

SUMNER GREENWOOD, Trainmaster.....Newton, Kans.  
 N. L. MINNIX, Trainmaster.....Newton, Kans.  
 D. W. TEEL, Trainmaster.....Newton, Kans.  
 J. R. KAMINSKI, Road Foreman of Engines.....Emporia, Kans.  
 R. G. SHAW, Road Foreman of Engines.....Newton, Kans.  
 T. B. DANFORTH, Chief Dispatcher.....Newton, Kans.  
 H. J. GARVIN, Asst. Chief Dispatcher.....Newton, Kans.  
 C. M. GREGORY, Asst. Chief Dispatcher.....Newton, Kans.

**TRAIN DISPATCHERS—NEWTON, KANSAS**

F. O. BAIRD	R. W. RENFROE	B. L. JOSEPH
R. H. WILLIS	R. T. POLLEY	B. J. ECKERT
C. R. SNODGRASS	H. C. FLOTTMAN	W. G. BURTON
J. Q. COOPER	K. L. SEBO	D. L. RESER
G. O. THOMAS	W. G. WILLIAMS	L. G. ROWLAND
		M. C. SEELY

**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	48.5	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.**

**12**

**IN EFFECT**

**Sunday, April 26, 1964**

**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**

**F. L. ELTERMAN,  
 Asst. General Manager,  
 Topeka, Kansas**

**L. CENA,  
 Superintendent,  
 Newton, Kansas**



**FIRST DISTRICT**

**MIDDLE DIVISION 3**

Communications	Mile post	Ruling Grade Ascending	TIME TABLE No. 12 April 26, 1964	EASTWARD									
				First Class								Second Class	
				24	2	18	12	4	8	20	16	74	88
			STATIONS	The Grand Canyon	San Francisco Chief	Super Chief-El Capitan	The Chicagoan	Passenger	Fast Mail Express	The Chief	Texas Chief	Way Frt.	Way Frt.
		Feet Per Mile		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
C	112.1	21.2	<b>EMPORIA YL</b> 3.2	AM 2.25	AM 3.05	AM 3.45	AM 9.30	PM 12.20	PM 3.40	PM 7.50	PM 11.20	PM 5.45	PM 6.40
	115.3	0	<b>MERRICK YL</b> 4.9										
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	2.06	2.51	3.31	9.11	12.06	3.16	7.36	11.05	5.30	6.20
C	131.7	0	<b>STRONG CITY YL</b> 4.1	2.01	2.46	3.26	9.06	12.01 PM	3.11	7.31	11.00	5.20	6.10
B	135.8	0	<b>NEVA</b> 2.5	1.57	2.42	3.22	9.02	11.57	3.07	7.27	10.57	5.15 PM	6.05
C	138.3	12.8	<b>ELMDALE</b> 7.3										
B	145.6	0	<b>CLEMENTS</b> 5.1	1.49	2.34	3.14	8.54	11.49	2.59	7.19	10.49		5.55
C	150.7	0	<b>CEDAR POINT</b> 6.2										
C	156.9	0	<b>FLORENCE YL</b> 11.4	1.40	2.25	3.05	8.45	11.40	2.50	7.10	10.40	Via Strong City District	5.40 PM
C	168.3	0	<b>PEABODY</b> 0.3	1.31	2.16	2.56	8.36	11.31	2.41	7.01	10.31		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	1.23	2.08	2.48	8.28	11.23	2.33	6.53	10.23		
	184.6	19.1	<b>Mo. Pac. Crossing</b> 0.5										
C	185.1		<b>NEWTON YL</b>	1.15 AM	2.00 AM	2.40 AM	8.20 AM	11.15 AM	2.25 PM	6.45 PM	10.15 PM		
			(73.0)	Leave Daily	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	62.6	67.4	67.4	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.

**RULES 261 AND T.C.S. IN EFFECT:**

Westward Main Track between interlockings Neva and Strong City.

Main Track No. 3 between Ellinor and Merrick.

Trains originating Sand Creek and Newton must secure numbered clearance card.

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

At Newton between interlocked crossover M.P. 186 Second District and Mo. Pac. crossing, the first six tracks south of passenger station are designated as passenger yard tracks 1, 2, 3, 4, 5 and 6. Trains and engines using these tracks must move at restricted speed.

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 80 ft. Per Car	WESTWARD					Turn Tables and Wyes	Riding Grade Ascending	TIME TABLE No. 12 April 26, 1964	Riding Grade Ascending	Mile Post	Communications	EASTWARD				
	First Class											First Class				
	311	19	7	17	23							18	312	8	20	24
	Passenger	The Chief	Fast Mail Express	Super Chief-El Capitan	The Grand Canyon							Super Chief-El Capitan	Passenger	Fast Mail Express	The Chief	The Grand Canyon
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Foot Per Mile	STATIONS	Foot Per Mile	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	PM 8.35	PM 8.20	PM 12.20	AM 5.05	AM 2.10	T						AM 2.35	AM 7.50	PM 2.10	PM 6.40	AM 1.05
						Y	0	NEWTON YL 1.6	31.8	185.1	C					
							21.1	SAND CREEK 7.9	15.8	186.7	C					
88	f 8.44		12.27		f 2.20		21.1	HALSTEAD 9.5	0	194.6	C		f 7.33	1.45		f 12.28
200	f 8.54	8.35	12.35	5.20	2.28		9.6	S.L.-S.F. Crossing BURTON 10.8	0	204.1	C	2.13	f 7.23	1.34	6.14	12.20
						Y	0	WAY 1.6	0	214.9						
663	s 9.14	s 8.50	12.50	5.35	s 2.55	Y	0	CRI&P Crossing HUTCHINSON 1.5	0	216.5						
	9.15 PM Via Fifth District						0	0.3	0	218.0	C	1.58	s 7.05	s 1.15	s 6.00	s 12.05 AM
		8.55	12.54	5.38	2.57		0	CH JCT. 0.9	0	218.3			7.01 AM Via Fifth District			
82		9.00	12.58	5.42	3.01		21.1	ND JCT. Mo.Pac.Cros'g. YL 4.2	0	219.2	B	1.55		1.03	5.55	11.49
82		9.04	1.02	5.46	3.05		0	WHITESIDE 5.5	0	223.4	B	1.51		12.58	5.52	11.45
200		9.09	1.07	5.51	3.10		21.1	PARTRIDGE 6.2	0	228.9		1.47		12.46	5.48	11.41
84		9.13	1.11	5.55	3.15		21.1	ABBYVILLE 5.6	0	235.1	B	1.43		12.41	5.44	11.36
86		9.17	1.15	5.59	3.19		21.1	PLEVNA 5.7	20.3	240.7	B	1.39		12.36	5.40	11.32
200		9.21	1.19	6.03	3.23		21.1	SYLVIA 4.7	0	246.4	C	1.35		12.31	5.36	11.28
84		9.26	1.23	6.07	3.29		21.1	ZENITH 5.9	0	251.1	B	1.31		12.26	5.32	11.24
							0	STAFFORD 0.2	0	257.0	C	1.27		12.21	5.28	11.20
200		9.35	1.30	6.13	3.39		0	Mo. Pac. Crossing 8.8	0	257.2						
85		9.40	1.35	6.18	3.44		21.1	ST. JOHN 6.8	0	266.0	C	1.19		12.12	5.21	11.10
82		9.44	1.39	6.22	3.47		15.8	DILLWYN 4.8	0	272.8	B	1.14		12.05	5.16	11.04
200		9.50	1.44	6.27	3.52		15.8	MACKSVILLE 7.3	0	277.6	C	1.10		12.01 PM	5.12	11.00
84	Via Fifth District PM	9.56	1.50	6.33	3.58		0	BELPRE 8.4	0	284.9	C	1.05		11.56	5.07	10.54
135	11.19	10.03	1.58	6.41	4.18	Y	0	LEWIS 9.1	0	293.3	C	12.59	Via Fifth District AM	11.50	5.01	10.48
99							21.1	KINSLEY YL 8.0	0	302.4 (316.7)	C	12.52	s 5.00	11.43	4.54	10.40
101	f 11.26						21.1	OFFERLE 5.6	0	324.7	C		f 4.49			
141							21.1	BELLEFONT 5.8	0	330.3						
153	f 11.37						24.2	SPEARVILLE 8.6	24.2	336.1	C		f 4.41			f 10.19
105							26.5	WRIGHT 7.8	26.5	344.7	C	12.32	4.35	11.20	4.34	10.13
144	f 11.45	10.25	2.20	7.01	4.50			DODGE CITY YL 2 Tracks		352.5	C	12.23 AM	4.25 AM	11.10 AM	4.25 PM	10.05 PM
	11.59 PM	s 10.42 PM	s 2.35 PM	s 7.15 AM	s 5.15 AM	TY		(153.1)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	s 61.7	64.7	68.0	70.6	49.7			Average speed per hour				69.6	49.3	51.0	68.0	51.3

### SIGNAL SYSTEM ONE IN EFFECT:

Between interlocking west end siding Kinsley and M.P. 352.3 (Dodge City).

### SIGNAL SYSTEM TWO IN EFFECT:

Newton to interlocking west end siding Kinsley.

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

### RULE 261 IN EFFECT:

On main tracks, M.P. 186 (Newton) to N.D. Jet.

On main tracks Kinsley to M.P. 352.3 (Dodge City).

On sidings Burrton, Hutchinson and Kinsley.

Trains originating Newton, Sand Creek and Dodge City must secure numbered clearance card.

At Newton between Mo. Pac. crossing and interlocked crossover M.P. 186 Second District, the first six tracks south of passenger station are designated as passenger yard tracks 1, 2, 3, 4, 5 and 6. Trains and engines using these tracks must move at restricted speed.

At Hutchinson between C.R.I.&P. crossing and C.H. Jct. first track north of siding is designated as running yard track No. 3.

At Dodge City between M.P. 352.1 and M.P. 352.8 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.



# 6 MIDDLE DIVISION

# FOURTH DISTRICT

Siding Capacity 60 ft. Per Car	WESTWARD			Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 12 April 26, 1964	Ruling Grade Ascending	Mile Post	Communications	EASTWARD		
	First Class		3							1	First Class	
	Passenger	San Francisco Chief									2	4
	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 (189.5)				
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 3.38	Y		0	MULVANE 5.1	21.4	220.6	C	AM 12.40	AM 10.00	
					0	Midland Valley Cr'g 0.8	18.8	225.7				
147	1.40				0	BELLE PLAINE 0.7	18.8	226.5	C		9.52	
					31.7	Mo. Pac. Crossing 4.5	0	227.2				
	1.45	3.50			0	CICERO 7.4	21.4	231.7		12.27	9.47	
	s 2.00 PM	s 4.05 AM	TY		0	WELLINGTON		238.9	C	12.20 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 and sidings 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).

Trains must secure numbered clearance card at Wellington.

Proceed indication on eastward home signal Douglass District at AG Tower authorizes eastward extras Fourth District.

Mulvane is an open office of communication on westward track only.

## Douglass District

Siding Capacity 60 ft. Per Car	WESTWARD	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 12 April 26, 1964	Ruling Grade Ascending	Mile Post	Communications	EASTWARD			
									Feet Per Mile	STATIONS	Feet Per Mile
			0		0	185.3	C				
			0	AG TOWER YL S.L.-S.F. Crossing 0.4	0	185.7					
134			0	AUGUSTA YL 6.3	0	192.0					
139			10.6	GORDON 5.0	15.8	197.0	C				
131			0	DOUGLASS 5.6	15.8	202.6					
135			10.6	ROCK 6.2	15.8	208.8	B				
117		Y	10.6	AKRON 7.2	15.8	216.0					
				WN JCT. YL							
				(30.7)							

### SIGNAL SYSTEM ONE IN EFFECT:

AG Tower interlocking.

### SIGNAL SYSTEM TWO IN EFFECT:

WN Jct. interlocking.

Westward trains secure numbered clearance card at AG Tower.

Eastward trains secure numbered clearance card at Winfield except when no operator on duty.



# 8 MIDDLE DIVISION

## McPHERSON DISTRICT

Siding Capacity 80 Ft. Per Car	WESTWARD		Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 12 April 26, 1964	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.		
81		AM 5.00	Y 0	FLORENCE YL 5.9	0	C	PM 5.40			
		5.15	20.3	OURSLER 4.6	0		5.25			
		5.30	0	MARION YL 0.3	0	C	5.13			
			31.7	C.R.I. & P. Crossing 4.9	0					
46		5.45	31.7	CANADA 5.2	13.4		4.59			
36		6.00	31.7	HILLSBORO YL 5.8	17.4	C	4.45			
		6.15	31.7	LEIGH 7.8	0	C	4.31			
38		6.45	0	CANTON 5.8	11.6	C	4.15			
		7.00	27.2	GALVA 3.9	31.7		3.55			
			14.3	C.R.I. & P. Crossing 2.9	31.7					
			0	C.R.I. & P. Crossing 0.5	31.7					
	AM 11.50	7.40	0	McPHERSON YL 0.1	0	C	3.40	PM 7.00		
			31.7	U.P. Crossing 6.4	15.3					
	PM 12.04	7.55	31.7	CONWAY YL 6.9	30.9	C	3.15	6.45		
		8.15	31.7	WINDOM 5.6	31.7		3.03	6.33		
		8.50	31.7	LITTLE RIVER YL 5.8	0	C	2.50	6.20		
		9.05	11.9	MITCHELL 5.4	31.7		2.22			
	Via Little River Dist.		0	Mo. Pac. Crossing 0.7	0			Via Little River Dist.		
		9.25	31.7	LYONS YL 0.3	31.7	C	2.10			
			28.8	S.L.-S.F. Crossing 7.6	31.7					
		9.50	30.1	CHASE YL 6.1	21.9	C	12.45			
		10.05	0	SILICA 6.4	29.3		12.25			
		10.25 AM	Y	ELLINWOOD YL		C	12.15 PM			
	Arrive Tues. and Fri.	Arrive Daily Ex. Sun.		(98.9)			Leave Daily Ex. Sun.	Leave Tues. and Fri.		
	38.5	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 card 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.

## Little River District

WESTWARD Second Class	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 12 April 26, 1964	Ruling Grade Ascending	Mile Post	Communications	EASTWARD Second Class				
								89		90	
								Mixed	Mixed	Mixed	Mixed
								Leave Tues. and Fri.	Leave Tues. and Fri.	Leave Tues. and Fri.	Leave Tues. and Fri.
PM 12.45	Y	Feet Per Mile	STATIONS	Feet Per Mile			PM 6.20				
f 1.01		15.8	LITTLE RIVER YL 6.2	0		C	f 6.01				
		52.8	GALT 4.8	0	6.1						
		45.7	Mo. Pac. Crossing 0.5	0	10.9						
s 1.17		52.2	GENESEO 9.1	45.4	11.4		f 5.46				
s 1.40		37.5	S.L.-S.F. Crossing LORRAINE YL 5.6	51.7	20.5	C	f 5.23				
s 2.00		52.8	HOLYROOD YL 4.6	0	26.1	C	f 5.08				
f 2.12		52.8	FARHMAN 5.7	44.9	30.7		f 4.55				
f 2.27		0	HITSCHMANN 4.8	37.0	36.4		f 4.40				
s 2.40		47.5	BEAVER 5.8	27.3	41.2	C	f 4.27				
s 2.55		45.5	SUSANK 2.9	31.7	47.0		f 4.12				
f 3.03		52.8	STICKNEY 2.9	51.5	49.9		f 4.04				
f 3.11		52.8	MILLARD 4.1	52.8	62.8		f 3.56				
PM 3.30	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 card before leaving originating stations, except Galatia and Little River, when no operator on duty.

No. 89 is superior to No. 90.

No switch lights on the Little River District.

## Minneapolis District

WESTWARD Second Class	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 12 April 26, 1964	Ruling Grade Ascending	Mile Post	Communications	EASTWARD Second Class				
								85		86	
								Mixed	Mixed	Mixed	Mixed
								Leave Wed. Fri.	Leave Wed. Fri.	Leave Wed. Fri.	Leave Wed. Fri.
PM 1.00	Y	Feet Per Mile	STATIONS	Feet Per Mile			PM 5.50				
1.18		52.8	MANCHESTER YL 5.7	52.8			s 5.31				
s 1.45		52.8	VINE CREEK 8.7	52.8	5.6		s 5.05				
s 2.15		52.8	WELLS 9.7	52.8	14.3	B	s 4.35				
		0	MINNEAPOLIS YL 0.2	0	24.0	C					
		0	U.P. Crossing 4.2	0	24.2						
f 2.28		0	BREWER 5.8	0	28.4		f 4.20				
s 2.45		0	ADA 8.8	0	34.2	C	s 4.02				
PM 3.15	Y		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 card at Barnard except when no operator on duty.

No. 85 is superior to No. 86.

No switch lights on the Minneapolis District.



**SALINA DISTRICT**

**MIDDLE DIVISION 9**

Siding Capacity 50 ft. Per Car	WESTWARD			Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 12 April 26, 1964	Ruling Grade Ascending	Mile Post	Communications	EASTWARD		
	77	Second Class								566	78	
		Way Freight	Mixed									C.R.I.&P. Mixed
	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.		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	AM 8.00	T	0	<b>ABILENE</b> YL 0.4	0		C	AM 10.01	PM 2.00	PM 2.00
			8.02		0	C.R.I.&P. JCT. 0.2	0			9.56		
		7.10	6.10		0	S.A. JCT. 0.3	0			9.50	1.50	
					0	WEST ABILENE YL 7.5	0					
A.T. 48 F. Yard	Via Union Pacifco	Via Union Pacifco	Via Union Pacifco		0	SOLOMON 12.6	0		C	Via Union Pacifco	Via Union Pacifco	Via Union Pacifco
		8.10	7.10		0	EAST SALINA YL 0.4	0			9.00	1.00	
		8.15	7.15		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
		8.30			14.2	SALINA U.S. YL 0.6	0	22.1	C		11.35	
					39.9	U.P. Crossing 7.4	37.0	22.7				
42		8.50			47.7	HEDVILLE 6.8	30.0	30.1			11.10	
42		9.05			47.5	GLENDALE 5.3	42.2	36.9			10.55	
		9.15			47.6	JUNIATA 3.3	44.0	42.2			10.43	
		9.22			47.5	WESTFALL 3.2	42.2	45.5	C		10.35	
					39.6	EDALGO 1.4	42.2	49.0				
		9.40			50.0	BARTON 1.4	50.2	55.2			10.15	
					0	U.P. Crossing 0.3	0	56.6				
45		9.45			37.0	LINCOLN CENTER YL 5.2	21.1	56.9	C		10.10	
		10.00			47.5	GOLDENROD 3.1	37.0	62.1			9.57	
		10.10			37.0	DENMARK 6.5	18.5	65.2	B		9.50	
		10.25			42.2	ASH GROVE 5.4	30.0	71.7	B		9.35	
		10.40			52.8	HUNTER 8.9	44.9	77.1	C		9.25	
17		11.00			55.4	TIPTON 8.2	50.0	86.0	C		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 Mon., Wed., Fri.	Arrive Daily Ex. Sun.			(103.4)				Leave Daily Ex. Sun.	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.
		22.6				Average speed per hour					18.8	

Eastward trains secure numbered clearance card at Osborne except when no operator on duty, and UP clearance card at Salina U.S. Westward trains secure UP clearance card Abilene; also ATSF numbered clearance card at Salina F.S. 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.

# 10 MIDDLE DIVISION

# STRONG CITY DISTRICT

## SIGNAL SYSTEM TWO IN EFFECT:

Neva Interlocking.

Lost Springs Automatic Interlocking.

Jacobs Automatic Interlocking.

Hope Automatic Interlocking.

Abilene Interlocking.

Trains must secure numbered clearance card Superior, Concordia; and at Abilene except when no operator on duty.

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.

Siding Capacity 50 ft. Per Car	WESTWARD		Turn Tables and Wyes	Feet Per Mile	Riding Grade Ascending	TIME TABLE No. 12 April 26, 1964	Feet Per Mile	Mile Post	Communications	EASTWARD	
	Second Class									Second Class	
	73	73								74	74
	Mixed	Mixed								Mixed	Mixed
	Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.								Arrive Tue. Thurs. Sat.	Arrive Daily Ex. Sun.
		AM 3.10				NEVA YL					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		f	5.00
20	f	3.45		37.0		5.8 DIAMOND SPRINGS	0	13.4	B	f	4.47
29	f	4.00		47.5		5.8 BURDICK	0	19.2	C	f	4.35
		4.15		50.5		6.3 C.R.I.&P. Crossing LOST SPRINGS	41.2	25.5		f	4.15
30	f	4.29		20.6		5.1 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			
27	f	4.58		40.7		7.3 NAVARRE	47.5	44.4	C	f	3.32
39	f	5.17		0		7.7 ENTERPRISE YL	47.5	52.1	C	f	3.15
				0		0.1 C.R.I.&P. Crossing	0	52.2			
				0		0.1 A.T.&S.F. Crossing	0	52.3			
		s 8.00	T	0		5.8 ABILENE YL	0	58.1	C	s 8.00	
				0		0.5 C.R.I.&P. Jct.	0	58.6			
		6.03		0		0.2 S.A. Jct.	0	58.8			1.30
				0		0.2 U.P. Crossing	0	59.0			
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		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 PM
54	f	7.30		52.8		9.1 AURORA	52.7	102.1	C	f	11.55
17	f	7.55		52.6		5.9 HUSCHER	52.7	108.0			
				0		2.0 COOK	52.7	110.0			
				0		3.2 Mo. Pac. Crossing C.B.&Q. Crossing	0	113.2			
	AM 9.25	s 8.25 AM	T	0		0.3 CONCORDIA YL	0	113.5	C	AM 10.55	11.30 AM
				14.2		3.1 HANNUM	0	118.6			
				0		3.5 Mo. Pac. Crossing	0	120.1			
	f	10.10		52.4		7.6 KACKLEY	0	127.7		f	10.25
				0		6.0 C.R.I.&P. Crossing COURTLAND	23.5	133.7	C	s	10.10
	s	10.25		52.1		7.5 LOVEWELL	52.7	141.2	C	f	9.50
	f	10.50		52.6		5.8 WEBBER	0	147.0	B	f	9.35
19	f	11.05		0		4.9 State Line	52.8	151.9			
				42.2		0.7 Mo. Pac. Crossing	0	152.6			
				42.2		0.4 C.B.&Q. Crossing	0	153.0			
				0		0.8 SUPERIOR YL	0	153.8	C	9.15 AM	
	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sun.				(153.8)				Leave Tue. Thurs. Sat.	Leave Daily Ex. Sun.
	20.1	21.8				Average speed per hour				24.3	23.6

CIMARRON VALLEY DISTRICT

MANTER DISTRICT

Siding Capacity 50 ft. Per Car	WEST-WARD		Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 12 April 26, 1964	Ruling Grade Ascending	Mile Post	Communications	EAST-WARD		Siding Capacity 50 ft. Per Car	WEST-WARD		Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 12 April 26, 1964	Ruling Grade Ascending	Mile Post	Communications	EAST-WARD	
	Second Class	173							Second Class	174		Second Class	185								
	Mixed								Mixed			Mixed								Mixed	
Leave Mon., Wed., Fri.	AM	TY	Feet Per Mile	STATIONS	Feet Per Mile	Arrive Tues., Thurs., Sat.	PM	Leave Sun., Tues., Thurs.	AM	Y	Feet Per Mile	STATIONS	Feet Per Mile	Arrive Mon., Wed., Fri.							
	7.00		0	DODGE CITY YL 0.2	0		2.00		9.40		0	SATANTA YL 0.4	13.2								
			0	C.R.I. & P. Jct. YL 0.9	0		0.2			Y	26.4	SATANTA JCT. YL 7.4	9.5								
			52.8	Cimarron Valley Jct. YL 8.8	0		1.1		52		10.05	RYUS 8.2	7.4	B							
34	7.28		52.8	SAYRE 4.1	0		9.9	1.20	84		10.35	HICKOK 7.9	15.6	B							
65	7.38		21.1	ENSIGN 5.0	0		14.0	1.05	100		11.05	ULYSSES YL 7.1	23.5	C							
32	7.50		20.1	HAGGARD 7.2	21.1		19.0	12.45			11.25	STANO 4.1	30.6								
112	8.05		52.8	MONTEZUMA 10.9	21.1		26.2	12.20	34		11.45 PM	BIGBOW 10.6	34.7	B							
111	8.25		21.1	COPELAND 5.6	0		37.1	11.50	25		12.25	JOHNSON 7.8	45.3	C							
	8.40		21.1	TICE 6.9	0		42.7	11.20			1.26	MANTER YL 9.3	53.1	C							
83	9.05		21.1	SUBLETTE 8.3	18.0		49.6	11.05			1.50	SAUNDERS 6.2	62.4								
	9.40	Y	52.8	SATANTA YL 0.4	52.8		57.9	10.45	22		2.20	BARTLETT 8.0	68.6								
			52.8	SATANTA JCT. YL 15.7	52.8		58.3				2.55	WALSH 9.5	76.6	C							
32	10.30		21.1	MOSCOW 12.7	21.1		74.0	9.30	44		3.30	VILAS 8.9	86.1								
52	11.05		21.1	HUGOTON 7.3	0		86.7	9.00			4.45 PM	SOUTH JCT. YL 0.5	95.1								
	11.25		21.1	FETERITA 8.7	0		94.0	8.30	42		4.45 PM	SPRINGFIELD YL 1.3	95.5	C							
38	11.50 PM		42.2	ROLLA 8.3	0		102.7	8.12			Y	NORTH JCT. YL 12.4	96.8								
	12.10		42.2	WILBURTON 8.6	0		111.0	7.55				PRITCHETT YL	109.2	C							
40	12.45	Y	52.8	ELKHART YL 12.4	48.6		119.6	7.35				(109.6)									
	1.17		52.8	STURGIS 11.6	24.3		132.0	7.00				Average speed per hour									
24	1.50		31.7	KEYES 1.2			143.6	6.35													
	3.00 PM	Y		B.M. & E. JCT. 14.4	26.4		144.8														
	Arrive Mon., Wed., Fri.			BOISE CITY YL	159.2	C	159.2	6.00 AM													
	19.9			(159.2)				Leave Tues., Thurs., Sat.													
				Average speed per hour				19.9													

Trains must secure numbered clearance card 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.

SIGNAL SYSTEM TWO IN EFFECT:

Dodge City.

Trains must secure numbered clearance card 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 within these limits prepared to stop short of train, obstruction or switch not properly lined, not exceeding 6 miles per hour.

No switch lights on Cimarron Valley District.

# 12 MIDDLE DIVISION

# SPECIAL RULES

Rules 19 and 813 of the Rules, Operating Department, revised 1959, are amended as follows:

Rule 19. Unless otherwise provided, the following signals will be displayed, in places provided, to the rear of every train, as markers, to indicate the rear of train:

By day, marker lamps not lighted.

By night, marker lamps lighted, displaying red to rear and yellow to front and side.

A train not equipped to display the prescribed signals will display to the rear, a red flag by day and a light by night, in lieu of marker lamps, to indicate the rear of train.

By night, when a train is clear of main track to be passed by following train (except within ABS limits or where Rule 261 is in effect), marker lamps will be turned to display yellow to front, side and rear. Markers must be changed to display red to rear before main track is again fouled.

When markers on a train, the rear of which is clear of main track, display red to rear (except within ABS limits or where Rule 261 is in effect), a following train must proceed prepared to stop short of train, obstruction or switch not properly lined, until main track is known to be clear.

Within ABS limits or where Rule 261 is in effect, a train when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Where ABS or Rule 261 is not in effect, a passenger train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Rule 813. Amended to include: When radio communication is being used in connection with a train or yard movement, in lieu of hand signals, proper identification and continuous contact must be maintained. Should contact be lost with employe directing the movement, immediate stop must be made until communication is restored or other signals are used to complete the movement.

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.

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

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

3. . . . .

## 4. JUNCTION SWITCHES (Rule 98(C))

LOCATION	NORMAL POSITION
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.
McPHERSON DISTRICT	
Ellinwood	Fifth District
GREAT BEND DISTRICT	
Great Bend	Fifth District
LARNED DISTRICT	
Larned	Fifth District
CIMARRON VALLEY DISTRICT	
Satanta Junction	Cimarron Valley District
Boise City	Plains Division
Boise City	Colorado Division
MANTER DISTRICT	
South Jct.	Colorado Division
North Jct.	Colorado Division

## 5. JOINT TRACK FACILITIES

BURTON—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.

WN 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.

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.

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 LOCATION	TYPE	Maximum Speed MPH	
			Pass.	Frt.
FIRST DISTRICT				
Peabody	168.6	Automatic Interlocking	90	60
Newton	184.6	Interlocking	20	20
SECOND DISTRICT				
Burrton	204.1	Interlocking	79	60
CRI&P Crossing	216.5	Interlocking	40	40
N D Jct.	219.1	Interlocking	40	40
Stafford	257.2	Automatic Interlocking	85	60
THIRD DISTRICT				
Newton-First Street	185.5	Interlocking	20	20
Valley Center	201.8	Interlocking.	90	60
North Wichita	210.1	Automatic Interlocking	30	30
South Jct.	213.2	Interlocking	15	15
Winfield	250.4	Interlocking	40	40
FOURTH DISTRICT				
El Dorado (Yard Track)		Gate normally across AT&SF track. Stop, open and close gate.	20	20
AG 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.		
Belle Plaine	227.2)		60	60

## SPECIAL RULES

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

STATION	MILE POST	TYPE	Maximum Speed MPH	
			Pass.	Frts.
<b>FIFTH DISTRICT</b>				
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
<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 to electric locked derails, normally across AT&SF tracks. Stop and be governed by instructions at crossing.		
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

## MIDDLE DIVISION 13

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

STATION	MILE POST	TYPE	Maximum Speed MPH	
			Pass.	Frts.
<b>STRONG CITY DISTRICT—(Cont'd)</b>				
Mo. Pac. Crossing	120.1	Gate normally across Mo.Pac. track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	35	35
Courtland	133.7	Electric locked gate normally across AT&SF track. Be governed by instructions in lock box. Stop, open and close gate.		
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) .....	70	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 .....	35	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> .....	40	40
<b>MANTER DISTRICT</b> .....	40	40

\*On First and Fourth Districts, where district speed is shown 60 MPH for Freight and Mixed, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

No. Units Operative Dyn. Brake	Tons	Average Weight per car	Dist. Speed MPH
2 or more	1750 or less	46 to 50 tons	65
		45 tons or less	70
3 or more	3249 or less	46 to 50 tons	65
		45 tons or less	70

# 14 MIDDLE DIVISION

# SPECIAL RULES

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

No. Units Operative Dyn. Brake	Tons	Average Weight per car	Dist. Speed MPH
4 or more	3250 or less	50 to 54	65
		55 or more	70
4 or more	3251 to 3500	58 to 69	65
		70 or more	70
4 or more	3501 to 3750	68 to 89	65
		90 or more	70
4 or more	3751 to 4000	78 to 109	65
		110 or more	70
4 or more	4001 to 4250	80 or more	65
4 or more	4251 to 4500	90 or more	65
4 or more	4501 to 4750	100 or more	65

LOCATION	MILES PER HOUR	
	Pass-enger	Freight and Mixed

### FIRST DISTRICT

Curve, M.P. 132.4 to 132.8	75	70
Curve, M.P. 133.7 to 133.9	65	55
Curve, M.P. 135.9 to 136.4	75	70
Curve, M.P. 162.6 to 162.9	75	70
Curve, M.P. 166.4 to 166.8	75	70
Curve, M.P. 168.0 to 168.4	75	70
Curve, M.P. 170.0 to 170.5	75	70
Curve, M.P. 173.3 to 175.9	75	70

### SECOND DISTRICT

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

Curve, M.P. 129.6 to 129.7	70	65
Curve, M.P. 133.6 to 133.7	70	65
Curve, M.P. 137.1 to 137.2	70	65
Curve, M.P. 138.6 to 138.8	65	60
Curve, M.P. 141.0 to 141.3	70	65
13 Curves, M.P. 142.3 to 149.6	45	45
Curve, M.P. 150.0 to 150.3	70	65

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

LOCATION	MILES PER HOUR	
	Pass-enger	Freight and Mixed

### FOURTH DISTRICT—(Cont'd)

Curve, M.P. 152.5 to 152.8	70	60
Curve, M.P. 159.3 to 160.0	70	60
Curve, M.P. 169.3 to 169.4	70	65
Curve, M.P. 172.3 to 172.5	70	60
Curve, M.P. 173.4 to 173.7	55	50
Curve at Eldorado Station Sign—Eastward Track	40	40
Curve at Eldorado Station Sign—Westward Track	30	30
Curve, M.P. 175.4 to 175.5	70	65
Curve, M.P. 179.6 to 179.8	65	60
Curve, M.P. 182.8 to 182.9	70	65
2 Curves, M.P. 200.4 to 200.7	60	50
2 Curves, M.P. 202.4 to 203.2	70	60
2 Curves, M.P. 204.3 to 204.7	50	50
2 Curves, M.P. 205.1 to 205.5	60	55
Curve, M.P. 205.8 to 206.0	70	60
Curve, M.P. 209.5 to 209.7	65	60
Curve, M.P. 210.2 to 210.3	70	65
Curve, M.P. 215.6 to 215.8	65	60
Curve, M.P. 217.8 to 221.4 Eastward Track	70	65
3 Curves, M.P. 219.4 to 220.9 Westward Track	30	30
Curve, M.P. 228.4 to 228.6	70	65
3 Curves, M.P. 236.6 to 238.9	55	45

### 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	30	30
Curves, M.P. 8.2 to 10.9	30	30
Curves, M.P. 50.7 to 51.9	30	30
Curve, M.P. 60.8 to 61.0	30	30
Curve, M.P. 62.7 to 62.9	30	30
Curve, M.P. 83.4 to 83.7	30	30
Curves, M.P. 88.7 to 90.0	30	30
Curve, M.P. 90.9 to 92.0	30	30
Curves, M.P. 92.7 to 93.4	30	30
Curves, M.P. 96.7 to 97.5	30	30
Curve, M.P. 108.5 to 108.7	30	30
Curves, M.P. 109.8 to 109.9	15	15
Curve, M.P. 111.1 to 111.3	30	30

### SALINA DISTRICT

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

## SPECIAL RULES

### 14. MAXIMUM SPEED OF ENGINES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When not Controlled From Leading Unit	Dead In Train
Diesel and Gas-Electric				
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
325-344 (except 325L, 326LA, 329LAB, 330AB, 331LB, 332L, 333LAB, 334L, 335LAB)	80	80	45	80
325L, 326LA, 329LAB, 330AB, 331LB, 332L, 333LAB, 334L, 335LAB	90	90	45	90
100-289, 407-430	70	70	45	70
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
450, 451	30	30	30	20
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2302-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1349, 1600-1615	75	75	*45	75
RDC 191, 192	85	85	50	85
M115, 118, 126	65	65	25	60
M160, 190	80	65	25	75

\*Note: Forward speed applies when backing handling train controlled from leading unit.

### 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, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2302, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1349, 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. ....

## MIDDLE DIVISION 15

### 17. DERRICKS, CRANES, ETC.

Derricks, pile drivers, clam shells, ditchers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

DISTRICT	Derricks MPH	Pile Drivers' AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 MPH	Other Machines MPH
First, Second, Third, Fourth, Fifth, and Douglass	40	45	30
Strong City, McPherson, Manter, Great Bend, Cimarron Valley, and Larned	20	20	20
Little River, Minneapolis, and Salina	15	15	15

Pile Drivers Must be Handled In Trains Next To Engine.

### 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. Where two speeds are shown in the MPH column, higher speed applies to passenger trains only.

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	70-65
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	30
	S	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
<b>SECOND DISTRICT</b>			
Sand Creek	I	Crossover M.P. 186	40
	S	West end yard. McGraw track switch, both ends, first crossover west of McGraw track switch	30

# 16 MIDDLE DIVISION

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

STATION	TYPE	LOCATION	MPH
SECOND DISTRICT—(Cont'd)			
Sand Creek	S	First switch east of McGraw track switch	15
	I	West end yard. Main track switches	30
	I	Turnout end two tracks M.P. 190	40
Burrton	I	Both ends siding	40
M.P. 212.6	I	East end siding	40
Way	I	Crossover east end yard	30
CRI&P Crsg. (MP 216.5)	I	First crossover west of CRI&P crossing between main track and siding	40
	I	Second crossover west of CRI&P crossing between siding and main track	15
	I	First crossover west of CRI&P crossing between running yard track No. 3 and siding	15
	I	Second crossover west of CRI&P crossing between siding and running yard track No. 3	30
CH Jct.	I	Crossover between main track and siding	30
	I	Turnout siding to Fifth District	30
	I	Turnout Fifth District main track to running yard track No. 3	15
ND Jct.	I	West end siding M.P. 219.1	40
	I	Turnout to Plains 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
Spearsville	I	Both ends both sidings	30
Wright	I	East end siding	30
	I	Crossover M.P. 34.6	30
	I	Turnout end of Two Tracks M.P. 344.7	40
Dodge City	I	Turnouts East end Freight leads	30
	I	Double Crossovers M.P. 350.1	30

### 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
Sedgewick	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

# SPECIAL RULES

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

STATION	TYPE	LOCATION	MPH
THIRD DISTRICT—(Cont'd)			
Mulvane	I	East end of siding M.P. 225.3	40
	I	Crossover between Third District and Fourth District at Fourth District M.P. 220.	40
	I	Other main track turnouts and crossovers east end of yard	30
	I	Main track turnouts and crossover west of depot	30
	I	West end siding M.P. 228.8	30
Udall	I	Both ends siding	40
WN Jct.	I	Both ends siding	40
	I	Turnouts to Douglass District main track and siding	30
	I	Turnouts to Oklahoma Division	15
	I	Crossovers between main track and siding	30
Hackney	I	Both ends siding	40
Arkansas City	I	East end siding M.P. 261.2	40
	S	M.P. 262.3	30
	I	Crossover between main track and siding M.P. 262.7	30
FOURTH DISTRICT			
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	70-65
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
AG 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	Crossover between Fourth District and Third District at M.P. 220	40
	I	Other main track turnouts and crossovers east end yard	30
	I	Main track turnouts and crossovers west of depot	30
	I	Turnout westward track M.P. 221.9	40
	I	West end siding	30
	I	Both ends siding	30
Cicero	I	End of two tracks	70-65
Wellington	I	End of two tracks	40
	I	Switches leading to and from freight yard and Oklahoma Division	30
	I	East end siding	15
DOUGLASS DISTRICT			
WN Jct.	I	East end siding	30
	I	Turnout to Third District	30
SALINA DISTRICT			
		Main track turnouts	10



## SPECIAL RULES

## MIDDLE DIVISION 17

### 19. YARD LIMITS

Abilene	Enterprise	Marion	Pritchett
Augusta	Florence	Manchester	Salina
Barnard	Galatia	Minneapolis	Satanta
Boise City	Great Bend	Miltonvale	Scott City
CH Jct. (5th Dist. only)	Hillsboro	McPherson	Springfield
Chase	Holyrood	ND Jct.	Sterling
Concordia	Jetmore	Ness City	Strong City
Conway	Kinsley	Neva (Strong City Dist. only)	Superior
Dodge City	Larned	City Dist. only)	Talmadge
El Dorado	Lincoln Center	Newton	Ulysses
Elkhart	Little River	No. Wichita	WN Jct.
Ellinwood	Lorraine	Osborne	(Douglass Dist. only)
Emporia	Lyons		
	Manter		

### 20. BULLETIN BOOKS

Abilene	Dodge City	McPherson	Sand Creek
Argentine RH	El Dorado	Newton	Satanta
Arkansas City	Ellinwood	No. Wichita	Superior
Augusta	Emporia	Osborne	Way
Boise City	Great Bend	Purcell	Wellington
Concordia	Kans City US	Salina F S	

### 21. STANDARD CLOCKS

Abilene	Dodge City	Newton	Scott City
Arkansas City	Emporia	No. Wichita	Way
Boise City	Great Bend	Sand Creek	Wellington

### 22. STANDARD THERMOMETERS

Abilene	Ellinwood	McPherson	Scott City
AG Tower	Emporia	Newton	Strong City
Arkansas City	Florence	No. Wichita	Superior
Boise City	Great Bend	Osborne	Wellington
Concordia	Hutchinson	Salina	Winfield
Dodge City	Larned	Sand Creek	

### 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, Ersham 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>		
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

### 24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE—(Cont'd)

Name	Location	Capacity
<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
Ulysses Irrigation Pipe Co.	M.P. 24.8	4 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>		
Bert Wetta Track	M.P. 15.1	7 Cars
Bosse Track	M.P. 42.7	11 Cars

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

DR. O. L. HANSON, Chief Surgeon.....Topeka

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# 18 MIDDLE DIVISION

# SPECIAL RULES

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DR. ROBERT C. POLSON (Eye Only)	Great Bend
DR. E. W. SCHWARTZ, Ophthalmologist	Dodge City

A. J. STROBEL, General Watch Inspector	Topeka
R. W. GOOCH, Asst. General Watch Inspector	Topeka

## LOCAL TIME INSPECTORS—MIDDLE DIVISION

D. H. ROSENBALM	Emporia
SAMUEL B. HANKINS	Newton
E. R. CLARK	Wichita
F. D. HERMAN	Wichita
R. H. RILEY	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 La Plata Marceline Carrollton	Tulsa Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen Williams and beyond		17 cont'd	Hutchinson	Albuquerque and beyond	Kansas City and beyond
				18	Hutchinson	Kansas City and beyond	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	Carrollton Marceline La Plata		Williams Jct. and beyond, Belen Vaughn Fort Sumner Clovis Hereford Amarillo Pampa Canadian Woodward	19	Carrollton	Tulsa	
					East of Kansas City	Dodge City to Halstead inclusive	
2	La Plata	Chicago and beyond	Kansas City	20	Lawrence	St. John, Albuquerque and beyond	
					St. John	Albuquerque and beyond	Emporia, Lawrence, Topeka, Kansas City and beyond, and South of Newton
3	Between Kansas City and Wellington	Beyond Wellington		20	Stations in Illinois		Beyond Kansas City
					Ransom Verona Mazon Toluca Dallas City	Chicago and beyond	
9	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois	20	Marceline		St. John Garden City Lamar La Junta and beyond
					St. John	Emporia, Topeka, Lawrence, Kansas City and beyond, and South of Newton	Albuquerque and beyond
12	East of Kansas City		Dodge City to Halstead inclusive	23	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois
	Carrollton	Chicago and beyond	Beyond Wichita and South of Ottawa		Newton to Dodge City	La Junta and beyond	Newton and beyond
15	Coal City	Kansas City and beyond	Chicago and beyond	24	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
	Marceline	Wichita and beyond	Chicago and beyond		Newton to Emporia	Points between Newton and Emporia, Kansas City and beyond	Points beyond Emporia
16	Marceline	La Plata and beyond	Kansas City and beyond	211	Collinsville		Kansas City and beyond
	Ottawa	Beyond Newton					
17	Streator Chillicothe	Scheduled stops in California					
	Galesburg	Lamy and scheduled stops 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 employee 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.)

