

H. L. LEWIS, Asst. Superintendent. Oklahoma City, Okla.
 SUMNER GREENWOOD, Trainmaster. Newton, Kans.
 N. L. MINNIX, Trainmaster. Newton, Kans.
 T. H. LINN, Trainmaster. Newton, Kans.
 A. C. RICKETTS, Road Foreman of Engines. Emporia, Kans.
 R. G. SHAW, Road Foreman of Engines. Newton, Kans.
 C. W. SMITH, Road Foreman of Engines. Arkansas City, Kans.
 W. T. MORAN, Chief Dispatcher. Newton, Kans.
 H. J. GARVIN, Asst. Chief Dispatcher. Newton, Kans.
 C. M. GREGORY, Asst. Chief Dispatcher. Newton, Kans.
 R. D. MARTIN, Asst. Chief Dispatcher. Newton, Kans.
 R. F. SHIELDS, Asst. Chief Dispatcher. Newton, Kans.

TRAIN DISPATCHERS—NEWTON, KANSAS

F. O. BAIRD	R. W. RENFROE	W. G. BURTON
R. H. WILLIS	R. T. POLLEY	D. L. RESER
C. R. SNODGRASS	H. C. FLOTTMAN	W. P. VAUGHN
M. E. HOWELL	L. F. RILEY	M. C. SEELY
H. H. LACQUEMENT	K. L. SEBO	D. S. OSBURN
S. R. BELEW	W. G. WILLIAMS	E. M. SMITH
J. Q. COOPER	C. A. MATHIES	D. G. SIBLEY
G. O. THOMAS	B. L. JOSEPH	
H. E. SHEPHERD	B. J. ECKERT	

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are **DAMAGING**—Here's what happens:

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

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

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS

IT'S EVERYBODY'S JOB ON THE SANTA FE

SPEED TABLE

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

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
36	100	58	62.1	1 40	36.0
37	97.3	59	61.0	1 42	35.3
38	94.7	1	60.0	1 44	34.6
39	92.3	1 02	58.0	1 46	34.0
40	90.0	1 04	56.2	1 48	33.3
41	87.8	1 06	54.5	1 50	32.7
42	85.7	1 08	52.9	1 52	32.1
43	83.7	1 10	51.4	1 54	31.6
44	81.8	1 12	50.0	1 56	31.0
45	80.0	1 14	48.6	1 58	30.5
46	78.3	1 16	47.4	2	30.0
47	76.6	1 18	46.1	2 05	28.8
48	75.0	1 20	45.0	2 10	27.7
49	73.5	1 22	43.9	2 15	26.7
50	72.0	1 24	42.9	2 30	24.0
51	70.6	1 26	41.9	2 45	21.8
52	69.2	1 28	40.9	3	20.0
53	67.9	1 30	40.0	3 30	17.1
54	66.6	1 32	39.1	4	15.0
55	65.5	1 34	38.3	4 30	13.3
56	64.2	1 36	37.5	5	12.0
57	63.2	1 38	36.8	6	10.0

**The Atchison, Topeka and Santa Fe
 Railway Co.**

**EASTERN LINES
 Western District**

MIDDLE DIVISION

SUPPLEMENT "A" to

TIME TABLE No.

14

IN EFFECT

Sunday, October 30, 1966

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

L. CENA,
 Asst. General Manager,
 Topeka, Kansas

J. R. FITZGERALD,
 Superintendent,
 Newton, Kansas

FIFTH DISTRICT

MIDDLE DIVISION

GREAT BEND DISTRICT

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Siding Capacity 50 Ft. Per Car	WEST- WARD		Supplement "A" to TIME TABLE No. 14 October 30, 1966		Mile Post	Communications Turn Tables and Wyes	EAST- WARD			
	Ruling Grade Ascending	Feet Per Mile	STATIONS	Feet Per Mile			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	Siding Capacity 50 Ft. Per Car
		0	CH JCT. YL 4.4	0	218.3					
			YA JCT. 0.5	0	222.7	B				
82		7.4	YAGGY 5.4	0	223.2	B				
82		0	NICKERSON 7.0	0	228.6	C				
		11.1	ST JCT. 1.1	0	235.6	B				
85		0	STERLING YL 6.2	0	236.7	C				
82		0	ALDEN 6.1	0	242.9	CR				
53		10.5	RAYMOND 4.5	0	249.0					
53		0	CLARENDON 5.9	0	253.5	B				
82		0	ELLINWOOD YL 4.5	0	259.4	Y C				
82		11.8	DARTMOUTH 5.6	0	263.9	B				
		19.4	GREAT BEND YL 7.8	0	269.5	Y R C				
52		13.0	DUNDEE 5.7	0	277.3	B				
82		13.0	PAWNEE ROCK 8.8	0	283.0	C				
83		0	LARNED YL 5.6	0	291.8	Y R C				
53		17.4	HAMBURG 5.1	0	297.4	B				
84		12.6	GARFIELD 6.9	0	302.5	C				
52		9.0	NETTLETON 7.3	0	309.4	B				
			KINSLEY YL	0	316.7	Y R C				
			(98.4)							
			Average speed per hour							

Siding Capacity 50 Ft. Per Car	WEST- WARD		Supplement "A" to TIME TABLE No. 14 October 30, 1966		Mile Post	Communications Turn Tables and Wyes	EAST- WARD			
	Ruling Grade Ascending	Feet Per Mile	STATIONS	Feet Per Mile			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	Siding Capacity 50 Ft. Per Car
			AM 10.20							
		5.2	GREAT BEND YL 8.3	0		Y CR	PM 12.10			
			HEIZER 7.1	0	8.0		PM			
35		21.1	ALBERT 4.4	0	15.1	C	11.23			
		19.9	SHAFFER 4.7	0	19.5					
		21.1	TIMKEN 7.7	0	24.2	C	11.05			
85		15.8	RUSH CENTER 6.9	0	31.9	C	10.50			
		15.3	NEKOMA 6.0	0	38.8					
		21.1	ALEXANDER 7.7	0	44.8	C	10.25			
82		21.1	BAZINE 11.6	0	52.5	C	10.05			
78		31.7	NESS CITY YL 8.4	31.7	64.1	C	9.40			
56		31.7	LAIRD 7.7	31.7	72.5					
		31.7	BEELER 6.7	0	80.2					
		31.7	ALAMOTA 9.0	0	86.9					
		31.7	DIGHTON 7.3	0	95.9	C	8.15			
		22.6	AMY 6.3	0	103.2					
		14.6	GRIGSTON 6.3	0	109.5					
		31.7	TRACTOR 3.1	31.7	115.8					
		7.9	Mo. Pac. Crossing 1.2	0	118.9					
		17.6	SCOTT CITY YL	0	120.1	Y C	7.15 AM			
		3.15 PM								
		Arrive Mon., Wed., Fri.						Leave Tues., Thurs. Sat.		
		24.4	Average speed per hour					24.4		

Eastward trains must secure numbered clearance card before leaving Kinsley. Westward trains must secure numbered clearance card at Hutchinson before leaving CH Jct.

Missouri Pacific trains will use AT&SF tracks between YA Jct. and ST Jct., and will be governed by AT&SF Time Table and Rules.

Train order signal at Kinsley governs Second District trains only.

GREAT BEND DISTRICT

Trains must secure numbered clearance card before leaving originating stations.

No switch lights on Great Bend District.

LARNED DISTRICT

Trains must secure numbered clearance card before leaving originating stations.

No switch lights on Larned District.

LARNED DISTRICT

Siding Capacity 50 Ft. Per Car	WEST- WARD		Supplement "A" to TIME TABLE No. 14 October 30, 1966		Mile Post	Communications Turn Tables and Wyes	EAST- WARD			
	Ruling Grade Ascending	Feet Per Mile	STATIONS	Feet Per Mile			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	Siding Capacity 50 Ft. Per Car
			PM 12.01							
		10.5	LARNED YL 6.6	0		Y CR	AM 11.05			
		12.25	FRIZELL 5.6	0	6.6		10.45			
		12.50	SANFORD 4.8	0	12.2		10.25			
		1.15	ROZEL 6.9	0	17.0	C	10.10			
		2.15	BURDETT 6.8	0	23.9	C	9.45			
		2.35	GRAY 4.7	0	30.7		9.15			
		3.05	OLNEY 10.8	0	35.4	C	9.00			
		4.15 PM	JETMORE YL	52.8	46.2	Y C	8.30 AM			
		Arrive Sun., Tues., Thurs.						Leave Mon., Wed., Fri.		
		10.9	Average speed per hour					17.9		