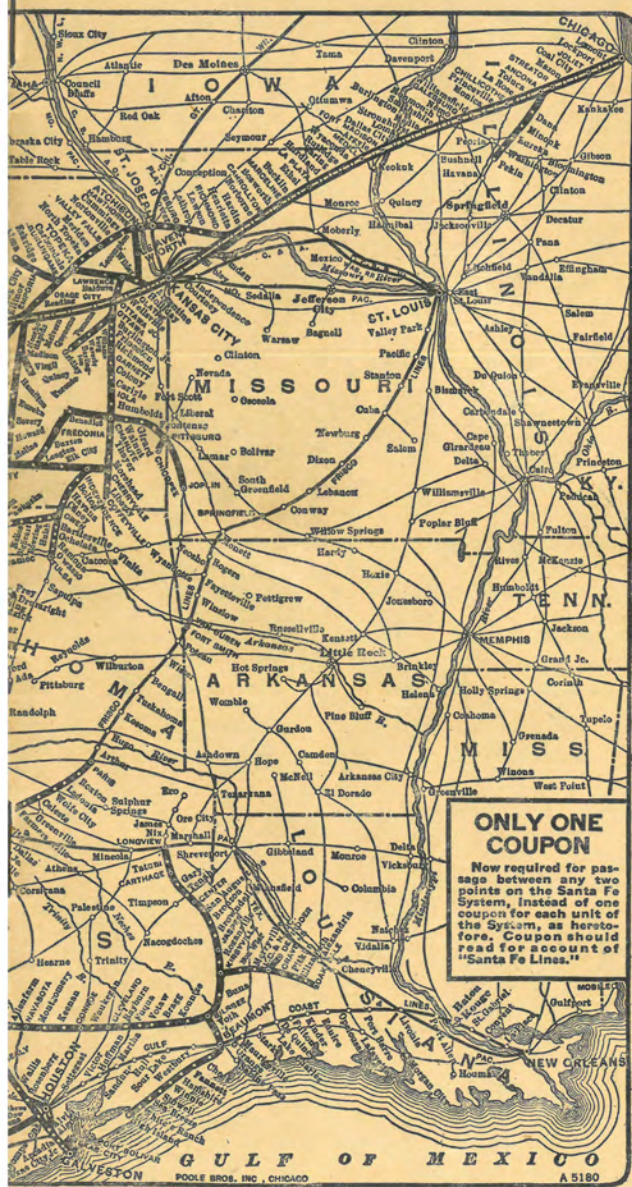


**E
FIRST**



**Member of Safety Committee,
Practices.**



**ONLY ONE
COUPON**
Now required for passage between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."

The Atchison, Topeka and Santa Fe Railway Co.

**WESTERN LINES
Southern District**

PANHANDLE DIVISION

TIME TABLE No.

75

**IN EFFECT
Sunday, June 2, 1946**

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

**Superseding Time Table No. 74, Dated April 8,
1945, and any Supplements Thereto.**

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

**G. C. JEFFERIS,
General Manager,
Amarillo, Texas.**

**E. P. DUDLEY,
Asst. General Manager,
Amarillo, Texas.**

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

First District.

Track Capacity 55 ft. Per Car.		WESTWARD.				Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications	EASTWARD.			
		First Class.										First Class.			
		1	53	45	23							2	54	46	24
Other Tracks.	Sidings.	The Scout. Leave Daily.	Motor Passenger. Leave Daily.	Motor Passenger. Leave Daily.	Grand Canyon Limited. Leave Daily.	Miles.					The Scout. Arrive Daily.	Motor Passenger. Arrive Daily.	Motor Passenger. Arrive Daily.	Grand Canyon Limited. Arrive Daily.	
		PM 3.07			AM 3.27	237.0	0				PM 2.22			AM 1.31	
						238.3	0								
	Yard	3.15 3.25			3.35 3.45	238.9	31.7	WELLINGTON.	31.7	W F T Y	C	2.15 2.05		1.25 1.15	
	94	3.32		Via Fairview District.	3.51	243.5	31.7	ROLAND.	31.7		B	1.55	Via Fairview District.	1.08	
110	112	3.36			s 3.56	247.0	31.7	MAYFIELD.	31.7		C	1.50		f 1.03	
24	112	f 3.44			f 4.04	254.1	31.7	MILAN.	31.7		C	1.42		12.53	
36	112	f 3.53			s 4.14	259.2	0	ARGONIA.	15.8	W	C	1.35		f 12.45	
						259.6	31.7	Mo. Pac. Crossing.	21.6						
49	112	s 4.03			4.23	266.5	26.4	DANVILLE.	0		C	s 1.25		PM 12.35	
581	130	s 4.21		AM	s 7.00	273.8	21.1	HARPER.	0	W Y	C	s 1.16	s 9.58	s 12.25	
						274.4	16.2	A.T.&S.F. Crossing.	19.2						
33	112	4.27			s 7.11	280.3	31.7	BULA.	31.7		B	1.03	s 9.46	12.15	
154	112	s 4.35			s 7.22	285.6	0	ATTICA.	31.7	W Y	C	s 12.55	s 9.35	s 12.08 AM	
30	112	4.43			s 7.30	292.2	31.7	CRISFIELD.	31.7		B	12.43	s 9.21	11.53	
31	112	4.51			f 5.17	299.8	31.7	HAZELTON.	31.7		C	f 12.34	f 9.05	11.43	
487	129	s 5.03	12.40 PM		s 7.55	306.9	0	KIOWA.	21.1	W Y	C	s 12.25	12.20 PM	s 11.36	
						307.8	0	Mo. Pac. Crossing.	31.7						
3	112	5.08			5.37	311.0	31.7	LODER.	19.8		B	12.14		11.24	
95	83	5.14			f 5.45	316.4	33.6	CAPRON.	0		C	f 12.08		11.18	
	112	5.19			5.51	320.6	31.7	BRINK.	31.7		B	12.03 PM		11.12	
282	85	s 5.29	Via Oklahoma Division.	Via Oklahoma Division.	s 6.02	324.7	31.7	ALVA.	0	W	C	s 11.57	Via Oklahoma Division.	Via Oklahoma Division.	
22	102	5.36			6.12	328.9	31.7	NOEL.	31.7		B	11.45		10.54	
51	112	f 5.45			6.20	335.7	31.7	AVARD.	21.1		C	f 11.36		10.45	
	93	5.51			6.25	340.5	0	EAGLE.	21.1		B	11.29		10.38	
	Yard	6.05 PM			6.35 AM	345.5		WAYNOKA.		W F T Y	C	11.20 AM		10.30 PM	
		Arrive Daily.	Leave Daily.	Arrive Daily.	Arrive Daily.			(108.5)				Leave Daily.	Arrive Daily.	Leave Daily.	
		38.8		36.1	36.6			Average speed per hour.				37.8		38.2	

Trains have no timetable superiority between Hunnewell Jct. and automatic block signal 2392, located at west switch passenger yard, Wellington, and must move within such limits at restricted speed with maximum speed limit 15 miles per hour.

Trains have no timetable superiority between westward home signal at Broadway Street and Ash Street, Waynoka, and must move within such limits at restricted speed with maximum speed limit 15 miles per hour.

Between S. K. Junction and Hunnewell Junction, Wellington; between interlocked signals at both ends of the sidings at Harper and Attica; and between double track junction east of Waynoka, M.P. 342.5, and double track junction west of Waynoka, M.P. 346.9, trains will operate on signal indication under authority of timetable Rule 24 (A). Trains or engines must not enter main track through hand-throw switches within these interlocked areas without first obtaining specific authority from the operator at the time the movements are desired to be made.

Nos. 53 and 54 have no timetable superiority within yard limits at Kiowa and must move within such limits at restricted speed.

Trains must get numbered clearance card, Form 902, before leaving Wellington and Waynoka; No. 45 must get numbered clearance card, Form 902, before leaving Harper, and No. 46 must get numbered clearance card, Form 902, before leaving Kiowa.

First class trains may register at yard office Wellington, and Nos. 45 and 46 may register at Kiowa by Form 903.

Unless otherwise provided, Nos. 45 and 46 will use main track at Kiowa between east siding switch and east wye switch. Time of No. 45 and No. 46 at Kiowa applies at east wye switch.

Double track between M.P. 342.5 and Waynoka passenger station. Time of eastward trains at Waynoka applies at east end of double track (M.P. 342.5). Automatic block: Between M.P. 237.0 and M.P. 345.5.

Second District.

Trains have no time table superiority between East Kingman Jct. and West Kingman Jct., between East Yard Limit board and Englewood District crossing at Rago and within yard limits at Harper and Anthony, and must move within such limits at restricted speed with maximum speed limit 15 miles per hour.

No. 49 has no time table superiority between East yard limit board and West switch of wye at Blackwell and must move within such limits at restricted speed, with maximum speed limit 15 miles per hour.

Between interlocked signals at both ends of the siding at Harper, trains will operate on signal indication under authority of time table Rule 24(A). Trains or engines must not enter main track through hand-throw switches within this interlocked area without first obtaining authority from the operator at the time the movement is desired to be made.

Trains between Hutchinson and Panhandle Jct. are governed by Western Division time table.

Following Rule is from Oklahoma Division Time Table: Panhandle Division trains have no time table superiority within yard limits Ponca City and will move in such limits at restricted speed.

Trains between Panhandle-Oklahoma Division Board and Ponca City are governed by Oklahoma Division time table. Oklahoma Division requests the following handling: Panhandle Division trains arriving Ponca City finding home signal at Jct. switch on west leg of wye displaying restricted speed indication, will accept such signal as an indication that all first class trains due Ponca City have arrived and left. When signal displays stop indication, consult operator on telephone before fouling circuit at home signal or before entering Oklahoma Division main track.

At Harper, time applies at the first wye switch where an opposing train may enter the yard.

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

Trains must get numbered clearance card, Form 902, before leaving Panhandle Jct., Harper, Blackwell and Ponca City.

Eastward trains will leave Form 903 with operator at Panhandle Jct.

No switch lights on Second District.

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

West wye switch Harper normally lined against Second District main track.

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

Automatic Block between M.P. 141.3 and M.P. 143.2.

Track Capacity 55 ft. Per Car.		WEST- WARD. First Class. 49	Distance from Panhandle Junction.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. First Class. 50
Other Tracks.	Sidings.	Motor Passenger.							Motor Passenger.
Leave Daily.	Miles.	STATIONS.	Arrive Daily.						
		PM 2.30		0	HUTCHINSON.				AM 11.00
	Yard	2.35	0	0	Panhandle Jct.	31.7			10.47
			0.7	0	0.7	16.7		C	
			9.5	9.5	C.R.I. & P. Crossing.	0			
7	f	2.49	7.6	24.3	DARLOW.	52.8			10.37
26	s	2.59	13.0	52.8	5.4	52.8			10.27
54	60	s	3.10	39.6	6.8	52.8	W	C	10.13
11	s	3.16	24.1	52.8	4.3	42.2			10.02
			31.6	0	7.5	52.8			
	Yard	s	3.28	19.0	0.2	0	W	Y	9.50
			32.5	2.6	0.7	0			
			32.8	52.8	0.3	0			
17	s	3.41	38.9	41.2	Mo. Pac. Crossing.	52.8			9.33
14	f	3.47	43.5	21.1	6.1	52.8			9.24
			48.2	52.8	4.6	52.8			
	Yard	s	3.56	52.8	4.7	52.8	W	Y	9.15
25	s	4.05	52.8	52.8	RAGO.	52.8		C	9.06
			59.7	21.1	4.6	52.8			
	Yard	s	4.20	35.4	6.9	39.6	W	Y	8.50
	Yard	s	4.40	0	0.1	58.1	W	Y	8.30
			70.0	52.8	HARPER.	52.8			
34	s	4.58	80.7	52.8	9.7	52.8			8.06
33	f	5.05	85.7	37.0	0.5	52.8		C	7.56
54	s	5.13	90.7	52.8	10.7	52.8			7.46
18	f	5.24	96.9	52.8	MANCHESTER.	52.8			7.34
42	59	s	5.33	0	5.0	41.0	W	C	7.24
			102.2	52.8	GIBBON.	52.8			
			102.5	52.8	5.0	52.8			7.09
23	f	5.47	109.5	52.8	WAKITA.	52.8			7.00
22	s	5.57	114.3	52.8	6.2	52.8		C	6.52
20	13	s	6.05	52.8	CLYDE.	52.8			
			118.3	21.1	5.3	3.3			
			127.0	52.8	MEDFORD.	52.8			
	Yard	s	6.30	52.8	0.3	52.8	W	Y	6.30
26	f	6.43	133.9	41.9	0.7	36.9			6.11
7	f	6.52	138.0	52.8	C.R.I. & P. Crossing.	52.8			6.04
			141.9	0	7.0	52.8			5.55
	Yard	7.05 PM	143.2	0	4.8	0	W	Y	5.50 AM
		Arrive Daily.			DEER CREEK.				
		31.7			4.0				
					NARDIN.				
					8.7				
					St.L.S.F. Crossing.				
					0.2				
					A.T. & S.F. Crossing.				
					BLACKWELL.				
					6.7				
					AUTWINE.				
					4.1				
					BODOCK.				
					3.9				
					Ponca City Jct.				
					1.3				
					PONCA CITY.				
					(143.2)				
					Average speed per hour.				27.7

Hunnewell District.

Track Capacity 55 ft. Per Car.		WEST- WARD.	Distance from Hunnewell Jct.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
		First Class 49							First Class. 50
Other Tracks.	Sidings.	Leave Daily.	Miles.		STATIONS.				Leave Daily.
	Yard			0	WELLINGTON.	31.7	W F T Y	C	
			.0	58.1	Hunnewell Jct. 6.9	46.0			
41			6.9	58.1	ROME. 7.7	46.0			
37			14.6	0	SOUTH HAVEN. 0.7	52.8	W	C	
			15.3	52.8	A.T.& S.F. Crossing. 2.6	52.8			
24	48		17.9	39.6	HUNNEWELL. 7.3	39.6			
52			25.2	37.0	BRAMAN. 3.5	39.6		C	
12			28.7	40.6	SUMPTER. 5.3	42.2			
			34.0	3.2	St.L.S.F. Crossing. 0.6	0			AM
	Yard	6.30 PM	34.6	3.3	BLACKWELL. 0.3	21.1	W Y	C	6.30 AM
			34.9	42.2	A.T.& S.F. Crossing. 8.2	42.2			
	Yard		43.1		TONKAWA.		Y	C	
		Leave Daily.			(43.1)				Leave Daily.
Average speed per hour.									

Between S.K. Jct. and Hunnewell Jct., Wellington, trains will operate on signal indication under authority of time table Rule 24(A). Trains or engines must not enter main track through hand-throw switches within this interlocked area without first obtaining specific authority from the operator at the time the movements are desired to be made.

Trains have no time table superiority between Hunnewell Jct. and automatic block signal 2392, located at west switch passenger yard, Wellington, and must move within such limits at restricted speed with maximum speed limit 15 miles per hour.

Nos. 49 and 50 have no time table superiority within yard limits at Blackwell, on Hunnewell District, and must move within such limits at restricted speed with maximum speed limit 15 miles per hour.

Trains must get numbered clearance card, Form 902, before leaving Wellington, Blackwell and Tonkawa.

No switch lights on Hunnewell District, except at Wellington.

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.

Medicine Lodge District.

Track Capacity 55 ft. Per Car.		WEST- WARD.	Distance from Attica.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
		69							70
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Miles.		STATIONS.				Arrive Daily Ex. Sun.
154	110	AM 6.45	.0	31.7	ATTICA. 10.8	31.7	W Y	C	PM 7.15
45		s 7.15	10.8	31.7	SHARON. 5.1	17.4		C	s 6.40
10		f 7.30	15.9	31.7	PIXLEY. 5.0	31.7			f 6.25
	Yard	s 8.30	20.9	31.7	MEDICINE LODGE. 8.7	24.8	W	C	s 6.05
12		f 9.00	28.2	31.6	FOREST CITY. 5.4	23.2			f 3.45
57		s 9.15	33.6	31.7	LAKE CITY. 5.7	0		C	s 3.30
41		s 9.40	39.3	42.2	SUN CITY. 10.1	18.0		C	s 3.00
		10.25	49.4	52.8	Belvidere Jct. 1.1	0			1.15
	Yard	10.30 AM	50.5		BELVIDERE.		W FY	C	1.10 PM
		Arrive Daily Ex. Sun.			(51.9)				Leave Daily Ex. Sun.
Average speed per hour.									

Trains 69 and 70 have no time table authority.

Between interlocked signals at both ends of the siding at Attica, trains will operate on signal indication under authority of time table Rule 24(A). Trains or engines must not enter main track through hand-throw switches within this interlocked area without first obtaining authority from the operator at the time the movement is desired to be made.

Trains must get numbered clearance card, Form 902, before leaving Attica and Belvidere.

No switch lights on Medicine Lodge District.

Mileage between Medicine Lodge and Forest City is 8.7 instead of 7.3 as indicated by mile posts.

Anthony District.

Track Capacity 55 ft. Per Car.		WESTWARD.		Distance from Arkansas City.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.	
		81	79							82	80
Other Tracks.	Sidings.	Mixed.	Mixed.	Miles.	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		GEUDA SPRINGS. 5.1	46.4				AM 10.00
			s 10.30	11.4	52.8	ASHTON. 4.1	52.8				s 9.45
			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. 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. 0.1	0	W	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.		WFY	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

Trains must get numbered clearance card, Form 902, before leaving Anthony.

Trains 79, 80, 81 and 82 have no time table authority.

No switch lights on Anthony District.

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.

Fairview District.

Track Capacity 55 ft. Per Car.		WESTWARD.			Distance from Kansas City.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turb. Tables and Wyes.	Communications.	EASTWARD.		
		Second Class.	First Class.								First Class.		Second Class.
		67	47	45							48	46	68
Other Tracks.	Sidings.	Mixed. Leave Daily Ex. Sun.	Motor Passenger. Leave Daily.	Motor Passenger. Leave Daily.	Miles.	STATIONS.				Motor Passenger. Arrive Daily.	Motor Passenger. Arrive Daily.	Mixed. Arrive Daily Ex. Sun.	
		AM 6.10	AM 6.00	AM 5.40	207.9	WICHITA U. S. 0.9			C	PM 5.01	PM 11.40	PM 4.30	
		6.12	6.02	5.42	208.8	South Jct. 1.2	26.4	21.1	C	4.58	11.33	3.45	
					210.0	M.V. Crossing. 0.9							
	Yard	6.20	6.09	5.46	210.9	WEST WICHITA. 0.6			W F T Y	4.50	11.22	3.36	
		6.21 AM	6.10	5.48	211.5	Wichita Jct. 0.9				4.49	11.21	3.35 PM	
		Via Wichita District.			212.4	Mo. Pac. Crossing. 2.7	21.2	5.2				Via Wichita District.	
15			6.15	5.53	215.1	PROSPECT. 2.5	30.4	42.2		f 4.41	f 11.13		
25	40		f 6.20	f 5.57	217.6	SCHULTE. 6.2	37.0	26.4		f 4.37	f 11.09		
17			f 6.30	f 6.07	223.8	CLONMEL. 7.4	37.0	37.0		f 4.28	f 11.00		
71	44	s 6.42 AM	s 6.20		231.2	VIOLA. 0.3		10.6	W C	4.16 PM	s 10.49		
			Via Englewood District.		231.5	A.T. & S.F. Crossing. 4.1	31.7			Via Englewood District.			
20			f 6.27		235.6	ALLOWAY. 3.8	31.7	0			f 10.38		
46			s 6.35		239.4	MILTON. Mo. Pac. Crossing. 7.2	22.4	26.4	C		s 10.32		
20	42		f 6.44		246.6	HAMNER. 3.4	52.8	37.0			f 10.18		
15			f 6.49		250.0	RUNNYMEDE. 7.1	37.0	21.1			f 10.12		
581	130		s 7.00		257.1	HARPER.			W Y C		s 9.58		
						Via First District Panhandle Division and Enid District Oklahoma Division.							
	Yard		s 8.26		300.3	CHEROKEE. 5.8	31.7	5.3	W C		s 8.10		
47	71		s 8.43		306.1	YEWED. 8.4	31.7	26.9	C		s 7.59		
45	52		s 8.58		314.5	CARMEN. 0.3			W C		s 7.42		
					314.8	St.L. & S.F. Crossing. 3.1	0	21.1					
					317.9	C.R.I. & P. Crossing. 1.4							
30			s 9.07		319.3	ALINE. 7.3	19.4	26.4	C		s 7.33		
13			s 9.19		326.5	WEST CLEO. 3.2	21.1	26.9			s 7.19		
22	36		s 9.25		329.8	ORIENTA. 6.2	31.7	39.6			s 7.12		
	Yard		9.38 AM		336.0	FAIRVIEW.			W F T Y C		7.00 PM		
		Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.		(137.9)				Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	
		19.6	33.3	33.5		Average speed per hour.				31.1	27.5	4.0	

Trains between North Wichita and South Jct. are governed by Middle Division time table.

Trains between Panhandle-Oklahoma Division board, outlying wye switch at Kiowa, and west yard limit board, Enid District, at Cherokee, are governed by Oklahoma Division time table.

Trains have no time table superiority between South Jct. and Wichita Jct., and within yard limits at Cherokee, and must move within such limits at restricted speed. Maximum speed limit within yard limits at Cherokee 15 miles per hour.

Between interlocked signals at both ends of the siding at Harper, trains will operate on signal indication under authority of time table Rule 24(A). Trains or engines must not enter main track through hand-throw switches within this interlocked area without first obtaining authority from the operator at the time the movement is desired to be made.

First class trains must get numbered clearance card, Form 902, before leaving Wichita U. S., Harper, Cherokee and Fairview. Other trains must get numbered clearance card, Form 902, before leaving North Wichita, Harper, Cherokee and Fairview.

No switch lights on Fairview District.

Altus District.

Track Capacity 55 ft. Per Car.		WEST- WARD.	Distance from Kansas City.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
		First Class.							First Class.
		45							46
		Motor Passenger.							Motor Passenger.
Other Tracks.	Sidings.	Leave Daily.	Miles.		STATIONS.				Arrive Daily.
	Yard	AM 9.45	336.0	56.5	FAIRVIEW. 4.6	.0	W T Y	C	PM 6.55
8		9.55	340.6	66.0	VOORHEES. 7.0	52.8			6.47
29	43	s10.10	347.6	31.7	LONGDALE. 6.4	52.8		C	s 6.33
76	37	s10.22	354.0	54.8	CANTON. 5.7	.0	W	C	s 6.17
21		f10.33	359.7	65.7	LEONEL. 5.3	52.8			f 6.08
37	36	s10.44	365.0	.0	OAKWOOD. 6.3	52.8		C	s 5.59
16	40	f10.55	371.3	66.0	NOBSCOT. 7.5	52.8	W	B	f 5.46
57	37	s11.10	378.8	52.8	THOMAS. 7.2	52.8		C	s 5.31
		11.24	386.0		FOLEY. 2.0				5.15
		s 11.30	388.0		CUSTER CITY. 7.2				s 5.10
		s 11.41	395.2		ARAPAHO. 3.6				s 4.57
		11.47	398.8	66.0	EWING. 0.8	26.4			4.51
		11.50 PM	399.6	52.8	East Jct. 1.2	.0			4.49
	Yard	s12.02	400.8	63.4	CLINTON. 0.7	52.8	W F Y	C	s 4.44
			401.5	52.8	P.& S.F. Crossing. 0.1	.0			
		12.08	401.6	52.8	West Jct. 5.1	.0			4.25
4		12.16	406.7	79.2	WERNING. 5.1	66.0			4.17
38		f12.26	411.8	66.0	BRAITHWAITE. 8.1	44.9		B	f 4.09
30	38	s12.42	419.9	52.8	DILL CITY. 8.8	52.8	W Y	C	s 3.56
48	37	s12.56	428.7	52.8	SENTINEL. 6.1	52.8	W	C	s 3.42
18		f 1.06	434.8	52.8	CAMBRIDGE. 5.8	31.7			f 3.32
			440.6	26.4	C.R.I.& P. Crossing. 0.3				
33	31	s 1.16	440.9	66.0	LONE WOLF. 7.4	52.8		C	s 3.22
33		s 1.28	448.3	31.7	LUGERT. 9.2	21.1		B	s 3.10
40	46	s 1.44	457.5		BLAIR. 9.8	31.7		C	s 2.56
	Yard	m 2.00 PM	467.3		ALTUS.		W F T	C	2.40 PM
		Arrive Daily.			(131.3)				Leave Daily.
		30.9			Average speed per hour.				30.9

Altus District trains have no time table superiority between Foley and Ewing and will be governed by time table, rules and regulations of the S.L.S.F. Ry. Co.

Trains have no time table superiority within yard limits at Clinton and must move within such limits at restricted speed with maximum speed limit 10 miles per hour.

Trains have no time table superiority within yard limits at Altus and must move within such limits at restricted speed with maximum speed limit 15 miles per hour.

First class trains run via First Street station, Clinton. Switches East Jct. and West Jct. normally lined for freight yard movement.

First class trains register at Foley, Ewing, and West Jct. Other trains register when directed by train order to do so.

No switch lights on Altus District except Foley and Ewing.

Trains must get numbered clearance card, Form 902, before leaving Fairview, Clinton and Altus, and S.L.S.F. clearance card at Clinton and Thomas for S.L.S.F. joint track.

Englewood District.

Track Capacity 55 ft. Per Car.		WEST- WARD.	Distance from Miyvaue.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
		First Class.							First Class.
		47							48
		Motor Passenger.							Motor Passenger.
Other Tracks.	Sidings.	Leave Daily.	Miles.		STATIONS.				Arrive Daily.
		AM 8.00			WICHITA U. S.			C	PM 5.01
		Via Fairview District.							Via Fairview District.
71	44	6.42	22.3	32.7	VIOLA. 4.8	25.3	W	C	s 4.16
24	68	s 6.50	27.1	32.1	ANNES. 6.8	31.7			s 4.07
45		s 7.03	33.9	26.4	NORWICH. 0.8	23.8		C	s 3.54
			34.7	31.7	Mo. Pac. Crossing. 6.4	31.7			
15		s 7.15	41.1	31.7	ADAMS. 5.7	29.9			s 3.43
Yard	Yard	s 7.25	46.8	29.0	RAGO. A.T. & S.F. Crossing. 4.5	15.8	W Y	C	s 3.34
33		s 7.32	51.3	52.8	SPIVEY. 6.7	19.8			s 3.25
31		s 7.45	58.0	52.8	ZENDA. 7.7	52.8		C	s 3.15
26	30	s 7.59	65.7	47.5	NASHVILLE. 7.8	52.8		C	s 3.00
30		s 8.14	73.0	52.8	ISABEL. 7.5	52.8		C	s 2.46
41	23	s 8.28	80.5	52.8	SAWYER. 8.0	52.8	W	C	s 2.32
39	39	s 8.43	88.5	52.8	COATS. 6.6	52.8		C	s 2.17
29		f 8.55	95.1	52.8	SPRINGVALE. 2.9	52.8			f 2.05
24		s 9.01	98.0	44.9	CROFTS. 5.3	52.8			s 2.00
		9.09	103.3	52.8	Belvidere Jct. 1.1	0			1.51
Yard	Yard	s 9.13	104.4	52.8	BELVIDERE. 12.1	52.8	WFY	C	s 1.49
31	26	s 9.35	116.5	52.8	WILMORE. 8.5	52.8	W	C	s 1.24
48	54	s 9.50	125.0	43.8	COLDWATER. 9.7	52.8		C	s 1.09
77	57	s 10.07	134.7	52.8	PROTECTION. 9.8	52.8	W	C	s 12.52
61		s 10.23	144.5	52.8	SITKA. 6.3	52.8		C	s 12.35
56	30	s 10.33	150.8	52.8	ASHLAND. 8.0	52.8		C	s 12.26
33		s 10.45	158.8	52.8	ACRES. 7.3	52.8			s 12.12
	Yard	11.00 AM	166.1		ENGLEWOOD.		WFY	C	12.01 PM
		Arrive Daily.			(167.1)				Leave Daily.
		33.4			Average speed per hour.				33.4

No. 47 is superior to No. 48.

Trains have no time table superiority within yards limits at Rago and between Belvidere Jct. and west yard limit board at Belvidere, and must move within such limits at restricted speed with maximum speed limit 15 miles per hour.

Trains must get numbered clearance card, Form 902, before leaving Englewood.

East end Englewood District located at west switch connection track between Englewood District and Fairview District siding Viola, and switches are normally lined for Englewood District.

No switch lights on Englewood District.

Wichita District.

Track Capacity 55 ft. Per Car.		WEST- WARD. Second Class.	Distance from South Junction. Miles.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		67							68
Other Tracks.	Sidings.	Mixed.			STATIONS.				Mixed.
		Leave Daily Ex. Sun.			WICHITA U. S.			C	Arrive Daily Ex. Sun.
		AM 6.10							PM 4.30
		Via Fairview District.							Via Fairview District.
		6.21	2.1		Wichita Jct. 0.6				3.35
			2.7		Mo. Pac. Crossing. 3.9			B	
14		f 6.35	6.6	32.1	TYLER. 7.3	20.6			f 3.25
58		s 6.53	13.9	31.7	GODDARD. 5.9	31.7		C	s 3.10
33		s 7.08	19.8	31.5	GARDEN PLAIN. 5.9	31.7		C	s 2.50
78		s 7.23	25.7	31.7	CHENEY. 4.5	15.8		C	s 2.30
5		f 7.33	30.2	31.7	LANSDOWNE. 3.8	15.8			f 2.15
27		s 7.44	34.0	28.8	MURDOCK. 4.7	31.7		C	s 2.05
8		f 7.54	38.7	28.8	GEORGIA. 5.4	31.7			f 1.45
			44.1	0	East Kingman Jct. 0.2	0			
	Yard	s 8.30	44.3	19.0	KINGMAN. 0.7	0	W Y	C	s 1.30 PM
			45.0	31.7	West Kingman Jct. 1.1	31.7			
			46.1	31.7	Mo. Pac. Crossing. 8.0	31.7			
18		f 9.10	54.1	31.7	CALISTA. 8.2	31.7			f 11.42
33		s 9.30	62.3	31.7	CUNNINGHAM. 6.7	31.7		C	s 11.25
22		s 9.45	69.0	31.7	CAIRO. 3.1	31.7			s 10.57
8		f 9.52	72.1	31.7	WALDECK. 4.6	31.7			f 10.50
12		f 10.02	76.7	21.1	ADRIAN. 2.7	12.1			f 10.40
50	30	10.15 AM	79.4		PRATT.		W T	C	10.30 AM
		Arrive Daily Ex. Sun.			(77.3)				Leave Daily Ex. Sun.
		19.2			Average speed per hour.				14.8

No. 67 is superior to No. 68.

Trains have no time table superiority between East Kingman Jct. and West Kingman Jct. and must move within such limits at restricted speed with maximum speed limit 15 miles per hour.

Main track between East Kingman Jct. and West Kingman Jct. is used by Second District trains.

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

Trains must get numbered clearance card, Form 902, before leaving Wichita and Pratt.

No switch lights on Wichita District.

SPECIAL RULES AND REGULATIONS.

Effective on the Panhandle Division and superseding all General Rules inconsistent therewith.

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

2. YARD LIMITS:

(A) Altus.	Dill City.	Ponca City Jet.
Anthony.	Englewood.	Pratt.
Ashland.	Fairview.	Protection.
Attica, Medicine	Foley.	Rago.
Lodge District only.	Harper, Second and	Sawyer.
Belvidere.	Fairview Districts	South Haven.
Blackwell.	only.	Tonkawa.
Caldwell.	Hutchinson.	Viola.
Cherokee.	Kingman.	Waynoka.
Cherokee.	Kiowa.	Wellington.
Clinton.	Medicine Lodge.	Wichita.
Coldwater.		

(B) First class trains moving against the current of traffic must move within yard limits at restricted speed.

3. Rules M, 5, 10(A), 10(f), 15, S-83, 86, 95, 97, 103(A), 104(A), 204, 210, 221, 360, 632, 701, 705, 706, 711 and 872, of the Operating Department Rules are cancelled, superseded, or amended by the following:

4. RULE M. Amended by adding.

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

5. RULE 5. First paragraph is amended to read:

Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving times.

The time applies at the first siding switch where an opposing train enters the siding; where there is no such switch, it applies at the station.

6. RULE 10(A). Amended by adding.

Temporary reduced speed signals (yellow flag, yellow disc, or yellow light) will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed trains must not exceed fifteen (15) miles per hour unless otherwise directed by train order or special instructions until rear of train has passed a temporary resume speed signal (green flag, green disc, or green light) which indicates the end of the restricted area.

Permanent slow boards, painted yellow with black numerals, will be located not less than 2500 feet in advance of location where speed of trains must be reduced. The numerals thereon nearest the track indicate the maximum speed for passenger trains and on the field side the maximum speed for freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent resume speed board painted green. There may be more than one yellow board in advance of green board, in which case the reduced speed shown on each yellow board must be observed in succession until the rear of train has passed the green board.

7. RULES 10(f) and 701.

Substitute "Red" for "Purple" as the color indication for dwarf signals.

8. RULE 15.

The explosion of two torpedoes is a signal to proceed at restricted speed, to be acknowledged as prescribed by Rule 14(g). The explosion of one torpedo will indicate the same as two, but the use of two is required. Restricted speed must be observed for a distance of one mile from point of explosion.

9. _____

10. RULE 86. Amended to read:

Unless otherwise provided, an inferior train must clear the time of a superior train in the same direction not less than five (5) minutes, but must be clear at the time a first class train in same direction is due to leave the next station in the rear, where time is shown. Where automatic block signals are continuous, between stations, inferior trains in the same direction will only be required to clear superior trains sufficiently to avoid delay.

11. RULE 95. Amended to read:

Two or more sections may be run on the same schedule. Each section has equal time table authority. A train must not display signals for a following section, except as prescribed by Rule 85, without train orders, except on double track or centralized traffic control territory the dispatcher may authorize sections of a schedule at initial station by clearance card Form 902.

12. RULE 97. Amended to read:

Extra trains must not be run without train orders, except that in CTC territory, or on double track with the current of traffic, the dispatcher may authorize the running of extra trains, except work extras, by clearance card Form 902 and trains so authorized will display signals as prescribed by Rule 21.

13. RULE 103(A). Amended to read:

Cars must not be "kicked" or "dropped" into a track on which occupied passenger or outfit cars are standing.

Passenger cars, either deadhead or in service, and outfit cars in service or occupied must only be moved or switched with air brakes in use.

14. RULE 104(A). First paragraph amended to read:

At meeting or passing points the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S-89(A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

15. RULE 204. Amended to read:

Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineman and also to anyone who acts as its pilot. A copy for each employe addressed must be supplied by the operator.

Orders addressed to operators restricting the movement of trains must be respected by conductors and enginemen the same as if addressed to them.

Additional copies of all train orders and clearance cards shall be furnished for delivery to rear brakeman.

16. RULE 210. Second paragraph is amended to read:

Enginemen must show train orders and clearance cards to firemen and, when practicable, to head brakeman; conductors, when practicable, must show them to the brakemen. Brakemen and firemen are required to read orders, see that the information shown on clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

Yard Limits - "Cheney" crossed out

17. RULE 221.

Where a fixed signal is used at a train order office, it must indicate "stop" when there is an operator on duty, except when changed to "proceed" to allow a train to pass when there are no train orders for any train in that direction.

When the train order signal cannot be changed to indicate "proceed" for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in stop position without first receiving clearance card, Form 902.

Train order signals must be fastened at "proceed" when no operator is on duty. When so fastened at night the light must be extinguished.

Operators must have flagman's signals ready for immediate use.

18. RULE 360. Amended by adding.

Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

19. RULE 632.

In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used the pressure should be momentarily released every fifteen minutes.

20. RULES 705 and 706. Amended by adding.

Where switch indicators are used, employes will be governed by indicator before fouling circuit or changing main track switch.

Indication displayed by switch indicators does not relieve train or engine-men from protecting their train as provided for by the rules.

21. RULE 872.

When the engine has been coupled on and gauge shows a sufficient pressure in the brakepipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also number of brakes cut out or inoperative.

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman, will after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

22. SPEED REGULATIONS.

(A) The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

22. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM SPEED FOR TRAINS

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT	90	50
SECOND DISTRICT	45	30
HUNNEWELL DISTRICT:		
Wellington to Blackwell	45	30
Blackwell to Tonkawa	24	24
WICHITA DISTRICT	45	30
ENGLEWOOD DISTRICT (Steam)	35	30
ENGLEWOOD DISTRICT (Motor)	45	30
MEDICINE LODGE DISTRICT	24	24
ANTHONY DISTRICT	20	20
FAIRVIEW DISTRICT:		
Wichita Jct. to Harper	45	35
Cherokee to Fairview	45	30
ALTUS DISTRICT	45	30
FIRST DISTRICT.		
Curves (3), M.P. 236.7 to 238.9	55	50
Curves (2), M.P. 239.2 to 242.3	80	50
Curve M.P. 245.9 to 246.1	80	50
Curve M.P. 250.2 to 250.3	85	50
Curve M.P. 252.4 to 252.5	90	50
Curves (2), M.P. 255.1 to 256.6	80	50
Curves (2), M.P. 262.0 to 263.4	90	50
Curve M.P. 266.8 to 267.3	85	50
Curves (3), M.P. 273.2 to 274.9	50	50
Curve M.P. 286.0 to 286.2	70	50
Curve M.P. 305.9 to 306.1	70	50
Curves (4), M.P. 306.2 to 307.9	45	35
Curves (2), M.P. 308.7 to 309.5	70	50
Curve M.P. 312.0 to 312.1	85	50
Curve M.P. 321.0 to 322.3	90	50
Curve M.P. 323.5 to 324.0	65	40
Curve M.P. 324.1 to 324.9	45	30
Curves (4), M.P. 325.3 to 328.6	65	50
Curve M.P. 328.6 to 328.9	90	50
Curve M.P. 331.7 to 331.8	85	50
Curve M.P. 334.3 to 334.4	90	50
Curves (2), M.P. 335.3 to 336.5	75	50
Curve M.P. 339.1 to 339.3	85	50
Curves (2), M.P. 342.5 to 342.7 (At beginning westward main track)	40	30
Curves (2), M.P. 343.3 to 343.9	60	50
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
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

22. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM SPEED FOR TRAINS—(Cont'd.)

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
ENGLEWOOD DISTRICT.		
Curves M.P. 99.0 to 100.8.....	30	20
Curves M.P. 107.0 to 111.3.....	30	20
Bridge 160-A M.P. 160.3 to 160.5.....	20	15
FAIRVIEW DISTRICT.		
Turnout Curves at Viola— M.P. 230.0 to 231.5.....	15	15
ALTUS DISTRICT.		
Curves M.P. 341.9 to 342.6.....	25	20
Curves M.P. 366.2 to 369.9.....	35	25
Curves and Bridge 371C M.P. 371.6 to 375.0.....	30	20
Bridges and curve—Slow eastward trains only M.P. 399.7 to 400.1.....	15	15
Big Cut M.P. 449.5 to 449.9.....	30	20

(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; 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 Jet.....	15

22. SPEED REGULATIONS—(Cont'd).

(D) MAXIMUM LOCOMOTIVE SPEEDS

ENGINES	Miles Per Hour	Light Engines Forward	All Engines Backing up
		Miles Per Hour	Miles Per Hour
Diesels 1 to 15, Incl., and 50.....	100	40	40*
Diesels 100 to 159 Incl.	65	40	40*
Diesels 160 to 168 Incl.	90	40	40*
Gas-Electric M-105, M-189, Incl.....	60	60	25
Gas-Electric M-190.....	75	60	25
(A) Atlantic Type 79 in. Drivers.....	100	40	25
(B) Atlantic Type 73 in. Drivers.....	90	40	25
(C) Pacific Type 79-84 in. Drivers.....	100	40	25
(D) Pacific Type 73-74 in. Drivers.....	80	40	25
3700 to 3750, Incl.....	70	40	25
2900-2929; 3751-3775; 3776-3785, Incl....	90	40	25
(E) Prairie Type 69 in. Drivers except 1800-1886.....	50 60	40 40	25 25
789-825; 870-874; 1790-1797, Incl.....	30	30	20
885-999; 1600-1705; 1950-1991.....	35	35	20
1798-1799.....	55	40	25
2506; 2531; 2535 to 2553, Incl.....	35	35	20
2565 to 2569, Incl.....	35	35	20
2507 to 2530, Incl.; 2532.....	55	40	25
3011 to 3027; 3100-3158.....	45	35	20
3160-3287; 4000-4115	60	40	25
3800-3940	55	40	25
5000-5035, Incl.....	65	40	25
All regularly assigned to switching service	20	20	20
All Other Engines.....	20	20	20

*Diesels when backing up as second unit, may operate at speed of the lead unit.

ENGINES AND DIAMETER OF DRIVERS

GROUP (A)	GROUP (B)	GROUP (C)	GROUP (D)	GROUP (E)
Atlantic Type 79" Drivers	Atlantic Type 73" Drivers	Pacific Type 79-84" Drivers	Pacific Type 73-74" Drivers	Prairie Type 69" Drivers
1413	550, 552, 556	1211, 1212	1226 to 1399*	1000 to 1152*
1416	558, 559	1218, 1222	3409, 3411	1207, 1210
1453	1420, 1425	3400 to 3408*	3443 to 3445*	1214, 1215
1468	1431, 1458	3410	3449	1800 to 1886*
1473	1462, 1483	3412 to 3442*	3500 to 3534*	
	1487, 1488	3446 to 3448*		
	1491, 1492	3450 to 3459*		
	1496, 1498	3460 to 3465*		

*Both Inclusive.

(E) Moving Against Current of Traffic.

Trains moving against the current of traffic on double track must not exceed speed of thirty (30) miles per hour around curves and where view is obscure, and use whistle freely as warning signal.

22. SPEED REGULATIONS—(Cont'd).

(F) Maximum Speed over Submerged Track.

Diesel-electric engines and gasoline-electric cars shall not be operated, either by towing or using traction motors for power, through water having depth over rail greater than shown below:

Type of Engine or Car.	Depth of Water	
	New Wheels	Worn Wheels
Passenger Diesels.....	4 in.	3 in.
Freight Diesels.....	6 in.	5 in.
44-ton Yard Diesels.....	3 in.	2 in.
Other Yard Diesels.....	6 in.	5 in.
Gasoline-Electric Cars.....	4 in.	3 in.

Maximum speed of Diesel engine or gasoline-electric motor car towed or operated through water, three miles per hour.

Steam engines and passenger cars equipped with roller bearings will not be run through water nine inches or more over rail; lightweight air-conditioned passenger cars, eight inches or more over rail, and heavyweight air-conditioned passenger cars not equipped with roller bearings, one foot or more over rail. When so operated, speed shall not exceed five miles per hour. This does not modify Rule 317-A, Operating Department.

(G) Steam Wrecking Cranes, etc.

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers, pile drivers, spreaders, (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed speed of twenty-four (24) miles per hour over First District; fifteen (15) miles per hour over Medicine Lodge District, and twenty (20) miles per hour on other territory.

(H) Locomotives Handled Dead in Trains.

With side rods in position are not to be run faster than twenty (20) miles per hour.

With side rods all removed and all drivers on rail fifteen (15) miles per hour.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour.

Gas-electric motor cars being towed, sixty (60) miles per hour.

Passenger Diesel locomotives ninety (90) miles per hour.

Freight Diesel locomotives sixty (60) miles per hour.

Yard Diesel locomotives thirty (30) miles per hour.

Locomotives operating under their own steam with all side rods in place and one main rod removed must not exceed following speeds: All freight and switch, including 0-4-0 to 2-10-4, twenty (20) miles per hour;

Passenger locomotives, Mountain type, including 4-8-2 and 4-8-4, twenty-five (25) miles per hour. All except Mountain type, including 4-4-0 to 4-6-2, thirty-five (35) miles per hour.

(I) Spring Switches, Turnouts and Crossovers.

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein, trains or engines must not exceed speed of fifteen (15) miles per hour. On all other turnouts or crossovers, trains or engines must not exceed speed of ten (10) miles per hour.

Trailing movements through spring switches must not be reversed until switch has been properly lined.

22. SPEED REGULATIONS—(Cont'd).

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
S.K. Jct.	Interlock	Crossover switches.....	20	20
Wellington	Spring	Hunnewell Jct.....	10	10
Wellington	Spring	West end freight yard....	15	15
Wellington	Spring	West end passenger track..	25	20
Roland	Spring	East and west end siding..	15	15
Mayfield	Spring	East and west end siding..	15	15
Milan	Spring	East and west end siding..	15	15
Argonia	Spring	East and west end siding..	15	15
Danville	Spring	East and west end siding..	15	15
Harper	Interlock	East and west end siding..	30	20
Harper	Interlock	Crossover East of Fairview District Connection....	25	20
Harper	Interlock	Fairview District Connection and Crossover west thereof.....	15	15
Eula	Spring	East and west end siding..	15	15
Attica	Interlock	East and west end siding..	30	20
Crisfield	Spring	East and west end siding..	15	15
Hazelton	Spring	East and west end siding..	15	15
Kiowa	Spring	East and west end siding..	25	20
Loder	Spring	East and west end siding..	15	15
Capron	Spring	East and west end siding..	15	15
Brink	Spring	East and west end siding..	25	20
Alva	Spring	East end siding.....	10	10
Alva	Spring	West end siding.....	15	15
Noel	Spring	East and west end siding..	25	20
Avard	Spring	East and west end siding..	15	15
Eagle	Spring	East end siding.....	15	15
Eagle	Spring	East end Waynoka yard extension track.....	15	15

(J) Speed Table. Table of train speeds (minutes and seconds per mile, in terms of miles per hour.)

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	54.5	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

23. OVERHEAD OBSTRUCTIONS. (See Rule 310).

MILE POSTS	BRIDGE NUMBER	NAME
FIRST DISTRICT.		
239.6	239-D	Overhead Bridge.
242.3	242-B	Overhead Highway Bridge.
265.8	265-Oa	Overhead Highway Bridge.
273.3	273-Aa	Overhead Highway Bridge.
304.8	304-A	Bridge—Close side clearance.
306.1	306-A	Overhead Highway Bridge.
323.2	323-A	Overhead Highway Bridge.
327.5	327-E	Overhead Highway Bridge.
336.7	336-B	Bridge—Close side clearance.
SECOND DISTRICT.		
132.9	132-D	Overhead Bridge.
134.9	134-E	Bridge—Close side clearance.
MEDICINE LODGE DISTRICT.		
20.2	20-A	Overhead Highway Bridge.
HUNNEWELL DISTRICT.		
32.8	32-A	Overhead Bridge.
FAIRVIEW DISTRICT.		
242.1	242-B	Overhead Highway Bridge.
310.5	310-C	Overhead Highway Bridge.
ALTUS DISTRICT.		
345.9	345-E	Overhead Highway Bridge.
371.7	371-C	Overhead Bridge.
379.5	379-Aa	Overhead Highway Bridge.
399.2	399-A	Overhead Bridge.
399.5	399-B	Bridge—Close side clearance.
399.7	399-Ba	Overhead Highway Bridge.
399.9	399-Bb	Overhead Highway Bridge.
418.9	418-C	Overhead Highway Bridge.
451.1	451-A	Bridge—Close side clearance.
Clinton Yard	137-A	Overhead Highway Bridge.

24. INTERLOCKING PLANTS.

(A) Rule 711.

Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

(B) When signals of an interlocking plant cannot be operated and the operator desires a train or engine to be moved through the plant, permission may be given verbally or by proceed signal with yellow flag or light, which will authorize movement as per Rule 830(a) or (b), but in such cases some member of crew must precede train or engine and examine each interlocked switch and derail affecting such movement and flag any railroad crossings within the limits.

When conditions are such that hand signals cannot be observed, permission may be given by telephone. If unable to communicate with operator, spike switch and proceed, under flag protection, to the next governing signal, leaving the switch lined and spiked in the position found, making report at the first available point of communication.

(C) At automatic interlocking plants, signals are cleared for approaching trains when conflicting routes are unoccupied. When signals fail to clear, follow instructions outlined in detail in box at the crossing. If signals cannot be cleared, after five (5) minutes, train may proceed, protecting against opposing movements and after knowing signals are set against conflicting routes.

(D) LOCATIONS.

NAME	TYPE	SPEED
S.K. Jct.	Standard	
Harper	Standard	
Attica	Standard	
Waynoka	Standard	

25. SPECIAL RULES AND FACILITIES.

(A) In automatic block territory on single track trains in clear on siding or other tracks will not use siding switches (or other switches not equipped with switch indicators) until indication of signals in both directions have been observed. Trains moving from siding to main track will foul the circuit and set signal before lining switch.

(B) Dwarf head out signals located at end of siding on double track at certain non-interlocked stations are track controlled. Their indication normally is proceed. At certain non-continuous offices signals are changed to track controlled during period offices are closed. Under either such circumstances, if the indication of such signal is stop, when a train is ready to leave siding, main track switch should be opened and after waiting five minutes train may proceed, protecting as provided by Rule 99. When heading out through a spring switch the same practice will govern except that after lead wheels have fouled circuit, spring switch must be restored to normal.

(C) RAILROAD CROSSINGS WITH SPECIAL PROTECTION.

ARGONIA—Mo. Pac. crossing M.P. 259.6. Derails on Mo. Pac. main track connected to A.T.&S.F. automatic block signals. When signals 2591 or 2594 indicate stop, trains will be governed by Rule 830 (a). Before crossing, flagman must observe that derails on Mo. Pac. main track are in derailing position. If derails not in derailing position on Mo. Pac. track movement over the crossing must be protected by flagman in each direction on Mo. Pac. main track, until rear of train has passed. Speed limit passenger trains, seventy-five (75) miles per hour; Freight trains, fifty (50) miles per hour.

HARPER—Second District Crossing, M.P. 274.4 protected by interlocking plant. Speed limit, First District, fifty (50) miles per hour. Second District, twenty (20) miles per hour.

KIOWA—Mo. Pac. crossing, M.P. 307.8, electrically locked crossing gate and vertical lift gate, set normally against Mo. Pac. trains. This gate is manually operated and when swung across A.T.&S.F. track, places automatic block signals each way therefrom in stop position. Instructions for operation contained in box at crossing. Speed limit for passenger trains forty-five (45) miles per hour, for freight trains thirty-five (35) miles per hour.

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 home and approach signals on C.R.I.& P. tracks, and electrically locked derails on A.T.&S.F. tracks, operated by A.T.&S.F. trainmen. Be governed by instructions posted in lock box at crossing. Speed limit fifteen (15) miles per hour.

(D) GATE PROTECTED RAILROAD 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	St.L.S.F.	127.0	A.T.&S.F.	15
HUNNEWELL DISTRICT:				
South Haven	A.T.&S.F.	15.5	Anthony District	20
Blackwell	A.T.&S.F.	34.8	Second District	15
WICHITA DIST.:				
Wichita Jct.	Mo. Pac.	2.7	A.T.&S.F.	15
Kingman	Mo. Pac.	46.1	A.T.&S.F.	15
ENGLEWOOD DISTRICT:				
Norwich	Mo. Pac.	34.7	Mo. Pac.	20
ANTHONY DIST.:				
Caldwell	C.R.I.&P.	32.6	A.T.&S.F.	20
FAIRVIEW DIST.:				
Wichita	M.V.	210.0	M.V.	20
Viola	A.T.&S.F.	231.5	Englewood District	20
Carmen	St.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.	10

25. SPECIAL RULES AND FACILITIES—(Cont'd).

(E) RAILROAD CROSSINGS AT GRADE PROTECTED BY STOP BOARDS.

Station	Railroad	M.P. Location	Remarks
SECOND DIST.: Anthony.....	Mo. Pac.	70.0	Stop. See Rule 98A, B, C, D
ANTHONY DIST.: Anthony.....	Mo. Pac.	58.6	Stop. See Rule 98A, B, C, D.
HUNNEWELL DISTRICT: Blackwell.....	St. L. S. F.	34.0	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.

26. SIDINGS, SPUR AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGE 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 Spur.....	76.5	10	East	Freight only
ENGLEWOOD DISTRICT: Rockefeller Spur.....	101.6	5	East	Freight only
MEDICINE LODGE DIST.: McPherson Spur.....	18.6	10	East	Freight only
Pryor-Lockhard Spur.....	31.2	4	East	Freight only
Best Spur.....	40.3	41	West	Freight only
FAIRVIEW DISTRICT: Prospect Spur.....	214.4	6	West	Freight only
WICHITA DISTRICT: Skelly Oil Spur.....	63.1	7	East	Freight only
Helium Spur.....	64.1	33	West	Freight only
HUNNEWELL DISTRICT: Tyner.....	38.8	12	Both	Freight only
ALTUS DISTRICT: Naval Base.....	418.3	Yard	Both	Freight only

27. BULLETIN BOOKS.

ALTUS..... Passenger Station, Roundhouse.
 ATTICA..... Passenger Station.
 BELVIDERE..... Passenger Station.
 CLINTON..... Passenger Station.
 ENGLEWOOD..... Passenger Station.
 FAIRVIEW..... Passenger Station, Roundhouse.
 HUTCHINSON..... Passenger Station.
 KIOWA..... 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.

28. 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.

29. STANDARD THERMOMETERS.

Altus.	Avard.	Clinton.	Rago.
Alva.	Belvidere.	Fairview.	Thomas.
Anthony.	Blackwell.	Harper.	Waynoka.
Attica.	Cherokee.	Kiowa.	Wellington.

30. 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.

Freight Train Terminals and Junctions. (Subject to Change Without Notice.)	WESTWARD.													
	43	83	119	89	59	71	85	81	57	33	69	89	65	69
	Northern California Fast Freight.	Way Freight.	Fast Freight.	Southern Kansas Freight.	Way Freight.	Way Freight.	Way Freight.	Mixed.	Way Freight.	California Texas Oklahoma Fast Frt.	Mixed.	Way Freight.	Way Freight.	Middle Division Way Freight.
STATIONS.	Leave Daily.	Leave Daily Ex. Mon.	Leave Daily.	Leave Daily.	Leave Tues., Thurs. and Sat.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Tues., Thurs. and Sat.	Leave Mon., Wed. and Fri.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun. PM 6.25
S.K. JCT.	PM 9.50		AM	AM 5.50				AM	AM	AM 7.50				
WELLINGTON.	10.00 11.00		1.30	5.55 AM				7.45	9.00	8.00 8.45				6.30 PM
HUTCHINSON.					AM 5.00									
NORTH WICHITA.		AM 2.00				AM 6.00								
SOUTH HAVEN.														
HARPER.		5.00 AM	4.10		9.00									
KIOWA.							AM 10.30							
WAYNOKA.	3.30 AM													
BELVIDERE.										12.45 PM	PM 12.15			
ENGLEWOOD.											4.00 PM			
ANTHONY.					10.00									
BLACKWELL.					1.00 PM							PM 1.25	PM 3.30	
PONCA CITY.													4.30 PM	
TONKAWA.														
FAIRVIEW.			9.40										1.50 PM	
ALTUS.			10.10 PM											
	Arrive Daily.	Arrive Daily Ex. Mon.	Arrive Daily.	Arrive Daily.	Arrive Tues., Thurs. and Sat.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Tues., Thurs. and Sat.	Arrive Mon., Wed. and Fri.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.

Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	EASTWARD.													
	86	84	66	82	58	70	70	120	60	72	90	90	34	44
	Way Freight.	Way Freight.	Way Freight.	Mixed.	Way Freight.	Mixed.	Middle Division Way Freight.	Fast Freight.	Way Freight.	Way Freight.	Way Freight.	Southern Kansas Freight.	Southern California Chicago Fast Frt.	Northern California Chicago Fast Frt.
STATIONS.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Mon.	Arrive Daily Ex. Sun.	Arrive Mon., Wed. and Fri.	Arrive Mon., Wed. and Fri.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun. PM 12.35	Arrive Daily. AM 8.00	Arrive Tues., Thurs. and Sat. PM 3.30	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily. AM 7.40	Arrive Daily. AM 7.40
S.K. JCT.				PM 2.15			PM 12.35	AM 8.00	PM 3.30			PM 2.50	AM 7.40	AM 7.40
WELLINGTON.							12.30 PM					2.45 PM	7.30 6.30	7.30 6.30
HUTCHINSON.					PM 7.30									
NORTH WICHITA.		AM 8.00								PM 7.00				
SOUTH HAVEN.				12.05										
HARPER.		6.00 AM		7.30 AM	3.45			3.30		2.40				
KIOWA.	AM 8.45													
WAYNOKA.	6.00 AM													
BELVIDERE.						PM 12.30							12.30 AM	12.30 AM
ENGLEWOOD.						9.00 AM				12.30 PM				
ANTHONY.					2.45									
BLACKWELL.			AM 9.00		11.15 AM						PM 2.25			
PONCA CITY.			8.00 AM							1.30 PM				
TONKAWA.											2.00 PM			
FAIRVIEW.								8.30						
ALTUS.								1.15 PM						
	Leave Daily Ex. Sun.	Leave Daily Ex. Mon.	Leave Daily Ex. Sun.	Leave Mon., Wed. and Fri.	Leave Mon., Wed. and Fri.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Tues., Thurs. and Sat.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.

TRAINS ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

R. C. MATTHEWS, Trainmaster.....Wellington, Kansas.
P. T. COLLINS, Trainmaster.....Wellington, Kansas.

B. M. KURTZ, Chief Dispatcher.....Wellington, Kansas.
W. A. BRANDT, Night Chief Dispatcher.....Wellington, Kansas.

TRAIN DISPATCHERS—WELLINGTON, KANSAS.

R. SELLS.	I. W. LAWSON.	V. L. ADAIR.
H. I. RANKIN.	E. R. BOYER.	R. B. SIDMAN.
L. O'CONNOR.	L. P. HEATH.	D. H. HOLDAWAY.
H. J. MARTIN.		

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

LOCAL WATCH INSPECTORS—PANHANDLE DIVISION.

J. M. RUSSELL.....Altus.	D. E. OVERSTREET.....Kiowa.
F. W. OLMSTEAD.....Anthony.	GEO. E. STILLER.....Waynoka.
L. P. NORTHUP.....Clinton.	ROSCOE H. RILEY.....Wellington.
JON I. GARD.....Fairview.	LESLIE BRANSON, SR.....Wichita.
ADAMS & MEADOR.....Hutchinson.	

SURGEONS OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY AND THE A.T.& S.F. HOSPITAL ASSOCIATION.

DR. M. L. BISHOFF, Chief Surgeon.....Topeka. DR. H. W. GOOTEE, Assistant Chief Surgeon.....Topeka.

PANHANDLE DIVISION—MULVANE HOSPITAL.

DR. ALFRED SORENSEN, Surgeon in Charge. DR. DANA JACKSON, Assistant Surgeon. DR. H. W. HORN (Wichita, Consultant.)
DR. A. L. CRITTENDEN, Assistant Surgeon.

LOCAL SURGEONS.

DR. E. W. MABRY.....Altus.	DR. A. H. BIERMAN.....Garden Plain.
DR. I. F. STEPHENSON.....Alva.	DR. L. C. JOSLIN.....Harper.
DR. H. L. GALLOWAY.....Anthony.	DR. GEO. BURKETT.....Kingman.
DR. C. F. HAUGHEY.....Anthony.	DR. I. V. HARDY.....Medford.
DR. E. R. MONTZINGO.....Attica.	DR. HARDEN GILBERT.....Medicine Lodge.
DR. M. S. WHITE.....Blackwell.	DR. T. L. WAYLAN.....Nashville.
DR. J. R. BURNETT.....Caldwell.	DR. EUGENE WALLACE.....Norwich.
DR. C. L. ROGERS.....Canton.	DR. A. COCHRAN.....Pratt.
DR. L. T. LANCASTER.....Cherokee.	DR. L. G. GLENN.....Protection.
DR. ELLIS LAMB.....Clinton.	DR. W. A. RYAN.....Thomas.
DR. ROSS DEPUTY.....Clinton.	DR. W. F. LAFON.....Waynoka.
DR. E. M. IRELAND.....Coats.	DR. K. E. VOLDENG.....Wellington.
DR. J. PAUL JONES.....Dill City.	DR. WARD M. COLE.....Wellington.
DR. ROBT. O. RYAN.....Fairview.	

EYE, EAR, NOSE AND THROAT SPECIALISTS AT LOCAL POINTS

DR. F. R. VIEREGG.....Clinton. DR. J. E. HILL.....Wellington.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49 and 50.
 EASTERN DIVISION—Trains 61, 62, 63, 64, 73 and 74.
 MIDDLE DIVISION—Trains 49, 50, 59, 69, 70, 75, 76, 87, 88 and 98.
 OKLAHOMA DIVISION—Trains 79, 80, 81, 82, 87 and 88.
 SOUTHERN KANSAS DIVISION—Trains 85, 86, 87, 88, 91, 92, 95, 96,
 97, 98; 89 and 90 between Cherryvale and Winfield.
 WESTERN DIVISION—Trains 81 and 82.

COLORADO DIVISION—Trains 87 and 88.
 NEW MEXICO DIVISION—Trains 71 and 72.
 PANHANDLE DIVISION—Trains 57, 58, 59, 60, 69, 70, 71, 72, 83, 84,
 119 and 120.
 PECOS DIVISION—Trains 45 and 46 between Carlsbad and Pecos.
 PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and
 Canadian; 55 and 56 between Amarillo and Canadian.

When more than one section, only the last section will carry passengers. In Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line. Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

The following conditional stops apply only to revenue passengers FROM or DESTINED TO points where train is authorized by time table to make CONDITIONAL, REGULAR or FLAG STOPS. Where train is authorized to pick up passengers, agents may flag train accordingly.

- | | |
|---|--|
| <p>No. 1. At Mooreland, to discharge passengers from Wellington and beyond and to receive passengers for Amarillo and beyond.</p> <p>No. 2. (a) At Mooreland, to discharge passengers from Amarillo and beyond, and to receive passengers for Wellington and beyond.
 (b) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond.
 (c) At Florence, to discharge passengers from south of Newton.
 (d) At Strong City, to discharge passengers from Wichita or beyond.
 (e) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (f) At Dallas City, Strouthurst, Williamsfield, Toluca, Ransom, Kinsman, Verona or Mazon, to receive passengers for beyond Chicago.</p> <p>No. 3. (a) At Toluca, to receive passengers for Kansas City and beyond.
 (b) At Nickerson, Alden, Raymond, Pawnee Rock, Garfield, Offerle, Spearville and Wright, to discharge passengers from Kansas City and beyond or to receive passengers for La Junta and beyond.</p> <p>No. 4. (a) At Los Cerrillos, to receive passengers for La Junta and beyond.
 (b) At Deerfield and Holcomb, to receive passengers for Dodge City and east, or discharge passengers from west and north of La Junta.
 (c) At Wright, Spearville, Offerle, Garfield, Pawnee Rock, Raymond, Alden, and Nickerson, to discharge passengers from La Junta and beyond, and to receive passengers for Newton and beyond.</p> <p>No. 5. (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.
 (b) At Las Animas, to discharge passengers from beyond La Junta.</p> <p>Nos. 9-90. (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas, or beyond.
 (b) At Ottawa Jet., to receive passengers for beyond Newton.
 (c) At Granada, to receive passengers for La Junta and beyond.
 (d) At Las Animas and Holly, to receive passengers for Pueblo or beyond; or to discharge passengers from Dodge City or beyond.
 (e) At any station La Junta to Pueblo, to discharge passengers from beyond Las Animas.</p> <p>Nos. 101-10. (a) At any station Denver to Pueblo, to receive passengers for Las Animas or beyond.
 (b) At any station Pueblo to La Junta, to receive passengers for beyond Las Animas.
 (c) At Littleton, to receive passengers for Colorado Springs; or to receive passengers for Pueblo or beyond.
 (d) At Las Animas and Holly, to discharge passengers from Pueblo or beyond; or to receive passengers for Dodge City or beyond.
 (e) At any station Dodge City to Kansas City, to discharge passengers from Las Animas or beyond.
 (f) At Ottawa Jet., to discharge passengers from west of Newton.</p> <p>Nos. 13-130 (From La Junta.) At any station La Junta to Denver to discharge passengers from La Junta or beyond.</p> <p>Nos. 141-14. (From Denver.) At any station Denver to La Junta, to receive passengers for La Junta or beyond.</p> <p>No. 17. At Galesburg, to receive passengers for scheduled stops in California.</p> | <p>No. 18. At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino or Barstow.</p> <p>No. 19. (a) At Joliet and Streator, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond.
 (b) At Galesburg, to discharge passengers from beyond Chicago.
 (c) At Galesburg, La Plata, Marceline or Carrollton, to receive passengers for Colorado, New Mexico, Arizona or California.
 (d) At Valmora, to discharge passengers from Kansas City or beyond; or to receive passengers for Barstow or beyond.</p> <p>No. 20. (a) At Valmora, to discharge passengers from Barstow or beyond; or to receive passengers for Kansas City or beyond.
 (b) At Carrollton, Marceline, La Plata, Galesburg, Streator or Joliet, to discharge passengers from California or Arizona.</p> <p>No. 21. (a) At Joliet, Streator, Chillicothe or Galesburg, to receive passengers for California.
 (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond.
 (c) At Glorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.</p> <p>No. 22. (a) At Lamy, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond.
 (b) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond.
 (c) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond.
 (d) At Ottawa Jet., to discharge passengers for Ottawa and for connection with No. 47.
 (e) At Galesburg, Chillicothe, Streator or Joliet, to discharge passengers from scheduled stops in California.</p> <p>No. 23. (a) At any station Chicago to Kansas City, to receive passengers for Newton or beyond.
 (b) At Olathe and Quenemo, to receive passengers for Newton or beyond.
 (c) At Strong City, to receive passengers from North of Strong City for Wellington or beyond.</p> <p>No. 24. (a) At any station Beien to Kansas City, to discharge passengers from Arizona or California.
 (b) At any station Kansas City to Fort Madison, to discharge passengers from beyond Kansas City.
 (c) At any station Fort Madison to Chicago, to discharge passengers from Kansas City or beyond.
 (d) At Dallas City or Strouthurst, to receive passengers for Chicago or beyond.</p> <p>No. 27. At Marland, to receive passengers for Oklahoma City.</p> <p>No. 27. (C & S) (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo.
 (b) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.
 (b) At Marland, to discharge passengers from Oklahoma City.</p> <p>No. 28. (C & S) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond, Colony and Humboldt, to discharge passengers from Kansas City, Mo., or beyond.
 (b) At Gardner and Humboldt, to receive passengers for Chanute or beyond.</p> <p>No. 50. At any station Tulsa to Chanute, to receive passengers for Kansas City, Mo., or beyond.</p> <p>No. 127. At any station Newton to La Junta, to receive or discharge passengers.</p> |
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The following signs indicate:

s—Regular Stop; f—Stop on signal; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

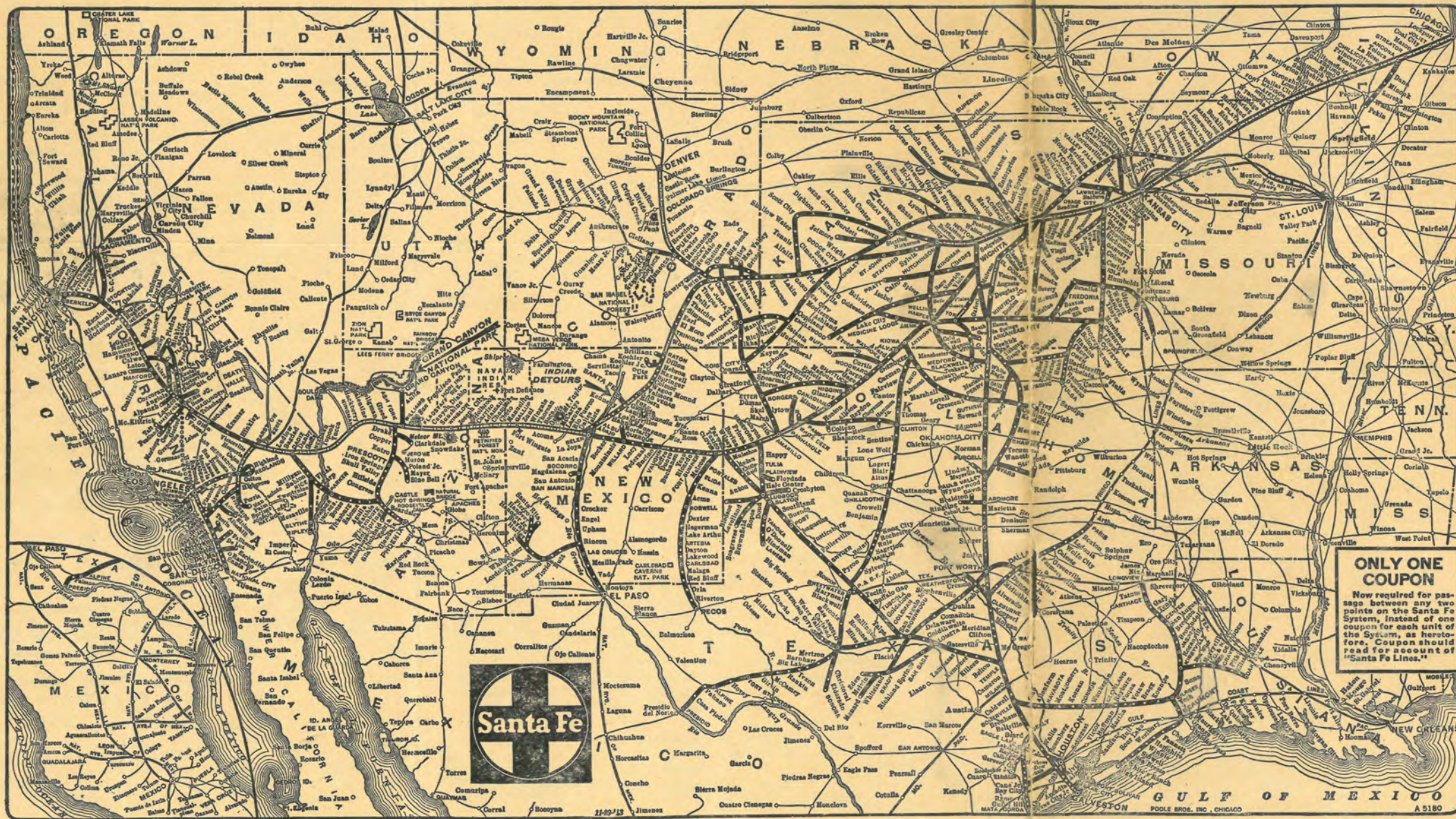


SANTA FE SAFETY FIRST



Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, all unsafe conditions or practices.

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



ONLY ONE COUPON
Now required for two points between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."

— Santa Fe Through Lines — Double Track plus two main lines between Newton and Albuquerque - - - - - Steamship Lines Roads Motor Routes Coordinated with Train Service