

SUMNER GREENWOOD, Trainmaster..... Newton, Kans.
 N. L. MINNIX, Trainmaster..... Newton, Kans.
 J. R. FITZGERALD, 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"/>	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.**

12

IN EFFECT

Sunday, October 25, 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**

THIRD DISTRICT

MIDDLE DIVISION 5

Siding Capacity 50 Ft. Per Car	WESTWARD				Turn Tables and Wyes	Ruling Grade Ascending	Supplement "A" to TIME TABLE No. 12 October 25, 1964	Ruling Grade Ascending	Mile Post	Communications	EASTWARD			
	First Class										First Class			
	11	3	15	1							2	12	4	16
	The Kansas Cityan	Passenger	Texas Chief	San Francisco Chief							San Francisco Chief	The Chicagoan	Passenger	Texas Chief
	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	PM 8.35	PM 12.35	AM 4.55	AM 2.35	TY	0	NEWTON 0.4	27.8	185.1	C	AM 1.50	AM 8.10	AM 11.05	PM 10.05
77						0	A.T.&S.F. Crossing FIRST STREET 2.5	27.8	185.5					
						0	McGRAW 3.2	18.0	188.0					
133						0	PUTNAM 4.0	5.5	191.2		1.28	7.55	10.51	9.50
146						0	SEDGWICK 6.6	10.4	195.2	C			10.48	
130	8.50	12.49	5.10	2.49		0	VALLEY CENTER S.L.-S.F. Crossing 7.3	7.2	201.8	C			10.43	
	8.56	12.54	5.16	2.56	T	0	NO. WICHITA YL 1.0	9.5	209.1	C	1.16	7.41	10.36	9.36
						0	Mo. Pac. Crossing 1.6	10.8	210.1					
	9.01	12.59	5.21	3.01		0	NORTH JCT. YL 0.6	0	211.7	C	1.12	7.37	10.32	9.32
	9.10 18 9.20	1.10 1.15	5.35	3.20 3.30		21.2	WICHITA U. S. 0.9	0	212.3	C	1.10	7.35 7.25	10.30 10.22	9.30 11 9.20
	9.22	1.17	5.37	3.34	Y	0	SOUTH JCT. C.R.I. & P. Crossing 4.2	10.9	213.2	C	12.53	7.15	10.16	9.17
133						31.7	CONNELL 5.6	81.7	217.4					
134						16.4	DERBY 4.9	81.7	223.0					
265	9.38	1.33 PM	5.52	3.48 AM	Y	21.6	MULVANE 10.0	81.7	227.9	C	12.40 AM	7.02	10.00 AM	9.03
124	9.50	Via Fourth District	6.03	Via Fourth District		31.7	UDALL 11.8	18.6	237.9	C	Via Fourth District	6.53	Via Fourth District	8.54
183	10.04		6.15		Y	0	WN JCT. 0.7	39.6	249.7			6.42		8.42
						13.5	S.L.-S.F. Crossing 0.4	16.3	249.7					
	10.10		6.20			0	WINFIELD 5.3	16.3	250.4			6.40		8.40
156						31.7	HACKNEY 7.3	81.7	250.8	C				
483	10.30 PM		6.40 AM		TY	31.7	ARKANSAS CITY (78.3)	81.7	256.1	B		6.25 AM		8.25 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					263.4	C	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	44.7	46.8	44.7	40.7			Average speed per hour				36.7	40.5	45.1	52.2

SIGNAL SYSTEM
ONE IN EFFECT:

North Jct. Interlock-
ing.

South Jct. Interlock-
ing.

SIGNAL SYSTEM
TWO IN EFFECT:

First Street to Ar-
kansas City except;
North Jct. and
South Jct. Interlock-
ings.

RULE 251 IN
EFFECT:

M.P. 207.9 (No.
Wichita) to North
Jct.

RULE 261 IN
EFFECT:

On main track and
sidings First Street
to M.P. 207.9 (No.
Wichita) and South
Jct. to Arkansas
City.

Trains originating Newton, Sand Creek, North Wichita, Wichita Union Station and Arkansas City secure numbered clearance card, except Plains Division trains originating North Wichita.

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.

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 secure permission to proceed eastward from Wichita Junction before passing that point. 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.

At Arkansas City between hand throw crossover M.P. 263 and interlocked crossover M.P. 264.1 maximum authorized speed on main track 20 MPH.

6 MIDDLE DIVISION

FOURTH DISTRICT

Siding Capacity 80 ft. Per Car	WESTWARD		Turn Tables and Wyes	Ruling Grade Ascending	Supplement "A" to TIME TABLE No. 12 October 25, 1964	Ruling Grade Ascending	Mile Post	Communications	EASTWARD	
	First Class								First Class	
	3 Passenger	1 San Francisco Chief							2 San Francisco Chief	4 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		
E 129 W 189			Y	0	VANORA 7.7	0	177.6			
				0	AG TOWER YL S.L.-S.F. Crossing 0.4	0	185.3	C		
				0	AUGUSTA YL 5.7	0	185.7 (189.8)			
133	Via Third District	Via Third District		31.7	SALTER 5.4	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 3.48	Y	0	MULVANE 5.1	21.4	220.6	C	AM 12.40	AM 10.00
				0	Midland Valley Cr. 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	4.00		0	CICERO 7.4	21.4	231.7		12.27	9.47
	2.00 PM	4.15 AM	TY	0	WELLINGTON	21.4	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 80 ft. Per Car	WESTWARD	Turn Tables and Wyes	Ruling Grade Ascending	Supplement "A" to TIME TABLE No. 12 October 25, 1964	Ruling Grade Ascending	Mile Post	Communications	EASTWARD			
									Feet Per Mile	STATIONS	Feet Per Mile
			0	AG TOWER YL S.L.-S.F. Crossing 0.4	0	185.3	C				
			0	AUGUSTA YL 6.3	0	185.7					
134			10.6	GORDON 5.0	15.8	192.0					
139			0	DOUGLASS 5.6	15.8	197.0	C				
131			10.6	ROCK 6.2	15.8	202.6					
135			10.6	AKRON 7.2	15.8	208.8	B				
117		Y	10.6	WN JCT. YL	15.8	216.0					
				(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.