

H. L. LEWIS, Asst. Superintendent . . . . . Oklahoma City, Okla.  
 SUMNER GREENWOOD, Trainmaster . . . . . Newton, Kans.  
 T. H. LINN, Trainmaster . . . . . Newton, Kans.  
 B. D. JOHNSTON, 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.  
 R. D. MARTIN, Chief Dispatcher . . . . . Newton, Kans.  
 H. J. GARVIN, Asst. Chief Dispatcher . . . . . Newton, Kans.  
 C. M. GREGORY, Asst. Chief Dispatcher . . . . . Newton, Kans.  
 R. F. SHIELDS, Asst. Chief Dispatcher . . . . . Newton, Kans.  
 K. L. SEBO, Asst. Chief Dispatcher . . . . . Newton, Kans.

**TRAIN DISPATCHERS—NEWTON, KANSAS**

R. H. WILLIS	H. E. SHEPHERD	D. L. RESER
C. R. SNODGRASS	R. T. POLLEY	W. P. VAUGHN
M. E. HOWELL	W. G. WILLIAMS	M. C. SEELY
S. R. BELEW	C. A. MATHIES	D. S. OSBURN
J. Q. COOPER	B. L. JOSEPH	E. M. SMITH
G. O. THOMAS	B. J. ECKERT	C. H. TATE
	W. G. BURTON	R. N. MASON

**AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY**

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

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

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 00	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 00	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 00	20.0
53	67.9	1 30	40.0	3 30	17.1
54	66.6	1 32	39.1	4 00	15.0
55	65.5	1 34	38.3	4 30	13.3
56	64.2	1 36	37.5	5 00	12.0
57	63.2	1 38	36.8	6 00	10.0

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

**EASTERN LINES  
 Western District**

**MIDDLE DIVISION**

**TIME TABLE No.**

**15**

**IN EFFECT**

**Saturday, June 15, 1968**

**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. P. HEATH,**  
 Asst. General Manager,  
 Topeka, Kansas

**J. R. FITZGERALD,**  
 Superintendent,  
 Newton, Kansas

Siding Capacity 50 Ft. Per Car	WESTWARD						TIME TABLE No. 15 June 15, 1968	Mile Post	Communications Turn Tables and Wyes	Rating Grade Ascending
	Second Class		First Class							
	73	87	1	23	17	15				
	Freight	Freight								
Leave Daily Except Sun.	Leave Daily Except Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS			Feet Per Mile	
	AM 5.15	AM 4.00	PM 8.50	PM 8.30	AM 3.55	AM 3.25	EMPORIA YL 3.2	112.1	T C R	6.1
							MERRICK YL 4.9	115.3		6.1
							PLYMOUTH 3.2	120.2	B	4.4
							SAFFORDVILLE 2.0	123.4		6.8
	5.30	4.20	9.00	8.40	4.05	3.35	ELLINOR 6.3	125.4		9.2
W 103 E 119	5.40	4.30	9.05	8.45	4.10	3.40	STRONG CITY 4.1	131.7	Y C	10.4
	5.45 AM	4.35	9.08	8.49	4.13	3.43	NEVA 2.5	135.8	B	0
							ELMDALE 7.3	138.3		17.4
W 63 E 81		4.45	9.15	8.56	4.20	3.50	CLEMENTS 5.1	145.6	B	13.0
W 58 E 54							CEDAR POINT 6.2	150.7		0
W 126 E 165		5.00 AM	9.23	9.05	4.29	4.00	FLORENCE 11.4	156.9	Y C	19.3
W 103 E 57	Via Strong City District	Via McPherson District	9.31	9.14	4.38	4.08	PEABODY 0.3	168.3	C	14.8
			9.38	9.23	4.46	4.16	C.R.I.&P. Crossing 9.7	168.6		45.4
							WALTON 6.3	178.3		0
							Mo. Pac. Crossing 0.5	184.6		0
			s 9.50 PM	s 9.40 PM	s 5.00 AM	s 4.30 AM	NEWTON YL	185.1	T Y C R	
	Arrive Daily Except Sun.	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(73.0)			
	47.4	44.8	73.0	62.6	67.4	67.4	Average speed per hour			

#### 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.

Strong City District and McPherson District trains originating Emporia must secure two clearance cards—one marked "First District" and one marked "Strong City District" or "McPherson District."

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.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frnt.
Emporia to Newton .....	90	60*

\*Where district speed is shown 60 MPH for Freight 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
4 or more	4501 to 4750	100 or more	65

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frnt.
Curve, M.P. 132.4 to 132.8	75	70
Curve, M.P. 133.7 to 133.9	60	60
Curve, M.P. 135.9 to 136.4	75	70
Curve, M.P. 162.6 to 162.9	75	70
3 Curves, M.P. 166.4 to 170.5	75	70
RR Crossing, MP 168.6 (Auto. Interlocking)	90	60
Curve, M.P. 173.3 to 175.9	75	70
RR Crossing, MP 184.6 (Interlocking)	20	20

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	SWITCHES AND TURNOUTS	MPH
Merrick	I	West crossover between Main tracks Nos. 3 and 1 and two West crossovers between Main tracks Nos. 2 and 1.	50
		Other crossovers and turnouts from Main track No. 3 to yard track.	30
Ellinor	I	Main track turnouts and crossovers except turnout connecting Fourth District and track No. 3 First Dist.	40
	I	Turnout connecting Fourth District and track No. 3 First District	70-65
Strong City	I	West end eastward siding	40
	I	East end westward siding	40
	I	Crossover from eastward to westward track	30
	S	West end westward siding	30
Neva	I	East end eastward siding	30
		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
Newton	I	East end crossover between main tracks east of Mo. Pac. crossing	30
		West end crossover between main tracks east of Mo. Pac. crossing	30

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frnt.
Newton to Emporia .....	90	60*

\*Where district speed is shown 60 MPH for Freight, 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
4 or more	4501 to 4750	100 or more	65

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frnt.
Curve, M.P. 132.4 to 132.8	75	70
Curve, M.P. 133.7 to 133.9	60	60
Curve, M.P. 135.9 to 136.4	75	70
Curve, M.P. 162.6 to 162.9	75	70
3 Curves, M.P. 166.4 to 170.5	75	70
RR Crossing, MP 168.6 (Auto. Interlocking)	90	60
Curve, M.P. 173.3 to 175.9	75	70
RR Crossing, MP 184.6 (Interlocking)	20	20

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. Train 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	SWITCHES AND TURNOUTS	MPH
Merrick	I	West crossover between Main tracks Nos. 3 and 1 and two West crossovers between Main tracks Nos. 2 and 1.	50
		Other crossovers and turnouts from Main track No. 3 to yard track.	30
Ellinor	I	Main track turnouts and crossovers except turnout connecting Fourth District and track No. 3 First Dist.	40
	I	Turnout connecting Fourth District and track No. 3 First District	70-65
Strong City	I	West end eastward siding	40
	I	East end westward siding	40
	I	Crossover from eastward to westward track	30
	S	West end westward siding	30
Neva	S	East end eastward siding	30
		Main turnout to Strong City District	20
Florence	I	West end eastward siding	40
		East end westward siding	40
		East end eastward siding	30
		West end westward siding	30
Peabody	S	West end westward siding	30
Newton	S	East end freight yard connections eastward and westward	30
		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

Mile Post	Communications Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE No. 15  June 15, 1968	EASTWARD						Siding Capacity 50 ft. Per Car
				First Class				Second Class		
				18	2	24	16	74	88	
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	
		Feet Per Mile	STATIONS					Fr.	Fr.	
112.1	T C R	21.2	EMPORIA YL 3.2	AM 3.45	AM 9.15	AM 10.25	PM 10.40	PM 5.45	PM 9.20	
115.3		0	MERRICK YL 4.9							
120.2	B	0	PLYMOUTH 3.2							
123.4		0	SAFFORDVILLE 2.0							
125.4		0	ELLINOR 6.3	3.31	8.56	10.06	10.25	5.30	9.00	
131.7	Y C	0	STRONG CITY 4.1	3.26	8.51	10.01	10.20	5.20	8.50	W 103 E 119
135.8	B	0	NEVA 2.5	3.22	8.47	9.57	10.17	5.15 PM	8.45	
138.3		12.8	ELMDALE 7.3							
145.6	B	0	CLEMENTS 5.1	3.14	8.39	9.49	10.09		8.35	W 83 E 81
150.7		0	CEDAR POINT 6.2							W 58 E 54
156.9	Y C	0	FLORENCE 11.4	3.05	8.30	9.40	10.00	Via Strong City District	8.20 PM	W 128 E 168
168.3	C	0	PEABODY 0.3	2.56	8.21	9.31	9.51	Via Mc- Pherson District		W 103 E 57
168.6		16.3	C.R.I.&P. Crossing 9.7							
178.3		21.1	WALTON 6.3	2.48	8.13	9.23	9.43			
184.6		19.1	Mo. Pac. Crossing 0.5							
185.1	T Y C R		NEWTON YL	2.40 AM	8.05 AM	9.15 AM	9.35 PM			
			(73.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	
			Average speed per hour	67.4	62.6	62.6	67.4	47.4	44.8	

**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. 15 June 15, 1968	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	First Class							First Class	
	23	17						18	24
	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
	PM 9.45	AM 5.05		<b>NEWTON YL</b> } 2 Tracks			T C R	AM 2.35	AM 9.05
			0	1.6 <b>SAND CREEK</b> } 2 Tracks	31.8	185.1	Y R C		
			21.1	7.9	15.8	186.7			
60	f 9.55		21.1	<b>HALSTEAD</b>	0	194.6	C		f 8.43
120			21.1	9.5 S.L.-S.F. Crossing <b>BURRTON</b>	0	204.1	C	2.12	8.35
200	10.03	5.20	9.5	10.8 <b>WAY</b>	0	214.9	Y R		
			0	1.6 C.R.I.&P. Crossing	0	216.5			
663	s 10.30	5.35	0	1.5 <b>HUTCHINSON</b>	0	218.0	Y R C	1.58	s 8.20
			0	0.3 <b>CH JCT.</b>	0	218.3			
	10.32	5.37	0	0.9 <b>ND JCT.</b>	0	219.2	B	1.54	8.14
			21.1	4.2 Mo. Pac. Crossing YL	0	219.2			
82	10.37	5.41	0	<b>WHITESIDE</b>	0	223.4	B	1.50	8.11
82	10.41	5.45	0	5.5 <b>PARTRIDGE</b>	0	228.9		1.46	8.06
200	10.46	5.50	21.1	6.2 <b>ABBYVILLE</b>	0	235.1	B	1.42	8.01
84	10.51	5.54	21.1	5.6 <b>PLEVNA</b>	0	240.7	B	1.38	7.56
86	10.56		21.1	5.7 <b>SYLVIA</b>	20.3	246.4	C	1.34	7.51
200	11.00	6.01	21.1	4.7 <b>ZENITH</b>	0	251.1	B	1.30	7.46
84	f 11.06	6.05	21.1	5.9 <b>STAFFORD</b>	0	257.0	C	1.26	f 7.41
			0	0.2 Mo. Pac. Crossing	0	257.2			
200	f 11.17	6.11	0	8.8 <b>ST. JOHN</b>	0	266.0	C R	1.19	f 7.34
85	11.22	6.16	21.1	6.8 <b>DILLWYN</b>	0	272.8	B	1.14	7.28
82	f 11.26	6.20	15.8	4.8 <b>MACKSVILLE</b>	0	277.6	C R	1.10	7.24
200	11.31	6.25	15.8	7.3 <b>BELPRE</b>	0	284.9	B	1.05	7.19
			0	8.4 <b>LEWIS</b>	0	293.3	C	12.59	7.12
84	11.37	6.31	0	9.1	0	302.4 (316.7)	Y C R	12.52	s 7.05
135	s 11.58	6.39	21.1	<b>KINSLEY YL</b>	0	324.7	C		
99			21.1	8.0 <b>OFFERLE</b>	0	330.3			
101			21.1	5.6 <b>BELLEFONT</b>	0	336.1	C R		f 6.50
141			21.1	5.8 <b>SPEARVILLE</b>	24.2	344.7		12.32	6.44
153			24.2	8.6 <b>WRIGHT</b> } 2 Tracks	26.5	352.5	T Y C R	12.23 AM	6.35 AM
105			26.5	7.8 <b>DODGE CITY YL</b>				Leave Daily	Leave Daily
144	AM 12.30	6.59		(153.1)				69.6	61.2
	s 1.05	s 7.15		Average speed per hour					
	AM	AM							
	Arrive Daily	Arrive Daily							
	45.9	70.6							

See special rule 6 regarding home signal indications of interlockings at Offerle, Bellefont, Spearville, Wright and Dodge City.

**RULE 261 IN EFFECT:**

On main tracks, M.P. 186 (Newton) to ND Jct.

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

On sidings Halstead, 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 CH 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 trains, extras or engines.

# MIDDLE DIVISION

# SECOND DISTRICT 7

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frt.
Newton to CH Jct. ....	79	60
CH Jct. to Dodge City .....	90	60

## SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frt.
Curve, M.P. 187.3 to 187.8	65	55
RR Crossing, M.P. 204.1 (Interlocking)	79	60
RR Crossing, M.P. 216.5 (Interlocking)	40	40
Curve, M.P. 218.4 to 218.6	40	30
RR Crossing, M.P. 219.1 (Interlocking)	40	40
2 Curves, M.P. 219.4 to 220.2	55	50
Curve, M.P. 228.3 to 228.8	75	60
RR Crossing, M.P. 257.2 (Auto. Interlocking)	85	60
Curve, M.P. 257.2 to 257.5	85	60
Curve, M.P. 266.1 to 266.5	85	60
Curve, M.P. 301.7 to 302.0	55	55
2 Curves, M.P. 348.0 to 349.8 WB	75	60
2 Curves, M.P. 348.0 to 349.8 EB	70	60
Curve, M.P. 352.0 to 352.1	20	20

## SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches will not exceed speed prescribed for turnout. Trains or engines using siding will not exceed maximum turnout speed for that siding.

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Sand Creek	I	Crossover M.P. 186	40
	I	West end yard. Main track switches	30
	I	Turnout end two tracks M.P. 190	40
Halstead	I	Both ends siding	40
Burrton	I	Both ends siding	40
M.P. 212.6	I	East end siding	40
Way	I	Crossover east end yard	30

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
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
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 from or to track No. 1 M.P. 344.7	40
Dodge City	I	Turnouts East end Freight leads	30
	I	Double Crossovers M.P. 350.1	30

# 8 THIRD DISTRICT

# MIDDLE DIVISION

Siding Capacity 50 Ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 15 June 15, 1968	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	First Class							First Class	
	1	15						2	16
	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
	PM 10.05	AM 4.40		<b>NEWTON</b>		185.1	T Y C R	AM 7.55	PM 9.25
			0	0.4 A.T.&S.F. Crossing	27.8				
			0	FIRST STREET	27.8	185.5			
			0	2.5 McGRAW		188.0			
133			0	3.2 PUTNAM	18.0	191.2		7.40	9.05
			0	4.0 SEDGWICK	5.5	195.2	C		
146			0	6.6 VALLEY CENTER	10.4	201.8	C		
130	10.19	4.55	0	S.L.-S.F. Crossing	7.2	209.1	C		
	10.26	5.01	0	7.3 NO. WICHITA YL	0	210.1	T C R	7.26	8.51
			0	1.0 Mo. Pac. Crossing	9.5	211.7	C		
	10.31	5.06	0	1.6 NORTH JCT. YL	10.8	212.3	C	7.22	8.47
			21.2	0.6 WICHITA U.S.	0	213.2	C	7.20 7.05	8.45
	\$10.50 11.00	5.20	0	0.9 SOUTH JCT.	28.8	217.4	Y C	6.43	8.37
	11.04	5.22	0	C.R.I.&P. Crossing	10.9	223.0			
133			31.7	4.2 CONNELL	31.7	227.9	Y C R	6.30 AM	8.23
			16.4	5.6 DERBY	31.7	237.9	C	Via Fourth District	8.14
134			21.6	4.9 MULVANE	31.7	249.7	Y R		8.02
265	11.18 PM	5.37	31.7	10.0 UDALL	18.6	250.4			
124	Via Fourth District	5.48	0	11.8 WN JCT.	39.6	250.8	C R		8.00
183		6.00	13.5	0.7 S.L.-S.F. Crossing	16.3	256.1	B		
			0	0.4 WINFIELD	16.3	263.4	T Y C R		7.45 PM
			0	5.3 HACKNEY	31.7			Leave Daily	Leave Daily
156		6.05	31.7	7.3 ARKANSAS CITY	31.7			36.7	47.0
483		6.25 AM	31.7	(78.3)					
	Arrive Daily	Arrive Daily		Average speed per hour					
	40.7	44.7							

See Special rule 6 regarding home signal indications of interlockings at North Jct. and South Jct.

**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 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 No. Wichita and No. Jct. is the first track south (time table direction) of eastward main track and will be used by trains and engines only on instructions of Yardmaster. Eastbound movements may be authorized by signal indication at North Jct. Speed limit on independent track, 10 MPH between 15th Street and 22nd Street.

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 turn-outs and crossovers North Junction and South Junction."

Eastward freight trains Englewood 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 Englewood 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.



# MIDDLE DIVISION

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frnt.
Newton to Arkansas City .....	90	60

## SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frnt.
RR Crossing, M.P. 185.5 (Interlocking)	20	20
2 Curves, M.P. 186.7 to 185.7, eastward	60	45
RR Crossing, M.P. 201.8 (Interlocking)	90	60
RR Crossing, M.P. 210.1 (Auto-Interlocking)	30	30
RR Crossing, M.P. 213.2 (Interlocking)	15	15
Curve, M.P. 227.7 to 227.9	65	60
3 Curves, M.P. 228.2 to 229.8	65	60
Curve, M.P. 233.6 to 233.9	75	60
Curve, M.P. 242.4 to 242.6	70	60
Curve, M.P. 243.2 to 243.4	60	50
3 Curves, M.P. 243.6 to 245.1	55	40
3 Curves, M.P. 245.8 to 248.0	50	40
8 Curves, M.P. 248.1 to 251.9	45	30
RR Crossing, M.P. 250.4 (Interlocking)	45	45
2 Curves, M.P. 252.0 to 253.7	70	60
Curve, M.P. 260.4 to 260.7	75	60
Curve, M.P. 260.9 to 261.2	65	60

## 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.

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
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
Udall	I	West end siding M.P. 228.8	30
	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	30
	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

10 **FOURTH DISTRICT**

**MIDDLE DIVISION**

See special rule 6 regarding home signal indications of interlocking at AG Tower.

**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 or No. 2 track only.

At Wellington speed limit 10 MPH on connection track between Middle and Eastern Division Fourth Districts.

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

	MPH	
	Psg.	Fr.
Ellinor to Mulvane (MP 221.9) .....	70	60*
Mulvane (MP 221.9) to Wellington .....	79	60*

\*Where district speed is shown 60 MPH for Freight, 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	District 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
4 or more	4501 to 4750	100 or more	65

**SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:**

	MPH	
	Psg.	Fr.
13 Curves, M.P. 142.3 to 149.6	60	60
Curve, M.P. 173.4 to 173.7	55	55
Curve at Eldorado Station Sign— Eastward Track	40	40
Westward Track	30	30
Curve, M.P. 179.6 to 179.8	65	65
RR Crossing, M.P. 185.3 (Interlocking)	50	50
2 Curves, M.P. 200.4 to 200.7	60	60

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 15 June 15, 1968	Ruling Grade Ascending	Mile Post	Communications Tune Tables and Wyes	EAST- WARD
	First Class						First Class
	1						2
	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			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		
159		0	MATFIELD GREEN 9.8	21.2	144.4	C	
295		14.7	CASSODAY 4.2	21.1	154.2	CR	
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	YCR	
E129 W189		0	VANORA 7.7	0	177.6		
		0	AG TOWER YL S.L.-S.F. Crossing 0.4	0	185.3	YCR	
		0	AUGUSTA YL 5.7	0	185.7 (199.5)		
133	Via Third District	31.7	SALTER 6.4	21.1	205.2		Via Third District
133	PM 11.18	21.6	ROSE HILL 9.0	31.7	211.6		AM 6.30
		0	MULVANE 5.1	21.4	220.6	YCR	
		0	Midland Valley Cros. 0.8	18.8	225.7		
147		0	BELLE PLAINE 0.7	18.8	226.5	C	
		31.7	Mo. Pac. Crossing 4.5	0	227.2		
	11.30	0	CICERO 7.4	21.4	231.7		6.17
	11.45 PM	0	WELLINGTON	21.4	238.9	TYCR	6.10 AM
	Arrive Daily		(99.9)				Leave Daily
40.7			Average speed per hour				54.9

**SPEED RESTRICTIONS - CURVES AND RR CROSSINGS: —(Cont'd).**

	MPH	
	Psg.	Fr.
2 Curves, M.P. 204.3 to 204.7	50	50
2 Curves, M.P. 205.1 to 205.5	60	60
Curve, M.P. 209.5 to 209.7	65	65
Curve, M.P. 215.6 to 215.8	65	65
3 Curves, M.P. 219.4 to 220.9 Westward Track	30	30
RR Crossing M.P. 225.7		
RR Crossing M.P. 227.2		
Electrically locked gate normally across Midland Valley Track (MP 225.7) and Mo. Pac. Track (MP 227.2). If gate is normal and home signal indicates "proceed," observe maximum speed shown.	60	60
Curve, M.P. 228.4 to 228.6	70	70
3 Curves, M.P. 236.6 to 238.9	55	55

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	SWITCHES AND TURNOUTS	MPH
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
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 cross-overs west end	30
AG Tower	I	East end westward siding	30
	S	East end eastward siding	30
	I	Main track turnouts and cross-overs	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 cross-overs 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 (MP 230.6)	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

Siding Capacity 50 Ft. Per Car	WESTWARD ↓	Ruling Grade Ascending	TIME TABLE No. 15 June 15, 1968		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS				
				AG TOWER YL S.L.-S.F. Crossing 0.4	0	185.3	Y R	
				AUGUSTA YL 6.3	0	185.7		
134			10.6	GORDON 5.0	15.8	192.0		
139			10.6	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			10.6	WN JCT. YL (30.7)	15.8	216.0	Y R	

See special rule 6 regarding home signal indications of interlocking at AG Tower.

Westward trains secure numbered clearance card at AG Tower.

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Frt.
AG Tower to WN Jct.	59	49

SPEED RESTRICTION - CURVES AND RR CROSSINGS

RR	MPH	
	Psg.	Frt.
Crossing, M.P. 185.3 (Interlocking)	50	50
3 Curves, M.P. 187.2 to 188.7	45	35
5 Curves, M.P. 198.8 to 200.0	25	25
Curve, M.P. 211.2 to 211.5	50	40
2 Curves, M.P. 215.6 to 216.0	30	30

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
WN Jct.	I	East end siding	30
	I	Turnout to Third District	30
AG Tower	I	Turnout to Fourth District	30

**12 FIFTH DISTRICT**

**MIDDLE DIVISION**

**GREAT BEND DISTRICT**

Siding Capacity 50 Ft. Per Car	WEST- WARD		TIME TABLE No. 15 June 15, 1968		EAST- WARD	
	Ruling Grade Ascending	Mile Post	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	Communications Turn Tables and Wyes
	Feet Per Mile	Stations	Feet Per Mile	Stations	Communications Turn Tables and Wyes	Communications Turn Tables and Wyes
	0	CH JCT. YL	0	218.3		
		4.4 YA JCT.	0	222.7	B	
82	7.4	0.5 YAGGY	0	223.2	B	
82	0	5.4 NICKERSON	0	228.6	C	
	11.1	7.0 ST JCT.	0	235.6	B	
85	0	1.1 STERLING YL	0	236.7	C	
82	0	6.2 ALDEN	0	242.9		
53	0	6.1 RAYMOND	0	249.0		
53	10.5	4.5 CLARENDON	0	253.5	B	
82	0	5.9 ELLINWOOD YL	0	259.4	Y C	
82	0	4.5 DARTMOUTH	0	263.9	B	
	11.8	5.6 GREAT BEND YL	0	269.5	Y R C	
52	19.4	7.8 DUNDEE	0	277.3	B	
82	13.0	5.7 PAWNEE ROCK	0	283.0	C	
83	0	8.8 LARNED YL	0	291.8	Y R C	
53	0	5.6 HAMBURG	0	297.4	B	
84	17.4	5.1 GARFIELD	0	302.5	C	
52	12.6	6.9 NETTLETON	0	309.4	B	
	9.0	7.3 KINSLEY YL	0	316.7	Y R C	
		(98.4)				
		Average speed per hour				

Siding Capacity 60 Ft. Per Car	WEST- WARD		TIME TABLE No. 15 June 15, 1968		EAST- WARD	
	Second Class	Mile Post	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	Communications Turn Tables and Wyes
	Feet Per Mile	Stations	Feet Per Mile	Stations	Communications Turn Tables and Wyes	Communications Turn Tables and Wyes
	69					
	Fr.					
	Leave Mon., Wed., Fri.					
	AM 10.20					
		5.2		GREAT BEND YL		
		21.1		8.3 HEIZER		8.0 PM
35	10.55	21.1		7.1 ALBERT		15.1 C 11.23
	11.15	21.1		9.1 TIMKEN		24.2 C 11.05
86	11.35	15.8		7.7 RUSH CENTER		31.9 C 10.50
		15.3		6.9 NEKOMA		38.8
	PM 12.02	21.1		6.0 ALEXANDER		44.8 C 10.25
82	12.25	31.7		7.7 BAZINE		52.5 C 10.05
78	12.55	31.7		11.6 NESS CITY YL		64.1 C 9.40
56		31.7		8.4 LAIRD	31.7	72.5
		31.7		7.7 BEELER	31.7	80.2
		31.7		6.7 ALAMOTA	0	86.9
	2.10	31.7		9.0 DIGHTON	0	95.9 C 8.15
		22.6		7.3 AMY	0	103.2
		14.6		6.3 GRIGSTON	0	109.5
		31.7		6.3 TRACTOR	31.7	115.8
		7.9		3.1 Mo. Pac. Crossing	0	118.9
		17.6		1.2	0	120.1 Y C
	3.15 PM			SCOTT CITY YL		7.15 AM
	Arrive Mon., Wed., Fri.			(120.4)		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 Special Instructions.

Train order signal at Kinsley governs Second District trains only.

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

	MPH	
	Psgr.	Fr.
CH Jct. to Kinsley	59	49

**SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED**

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

Trains must secure numbered clearance card before leaving originating stations.

No switch lights on Great Bend District.

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

	MPH	
	Psgr.	Fr.
Great Bend to Scott City	40	30

**SPEED RESTRICTIONS - CURVES AND RR CROSSINGS**

	MPH	
	Psgr.	Fr.
RR Interlocking, protected by Crossing M.P. 118.9 derails. Stop and follow instructions posted in box.	15	15

**SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED**

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

**LARNED DISTRICT**

**MIDDLE DIVISION**

**STILLWATER DISTRICT**

13

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 15		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	Second Class		June 15, 1968					Second Class
	<b>71</b>							<b>72</b>
	Fr.							Fr.
	Leave Sun., Tues., Thurs.	Feet Per Mile	STATIONS		Feet Per Mile			Arrive Mon., Wed., Fri.
83	PM 12.01		<b>LARNED</b> YL				Y CR	AM 11.05
	12.25	10.5	6.6 FRIZELL		0	6.6		10.45
	12.50	10.5	5.6 SANFORD		0	12.2		10.25
	1.15	10.5	4.8 ROZEL		0	17.0	C	10.10
	2.15	24.8	6.9 BURDETT		0	23.9	C	9.45
	2.35	0	6.8 GRAY		0	30.7		9.15
	3.05	7.0	4.7 HANSTON		0	35.4	C	9.00
	4.15 PM	52.8	10.8 <b>JETMORE</b> YL		52.8	40.2	Y C	8.30 AM
	Arrive Sun., Tues., Thurs.		(46.2)					Leave Mon., Wed., Fri.
	10.9		Average speed per hour					17.9

Trains must secure numbered clearance card before leaving originating stations.

No switch lights on Larned District.

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

	MPH	
	Psgr.	Fr.
Larned to Jetmore	30	25

**SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED**

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 15		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	Second Class		June 15, 1968					Second Class
		Feet Per Mile	STATIONS		Feet Per Mile			
			<b>ESAU JCT.</b> YL				Y B	
		31.7	6.6 PAWNEE		31.7	6.6	C	
		0	1.8 S.L.-S.F. Crossing		0	8.4		
		52.8	9.5 GLENCOE		29.0	17.9		
		0	12.0 STILLWATER YL		31.7	29.9	C	
22		0	0.6 END OF TRACK		23.2	30.5		
			(30.5)					

Trains secure clearance card before leaving Stillwater when operator on duty.

No switch lights on Stillwater District.

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

	MPH	
	Psgr.	Fr.
Esau Jct. to Stillwater	30	30

**SPEED RESTRICTIONS - BRIDGES AND RR CROSSINGS:**

	MPH	
	Psgr.	Fr.
Bridge M.P. 2.7	10	10
Bridge M.P. 5.7	10	10
RR Crossing M.P. 8.4 (Auto. Interlocking)	20*	20*

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

**SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED**

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

WEST-WARD	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 15	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class			June 15, 1968				First Class
<b>15</b>							<b>16</b>
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 6.25	483	0	<b>ARKANSAS CITY</b>	0	263.4	T Y C R s	PM 7.45
		31.7	0.8 SLSF-MP Crossing	22.1	264.2		
		40.6	4.4 <b>CHILOCCO</b>	31.7	268.6		
f 6.38	264	0	7.1 <b>NEWKIRK</b>	52.8	275.8	C s	7.18
		0	5.2 KILDARE	34.4	281.0		
s 7.00	576	0	7.8 <b>PONCA CITY</b>	35.8	288.9	Y C R s	7.05
		45.8	1.8 CRI&P Crossing	40.9	290.7		
	173	22.0	1.9 WHITE EAGLE	52.8	300.3	C	
	146	52.8	7.7 MARLAND	29.9	308.8	C	
	160	0	6.5 RED ROCK	52.8	312.7		
		52.8	5.9 OTOE	33.1	316.3		
s 7.30	89 108	52.8	3.6 SL SF Crossing	52.8	321.6	R C s	6.35
	168	25.1	5.3 PERRY	52.8	328.4		
		0	6.8 ASP	49.3	332.7		
	200	52.8	4.3 ORLANDO	52.8	338.8		
	173	36.2	6.1 MULHALL	52.8	347.2		
s 8.00	276	38.6	8.1 LAWRIE	16.2	352.6	Y C R s	6.05
	190	37.0	5.4 GUTHRIE	0	360.1		
	125	50.1	7.4 SEWARD	23.9	370.1		
	159	52.8	10.0 EDMOND	52.8	376.8		
8.30		48.8	6.7 BRITTON	45.8	381.1		
s 8.45		24.0	4.3 NOWERS YL	17.6	384.0	Y C R s	5.30
8.55		46.3	2.9 OKLAHOMA CITY	0	385.7		5.08
	159	33.3	1.7 BURNETT YL	46.7	388.8		
	163	28.6	3.1 FLYNN	48.6	393.2	C R	
s 9.20	128	46.6	4.4 MOORE	32.6	401.8	C s	4.55
	186	0	8.6 NORMAN	52.8	408.1		
s 9.50 AM			6.2 NOBLE	417.3		T Y C R	4.40 PM
Arrive Daily			<b>PURCELL</b>				Leave Daily
47.1			(153.2)				52.5
			Average speed per hour				

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.

Trains originating Arkansas City, Guthrie, Nowers and Purcell 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.

# MIDDLE DIVISION

# OKLAHOMA DISTRICT 15

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frt.
Arkansas City to Purcell .....	90	60

## SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frt.
4 Curves, M.P. 263.0 to 264.1	20	20
4 Curves, M.P. 264.1 to 265.0	30	30
RR Crossing, M.P. 264.2 (Interlocking)	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
RR Crossing, M.P. 290.7 (Interlocking)		
Main track	65	60
Siding	40	40
Storage track.	20	20
Curve, M.P. 315.7 to 315.8	75	55
RR Crossing, M.P. 316.3 (Auto. Interlocking)	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. 377.1 to 377.3	50	50
Curve, M.P. 378.5 to 378.6	70	60
2 Curves, M.P. 415.9 to 416.6	70	50

## 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.

"I"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	SWITCHES AND TURNOUTS		MPH
Arkansas City	I	Both ends siding		40
	I	All dual control switches and crossovers between siding and main track		30
	S	East end yard lead, east end of yard		30
Newkirk	I	Both ends siding		40
	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
	I	West Wye Switch		15
Seward	I	Both ends siding		40
Edmond	I	Both ends siding		40
Britton	I	Both ends siding		40
Nowers	I	End of two tracks Eastward		40
Burnett	I	End of two tracks Westward		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
	S	East end east tail track		30

WEST- WARD ↓	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 15		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			June 15, 1968					
	Feet Per Mile		STATIONS	Feet Per Mile				
			<b>KIOWA</b> YL				Y CR	
	0		0.8	21.1		0.6		
	0		Mo. Pac. Crossing	31.7		8.8	C	
125	0		<b>BURLINGTON</b>	15.8				
	0		10.9					
95			<b>CHEROKEE</b> YL		19.7		C	
	31.7		12.1	29.6				
39			<b>JET</b>		31.8		C	
	31.7		8.2	31.7				
41			<b>NASH</b>		40.0		C	
	31.7		7.8	0				
35			<b>HILLSDALE</b>		47.8			
	31.7		5.8	0				
24			<b>ITUNA</b>		53.6			
	22.2		4.6	31.7				
80			<b>BLANTON</b> YL		58.2		B	
	0		2.8	52.8				
	0		S.L.-S.F. Jct. } S.L.-S.F. 0.3 } Ry.	23.8				
			<b>ENID</b> YL		61.3		Y CR	
	19.4		0.6	22.8				
	16.4		S.L.-S.F. Jct. } S.L.-S.F. 0.1 } Ry.	0				
	0		C.R.I.&P. Crossing	0		62.0		
	0		0.1	0				
	0		S.L.-S.F. Jct.	10.6		62.1		
	0		1.1					
	29.3		S.L.-S.F. Crossing YL	52.8		63.2		
	0		9.6					
62			<b>FAIRMONT</b>		72.8			
	0		0.8	0				
	38.1		S.L.-S.F. Crossing	52.8		73.6		
	0		6.8					
26			<b>DOUGLAS</b>		80.4		C	
	0		8.0	38.5				
125			<b>MARSHALL</b>		88.4		C	
	52.8		6.7	52.8				
27			<b>LOVELL</b>		95.1			
	52.8		7.7	52.8				
39			<b>CRESCENT</b>		102.8		CR	
	0		7.6	52.8				
29			<b>MUDGE</b>		110.4			
	26.4		6.3	0				
			<b>GUTHRIE</b> YL		116.7		Y CR	
			(116.9)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Frt.
Kiowa to Guthrie	30	30

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

	MPH	
	Psg.	Frt.
RR Crossing, M.P. 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
RR Crossing, M.P. 62.0 (Auto. Interlocking)	30	30
RR Crossing, M.P. 63.2 Stop. Rules 98, 98(A), 98(B) and 98(D).	30	30
RR Crossing, M.P. 73.6 (Auto. Interlocking)	20*	20*
4 Curves, M.P. 115.4 to Guthrie	15	15

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

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. Train 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.

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Enid	S	Entering and leaving Interlocking Limits MP 61.9 and MP 62.1	15

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.



# MIDDLE DIVISION

# OCAA DISTRICT 17

Siding Capacity 50 Ft. Per Car	WEST- WARD Second Class	TIME TABLE No. 15  June 15, 1968	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	51				50	52
	Frt.				Frt.	Frt.
	Lv. Daily Except Saturday	STATIONS			Ar. Daily Except Sunday	Ar. Daily Except Sunday
	PM 7.00	OKLAHOMA CITY (MK & T) 1.1				PM 11.15
		TURNER 1.2	1.1	C		
		BARNARD 0.9	2.3			
		CRUDO 0.5	3.2			
		S.L.-S.F. Crossing 3.4	3.7			
24	7.35	MIDWEST CITY YL 14.1	7.1	Y C		10.55
		NEWALLA 15.7	21.2			
34	9.15 <sup>52</sup>	SHAWNEE YL 0.1	36.9			9.15 <sup>51</sup>
		CRIP CROSSING 10.5	37.0			
		HARJO 7.9	47.5			
35	10.25	MAUD 8.9	55.4			7.20
		FINN 5.1	64.3			
24	11.25	KONAWA 15.1	69.4			6.20
		S.L.-S.F. Crossing 0.6	84.5			
25	AM 12.20	ADA YL 3.4	85.1	C	AM 2.55	5.25 PM
		AHLOSO 9.2	88.5			
	1.05	STONEWALL 6.4	97.7		2.05	
	1.30 AM	TUPELO YL	104.1		1.40 AM	
	Ar. Daily Except Sunday	(104.1)			Lv. Daily Except Sunday	Lv. Daily Except Sunday

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.

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Frt.
Barnard to Maud	20	20
Maud to Ada	30	30
Ada to Tupelo	25	25

## SPEED RESTRICTIONS - BRIDGES AND RR CROSSINGS

	MPH	
	Psg.	Frt.
RR Crossing, M.P. 3.7 (Auto. Interlocking)	20*	20*
Bridge, M.P. 19.3	10	10
Bridge, M.P. 23.0	10	10
Bridge, M.P. 28.9	10	10
RR Crossing, M.P. 31.0 Stop. Rules 98, 98(A), 98(B) and 98(D).	20	20
Bridge, M.P. 73.7	15	15
RR Crossing, M.P. 84.5 (Auto. Interlocking)	20*	20*

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

## SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over all switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

WEST- WARD ↓	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 15		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			June 15, 1968					
		Feet Per Mile	STATIONS	Feet Per Mile				
		30.1	NEWKIRK YL 10.7	31.7	0.9	C		
		0	UNCAS 5.8	31.7	11.6	B		
70		31.7	KAW 2.1	0	17.4	C		
		31.7	SOLDANI 1.6	30.7	19.5			
		0	APPERSON 4.6	31.7	21.1			
68		0	BURBANK 11.9	30.2	25.7	B		
		0	FAIRFAX 5.5	31.7	37.6	C		
100		25.0	RALSTON YL 9.2	31.7	43.1	C		
		31.7	SKEDEE YL 1.8	31.7	52.3	B		
		29.9	ESAU JCT. YL 4.1	31.7	54.1	Y B		
		31.7	SL-SF Crossing 10.3	31.7	58.2	B		
39		0	QUAY 3.2	31.7	68.5	B		
		0	YALE 1.7	30.4	71.7	B		
		31.7	MKT Gantlet 9.0	0	73.4			
		31.7	CUSHING YL 14.4	31.7	82.4	Y C		
		31.7	KENDRICK 5.6	31.7	96.8	B		
91		31.7	DAVENPORT 17.0	31.7	102.4			
45		31.7	MEEKER 12.6	31.7	119.4			
		0	SHAWNEE YL 2.1	0	132.0	Y C		
			END OF TRACK		134.1			
			(133.2)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Newkirk to Burbank	30	30
Burbank to Shawnee	50	40

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

	MPH	
	Psg.	Fr.
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
RR Crossing, M.P. 58.2 (Auto. Interlocking)	20*	20*
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
RR Crossing, M.P. 73.4 Automatic Interlocking. Gantlet track used jointly with MKT over Cimarron River bridge.	20*	20*
Bridge, M.P. 110.5	30	30
M.P. 119.0 to 132.0	30	30

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

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Newkirk	I	Turnouts Cushing to Oklahoma District	30

Trains secure clearance card before leaving Cushing, when operator on duty.

**LITTLE RIVER DISTRICT**

**MIDDLE DIVISION**

**MINNEAPOLIS DISTRICT**

**19**

WEST-WARD	TIME TABLE No. 15				EAST-WARD	
Second Class	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	Second Class
<b>89</b>		June 15, 1968				<b>90</b>
Mixed						Mixed
Leave Tues. and Fri.	Feet Per Mile		Feet Per Mile			Arrive Tues. and Fri.
<b>AM 11.55</b>	52.8	<b>LITTLE RIVER</b> YL 11.0	0	10.9	Y C	<b>PM 5.30</b>
<b>PM</b>	45.7	Mo. Pac. Crossing 0.5	0			
<b>12.27</b>	52.2	<b>GENESEO</b> 9.1	45.4	11.4		<b>4.56</b>
<b>12.50</b>	37.5	S.L.-S.F. Crossing <b>LORRAINE</b> YL 5.6	51.7	20.5	C f	<b>4.33</b>
<b>1.10</b>	52.8	<b>HOLYROOD</b> YL 4.6	0	26.1	C f	<b>4.18</b>
<b>1.22</b>	52.8	<b>FARHMAN</b> 5.7	44.9	30.7		<b>4.05</b>
<b>1.37</b>	0	<b>HITSCHMANN</b> 4.8	37.0	36.4		<b>3.50</b>
<b>1.50</b>	47.5	<b>BEAVER</b> 5.8	27.3	41.2	C f	<b>3.37</b>
<b>2.05</b>	45.5	<b>SUSANK</b> 2.9	31.7	47.0		<b>3.22</b>
<b>2.15</b>	52.8	<b>STICKNEY</b> 2.9	51.5	49.9		<b>3.14</b>
<b>2.21</b>	52.8	<b>MILLARD</b> 4.1	52.8	52.8		<b>3.06</b>
<b>2.40 PM</b>		<b>GALATIA</b> YL		56.9	Y C	<b>2.55 PM</b>
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.

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

	MPH	
	Psgr.	Frts.
Little River to Galatia	30	30

**SPEED RESTRICTIONS - RR CROSSINGS.**

	MPH	
	Psgr.	Frts.
RR Crossing M.P. 11.4 Electric locked gate normally across AT&SF track. Be governed by instructions in lock box. Stop, open and close gate.		
RR Crossing M.P. 20.5 Gate normally across SL-SF track. Approach prepared to stop. If gate normal, observe maximum speed shown.	15	15

**SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED**

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

WEST-WARD	TIME TABLE No. 15				EAST-WARD	
Second Class	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	Second Class
<b>85</b>		June 15, 1968				<b>86</b>
Mixed						Mixed
Leave Tue. Thur.	Feet Per Mile		Feet Per Mile			Arrive Tue. Thur.
<b>AM 8.55</b>	52.8	<b>MANCHESTER</b> YL 5.7	52.8	5.6	Y	<b>PM 1.45</b>
<b>9.25</b>	52.8	<b>VINE CREEK</b> 8.7	52.8	14.3	D f	<b>1.00</b>
<b>10.10</b>	52.8	<b>WELLS</b> 9.7	52.8	24.0	C f	<b>12.30</b>
	0	<b>MINNEAPOLIS</b> YL 0.2	0	24.2		
	0	U.P. Crossing 4.2	0	28.4		
<b>10.40</b>	0	<b>BREWER</b> 5.8	0	34.2	C f	<b>12.01 PM</b>
<b>11.10 AM</b>	0	<b>ADA</b> 8.8	0	43.0	Y C	<b>11.30 AM</b>
Arrive Tue. Thur.		<b>BARNARD</b> YL				Leave Tue. Thur.
19.2		(43.1)				19.2
		Average speed per hour				

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.

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

	MPH	
	Psgr.	Frts.
Manchester to Barnard	20	20

**SPEED RESTRICTIONS - RR CROSSINGS.**

	MPH	
	Psgr.	Frts.
RR Crossing M.P. 24.2 Stop. Rules 98, 98(A), 98(B), 98(D).	20	20

**SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED**

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

Siding Capacity 50 Ft. Per Car	WESTWARD		Railing Grade Ascending	TIME TABLE No. 15  June 15, 1968	Railing Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	Second Class							Second Class	
	89	87						88	90
	Frtn.	Frtn.						Frtn.	Frtn.
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			PM 8.20		
		20.3	OURSLEA 4.6	0	5.5				
31	5.30	0	MARION YL 0.3	0	10.1	C	7.55		
		31.7	C.R.I. & P. Crossing 4.9	0	10.4				
45		31.7	CANADA 5.2	13.4	15.3				
35	6.00	31.7	HILLSBORO YL 5.8	17.4	20.5	C	7.25		
	6.15	31.7	LEHIGH 7.8	0	26.3	C	7.10		
38	6.45	0	CANTON 5.8	11.6	34.1	C	6.50		
		27.2	GALVA 3.9	31.7	39.9				
		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 11.00	0	McPHERSON YL 0.1	0	47.2	CR	6.20	PM 6.10	
		31.7	U.P. Crossing 6.4	15.3	47.3				
	11.14	31.7	CONWAY YL 6.9	30.9	53.7	C	6.05	5.55	
		31.7	WINDOM 5.6	31.7	60.6				
	11.40 AM	31.7	LITTLE RIVER YL 5.8	0	66.2	Y C	5.40	5.30 PM	
		11.9	MITCHELL 5.4	31.7	72.0				
	Via Little River District	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	5.00		
		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	4.35		
		0	SILICA 6.4	29.3	92.1				
	10.25 AM		ELLINWOOD YL		98.5	Y C	4.05 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	

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frtn.
Florence to Little River	30	30
Little River to Ellinwood	35	35

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frtn.
4 Curves, M.P. 0.1 to 0.7	15	15
RR Crossing M.P. 10.4 (Auto. Interlocking)	20*	20*
RR Crossing M.P. 43.8 (Auto. Interlocking)	20*	20*
RR Crossing M.P. 46.7 Gate normally across C R I & P track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	15	15
RR Crossing M.P. 47.3 Stop. Rules 98, 98(A), 98(B), 98(D).	15	15
4 Curves, M.P. 66.0 to 66.1	15	15
RR Crossing M.P. 77.4 Gate normally across A T & S F track. Stop, open and close gate.		
RR Crossing M.P. 78.4 Gate normally across S L & S F track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	15	15

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

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

Trains must secure numbered clearance card before leaving originating stations, except No. 90 at Little River, and No. 87 at Florence. Trains secure clearance card at McPherson when operator on duty.

No. 87 is superior to No. 88.

No switch lights on McPherson District.

Siding Capacity 50 Ft. Per Car	WESTWARD		TIME TABLE No. 15  June 15, 1968	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	Second Class	Ruling Grade Ascending					Second Class	Mixed
	79						80	
	Mixed							
	Leave Mon. Wed. Fri.	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Tues. Thur. Sat.	
	AM 10.30	0	ABILENE YL 0.4	0		T C R	PM 2.00	
		0	C.R.I. & P. JCT. 0.2	0				
		0	S.A. JCT. 0.3	0				
		0	WEST ABILENE YL 7.5	0				
A.T.&S.F. Yard	Via Union Pacific	0	SOLOMON 12.6	0		C	Via Union Pacific	
		0	EAST SALINA YL 0.4	0	20.5		12.55	
	11.40	0	A.B. JCT. 1.0	0	21.5			
		0	U.P. Crossing 0.1	0	21.6			
		0	U.P. Crossing 0.1	0	21.7	R C	12.45 PM	
	11.45	0	SALINA F.S. YL 0.4	0	21.7			
	s 11.55 PM	14.2	SALINA U.S. YL 0.6	0	22.1	C	s 11.35	
		39.9	U.P. Crossing 7.4	37.0	22.7			
42	f 12.15	47.7	HEDVILLE 6.8	30.0	30.1		f 11.10	
42	f	47.5	GLENDALE 5.3	42.2	36.9			
	f	47.6	JUNIATA 3.3	44.0	42.2			
	s 12.47	47.5	WESTFALL 3.5	42.2	45.5	C	s 10.35	
		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	s 1.10	37.0	LINCOLN CENTER YL 5.2	21.1	56.9	C	s 10.10	
		47.5	GOLDENROD 3.1	37.0	62.1			
	f 1.35	37.0	DENMARK 6.5	18.5	65.2	B		
	f 1.50	42.2	ASH GROVE 5.4	30.0	71.7	B		
	s 2.05	52.8	HUNTER 8.9	44.9	77.1	C	s 9.25	
17	s 2.25	55.4	TIPTON 8.2	50.0	86.0	C	s 9.05	
		21.1	CORINTH 3.9	10.6	94.2			
		47.5	FORNEY 4.4	42.2	98.1			
	3.05 PM		OSBORNE YL		102.5	Y C	8.30 AM	
	Arrive Mon. Wed. Fri.		(103.4)				Leave Tues. Thur. Sat.	
	22.6		Average speed per hour				18.8	

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Salina U.S. to Osborne	30	30

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Fr.
RR Crossing M.P. 21.5	15	15
RR Crossing M.P. 21.6	15	15
RR Crossing M.P. 22.7		
Curve, M.P. 24.5 to 24.6	15	15
Curve, M.P. 25.1 to 25.2	15	15
2 Curves, M.P. 55.1 to 55.4	15	15
RR Crossing M.P. 56.6		
M.P. 88.5 to 91.5	20	20
Over bridge M.P. 101.1, Solomon River	20	20

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over all switches.  
Trains or engines using siding must not exceed maximum turnout speed for that siding.

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.

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

No switch lights on the Salina District.

Siding Capacity 50 T.L. Per Car	WESTWARD		Rating Grade Ascending	TIME TABLE No. 15		Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	Second Class			June 15, 1968					Second Class	
	73	73							74	74
	Mixed	Mixed							Mixed	Mixed
	Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.	Feet Per Mile	STATIONS	Feet Per Mile				Arrive Tue. Thurs. Sat.	Arrive Daily Ex. Sun.
		AM 5.45	34.7	NEVA YL 2.6	0					PM 5.15
			39.4	ROCKLAND 5.0	0	2.6				
34	f	6.05	37.0	HYMER 5.8	0	7.6				f 5.00
20			47.5	DIAMOND SPRINGS 5.8	0	13.4	B			
29	f	6.30	50.5	BURDICK 6.3	41.2	19.2	C			
22			20.6	C.R.I. & P. Crossing LOST SPRINGS 5.4	49.1	25.5				
			48.6	C.R.I. & P. Crossing HOPE 5.9	49.1	30.9				
53	f	7.10	34.4	HOPE 0.3	0	36.8				f 3.50
			40.7	Mo. Pac. Crossing NAVARRE 7.3	47.5	37.1				
27	f	7.28	0	NAVARRE 7.7	47.5	44.4				3.32
30	f	7.50	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	8.05	0	ABILENE YL 0.5	0	58.1	T CR			s 3.00
			0	C.R.I. & P. Jct. 0.2	0	58.6				
		8.10	0	S.A. Jct. 0.2	0	58.8				1.30
			37.0	U.P. Crossing 8.0	0	59.0				
31	f	8.30	39.8	TALMAGE YL 5.8	0	67.0	C			f 1.05
32	f	8.45	52.8	MANCHESTER YL 5.6	52.7	72.8	Y B			f12.50
34	f	9.00	52.8	LONGFORD 5.3	52.8	78.4	C			f12.40
15	f	9.15	52.7	OAK HILL 9.3	37.0	83.7	B			f12.30
54	f	9.40	52.8	MILTONVALE YL 9.1	52.7	93.0	C			f12.15
17	f	10.05	52.6	AURORA 5.9	52.7	102.1	C			PM f11.55
			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 10.35	s10.35 AM	14.2	CONCORDIA YL 6.6	0	113.5	C		AM s11.25	11.30 AM
			52.4	Mo. Pac. Crossing 7.6	0	120.1				
			0	KACKLEY 6.0	23.5	127.7				
			52.1	C.R.I. & P. Crossing COURTLAND 7.5	52.7	133.7	C		s10.40	
			52.6	LOVEWELL 5.8	0	141.2			f10.20	
19			0	WEBBER 4.9	52.8	147.0	B			
			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				
	12.35 PM			SUPERIOR YL		153.8	T C		9.45 AM	
	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sun.		(153.8)					Leave Tue. Thurs. Sat.	Leave Daily Ex. Sun.
	20.1	23.5		Average speed per hour					24.2	23.9

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.

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.

#### SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

	MPH	
	Psg.	Frt.
Neva to Courtland .....	35	35
Courtland to State Line .....	25	25
State Line to Superior .....	20	20

**SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:**

	MPH	
	Psg.	Frt.
2 Curves, M.P. 4.2 to 4.8	30	30
7 Curves, M.P. 8.2 to 10.9	30	30
RR Crossing M.P. 25.5 (Auto. Interlocking)	20*	20*
RR Crossing M.P. 30.9 (Auto. Interlocking)	20*	20*
RR Crossing M.P. 37.1 (Auto. Interlocking)	20*	20*
3 Curves, M.P. 50.7 to 51.9	30	30
RR Crossing M.P. 52.2 Gate normally across CRI & P track. Approach prepared to stop. If gate normal, observe maximum speed shown.	15	15
RR Crossing M.P. 52.3 Mill track lead—Gate normally across Mill track. Approach prepared to stop. If gate normal, observe maximum speed shown.	15	15
RR Crossing M.P. 59.0 Interlocking, signals and derails set normally against AT&SF. Be governed by instructions posted in signal house at crossing.		
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
5 Curves, M.P. 88.7 to 90.0	30	30
4 Curves, M.P. 90.9 to 92.0	30	30
2 Curves, M.P. 92.7 to 93.4	30	30
2 Curves, M.P. 96.7 to 97.5	30	30
Curve, M.P. 108.5 to 108.7	30	30
2 Curves, M.P. 109.8 to 109.9	15	15
Curve, M.P. 111.1 to 111.3	30	30
RR Crossing M.P. 113.2 Stop. Rules 98, 98(A), 98(B), 98(D).	15	15
RR Crossing M.P. 120.1 Gate normally across Mo. Pac. track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	35	35
RR Crossing M.P. 133.7 Electric locked gate normally across AT & SF track. Be governed by instructions in lock box. Stop, open and close gate.		
RR Crossing M.P. 152.6 Stop. Rules 98, 98(A), 98(B), 98(D).	20	20
RR Crossing M.P. 153.0 Stop. Rules 98, 98(A), 98(B), 98(D).	20	20

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

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.
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3. ....

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

LOCATION	NORMAL POSITION
<b>FIFTH DISTRICT</b>	
YA Jct.	AT&SF Ry.
ST Jct.	AT&SF Ry.
<b>MINNEAPOLIS DISTRICT</b>	
Manchester	Strong City District
<b>LITTLE RIVER DISTRICT</b>	
Little River	McPherson District
<b>SALINA DISTRICT</b>	
C.R.I. & P. Jct.	Strong City District
S.A. Jct.	Strong City District
West Abilene	U.P. R.R.
East Salina	U.P. R.R.
A.B. Jct.	C.R.I. & P. R.R.
<b>McPHERSON DISTRICT</b>	
Ellinwood	Fifth District
<b>GREAT BEND DISTRICT</b>	
Great Bend	Fifth District
<b>LARNED DISTRICT</b>	
Larned	Fifth District
<b>ENID DISTRICT</b>	
Kiowa	Plains Division
Cherokee	Enid District
Blanton	SL-SF Ry.
Enid, SL-SF Jct.	SL-SF Ry.
<b>STILLWATER DISTRICT</b>	
Esau Jct.	Cushing District
<b>OCAA DISTRICT</b>	
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.

5. JOINT TRACK FACILITIES—(Cont'd).

YA JCT. - ST. JCT. - MO. PAC. trains will use AT&SF tracks between YA Jct. and ST Jct. and will be governed by AT&SF Time Table and Special Instructions.

LYONS—S.L.-S.F. trains will use A.T.& S.F. main and yard tracks between S.L.-S.F. connecting track and 400 feet east of east siding switch.

LORRAINE—S.L.-S.F. trains will use A.T.& S.F. main and yard tracks between 750 feet east and 2200 feet west of S.L.-S.F. crossing.

LORRAINE—A.T.& S.F. trains will use S.L.-S.F. main and yard tracks between S.L.-S.F. crossing and 2250 feet west of crossing.

SUPERIOR—A.T.& S.F. trains will use C.& N.W. main and yard tracks.

C.R.I.& P. JCT.—WEST ABILENE—C.R.I.& P. trains use A.T.& S.F. main track and will be governed by A.T.& S.F. Time Table.

WEST ABILENE—EAST SALINA—A.T.& S.F. trains use U.P. R.R. main and yard tracks.

EAST SALINA—A.B. JCT.—C.R.I.&P. and A.T.& S.F. trains use C.R.I.& P. main track and will be governed by A.T.& S.F. Time Table.

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. (Rule 312) Home signals interlockings AG Tower, North Jct., South Jct., Offerle, Bellefont, Spearville, Wright and Dodge City when displaying single yellow aspect, indicates—proceed prepared to enter turnout or stop short of train or obstruction.

7-8-9-10-11-12-13.

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				
16-48, 55-78, 80-87, 100-108, 300-314	100	90	45	90
325-344, 400-405, 1900-1939	90	90	45	90
350-359	90	90	45*	90
1100-1174, 1800-1889	80	80	45*	80
200-289	70	70	45	70
99, 602-611, 700-751, 800-849, 900-979, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 2099, 2101-2161, 2650-2893, 3001-3019	70	70	45*	70
500-564, 625-633, 650-653, 1500-1537, 2200-2299, 2303-2399, 2403-2441	45	45	45	45
RDC 191, 192	85	85	50	85
M-160, M-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			
80-87, 350-359, 400-405, 602-611, 800-849, 1600-1615, 2099-2161	3	5	5
55-78, 650-653, 2310-2321, 3001-3019	4	5	5
16-48, 99, 100-108, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 1700-1719, 1800-1889, 1900-1939, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	
Friction Bearings	12	5	

16. ....

17. SCALE, TEST CARS, DERRICKS, CRANES, ETC.

Derricks, cranes, pile drivers, spreaders, 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 Derrick AT-199720 and Jordan Spreaders 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, derricks 199720 and 199775 must be handled in trains next to engine.

Scale test cars AT 199913, AT 199914 and AT 199915 will be handled on rear end of train ahead of caboose; speed not to exceed 50 MPH.

18. ....



19. YARD LIMITS

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

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.
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	Guthrie	Hutchinson	Superior
Arkansas City	Oklahoma City	Purcell	Wellington
Dodge City	Emporia	No. Wichita	Winfield
Ponca City	Great Bend	Sand Creek	

23. OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
<b>FIRST DISTRICT</b>	
Yard 185.1	Newton, cinder pit hoist. Newton, train sheds.
<b>OKLAHOMA DISTRICT</b>	
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.

23. OVERHEAD OBSTRUCTIONS—(Cont'd).

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.
<b>ENID DISTRICT</b>	
36.3	Highway Viaduct.
Yard	Crescent, overhead pipes, Cimarron Spur.
<b>STRONG CITY DISTRICT</b>	
Yard	Enterprise, Ersham spur, overhead doorway into building.
Yard	Abilene, Security Mill, canopy over two tracks.
Yard	Abilene, Abilene Alfalfa Mill, canopy over track.
<b>SALINA DISTRICT</b>	
Yard	Salina, Salina Terminal, canopy over tracks each side of elevator.
Yard	Salina, Gooch Mill, canopy over track on south side of mill.
25.2	CGF Elevator, canopy over tracks north and south side.
101.1	Solomon River Bridge.

24. INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
<b>SECOND DISTRICT</b>		
Paxton	M.P. 199.4	6 Cars
<b>THIRD DISTRICT</b>		
Standard Oil Company Spurs	M.P. 202.6	57 Cars
Quality Concrete Inc. spurs	M.P. 216.3	16 Cars
Keeler spurs	M.P. 218.1	43 Cars
<b>FIFTH DISTRICT</b>		
Great Bend Industrial Spur	M.P. 274.6	174 Cars
<b>OKLAHOMA DISTRICT</b>		
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
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
Dolese Spur	M.P. 405.7	22 Cars
<b>ENID DISTRICT</b>		
Schoeb Ranch Spur	M.P. 10.9	13 Cars
<b>STILLWATER DISTRICT</b>		
Boomer Spur	M.P. 27.0	55 Cars
<b>SALINA DISTRICT</b>		
CGF spurs and switching tracks	M.P. 25.2	298 Cars
<b>GREAT BEND DISTRICT</b>		
Western Light & Telephone Co.	M.P. 6.5	40 Cars
Shallow Track	M.P. 77.0	4 Cars
<b>LARNED DISTRICT</b>		
Bert Wetta Track	M.P. 15.1	7 Cars
Bosse Track	M.P. 42.7	11 Cars

SURGEONS OF THE A.T.&S.F. HOSPITAL ASSOCIATION  
DR. O. L. HANSON, Chief Surgeon ..... Topeka

## LOCAL SURGEONS

LOCATION	DOCTORS
Abilene	D. C. CHAFFEE
"	D. C. RORABAUGH
"	K. E. CONKLIN
Ada	C. D. WISEMAN
Arkansas City	R. F. MORTON
"	GEO. MEEK
"	G. L. CAMPBELL
"	N. C. SMITH
"	B. G. SMITH
Augusta	FRANK CVETKOVICH
"	J. L. BARBER
"	D. W. ANDERSON
"	W. N. HAFFNER
Bethany	L. N. GILBERT
"	H. A. MASTERS
Chandler	D. A. SEELIG
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
Dighton	GEO. VON LAONROD
Dodge City	R. J. OHMAN
"	R. G. KLEIN
"	N. E. MELENKAMP
"	C. M. ALDERSON
"	E. B. SCAGNELLI
"	W. M. VANTREKELL
"	W. G. DUKSTEIN
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
"	C. R. HOPPER
"	R. L. PETERSON
Enid	R. G. JACOBS
"	B. R. HINSON
Fairfax	M. S. TERRELL
Florence	J. C. SLIFER (Osteopath)
Great Bend	H. B. RUSSELL
"	D. G. SHIVEL
"	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
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	R. A. SIEMENS
"	J. T. GRIMES

## LOCAL SURGEONS—(Cont'd)

LOCATION	DOCTORS
Marion	T. C. ENSEY
Marshall	J. F. W. DEWITT (Osteopath)
McPherson	A. H. DYCK
Meeker	H. T. BAUGH
Midwest City	V. M. RUTHERFORD
Minneapolis	E. DEAN BRAY
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
"	HERBERT FRANSEN
Norman	BERRY, WILLARD and WOODSON
Oklahoma City	J. N. CLYMER
"	I. C. MCLENDON
"	C. SHIELDS
"	J. N. PARKER
"	M. L. COX
"	G. S. COLLINS, JR.
"	W. L. BOWLEN
"	P. D. PATZKOWSKY
Osborne	J. E. HENSHALL
Pawnee	H. L. RATLIFF
Peabody	BETHEL CLINIC
Perkins	L. C. FREED
Perry	A. M. BROWN
"	A. M. EVANS
Ponca City	R. B. GIBSON
"	R. W. GIBSON
"	P. T. POWELL
Purcell	W. C. MCCURDY, JR.
"	W. G. LONG
"	W. T. STONE
"	J. G. ROLLINS
St. John	L. G. GRAVES
Salina	J. C. MITCHELL
"	C. E. SCOTT
"	W. K. NICKELL
Scott City	B. M. HOPKINS
"	G. W. FIELDS
Sedgwick	E. S. HYMER
Shawnee	PAUL GALLAGHER
Spearville	G. H. HORT, D.O.
Stafford	O. W. LONGWOOD
Sterling	J. C. DYSART
Stillwater	A. B. SMITH
"	H. G. NELSON
"	H. R. SANDERS
Superior	C. G. MCMAHON
"	T. C. KIEHAEFER
"	P. J. HALLGRIMSON
Wellington	J. L. MCGOVERN
"	W. M. COLE
"	J. L. DIACON
Wichita	FRANK EMERY
"	D. M. THOMPSON
"	F. D. EVANS
"	HARRY HIDAKA
"	A. J. WRAY
"	E. B. WINCHESTER
"	(Park City) BETHEL CLINIC
Winfield	R. B. WHITE
"	L. R. KAUFMAN
"	M. W. WELLS

EYE, EAR, NOSE AND THROAT SPECIALISTS

LOCATION	DOCTORS
Arkansas City	J. E. HILL
"	S. L. ABBEY, O.D.
Cushing	W. N. DAVIDSON
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	W.M. 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)
"	W. D. HEATH, Ophthalmologist
Ponca City	W. W. MALL
Shawnee	A. M. WILLIAMS
Stillwater	W. H. GARNIER
Wichita	E. M. HARMS

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	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
"	MARTHA 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

TRAIN	STOPS at STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
17	Hutchinson	Albuquerque and beyond	Kansas City and beyond
18	Hutchinson	Kansas City and beyond	Albuquerque and beyond
23	Kansas City to Holliday	Points between Kansas City and Emporia, and beyond Newton	Points between Kansas City to Holliday
	Osage City	Newton and beyond	Kansas City and beyond
	Emporia to Newton	Points beyond Newton	Kansas City to Emporia
	Newton to Dodge City	La Junta and beyond	Newton and beyond
24	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
	Newton to Emporia	Points between Newton and Emporia, Kansas City and beyond	Points west of Emporia
	Osage City	Kansas City and beyond	Newton 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.)

