

R. L. BANION, Asst. Superintendent Oklahoma City, Okla.
 R. E. CALDWELL, 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	W. G. WILLIAMS	D. S. OSBURN
C. R. SNODGRASS	C. A. MATHIES	E. M. SMITH
M. E. HOWELL	B. L. JOSEPH	C. H. TATE
S. R. BELEW	B. J. ECKERT	R. N. MASON
J. Q. COOPER	W. G. BURTON	S. P. MARK
G. O. THOMAS	D. L. RESER	R. C. COPPOCK
H. E. SHEPHERD	W. P. VAUGHN	J. L. MITCHUM
R. T. POLLEY	M. C. SEELY	

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

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

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

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

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS

IT'S EVERYBODY'S JOB ON THE SANTA FE

SPEED TABLE

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

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

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

**EASTERN LINES
Western District**

MIDDLE DIVISION

TIME TABLE No.

16

IN EFFECT

Sunday, June 8, 1969

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

2 FIRST DISTRICT

MIDDLE DIVISION

Siding Capacity 50 Ft. Per Car	WESTWARD					Ruling Grade Ascending	TIME TABLE No. 16 June 8, 1969	Ruling Grade Ascending	Mile Post	Communications Turn, Tables and Wyes	EASTWARD				Second Class
	Second Class	First Class									First Class				
	73	1	23	17	15						18	2	24	16	
	Fr.													Fr.	
	Leave Daily Except Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.
	AM 5.15	PM 8.50	PM 8.30	AM 3.55	AM 3.25	6.1	EMPORIA YL 3.2	21.2	112.1	T C R	AM 3.45 ^s	AM 9.00 ^s	AM 9.25 ^s	PM 10.40	PM 5.20
						6.1	MERRICK YL 4.9	0	115.3						
						4.4	PLYMOUTH 3.2	0	120.2	B					
						6.8	SAFFORDVILLE 2.0	0	123.4						
	5.30	9.00	8.40	4.05	3.35	9.2	ELLINOR 6.3	0	125.4		3.31	8.41	9.06	10.25	5.05
W103 E119	5.40	9.05	8.45	4.10	3.40	10.4	STRONG CITY 4.1	0	131.7	Y C	3.26	8.36	9.01	10.20	4.55
	5.45 AM	9.08	8.49	4.13	3.43	0	NEVA 2.5	0	135.8	B	3.22	8.32	8.57	10.17	4.50 PM
						17.4	ELMDALE 7.3	12.8	138.3						
W63 E81		9.15	8.56	4.20	3.50	18.0	CLEMENTS 5.1	0	145.6	B	3.14	8.24	8.49	10.09	
W58 E54						0	CEDAR POINT 6.2	0	150.7						
W126 E165		9.23	9.05	4.29	4.00	19.3	FLORENCE 11.4	0	156.9	Y C	3.05	8.15	8.40	10.00	
W103 E57	Via Strong City District	9.31	9.14	4.38	4.08	14.8	PEABODY 0.3	0	168.3	C	2.56	8.06	8.31	9.51	Via Strong City District
						45.4	C.R.I.&P. Crossing 9.7	16.3	168.6						
		9.38	9.23	4.46	4.16	0	WALTON 6.3	21.1	178.3		2.48	7.58	8.23	9.43	
						0	Mo. Pac. Crossing 0.5	19.1	184.6						
		9.50 ^s PM	9.40 ^s PM	5.00 ^s AM	4.30 ^s AM		NEWTON YL		185.1	T Y C R	2.40 AM	7.50 AM	8.15 AM	9.35 PM	
	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(73.0)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.
	47.4	73.0	62.6	67.4	67.4		Average speed per hour				67.4	62.6	62.6	67.4	47.4

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 originating Emporia, Newton and Sand Creek must secure numbered clearance card.

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.

MIDDLE DIVISION

FIRST DISTRICT 3

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
3 or more units 100, 350, 400, 800, 900, 1700, 1800, 1900, 4000, 5590, 7500 or 8500 class or 4 or more other classes	3250 or less	Number of cars	
		50 to 54	65
		55 or more	70
	3251 to 3500	58 to 69	65
		70 or more	70
	3501 to 3750	68 to 89	65
		90 or more	70
	3751 to 4000	73 to 109	65
		110 or more	70
	4001 to 4250	80 or more	65
4251 to 4500	90 or more	65	
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.

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
		"I"—Interlocked Switch "S"—Spring Switch	
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
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
	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

Siding Capacity 50 Ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 16 June 8, 1969	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	0	NEWTON YL } 2 Tracks		185.1	T CR s	AM 2.35 s	AM 8.05
			21.1	SAND CREEK } 1.6 7.9	31.8	186.7	Y R C		
60 120	f 9.55		21.1	HALSTEAD } 9.5	15.8	194.6	C		f 7.43
200	10.03	5.20	9.5	S.L.-S.F. Crossing } 10.8 BURRTON	0	204.1	C	2.12	7.35
			0	WAY } 1.6 C.R.I.&P. Crossing	0	214.9	Y R		
663	s 10.30	5.35	0	HUTCHINSON } 1.5 0.3	0	218.0	Y R C	1.58 s	7.20
			0	CH JCT. } 0.9 ND JCT.	0	218.3			
	10.32	5.37	21.1	Mo. Pac. Crossing YL } 4.2	0	219.2	B	1.54	7.14
82	10.37	5.41	0	WHITESIDE } 5.5	0	223.4	B	1.50	7.11
82	10.41	5.45	21.1	PARTRIDGE } 6.2	0	228.9		1.46	7.06
200	10.46	5.50	21.1	ABBYVILLE } 5.6	0	235.1	B	1.42	7.01
84	10.51	5.54	21.1	PLEVNA } 5.7	0	240.7	B	1.38	6.56
86	10.56		21.1	SYLVIA } 4.7	20.3	246.4	C	1.34	6.51
200	11.00	6.01	21.1	ZENITH } 5.9	0	251.1	B	1.30	6.46
84	f 11.06	6.05	0	STAFFORD } 0.2	0	257.0	C	1.26 f	6.40
			0	Mo. Pac. Crossing } 8.8	0	257.2			
200	f 11.17	6.11	21.1	ST. JOHN } 6.8	0	266.0	CR	1.19 f	6.32
85	11.22	6.16	15.8	DILLWYN } 4.8	0	272.8	B	1.14	6.25
82	f 11.26	6.20 ²⁴	15.8	MACKSVILLE } 7.3	0	277.6	CR	1.10	6.20 ¹⁷
200	11.31	6.25	0	BELPRE } 8.4	0	284.9	B	1.05	6.15
84	11.37	6.31	0	LEWIS } 9.1	0	293.3	C	12.59	6.08
135	s 11.58	6.39	21.1	KINSLEY YL } 8.0	0	302.4 (316.7)	Y CR	12.52 s	6.01
99 101			21.1	OFFERLE } 5.6	0	324.7	C		
141			21.1	BELLEFONT } 5.8	0	330.3			
153 105			24.2	SPEARVILLE } 8.6	24.2	336.1	CR		f 5.50
144	AM 12.25	6.59	26.5	WRIGHT } 7.8	26.5	344.7		12.32	5.44
	s 1.05 s	7.15 AM		DODGE CITY YL } 2 Tracks		352.5	T Y CR	12.23 AM	5.35 AM
	Arrive Daily	Arrive Daily		(153.1)				Leave Daily	Leave Daily
	45.9	70.6		Average speed per hour				69.6	61.2

See special rule 6 regarding home signal indications of interlockings at 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.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Newton to CH Jct.	79	60
CH Jct. to Dodge City	90	60

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Fr.
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
Burton	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

6 THIRD DISTRICT

MIDDLE DIVISION

Siding Capacity 30 Ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 16 June 8, 1969	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyses	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	0	NEWTON 0.4	27.8	185.1	T Y C R s	AM 7.40 s	PM 9.25 s		
			0	A.T.&S.F. Crossing FIRST STREET 2.5	27.8	185.5					
			0	McGRAW 3.2	18.0	188.0					
133			0	PUTNAM 4.0	5.5	191.2		7.25	9.05		
146			0	SEDGWICK 6.6	10.4	195.2	C				
130	10.19	4.55	0	VALLEY CENTER S.L.-S.F. Crossing 7.3	7.2	201.8					
	10.26	5.01	0	NO. WICHITA YL } 1.0 } Mo. Pac. Crossing } 1.6 } NORTH JCT. YL } 0.6 } WICHITA U.S. } 0.9 } SOUTH JCT. } C.R.I.&P. Crossing } 4.2 } CONNELL } 5.6 } DERBY } 4.9 } MULVANE } 10.0 } UDALL } 11.8 } WN JCT. } 0.7 } S.L.-S.F. Crossing } 0.4 } WINFIELD } 5.3 } HACKNEY } 7.3 } ARKANSAS CITY } 7.3 } (78.3)	0	9.5	209.1	T C R	7.11	8.51	
	10.31	5.06	21.2	0	10.8	210.1					
	10.50	5.20	0	0	0	211.7	C	7.07	8.47		
	11.00 s	5.20	0	28.8	212.3	212.3	C s	7.05 s	8.45 s		
	11.04	5.22	31.7	10.9	213.2	213.2	Y C	6.43	8.37		
133			16.4	31.7	217.4	217.4					
134			21.6	31.7	223.0	223.0					
265	11.18	5.37	31.7	18.6	227.9	227.9	Y C R	6.30 AM	8.23		
124	Via Fourth District	5.48	0	39.6	237.9	237.9	C	Via Fourth District	8.14		
183		6.00	13.5	16.3	249.7	249.7	Y R		8.02		
			0	16.3	250.4	250.4					
		6.05	31.7	31.7	250.8	250.8	C R		8.00		
156			31.7	31.7	256.1	256.1	B				
483		6.25 AM	31.7	31.7	263.4	263.4	T Y C R		7.45 PM		
	Arrive Daily	Arrive Daily		Average speed per hour				Leave Daily	Leave Daily		
	40.7	44.7						36.7	47.0		

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 turnouts 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

THIRD DISTRICT 7

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frt.
Newton to Arkansas City	90	60

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frt.
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
	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	15
	I	Crossovers between main track and siding	30
Hackney	I	Both ends siding	40
Arkansas City	I	East end siding M.P. 261.2	40
	S	M.P. 262.3	30
	I	Crossover between main track and siding M.P. 262.7	30

8 FOURTH DISTRICT

MIDDLE DIVISION

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
3 or more units 100, 350, 400, 800, 900, 1700, 1800, 1900, 4000, 5590, 7500 or 8500 class or 4 or more other classes	3250 or less	Number of Cars	
		50 to 54	65
	3251 to 3500	55 or more	70
		58 to 69	65
	3501 to 3750	70 or more	70
		68 to 89	65
	3751 to 4000	90 or more	70
		73 to 109	65
	4001 to 4250	110 or more	70
		80 or more	65
4251 to 4500	90 or more	65	
	100 or more	65	
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
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	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
RR Crossing M.P. 227.2		
Curve, M.P. 228.4 to 228.6	70	70
3 Curves, M.P. 236.6 to 238.9	55	55

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 16 June 8, 1969	Ruling Grade Ascending	Mile Post	Communications Turn 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	0	125.4		
130		21.2	4.9 GLADSTONE	0	130.3		
200		21.2	5.8 BAZAR	0	136.1		
159		0	8.3 MATFIELD GREEN	0	144.4	C	
295		14.7	9.8 CASSODAY	21.2	154.2	CR	
288		0	4.2 AIKMAN	21.1	158.4		
143		0	7.7 CHELSEA	21.2	166.1		
95		21.1	8.2 EL DORADO YL	21.2	174.3	Y CR	
		0	3.3 VANORA	0	177.6		
E 129 W 189		0	7.7 AG TOWER YL	0	185.3	Y CR	
		0	S.L.-S.F. Crossing	0	185.7		
		0	0.4 AUGUSTA YL	0	(199.5)		
133	Via Third District	31.7	6.4 SALTER	21.1	205.2		Via Third District
133	PM 11.18	21.6	9.0 ROSE HILL	31.7	211.6		
141		0	5.1 MULVANE	21.4	220.6	Y CR	AM 6.30
		0	Midland Valley Cros.	18.8	225.7		
147		0	0.8 BELLE PLAINE	18.8	226.5	C	
		31.7	0.7 Mo. Pac. Crossing	0	227.2		
		0	7.4 CICERO	21.4	231.7		6.17
		11.30	0				
		11.45 PM					6.10 AM
	Arrive Daily						Leave Daily
40.7			(99.9)				54.9
			Average speed per hour				

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.

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
Molvane	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
Belle Plaine	I	West end siding	30
	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 ↓	Feet Per Mile	TIME TABLE No. 16 June 8, 1969		Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Ruling Grade Ascending	Stations				
				AG TOWER YL S.L.-S.F. Crossing 0.4	0	185.3	Y C R	
		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		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.	Fr.
AG Tower to WN Jct.	59	49

SPEED RESTRICTION - CURVES AND RR CROSSINGS

	MPH	
	Psg.	Fr.
RR 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

10 FIFTH DISTRICT MIDDLE DIVISION GREAT BEND DISTRICT

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	↓		No. 16					↑
			June 8, 1969					
	Feet Per Mile		STATIONS		Feet Per Mile			
	0		CH JCT. YL		0	218.3		
			4 4 YA JCT.		0	222.7	B	
82			0 5 YAGGY		0	223.2	B	
82	7.4		5 4 NICKERSON		0	228.6	C	
	0		7 0 ST JCT.		0	235.6	B	
85	11.1		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		5 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	13.0		8 8 LARNED YL		0	291.8	Y R C	
53	0		5 5 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 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	Second Class		No. 16					Second Class
			June 8, 1969					
	69		STATIONS		70			
	Frt.				Frt.			
	Leave Mon., Wed., Fri.	Feet Per Mile			Arrive Tues., Thurs. Sat.			
	AM 10.20	5.2	GREAT BEND YL		PM 12.10			
			8 3 HEIZER	0		8.0		
		21.1	7 1 ALBERT	0		15.1	C	
35	10.55	21.1	9 1 TIMKEN	0		24.2	C	
	11.15	15.8	7 7 RUSH CENTER	0		31.9	C	
85	11.35	15.3	6 9 NEKOMA	0		38.8		
	PM 12.02	21.1	6 0 ALEXANDER	0		44.8	C	
		31.7	7 7 BAZINE	0		52.5	C	
82	12.25	31.7	11 5 NESS CITY YL	0		64.1	C	
78	12.55	31.7	8 4 LAIRD	31.7		72.5		
56		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	
		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 SCOTT CITY YL	0		120.1	Y C	
	3 15 PM		(120.4)			7 15 AM		
	Arrive Mon., Wed., Fri.					Leave Tues., Thurs. Sat.		
	21.4		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	
	Psg.	Frt.
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	
	Psg.	Frt.
Great Bend to Scott City	40	30

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

RR	MPH	
	Psg.	Frt.
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

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 16	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	Second Class						Second Class
	71		June 8, 1969				72
	Frt.						Frt.
	Leave Sun., Tues., Thurs.	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Mon., Wed., Fri.
83	PM 12.01	10.5	LARNED YL 6.6	0		Y CR	AM 11.05
	12.25	10.5	FRIZELL 5.6	0	6.6		10.45
	12.50	10.5	SANFORD 4.8	0	12.2		10.25
	1.15	24.8	ROZEL 6.9	0	17.0	C	10.10
	2.15	0	BURDETT 6.8	0	23.9	C	9.45
	2.35	7.0	GRAY 4.7	0	30.7		9.15
	3.05	52.8	HANSTON 10.8	52.8	35.4	C	9.00
	4.15 PM		JETMORE YL		46.2	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	
	Psggr.	Frt.
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. 16	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	Second Class						Second Class
			June 8, 1969				
		Feet Per Mile	STATIONS	Feet Per Mile			
		31.7	ESAU JCT. YL 6.6	31.7		Y B	
		0	PAWNEE 1.8	0	6.6	C	
		52.8	S.L.-S.F. Crossing 9.5	29.0	8.4		
		0	LENCOE 12.0	31.7	17.9		
22		0	STILLWATER YL 0.6	23.2	29.9	C	
		0	END OF TRACK		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	
	Psggr.	Frt.
Esau Jct. to Stillwater	30	30

SPEED RESTRICTIONS - BRIDGES AND RR CROSSINGS:

	MPH	
	Psggr.	Frt.
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.

12 OKLAHOMA DISTRICT

MIDDLE DIVISION

WEST- WARD	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 16		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD
First Class			June 8, 1969					First Class
15			STATIONS					16
Leave Daily		Feet Per Mile			Feet Per Mile			Arrive Daily
AM 6.25	483	0	ARKANSAS CITY		0	263.4	TY CR s	PM 7.45
		31.7	0.8 SLSF-MP Crossing		22.1	264.2		
		40.6	4.4					
			CHILOCCO		31.7	268.6		
		0	7.1					
f 6.38	264	0	NEWKIRK		52.8	275.8	C f	7.18
		0	5.2			281.0		
			KILDARE		34.4	288.9	Y	
s 7.00	576	0	7.8		35.8	290.7	CR s	7.05
			PONCA CITY			292.6		
		45.8	1.8		40.9	300.3	C	
	173	22.0	CRI&P Crossing			306.8	C	
	146	52.8	1.9			312.7		
	180	0	WHITE EAGLE		52.8	316.3		
		52.8	7.7		33.1	321.6	R	
s 7.30	69 108	52.8	MARLAND		52.8	328.4	C s	6.35
	168	25.1	6.5		52.8	332.7		
			RED ROCK		52.8	338.8		
		0	5.9			347.2		
	200	52.8	OTOE		52.8	352.6	Y	
			3.6			360.1	CR s	6.05
		52.8	SL SF Crossing		0	370.1		
			5.3		23.9	376.8		
			PERRY		52.8	381.1		
		52.8	6.8		45.8	384.0	Y	5.30
		25.1	ASP			385.7	CR s	5.20
			4.3		0	388.8		5.08
		0	ORLANDO		46.7	393.2	CR	
		52.8	6.1		48.6	401.8	C s	4.55
		48.8	MULHALL		32.5	408.1		
			8.1		52.8	417.3	TY	4.40
		36.2	LAWRIE				CR	PM
		38.6	5.4					Leave Daily
s 8.00	276	37.0	GUTHRIE					
	190	50.1	7.4					
		52.8	SEWARD					
		48.8	10.0					
			EDMOND					
		52.8	6.7					
		24.0	BRITTON					
		46.3	4.3					
			NOWERS YL					
		33.3	2.9					
		28.5	YL					
		46.5	OKLAHOMA CITY					
		0	1.7					
			BURNETT YL					
			3.1					
			FLYNN					
			4.4					
			MOORE					
			8.6					
			NORMAN					
			6.2					
			NOBLE					
			9.2					
s 9.50 AM			PURCELL				TY	4.40
Arrive Daily			(153.2)				CR	PM
47.1			Average speed per hour					Leave Daily
								52.5

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 MP 418.

MIDDLE DIVISION

OKLAHOMA DISTRICT 13

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frts.
Arkansas City to Purcell	90	60

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frts.
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

14 ENID DISTRICT

MIDDLE DIVISION

WEST- WARD ↓	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 16		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			June 8, 1969					
	Feet Per Mile		STATIONS		Feet Per Mile			
			KIOWA YL				Y CR	
			0.8	21.1				
			Mo. Pac. Crossing		0.6			
			8.2	31.7				
125			BURLINGTON			8.8	C	
			10.9	15.8				
			CHEROKEE YL					
			12.1	19.7			C	
95			JET			19.7		
			8.2	31.7			C	
39			NASH					
			7.8	0		40.0	C	
41			HILLSDALE					
			5.8	0		47.8		
36			ITUNA					
			4.6	31.7		53.6		
24			BLANTON YL				B	
			2.8	52.8		58.2		
80			S.L.-S.F. Jct.			61.0		
			0.3	23.8				
			ENID YL				Y CR	
			0.6	22.8				
			S.L.-S.F. Jct.			61.9		
			0.1	0				
			C.R.I.&P. Crossing			62.0		
			0.1	0				
			S.L.-S.F. Jct.			62.1		
			1.1	10.6				
			S.L.-S.F. Crossing			63.2		
			9.6	52.8				
62			FAIRMONT					
			0.8	0		72.8		
			S.L.-S.F. Crossing			73.6		
			6.8	52.8				
26			DOUGLAS				C	
			8.0	38.5		80.4		
125			MARSHALL				C	
			6.7	52.8		88.4		
27			LOVELL					
			7.7	52.8		95.1		
39			CRESCENT				CR	
			7.6	52.8		102.8		
29			MUDGE					
			6.3	0		110.4		
			GUTHRIE YL				Y CR	
						116.7		
			(116.9)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Kiowa to Guthrie	30	30

SPEED RESTRICTIONS - BRIDGES, CURVES AND RR CROSSINGS

	MPH	
	Psg.	Fr.
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
Bridge, 11.4	15	15
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.

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.

Siding Capacity 30 Ft. Per Car	WEST- WARD	TIME TABLE No. 16	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	Second Class				Second Class	
	51				50	52
	Fr.	June 8, 1969			Fr.	Fr.
	Lv. Daily Except Saturday	STATIONS			Ar. Daily Except Sunday	Ar. Daily Except Sunday
	PM 7.00	OKLAHOMA CITY (MK & T) 1.1 TURNER 1.2 BARNARD 0.9 CRUDO 0.5 S.L.-S.F. Crossing 3.4	M.K.T. R.R. 1.1 2.3 3.2 3.7	C		PM 11.15
24	7.35	MIDWEST CITY YL 7.1 NEWALLA 14.1 15.7	7.1 21.2	Y C		10.55
34	9.15	SHAWNEE YL 0.1 CRIP CROSSING 10.5 HAKJO 7.3 MAUD 8.9 FINN 5.1	36.9 37.0 47.5 55.4 64.3			51 9.15
35	10.25	KONAWA 15.1 S.L.-S.F. Crossing 0.6	69.4 84.5			7.20
24	11.25	ADA YL 3.4 AHLISO 9.2 STONEWALL 6.4	85.1 88.5 97.7	C	AM 2.55	5.25 PM
25	12.20	TUPELO YL 104.1	104.1		AM 1.40	
	Ar. Daily Except Sunday	(104 1)			Lv. Daily Except Sunday	Lv. Daily Except Sunday

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Fr.
Barnard to Maud	20	20
Maud to Ada	30	30
Ada to Tupelo	25	25

SPEED RESTRICTIONS - BRIDGES AND RR CROSSINGS

	MPH	
	Psgr.	Fr.
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. 37.0 Stop. Rules 98, 98(A), 98(B) and 98(D).	20	20
Bridge, M.P. 38.3	10	10
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.

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.

16 CUSHING DISTRICT

MIDDLE DIVISION

WEST- WARD ↓	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 16		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			June 8, 1969					
	Feet Per Mile	STATIONS	Feet Per Mile					
		NEWKIRK YL				0.9	C	
		10.7	31.7			11.6	B	
		UNCAS				17.4	C	
70	0	5.8	31.7			19.5		
		KAW				21.1		
		2.1	0			25.7	B	
		SOLDANI				25.7	B	
		1.6	30.7			37.6	C	
		APPERSON				43.1	C	
68	0	4.6	31.7			52.3	B	
		BURBANK				54.1	B	
		11.9	30.2			58.2	B	
		FAIRFAX				68.5	B	
		5.5	31.7			71.7	B	
100	0	RALSTON YL				73.4		
		9.2	31.7			82.4	Y C	
		SKEDDEE YL				96.8	B	
		1.8	31.7			102.4		
		ESAU JCT. YL				119.4		
		4.1	31.7			132.0	Y C	
		SL-SF Crossing				134.1		
		10.3	31.7					
		QUAY						
		3.2	31.7					
		YALE						
		1.7	30.4					
		MKT Gantlet						
		9.0	0					
		CUSHING YL						
		14.4	31.7					
		KENDRICK						
91		5.6	31.7					
		DAVENPORT						
45		10.3	31.7					
		17.0	31.7					
		MEEKER						
		12.6	31.7					
		SHAWNEE YL						
		2.1	0					
		END OF TRACK						

(133.2)

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

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

SPEED RESTRICTIONS - BRIDGES, 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

LITTLE RIVER DISTRICT MIDDLE DIVISION MINNEAPOLIS DISTRICT 17

WEST-WARD Second Class	Ruling Grade Ascending	TIME TABLE No. 16 June 8, 1969	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD Second Class
Mixed						Mixed
Leave Tues. and Fri.	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Tues. and Fri.
AM 10.25	52.8		LITTLE RIVER YL	0		Y C
	45.7	11.0 Mo. Pac. Crossing	0	10.9		
	52.2	GENESEO	45.4	11.4		4.56
f 11.20	37.5	9.1 S.L.-S.F. Crossing LORRAINE YL	51.7	20.5	C	f 4.33
f 11.40	52.8	5.6 HOLYROOD YL	0	26.1	C	f 4.18
	52.8	4.6 FARHMAN	44.9	30.7		4.05
	52.8	5.7 HITSCHMANN	37.0	36.4		3.50
PM 12.20	0	4.8 BEAVER	27.3	41.2	C	f 3.37
	47.5	5.8 SUSANK	31.7	47.0		3.22
	45.5	2.9 STICKNEY	51.5	49.9		3.14
	52.8	2.9 MILLARD	52.8	52.8		3.06
1.10 PM	52.8	4.1 GALATIA YL		56.9	Y C	2.55 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.

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 Second Class	Ruling Grade Ascending	TIME TABLE No. 16 June 8, 1969	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD Second Class
Mixed						Mixed
Leave Tue. Thur.	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Tue. Thur.
AM 8.55	52.8		MANCHESTER YL	52.8		Y
	52.8	5.7 VINE CREEK	52.8	5.6		
f 9.25	52.8	8.7 WELLS	52.8	14.3		f 1.00
f 10.10	52.8	9.7 MINNEAPOLIS YL	0	24.0	C	f 12.30
	0	0.2 U.P. Crossing	0	24.2		
f 10.40	0	10.0 ADA	0	34.2	C	f 12.01 PM
11.10 AM	0	8.8 BARNARD YL	0	43.0	Y C	11.30 AM
Arrive Tue. Thur.		(43.1)				Leave Tue. 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.

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	WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 16		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD ↑
			June 8, 1969					
		Feet Per Mile	STATIONS	Feet Per Mile				
		0	FLORENCE YL 5.9	0		Y C		
		20.3	OURSLEER 4.6	0	5.5			
31		0	MARION YL 0.3	0	10.1	C		
		31.7	C.R.I. & P. Crossing 4.9	0	10.4			
45		31.7	CANADA 5.2	13.4	15.3			
35		31.7	HILLSBORO YL 5.8	17.4	20.5	C		
		31.7	LEHIGH 7.8	0	26.3	C		
38		0	CANTON 5.8	11.6	34.1	C		
		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			
		0	McPHERSON YL 0.1	0	47.2	CR		
		31.7	U.P. Crossing 6.4	15.3	47.3			
		31.7	CONWAY YL 6.9	30.9	53.7	C		
		31.7	WINDOM 5.6	31.7	60.6			
		31.7	LITTLE RIVER YL 5.8	0	66.2	Y C		
		11.9	MITCHELL 5.4	31.7	72.0			
		0	Mo. Pac. Crossing 0.7	0	77.4			
		31.7	LYONS YL 0.3	31.7	78.1	C		
		28.8	S.L.-S.F. Crossing 7.6	31.7	78.4			
		30.1	CHASE YL 6.1	21.9	86.0	C		
		0	SILICA 6.4	29.3	92.1			
			ELLINWOOD YL		98.5	Y C		
			(98 9)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

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

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frts.
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 secure clearance card at McPherson when operator on duty.

No switch lights on McPherson District.

Eastward Trains will register arrival Florence on Form 903 and leave in waybill box at Milkman's Crossing Florence.

MIDDLE DIVISION

SALINA DISTRICT 19

Siding Capacity 30 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 16	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	Second Class		June 8, 1969				Second Class
	79		80				
	Mixed						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			
	11.40	0	AB. JCT. 1.0	0	20.5		12.55
		0	U.P. Crossing 0.1	0	21.5		
		0	U.P. Crossing 0.1	0	21.6		
	11.45	0	SALINA F.S. YL 0.4	0	21.7	R C	12.20 PM
		14.2	SALINA U.S. YL 0.6	0	22.1	C	
		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		
		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.

20 STRONG CITY DISTRICT

MIDDLE DIVISION

Siding Capacity 30 Ft. Per Car	WESTWARD		Rolling Grade Ascending	TIME TABLE No. 16 June 8, 1969	Rolling Grade Ascending	Mile Post	Communications Turn, Tables and Wyes	EASTWARD	
	Second Class							Second Class	
	73	73						74	74
	Mixed	Mixed	Feet Per Mile	STATIONS	Feet Per Mile			Mixed	Mixed
	Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.						Arrive Tue. Thurs Sat.	Arrive Daily Ex. Sun.
		AM 5.45							PM 4.50
			34.7	NEVA YL 2.6	0				
34			39.4	ROCKLAND 5.0	0	2.6			
20			37.0	HYMER 5.8	0	7.6			
29		f 6.30	47.5	DIAMOND SPRINGS 5.8	0	13.4	B		
			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			
53		f 7.10	48.6	C.R.I. & P. Crossing HOPE 5.9	49.1	30.9			
			34.4	Mo. Pac. Crossing NAVARRE 7.3	0	36.8			
27		f 7.28	40.7	ENTERPRISE YL 7.7	47.5	37.1			
30		f 7.50	0	C.R.I. & P. Crossing A.T. & S.F. Crossing 5.8	0	44.4			
			0	ABILENE YL 0.5	0	52.1			
		s 8.05	0	C.R.I. & P. Jct. S.A. Jct. 0.2	0	52.2			
			0	U.P. Crossing TALMAGE YL 8.0	0	52.3			
31		f 8.30	37.0	MANCHESTER YL 5.6	0	58.1	T C R		s 3.00
32		f 8.45	39.8	LONGFORD 5.3	0	58.6			
34		f 9.00	52.8	OAK HILL 9.3	0	58.8			
16		f 9.15	52.8	MILTONVALE YL 9.1	52.7	59.0			
54		f 9.40	52.7	AURORA 5.9	37.0	67.0	C		f 1.05
17		f 10.05	52.8	HUSCHER 2.0	52.7	72.8	Y B		f 12.50
			52.6	COOK 3.2	52.8	78.4	C		f 12.40
			0	Mo. Pac. Crossing C.B. & Q. Crossing 0.3	37.0	83.7	B		f 12.30
			0	CONCORDIA YL 6.6	52.7	93.0	C		f 12.15
		AM 10.35	14.2	Mo. Pac. Crossing KACKLEY 7.6	52.7	102.1	C		PM 11.55
		AM	52.4	C.R.I. & P. Crossing COURTLAND 7.5	0	108.0			
			0	LOVEWELL 5.8	0	110.0			
		s 11.35	52.1	WEBBER 4.9	0	113.2			
		f 12.01	52.6	State Line Mo. Pac. Crossing C.B. & Q. Crossing 0.8	0	113.5	C	AM 11.25	11.30 AM
19			0	SUPERIOR YL	0	120.1			
			42.2	(153 8)	0	127.7			
			42.2	Average speed per hour	0	127.7			
		12.35 PM	0		0	133.7	C	s 10.40	
	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sun.			0	141.2		f 10.20	
	20.1	23.5			52.8	147.0	B		
					0	151.9			
					0	152.6			
					0	153.0			
					0	153.8	T C	9.45 AM	
	Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.						Leave Tue. Thurs Sat.	Leave Daily Ex. Sun.
	20.1	23.5						24.2	21.3

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.	Fr.
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.	Fr.
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 A T & S F 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.

3.

4. JUNCTION SWITCHES Rule 98(C)

LOCATION	NORMAL POSITION
FIFTH DISTRICT	
YA Jct.	AT&SF Ry.
ST Jct.	AT&SF Ry.
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.
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.

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

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, 5590-5614, 8500-8524	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, 4000-4019, 7500-7519	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, 4000-4019, 5590-5614, 7500-7519, 8500-8524	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	

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

20. BULLETIN BOOKS

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

21. STANDARD CLOCKS

Abilene	Ponca City	Ada, Okla.
Arkansas City	Newton	Scott City
Dodge City	No. Wichita	Way
Emporia	Sand Creek	Wellington
Great Bend	Purcell	Shawnee (Cushing Dist.)
Nowers	Cushing	Enid
Oklahoma City	Turner	

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
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.
380.1	Highway Viaduct
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.
ENID DISTRICT	
36.3	Highway Viaduct.
Yard	Crescent, overhead pipes, Cimarron Spur.
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
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		
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
Dolese Spur	M.P. 405.7	22 Cars
ENID DISTRICT		
Schoeb Ranch Spur	M.P. 10.9	13 Cars
STILLWATER DISTRICT		
Boomer Spur	M.P. 27.0	55 Cars
SALINA DISTRICT		
CGF spurs and switching tracks	M.P. 25.2	298 Cars
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
OCAA DISTRICT		
OG&E Spur	M.P. 67.6	1.5 Miles

SURGEONS OF THE A.T.&S.F. EMPLOYEES' BENEFIT ASSOCIATION

DR. R. M. BROOKER, 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
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
"	WM. 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
Florence	J. C. SLIFER (Osteopath)
Great Bend	H. B. RUSSELL
"	D. G. SHIVEL
"	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
"	CHARLES T. MCCOY
Jetmore	J. G. O'SHEA
Kinsley	M. D. ATWOOD
"	W. L. MCKIM
Kiowa	H. YASUDA
"	L. PATZKOWSKY
Larned	W. R. BRENNER
Lincoln Center	H. L. SONGER
Little River	A. F. SCHMIDT
Lyons	R. A. SIEMENS
"	J. T. GRIMES

LOCATION

DOCTORS

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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
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"	H. R. SCHMIDT
"	F. A. ALLEN
"	E. T. OLSON
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"	D. V. PREHEIM
"	E. S. RICH
"	M. A. CLAASSEN
"	J. S. BENTON
"	ANDREW NACHTIGALL
"	HERBERT FRANSEN
Norman	BERRY, WOODSON
"	Y. E. PARKHURST
Oklahoma City	J. N. CLYMER
"	I. C. MCLENDON
"	C. SHIELDS
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"	P. D. PATZKOWSKY
"	JOHN R. MCGINNIS
Osborne	J. E. HENSHALL
Pawnee	H. L. RATLIFF
Peabody	BETHEL CLINIC
Perkins	L. C. FRED
Perry	A. M. BROWN
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"	R. W. GIBSON
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Scott City	B. M. HOPKINS
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"	J. H. LATHROP
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
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"	H. R. SANDERS
Superior	
"	T. C. KIEHAEFER
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Wellington	J. L. MCGOVERN
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"	BETHEL CLINIC
Winfield	R. B. WHITE
"	L. R. KAUFMAN
"	M. W. WELLS

EYE, EAR, NOSE AND THROAT SPECIALISTS

LOCATION	DOCTORS
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"	S. L. ABBEY, O.D.
Cushing	
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
Hutchinson	
"	V. R. MOORMAN
"	G. E. STONE
"	C. T. MCCOY (Ophthalmologist)
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

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Arkansas City	L. W. GRIMES
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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	Emporia	Albuquerque and beyond	
	Hutchinson	Albuquerque and beyond	Kansas City and beyond
18	Hutchinson	Kansas City and beyond	Albuquerque and beyond
	Emporia		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.)

