

D. M. MILLER, Assistant Superintendent Newton, Kans.
 WILLIAM BAXTER
 Assistant Superintendent Oklahoma City, Okla.
 H. D. ROBERTSON, Trainmaster Newton, Kans.
 T. H. SHALIN, Trainmaster Newton, Kans.
 R. A. KURTZ, Trainmaster Oklahoma City, Okla.
 G. L. BERRY, Assistant Trainmaster Oklahoma City, Okla.
 C. H. TATE, Assistant Trainmaster Oklahoma City, Okla.
 D. R. HAYES, Assistant Trainmaster Arkansas City, Kans.
 J. E. ANDERSON, Assistant Trainmaster Wichita, Kans.
 R. F. SMITH, Assistant Trainmaster Salina, Kans.
 J. W. LANE, Road Foreman of Engines Arkansas City, Kans.
 M. B. SPEARS, Road Foreman of Engines Newton, Kans.
 G. E. GUTHRIE, 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.
 G. H. HARDEY, Asst. Chief Dispatcher Newton, Kans.
 R. C. COPPOCK, Asst. Chief Dispatcher Newton, Kans.
 R. E. JONES, Safety Supervisor Newton, Kans.
 G. T. HARDCASTLE,
 Safety Supervisor Oklahoma City, Okla.

EASTERN LINES

M. D. SMITH, Supervisor of Air Brakes—
 General Road Foreman of Engines Argentine
 W. J. McMEANS, Trainmaster—RF of E—
 AMTRAK Argentine

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	J. L. MITCHAM	T. A. STUTZMAN
W. G. BURTON	K. F. KIEFER	D. D. GAFFNEY
D. L. RESER	M. A. PORTER	D. R. LACKEY
W. P. VAUGHN	J. D. CATHCART	D. G. LITTON
M. C. SEELY	J. D. HOWARD	
D. S. OSBURN		

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.

6

IN EFFECT

Sunday, April 24, 1977

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

H. L. ROGERS
 Superintendent
 Newton, Kansas

WESTWARD		Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 6 April 24, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
First Class								First Class	
3	15							16	4
Leave Daily	Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily	Arrive Daily	
AM 4.00	AM 3.15		6.1	EMPORIA YL 3.2	21.2	112.1	PM 11.35	AM 3.45	
			6.1	MERRICK YL 8.1	0	115.3			
			6.8	SAFFORDVILLE 1.3	0	123.4			
4.10	3.25		9.2	ELLINOR 7.0	0	124.7	11.16	3.27	
		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			
		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	4.20 AM		0	NEWTON 0.5	19.1	185.1	10.25 PM	2.30 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.

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.

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.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN: -	MPH	
	Psgr.	Frts.
Emporia and Newton	79	60*
Constitution Street (M.P. 111.9) Emporia and Merrick (M.P. 115.3) Yard Track No. 3	20	20
Newton between Mo. Pac. crossing and interlocked crossover M.P. 186.0 on main tracks	20	20
Newton-Sand Creek eastbound and westbound freight leads	20	20

Maximum authorized speed on sidings 20 MPH while head end of train passing over hand throw switches listed below:

- Strong City Both ends of Yard Track No. 1
- Florence Both ends of Yard Track No. 1
- Peabody Both ends of storage track

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

Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) 55 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

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track unless provided otherwise in Time Table SPECIAL RULE 1(A).

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

"I"—Interlocked Switch

STATION	TYPE	LOCATION	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.	30
	I	Turnout to Yard Lead	10
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	10
Newton	I	Main track crossovers and turnouts M.P. 184.5 to M.P. 185.5	30
	I	Turnout to lower yard M.P. 185.6	10

3. TRACKS BETWEEN STATIONS

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

TRACK SIDE WARNING DETECTORS
HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Detector Location	Locator Location
M.P. 134.0	Westward M.P. 135.9 Eastward M.P. 131.7
M.P. 159.0	Westward M.P. 161.4 Eastward M.P. 156.9

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

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	Rating Grade Ascending	TIME TABLE No. 6 April 24, 1977	Rating 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 2.20
		21.1	1.6 SAND CREEK	15.8	186.7	YRC	
	6124	21.1	9.1 HALSTEAD	0	194.8	C	
	10452	9.5	0.4 BURRTON	0	203.7		
		0	S.L.-S.F. Crossing 10.8 WAY	0	204.1	YR	
		0	1.6 C.R.I.&P. Crossing	0	216.5		
5.50	29903	0	1.5 HUTCHINSON	0	218.0	YRC	1.40
		0	0.3 CH JCT.	0	218.3		
		0	0.9 ND JCT.	0			
5.52		21.1	Mo. Pac. Crossing YL 4.2	0	219.2	B	1.36
5.56	4176	0	WHITESIDE	0	223.4	B	1.32
6.00	4126	21.1	5.6 PARTRIDGE	0	229.0		1.28
6.05	10166	21.1	6.1 ABBYVILLE	0	235.1	B	1.24
6.09	4255	21.1	5.6 PLEVNA	0	240.7	B	1.20
	4286	21.1	5.7 SYLVIA	20.3	246.4	C	
6.16	10300	21.1	4.7 ZENITH	0	251.1	B	1.13
6.20	4146	21.1	5.9 STAFFORD	0	257.0	C	1.09
		0	0.2 Mo. Pac. Crossing	0	257.2		
6.26	10284	0	8.8 ST. JOHN	0	266.0	CR	1.02
	4253	21.1	6.8 DILLWYN	0	272.8	B	
		15.8	4.8 MACKSVILLE	0	277.6	CR	12.54
6.34	4081	15.8	7.3 BELPRE	0	284.9	B	12.49
6.39	10370	0	8.4 LEWIS	0	293.3	C	12.43
6.45	4176	0	9.1 KINSLEY YL	0	302.4 (316.7)	Y CR	12.36
6.53	6502	21.1	8.0 OFFERLE	0	324.7	C	
	N4523 85514	21.1	5.6 BELLEFONT	0	330.3		
	6917	21.1	5.8 SPEARVILLE	0	336.1	CR	
	N7995 85393	24.2	8.6 WRIGHT	24.2	336.1		
	6968	26.5	7.8 DODGE CITY YL	26.5	344.7		
7.35 AM			(153.1)		352.5	TY CR	12.08 AM
Arrive Daily							Leave Daily
68.0			Average speed per hour				69.6

See special rule 8 regarding signal indications of interlocking at Dodge City.

RULE 251 IN EFFECT:

M.P. 352.1 to Sears (Colorado Division).

TCS IN EFFECT:

Three main tracks, Newton.

On main tracks Newton to M.P. 219.3.

On main tracks Kinsley to M.P. 352.1.

On sidings Halstead, Burrton, Hutchinson and Kinsley.

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

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

SECOND DISTRICT 5

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Newton between Mo. Pac. crossing and interlocked crossover M.P. 186.0 on main tracks	20	20
Newton-Sand Creek eastbound and westbound freight leads	20	20
Newton and CH Jct.	79	60*
CH Jct. and Dodge City	90	60*
Dodge City Jct.—east end yard		
Eastbound Westbound freight leads	20	20

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

Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) 55 MPH

(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

	MPH	
	Psg.	Fr.
Curve, M.P. 187.3 to 187.8	65	55
RR Crossing, M.P. 204.1 (Interlocking)	79	60
RR Crossing, M.P. 216.5 (Interlocking)	40	40
Curve, M.P. 218.4 to 218.6	40	30
RR Crossing, M.P. 219.2 (Interlocking)	40	40
2 Curves, M.P. 219.4 to 220.2	55	50
Curve, M.P. 228.3 to 228.8	75	60
RR Crossing, M.P. 257.2 (Auto. Interlocking)	85	60
Curve, M.P. 257.2 to 257.5	85	60
Curve, M.P. 266.1 to 266.5	85	60
Curve, M.P. 301.7 to 302.0	55	55
2 Curves, M.P. 348.0 to 349.8 North Track	75	60
South Track	70	60
Curve, M.P. 352.0 to 352.1	20	20

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track unless provided otherwise in Time Table SPECIAL RULE 1 (A).

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

STATION	TYPE	LOCATION	MPH
Newton	I	Main track crossovers and turnouts M.P. 184.5 to M.P. 185.5	30
	I	Turnout to lower yard M.P. 185.6	10
Sand Creek	I	Crossover M.P. 186	40
	I	Turnouts to yard M.P. 187.8	10
	I	Crossovers M.P. 187.8	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	20
Way	I	Crossover east end yard	20
CRI&P Crossing (M.P. 216.5)	I	First crossover west of CRI&P crossing between main track and siding	20
	I	Second crossover west of CRI&P crossing between siding and main track	15
	I	Crossovers west of CRI&P crossing between siding and running yard track No. 3	10

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

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

STATION	TYPE	LOCATION	MPH
CH Jct.	I	Crossover between main track and siding	20
	I	Turnout siding to Fifth District	20
	I	Turnout Fifth District main track to running yard track No. 3	10
ND Jct.	I	West end siding M.P. 219.1	20
	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	20
Bellefont	I	Both ends siding	20
Spearville	I	Both ends both sidings	20
Wright	I	East end siding	20
	I	Crossover M.P. 344.6	20
	I	Turnout from or to South Track M.P. 344.7	40
Dodge City	I	Turnouts East end Freight leads	20
	I	Double Crossovers M.P. 350.1	30

(D) SPEED RESTRICTIONS—STREET CROSSINGS

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

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

3. TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Paxton	M.P. 199.3	338

Controlled signal governing westward movements located immediately to the left of the track at the following location:
 M.P. 185.1 North Track, Newton

TRACK SIDE WARNING DETECTORS HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Detector Location	Locator Location
M.P. 247.9	Eastward M.P. 246.4 Westward M.P. 249.9

Dragging equipment will also actuate alarm. See Special Rule 12.

6 THIRD DISTRICT

MIDDLE DIVISION

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE			Mile Post	Communications Turn Tables and Wyes	EAST- WARD
			No. 6					
First Class			No. 6					First Class
15			April 24, 1977					16
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	
AM 4.30		0	NEWTON 2.9	27.8	185.1	T Y C R	PM 10.15	
		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			
4.51		0	NO. WICHITA YL 1.0	9.5	209.1	T C R	9.42	
		0	Mo. Pac. Crossing 1.6	10.8	210.1			
4.56		21.2	NORTH JCT. YL 0.6	0	211.7		9.38	
5.10		0	WICHITA U.S. 0.9	28.8	212.3	C	9.36	
		31.7	SOUTH JCT. 4.2	10.9	213.2	Y		
	6762	16.4	CONNELL 5.6	31.7	217.4			
	6872	21.6	DERBY 4.9	31.7	223.0			
	16452	31.7	MULVANE 10.0	18.6	227.9	Y C R		
	6156	0	UDALL 11.8	39.6	237.9			
	9294	13.5	WN JCT. 0.7	16.3	249.7			
		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			
6.15 AM			ARKANSAS CITY		263.4	T Y C R	8.30 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.

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.

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.

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.

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.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Newton between Mo. Pac. crossing and interlocked crossover M.P. 186.0 on main tracks	20	20
Newton-Sand Creek eastbound and westbound freight leads	20	20
Newton and North Jct.	90	60*
North Jct. and South Jct. (W.U.T. Ry.)	30	30
South Jct. and Arkansas City	90	60*
Arkansas City between hand throw crossover M.P. 262.9 and interlocked crossover M.P. 264.1 on main track	20	20
Arkansas City between interlocked crossover M.P. 262.6 and M.P. 265.0 on CLIC Track 198	20	20

Maximum authorized speed on sidings 20 MPH while head end of train passing over hand throw switches listed below:

- Mulvane East yard lead connection
South leg of wye
- Hackney Both ends of elevator track
Both ends of runaround

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

Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) 55 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.	Fr.
2 Curves, M.P. 186.7 to 185.7, eastward	45	45
RR Crossing, M.P. 201.8 (Interlocking)	90	60
RR Crossing, M.P. 210.1 (Auto. Interlocking)	30	30
Curve, M.P. 227.7 to 227.9	30	30
3 Curves, M.P. 228.2 to 229.8	55	55
Curve, M.P. 233.6 to 233.9	70	60
Curve, M.P. 235.2 to 235.5	85	60
Curve, M.P. 241.5 to 241.8	85	60
4 Curves, M.P. 243.2 to 245.1	55	40
8 Curves, M.P. 245.8 to 248.3	50	40
Curve, M.P. 248.3 to 248.5	40	40
7 Curves, M.P. 248.9 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. 262.7 to 262.9	50	50
4 Curves, M.P. 263.2 to 263.6	20	20

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

Trains and engines using other than main track must not

exceed turnout speed for that track unless provided otherwise in Time Table SPECIAL RULE 1(A).

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

STATION	TYPE	LOCATION	MPH
Newton	I	Main track crossovers and turnouts M.P. 184.5 to 185.5	30
	I	Turnout to lower yard M.P. 185.6	10
McGraw	I	Turnout from Third District to Sand Creek Yard	20
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	10
North Jct. (W.U.T. Ry)	I	Main track crossovers	30
South Jct. (W.U.T. Ry)	I	East crossover between main tracks M.P. 213	30
	I	Turnout to ATSF Third District	30
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	Turnout to west end yard lead	10
Udall	I	Other turnouts and crossovers	30
	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 CLIC Track 198 M.P. 261.2	40
	S	M.P. 262.3 east end yard lead	10
	I	Crossover between main track and CLIC Track 198 M.P. 262.6	20

(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	37th Street, M.P. 207.7 and North Jct., M.P. 211.7	40
	South Jct., M.P. 213.2 and over Pawnee, M.P. 214.9	40
	Pawnee, M.P. 214.9 and Wassal St., M.P. 215.6	45
Derby	M.P. 222.5 and 223.0	30
Mulvane	Bridge Street M.P. 228.1 only	40
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.

8 FOURTH DISTRICT

MIDDLE DIVISION

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 6 April 24, 1977	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 CASSODAY 4.2 AIKMAN 7.7 CHELSEA 8.2 EL DORADO YL 11.0 AG TOWER YL S.L.-S.F. Crossing 0.4 AUGUSTA YL 5.7 SALTER 6.4 ROSE HILL 9.0 MULVANE } 5.9 } BELLE PLAINE } 4.1 } CICERO } 8.3 } WELLINGTON (100.6)	0	124.7			
	6594	21.2		0	130.3			
	10017	21.2		0	136.1			
	7943	0		21.2	144.4			
	15029	14.7		21.1	154.2			
	14546	0		21.2	158.4			
	7177	21.1		21.2	166.1			
	5275	0		21.2	174.3	Y C R		
	E 6646 W 9512	0		0	185.3	Y C R		
		0		0	185.7 (199.5)			
	6784	31.7		21.1	205.2			
	6794	21.6		31.7	211.6			
	7151	0		21.4	220.6	Y C R		
	7502	31.7		18.8	226.5			
		0		21.4	230.6			
			238.9	T Y C R				

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Frt.
Ellinor and Wellington	79	60*

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. 45 MPH
 Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) 55 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

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 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 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.

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

"I"—Interlocked Switch		"S"—Spring Switch	
STATION	TYPE	LOCATION	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	Turnouts to depot track and west leg of wye	10
	I	Crossovers M.P. 174.3	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
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	70
Wellington	I	End of double track	40
	I	Switches leading to and from freight yard and Eastern Division	20
	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	40

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 Feet Per Mile	TIME TABLE No. 6 April 24, 1977		Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Time Tables and Wyes	EASTWARD ↑
			STATIONS	Y L				
			AG TOWER	YL		185.3	Y	
			S.L.-S.F. Crossing				C R	
		0	0.4		0			
		0	AUGUSTA	YL	0	185.7		
	6829	0	6.3		0			
		10.6	GORDON		15.8	192.0	B	
	7153	0	5.0					
		0	DOUGLASS		15.8	197.0	B	
		10.6	5.6					
	6627	0	ROCK		15.8	202.6	B	
		10.6	6.2					
	6923	10.6	AKRON		15.8	208.8	B	
		10.6	7.2					
	5833	0	WN JCT.	YL	15.8	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.	Eastward	M.P.
	186.3		186.3
	187.5		187.3
	213.6		188.1
			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

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

"I"—Interlocked Switch.

STATION	TYPE	LOCATION	MPH
WN Jct.	I	East end siding	30
	I	Turnout to Third District	30
AG Tower	I	Turnout to Fourth District	30

10 FIFTH DISTRICT

MIDDLE DIVISION

GREAT BEND DISTRICT

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 6 April 24, 1977		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. 6 April 24, 1977		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS								Feet Per Mile	STATIONS				
				CH JCT. YL		218.3							GREAT BEND YL				
				4.4 YA JCT.	0	222.7	B			5.2	8.3 HEIZER	0	8.0				
	4118		0	0.5 YAGGY	0	223.2	B			21.1	7.1 ALBERT	0	15.1				
	4142	7.4	0	5.4 NICKERSON	0	228.6	C			21.1	9.1 TIMKEN	0	24.2				
			0	7.0 ST JCT. YL	0	235.6	B			15.8	7.7 RUSH CENTER	0	31.9	C			
	4281	11.1	0	1.1 STERLING YL	0	236.7	C			4271	6.9 NEKOMA	0	38.8				
	4124		0	6.2 ALDEN	0	242.9				21.1	6.0 ALEXANDER	0	44.8				
	2674		0	6.1 RAYMOND	0	249.0	B			21.1	7.7 BAZINE	0	52.5				
	2650	10.5	0	4.5 CLARENDON	0	253.5	B			31.7	11.6 NESS CITY YL	0	64.1	CR			
	4120		0	5.9 ELLINWOOD YL	0	259.4	Y R C			31.7	8.4 LAIRD	31.7	72.5				
	4128		0	4.5 DARTMOUTH	0	263.9	B			31.7	7.7 BEELER	31.7	80.2				
			11.8	5.6 GREAT BEND YL	0	269.5	Y R C			31.7	6.7 ALAMOTA	0	86.9				
	2632		19.4	7.8 DUNDEE	0	277.3	B			31.7	9.0 DIGHTON	0	95.9	CR			
	4130		13.0	5.7 PAWNEE ROCK	0	283.0				22.6	7.3 AMY	0	103.2				
	4063		13.0	8.8 LARNED YL	0	291.8	Y R C			14.6	6.3 GRIGSTON	0	109.5				
	4134		17.4	10.7 GARFIELD	0	302.5	C			31.7	6.3 TRACTOR	31.7	115.8				
			12.6	14.2 KINSLEY YL	0	316.7	Y R C			7.9	3.1 Mo. Pac. Crossing	0	118.9				
				(98.4)						17.6	1.2 SCOTT CITY YL	0	120.1	Y C R			

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

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

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

(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

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

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

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. 6 April 24, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓							↑
		Feet Per Mile	STATIONS	Feet Per Mile		Y C R	
	4063		LARNED YL	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. 6 April 24, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓							↑
		Feet Per Mile	STATIONS	Feet Per Mile		Y C R	
			CAMP 6.4				
			PAWNEE YL	0	6.6	CR	
		0	1.8 S.L.-S.F. Crossing		8.4		
		52.8	9.5 GLENCOE	29.0	17.9		
		0	12.0 STILLWATER YL	31.7	29.9	C	
	1267		(29.7)				

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

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

No switch lights on Stillwater District.

No switch lights on Larned District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Larned and Jetmore	25

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

(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

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

(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.

WEST- WARD First Class	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Time Tables and Wyes	EAST- WARD First Class
			No. 6	April 24, 1977				
15								16
Leave Daily		Feet Per Mile	STATIONS		Feet Per Mile			Arrive Daily
AM 6.15		0	ARKANSAS CITY 0.8	0	263.4	T Y C R	PM 8.30	
		40.6	SLSF-MP Crossing 11.5	31.7	264.2			
	12185	0	NEWKIRK 5.2	52.8	275.8			
		0	KILDARE 7.8	34.4	281.0			
6.45	32442	0	PONCA CITY 1.8	35.8	288.9	Y C R	7.55	
		45.8	CRI&P Crossing 9.6	40.9	290.7			
	8616	22.0	MARLAND 6.5	52.8	300.3	C		
	7447	52.8	RED ROCK 5.9	29.9	306.8	C		
	7993	0	OTOE 3.6	52.8	312.7			
		52.8	BLACK BEAR SLSF Crossing 5.3	33.1	316.3			
7.18	33824 N5616	52.8	PERRY 6.8	52.8	321.6	R C	7.20	
	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			
7.48	14725	38.8	GUTHRIE 7.4	16.2	352.6	Y C R	6.50	
	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			
8.30			OKLAHOMA CITY		384.0	Y C R	6.05	
8.40		24.0	BURNETT 3.1	17.6	385.8		5.55	
	7665	46.3	FLYNN 4.4	46.7	388.8			
	8351	33.3	MOORE 8.6	48.6	393.2			
9.10	6678	46.6	NORMAN 6.2	32.5	401.8	C R	5.35	
	9075	0	NOBLE 9.2	52.8	408.1			
9.35 AM			PURCELL		417.3	Y C R	5.15 PM	
Arrive Daily			(153.2)				Leave Daily	
46.0			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
M.P. 405.4	Westward M.P. 407.6 Eastward M.P. 403.2

Dragging equipment will also actuate alarms M.P. 279.0 M.P. 304.0, M.P. 367.6 and M.P. 405.4.
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

	MPH	
	Psg.	Fr.
BETWEEN:		
Arkansas City between hand throw crossover M.P. 262.9 and interlocked crossover M.P. 264.1 on main track	20	20
Arkansas City between interlocked crossover M.P. 262.6 and M.P. 265.0 on CLIC Track 198	20	20
Arkansas City and Purcell	90	60*
Purcell Yard Track No. 1	20	20

Maximum authorized speed on sidings 20 MPH while head end of train passing over hand throw switches listed below:

Perry (North siding) Engine tie-up track
Both ends of yard

Guthrie West end of tail track

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. 45 MPH
Maximum authorized speed for freight trains handling one or more empty cars (Caboose and cars loaded with empty trailers or empty containers are considered loads) 55 MPH

Trains originating Arkansas City, Nowers and Purcell must secure clearance card before leaving.

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.

Controlled signal governing eastward movement is located immediately to the left of the track at the following location:
M.P. 308.3 Main Track, OG&E Sooner Spur

JUNCTION SWITCHES Rule 98 (D)

LOCATION	NORMAL POSITION
Black Bear	Oklahoma District

MIDDLE DIVISION

OKLAHOMA DISTRICT 13

(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

		MPH	
		Psg.	Frt.
Curve,	M.P. 262.7 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)*	50	50
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	40	40
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

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.
Trains and engines using other than main track must not exceed turnout speed for that track unless provided otherwise in Time Table SPECIAL RULE 1 (A).

"I"—Interlocked Switch		"S"—Spring Switch	
STATION	TYPE	LOCATION	MPH
Arkansas City	I	Crossover between main track and CLIC Track 198 M.P. 264.1	20
	I	West end CLIC Track 198 M.P. 265.9	40
	S	M.P. 262.3 east end yard lead	10
Newkirk	I	Both ends siding	40
Ponca City	I	Both ends siding. Crossovers between siding and main track	40
	I	East end yard lead	10
Marland	I	Both ends siding	40

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

Red Rock	I	Both ends siding	40
	I	OG&E Sooner Spur M.P. 308.2	30
Otoe	I	Both ends siding	40
Perry	I	Both ends sidings	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 Yard Track No. 1	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
Oklahoma City	M.P. 373.0, North Kelly Ave. and over Wilshire, M.P. 378.0	50
	South 23rd St., M.P. 385.7 and over South 27th St., M.P. 386.0	30
	South 29th St., M.P. 386.2 and South 89th St., M.P. 390.5	50
	N.W. 27th St., M.P. 391.4 and S.E. 4th St., M.P. 393.4	20
Moore	M.P. 393.4 and M.P. 396.2	60
	Tecumseh Road, M.P. 398.7 and Rock Creek Road, M.P. 399.6	50
Norman	Rock Creek Road, M.P. 399.6 and Constitution Avenue, M.P. 404.1	30
Noble	M.P. 406.4 and 409.7	40

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	710
Central Fixtures Spurs	M.P. 372.5	464
Leonhardt Spur	M.P. 372.9	756
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

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 6 April 24, 1977		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
				KIOWA YL				
		0	0.8		21.1	0.6		
			8.2	Mo. Pac. Crossing	31.7			
	6420	0	10.9	BURLINGTON	15.8	8.8	C	
				CHEROKEE YL		19.7	C	
	5022	31.7	12.1		29.6			
			8.2	JET	31.7	31.8	C	
	2202	31.7	7.8	NASH	0	40.0	C	
	2235	31.7	5.8	HILLSDALE	0	47.8		
	1968	31.7	4.6	ITUNA	31.7	53.6		
	1137	22.2	2.8	BLANTON YL	52.8	58.2		
	4129	0	0.9	S.L.-S.F. Jct.	23.8	61.0		
		19.4	0.1	S.L.-S.F. Jct.	0	61.9		
		16.4	0.1	C.R.I.&P. Crossing	0	62.0		
		0	0.2	S.L.-S.F. Jct.	10.6	62.1		
		0	0.9	ENID YL	10.6	62.3	Y CR	
			9.6	S.L.-S.F. Crossing YL	52.8	63.2		
	3371	29.3	0.8	FAIRMONT	0	72.8		
			6.8	S.L.-S.F. Crossing	52.8	73.6		
	1422	38.1	8.0	DOUGLAS	38.5	80.4	CR	
	8697	0	6.7	MARSHALL	52.8	88.4	C	
		52.8	7.7	LOVELL	52.8	95.1		
	1427	52.8	13.9	CRESCENT	52.8	102.8	CR	
	2196	26.4		GUTHRIE YL	116.7		Y CR	
				(116.9)				

(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS

	MPH
RR Crossing, M.P. 0.6 Gate normally across Mo. Pac. track. Approach prepared to stop. If gate is normal, observe maximum speed shown. If gate is across AT&SF track, stop must be made back of clearance sign.	20
RR Crossing, M.P. 62.0 (Auto. Interlocking)	30
RR Crossing, M.P. 63.2 Stop Rules 98(A), 98(B), 98(C), 98(E)	30
RR Crossing, M.P. 73.6 (Auto. Interlocking)	20*
3 Curves, M.P. 111.9 to M.P. 112.3	45
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

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

"S"—Spring Switch

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

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

JUNCTION SWITCHES Rule 98 (D)

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

JOINT TRACK FACILITIES

BLANTON—S.L.-S.F. JCT. M.P. 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	49*

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

WEST- WARD ↓	Capacity of Sidings in Feet	TIME TABLE	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
		No. 6 April 24, 1977			
		STATIONS			
		HARTER (Oklahoma City) 36.7		CRI&P RR	
		SHAWNEE 2.3			
		OCA JCT. 16.8	38.6		
1699		MAUD 14.0	55.4		
1133		KONAWA 15.1	69.4		
		S.L.-S.F. Crossing 0.6	84.5		
1203		ADA YL 0.6	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

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

(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	
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	TIME TABLE No. 6 April 24, 1977		Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Ruling Grade Ascending Feet Per Mile	Ruling Grade Ascending Feet Per Mile			
			STATIONS			
		0	FAIRFAX 5.5	31.7		37.6
5143		25.0	RALSTON YL 9.2	31.7		43.1
		31.7	SKEDDEE 5.9	31.7		52.3
2025		31.7	CAMP SL-SF Crossing YL 13.5	31.7		58.2
		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	Y C	82.4
		31.7	KENDRICK 5.6	31.7		96.8
4633		31.7	DAVENPORT 17.0	31.7		102.4
2387		31.7	MEEKER 12.6	31.7		119.4
		0	SHAWNEE YL	0	Y CR	132.0
			(95.0)			

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

No switch lights on Cushing District.

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
Fairfax and M.P. 132.0	40

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

	MPH
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

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

(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)
Runaround	M.P. 125.3	700
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. 6 April 24, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD
Feet Per Mile	STATIONS		Feet Per Mile			
		LYONS YL 17.3			R C	
		LORRAINE YL		20.7		
37.5		5.6 HOLYROOD YL	51.7	26.1	C	
52.8		4.6 FARHMAN	0	30.7		
52.8		5.7 HITSCHMANN	44.9	36.4		
0		4.8 BEAVER	37.0	41.2		
47.5		5.8 SUSANK	27.3	47.0		
45.5		2.9 STICKNEY	31.7	49.9		
52.8		2.9 MILLARD	51.5	52.8		
52.8		4.1 GALATIA YL	52.8	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 turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

JOINT TRACK FACILITIES

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

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

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 6 April 24, 1977	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	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.

SPECIAL RULES

1. SPEED REGULATIONS

(B) SPEED RESTRICTIONS—RR CROSSINGS

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

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

JUNCTION SWITCHES Rule 98 (D)

LOCATION	NORMAL POSITION
Manchester	Strong City District

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 6	April 24, 1977				
	Feet Per Mile		STATIONS	Feet Per Mile				
	0		PEABODY 13.8	0				
	0		A.T. & S.F. Crossing	0				
	0		MARION YL	0	10.1	B		
	31.7		C.R.I. & P. Crossing	0	10.4			
2276	31.7		CANADA	13.4	15.3			
2009	31.7		HILLSBORO	17.4	20.5	B		
	31.7		LEHIGH	0	26.3	B		
2054	0		CANTON	11.6	34.1	B		
	27.2		GALVA	31.7	39.9			
	14.3		C.R.I. & P. Crossing	31.7	43.8			
	0		C.R.I. & P. Crossing	31.7	46.7			
	0		McPHERSON YL	0	47.2	CR		
	31.7		U.P. Crossing	15.3	47.3			
	31.7		CONWAY YL	30.9	53.7	C		
	31.7		WINDOM	31.7	60.6			
	31.7		LITTLE RIVER YL	0	66.2	C		
	11.9		MITCHELL	31.7	72.0			
	0		Mo. Pac. Crossing	0	77.4			
	31.7		LYONS YL	31.7	78.1	RC		
	28.8		S.L.-S.F. Crossing	31.7	78.4			
	30.1		CHASE	21.9	86.0			
	0		SILICA	29.3	92.1			
			ELLINWOOD YL	98.5	98.5	YCR		

(102.4)

Trains secure clearance card at McPherson when operator on duty.

Train order signal at Ellinwood applies to Fifth District trains only.

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

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

(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		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
			No. 6					
			April 24, 1977					
		Feet Per Mile	STATIONS		Feet Per Mile			
			ABILENE YL				T C R	
		0	0.4		0			
		0	C.R.I. & P. JCT.		0			
		0	S.A. JCT.		0			
		0	0.3		0			
		0	WEST ABILENE		0			
			7.5					
				U.P. Ry.				
		0	SOLOMON		0			
		0	12.6		0			
		0	EAST SALINA		0	20.5		
		0	0.4		0			
		0	A.B. JCT.		0	21.5		
		0	1.0		0			
		0	U.P. Crossing		0	21.6		
		0	0.1		0			
		0	U.P. Crossing		0			
		0	0.1		0			
			SALINA YL		0	21.7	R C	
		14.2	1.0		0	22.7		
		39.9	U.P. Crossing		37.0			
			7.4			30.1		
	2184		HEDVILLE		42.2	42.2		
		47.7	12.1		44.0	45.5		
		47.6	JUNIATA		44.0	45.5		
		47.6	3.3		42.2	55.2		
		47.5	WESTFALL		42.2	55.2		
		47.5	9.7		50.2	56.6		
		50.0	BARTON YL		50.2	56.6		
			1.4		0	56.9		
		0	U.P. Crossing		0	62.1		
			0.3			65.2		
	2811		LINCOLN YL		21.1	71.7		
		37.0	5.2		37.0	77.1		
		47.5	GOLDENROD		37.0	86.0	C	
			3.1			94.2		
		37.0	DENMARK		18.5	98.1		
			6.5			102.5	Y C R	
		42.2	ASH GROVE		30.0			
			5.4					
			HUNTER					
		52.8	8.9		44.9			
	981		TIPTON		50.0			
		55.4	8.2		10.6			
		21.1	CORINTH		42.2			
			3.9					
		47.5	FORNEY					
			4.4					
			OSBORNE YL					
			(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

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

(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	Bunge Elevator, canopy over tracks north and south side.
101.1	Solomon River Bridge.

3. TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Bunge 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.	A.T. & S.F.

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 and ATSF clearance card at Salina before leaving.

Westward trains secure UP clearance and ATSF clearance card at 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

(C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

(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.

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.
Larned	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	Guthrie (Enid District only)	Neva (Strong City Dist. only)
Abilene	Holyrood	No. Wichita
Ada, Okla.	Jetmore	North Jct.
Augusta	Kinsley	Osborne
Barton	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 (Strong City Dist. only)	Shawnee
Cushing	Marion	Sterling
Dodge City	McPherson	Stillwater
El Dorado	Merrick	Superior
Ellinwood	ND Jct.	Talmage
Emporia	Ness City	WN Jct. (Douglass Dist. and Eastern Division only)
Enid		
Galatia		
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
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 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 AT 199460 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 100-799 5940-5948	90*	45
1153, 1160, 1215-1260, 1416-1441, 1500-1536, 2326-2390	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.

*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 with head end

at locator, if possible, 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 or siding 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
-----------------	----------	-----------------

FIRST DISTRICT

Clements	144 + 3828	Spur track west
Walton	178 + 145	East end of elevator

SECOND DISTRICT

Burrton	203 + 2595	House track
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FOURTH DISTRICT

Ellinor	125 + 580	Spur track
Chelsea	165 + 4281	Old stock track
Chelsea	165 + 5251	Old stock track
Rose Hill	211 + 3143	House track
Rose Hill	211 + 3820	House track

OKLAHOMA DISTRICT

Chilocco	268 + 2859	Spur
Seward	366 + 3795	Pipe track
Seward	366 + 4505	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
Moore	392 + 3857	Spur to salt house
Norman	405 + 3663	Industry Dolese Co.
Norman	405 + 5120	Industry Dolese Co.
Purcell	417 + 485	Spur track east
Purcell	417 + 2500	Spur track west

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:
 -Determine the type of placard that is applied to the car. From Line 1.
 -Determine the type of car to which the placard is applied from. Line 2
 -Follow vertically down the chart and note which lines apply.
 -The symbol "✓" indicates working at the side that applies.
 See footnotes for explanation.

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

PLACARD APPLIED ON CAR		TYPE OF CAR									
		ANY CARS (For use only on tank cars or containers)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE
3	RESTRICTIONS										
4	WHEN TRAIN LENGTH PERMITS MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓				✓				
5	WHEN TRAIN LENGTH DOES NOT PERMIT MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓				✓				
6	LOADED FLAT CAR. A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ ^①	✓	✓			✓ ^②				
7	AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓			✓				
8	ENGINE	✓	✓	✓	✓	✓	✓		✓		
9	EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓ ^④	✓			
10	OCCUPIED CABOOSE	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓		✓		
11	OCCUPIED GUARD CAR	✓ ^⑤	✓ ^⑤	✓ ^③			✓				
12	UNDEVELOPED FILM					✓					
13	A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓			✓				
14	A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.	✓	✓	✓							
15	EXPLOSIVES A		✓	✓	✓	✓	✓	✓			
16	POISON GAS	✓			✓	✓	✓	✓			
17	LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓	✓					
18	RADIOACTIVE	✓	✓	✓			✓	✓			

MUST NOT BE PLACED NEXT TO

CAR PLACARDED

FOOTNOTES:

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
- ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
- ④ Applies only in mixed train service, see section 174.87



SANTA FE SAFETY FIRST



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

CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS

WESTWARD

		118	119	128	129	138	139	178	185	188	189	194	199	304	305	307	308	309	314	315
		AM	AM	PM	PM	PM	AM	PM	AM	PM	AM	AM	AM	PM	PM	PM	AM	AM	AM	AM
Emporia	LV	410	1220	140	220	1015	420	735	1035	1235	1140	1125	455	825	715	700	550	750	645	1035
Wellington	AR	650	250	420	450	120	650	955		255	155		710			1005	830	1030		
Ark City	LV								240						1201					240
Oklahoma City	LV								615						345					615
Purcell	AR								830						510					830
Sand Creek	LV											1250		1100						915
Dodge City	LV											255		300						120
		AM	AM	PM	PM	AM	AM	PM	PM	PM	PM	PM	AM	PM	AM	PM	AM	AM	AM	PM

		318	319	324	325	326	327	328	335	338	345	348	358	365	388	395	405
		AM	PM	AM	PM	PM	PM	AM	AM	PM	PM	PM	AM	AM	AM	AM	AM
Emporia	LV	950	750	1215	110	300	500	1150	1130	610	515	1010	210	915	1025	145	
Wellington	AR	1230	1030			600	800	230		850		1250	450				
Ark City	LV				600				315		900			615		615	1215
Oklahoma City	LV									200				1030		955	515
Purcell	AR				1135				815		330			1201	1245	1120	645
Sand Creek	LV			600													
Dodge City	LV			400													
		PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	PM	AM	AM

EASTWARD

		403	473	513	523	533	543	553	563	583	593	703	713	723	801	803	811
		AM	AM	AM	PM	AM	AM	PM	PM	AM	AM	PM	AM	PM	PM	PM	AM
Emporia	AR	130	535	1015	850	320	905	310	1255	530	535	630	1100	945	1150	510	750
Wellington	LV											300	730	640	855	215	455
Ark City	LV			705	550	1220	605	1210	955	200	205						
Oklahoma City	LV				135		250		440		1010						
Purcell	LV			210	1110	540	1225	730	215	840	800						
Sand Creek	LV	1100	330														
Dodge City	LV	445	1125														
		PM	PM	AM	AM	PM	AM	PM	PM	PM	PM	PM	AM	PM	PM	PM	AM

		813	823	833	843	853	881	883	901	903	913	923	933	943	953	963	991
		PM	PM	PM	AM	AM	PM	AM	AM	AM	AM	AM	AM	PM	PM	AM	PM
Emporia	AR	710	910	1110	110	310	615	115	1100	510	710	910	1110	110	310	1100	1045
Wellington	LV	415	615	815	1015	1215	400	1030	815	215	415	615	815	1015	1215	800	830
		PM	PM	PM	PM	AM	PM	PM	AM	AM	AM	AM	AM	AM	PM	AM	PM

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