</b> 0.3	2.11	2.26	2.36	8.36	11.31	2.51	7.16	10.11	Via Mo- Pherson Dist.	
		168.6	16.3	<b>C.R.I. &amp; P. Crossing</b> 9.7										
		178.3	21.1	<b>WALTON</b> 6.3	2.03	2.18	2.28	8.28	11.23	2.43	7.08	10.03		
		184.6	19.1	<b>Mo. Pac. Crossing</b> 0.5										
TY	C	185.1		<b>NEWTON YL</b>	1.55 AM	2.10 AM	2.20 AM	8.20 AM	11.15 AM	2.35 PM	7.00 PM	9.55 PM		
				(73.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	
				Average speed per hour	67.4	62.6	62.6	62.6	67.4	58.4	67.4	67.4	47.4	44.8

**SIGNAL SYSTEM TWO IN EFFECT:**

Newton to Emporia.

**RULE 251 IN EFFECT:**

Mo. Pac. crossing Newton to Emporia except westward Main Track between interlocking Neva and interlocking Strong City, and on Main Track No. 3 between Ellinor and Merrick.

**RULE 261 IN EFFECT:**

Westward Main Track between interlockings Neva and Strong City.

Main Track No. 3 between Ellinor and Merrick.

Trains must secure numbered clearance cards before leaving originating stations except Neva; eastward from Fourth District at Ellinor, and No. 88 at Florence. Rule 281 or Rule 285 indication on Strong City District home signal at Neva authorizes movement to First District as an eastward extra.

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 move at restricted speed.

Between Sand Creek and Mo. Pac. crossing the two extreme south tracks will be used for freight train movements.

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

### SIGNAL SYSTEM ONE IN EFFECT:

Kinsley Interlocking to M.P. 352.3 (Dodge City)

### SIGNAL SYSTEM TWO IN EFFECT:

Newton to, and including, Kinsley Interlocking.

M.P. 352.3 to M.P. 354.1 (Dodge City)

### RULE 251 IN EFFECT:

First Street (Newton) to M.P. 214.0 (Way)

### RULE 261 IN EFFECT:

On Main Tracks, M.P. 214.0 (Way) to RX Tower

On Main Tracks, Kinsley to M.P. 352.3 (Dodge City)

On Siding Kinsley (M.P. 302.3 to M.P. 318.4)

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations, except at CH Jct., ND Jct., Fifth District trains at Way and Kinsley. Westward Fifth District trains must secure numbered clearance cards at RX Tower.

At Newton between Mo. Pac. crossing and First Street, 0.4 mile west of passenger station, 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 move at restricted speed.

Between RX Tower and ND Jct., and at Dodge City between M.P. 352.1 and M.P. 352.3, there is no superiority of trains. Trains and engines within these limits will move at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Between RX Tower and CH Jct., south track designated Main Track No. 1 upon which the current of traffic is eastward; middle track Main Track No. 2 upon which the current of traffic is westward; and north track Main Track No. 3 upon which the current of traffic is westward.

Between RX Tower and ND Jct., westward trains will use Main Track on signal indication at RX Tower, and eastward trains will use Main Track on signal indication at ND Jct. and CH Jct., except; westward Fifth District trains will use Main Track No. 3 between RX Tower and CH Jct. unless otherwise instructed, and other trains will not use Main Track No. 3 unless directed to do so. Trains will not use hand operated crossovers for train movements between RX Tower and ND Jct. without permission from control station.

Time of trains at Way applies at interlocked switch east end freight yard.

Mile posts West of Kinsley represent milage from Atchison via Fifth District.

Siding Capacity 30 ft. Per Car	WESTWARD					Mile Post	Feet Per Mile	Rating Grade Ascending	TIME TABLE No. 10 April 30, 1961	STATIONS
	First Class									
	311	19	7	17	123					
	Passenger	The Chief	Fast Mail Express	Super Chief-El Capitan	The Grand Canyon					
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	PM 8.35	PM 7.50	PM 12.20	AM 5.05	AM 2.10	185.1	0			NEWTON YL 1.6
						186.7	21.1			SAND CREEK YL 7.9
W88 E88	f 8.44	7.57	12.27	5.12	f 2.20	194.6	21.1			HALSTEAD 9.5
W88 E90	f 8.54	8.05	12.35	5.20	2.28	204.1	9.5			S.L.-S.F. Crossing BURRTON 10.8
	9.05	8.14	12.44	5.29	2.37	214.9	0			WAY YL 1.6
	9.08	8.16	12.46	5.31	2.39	216.5	0			RX TOWER CRI&P Crossing YL 1.5
	s 9.14	s 8.20	12.50	5.35	s 2.55	218.0	0			HUTCHINSON YL 0.3
	9.15 PM					218.3	0			CH JCT. YL 0.9
	Via Fifth District	8.23	12.54	5.38	2.57	219.2	21.1			ND JCT. Mo. Pac. Cros'g YL 4.2
82		8.28	12.58	5.43	3.01	223.4	0			WHITESIDE 5.5
82		8.32	1.02 <sup>8</sup>	5.47	3.05	228.9	21.1			PARTRIDGE 6.2
135		8.37	1.07	5.52	3.10	235.1	21.1			ABBYVILLE 5.6
84		8.41	1.11	5.56	3.15	240.7	21.1			PLEVNA 5.7
86		8.45	1.15	6.00	3.19	246.4	21.1			SYLVIA 4.7
200		8.48	1.19	6.03	3.23	251.1	21.1			ZENITH 5.9
84		8.53	1.23	6.07 <sup>f</sup>	3.29	257.0	0			STAFFORD 0.2
						257.2	0			Mo. Pac. Crossing 8.8
200		9.01	1.30	6.14 <sup>f</sup>	3.39	266.0	21.1			ST. JOHN 6.8
85		9.07	1.35	6.19	3.44	272.8	15.8			DILLWYN 4.8
82		9.11	1.39	6.22 <sup>f</sup>	3.47	277.6	15.8			MACKSVILLE 7.3
200		9.17	1.44	6.27	3.52	284.9	0			BELPRE 8.4
84	Via Fifth District PM	9.23	1.50	6.33	3.58	293.3	0			LEWIS 9.1
135	11.19 <sup>124</sup>	9.30	1.58	6.41 <sup>s</sup>	4.18	302.4 (316.7)	21.1			KINSLEY YL 8.0
99 101	f 11.26					324.7	21.1			OFFERLE 5.6
141						330.3	21.1			BELLEFONT 5.8
153 105	f 11.37				312 4.41	336.1	24.2			SPEARVILLE 8.6
144	f 11.45	9.52	2.20	7.01	4.55	344.7	26.5			WRIGHT 7.8
	s 11.59 PM	s 10.07 PM	s 2.35 PM	s 7.15 AM	s 5.15 AM	352.5				DODGE CITY YL
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(153.1)
	51.7	67.1	68.0	70.6	49.7					Average speed per hour

TWO TRACKS

3 Tracks

2 Tracks

AUTOMATIC BLOCK SYSTEM

AUTOMATIC TRAIN STOP

2 Tracks

# SECOND DISTRICT

# MIDDLE DIVISION 5

TIME TABLE No. 10 April 30, 1961	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EASTWARD				
				First Class				
				18	312	8	20	124
				Super Chief-El Capitan	Passenger	Fast Mail Express	The Chief	The Grand Canyon
STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
NEWTON YL 1.6	31.8	T	C	AM 2.15	AM 8.05	PM 2.25	PM 6.55	AM 1.55
SAND CREEK YL 7.9	15.8	Y	C					
HALSTEAD 9.5	0		C	2.01	7.47	1.55	6.38	1.25
S.L.-S.F. Crossing BURRTON 10.8	0		C	1.53	7.37	1.44	6.30	1.14
WAY YL 1.6	0	Y	C	1.44	7.27	1.32	6.21	1.01
RX TOWER CRI&P Crossing YL 1.5	0		C	1.42	7.24	1.30	6.19	12.58
HUTCHINSON YL 0.3	0	Y	B	1.38	7.20	1.25	6.15	12.53
CH JCT. YL 0.9	0				7.10 AM			
ND JCT. Mo. Pac. Cros'g YL 4.2	0		B	1.35	Via Fifth District	1.12	6.10	12.36
WHITESIDE 5.5	0		B	1.31		1.07	6.06	12.31
PARTRIDGE 6.2	0			1.27		1.02	6.02	12.27
ABBYVILLE 5.6	0		B	1.23		12.50	5.58	12.23
PLEVNA 5.7	20.3		B	1.19		12.45	5.54	12.19
SYLVIA 4.7	0		C	1.15		12.40	5.50	12.15
ZENITH 5.9	0		B	1.12		12.37	5.47	12.12
STAFFORD 0.2	0		C	1.08		12.32	5.43	12.06 AM
Mo. Pac. Crossing 8.8	0							
ST. JOHN 6.8	0		C	1.00		12.23	5.36	11.56
DILLWYN 4.8	0		B	12.55		12.16	5.31	11.49
MACKSVILLE 7.3	0		C	12.52		12.13	5.28	11.45
BELPRE 8.4	0		C	12.47		12.08	5.23	11.38
LEWIS 9.1	0		C	12.41	Via Fifth District AM	12.03 PM	5.17	11.31
KINSLEY YL 8.0	0	Y	C	12.34	5.00	11.55	5.10	11.19 <sup>311</sup>
OFFERLE 5.6	0		C		4.49			
BELLEFONT 5.8	0							
SPEARVILLE 8.6	24.2		C		12.3 4.41			11.01
WRIGHT 7.8	26.5		C	12.13	4.35	11.35	4.49	10.55
DODGE CITY YL		TY	C	12.03 AM	4.25 AM	11.25 AM	4.40 PM	10.45 PM
(153.1)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour				69.6	46.0	51.0	68.0	48.3

### SIGNAL SYSTEM ONE IN EFFECT:

M.P. 352.3 (Dodge City) to signal 3212 (M.P. 321.9)

### SIGNAL SYSTEM TWO IN EFFECT:

M.P. 354.1 to M.P. 352.3 (Dodge City)

Signal 3212 (M.P. 321.9) to Newton.

### RULE 251 IN EFFECT:

M.P. 214.0 (Way) to First Street (Newton)

### RULE 261 IN EFFECT:

On Main Tracks M.P. 352.3 (Dodge City) to Kinsley (Including Kinsley Interlocking).

On Main Tracks RX Tower to M.P. 214.0 (Way)

On Siding Kinsley (M.P. 318.4 to M.P. 302.3)

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations, except at ND Jct., and CH Jct.

At Newton between First Street, 0.4 mile west of passenger station 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 move at restricted speed.

At Dodge City between M.P. 352.8 and M.P. 352.1, and between ND Jct. and RX Tower, there is no superiority of trains. Trains and engines within these limits must move at restricted speed; between these points Main Tracks may be used not protecting against regular and extra trains and engines.

Between CH Jct. and RX Tower, south track designated Main Track No. 1 upon which the current of traffic is eastward; middle track Main Track No. 2 upon which the current of traffic is westward; and north track Main Track No. 3 upon which the current of traffic is westward.

Between ND Jct. and RX Tower, westward trains will use Main Track on signal indication at RX Tower, and eastward trains will use Main Track on signal indication at ND Jct. and CH Jct., except; westward Fifth District trains will use Main Track No. 3 between RX Tower and CH Jct., unless otherwise instructed, and other trains will not use Main Track No. 3 unless directed to do so. Trains will not use hand operated crossovers for train movement between RX Tower and ND Jct. without permission from control station.

Time of trains at Way applies at interlocked switch east end freight yard.

Mile posts West of Kinsley represent mileage from Atchison via Fifth District.

# 6 MIDDLE DIVISION

# THIRD DISTRICT

### SIGNAL SYSTEM ONE IN EFFECT:

North Jct. interlocking.  
South Jct. interlocking.  
WN Jct. interlocking.

### SIGNAL SYSTEM TWO IN EFFECT:

First Street to Arkansas City except: North Jct., South Jct., and WN Jct. interlocking.

### RULE 251 IN EFFECT:

M.P. 207.9 (No. Wichita) to North Jct.  
WN Jct. to Arkansas City.

### RULE 261 IN EFFECT:

On Main Track First Street to M.P. 207.9 (No. Wichita) and South Jct. to Mulvane.

WESTWARD				TIME TABLE No. 10 April 30, 1961	Rolling Grade Ascending	Turn Tables and Wyes	Siding Capacity 50 ft. Per Car
First Class							
11	3	15	1				
The Kansas Cityan	Passenger	Texas Chief	San Francisco Chief				
Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PM 8.35	PM 12.35	AM 5.00	AM 2.15				
				<b>STATIONS</b>	Feet Per Mile		
				<b>NEWTON</b>		TY	
				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			
8.50	12.49	5.15	2.27	<b>VALLEY CENTER</b>	0		130
				S.L.-S.F. Crossing			
				7.3			
8.56	12.54	5.21	2.32	<b>NO. WICHITA YL</b>	0	T	
				1.0			
				Mo. Pac. Crossing	0		
				1.6			
9.01	12.59	5.26	2.36	<b>NORTH JCT. YL</b>	21.2		
				0.6			
9.10 18	1.10		2.55	<b>WICHITA U. S.</b>	0		
9.20	1.15	5.35	3.05	0.9			
				<b>SOUTH JCT.</b>	31.7	Y	
				C.R.I. & P. Crossing			
				4.2			
				<b>CONNELL</b>	16.4		133
				5.6			
				<b>DERBY</b>	21.6		134
				4.9			
9.38 f	1.33	5.52	3.23	<b>MULVANE</b>	31.7	Y	53
	PM	AM	AM	10.0			
9.50	Via Fourth District	6.03	Via Fourth District	<b>UDALL</b>	0		128
				4.9			
9.55		6.08		<b>DALE</b>	0		59
				6.9			
				<b>W.N. JCT. YL</b>	13.5	Y	
				A.T.&S.F. Crossing			
				0.7			
				<b>S.L.-S.F. Crossing</b>	0		
				0.4			
10.10		6.20		<b>WINFIELD YL</b>	31.7		W80
				5.3			
10.17		6.27		<b>HACKNEY</b>	31.7		
				7.3			
10.30		6.40		<b>ARKANSAS CITY YL</b>		TY	
PM		AM					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(78.3)			
44.7	46.6	47.0	44.3	Average speed per hour			

Other than provided in Rule 502, 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. 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 move 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

# MIDDLE DIVISION 7

Communications	Mile Post	Ruling Grade Ascending	TIME TABLE No. 10 April 30, 1961	EASTWARD			
				First Class			
				2	12	4	16
				San Francisco Chief	The Chicagoan	Passenger	Texas Chief
		Feet Per Mile	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
C	185.1	27.8	NEWTON 0.4	AM 1.35	AM 8.10	AM 11.05	PM 9.50
	185.5	27.8	A.T.&S.F. Crossing FIRST STREET 2.5				
	188.0	18.0	McGRAW 3.2				
	191.2	5.5	PUTNAM 4.0	1.13	7.55	10.51	9.38
C	195.2	10.4	SEDGWICK 6.6			10.48	
C	201.8	7.2	VALLEY CENTER S.L.-S.F. Crossing 7.3			10.43	
C	209.1	9.5	NO. WICHITA YL 1.0	1.01	7.41	10.36	9.23
	210.1	10.8	Mo. Pac. Crossing 1.6				
C	211.7	0	NORTH JCT. YL 0.6	12.57	7.37	10.32	9.17
C	212.3	28.8	WICHITA U. S. 0.9	12.55	7.35 7.25	10.30 10.22	9.15 9.10
C	213.2	10.9	SOUTH JCT. C.R.I.&P. Crossing 4.2	12.38	7.15	10.16	9.03
	217.4	31.7	CONNELL 5.6				
	223.0	31.7	DERBY 4.9				
C	227.9	18.8	MULVANE 10.0	12.25 AM	7.02	10.00 AM	8.50
C	237.9	39.6	UDALL 4.9	Via Fourth District	6.53	Via Fourth District	8.41
	242.8	31.7	DALE 6.9		6.48		8.36
C	249.7	16.3	W.N. JCT. YL A.T.&S.F. Crossing 0.7		6.42		8.29
	250.4	16.3	S.L.-S.F. Crossing 0.4				
C	250.8	31.7	WINFIELD YL 5.3		6.40		8.27
B	256.1	31.7	HACKNEY 7.3		6.32		8.19
C	263.4		ARKANSAS CITY YL		6.25 AM		8.12 PM
			(78.3)	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Average speed per hour	36.7	49.5	45.1	50.5

### SIGNAL SYSTEM ONE IN EFFECT:

WN Jct. interlocking.  
South Jct. interlocking.  
North Jct. interlocking.

### SIGNAL SYSTEM TWO IN EFFECT:

Arkansas City to First Street, except: WN Jct., South Jct. and North Jct., interlocking.

### RULE 251 IN EFFECT:

Arkansas City to WN Jct.  
North Jct. to M.P. 207.9 (No. Wichita).

### RULE 261 IN EFFECT:

On Main Track Mulvane to South Jct. and M.P. 207.9 (No. Wichita) to First Street.

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations, except eastward from Fourth District at Mulvane. 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 move 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.

# 8 MIDDLE DIVISION

# FOURTH DISTRICT

Siding Capacity 50 ft. Per Car	WESTWARD		Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 10 April 30, 1961	Ruling Grade Ascending	Mile Post	Communications	EASTWARD	
	First Class								First Class	
	3	1							2	4
	Passenger	San Francisco Chief							San Francisco Chief	Passenger
	Leave Daily	Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
229				0	ELLINOR 4.9	0	125.4			
130				21.2	GLADSTONE 5.8	0	130.3			
200				21.2	BAZAR 8.3	0	136.1	C		
159				0	MATFIELD GREEN 9.8	21.2	144.4	C		
295				14.7	CASSODAY 4.2	21.1	154.2	C		
288				0	AIKMAN 7.7	21.2	158.4			
143				21.1	CHELSEA 8.2	21.2	166.1			
95			Y	0	EL DORADO YL 3.3	0	174.3	C		
				0	VANORA 7.7	0	177.6			
E129 W189			Y	0	AG TOWER YL S.L.-S.F. Crossing 0.4	0	185.3	C		
				0	AUGUSTA YL 5.7	0	185.7 (199.5)			
133	Via Third District	Via Third District		31.7	SALTER 6.4	21.1	205.2		Via Third District	Via Third District
133				21.6	ROSE HILL 9.0	31.7	211.6			
141	PM 1.33	AM 3.23	Y	0	MULVANE 5.1	21.4	220.6	C	AM 12.25	AM 10.00
				0	Midland Valley Crs'g 0.8	18.8	225.7			
147	1.40			0	BELLE PLAINE 0.7	18.8	226.5	C		f 9.52
				31.7	Mo. Pac. Crossing 4.5	0	227.2			
	1.45	3.35		0	CICERO 7.4	21.4	231.7		12.12	9.47
	2.00 PM	3.50 AM	TY		WELLINGTON		238.9	C	12.05 AM	9.40 AM
	Arrive Daily	Arrive Daily			(99.9)				Leave Daily	Leave Daily
	40.7	40.7			Average speed per hour				54.9	54.9

### 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. 201.8 (west of Augusta) and M.P. 230.6 (east of Cicero) to Division Board M.P. 237.1.

### RULE 261 IN EFFECT:

On Main Tracks Ellinor to El Dorado; M.P. 201.8 (west of Augusta) to M.P. 230.6 (east of Cicero), and Division board M.P. 237.1 to Wellington.

TWO TRACKS: M.P. 215.8 to M.P. 221.9 Mulvane.

Other than provided in Rule 502, trains must secure numbered clearance cards before leaving originating stations, except westward at Ellinor and El Dorado; westward from Third to Fourth District at Mulvane; eastward from Douglass District at AG Tower.

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, trains and engines must move at restricted speed.

Mile posts west of Augusta represent mileage from Atchison via Florence and former El Dorado District.



**FIFTH DISTRICT**

**MIDDLE DIVISION 9**

Siding Capacity 50 ft. Per Car	WEST- WARD		Ruling Grade Ascending	TIME TABLE No. 10 April 30, 1961	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD	
	First Class							First Class	
	311							312	
	Passenger							Passenger	
	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	
	PM 9.15	218.8		CH JCT. YL				AM 7.10	
82	9.21	223.2	0	4.9 YAGGY	0		B	7.04	
82	f 9.27	228.6	7.4	5.4 NICKERSON	0		C	f 6.56	
		235.7	0	7.1 Mo. Pac. Crossing	0				
85	f 9.37	236.7	11.1	1.0 STERLING YL	0		C	s 6.46	
82	f 9.44	242.9	0	6.2 ALDEN	0		C	f 6.36	
58	f 9.52	249.0	0	6.1 RAYMOND	0			f 6.28	
53	9.58	253.5	10.5	4.5 CLARENDON	0		B	6.22	
82	s 10.06	259.4	0	5.9 ELLINWOOD YL	0	Y	C	s 6.14	
82	10.12	263.9	0	4.5 DARTMOUTH	0		B	6.07	
	s 10.20	269.5	11.8	5.6 GREAT BEND YL	0	Y	C	s 6.00	
52	10.29	277.3	19.4	7.8 DUNDEE	0		B	5.47	
82	f 10.37	283.0	13.0	5.7 PAWNEE ROCK	0		C	f 5.41	
83	s 10.47	291.8	13.0	8.8 LARNED YL	0	Y	C	s 5.32	
53	10.53	297.4	0	5.6 HAMBURG	0		B	5.21	
84	f 10.59	302.5	17.4	5.1 GARFIELD	0		C	f 5.15	
52	11.06	309.4	12.6	6.9 NETTLETON	0		B	5.08	
	s 11.19	316.7	9.0	7.3 KINSLEY YL	0	Y	C	5.00 AM	
	Arrive Daily			(98.4)				Leave Daily	
	48.6			Average speed per hour				45.4	

SIGNAL SYSTEM TWO IN EFFECT:

CH Jct.

Mo. Pac. crossing (1.0 mile East of Sterling)

Kinsley Interlocking

Trains must secure numbered clearance cards before leaving originating stations, except at CH Jct. Westward trains originating east of CH Jct. must secure numbered clearance cards at RX Tower.

Train order signal at Kinsley governs Second District trains only.

**LARNED DISTRICT**

Siding Capacity 50 ft. Per Car	WEST- WARD		Ruling Grade Ascending	TIME TABLE No. 10 April 30, 1961	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD	
	Second Class							Second Class	
	71							72	
	Mixed							Mixed	
	Leave Sun., Tues., Thurs.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Mon., Wed., Fri.	
88	PM 12.01			LARNED YL		Y	C	AM 11.05	
	f 12.25	6.6	10.5	6.6 FRIZELL	0			f 10.45	
	s 12.50	12.2	10.5	5.6 SANFORD	0			s 10.25	
	s 1.15	17.0	10.5	4.8 ROZEL	0		C	s 10.10	
	s 2.15	23.9	24.8	6.9 BURDETT	0		C	s 9.45	
	f 2.35	30.7	0	6.8 GRAY	0			f 9.15	
	s 3.05	35.4	7.0	4.7 OLNEY	0		C	s 9.00	
	4.15 PM	46.2	52.8	10.8 JETMORE YL	52.8	Y	C	8.30 AM	
	Arrive Sun., Tues., Thurs.			(46.2)				Leave Mon., Wed., Fri.	
	10.9			Average speed per hour				17.9	

Trains must secure numbered clearance cards before leaving originating stations.

No switch lights on Larned District.

# 10 MIDDLE DIVISION

# McPHERSON DISTRICT

Siding Capacity 60 ft. Per Car	WESTWARD		Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 10 April 30, 1961	Ruling Grade Ascending	Mile Post	Communications	EASTWARD	
	Second Class								Second Class	
	89	87							88	90
	Way Frt.	Way Frt.							Way Frt.	Way Frt.
	Leave Tues. and Fri.	Leave Daily Ex. Sun.		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily Ex. Sun.	Arrive Tues. and Fri.
		AM 5.00	Y	0	FLORENCE YL 5.9	0		C	PM 5.40	
		5.15		20.3	OURSLER 4.6	0	5.5		5.25	
31		5.30		0	MARION YL 0.3	0	10.1	C	5.13	
				31.7	C.R.I. & P. Crossing 4.9	0	10.4			
45		5.45		31.7	CANADA 5.2	13.4	15.3		4.59	
35		6.00		31.7	HILLSBORO YL 5.8	17.4	20.5	C	4.45	
		6.15		31.7	LEHIGH 7.8	0	26.3	C	4.31	
38		6.45		0	CANTON 5.8	11.6	34.1	C	4.15	
42		7.00		27.2	GALVA 3.9	31.7	39.9		3.55	
				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	7.40		0	McPHERSON YL 0.1	0	47.2	C	3.40	PM 7.00
	PM			31.7	U.P. Crossing 6.4	15.3	47.3			
	12.04	7.55		31.7	CONWAY 6.9	30.9	53.7	C	3.15	6.45
	12.16	8.15		31.7	WINDOM 5.6	31.7	60.6		3.03	6.33
	12.30 PM	8.50	Y	31.7	LITTLE RIVER YL 5.8	0	66.2	C	2.50	6.20 PM
		9.05		11.9	MITCHELL 5.4	31.7	72.0		2.22	
	Via Little River Dist.			0	Mo. Pac. Crossing 0.7	0	77.4			Via Little River Dist.
		9.25		31.7	LYONS YL 0.3	31.7	78.1	C	2.10	
				28.8	S.L.-S.F. Crossing 7.6	31.7	78.4			
		9.50		30.1	CHASE YL 6.1	21.9	86.0	C	12.45	
		10.05		0	SILICA 6.4	29.3	92.1		12.25	
		10.25 AM	Y		ELLINWOOD YL		98.5	C	12.15 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				18.3	28.5

### SIGNAL SYSTEM TWO IN EFFECT:

Marion Automatic Interlocking.

M.P. 43.8 (Galva-McPherson) Automatic Interlocking.

Trains must secure numbered clearance cards before leaving originating stations, except No. 90 at Little River, and No. 87 at Florence.

No. 87 is superior to No. 88.

No switch lights on McPherson District.

**SALINA DISTRICT**

**MIDDLE DIVISION 11**

Sliding Capacity 50 Ft. Per Car	WESTWARD			Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 10 April 30, 1961	Ruling Grade Ascending	Mile Post	Communications	EASTWARD		
	77	Second Class								566	80	78
		Way Freight	C.R.I.&P. Mixed									
	Leave Tues., Thur., Sat.	Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily Ex. Sun.	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.
	AM 7.05		AM 7.05	T	0	ABILENE YL 0.4	0		C	AM 10.01	PM 2.00	PM 2.00
		AM 6.00			0	C.R.I.&P. JCT. 0.2	0					
		6.02			0	S.A. JCT. 0.3	0			9.55		
		6.10	7.10		0	WEST ABILENE YL 7.5	0			9.50	1.50	
A.T.&S.F. Yard	Via Union Pacific	Via Union Pacific	Via Union Pacific		0	SOLOMON 12.6	0		C	Via Union Pacific	Via Union Pacific	Via Union Pacific
		7.10	8.10		0	EAST SALINA YL 0.4	0			9.00	1.00	
		7.15 AM	8.15		0	A.B. JCT. 1.0	0	20.5		8.55 AM	12.55	
					0	U.P. Crossing 0.1	0	21.5				
					0	U.P. Crossing 0.1	0	21.6				
	8.20 AM		8.20		0	SALINA F. S. YL 0.4	0	21.7	C		12 45 PM	1.00 PM
			s 8.30		14.2	SALINA U.S. YL 0.6	0	22.1	C		s 11.35	
					39.9	U.P. Crossing 7.4	37.0	22.7				
42			f 8.50		47.7	HEDVILLE 6.8	30.0	30.1			f 11.10	
42			f 9.05		47.5	GLENDALE 5.3	42.2	38.9			f 10.55	
			f 9.15		47.6	JUNIATA 3.3	44.0	42.2			f 10.43	
			s 9.22		47.5	WESTFALL 3.5	42.2	45.5	C		s 10.35	
					39.6	EDALGO 6.2	42.2	49.0				
			9.40		50.0	BARTON 1.4	50.2	55.2			10.15	
					0	U.P. Crossing 0.3	0	58.6				
45			s 9.45		37.0	LINCOLN CENTER YL 5.2	21.1	58.9	C		s 10.10	
			10.00		47.5	GOLDENROD 3.1	37.0	62.1			9.57	
			f 10.10		37.0	DENMARK 3.2	18.5	65.2	B		f 9.50	
					37.0	GRANT 3.3	0	68.4				
			f 10.25		42.2	ASH GROVE 5.4	30.0	71.7	B		f 9.35	
			s 10.40		52.8	HUNTER 3.9	44.9	77.1	C		s 9.25	
17			s 11.00		55.4	TIPTON 8.2	50.0	86.0	C		s 9.05	
					21.1	CORINTH 3.9	10.6	94.2				
					47.5	FORNEY 4.4	42.2	98.1				
			11.40 AM	Y		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 move at restricted speed; 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.

# 12 MIDDLE DIVISION

## Little River District

WEST-WARD Second Class	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 10 April 30, 1961	Ruling Grade Ascending	Mile Post	Communications	EAST-WARD Second Class
89							90
Mixed							Mixed
Leave Tues. and Fri.		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Tues. and Fri.
PM 12.45	Y		<b>LITTLE RIVER YL</b>			C	PM 6.20
f 1.01		15.8	6.2 GALT	0	6.1		f 6.01
		52.8	4.8 Mo. Pac. Crossing	0	10.9		
s 1.17		45.7	0.5 GENESEO	0	11.4		f 5.46
		52.2	9.1 S.L.-S.F. Crossing	45.4			
s 1.40			LORRAINE YL		20.5	C	f 5.23
s 2.00		37.5	5.6 HOLYROOD YL	51.7	26.1	C	f 5.08
f 2.12		52.8	4.6 FARHMAN	0	30.7		f 4.55
f 2.27		52.8	5.7 HITSCHMANN	44.9	36.4		f 4.40
s 2.40		0	4.8 BEAVER	37.0	41.2	C	f 4.27
s 2.55		47.5	5.8 SUSANK	27.3	47.0		f 4.12
f 3.03		45.5	2.9 STICKNEY	31.7	49.9		f 4.04
f 3.11		52.8	2.9 MILLARD	51.5	52.8		f 3.56
3.30 PM	Y	52.8	4.1 GALATIA YL	52.8	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

WEST-WARD Second Class	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 10 April 30, 1961	Ruling Grade Ascending	Mile Post	Communications	EAST-WARD Second Class
85							86
Mixed							Mixed
Leave Wed. Fri.		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Wed. Fri.
PM 1.00	Y		<b>MANCHESTER YL</b>			C	PM 5.50
1.18		52.8	5.7 VINE CREEK	52.8	5.6		5.31
s 1.45		52.8	8.7 WELLS	52.8	14.3	B	s 5.05
s 2.15		52.8	9.7 MINNEAPOLIS YL	52.8	24.0	C	s 4.35
		0	0.2 U.P. Crossing	0	24.2		
f 2.28		0	4.2 BREWER	0	28.4		f 4.20
s 2.45		0	5.8 ADA	0	34.2	C	s 4.02
2.58		0	4.4 MILO	0	38.6		3.48
3.15 PM	Y	0	BARNARD YL		43.0	C	3.35 PM
Arrive Wed. Fri.			(43.1)				Leave Wed. Fri.
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.

## Douglass District

Siding Capacity 30 ft. Per Car	WEST-WARD	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 10 April 30, 1961	Ruling Grade Ascending	Mile Post	Communications	EAST-WARD
			Feet Per Mile	STATIONS	Feet Per Mile			
		Y	0	AG TOWER YL S.L.-S.F. Crossing	0	185.3	C	
			0	0.4 AUGUSTA YL	0	185.7		
134			0	6.3 GORDON	0	192.0		
139			10.6	5.0 DOUGLASS	15.8	197.0	C	
131			0	5.6 ROCK	15.8	202.6		
135			10.6	6.2 AKRON	15.8	208.8	B	
97		Y	10.6	7.2 W.N. JCT. YL	15.8	216.0	C	
				(30.7)				
				Average speed per hour				

Trains must secure numbered clearance cards before leaving originating stations.

# STRONG CITY DISTRICT

# MIDDLE DIVISION 13

Siding Capacity 50 Ft. Per Car	WESTWARD			Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 10 April 30, 1961	Ruling Grade Ascending	Mile Post	Communications	EASTWARD		
	Second Class									Second Class		
	73	175	73							74	74	176
	Mixed	U. P. Mixed	Mixed		Feet Per Mile	STATIONS	Feet Per Mile			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	0		B		PM 5.15	
			3.16		34.7	ROCKLAND	0	2.6			5.10	
34			f 3.30		39.4	HYMER	0	7.6	C		f 5.00	
20			f 3.45		37.0	DIAMOND SPRINGS	0	13.4			f 4.47	
29			f 4.00		47.5	BURDICK	0	19.2	C		f 4.35	
			4.15		50.5	C.R.I.&P. Crossing LOST SPRINGS	41.2				f 4.15	
22			f 4.29		20.6	JACOBS	49.1	25.5			f 4.05	
30					0	C.R.I.&P. Crossing	0	30.7				
53			f 4.40		48.6	HOPE	49.1	30.9			f 3.50	
			4.58		34.4	Mo. Pac. Crossing	0	37.1				
27			f 5.17		40.7	NAVARRE	47.5	44.4	C		f 3.32	
39					0	ENTERPRISE YL	47.5	52.1	C		f 3.15	
			6.00	T	0	C.R.I.&P. Crossing	0	52.2				
			6.03		0	A.T.&S.F. Crossing	0	52.3				
			6.05		0	ABILENE YL	0	58.1	C		s 3.00	
			6.22		0	C.R.I.&P. Jct.	0	58.6				
31			f 6.35	Y	0	S.A. Jct.	0	58.8			1.30	
32			f 6.50		0	U.P. Crossing	0	59.0			1.28	
34			f 7.05		37.0	TALMAGE YL	0	67.0	C		f 1.05	
15			f 7.30		39.8	MANCHESTER YL	0	72.8	C		f 12.50	
54		AM 8.17	f 7.31		52.8	LONGFORD	52.7	78.4	C		f 12.40	
17		8.35	f 7.55		52.8	OAK HILL	52.8	83.7	B		f 12.30	
		8.47			52.7	MILTONVALE YL	37.0	93.0	C		f 12.15	
		9.02 AM	8.20		0	M.V. JCT. YL	0	93.2			PM 12.13	PM 1.42
		9.25	8.25 AM	T	52.7	AURORA	52.7	102.1	C		f 11.55	1.24
					52.7	HUSCHER	52.7	108.0				1.12
					0	COOK	52.7	110.0				
					0	Mo. Pac. Crossing C.B.&Q. Crossing	0	113.2				
					0	C.O. JCT. YL	0	113.3			11.32	PM 1.02
					17.8	U.P. Crossing	0	113.4				
					14.2	CONCORDIA YL	0	113.5	C	s 10.55	11.30 AM	
					0	HANNUM	0	116.6				
					29.9	Mo. Pac. Crossing	0	120.1				
			f 9.55		52.4	ONEONTA	0	121.5			f 10.39	
			f 10.10		0	KACKLEY	23.5	127.7			f 10.25	
			s 10.25		52.1	C.R.I.&P. Crossing COURTLAND	52.7	133.7	C	s 10.10		
			f 10.50		52.6	LOVEWELL	0	141.2	C		f 9.50	
19			f 11.05		0	WEBBER	52.8	147.0	B		f 9.35	
					42.2	State Line	0	151.9				
					42.2	Mo. Pac. Crossing	0	152.6				
					0	C.B.&Q. Crossing	0	153.0				
					0	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 Automatic Interlocking.  
 Jacobs Automatic Interlocking.  
 Hope Automatic 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.

Between Abilene Station and U.P. Crossing M.P. 59.0, there is no superiority of trains. Trains and engines within these limits must move at restricted speed; 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.

14 MIDDLE DIVISION

CIMARRON VALLEY DISTRICT

Siding Capacity 50 ft. Per Car	WEST- WARD		Mile Post	Feet Per Mile	Rolling Grade Ascending	TIME TABLE No. 10 April 30, 1961			Rolling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD	
	Second Class					STATIONS	Feet Per Mile	Second Class					
	173							174					
	Mixed											Mixed	
	Leave Mon., Wed., Fri.											Arrive Tues., Thurs., Sat.	
	AM 7.00												PM 2.00
			0.2	0		DODGE CITY YL 0.2	0	TY	0				
			1.1	0		C.R.I. & P. Jct. YL 0.9	0						
			9.9	52.8		Cimarron Valley Jct. YL 8.8	0						
34	f 7.28		9.9	52.8		SAYRE 4.1	0					f 1.20	
65	s 7.38		14.0	21.1		ENSIGN 5.0	0			C		s 1.05	
32	f 7.50		19.0	20.1		HAGGARD 7.2	21.1					f 12.45	
112	s 8.05		26.2	52.8		MONTEZUMA 10.9	21.1			C		s 12.20 PM	
111	s 8.25		37.1	21.1		COPELAND 5.6	0			C		s 11.50	
	f 8.40		42.7	21.1		TICE 6.9	0					f 11.20	
83	s 9.05		49.6	21.1		SUBLETTE 8.3	18.0			C		s 11.05	
	s 9.40		57.9	52.8		SATANTA YL 0.4	52.8	Y		C		s 10.45	
			58.3	52.8		SATANTA JCT. YL 15.7	52.8						
32	s 10.30		74.0	21.1		MOSCOW 12.7	21.1			C		s 9.30	
52	s 11.05		86.7	21.1		HUGOTON 7.3	0			C		s 9.00	
	f 11.25		94.0	21.1		FETERITA 8.7	0					f 8.30	
33	s 11.50 PM		102.7	42.2		ROLLA 8.3	0			C		s 8.12	
	f 12.10		111.0	42.2		WILBURTON 8.6	0					f 7.55	
40	s 12.45		119.6	52.8		ELKHART YL 12.4	48.6	Y		C		s 7.35	
	f 1.17		132.0	52.8		STURGIS 11.6	24.3					f 7.00	
24	s 1.50		143.6	31.7		KEYES 1.2				C		s 6.35	
			144.8			B.M. & E. JCT. 14.4	26.4						
	3.00 PM		159.2			BOISE CITY YL		Y		C		6.00 AM	
	Arrive Mon., Wed., Fri.					(159.5)						Leave Tues., Thurs., Sat.	
	19.9					Average speed per hour						19.9	

SIGNAL SYSTEM TWO IN EFFECT:

Dodge City.

Trains must secure numbered clearance cards before leaving originating stations, and at Satanta.

Trains and engines using C.R.I. & P. track between C.R.I. & P. Jct. and Cimarron Valley Jct. must move at restricted speed.

No switch lights on Cimarron Valley District.

**MANTER DISTRICT**

Siding Capacity 50 ft. Per Car	WEST- WARD Second Class	Ruling Grade Ascending	TIME TABLE No. 10 April 30, 1961	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD Second Class
	185						186
	Mixed						Mixed
Leave Sun., Tues., Thurs.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Mon., Wed., Fri.
	AM 9.40	0	SATANTA YL 0.4	13.2		C	AM 10.45
		26.4	SATANTA JCT. YL 7.4	9.5	Y		
52	f 10.05	7.4	RYUS 8.2	52.8		B	f 10.25
84	f 10.35	15.6	HICKOK 7.9	52.8		B	f 10.05
100	s 11.05	23.5	ULYSSES YL 7.1	20.0		C	s 9.45
	f 11.25	30.6	STANO 4.1	37.0			f 9.25
	f 11.45	34.7	BIGBOW 10.6	0		B	f 9.15
84	s 12.25	45.3	JOHNSON 7.8	20.3		C	s 8.55
64	s 12.52	53.1	MANTER YL 9.3	11.6	Y	C	s 8.35
	f 1.26	62.4	SAUNDERS 8.2	21.1			f 8.15
	f 1.50	68.6	BARTLETT 8.0	0			f 8.00
22	s 2.20	76.6	WALSH 9.5	15.8		C	s 7.40
	f 2.55	86.1	VILAS 8.9	47.5			f 7.10
		95.1	SOUTH JCT. YL 0.5		Y		
44	s 3.30	95.5	SPRINGFIELD YL 1.3	0		C	s 6.45
		96.8	NORTH JCT. YL 12.4				
42	4.45 PM	109.2	PRITCHETT YL		Y	C	6.00 AM
	Arrive Sun., Tues., Thurs.		(109.6)				Leave Mon., Wed., Fri.
	15.5		Average speed per hour				23.1

**GREAT BEND DISTRICT**

Siding Capacity 50 ft. Per Car	WEST- WARD Second Class	Ruling Grade Ascending	TIME TABLE No. 10 April 30, 1961	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD Second Class
	69						70
	Mixed						Mixed
Leave Sun., Tues., Thurs.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Mon., Wed., Fri.
	AM 9.00	5.2	GREAT BEND YL 8.3	0	Y	C	PM 1.30
	f 9.20	8.0	HEIZER 7.1	21.1			f 12.40
35	f 9.45	15.1	ALBERT 4.4	19.9		C	f 12.20
	f 10.00	19.5	SHAFFER 4.7	21.1			f 12.07 PM
	f 10.17	24.2	TIMKEN 7.7	15.8		C	f 11.55
85	f 10.42	31.9	RUSH CENTER 6.9	15.3		C	f 11.35
	f 11.02	38.8	NEKOMA 6.0	21.1			f 11.15
	f 11.25	44.8	ALEXANDER 7.7	21.1		C	f 10.55
82	f 11.45 PM	52.5	BAZINE 11.6	31.7		C	f 10.31
78	s 12.35	64.1	NESS CITY YL 8.4	31.7	Y	C	s 10.05
56	f 1.00	72.5	LAIRD 7.7	31.7			f 9.12
	f 1.25	80.2	BEELER 6.7	31.7			f 8.57
	f 1.45	86.9	ALAMOTA 9.0	31.7			f 8.42
	s 2.10	95.9	DIGHTON 7.2	22.6		C	s 8.25
	f 2.35	103.2	AMY 6.3	14.6			f 7.58
	f 2.50	109.5	GRIGSTON 6.3	31.7			f 7.45
	f 3.05	115.8	TRACTOR 3.1	7.9			f 7.30
		118.9	Mo. Pac. Crossing 1.2	17.6			
	3.35 PM	120.1	SCOTT CITY YL		Y	C	7.15 AM
	Arrive Sun., Tues., Thurs.		(120.4)				Leave Mon., Wed., Fri.
	18.2		Average speed per hour				19.2

Trains must secure numbered clearance cards before leaving originating stations.

Between South Jct. and North Jct. there is no superiority of trains. Trains and engines within these limits must move at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Main track between North Jct. and South Jct. Springfield, is used by Colorado Division, Boise City District, trains.

No switch lights on Manter District.

Trains must secure numbered clearance cards before leaving originating stations.

No switch lights on Great Bend District.

# 16 MIDDLE DIVISION

# SPECIAL RULES

Rule 321(C) of the Rules, Operating Department, revised 1959, is amended as follows:

At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

1. Except as otherwise provided, Eastward Trains are superior to Westward Trains of the same class.

## 2. REGISTER STATIONS (RULE 83(A))

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains
Emporia—Emporia Yard . . . . .	Originating or terminating either place.
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.
Miltonvale . . . . .	U.P. Trains only.

AT STATIONS LISTED BELOW TRAINS DESIGNATED WILL REGISTER BY FORM 903:

Emporia . . . . . Trains on which engine or train crews do not change.

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(C))

LOCATION	NORMAL POSITION
<b>SECOND DISTRICT</b>	
CH Jct.	Crossover (Spring Switch West end Main Track 3)
<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.

## 4. JUNCTION SWITCHES (Rule 98(C))—(Cont'd).

<b>McPHERSON DISTRICT</b>	
Ellinwood	Fifth District
<b>GREAT BEND DISTRICT</b>	
Great Bend	Fifth District
<b>LARNED DISTRICT</b>	
Larned	Fifth District
<b>CIMARRON VALLEY DISTRICT</b>	
Satanta Junction	Cimarron Valley District
B.M.&E. Jct.	Cimarron Valley District
Boise City	Plains Division
Boise City	Colorado Division
<b>MANTER DISTRICT</b>	
South Jct.	Colorado Division
North Jct.	Colorado Division

## 5. JOINT TRACK FACILITIES

BURRTON—S.L.-S.F. trains use A.T.&S.F. elevator track and portion of house track between east switch of connection and west switch of elevator track.

WICHITA—A.T.&S.F. trains will use Wichita Union Terminal Ry. Co. tracks between North Jct. and South Jct.

W.N. JCT.-MULVANE-BELLE PLAINE—Mo. Pac. trains use A.T.&S.F. main track between W.N. Jct. and Belle Plaine via Mulvane, will be governed by A.T.&S.F. Time Table and Rules and display markers with green and red lenses.

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.

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.

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.

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, will be governed by A.T.&S.F. Time Table and Rules, and will display markers with green and red lenses.

C.R.I.&P. JCT.—CIMARRON VALLEY JCT.—A.T.&S.F. trains and engines will use C.R.I.&P. main track between C.R.I.&P. Jct. and Cimarron Valley Jct.

6. . . . .  
7. . . . .  
8. . . . .  
9. . . . .  
10. . . . .

## 11. RAILROAD CROSSINGS AT GRADE

STATION	MILE POST	TYPE	Maximum Speed MPH	
			Pass.	Frts.
<b>FIRST DISTRICT</b>				
Peabody	168.6	Automatic Interlocking	90	60
Newton	184.6	Interlocking	20	20



# SPECIAL RULES

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

STATION	MILE POST LOCA-TION	TYPE	Maximum Speed MPH	
			Pass.	Frts.
<b>SECOND DISTRICT</b>				
Burrton	204.1	Automatic Interlocking	79	60
R X Tower	216.5	Interlocking	30	30
N D Jct.	219.1	Interlocking	40	40
Stafford	257.2	Automatic Interlocking	85	60
<b>THIRD DISTRICT</b>				
Newton-First Street	185.5	Interlocking	20	20
Valley Center	201.8	Interlocking. Controlled by Dispatcher. In complying with Rule 321(C) protect SLSF track in both directions.	90	60
North Wichita	210.1	Automatic Interlocking	30	30
South Jct.	213.2	Interlocking	15	15
W. N. Jct.	249.7	Interlocking	45	45
Winfield	250.8	Automatic Interlocking	40	40
<b>FOURTH DISTRICT</b>				
El Dorado (Yard Track)		Gate normally across AT&SF track. Stop, open and close gate.	20	20
A. G. Tower	185.3	Interlocking	30	30
Belle Plaine	225.7)	Electrically locked gate normally across Midland Valley Track (MP 225.7) and Mo. Pac. Track (MP 227.2). If gate is normal and home signal indicates "proceed", observe maximum speed shown.	60	60
Belle Plaine	227.2)			
<b>FIFTH DISTRICT</b>				
C. H. Jct.	218.3	(Crossover at 5th District and Main Track No. 2). Automatic signals govern movements over crossing. If governing signal does not indicate proceed when conflicting movement not evident, member of crew will go to crossing see that signals on conflicting route indicate "stop" and hand signal train over crossing, being governed by Rule 320(B).	20	20
Sterling	236.7	Automatic Interlocking	20*	20*
<b>McPHERSON DISTRICT</b>				
Marion	10.4	Automatic Interlocking	20*	20*
Galva-McPherson	43.8	Automatic Interlocking	20*	20*
McPherson	46.7	Gate normally across CRI&P track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	15	15
McPherson	47.3	Stop. Rules 98, 98(A), 98(B), 98(D).	15	15
Lyons	77.4	Gate normally across AT&SF track. Stop, open and close gate.		
Lyons	78.4	Gate normally across SL&SF track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	15	15

# MIDDLE DIVISION 17

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

STATION	MILE POST LOCA-TION	TYPE	Maximum Speed MPH	
			Pass.	Frts.
<b>SALINA DISTRICT</b>				
Salina F.S.	21.5	Stop. Rules 98, 98(A), 98(B), 98(D).	15	15
Salina F.S.	21.6	Stop. Rules 98, 98(A), 98(B), 98(D).	15	15
Salina U.S.	22.7	Gate mechanically connected with derails, normally across AT&SF track. Stop and if indicators show UP train approaching but no movement in sight, gate may be opened and after waiting 3 minutes, proceed over crossing and close gate.		
Lincoln Center	56.6	Gate normally across AT&SF track. Stop, open and close gate.		
<b>LITTLE RIVER DISTRICT</b>				
Geneseo	11.4	Electric locked gate normally across AT&SF track. Be governed by instructions in lock box. Stop, open and close gate.		
Lorraine	20.5	Gate normally across SL-SF track. Approach prepared to stop. If gate normal, observe maximum speed shown.	15	15
<b>MINNEAPOLIS DISTRICT</b>				
Minneapolis	24.2	Stop. Rules 98, 98(A), 98(B), 98(D).	20	20
<b>STRONG CITY DISTRICT</b>				
Lost Springs	25.5	Automatic Interlocking	20*	20*
Jacobs	30.9	Automatic Interlocking	20*	20*
Hope	37.1	Automatic Interlocking	20*	20*
Enterprise	52.2	Gate normally across CRI&P track. Approach prepared to stop. If gate normal, observe maximum speed shown.	15	15
Enterprise	52.3	Mill track lead — Gate normally across Mill track. Approach prepared to stop. If gate normal, observe maximum speed shown.	15	15
Abilene	59.0	Cabin-type interlocking. Route normally clear for UP trains. Be governed by instructions posted in cabin.		
Concordia	113.2	Stop. Rules 98, 98(A), 98(B), 98(D).	15	15
Concordia	113.4	Gate normally across U.P. Track. Approach prepared to stop. If gate normal, observe maximum speed shown.	15	15
Oneonta	120.1	Gate normally across Mo.Pac. track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	45	35
Courtland	133.7	Electric locked gate normally across AT&SF track. Be governed by instructions in lock box. Stop, open and close gate.		

# 18 MIDDLE DIVISION

# SPECIAL RULES

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

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Pass.	Frt.
<b>STRONG CITY DISTRICT—(Cont'd)</b>				
Kansas-Nebraska State Line	152.6	Stop. Rules 98, 98(A), 98(B), 98(D).	20	20
Superior	153.0	Stop. Rules 98, 98(A), 98(B), 98(D).	20	20
<b>GREAT BEND DISTRICT</b>				
Scott City	118.9	Interlocking, protected by derails. Stop and follow instructions posted in box.	15	15

\*Speed shown applies only until head end of train is through interlocking limits.

## 12. MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
<b>FIRST DISTRICT</b> .....	90	60
<b>SECOND DISTRICT</b>		
Newton to CH Jct. ....	79	60
CH Jct. to Dodge City .....	90	60
<b>THIRD DISTRICT</b> .....	90	60
<b>FOURTH DISTRICT</b>		
Ellinor to Mulvane (MP 221.9) .....	60	60
Mulvane (MP 221.9) to Wellington .....	79	60
<b>FIFTH DISTRICT</b> .....	59	49
<b>DOUGLASS DISTRICT</b> .....	59	49
<b>STRONG CITY DISTRICT</b>		
Neva to Courtland .....	45	35
Courtland to State Line .....	25	25
State Line to Superior .....	20	20
<b>McPHERSON DISTRICT</b>		
Florence to Little River .....	30	30
Little River to Ellinwood .....	35	35
<b>LITTLE RIVER DISTRICT</b> .....	30	30
<b>MINNEAPOLIS DISTRICT</b> .....	20	20
<b>SALINA DISTRICT</b>		
Salina U.S. to Osborne .....	30	30
<b>GREAT BEND DISTRICT</b> .....	40	30
<b>LARNED DISTRICT</b> .....	30	25
<b>CIMARRON VALLEY DISTRICT</b>		
Dodge City to Montezuma .....	30	30
Montezuma to Boise City .....	40	40
<b>MANTER DISTRICT</b> .....	40	40

### 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	.....

### SECOND DISTRICT

Curve, M.P. 187.3 to 187.8	65	55
Curve, M.P. 218.4 to 218.6	40	30

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
<b>SECOND DISTRICT—(Cont'd)</b>		
Curves, M.P. 219.4 to 220.2	55	50
Curve, M.P. 228.3 to 228.8	75	.....
Curve, M.P. 257.2 to 257.5	85	.....
Curve, M.P. 266.1 to 266.5	85	.....
Curve, M.P. 301.7 to 302.0	55	55
Curves, M.P. 348.0 to 349.8 WB	75	.....
Curves, M.P. 348.0 to 349.8 EB	70	.....
Curve, M.P. 352.0 to 352.1	20	20

### THIRD DISTRICT

Curves, M.P. 186.7 to 185.7, eastward	60	45
Curve, M.P. 227.7 to 227.9	65	.....
Curves, M.P. 228.2 to 229.8	65	.....
Curve, M.P. 233.6 to 233.9	75	.....
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
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	.....

### FOURTH DISTRICT

Curves, M.P. 142.3 to 149.6	45	45
Curve at El Dorado station sign eastward track	40	30
Curve at El Dorado station sign westward track	30	30
Curves, M.P. 204.3 to 204.7	45	45
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

### 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
Curve, M.P. 66.0 to 66.1	15	15

### 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
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. 83.7 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

## SPECIAL RULES

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
<b>SALINA DISTRICT</b>		
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. While head of train is passing the street crossings of cities and towns named below, indicated speed must not be exceeded:

STATIONS	STREETS	MILES PER HOUR
Hutchinson	M.P. 216.5 to 219.1	20
Kinsley	M.P. 301.9 to 302.2	50
Wichita	M.P. 208.7 to 211.7	40
	M.P. 213.2 to 214.9	40
	M.P. 214.9 to 215.6	45
Derby	M.P. 222.5 to 223.0	30
Mulvane	Bridge Street, M.P. 228.1	20
Winfield	M.P. 249.8 to 251.2	35
Augusta	M.P. 185.3 to 186.2	30
Sterling	M.P. 236.4 to 237.0	25
Ellinwood	Main Street, M.P. 259.5	40
Great Bend	M.P. 268.7 to 269.8	30
Larned	M.P. 291.4 to 292.0	30
Kinsley	M.P. 316.2 to 316.7	50
Marion	M.P. 10.0 to 10.8	15
Canton	Main Street, M.P. 33.9	15
McPherson	M.P. 46.5 to 48.0	15
Windom	M.P. 60.3 to 60.6	25
Abilene	M.P. 58.1 to 59.7	15
Concordia	M.P. 112.9 to 114.2	15
Superior	M.P. 153.0 to 154.0	12
Salina	M.P. 20.7 to 22.4	15

### 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, 2650-2893, 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, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45

## MIDDLE DIVISION 19

### 14. MAXIMUM SPEED OF ENGINES—(Cont'd)

	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
650-653	40	40	40	30
800-849, 900-979, 1100-1124	75	75	45	60
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75

\* Note: 65 MPH applies when backing handling train.

### 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, 80-87, 600-611, 800-849, 2099-2162	3	5	5
51-73, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 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 AT 199454 MPH	Pile Drivers AT 199452 AT 199453 AT 199454 MPH
First, Second, Third, Fourth, Douglass and Fifth	30	45
Strong City, McPherson, Manter, Great Bend, Cimarron Valley and Larned	20	20
Little River, Minneapolis, and Salina	15	15

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

## 20 MIDDLE DIVISION

### 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.

STATION	TYPE	LOCATION	MPH
<b>FIRST DISTRICT</b>			
Merrick	I	Crossovers	30
Ellinor	I	Main track turnouts and crossovers except turnout connecting Fourth District and track No. 3 First Dist.	40
	I	Turnout connecting Fourth 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	Turnout to Strong City District	20
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
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
<b>SECOND DISTRICT</b>			
Way	I	Crossovers east end yard	30
RX Tower	I	East end No. 3 track	30
CH Jct.	S	West end Main Track 3	15
	S	East end crossover Main Track No. 1	15
ND Jct.	I	Turnout end of Two tracks M.P. 219.1	40
	I	Turnout to Panhandle Division	15
Whiteside	S	Both ends siding	30
Partridge	S	Both ends siding	30
Abbyville	S	Both ends siding	30
Plevna	S	Both ends siding	30
Sylvia	S	Both ends siding	15
Zenith	S	Both ends siding	30
Stafford	S	Both ends siding	15
St. John	S	Both ends siding	30
Dillwyn	S	Both ends siding	15
Macksville	S	Both ends siding	15
Belpre	S	Both ends siding	30
Lewis	S	Both ends siding	15
Kinsley	I	Turnouts and crossovers between Depot and Colony Ave.	30
	I	West end Siding (M.P. 318.4)	40
Offerle	I	Both ends both sidings	30
Bellefont	I	Both ends siding	30
Spearville	I	Both ends both sidings	30
Wright	I	East end siding	30
	I	Crossover M.P. 344.6	30
	I	Turnout end of Two Tracks M.P. 344.7	40

## SPECIAL RULES

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

"I"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	LOCATION	MPH
<b>SECOND DISTRICT—(Cont'd)</b>			
Dodge City	I	Turnouts East end Freight leads	30
	I	Double Crossovers M.P. 350.1	30
<b>THIRD DISTRICT</b>			
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 westward	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
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
<b>FOURTH DISTRICT</b>			
Ellinor	I	Main track turnouts and crossovers except turnout connecting Fourth District and track No. 3 First Dist.	40
	I	Turnout connecting Fourth 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	I	End of two tracks westward	50
Salter	I	Both ends siding	40
Rose Hill	I	Both ends siding	40
Mulvane	I	Turnout, westward track M.P. 215.8	50
	I	All main track turnouts and crossovers east end yard	40
	I	Turnouts and crossovers west of tower	30
	I	West end siding	30
	I	Turnout, westward track M.P. 221.9	40
Belle Plaine	I	Both ends siding	30
Cicero	I	End of two tracks	60

## SPECIAL RULES

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

"I"—Interlocked Switch "S"—Spring Switch			
STATION	TYPE	LOCATION	MPH
<b>FOURTH DISTRICT—(Cont'd)</b>			
Wellington	I	End of two tracks	40
	I	Switches leading to and from freight yard and Oklahoma Division	30
	I	East end siding	15
<b>DOUGLASS DISTRICT</b>			
W.N. Jct.	I	East end siding	30
	I	Crossover between main track and siding	10
<b>STRONG CITY DISTRICT</b>			
Abilene		Crossover just west of turnouts at street crossings east and west of station, and turnout at Bridge M.P. 58.7	30
<b>SALINA DISTRICT</b>			
		Main track turnouts	10

### 19. YARD LIMITS

Abilene (Includes west Abilene)	Manchester
Arkansas City	Manter
Augusta (Includes AG Tower)	Marion
Barnard	Minneapolis
Boise City	Miltonvale (Includes MV Jct.)
Chase	McPherson
Concordia (Includes CO Jct.)	Ness City
Dodge City (Includes Cimarron Valley Jct.)	Neva (On Strong City District only)
El Dorado	Newton (Includes Sand Creek)
Elkhart	North Wichita (Includes West Wichita)
Ellinwood	Osborne
Emporia (Includes Merrick)	Pritchett
Enterprise	Salina US (Includes Salina FS, East Salina and CGF Elevator)
Florence	Satanta (Includes Satanta Jct.)
Galatia	Scott City
Great Bend	Springfield (Includes North and South Jct.)
Hillsboro	Sterling
Holyrood	Strong City
Hutchinson (Includes Way, CH Jct. and ND Jct.)	Superior
Jetmore	Talmage
Kinsley	Ulysses
Larned	Winfield (Includes WN Jct.)
Lincoln Center	
Little River	
Lorraine	
Lyons	

### 20. BULLETIN BOOKS

Abilene	Emporia	Sand Creek
Arkansas City	Great Bend	Satanta
Augusta	Miltonvale	Superior
Boise City	McPherson	Way
Concordia	Newton	Wellington
Dodge City	North Wichita	Wichita
El Dorado	Osborne	Winfield
Ellinwood	Salina FS	

### 21. STANDARD CLOCKS

Abilene	Great Bend	Way
Arkansas City	Newton	Wellington
Boise City	North Wichita	Wichita
Dodge City	Sand Creek	
Emporia	Scott City	

## MIDDLE DIVISION 21

### 22. STANDARD THERMOMETERS

Abilene	Great Bend	Sand Creek
AG Tower	Hutchinson	Scott City
Arkansas City	Larned	Strong City
Boise City	McPherson	Superior
Concordia	Mulvane	Way
Dodge City	Newton	Wellington
Ellinwood	North Wichita	Wichita
Emporia	Osborne	Winfield
Florence	Salina	

### 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 doorway 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	CGF 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>SECOND DISTRICT</b>		
Water Works Spur.....	M.P. 192.1	7 Cars
Paxton .....	M.P. 199.4	6 Cars
Ardell .....	M.P. 321.2	13 Cars
<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>FIFTH DISTRICT</b>		
Great Bend Industrial Spur.....	M.P. 274.6	174 Cars
<b>SALINA DISTRICT</b>		
CGF spurs and switching tracks.....	M.P. 25.2	298 Cars
<b>GREAT BEND DISTRICT</b>		
Western Light & Telephone Co.....	M.P. 6.5	40 Cars
Shallow Track .....	M.P. 77.0	4 Cars
<b>CIMARRON VALLEY DISTRICT</b>		
Natural Gas Co. Track.....	M.P. 50.9	18 Cars
Citizens Track .....	M.P. 69.6	15 Cars
Helium Plant Spurs.....	M.P. 139.4	105 Cars
<b>MANTER DISTRICT</b>		
Columbian Track .....	M.P. 13.0	73 Cars
Magnolia Siding .....	M.P. 13.6	18 Cars
Magnolia Spur .....	M.P. 13.7	20 Cars
Pioneer Co-Op. Spur .....	M.P. 25.8	7 Cars
Hugoton Production Track.....	M.P. 25.9	33 Cars
Sullivan Track .....	M.P. 29.1	18 Cars
Gillan Track .....	M.P. 38.9	20 Cars
<b>LARNED DISTRICT</b>		
Bosse Track .....	M.P. 42.7	11 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 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.

In Oklahoma a passenger who refuses to pay his fare, or to conform to any lawful regulation of the carrier, may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place, or near some dwelling house. After having ejected a passenger, a carrier has no right to require the payment of any part of his fare.

In Colorado, a railroad company has a right to eject from its 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 station where suitable accommodation can be procured for his safety and comfort.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any station where suitable accommodation can be procured for his safety and comfort; this may be done upon a tender of refund of the unearned portion of the fare.

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

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

LOCAL SURGEONS

- |                                    |   |
|------------------------------------|---|
| DR. F. J. ECKDALL, Emporia         | DR. G. L. CAMPBELL, Arkansas City       |
| DR. A. W. CORBETT, Emporia         | DR. NEWTON C. SMITH, Ark. City          |
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| DR. LEO F. MCKEE, Cottonwood Falls | DR. CARL STENSAAS, Ark. City            |
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| DR. J. W. HERTZLER, Newton         | DR. FREDRICK D. EPP, Augusta            |
| DR. A. G. DIETRICH, Newton         | DR. GLEN E. KASSEBAUM, El Dorado        |
| DR. H. R. SCHMIDT, Newton          | DR. ROBERT M. BRIAN, El Dorado          |
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| DR. R. W. MYERS, Newton            | DR. A. F. SCHMIDT, Little River         |
| DR. D. V. PREHELM, Newton          | DR. L. J. BEYER, Lyons                  |
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| DR. JAY S. BENTON, Newton          | DR. L. G. HEINS, Abilene                |
| DR. KARL VOLDENG, Wellington       | DR. DONALD C. RORABAUGH, Abilene        |
| DR. WARD M. COLE, Wellington       | DR. J. C. MITCHELL, Salina              |
| DR. ALBERT C. HATCHER, Wellington  | DR. CHESTER E. SCOTT, Salina            |
| DR. Y. E. PARKHURST, Belle Plaine  | DR. O. U. NEED, Oak Hill                |
| DR. FRANK EMERY, Wichita           | DR. L. E. HAUGHEY, Concordia            |
| DR. DANIEL M. THOMPSON, Wichita    | DR. E. R. GELVIN, Concordia             |
| DR. FARRIS D. EVANS, Wichita       | DR. JOHN H. LATHROP, Concordia          |
| DR. E. S. BRINTON, Wichita         | DR. M. D. MCCOMAS, Courtland            |
| DR. HARRY HDACA, Wichita           | DR. C. G. MCMAHON, Superior             |
| DR. A. J. WRAY, Wichita            | DR. HOMER S. FOUTZ, Minneapolis         |
| DR. EUGENE B. WINCHESTER, Wichita  | DR. J. E. HENSHALL, Osborne             |
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| DR. E. W. HELLWEG, Arkansas City   |   |
| DR. GEORGE MEEK, Arkansas City     |   |

LOCAL SURGEONS—(Cont'd)

- |  |                                   |
|--|-----------------------------------|
| DR. JASPER L. WHELLER, Boise City      | DR. D. T. GAMMELL, Hugoton        |
| DR. G. E. MERKLEY, Boise City          | DR. R. W. FERNIE, Hutchinson      |
| DR. GEORGE VON LEONROD, Dighton        | DR. SAM JONES, Hutchinson         |
| DR. RICHARD J. OHMAN, Dodge City       | DR. ROBERT C. TOUT, Hutchinson    |
| DR. R. G. KLEIN, Dodge City            | DR. MARVIN D. ATWOOD, Kinsley     |
| DR. N. E. MELENKAMP, Dodge City        | DR. WALTER L. MCKIM, Kinsley      |
| DR. C. M. ALDERSON, Dodge City         | DR. W. R. BRENNER, Larned         |
| DR. E. B. SCAGNELLI, Dodge City        | DR. JAMES G. O'SHEA, Jetmore      |
| DR. E. J. MCCREIGHT, Elkhart           | DR. DEAN B. PARKER, Ness City     |
| DR. HOMER B. RUSSELL, Great Bend       | DR. JOHN D. SMITH, Satanta        |
| DR. MARION F. RUSSELL, JR., Great Bend | DR. H. P. PALMER, Scott City      |
| DR. C. W. ZUGG, Great Bend             | DR. GEORGE MANDEVILLE, Spearville |
| DR. ANOL W. BEAHM, Great Bend          | DR. ERNEST B. BLEASE, Springfield |
| DR. J. W. WELCH, Halstead              | DR. O. W. LONGWOOD, Stafford      |
| DR. G. A. WESTFALL, JR., Halstead      | DR. JACK C. DYSART, Sterling      |
| DR. ROBERT T. LENEVE, Hugoton          | DR. L. G. GRAVES, St. John        |
|  | DR. MARSHALL A. BREWER, Ulysses   |
|  | DR. HAROLD M. HAYES, Walsh        |

EYE, EAR, NOSE AND THROAT SPECIALISTS

- |                                     |               |
|-------------------------------------|---------------|
| DR. D. P. TRIMBLE                   | Emporia       |
| DR. E. L. GANN                      | Emporia       |
| 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     |
| DR. RUTH MONTGOMERY SHORT           | Halstead      |
| DR. ROBERT G. HOLT                  | Halstead      |
| DR. WILLIAM SCALES (Eye Only)       | Hutchinson    |
| DR. VICTOR R. MOORMAN               | Hutchinson    |
| DR. GORDON E. STONE                 | Hutchinson    |
| DR. ROBERT C. POLSON (Eye Only)     | Great Bend    |
| DR. E. W. SCHWARTZ, Ophthalmologist | Dodge City    |

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

LOCAL TIME INSPECTORS—MIDDLE DIVISION

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|-----------------------------|------------------|
| J. M. HUGHES                | Emporia          |
| D. H. ROSENBAUM (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        |
| PAUL R. KEMMERLY            | El Dorado        |
| ED BRANDLEY                 | Cottonwood Falls |
| VERN A. WEBSTER             | Salina           |
| DONALD MOORE                | Superior         |
| W. H. LOWRY                 | Abilene          |
| V. C. MEADOR                | Hutchinson       |
| E. BAIZE                    | Hutchinson       |
| RICHARD EDMISTEN            | Dodge City       |
| LAURA D. MORRISON           | Great Bend       |

**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	{ Streator Chillicothe La Plata Marceline Carrollton }	Tulsa Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen Williams and beyond	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen Williams and beyond	18	Hutchinson	Kansas City and beyond and South of Newton	Albuquerque and beyond
				El Capitan	On days El Capitan is operated as a separate train, that train will make conditional stops shown for trains 17-18.		
2	{ La Plata Marceline Carrollton }	Tulsa Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen Williams and beyond	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen Williams and beyond	19	Carrollton	Tulsa	
					East of Kansas City	Dodge City to Halstead inclusive	
1	Chillicothe	Kansas City and beyond			Ottawa Jct.	Albuquerque and beyond	
2	La Plata	Chicago and beyond			St. John	Albuquerque and beyond	Emporia, Kansas City and beyond, and South of Newton
3	Between Kansas City and Wellington	Beyond Wellington		20	Stations in Illinois		Beyond Kansas City
9	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois		Ransom Verona Mazon Toluca Dallas City La Plata }	Chicago and beyond	
12	East of Kansas City		Dodge City to Halstead inclusive		Marceline		St. John Garden City Lamar La Junta and beyond
	Carrollton	Chicago and beyond	South of Ottawa and beyond Wichita		La Plata		Kansas City and beyond
15	Coal City	Kansas City and beyond	Chicago and beyond		St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond
	Marceline	Wichita and beyond	Chicago and beyond				
	Ottawa Jct.	Beyond Newton		123	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois
16	Marceline	La Plata and beyond	Kansas City and beyond		Newton to Dodge City	La Junta and beyond	Newton and beyond
	Ottawa Jct.		Scheduled stops beyond Newton		Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
17	Streator Chillicothe }	Scheduled stops in California	Albuquerque and beyond	124	Newton to Kansas City	Points between Newton and Kansas City and beyond	Points between Newton and Kansas City and beyond Newton
		Lamy and Scheduled stops in California	Lamy, Albuquerque and beyond				
	Hutchinson	Albuquerque and beyond	Kansas City and beyond and South of Newton		211	Collinsville	

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.)

