

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

**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	58.0	1	46	34.0
40	90.0	1	56.2	1	48	33.3
41	87.8	1	54.5	1	50	32.7
42	85.7	1	52.9	1	52	32.1
43	83.7	1	51.4	1	54	31.6
44	81.8	1	50.0	1	56	31.0
45	80.0	1	48.6	1	58	30.5
46	78.3	1	47.4	2	00	30.0
47	76.6	1	46.1	2	05	28.8
48	75.0	1	45.0	2	10	27.7
49	73.5	1	43.9	2	15	26.7
50	72.0	1	42.9	2	30	24.0
51	70.6	1	41.9	2	45	21.8
52	69.2	1	40.9	3	00	20.0
53	67.9	1	40.0	3	30	17.1
54	66.6	1	39.1	4	00	15.0
55	65.5	1	38.3	4	30	13.3
56	64.2	1	37.5	5	00	12.0
57	63.2	1	36.8	6	00	10.0

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

**EASTERN LINES**

**MIDDLE DIVISION**

**TIME TABLE No.**

**2**

**IN EFFECT**

**Sunday, April 27, 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

**C. R. ROSE**  
**C. L. HOLMAN**  
**H. L. HAWKINS**  
 Asst. General Managers  
 Topeka, Kansas

**E. GILLMORE**  
 Superintendent  
 Newton, Kansas

**2 FIRST DISTRICT**

**MIDDLE DIVISION**

WESTWARD		Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 2 April 27, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	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 2.00s	AM 4.15
			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		1.41	3.57
		11762	10.4	STRONG CITY 4.1	0	131.7	Y C		
			0	NEVA 2.5	0	135.8			
		8747	17.4	ELMDALE 6.5	12.8	138.3			
			13.0	CLEMENTS 5.9	0	144.8			
		8712	0	CEDAR POINT 6.2	0	150.7			
		10636	19.3	FLORENCE 11.4	0	156.9	C		
			14.8	PEABODY 0.3	0	168.3			
		8573	45.4	C.R.I.&P. Crossing 9.7	16.3	168.6			
			0	WALTON 6.3	21.1	178.3			
			0	Mo. Pac. Crossing 0.5	19.1	184.6			
5.10 AM	4.40 AM		0	NEWTON 3	19.1	185.1	T C R	12.50 AM	3.00 AM
Arrive Daily	Arrive Daily			(73.0)				Leave Daily	Leave Daily
62.5	67.4			Average speed per hour				62.5	58.4

**RULE 251 IN EFFECT:**

Main Tracks between Emporia and Merrick.  
North Track and Middle 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.	Fr.
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. 173.3 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)**

	I		
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. 2 April 27, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD First Class 4
			Leave Daily	STATIONS				
AM 5.20		0	NEWTON 1.6 SAND CREEK 7.9	31.8 15.8	185.1 186.7	T C R	s AM 2.50	
		21.1						
	6124	21.1	HALSTEAD 9.1	0	194.6	C		
	10452		BURRTON 0.4		203.7			
		9.6	S.L.-S.F. Crossing 10.8	0	204.1			
		0	WAY 1.6	0	214.9	Y R		
s 5.50	29903	0	C.R.I.&P. Crossing 1.5	0	216.6			
		0	HUTCHINSON 0.3	0	218.0	Y R C s	2.10	
		0	CH JCT. 0.9	0	218.3			
5.52		21.1	ND JCT. Mo. Pac. Crossing YL 4.2	0	219.2	B	2.06	
5.56	4176	0	WHITESIDE 5.6	0	223.4	B	2.02	
6.00	4126	21.1	PARTRIDGE 6.1	0	229.0		1.58	
6.05	10166	21.1	ABBYVILLE 5.6	0	235.1	B	1.54	
6.09	4255	21.1	PLEVNA 5.7	20.3	240.7	B	1.50	
	4286	21.1	SYLVIA 4.7		0	246.4	C	
6.16	10300	21.1	ZENITH 5.9	0	251.1	B	1.43	
6.20	4146	0	STAFFORD 0.2	0	257.0	C	1.39	
		0	Mo. Pac. Crossing 8.8	0	257.2			
6.26	10284	21.1	ST. JOHN 6.8	0	266.0	C R	1.32	
	4253	15.8	DILLWYN 4.8	0	272.8	B		
6.34	4081	15.8	MACKSVILLE 7.3	0	277.6	C R	1.24	
6.39	10370	0	BELPRE 8.4	0	284.9	B	1.19	
6.45	4176	0	LEWIS 9.1	0	293.3	C	1.13	
6.53	6502	21.1	KINSLEY YL 8.0	0	302.4 (316.7)	Y C R	1.06	
	N4523 85514	21.1	OFFERLE 5.6	0	324.7	C		
	6917	21.1	BELLEFONT 5.8	0	330.3			
	N7995 85393	24.2	SPEARVILLE 8.6	24.2	336.1	C R		
	6968	26.5	WRIGHT 7.8	26.5	344.7			
s 7.35 AM			DODGE CITY YL		352.5	T Y C R	12.38 AM	
Arrive Daily			(153.1)				Leave Daily	
68.0			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.

**RULE 94 IN EFFECT:**

- At Dodge City between M.P. 352.1 and M.P. 352.8.

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.

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

# MIDDLE DIVISION

## 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. 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 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

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 First Class	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class
			No. 2	April 27, 1975				
15								
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 12.40
		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	T C R	12.07
		0	Mo. Pac. Crossing 1.6		10.8	210.1		
5.16		21.2	NORTH JCT. YL 0.6		0	211.7		12.03
5.30		0	WICHITA U.S. 0.9		28.8	212.3	C	12.01 AM
		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	13.6	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 C R	
	8023	31.7	HACKNEY 7.3		31.7	256.1		
6.35 AM	24470		ARKANSAS CITY			263.4	T Y C R	10.55 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 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.

# MIDDLE DIVISION

# THIRD DISTRICT 7

## 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	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	60
Curve, M.P. 260.4 to 260.7	70	60
Curve, M.P. 260.9 to 261.2	65	60

#### (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
CConnell	I	Both ends siding	40
Derby	I	Both ends siding	40
Mulvane	I	East end siding M.P. 225.3	40
	I	Crossover between Third and Fourth Districts at M.P. 227.3	40
	I	Other turnouts and crossovers	30
Udall	I	Both ends siding	40
WN Jct.	I	West end siding	40
	I	Turnouts to Eastern Division	15
	I	Other turnouts and crossovers	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.





**(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	East end siding and crossovers west end siding	40
	I	Other turnout and crossovers	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
Molvane	I	Turnout North Track M.P. 215.8	50
	I	Crossover between Third and Fourth Districts M.P. 220	40
	I	Turnout North Track M.P. 221.9	40
	I	Other turnout and crossovers	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
Molvane	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. 2					
			April 27, 1975					
		Feet Per Mile	STATIONS		Feet Per Mile			
	0		AG TOWER YL			185.3	Y	
			S.L.-S.F. Crossing				CR	
	0		0.4		0			
			AUGUSTA YL		0	185.7		
	0		6.3		0			
6829			GORDON		15.8	192.0		
	10.6		5.0					
7153			DOUGLASS		15.8	197.0	B	
			5.6					
6627			ROCK		15.8	202.6		
	10.6		6.2					
6923			AKRON		15.8	208.8	B	
			7.2					
5833			WN JCT. YL		15.8	216.0	Y	
			(30.7)					

See special rule 8 regarding signal indications of interlocking 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	
	Psgsr.	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

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 2 April 27, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD	WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 2 April 27, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓		Feet Per Mile	STATIONS	Feet Per Mile			↑	↓		Feet Per Mile	STATIONS	Feet Per Mile			↑
		0	CH JCT. YL 4.4	0	218.3					5.2	GREAT BEND YL 8.3	0			Y CR
		0	YA JCT. 0.5	0	222.7	B				21.1	HEIZER 7.1	0	8.0		
4118		7.4	YAGGY 5.4	0	223.2	B				21.1	ALBERT 9.1	0	15.1		
4142		0	NICKERSON 7.0	0	228.6	C				15.8	TIMKEN 7.7	0	24.2		
		11.1	ST JCT. YL 1.1	0	235.6	B		4271		15.3	RUSH CENTER 6.9	0	31.9	C	
4281		0	STERLING YL 6.2	0	236.7	C				21.1	NEKOMA 6.0	0	38.8		
4124		0	ALDEN 6.1	0	242.9					21.1	ALEXANDER 7.7	0	44.8		
2674		10.5	RAYMOND 4.5	0	249.0	B				31.7	BAZINE 11.6	0	52.5		
2650		0	CLARENDON 5.9	0	253.5	B			3880	31.7	NESS CITY YL 8.4	31.7	64.1	CR	
4120		0	ELLINWOOD YL 4.5	0	259.4	YRC				31.7	LAIRD 7.7	31.7	72.5		
4128		11.8	DARTMOUTH 5.6	0	263.9	B				31.7	BEELER 6.7	0	80.2		
		19.4	GREAT BEND YL 7.8	0	269.5	YRC				31.7	ALAMOTA 9.0	0	86.9		
2632		13.0	DUNDEE 5.7	0	277.3	B				22.6	DIGHTON 7.3	0	95.9	CR	
4130		13.0	PAWNEE ROCK 8.8	0	283.0					14.6	AMY 6.3	0	103.2		
4063		17.4	LARNED YL 10.7	0	291.8	YRC				31.7	GRIGSTON 6.3	31.7	109.5		
4134		12.6	GARFIELD 14.2	0	302.5	C				7.9	TRACTOR 3.1	0	115.8		
			KINSLEY YL 14.2	0	316.7	YRC				17.6	Mo. Pac. Crossing 1.2	0	118.9		
			(98.4)								SCOTT CITY YL 1.2	0	120.1	Y CR	

## 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.

No switch lights on Great Bend District.

## SPECIAL RULES

## 1. SPEED REGULATIONS

## (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Great Bend and Scott City	30

## (B) SPEED RESTRICTIONS—RR CROSSINGS

	MPH
RR Crossing M.P. 118.9 Interlocking, protected by derrails. 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. 2 April 27, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓							↑
	Feet Per Mile		STATIONS	Feet Per Mile			
	4063		<b>LARNED</b> YL			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	52.8			
			<b>JETMORE</b> YL		48.2	Y C	
			(46.2)				

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 2 April 27, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓							↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			CAMP 6.4				
			PAWNEE YL		6.6	CR	
	0		1.8 S.L.-S.F. Crossing	0	8.4		
	52.8		9.5 GLENCOE	29.0	17.9		
	0		12.0 STILLWATER YL	31.7	29.9	C	
	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.	MPH
8.4 (Auto. Interlocking)	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.

WEST-WARD First Class	Capacity of Sidings in Feet	Rolling Grade Ascending	TIME TABLE No. 2 April 27, 1975	Rolling Grade Ascending	Mile Post	Communications Time Tables and Ways	EAST-WARD First Class
15							16
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 6.35	24470	0	ARKANSAS CITY 0.8	0	263.4	TY CR	PM 10.55
		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		
7.05	32442	0	PONCA CITY 1.8	35.8	288.9	Y CR	10.20
		45.8	CRIP 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		
7.38	33624 N5515	52.8	PERRY 6.8	52.8	321.6	R C	9.48
	8568	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		
8.08	14725	38.6	GUTHRIE 7.4	16.2	352.6	Y CR	9.20
	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		
8.50			OKLAHOMA CITY 1.7	17.6	384.0	Y CR	8.35
9.00		24.0	BURNETT 3.1	0	385.7		8.25
	8062	46.3	FLYNN 4.4	46.7	388.8		
	8351	28.5	MOORE 8.6	48.6	393.2		
9.30	6678	46.5	NORMAN 6.2	32.5	401.8	CR	8.05
	9076	0	NOBLE 9.2	52.8	408.1		
10.00 AM			PURCELL		417.3	Y CR	7.40 PM
Arrive Daily			(153.2)				Leave Daily
44.8			Average speed per hour				47.1

**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
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
M.P. 341.5	Westward M.P. 343.9
M.P. 347.8	Eastward M.P. 347.8 and M.P. 346.0
M.P. 407.4	Westward M.P. 409.5

Detectors on both sides of track which will not clear man on side of cars.  
See Special Rule 12.

**SPECIAL RULES**

**1. SPEED REGULATIONS**  
**(A) MAXIMUM AUTHORIZED SPEED**

BETWEEN:	MPH	
	Psg.	Fr.
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 must 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

		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. 417.5 to 417.8	70	60

## (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
Arkansas City	I	Both ends siding	40
	I	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. Crossovers between siding and main track	40
	I	East end yard lead	30
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

## (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
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

## 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Mile Post	Name
266.8	Highway Viaduct.
267.3	Highway Viaduct.
294.1	Salt Fork Arkansas River.
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

14 ENID DISTRICT

MIDDLE DIVISION

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 2 April 27, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
				<b>KIOWA</b> YL				
		0		0.8	21.1	0.6		
		0		Mo. Pac. Crossing	31.7			
	6420	0		8.2				
	E 5022	0		<b>BURLINGTON</b>	15.8	8.8	C	
	W3064			10.9				
		31.7		<b>CHEROKEE</b> YL	29.6	19.7	C	
	2202			12.1				
		31.7		JET	31.7	31.8	C	
	2235			8.2				
		31.7		<b>NASH</b>	0	40.0	C	
	1968			7.8				
		31.7		<b>HILLSDALE</b>	0	47.8		
	1137			5.8				
		31.7		ITUNA		53.6		
	4129	22.2		4.6	31.7	58.2		
		0		<b>BLANTON</b> YL	52.8	61.0		
		0		2.8				
		0		S.L.-S.F. Jct.	23.8	61.3	Y	
				0.3			CR	
		19.4		<b>ENID</b> YL	22.8	61.9		
				0.6				
		16.4		S.L.-S.F. Jct.	0	62.0		
		0		0.1				
		0		C.R.I.&P. Crossing	0	62.1		
		0		0.1	10.6	63.2		
		0		S.L.-S.F. Jct.				
		20.3		1.1	52.8	72.8		
	3371			S.L.-S.F. Crossing	0	73.6		
		0		9.6	52.8	80.4	CR	
		38.1		<b>FAIRMONT</b>				
		0		0.8		88.4	C	
		0		S.L.-S.F. Crossing	52.8	95.1		
	1422			6.8				
		0		<b>DOUGLAS</b>	38.5	102.8	CR	
		52.8		8.0				
	8697			<b>MARSHALL</b>	52.8	116.7	Y	
		52.8		6.7			CR	
	1427			LOVELL				
		52.8		7.7				
	2196			<b>CRESCENT</b>	52.8			
		26.4		13.9				
				<b>GUTHRIE</b> YL				
				(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	10

\*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	Plains Division
Cherokee	Enid District
Blanton	SL-SF Ry.
Enid, SL-SF Jct.	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. 2				
		April 27, 1975				
		STATIONS				
		HARTER (Oklahoma City) 36.7	CRI&P			
		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		84.6		
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, CURVES AND RR CROSSINGS

	MPH
RR Crossing, Yard Track Shawnee. Rule 98 (A), 98 (B), 98 (C) AND 98 (E)	10
2 Curves, M.P. 38.6 to 39.1	10
Bridge, M.P. 73.7	10
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	
OG&E Spur	M.P. 67.6	2.2 Miles

JUNCTION SWITCHES Rule 98 (D)

LOCATION	NORMAL POSITION
OCA Jct.	CRI&P

JOINT TRACK FACILITIES

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

WEST- WARD ↓	Capacity of Sidings in Feet	Rolling Grade Ascending	TIME TABLE		Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 2					
			April 27, 1975					
		Feet Per Mile	STATIONS		Feet Per Mile			
	1047	0	BURBANK		30.2	25.7		
		0	11.9					
			FAIRFAX		31.7	37.6	C	
			5.5					
	5143	25.0	RALSTON	YL	31.7	43.1	C	
			9.2					
			SKEDDEE		31.7	52.3		
			5.9					
			CAMP		31.7	58.2		
	2025	31.7	SL-SF Crossing	YL	31.7	68.5		
			10.3					
		0	QUAY		31.7	71.7		
			3.2					
		0	YALE		30.4	73.4		
			1.7					
		31.7	MKT Gantlet		0			
			9.0					
			CUSHING	YL	31.7	82.4	Y C	
			14.4					
			KENDRICK		31.7	96.8		
			5.6					
	4633	31.7	DAVENPORT		31.7	102.4		
			17.0					
	2387	31.7	MEEKER		31.7	119.4		
			12.6					
		0	SHAWNEE	YL	0	132.0	Y C R	
			(106.1)					

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.

### 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)
Wolverine Tube	M.P. 125.3	1178
Allen Bradley	M.P. 127.6	914

#### JUNCTION SWITCHES Rule 98 (D)

LOCATION	NORMAL POSITION
Camp	Cushing District



WEST- WARD	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
		No. 2					
↓		April 27, 1975					↑
	Feet Per Mile	STATIONS		Feet Per Mile			
		<b>LYONS YL</b> 17.3	S.L.-S.F. Ry.			CR	
	37.5	<b>LORRAINE YL</b> 5.6		51.7	20.7		
	52.8	<b>HOLYROOD YL</b> 4.6		0	26.1	C	
	52.8	<b>FARHMAN</b> 5.7		44.9	30.7		
	0	<b>HITSCHMANN</b> 4.8		37.0	36.4		
	47.5	<b>BEAVER</b> 5.8		27.3	41.2		
	45.5	<b>SUSANK</b> 2.9		31.7	47.0		
	52.8	<b>STICKNEY</b> 2.9		51.5	49.9		
	52.8	<b>MILLARD</b> 4.1		52.8	52.8		
		<b>GALATIA YL</b>			56.9	Y	
		(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		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
		No. 2					
↓		April 27, 1975					↑
	Feet Per Mile	STATIONS		Feet Per Mile			
	52.8	<b>MANCHESTER YL</b> 5.7		52.8		Y	
	52.8	<b>VINE CREEK YL</b> 8.7		52.8	5.6		
	52.8	<b>WELLS YL</b> 9.7		52.8	14.3		
	0	<b>MINNEAPOLIS YL</b> 0.2		0	24.0	C	
	0	<b>U.P. Crossing</b> 10.0		0	24.2		
	0	<b>ADA YL</b> 8.8		0	34.2	C	
		<b>BARNARD YL</b>			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 No. 2 April 27, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓		Feet Per Mile	STATIONS	Feet Per Mile			↑
		0	PEABODY 13.8	0			
		0	A.T. & S.F. Crossing	0			
		0	MARION YL 0.3	0	10.1	B	
		31.7	C.R.I. & P. Crossing	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	31.7	43.6		
		0	C.R.I. & P. Crossing	31.7	46.7		
		0	McPHERSON YL 0.1	0	47.2	CR	
		31.7	U.P. Crossing	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	77.4		
		31.7	LYONS YL 0.3	31.7	78.1	R C	
		28.8	S.L.-S.F. Crossing	31.7	78.4		
		30.1	CHASE 6.1	21.9	86.0		
		0	SILICA 6.4	29.3	92.1		
			ELLINWOOD YL		98.6	Y C R	
			(102.4)				

## (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 iDistrict.

## 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 No. 2 April 27, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
				<b>ABILENE</b> YL				
			0	0.4	0			
			0	C.R.I. & P. JCT.	0			
			0	0.2	0			
			0	S.A. JCT.	0			
			0	0.3	0			
			0	WEST ABILENE	0			
			0	7.5	0			
				SOLOMON				
			0	12.6	0			
			0	EAST SALINA	0			
			0	0.4	0			
			0	A.B. JCT.	0	20.5		
			0	1.0	0			
			0	U.P. Crossing	0	21.5		
			0	0.1	0			
			0	U.P. Crossing	0	21.6		
			0	0.1	0			
			0	<b>SALINA F.S.</b> YL	0	21.7		
			0	0.4	0			
			14.2	<b>SALINA U.S.</b> YL	0	22.1		
			0	0.6	0			
			39.9	U.P. Crossing	37.0	22.7		
			0	7.4				
2184			47.7	<b>HEDVILLE</b>	42.2	30.1		
			0	12.1				
			47.6	<b>JUNIATA</b>	44.0	42.2		
			0	3.3				
			47.5	<b>WESTFALL</b>	42.2	45.5		
			0	9.7				
			50.0	<b>BARTON</b>	50.2	55.2		
			0	1.4				
			0	U.P. Crossing	0	56.6		
			0	0.3				
2811			37.0	<b>LINCOLN CENTER</b>	21.1	56.9		
			0	5.2				
			47.5	<b>GOLDENROD</b>	37.0	62.1		
			0	3.1				
			37.0	<b>DENMARK</b>	18.5	65.2		
			0	6.5				
			42.2	<b>ASH GROVE</b>	30.0	71.7		
			0	5.4				
			52.8	<b>HUNTER</b>	44.9	77.1		
			0	8.9				
981			55.4	<b>TIPTON</b>	50.0	86.0		
			0	8.2				
			21.1	<b>CORINTH</b>	10.6	94.2		
			0	3.9				
			47.5	<b>FORNEY</b>	42.2	98.1		
			0	4.4				
				<b>OSBORNE</b> YL		102.5		
				(103.4)				

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

			MPH
RR Crossing	M.P. 21.5	Stop. Rules 98(A), 98(B), 98(C), 98(E)	15
RR Crossing	M.P. 21.6	Stop. Rules 98(A), 98(B), 98(C), 98(E)	15
RR Crossing	M.P. 22.7	Gate mechanically connected to electric locked derails, normally across AT&SF tracks. Stop and be governed by instructions at crossing.	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	M.P. 56.6	Gate normally across AT&SF track. Stop, open and close gate.	
6 Curves,	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

20 STRONG CITY DISTRICT

MIDDLE DIVISION

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 2 April 27, 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	7.6		
		37.0	HYMER 5.8	0			
		47.5	DIAMOND SPRINGS 5.8	0	13.4	B	
		50.5	BURDICK 6.3	41.2	19.2	B	
1255		20.6	C.R.I. & P. Crossing LOST SPRINGS 5.4	49.1	25.5		
		2785	C.R.I. & P. Crossing HOPE 5.9	49.1	30.9		
		34.4	HOPE 0.3	0	36.8		
		1413	Mo. Pac. Crossing NAVARRE 7.3	47.5	37.1		
		1635	NAVARRE 7.7	47.5	44.4		
		0	ENTERPRISE 0.2	0	52.1		
		0	A.T. & S.F. Crossing 5.8	0	52.3		
		0	ABILENE YL 0.5	0	58.1	T C R	
		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	C R	
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 7.6	0	120.1		
		0	KACKLEY 6.0	23.5	127.7		
		52.1	C.R.I. & P. Crossing COURTLAND 7.5	52.7	133.7	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 (153.8)		153.8	T C R	

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	30
Courtland and State Line	25
State Line and Superior	20

(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

	MPH
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*
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.	30
2 Curves, M.P. 92.7 to 93.4	20
2 Curves, M.P. 109.8 to 109.9	15
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.	30
RR Crossing M.P. 133.7 Electric locked gate normally across A T & S F track. Be governed by instructions in lock box. Stop, open and close gate.	30
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

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

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.

**(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.
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. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED AND MAXIMUM SPEED IN SUCH OPERATION.

	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.

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 (MPH)	When not controlled from leading Unit (MPH)
AMTRAK 100-539 5687-5714 5930-5948*	90**	45
1150, 1218, 1260, 1418-1441, 1500-1537 2322, 2393	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

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

\*\*Engine 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), overheated journals, traction motor or suspension bearings, will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators at locations so equipped.

When actuated by a train, stop must be made at locator, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamp or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next sixty miles at approximately thirty 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 made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

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

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 employe should promptly report any unsafe condition or practice to his supervisor.

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

## CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS

### WESTWARD

		395	324	119	358	118	308	114	309	365	318	315	188	335	325
Emporia	LV	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM
Wellington	AR	1215	1215	1220	210	410	550	645	750	915	950	1035	1110	1130	1210
Ark City	LV	430		250	450	650	830		1030		1230		135		
Oklahoma City	LV	855								615		225		315	430
Purcell	AR	1020								1030		615			905
Sand Creek	LV		600							1201		830		815	1035
Dodge City	LV		400					855							
		AM	PM	AM	AM	AM	AM	PM	AM	AM	PM	PM	PM	PM	PM
		128	328	129	317	316	345	338	307	305	319	198	304	348	405
Emporia	LV	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM
Wellington	AR	1210	150	220	300	500	515	610	700	715	750	820	825	1010	
Ark City	LV	250	430	450	600	800		850	1005		1030	1010		1250	
Oklahoma City	LV						900			1130					1215
Purcell	AR						200			345					515
Sand Creek	LV						330			510					645
Dodge City	AR											1100			
		PM	PM	PM	PM	PM	AM	PM	PM	AM	PM	PM	AM	AM	AM

### EASTWARD

		403	473	543	513	523	563	533	553	593	591	813	811	713	823	901
Emporia	AR	AM	AM	AM	AM	PM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Wellington	LV	130	515	905	950	850	1255	320	310	535	530	650	750	1100	1055	1100
Ark City	LV			605	640	550	955	1220	1210	205	200	355	455	730	755	815
Oklahoma City	LV			250		135	440			1010						
Purcell	LV			1225	210	1110	215	540	730	800	840					
Sand Creek	LV	1100	320													
Dodge City	LV	445	1105													
		PM	PM	AM	AM	AM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM
		943	903	833	821	891	703	843	741	743	723	841	913	801	853	803
Emporia	AR	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM
Wellington	LV	1100	1130	250	350	450	630	650	950	950	945	1010	1130	1150	1210	250
		800	835	1155	1255	250	300	355	630	630	640	700	835	855	915	1155
		AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

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