

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.
 R. T. POLLEY, 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. MITCHAM
	M. C. SEELY	G. H. HARDEY

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 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.

17

IN EFFECT

Monday, June 1, 1970

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. 17 June 1, 1970	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD					
	Second Class	First Class									First Class					Second Class
	73	1	23	17	15						18	2	24	16	74	
	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 4.15	PM 8.50	PM 8.30	AM 3.55	AM 3.30	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 11.00	PM 4.20	
						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							
		9.00	8.40	4.05	3.40	9.2	ELLINOR 6.3	0	125.4		3.31	8.41	9.06	10.45		
W 103 E 119		9.05	8.45	4.10	3.45	10.4	STRONG CITY 4.1	0	131.7	Y C	3.26	8.36	9.01	10.40		
	4.45 AM					0	NEVA 2.5	0	135.8	B	3.22	8.32	8.57	10.37	3.50 PM	
						17.4	ELMDALE 7.3	12.8	138.3							
W 83 E 81		9.15	8.56	4.20	3.55	13.0	CLEMENTS 5.1	0	145.6	B	3.14	8.24	8.49	10.29		
W 58 E 54						0	CEDAR POINT 6.2	0	150.7							
W 126 E 166		9.23	9.05	4.29	4.05	19.3	FLORENCE 11.4	0	156.9	Y C	3.05	8.15	8.40	10.20		
W 103 E 57	Via Strong City District	9.31	9.14	4.38	4.13	14.8	PEABODY 0.3	0	168.3	C	2.56	8.06	8.31	10.11	Via Strong City District	
						45.4	C.R.I.&P. Crossing 9.7	16.3	168.6							
		9.38	9.23	4.46	4.21	0	WALTON 6.3	21.1	178.3		2.48	7.58	8.23	10.03		
						0	Mo. Pac. Crossing 0.5	19.1	184.6							
		^s 9.50 PM	^s 9.40 PM	^s 5.00 AM	^s 4.35 AM		NEWTON YL		185.1	T Y C R	2.40 AM	7.50 AM	8.15 AM	9.55 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.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frnt.
Emporia to Newton	90	60*

*Freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS:

- (A) Westbound — M.P. 167 to M.P. 168.5
 M.P. 181 to Newton
- Eastbound — M.P. 176.5 to M.P. 163.5
 M.P. 147.5 to M.P. 139.5
 M.P. 117.5 to Emporia
- (B) Maximum authorized speed for freight trains when averaging:
- 71 to 84 tons per car 60 MPH
- 85 tons and over per car,
 or over 7000 tons total 45 MPH

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, M.P. 168.6 (Auto. Interlocking)	90	70
4 Curves, 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.

"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
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
		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. 17 June 1, 1970	Ruling Grade Ascending	Mile Feet	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		NEWTON YL 1.6			T	AM 2.35	AM 8.05
			0	SAND CREEK 7.9	31.8	185.1	CR		
60			21.1		15.8	186.7	YRC		
120	9.55		21.1	HALSTEAD 9.5	0	194.6	C		7.43
200	10.03	5.20	9.5	S.L.-S.F. Crossing BURRTON 10.8	0	204.1		2.12	7.35
			0	WAY 1.6	0	214.9	YR		
			0	C.R.I.&P. Crossing 1.5	0	216.5			
668	10.30	5.35	0	HUTCHINSON 0.3	0	218.0	YRC	1.58	7.20
			0	CH JCT. 0.9	0	218.8			
	10.32	5.37	21.1	ND JCT. 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	20.3	240.7	B	1.38	6.56
86	10.56		21.1	SYLVIA 4.7	0	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	11.06	6.05	0	STAFFORD 0.2	0	257.0	C	1.26	6.40
			0	Mo. Pac. Crossing 8.8	0	257.2			
200	11.17	6.11	21.1	ST. JOHN 6.8	0	266.0	CR	1.19	6.32
85	11.22	6.16	15.8	DILLWYN 4.8	0	272.8	B	1.14	6.25
82	11.26	6.20	15.8	MACKSVILLE 7.3	0	277.6	CR	1.10	6.20
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	11.58	6.39	21.1	KINSLEY YL 8.0	0	302.4 (316.7)	Y CR	12.52	6.01
99			21.1	OFFERLE 5.6	0	324.7	C		
101			21.1	BELLEFONT 5.8	0	330.3			
141			24.2	SPEARVILLE 8.6	24.2	336.1	CR		5.50
153			26.5	WRIGHT 7.8	26.5	344.7		12.32	5.44
105				DODGE CITY YL 2 Tracks		352.6	TY CR	12.23 AM	5.35 AM
144	AM 12.25	6.59		(153.1)				Leave Daily	Leave Daily
	AM 1.05	7.15		Average speed per hour				69.6	61.2

No. 17 is superior to No. 24 between ND Jct. and Kinsley.
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. 352.1 (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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

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

*Speed limit 45 MPH for trains handling in excess of 7000 tons.

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frts.
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 50 Ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 17 June 1, 1970	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 4.45		NEWTON			TY CR	AM 7.40	PM 9.45
			0	0.4	27.8	185.1			
			0	A.T.&S.F. Crossing FIRST STREET	27.8	185.5			
			0	2.5					
133			0	McGRAW	18.0	188.0			
			0	3.2					
146			0	PUTNAM		191.2		7.25	9.25
			0	4.0	5.5				
			0	SEDGWICK		195.2	C		
			0	6.6	10.4				
130	10.19	5.00	0	VALLEY CENTER S.L.-S.F. Crossing		201.8			
			0	7.3	7.2				
	10.26	5.06	0	NO. WICHITA YL		209.1	T CR	7.11	9.11
			0	1.0	9.5				
			0	Mo. Pac. Crossing		210.1			
			0	1.6	10.8				
	10.31	5.11	21.2	NORTH JCT. YL	0	211.7		7.07	9.07
			0	0.6					
	10.50	5.25	0	WICHITA U.S.	28.8	212.3	C	7.05	9.05
	11.00		0	0.9					
	11.04	5.27	31.7	SOUTH JCT.	10.9	213.2	Y	6.43	8.52
133			18.4	4.2	31.7	217.4			
			21.6	CONNELL		223.0			
134			31.7	5.6	31.7	227.9	Y CR	6.30 AM	8.38
265	11.18 PM	5.42	31.7	4.9	39.6	237.9	C	Via Fourth District	8.29
124	Via Fourth District	5.53	0	DERBY		249.7	Y R		8.17
183		6.05	13.5	4.9		250.4			
			0	MULVANE		250.8	CR		8.15
		6.10	31.7	10.0		256.1	B		
156			31.7	UDALL	31.7	263.4	TY CR		8.00 PM
483		6.30 AM		11.8				Leave Daily	Leave Daily
	Arrive Daily	Arrive Daily		0.7				38.7	44.7
	40.7	44.7		WN JCT.					
				0.4					
				S.L.-S.F. Crossing					
				0.4					
				WINFIELD					
				5.3					
				HACKNEY					
				7.3					
				ARKANSAS CITY					
				(78.3)					
				Average speed per hour					

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 westward trains and engines only on instructions of Yardmaster. Eastward 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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frt.
Newton to Arkansas City	90	60*

*Speed limit 45 MPH for trains handling in excess of 7000 tons.

Between WN Jct. and Arkansas City, freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS:

Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car 60 MPH

85 tons and over per car,
or over 7000 tons total 45 MPH

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 186.7, eastward	60	45
RR Crossing, M.P. 201.8 (Interlocking)	90	60
RR Crossing, M.P. 210.1 (Auto. Interlocking)	30	30
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
6 Curves, M.P. 248.1 to 249.0	45	45
6 Curves, M.P. 249.7 to 251.9	45	45
RR Crossing, M.P. 250.4 (Interlocking)	45	45
2 Curves, M.P. 252.0 to 253.7	70	70
Curve, M.P. 260.4 to 260.7	75	70
Curve, M.P. 260.9 to 261.2	65	65

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
"I"—Interlocked Switch "S"—Spring Switch			
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	15
Hackney	I	Crossovers between main track and 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

8 FOURTH DISTRICT

MIDDLE DIVISION

Siding Capacity 50 Ft. Per Car	WEST- WARD	Railing Grade Ascending	TIME TABLE No. 17 June 1, 1970	Railing 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 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	
		0	VANORA 7.7	0	177.6		
E 129 W 189		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		21.6	ROSE HILL 9.0	31.7	211.6		
141	PM 11.18	0	MULVANE 5.9	21.4	220.6	YCR	AM 6.30
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		WELLINGTON		238.9	TYCR	6.10 AM
	Arrive Daily		(99.9)				Leave Daily
	41.1		Average speed per hour				55.5

MAXIMUM AUTHORIZED SPEED FOR TRAINS		
	MPH	
	Psg.	Fr.
Ellinor to Mulvane (MP 221.9)	70	60*
Mulvane (MP 221.9) to Wellington	79	60*

*Freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS.

(A) Eastbound — MP 227 to MP 224

(B) Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 tons and over per car, or over 7000 tons total	45 MPH

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. 227.2		
Electrically locked gate normally across 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

HOT BOX DETECTORS

Detector Location	Locator Location
M.P. 179.1	Westward M.P. 181.2 (Signal 1811) Eastward M.P. 176.7 (Signal 1762)
Rotating white light on field side at detector and locator location.	

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.

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Elinor	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
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 crossovers west end	30
AG Tower	I	East end westward siding	30
	S	East end eastward siding	30
	I	Main track turnouts and crossovers	30
Augusta	I	End of two tracks westward	50
Salter	I	Both ends siding	40
Rose Hill	I	Both ends siding	40
Mulvane	I	Turnout westward track M.P. 215.8	50
	I	Crossover between Fourth District and Third District at M.P. 220	40
	I	Other main track turnouts and crossovers east end yard	30
	I	Main track turnouts and crossovers west of depot	30
	I	Turnout westward track M.P. 221.9	40
	I	West end siding	30
Belle Plaine	I	Both ends siding	30
Cicero	I	End of two tracks (MP 230.6)	70
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 Rolling Grade Ascending	TIME TABLE No. 17 June 1, 1970				EASTWARD
		Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	
	↓	0	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	15.8	216.0	Y R
			(30.7)			

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 when operator on duty.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

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

*Speed limit 45 MPH for trains handling in excess of 7000 tons.

SPEED RESTRICTION - CURVES AND RR CROSSINGS

	MPH	
	Psg.	Frt.
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		TIME TABLE No. 17 June 1, 1970			EAST- WARD	
	Ruling Grade Ascending	Feet Per Mile	STATIONS	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	Second Class
			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	RC	
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	YC	
82	0		4.3 DARTMOUTH	0	263.9	B	
	11.8		5.6 GREAT BEND YL	0	269.5	YRC	
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	YRC	
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	YRC	
			(98.4)				

Siding Capacity 50 Ft. Per Car	WEST- WARD		TIME TABLE No. 17 June 1, 1970			EAST- WARD	
	Ruling Grade Ascending	Feet Per Mile	STATIONS	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	Second Class
			GREAT BEND YL	0		Y	PM 12.10
			8.3 HEIZER	0		CR	PM
			7.1 ALBERT	0	15.1	C	11.23
35	10.55		9.1 TIMKEN	0	24.2	C	11.05
	11.15		7.7 RUSH CENTER	0	31.9	C	10.50
85	11.35		6.9 NEKOMA	0	38.8		
	PM 12.02		6.0 ALEXANDER	0	44.8	C	10.25
	21.1		7.7 BAZINE	0	52.5	C	10.05
82	12.25		11.6 NESS CITY YL	0	64.1	C	9.40
78	12.55		8.4 LAIRD	31.7	72.5		
			7.7 BEELEER	31.7	80.2		
			6.7 ALAMOTA	0	86.9		
	2.10		9.0 DIGHTON	0	95.9	C	8.15
			7.3 AMY	0	103.2		
			6.3 GRIGSTON	0	109.5		
			6.3 TRACTOR	31.7	115.8		
			3.1 Mo. Pac. Crossing	0	118.9		
			1.2 SCOTT CITY YL	0	120.1	YC	7.15 AM
	3.15 PM		(120.4)				Leave Tues., Thurs. Sat.
	Arrive Mon., Wed., Fri.						24.4
	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.	Frt.
CH Jct. to Kinsley	59	49*

*Speed limit 45 MPH for trains handling in excess of 7000 tons.

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
Great Bend to Scott City	30

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

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

11

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. 17					Second Class
	71		June 1, 1970					72
	Leave Sun., Tues., Thurs.	Feet Per Mile	STATIONS		Feet Per Mile		Y C R	Arrive Mon., Wed., Fri.
83	PM 12.01		LARNED	YL				AM 11.05
		10.5	6.6		0	6.6		
	12.25		FRIZELL		0			10.45
		10.5	5.6		0			
	12.50		SANFORD		0	12.2		10.25
		10.5	4.8		0		C	
	1.15		ROZEL		0	17.0		10.10
		24.8	6.9		0		C	
	2.15		BURDETT		0	23.9		9.45
		0	6.8		0			
	2.35		GRAY		0	30.7		9.15
		7.0	4.7		0			
	3.05		HANSTON		0	35.4	C	9.00
		52.8	10.8		52.8			
	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
Larned to Jetmore	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		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	Second Class		No. 17					Second Class
	71		June 1, 1970					72
	Leave Sun., Tues., Thurs.	Feet Per Mile	STATIONS		Feet Per Mile		Y B	Arrive Mon., Wed., Fri.
			ESAU JCT.	YL				AM 11.05
		31.7	6.6		31.7			
		0	PAWNEE		0	6.6	C	
			1.8					
		52.8	S.L.-S.F. Crossing		29.0	8.4		
			9.5					
		0	GLENCOE		31.7	17.9		
			12.0					
22		0	STILLWATER	YL	31.7	29.9	C	
			0.6		23.2	30.6		
			END OF TRACK					
			(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
Esau Jct. to Stillwater	30

SPEED RESTRICTIONS - BRIDGES AND RR CROSSINGS:

	MPH
Bridge M.P. 2.7	10
Bridge M.P. 5.7	10
RR Crossing M.P. 8.4 (Auto. Interlocking)	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		Mile Post	Communications Turn Tables and Wyes	EAST- WARD
First Class			No. 17	First Class			
15			June 1, 1970				16
Leave Daily		Feet Per Mile	STATIONS		Feet Per Mile		Arrive Daily
AM 6.30	483	0	ARKANSAS CITY		263.4	TY CR	PM 8.00
		31.7	0.8 SLSF-MP Crossing		264.2		
		40.6	CHILOCCO		268.6		
f 6.43	264	0	NEWKIRK		275.8	C	f 7.38
		0	5.2 KILDARE		281.0		
s 7.10	576	0	PONCA CITY		288.9	Y CR	s 7.25
		45.8	1.8 CRI&P Crossing		290.7		
		22.0	WHITE EAGLE		292.6		
	173	52.8	7.7 MARLAND		300.3	C	
	146	52.8	6.5 RED ROCK		306.8	C	
	180	0	5.9 OTOE		312.7		
	89	52.8	3.6 SLSF Crossing		316.3		
s 7.45	108	52.8	5.3 PERRY		321.6	R C	s 6.45
	188	25.1	6.8 ASP		328.4		
	200	0	4.3 ORLANDO		332.7		
	173	52.8	6.1 MULHALL		338.8		
s 8.15	276	36.2	8.1 LAWRIE		347.2		
	190	38.6	5.4 GUTHRIE		352.6	Y CR	s 6.10
	125	37.0	7.4 SEWARD		360.1		
	159	50.1	10.0 EDMOND		370.1		
8.45		52.8	6.7 BRITTON		376.8		
s 9.00		48.8	4.3 NOWERS YL		381.1		
9.10		24.0	2.9 OKLAHOMA CITY		384.0	Y CR	s 5.40
	159	46.3	1.7 BURNETT YL		385.7		s 5.30
	163	33.3	3.1 FLYNN		388.8		5.20
s 9.40	128	28.5	4.4 MOORE		393.2	CR	
	188	46.5	8.6 NORMAN		401.8	C	s 5.00
s 10.10 AM		0	6.2 NOBLE		408.1		
Arrive Daily			9.2 PURCELL		417.3	TY CR	4.40 PM
			(153.2)				Leave Daily
43.8			Average speed per hour				48.4

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.

HOT BOX DETECTOR

Detector Location Locator Location

M.P. 341.5 Westward, M.P. 343.9

Eastward, M.P. 339.1

SHIFTED LOAD DETECTOR

Detector Location Indicator Location

M.P. 407.4 M.P. 407.6

(Both sides track) M.P. 409.5

Detectors will not clear man on side of car.

Trains originating Arkansas City, 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	
	Psg.	Fr.
Arkansas City to Purcell	90	60*

*Freight trains may observe passenger train speed but not to exceed 70 MPH provided:

- (1) Maximum district speed is 60 MPH for freight trains
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

A Westbound	MP 350 to MP 352
Eastbound	MP 364 to MP 362
B Maximum authorized speed for freight trains when averaging:	
71 to 84 tons per car	60 MPH
85 tons and over per car or over 7000 tons total	45 MPH

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Fr.
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, M.P. 265.3 to 265.5	65	65
Curve, M.P. 266.1 to 266.2	65	65
4 Curves, M.P. 288.7 to 288.9	50	50
Curve, M.P. 290.4 to 290.5	65	65
RR Crossing, M.P. 290.7 (Interlocking)		
Main track	65	65
Siding	40	40
Storage track.	20	20
Curve, M.P. 315.7 to 315.8	75	70
RR Crossing, M.P. 316.3 (Auto. Interlocking)	75	70
Curve, M.P. 351.2 to 351.3	80	70
Curve, M.P. 351.8 to 351.9	60	60
Curve, M.P. 371.8 to 372.3	75	70
Curve, M.P. 377.1 to 377.3	50	50
Curve, M.P. 378.5 to 378.6	70	70
Curve, M.P. 415.9 to 416.0	70	70
Curve, M.P. 416.2 to 416.6	50	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.

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 West Wye Switch		30
Seward	I	Both ends siding		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 tail track		30

WEST- WARD ↓	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 17 June 1, 1970		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
				KIOWA YL				Y CR
		0	0.8	Mo. Pac. Crossing	21.1	0.6		
125		0	8.2	BURLINGTON	31.7	8.8	C	
		0	10.9		15.8			
95				CHEROKEE YL		19.7	C	
		31.7	12.1	JET	29.6	31.8	C	
39		31.7	8.2		31.7			
		41	7.8	NASH		40.0	C	
		35	5.8	HILLSDALE	0	47.8		
		24	4.6	ITUNA	0	53.6		
		80	2.8	BLANTON YL	31.7	58.2	B	
		0	0.3	S.L.-S.F. Jct.	52.8	61.0		
		0			23.8			
		19.4	0.6	ENID YL		61.3	Y CR	
		16.4	0.1	S.L.-S.F. Jct.	22.8	61.9		
		0	0.1	C.R.I.&P. Crossing	0	62.0		
		0	0.1	S.L.-S.F. Jct.	0	62.1		
		0	1.1	S.L.-S.F. Crossing	10.6	63.2		
62		29.3	9.6	FAIRMONT	52.8	72.8		
		0	0.8	S.L.-S.F. Crossing	0	73.6		
26		38.1	6.8	DOUGLAS	52.8	80.4	C	
125		0	8.0	MARSHALL	38.5	88.4	C	
		52.8	6.7	LOVELL	52.8	95.1		
39		52.8	7.7	CRESCENT	52.8	102.8	CR	
29		0	7.6	MUDGE	52.8	110.4		
		26.4	6.3	GUTHRIE YL	0	116.7	Y CR	
				(116.9)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Kiowa to Guthrie	30

SPEED RESTRICTIONS - BRIDGES, CURVES AND RR CROSSINGS

	MPH
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
Bridge, 11.4	15
RR Crossing, M.P. 62.0 (Auto. Interlocking)	30
RR Crossing, M.P. 63.2 Stop. Rules 98(A), 98(B) and 98(D).	30
RR Crossing, M.P. 73.6 (Auto. Interlocking)	20*
4 Curves, M.P. 115.4 to Guthrie	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.

Siding Capacity 80 Ft. Per Car	WEST- WARD	TIME TABLE No. 17 June 1, 1970	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	Second Class				Second Class	
	51				50	52
	Lv. Daily Except Saturday	STATIONS			Ar. Daily Except Sunday	Ar. Daily Except Sunday
		OKLAHOMA CITY (MK & T) 1.1				
		TURNER 1.2	1.1	C		PM 11.15
		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 ⁵²	SHAWNEE YL 0.1	36.9			9.15 ⁵¹
		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	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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
	Frts.
Barnard to M.P. 39	20
M.P. 39 to Ada	30
Ada to Tupelo	25

SPEED RESTRICTIONS - BRIDGES AND RR CROSSINGS

	MPH
	Frts.
RR Crossing, M.P. 3.7 (Auto. Interlocking)	20*
Bridge, M.P. 19.3	10
Bridge, M.P. 23.0	10
Bridge, M.P. 28.9	10
RR Crossing, M.P. 37.0 Stop. Rules 98, 98(A), 98 (B) and 98 (D).	20
Bridge, M.P. 38.3	10
Bridge, M.P. 73.7	15
RR Crossing, M.P. 84.5 (Auto. Interlocking)	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.

WEST- WARD ↓	Siding Capacity 30 Ft. Per Car	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 17 June 1, 1970					
	Feet Per Mile	STATIONS	Feet Per Mile					
		NEWKIRK YL		0.9	C			
		10.7	31.7	11.6	B			
		UNCAS						
		5.8	31.7	17.4	C			
70		KAW						
		2.1	0	19.5				
		SOLDANI						
		1.6	30.7	21.1				
		APPERSON						
		4.6	31.7	25.7	B			
68		BURBANK						
		11.9	30.2	37.6	C			
		FAIRFAX						
		5.5	31.7	43.1	C			
100		RALSTON YL						
		9.2	31.7	52.3	B			
		SKEDDEE YL						
		1.8	31.7	54.1	Y B			
		ESAU JCT. YL						
		4.1	31.7	58.2	B			
		SL-SF Crossing						
		10.3	31.7	68.5	B			
		QUAY						
		3.2	31.7	71.7	B			
		YALE						
		1.7	30.4	73.4				
		MKT Gantlet						
		9.0	0		Y C			
		CUSHING YL		82.4				
		14.4	31.7	96.8	B			
		KENDRICK						
		5.6	31.7	102.4				
91		DAVENPORT						
		17.0	31.7	119.4				
45		MEEKER						
		12.6	31.7					
		SHAWNEE YL		132.0	Y C			
		2.1	0	134.1				
		END OF TRACK						

(133.2)

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frts.
Newkirk to Burbank	30	30
Burbank to Shawnee	50	40

SPEED RESTRICTIONS - BRIDGES, CURVES AND RR CROSSINGS

	MPH	
	Psgr.	Frts.
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
2 Curves, M.P. 72.3 to 72.5	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.

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

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

LITTLE RIVER DISTRICT

MIDDLE DIVISION

MINNEAPOLIS DISTRICT

17

WEST-WARD	TIME TABLE					EAST-WARD
Second Class	No. 17					Second Class
89	June 1, 1970					90
Leave Tues. and Thur.	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	Arrive Tues. and Thur.
AM 10.25		LITTLE RIVER YL			Y	PM 5.30
	52.8	11.0	0			
	45.7	Mo. Pac. Crossing	0	10.9		
		0.5				
	52.2	GENESEO	45.4	11.4		
		9.1				
	37.5	S.L.-S.F. Crossing				
		LORRAINE YL	51.7	20.5		
		5.6				
	52.8	HOLYROOD YL	0	26.1	C	
		4.6				
	52.8	FARHMAN	44.9	30.7		
		5.7				
	0	HITSCHMANN	37.0	36.4		
		4.8				
	47.5	BEAVER	27.3	41.2	C	
		5.8				
	45.5	SUSANK	31.7	47.0		
		2.9				
	52.8	STICKNEY	51.5	49.9		
		2.9				
	52.8	MILLARD	52.8	52.8		
		4.1				
PM 1.10		GALATIA YL		56.9	Y	2.55 PM
Arrive Tues. and Thur.		(57.0)			C	Leave Tues. and Thur.
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
Little River to Galatia	30

SPEED RESTRICTIONS - RR CROSSINGS.

	MPH
RR Crossing M.P. 11.4	15
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	15
Gate normally across SL-SF track. Approach prepared to stop. If gate normal, observe maximum speed shown.	

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					EAST-WARD
Second Class	No. 17					Second Class
85	June 1, 1970					86
Leave Tue. and Thur.	Feet Per Mile	STATIONS	Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	Arrive Tue. and Thur.
AM 8.55		MANCHESTER YL			Y	PM 1.45
	52.8	5.7	52.8			PM
		VINE CREEK		5.6		
	52.8	8.7	52.8			
		WELLS		14.3	B	
	52.8	9.7	52.8			
	0	MINNEAPOLIS YL	0	24.0	C	
		0.2				
	0	U.P. Crossing	0	24.2		
		10.0				
	0	ADA	0	34.2	C	
		8.8				
11.10 AM		BARNARD YL		43.0	Y	11.30 AM
Arrive Tue. and Thur.		(43.1)			C	Leave Tue. and Thur.
19.2		Average speed per hour				19.2

Trains must secure numbered clearance card at Barnard when operator on duty.
 No. 85 is superior to No. 86.
 No switch lights on the Minneapolis District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Manchester to Barnard	20

SPEED RESTRICTIONS - RR CROSSINGS.

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

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		TIME TABLE				EAST-WARD	
	↓		No. 17				↑	
	Railing Grade Ascending	June 1, 1970		Railing Grade Ascending	Mile Post	Communications Turn Tables and Wyes		
	Feet Per Mile	STATIONS		Feet Per Mile				
	0	FLORENCE	YL	0		Y	C	
	20.3	OURSLER		0	5.5			
31	0	MARION	YL	0	10.1	C		
	31.7	C.R.I. & P. Crossing		0	10.4			
45	31.7	CANADA		13.4	15.3			
35	31.7	HILLSBORO	YL	17.4	20.5	C		
	31.7	LEHIGH		0	26.3	C		
38	0	CANTON		11.6	34.1	C		
	27.2	GALVA		31.7	39.9			
	14.3	C.R.I. & P. Crossing		31.7	43.8			
	0	C.R.I. & P. Crossing		31.7	46.7			
	0	McPHERSON	YL	0	47.2	CR		
	31.7	U.P. Crossing		15.3	47.3			
	31.7	CONWAY	YL	30.9	53.7	C		
	31.7	WINDOM		31.7	60.6			
	31.7	LITTLE RIVER	YL	0	66.2	Y	C	
	11.9	MITCHELL		31.7	72.0			
	0	Mo. Pac. Crossing		0	77.4			
	31.7	LYONS	YL	31.7	78.1	C		
	28.8	S.L.-S.F. Crossing		31.7	78.4			
	30.1	CHASE	YL	21.9	86.0	C		
	0	SILICA		29.3	92.1			
		ELLINWOOD	YL		98.5	Y	C	
		(98.9)						

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Florence to Little River	30
Little River to Ellinwood	35

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH
4 Curves, M.P. 0.1 to 0.7	15
RR Crossing M.P. 10.4 (Auto. Interlocking)	20*
RR Crossing M.P. 43.8 (Auto. Interlocking)	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
RR Crossing M.P. 47.3 Stop. Rules 98, 98(A), 98(B), 98(D).	15
4 Curves, M.P. 66.0 to 66.1	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

*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 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. 17	Second Class				
	79		June 1, 1970	80				
	Leave Mon. Wed. Fri.	Feet Per Mile	STATIONS		Feet Per Mile			Arrive Tues. Thur. Sat.
	AM 10.30	0	ABILENE YL		0		T C R	PM 2.00
		0	0.4 C.R.I. & P. JCT.		0			
		0	0.2 S.A. JCT.		0			
		0	0.3 WEST ABILENE YL		0			
		0	7.5	U.P. Rr.	0			
A.T.&S.F. Yard	Via Union Pacific	0	SOLOMON		0		C	Via Union Pacific
		0	12.6 EAST SALINA YL		0			
		0	0.4 A.B. JCT.		0	20.5		12.55
		0	1.0 U.P. Crossing		0	21.5		
		0	0.1 U.P. Crossing		0	21.6		
		0	0.1 U.P. Crossing		0	21.7	R C	12.20 PM
	11.40	0	SALINA F.S. YL		0	21.7		
		0	0.4		0	22.1	C	
		14.2	SALINA U.S. YL		0	22.1		
		39.9	0.6 U.P. Crossing		37.0	22.7		
42		47.7	7.4 HEDVILLE		30.0	30.1		
42		47.5	6.8 GLENDALE		42.2	36.9		
		47.6	5.3 JUNIATA		44.0	42.2		
		47.5	3.3 WESTFALL		42.2	45.5		
		39.6	3.5 EDALGO		42.2	49.0		
		50.0	6.2 BARTON		50.2	55.2		
		0	1.4 U.P. Crossing		0	56.6		
45		37.0	0.3 LINCOLN CENTER YL		21.1	56.9	C	
		47.5	5.2 GOLDENROD		37.0	62.1		
		37.0	3.1 DENMARK		18.5	65.2		
		42.2	6.5 ASH GROVE		30.0	71.7		
		52.8	5.4 HUNTER		44.9	77.1	C	
17		55.4	8.9 TIPTON		50.0	86.0	C	
		21.1	8.2 CORINTH		10.6	94.2		
		47.5	3.9 FORNEY		42.2	98.1		
	PM 3.05 PM		4.4 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
Salina U.S. to Osborne		30
SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:		MPH
RR Crossing M.P. 21.5	Stop. Rules 98, 98(A), 98(B), 98(D).	15
RR Crossing M.P. 21.6	Stop. Rules 98, 98(A), 98(B), 98(D).	15
RR Crossing M.P. 22.7	Gate mechanically connected to electric locked derails, normally across AT&SF tracks. Stop and be governed by instructions at crossing.	
Curve, M.P. 24.5 to 24.6		15
Curve, M.P. 25.1 to 25.2		15
2 Curves, M.P. 55.1 to 55.4		15
RR Crossing M.P. 56.6	Gate normally across AT&SF track. Stop, open and close gate.	
M.P. 88.5 to 91.5		20
Over bridge M.P. 101.1, Solomon River		10

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 when 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. when 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 Ft. Per Car	WESTWARD		Feet Per Mile	TIME TABLE No. 17 June 1, 1970	Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	Second Class							Second Class	
	73	73						74	74
	Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.		STATIONS				Arrive Tue.Thurs Sat.	Arrive Daily Ex. Sun.
		AM 4.45		NEVA YL	0				PM 3.50
			34.7	2.5 ROCKLAND	0	2.6			
34			39.4	5.0 HYMER	0	7.6			
20			37.0	5.8 DIAMOND SPRINGS	0	13.4	B		
29			47.5	5.8 BURDICK	0	19.2	B		
			50.5	6.3 C.R.I. & P. Crossing LOST SPRINGS	41.2				
22			20.6	5.4 C.R.I. & P. Crossing	49.1	25.5			
			48.6	5.9 HOPE	49.1	30.9			
53			34.4	0.3 Mo. Pac. Crossing	0	36.8			
			40.7	7.3 NAVARRE	47.5	37.1			
27			0	7.7 ENTERPRISE YL	47.5	44.4			
30			0	0.1 C.R.I. & P. Crossing	0	52.1			
			0	0.1 A.T. & S.F. Crossing	0	52.2			
			0	5.8 ABILENE YL	0	52.3			
		7.05	0	0.5 C.R.I. & P. Jct.	0	58.1	T C R		2.00 PM
			0	0.2 S.A. Jct.	0	58.6			
			0	0.2 U.P. Crossing	0	58.8			
			37.0	8.0 TALMAGE YL	0	59.0			
31			39.8	5.8 MANCHESTER YL	0	67.0	C		
32			52.8	5.6 LONGFORD	52.7	72.8	Y B		
34			52.8	5.3 OAK HILL	52.8	78.4	C		
15			52.7	9.3 MILTONVALE YL	37.0	83.7	B		
54			52.8	9.1 AURORA	52.7	93.0	C		
17			52.6	5.9 HUSCHER	52.7	102.1	C		
			0	2.0 COOK	52.7	108.0			
			0	3.2 Mo. Pac. Crossing BN Crossing	0	110.0			
			0	0.3 CONCORDIA YL	0	113.2			
	AM 10.35	9.35 AM	14.2	6.6 Mo. Pac. Crossing	0	113.5	C	AM 10.25	10.30 AM
			52.4	7.6 KACKLEY	0	120.1			
			0	6.0 C.R.I. & P. Crossing COURTLAND	23.5	127.7			
			52.1	7.5 LOVEWELL	52.7	133.7	C		
			52.6	5.8 WEBBER	0	141.2			
19			0	4.9 State Line	52.8	147.0			
			42.2	0.7 Mo. Pac. Crossing	0	151.9			
			42.2	0.4 BN Crossing	0	152.6			
	PM 12.35 PM		0	0.8 SUPERIOR YL	0	153.0			
	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sun.		(153.8)		153.8	T C	Leave Tue.Thurs Sat.	Leave Daily Ex. Sun.
	20.1	23.5		Average speed per hour				8.45 AM	24.2

Trains must secure numbered clearance card before leaving Superior and Concordia. Trains must secure clearance card before leaving Abilene when 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
Neva to Courtland	35
Courtland to State Line	25
State Line to Superior	20

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH
2 Curves, M.P. 4.2 to 4.8	30
7 Curves, M.P. 8.2 to 10.9	30
RR Crossing M.P. 25.5 (Auto. Interlocking)	20*
RR Crossing M.P. 30.9 (Auto. Interlocking)	20*
RR Crossing M.P. 37.1 (Auto. Interlocking)	20*
3 Curves, M.P. 50.7 to 51.9	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
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
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
Curve, M.P. 62.7 to 62.9	30
Curve, M.P. 83.4 to 83.7	30
5 Curves, M.P. 88.7 to 90.0	30
4 Curves, M.P. 90.9 to 92.0	30
2 Curves, M.P. 92.7 to 93.4	30
2 Curves, M.P. 96.7 to 97.5	30
Curve, M.P. 108.5 to 108.7	30
2 Curves, M.P. 109.8 to 109.9	15
Curve, M.P. 111.1 to 111.3	30
RR Crossing M.P. 113.2 Stop. Rules 98, 98(A), 98(B), 98(D).	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
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
RR Crossing M.P. 153.0 Stop. Rules 98, 98(A), 98(B), 98(D).	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.
Lyons	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.

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.

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, 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

Diesels	Forward MPH	Light Forward MPH	Backing Or When not Controlled From Leading Unit MPH	Dead In Train MPH
16-48, 84, 300-314, 325-344	90	90	45	90
5590-5614, 5900-5939 (1900), 5940-5948 (100), 7900-7909 (350), 8000-8005 (400), 8500-8524	90	90	*45	90
3100-3174 (1100), 3300-3460 (1300), 3500-3560, 5000-5019 (1700), 5500-5589 (1800), 5615-5624, 6300-6348	80	80	*45	80
200-289	70	70	45	70
2649, 2650-2899, 2900-2951 (700), 3200-3284 (1200), 4000-4019, 4500-4579 (900), 6600-6615 (1600), 7500-7519, 9110-9160 (2100), 9800-9849 (800)	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2207-2298, 2303-2399, 2403-2441	45	45	45	45

*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 (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines: 84, 6300-6348, 6600-6615 (1600), 7500-7519, 7900-7909 (350), 8000-8005 (400), 8500-8524, 9110-9160 (2100), 9800-9849 (800)	3	5	5
650-653, 2310-2321	4	5	5
16-48, 200-344, 500-564, 625-633, 1500-1537, 2207-2298, 2303-2304, 2322-2399, 2403-2441, 2649, 2650-2899, 2900-2951 (700), 3100-3174 (1100), 3200-3204 (1200), 3300-3460 (1300), 3500-3560, 4000-4019, 4500-4579 (900), 5000-5019 (1700), 5500-5589 (1800), 5590-5624, 5900-5939 (1900), 5940-5948 (100)	5	5	5
Passenger Cars: Roller Bearings	8	5	0
Friction Bearings	12	5	0

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 and 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.

MIDDLE DIVISION

SPECIAL RULES 23

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
Holyrod	Newton	Superior
Jetmore	No. Wichita	Talmage
Kinsley	Osborne	WN Jct. (Douglass Dist. only)
Larned	Lorraine	Midwest City
Lincoln Center	Lyons	Ada
Little River	Marion	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	

23. OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
FIRST DISTRICT	
Yard 185.1	Newton, tinner 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.
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.

23. OVERHEAD OBSTRUCTIONS--(Cont'd).

ENID DISTRICT	
36.3 Yard	Highway Viaduct. 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
FOURTH DISTRICT		
KG&E Spur	M.P. 209.3	25 Cars
FIFTH DISTRICT		
Great Bend Industrial Spur	M.P. 274.6	174 Cars
OKLAHOMA DISTRICT		
Team Track	M.P. 866.7	31 Cars
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
Cain's Coffee	M.P. 373.9	19 Cars
Acme Brick Spur	M.P. 374.3	16 Cars
W. E. Davis	M.P. 374.6	10 Cars
Dolese Spur	M.P. 375.0	22 Cars
Tyler Simpson	M.P. 400.2	13 Cars
IBM Spur	M.P. 405.2	10 Cars
Dolese Spur	M.P. 405.7	22 Cars
ENID DISTRICT		
Schoeb Ranch Spur	M.P. 10.9	13 Cars
CUSHING DISTRICT		
Corning Glass Spur	M.P. 127.6	18 Cars
STILLWATER DISTRICT		
Swan Rubber	M.P. 26.5	50 Cars
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. EMPLOYES' 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
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
"	WM. VANTREKELL
"	W. G. DUKSTEIN
Edmond	E. H. MURRAY
Eldorado	G. E. KASSEBAUM
"	R. M. BRIAN
"	GEO. W. HAMMEL
Ellinwood	FINDLEY LAW
Emporia	C. R. HOPPER
"	C. A. UNDERWOOD
"	E. CAMPELL
"	D. A. GINAVAN
"	R. L. PETERSON
Enid	R. G. JACOBS
"	B. R. HINSON
Florence	J. C. SLIFER (Osteopath)
Great Bend	H. B. RUSSELL
"	D. G. SHIVEL
"	W. C. NIEDEREC
"	A. W. BEAHM
Guthrie	J. S. PETTY
Halstead	J. W. WELCH
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	L. PATZKOWSKY
Larned	W. R. BRENNER
Lincoln Center	H. L. SONGER
Little River	A. F. SCHMIDT
Lyons	R. A. SIEMENS
"	J. T. GRIMES
Marion	T. C. ENSEY
Marshall	J. F. W. DEWITT (Osteopath)
McPherson	A. H. DYCK

LOCATION	DOCTORS
Meeker	H. T. BAUGH
Midwest City	V. M. RUTHERFORD
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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	CURTIS BERRY
"	O. M. WOODSON
"	Y. E. PARKHURST
Oklahoma City	J. N. CLYMER
"	I. C. MCLENDON
"	C. SHIELDS
"	J. N. PARKER
"	M. L. COX
"	W. L. BOWLAN
"	P. D. PATZKOWSKY
"	JOHN R. MCINNIS
"	H. A. MASTERS
"	WM. A. CROCKETT
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
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Purcell	W. C. MCCURDY, JR.
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"	J. G. ROLLINS
Salina	J. C. MITCHELL
"	C. E. SCOTT
"	W. K. NICKELL
Scott City	B. M. HOPKINS
"	G. W. FIELDS
"	J. H. LATHROP
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	
"	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

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"	S. L. ABBEY, O.D.
"	ALFRED AUCAR
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)
Guthrie	J. R. HENKE, Ophthalmologist
Halstead	RUTH M. SHORT
"	
Hutchinson	
"	V. R. MOORMAN
"	G. E. STONE
"	C. T. MCCOY (Ophthalmologist)
Newton	E. K. ENNS
"	J. H. ENNS (Eye Spec)
"	GARY K. ASH (Optometrist)
"	ROGER D. GRANT (Optometrist)
"	D. J. STANGLE (Optometrist)
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
"	E. E. TIPPIN, JR.

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. BALZE
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.)

