

**SURGEONS OF
THE A.T.&S.F. HOSPITAL ASSOCIATION.**

DR. G. S. HOPKINS, Chief Surgeon.....Topeka.

LOCAL SURGEONS.

DR. E. W. MABRY	Altus.
DR. E. J. ALLGOOD	Altus.
DR. JOHN F. SIMON	Alva.
DR. H. L. GALLOWAY	Anthony.
DR. F. W. ANDERSON	Anthony.
DR. J. H. MCNICKLE	Ashland.
DR. M. S. WHITE	Blackwell.
DR. R. R. KINSINGER	Blackwell.
DR. LEON F. KINNAN	Caldwell.
DR. CHARLES L. ROGERS	Canton.
DR. C. L. BENSON	Cherokee.
DR. NOVA L. MORGAN	Cherokee.
DR. ELLIS LAMB	Clinton.
DR. ROSS DEPUTY	Clinton.
DR. MCLAIN ROGERS	Clinton.
DR. RALPH SIMON	Clinton.
DR. FLOYD SIMON	Clinton.
DR. R. A. J. SHELLEY	Coldwater.
DR. RONALD MCCOY	Coldwater.
DR. L. G. LIVINGSTON	Cordell.
DR. THOMAS H. HENLEY	Fairview.
DR. K. E. GODFREY	Fairview.
DR. C. H. WILLIAMS	Fairview.
DR. A. H. BIERMAN	Garden Plain.
DR. L. C. JOSLIN	Harper.
DR. R. W. FERNIE	Hutchinson.
DR. SAM JONES	Hutchinson.
DR. ROBERT C. TOUT	Hutchinson.
DR. SAMUEL N. ZWEIFEL	Kingman.
DR. LAWRENCE PATZKOWSKY	Kiowa.
DR. H. YASUDA	Kiowa. (Hardtner)
DR. D. E. SWANDA	Medford.
DR. D. C. MCCARTY	Medicine Lodge.
DR. T. L. WAYLAN	Nashville.
DR. H. C. EICHELMAN	Norwich.
DR. R. B. GIBSON	Ponca City.
DR. L. G. NEAL	Ponca City.
DR. R. W. GIBSON	Ponca City.
DR. VERNON W. FILLEY	Pratt.
DR. J. W. JACKS	Pratt.
DR. L. G. GLENN	Protection.
DR. A. E. STOWERS	Sentinel.
DR. W. A. RYAN	Thomas.
DR. R. W. CHOICE	Wakita.
DR. K. L. PEACHER	Waynoka.
DR. R. WHITENECK	Waynoka.
DR. K. E. VOLDENG	Wellington.
DR. A. C. HATCHER	Wellington.
DR. WARD M. COLE	Wellington.
DR. FRANK EMERY	Wichita.
DR. P. M. BELL (Colored)	Wichita.
DR. E. S. BRINTON	Wichita.
DR. DANIEL THOMPSON	Wichita.
DR. FARRIS EVANS	Wichita.
DR. A. J. WRAY	Wichita.

**EYE, EAR, NOSE AND THROAT SPECIALISTS
AT LOCAL POINTS.**

DR. THEO. E. BENJERGERDES	Alva.
DR. F. R. VIAREGG	Clinton.
DR. WM. SCALES (Eye Only)	Hutchinson.
DR. V. R. MOORMAN	Hutchinson.
DR. G. E. STONE	Hutchinson.
DR. WERNER W. MALL	Ponca City.
DR. E. E. TIPPEN	Wichita.
DR. E. W. HARMS	Wichita.
DR. PAUL A. KAELSON	Wichita.
DR. J. H. ABERNATHY	Altus.

The Atchison, Topeka and Santa Fe Railway Co.

**WESTERN LINES
Southern District**

PANHANDLE DIVISION

TIME TABLE No.

89

IN EFFECT

Sunday, July 22, 1956

**At 12:01 A. M.
Central Standard Time**

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

**G. R. BUCHANAN,
General Manager,
Amarillo, Texas.**

**T. J. ANDERSON,
Asst. General Manager,
Amarillo, Texas.**

**R. W. PRENTICE,
Superintendent,
Wellington, Kansas.**

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS
The term "beyond" refers to regular, flag or conditional stops authorized.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Alva Woodward Canadian Hereford Fort Sumner Vaughn	North of Barstow	Kansas City and beyond	124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque
2	Vaughn Fort Sumner Hereford Canadian Woodward Alva Kiowa	Kansas City and beyond	North of Barstow		Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond
3	Canadian Hereford Vaughn	Barstow and beyond	Kansas City and beyond		Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond
4	Vaughn Hereford Canadian	Kansas City and beyond	Barstow and beyond		Thatcher	La Junta and beyond	Trinidad and beyond
23	Hazelton	Waynoka and beyond	Wellington and beyond		La Junta to Hutchinson	Newton and beyond	La Junta and beyond
	Umberger Black	Clovis and beyond	Beyond Amarillo	191-190	La Junta to Denver		Beyond La Junta
24	Encino Yeso Taiban	Clovis and beyond	Belen and beyond	17	Hutchinson	Albuquerque and beyond	Kansas City and beyond
	Black Umberger	Beyond Amarillo	Clovis and beyond	18	Hutchinson	Chicago and beyond	
	Hazelton	Wellington and beyond	Waynoka and beyond	201-200	Denver to La Junta	Beyond La Junta	Denver and beyond
123	Newton to Las Animas	La Junta and beyond	Newton and beyond		Littleton	Colorado Springs, Pueblo and beyond	
	Thatcher	Trinidad and beyond	La Junta and beyond	21	Hutchinson	La Junta and beyond	Kansas City and beyond
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond		Garden City	Albuquerque and beyond	Kansas City and beyond, and South of Newton
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond		Trinidad	Raton and beyond	Dodge City and beyond
				22	Trinidad	Dodge City and beyond	Any scheduled station stop
					Garden City	Kansas City and beyond and South of Newton	Albuquerque and beyond
				19	Hutchinson	Kansas City and beyond	La Junta and beyond
				20	St. John Garden City Lamar	Albuquerque and beyond, and North of La Junta	Emporia, Kansas City and beyond, and South of Newton
				27-(C&S)	Lamar Garden City St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond, and North of La Junta
					Littleton Castle Rock Larkspur Fountain	Beyond Pueblo	
					Palmer Lake	Any station	Any station
				28-(C&S)	Palmer Lake	Any station	Any station

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation

FIRST DISTRICT.

PANHANDLE DIVISION. 2

Track Capacity 50 ft. Per Car.		WESTWARD. First Class.				Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 89, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications	EASTWARD. First Class.				
		3	1	23	Passenger.							San Francisco Chief.	The Grand Canyon.	4	2	24
Other Tracks.	Sidings.	PM	AM	AM			STATIONS.				AM	PM	AM			
Yard	69	3.05	4.35	2.50	238.9	81.7	WELLINGTON.	81.7	W F T Y	C	9.05	10.55	12.20			
	242	3.08	4.38	2.53	242.1	81.7	ROLAND.	81.7		B	8.55	10.45	12.09			
91	148	3.12	4.42	2.57	247.0	81.7	MAYFIELD.	81.7		C	8.51	10.41	12.05 AM			
24	167	3.18	4.48	3.03	254.1	81.7	MILAN.	81.7		C	8.45	10.35	11.59			
35	144	3.22	4.52	3.08	259.2	0	ARGONIA.	15.8	W	C	8.40	10.31	11.54			
					259.6	81.7	Mo. Pac. Crossing.	21.6								
	42	3.29	4.58	3.14	266.5	26.4	DANVILLE.	0		C	8.34	10.25	11.48			
423	293	3.36	5.04	3.30	273.8	21.1	HARPER.	19.2	W Y	C	8.27	10.19	11.41			
85	144	3.42	5.09	3.36	280.8	81.7	EULA.	81.7		B	8.20	10.14	11.28			
275	S 131 N 152	3.47	5.14	3.44	285.6	0	ATTICA.	81.7	W Y	C	8.15	10.09	11.22			
82	208	3.53	5.20	3.51	292.2	81.7	CRISFIELD.	81.7		B	8.09	10.03	11.12			
88	223	4.00	5.26	3.57	299.8	81.7	HAZELTON.	81.7		C	8.02	9.57	11.06			
607	285	4.06	5.32	4.13	306.9	0	KIOWA.	21.1	W Y	C	7.55	9.50	10.59			
					307.8	0	Mo. Pac. Crossing.	81.7								
	197	4.11	5.37	4.19	313.2	81.7	LODER.	19.8			7.48	9.43	10.45			
76		4.14	5.40	4.23	316.4	83.6	CAPRON.	0		C	7.45	9.40	10.42			
	226	4.17	5.43	4.26	319.5	81.7	BRINK.	81.7		B	7.42	9.37	10.39			
371	85	4.26	5.48	4.36	324.7	81.7	ALVA.	0	W	C	7.36	9.32	10.33			
23	336	4.31	5.52	4.41	328.9	81.7	NOEL.	81.7		B	7.29	9.27	10.27			
44	144	4.37	5.58	4.48	335.7	81.7	AVARD.	21.1		C	7.22	9.21	10.21			
					342.4											
Yard		4.50 PM	6.10 AM	5.05 AM	345.6		WAYNOKA.		W F T Y	C	7.10 AM	9.10 PM	10.10 PM			
		Arrive Daily.	Arrive Daily.	Arrive Daily.			(106.6)				Leave Daily.	Leave Daily.	Leave Daily.			
		60.9	67.3	47.4			Average speed per hour.				55.6	60.9	49.1			

CENTRALIZED TRAFFIC CONTROL

Two Tracks

Two Main Tracks between M.P. 342.4, east of Waynoka, and Waynoka.

Centralized Traffic Control (CTC), on Main Tracks and Sidings, Wellington to Waynoka, both inclusive.

Signal System Two between Wellington and Waynoka, both inclusive.

At Wellington, between Bridge M.P. 238.7 east of 'C' Street and Light Plant Spur M.P. 239.4, and at Waynoka between Westward Home Signals at Broadway and Eastward Home Signals at Ash Street, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Trains must get numbered clearance card before leaving Wellington and Waynoka.

First class trains may register at Waynoka by Form 903.

At Attica, color-light switch point indicator at spring switch leading from wye to Medicine Lodge District indicates position of spring switch points only.

At Harper, color-light switch point indicator at spring switches at both ends West leg of wye indicate position of spring switch points only.

At Waynoka, color-light switch point indicator at spring switch east end of track 13, M.P. 342.7, indicates position of spring switch points only.

3 PANHANDLE DIVISION.

FAIRVIEW DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.				Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 89, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications:	EASTWARD.		
		Second Class.	First Class.		Second Class.									
		67	45	47								48	46	68
Other Tracks.	Sidings:	Mixed.	Motor Passenger.	Motor Passenger.			STATIONS.				Motor Passenger.	Motor Passenger.	Mixed.	
		Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	
		AM 6.10		AM 5.40	207.9		WICHITA U. S. 0.9				C s 3.30		PM s 2.40	
		6.12		5.42	208.8	26.4	SOUTH JCT. YL 1.2	21.1			C 3.25		2.20	
					210.0		M.V. Crossing. 0.9							
Yard		6.20		5.49	210.9		WEST WICHITA. YL 0.6					3.16	2.12	
		6.21 AM		5.50	211.5		WICHITA JCT. YL 0.9					3.15	2.10 PM	
		Via Wichita District.			212.4	21.2	Mo. Pac. Crossing. 2.7	0.0		B			Via Wichita District.	
15				5.55	215.1	30.4	PROSPECT. YL 2.5	42.2			f 3.07			
70				f 6.00	217.6	37.0	SCHULTE. 6.2	26.4			f 3.00			
18				f 6.10	223.8	37.0	CLONMEL. 7.4	37.0			f 2.50			
82	49			s 6.22 AM	231.2		VIOLA. YL 0.3	10.6			C 2.40 PM			
				Via Englewood District.	231.5		A.T.&S.F. Crossing. 7.9	5.3				Via Englewood District.		
52					239.4	22.4	MILTON. Mo. Pac. Crossing. 6.8	26.4			C			
47					246.2	52.8	HAMNER. 3.8	37.0						
16					250.0	37.0	RUNNYMEDE. 7.1	21.1						
423	293				257.1		HARPER. YL				W Y C			
				Via Oklahoma Division AM								Via Oklahoma Division PM		
Yard				5.47	300.3	31.7	CHEROKEE. YL 5.8	5.3			C	s 7.35		
63	79			f 6.00	306.1	31.7	YEWED. 8.4	26.4			C	f 7.25		
43	58			s 6.15	314.5		CARMEN. 0.3				C	s 7.12		
					314.8	0	St.L.&S.F. Crossing. 3.1	21.1						
					317.9		C.R.I.&P. Crossing. 1.4							
41				s 6.24	319.3	19.4	ALINE. 7.2	26.4			C	s 7.03		
13				s 6.37	326.5	21.1	WEST CLEO. 3.3	26.4				s 6.51		
34	30			s 6.43	329.8	31.7	ORIENTA. 6.2	39.6				s 6.44		
Yard				s 7.00 AM	336.0		FAIRVIEW. YL				T Y C	6.35 PM		
		Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.			(137.9)				Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	
		19.6	29.3	33.3			Average speed per hour.				28.0	35.7	7.2	

Between North Wichita and South Jct., trains are governed by Middle Division timetable.

Between Panhandle-Oklahoma Division board, at outlying wye switch Kiowa, and west yard limit board, Enid District, at Cherokee, trains are governed by Oklahoma Division timetable.

Between South Jct. and Wichita Jct., and between outlying switches at Viola, Cherokee and Fairview, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

At Harper, Centralized Traffic Control (CTC), on First District Main Track and Siding, and on Second District between crossovers M.P. 59.7 and Eastward Home Signal at M.P. 60.3, Signal System Two.

First class trains must get numbered clearance card before leaving Wichita Union Station, Cherokee, and Fairview. Other trains must get numbered clearance card before leaving North Wichita, Harper, Cherokee and Fairview.

No. 45 must secure numbered clearance card from Panhandle Division as well as numbered clearance card from Oklahoma Division before leaving Kiowa.

Switch at Wichita Jct. normally lined for Fairview District.

Switch at junction with Englewood District Viola normally lined for Englewood District.

Switch at connection with Oklahoma Division at Cherokee normally lined for Oklahoma Division.

Crew member of Eastward extra trains call operator at South Jct. for instructions from booth telephone at Mo. Pac. Crossing at M.P. 212.4.

ALTUS DISTRICT.

PANHANDLE DIVISION. 4

Track Capacity 50 ft. Per Car.		WEST- WARD. First Class. 45 Motor Passenger.		Ruling Grade Ascending.	TIME TABLE No. 89, July 22, 1956.	Ruling Grade Ascending.	Track Water, Turn Tables and Wyes.	Communications.	EAST- WARD. First Class. 46 Motor Passenger.
Other Tracks.	Sidings.	Leave Daily.	Mile Post.		STATIONS.				Arrive Daily.
Yard		AM 7.15	336.0	66.0	FAIRVIEW. YL 11.6	52.8	T Y	C	m PM s 6.05
82	48	s 7.36	347.6	81.7	LONGDALE. 6.4	52.8		B	s 5.44
84	41	s 7.47	354.0	56.0	CANTON. YL 5.7	.0		C	s 5.31
	29	f 7.58	359.7	65.7	LEONEL. 5.3	52.8			f 5.23
40	41	s 8.09	365.0	.0	OAKWOOD. 6.2	52.8		C	s 5.16
17	45	f 8.20	371.2	65.5	NOBSCOT. 7.6	52.8		B	f 5.04
52	41	s 8.32	378.8	52.8	THOMAS. YL 7.2	52.8		C	s 4.52
		8.49	386.0		FOLEY. 2.2				4.37
		s 8.55	388.2		CUSTER CITY. YL 7.3				s 4.32
		s 9.10	395.5		ARAPAHO. YL 3.3				s 4.20
		9.17	398.8	66.0	EWING. YL 0.8	26.4			4.14
		9.20	399.6	52.8	EAST JCT. YL 1.2	.0			4.11
Yard		s 9.25	400.8		CLINTON. YL 0.7	52.8	Y	C	s 4.07
			401.5	63.4	P.&S.F. Crossing. 0.1	.0			
		9.32	401.6	79.2	WEST JCT. YL 10.2	66.0			3.54
41		f 9.52	411.8	66.0	BRAITHWAITE. 6.5	44.9		B	f 3.40
Yard		10.05	418.3	.0	BURNS. YL 1.6	19.8	Y	B	3.31
32	38	s 10.07	419.9	52.8	DILL CITY. YL 8.8	52.8		C	s 3.28
50	42	s 10.20	428.7	52.8	SENTINEL. YL 6.1	52.8		C	s 3.13
20		f 10.28	434.8	52.8	CAMBRIDGE. 5.8	52.8			f 3.01
			440.6		C.R.I.&P. Crossing. 0.3				
40	36	s 10.40	440.9	26.4	LONE WOLF. 6.7	31.7		C	s 2.52
37		f 10.51	447.6	66.0	LUGERT. 9.9	52.8			f 2.42
43	51	s 11.07	457.5	31.7	BLAIR. 9.8	31.7		C	s 2.28
Yard		s 11.30 m AM	467.3		ALTUS. YL		FT	C	2.10 PM
		Arrive Daily.			(131.3)				Leave Daily.
		30.9			Average speed per hour.				39.5

Signal System Two in effect at S.L.-S.F. Railway Crossing, M.P. 468.1, Altus.

Foley and Ewing are register stations for Trains 45 and 46.

Between Foley and Ewing trains are governed by time table, rules and special instructions of S.L.-S.F. Ry. Co.

Between outlying switches at Fairview, and within yard limits at Clinton and Altus, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Switches at East Jct. and West Jct. normally lined for movement via freight yard.

At Clinton, No. 45 and No. 46 run via First Street Station.

Trains must get numbered clearance card before leaving Fairview, Clinton and Altus.

5 PANHANDLE DIVISION.

ENGLEWOOD DISTRICT.

Track Capacity 60 ft. Per Car.		WEST- WARD. First Class. 47		Rating Grade Ascending.	TIME TABLE No. 89, July 22, 1956.	Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. First Class. 48
Other Tracks.	Sidings.	Motor Passenger.	Leave Daily.	Mile Post.	STATIONS.				Motor Passenger.
			AM						PM
	82	49	6.22	22.5	VIOLA. YL 4.6	25.3		C	s 2.40
	103		f 6.30	27.1	ANNES. 6.8	31.7			f 2.30
	49		s 6.43	33.9	NORWICH. 0.8	23.8		C	s 2.20
				34.7	Mo. Pac. Crossing. 6.4	31.7			
	18		f 6.55	41.1	ADAMS. 5.7	29.9			f 2.10
	Yard		s 7.07	46.8	RAGO. YL A.T.&S.F. Crossing. 4.5	15.8	Y	C	s 2.03
	20		s 7.16	51.3	SPIVEY 6.7	19.8			s 1.54
	87		s 7.28	58.0	ZENDA. 7.7	52.8		C	s 1.45
	86	84	s 7.41	65.7	NASHVILLE. 7.3	52.8		C	s 1.34
	83		s 7.55	73.0	ISABEL. 7.5	52.8		C	s 1.24
	68		s 8.09	80.5	SAWYER. YL 8.0	52.8		C	s 1.12
	43	44	s 8.22	88.5	COATS. YL 6.6	52.8		C	s 12.59
	31		f 8.32	95.1	SPRINGVALE. 2.9	52.8			f 12.45
	26		s 8.37	98.0	CROFTS. 5.3	52.8			s 12.39
			8.44	103.3	BELVIDERE JCT. YL 1.1	0			12.30
	Yard		s 8.49	104.4	BELVIDERE. YL 12.1	52.8	Y	C	s 12.24
	61		s 9.11	116.5	WILMORE. 8.5	52.8		C	s 12.01
	110		s 9.26	125.0	COLDWATER. YL 9.7	52.8		C	s 11.46
	93	63	s 9.42	134.7	PROTECTION. YL 9.8	52.8		C	s 11.31
	62		s 9.58	144.5	SITKA 6.3	52.8		C	s 11.16
	98		s 10.09	150.8	ASHLAND. YL 8.0	52.8		C	s 11.06
	86		f 10.20	158.8	ACRES. 7.3	52.8			f 10.55
	Yard		s 10.35 AM	166.1	ENGLEWOOD. YL		Y	C	10.45 AM
			Arrive Daily.		(143.6)				Leave Daily.
			34.0		Average speed per hour.				36.6

No. 47 is superior to No. 48.

Between outlying switches at Viola; within yard limits at Rago; between Belvidere Jct. and outlying switch at west end of yard Belvidere, and between outlying switches at Englewood, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Switch at Junction with Fairview District Viola, and switch at Belvidere Jct. normally lined for Englewood Dist.

Trains must get numbered clearance card before leaving Englewood, unless otherwise provided.

WICHITA DISTRICT.

PANHANDLE DIVISION. 6

No. 67 is superior to No. 68.

At Kingman, between East Kingman Jct. and West Kingman Jct., there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Switch at Wichita Jct. normally lined for Fairview District.

Switches at East Kingman Jct. and West Kingman Jct. normally lined for Second District.

Trains must get numbered clearance card before leaving Wichita and Pratt, unless otherwise provided.

Crew member eastward trains call operator at South Jct. for instructions from booth telephone at Mo. Pac. Crossing, MP 2.7.

Track Capacity 80 ft. Per Car.		WEST- WARD. Second Class.		Rating Grade Ascending.	TIME TABLE No. 89, July 22, 1956.	Rating Grade Ascending.	Fuel, Water, Turn Tables and Wye.	Communications.	EAST- WARD. Second Class.
		67							68
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.				Arrive Daily Ex. Sun.
		AM 6.21	2.1		WICHITA JCT. YL 0.6				PM 2.10
			2.7		Mo. Pac. Crossing. 3.9			B	
16		f 6.35	6.6	32.1	TYLER. 7.3	20.6			f 1.50
58		s 6.53	13.9	31.7	GODDARD. 5.9	31.7		C	f 1.35
48		s 7.08	19.8	31.5	GARDEN PLAIN. 5.9	31.7		C	f 1.20
80		s 7.23	25.7	31.7	CHENEY. 4.5	15.8		C	s 1.05
6		f 7.33	30.2	31.7	LANSDOWNE. 3.8	15.8			f 12.55
31		s 7.44	34.0	28.8	MURDOCK. 4.7	31.7		C	s 12.47
9		f 7.54	38.7	28.8	GEORGIA. 5.4	31.7			f 12.37
			44.1	0	East Kingman Jct. YL 0.2	0			
Yard		s 8.30	44.3	19.0	KINGMAN. YL 0.7	0	Y	C	s 12.25 PM
			45.0	31.7	West Kingman Jct. YL 1.1	31.7			
			46.1	31.7	Mo. Pac. Crossing. 8.0	31.7			
24		f 9.10	54.1	31.7	CALISTA. 8.2	31.7			f 11.33
32		s 9.30	62.3	31.7	CUNNINGHAM. YL 6.7	31.7		C	s 11.16
26		f 9.45	69.0	31.7	CAIRO. 3.1	31.7			f 10.52
16		f 9.52	72.1	31.7	WALDECK. 7.3	31.7			f 10.45
70		10.15 AM	79.4		PRATT. YL		T	C	10.30 AM
		Arrive Daily Ex. Sun.			(77.3)				Leave Daily Ex. Sun.
		19.2			Average speed per hour.				18.5

7 PANHANDLE DIVISION.

SECOND DISTRICT.

Track Capacity 50 ft. Per Car.		WEST- WARD.			Rolling Grade Ascending.	TIME TABLE No. 89, July 22, 1956.	Rolling Grade Ascending.	Pool Water, Turn Tables and Wye.	Communications.	EAST- WARD.
Other Tracks.	Sidings.	Leave Tue., Thur. Sat.	Mile Post.			STATIONS.				Mixed.
Yard		AM 4.00				HUTCHINSON. YL		W Y T F		PM 5.20
		4.05	0	0		PANHANDLE JCT. YL	31.7			5.10
			0.7	0		0.7 C.R.I.&P. Crossings. Main Track	16.7		B	
				9.5		Auxiliary Track 5.9 DARLOW.	0			f 4.45
8	f	4.20	7.6	24.3		5.4 CASTLETON.	52.8		B	f 4.30
26	f	4.35	13.0	52.8		6.8 PRETTY PRAIRIE.	52.8		C	f 4.15
123	f	5.10	19.8	39.6		4.3 VARNER.	42.2			f 3.50
12	f	5.25	24.1	52.8		7.5 East Kingman Jct. YL	52.8			
			81.6	0		0.2 KINGMAN. YL	0	Y	C	s 3.30
Yard	s	6.20	31.8	19.0		0.7 West Kingman Jct. YL	0			
			32.5	2.6		0.3 Mo. Pac. Crossing.	0			
			32.8	52.8		6.1 CARVEL.	52.8			f 2.50
19	f	6.35	38.9	41.2		4.6 BASIL.	52.8			f 2.40
15	f	6.50	43.5	21.1		4.7 RAGO. YL	52.8	Y	C	f 2.30
Yard	f	7.00	48.2	52.8		A.T.&S.F. Crossing. 4.6 DUQUOIN.	52.8			f 2.15
28	f	7.15	52.8	52.8		6.9 HARPER. YL	52.8	Y	C	s 2.00
Yard	s	8.00	59.7	35.4	52.8	9.7 ANTHONY. YL	39.6	Y	C	s 1.00
Yard	s	9.00	69.4	0		0.6 Mo. Pac. Crossing.	58.1	Y	C	s 12.15
			70.0	52.8		10.7 MANCHESTER.	52.8		C	f 12.01
37	f	9.30	80.7	52.8		5.0 GIBBON.	52.8			f 11.45
34	f	9.45	85.7	37.0		5.0 WAKITA.	52.8		C	s 11.30
56	s	10.00	90.7	52.8		6.2 CLYDE.	52.8			f 11.15
19	f	10.15	96.9	52.8		5.3 MEDFORD.	52.8		C	s 11.15
109	s	10.30	102.2	0		0.3 C.R.I.&P. Crossing.	41.0			
			102.5	52.8		7.0 NUMA.	52.8			f 11.01
22	f	10.45	109.5	52.8		4.8 DEER CREEK.	52.8		C	f 10.45
24	f	11.01	114.3	52.8		4.0 NARDIN.	52.8			f 10.30
35	f	11.15	118.3	52.8		8.7 St.L.S.F. Crossing.	52.8			
			127.0	21.1		0.2 A.T.&S.F. Crossing. BLACKWELL. YL	3.3			
Yard	s	11.50	127.2	52.8		6.7 AUTWINE.	0	Y	C	10.15 AM
28	AM		133.9	52.8		8.0 PONCA CITY JCT. YL	52.8			
			141.9	0		1.3 PONCA CITY.	0	Y	C	
Yard						(143.2)				Leave Mon., Wed., Fri.
		Arrive Tue., Thur. Sat.				Average speed per hour.				17.4
		16.4								

No. 58 and No. 61 have no time table authority.

Between Hutchinson and Panhandle Jct., trains are governed by Western Division Time Table.

Between Ponca City Jct. and Ponca City trains are governed by Oklahoma Division Time Table.

Between Panhandle Jct. and C.R.I.&P. Crossing, M.P. 0.7; at Kingman, between East Kingman Jct. and West Kingman Jct.; at Rago, between East Yard Limit Board and Englewood District Crossing; at Harper and at Anthony, within yard limits; at Blackwell, between East Yard Limit Board and west wye switch; there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

At Harper, Centralized Traffic Control (CTC), with Signal System Two, on Second District between crossovers, M.P. 59.7 and eastward home signal at M.P. 60.3. Centralized Traffic Control (CTC), with Signal System Two, on First District Main Track and Siding.

At Harper, color-light switch point indicator at spring switches at both ends West leg of wye indicates position of switch points only.

Panhandle Division trains originating or terminating at Way must register at Way.

Trains must get numbered clearance card before leaving Harper, Blackwell and Ponca City. Westward Panhandle Division trains originating at Way must get numbered clearance card before leaving Way. Westward Panhandle Division trains originating at Hutchinson must get numbered clearance card, at office of communication in freight station, before leaving Hutchinson, unless otherwise provided.

At Kingman, switches at East Kingman Jct. and West Kingman Jct. are normally lined for Second District.

At Harper, time of eastward trains applies at switch leading from wye to Second District Main Track. Time of westward trains applies at station sign.

At Blackwell, west wye switch of Second District has no normal position and will be left lined and locked as last used.

At Blackwell, time applies at the first wye switch where an opposing train may leave Second District Main Track.

At Ponca City, Centralized Traffic Control (CTC) with Signal System Two, on Main Track and Siding, between Ponca City Jct. and Ponca City.

Switches at Ponca City Jct. and East leg of Wye equipped with electrically locked hand throw switches.

HUNNEWELL DISTRICT.

PANHANDLE DIVISION. 8

No. 57 and No. 60 have no time table authority.

At Wellington, Centralized Traffic Control (CTC) with Signal System Two, on First District Main Track and Siding.

At Wellington, between Bridge M.P. 238.7 east of 'C' Street and Light Plant Spur M.P. 239.4, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

At Blackwell, Hunnewell District switch of wye track leading toward Ponca City has no normal position and will be left lined and locked as last used.

Trains must get numbered clearance card before leaving Blackwell and Wellington.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 89, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
		57							60
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Mon., Wed., Fri. AM	Mile Post.		STATIONS.				Arrive Tues., Sat. PM
Yard		8.00		58.1	WELLINGTON. YL 6.9	46.0	W Y T Y	C	s 2.00
45		f 8.25	6.9	58.1	ROME. 7.7	46.0			f 1.35
37		f 8.50	14.6	0	SOUTH HAVEN. YL 0.7	52.8		C	f 1.10
			15.3	52.8	A.T.&S.F. Crossing. 2.6	52.8			
79		f 9.01	17.9	39.6	HUNNEWELL. 7.3	39.6			f 12.45
55		f 9.25	25.2	37.0	BRAMAN. 3.5	39.6		C	f 12.25
13		f 9.40	28.7	40.6	SUMPTER. 5.3	42.2			f 12.15
			34.0	3.2	St.L.S.F. Crossing. 0.3	0			
Yard		s 10.15 AM	34.3	3.3	BLACKWELL. YL 0.3	21.1	Y	C	12.01 PM
			34.6	42.2	A.T.&S.F. Crossing. 8.5	42.2			
Yard			43.1		TONKAWA. YL		Y	C	
		Arrive Mon., Wed., Fri.			(43.1)				Leave Tues., Thurs., Sat.
		15.2			Average speed per hour.				17.3

Medicine Lodge District.

No. 69 and No. 70 have no time table authority.

At Attica, Centralized Traffic Control (CTC) with Signal System Two, on First District Main Track and Sidings.

At Belvidere Jct., switch normally lined for Englewood District.

Between Belvidere Jct. and outlying switch at west end of yard Belvidere, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

At Attica, color-light switch point indicator at spring switch leading from wye to Medicine Lodge District indicates position of spring switch points only.

Track Capacity 50 ft. Per Car.		WEST- WARD.		Ruling Grade Ascending.	TIME TABLE No. 89, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
		69							70
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.				Arrive Daily Ex. Sun.
Yard		AM 6.45		31.7	ATTICA. YL 10.8	31.7	W Y	C	PM 1.00
50		s 7.15	10.5	31.7	SHARON. YL 5.1	17.4		C	s 12.35
11		f 7.30	15.6	31.7	PIXLEY. 5.0	31.7			f 12.20
Yard		s 8.30	20.6	31.7	MEDICINE LODGE. YL 14.2	24.8		O	s 12.01 PM
61		s 9.15	33.6	31.7	LAKE CITY. 5.7	0		C	s 11.00
53		s 9.30	39.3	42.2	SUN CITY. YL 10.1	18.0		C	s 10.45
		10.00	49.4	52.8	BELVIDERE JCT. YL 1.1	0			10.15
Yard		10.10 AM	50.5		BELVIDERE. YL		Y	C	10.10 AM
		Arrive Daily Ex. Sun.			(52.0)				Leave Daily Ex. Sun.
		15.0			Average speed per hour.				18.3

9 PANHANDLE DIVISION.

ANTHONY DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.		Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 89, July 22, 1956.	Ruling Grade Ascending.	Fuel Water, Turn Tables and Wyes.	Communications.	EASTWARD.	
		77	79							78	80
Other Tracks.	Sidings.	Mixed.	Mixed.			STATIONS.				Mixed.	Mixed.
		Leave Tues., Thurs. and Sat.	Leave Tues., Thurs. and Sat.							Arrive Mon., Wed. and Fri.	Arrive Tues., Thurs. and Sat.
			AM 10.10	6.3	52.8	GEUDA SPRINGS. — 5.1 —	46.4				AM 10.00
			s 10.30	11.4	52.8	ASHTON. — 4.1 —	52.8				s 9.48
		AM	s 10.55	15.5	52.8	PORTLAND. — 5.8 —	52.8			PM	s 9.30
Yard		11.15	11.15 AM	21.3	52.8	SOUTH HAVEN. YL — 0.5 —	52.8			12.05 PM	9.00 AM
				21.8	49.6	A.T.&S.F. Crossing. — 3.9 —	52.8				
		s 11.35 — PM —		25.7	27.8	DRURY. — 6.8 —	52.8			s 11.35	
		s 12.05		32.5	39.6	CALDWELL. YL — 0.1 —	0		C	s 11.00	
				32.6	52.5	C.R.I.&P. Crossing. — 0.6 —	0				
				33.2	52.8	METZ. — 3.2 —	52.8				
		f 12.25		36.4	52.8	JOHNSTONS. — 2.6 —	3.7			f 10.25	
		f 12.35		39.0	52.8	DOSTER. — 4.1 —	44.4			f 10.15	
		f 12.53		43.1	35.1	METCALF. — 5.1 —	50.6			f 10.01	
		s 1.15		48.2	42.2	BLUFF CITY. — 5.7 —	0		C	s 9.45	
		f 1.35		53.9	52.8	HAWK. — 4.7 —	0			f 9.20	
				58.6	42.2	Mo. Pac. Crossing. — 0.5 —	0				
Yard		2.00 PM		59.1		ANTHONY. YL		Y	C	9.00 AM	
		Arrive Tues., Thurs. and Sat.	Arrive Tues., Thurs. and Sat.			(52.8)				Leave Mon., Wed. and Fri.	Leave Tues., Thurs. and Sat.
		13.7	14.0			Average speed per hour.				12.9	15.0

No. 77, No. 78, No. 79 and No. 80 have no time table authority.

Main track switch of depot spur at Caldwell and east switch of connection track at South Haven have no normal position and may be left lined and locked as last used.

At Anthony, on Second District, within yard limits, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

SPECIAL RULES.

1. Except as otherwise provided, Eastward trains are superior to Westward trains of the same class.

Rule 16 of the Rules, Operating Department, revised 1953, is amended as follows:

(e) : Canceled.

(l) : ———— When standing — apply or release air brakes.

(m) : ———— When running — brakes sticking; look back for hand signals.

NOTE:—Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

2. YARD LIMITS:

Altus.	Englewood.	Rago.
Anthony.	Fairview.	Sawyer.
Ashland.	Harper (Applies	Sentinel.
Attica (Applies only	only on Second	Sharon.
on Medicine Lodge	and Fairview	South Haven.
District).	Districts).	Sun City (In-
Belvidere (Includes	Hutchinson (In-	cludes Gyp Spur).
Belvidere Jct.).	cludes Way and	Thomas.
Blackwell.	Panhandle Jct.)	Tonkawa.
Caldwell.	Kingman (Includes	Viola.
Canton.	East Kingman	Wellington (Applies
Cherokee.	Jct. and West	on Hunnewell Dis-
Clinton (Includes	Kingman Jct.)	trict and Oklahoma
Ewing, East Jct.	Kiowa (Applies on	Division only).
and West Jct.)	Oklahoma Divi-	Wichita (Includes
Coats.	sion only).	North Wichita,
Coldwater.	Medicine Lodge.	North Jct.,
Cunningham.	Ponca City Jct.	South Jct.,
Dill City (Includes	Pratt.	West Wichita,
Burns)	Protection.	Wichita Jct.,
		and Prospect.)

3. SPEED REGULATIONS.

(A) Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	PASSENGER Miles Per Hour	FREIGHT AND MIXED Miles Per Hour
FIRST DISTRICT	79	55
SECOND DISTRICT:		
Hutchinson to Anthony	50	40
Anthony to Ponca City	45	30
HUNNEWELL DISTRICT:		
Wellington to Blackwell	45	35
Blackwell to Tonkawa	30	24
WICHITA DISTRICT:		
Wichita to Kingman	35	30
Kingman to Pratt	40	35
ENGLEWOOD DISTRICT	45	30
MEDICINE LODGE DIST.:		
Attica to Medicine Lodge	30	25
Medicine Lodge to M.P. 24.5	30	20
M.P. 24.5 to M.P. 37.7	45	40
M.P. 37.7 to M.P. 40.3	30	20
M.P. 40.3 to Belvidere Jct.	30	25
ANTHONY DISTRICT	20	20
FAIRVIEW DISTRICT:		
Wichita Jct. to Harper	50	40
Cherokee to Fairview	45	35
ALTUS DISTRICT:		
Fairview to Longdale	45	30
Longdale to Foley	50	40
Ewing to Altus	50	40
FIRST DISTRICT		
Curves (3), M.P. 236.7 to 238.9	55	55
Curves (3), M.P. 273.2 to 275.6	70	55
Curves (2), M.P. 307.6 to 307.9	60	55
Curve M.P. 323.5 to 324.0	65	40
Curve M.P. 324.1 to 324.9	50	40

PANHANDLE DIVISION. 10

3. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

—(Cont'd).

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT—(Cont'd)		
Curves (4), M.P. 325.3 to 328.6	65	55
Curves (2), M.P. 343.3 to 343.9	60	55
Curve M.P. 345.3 to 345.6	45	45
SECOND DISTRICT		
Curves, M.P. 29.4 to 30.6	35	25
Curve M.P. 38.8 to 39.1	35	25
Curve M.P. 41.2 to 41.5	35	25
State Hwy Crossing, M.P. 59	10	10
Curve M.P. 61.3 to 61.5	25	25
Curves M.P. 69.1 to 69.9	15	10
Curve M.P. 133.8 to 134.3	35	25
ENGLEWOOD DISTRICT		
Curves M.P. 99.0 to 100.8	30	20
Curves M.P. 107.0 to 111.3	30	20
US Hwy. 160 west of depot Coldwater	10	10
Bridge M.P. 160.3 to 160.5	20	15
FAIRVIEW DISTRICT		
2 Grade Crossings at Cessna Plant, M.P. 214.3	10	10
Highway Crossing M.P. 217.5	10	10
Highway crossing west of overhead Bridge M.P. 242.2	10	10
Curve M.P. 300.2 to 299.9, at Cherokee	15	10
Bridge M.P. 328.0 over Cimarron River	20	15
ALTUS DISTRICT		
Curves M.P. 341.9 to 342.6	25	20
Curves M.P. 366.2 to 369.4	35	25
Curve at O.H. Bridge west of First Street station-Clinton	10	10
Big Cut M.P. 449.5 to 449.9	30	20
WICHITA DISTRICT		
Curves M.P. 2.9 to 3.2	15	15
Public Road Crossing M.P. 20.7 Westward only	10	10
Curves M.P. 44.4 to 44.6	15	15
U.S. Highway 54 Grade Crossing MP 63.1, between Cunningham and Cairo	10	10
U.S. Highway 54 Grade Crossing MP 74.2, between Waldeck and Pratt	10	10

(C) While head of train is passing the street crossings of cities and towns, named below, indicated speed must not be exceeded.

STATION	STREETS	MILES PER HOUR
Kingman	Main	5
Anthony	All streets between Garfield and Walnut	15
Blackwell	Dewey, Blackwell, Padon and College Avenues	5
	Main, "A," "B," First, Second and Third Streets	10
	All freight and yard engines will stop and send flagman ahead before passing over Blackwell Avenue.	
Tonkawa	Public Avenue	6
Wichita	All street crossings between West Wichita and South Jct.	15

SPECIAL RULES.

PANHANDLE DIVISION. 12

3. SPEED REGULATIONS—(Cont'd). (H) Switches, Turnouts and Crossovers—(Cont'd).

STATION	TYPE	LOCATION	MILES PER HOUR
Wellington	Interlock	End of two tracks.....	40
Wellington	Interlock	Switches leading to and from Frt Yard and Oklahoma Divn..	30
Wellington	Interlock	East End Siding	15
Wellington	Interlock	Hunnewell Dist. junction switch.	15
Wellington	Interlock	Turnouts to and from West End Freight Yard	30
Wellington	Interlock	Crossover between main track and siding at West End Freight Yard	30
Wellington	Interlock	West End siding M.P. 239.5....	40
Roland	Interlock	East and west end siding.....	40
Mayfield	Interlock	East and west end siding.....	40
Milan	Interlock	East and west end siding.....	40
Argonia	Interlock	East and west end siding.....	40
Danville	Interlock	East and west end siding.....	40
Harper	Interlock	East and west end siding.....	40
Harper	Interlock	Crossover east of Overhead bridge	40
Harper	Interlock	Crossovers at west end of yard, near M.P. 274.4	15
Eula	Interlock	East and west end siding.....	40
Attica	Interlock	East and west ends of North and South sidings	40
Crisfield	Interlock	East and west end siding.....	40
Hazelton	Interlock	East and west end siding.....	40
Kiowa	Interlock	East and west end siding.....	40
Kiowa	Interlock	Crossover east of Main St.....	40
Kiowa	Interlock	Crossover east of east wye switch	40
Kiowa	Interlock	East switch of wye.....	15
Kiowa	Interlock	Crossover west of Mo. Pac. crossing	40
Loder	Interlock	East and west end siding.....	40
Brink	Interlock	East and west end siding.....	40
Alva	Interlock	East end siding.....	40
Alva	Interlock	Crossovers at west end, Near M.P. 325.6	40
Noel	Interlock	West end siding.....	40
Avard	Interlock	East and west end siding.....	40
Waynoka	Interlock	East end extension track, M.P. 340.9	40
Waynoka	Interlock	East end two main tracks, M.P. 342.4	40
Waynoka	Interlock	West end extension to track 14, M.P. 342.4	30
Waynoka	Interlock	Eastward main track to east yard lead, M.P. 342.5.....	30
Waynoka	Interlock	Crossover between east yard lead and track 14, M.P. 342.6.....	30
Waynoka	Spring	East end of track 13, M.P. 342.7.	25
Waynoka	Interlock	Eastward main track to yard, M.P. 343.6	30
Waynoka	Interlock	Crossover between main tracks, M.P. 345.1	30
Waynoka	Interlock	Eastward main track to yard, M.P. 345.2	15

4. DANGEROUS OBSTRUCTIONS. (See Rule 761)—(Cont'd).

MILE POSTS	NAME
FIRST DISTRICT—(Cont'd).	
323.2	Overhead Highway Bridge.
327.5	Overhead Highway Bridge.
336.7	Bridge—Close side clearance.
SECOND DISTRICT.	
132.9	Overhead Bridge.
134.9	Bridge—Close side clearance.
MEDICINE LODGE DISTRICT.	
20.2	Overhead Highway Bridge.
HUNNEWELL DISTRICT.	
32.8	Overhead Bridge—Close side clearance.
FAIRVIEW DISTRICT.	
242.1	Overhead Highway Bridge.
ALTUS DISTRICT.	
345.9	Overhead Highway Bridge.
371.7	Overhead Bridge.
379.5	Overhead Highway Bridge.
399.2	Overhead Bridge.
399.5	Bridge—Close side clearance.
399.7	Overhead Highway Bridge.
399.9	Overhead Highway Bridge.
418.9	Overhead Highway Bridge.
451.1	Bridge—Close side clearance.
Clinton Yard	Overhead Highway Bridge.

5. RAILROAD CROSSINGS.

(A) Crossings with special protection.

M.P. 0.7—SECOND DISTRICT—C.R.I.&P. Railway crossing. Electrically locked crossing gate and vertical lift gate, set normally against A.T.&S.F. trains, operated by train crew. Be governed by instructions posted in box at crossing. Speed limit fifteen (15) miles per hour.

MEDFORD—C.R.I.&P. Railway Crossing, M.P. 102.5, Second District, protected by electrically locked derails on Second District and C. T. C. operation on C.R.I.&P. When Santa Fe trains desire to cross C.R.I.&P. track, trainmen must contact C.R.I.&P. dispatcher by telephone located in box near this crossing. Speed limit 15 miles per hour.

CALDWELL—C.R.I.&P. Railway Crossing, M.P. 32.6, Anthony District, protected by electrically locked derails on Anthony District and C. T. C. operation on C.R.I.&P. When Santa Fe trains desire to cross C.R.I.&P. track, trainmen must contact C.R.I.&P. dispatcher by telephone located in box near this crossing. Speed limit 15 miles per hour.

ALTUS—S.L.S.F. Railway Crossing, M.P. 468.1, Automatic Interlocking. Be governed by Operating Rule 606 (c). Speed limit over crossing 20 MPH.

(B) Gate protected crossings.

Station	Railroad	M.P. Location	Normally Against	Speed Limit M.P.H.
SECOND DIST.:				
Kingman.....	Mo. Pac.	32.8	Mo. Pac	20
Rago.....	A.T.&S.F.	48.2	Englewood District	15
Blackwell.....	A.T.&S.F.	127.2	Second District	15
HUNNEWELL DISTRICT:				
South Haven.....	A.T.&S.F.	15.5	Anthony District	20
Blackwell.....	S.L.-S.F.	34.0	Hunnewell District	15
Blackwell.....	A.T.&S.F.	34.8	Second District	15
WICHITA DIST.:				
Wichita Jct.....	Mo. Pac.	2.7	A.T.&S.F.	20
Kingman.....	Mo. Pac.	46.1	A.T.&S.F.	20
ENGLEWOOD DISTRICT:				
Norwich.....	Mo. Pac.	34.7	Mo. Pac.	20
FAIRVIEW DIST.:				
Wichita.....	M.V.	210.0	M.V.	20
Viola.....	A.T.&S.F.	231.5	Yard Track	20
Carmen.....	S.L.-S.F.	314.8	St.L.S.F.	20
Aline.....	C.R.I.&P.	317.9	C.R.I.&P.	20
ALTUS DISTRICT:				
Clinton.....	P.&S.F.	401.5	P.&S.F.	20

4. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POSTS	NAME
FIRST DISTRICT	
239.6	Overhead Bridge—Close side clearance.
242.3	Overhead Highway Bridge.
265.8	Overhead Highway Bridge.
273.3	Overhead Highway Bridge.
304.8	Bridge—Close side clearance.

5. RAILROAD CROSSINGS AND JUNCTIONS—(Cont'd).

Trains may cross without stopping when gate is lined against other track.

(C) Crossings Protected By Stop Boards.

Station	Railroad	M.P. Location	Remarks
SECOND DIST.:			
Panhandle Jct.....	C.R.I.& P. Auxiliary Track	0.72	Stop. See Rule 98A, B, C, D
Anthony.....	Mo. Pac.	70.0	Stop. See Rule 98A, B, C, D
Blackwell.....	St.L.S.F.	127.1	Stop. See Rule 98A, B, C, D
ANTHONY DIST.:			
Anthony.....	Mo. Pac.	58.6	Stop. See Rule 98A, B, C, D
FAIRVIEW DIST.:			
Wichita Jct.....	Mo. Pac.	212.4	Stop. See Rule 98A, B, C, D
Milton.....	Mo. Pac.	239.4	Stop. See Rule 98A, B, C, D
ALTUS DISTRICT:			
Lone Wolf.....	C.R.I.& P.	440.6	Stop. See Rule 98A, B, C, D
Altus.....	M.K.& T.	467.6	Stop. See Rule 98A, B, C, D

6. SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGES OF TIME TABLE.

Location	M.P. Location	Car Capacity	Switch Connection	Flag Stops For Trains
FIRST DISTRICT:				
Albion.....	262.2	7	East	Freight only
SECOND DISTRICT:				
Spring.....	76.5	10	East	Freight only
ENGLEWOOD DISTRICT:				
Robbins Spur.....	101.6	5	East	Freight only
MEDICINE LODGE DIST.:				
McPherson Spur.....	18.6	10	East	Freight only
Gyp Spur.....	40.3	41	West	Freight only
FAIRVIEW DISTRICT:				
Industrial Spur.....	211.7	52	East	Freight only
Diamond Engineer Co. Spur.....	212.3	9	East	Freight only
Keeler Sand Spur.....	213.3	27	East	Freight only
Cessna Spur.....	214.4	6	West	Freight only
ALTUS DISTRICT:				
Voorhees.....	340.6	9	East	Freight only
WICHITA DISTRICT:				
Team Track.....	3.2	8	East	Freight only
Team Track.....	3.2	20	Both	Freight only
Baker Butane Spur.....	5.1	1	West	Freight only
Mesker.....	5.3	5	West	Freight only
Skelly Oil Spur.....	63.1	7	East	Freight only
HUNNEWELL DISTRICT:				
Tyner.....	38.8	12	Both	Freight only

7. BULLETIN BOOKS.

- ALTUS..... Passenger Station, Roundhouse.
- ATTICA..... Passenger Station.
- BLACKWELL... Passenger Station.
- ENGLEWOOD. . Passenger Station.
- FAIRVIEW . . . Passenger Station, Roundhouse.
- KIOWA Passenger Station.
- MEDICINE
- LODGE Passenger Station.
- PONCA CITY... Passenger Station.
- WAY Roundhouse, Yard Office.
- WAYNOKA . . . Passenger Station, Roundhouse, Yard Office.
- WELLINGTON . Division Office Bldg., Roundhouse, Yard Office.
- WICHITA North Wichita Yard, Union Station, Roundhouse.

8. STANDARD CLOCKS.

- ALTUS Passenger Station.
- FAIRVIEW . . . Passenger Station.
- PONCA CITY . . Passenger Station.
- WAY Yard Office.
- WAYNOKA . . . Yard Office, Passenger Station, Roundhouse.
- WELLINGTON . Division Office Bldg., Roundhouse, Telegraph Office, Yard Office.

9. STANDARD THERMOMETERS.

- | | | | |
|----------|------------|----------------|-------------|
| Altus. | Belvidere. | Harper. | Rago. |
| Alva. | Blackwell. | Hutchinson. | Thomas. |
| Anthony. | Cherokee. | Kiowa. | Way. |
| Attica. | Clinton. | North Wichita. | Waynoka. |
| Avard. | Fairview. | Ponca City. | Wellington. |
| | | | Wichita. |

10. STATUTORY REGULATIONS.

In Kansas, a railroad company has a right to eject from its trains any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road at which there is a station where the person ejected may at least get lodging.

The Kansas Statutes prohibit gambling and the practice of any confidence games.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

In Oklahoma a passenger who refuses to pay his fare, or to conform to any lawful regulation of the carrier, may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place, or near some dwelling house. After having ejected a passenger, a carrier has no right to require the payment of any part of his fare.

12. AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY JUDGING SPEED.

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. 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.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

	Car		Car		
	Coupled at	Units of Destructive Force	Coupled at	Units of Destructive Force	
Safe {	1 mph	1	Damaging {	5 mph	25
	2 "	4		6 "	36
	3 "	9		7 "	49
	4 "	16		8 "	64
			9 "	81	
			10 "	100	

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
-	36	100	1	18	46.1
-	37	97.3	1	20	45.0
-	38	94.7	1	22	43.9
-	39	92.3	1	24	42.9
-	40	90.0	1	26	41.9
-	41	87.8	1	28	40.9
-	42	85.7	1	30	40.0
-	43	83.7	1	32	39.1
-	44	81.8	1	34	38.3
-	45	80.0	1	36	37.5
-	46	78.3	1	38	36.8
-	47	76.6	1	40	36.0
-	48	75.0	1	42	35.3
-	49	73.5	1	44	34.6
-	50	72.0	1	46	34.0
-	51	70.6	1	48	33.3
-	52	69.2	1	50	32.7
-	53	67.9	1	52	32.1
-	54	66.6	1	54	31.6
-	55	65.5	1	56	31.0
-	56	64.2	1	58	30.5
-	57	63.2	2	—	30.0
-	59	61.0	2	05	28.8
1	—	60.0	2	10	27.7
1	02	58.0	2	15	26.7
1	04	56.2	2	30	24.0
1	06	54.2	2	45	21.8
1	08	52.9	3	—	20.0
1	10	51.4	3	30	17.1
1	12	50.0	4	—	15.0
1	14	48.6	5	—	12.0
1	16	47.4	6	—	10.0

P. T. COLLINS, Trainmaster..... Wellington, Kansas.
 R. C. MATTHEWS, Trainmaster..... Wellington, Kansas.
 B. M. KURTZ, Chief Dispatcher..... Wellington, Kansas.
 W. A. BRANDT, Asst. Chief Dispatcher..... Wellington, Kansas.

TRAIN DISPATCHERS — WELLINGTON, KANSAS.

A. J. SMITH. R. R. WOOD. F. E. YOCK.
 I. W. LAWSON. C. L. ANDERSON. J. S. STEWART.
 E. R. BOYER. W. R. DAUNER. K. G. LITTON.
 R. B. SIDMAN. H. E. COWLES.
 D. H. HOLDAWAY. G. A. HARKLEROAD.

A. J. STROBEL, General Watch Inspector..... Topeka.

LOCAL TIME INSPECTORS—PANHANDLE DIVISION.

R. J. LOCKHART..... Altus.
 JOHN E. HOLTZCLAW..... Alva.
 L. P. NORTHUP..... Clinton.
 JON I. GARD..... Fairview.
 VANE C. MEADOR..... Hutchinson.
 EDD BAIZE..... Hutchinson.
 D. E. OVERSTREET..... Kiowa.
 WILLARD W. MOTE..... Ponca City.
 RALPH L. SHARP..... Waynoka.
 ROSCOE H. RILEY..... Wellington.
 MRS. VERNA E. JAGGERS..... Wellington.
 E. R. CLARK..... Wichita.
 F. D. HERMAN..... Wichita.

