

W. C. SPANN, Assistant Superintendent Newton, Kans.
 WILLIAM BAXTER,
 Assistant Superintendent Oklahoma City, Okla.
 T. H. LINN, Trainmaster Newton, Kans.
 H. D. ROBERTSON, Trainmaster Newton, Kans.
 D. D. DIDIER, Trainmaster Salina, Kans.
 W. F. BOWEN, Trainmaster Oklahoma City, Okla.
 G. L. BERRY, Assistant Trainmaster Oklahoma City, Okla.
 W. W. MATZEN, Assistant Trainmaster Oklahoma City, Okla.
 D. G. SIBLEY, Assistant Trainmaster Guthrie, Okla.
 R. D. DONOVAN, Assistant 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.
 M. B. SPEARS, Road Foreman of Engines Newton, Kans.
 J. W. LANE, Road Foreman of Engines Arkansas City, Kans.
 K. L. SEBO, Chief Dispatcher Newton, Kans.
 C. A. MATHIES, Asst. Chief Dispatcher Newton, Kans.
 R. F. SHIELDS, Asst. Chief Dispatcher Newton, Kans.
 B. J. ECKERT, Asst. Chief Dispatcher Newton, Kans.
 C. H. TATE, Asst. Chief Dispatcher Newton, Kans.
 G. H. HARDEY, Asst. Chief Dispatcher Newton, Kans.
 K. F. KIEFER, Asst. Chief Dispatcher Newton, Kans.
 J. D. HOWARD, Asst. Chief Dispatcher Newton, Kans.
 R. E. JONES, Safety Supervisor Newton, Kans.
 G. T. HARDCASTLE, Safety Supervisor Oklahoma City, Okla.

TRAIN DISPATCHERS—NEWTON, KANSAS

S. R. BELEW M. C. SEELY J. D. CATHCART
 J. Q. COOPER D. S. OSBURN J. C. MATHIES
 H. E. SHEPHERD E. M. SMITH D. G. CARGILL
 W. G. WILLIAMS R. N. MASON R. L. TREFETHEN
 B. L. JOSEPH S. P. MARK T. A. STUTZMAN
 W. G. BURTON R. C. COPPOCK D. D. GAFFNEY
 D. L. RESER J. L. MITCHAM D. R. LACKEY
 W. P. VAUGHN M. A. PORTER D. G. LITTON

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

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

EASTERN LINES

MIDDLE DIVISION

TIME TABLE No.



IN EFFECT

Sunday, January 5, 1975

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

WESTWARD		Capacity of Sidings in Feet	Rating Grade Ascending	TIME TABLE No. 1 January 5, 1975	Rating 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	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	
		11762	10.4	STRONG CITY 4.1	0	131.7			
			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		0	NEWTON 3	19.1	185.1	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 South Track between Merrick and Ellinor.

TCS IN EFFECT:

South Track between Merrick and Ellinor.
On main track and sidings, Ellinor to Newton.
Three main tracks, Newton.

Trains originating Emporia, Newton or Sand Creek must secure 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.

Between Constitution Street (M.P. 111.9) Emporia and interlocking Merrick (M.P. 115.3) first track south of main tracks designated as Yard Track No. 3, maximum authorized speed 20 MPH.

Between Merrick and Ellinor mile post numbers have suffix "X" on South Track.

Between Merrick and Ellinor current of traffic is westward on North Track, eastward on Middle Track.

At Newton three main tracks between Mo. Pac. crossing and M.P. 185.5.

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

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Frt.
Emporia and Newton	79	60*

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 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.

(B) 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. 173.2 to 175.9	75
RR Crossing, M.P. 184.6 (Interlocking)	20

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

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Merrick	I	Crossovers between Middle Track and North Track and west crossover between Middle Track and South Track.	50
	I	East crossover between Middle Track and South Track and turnout to Yard Lead.	30

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS —(Cont'd)

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	Both ends siding	30
	I	Connection to Rock Island	20
Walton	I	Both ends siding	30
	I	East switch, storage track	20
Newton	I	Main track crossovers and turnouts M.P. 184.5 to M.P. 185.5	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
Yard	Newton, cinder pit hoist.

3. 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 North Track, 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 North Track, Newton

WEST-WARD First Class 3	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST-WARD First Class 4
			Leave Daily	STATIONS				
AM 5.10		0	NEWTON	3 Tracks	31.8	185.1	T C H s	AM 2.35
		21.1	SAND CREEK		15.8	186.7	Y R C	
	6124		HALSTEAD		0	194.6	C	
5.25	10452	21.1	BURRTON			203.7		2.12
			S.L.S.F. Crossing		0	204.1		
		9.5	WAY		0	214.9	Y R	
		0	C.R.I.&P. Crossing		0	216.5		
s 5.40	29903	0	HUTCHINSON		0	218.0	Y R C s	1.58
		0	CH JCT.		0	218.3		
		0	ND JCT.		0			
5.42		21.1	Mo. Pac. Crossing YL		0	219.2	B	1.54
5.46	4176	0	WHITESIDE		0	223.4	B	1.50
5.50	4126	21.1	PARTRIDGE		0	229.0		1.46
5.55	10166	21.1	ABBYVILLE		0	235.1	B	1.42
5.59	4255	21.1	PLEVNA		20.3	240.7	B	1.38
	4286	21.1	SYLVIA		0	246.4	C	1.34
6.06	10300	21.1	ZENITH		0	251.1	B	1.30
6.10	4146	0	STAFFORD		0	257.0	C	1.26
		0	Mo. Pac. Crossing		0	257.2		
6.16	10284	21.1	ST. JOHN		0	266.0	C R	1.19
6.21	4253	15.8	DILLWYN	ATS	0	272.8	B	1.14
6.25	4081	15.8	MACKSVILLE		0	277.6	C R	1.10
6.30	10370	0	BELPRE		0	284.9	B	1.05
6.36	4176	0	LEWIS		0	293.3	C	12.59
6.44	6502	21.1	KINSLEY YL		0	302.4 (316.7)	Y C R	12.52
	N4523 85514	21.1	OFFERLE		0	324.7	C	
	6917	21.1	BELLEFONT		0	330.3		
	N7995 85393	24.2	SPEARVILLE		24.2	336.1	C R	
7.04	6968	26.5	WRIGHT	2 Tracks	26.5	344.7		12.32
s 7.20 AM			DODGE CITY YL			352.5	T Y C R	12.23 AM
Arrive Daily			(153.1)					Leave Daily
70.6			Average speed per hour					69.6

See special rule 8 regarding signal indications of interlockings at Wright and Dodge City.

TCS IN EFFECT:

- Three main tracks, Newton.
- On main tracks 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 or Dodge City must secure clearance card.

At Newton, three main tracks between Mo. Pac. crossing and M.P. 185.5.

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 94 in effect between M.P. 352.1 and M.P. 352.8.

MIDDLE DIVISION

SECOND DISTRICT 5

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. . . . 45 MPH

(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

		MPH	
		Psg.	Frt.
Curve,	M.P. 187.3 to 187.8	65	55
RR Crossing,	M.P. 204.1 (Interlocking)	79	60
RR Crossing,	M.P. 216.5 (Interlocking)	40	40
Curve,	M.P. 218.4 to 218.6	40	30
RR Crossing,	M.P. 219.2 (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. 226.1 to 266.5	85	60
Curve,	M.P. 301.7 to 302.0	55	55
2 Curves,	M.P. 348.0 to 349.8 North Track	75	60
	South Track	70	60
Curve,	M.P. 352.0 to 352.1	20	20

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. 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
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
Way	I	Crossover east end yard	30
CRI&P Crossing (M.P. 216.5)	I	First crossover west of CRI&P crossing between main track and siding	40
		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

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS — (Cont'd)

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
CRI&P Crossing (M.P. 216.5) (Contd.)	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 South Track M.P. 344.7	40
Dodge City	I	Turnouts East end Freight leads	30
	I	Double Crossovers M.P. 350.1	30

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while headend of train is passing crossings at cities and towns named below:

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

3. 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 North Track, Newton

6 THIRD DISTRICT

MIDDLE DIVISION

WEST-WARD	Capacity of Sidings in Feet	Rating Grade Ascending	TIME TABLE		Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class			No. 1	First Class				
15			January 5, 1975					16
Leave Daily		Feet Per Mile	STATIONS		Feet Per Mile			Arrive Daily
AM 4.50		0	NEWTON 2.9	TCS ATS W.I.T. R. D.T. R.	27.8	185.1	TY CR	AM 12.30 AM
		0	McGRAW 3.2		18.0	188.0		
	6777	0	PUTNAM 4.0		5.5	191.2		
	7526	0	SEDGWICK 6.6		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	TR	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 CR		
	6156	0	UDALL 11.8	39.6	237.9			
	9294	13.5	WN JCT. 0.7	16.3	249.7			
		0	S.L.-S.F. Crossing 0.4	16.3	250.4			
		31.7	WINFIELD 5.3	31.7	250.8	Y CR		
	8023	31.7	HACKNEY 7.3	31.7	256.1			
6.35 AM	24470		ARKANSAS CITY		263.4	TY CR	10.45 PM	
Arrive Daily			(78.3)				Leave Daily	
44.7			Average speed per hour				44.7	

Westward Third District trains or engines will not leave Sand Creek Yard via McGraw Lead 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 South 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 North Junction and Murdock Street and 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 North Track 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.

TCS IN EFFECT:

Three main tracks, 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 or Arkansas City secure clearance card, except Plains Division trains originating North Wichita.

At Newton, three main tracks between Mo. Pac. Crossing and M.P. 185.5

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

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 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.

(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

	MPH	
	Psg.	Fr.
2 Curves, M.P. 186.7 to 185.7, eastward	45	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	30	30
3 Curves, M.P. 228.2 to 229.8	60	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

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. 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
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 double track westward	40
	I	East end No. 1 yard track	30

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS
—(Cont'd)

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
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 north track 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	East end siding	30
	I	West end 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

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while headend of train is passing crossings at cities and towns named below:

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	30
Winfield	M.P. 249.8 and M.P. 251.2	45

3. TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Quality Concrete Inc. spurs	M.P. 216.3	962
Keeler spurs	M.P. 218.1	2,300

TRACK SIDE WARNING DETECTORS

HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Detector Location	Locator Location
M.P. 253.0	Westward M.P. 255.0 Eastward M.P. 251.3

Hotbox or dragging equipment will actuate alarm.
See Special Rule 12.

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.

8 FOURTH DISTRICT

MIDDLE DIVISION

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
		Feet Per Mile	STATIONS	Feet Per Mile			
	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	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	Y C R	
	6646 W9512	0	AG TOWER YL S.L.-S.F. Crossing 0.4	0	185.3	Y C R	
		0	AUGUSTA YL 5.7	0	185.7 (199.5)		
	6784	31.7	SALTER 6.4	21.1	205.2		
	6794	21.6	ROSE HILL 9.0	31.7	211.6		
	7151	0	MULVANE 5.9	21.4	220.6	Y C R	
	7502	31.7	BELLE PLAINE 5.2	18.8	226.5		
		0	CICERO 7.4	21.4	231.7		
			WELLINGTON (100.6)		238.9	T Y C R	

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frnt.
Ellinor and Wellington	79	60*

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 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.

(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

	MPH
Curve, M.P. 129.5 to 129.8	70
Curve, M.P. 133.5 to 133.8	70
4 Curves, M.P. 136.2 to 139.6	70
Curve, M.P. 141.0 to 141.3	70
8 Curves, M.P. 142.3 to 146.5	55
5 Curves, M.P. 146.8 to 149.6	60
2 Curves, M.P. 150.0 to 152.8	70
Curve, M.P. 159.8 to 160.0	70
Curve, M.P. 169.3 to 169.5	75
Curve, M.P. 172.3 to 172.5	60
Curve, M.P. 173.4 to 173.7	45
Curve, M.P. 174.1 to 174.3	South Track North Track
Curve, M.P. 175.3 to 175.5	60
Curve, M.P. 179.6 to 179.7	60
Curve, M.P. 182.8 to 183.0	65
RR Crossing, M.P. 185.3 (Interlocking)	50
7 Curves, M.P. 185.5 to 200.7	50
2 Curves, M.P. 201.1 to 201.6	70
2 Curves, M.P. 202.4 to 203.2	60
2 Curves, M.P. 204.3 to 204.7	45
3 Curves, M.P. 205.1 to 206.1	55
2 Curves, M.P. 207.1 to 208.3	70
2 Curves, M.P. 209.5 to 210.4	55
Curve, M.P. 214.2 to 214.4	70
Curve, M.P. 215.6 to 215.8	55
Curve, M.P. 216.3 to 216.4	North Track
Curve, M.P. 217.9 to 218.2	North Track
4 Curves, M.P. 219.4 to 221.2	North Track
Curve, M.P. 215.9 to 216.6X	South Track
Curve, M.P. 217.3X to 217.4X	South Track
Curve, M.P. 220.0X to 220.5X	South Track
Curve, M.P. 220.9X to 221.4X	South Track
Curve, M.P. 227.4 to 227.7	75
Curve, M.P. 228.4 to 228.6	65
Curve, M.M. 230.4 to 230.5	70
Curve, M.P. 233.1 to 233.5	70
Curve, M.P. 236.6 to 237.1	North Track South Track

See special rule 8 regarding 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.

TCS 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. 172.7 to M.P. 174.3 (El Dorado)
M.P. 215.8 to M.P. 221.9 (Mulvane)

Mulvane is an open office of communication on North Track; mile posts have suffix "X" on South Track.

Trains must secure clearance card at Wellington.

Proceed indication on eastward interlocking 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 North Track, and next track is Third District siding.

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

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. 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
Ellinor	I	Main track turnouts and cross-overs	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 cross-overs west end	30
AG Tower	I	East end westward siding	30
	S	East end eastward siding	30
	I	Main track turnouts and cross-overs	30
Augusta	I	End of double track westward	50
Salter	I	Both ends siding	40
Rose Hill	I	Both ends siding	40
Mulvane	I	Turnout North Track M.P. 215.8	50
	I	Crossover between Fourth District and Third District at M.P. 220	40
	I	Other main track turnouts and crossovers east end yard	30
	I	Main track turnouts and cross-overs west of depot	30
	I	Turnout North Track M.P. 221.9	40
	I	West end siding	30
Belle Plaine	I	Both ends siding	30
Cicero	I	End of double track (M.P. 230.6)	70
Wellington	I	End of double track	40
	I	Switches leading to and from freight yard and Eastern Division	30
	I	East end siding	15

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while headend of train is passing crossings at cities and towns named below:

STATION	BETWEEN:	MPH
Augusta	M.P. 185.3 and 186.2	30
Mulvane	Bridge Street, M.P. 220.8 North Track only	30

3. TRACKS BETWEEN STATIONS

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

TRACK SIDE WARNING DETECTORS

HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Detector Location	Locator Location
M.P. 140.4	Westward M.P. 142.4 Eastward M.P. 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)
M.P. 223.7	Westward M.P. 225.7 Eastward M.P. 222.2

Rotating white light on field side at detector and locator location, M.P. 179.1. Dragging equipment will also actuate alarms M.P. 140.4, and M.P. 223.7. See Special Rule 12.

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.

WESTWARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EASTWARD
			No. 1					
			January 5, 1975					
		Feet Per Mile	STATIONS		Feet Per Mile			
			AG TOWER	YL			Y	
			S.L.-S.F. Crossing			185.3	CR	
		0	0.4		0			
			AUGUSTA	YL	0	185.7		
		0	6.3		0			
	6829		GORDON			192.0		
		10.6	5.0		15.8			
	7153		DOUGLASS			197.0	B	
		0	5.6		15.8			
	6627		ROCK			202.6		
		10.6	6.2		15.8			
	6923		AKRON			208.8	B	
		10.6	7.2		15.8			
	5833		WN JCT.	YL		216.0	Y	
			(30.7)				R	

See special rule 8 regarding signal indications of interlocking at AG Tower.

Westward trains secure clearance card at AG Tower.

TCS in effect on main track and siding between M.P. 214.8 and WN Jct.

Following block signals on Douglass District:

Westward	M.P. 186.3	Eastward	M.P. 186.3
	M.P. 187.5		M.P. 187.3
	M.P. 213.6		M.P. 188.1
			M.P. 189.0

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. . . . 45 MPH

(B) SPEED RESTRICTIONS—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

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked 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

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓	Feet Per Mile	STATIONS	Feet Per Mile				↑
	0	CH JCT. YL	0	218.8			
	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. YL	0	235.6	B		
4281	11.1	1.1 STERLING YL	0	236.7	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	YRC		
4128	0	4.5 DARTMOUTH	0	263.9	B		
	11.8	5.6 GREAT BEND YL	0	269.5	YRC		
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	YRC		
4134	17.4	10.7 GARFIELD	0	302.5	C		
	12.6	14.2 KINSLEY YL	0	316.7	YRC		
(98.4)							

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	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		
21.1	9.1	TIMKEN	0		24.2		
15.8	7.7	RUSH CENTER	0		31.9	C	
4271	15.3	6.9 NEKOMA	0		38.8		
	21.1	6.0 ALEXANDER	0		44.8		
	21.1	7.7 BAZINE	0		52.5		
	31.7	11.6 NESS CITY YL	0		64.1	CR	
3880	31.7	8.4 LAIRD	31.7		72.5		
	31.7	7.7 BEELER	31.7		80.2		
	31.7	6.7 ALAMOTA	0		86.9		
	31.7	9.0 DIGHTON	0		95.9	CR	
	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 CR	
(120.4)							

Eastward trains must secure clearance card before leaving Kinsley. Westward trains must secure clearance card at Hutchinson before leaving CH Jct. Train order signal at Kinsley governs Second District trains only.

No switch lights on Great Bend District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Frt.
CH Jct. and Kinsley	59	49*

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total 45 MPH

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed.

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while headend of train is passing crossings at cities and towns named below:

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

3. TRACKS BETWEEN STATIONS

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

JUNCTION SWITCHES Rule 98 (D)

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.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Great Bend and Scott City	30

(B) SPEED RESTRICTIONS—RR CROSSINGS

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

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

JUNCTION SWITCHES Rule 98 (D)

LOCATION	NORMAL POSITION
Great Bend	Fifth District

3. TRACKS BETWEEN STATIONS

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

LARNED DISTRICT

MIDDLE DIVISION

STILLWATER DISTRICT

11

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓							↑
	Feet Per Mile		STATIONS	Feet Per Mile		Y C R	
	4063		LARNED YL				
	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	40.2	Y C	
			(46.2)				

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓							↑
	Feet Per Mile		STATIONS	Feet Per Mile		Y C R	
			CAMP 6.4				
			PAWNEE YL	0	6.6	C	
	0	1.8	S.L.-S.F. Crossing		8.4		
	52.8	9.5	GLENCOE	29.0	17.9		
	0	12.0	STILLWATER YL	31.7	29.9	C	
	1267		(29.7)				

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.

At Pawnee; from east switch of west crossover eastward to end of track is designated a siding and operation on this portion of railroad will be under provisions of Rule 127.

No switch lights on Stillwater District.

No switch lights on Larned District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Larned and Jetmore	25

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while headend of train is passing crossings at cities and towns named below:

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

3. TRACKS BETWEEN STATIONS

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

JUNCTION SWITCHES Rule 98 (D)

LOCATION	NORMAL POSITION
Larned	Fifth District

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Pawnee and Stillwater	30

(B) SPEED RESTRICTIONS—RR CROSSINGS

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

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

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while headend of train is passing crossings at cities and towns named below:

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

3. TRACKS BETWEEN STATIONS

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

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.

12 OKLAHOMA DISTRICT

MIDDLE DIVISION

WEST-WARD	Capacity of Sidings in Feet	Rating Grade Ascending	TIME TABLE	Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class			No. 1				First Class
15			January 5, 1975				16
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 6.40	24470	0	ARKANSAS CITY 0.8	0	263.4	T Y C R	PM 10.45
		40.6	SLSF-MP Crossing 11.5	31.7	264.2		
	12835	0	NEWKIRK 5.2	52.8	275.8		
		0	KILDARE 7.8	34.4	281.0		
s 7.22	32442	0	PONCA CITY 1.8	35.8	288.9	Y C R	s 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 SL SF Crossing 5.3	33.1	316.3		
s 7.58	83624 N8515	52.8	PERRY 6.8	52.8	321.6	R C	s 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		
s 8.30	14725	38.6	GUTHRIE 7.4	16.2	352.6	Y C R	s 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		
		48.8	NOWERS 3.4	45.8	380.6		
s 9.15		24.0	OKLAHOMA CITY 1.7	17.6	384.0	Y C R	s 8.40
9.25		46.3	BURNETT 3.1	0	385.7		s 8.30
	8062	33.3	FLYNN 4.4	46.7	388.8		
	8351	28.5	MOORE 8.6	48.6	393.2		
s 9.55	6678	46.5	NORMAN 6.2	32.5	401.8	C R	s 8.00
	9075	0	NOBLE 9.2	52.8	408.1		
s 10.25 AM			PURCELL		417.3	C R	7.40 PM
Arrive Daily			(153.2)				Leave Daily
40.8			Average speed per hour				49.7

TCS IN EFFECT:

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

RULE 251 IN EFFECT:

Nowers to M.P. 383.6 (Oklahoma City).
M.P. 384.6 (Oklahoma City) to Burnett.

RULE 94 IN EFFECT:

End of Double Track Nowers to end of Double Track Burnett.

TRACK SIDE WARNING DETECTORS

HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Detector Location	Locator Location
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M.P. 279.0	Westward M.P. 280.9 Eastward M.P. 276.0
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
M.P. 367.6	Westward M.P. 369.1 Eastward M.P. 366.0

Dragging equipment will also actuate alarms M.P. 279.0 M.P. 304.0, M.P. 367.6.

See Special Rule 12.

SHIFTED LOAD DETECTORS

Detector Location	Indicator Location
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M.P. 407.4 (Both sides track)	M.P. 409.5
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Detectors will not clear man on side of cars.
See Special Rule 12.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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 5,000 tons total. . . . 45 MPH

JUNCTION SWITCHES Rule 98 (D)

LOCATION	NORMAL POSITION
Black Bear	Oklahoma District

Trains originating Arkansas City, Nowers and Purcell secure 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 M.P. 262.9 and interlocked crossover M.P. 264.1, 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

OKLAHOMA DISTRICT 13

(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

	M.P.	MPH	
		Psg.	Frt.
Curve,	M.P. 262.0 to 262.9	50	50
4 Curves,	M.P. 263.2 to 263.6	20	20
4 Curves,	M.P. 264.1 to 265.0	30	30
RR Crossing,	M.P. 264.2 (Interlocking)	30	30
2 Curves,	M.P. 265.3 to 266.2	50	50
6 Curves,	M.P. 267.4 to 273.3	85	60
Curve,	M.P. 283.8 to 283.9	85	60
Curve,	M.P. 287.7 to 287.9	40	40
4 Curves,	M.P. 288.7 to 289.0	30	30
Curves,	M.P. 290.4 to 290.5	30	30
RR Crossing,	M.P. 290.7 (Interlocking)		
	Main Track	65	60
	Siding	40	40
	Storage Track	20	20
4 Curves,	M.P. 310.8 to 313.4	65	55
2 Curves,	M.P. 314.8 to 315.8	65	55
RR Crossing,	M.P. 316.3 (Auto. Interlocking)	75	60
Curve,	M.P. 320.5 to 320.6	50	50
4 Curves,	M.P. 322.2 to 325.1	70	60
5 Curves,	M.P. 328.0 to 331.1	80	60
4 Curves,	M.P. 331.3 to 334.3	70	60
Curve,	M.P. 340.3 to 340.8	80	60
3 Curves,	M.P. 347.9 to 350.2	75	60
6 Curves,	M.P. 351.2 to 353.2	50	45
Curve,	M.P. 353.9 to 354.2	60	60
3 Curves,	M.P. 355.7 to 358.5	80	60
2 Curves,	M.P. 359.4 to 360.8	80	60
7 Curves,	M.P. 362.2 to 367.4	80	60
Curve,	M.P. 367.7 to 367.9	75	60
Curve,	M.P. 368.7 to 368.9	55	55
Curve,	M.P. 371.9 to 372.3	65	60
Curve,	M.P. 375.6 to 375.8	45	40
Curve,	M.P. 377.1 to 377.4	45	40
3 Curves,	M.P. 378.5 to 379.4	45	40
2 Curves,	M.P. 380.4 to 381.0	45	40
10 Curves,	M.P. 382.4 to 385.7	25	25
Curve,	M.P. 389.0 to 389.5	50	50
Curve,	M.P. 394.1 to 394.3	60	60
2 Curves,	M.P. 395.9 to 396.8	60	60
Curve,	M.P. 399.7 to 399.8	30	30
Curve,	M.P. 405.3 to 405.5	60	60
3 Curves,	M.P. 407.3 to 409.5	25	25
Curve,	M.P. 410.3 to 410.8	60	60
4 Curves,	M.P. 414.8 to 416.5	50	50
2 Curves,	M.P. 417.6 to 417.8	35	35

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. Trains or engines using siding must 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	M.P. 262.3 east end yard lead	30
Newkirk	I	Both ends siding	40
Ponca City	I	Both ends siding. All dual controlled switches and crossovers between siding and main track	40
	I	East end yard lead	30
	I	Both ends siding	40
Marland	I	Both ends siding	40

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS —(Cont'd)

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 double track	40
Burnett	I	End of double track	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

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

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	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	20
	S.E. 4th St., M.P. 393.4 and M.P. 396.2	60
	Tecumseh Road, M.P. 398.7 and Rock Creek Road, M.P. 399.6	50
Norman	Rock Creek Road, M.P. 399.6 and Constitution Avenue, M.P. 404.1	30
	M.P. 406.4 and 409.7	25
Noble	M.P. 406.4 and 409.7	25

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Chilocco	M.P. 268.5	547
Orlando	M.P. 332.7	300
Team Track (Pipe Yard)	M.P. 366.7	1,573
Central Fixtures Spurs	M.P. 372.5	464
Ralston Purina Siding	M.P. 373.0	4,524
Cain's Coffee	M.P. 373.9	983
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

WEST- WARD ↓	Capacity of Sidings in Feet	Rolling Grade Ascending	TIME TABLE No. 1 January 5, 1975		Rolling 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		
	8420	0	8.2	BURLINGTON	31.7	8.8	C	
	5022 W3064	0	10.9		15.8			
		31.7		CHEROKEE YL	29.6	19.7	C	
	2202	31.7	12.1	JET	31.7	31.8	C	
	2235	31.7	8.2	NASH	31.7	40.0	C	
	1968	31.7	7.8	HILLSDALE	0	47.8		
	1137	31.7	5.8	ITUNA	0	53.6		
	4129	22.2	4.6	BLANTON YL	31.7	58.2		
		0	2.8	S.L.-S.F. Jct.	52.8	61.0		
		0	0.3		23.8			
		19.4	0.6	ENID YL	22.8	61.3	Y CR	
		16.4	0.1	S.L.-S.F. Jct.	0	61.9		
		0	0.1	C.R.I.&P. Crossing	0	62.0		
		0	1.1	S.L.-S.F. Jct.	10.6	62.1		
	3371	29.3	9.6	S.L.-S.F. Crossing	52.8	63.2		
		0	0.8	FAIRMONT	0	72.8		
		38.1	6.8	S.L.-S.F. Crossing	52.8	73.6		
	1422	0	8.0	DOUGLAS	38.5	80.4	CR	
	8697	52.8	6.7	MARSHALL	52.8	88.4	C	
	1427	52.8	7.7	LOVELL	52.8	95.1		
	2196	26.4	13.9	CRESCENT	52.8	102.8	CR	
				GUTHRIE YL		116.7	Y CR	
			(116.9)					

(B) SPEED RESTRICTIONS—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(A), 98(B), 98(C), 98(E)	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.

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

"S"—Spring Switch

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

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

JUNCTION SWITCHES Rule 98 (D)

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. M.P. 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 M.P. 61.9 and M.P. 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.

Trains and engines must secure permission from Operator Enid, when on duty, before entering SLSF tracks at Enid and Blanton. Instructions must be repeated to Operator.

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

No switch lights on Enid District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

WAST-WERD ↓	Capacity of Sidings in Feet	TIME TABLE		Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
		No. 1				
		January 5, 1975				
		STATIONS				
		HARTER (Oklahoma City) 36.7	} CRI&P R.			
		SHAWNEE 2.3				
		OCA JCT. 8.9		38.6		
		HARJO 7.9		47.5		
1899		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)				

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

No switch lights on OCAA district.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

(B) SPEED RESTRICTIONS—BRIDGES AND RR CROSSINGS

	MPH
RR Crossing, Yard Track Shawnee. Rule 98 (A), 98 (B), 98 (C) AND 98 (E)	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.

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

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.

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while headend of train is passing crossings at cities and towns named below:

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

3. TRACKS BETWEEN STATIONS

Name	Location	Capacity
Midwest City Industrial Spur	CRI&P M.P. 482.6 & M.P. 483.3	2.2 Miles
OG&E Spur	M.P. 67.6	

JUNCTION SWITCHES Rule 98 (D)

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.

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. 1					
			January 5, 1975					
		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 5.9		31.7	52.3		
	2025	31.7	CAMP SL-SF Crossing YL 10.3		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 12.6		0	132.0	Y C R	
			(106.1)					

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Burbank and M.P. 132.0	40

(B) SPEED RESTRICTIONS—CURVES, BRIDGES 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.

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while headend of train is passing crossings at cities and towns named below:

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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.

3. TRACKS BETWEEN STATIONS

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

JUNCTION SWITCHES Rule 98 (D)

LOCATION	NORMAL POSITION
Camp	Cushing District

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.

GANTLET BRIDGE—BETWEEN YALE AND CUSHING—Automatic interlocking protects gantlet track over Bridge M.P. 73.4 between Yale and Cushing. Track release clearing section on main track of both lines extends 100 feet in advance of each interlocking signal.

When trains move onto approach sections, interlocking signal will change to proceed and so remain until passed, unless a train on an opposing line moves onto approach section, which will cause signal to indicate stop after five minutes from the time it cleared. It must be known that signal indicates proceed when passed by headend of train.

To promptly clear interlocking signals train waiting to move over gantlet track must occupy release clearing section.

If signals are inoperative, advise MK&T dispatcher on phone at east end of bridge that signals are out of order.

Interlocking signals on Santa Fe in each direction protected by inoperative distant signal.

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓	Feet Per Mile	STATIONS	Feet Per Mile			↑
		LYONS YL 17.3			R C	
		LORRAINE YL 5.6	51.7	20.7		
		HOLYROOD YL 4.6	0	26.1	C	
		FARHMAN 5.7	44.9	30.7		
		HITSCHMANN 4.8	37.0	36.4		
		BEAVER 5.8	27.3	41.2	C	
		SUSANK 2.9	31.7	47.0		
		STICKNEY 2.9	51.5	49.9		
		MILLARD 4.1	52.8	52.8		
		GALATIA YL		56.9	Y C	
		(53.7)				

Westward trains must secure SLSF clearance card at Lyons before leaving.

Eastward trains must secure SLSF clearance card at Holyrood before leaving.

No switch lights on the Little River District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Lorraine and Galatia	30

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH.

JOINT TRACK FACILITIES

LORRAINE—S.L.-S.F. trains will use A.T.&S.F. main and yard tracks 2480 feet west of S.L.-S.F. connecting track switch.

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.

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓	Feet Per Mile	STATIONS	Feet Per Mile			↑
		MANCHESTER YL 5.7	52.8		Y	
		VINE CREEK YL 8.7	52.8	5.6		
		WELLS YL 9.7	52.8	14.3		
		MINNEAPOLIS YL 0.2	0	24.0	C	
		U.P. Crossing 10.0	0	24.2		
		ADA YL 8.8	0	34.2	C	
		BARNARD YL		43.0	Y C	
		(43.1)				

Trains and Engines will operate per Rule 93 on Minneapolis District.

No switch lights on the Minneapolis District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Manchester and Barnard	20

(B) SPEED RESTRICTIONS—RR CROSSINGS

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

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH.

JUNCTION SWITCHES Rule 98 (D)

LOCATION	NORMAL POSITION
Manchester	Strong City District

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Tape Tables and Wyes	EAST- WARD ↑
			No. 1 January 5, 1975					
	Feet Per Mile		STATIONS	Feet Per Mile				
	0		PEABODY 13.8	0				
	0		A.T. & S.F. Crossing 0.2	0				
	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	20.6	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 YL 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	RC		
	28.8		S.L.-S.F. Crossing 7.6	31.7	78.4			
	30.1		CHASE 6.1	21.9	86.0	C		
	0		SILICA 6.4	29.3	92.1			
			ELLINWOOD YL (102.4)		98.6	YCR		

(B) 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 (A), 98 (B), 98 (C), 98 (E)	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 headend of train is through interlocking limits.

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while headend of train is passing crossings of cities and towns named below:

STATION	BETWEEN:	MPH
Marion	M.P. 10.0 to 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

JUNCTION SWITCHES Rule 98 (D)

LOCATION	NORMAL DISTRICT
Ellinwood	Fifth District

JOINT TRACK FACILITIES

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

Trains secure clearance card at McPherson when operator on duty.

No switch lights on McPherson District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

MIDDLE DIVISION

SALINA DISTRICT 19

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. 1					
			January 5, 1975					
		Feet Per Mile	STATIONS		Feet Per Mile			
			ABILENE YL				T C R	
		0	0.4		0			
		0	C.R.I. & P. JCT.		0			
		0	S.A. JCT.		0			
		0	WEST ABILENE		0			
		0	7.5		0			
	A.T.&S.F. Yard		SOLOMON	UP Rv.	0			
		0	12.6		0			
		0	EAST SALINA		0			
		0	0.4		0	20.5		
		0	A.B. JCT.		0			
		0	1.0		0	21.5		
		0	U.P. Crossing		0	21.5		
		0	0.1		0	21.6		
		0	U.P. Crossing		0	21.6		
		0	0.1		0			
		0	SALINA F.S. YL		0	21.7	R C	
		0	0.4		0	22.1	C	
		14.2	SALINA U.S. YL		0	22.1		
		39.9	0.6		37.0	22.7		
		2184	U.P. Crossing		37.0			
		47.7	7.4		42.2	30.1		
		47.6	HEDVILLE		42.2	42.2		
		47.6	12.1		44.0	42.2		
		47.5	JUNIATA		42.2	45.5		
		50.0	3.3		50.2	55.2		
		0	WESTFALL		0	56.6		
		2811	9.7		21.1	56.9		
		37.0	BARTON		21.1	62.1		
		47.5	1.4		37.0	65.2		
		37.0	U.P. Crossing		37.0	71.7		
		42.2	0.3		44.9	77.1		
		981	5.2		50.0	86.0	C	
		52.8	LINCOLN CENTER		42.2	94.2		
		55.4	3.1		10.6	98.1		
		21.1	GOLDENROD		42.2	102.5	Y C R	
		47.5	3.1					
			DENMARK					
			6.5					
			ASH GROVE					
			5.4					
			HUNTER					
			8.9					
			TIPTON					
			8.2					
			CORINTH					
			3.9					
			FORNEY					
			4.4					
			OSBORNE YL					
			(103.4)					

(B) SPEED RESTRICTIONS—CURVES, BRIDGES AND RR CROSSINGS

		MPH
RR Crossing	Stop. Rules 98(A), M.P. 21.5 98(B), 98(C), 98(E)	15
RR Crossing	Stop. Rules 98(A), M.P. 21.6 98(B), 98(C), 98(E)	15
RR Crossing	Gate mechanically connected to electric locked derails, normally across AT&SF tracks. Stop and be governed by instructions at crossing.	30
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	Gate normally across AT&SF track. Stop, open and close gate.	
	M.P. 88.5 to 91.5	20
Bridge	M.P. 101.1, Solomon River	20

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while headend of train is passing crossings at cities and towns named below:

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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.

3. TRACKS BETWEEN STATIONS

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

JUNCTION SWITCHES Rule 98(D)

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.

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.

Eastward trains originating Salina secure UP clearance card at Salina F.S. before leaving.

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

No switch lights on Salina District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Salina U.S. and Osborne	30

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓		Feet Per Mile	STATIONS	Feet Per Mile			↑
		39.4	NEVA YL 7.6	0			
		37.0	HYMER 5.8	0	7.6		
		47.5	DIAMOND SPRINGS 5.8	0	13.4	B	
		50.5	BURDICK 6.3	0	19.2	B	
1255		20.6	C.R.I. & P. Crossing LOST SPRINGS 5.4	41.2	25.5		
		48.6	C.R.I. & P. Crossing HOPE 5.9	49.1	30.9		
2785		34.4	HOPE 0.3	0	36.8		
		40.7	Mo. Pac. Crossing NAVARRE 7.3	47.5	37.1		
1413		0	NAVARRE 7.7	47.5	44.4		
1635		0	ENTERPRISE 0.1	0	52.1		
		0	C.R.I. & P. Crossing 0.1	0	52.2		
		0	A.T. & S.F. Crossing 5.8	0	52.3		
		0	ABILENE YL 0.5	0	58.1	T CR	
		0	C.R.I. & P. Jct. 0.2	0	58.6		
		0	S.A. Jct. 0.2	0	58.8		
		37.0	U.P. Crossing 8.0	0	59.0		
1790		39.8	TALMAGE YL 5.8	0	67.0		
1931		52.8	MANCHESTER YL 5.6	52.7	72.8	Y B	
1874		52.8	LONGFORD 5.3	52.8	78.4	CR	
992		52.7	OAK HILL 9.3	37.0	83.7	B	
2964		52.8	MILTONVALE 9.1	52.7	93.0	C	
1008		52.6	AURORA 5.9	52.7	102.1		
		0	HUSCHER 2.0	52.7	108.0		
		0	COOK 3.2	0	110.0		
		0	Mo. Pac. Crossing BN Crossing 0.3	0	113.2		
		14.2	CONCORDIA YL 6.6	0	113.5	R C	
		52.4	Mo. Pac. Crossing 7.5	0	120.1		
		0	KACKLEY 6.0	23.5	127.7		
		52.1	C.R.I. & P. Crossing COURTLAND 7.5	52.7	133.7	R C	
		52.6	LOVEWELL 5.8	0	141.2		
		0	WEBBER 4.9	52.8	147.0		
		42.2	State Line 0.7	0	151.9		
		42.2	Mo. Pac. Crossing 0.4	0	152.6		
		0	BN Crossing 0.8	0	153.0		
			SUPERIOR YL	0	153.8	T CR	
			(153.8)				

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."

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Neva and Courtland	35
Courtland and State Line	25
State Line and Superior	20

(B) 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. 52.3 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(A), 98(B), 98(C), 98(E)	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(A), 98(B), 98(C), 98(E)	20
RR Crossing M.P. 153.0 Stop. Rules 98(A), 98(B), 98(C), 98(E)	20

Trains must secure clearance card before leaving Superior and Concordia. Trains must secure clearance card before leaving Abilene when operator on duty.
 No switch lights on the Strong City District.

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

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while headend of train is passing crossings at cities and towns named below:

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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.

JUNCTION SWITCHES Rule 98 (D)

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.

4. REGISTER STATIONS RULE 83(B)

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains
Emporia	Originating or terminating.
Sand Creek	Originating or terminating.
Wellington	Originating or terminating.
McPherson	Originating or terminating.
Lyons	Originating or terminating.
Ellinwood	Originating or terminating.
Great Bend	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.

5. YARD LIMITS

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

6. BULLETIN BOOKS

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

7. STANDARD CLOCKS

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

8. (Rule 311) Interlocking signals AG Tower, Wright, and Dodge City when displaying single yellow aspect, indicates—proceed prepared to enter turnout or stop short of train or obstruction.

9. MOVEMENTS OVER SUBMERGED TRACK—(Rule 108)

Equipment listed below must not be moved through water above top of rail greater than the depth and not in excess of the speed shown:

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed (MPH)
All Classes	4	5

10. 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 AT 199459 Locomotive Crane AT 199720 and Jordan Spreaders MPH	Other machines including Pile Drivers AT 199452 AT 199453 AT 199456 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

Locomotive Crane AT 199720 and pile drivers must be handled in trains next to engine with the boom or leads trailing.

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

11. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train	Backing or when not controlled from leading Unit (MPH)
AMTRAK 500-539 5687-5714 5930-5948*	90**	45
1150 1218 1260 1418-1441 1500-1537 2322 2394	45	45
ALL OTHER CLASSES	70	45

Notes *Units 5930, 5931, 5935 and 5938 restricted to 70 MPH until gear ratio changed to 59:18.

**Engines without cars must not exceed 70 MPH.

12. TRACK SIDE WARNING DETECTORS

HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Abnormal heat from hot wheels (sticking brakes) or overheated journals will actuate wayside alarms causing rotating white lights to illuminate at detector and locator locations.

When wayside alarms are actuated, train must be stopped and readout at locator observed. Be governed by instructions in locator cabinet.

Journals of cars designated by locator and three cars on either side must be inspected, placing hand on hub of wheel and/or journals if necessary.

Trains stopped by wayside alarms and crew unable to determine location of suspected abnormal journals, entire train must be thoroughly inspected for hot journals, wheels, and dragging equipment; if nothing found, may proceed at normal speed but must make two stops within the next 60 miles at approximately 30-mile intervals for thorough inspection of train unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not normally made, inbound crew will inform relieving crew of existing condition and where train last inspected.

Freight trains stopped by wayside alarms and the suspected abnormal journal indicated by locator is a roller bearing journal, the car must be set out and the dispatcher notified, unless cause found to be sticking brakes and condition corrected.

When a train is stopped by wayside alarms and after conclusion of inspection, dispatcher must be verbally informed as soon as practicable of condition found, car number, and size of journal if hot box involved.

When a train is stopped by wayside alarms, Form 1572 Std. must be filed at first open office of communication whether or not a hot box is found.

Trains should not exceed speed of 30 MPH while moving over hot box detectors when:

- it is snowing or sleeting; or
- there is snow on ground which can be agitated by a moving train.

Trains are not required to stop if wayside alarms are illuminated before reaching the detector (scanner), unless directed to do so by the dispatcher.

SHIFTED LOAD DETECTORS

When condition in train actuates indicators, they will display rotating white light, and when so displayed, the train must be stopped immediately, inspection must be made of both sides of train for shifted load and protruding objects. Dispatcher must be advised promptly by radio or telephone the result of inspection.



SANTA FE SAFETY FIRST



Every employee should promptly report any unsafe condition or practice to his foreman or other proper company officer.

(See General Rules E and F, Book of Rules.)

CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS

WESTWARD

		119	324	395	358	118	308	114	309	365	318	195	315	128	335	325
Emporia	LV	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM
Wgton.	AR	1205	1215	1215	130	330	530	700	730	915	930	1000	1110	1130	1130	1210
Ark. City	LV	235			410	610	810		1010		1210	1000	1110	1130	1130	1210
Okla. City	LV			400						615		1235	250		315	355
Purcell	AR									1030		355	600		815	855
S. Creek	LV		600					930		1159		520	815		815	1025
Dodge City	AR		400					1100								
		AM	PM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM
		328	129	317	316	345	338	307	305	198	319	304	405	348	108	
Emporia	LV	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	PM	PM	
Wgton.	AR	130	205	300	500	515	530	630	715	725	730	825		930	1100	
Ark. City	LV	410	435	600	800		900		1100				1215	1210	140	
Okla. City	LV					900			400				515			
Purcell	AR					260			530				645			
S. Creek	LV					330						1100				
Dodge City	AR											300				
		PM	PM	PM	PM	AM	PM	PM	AM	PM	PM	AM	AM	AM	AM	

EASTWARD

		403	473	543	513	523	563	533	553	593	591	813	811	901	823	703
Dodge City	LV	PM	PM	AM	AM	AM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM
S. Creek	LV	445	1100													
Purcell	LV	1100														
Okla. City	LV			1225	230	1110	215	540	730	820	915					
Ark. City	LV			250		135	440									
Wgton.	LV			605	716	550	955	1220	1210	145	230					
Emporia	AR											300	400	410	700	730
		130	500	905	1015	850	1255	320	310	445	515	610	710	720	1010	1100
		AM	AM	AM	AM	PM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
		713	903	943	833	821	891	843	741	743	723	841	853	913	801	803
Dodge City	LV	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
S. Creek	LV															
Purcell	LV															
Okla. City	LV															
Ark. City	LV															
Wgton.	LV															
Emporia	AR															
		730	735	800	1100	130	230	300	630	630	640	700	700	735	800	1100
		1100	1045	1100	210	440	430	610	950	950	945	1010	1010	1045	1110	210
		AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM

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