

W. C. SPANN, Assistant Superintendent Newton, Kansas
WILLIAM BAXTER
 Assistant Superintendent Oklahoma City, Okla.
 H. D. ROBERTSON, Trainmaster Newton, Kansas
 R. D. DONOVAN, Trainmaster Newton, Kansas
 W. F. BOWEN, Trainmaster Oklahoma City, Okla.
 G. L. BERRY, Assistant Trainmaster Oklahoma City, Okla.
 D. R. HAYES, Assistant Trainmaster Arkansas City, Kans.
 J. E. ANDERSON, Assistant Trainmaster Wichita, Kans.
 M. D. SMITH, Supervisor of Air Brakes
 General Road Foreman of Engines Argentine, Kans.
 J. W. LANE, Road Foreman of Engines Arkansas City, Kans.
 M. B. SPEARS, Road Foreman of Engines Newton, Kans.
 H. G. POWERS, Road Foreman of Engines Emporia, Kans.
 T. H. LINN, Rules Examiner Newton, Kans.
 D. G. SIBLEY, Rules Examiner Oklahoma City, Okla.
 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.
 M. C. SEELY, 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	E. M. SMITH	J. C. MATHIES
J. Q. COOPER	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. GAFFNEY
D. L. RESER	G. H. HARDEY	D. R. LACKEY
M. P. VAUGHN	M. A. PORTER	D. G. LITTON
D. S. OSBURN	J. D. CATHCART	D. P. FABRIZIUS
	J. D. HOWARD	

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.

3

IN EFFECT

Sunday, October 26, 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

WESTWARD		Capacity of Sidings in Feet	Rolling Grade Ascending	TIME TABLE No. 3 October 26, 1975	Rolling 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 3.05		6.1	EMPORIA YL 3.2	21.2	112.1	PM 11.40s	AM 4.15	
			6.1	MERRICK YL 8.1	0	115.3			
			6.8	SAFFORDVILLE 1.3	0	123.4			
4.10	3.15		9.2	ELLINOR 7.0	0	124.7	11.21	3.57	
		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			
5.10 AM	4.10 AM		0	NEWTON 3.0	185.1		10.30 PM	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 75 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	65
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

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

Merrick (Cont'd)	I	East crossover between Middle Track and South Track and turnout to Yard Lead.	30
Ellinor	I	Main track turnouts and crossovers.	40
Strong City	I	Both ends siding	30
Neva	I	Turnout to Strong City District	20
Clements	I	Both ends siding	30
Florence	I	Both ends siding	30
Peabody	I	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

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 Siding in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 26, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class 4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 5.20		0	NEWTON	31.8	185.1	T CR	AM 2.50
		21.1	SAND CREEK		186.7	YRC	
	6124	21.1	HALSTEAD	0	194.6	C	
	10452		BURRTON		203.7		
		9.8	S.L.-S.F. Crossing	0	204.1		
		0	WAY	0	214.9	YR	
		0	C.R.I.&P. Crossing	0	216.5		
5.50	29903	0	HUTCHINSON	0	218.0	YRC	2.10
		0	CH JCT.	0	218.3		
5.52		21.1	ND JCT. Mo. Pac. Crossing YL	0	219.2	B	2.06
5.56	4176	0	WHITESIDE	0	223.4	B	2.02
6.00	4126	21.1	PARTRIDGE	0	229.0		1.58
6.05	10166	21.1	ABBYVILLE	0	235.1	B	1.54
6.09	4255	21.1	PLEVNA	20.3	240.7	B	1.50
	4286	21.1	SYLVIA		0	246.4	C
6.16	10300	21.1	ZENITH	0	251.1	B	1.43
6.20	4146	0	STAFFORD	0	257.0	C	1.39
		0	Mo. Pac. Crossing	0	257.2		
6.26	10284	21.1	ST. JOHN	0	266.0	CR	1.32
	4253	15.8	DILLWYN	0	272.8	B	
6.34	4081	15.8	MACKSVILLE	0	277.6	CR	1.24
6.39	10370	0	BELPRE	0	284.9	B	1.19
6.45	4176	0	LEWIS	0	293.3	C	1.13
6.53	6502	21.1	KINSLEY YL	0	302.4 (316.7)	Y CR	1.06
	N4523 S5514	21.1	OFFERLE	0	324.7	C	
	6917	21.1	BELLEFONT	0	330.3		
	N7995 S5393	24.2	SPEARVILLE	24.2	336.1	CR	
	6968	26.5	WRIGHT		24.2	344.7	
7.35 AM			DODGE CITY YL	26.5	352.5	TY CR	12.38 AM
Arrive Daily			(153.1)				Leave Daily
88.0			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 Jet. (M.P. 219.3).

On main tracks Kinsley to M.P. 352.1 (Dodge City).

On sidings Halstead, Burrton, Hutchinson and Kinsley.

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 Jet. 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

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. 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
	I	Second crossover west of CRI&P crossing between siding and main track	15
	I	First crossover west of CRI&P crossing between running yard track No. 3 and siding	15

(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 Ways	EAST- WARD First Class
			No. 3 October 26, 1975					
15			STATIONS					16
Leave Daily		Feet Per Mile			Feet Per Mile			Arrive Daily
AM 4.20		0	TCS PUTNAM SEDGWICK VALLEY CENTER S.L.-S.F. Crossing NO. WICHITA YL Mo. Pac. Crossing NORTH JCT. YL WICHITA U.S. SOUTH JCT. CONNELL DERBY MULVANE UDALL WN JCT. S.L.-S.F. Crossing WINFIELD HACKNEY ARKANSAS CITY					
		0		NEWTON 2.9	27.8	185.1	TY CR	PM 10.20
		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		
4.41		0		NO. WICHITA YL 1.0	9.5	209.1	T CR	9.47
		0		Mo. Pac. Crossing 1.6	10.8	210.1		
4.46		21.2		NORTH JCT. YL 0.6	0	211.7		9.43
5.00		0		WICHITA U.S. 0.9	28.8	212.3	C	9.41
		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		
	16462	31.7		MULVANE 10.0	18.6	227.9	Y CR	
	6156	0		UDALL 11.8	39.6	237.9		
	9294	18.5	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			
6.05 AM	24470		ARKANSAS CITY		263.4	TY CR	8.35 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.	Frt.
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 75 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.	Frt.
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	60
Curve, M.P. 260.4 to 260.7	70	60
Curve, M.P. 260.9 to 261.2	65	60
Curve, M.P. 262.0 to 262.9	50	50
4 Curves, M.P. 263.2 to 263.6	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
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 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.

8 FOURTH DISTRICT

MIDDLE DIVISION

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 26, 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 GLADSTONE 5.8 BAZAR 8.3 MATFIELD GREEN 9.8	0	124.7			
	6594	21.2			0	130.3		
	10017	21.2			0	136.1		
	7943	0			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 CR	
	E 6646 W 6512	0		AG TOWER YL S.L.-S.F. Crossing 0.4	0	185.3	Y CR	
		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
	7151	0	MULVANE 5.9	21.4	220.6	Y CR		
	7502	31.7	BELLE PLAINE 4.1	18.8	226.5			
		0	CICERO 8.3	21.4	230.6			
			WELLINGTON		238.9	T Y CR		
			(100.6)					

SPECIAL RULES		
1. SPEED REGULATIONS		
(A) MAXIMUM AUTHORIZED SPEED		
BETWEEN:	MPH	
Ellinor and Wellington	Psgr.	Frt.
	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. 222, 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 75 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.P. 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
		45
		50

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 (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 (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 on South Track designated by "X".

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 crossovers		40
Gladstone	I	Both ends siding		40
Bazar	I	Both ends siding		40
Matfield Green	I	Both ends siding		40
Cassoday	I	Both ends siding		40
Aikman	I	Both ends siding		40
Chelsea	I	Both ends siding		40
El Dorado	I	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 crossovers		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 Third and Fourth Districts M.P. 220		40
	J	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		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. 3					
			October 26, 1975					
		Feet Per Mile	STATIONS		Feet Per Mile			
			AG TOWER YL			185.3	Y	
			S.L.-S.F. Crossing				C	
		0	0.4		0		R	
			AUGUSTA YL			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	B	
		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.

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	
	Psg.	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	Rolling Grade Ascending	TIME TABLE No. 3 October 26, 1975	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST-WARD
↓			STATIONS	Feet Per Mile			↑
		0	CH JCT. YL	0	218.3		
		0	4.4 YA JCT.	0	222.7	B	
4118		0	0.5 YAGGY	0	223.2	B	
4142	7.4	0	5.4 NICKERSON	0	228.6	C	
		0	7.0 ST JCT. YL	0	235.6	B	
4281	11.1	0	1.1 STERLING YL	0	236.7	C	
4124	0	0	6.2 ALDEN	0	242.9		
2674	0	0	6.1 RAYMOND	0	249.0	B	
2650	10.5	0	4.5 CLARENDON	0	253.5	B	
4120	0	0	5.9 ELLINWOOD YL	0	259.4	Y R C	
4128	0	0	4.5 DARTMOUTH	0	263.9	B	
	11.8	0	5.6 GREAT BEND YL	0	269.5	Y R C	
2632	19.4	0	7.8 DUNDEE	0	277.3	B	
4130	13.0	0	5.7 PAWNEE ROCK	0	283.0		
4068	13.0	0	8.8 LARNED YL	0	291.8	Y R C	
4134	17.4	0	10.7 GARFIELD	0	302.5	C	
	12.6	0	14.2 KINSLEY YL	0	316.7	Y R C	
			(98.4)				

WEST-WARD	Capacity of Sidings in Feet	Rolling Grade Ascending	TIME TABLE No. 3 October 26, 1975	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST-WARD
↓			STATIONS	Feet Per Mile			↑
		5.2	GREAT BEND YL	0		Y R	
		21.1	8.3 HEIZER	0	8.0		
		21.1	7.1 ALBERT	0	15.1		
		21.1	9.1 TIMKEN	0	24.2		
	4271	15.8	7.7 RUSH CENTER	0	31.9	C	
		15.3	6.9 NEKOMA	0	38.8		
		21.1	5.0 ALEXANDER	0	44.8		
		21.1	7.7 BAZINE	0	52.5		
	3880	31.7	11.6 NESS CITY YL	0	64.1	C R	
		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	C R	
		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	0	1.2 SCOTT CITY YL	0	120.1	Y C R	
			(120.4)				

Eastward trains must secure clearance card before leaving Kinsley. 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.	Fr.
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

	MPH
RR Crossing M.P. 118.9 Interlocking, protected by derails. 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. 3 October 26, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
		Feet Per Mile	STATIONS	Feet Per Mile		Y C R	
	4063	10.5	LARNED YL	0			
		10.5	6.6 FRIZELL	0	6.6		
		10.5	5.6 SANFORD	0	12.2		
		10.5	4.8 ROZEL	0	17.0	C	
		24.8	6.9 BURDETT	0	23.9	C	
		0	6.8 GRAY	0	30.7		
		7.0	4.7 HANSTON	0	35.4	C	
		52.8	10.8 JETMORE YL	52.8	46.2	Y C	
			(46.2)				

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 26, 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	C	
		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 head end 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 head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN:	MPH
Stillwater	McElroy 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. 26.7	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 First Class	Capacity of Sidings in Feet	Rating Grade Ascending	TIME TABLE No. 3 October 26, 1975	Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class
15							16
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 6.05	24470	0	ARKANSAS CITY 0.8	0	263.4	Y C R	PM 8.35
		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		
6.35	32442	0	PONCA CITY 1.8	35.8	288.9	Y C R	8.00
		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		
7.08	33624 N5515	52.8	PERRY 6.8	52.8	321.6	R C	7.25
	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		
7.38	14725	38.6	GUTHRIE 7.4	16.2	352.6	Y C R	7.00
	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		
8.20			OKLAHOMA CITY 1.7	17.6	384.0	Y C R	6.10
8.30		24.0	BURNETT 3.1	0	385.7		6.00
	8062	46.3	FLYNN 4.4	46.7	388.8		
	8351	33.3	MOORE 8.6	48.6	393.2		
9.00	6678	28.5	NORMAN 6.2	32.5	401.8	C R	5.40
	9075	46.5	NOBLE 9.2	52.8	408.1		
9.30 AM		0	PURCELL		417.3	Y C R	5.20 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 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	
	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 must secure clearance card before leaving.

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 Camp 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

*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.

		MPH	
		MPH	MPH
	"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

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

Marland	I	Both ends siding	40
Red Rock	I	Both ends siding	40
Otoe	I	Both ends siding	40
Perry	I	Both ends siding	40
Asp	I	Both ends siding	40
Mulhall	I	Both ends siding	40
Lawrie	I	Both ends siding	40
Guthrie	I	Both ends siding	40
	I	Crossovers between siding and main track	40
	I	Crossover between Enid District and Oklahoma District	30
Seward	I	Both ends siding	40
Edmond	I	Both ends siding	40
Britton	I	Both ends siding	40
Nowers	I	End of 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 (Dereco)	M.P. 373.0	11,024
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	Rolling Grade Ascending	TIME TABLE No. 3 October 26, 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		
	6420	0	8.2	BURLINGTON	31.7	8.8	C	
		0	10.9		15.8			
	5022			CHEROKEE YL		19.7	C	
		31.7	12.1	JET	29.6	31.8	C	
	2202		8.2	NASH	31.7			
		31.7	7.8	HILLSDALE	0	40.0	C	
	2235		5.8	ITUNA	0	47.8		
	1968		4.6	BLANTON YL	31.7	53.6		
		31.7	2.8	S.L.-S.F. Jct.	52.8	58.2		
	1137		0.3	ENID YL	23.8	61.0	Y CR	
		22.2	0.6	S.L.-S.F. Jct.	22.8	61.3		
	4129		0.1	C.R.I.&P. Crossing	0	61.9		
		0	0.1	S.L.-S.F. Jct.	0	62.0		
		0	1.1	S.L.-S.F. Crossing YL	10.6	62.1		
		29.3	9.6	FAIRMONT	52.8	63.2		
	3371		0.8	S.L.-S.F. Crossing	0	72.8		
		0	6.8	DOUGLAS	52.8	73.6		
	1422		8.0	MARSHALL	38.5	80.4	CR	
		0	6.7	LOVELL	52.8	88.4	C	
	8697		7.7	CRESCENT	52.8	95.1		
		52.8	13.9	GUTHRIE YL	52.8	102.8	CR	
	1427					116.7	Y CR	
	2196							
				(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. 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.

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

WEST- WARD	Capacity of Sidings in Feet	TIME TABLE		Mile Post	Communications Turn Tables and Wyes	EASTWARD
↓		No. 3				↑
		October 26, 1975				
		STATIONS				
		HARTER (Oklahoma City) 36.7	CRI&P RR			
		SHAWNEE 2.3				
		OCA JCT. 8.9		38.6		
		HARJO 7.9		47.5		
1609		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 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 Industrial Spur	10

(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 head end 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	
QG&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	Ruling Grade Ascending	TIME TABLE No. 3 October 26, 1975		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
	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		MERKER 12.6	31.7	119.4		
		0		SHAWNEE YL 12.6	0	132.0	Y C R	
				(106.1)				

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 No. 3 October 26, 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	
	37.5	LORRAINE YL 5.6	51.7	20.7		
	52.8	HOLYROOD YL 4.6	0	26.1	C	
	52.8	FARHMAN 5.7	44.9	30.7		
	0	HITSCHMANN 4.8	37.0	36.4		
	47.5	BEAVER 5.8	27.3	41.2		
	45.5	SUSANK 2.9	31.7	47.0		
	52.8	STICKNEY 2.9	51.5	49.9		
	52.8	MILLARD 4.1	52.8	52.8		
		GALATIA YL		56.9	Y	
		(53.7)				

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 3 October 26, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓	Feet Per Mile	STATIONS	Feet Per Mile			↑
	52.8	MANCHESTER 5.7	52.8		Y	
	52.8	VINE CREEK 8.7	52.8	5.6		
	52.8	WELLS 9.7	52.8	14.3		
	0	MINNEAPOLIS 0.2	0	24.0	C	
	0	U.P. Crossing 10.0	0	24.2		
	0	ADA 8.8	0	34.2	C	
		BARNARD		43.0	Y C	
		(43.1)				

Trains and Engines will operate per Rule 94 on Minneapolis District.

No switch lights on the Minneapolis District.

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.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Manchester and Barnard	20

(B) SPEED RESTRICTIONS—RR CROSSINGS

RR Crossing	Stop. Rules 98(A), 98(B), 98(C), 98(E)	MPH
M.P. 24.2		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	Rating Grade Ascending	TIME TABLE No. 3 October 26, 1975		Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
		0	PEABODY 13.8	C R I & P R R	0			
		0	A.T. & S.F. Crossing 0.2		0			
		0	MARION YL 0.3		10.1	B		
		31.7	C.R.I. & P. Crossing 4.9		10.4			
2278		31.7	CANADA 5.2		15.3			
2009		31.7	HILLSBORO 5.8		17.4	B		
		31.7	LEHIGH 7.8		26.3	B		
2054		0	CANTON 5.8		34.1	B		
		27.2	GALVA 3.9		39.9			
		14.3	C.R.I. & P. Crossing 2.9		43.8			
		0	C.R.I. & P. Crossing 0.5		46.7			
		0	McPHERSON YL 0.1		47.2	CR		
		31.7	U.P. Crossing 6.4		47.3			
		31.7	CONWAY YL 6.9		53.7	C		
		31.7	WINDOM 5.6		60.6			
		31.7	LITTLE RIVER YL 5.8		66.2	C		
		11.9	MITCHELL 5.4		72.0			
		0	Mo. Pac. Crossing 0.7		77.4			
		31.7	LYONS YL 0.3		78.1	R C		
		28.8	S.L.-S.F. Crossing 7.6		78.4			
		30.1	CHASE 6.1		86.0			
		0	SILICA 6.4		92.1			
			ELLINWOOD YL		98.5	Y CR		

(102.4)

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

(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 Approach Prepared to Stop. Rule 98 (A).	10
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.

MIDDLE DIVISION

SALINA DISTRICT 19

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 26, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
	Feet Per Mile		STATIONS	Feet Per Mile			
			ABILENE YL			T C R	
			0.4 C.R.I. & P. JCT.	0			
			0.2 S.A. JCT.	0			
			0.3 WEST ABILENE	0			
			7.5	0			
			SOLOMON				
			12.6	0			
			EAST SALINA				
			0.4	0			
			A.B. JCT.	0	20.5		
			1.0	0			
			U.P. Crossing	0	21.5		
			0.1	0			
			U.P. Crossing	0	21.6		
			0.1	0			
			SALINA YL		21.7	R C	
			1.0	0			
			U.P. Crossing		22.7		
			7	37.0			
	2184		HEDVILLE		30.1		
			12.1	42.2			
			JUNIATA		42.2		
			3	44.0			
			WESTFALL		45.5		
			4	42.2			
			BARTON		55.2		
			1.4	50.2			
			U.P. Crossing		56.6		
			0.3	0			
	2811		LINCOLN YL		56.9		
			5.2	21.1			
			GOLDENROD		62.1		
			3.1	37.0			
			DENMARK		65.2		
			6.5	18.5			
			ASH GROVE		71.7		
			5.4	30.0			
			HUNTER		77.1		
			8.9	44.9			
	981		TIPTON		86.0	C	
			8.2	50.0			
			CORINTH		94.2		
			3.7	10.6			
			FORNEY		98.1		
			4.4	42.2			
			OSBORNE YL		102.5	Y C R	
			(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 (Auto. Interlocking)	20*
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

*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 head end 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 before leaving.

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

No switch lights on Salina District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Salina and Osborne	30

WEST- WARD ↓	Capacity of Sidings in Feet	Rating Grade Ascending	TIME TABLE		Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 3 October 26, 1975					
	Feet Per Mile		STATIONS		Feet Per Mile			
	39.4		NEVA	YL	0			
			7.6			7.6		
	37.0		HYMER		0			
			5.8					
	47.5		DIAMOND SPRINGS		0	13.4	B	
			5.8					
	50.5		BURDICK		0	19.2	B	
			6.3					
1255			C.R.I. & P. Crossing		41.2			
			LOST SPRINGS			25.5		
	20.6		5.4		49.1			
			C.R.I. & P. Crossing			30.9		
	2785		5.9		49.1			
			HOPE			36.8		
	34.4		0.3		0			
			Mo. Pac. Crossing			37.1		
	40.7		7.3		47.5			
1413			NAVARRE			44.4		
	0		7.7		47.5			
1635			ENTERPRISE			52.1		
	0		0.2		0			
	0		A.T. & S.F. Crossing		0	52.3		
			5.8					
	0		ABILENE	YL	0	58.1	T C R	
	0		0.5		0			
	0		C.R.I. & P. Jct.		0	58.6		
	0		0.2		0			
	0		S.A. Jct.		0	58.8		
	0		0.2		0			
	37.0		U.P. Crossing		0	59.0		
1790			8.0		0			
			TALMAGE	YL	0	67.0		
	39.8		5.8		0			
1931			MANCHESTER	YL	52.7	72.8	Y B	
	52.8		5.6					
1874			LONGFORD		52.8	78.4	C R	
	52.8		5.3					
992			OAK HILL		37.0	83.7	B	
	52.7		9.3					
2964			MILTONVALE		52.7	93.0	C	
	52.8		9.1		52.7			
1008			AURORA		52.7	102.1		
	52.6		5.9		52.7			
	0		HUSCHER		52.7	108.0		
	0		2.0		52.7			
	0		COOK		0	110.0		
	0		3.2					
	0		Mo. Pac. Crossing			113.2		
			BN Crossing		0			
			0.3					
	14.2		CONCORDIA	YL	0	113.5	R C	
			6.6		0			
	52.4		Mo. Pac. Crossing		0	120.1		
			7.6		0			
	0		KACKLEY		23.5	127.7		
			6.0					
	52.1		C.R.I. & P. Crossing		52.7	133.7	R C	
			COURTLAND					
	52.6		7.5		52.7	141.2		
			LOVEWELL		0			
	0		5.8		52.8	147.0		
			WEBBER					
	42.2		4.9		52.8	151.9		
			State Line		0			
	42.2		0.7		0	152.6		
			Mo. Pac. Crossing		0			
	0		0.4		0	153.0		
			BN Crossing		0			
			0.8		0			
			SUPERIOR	YL		153.8	T C R	
			(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	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 mally 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 Abilene and Concordia 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 head end 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
Concordia	Originating or terminating.
Ellinwood	Originating or terminating.
Emporia	Originating or terminating.
Great Bend	Originating or terminating.
Lyons	Originating or terminating.
McPherson	Originating or terminating.
Wellington	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	Holyrood	No. Wichita
Abilene	Jetmore	North Jct.
Ada, Okla.	Kinsley	Osborne
Augusta	Kiowa	Pawnee (AT&SF only)
Blanton	Larned	Ponca City (Plains Division only)
CH Jct. (5th Dist. only)	Lincoln	Ralston
Camp (AT&SF only)	Little River	ST Jct.
Cherokee	Lorraine	Salina
Concordia	Lyons	Scott City
Conway	Manchester	Shawnee
Cushing	(Strong City Dist. only)	Sterling
Dodge City	Marion	Stillwater
El Dorado	McPherson	Superior
Ellinwood	Merrick	Talmage
Emporia	ND Jct.	WN Jct. (Douglass Dist. and Eastern Division only)
Enid	Ness City	
Galatia	Neva (Strong City Dist. only)	
Great Bend		
Guthrie (Enid District only)		

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
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
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 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
Enid (Enid to Guthrie)	30	30	30
Cushing	24	24	24
Strong City, McPherson, Great Bend, Larned, Stillwater and Enid (Enid to Kiowa)	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 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:

- (a) it is snowing or sleeting; or,
- (b) 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.

13. HAND THROW SWITCHES IN TCS LIMITS

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. Tracks where such switches are located are:

Town or West of	MP + ft.	Type of Service
FOURTH DISTRICT		
Ellinor	125 + 580	Spur track
OKLAHOMA DISTRICT		
Chilocco	268 + 2859	Spur
Edmond	366 + 3795	Pipe track
Edmond	367 + 409	Pipe track
Edmond	372 + 2622	Central fixtures
Edmond	373 + 4640	Industry spur track
		Cains Coffee
Edmond	374 + 3266	Industry W E Davis Co.
Edmond	375 + 170	Industry Dolese spur
Flynn	388 + 1178	Hughes Lumber
Flynn	388 + 3572	Leonhardt Lumber
Norman	405 + 3663	Industry Dolese Co.
Norman	405 + 5120	Industry Dolese Co.
Purcell	417 + 485	Spur track east
Purcell	417 + 2500	Spur track west



SANTA FE SAFETY FIRST



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

CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS

WESTWARD

		395	324	119	358	118	199	308	114	309	365	318	315	188	335	325
Emporia	LV	AM 1215	AM 1215	AM 1220	AM 210	AM 410	AM 455	AM 550	AM 645	AM 750	AM 915	AM 950	AM 1035	AM 1110	AM 1130	AM 1210
Wellington	AR			250	450	650	710	830		1030		1230		135		
Ark City	LV	430									615		225		315	445
Oklahoma City	LV	855									1030		615			905
Purcell	AR	1020									1201		830		815	1035
Sand Creek	LV		600						915							
Dodge City	LV		400						120							
		AM	PM	AM	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 1210	PM 150	PM 220	PM 300	PM 500	PM 515	PM 610	PM 700	PM 715	PM 750	PM 805	PM 825	PM 1010		
Wellington	AR	250	430	450	600	800		850	1005		1035	1010		1250		
Ark City	LV						900			1145						1215
Oklahoma City	LV						200			345						515
Purcell	AR						330			510						645
Sand Creek	LV												1100			
Dodge City	AR												300			
		PM	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	713	823	901
Emporia	AR	AM 130	AM 535	AM 905	AM 1015	AM 850	AM 1255	AM 320	AM 310	AM 535	AM 530	AM 650	AM 750	AM 1100	AM 1050	AM 1100
Wellington	LV											355	455	730	755	815
Ark City	LV			605	705	550	955	1220	1210	205	200					
Oklahoma City	LV			250		135	440			1010						
Purcell	LV			1225	210	1110	215	540	730	800	840					
Sand Creek	LV	1100	330													
Dodge City	LV	445	1025													
		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	991	913	801	853
Emporia	AR	AM 1100	AM 1130	AM 250	AM 350	AM 450	AM 630	AM 650	AM 950	AM 950	AM 945	AM 1010	AM 1045	AM 1130	AM 1150	AM 1210
Wellington	LV	800	835	1155	1255	250	300	355	630	630	640	700	830	835	855	915
		AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
		115	250	1030	1155	1030	1155	1030	1155	1030	1155	1030	1155	1030	1155	1030
		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.