

SUMNER GREENWOOD, Trainmaster..... Newton, Kans.
 N. L. MINNIX, Trainmaster..... Newton, Kans.
 C. M. WHITTON, Trainmaster..... Newton, Kans.
 G. B. LUNDAY, Trainmaster..... Arkansas City, 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. HODGES, JR., 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
M. E. HOWELL	R. F. SHIELDS	D. L. RESER
H. H. LAQUEMENT	L. F. RILEY	L. G. ROWLAND
S. R. BELEW	K. L. SEBO	W. P. VAUGHN
J. Q. COOPER	M. L. VAUGHN	M. C. SEELY
G. O. THOMAS	W. G. WILLIAMS	
H. E. SHEPHERD	C. A. MATHIES	

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

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

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

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

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS

IT'S EVERYBODY'S JOB ON THE SANTA FE

SPEED TABLE

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

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

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

**EASTERN LINES
 Western District**

MIDDLE DIVISION

TIME TABLE No.

13

IN EFFECT

Monday, August 16, 1965

At 12:01 A. M.

Central Standard Time

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

**L. M. OLSON,
 General Manager,
 Topeka, Kansas**

**L. CENA,
 (Acting) Asst.
 General Manager,
 Topeka, Kansas**

**J. R. FITZGERALD,
 (Acting) Superintendent,
 Newton, Kansas**

Siding Capacity 50 Ft. Per Car	WESTWARD										TIME TABLE No. 13 August 16, 1965	Rating Grade Ascending	
	Second Class		First Class										
	87	73	11	19	3	7	17	15	1	23			
Way Freight	Way Freight	The Kansas Cityan	The Chief	Passenger	Fast Mail Express	Super Chief-El Capitan	Texas Chief	San Francisco Chief	The Grand Canyon	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Leave Daily Except Sun.	Leave Daily Except Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Feet Per Mile
	AM 4.00	AM 2.40	PM 7.25	PM 7.10	AM 11.20	AM 11.00	AM 3.55	AM 3.40	AM 1.15	AM 12.30		EMPORIA YL 3.2	6.1
												MERRICK YL 4.9	6.1
												PLYMOUTH 3.2	4.4
												SAFFORDVILLE 2.0	6.8
	4.20	2.55	7.35	7.20	11.30	11.10	4.05	3.50	1.25	12.43		ELLINOR 6.3	9.2
W103 E119	4.30	3.05	7.40	7.25	11.35	11.15	4.10	3.55	1.30	12.50		STRONG CITY YL 4.1	10.4
	4.35	3.10 AM	7.43	7.28	11.38	11.19	4.13	3.58	1.33	12.54		NEVA 2.5	0
												ELMDALE 7.3	17.4
W63 E81	4.45		7.50	7.35	11.45	11.26	4.20	4.05	1.40	1.02		CLEMENTS 5.1	13.0
W58 E54												CEDAR POINT 6.2	0
W126 E165	5.00 AM	Via Strong City District	7.59	7.44	11.54 PM	11.35	4.29	4.15	1.48	1.13		FLORENCE YL 11.4	19.3
W103 E57	Via McPherson District		8.08	7.53	12.03	11.44	4.38	4.23	1.56	1.25		PEABODY 0.3	14.8
			8.16	8.01	12.11	11.53	4.46	4.31	2.03	1.34		C.R.I.&P. Crossing 9.7	45.4
												WALTON 6.3	0
												Mo. Pac. Crossing 0.5	0
												NEWTON YL	
	Arrive Daily Except Sun.	Arrive Daily Except Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(73.0)	
	44.8	47.4	67.4	67.4	67.4	62.6	67.4	67.4	73.0	51.5		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.

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

Main Track No. 3 between Merrick and Ellinor.

Westward Main Track between interlockings Strong City and Neva.

Trains must secure numbered clearance card Emporia.

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.

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.

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

Communications Turn Tables and Ways	Mile Post	Ruling Grade Ascending	TIME TABLE No. 13 August 16, 1965	EASTWARD									
				First Class								Second Class	
				24	2	18	12	4	8	20	16	74	88
				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	STATIONS	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	EMPORIA YL 3.2	AM 2.25 ^s	AM 3.05 ^s	AM 3.45 ^s	AM 9.30 ^s	PM 12.20 ^s	PM 3.40 ^s	PM 7.50 ^s	PM 11.20 ^s	PM 5.45	PM 6.40
	115.3	0	MERRICK YL 4.9										
B	120.2	0	PLYMOUTH 3.2										
	123.4	0	SAFFORDVILLE 2.0										
	125.4	0	ELLINOR 6.3	2.06	2.51	3.31	9.11	12.06	3.16	7.36	11.05	5.30	6.20
Y C	131.7	0	STRONG CITY YL 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	NEVA 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	ELMDALE 7.3										
B	145.6	0	CLEMENTS 5.1	1.49	2.34	3.14	8.54	11.49	2.59	7.19	10.49		5.55
C	150.7	0	CEDAR POINT 6.2										
Y C	156.9	0	FLORENCE YL 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	PEABODY 0.3	1.31	2.16	2.56	8.36	11.31	2.41	7.01	10.31		Via Mc- Pherson District
	168.6	16.3	C.R.I.&P. Crossing 9.7										
	178.3	21.1	WALTON 6.3	1.23	2.08	2.48	8.28	11.23	2.33	6.53	10.23		
	184.6	19.1	Mo. Pac. Crossing 0.5										
T Y C	185.1		NEWTON YL	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.

Siding Capacity 50 Ft. Per Car	WESTWARD				Ruling Grade Ascending	TIME TABLE No. 13 August 16, 1965	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD			
	First Class									First Class			
	19	7	17	23						18	8	20	24
	The Chief	Fast Mail Express	Super Chief-El Capitan	The Grand Canyon		STATIONS	Feet Per Mile			Super Chief-El Capitan	Fast Mail Express	The Chief	The Grand Canyon
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Feet Per Mile					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	PM 8.20	PM 12.20	AM 5.05	AM 2.10		NEWTON YL			T	AM 2.35	PM 2.10	PM 6.40	AM 1.05
					0	1.6	31.8	185.1	Y C				
					21.1	SAND CREEK	15.8	186.7	C				
					21.1	7.9		194.6			1.45		12.28
						9.5	0						
200	8.35	12.35	5.20	2.28	9.5	HALSTEAD	0	204.1	C	2.13	1.34	6.14	12.20
					0	10.8	0	214.9	Y				
					0	WAY	0	216.6					
663	8.50	12.50	5.35	2.55	0	S.L.S.F. Crossing	0	218.0	Y C	1.58	1.15	6.00	12.05
					0	EURRTON	0	218.3					AM
					0	1.6	0						
					0	C.R.I.&P. Crossing	0	219.2	B	1.55	1.03	5.55	11.49
					21.1	HUTCHINSON	0						
					0	1.5	0	223.4	B	1.51	12.58	5.52	11.45
					0	0.3	0	228.9		1.47	12.46	5.48	11.41
					21.1	CH JCT.	0	235.1	B	1.43	12.41	5.44	11.36
					21.1	ND JCT.	0	240.7	B	1.39	12.36	5.40	11.32
					21.1	Mo. Pac. Crossing YL	0	246.4	C	1.35	12.31	5.36	11.28
					21.1	4.2	0	251.1	B	1.31	12.26	5.32	11.24
					0	WHITESIDE	0	257.0	C	1.27	12.21	5.28	11.20
					0	5.5	0	257.2					
					21.1	PARTRIDGE	0	266.0	C	1.19	12.12	5.21	11.10
					21.1	6.2	0	272.8	B	1.14	12.05	5.16	11.04
					21.1	ABBYVILLE	0	277.6	C	1.10	12.01	5.12	11.00
					21.1	5.6	0	284.9	C	1.05	11.56	5.07	10.54
					21.1	PLEVNA	0						
					21.1	5.7	20.3						
					21.1	SYLVIA	0	293.8	C	12.59	11.50	5.01	10.48
					21.1	ZENITH	0	302.4	Y C	12.52	11.43	4.54	10.40
					21.1	4.7	0	324.7	C				
					21.1	STAFFORD	0	330.3					
					21.1	0.2	0						
					24.2	Mo. Pac. Crossing	24.2	336.1	C				10.19
					26.5	8.8	26.5	344.7	C	12.32	11.20	4.34	10.13
						ST. JOHN		352.5	T Y C	12.23 AM	11.10 AM	4.25 PM	10.05 PM
						6.8				Leave Daily	Leave Daily	Leave Daily	Leave Daily
						DILLWYN				69.6	51.0	68.0	51.3
						4.8							
						MACKSVILLE							
						7.3							
						BELPRE							
						8.4							
						LEWIS							
						9.1							
						KINSLEY YL							
						8.0							
						OFFERLE							
						5.6							
						BELLEFONT							
						5.8							
						SPEARVILLE							
						8.6							
						WRIGHT							
						7.8							
						DODGE CITY YL							
						(153.1)							
						Average speed per hour							

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. Jct.
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.

THIRD DISTRICT

MIDDLE DIVISION 5

Siding Capacity 50 Ft. Per Car	WESTWARD				Ruling Grade Ascending	TIME TABLE No. 13 August 16, 1965	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	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	0	NEWTON 0.4	27.8	186.1	AM 1.50	AM 8.10	AM 11.05	PM 10.05	
					0	A.T.&S.F. Crossing FIRST STREET 2.5	27.8	186.5					
					0	McGRAW 3.2	18.0	188.0					
133					0	PUTNAM 4.0	5.6	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	0	NO. WICHITA YL 1.0	9.5	209.1	T 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	21.2	NORTH JCT. YL 0.6	0	211.7	C	1.12	7.37	10.32	9.32
	s 9.10 16 9.20	s 1.10 1.15	s 5.35	s 3.20 3.30	0	WICHITA U.S. 0.9	28.8	212.3	C	s 1.10	s 7.35 7.25	s 10.30 10.22	s 9.30 11 9.20
	9.22	1.17	5.37	3.34	31.7	SOUTH JCT. C.R.I.&P. Crossing 4.2	10.9	213.2	Y C	12.53	7.15	10.16	9.17
133					16.4	CONNELL 5.6	31.7	217.4					
134					21.6	DERBY 4.9	31.7	223.0					
265	9.38	f 1.33 PM	5.52	3.48 AM	31.7	MULVANE 10.0	18.6	227.9	Y C	12.40 AM	7.02	10.00 AM	9.03
124	9.50	Via Fourth District	6.03	Via Fourth District	0	UDALL 11.8	39.6	237.9	C	Via Fourth District	6.53	Via Fourth District	8.54
183	10.04		6.15		13.5	WN JCT. 0.7	16.3	249.7	Y		6.42	Via Fourth District	8.42
					0	S.L.-S.F. Crossing 0.4	16.3	250.4					
	s 10.10		s 6.20		31.7	WINFIELD 5.3	31.7	250.8	C		s 6.40		s 8.40
156					31.7	HACKNEY 7.3	31.7	256.1	B				
483	s 10.30 PM		s 6.40 AM		31.7	ARKANSAS CITY (78.3)		263.4	T Y C		6.25 AM		8.25 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily
	44.7	46.6	44.7	40.7		Average speed per hour				36.7	49.5	45.1	52.2

SIGNAL SYSTEM ONE IN EFFECT:

North Jct. Interlocking.

South Jct. Interlocking.

SIGNAL SYSTEM TWO IN EFFECT:

First Street to Arkansas City except; North Jct. and South Jct. Interlockings.

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. 262.9 and interlocked crossover M.P. 264.1 maximum authorized speed on main track 20 MPH.

Siding Capacity 50 Ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 13 August 16, 1965			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	First Class			STATIONS	First Class						
	3	1			2	4					
	Passenger	San Francisco Chief			San Francisco Chief	Passenger					
	Leave Daily	Leave Daily	Feet Per Mile		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			0	EL DORADO YL 3.3	0	174.3	Y C				
E 129 W 189			0	VANORA 7.7	0	177.6					
			0	AG TOWER YL S.L.-S.F. Crossing 0.4	0	185.3	Y 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 3.48	0	MULVANE 5.1	21.4	220.6	Y C	AM 12.40	AM 10.00		
			0	Midland Valley Cros. 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	4.00	0	CICERO 7.4	21.4	231.7		12.27	9.47		
	2.00 PM	4.15 AM	0	WELLINGTON		238.9		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 50 Ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 13 August 16, 1965			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	STATIONS			STATIONS	STATIONS						
	Feet Per Mile				Feet Per Mile						
			0	AG TOWER YL S.L.-S.F. Crossing 0.4	0	185.3	Y 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				WN JCT. YL		216.0	Y				
				(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.

FIFTH DISTRICT

MIDDLE DIVISION

GREAT BEND DISTRICT

7

Siding Capacity 50 Ft. Per Car	WEST- WARD		TIME TABLE No. 13 August 16, 1965		Mile Post	Communications Turn Tables and Wyes	EAST- WARD	
	Ruling Grade Ascending	Feet Per Mile	Ruling Grade Ascending	Feet Per Mile			Way Frt.	Arrive Sun., Wed., Fri.
			STATIONS					
			CH JCT. YL 4.9	0	218.3			
			YAGGY 5.4	0	223.2	B		
82	7.4		NICKERSON 7.1	0	228.6	C		
82	0		Mo. Pac. Crossing 1.0	0	235.7			
85	11.1		STERLING YL 6.2	0	236.7	C		
82	0		ALDEN 6.1	0	242.9	C		
53	0		RAYMOND 4.5	0	249.0			
53	10.5		CLARENDON 5.9	0	253.5	B		
82	0		ELLINWOOD YL 4.5	0	259.4	YC		
82	0		DARTMOUTH 5.6	0	263.9	B		
	11.8		GREAT BEND YL 7.8	0	269.6	YC		
52	19.4		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	YC		
53	0		HAMBURG 5.1	0	297.4	B		
84	17.4		GARFIELD 6.9	0	302.5	C		
52	12.6		NETTLETON 7.3	0	309.4	B		
	9.0		KINSLEY YL (98.4)	0	316.7	YC		
Average speed per hour								

Siding Capacity 50 Ft. Per Car	WEST- WARD		TIME TABLE No. 13 August 16, 1965		Mile Post	Communications Turn Tables and Wyes	EAST- WARD	
	Ruling Grade Ascending	Second Class	Ruling Grade Ascending	Second Class			Way Frt.	Arrive Mon., Wed., Fri.
			STATIONS					
			GREAT BEND YL 8.3	0		YC	PM 12.10	
			HEIZER 7.1	0	8.0		PM	
			ALBERT 4.4	0	15.1	C	11.23	
			SHAFFER 4.7	0	19.5			
			TIMKEN 7.7	0	24.2	C	11.05	
			RUSH CENTER 6.9	0	31.9	C	10.50	
			NEKOMA 6.0	0	38.8			
			ALEXANDER 7.7	0	44.8	C	10.25	
			BAZINE 11.6	0	52.5	C	10.05	
			NESS CITY YL 8.4	31.7	64.1	C	9.40	
			LAIRD 7.7	31.7	72.5			
			BEELER 6.7	0	80.2		8.47	
			ALAMOTA 9.0	0	86.9		8.33	
			DIGHTON 7.3	0	95.9	C	8.15	
			AMY 6.3	0	103.2			
			GRIGSTON 6.3	31.7	109.5		7.40	
			TRACTOR 3.1	0	115.8			
			Mo. Pac. Crossing 1.2	0	118.9			
			SCOTT CITY YL	0	120.1	YC	7.15 AM	
			(120.4)				Leave Mon., Wed., Fri.	
			Average speed per hour				24.4	

SIGNAL SYSTEM TWO IN EFFECT:

CH Jct.

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

Kinsley Interlocking.

Trains must secure numbered clearance card before leaving originating stations, except at CH Jct. Westward trains originating east of CH Jct. must secure numbered clearance card at Hutchinson.

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		TIME TABLE No. 13 August 16, 1965		Mile Post	Communications Turn Tables and Wyes	EAST- WARD	
	Ruling Grade Ascending	Second Class	Ruling Grade Ascending	Second Class			Way Frt.	Arrive Mon., Wed., Fri.
			STATIONS					
			LARNED YL 6.6	0		YC	AM 11.05	
			FRIZELL 5.6	0	6.6		10.45	
			SANFORD 4.8	0	12.2		10.25	
			ROZEL 6.9	0	17.0	C	10.10	
			BURDETT 6.8	0	23.9	C	9.45	
			GRAY 4.7	0	30.7		9.15	
			OLNEY 10.8	52.8	35.4	C	9.00	
			JETMORE YL	52.8	46.2	YC	8.30 AM	
			(46.2)				Leave Mon., Wed., Fri.	
			Average speed per hour				17.9	

8 MIDDLE DIVISION

OKLAHOMA DISTRICT

WESTWARD		Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 13		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
First Class				August 16, 1965					First Class	
11	15			12	16					
The Kansas Cityan	Texas Chief							The Chicagoan	Texas Chief	
Leave Daily	Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	
PM 10.30	AM 6.40	483	0	ARKANSAS CITY	0	263.4	T Y C	AM 6.25	PM 8.25	
			31.7	0.8 SLSF-MP Crossing	22.1	264.2				
			40.6	4.4 CHILOCCO	31.7	268.6				
f 10.43	f 6.53	264	0	7.1 NEWKIRK	52.8	275.8	C f	6.03	8.04	
			0	5.2 KILDARE	34.4	281.0				
s 11.00	s 7.07	576	0	7.8 PONCA CITY	35.8	288.9	Y C	s 5.50	s 7.50	
			0	1.8 CRI&P Crossing		290.7				
			45.8	1.9 WHITE EAGLE	40.9	292.6				
		173	22.0	7.7 MARLAND	52.8	300.3	C			
		146	52.8	6.5 RED ROCK	29.9	306.8	C			
		160	0	5.9 OTOE	52.8	312.7				
			52.8	3.6 SL SF Crossing	33.1	316.3				
s 11.32	s 7.37	89 108	52.8	5.3 PERRY	52.8	321.6	C s	5.17	7.16	
		168	25.1	6.8 ASP	52.8	328.4				
		200	0	4.3 ORLANDO	49.3	332.7				
		173	52.8	6.1 MULHALL	52.8	338.8	C			
			36.2	8.1 LAWRIE	35.3	347.2				
AM 12.01	s 8.06	276	38.6	5.4 GUTHRIE	16.2	352.6	Y C	s 4.50	s 6.45	
		190	37.0	7.4 SEWARD	0	360.1				
12.15		125	50.1	10.0 EDMOND	23.9	370.1	C s	4.32		
		159	52.8	6.7 BRITTON	52.8	376.8				
12.26	8.31		48.8	4.3 NOWERS YL	45.8	381.1				
s 12.40	s 8.45		24.0	2.9 OKLAHOMA CITY	17.6	384.0	Y C	4.15	6.10	
1.10	8.55	159	46.3	1.7 BURNETT YL	0	385.7		s 3.45	s 6.00	
			33.3	3.1 FLYNN	46.7	388.8		3.22	5.48	
f 1.20		163	28.5	4.4 MOORE	48.6	393.2	C s	3.15		
s 1.32	s 9.20	128	46.5	8.6 NORMAN	32.5	401.8	C s	3.05	s 5.35	
		186	0	6.2 NOBLE	52.8	408.1	f	2.53		
s 2.00 AM	s 9.40 AM			9.2 PURCELL		417.3	T Y C	2.45 AM	5.20 PM	
Arrive Daily	Arrive Daily			(153.2)				Leave Daily	Leave Daily	
51.1	54.1			Average speed per hour				48.4	52.5	

SIGNAL SYSTEM TWO IN EFFECT:

Arkansas City to Purcell.

RULE 251 IN EFFECT:

Nowers to MP 383.6 (Oklahoma City).
MP 384.6 (Oklahoma City) to Burnett.

RULE 261 IN EFFECT:

Main track and sidings:
Arkansas City to Nowers.
Burnett to Purcell.

Other than as provided by Rule 502, trains must secure numbered clearance card before leaving originating stations, except eastward from Cushing District at Newkirk. Trains originating Guthrie and Oklahoma City secure numbered clearance card before leaving.

Within TCS limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand thrown switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

At Arkansas City, between hand thrown crossover MP 262.9 and interlocked crossover MP 264.1, maximum authorized speed on main track is 20 MPH.

Proceed indication on home signal governing movement from Cushing District to Oklahoma District at Newkirk authorizes movement on Oklahoma District as an Extra East.

Between North 4th Street MP 383.6 and Rock Island underpass MP 384.6 Oklahoma City, all tracks are designated as yard tracks. Trains and engines using these tracks move at restricted speed. Westward trains ordinarily use Track 1. Eastward trains ordinarily use Track 4. Any variation from this procedure will be handled by yardmaster.

At Purcell, trains and engines move at restricted speed between westward interlocking signal east of station and east stock track switch MP 418.

CUSHING DISTRICT

WEST- WARD ↓	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 13		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			August 16, 1965					
		Feet Per Mile	STATIONS	Feet Per Mile				
		30.1	NEWKIRK YL	31.7	0.9	C		
		0	10.7 UNCAS	31.7	11.6	B		
70		31.7	5.8 KAW	0	17.4	C		
		31.7	2.1 SOLDANI	30.7	19.5			
		0	1.6 APPERSON	31.7	21.1			
68		0	4.6 BURBANK	30.2	25.7	C		
		0	11.9 FAIRFAX	25.6	37.6	C		
		0	3.6 OS JCT. YL	31.7	41.2	B		
100		25.0	1.9 RALSTON YL	31.7	43.1	Y C		
		31.7	9.2 SKEDEE YL	31.7	52.3	B		
		31.7	1.8 ESAU JCT. YL	31.7	54.1	Y B		
		29.9	4.1 SL-SF Crossing	31.7	58.2	B		
39		31.7	10.3 QUAY	31.7	68.5	B		
		0	3.2 YALE	30.4	71.7	C		
		31.7	1.7 MKT Gantlet	0	73.4			
		31.7	9.0 CUSHING YL	31.7	82.4	Y C		
		31.7	14.4 KENDRICK	31.7	96.8	B		
91		31.7	5.6 DAVENPORT	31.7	102.4			
45		31.7	17.0 MEEKER	31.7	119.4	C		
		31.7	12.6 SHAWNEE YL	0	132.0	Y C		
		0	2.1 END OF TRACK	0	134.1			
			(133.2)					

SIGNAL SYSTEM TWO IN EFFECT:

Automatic Interlocking MP 58.2.

Automatic Interlocking MKT Gantlet, Cimarron River Bridge MP 73.4, west of Yale.

Trains must secure numbered clearance card before leaving originating stations, except Esau Jct. and OS Jct. Trains secure clearance card before leaving Cushing, when operator on duty.

ENID DISTRICT

WEST- WARD ↓	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 13		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			August 16, 1965					
		Feet Per Mile	STATIONS	Feet Per Mile				
		0	KIOWA YL	21.1		Y C		
		0	0.8 Mo. Pac. Crossing	31.7	0.6			
125		0	8.2 BURLINGTON	16.8	8.8	C		
		0	10.9 CHEROKEE YL	31.7	19.7	C		
95		31.7	12.1 JET	29.6	31.8	C		
55		31.7	8.2 NASH	31.7	40.0	C		
39		31.7	7.8 HILLSDALE	0	47.8	C		
41		31.7	5.8 ITUNA	31.7	53.6			
36		22.2	4.6 BLANTON YL	0	58.2	B		
24		0	2.8 S.L.-SF. Jct.	23.8	61.0			
80		0	0.3 ENID YL	22.8	61.3	Y C		
		19.4	0.6 S.L.-SF. Jct.	0	61.9			
		16.4	0.1 C.R.I.&P. Crossing	0	62.0			
		0	0.1 S.L.-SF. Jct.	10.6	62.1			
		0	1.1 S.L.-SF. Crossing YL	52.8	63.2			
62		0	9.6 FAIRMONT	0	72.8			
		38.1	0.8 S.L.-SF. Crossing	52.8	73.6			
26		0	6.8 DOUGLAS	38.5	80.4	C		
125		52.8	8.0 MARSHALL	52.8	88.4	C		
27		52.8	6.7 LOVELL	52.8	95.1			
39		0	7.7 CRESCENT	52.8	102.8	C		
29		26.4	7.6 MUDGE	0	110.4			
			6.3 GUTHRIE YL	116.7		Y C		
			(116.9)					

SIGNAL SYSTEM TWO IN EFFECT:

Automatic Interlocking MP 62.0.

Automatic Interlocking MP 73.6.

Trains must secure numbered clearance card before leaving originating stations. All trains secure AT&SF clearance card before leaving Enid; eastward trains secure both AT&SF and SL-SF clearance cards before leaving Enid.

Trains between Blanton and SL-SF Jct. MP 61.0 and within interlocking limits Enid MP 61.9 to MP 62.1 are governed by SL-SF time table, rules and special instructions.

Between outlying wye switch and Kiowa, on Plains Division, TCS Rules in effect on Main track and siding.

No switch lights on Enid District.

OCAA DISTRICT

Other Tracks	Siding Capacity 50 Ft. Per Car	WEST- WARD	TIME TABLE No. 13	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
		Second Class				Second Class	
		51				50	52
		Fr.	August 16, 1965			Fr.	Fr.
		Lv. Daily Except Saturday	STATIONS			Ar. Daily Except Sunday	Ar. Daily Except Monday
			OKLAHOMA CITY (MK & T) 1.1	MKT R.R.	1.1	C	AM 1.15
Yard		PM 9.00	TURNER 1.2				
			BARNARD 2.3				
30			CRUDO 3.2				
			S.L.-S.F. Crossing 3.4				
	24	9.35	MIDWEST CITY YL 7.1	Y C			12.55 AM
	19		NEWALLA 21.2				
Yard	34	11.15 ⁵²	SHAWNEE YL 36.9				11.15 ⁵¹
			CRIP CROSSING 37.0				
			HARJO 47.5				
45	35	AM 12.25	MAUD 55.4				9.20
32			FINN 64.3				
22	24	1.25	KONAWA 69.4				8.20
			S.L.-S.F. Crossing 84.5				
Yard	25	2.20	ADA YL 85.1	C		AM 4.55	7.25 PM
9			AHLOSO 88.5				
19			COIL 96.9				
16		3.05	STONEWALL 97.7				4.05
Yard		3.30 AM	TUPELO YL 104.1				3.40 AM
		Ar. Daily Except Sunday	(104.1)			Lv. Daily Except Sunday	Lv. Daily Except Sunday

STILLWATER DISTRICT

Other Tracks	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	WEST- WARD	TIME TABLE No. 13	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
			Second Class					Second Class
			51					50	52
			Fr.	August 16, 1965				Fr.
			Lv. Daily Except Saturday	STATIONS				Ar. Daily Except Monday
				ESAU JCT. YL 5.6				AM 1.15
				PAWNEE 1.8				
				S.L.-S.F. Crossing 9.5				
				GLENCOE 12.0				
				STILLWATER YL 0.6				
				END OF TRACK				
				(30.5)				

SIGNAL SYSTEM TWO IN EFFECT:

Automatic Interlocking MP 8.4.

Trains must secure numbered clearance card before leaving originating stations, except Esau Jct. Trains secure clearance card before leaving Stillwater and Pawnee when operator on duty.

No switch lights on Stillwater District.

SIGNAL SYSTEM TWO IN EFFECT:

Automatic Interlocking MP 3.7.

Automatic Interlocking MP 84.5.

Between Barnard and Oklahoma City (MKT) AT&SF trains and engines will use tracks of MK&T R.R. and will be governed by MK&T R.R. time table special rule which reads:

"Trains have no time table superiority and all trains and engines will move at restricted speed. At Barnard, AT&SF movements to MK&T main track, if no opposing main track movement, member of crew must display a lighted red fusee on MK&T main track north of Barnard before opening switch or fouling MK&T main track."

Westward trains must secure numbered clearance card before leaving Turner.

Eastward trains must secure numbered clearance card before leaving Ada.

Train register at Turner will be taken to indicate that trains shown thereon have arrived or left Barnard.

No. 51 is superior to No. 50.

No switch lights on OCAA District.

McPHERSON DISTRICT

LITTLE RIVER DISTRICT

Siding Capacity 50 Ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 13 August 16, 1965	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	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		Y C	Arrive Daily Ex. Sun.	Arrive Tues. and Fri.	
	AM 5.00	0	FLORENCE YL 5.9	0		Y 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		
	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	McPHERSON YL 0.1	0	47.2	C	3.40	PM 7.00	
		31.7	U.P. Crossing 6.4	15.3	47.3				
	PM 12.04	7.55	CONWAY YL 6.9	30.9	53.7	C	3.15	6.45	
	12.16	8.15	WINDOM 5.6	31.7	60.6		3.03	6.33	
	12.30 PM	8.50	LITTLE RIVER YL 5.8	0	66.2	Y C	2.50	6.20 PM	
	9.05	11.9	MITCHELL 5.4	31.7	72.0		2.22		
		0	Mo. Pac. Crossing 0.7	0	77.4			Via Little River District	
	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 6.1	21.9	86.0	C	12.45		
	10.05	0	SILICA 6.4	29.3	92.1		12.25		
	10.25 AM		ELLINWOOD YL		98.5	Y 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	

WESTWARD Second Class	Ruling Grade Ascending	TIME TABLE No. 13 August 16, 1965	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
						Second Class	
						89	90
						Mixed	Mixed
Leave Tues. and Fri.	Feet Per Mile	STATIONS	Feet Per Mile		Y C	Arrive Tues. and Fri.	
PM 12.45	52.8	LITTLE RIVER YL - 11.0	0			PM 6.20	
	45.7	Mo. Pac. Crossing 0.5	0	10.9			
f 1.17	52.2	GENESEO 9.1	45.4	11.4	f	5.46	
f 1.40	37.5	S.L.-S.F. Crossing LORRAINE YL 5.6	51.7	20.5	C	5.23	
f 2.00	52.8	HOLYROOD YL 4.6	0	28.1	C	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	38.4	f	4.40	
f 2.40	47.5	BEAVER 5.8	27.3	41.2	C	4.27	
f 2.55	45.5	SUSANK 2.9	31.7	47.0	f	4.12	
f 3.03	52.8	STICKNEY 2.9	51.6	49.9	f	4.04	
f 3.11	52.8	MILLARD 4.1	52.8	52.8	f	3.56	
3.30 PM	52.8	GALATIA YL	56.9		Y 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 Little River, when operator on duty.
No. 89 is superior to No. 90.
No switch lights on the Little River District.

MINNEAPOLIS DISTRICT

WESTWARD Second Class	Ruling Grade Ascending	TIME TABLE No. 13 August 16, 1965	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
						Second Class	
						85	86
						Mixed	Mixed
Leave Tues. Thur.	Feet Per Mile	STATIONS	Feet Per Mile		Y C	Arrive Tues. Thur.	
AM 6.45	52.8	MANCHESTER YL 5.7	52.8		Y	AM 11.35	
	52.8	VINE CREEK 8.7	52.8	5.6			
f 7.15	52.8	WELLS 9.7	52.8	14.3	B	10.50	
f 8.00	0	MINNEAPOLIS YL 0.2	0	24.0	C	10.20	
	0	U.P. Crossing 4.2	0	24.2			
	0	BREWER 5.8	0	28.4			
f 8.30	0	ADA 8.8	0	34.2	C	9.50	
9.00 AM	0	BARNARD YL	43.0		Y C	9.20 AM	
Arrive Tues. Thur.		(43.1)				Leave Tues. Thur.	
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.

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.

Siding Capacity 50 Ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 13	Ruling Grade Ascending	Mile Post	Communications Time Tables and Wyes	EASTWARD	
	Second Class							Second Class	
	79	565						566	80
	Mixed	C.R.I.&P. Mixed		August 16, 1965				C.R.I.&P. Mixed	Mixed
	Leave Sun. Tues. Thur.	Leave Daily Ex. Sun.	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.
	AM 8.15		0	ABILENE YL 0.4	0		T C	AM 10.01	PM 2.00
		AM 6.00	0	C.R.I. & P. JCT. 0.2	0				
		6.02	0	S.A. JCT. 0.3	0			9.56	
	8.20	6.10	0	WEST ABILENE YL 7.5	0			9.50	1.50
A.T.&S.F. Yard	Via Union Pacific	Via Union Pacific	0	SOLOMON 12.6	0		C	Via Union Pacific	Via Union Pacific
	9.20	7.10	0	EAST SALINA YL 0.4	0			9.00	1.00
	9.25	7.15 AM	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			
	9.30		0	SALINA F.S. YL 0.4	0	21.7	C		12.45 PM
	9.40		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	10.00		47.7	HEDVILLE 6.8	30.0	30.1			11.10
42	10.15		47.5	GLENDALE 5.3	42.2	36.9			10.55
	10.25		47.6	JUNIATA 3.3	44.0	42.2			10.43
	10.32		47.5	WESTFALL 3.5	42.2	45.5	C		10.35
	10.50		39.6	EDALGO 6.2	42.2	49.0			
			50.0	BARTON 1.4	50.2	55.2			10.15
			0	U.P. Crossing 0.3	0	56.6			
45	10.55		37.0	LINCOLN CENTER YL 5.2	21.1	56.9	C		10.10
	11.10		47.5	GOLDENROD 3.1	37.0	62.1			9.57
	11.20		37.0	DENMARK 6.5	18.5	65.2	B		9.50
	11.35		42.2	ASH GROVE 5.4	30.0	71.7	B		9.35
	11.50 PM		52.8	HUNTER 8.9	44.9	77.1	C		9.25
17	12.10		56.4	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			
	12.50 PM			OSBORNE YL		102.5	Y C		8.30 AM
	Arrive Sun. Tues. Thur.	Arrive Daily Ex. Sun.		(103.4)				Leave Daily Ex. Sun.	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.

Be governed by Union Pacific Time Table, Rules and Regulations between West Abilene and East Salina.

No switch lights on the Salina District.

STRONG CITY DISTRICT

MIDDLE DIVISION 13

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		Ruling Grade Ascending	TIME TABLE No. 13 August 16, 1965	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	Second Class							Second Class	
	73	73						74	74
	Mixed	Mixed						Mixed	Mixed
	Leave Mon., Wed., Fri.	Leave Daily Ex. Sat.	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Tue. Thurs Sat.	Arrive Daily Ex. Sun.
		AM 3.10	34.7	NEVA YL 2.6	0				PM 5.15
		3.16	39.4	ROCKLAND 5.0	0	2.6			5.10
34	f	3.30	37.0	HYMER 5.8	0	7.6		f	5.00
20	f	3.45	47.5	DIAMOND SPRINGS 5.8	0	13.4	B	f	4.47
29	f	4.00	50.5	BURDICK 6.3	41.2	19.2	C	f	4.35
22		4.15	20.6	C.R.I. & P. Crossing LOST SPRINGS 5.2	49.1	26.5		f	4.15
30	f	4.29	0	JACOBS 0.2	0	30.7		f	4.05
			48.6	C.R.I. & P. Crossing 5.9	49.1	30.9			
53	f	4.40	34.4	HOPE 0.3	0	36.8		f	3.50
			40.7	Mo. Pac. Crossing 7.3	47.5	37.1			
27	f	4.58	0	NAVARRE 7.7	47.5	44.4	C	f	3.32
39	f	5.17	0	ENTERPRISE YL 0.1	0	52.1		f	3.15
			0	C.R.I. & P. Crossing 0.1	0	52.2			
			0	A.T. & S.F. Crossing 5.8	0	52.3			
		s 6.00	0	ABILENE YL 0.5	0	58.1	T C		s 3.00
			0	C.R.I. & P. Jct. 0.2	0	58.6			
		6.03	0	S.A. Jct. 0.2	0	58.8			1.30
			37.0	U.P. Crossing 8.0	0	59.0			
31	f	6.22	39.8	TALMAGE YL 5.8	0	67.0	C	f	1.05
32	f	6.35	52.8	MANCHESTER YL 5.6	52.7	72.8	Y	f	12.50
34	f	6.50	52.8	LONGFORD 5.3	52.8	78.4	C	f	12.40
15	f	7.05	52.7	OAK HILL 9.3	37.0	83.7	B	f	12.30
54	f	7.30	52.8	MILTONVALE YL 9.1	52.7	93.0	C	f	12.15
17	f	7.55	52.6	AURORA 5.9	52.7	102.1	C	f	PM 11.55
			0	HUSCHER 2.0	52.7	108.0			
			0	COOK 3.2	0	110.0			
			0	Mo. Pac. Crossing C.B. & Q. Crossing 0.3	0	113.2			
	AM 9.25	s 8.25 AM	14.2	CONCORDIA YL 6.6	0	113.5	C	s AM 10.55	11.30 AM
			52.4	Mo. Pac. Crossing 7.6	0	120.1			
	f	10.10	0	KACKLEY 6.0	23.6	127.7		f	10.25
			52.1	C.R.I. & P. Crossing COURTLAND 7.5	62.7	133.7	C	s	10.10
		s 10.25	52.6	LOVEWELL 5.8	0	141.2	C	f	9.50
	f	10.50	0	WEBBER 4.9	52.8	147.0	B	f	9.35
19	f	11.05	42.2	State Line 0.7	0	151.9			
			42.2	Mo. Pac. Crossing 0.4	0	152.6			
			0	C.B. & Q. Crossing 0.8	0	153.0			
	11 25 AM		0	SUPERIOR YL	0	153.8	T C	9.15 AM	
	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sat.		(153.8)				Leave Tue. Thurs Sat.	Leave Daily Ex. Sun.
	20.1	21.6		Average speed per hour				24.2	23.9

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.
Esau Jct.	When instructed by train order.

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

Emporia	Trains on which engine or train crews do not change.
Arkansas City	Nos. 11, 12, 15 and 16.

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. R.R.
East Salina	U.P. R.R.
A.B. Jct.	C.R.I.& P. R.R.

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

LOCATION	NORMAL POSITION
McPHERSON DISTRICT	
Ellinwood	Fifth District
GREAT BEND DISTRICT	
Great Bend	Fifth District
LARNED DISTRICT	
Larned	Fifth District
ENID DISTRICT	
Kiowa	Plains Division
Cherokee	Enid District
Blanton	SL-SF Ry.
Enid, SL-SF Jct.	SL-SF Ry.
STILLWATER DISTRICT	
Esau Jct.	Cushing District
OCAA DISTRICT	
Barnard	MKT

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.

WN JCT.-MULVANE-BELLE PLAINE—Mo. Pac. trains use A.T.& S.F. main track between WN 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 at 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.

BLANTON—S.L.-S.F. JCT. MP 61.0—A.T.& S.F. trains use S.L.-S.F. tracks and are governed by S.L.-S.F. time table, rules and special instructions.

ENID—Within interlocking limits MP 61.9 and MP 62.1, A.T.& S.F. trains use S.L.-S.F. tracks and be governed by S.L.-S.F. time table, rules and special instructions.

BARNARD—OKLAHOMA CITY (MK&T)—OCAA District trains and engines will use MK&T tracks.

6.

7.

8.

9.

10.

SPECIAL RULES

MIDDLE DIVISION 15

11. RAILROAD CROSSINGS AT GRADE

STATION	MILE POST LOCA-TION	TYPE	Maximum Speed MPH	
			Pass.	Frts.
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	45	45
FOURTH DISTRICT				
El Dorado (Yard Track)		Gate normally across AT & SF track. Stop, open and close gate.	20	20
AG Tower	185.3	Interlocking	50	50
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
FIFTH DISTRICT				
Sterling	236.7	Automatic Interlocking	20*	20*
OKLAHOMA DISTRICT				
Arkansas City	264.2	Interlocking. Signals controlled by Control Station at Newton.	30	30
Ponca City	290.7	Interlocking. Signals controlled by Control Station Newton. Movement on storage track.	65 20	60 20
Otoe-Perry	316.8	Automatic Interlocking	75	55
CUSHING DISTRICT				
SL-SF Crossing	58.2	Automatic Interlocking	20*	20*
Yale	73.4	Automatic Interlocking. Gantlet track used jointly with MKT over Cimarron River bridge.	20*	20*
OCAA DISTRICT				
Crudo	3.7	Automatic Interlocking	20*	20*
Shawnee	31.0	Stop. Rules 98, 98(A), 98(B) and 98(D).	20	20
Ada	84.5	Automatic Interlocking	20*	20*

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

STATION	MILE POST LOCA-TION	TYPE	Maximum Speed M.P.H.	
			Pass.	Frts.
ENID DISTRICT				
Kiowa	0.6	Gate normally across Mo. Pac. track. Approach prepared to stop. If gate is normal, observe maximum speed shown. If gate is across AT&SF track, stop must be made back of clearance sign.	20	20
Enid	62.0	Automatic Interlocking	30	30
Enid	63.2	Stop. Rules 98, 98(A), 98(B) and 98(D).	30	30
Fairmont	73.6	Automatic Interlocking	20*	20*
STILLWATER DISTRICT				
Pawnee	8.4	Automatic Interlocking	20*	20*
McPHERSON DISTRICT				
Marion	10.4	Automatic Interlocking	20*	20*
Galva-Mc- Pherson	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
LITTLE RIVER DISTRICT				
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
STRONG CITY DISTRICT				
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

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

STATION	MILE POST LOCATION	TYPE	Maximum Speed M.P.H.	
			Pass.	Frts.
STRONG CITY DISTRICT—(Cont'd)				
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
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 & S F 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

MINNEAPOLIS DISTRICT

Minneapolis	24.2	Stop. Rules 98, 98(A), 98(B), 98(D).	20	20
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SALINA DISTRICT

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.		

GREAT BEND DISTRICT

Scott City	118.9	Interlocking, protected by derails. Stop and follow instructions posted in box.	15	15
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*Speed shown applies only until head end of train is through interlocking limits.

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MILES PER HOUR	
	Pass-enger	Freight and Mixed
FIRST DISTRICT	90	60*
SECOND DISTRICT		
Newton to CH Jct.	79	60
CH Jct. to Dodge City	90	60
THIRD DISTRICT	90	60
FOURTH DISTRICT		
Ellinor to Mulvane (MP 221.9)	70	60*
Mulvane (MP 221.9) to Wellington	79	60*
FIFTH DISTRICT	59	49

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

LOCATION	MILES PER HOUR	
	Pass-enger	Freight and Mixed
OKLAHOMA DISTRICT	90	60
CUSHING DISTRICT	50	40
OCAA DISTRICT:		
Barnard to Maud	20	20
Maud to Ada	30	30
Ada to Tupelo	25	25
ENID DISTRICT	30	30
STILLWATER DISTRICT	30	30
DOUGLASS DISTRICT	59	49
STRONG CITY DISTRICT		
Neva to Courtland	35	35
Courtland to State Line	25	25
State Line to Superior	20	20
McPHERSON DISTRICT		
Florence to Little River	30	30
Little River to Ellinwood	35	35
LITTLE RIVER DISTRICT	30	30
MINNEAPOLIS DISTRICT	20	20
SALINA DISTRICT		
Salina U.S. to Osborne	30	30
GREAT BEND DISTRICT	40	30
LARNED DISTRICT	30	25

*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
4 or more	3250 or less	Number of cars	
		50 to 54	65
4 or more	3251 to 3500	55 or more	70
		58 to 69	65
4 or more	3501 to 3750	70 or more	70
		68 to 89	65
4 or more	3751 to 4000	90 or more	70
		73 to 109	65
4 or more	4001 to 4250	110 or more	70
		80 or more	65
4 or more	4251 to 4500	90 or more	65
		90 or more	65
4 or more	4501 to 4750	100 or more	65
		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

SPECIAL RULES

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

LOCATION	MILES PER HOUR	
	Pass-enger	Freight and Mixed
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 186.7, 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	60	60
Curve, M.P. 150.0 to 150.3	70	65
Curve, M.P. 152.5 to 152.8	70	60
Curve, M.P. 159.8 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. 217.3 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

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

LOCATION	MILES PER HOUR	
	Pass-enger	Freight and Mixed
OKLAHOMA DISTRICT		
4 Curves, M.P. 263.0 to 264.1	20	20
4 Curves, M.P. 264.1 to 265.0	30	30
Curve Westward, M.P. 265.3 to 265.5	65	55
Curve Eastward, M.P. 265.3 to 265.5	65	60
Curve Westward, M.P. 266.1 to 266.2	65	55
Curve Eastward, M.P. 266.1 to 266.2	70	60
4 Curves, M.P. 288.7 to 288.9	50	40
Curve, M.P. 290.4 to 290.5	65	45
Curve, M.P. 315.7 to 315.8	75	55
S.L.-S.F. M.P. 316.3	75	55
Curve, M.P. 351.2 to 351.3	80	55
Curve, M.P. 351.8 to 351.9	60	50
Curve, M.P. 371.8 to 372.3	75	60
Curve, M.P. 378.5 to 378.6	70	60
2 Curves, M.P. 415.9 to 416.6	70	50
CUSHING DISTRICT		
1 Curve, M.P. 30.8 to 30.9	20	20
4 Curves, M.P. 33.5 to 35.9	40	35
2 Curves, M.P. 36.6 to 36.9	45	35
6 Curves, M.P. 63.2 to 65.3	40	35
2 Curves, M.P. 69.0 to 69.5	40	35
4 Curves, M.P. 71.3 to 72.3	15	15
Bridge, M.P. 110.5	30	30
M.P. 119.0 to 132.0	30	30
OCAA DISTRICT		
Bridge, M.P. 19.3	10	10
Bridge, M.P. 23.0	10	10
Bridge, M.P. 28.9	10	10
Bridge, M.P. 73.7	15	15
ENID DISTRICT		
2 Curves, M.P. 111.9 to 112.0	30	25
4 Curves, M.P. 115.4 to Guthrie	15	15
STILLWATER DISTRICT		
Bridge M.P. 2.7	10	10
Bridge M.P. 5.7	10	10
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

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
STRONG CITY DISTRICT—(Cont'd)		
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

13.

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 those listed below)	80	80	45	80
325LAB-326LAB-328A-329LAB-330LAB-331LAB-332L-333LAB-334LAB-335LAB-337LAB	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
460-468	85	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, 1300-1449, 1600-1615	75	75	*45	75
RDC 191, 192	85	85	50	85
M160, 190	80	65	25	75

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

15. MOVEMENTS OVER SUBMERGED TRACKS
(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			
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

15. MOVEMENTS OVER SUBMERGED TRACKS
(Rule 817)—(Cont'd)

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—(Cont'd)			
460-468	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1449, 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	8	5	0
Roller Bearings	12	5	0
Friction Bearings			

16.

17. DERRICKS, CRANES, ETC.

Derricks, cranes, pile drivers, 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	Wrecking Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 MPH	Other Machines Including Derrick AT-199775 MPH
First, Second, Third, Fourth, Fifth, Oklahoma and Douglas	40	45	30
Cushing	24	24	24
Strong City, McPherson, Great Bend, Enid, Larned, and Stillwater	20	20	20
Little River, Minneapolis, and Salina	15	15	15
OCAA	10	10	10

Pile Drivers and Derrick AT-199775 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.

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

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT			
Merrick	I	West crossover between Main tracks Nos. 3 and 1 and two West crossovers between Main tracks Nos. 2 and 1. Other crossovers and turnouts from Main track No. 3 to yard track	50 30

SPECIAL RULES

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

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

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT—(Cont'd)			
Ellinor	I	Main track turnouts and cross-overs 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	40
	I	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	40
	I	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
SECOND DISTRICT			
Sand Creek	I	Crossover M.P. 186	40
	S	Both ends first crossover west of McGraw track switch	30
Sand Creek	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. (M.P. 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

MIDDLE DIVISION 19

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

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

STATION	TYPE	LOCATION	MPH
SECOND DISTRICT—(Cont'd)			
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
Dodge City	I	Turnouts East end Freight leads	30
	I	Double Crossovers M.P. 350.1	30
THIRD DISTRICT			
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	15
South Jct.	I	All main track turnouts and crossovers immediately west of tower	15
Connell	I	Both ends siding	40
Derby	I	Both ends siding	40
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 Eastern Division Crossovers between main track and siding	15
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 cross-overs 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

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

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

STATION	TYPE	LOCATION	MPH
FOURTH DISTRICT—(Cont'd)			
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
Belle Plaine	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 Eastern Division	30
	I	East end siding	15
OKLAHOMA DISTRICT			
Arkansas City	I	Both ends siding	40
	I	All dual control switches and crossovers between siding and main track	30
Newkirk	S	East end yard lead, east end of yard	30
	I	Both ends siding	40
Ponca City	I	Switch to yard track 0.3 mile west of station	15
	I	Turnouts Oklahoma to Cushing District	30
Ponca City	I	Both ends siding. All dual controlled switches and crossovers between siding and main track	40
	I	East end yard lead	30
Marland	I	Both ends siding	40
Red Rock	I	Both ends siding	40
Otoe	I	Both ends siding	40
Perry	I	Both ends siding	40
Asp	I	Both ends siding	40
Mulhall	I	Both ends siding	40
Lawrie	I	Both ends siding	40
Guthrie	I	Both ends siding	40
	I	Crossovers between siding and main track	40
	I	Crossover between Enid District and Oklahoma District	30
Seward	I	West Wye Switch	15
	I	Both ends siding	40
Edmond	I	Both ends siding	40

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

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

STATION	TYPE	LOCATION	MPH
OKLAHOMA DISTRICT—(Cont'd)			
Britton	I	Both ends siding	40
Nowers	I	Ends of two tracks	40
Burnett	I	End of two tracks	40
	I	Both ends siding	40
Moore	I	Both ends siding	40
Norman	I	Both ends siding	40
Noble	I	Both ends siding	40
Purcell	I	Crossover east end yard	30
	I	West end tail track	30
ENID DISTRICT			
Enid	S	Entering and leaving Interlocking Limits MP 61.9 and MP 62.1	15
CUSHING DISTRICT			
Newkirk	I	Turnouts Cushing to Oklahoma District	30
OCAA DISTRICT			
		All turnouts	10
DOUGLASS DISTRICT			
WN Jct.	I	East end siding	30
	I	Turnout to Third District	30
SALINA DISTRICT			
		Main track turnouts	10

19. YARD LIMITS

Abilene	Ellinwood	Newkirk (Cushing Dist. only)
Augusta	Emporia	Ralston (includes OS Jct.)
Barnard (Minneapolis Dist.)	Ponca City (Plains Division only)	Skedee (includes Esau Jct.)
CH Jct. (5th Dist. only)	Guthrie (Enid District only)	Cushing
Concordia	Oklahoma City (includes Nowers and Burnett)	Shawnee
Conway	Miltonvale	Enterprise
Dodge City	McPherson	Florence
El Dorado	ND Jct.	Stillwater
Galatia	Ness City	Salina
Great Bend	Neva (Strong City Dist. only)	Scott City
Holyrood	Newton	Sterling
Jetmore	No. Wichita	Strong City
Kinsley	Osborne	Superior
Larned	Kiowa	Talmadge
Lincoln Center	Cherokee	WN Jct. (Douglass Dist. only)
Little River	Blanton	Midwest City
Lorraine	Enid	Ada
Lyons		Tupelo
Marion		
Manchester		
Minneapolis		

20. BULLETIN BOOKS

Abilene	Emporia	Turner
Argentine RH	Great Bend	Ada, Okla.
Arkansas City	Kans City US	Sand Creek
Augusta	Cushing	Superior
Concordia	Shawnee	Way
Guthrie	McPherson	Wellington
Nowers	Newton	Ponca City
Oklahoma City	No. Wichita	Kiowa
Dodge City	Osborne	Enid
El Dorado	Purcell	Cherokee
Ellinwood	Salina F S	

21. STANDARD CLOCKS

Abilene	Ponca City	Turner
Arkansas City	Guthrie	Ada, Okla.

SPECIAL RULES

MIDDLE DIVISION 21

21. STANDARD CLOCKS—(Cont'd)

Dodge City	Newton	Scott City
Emporia	No. Wichita	Way
Great Bend	Sand Creek	Wellington
Nowers	Purcell	Shawnee (Cushing Dist.)
Oklahoma City	Cushing	Enid

22. STANDARD THERMOMETERS

Abilene	Oklahoma City	Purcell	Sand Creek
AG Tower	Ellinwood	Ralston	Cushing
Arkansas City	Emporia	McPherson	Shawnee
Concordia	Florence	Newton	Scott City
Dodge City	Great Bend	No. Wichita	Superior
Ponca City	Hutchinson	Osborne	Wellington
Guthrie	Larned	Salina	Winfield

23. OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
FIRST DISTRICT	
Yard 185.1	Newton, cinder pit hoist. Newton, train sheds.
OKLAHOMA DISTRICT	
266.8	Highway Viaduct.
267.3	Highway Viaduct.
315.6	Black Bear Creek.
344.9	Skeleton Creek.
384.0	Oklahoma City Train Sheds.
412.1	South Canadian River.
CUSHING DISTRICT	
50.4	Highway Viaduct.
52.2	Coal Chute.
82.2	Railroad Viaduct.
100.1	Highway Viaduct.
102.6	Railroad Viaduct.
132.6	Railroad Viaduct.
132.7	Railroad Viaduct.
ENID DISTRICT	
36.3	Highway Viaduct.
STRONG CITY DISTRICT	
Yard	Enterprise, Ersham spur, overhead doorway into building.
Yard	Abilene, Security Mill, canopy over two tracks.
Yard	Abilene, Abilene Alfalfa Mill, canopy over track.
SALINA DISTRICT	
Yard	Salina, Salina Terminal, canopy over tracks each side of elevator.
Yard	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 BETWEEN STATIONS

Name	Location	Capacity
SECOND DISTRICT		
Paxton	M.P. 199.4	6 Cars
Ardell	M.P. 321.2	13 Cars
THIRD DISTRICT		
Standard Oil Company Spurs	M.P. 202.6	57 Cars
Quality Concrete Inc. spurs	M.P. 216.3	16 Cars
Keeler spurs	M.P. 218.1	43 Cars
FIFTH DISTRICT		
Great Bend Industrial Spur	M.P. 274.6	174 Cars
OKLAHOMA DISTRICT		
Chilocco Indian School Spur	M.P. 268.6	6 Cars
Team Track	M.P. 366.7	31 Cars
Harrison Felix-Central Fixtures Spurs	M.P. 372.5	9 Cars
General Portland Cement Spurs	M.P. 372.9	56 Cars
Harper Oil Co. (Dereco)	M.P. 373.5	28 Cars
Dow Chemical Spur	M.P. 373.6	10 Cars
Nestle Co.	M.P. 373.9	19 Cars
Acme Brick Spur	M.P. 374.3	16 Cars

24. INDUSTRY AND OTHER TRACKS BETWEEN STATIONS—(Cont'd)

Name	Location	Capacity
OKLAHOMA DISTRICT—(Cont'd)		
Dolese Spur	M.P. 375.0	22 Cars
Scrivner Stevens Spur	M.P. 388.2	18 Cars
Affiliated Gro. Spur	M.P. 392.7	21 Cars
D-X Sunray	M.P. 394.9	8 Cars
Tyler-Simpson Spur	M.P. 400.2	16 Cars
Aviation Service School Spur	M.P. 404.1	3 Cars
Dolese Spur	M.P. 405.7	22 Cars

ENID DISTRICT

Schoeb Ranch Spur	M.P. 10.9	13 Cars
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SALINA DISTRICT

CGF spurs and switching tracks	M.P. 25.2	298 Cars
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GREAT BEND DISTRICT

Western Light & Telephone Co.	M.P. 6.5	40 Cars
Shallow Track	M.P. 77.0	4 Cars

LARNED DISTRICT

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

LOCAL SURGEONS

LOCATION	DOCTORS
Abilene	D. C. CHAFFEE
"	D. C. RORABAUGH
"	K. E. CONKLIN
Arkansas City	R. F. MORTON
"	GEO. MEEK
"	G. L. CAMPBELL
"	N. C. SMITH
"	B. G. SMITH
"	E. D. HINSHAW
Augusta	FRANK CVETKOVICH
"	J. L. BARBER
"	D. W. ANDERSON
Belle Plaine	Y. E. PARKHURST
Bethany	L. N. GILBERT
Chandler	C. W. ROBERTSON
Cherokee	C. L. BENSON
Concordia	M. C. PEARSON
"	E. R. GELVIN
"	J. H. LATHROP
Cottonwood Falls	L. F. MCKEE
Cushing	C. M. BASSETT
"	G. R. SMITH, JR.
"	W. O. DAVIS
"	J. D. GREEN
"	W. N. DAVIDSON
Dighton	GEO. VON LAONROD
Dodge City	R. J. OHMAN
"	R. G. KLEIN
"	N. E. MELENKAMP
"	C. M. ALDERSON
"	E. B. SCAGNELLI
"	WM. VANTREKELL
Drumright	C. E. WOODARD
Edmond	E. H. MURRAY
Eldorado	G. E. KASSEBAUM
"	R. M. BRIAN
"	GEO. W. HAMMEL
Ellinwood	FINDLEY LAW
Emporia	F. J. ECKDALL
"	A. W. CORBETT
"	C. R. HOPPER
Enid	R. G. JACOBS
"	B. R. HINSON
Fairfax	WM. G. MAYS
"	M. S. TERRELL
Florence	J. C. SLIFER (Osteopath)
Great Bend	H. B. RUSSELL
"	D. G. SHIVEL

LOCAL SURGEONS—(Cont'd)

LOCATION	DOCTORS
"	C. W. ZUGG
"	A. W. BEAHM
Guthrie	J. S. PETTY
"	E. W. LEHEW
"	J. R. HENKE
Halstead	J. W. WELCH
"	I. H. CARPER
Haysville	N. L. MORGAN, JR.
Hillsboro	A. C. EITZEN
Holyrood	L. B. ANDERSON
Hope	H. R. TURNER
Hutchinson	R. W. FERNIE
"	C. R. OPENSHAW
"	J. S. SPITZER
Jetmore	J. G. O'SHEA
Kinsley	M. D. ATWOOD
"	W. L. MCKIM
Kiowa	H. YASUDA
"	L. PATZKOWSKY
Larned	W. R. BRENNER
Lincoln Center	H. R. SMITH
"	H. L. SONGER
Little River	A. F. SCHMIDT
Lyons	L. J. BEYER
"	R. A. SIEMENS
"	J. T. GRIMES
Marion	T. C. ENSEY
"	CHAS. MAGEE
Marshall	J. F. W. DEWITT (Osteopath)
McPherson	A. H. DYCK
Meeker	H. T. BAUGH
Midwest City	V. M. RUTHERFORD
Minneapolis	H. S. FOUTZ
Ness City	D. B. PARKER
Newkirk	G. H. YEARY
Newton	J. W. HERTZLER
"	V. W. VOGT
"	H. R. SCHMIDT
"	F. A. ALLEN
"	E. T. OLSON
"	R. W. MYERS
"	D. V. PREHEIM
"	E. S. RICH
"	M. A. CLAASSEN
"	J. S. BENTON
"	ANDREW NACHTIGALL
Norman	BERRY, WILLARD and WOODSON
Oklahoma City	J. N. CLYMER
"	I. C. MCLENDON
"	H. A. MASTERS
"	J. N. PARKER
"	M. L. COX
"	G. S. COLLINS, JR.
"	W. L. BOWLEN
Osborne	J. E. HENSHALL
Pawnee	C. H. HADDOX
"	R. D. HARGROVE
Peabody	BETHEL CLINIC
Perkins	L. C. FREED
Perry	A. M. BROWN
"	B. J. SIMON
Ponca City	R. B. GIBSON
"	R. W. GIBSON
"	P. T. POWELL
Purcell	W. C. MCCURDY, JR.
"	W. G. LONG
St. John	L. G. GRAVES
Salina	J. C. MITCHELL
"	C. E. SCOTT
Scott City	H. P. PALMER
Sedgwick	E. S. HYMER
Shawnee	PAUL GALLAGHER
Spearville	GEO. MANDEVILLE
Stafford	O. W. LONGWOOD
Sterling	J. C. DYSART
Stillwater	A. B. SMITH
"	H. R. SANDERS
Stroud	C. H. BAILEY

LOCAL SURGEONS—(Cont'd)

LOCATION	DOCTORS
Superior	C. G. MCMAHON
Wellington	KARL VOLDENG
"	W. M. COLE
"	A. C. HATCHER
Wichita	FRANK EMERY
"	D. M. THOMPSON
"	F. D. EVANS
"	HARRY HIDAKA
"	A. J. WRAY
"	E. B. WINGCHESTER
"	E. E. TIPPIN, JR.
" (Park City)	BETEL CLINIC
Winfield	W. A. GROSJEAN
"	H. E. SNYDER
"	CECIL SNYDER
"	S. S. DAEHNKE
"	J. H. DEPOE

EYE, EAR, NOSE AND THROAT SPECIALISTS

LOCATION	DOCTORS
Arkansas City	J. E. HILL
Dodge City	E. W. SCHWARTZ, Ophthalmologist
Eldorado	J. H. JOHNSON (Eye Only)
Emporia	D. P. TRIMBLE
"	E. L. GANN
Enid	A. F. DOUGAN
"	W. J. BUVINGER
Great Bend	R. C. POLSON (Eye Only)
Halstead	RUTH M. SHORT
"	R. G. HOLT
Hutchinson	WM. SCALES (Eye Only)
"	V. R. MOORMAN
"	G. E. STONE
Newton	E. K. ENNS
"	J. H. ENNS (Eye Spec)
Norman	D. W. MARSH
Oklahoma City	D. M. LOWRY
"	R. E. CAMPBELL (Eye Only)
Ponca City	W. W. MALL
Shawnee	A. M. WILLIAMS
Stillwater	W. H. GARNIER
Wichita	E. E. TIPPIN, JR.
"	E. M. HARMS
Winfield	
A. J. STROBEL, General Watch Inspector	Topeka
R. W. GOOCH, Asst. General Watch Inspector	Topeka

LOCAL TIME INSPECTORS

Abilene	W. H. LOWRY
Ada, Okla.	O. G. EDGAR
Arkansas City	L. W. GRIMES
"	J. H. DWEELAARD (Asst.)
Augusta	C. R. MCCULLOUGH
Cottonwood Falls	ED BRANDLEY
Cushing	H. L. ROBNETT
Dodge City	RICHARD ELMISTEN
El Dorado	J. W. KIRKPATRICK
"	P. R. KEMMERLY
Emporia	D. H. ROSENBALM
Great Bend	L. D. MORRISON
Guthrie	W. B. LINGERFELT
Hutchinson	V. C. MEADOW
"	E. BAIZE
Kiowa	D. E. OVERSTREET
Newton	S. B. HANKINS
Oklahoma City	B. C. CLARK
"	F. E. GARRETT
Ponca City	W. W. MOTE
Purcell	L. R. WYATT
Salina	V. A. WEBSTER
Shawnee	B. L. GORDON
Superior	DONALD MORE
Wellington	R. H. RILEY
Wichita	E. R. CLARK
"	F. D. HERMAN
Winfield	E. H. RUPPELIUS

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
3	Between Kansas City and Wellington	Kansas City to Emporia, and Beyond Newton	Points between Kansas City and Emporia	19	Lawrence	Hutchinson, St. John, Dodge City, Garden City, Syracuse, Lamar, Albuquerque and beyond	
4	Lebo Melvern Pomona Wellsville Edgerton Gardner	Points between Emporia and Kansas City, Kansas City and beyond	Points beyond Emporia, and Emporia to Kansas City		St. John	Albuquerque and beyond	Emporia and beyond and south of Newton
11	Edmond	Points beyond Edmond	Points beyond Edmond	20	St. John	Emporia and beyond, South of Newton	Albuquerque and beyond
12	Osage City	Kansas City and beyond		23	Newton to Dodge City	La Junta and beyond	Newton and beyond
15	Ottawa	Beyond Newton		24	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
16	Ottawa		Beyond Newton		Newton to Emporia	Points between Newton and Emporia, Kansas City and beyond	Points beyond Emporia
17	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.			211	Collinsville		Kansas City and beyond

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation



SANTA FE SAFETY FIRST



Every 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.)

