

The Atchison, Topeka & Santa Fe Railway Co.



WESTERN LINES.
SOUTHERN DISTRICT.



PANHANDLE DIVISION.

EMPLOYEES' TIME TABLE No. 48.

IN EFFECT

SUNDAY, NOVEMBER 14, 1926,

AT 12:01 O'CLOCK A.M.

CENTRAL STANDARD TIME

Superseding Time Table No. 47, Dated November 29, 1925, and any Supplements thereto.

This Time Table is for the Government and Information of Employees of this Company only.

F. A. LEHMAN,
General Manager,
AMARILLO, TEXAS.

F. L. MYERS,
Asst. General Manager,
AMARILLO, TEXAS.

H. R. LAKE,
Supt. Transportation,
CHICAGO, ILLINOIS.

J. B. BRISCOE,
Superintendent,
WELLINGTON, KANSAS.

SPECIAL RULES AND REGULATIONS.

Effective on the Panhandle Division and Superseding all General Rules Inconsistent Therewith.

A book of The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1909, and the current Time Table, must be in the hands of all employes of the Operating Department.

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

At stations shown in full-faced type, all conductors must personally register their trains.

The following stations have Yard Limits (See No. 93, General Rules): Wellington, Argonia, Harper, Attica, Kiowa, Alva, Waynoka, Englewood, Belvidere, Rago, Mulvane, Kingman, Wichita, Pratt, South Haven, Tonkawa, Blackwell, Ponca City Junction, Anthony, Hutchinson, Medicine Lodge, Caldwell and Arkansas City. At all other stations trains must be protected as per Nos. 99 and D-99 of General Rules.

Standard thermometers are located at Waynoka, Alva, Kiowa, Harper, Argonia, Wellington, Attica, Sawyer, Rago, Blackwell, Belvidere, and Anthony.

Bulletin books are located at Hutchinson, Wichita, Wellington, Harper, Attica, Kiowa, Waynoka, Blackwell, Tonkawa, Anthony, Pratt, Belvidere, Englewood, Medicine Lodge.

Trainmen on freight trains must see that couplings, wheels, journals, and brakes of the cars in their train are in good order, by inspecting them, when their duties will permit, as often as the train stops for any purpose, but in no case will a freight train be run continuously for more than fifty miles without a stop being made for the purpose of inspecting equipment.

So far as practicable, hand baggage should not be placed in the aisles of passenger cars.

Heavy hand baggage or packages should not be allowed in overhead racks where there is possible danger of their falling from same.

Train crews are enjoined to supervise the stowing of baggage and see that it is accomplished in such manner as to minimize hazard of accident to passengers.

An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt delivery to rear brakeman.

Conductors of freight and mixed trains will leave telegraph train reports, Form 903, at all stations, except register stations, where cars are picked up or set out. Operators will send these reports to dispatcher when reporting arrival and departure of trains.

Substitute for note under Rule 221-A of Current Rules and Regulations, Operating Department: This rule not applicable to double track where separate signals are provided for trains on siding.

Rule 854, Book of Rules and Regulations, Operating Department, is amended as follows:

On single track when stopped by an automatic block signal, send flagman ahead immediately, wait five minutes and follow UNDER CONTROL, except that when next governing signal in advance can be plainly seen to indicate proceed and track is clear, train may at once proceed under control. Flagman need precede train only to a point where next governing signal in advance can be seen to indicate proceed and track seen to be clear.

If the communicating signal fails, or an engine not equipped with air signal is used to handle passenger trains, verbal understanding must be had between conductor and engineman, and approaching each flag station immediately following audible signal 14-M, as per Book of Rules and Regulations, hand or lamp signal "Proceed" or "Stop" must be given by conductor. This supersedes instructions appearing in first paragraph, page 219, of Book of Rules and Instructions for Operating and Maintaining Air Brakes.

Where upper quadrant three-position signals are installed, the following indications will be provided:

Stop—Arm horizontal, or red light.

Proceed under control—Arm 45 degrees upward, or yellow light.

Proceed—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate.

Slow boards, painted yellow, with the required numerals and the word "miles" in black are located 1500 feet in advance of certain curves, bridges or other points where speed of trains is permanently restricted. The numerals indicate the maximum speed in miles per hour allowed any train, but in no wise abrogate nor modify special rules, train orders nor instructions further restricting the speed of any or all trains.

Resume speed boards, painted green, without lettering, are located at the end of the restricted territory, which the rear of the train having passed, normal speed may be resumed.

Where two or more restricted areas are close together but one slow board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delays, 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.

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.

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers, pile drivers, and spreaders will not exceed a speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile, over First, Second, Hunnewell and Englewood Districts and between Wichita and Kingman, Wichita District. Speed over other territory fifteen (15) miles per hour, or four (4) minutes for each mile.

Trains handling scale test cars will not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile.

Trains having dead engines in tow must observe the following:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, speed of train must not exceed ten (10) miles per hour, or six (6) minutes for each mile.

With rods down or disconnected, but with all drivers on rail, speed of train must not exceed fifteen (15) miles per hour, or four (4) minutes for each mile.

With all rods up and connected, speed of train may be increased to twenty (20) miles per hour, or three (3) minutes for each mile.

All classes of engines, when backing up, will not exceed speed of twenty (20) miles per hour, or three (3) minutes for each mile.

In heading in or out over the following turnouts and crossovers, all trains will not exceed speed of fifteen (15) miles per hour, or four (4) minutes per mile. On all other turnouts and crossovers all trains will not exceed speed of ten (10) miles per hour, or six (6) minutes per mile.

Wellington—East end track No. 1 off main line east end of yard.

Harper—East and west end of track No. 19 where passing track leads off from main line.

Kiowa—East and west end of track No. 5 where passing track leads off from main line.

While running through the corporate limits of cities and towns named below, trains must not exceed the speed shown, and the engine bell must be rung constantly until without the limits:

Capron—Twenty (20) miles per hour, or three (3) minutes per mile.

Argonia—Six (6) miles per hour, or ten (10) minutes per mile.

Wellington—Six (6) miles per hour, or ten (10) minutes per mile.

Tonkawa—Ten (10) miles per hour, or six (6) minutes per mile.

Blackwell—Four (4) miles per hour, or fifteen (15) minutes per mile over Blackwell Avenue. Six (6) miles per hour, or ten (10) minutes per mile over any street. All freight and switching trains will come to full stop and send flag ahead before passing over Blackwell Avenue.

Manchester—Six (6) miles per hour, or ten (10) minutes per mile.

Anthony—Six (6) miles per hour, or ten (10) minutes per mile.

Crossing Main Street, all trains and engines stop and send flag ahead before crossing.

Kingman—Five (5) miles per hour or twelve (12) minutes per mile.

Protection—Ten (10) miles per hour, or six (6) minutes per mile.

Wichita—Five (5) miles per hour, or twelve (12) minutes per mile.

SECOND DISTRICT

Freight trains will not exceed a speed of thirty (30) miles per hour, or two (2) minutes for each mile, between Panhandle Junction and M.P. 16; and between Numa and Ponca City, twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile between M.P. 16 and Harper, and twenty (20) miles per hour, or three (3) minutes for each mile, at any other point.

HUNNEWELL DISTRICT

Freight trains will not exceed a speed of thirty (30) miles per hour, or two (2) minutes for each mile.

WICHITA DISTRICT

Freight trains will not exceed a speed of twenty (20) miles per hour, or three (3) minutes for each mile, and Passenger trains will not exceed a speed of thirty (30) miles per hour, or two (2) minutes for each mile, between Kingman and Pratt. Freight trains will not exceed a speed of thirty (30) miles per hour, or two (2) minutes for each mile between Kingman and Wichita.

ENGLEWOOD DISTRICT

Freight trains will not exceed a speed of thirty (30) miles per hour, or two (2) minutes for each mile.

KIOWA DISTRICT

Freight trains will not exceed a speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile.

MEDICINE LODGE DISTRICT

Freight trains will not exceed a speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile.

ANTHONY DISTRICT

All trains will not exceed a speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile.

All trains will not exceed ten (10) miles per hour or six (6) minutes per mile over bridge 44D.

Time signals will be sent daily at 11:00 A. M., "Central" time, from the Master Clock of the Washington, D. C., U. S. Naval Observatory, to all telegraph stations on this road. These signals are automatic clock-beats, repeated over the wires by the Master Clock. All repeater switches should be thrown. The following programme will be observed:

H. M. S.

10 57 00 A. M., Second beats commence and continue until the 28th second, inclusive, when circuit opens until

10 57 30 A. M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until

10 58 00 A. M., When second beats commence again, continuing until the 28th second, inclusive, when circuit opens until

10 58 30 A. M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until

10 59 00 A. M., When second beats commence and continue until the 28th second, inclusive, when circuit opens until

10 59 30 A. M., When second beats commence again, continuing to the 50th second, inclusive, when circuit opens until

11 00 00 A. M., When the circuit closes one dot, and then opens again, when all repeater switches should be thrown back to original position.

This programme affords ample opportunity to identify the minute and second. If from interruption of wires, or other causes, the time should fail to be transmitted from the Master Clock at Washington, the time will be struck by the Master Clock at Topeka, from Standard Time in General Watch Inspector's office, as per above programme; or should there be a failure from any cause in receiving time each day, Operators will get time from the Dispatcher's Office of their division.

It is important that every Station shall have absolutely correct time, and Operators receiving time will, if necessary, correct the Station Clock to agree with time signals as received.

Standard Clocks are located at Hutchinson, Wellington, Waynoka, Wichita Union Station and North Wichita.

All employes are hereby notified that there are coal chutes, plat-

forms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side of a car; and all employes must PROTECT themselves from injury in passing such structures.

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through or under the following named bridges or viaducts, and necessary precautions must be used by all employes to protect themselves from injury from overhead structures at said points while riding on top of cars:

PANHANDLE DIVISION

Mile Post	Bridge Number	NAMES
		Medicine Lodge District.
20.2	20-A	Viaduct.

RAILROAD CROSSINGS AND JUNCTIONS

Argonia—M. P. crossing 0.4 mile west of depot is protected by gate set normally across M. P. track. At night position of gate will be indicated by two yellow lights. These lights will be hung on a signal blade on top of mast at highest part of gate, and the position of gate indicated by position of lights. When lights hang directly across from each other, gate will be set across M. P. track. When lights hang one above the other, gate will be set across A. T. & S. F. track. When clear, trains may cross at a speed of fifteen (15) miles per hour, or four (4) minutes per mile.

Harper—K. C. M. & O. crossing 0.7 mile east of depot is protected by gate set normally across K. C. M. & O. track. At night position of gate is indicated by green light when clear and red light when blocked.

A. T. & S. F. crossing 0.4 mile west of depot is protected by gate set normally across Second District track. At night position of gate is indicated by green light when clear and red light when blocked. When clear, trains may cross at a speed of fifteen (15) miles per hour, or four (4) minutes per mile.

Kiowa—M. P. crossing 0.9 mile west of depot is protected by gate set normally across M. P. track. At night position of gate is indicated by green light when clear and red light when blocked. When clear, trains may cross at a speed of fifteen (15) miles per hour, or four (4) minutes per mile.

Hutchinson—C. R. I. & P. crossing 0.7 mile west of Panhandle Junction is protected by gate set normally across A. T. & S. F. track. At night position of gate is indicated by yellow light when clear and red light when blocked.

M. P. crossing and Panhandle Junction 1.1 miles west of depot are protected by standard interlocking plant. Following whistle signal will indicate route which trains wish to take:

Main Line _____

When clear, trains may cross at a speed of ten (10) miles per hour, or six (6) minutes per mile.

Mulvane—M. V. crossing 3.1 miles west of Englewood Junction, Englewood District, is protected by gate set normally across M. V. track. At night position of gate is indicated by green light when clear and red light when blocked. When clear, trains may cross at a speed of ten (10) miles per hour, or six (6) minutes per mile.

Peck—C. R. I. & P. crossing at depot is protected by gate set normally across A. T. & S. F. track. At night position of gate is indicated by yellow light when clear and red light when blocked. When clear, trains may cross at a speed of ten (10) miles per hour, or six (6) minutes per mile.

Clearwater—M. P. crossing 0.4 mile west of depot is protected by gate set normally across A. T. & S. F. track. At night position of gate is indicated by two yellow lights. These lights will be hung on a signal blade on top of mast at highest part of gate, and the position of gate indicated by position of lights. When lights hang directly across from each other, gate will be set across M. P. track. When lights hang one above the other, gate will be set across A. T. & S. F. track. When clear, trains may cross at a speed of ten (10) miles per hour, or six (6) minutes per mile.

Wichita—M. V. crossing 1 mile west of Wichita Junction is protected by gate set normally across M. V. track. At night position of gate is indicated by green light when clear and red light when blocked. When clear, trains may cross at a speed of ten (10) miles per hour, or six (6) minutes per mile.

Caldwell—C. R. I. & P. crossing at mile post 33.6 is protected by gate set normally across A. T. & S. F. track. At night position of gate is indicated by yellow light when clear and red light when blocked. When clear, trains may cross at a speed of ten (10) miles per hour, or six (6) minutes per mile.

Kingman—M. P. crossing 0.3 mile west of Kingman Junction, Second District, is protected by gate which is set normally across M. P. track. At night position of gate is indicated by green light when clear and red light when blocked.

M. P. crossing 1.1 miles west of West Kingman Junction, Wichita District, is protected by gate which is set normally across A. T. & S. F. track. At night position of gate is indicated by green light when clear and red light when blocked. When clear, trains may cross at a speed of ten (10) miles per hour, or six (6) minutes per mile.

Rago—A. T. & S. F. crossing at depot is protected by gate which is set normally against Englewood District. At night position of gate is indicated by green light when clear and red light when blocked. When clear, trains may cross at a speed of ten (10) miles per hour, or six (6) minutes per mile.

Anthony—C. R. I. & P. crossing 1.1 miles west of depot is protected by gate set normally across C. R. I. & P. track. At night position of gate is indicated by green light when clear and red light when blocked. When clear, trains may cross at a speed of ten (10) miles per hour, or six (6) minutes per mile.

Medford—C. R. I. & P. crossing 0.3 mile west of depot is protected by standard interlocking plant. Following whistle signal will indicate route which trains wish to take:

Main Line _____

When clear, trains may cross at a speed of fifteen (15) miles per hour, or four (4) minutes per mile.

Blackwell—A. T. & S. F. crossing .5 mile west of depot is protected by gate set normally across Second District track. At night position of gate is indicated by green light when clear and red light when blocked. When clear, trains may cross at a speed of ten (10) miles per hour, or six (6) minutes per mile.

South Haven—A. T. & S. F. crossing .7 mile west of depot is protected by gate set normally across Anthony District track. At night position of gate is indicated by green light when clear and red light when blocked. When clear, trains may cross at a speed of ten (10) miles per hour or six (6) minutes per mile.

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.

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.

Attention is also called to the following Kansas statute on the subject of gambling and confidence games:

[Chapter 81 of the Laws of 1876.]

Section 1. Whoever shall, in this State, deal, play or practice, or be in any manner accessory to the dealing, playing or practicing of the confidence game or swindle known as three-card monte, or of any such game, play or practice, shall be deemed guilty of a felony, and upon conviction thereof shall be punished by a fine not to exceed five thousand dollars, and by confinement in the penitentiary not less than two nor more than five years.

Sec. 2. Whoever shall, in this State, on any railroad car, coach or train, practice any confidence game not mentioned in the preceding section, or shall sell any prize packages or other prize, shall be deemed guilty of a misdemeanor.

Sec. 3. It is hereby made the duty of railroad conductors, brakemen on railroad trains, to immediately arrest the person so offending, without warrant or other process, and to call upon all bystanders and others for assistance, when the same may be necessary, to enable them to make such arrest. And when such offense is committed on any railroad car, coach or train, the venue shall lie, and the person be tried, in any county through which such railroad may run, not outside of the judicial district in which the offense was committed, any law to the contrary notwithstanding.

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.

J. C. BARTON,
Assistant Superintendent,
Wellington, Kan.

J. W. WALTER,
Train Master,
Wellington, Kan.

B. S. TOBIAS,
Chief Dispatcher,
Wellington, Kan.

A. J. SMITH,
Night Chief Dispatcher,
Wellington, Kan.

TRAIN DISPATCHERS

- C. J. Wells
- O. G. Crawford
- A. W. Stoelzing
- H. I. Rankin
- B. M. Kurtz

WELLINGTON, KAN.

PANHANDLE DIVISION.—FIRST DISTRICT.

WESTWARD.										Capacity of Siding.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 48 November 14, 1926	Distance from Atchison.
85	83	33	Third Class.			First Class.			No. Cars.					
Way Freight	Way Freight.	California and Mexico Fast Freight.	Mixed	Way Freight	Way Freight.	Southern Kansas Passenger.	The Missionary	The Scout						
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.						
		AM 3.05	PM 2.20	AM 8.15	AM 2.35	PM 6.55	PM 6.44	AM 7.25					Southern Kansas Junction. 237.0	
						6.57	6.48	7.28				0	1.3	
												0	Hunnewell Junction. 238.2	
													0.6	
	AM 6.00	3.15 5.30	2.30 PM	8.20 IAM	2.45 AM	7.00 PM	6.50 7.20	7.30 7.55		Yard	W F T Y	31.7	WELLINGTON. 238.9	
	6.23									117		31.7	4.8	
	6.38											31.7	ROLAND. 243.7	
	7.15											31.7	3.3	
	7.38											31.7	MAYFIELD. 247.0	
												31.7	7.1	
												31.7	MILAN. 254.1	
												31.7	5.1	
											W	0	ARGONIA. 259.2	
												0	0.4	
												31.7	M. P. Crossing. 259.6	
												31.7	2.6	
	7.50											10	ALBION. 262.2	
	8.10											31.7	4.3	
												31.7	DANVILLE. 266.5	
												26.4	6.8	
												26.4	E. C. M. & O. Crossing. 273.3	
												26.4	0.5	
	8.30										W Y	21.1	HARPER. 273.8	
												21.1	0.6	
												16.2	A. T. & S. F. Crossing. 274.4	
												16.2	5.9	
	9.10											31.7	EULA. 281.3	
												31.7	5.3	
	9.25 9.40										W Y	0	ATTICA. 285.6	
												0	0.3	
												0	Attica Junction. 285.9	
												0	6.3	
	10.15											31.7	CRISFIELD. 292.2	
												31.7	7.6	
	10.50											31.7	HAZELTON. 299.8	
												31.7	6.5	
												31.7	Kiowa Junction 306.3	
												0	0.6	
	AM 5.15	11.10 AM									W F Y	0	KIOWA. 306.9	
												0	0.9	
												0	M. P. Crossing. 307.8	
												0	3.5	
	5.45											31.7	LODER. 311.8	
	6.00											31.7	5.1	
	6.25											38.6	CAPRON. 316.4	
												38.6	4.4	
	7.10										W Y	31.7	BRINK. 320.8	
												31.7	3.9	
	7.45											31.7	ALVA. 324.7	
												31.7	4.4	
	8.14											31.7	NOEL. 329.1	
												31.7	6.6	
												31.7	AVARD. 335.7	
												31.7	0.3	
												0	St. L. & S. F. Junction. 336.0	
	8.35											0	4.7	
												0	EAGLE. 340.7	
	9.15 AM											0	4.8	
												0	WAYNOKA. 345.5	
												0	(108.5)	
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.						

Nos. 30, 33, 34, 83, 84, 85 AND 86 HAVE NO TIME TABLE AUTHORITY.

All trains be governed by automatic signals between Southern Kansas Junction and Hunnewell Junction whose indications supersede time table superiority.

All trains must get clearance card before leaving Wellington, Kiowa and Waynoka.

No. 222 will use second track between Wellington and Hunnewell Junction.

Emergency telephones located Roland, Loder, Brink Noel, and Eagle.

(11.4) (22.8) (11.4) (22.8) (30.3) (29.7) Average speed per hour.....

PANHANDLE DIVISION.—FIRST DISTRICT.

Running Grade Ascending.	TIME TABLE No. 48, November 14, 1926	Telegraph and Telephone Office.	EASTWARD.									
			First Class.			Third Class.						
			222	10	22	230	326	232	30	34	84	86
			Kansas City and Chicago Express.	The Scout.	The Missionary	Way Freight.	Mixed	Way Freight.	Stock Express.	Fruit Express.	Way Freight.	Way Freight.
			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
	Southern Kansas Junction. 1.3		AM 7.20	PM 12.35	AM 1.35	AM 3.15	AM 8.00	AM 8.40	PM 1.05	PM 4.30		
	Hunnewell Junction. 0.6		7.17	12.32	1.32							
	WELLINGTON. 4.8	NP	7.15 AM	12.30 PM 12.01 PM	1.30 1.20	3.10 AM	7.50 AM	8.35 AM	1.00 PM 12.30 PM	4.20 PM 3.05 PM	AM 11.00	
31.7	ROLAND. 3.3			11.52	1.08						10.27	
31.7	MAYFIELD. 7.1	DP		11.45	1.02						10.20	
31.7	MILAN. 5.1	DT		11.31	12.48						9.50	
15.8	ARGONIA. 0.4	NP		11.21	12.40						9.15	
21.6	M. P. Crossing. 2.6											
0	ALBION. 4.3			11.15	12.33						8.58	
0	DANVILLE. 6.8	DT		11.06	12.25						8.52	
0	X. C. M. & O. Crossing. 0.5											
0	HARPER. 0.6	NP		10.50	12.11						8.30	
19.2	A. T. & S. F. Crossing. 5.9											
31.7	EULA. 5.3	T		10.38	12.01 AM						7.55	
21.1	ATTICA. 0.3	NP		10.27	11.51						7.40	
31.7	Attica Junction. 6.3											
31.7	CRISFIELD. 7.6			10.12	11.39						6.10	
31.7	HAZELTON. 6.5	DT		9.55	11.25						5.45	
0	Kiowa Junction. 0.6			9.42	11.15							
21.1	KIOWA. 0.9	NP		9.37	11.10						5.15 AM	PM 1.30
31.7	M. P. Crossing. 3.5											
19.8	LODER. 5.1			9.27	10.59							1.15
0	CAPRON. 4.4	DT		9.20	10.50							1.00
31.7	BRINK. 3.9			9.13	10.41							12.20
0	ALVA. 4.4	NP		9.05	10.33							12.10 PM
31.7	NOEL. 6.6			8.55	10.20 ²¹							11.08
0	AVARD. 0.3	NP		8.45	10.07							10.40
21.1	St. L. & S. F. Junction 4.7											
21.1	EAGLE. 4.8			8.35	9.59							10.10
	WAYNOKA.	NP		8.25 AM	9.50 PM				5.00 AM	7.25 AM		10.00 AM
	(108.5)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.
Average speed per hour.....			(22.8)	(29.5)	(29.9)	(22.8)	(11.4)	(22.8)				

15.1

Nos. 30, 33, 34, 83, 84, 85 AND 86 HAVE NO TIME TABLE AUTHORITY.

All trains be governed by automatic signals between Southern Kansas Junction and Hunnewell Junction whose indications supersede time table superiority.

All trains must get clearance card before leaving Wellington, Kiowa and Waynoka.

No. 222 will use second track between Wellington and Hunnewell Junction.

Emergency telephones located Eagle, Noel, Brink, Loder, and Roland.

PANHANDLE DIVISION.—SECOND DISTRICT.

WESTWARD.			TIME TABLE			EASTWARD.						
Third Class.		First Class.	Capacity of Stages.	Fuel, Water, Turbines and Wtst.	Ruling Grade Ascending.	No. 48	Ruling Grade Ascending.	Distance from Panhandle Junction.	Telegraph and Telephone Offices.	First Class.	Third Class.	
59	61	49								50	60	62
Way Freight.	Way Freight.	Passenger.	No. Cars.			November 14, 1926				Passenger.	Way Freight.	Way Freight.
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.				STATIONS.	Miles.			Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
AM 5.00		AM 8.25	Yard	WY	0	HUTCHINSON			D	PM 2.00	PM 12.05	PM
5.05		8.28			0	1.1 Panhandle Junction.	31.7	0	N P	1.57	11.54	
					26.4	0.7 C. E. I. & P. Crossing.	16.7	0.7				
5.25		8.36	9		9.5	4.0 FERNIE.	13.2	4.7		1.45	11.17	
5.40		8.42	10		24.3	2.9 DARLOW.	0	7.6	\$	1.38	11.00	
6.00		8.53	30		52.8	5.4 CASTLETON.	52.8	13.0	D	1.26	10.20	
6.25		9.08	160	W	52.8	6.8 PRETTY PRAIRIE.	52.8	19.8	D	1.11	9.52	
6.45		9.18 ⁶⁰	15		25.3	4.3 VARNER.	42.2	24.1	\$	1.01	9.18 ⁴⁹	
6.55		9.22	7		52.8	1.7 LASHMET.	25.8	25.8	f	12.58	9.10	
					0	5.8 East Kingman Junction.	52.8	31.6				
7.30		9.35	170	WY	19.0	0.2 KINGMAN.	0	31.6	D	12.45	8.45	
					2.6	0.7 West Kingman Junction.	0	32.5				
					52.8	0.3 M. P. Crossing.	0	32.8				
8.15 ⁶⁰		9.49	92		52.8	6.1 CARVEL.	52.8	38.9	\$	12.30	8.15 ⁵⁹	
8.30		10.00	20		41.2	4.6 BASIL.	52.8	43.5	\$	12.20	7.45	
9.20		10.12	157	WFY	21.1	4.7 RAGO.	52.8	48.2	D	12.10	7.15	
10.00		10.24	34		52.8	A. T. & S. F. Crossing.	52.8	52.8		12.01 PM	6.25	
					21.1	6.9 DUQUOIN.	52.8	59.7				
10.30 ⁴⁹		10.45	518	WY	15.8	A. T. & S. F. Crossing.	0	60.3	N P	11.45	6.00	
11.50 ⁵⁰		10.55 ⁵⁹			52.8	0.6 HARPER.	6.6	61.4		11.40 ⁵⁹	5.30	
					52.8	2.3 K. C. M. & C. Crossing.	52.8	66.3				
PM 12.15		11.10	7		52.8	4.9 ASCOT.	52.8	69.5	N	11.26	5.10	
12.30 PM	AM 3.30	11.18 ⁵⁰	260	WFY	0	3.2 ANTHONY.	52.8	70.0		11.18 ⁴⁹	5.00 AM	PM 4.00
					0	0.5 M. P. Crossing.	52.8	70.6				
					52.8	0.6 C. E. I. & P. Crossing.	42.2	75.0	f	11.03		3.20
		3.48	21		52.8	4.4 SPRING.	52.8	80.7	D	10.48		2.45
		4.10	58	F	52.8	5.7 MANCHESTER.	52.8	85.7	\$	10.36		2.15
		4.30	44		37.0	5.0 GIBBON.	52.8	90.7	D	10.23		1.50
		4.50	72		52.8	5.0 WAKITA.	52.8	96.9	\$	10.07		1.22
		5.10	26		52.8	6.2 CLYDE.	52.8	102.2	D	9.53		12.45 ⁴⁹
		5.40	58	W	0	5.3 MEDFORD.	41.0	102.5				
					52.8	0.3 C. E. I. & P. Crossing.	52.8	109.6	\$	9.35		12.15 PM
		6.10	24		52.8	7.1 NUMA.	52.8	114.3	D	9.22		11.53
		6.35	30		52.8	4.7 DEER CREEK.	52.8	118.3	D	9.12		11.37
		6.55	41		52.8	4.0 NARDIN.	52.8	127.0				
					52.8	3.7 St. L. & S. F. Crossing.	0	127.2				
					21.1	0.2 A. T. & S. F. Crossing.	3.3	127.5	N	8.50 AM		11.00 AM
		7.30 AM	687	WFY		0.3 BLACKWELL.						
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.				(129.6)				Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.

OK

All trains must get clearance card before leaving Hutchinson, Harper, Anthony, Blackwell and Ponca City.

Trains have no time table authority between Hutchinson and Panhandle Junction and will be governed by Western Division time table.

Track between east Kingman Junction and west Kingman Junction will be used jointly by Wichita and Second District trains. All trains run under control between these points. Normal position of switches east and west Kingman Junction will be lined for Second District.

All trains run under control Anthony Yard.

Second District trains will use Hunnewell District main line Blackwell. All trains run under control.

No switch lights west of Manchester except Blackwell and Ponca City yards.

PANHANDLE DIVISION.—SECOND DISTRICT.

WESTWARD.				EASTWARD.									
Third Class.		First Class.		Capacity of Siding.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 48, November 14, 1926	Ruling Grade Ascending.	Distance from Panhandle Jct.	Telegraph and Telephone Offices.	First Class.		Third Class.
65	55	49	63								50	56	64
Mixed.	Passenger.	Passenger.	Passenger.								Passenger.	Passenger.	Mixed.
Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	No. Cars.			STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.
AM 9.30	PM 6.10	PM 4.25	AM 7.00	687	WFY	0	BLACKWELL. 0.3	0	127.5	N	AM 8.40	PM 6.00	PM 7.50
						52.8	A. T. & S. F. Crossing 6.7	52.8	127.2				PM 12.10
\$ 9.45	f 6.29	f 4.42	f 7.19	35		42.2	AUTWINE. 4.1	36.9	133.9		f 8.24	f 5.46	f 7.30
f 10.05	f 6.36	f 4.50	f 7.29	12		52.8	BODOCK. 4.3	52.8	138.0		f 8.16	f 5.38	f 7.20
10.25	6.46	4.58	7.38			0	Ponca City Junction. 0.9	0	142.3		8.08	5.30	7.10
10.30 AM	6.50 PM	5.05 PM	7.45 AM	Yard	WFY		PONCA CITY (16.3)		143.2	N	8.05 AM	5.25 PM	7.05 PM
Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.								Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.
(16.3)	(25.2)	(25.2)	(21.7)	Average speed per hour				(28.2)	(28.2)	(21.7)	(19.6)		

Trains have no time table authority between Ponca City Junction and Ponca City. All trains run under control and be governed by Oklahoma Division time table.
 No. 55 is superior to No. 64.
 No. 63 is superior to No. 50.
 No. 65 is superior to No. 66.
 No. 49 is superior to No. 56.
 Wye at Ponca City protected by Automatic Signal located at Mile Post 141.8.

HUNNEWELL DISTRICT.

WESTWARD.					EASTWARD.											
Third Class.			First Class.		Capacity of Siding.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 48, November 14, 1926	Ruling Grade Ascending.	Distance from Hunnewell Jct.	Telegraph and Telephone Offices.	First Class.		Third Class.		
89	87	57	51	53								52	54	88	58	90
Mixed.	Mixed.	Way Freight	Passenger.	Passenger.								Passenger.	Passenger.	Mixed.	Way Freight	Mixed.
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	No. Cars.		STATIONS.		Miles.			Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
		AM 7.45	PM 7.25		Yard	WFY	WELLINGTON. 0.6	0	31.7		N	AM 6.50			AM 11.00	
			7.27				Hunnewell Junction. 7.2	58.1	46.0	.0		6.45				
		8.12	\$ 7.40		52		ROME. 7.7	31.7	42.2	7.2		\$ 6.33			10.20	
		9.00	\$ 7.55		74	W	SOUTH HAVEN. 0.7	0	52.8	14.9	D	\$ 6.17			9.50	
							A. T. & S. F. Crossing. 2.6	52.8	52.8	15.6						
		9.20 ⁵⁸	\$ 8.01		121		HUNNEWELL. 2.8	39.6	39.6	18.2	D	\$ 6.07			9.20 ⁵⁷	
		9.33	f 8.07		7		WHALEY. 4.5	48.6	47.5	21.0		f 6.00			8.55	
		9.52	\$ 8.16		68		BRAMAN. 3.5	37.0	39.6	25.5	D	\$ 5.52			8.47	
		10.07	f 8.23		48		SUMPTER. 5.3	40.6	42.2	29.0		f 5.46			8.30	
							St L. & S. F. Crossing. 0.3	3.2	0	34.3						
PM 1.00	AM 7.00	10.30 AM	\$ 8.35	PM 2.15	687	WFY	BLACKWELL. 0.3	3.3	21.1	34.6	N	\$ 5.35	PM 4.20	AM 8.00	8.10 AM	PM 2.45
							A. T. & S. F. Crossing. 4.2	37.0	42.2	34.9						
f 1.15	f 7.12		f 8.50	f 2.25 ⁹⁰	39		TYNER. 4.3	42.2	42.2	39.1		f 5.20	f 4.10	f 7.45		f 2.25 ⁵³
1.30 PM	7.25 AM		9.15 PM	2.45 PM	256	Y	TONKAWA. (44.0)	42.2	42.2	43.4	D	5.10 AM	4.00 PM	7.30 AM		2.00 PM
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.								Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.
(18.2)	(21.6)	(12.8)	(24.0)	(17.6)	Average speed per hour				(26.2)	(27.5)	(18.2)	(12.4)	(11.7)			

No. 53 is superior to No. 54.
 No. 89 is superior to No. 90.
 No. 87 is superior to No. 88.

Second District trains will use Hunnewell District main line Blackwell. All trains run under control. All trains must get clearance card before leaving Wellington, Blackwell and Tonkawa. No switch lights Hunnewell District between Hunnewell and Tonkawa except Blackwell and Tonkawa yards.

PANHANDLE DIVISION.—WICHITA DISTRICT.

ENGLEWOOD DISTRICT.

WESTWARD.				TIME TABLE				EASTWARD.			
Third Class.	Capacity of Siding.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	No. 48.		Ruling Grade Ascending.	Distance from Wichita Junction.	Telegraph and Telephone Offices.	Third Class.		
67				November 14, 1926					68		
Mixed.	No. Cars.			STATIONS.	Miles.			Mixed.	Arrive Daily Ex. Sunday.		
Leave Daily Ex. Sunday.				WICHITA U. D.							
AM 7.00	Yard	WF TY		1.0	0				PM 12.05		
7.10			0	Wichita Junction.	0		.0		PM 11.59		
			0	A. T. & S. F. Crossing	0		0.3				
			31.7	M. V. Crossing	0		1.0				
			24.9	M. P. Crossing	15.8		2.6				
f 7.30	15		30.2	TYLER.	0		6.6		f 11.33		
s 7.50	72	W	32.1	GODDARD.	20.6		12.9	D	s 11.10		
s 8.08	41		31.7	GARDEN PLAIN.	31.7		19.8	D	s 10.50		
s 8.25	97	W	31.5	CHENEY.	31.7		25.7	D	s 10.30		
f 8.38	8		31.7	LANDSDOWNE	15.8		30.1		f 10.12		
s 8.53	37		31.7	MURDOCK.	15.8		34.0	D	s 10.00		
f 9.07	11		28.8	GEORGIA	31.7		38.6		f 9.45		
			28.8	East Kingman Junction.	31.7		44.1				
s 9.30 ⁶⁸			0	KINGMAN.	0		44.3	D	s 9.30 ⁶⁷		
10.00	170	WY	19.0	West Kingman Junction.	0		45.0		s 9.00		
			31.7	M. P. Crossing	31.7		46.1				
			31.7	ARRINGTON	31.7		49.2		f 8.40		
f 10.15	3		31.7	CALISTA.	31.7		54.1		s 8.20		
s 10.30	25		31.7	CUNNINGHAM.	31.7		62.3	D	s 7.52		
s 11.00	39	W	31.7	NINNESCAH	31.7		65.1		f 7.40		
f 11.06	No Siding		31.7	CAIRO.	31.7		69.0		s 7.32		
s 11.20	21		31.7	WALDECK	31.7		73.1		f 7.19		
f 11.29	4		31.7	GANT'S MILL	31.7		73.7		f 7.15		
f 11.35	No Siding		31.7	ADRIAN.	31.7		76.7		f 7.10		
f 11.45	23		21.1	PRATT.	12.1		79.4	D	7.00		
11.59	112	WFT		(80.4)					AM		
Arrive Daily Ex. Sunday.									Leave Daily Ex. Sunday.		
(17.9)	Average speed per hour							(17.5)			

WESTWARD.				TIME TABLE				EASTWARD.			
Way Freight.	Way Freight.	Passenger.	First Class.	No. 48.		Ruling Grade Ascending.	Distance from Englewood Junction.	Telegraph and Telephone Offices.	First Class.		
71	69	47	48	November 14, 1926					70	72	
Leave Daily Ex. Sunday.	Leave Daily Ex. Monday.	Leave Daily.	No. Cars.	Passenger.	Way Freight.	Way Freight.	Miles.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	
AM 7.00		AM 9.55	802	W Y					PM 12.10	PM 1.25	
							0				
							26.4				
							31.5				
7.30		\$10.13	16				31.7		\$11.50	12.58	
8.00		\$10.30	31				32.5		\$11.30	12.30	
							26.4				
8.32		\$10.50	40	W			32.5		\$11.13	12.01 PM	
							28.8				
8.50		\$11.00 ⁴⁸	36				32.7		\$11.00 ⁴⁷	11.42	
9.18		\$11.17	59				32.1		\$10.43	11.17	
							26.4				
9.43		\$11.32	19				31.7		\$10.24	10.55	
10.10		\$11.50	167	WFY			31.7		\$10.10	10.30	
10.20		PM 12.15					29.0			10.00	
							29.0				
10.40		\$12.25	143				29.0		\$9.50	9.25	
							52.8				
11.10		\$12.38	40				52.8		\$9.35	8.45	
							52.8				
11.45		\$12.55	73	W			52.8		\$9.21	8.20	
PM 12.25		\$ 1.10	39				47.5		\$9.05	7.50	
							52.8				
1.00		\$ 1.30	80	W			52.8		\$8.50	7.30	
							52.8				
1.40		\$ 1.50	97				52.8		\$8.35	6.50	
							52.8				
2.10		\$ 2.02	40				52.8		\$8.21	6.10	
							52.8				
2.25		\$ 2.09	32				52.8		\$8.15	5.55	
							44.9				
2.50		2.20					52.8		8.03	5.30	
							52.8				
3.00	AM 12.01	\$ 2.30	177	WFY			52.8		\$8.00	AM 8.30	
							52.8				
12.25		2.45	10				52.8		7.40	8.00	
							52.8				
1.00		\$ 2.55	77	W			52.8		\$7.28	2.30	
							52.8				
1.50		\$ 3.17	124				52.8		\$7.07	1.50	
							43.8				
2.30		\$ 3.40	173	W			52.8		\$6.45	1.25	
							52.8				
3.00		\$ 4.03	72				52.8		\$6.25	12.45	
							52.8			12.15	
3.30		\$ 4.18	115				52.8		\$6.10	AM	
							52.8			11.59	
3.55		\$ 4.36	43				52.8		\$5.50		
							52.8				
4.20	AM 4.55	PM 4.55	193	WFY			52.8		AM 5.35	PM 11.40	
							52.8				
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Monday.	Arrive Daily.							Leave Daily Ex. Saturday.	Leave Daily Ex. Sunday.	
(25.3)	Average speed per hour							(25.3)			

All trains must get clearance card before leaving Wichita and Pratt.
 Trains have no time table authority between Wichita Junction and Wichita UD; and will be governed by Middle Division time table.
 Track between east Kingman Junction and west Kingman Junction will be used jointly by Wichita and Second District trains. All trains run under control between these points. Normal position switches East Kingman Junction and West Kingman Junction will be lined for Second District.
 No switch lights on Wichita District.

All trains must get Clearance Card before leaving Englewood and Mulvane.
 No Switch Lights on Englewood District east of Belvidere.
 Coldwater Stock Yards Track, M. P. 123.5; capacity 17 cars.
 Sand Spur, M. P. 1.1; capacity 86 cars.
 Rockefeller Spur, M. P. 101.6; capacity 5 cars.
Nos. 69, 70, 71 and 72 HAVE NO TIME TABLE AUTHORITY.

PANHANDLE DIVISION.—KIOWA DISTRICT.

WESTWARD Third Class.		Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 48 November 14, 1926	Ruling Grade Ascending.	Distance from Kiowa Jct.	Telegraph and Telephone Offices.	EASTWARD. Third Class	
77	Mixed.								78	Mixed.
Leave Daily Ex. Sunday.	No. Cars.				STATIONS.	Miles.		Arrive Daily Ex. Sunday.		
AM 4.00	566	WFY		0	KIOWA.	0	N P	AM 5.00		
4.02				31.7	0.8 KIOWA JCT.	31.7	0	4.58		
4.25 AM	40			31.6	9.4 GERLANE.	31.6	9.4	4.30 AM		
			Y		8.6 MEDICINE LODGE JUNCTION.		18.0			
Arrive Daily Ex. Sunday.					18.6			Leave Daily Ex. Sunday.		
(24.0)					Average speed per hour					(20.0)

Kiowa District Trains have no time table authority between Kiowa and Kiowa Junction.

No. 77 is superior to No. 78.

MEDICINE LODGE DISTRICT.

WESTWARD.			Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 48 November 14, 1926	Ruling Grade Ascending.	Distance from Attica.	Telegraph and Telephone Offices.	EASTWARD.		
Third Class	Second Class									Second Class	Third Class	
75	73									74	76	
Mixed	Mixed.									Mixed.	Mixed.	
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	No. Cars.			STATIONS.	Miles.				Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	
AM 10.30	PM 8.50	298	WY	31.7	ATTICA.	0	N P			PM 8.35	AM 8.20	
\$11.00	\$ 9.20	61		31.7	10.8 SHARON.	17.4	10.8	D		\$ 8.05	f 7.40	
f11.15	f 9.35	13		31.7	5.1 PIXLEY.	31.7	15.9			f 7.48	f 7.20	
11.25	9.45		Y	25.7	3.5 MEDICINE LODGE JUNCTION.	18.3	19.4			7.40	7.05	
\$11.30	\$ 9.50	217	WF	31.7	1.5 MEDICINE LODGE.	24.8	20.9	N		7.35 5.20	7.00 5.40	
PM 12.15	f10.15	16		31.6	8.7 FOREST CITY.	23.2	28.2			f 4.59	f 5.12	
\$12.45	\$10.30	75		31.7	5.4 LAKE CITY.	0	33.6	D		\$ 4.47	f 4.52	
f12.55	f10.35	4		31.7	2.0 HARGIS.	0	35.6			f 4.40	4.47	
\$ 1.20	\$10.45	76	W	31.7	3.7 SUN CITY.	18.0	39.3	D		\$ 4.30	f 4.38	
f 1.50	f10.55	32		42.2	5.6 KLING.	13.2	44.9			f 4.15	4.20	
2.15	11.05			52.8	4.5 Belvidere Junction.	0	49.4			4.05	4.05	
2.20 PM	11.10 PM	177	WFY		1.1 BELVIDERE.		60.5	N		4.00 PM	4.00 AM	
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.				(51.9)					Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	
(13.5)		(22.2)		Average speed per hour					(22.3)		(17.8)	

Medicine Lodge District trains have no time table authority between Belvidere and Belvidere Junction. Trains arriving Belvidere Junction will ascertain location of Englewood District trains by telephone. Call for Belvidere, one ring; Belvidere Junction, two rings; Crofts, three rings.

All trains will run under control, between Medicine Lodge and Medicine Lodge Junction expecting to find track occupied.

All trains must get Clearance Card before leaving Attica and Belvidere.

No. 75 is superior to No. 74.

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

PANHANDLE DIVISION—ANTHONY DISTRICT.

WESTWARD.		Capacity of Sidings	Fuel Water, Turbines and Wyes	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending.	Distance from St. L. & S. F. Junction	Telegraph and Telephone Offices	EASTWARD.	
Second Class.					No. 48						Second Class.	
81					November 14, 1926						82	
Mixed		No. Cars	WF Y	STATIONS	Miles	Mixed						
Leave Daily Ex. Sunday.	Arrive Daily Ex. Sunday.											
PM 1.30		190		ARKANSAS CITY					D		PM 1.15	
	1.40			0.9								
				St. L. & S. F. Junction				0			\$12.50	
	\$ 2.05	33		6.3	23.8			6.3	D		\$12.20	
	\$ 2.30	25		5.1	46.4			11.4	D		PM \$11.50	
	\$ 2.50	26		4.1	52.8			15.5			\$11.15	
				6.3	52.8			21.8				
	\$ 3.25	74	W	0.7	52.8			22.5	D		\$10.30	
				0	52.8			21.8				
	\$ 3.50	25	WF	3.9	52.8			25.7			\$ 9.25	
	f 4.00	19		3.0	21.1			28.6			f 9.00	
	\$ 4.15	58	W	4.6	52.8			33.3	D		\$ 8.45	
				0.9	0			32.6				
				0.7	0			33.3				
		47		3.1	52.8			36.4			f 8.10	
	f 4.45	5		2.6	52.8			39.0			f 8.00	
	f 4.55	21		4.1	44.4			43.1			f 7.48	
	f 5.10	18		5.1	50.6			48.2	D		\$ 7.27	
	\$ 5.25	63		5.7	0			53.9			f 7.12	
	f 5.50	28		4.4	0			58.3				
				0.3	0			58.6				
				0.5	0			59.1	N		7.00 AM	
6.05 PM		260	WF Y	17.0	0							
Arrive Daily Ex. Sunday.				ANTHONY							Leave Daily Ex. Sunday.	
				(63.0)								

(13.6) Average speed per hour (10.1)

A. T. & S. F. Ry. trains will use main track St. L. & S. F. Ry. between St. L. & S. F. Ry. Junction and Arkansas City and will keep clear of regular trains between points named, unless protected by flag. St. L. & S. F. Ry. trains will look for A. T. & S. F. Ry. trains at Arkansas City and between Arkansas City Station and St. L. & S. F. Ry. Junction. All eastbound trains will approach St. L. & S. F. Ry. Junction under full control, expecting to find St. L. & S. F. Ry. train occupying main track.

Switch at east end of Arkansas River bridge is kept lined for St. L. & S. F. Ry., showing green. When lined for A. T. & S. F. Ry. tracks shows red.

All trains must get Clearance Cards before leaving Arkansas City and Anthony.

No switch lights on Anthony District.

Anthony District trains will approach Anthony under control, expecting to find yard occupied by Second District Trains.

Normal position main line Junction Switch, Caldwell, will be lined for spur leading to station.

Passengers will be carried on the following Freight Trains only; when more than one section, only the last section will carry passengers. In addition, 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.

ILLINOIS DIVISION.—Trains 49, 50, 53, 54, 55 and 56; 47 and 48 between Pekin and Streator; 51 and 52 between Joliet and Streator.
 MISSOURI DIVISION.—Trains 44, 45, 59, 60, 61, 62, 57 and 58 between Dumas and Marceline.
 EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 67, 68, 71, 72, 73, 74, 145, 146, 147 and 148.
 MIDDLE DIVISION.—Trains 94, 95, 310, 311, 332, 333, 351, 352, 389, 390, 396, and 397; 387 and 388, between Little River and Ellinwood; 308 and 309 between Concordia and Superior.
 OKLAHOMA DIVISION.—Trains 413, 414, 417, 418, 419, 420, 421, 422, 443, 444, 447, 448, 449, 450, 453 and 454.

SOUTHERN KANSAS DIVISION.—Trains 215, 216, 217, 218, 223, 224, 231, 232, 247, 248, 263, 264, 273 and 274.
 WESTERN DIVISION.—Trains 77, 78, 79, 80, 81, 82, 83 and 84.
 ARKANSAS RIVER DIVISION.—Trains 87, 88 89 and 90.
 NEW MEXICO DIVISION.—Trains 71 and 72.
 PANHANDLE DIVISION.—Trains 59, 60, 67, 68, 69, 70, 71, 72, 77, 78, 83, 84, 85 and 86.
 PECOS DIVISION.—Trains 45, 46, 47 and 48.
 PLAINS DIVISION.—Trains 73, 74, 85, 86, 87 and 88 between Woodward and Shattuck.

Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

THESE SPECIAL RULES APPLY ONLY TO PAYING PASSENGERS.

When stops are authorized to pick up passengers, agents may flag trains accordingly.

- No. 1. (a) Will stop at any station on Illinois and Missouri Divisions for passengers to Newton and beyond, and at Stronghurst for Kansas City and beyond.
 (b) At any station for passengers to Arizona and California.
 (c) At any station west of Kansas City to discharge passengers from East of Kansas City or St. Joseph District.
 (d) At Holliday for passengers from No. 202 for points at which No. 1 is scheduled to stop, when No. 202 does not make connection with No. 134 at Ottawa, and for passengers from No. 210 at which No. 1 is scheduled to stop.
 (e) At De Soto to discharge passengers from Kansas City, Kan. (Argentine Station) and at De Soto, Lecompton, Carbondale, Scranton and Reading for passengers for points at which No. 1 is scheduled to stop, and to discharge passengers from Kansas City, Mo., and Topeka and St. Joseph District.
 (f) At Coal City for passengers destined west of Ancona.
 (g) At Lee, St. Francis and Folsom to discharge passengers from Cuyler and east.
- No. 2. (a) Will stop at any station La Junta to Chicago to discharge passengers from Phoenix Arizona, and from points in California.
 (b) At Kinsley to discharge passengers from Albuquerque and west for points Nettleton to Nickerson inclusive.
 (c) At any station east of Kansas City to discharge passengers from South of Newton.
- No. 5-6. From Chicago (a) Will stop at any station in Illinois to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Ft. Madison for passengers to Kansas City or beyond, and St. Joseph District.
 (c) At stations Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet, and at Hart to discharge passengers from Chicago and for passengers for Kansas City and west.
 (d) At Princeville and Williamsfield to discharge passengers from Chicago.
 (e) At any station west of Kansas City to discharge passengers from any line east of Kansas City.
 (f) At any station between Kinsley and Dodge City to discharge passengers from Nickerson to Nettleton inclusive.
 (g) At any station west of Dodge City to discharge passengers from east of Dodge City, and at any station west of Dodge City to pick up passengers for beyond La Junta.
 (h) At any station La Junta to Denver to discharge passengers from east or south of La Junta.
 (i) At any station south of Wichita to discharge passengers from east and west of Newton, and at any station south of Winfield to discharge passengers from Eldorado District, and to discharge passengers from Southern Kansas Div.
- No. 5-6. From Denver (a) Will stop at any station Denver to Pueblo for passengers east and south of Newton.
 (b) At stations Dodge City to Newton to discharge passengers from west of Dodge City destined First District when connection is not made at Dodge City with No. 68.
 (c) At Spareville for passengers for east or south of Newton.
 (d) At any station Dodge City to Ellinwood to pick up passengers for McPherson District.
 (e) At all Agency stations Western Division for passengers to Chicago and east.
 (f) At any station on Oklahoma, Middle and Eastern Divisions to discharge passengers from south of Purcell.
 (g) At any station in Missouri and Illinois to discharge passengers from west and south of Newton and passengers reaching Kansas City on train 210.
 (h) At Bucklin for passengers for Chicago and east.
- No. 8. (a) Will stop at any point Albuquerque to La Junta to discharge passengers from Phoenix or points in California.
 (b) At any station Dodge City to Newton to discharge passengers from west of Dodge City.
 (c) At any station on Middle and Eastern Divs. to discharge passengers from west of Newton.
 (d) At Lebo, Melvern, Quenemo and Pomona for passengers for east of Kansas City.
- No. 9. (a) At Las Animas to discharge passengers from Kansas City or east thereof.
 (b) At any station Newton to La Junta for passengers to Arizona or California.
 (c) On Sunday at any station on Second District, Western Division, Whiteside to Lewis, to discharge passengers from Kansas City and east.
- No. 10. (a) Will stop at any station Belen to Clovis to discharge passengers from Albuquerque and Belen and beyond and to pick up passengers for Slaton Division and beyond Sweetwater.
 (b) At any station Wellington to Newton to discharge passengers from Mulvane and West, and on Missouri and Illinois Divisions to discharge passengers from west of Newton.

- No. 11-12. (a) Will stop at Olathe for passengers to La Junta and beyond, and at Ottawa Junction for passengers beyond Newton, west or south, at which No. 11 is scheduled to stop.
 (b) At Florence for passengers to Dodge City and west for points at which No. 11-12 is scheduled to stop, and at Littleton to discharge passengers from Colorado Springs, Pueblo and east.
 (c) At Mulvane for passengers from No. 22 destined to points south at which No. 11 is scheduled to stop.
 (d) At Newkirk to discharge passengers from Winfield and east, and to pick up passengers for Guthrie and beyond where No. 11 is scheduled to stop.
 (e) At Manzanola and Fowler to discharge passengers from east of La Junta and to pick up passengers for Denver.
- No. 11-12. (a) Will stop at Castle Rock to pick up and discharge passengers, and at Littleton to pick up passengers for Colorado Springs, Pueblo and east where this train is scheduled to stop.
 (b) At Monument for passengers destined Colorado Springs and beyond.
 (c) At Florence, Strong City and Osage City to discharge passengers from west of La Junta.
 (d) At Holliday to discharge passengers from west of La Junta for Second and Third Districts Eastern Division and Southern Kansas Division points.
 (e) On Middle and Eastern Divisions to discharge passengers from south of Purcell.
 (f) At Edmond to pick up passengers for Ponca City, Arkansas City, Winfield, Mulvane, Wichita, Newton, and east and west of Newton where train 12 east and trains 11-12 west are scheduled to stop, and at Mulvane to discharge passengers from Edmond.
 (g) At Newkirk to discharge passengers from Guthrie and south and to pick up passengers for Winfield and beyond at which No. 12 east and No. 11-12 west of Newton are scheduled to stop.
- No. 14. (a) Will stop at any station La Junta to Newton to discharge passengers from La Junta and west or north thereof.
 (b) At any station on Missouri and Illinois Divisions to discharge passengers from west of Kansas City.
 (c) At Stronghurst and Williamsfield for passengers for Chicago and East and to discharge passengers from Kansas City.
- No. 17. (a) At any station south of Arkansas City to discharge passengers from east and west of Newton, and at Chilocco for passengers for Ponca City and south.
 (b) At any station south of Guthrie to discharge passengers from Panhandle Div. via Enid District.
- No. 18. (a) Will stop at any station south of Newton to discharge passengers from south of Purcell, and at Chilocco to discharge passengers from Ponca City and south.
 (b) At any station east of Newton to discharge passengers from south of Newton.
- No. 21. (a) Will stop at any station to discharge passengers from east of Kansas City and from connections at Wellington, Harper, Kiowa and Avarad.
 (b) At any station Newton to Clovis for passengers to any point west and south of Clovis, including points west of Albuquerque, Deming and El Paso.
- No. 22. (a) Will stop at any station, except Folsom, St. Francis and Lee, to discharge passengers from Amarillo and west; and at Folsom, St. Francis and Lee to discharge passengers from west of Amarillo.
 (b) At stations east of Attica to discharge passengers from Medicine Lodge District.
 (c) At points between Mulvane and Emporia to discharge passengers from west of Mulvane.
 (d) At Ottawa Jct. to discharge passengers from Wichita and west destined Ottawa and south, and at Olathe to discharge passengers from Wichita and west.
 (e) At any station Kansas City to Chicago to discharge passengers from any line west of Kan. City and to discharge passengers from St. Joseph and connecting lines.
 (f) At Bucklin, Gorin, Williamsfield, and Princeville for passengers to Chicago and east.
 (g) At Baring and Wyaconda for passengers for Galesburg and east at which No. 22 is scheduled to stop.
- No. 201. Will stop at Turner and Morris for passengers south of Holliday.
 No. 203. Will stop at Earlton, Thayer, Morehead, Bolton and Wayside to discharge passengers from Kansas City and east.
 No. 204. Will stop at Richmond and Princeton to discharge passengers from south and west of Cherryvale, and at Wellsville, Edgerton and Gardner to discharge passengers from Ottawa and south.
 No. 210. Will stop at Holliday to discharge passengers for No. 1.

THE FOLLOWING SIGNS INDICATE—

s—Regular Stop; f—Stop on signal; ¶—Stop for meals; N—Day and night telegraph office; G—Night telegraph office; D—Day telegraph office; P—Day and night telephone office; T—Day telephone office; V—Night telephone office; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

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

Dr. J. P. KASTER, Chief Surgeon, Topeka.

Dr. M. L. BISHOFF, Assistant Chief Surgeon, Topeka.

Drs. WILLIAMS & BOGGS, Specialists Eye and Ear, Topeka.

Dr. C. A. McGUIRE, Consultant, Topeka.

Dr. M. L. PERRY, Consultant, Topeka.

PANHANDLE DIVISION.

Dr. W. E. SIMON, Alva.

Dr. C. F. BUCKLIN, Sawyer.

Dr. E. B. CLAPPER, Waynoka.

Dr. T. A. COLEMAN, Medicine Lodge.

Dr. B. H. POPE, Kingman.

Dr. F. L. HOLCOMB, Coldwater.

Dr. I. V. HARDY, Medford.

Dr. E. R. MONTZINGO, Attica.

Dr. G. R. WAITE, Kiowa.

Dr. M. M. LIVELY, Blackwell.

Dr. A. COCHRAN, Pratt.

Dr. C. W. WINBIGLER, Harper.

Drs. SPITLER & HATCHER, Wellington.

Dr. H. L. GALLOWAY, Anthony.

Dr. H. M. STRICKLIN, Tonkawa.

Dr. J. R. BURNETT, Caldwell.

R. D. MONTGOMERY, General Watch Inspector, Topeka.

LIST OF LOCAL WATCH INSPECTORS, PANHANDLE DIVISION.

R. E. OVERSTREET, Medicine Lodge.

F. W. OLMSTEAD, Anthony.

C. H. NORTH, Blackwell.

RALPH T. BUNCH, Attica.

PETER MILLER, Englewood.

L. G. MEYERDING, Hutchinson.

GEO. E. STILLER, Waynoka.

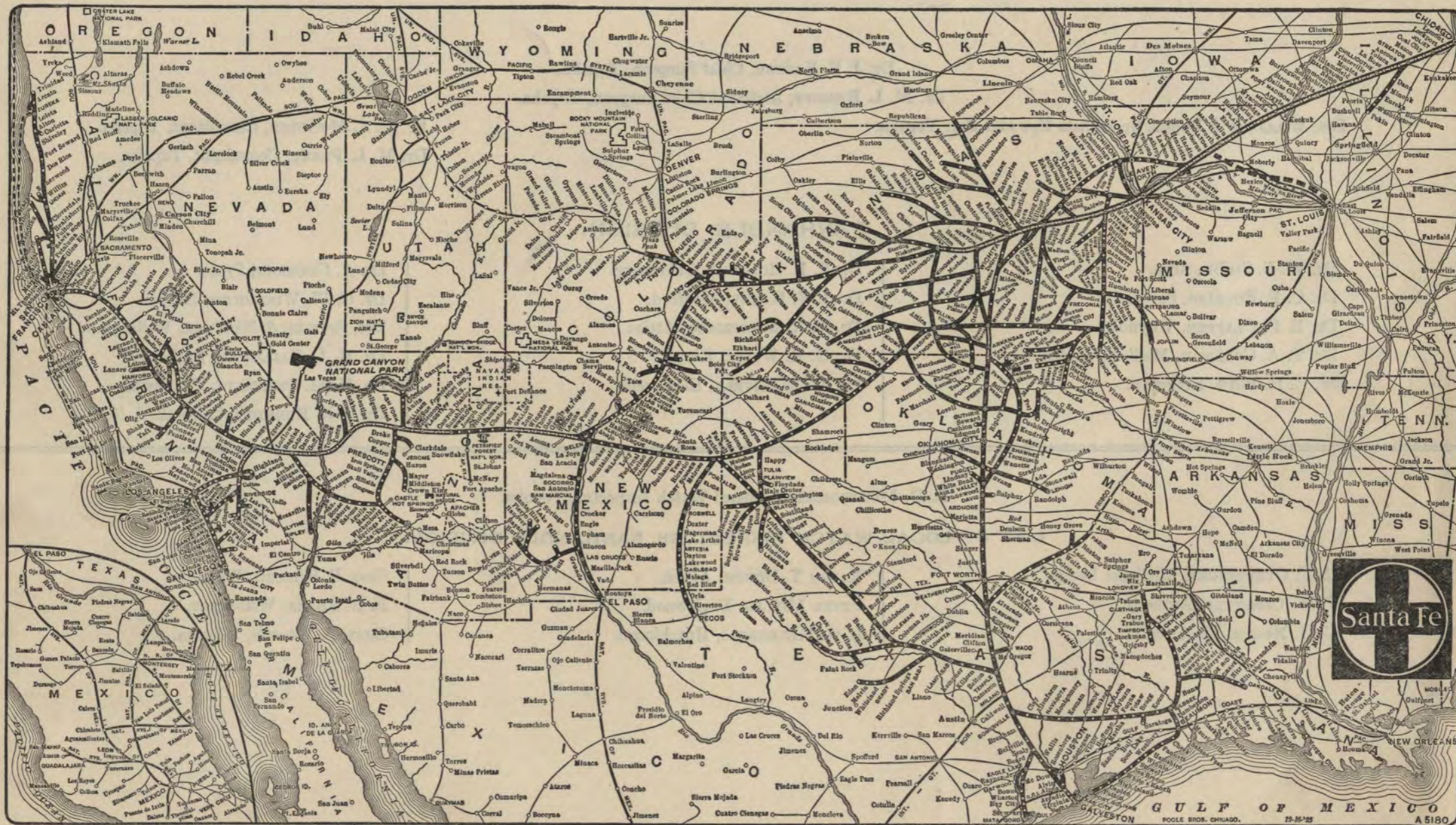
E. B. ROSER, Wellington.

CHAS. A. WILSON, Wichita.

SANTA FE 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.)



Santa Fe Through Lines
 Double Track plus two main lines between Newton and Albuquerque
 Lines Under Construction
 Connecting Lines