

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES MIDDLE DIVISION

TIME TABLE No.

24

IN EFFECT

Sunday, October 28, 1973

At 12:01 A. M.
Central Standard Time

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

H. J. BRISCOE
General Manager
Topeka, Kansas

J. T. GROUNDWATER **E. GILLMORE**
C. L. HOLMAN Superintendent
H. L. HAWKINS Newton, Kansas
Asst. General Managers
Topeka, Kansas

W. C. SPANN, Asst. Superintendent Newton, Kans.
WILLIAM BAXTER,
Asst. Superintendent Oklahoma City, Okla.
T. H. LINN, Trainmaster Newton, Kans.
B. D. JOHNSTON, Trainmaster Newton, Kans.
D. D. DIDIER, Trainmaster Salina, Kansas
W. F. BOWEN, Trainmaster Oklahoma City, Okla.
G. L. BERRY, Asst. Trainmaster Oklahoma City, Okla.
H. D. ROBERTSON, Asst. Trainmaster Oklahoma City, Okla.
D. G. SIBLEY, Asst. Trainmaster Guthrie, Okla.
T. H. SHALIN, Asst. Trainmaster Arkansas City, Kans.
M. D. SMITH, Supervisor of Air
Brakes-General Road Foreman of Engines Argentine, Kans.
F. J. SMITH, Road Foreman of Engines Emporia, Kans.
R. G. SHAW, Road Foreman of Engines Newton, Kans.
J. W. LANE, Road Foreman of Engines Arkansas City, Kans.
K. L. SEBO, Chief Dispatcher Newton, Kans.
M. C. SEELY, Asst. Chief Dispatcher Newton, Kans.
K. F. KIEFLER, Asst. Chief Dispatcher Newton, Kans.
C. A. MATHIES, Asst. Chief Dispatcher Newton, Kans.
C. H. TATE, Asst. Chief Dispatcher Newton, Kans.
R. E. JONES, Safety Supervisor Newton, Kans.
W. W. MATZEN, Safety Supervisor Oklahoma City, Okla.

TRAIN DISPATCHERS—NEWTON, KANSAS

S. R. BELEW	W. G. BURTON	R. C. COPPOCK
J. Q. COOPER	D. L. RESER	J. L. MITCHAM
H. E. SHEPHERD	W. P. VAUGHN	G. H. HARDEY
R. F. SHIELDS	D. S. OSBURN	M. A. PORTER
W. G. WILLIAMS	E. M. SMITH	J. D. CATHCART
B. L. JOSEPH	R. N. MASON	J. D. HOWARD
B. J. ECKERT	S. P. MARK	J. C. MATHIES
		D. G. CARGILL

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY
OVERSPEED Couplings are **DAMAGING**.

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

Capacity of Sidings in Feet	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 24 October 28, 1973	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	First Class							First Class	
	3	15						16	4
	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
	AM 4.00	AM 3.35	6.1	EMPORIA, YL 3.2	21.2	112.1	T C R	AM 2.00	AM 3.45
			6.1	MERRICK YL 4.9	0	115.3			
			4.4	PLYMOUTH 3.2	0	120.2			
			6.8	SAFFORDVILLE 1.3	0	123.4			
	4.10	3.45	9.2	ELLINOR 7.0	0	124.7		1.36	3.31
11782			10.4	STRONG CITY 4.1	0	131.7	Y C		
			0	NEVA 2.5	0	135.8			
			17.4	ELMDALE 6.5	12.8	138.3			
8747			13.0	CLEMENTS 5.9	0	144.8			
			0	CEDAR POINT 6.2	0	150.7			
8712			19.3	FLORENCE 11.4	0	156.9	C		
10636			14.8	PEABODY 0.3	0	168.3			
			45.4	C.R.I.&P. Crossing 9.7	16.3	168.6			
8573			0	WALTON 6.3	21.1	178.3			
			0	Mo. Pac. Crossing 0.5	19.1	184.6			
	5.05 AM	4.40 AM		NEWTON		185.1	T Y C R	12.45 AM	2.40 AM
	Arrive Daily	Arrive Daily		(73.0)				Leave Daily	Leave Daily
	67.4	67.4		Average speed per hour				58.4	67.4

RULE 251 IN EFFECT:

Emporia to Ellinor except Main Track No. 3 between Merrick and Ellinor.

RULE 261 IN EFFECT:

Main Track No. 3 between Merrick and Ellinor.

On Main Track and sidings, Ellinor to Newton.

Main Tracks 1, 2 and 3, Newton.

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

Strong City District and McPherson District trains originating Emporia, Sand Creek or Newton must secure two clearance cards—one marked "First District" and one marked "Strong City District" or "McPherson District". McPherson District trains also secure Rock Island clearance card.

Proceed indication on eastward home signal Strong City District at Neva authorizes eastward extras First District.

Proceed indication on westward home signal from Rock Island connection at Peabody authorizes McPherson District trains as westward extras on First 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 First Street (MP 185.5), north track designated as Main Track No. 2; middle track as Main Track No. 1; and south track as Main Track No. 3.

At Newton between Mo. Pac. crossing and interlocked crossover MP 186.0 maximum authorized speed on main tracks 20 MPH.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN:	MPH	
	Psgr.	Frnt.
Emporia and Newton	79	60*

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 7,000 tons total: 45 MPH

Freight trains may observe passenger train speed but not to exceed 70 MPH, except eastward between M.P. 117.5 and Emporia, 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.

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH
Curve, M.P. 132.4 to 132.8	75
Curve, M.P. 133.7 to 133.9	60
Curve, M.P. 135.9 to 136.4	75
4 Curves, M.P. 166.4 to 170.5	75
RR Crossing, M.P. 168.6 (Auto. Interlocking)*	79
4 Curves, M.P. 173.3 to 175.9	75
RR Crossing, MP 184.6 (Interlocking)	20

*If governing signal indicates "STOP", after communicating with Control Station, follow instructions posted in control box.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Cottonwood Falls Spur	M.P. 131.4	8,976

Between Ellinor and Newton all block signals, equipped with number plates, governing eastward movements are located immediately to the left of the main track.

Controlled signals governing eastward movements are located immediately to the left of the track at the following locations:

- M.P. 184.7 Main Track No. 2, Mo. Pac. crossing—Newton
- M.P. 182.4 Main Track, between Newton & Walton
- M.P. 178.1 Main Track, west end Walton
- M.P. 176.4 Main Track, east end Walton
- M.P. 168.8 Siding, east end Peabody
- M.P. 155.0 Siding, east end Florence
- M.P. 143.3 Main track, east end Clements
- M.P. 135.9 Strong City District, Neva
- M.P. 129.3 Main track, east end Strong City

Controlled signals governing westward movements are located immediately to the left of the track at the following locations:

- M.P. 131.6 Siding, west end Strong City
- M.P. 145.0 Siding, west end Clements
- M.P. 156.7 Main Track, west end Florence
- M.P. 170.7 Main Track, west end Peabody
- M.P. 178.1 Siding, west end Walton
- M.P. 185.1 Main Track No. 2—Newton

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 using siding will not exceed maximum turnout speed for that siding.

"I"—Interlocked 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. Other crossovers and turnouts from Main track No. 3 to yard track.	50 30
Ellinor	I	Main track turnouts and crossovers.	40
Strong City	I	Both ends siding.	30
Neva	I	Turnout to Strong City District	20
Clements	I	Both ends siding.	30
Florence	I	Both ends siding	30
Peabody	I I	Both ends siding Connection to Rock Island	30 20
Walton	I I	Both ends siding East switch, storage track	30 20
Newton	I	Main track crossovers and turnouts MP 184.5 to MP 185.5.	30

OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
Yard	Newton, cinder pit hoist.

Capacity of Sidings in Feet	WEST-WARD		Rating Grade Ascending	TIME TABLE		Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD	
	First Class			No. 24					First Class	
	3			October 28, 1973					4	
	Leave Daily	Feet Per Mile	STATIONS		Feet Per Mile			Arrive Daily		
	AM 5.10	0	NEWTON		31.8	185.1	T C L s	AM 2.35		
		21.1	SAND CREEK		15.8	186.7	Y R C			
6124		21.1	HALSTEAD		0	194.6	C			
10452	5.25	21.1	BURRTON		0	203.7		2.12		
		9.6	S.L.-S.F. Crossing		0	204.1				
		0	WAY		0	214.9	Y R			
		0	C.R.I.&P. Crossing		0	216.5				
29903 s	5.40	0	HUTCHINSON		0	218.0	Y R C s	1.58		
		0	CH JCT.		0	218.3				
	5.42	21.1	ND JCT.		0	219.2	B	1.54		
		0	Mo. Pac. Crossing YL		0	223.4	B	1.50		
4176	5.46	0	WHITESIDE		0	228.9		1.46		
4126	5.50	21.1	PARTRIDGE		0	235.1	B	1.42		
10166	5.55	21.1	ABBYVILLE		0	240.7	B	1.38		
4255	5.59	21.1	PLEVNA		20.3	246.4	C	1.34		
4286		21.1	SYLVIA		0	251.1	B	1.30		
10300	6.06	21.1	ZENITH		0	257.0	C	1.26		
4146	6.10	0	STAFFORD		0	257.2				
		0	Mo. Pac. Crossing		0	266.0	C R	1.19		
10284	6.16	21.1	ST. JOHN		0	272.8	B	1.14		
4253	6.21	15.8	DILLWYN		0	277.6	C R	1.10		
4081	6.25	15.8	MACKSVILLE		0	284.9	B	1.05		
10370	6.30	0	BELPRE		0	293.3	C	12.59		
4176	6.36	0	LEWIS		0	302.4	Y C R	12.52		
6502	6.44	21.1	KINSLEY YL		0	324.7	C			
N4523 85514		21.1	OFFERLE		0	330.3				
6917		21.1	BELLEFONT		0	336.1	C R			
N7995 85393		24.2	SPEARVILLE		24.2	344.7		12.32		
6968	7.04	26.5	WRIGHT		26.5	352.5	T Y C R	12.23 AM		
	7.20 AM		DODGE CITY YL					Leave Daily		
	Arrive Daily		(153.1)					70.6		
	70.6		Average speed per hour					80.6		

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

RULE 261 IN EFFECT:

- Main Tracks 1, 2 and 3, Newton.
- On main tracks Newton to ND Jct.
- On main tracks Kinsley to M.P. 352.1 (Dodge City).
- On sidings Halstead, Burrtton, Hutchinson and Kinsley.

Trains originating Newton, Sand Creek and Dodge City must secure numbered clearance card.

At Newton between Mo. Pac. crossing and First Street (MP 185.5), north track designated as Main Track No. 2; middle track as Main Track No. 1; and south track as Main Track No. 3.

At Newton between Mo. Pac. crossing and interlocked crossover M.P. 186.0 maximum authorized speed on main tracks 20 MPH.

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, Rule 93(A) in effect between M.P. 352.1 and M.P. 352.8.

MIDDLE DIVISION

SECOND DISTRICT 5

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN:	MPH	
	Psg.	Fr.
Newton and CH Jct.	79	60*
CH Jct. and Dodge City	90	60*

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

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. 219.2 (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

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	BETWEEN:	MPH
Burrton	M.P. 203.3 and 204.0	50
Hutchinson	M.P. 216.5 and 219.1	30
Kinsley	M.P. 301.9 and 302.2	55

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

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

"I"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Newton	I	Main track crossovers and turnouts M.P. 184.5 to M.P. 185.5	30
Sand Creek	I	Crossover M.P. 186	40
	I	West end yard. Main track switches	30
	I	Turnout end two tracks M.P. 190	40
Halstead	I	Both ends siding	40
Burrton	I	Both ends siding	40
M.P. 212.6	I	East end siding	40

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

"I"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Way	I	Crossover east end yard	30
CRI&P Crsg. (M.P. 216.5)	I	First crossover west of CRI&P crossing between main track and siding	40
	I	Second crossover west of CRI & P crossing between siding and main track	15
	I	First crossover west of CRI&P crossing between running yard track No. 3 and siding	15
	I	Second crossover west of CRI & P crossing between siding and running yard track No. 3	30
CH Jct.	I	Crossover between main track and siding	30
	I	Turnout siding to Fifth District	30
	I	Turnout Fifth District main track to running yard track No. 3	15
ND Jct.	I	West end siding M.P. 219.1	40
	I	Turnout to Plains Division	15
Whiteside	S	Both ends siding	30
Partridge	S	Both ends siding	30
Abbyville	S	Both ends siding	30
Plevna	S	Both ends siding	30
Sylvia	S	Both ends siding	15
Zenith	S	Both ends siding	30
Stafford	S	Both ends siding	15
St. John	S	Both ends siding	30
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

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Paxton	M.P. 199.4	338

Controlled signal governing westward movements located immediately to the left of the track at the following location: M.P. 185.1 Main Track No. 2—Newton

Capacity of Sidings in Feet	WESTWARD	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
	First Class		No. 24	First Class				
	15		October 28, 1973					16
	Leave Daily	Feet Per Mile	STATIONS		Feet Per Mile			Arrive Daily
	AM 4.50	0	NEWTON 2.9		27.8	185.1	T Y C R	AM 12.30
		0	McGRAW 3.2		18.0	188.0		AM
6777		0	PUTNAM 4.0		5.5	191.2		
7526		0	SEDGWICK 5.6		10.4	195.2		
6710		0	VALLEY CENTER S.L.-S.F. Crossing 7.3		7.2	201.8		
	5.11	0	NO. WICHITA YL 1.0		9.5	209.1	T C R	11.56
		0	Mo. Pac. Crossing 1.6		10.8	210.1		
	5.16	21.2	NORTH JCT. YL 0.6		0	211.7		11.52
	5.30	0	WICHITA U.S. 0.9		28.8	212.3	C	11.50
		31.7	SOUTH JCT. 4.2		10.9	213.2	Y	
6762		16.4	CONNELL 5.6		31.7	217.4		
6872		21.6	DERBY 4.9		31.7	223.0		
16452		31.7	MULVANE 10.0		18.6	227.9	Y C R	
6156		0	UDALL 11.8		39.6	237.9		
9294		13.5	WN JCT. 0.7		16.3	249.7	Y	
		0	S.L.-S.F. Crossing 0.4		16.3	250.4		
		31.7	WINFIELD 5.3		31.7	250.8	C R	
8023		31.7	HACKNEY 7.3		31.7	256.1		
24470	6.35 AM		ARKANSAS CITY		263.4	263.4	T Y C R	10.45 PM
	Arrive Daily		(78.3)					Leave Daily
	44.7		Average speed per hour					44.7

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 east (geographically) of eastward main track and will be used by 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.

Eastward trains Englewood or Wichita Districts secure permission to proceed eastward from Wichita Junction before passing that point. Yard crews obtain permission to make movement between Wichita Junction and South Jct., or to foul Englewood District main track from south yard tail track.

Trains and engines between North Jct. and South Jct. will be governed by The Wichita Union Terminal Railway Company Special Rules and Regulations, which provide:

"Between interlocking North Jct. and interlocking South Jct. the two west tracks are main tracks signalled in both directions. Trains and engines using these main tracks will be governed by interlocking and block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

Interlocking signals at North Jct. and South Jct. controlled by Santa Fe train dispatcher located at Newton, Kansas.

Speed limit 30 MPH on main tracks and through interlockings North Jct. and South Jct., except at South Jct. 15 MPH when using turnout to or from tail track, and when using crossover between main tracks to or from AT&SF Englewood District.

Speed limit 15 MPH heading in or out over all hand throw switches, and trailing through and springing points of spring switches.

Trains and engines using other than main tracks must move prepared to stop short of train, engine, obstruction, or switch not properly lined, but not exceeding 15 MPH.

Trains or engines on other than main track between North Jct. and South Jct. must secure permission from Santa Fe dispatcher before departing station.

Freight cars must not be handled on tracks adjacent to train sheds.

Except as provided above, crews on trains and engines operating over tracks of the Wichita Union Terminal Railway Company will be governed by rules and regulations of their respective company."

At Mulvane, track nearest depot is Third District main track, next track is Fourth District Main Track No. 2, and next track is Third District siding.

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.

RULE 251 IN EFFECT:
M.P. 207.9 (No. Wichita) to North Jct.

RULE 261 IN EFFECT:
Main Tracks 1, 2 and 3, Newton.
On main track and sidings:
Newton to M.P. 207.9 (No. Wichita) and North 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 First Street (MP 185.5), north track designated as Main Track No. 2; middle track as Main Track No. 1; and south track as Main Track No. 3.

At Newton between Mo. Pac. crossing and interlocked crossover M.P. 186.0 maximum authorized speed on main tracks 20 MPH.

MIDDLE DIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN:	MPH	
	Psg.	Frt.
Newton and Arkansas City	90	60*

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 7,000 tons total 45 MPH

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..

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Frt.
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
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	70	70
Curve, M.P. 260.9 to 261.2	65	65

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	BETWEEN:	MPH
Sedgwick	M.P. 194.5 and 195.6	30
Valley Center	M.P. 201.1 and 202.0	45
Wichita	M.P. 207.7 and 211.7	40
	M.P. 213.2 and 214.9	40
	M.P. 214.9 and 215.6	45
Derby	M.P. 222.5 and 223.0	30
Mulvane	Bridge Street M.P. 228.1 only	20
Winfield	M.P. 249.8 and M.P. 251.2	45

JOINT TRACK FACILITIES

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.

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 using siding will not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Newton	I	Main track crossovers and turnouts M.P. 184.5 to M.P. 185.5	30
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
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 main track No. 2 at M.P. 227.3	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 east end yard lead	30
	I	Crossover between main track and siding M.P. 262.7	30

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Standard Oil Co. Spurs	M.P. 202.6	2,141
Quality Concrete Inc. spurs	M.P. 216.3	962
Keeler spurs	M.P. 218.1	2,300

8 FOURTH DISTRICT

MIDDLE DIVISION

Capacity of Sidings in Feet	WEST-WARD		TIME TABLE		EAST-WARD	
	Ruling Grade Ascending	Feet Per Mile	STATIONS	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes
			No. 24			
			October 28, 1973			
12080	0		ELLINOR 5.6	0	124.7	
6594	21.2		GLADSTONE 5.8	0	130.3	
10017	21.2		BAZAR 8.3	0	136.1	
7943	0	TCS	MATFIELD GREEN 9.8	21.2	144.4	
15029	14.7		CASSODAY 4.2	21.1	154.2	
14546	0		AIKMAN 7.7	21.2	158.4	
7177	21.1		CHELSEA 8.2	21.2	166.1	
5275	0		EL DORADO YL 11.0	0	174.3	YCR
8646	0		AG TOWER YL S.L.-S.F. Crossing	0	185.3	YCR
9512	0	ABS	AUGUSTA YL 5.7	0	185.7 (189.5)	
8784	31.7		SALTER 6.4	21.1	205.2	
8794	21.6	TCS	ROSE HILL 9.0	31.7	211.6	
7151	0		MULVANE 5.9	21.4	220.6	YCR
7502	31.7		BELLE PLAINE 5.2	18.8	226.5	
	0	TCS ABS	CICERO 7.4	21.4	231.7	
			WELLINGTON		238.9	TYCR
			(100.6)			

MAXIMUM AUTHORIZED SPEED FOR TRAINS		
BETWEEN:	MPH	
	Psgr.	Frt.
Ellinor and Wellington	79	60*

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 7,000 tons total. 45 MPH

Freight trains may observe passenger train speed but not to exceed 70 MPH, except Eastward between M.P. 227 and M.P. 224, 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.

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:		
Curve, M.P.	MPH	
M.P. 129.5 to 129.8	75	
M.P. 133.5 to 133.8	75	
M.P. 138.5 to 138.8	75	
M.P. 141.0 to 141.3	75	
M.P. 142.3 to 149.6	60	
M.P. 152.4 to 152.8	75	
M.P. 159.8 to 160.0	75	
M.P. 172.3 to 172.5	65	
M.P. 173.4 to 173.7	50	
M.P. 174.1 to 174.3		
	40	Main Track No. 1
	30	Main Track No. 2
M.P. 175.3 to 175.5	70	
M.P. 179.6 to 179.8	65	
M.P. 182.8 to 183.0	70	
M.P. 185.3 (Interlocking)	50	
M.P. 200.4 to 200.7	55	
M.P. 202.4 to 203.2	65	
M.P. 204.3 to 204.7	45	
M.P. 205.1 to 206.1	60	
M.P. 209.5 to 209.7	60	
M.P. 210.2 to 210.4	70	
M.P. 215.6 to 215.8	65	
M.P. 219.4 to 220.9 Main Track No. 2	30	
M.P. 228.4 to 228.6	70	
M.P. 233.1 to 233.5	70	
M.P. 236.6 to 238.9	50	

HOT BOX AND DRAGGING EQUIPMENT DETECTORS	
Detector Location	Locator Location
M.P. 140.4	Westward 142.4 Eastward 138.2
M.P. 156.8	(Dragging Equipment Only)
M.P. 166.1	(Dragging Equipment Only)
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, M.P. 179.1. Dragging equipment will also activate alarms M.P. 140.4.

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

RULE 251 IN EFFECT:
El Dorado (M.P. 174.3) 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. 174.3); 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).
Mulvane is an open office of communication on Main Track No. 2 only. South track, on which mile post numbers have suffix "X", is Main Track No. 1.

Trains must secure numbered clearance card at Wellington.
Proceed indication on eastward home signal Douglass District at AG Tower authorizes eastward extras Fourth District.

At Mulvane, track nearest depot is Third District main track, next track is Fourth District main track No. 2, and next track is Third District siding.

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

FOURTH DISTRICT

MIDDLE DIVISION

DOUGLASS DISTRICT

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 using siding will not exceed maximum turnout speed for that siding.

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Ellinor	I	Main track turnouts and crossovers	40
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 Main Track No. 2 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 Main Track No. 2 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

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	BETWEEN:	MPH
Augusta	M.P. 185.3 and 186.2	30
Mulvane	Bridge Street, M.P. 220.8 Main Track No. 2, only	20

JOINT TRACK FACILITIES

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.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
FOURTH DISTRICT		
Vanora Spur	M.P. 177.4	600
KG&E Spur	M.P. 209.3	1,300

Capacity of Sidings in Feet	WESTWARD	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			NO. 24	October 28, 1973				
			Feet Per Mile	STATIONS	Feet Per Mile			
			0	AG TOWER YL S.L.-S.F. Crossing 0.4	0	186.3	Y CR	
			0	AUGUSTA YL 6.3	0	186.7		
6829			10.6	GORDON 5.0	15.8	192.0		
7153			0	DOUGLASS 5.6	15.8	197.0	B	
6627			10.6	ROCK 6.2	15.8	202.6		
6923			10.6	AKRON 7.2	15.8	208.8	B	
5833				WN JCT. YL (30.7)		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.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN:	MPH	
	Psg.	Frt.
AG Tower and WN Jct.	59	49*

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

SPEED RESTRICTION - CURVES AND RR CROSSINGS

	MPH
RR Crossing, M.P. 185.3 (Interlocking)	50
4 Curves, M.P. 187.2 to 188.7	40
5 Curves, M.P. 198.8 to 200.0	25
Curve, M.P. 211.2 to 211.5	40
2 Curves, M.P. 215.6 to 216.0	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

Capacity of Sidings in Feet	WEST-WARD ↓	Ruling Grade Ascending	TIME TABLE No. 24 October 28, 1973			Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
			Feet Per Mile	STATIONS	Feet Per Mile			
		0	CH JCT. YL	0	218.3			
		0	4.4 YA JCT.	0	222.7	B		
4118		0	0.5 YAGGY	0	223.2	B		
4142		7.4	5.4 NICKERSON	0	228.6	C		
		0	7.0 ST JCT.	0	235.6	B		
4281		11.1	1.1 STERLING YL	0	236.7	R C		
4124		0	6.2 ALDEN	0	242.9			
2674		0	6.1 RAYMOND	0	249.0	B		
2650		10.5	4.5 CLARENDON	0	253.5	B		
4120		0	5.9 ELLINWOOD YL	0	259.4	Y C		
4128		0	4.5 DARTMOUTH	0	263.9	B		
		11.8	5.6 GREAT BEND YL	0	269.5	Y R C		
2632		19.4	7.8 DUNDEE	0	277.3	B		
4130		13.0	5.7 PAWNEE ROCK	0	283.0	C		
4063		13.0	8.8 LARNED YL	0	291.8	Y R C		
4134		17.4	10.7 GARFIELD	0	302.6	C		
		12.6	14.2 KINSLEY YL	0	316.7	Y R C		
			(98.4)					

Capacity of Sidings in Feet	WEST-WARD ↓	Ruling Grade Ascending	TIME TABLE No. 24 October 28, 1973			Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
			Feet Per Mile	STATIONS	Feet Per Mile			
		5.2	GREAT BEND YL	0		Y CR		
		8.3	HEIZER	0	8.0			
		21.1	7.1 ALBERT	0	15.1	C		
		21.1	9.1 TIMKEN	0	24.2	C		
		15.8	7.7 RUSH CENTER	0	31.9	C		
		15.3	6.9 NEKOMA	0	38.8			
		21.1	6.0 ALEXANDER	0	44.8	C		
		21.1	7.7 BAZINE	0	52.5	C		
		31.7	11.6 NESS CITY YL	0	64.1	C		
		31.7	8.4 LAIRD	31.7	72.5			
		31.7	7.7 BEELE	31.7	80.2			
		31.7	6.7 ALAMOTA	0	86.9			
		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		
			(120.4)					

Eastward trains must secure numbered clearance card before leaving Kinsley. Westward trains must secure numbered clearance card at Hutchinson before leaving CH Jct.

Train order signal at Kinsley governs Second District trains only.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN:	MPH	
	Psg.	Frt.
CH Jct. and 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.

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	BETWEEN:	MPH
Sterling	M.P. 236.4 and 237.0	25
Ellinwood	Main Street M.P. 259.5 only	40
Great Bend	M.P. 268.7 and 269.8	30
Larned	M.P. 291.4 and 292.0	30
Kinsley	M.P. 316.2 and 316.7	55

JUNCTION SWITCHES Rule 98 (C)

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

JOINT TRACK FACILITIES

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.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Cap. (Ft.)
Great Bend Industrial Spur	M.P. 274.6	9,751

Rule 99(D) in effect.

No switch lights on Great Bend District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN:	MPH
Great Bend and Scott City	30

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

RR Crossing	MPH
Interlocking, protected by 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.

JUNCTION SWITCHES Rule 98 (C)

LOCATION	NORMAL POSITION
Great Bend	Fifth District

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Western Light & Telephone Co.	M.P. 6.5	1,853

LARNED DISTRICT

MIDDLE DIVISION

STILLWATER DISTRICT

11

Capacity of Sidings in Feet	WEST-WARD ↓	Ruling Grade Ascending	TIME TABLE No. 24 October 28, 1973		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
			Feet Per Mile	STATIONS				
4063				LARNED YL	0		Y CR	
		10.5	6.6	FRIZELL	0	6.6		
		10.5	5.6	SANFORD	0	12.2		
		10.5	4.8	ROZEL	0	17.0	C	
		24.8	6.9	BURDETT	0	23.9	C	
		0	6.8	GRAY	0	30.7		
		7.0	4.7	HANSTON	0	35.4	C	
		52.8	10.8	JETMORE YL	52.8	46.2	Y C	
				(46.2)				

Capacity of Sidings in Feet	WEST-WARD ↓	Ruling Grade Ascending	TIME TABLE No. 24 October 28, 1973		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
			Feet Per Mile	STATIONS				
				CAMP 6.4				
				PAWNEE 1.8		6.6	CR	
		0	52.8	S.L.-S.F. Crossing 9.5	0	8.4		
				GLENCOE 12.0	29.0	17.9		
		1267	0	STILLWATER YL 0.6	31.7	29.9	C	
			0	END OF TRACK	23.2	30.5		
				(30.3)				

Rule 99 (D) in effect.

No switch lights on Larned District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN:	MPH
Larned and 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.

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	BETWEEN:	MPH
Burdett	M.P. 23.8 and 23.9	15

JUNCTION SWITCHES Rule 98 (C)

LOCATION	NORMAL POSITION
Larned	Fifth District

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Bert Wetta Track	M.P. 15.1	351
Bosse Track	M.P. 42.7	508

Rule 99 (D) in effect between Pawnee and Stillwater.

Trains originating at Pawnee that are to operate via SLSF Ry. must secure SLSF clearance card at Pawnee before leaving. At Pawnee, westward trains operating via Stillwater District must secure clearance card before leaving Pawnee.

No switch lights on Stillwater District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN:	MPH
Pawnee and Stillwater	30

SPEED RESTRICTIONS - BRIDGES AND RR CROSSINGS:

RR Crossing M.P.	MPH
8.4 (Auto. Interlocking)	20*

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

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	BETWEEN:	MPH
Stillwater	McElray St. M.P. 28.5 only	10

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.

JOINT TRACK FACILITIES

CAMP-PAWNEE-ATSF trains will use SLSF tracks between Camp and Pawnee and be governed by SLSF Time Table, Rules and Special Instructions.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Swan Rubber	M.P. 26.5	2,439
Boomer Spur	M.P. 26.1	2,492

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE NO. 24 October 28, 1973	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class							First Class
15							16
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 6.40	24470	0	ARKANSAS CITY 0.8	0	263.4	TY CR	PM 10.45
		40.6	SLSF-MP Crossing 11.5	31.7	264.2		
	12835	0	NEWKIRK 5.2	52.8	275.8	C	
		0	KILDARE 7.8	34.4	281.0		
7.22	32442	0	PONCA CITY 1.8	35.8	288.9	Y CR	10.15
		45.8	CRI&P Crossing 9.6	40.9	290.7		
	8616	22.0	MARLAND 6.5	52.8	300.3	C	
	7447	52.8	RED ROCK 5.9	29.9	306.8	C	
	7993	0	OTOE 3.6	52.8	312.7		
		52.8	BLACK BEAR SLSF Crossing 5.3	33.1	316.3		
7.58	33624 N5515	52.8	PERRY 6.8	52.8	321.6	R C	9.40
	8563	25.1	ASP 10.4	52.8	328.4		
	10149	52.8	MULHALL 8.1	52.8	338.8		
	8915	36.2	LAWRIE 5.4	35.3	347.2		
8.30	14725	38.6	GUTHRIE 7.4	16.2	352.6	Y CR	9.11
	9735	37.0	SEWARD 10.0	0	360.1		
	7041	50.1	EDMOND 6.7	23.9	370.1		
	8029	52.8	BRITTON 3.8	52.8	376.8		
9.00		48.8	NOWERS 3.4	45.8	380.6		
9.15		24.0	OKLAHOMA CITY 1.7	17.6	384.0	Y CR	8.40
9.25		46.3	BURNETT 3.1	0	385.7		8.20
	8062	33.3	FLYNN 4.4	46.7	388.8		
	8351	28.5	MOORE 8.6	48.6	393.2		
9.55	6678	46.5	NORMAN 6.2	32.5	401.8	CR	8.00
	9075	0	NOBLE 9.2	52.8	408.1		
10.25 AM			PURCELL		417.3	TY CR	7.40 PM
Arrive Daily			(153.2)				Leave Daily
40.8			Average speed per hour				40.7

RULE 261 IN EFFECT:

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

TWO TRACKS: Between Nowers (MP 380.7) and Burnett (MP 385.8). The track to the right as viewed from a westward train is designated Track 2, and the track to the left is designated Track 1.

RULE 93(A) IN EFFECT:

End of two tracks Nowers to end of two tracks Burnett.

HOT BOX DETECTOR

Detector Location	Locator Location
M.P. 304.0	Westward, M.P. 306.0 Eastward, M.P. 302.0
M.P. 341.5	Westward, M.P. 343.9 Eastward, M.P. 339.1

Dragging equipment will also activate alarms M.P. 304.0.

SHIFTED LOAD DETECTOR

Detector Location	Indicator Location
M.P. 407.4 (Both sides track)	M.P. 407.6 M.P. 409.5

Detectors will not clear man on side of car.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN:	MPH	
	Psgr.	Frts.
Arkansas City and Purcell	90	60*
*Maximum authorized speed for freight trains when averaging 85 tons and over per car or over 7,000 tons total 45 MPH		

JUNCTION SWITCHES Rule 98 (C)

LOCATION	NORMAL POSITION
Black Bear	Oklahoma District

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 throw switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

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

At Purcell, between hand throw switch MP 417.1 and hand throw crossover MP 417.7, maximum authorized speed on main track is 20 MPH.

Trains to be operated from Black Bear via SLSF Ry. must secure SLSF clearance card at ATSF Station Perry before leaving. ATSF trains will use SLSF tracks between Black Bear and Pawnee and be governed by SLSF Time Table, Rules and Special Instructions.

MIDDLE DIVISION

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH
4 Curves, M.P. 263.0 to 264.1	20
4 Curves, M.P. 264.1 to 265.0	30
RR Crossing, M.P. 264.2 (Interlocking)	30
Curve, M.P. 265.3 to 265.5	65
Curve, M.P. 266.1 to 266.2	65
4 Curves, M.P. 288.7 to 288.9	40
Curve, M.P. 290.4 to 290.5	60
RR Crossing, M.P. 290.7 (Interlocking)	
Main track	65
Siding	40
Storage track.	20
4 Curves, M.P. 311.3 to 315.2	80
Curve, M.P. 315.7 to 315.8	75
RR Crossing, M.P. 316.3 (Auto. Interlocking)	75
Curve, M.P. 320.5 to 320.6	75
4 Curves, M.P. 322.2 to 325.1	80
Curve, M.P. 351.2 to 351.3	80
Curve, M.P. 351.8 to 351.9	50
Curve, M.P. 353.8 to 354.3	80
Curve, M.P. 371.8 to 372.3	75
Curve, M.P. 375.5 to 375.8	80
Curve, M.P. 377.1 to 377.3	50
Curve, M.P. 378.5 to 378.6	70
Curve, M.P. 415.9 to 416.0	70
Curve, M.P. 416.2 to 416.6	50

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	BETWEEN:	MPH
Newkirk	M.P. 275.4 and 276.4	45
Ponca City	M.P. 285.7 and 288.3	40
	M.P. 288.3 and 290.4	30
Perry	M.P. 320.8 and 321.7	50
Guthrie	M.P. 352.1 and 352.9	50
Edmond	M.P. 369.7 and 370.4	35
Britton	M.P. 376.1 and 377.3, and over Wilshire, M.P. 378.0	50
Oklahoma City	North 16th St., M.P. 382.6 and South 27th St., M.P. 386.0 (except North 12th to North 7th Streets)	30
	North 12th St., M.P. 382.9 and North 7th St., M.P. 383.3	20
	South 29th St., M.P. 386.2 and High Avenue, M.P. 387.9	50
Moore	N.W. 27th St., M.P. 391.4 and S.E. 4th St., M.P. 393.4 S.E. 4th St., M.P. 393.4 and M.P. 396.2	20 60
Norman	Tecumseh Road, M.P. 398.7 and Rock Creek Road, M.P. 399.6	50
	Rock Creek Road, M.P. 399.6 and Constitution Avenue, M.P. 404.1	30
Noble	M.P. 406.4 and 409.7	25

OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
266.8	Highway Viaduct.
267.3	Highway Viaduct.
344.9	Skeleton Creek.
380.1	Highway Viaduct
384.0	Oklahoma City Train Sheds.
412.1	South Canadian River.

OKLAHOMA DISTRICT 13

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 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	M.P. 262.3 east end yard lead	30
Newkirk	I	Both ends siding	40
	I	Switch to yard track 0.3 mile west of station	15
Ponca City	I	Both ends siding. All dual controlled switches and crossovers between siding and main track	40
	I	East end yard lead	30
Marland	I	Both ends siding	40
Red Rock	I	Both ends siding	40
Otoe	I	Both ends siding	40
Perry	I	Both ends siding	40
Asp	I	Both ends siding	40
Mulhall	I	Both ends siding	40
Lawrie	I	Both ends siding	40
Guthrie	I	Both ends siding	40
	I	Crossovers between siding and main track	40
	I	Crossover between Enid District and Oklahoma District	30
Seward	I	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

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Chilocco	M.P. 268.5	547
Orlando	M.P. 332.7	300
Team Track	M.P. 366.7	1,573
Central Fixtures Spurs	M.P. 372.5	464
General Portland Cement Spurs	M.P. 372.9	2,619
Murphy Perkins	M.P. 372.9	506
Ralston Purina	M.P. 373.0	4,524
Harper Oil Co. (Dereco)	M.P. 373.5	1,400
Dow Chemical Spur	M.P. 373.6	509
Cain's Coffee	M.P. 373.9	983
Acme Brick Spur	M.P. 374.3	778
W. E. Davis	M.P. 374.6	661
Dolese Spur	M.P. 375.0	1,100
Westinghouse Co.	M.P. 397.6	3,844
Tyler Simpson	M.P. 400.2	598
Dolese Spur	M.P. 405.7	1,036

14 ENID DISTRICT

MIDDLE DIVISION

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 24 October 28, 1973		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
				KIOWA YL			Y CR	
		0		0.8	21.1			
		0		Mo. Pac. Crossing	31.7	0.6		
6420		0		8.2				
		0		BURLINGTON	15.8	8.8	C	
				10.9				
3064				CHEROKEE YL	19.7	19.7	CR	
		31.7		12.1	29.6			
2202				JET	31.7	31.8	C	
		31.7		8.2				
2235				NASH	0	40.0	C	
		31.7		7.8				
1968				HILLSDALE	0	47.8		
		31.7		5.8				
1137				YTUNA	31.7	53.6		
		22.2		4.6				
4129				BLANTON YL	52.8	58.2	B	
		0		2.8				
		0		S.L.-S.F. Jct.	23.8	61.0		
				0.3				
				ENID YL	22.8	61.3	Y CR	
		19.4		0.6				
		16.4		S.L.-S.F. Jct.	0	61.9		
		0		0.1				
		0		C.R.I.&P. Crossing	0	62.0		
		0		0.1				
		0		S.L.-S.F. Jct.	10.6	62.1		
				1.1				
		29.3		S.L.-S.F. Crossing	52.8	63.2		
				9.6				
3371				FAIRMONT	0	72.8		
		0		0.8				
		38.1		S.L.-S.F. Crossing	52.8	73.6		
				6.8				
1422				DOUGLAS	38.5	80.4	C	
		0		8.0				
8697				MARSHALL	52.8	88.4	C	
		52.8		6.7				
1427				LOVELL	52.8	95.1		
		52.8		7.7				
2196				CRESCENT	52.8	102.8	CR	
		26.4		13.9				
				GUTHRIE YL		116.7	Y CR	
				(116.9)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN:	MPH
Kiowa and M.P. 65	30
M.P. 65 and Guthrie	45

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
RR Crossing, M.P. 62.0 (Auto. Interlocking)	30
RR Crossing, M.P. 63.2 Stop. Rules 98, 98(A), 98(B) and 98(D).	30
RR Crossing, M.P. 73.6 (Auto. Interlocking)	20*
4 Curves, M.P. 113.0 to 114.0	25
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. Trains or engines using siding will not exceed maximum turnout speed for that siding.

"S"—Spring Switch

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

JUNCTION SWITCHES Rule 98 (C)

LOCATION	NORMAL POSITION
Kiowa Cherokee Blanton Enid, SL-SF Jct.	Plains Division Enid District SL-SF Ry. SL-SF Ry.

JOINT TRACK FACILITIES

BLANTON—S.L.-S.F. JCT. MP 61.0—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.

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.

OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
36.3 Yard	Highway Viaduct. Crescent, overhead pipes, Cimarron Spur.

Eastward trains secure clearance card before leaving Enid.

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

No switch lights on Enid District.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Schoeb Ranch Spur	M.P. 10.9	653

MIDDLE DIVISION

Capacity of Sidings in Feet	WESTWARD	TIME TABLE No. 24 October 28, 1973	Mile Post	Communications Turn Tables and Wyes	EASTWARD
	↓				↑
		STATIONS			
		HARTER (Oklahoma City) 36.7	CRI&P R.R.		
		SHAWNEE 2.3			
		OCA JCT. 8.9		38.6	
		HARJO 7.9		47.5	
1699		MAUD 8.9		55.4	
		FINN 5.1		64.3	
1133		KONAWA 15.1		69.4	
		S.L.-S.F. Crossing 0.6		84.5	
1203		ADA YL		85.1	C
		(85.5)			

Rule 99 (D) in effect between OCA Jct. and Ada.

Westward trains must secure AT&SF numbered clearance card before leaving Nowers, and CRI&P numbered clearance before leaving Nowers or Harter.

No switch lights on OCAA district.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN:	MPH
OCA Jct. and Ada	30
On Midwest City Industrial Spur	20

SPEED RESTRICTIONS - BRIDGES AND RR CROSSINGS

	MPH
RR Crossing, Yard Track Shawnee. Stop. Rule 98, 98 (A), 98 (B) and 98 (D).	10
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.

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	BETWEEN:	MPH
Konawa	M.P. 68.4 and 69.8	25

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.

JUNCTION SWITCHES Rule 98 (C)

LOCATION	NORMAL POSITION
OCA Jct.	CRI&P

JOINT TRACK FACILITIES

OCA JCT.—HARTER (CRI&P)—OCAA District trains and engines will use CRI&P tracks and be governed by CRI&P Rules, Time Table and Special Instructions.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Midwest City Industrial Spur	CRI&P M.P. 482.6 & M.P. 483.3	
OG&E Spur	M.P. 67.6	7,757

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			NO. 24					
			October 28, 1973					
		Feet Per Mile	STATIONS		Feet Per Mile			
	1047	0	BURBANK 11.9		30.2	25.7		
		0	FAIRFAX 5.5		31.7	37.6	C	
	5143	25.0	RALSTON YL 9.2		31.7	43.1	C	
		31.7	SKEDEE YL 5.9		31.7	52.3		
		31.7	CAMP SL-SF Crossing		31.7	58.2		
		0	QUAY 3.2		31.7	68.5		
		0	YALE 1.7		30.4	71.7		
		31.7	MKT Gantlet 9.0		0	73.4		
		31.7	CUSHING YL 14.4		31.7	82.4	Y C	
		31.7	KENDRICK 5.6		31.7	96.8		
	4633	31.7	DAVENPORT 17.0		31.7	102.4		
	2387	31.7	MEEKER 12.6		31.7	119.4		
		0	SHAWNEE YL 2.1		0	132.0	Y C R	
			END OF TRACK			134.1		
			(108.2)					

Rule 99 (D) in effect.

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

Trains to be operated via SLSF Ry. from Camp must secure SLSF clearance card.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN:	MPH
Burbank and M.P. 134.1	40

SPEED RESTRICTIONS - BRIDGES, CURVES AND RR CROSSINGS

	MPH
Curve, M.P. 30.8 to 30.9	20
RR Crossing, M.P. 58.2 (Auto. Interlocking)	20*
RR Crossing, M.P. 73.4 Automatic Interlocking. Gantlet track used jointly with MKT over Cimarron River bridge.	20*
Bridge, M.P. 110.5	15

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

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	BETWEEN:	MPH
Fairfax	M.P. 37.5 and 37.6	30
Yale	M.P. 71.6 and 71.8	25
Shawnee	M.P. 130.6 and 132.1	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 except those listed herein.

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

JUNCTION SWITCHES Rule 98(C)

LOCATION	NORMAL POSITION
Camp	Cushing District

OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
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.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Corning Glass Spur	M.P. 127.6	914

LITTLE RIVER DISTRICT

MIDDLE DIVISION

MINNEAPOLIS DISTRICT

17

WEST-WARD		TIME TABLE				EAST-WARD	
		No. 24					
		October 28, 1973					
Ruling Grade Ascending	Stations	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes			
Feet Per Mile		Feet Per Mile					
	LYONS YL 17.3			C			
	S.L.-S.F. Crossing LORRAINE YL 5.6		20.5				
37.5	HOLYROOD YL 4.6	51.7	26.1	C			
52.8	FARHMAN 5.7	0	30.7				
52.8	HITSCHMANN 4.8	44.9	36.4				
0	BEAVER 5.8	37.0	41.2				
47.5	SUSANK 2.9	27.3	47.0				
45.5	STICKNEY 2.9	31.7	49.9				
52.8	MILLARD 4.1	51.5	52.8				
52.8	GALATIA YL	52.8	56.9	Y			
	(53.7)						

WEST-WARD		TIME TABLE				EAST-WARD	
		No. 24					
		October 28, 1973					
Ruling Grade Ascending	Stations	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes			
Feet Per Mile		Feet Per Mile					
	MANCHESTER YL 5.7			Y			
52.8	VINE CREEK 8.7	52.8	5.6				
52.8	WELLS 9.7	52.8	14.3				
52.8	MINNEAPOLIS YL 0.2	52.8	24.0	C			
0	U.P. Crossing ADA 10.0	0	24.2				
0	ADA 8.8	0	34.2	C			
0	BARNARD YL	0	43.0	Y C			
	(43.1)						

Rule 99 (D) in effect.

Trains originating Minneapolis must secure clearance card.

No switch lights on the Minneapolis District.

Rule 99 (D) in effect between Lorraine and Galatia. Westward trains must secure both AT&SF and SLSF clearance card at Lyons before leaving.

Eastward trains must secure both AT&SF and SLSF clearance card at Holyrood before leaving.

No switch lights on the Little River District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN:	MPH
Manchester and Barnard	20

SPEED RESTRICTIONS - RR CROSSINGS.

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

SWITCHES—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.

JUNCTION SWITCHES Rule 98 (C)

LOCATION	NORMAL POSITION
Manchester	Strong City District

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN:	MPH
Lorraine and Galatia	30

SPEED RESTRICTIONS - RR CROSSINGS.

RR Crossing M.P.	Gate normally across SL-SF track. Approach prepared to stop. If gate normal, observe maximum speed shown.	MPH
20.5		15

SWITCHES—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.

JOINT TRACK FACILITIES

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.

LYONS—LORRAINE—ATSF trains will use S.L.-S.F. tracks between Lyons and Lorraine and be governed by S.L.-S.F. Time Table, Rules and Special Instructions.

Capacity of Sidings in Feet	WESTWARD ↓	Ruling Grade Ascending	TIME TABLE No. 24 October 28, 1973		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Feet Per Mile	STATIONS				
			0	PEABODY 13.8	0			
			0	A.T. & S.F. Crossing 0.2	0			
1704			0	MARION YL 0.3	0	10.1	B	
			31.7	C.R.I. & P. Crossing 4.9	0	10.4		
2276			31.7	CANADA 5.2	13.4	15.3		
2009			31.7	HILLSBORO 5.8	17.4	20.5	B	
			31.7	LEHIGH 7.8	0	26.3	B	
2054			0	CANTON 5.8	11.6	34.1	B	
			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 5.8	0	66.2	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 6.1	21.9	86.0	B	
			0	SILICA 6.4	29.3	92.1		
				ELLINWOOD YL (102.4)		98.5	Y C	

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN:	MPH
Marion and Little River	30
Little River and Ellinwood	35

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH
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.	15
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.

JUNCTION SWITCHES Rule 98 (C)

LOCATION	NORMAL DISTRICT
Ellinwood	Fifth District

JOINT TRACK FACILITIES

PEABODY-MARION. ATSF Trains will use CRI&P tracks between MP 194.3 and MP 208.3 and be governed by CRI&P Time Table, Rules and Special Instruction.

Trains secure clearance card at McPherson when operator on duty.

Trains originating Lyons must secure clearance card. No switch lights on McPherson District.

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	BETWEEN:	MPH
Marion	M.P. 10.0 and 10.8	15
Canton	Main Street, M.P. 33.9 only	15
McPherson	M.P. 46.5 and 48.0	15
Windom	M.P. 60.3 and 60.6	25

MIDDLE DIVISION

SALINA DISTRICT 19

Capacity of Sidings in Feet	WEST-WARD ↓	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
			No. 24	October 28, 1973				
	Feet Per Mile		STATIONS	Feet Per Mile				
	0		ABILENE YL	0			T C R	
	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	0				
	0		SOLOMON	0				
	0		12.6 EAST SALINA YL	0				
	0		0.4 A.B. JCT.	0	20.5			
	0		1.0 U.P. Crossing	0	21.5			
	0		0.1 U.P. Crossing	0	21.6			
	0		0.1	0				
	0		SALINA F.S. YL	0	21.7		R C	
	0		0.4 SALINA U.S. YL	0	22.1		C	
	14.2		0.6	0				
	39.9		7.4 U.P. Crossing	37.0	22.7			
2184	47.7		HEDVILLE	30.0	30.1			
2200	47.5		6.8 GLENDALE	30.0	36.9			
	47.5		5.3 JUNIATA	42.2	42.2			
	47.6		3.3 WESTFALL	44.0	45.5			
	47.5		3.5 EDALGO	42.2	49.0			
	39.6		6.2 BARTON	42.2	55.2			
	50.0		1.4 U.P. Crossing	50.2	56.6			
	0		0.3 LINCOLN CENTER	0	56.9		C	
2811	37.0		5.2 GOLDENROD	21.1	62.1			
	47.5		3.1 DENMARK	37.0	65.2			
	37.0		6.5 ASH GROVE	18.5	71.7			
	42.2		5.4	30.0				
	52.8		HUNTER		77.1			
	55.4		8.9 TIPTON	44.9	86.0		C	
	21.1		8.2 CORINTH	50.0	94.2			
	47.5		3.9 FORNEY	10.6	98.1			
			4.4 OSBORNE YL	42.2	102.5		Y C	
			(103.4)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS	
BETWEEN:	MPH
Salina U.S. and Osborne	30
SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:	
	MPH
RR Crossing M.P. 21.5	15
RR Crossing M.P. 21.6	15
RR Crossing M.P. 22.7	
Curve, M.P. 24.5 to 24.6	30
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	
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.

JUNCTION SWITCHES Rule 98(C)

LOCATION	NORMAL POSITION
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.

OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
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.
55.2	Barton, overhead hopper loading facility on north side of Industry Track.
101.1	Solomon River Bridge.

JOINT TRACK FACILITIES

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 and be governed by U.P. Time Table, Rules and Regulations.

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.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
CGF spurs and switching tracks	M.P. 25.2	14,900

Rule 99(D) in effect between Salina F.S. and Osborne. Eastward trains originating Salina secure UP clearance card Salina US before leaving.

Westward trains secure UP clearance card Abilene; also ATSF numbered clearance card at Salina F.S. when operator on duty.

No switch lights on Salina District.

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	BETWEEN:	MPH
Salina	Ohio Street, M.P. 20.7 only	10
	M.P. 21.3 and 22.4	15
Corinth	Highway Crossing, M.P. 94.2 only	5

Capacity of Sidings in Feet	WEST-WARD ↓	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
			NO. 24					
			October 28, 1973					
		Feet Per Mile	STATIONS		Feet Per Mile			
		34.7	NEVA YL	2.6	0	2.6		
		39.4	ROCKLAND	5.0	0	7.6		
		37.0	HYMER	5.8	0	13.4	B	
		47.5	DIAMOND SPRINGS	5.8	0	19.2	B	
		50.5	BURDICK	6.3	41.2	25.5		
1255		20.6	C.R.I. & P. Crossing LOST SPRINGS	5.4	49.1	30.9		
		48.6	C.R.I. & P. Crossing	5.9	49.1	36.8		
2785		34.4	HOPE	0.3	0	37.1		
		40.7	Mo. Pac. Crossing	7.3	47.5	44.4		
1413		0	NAVARRE	7.7	47.5	52.1		
1635		0	ENTERPRISE	0.1	0	52.2		
		0	C.R.I. & P. Crossing	0.1	0	52.3		
		0	A.T. & S.F. Crossing	5.8	0	58.1	T CR	
		0	ABILENE YL	0.5	0	58.6		
		0	C.R.I. & P. Jct.	0.2	0	58.8		
		0	S.A. Jct.	0.2	0	59.0		
		37.0	U.P. Crossing	8.0	0	67.0		
1790		39.8	TALMAGE YL	5.2	0	72.8	Y B	
1931		52.8	MANCHESTER YL	5.5	52.7	78.4	C	
1874		52.8	LONGFORD	5.3	52.8	83.7	B	
992		52.7	OAK HILL	9.3	37.0	93.0	C	
2964		52.8	MILTONVALE	9.1	52.7	102.1		
1008		52.6	AURORA	5.9	52.7	108.0		
		0	HUSCHER	2.0	52.7	110.0		
		0	COOK	3.2	0	113.2		
		0	Mo. Pac. Crossing BN Crossing	0.3	0	113.5	C	
		14.2	CONCORDIA YL	6.6	0	120.1		
		52.4	Mo. Pac. Crossing	7.6	0	127.7		
		0	KACKLEY	6.0	23.5	133.7	C	
		52.1	C.R.I. & P. Crossing COURTLAND	7.5	52.7	141.2		
		52.6	LOVEWELL	5.8	0	147.0		
		0	WEBBER	4.9	52.8	151.9		
		42.2	State Line	0.7	0	152.6		
		42.2	Mo. Pac. Crossing	0.4	0	153.0		
		0	BN Crossing	0.8	0	153.8	C CF	
			SUPERIOR YL					
			(153.8)					

Trains must secure numbered clearance card before leaving Superior and Concordia. Trains must secure clearance card before leaving Abilene when operator on duty.

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.

JUNCTION SWITCHES Rule 98(C)

LOCATION	NORMAL POSITION
C.R.I. & P. Jct.	Strong City District
S.A. Jct.	Strong City District

JOINT TRACK FACILITIES

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.

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

OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
Yard	Enterprise, Ersham spur, overhead doorway into building.
Yard	Abilene, Security Mill, canopy over two tracks.
Yard	Abilene, Abilene Alfalfa Mill, canopy over track.

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	BETWEEN:	MPH
Abilene	M.P. 58.1 and 59.7	15
Concordia	M.P. 112.9 and 114.2	15
Superior	M.P. 153.0 and 154.0	10

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN:	MPH
Neva and Courtland	35
Courtland and State Line	25
State Line and 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.	35
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	20
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 AT & SF track. Be governed by instructions in lock box. Stop, open and close gate.	35
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	
ton Yard	Originating or terminating either place.
McPherson	Originating or terminating.
Lyons	Originating or terminating.

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

Emporia Trains on which engine or train crews do not change.

3. YARD LIMITS

Abilene	Marion	Blanton
Augusta	Manchester	Enid
Barnard (Minneapolis Dist.)	Minneapolis	Ralston
CH Jct. (5th Dist. only)	Ellinwood	Skedee
Concordia	Emporia	Cushing
Conway	Ponca City (Plains Division only)	Shawnee
Dodge City	Guthrie (Enid District only)	Stillwater
El Dorado	McPherson	Salina
Galatia	ND Jct.	Scott City
Great Bend	Ness City	Sterling
Holyrood	Neva (Strong City Dist. only)	Superior
Jetmore	No. Wichita	Talmage
Kinsley	Larned	WN Jct. (Douglass Dist. and Eastern Division only)
Lorraine	Osborne	Ada, Okla.
Lyons	Kiowa	Pawnee (AT&SF only)
	Cherokee	

4. BULLETIN BOOKS

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

5. STANDARD CLOCKS

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

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.

7. MOVEMENTS OVER SUBMERGED TRACK—(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:

	Maximum Depth Above Top of Rail (Inches)	Maximum Speed (MPH)
Engines: All Classes	4	5
Passenger Cars:		
Roller Bearings	8	5
Friction Bearings	12	5

8. DERRICKS, CRANES, SCALE TEST CARS.

Derricks, cranes, pile drivers, spreaders, and similar machinery moving on their own running gear, and scale test cars, must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speed indicated below:

DISTRICT	Wrecking Derricks MPH	Pile Drivers AT 199454 AT 199455 AT 199457 AT 199458 Derrick 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

Derricks AT 199720 and AT 199775, and pile drivers must be handled in trains next to engine.

All foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

9. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dead In Train MPH	Backing or When not Controlled From Leading Unit MPH
300LABC-321AB, AMTRAK 500-539, 5687-5704, 5940-5948	90*	45
120-129, 541-563, 603-640, 653, 1500-1537, 2323-2399, 2416, 2418-2441, 2450	45	45
ALL OTHER CLASSES	70	45

*Engines without cars must not exceed 70 MPH.

EYE, EAR, NOSE AND THROAT SPECIALISTS

LOCATION	DOCTORS
Arkansas City	J. E. HILL (Eye Only)
"	S. L. ABBEY, O.D.
"	ALFRED AUCAR
Augusta	R. WHITTAKER (Eye Only)
"	D. CRUM (Eye Only)
Dodge City	D. L. WOLF (Eye Only)
"	E. W. SCHWARTZ, Ophthalmologist
El Dorado	J. H. JOHNSON (Eye Only)
"	G. CAMPBELL (Eye Only)
"	G. V. WILLIAMS (E.N.T.)
"	G. ABBOTT (Eye Only)
"	J. D. JOYCE (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
Hutchinson	V. R. MOORMAN
"	G. E. STONE
"	C. T. MCCOY (Ophthalmologist)
Midwest City	R. G. SMALL (Ophthalmologist)
Newton	E. K. ENNS
"	J. H. ENNS (Eye Spec)
"	GARY K. ASH (Optometrist)
"	ROGER D. GRANT (Optometrist)
"	D. J. STANGLE (Optometrist)
Norman	J. D. BRASHEAR (Eye Spec)
Oklahoma City	D. M. LOWRY
"	R. E. CAMPBELL (Eye Only)
"	W. D. HEATH, Ophthalmologist
Ponca City	J. M. BUSH
Shawnee	A. M. WILLIAMS
Stillwater	W. H. GARNIER
Wellington	K. W. MOBERG (Eye Only)
"	J. W. RILEY (Eye Only)
Wichita	E. M. HARMS
"	E. E. TIPPIN, JR.
"	E. PARK, (Eye Only)
"	J. EATON (Eye Only)
"	R. D. WEAVERLING (Eye Only)

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

DR. R. M. BROOKER, Chief Surgeon.....Topeka

LOCATION	LOCAL SURGEONS DOCTORS
Abilene	D. C. CHAFFEE
"	D. C. RORABAUGH
"	K. E. CONKLIN
Ada, Oklahoma	C. D. WISEMAN
Arkansas City	R. F. MORTON
"	GEO. MEEK
"	G. L. CAMPBELL
"	N. C. SMITH
"	B. G. SMITH
"	S. J. SMITH
"	N. ALVAREZ
Augusta	J. L. BARBER
"	D. W. ANDERSON
"	W. N. HAFFNER
Bethany	L. N. GILBERT
"	K. G. OGG
"	D. W. BRANT
"	J. D. POWERS
"	L. E. SILVEY
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 LEONROD
Dodge City	R. J. OHMAN
"	J. A. FEDERLE
"	R. MCCOY
"	A. B. BUSCH
"	WM. V. TREKELL
"	C. C. CONARD
"	M. U. STOCKWELL
"	C. F. MCELHINNEY
"	E. R. WILLIAMS
"	C. K. ZACHARIAS
"	R. L. BROWNRIGG
Edmond	E. H. MURRAY
El Dorado	G. E. KASSEBAUM
"	R. M. BRIAN
"	GEO. W. HAMMEL
Ellinwood	FINDLEY LAW
Emporia	C. R. HOPPER
"	C. C. UNDERWOOD
"	E. CAMPBELL
"	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. NIEDEREE
"	A. W. BEAHM
Guthrie	J. S. PETTY
"	R. J. HOGUE, JR.
"	R. E. RINGROSE
Halstead	J. W. WELCH
Haysville	N. L. MORGAN, JR.
Hillsboro	A. C. EITZEN
Hutchinson	R. W. FERNIE
"	M. L. MASTERTSON
"	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

LOCATION	DOCTORS
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
Meeker	H. T. BAUGH
Minneapolis	E. DEAN BRAY
Ness City	P. K. WIENS
Newkirk	G. H. YEARY
"	J. B. MOATES
Newton	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
"	E. P. FLEMING
Oklahoma City	I. C. MCLENDON
"	C. SHIELDS
"	J. N. PARKER
"	M. L. COX
"	T. E. VOGEL
"	W. L. BOWLAN
"	P. D. PATZKOWSKY
"	JOHN R. MCINNIS
"	H. A. MASTERS
"	WM. A. CROCKETT
Osborne	A. L. SCHERER
Pawnee	H. L. RATLIFF
Peabody	BETHEL CLINIC
Perkins	L. C. FREED
Perry	A. M. BROWN
"	A. M. EVANS
Ponca City	J. F. DE JARNETTE
"	R. W. GIBSON
"	P. T. POWELL
Purcell	W. C. MCCURDY, JR.
"	W. G. LONG
"	W. T. STONE
"	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 GALLAHER
Spearville	G. H. HORT, D.O.
Stafford	O. W. LONGWOOD
"	R. L. WARD
Sterling	J. C. DYSART
Stillwater	A. B. SMITH
"	L. C. FREED
St. John	R. P. QUACKENBUSH
Superior	P. J. HALLGRIMSON
Wellington	J. L. MCGOVERN
"	W. M. COLE
"	J. L. DIACON
"	E. C. MCCORMICK
Wichita	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
"	B. W. WELLS



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.)

CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS WESTWARD

		324	314	307	304	335	195	315	305	325	118 119 329 368 379	308	317	309	316	318	198	
Emporia	LV	AM 1215	AM 700	PM 730	PM 825	AM 915	AM 1015	PM 105	PM 115	PM 1000	AM 110	AM 215	AM 900	PM 300	PM 420	PM 500	PM 530	PM 725
Wellington	AR										AM 325	AM 430	PM 120	PM 600	PM 645	PM 800	PM 800	PM 925
Arkansas City	LV					AM 800	PM 100	PM 440	PM 450	PM 215								
Okla. City	LV					AM 300	PM 750	PM 450	PM 450	PM 600								
Purcell	AR					AM 500	PM 500	PM 910	PM 900	PM 700								
Sand Creek	LV	AM 600	PM 915	PM 1000	PM 1100	AM 500	PM 500	PM 910	PM 900	PM 700								
Dodge City	AR	PM 400	PM 100	AM 200	AM 300													

EASTWARD

		723	403	473	503	513	523 533	593	591	534	801	901	843	703 713	943	813 863	891	741 743	841	833	803	
Dodge City	LV (CT)	AM 600	PM 445	PM 1100																		
Sand Creek	LV	AM 1159	PM 1100	PM 300																		
Purcell	LV				AM 800	PM 230	PM 430	PM 815	PM 915	PM 1030												
Okla. City	LV				AM 915	PM 600	PM 230	PM 400	PM 400													
Arkansas City	LV				AM 300	PM 715	PM 1000	PM 130	PM 600													
Wellington	LV									Arr.	AM 330	AM 430	AM 700	AM 730	AM 800	PM 210	PM 230	PM 630	PM 700	PM 800	PM 1000	
Emporia	AR	PM 200	AM 130	AM 500	PM 700	PM 1015	AM 130	AM 415	AM 845		AM 555	AM 655	AM 1000	AM 1100	AM 1100	PM 510	PM 430	PM 950	PM 1010	PM 1025	PM 1225	

Note: The above schedules are shown for information only and confer no time table authority.