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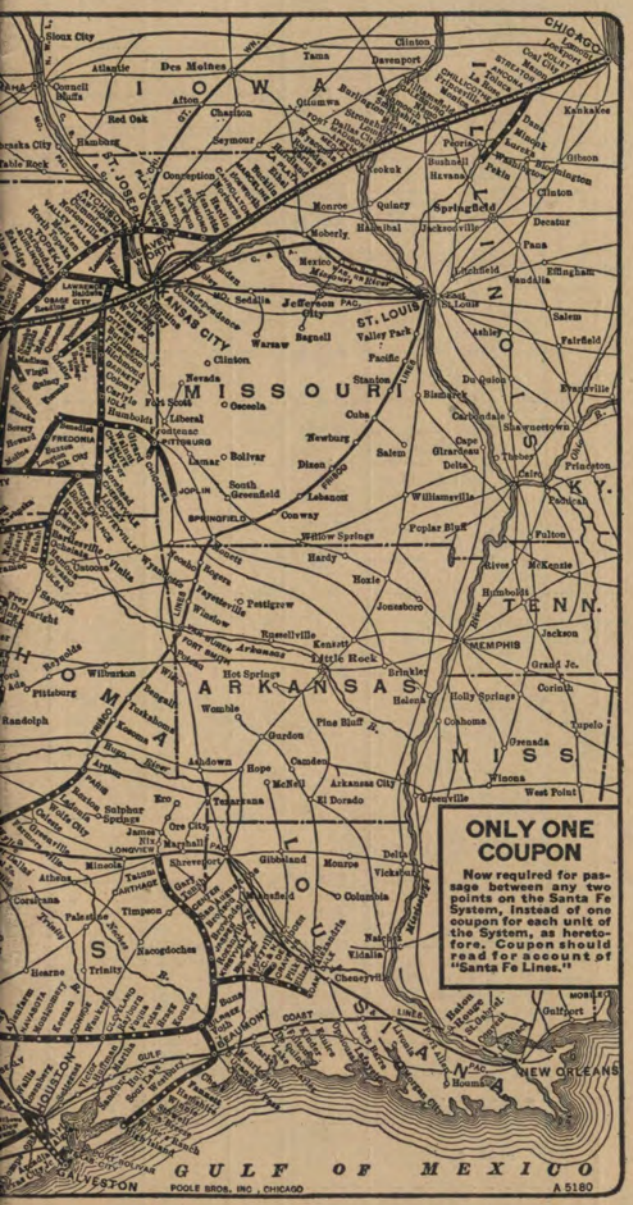
er of Safety Committee,
actices.



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."

Roads Motor Route Coördinated with Train Service

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES
Western District

OKLAHOMA DIVISION

TIME TABLE No.

75

IN EFFECT

Sunday, June 2, 1946

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

Superseding Time Table No. 74B, Dated November 12, 1944, and Any Supplements Thereto.

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

H. B. LAUTZ,
General Manager,
Topeka, Kansas.

C. S. CRAVENS,
Asst. General Manager,
Topeka, Kansas.

H. O. WAGNER,
Superintendent,
Arkansas City, Kansas.

Hall 4 46 4500 2599

First District. — Westward.

DOUBLE TRACK BETWEEN: Arkansas City and Newkirk.

Cross and White Eagle. Normal position of double track junction switches, Cross for westward trains; White Eagle for eastward trains. Home signals located at end of double track Cross governing eastward trains; White Eagle governing westward trains, controlled by operator, Ponca City.

Nowers and Burnett. Normal position of double track junction switches, Nowers for westward trains; Burnett for eastward trains.

Four main tracks M.P. 383.8 to M.P. 384.2, Oklahoma City. Two tracks adjacent to passenger station designated as passenger main tracks Nos. 1 and 2; two outside tracks designated as freight main tracks Nos. 1 and 2.

Automatic Block between Arkansas City and Purcell.

Trains between E.O. Jct. and Guthrie will be governed by block signals whose indication will supersede time table superiority. Home signal located at E.O. Jct. governing westward trains, and at east end of siding Guthrie governing eastward trains, controlled by operator, Guthrie. At Guthrie westward trains use main track, eastward trains use siding. Normal position siding switches: east switch for main track, west switch for siding. Trains or engines using siding will be governed by provisions of Rules 93 and 99.

Panhandle Division trains have no time table superiority within yard limits Ponca City and will move in such limits at restricted speed, and are governed by Oklahoma Division time table between Panhandle-Oklahoma Division board and Ponca City.

Panhandle Division trains arriving Ponca City finding home signal at Junction 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 Oklahoma City first class trains must not exceed speed of ten miles per hour between Eleventh Street north, M.P. 383.0 and Rock Island underpass M.P. 384.6.

FIRST CLASS.						TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Tracks in 44 ft. Cars.	
11	15	5	51	55	27					
The Kansas Cityan.	Fast Fifteen.	The Ranger.	Motor Passenger.	Motor Passenger.	The Antelope.					
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Sun. only.	Leave Daily.	STATIONS.			Sidings.	Other Tracks.
PM 10.17	PM 6.30	PM 2.20	AM 7.00	AM 5.05	AM 4.40	**ARKANSAS CITY.**		WFT Y		Yard
						0.8	0			
						MV-SLSF-MP Crossings.				
						3.6	31.7			
						State Line.				
						0.8	0			
10.23	6.42	2.29	s 7.08	s 5.13	4.50	CHILOCCO.			W92 E92	32
						7.2	40.6			
10.30	s 6.58	s 2.38	s 7.20 AM	s 5.25 AM	f 5.00	**NEWKIRK.**		W	121	101
						5.2	0			
10.34	f 7.10	2.44			5.07	KILDARE.			68	47
						5.3	0			
10.38	7.17	2.50			5.13	CROSS.				
						2.6	0			
s10.43	s 7.30	s 3.00	Via Second District.	Via Second District.	s 5.25	PONCA CITY.		WFY		Yard
						1.8	0			
						C.R.I.& P. Crossing.				
						2.2				
10.48	7.40	3.06			5.32	WHITE EAGLE.			91	35
						7.4	45.8			
10.55	f 7.55	3.14			5.43	MARLAND.			100	76
						6.5	22.0			
11.01	f 8.08	3.21			5.50	RED ROCK.			86	87
						5.9	52.8			
11.07	8.18	3.27			5.58	OTOE.			110	
						3.3	0			
11.10	8.25	3.31			6.03	BLACK BEAR.			34	
						0.3	0			
						S.L.-S.F. Crossing.				
						2.3	39.7			
11.13	8.30	3.34			6.07	McMAHON.			30	
						3.0	52.8			
f11.20 28	s 8.40	s 3.40			s 6.12	PERRY.		W	89	131
						6.8	52.8			
11.27	8.55	3.48			6.20	ASP.			97	
						4.3	25.1			
11.31	f 9.03	3.53			s 6.25	ORLANDO.			111	32
						6.1	0			
11.37	s 9.14	3.59			6.33	MULHALL.			60	40
						3.7	52.8			
11.41	9.21	4.04			6.37	BARNES.			35	
						4.7	51.9			
11.45	9.30	4.10			6.43	LAWRIE.			92	
						3.2	14.7			
						E.O. JCT.		Y		
						2.2	36.2			
s11.53 AM	s 9.45	s 4.20			s 6.53	**GUTHRIE.**		WFT	63	Yard
						7.5	38.6			
12.02	f10.07	4.30			7.10 12	SEWARD.			88	
						5.0	52.8			
12.08	10.22 28	4.37			7.20	WATERLOO.			77	
						5.0	52.8			
12.13	s10.33	f 4.45			s 7.30	EDMOND.			89	69
						6.7	50.1			
12.19	f10.45	4.55			7.40	BRITTON.			93	18
						4.3	52.8			
12.23	10.53	5.01			7.50	NOWERS.		WFT		Yard
						2.9	48.8			
12.30 AM	s11.00 AM	s 5.10			s 8.00	OKLAHOMA CITY.		W		Yard
	12.50	5.20			8.15					
						1.7	24.0			
	12.53	5.23			8.19	BURNETT.				
						3.1	46.3			
	12.57	5.27			8.25	FLYNN.			73	40
						4.4	33.3			
	f 1.03	5.32			f 8.29	MOORE.			91	34
						8.6	28.5			
	s 1.18	s 5.45			s 8.45	NORMAN.			88	114
						6.3	46.5			
	f 1.28	5.54			f 8.53	NOBLE.			90	52
						3.1	0			
	1.34	5.59			8.58	WALKER.			35	
						6.1	0			
	1.45 AM	6.10 PM			9.10 AM	**PURCELL.**		WFT Y		Yard
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Sun. only.	Arrive Daily.	(153.9)				
54.4	28.4	41.9	37.2	37.2	36.2	Average speed per hour.				

1 Oklahoma Division.

First District. — Eastward.

Telegraph and Telephone Offices.	Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	FIRST CLASS. 12 The Chicagoan.	16 Chicago Express.	52 Motor Passenger.	56 Motor Passenger.	6 The Ranger.	28 The Antelope.
	Miles.		STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Sun. Only.	Arrive Daily.	Arrive Daily.
				AM	AM	PM	PM	PM	AM
C	263.4		**ARKANSAS CITY.**	8.55	11.25	2.40	3.40	3.45	12.45
		0	0.8						
	264.2		MV-SLSF-MP Crossings.						
		0	3.6						
	267.8		State Line.						
		22.1	0.8						
C	268.6		CHILOCCO.	8.46	f11.15	f 2.27	f 3.27	3.36	12.35
		31.7	7.2						
C	275.8		**NEWKIRK.**	8.40	s11.00	2.15 PM	3.15 PM	s 3.26	f12.25
		52.8	5.2						
B	281.0		KILDARE.	8.35	s10.49			3.18	12.17
		34.4	5.3						
B	286.3		CROSS.	8.30	10.39			3.12	12.10
			2.6						
C	288.9		PONCA CITY.	s 8.25	s10.35	Via Second District.	Via Second District.	s 3.08	s12.05 AM
		35.8	1.8						
	290.7		C.R.I.& P. Crossing.						
			2.2						
B	292.9		WHITE EAGLE.	8.17	10.24			2.58	11.55
		40.9	7.4						
C	300.3		MARLAND.	8.12	s10.16			2.48	11.47
		52.8	6.5						
C	306.8		RED ROCK.	8.07	s10.07			2.40	11.40
		29.9	5.9						
B	312.7		OTOE.	8.02	9.59			2.33	11.32
		52.8	3.3						
B	316.0		BLACK BEAR.	7.58	9.54			2.29	11.28
		0	0.3						
B	316.3		S.L.-S.F. Crossing.						
		21.1	2.3						
	318.6		McMAHON.	7.55	9.50			2.26	11.24
		33.1	3.0						
C	321.6		PERRY.	f 7.52	s 9.45			s 2.22	s11.20 11
		52.8	6.8						
B	328.4		ASP.	7.45	9.32			2.10	11.09
		52.8	4.3						
C	332.7		ORLANDO.	7.41	s 9.25			2.06	11.04
		49.3	6.1						
C	338.8		MULHALL.	7.35	s 9.15			1.59	10.57
		52.8	3.7						
B	342.5		BARNES.	7.31	9.09			1.55	10.52
		52.8	4.7						
B	347.2		LAWRIE.	7.26	9.02			1.50	10.47
		10.9	3.2						
B	350.4		E.O. JCT.						
		35.3	2.2						
C	352.6		**GUTHRIE.**	s 7.20	s 8.55			s 1.42	s10.40
		16.2	7.5						
B	360.1		SEWARD.	7.10 27	s 8.41			1.30	10.28
		0	5.0						
B	365.1		WATERLOO.	7.04	8.33			1.24	10.22 15
		13.0	5.0						
C	370.1		EDMOND.	7.00	s 8.24			f 1.18	10.17
		23.9	6.7						
B	376.8		BRITTON.	6.54	s 8.13			1.10	10.10
		52.8	4.3						
	381.1		NOWERS.	6.50	8.07			1.05	10.05
		45.8	2.9						
C	384.0		OKLAHOMA CITY.	6.45 AM	8.00			1.00	10.00
					s 6.00			s12.50	s 9.40
		17.6	1.7						
	385.7		BURNETT.		5.55			12.47	9.37
		0	3.1						
B	388.8		FLYNN.		5.47			12.43	9.34
		46.7	4.4						
C	393.2		MOORE.		s 5.39			12.38	f 9.29
		48.6	8.6						
C	401.8		NORMAN.		s 5.25			s12.28	s 9.19
		32.5	6.3						
B	408.1		NOBLE.		s 5.10			12.18	f 9.08
		52.8	3.1						
	411.2		WALKER.		5.05			12.13	9.04
		26.4	6.1						
C	417.3		**PURCELL.**		4.55 AM			12.06 PM	8.55 PM
			(153.9)	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Sun. Only.	Leave Daily.	Leave Daily.
			Average speed per hour.	55.6	34.2	29.7	29.7	44.2	43.9

DOUBLE TRACK BETWEEN: Burnett and Nowers. Normal position of double track junction switches, Burnett for eastward trains; Nowers for westward trains.

White Eagle and Cross. Normal position of double track junction switches, White Eagle for eastward trains; Cross for westward trains. Home signals located at end of double track White Eagle, governing westward trains; Cross governing eastward trains, controlled by operator, Ponca City.

Newkirk and Arkansas City.

Four main tracks M.P. 384.2 to 383.8 Oklahoma City. Two tracks adjacent to passenger station designated as passenger main tracks Nos. 1 and 2; two outside tracks designated as freight main tracks Nos. 1 and 2.

Automatic block between Purcell and Arkansas City.

Trains between Guthrie and E.O. Jct. will be governed by block signals whose indication will supersede time table superiority. Home signal located at east end of siding Guthrie governing eastward trains, and at E.O. Jct. governing westward trains, controlled by operator, Guthrie. At Guthrie eastward trains use siding, westward trains use main track. Normal position siding switches: west switch for siding, east switch for main track. Trains or engines using siding will be governed by provisions of Rules 93 and 99.

Panhandle Division trains have no time table superiority within yard limits Ponca City and will move in such limits at restricted speed, and are governed by Oklahoma Division time table between Panhandle-Oklahoma Division board and Ponca City.

Panhandle Division trains arriving Ponca City finding home signal at Junction 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 Oklahoma City first class trains must not exceed speed of ten miles per hour between Rock Island Underpass M.P. 384.6 and Eleventh Street North, M.P. 383.0.

Second District.

Capacity of Tracks in 44 ft. Cars.		WESTWARD.					Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Local Mile Posts.	Telegraph and Telephone Offices.	EASTWARD.				
			Second Class.	First Class.									First Class.			Second Class.	
		89	71	305	51	55							306	52	56	72	90
		Way Freight.	Mixed.	G.C. and S.F. Motor.	Motor Passenger.	Motor Passenger.							G.C. and S.F. Motor.	Motor Passenger.	Motor Passenger.	Mixed.	Way Freight.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Sun. Only.			STATIONS.		Miles.		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Sun. Only.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
	118				AM 7.20	AM 5.25	W	30.1	**NEWKIRK.**	31.1		C		PM s 2.15	PM s 3.15		
									6.0								
	92				f 7.30	f 5.35		0	MERVINE.	31.7	6.9	B		f 2.04	f 3.04		
									4.7								
13	91				s 7.38	s 5.43		0	UNCAS.	31.7	11.6	B		s 1.54	f 2.54		
									5.8								
73	80				s 7.47	s 5.52	W	31.7	KAW.	0	17.4	C		s 1.44	s 2.44		
									2.0								
	45				7.51	5.56		31.7	SOLDANI.	30.7	19.4			1.39	2.39		
									1.7								
13					f 7.54	f 5.59		0	APPERSON.	31.7	21.1			f 1.35	f 2.35		
									4.6								
68	78				s 8.03	s 6.07		0	BURBANK.	30.2	25.7	C		s 1.28	s 2.28		
									4.6								
29	89		Via Southern Kansas Division.		f 8.12	f 6.15		0	REMINGTON.	19.4	30.3	B		f 1.18	f 2.18	Via Southern Kansas Division.	
									7.3								
80	90				s 8.25	s 6.27		0	FAIRFAX.	25.6	37.6	C		s 1.06	s 2.06		
									3.6								
			AM 9.45					0	O.S. JCT.	31.7	41.2	B				AM 10.35	AM 11.05
		PM 12.30							1.9								
51	114		9.50		s 8.36	s 6.36	Y	0	RALSTON.	31.7	43.1	C		s12.55	s 1.55	10.30	
			AM					25.0	5.1							AM	
	36	12.40			f 8.44	f 6.43		31.7	JOBES.	31.7	48.2			f12.45	f 1.45		10.55
									4.1								
50		12.50			s 8.51	s 6.50	W	31.7	SKEDEE.	31.7	52.3	B		s 12.37	s 1.37		10.45
									1.8								
	120	12.55 PM			f 8.58 AM	f 6.55 AM	Y		**ESAU JCT.**		54.1	B		12.30 PM	1.30 PM		10.40
								0	2.5	31.7							
	91								CODY.		56.6						
								29.9	1.6	0							
									S.L.-S.F. Crossing.		58.2	B					
								31.7	4.3	0							
36	102				Via Stillwater and Cushing Districts.	Via Stillwater and Cushing Districts.		30.6	MARAMEC.	31.7	62.5	B		Via Cushing and Stillwater Districts.	Via Cushing and Stillwater Districts.		10.25
									6.0								
	136	Via Stillwater and Cushing Districts						0	QUAY.	31.7	68.5	B					10.10
									3.2								
29	99							0	YALE.	30.4	71.7	C					10.05
									1.5								
									M.K.T. Gantlet.	0	73.2						
								31.7	2.0								
	102								NORFOLK.	0	75.2	B					
					AM	AM	WFT	31.7	7.2					AM	AM		
Yard					52 10.43	8.37	Y							51 10.43	11.50		9.45 AM
									CUSHING.		82.4	C					
								31.7	7.0	31.7							
	91				s10.54	s 8.48		31.7	AVERY.	31.7	89.4			s10.31	s11.40		
									7.4								
14	125				s11.07	s 9.00		31.7	KENDRICK.	31.7	96.8	B		s10.20	s11.27		
									5.6								
14	104				s11.17	s 9.10		31.7	DAVENPORT.	31.7	102.4	C		s10.12	s11.17		
									7.3								
27	62				s11.30	s 9.23	W	12.7	SPARKS.	0	109.7	B		s10.02	s11.05		
									4.9								
	61				s11.38	s 9.31		23.0	PAYSON.	0	114.6	B		f 9.55	f10.57		
									4.8								
26	101				s11.46	s 9.38		31.7	MEEKER.	0	119.4	C		s 9.48	s10.49		
									5.0								
	92				f11.54	f 9.47		31.7	AYDELOTTE.	31.7	124.4	B		f 9.40	f10.41		
				PM	PM				7.6				AM				
Yard				12.20	12.10 PM	10.00 AM		0	**SHAWNEE.**	30.4	132.0	C	9.10	9.30 AM	10.30 AM		
									1.7								
Yard				s 12.25 PM			WFT Y		**SOUTH SHAWNEE.**		133.7	C	9.02 AM				
		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Sun. Only.			(132.8)				Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Sun. Only.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
			22.8		34.1	35.2			Average speed per hour.					36.2	31.8	22.8	

DOUBLE TRACK BETWEEN M. P. 131.3, east end Shawnee Yard and M.P. 133.1 at North Canadian river bridge. Normal position of double track Jct. switches, east end double track for westward trains, west end for eastward trains.

Automatic Block between O.S. Jct. and Ralston; Esau Jct. each end siding; M.P. 80.0 and Cushing; Shawnee in connection with spring switch at east end of double track.

Trains between O.S. Jct. and Ralston will be governed by block signals whose indication will supersede time table superiority.

NOS. 89 AND 90 HAVE NO TIME TABLE AUTHORITY.

Nos. 51, 52, 55 and 56 have no time table superiority within yard limits Skedee and Cushing, and will move in such limits at restricted speed.

Trains have no time table superiority between Shawnee and South Shawnee, and will move in such limits at restricted speed.

No. 55 is superior to No. 56.

Nos. 51, 52, 55 and 56 will use Esau Jct. siding moving to and from Stillwater District.

Normal position of Stillwater District switch out of Esau Jct. siding is for Stillwater District.

Enid District.

Capacity of Tracks in 44 ft. Cars.		WESTWARD.			First Class.		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Distance from Kiowa.	Telegraph and Telephone Offices.	EASTWARD. First Class.				
		81	67	119	53	45							54	46	82	120	68
		Way Freight.	Way Freight.	Way Freight.	Motor Passenger.	Motor Passenger.							Motor Passenger.	Motor Passenger.	Way Freight.	Way Freight.	Way Freight.
Other Tracks.	Sidings.	Leave Daily.	Leave Daily	Leave Daily.	Leave Daily.	Leave Daily.			STATIONS.		Miles.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily
Yard			AM 9.15	AM 7.00	PM 12.40	AM 7.55	WFY		**KIOWA.**			C	PM 12.20	PM 8.50		AM 12.30	AM 8.40
								0	0.3	21.1						— AM —	
									Panhandle Jct.		0.3						
								0	0.5	21.9							
									Mo. Pac. Crossing.		0.8						
								0	0.7	21.5							
									State Line.		1.5						
44	23		9.35		s12.55	8.10		0	7.6	31.7	9.1	C	s12.02	8.30			8.10
								0	**BURLINGTON.**	15.8			— PM —				
									10.8								
45	64		10.00	8.00	s 1.10	8.26	W		**CHEROKEE.**		19.9	C	s 11.42	8.10		11.30	6.45
				— AM —		— AM —		31.7	12.2	29.6				— PM —		— PM —	
44	45		10.25		s 1.25			31.7	JET.	31.7	32.1	C	s11.24				6.05
									8.1								
43	47		10.43		s 1.37			31.7	NASH.	0	40.2	C	s11.14				5.30
									7.9								
41	41		11.00		s 1.50			31.7	HILLSDALE.	0	48.1	C	s11.02				5.00
									5.8								
27			11.12		f 2.00			22.2	ITUNA.	31.7	53.9		f10.53				4.35
									4.5								
	91		11.20		2.10			0	BLANTON.	52.8	58.4	B	10.45				4.15
									2.8								
								0	S.L.-S.F. Jct.	23.8	61.2						
		— PM —							0.3						— AM —		
Yard		7.15	11.30		s 2.20		WFY		**ENID.**		61.5	C	s 10.35		4.00		4.00
			— AM —					19.4	0.6	22.8							— AM —
									S.L.-S.F. Jct.		62.1						
				Via Pan-handle Division.		Via Pan-handle Division.		16.4	0.1	0	62.2			Via Pan-handle Division.		Via Pan-handle Division.	
									C.R.I.& P. Crossing.								
								0	0.1	0	62.3						
									S.L.-S.F. Jct.								
								0	1.1	10.6	63.4						
									S.L.-S.F. Crossing.								
		7.30			2.27			0	0.1	0	63.5		10.22		3.40		
								29.3	CHAMEAS.	52.8							
32	72	f 7.50			f 2.42				9.5		73.0		s10.10		f 3.10		
								0	FAIRMONT.	0							
									0.9		73.9						
								38.1	S.L.-S.F. Crossing.	52.8							
48	30	f 8.10			s 2.55				6.7		80.6	C	s 9.58		f 2.40		
								0	DOUGLAS.	38.5							
48	75	f 8.35			s 3.07				8.0		88.6	C	s 9.47		f 2.10		
								52.8	MARSHALL.	52.8							
22	31	f 9.00			s 3.20				6.8		95.4	C	s 9.36		f 1.40		
								52.8	LOVELL.	52.8							
36	45	f 9.20			s 3.35		W		7.6		103.0	C	s 9.24		f 1.10		
								0	CRESCENT.	52.8							
	34	9.40			f 3.47				7.6		110.6		f 9.10		f 12.40		
								26.4	MUDGE.	0							
Yard		10.00 PM			4.00 PM		WFT		6.3								
									GUTHRIE.		116.9	C	9.00 AM		12.20 AM		
		Arrive Daily.	Arrive Daily	Arrive Daily.	Arrive Daily.	Arrive Daily.			(116.9)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily
					35.1	38.5			Average speed per hour.				35.1	29.8			

Conductors on Enid District must register their trains at S.L.-S.F. dispatchers office, Enid, also secure and clear block on telephone at Blanton to S.L.-S.F. dispatcher at Enid.

A.T.& S.F. trains will be governed by S.L.-S.F. Time Table, Rules and Regulations between Enid and Blanton.

NOS. 67, 68, 81, 82, 119 AND 120 HAVE NO TIME TABLE AUTHORITY.

Nos. 45, 46, 53 and 54 have no time table superiority within yard limits Cherokee and will move in such limits at restricted speed.

Nos. 53 and 54 have no time table superiority between Chameas and Blanton, and within yard limits Guthrie and Kiowa, and will move in such limits at restricted speed.

Trains between Oklahoma-Panhandle Division board, located at outlying wye switch, and Kiowa, and trains using Panhandle Division tracks at Cherokee, are governed by Panhandle Division time table.

No switch lights on Enid District.

Stillwater District.

Capacity of Tracks in 44 ft. Cars.		WESTWARD. First Class. 87 Way Freight.	89 Way Freight.	51 Motor Passenger.	55 Motor Passenger.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Distance from Esau Junction.	Telegraph and Telephone Offices.	EASTWARD. First Class. 52 Motor Passenger.	56 Motor Passenger.	88 Way Freight.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Sun. Only.			STATIONS.		Miles.		Arrive Daily Ex. Sun.	Arrive Sun. Only.	Arrive Daily Ex. Mon.
			PM 12.55	AM 8.58	AM 6.55	Y		**ESAU JCT.**		0.0	B	PM f 12.30	PM f 1.30	
							31.7	6.6	31.7					
77	31		1.20	s 9.11	s 7.08			PAWNEE.		6.6	C	s12.20	s 1.20	
							0	1.8	0					
								S.L.-S.F. Crossing.		8.4				
							52.8	6.1	0					
	24			f 9.26	f 7.23			RAMBO.		14.5		f12.07	f 1.07	
							31.7	3.4	29.0					
22	41	Via Cushing District.	1.45	s 9.33	s 7.30			GLENCOE.		17.9	C	s12.01	s 1.00	Via Cushing District.
							0	4.9	31.7			PM		
	31			f 9.41	f 7.38	W		YOST.		22.8		f11.51	f12.51	
							0	7.1	31.7					
72	26		2.30	s 9.57	s 7.54			STILLWATER.		29.9	C	s11.37	s12.37	
							0	8.0	28.2					
23				f10.13	f 8.10			MEHAN.		37.9		f11.20	f12.20	
		— PM —					0	2.5	0					— AM —
12	25	7.40	3.00	s10.19	s 8.15	W Y		**RIPLEY.**		40.4		11.15	12.15	s 1.35
			— PM —	— AM —	— AM —		24.4	5.4	0			— AM —	— PM —	
	31	f 7.55						COTTINGHAM.		45.8				f 1.15
							0	4.6	0					
47	31	s 8.15						PERKINS.		50.4	C			s 1.00
							18.2	6.4	0					
	17	f 8.35	Via Cushing District.	Via Cushing District.	Via Cushing District.			GOODNIGHT.		56.8		Via Cushing District.	Via Cushing District.	f 12.40
							0	5.3	0					
20	38	s 8.55						COYLE.		62.1	C			s 12.20
							31.7	4.8	0					
18	30	f 9.10						PLEASANT VALLEY.		66.9				f 12.01
							31.7	5.2	31.7					— AM —
	27	f 9.30						RUSSELL.		72.1				f 11.45
							31.7	6.0	31.7					
		9.50 PM				Y		E.O. JCT.		78.1	B			11.25 PM
		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Sun. Only.			(78.1)				Leave Daily Ex. Sun.	Leave Sun. Only.	Leave Daily Ex. Sun.
				29.9	30.3			Average speed per hour.				31.1	31.1	

NOS. 87, 88 AND 89 HAVE NO TIME TABLE AUTHORITY.
No. 55 is superior to No. 56.
No switch lights on Stillwater District.

Nos. 51, 52, 55 and 56 have no time table superiority within yard limits Skedee and will move in such limits at restricted speed.
Nos. 51, 52, 55 and 56 will use Esau Jct. siding moving to and from Stillwater District.
Normal position of Stillwater District switch out of Esau Jct. siding is for Stillwater District.
Home signal located at E. O. Jct. governing westward trains controlled by operator Guthrie.

Cushing District.

Capacity of Tracks in 44 ft. Cars.		WESTWARD. First Class. 89 Way Freight.	79 Way Freight.	51 Motor Passenger.	55 Motor Passenger.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Distance from Cushing.	Telegraph and Telephone Offices.	EASTWARD. First Class. 52 Motor Passenger.	56 Motor Passenger.	80 Way Freight.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Leave Daily Ex. Mon.	Leave Daily Ex. Sun.	Leave Sun. Only.			STATIONS.		Miles.		Arrive Daily Ex. Sun.	Arrive Sun. Only.	Arrive Daily Ex. Sun.
12	25	PM 3.00	AM 1.45	AM 10.19	AM 8.15	W Y		**RIPLEY.**		10.6		AM s11.15	PM s12.15	PM s 7.30
							15.6	4.2	27.2					
	44	3.10	f 1.55	f10.27	f 8.23			AMABEL.		6.4		f11.05	f12.05	f 7.20
							77.5	6.4	10.6				PM	
Yard		3.30 PM	2.15 AM	10.39 AM	8.35 AM	WFT Y		**CUSHING.**		0.0	C	10.52 AM	11.52 AM	7.00 PM
		Arrive Daily Ex. Sun.	Arrive Daily Ex. Mon.	Arrive Daily Ex. Sun.	Arrive Sun. Only.			(10.6)				Leave Daily Ex. Sun.	Leave Sun. Only.	Leave Daily Ex. Sun.
				31.8	31.8			Average speed per hour.				27.6	27.6	

NOS. 79, 80 AND 89 HAVE NO TIME TABLE AUTHORITY.
Nos. 51, 52, 55 and 56 have no time table superiority within yard limits Cushing and will move in such limits at restricted speed.

No. 55 is superior to No. 56.

No switch lights on Cushing District.

Drumright District.

Capacity of Tracks in 44 ft. Cars.		WEST-WARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 75, June 2, 1946.	Ruling Grade Ascending.	Distance from Cushing.	Telegraph and Telephone Offices.	EAST-WARD.
		59							60
		Way Freight.							Way Freight.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.			STATIONS.		Miles.		Arrive Daily Ex. Sun.
Yard		AM 7.30	WFY T	79.2	CUSHING.	95.0	0	C	PM 2.50
					13.6				
51	36	8.20 AM	W	50.0	DRUMRIGHT.	0	13.6	C	1.45 PM
					1.9				
					TIDAL.		15.5		
					0.1				
		Arrive Daily Ex. Sun.			End of Track. (15.6)		15.6		Leave Daily Ex. Sun.

NOS. 59 AND 60 HAVE NO TIME TABLE AUTHORITY.

No switch lights on Drumright District.

WESTWARD.							Freight Train Terminals, and Junctions.	EASTWARD.						
41	39	37	87	77	75	73		74	76	78	88	36	38	40
Oklahoma Fast Freight.	Oklahoma, Texas Fast Freight.	Oklahoma, Texas Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.		Way Freight.	Way Freight.	Way Freight.	Way Freight.	Stock Express.	Fast Freight.	Texas, Chicago Fast Freight.
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	STATIONS.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Mon.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.
AM 7.00	PM 5.20	AM 4.00		PM 1.00		AM 9.00	ARKANSAS CITY.	PM 8.30		AM 12.30 AM		PM 11.00	PM 1.00 PM	AM 1.45 AM
				1.30			NEWKIRK.			11.45				
						11.05	PONCA CITY.	6.30						
			PM 9.50			PM 3.30	E.O. JCT.				PM 11.25			
			10.00 PM		AM 6.30	5.30 PM	GUTHRIE.		PM 2.00		11.15 PM			
11.59 PM	8.50	7.30			8.00 AM		OKLAHOMA CITY.	2.30 PM	1.00 PM			7.00	8.45	8.30
1.30 PM	9.50 PM	9.00 AM					NORMAN.							
				3.10			PURCELL					4.30 PM	7.45 AM	7.30 PM
							RALSTON.			9.40				
				5.00			ESAU JCT.			9.15				
				7.00 PM			CUSHING.			8.00				
							SOUTH SHAWNEE.			4.45 PM				
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.		Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

SPECIAL RULES AND REGULATIONS

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

A book of The Atchison, Topeka and Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1927, and the current Time Table, must be in the hands of all employes affected by them.

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

Rules Nos. 5, 10(A), 10(f), 15, 86, 95, 97, 103(A), 104(A), 204, 210, 221, 360, 384, 632, 701, 705, 706, 711 and 872 of the Rules and Regulations, Operating Department, Revised 1927, are amended, or superseded by the following:

Rule No. 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 clears; where there is no such switch, it applies at the station.

Rule No. 10(A). Superseded by the following: A yellow flag, yellow disc lettered "Slow," or a yellow light will be placed at least one mile in advance of where reduced speed applies on temporary reduced speed locations, at the end of which a green flag, green disc or green light will be placed, which rear of train will pass before speed shall be increased. Reduced speed limit shall be 15 miles per hour unless otherwise specified by train order or bulletin.

A yellow board, with black numerals on the track side to indicate the speed limit for passenger trains and on the field side to indicate the speed limit for freight trains, will be placed at least 2500 feet in advance of where reduced speed applies on permanent reduced speed locations, at the end of which a green board will be placed, which rear of train will pass before speed shall be increased. There may be more than one yellow board in advance of green board, in which case the reduced speed limits shown on each yellow board shall be observed in succession until a green board is passed.

Rule No. 10(f). Red is substituted for purple as stop indication for dwarf signal.

Rule No. 15. Amended by adding: Restricted speed must be observed for a distance of one mile from point of explosion.

Rule No. 86. Amended by adding: Where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior trains sufficiently to give clear signal indication in the rear.

Rule No. 95. Amended by adding: On double track, the dispatcher may authorize sections of a schedule at initial stations by Clearance Card, Form 902.

Rule No. 97. Amended by adding: On double track the dispatcher may authorize the running of extra trains, except work extras, by Clearance Card, Form 902.

Rule No. 103(A). The second paragraph is cancelled.

Rule No. 104(A). First paragraph is 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.

Rule No. 204. Amended by adding: Additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman.

Rule No. 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 the clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

Rule No. 221. The second paragraph is cancelled.

Rule No. 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.

Rule No. 384. First paragraph is amended to read: They must not take loaded cars without the waybills or take waybills without the freight or cars, unless authorized to do so by trainmaster. A conductor's waybill (Form 1854) must be made for car loads and less car loads in accordance with instructions printed on the form or issued by the auditor.

Rule No. 632. Superseded by the following: 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.

Rule No. 701. Red is substituted for purple as stop indication for dwarf signal.

Rules Nos. 705 and 706. Amended by adding: Where switch indicators are used, employes will be governed by indicators before fouling circuit or changing main track switch. Indication displayed by switch indicators does not relieve trainmen or enginemen from protecting their train as provided for by the rules.

Rule No. 711. Superseded by the following: 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.

Rule No. 872. Last two paragraphs are amended to read: 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.

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1. SPECIAL RULES AND FACILITIES.

1(A). SWITCHES—AUTOMATIC BLOCK TERRITORY.

On single track in automatic block territory where main track switches are not equipped with switch indicators, trains or engines in clear on sidings or other tracks will not foul main track until the indications of main track signals in both directions have been observed.

If signals governing moves in either or both directions display a Stop or Proceed at Restricted Speed indication, and there is no evidence of an approaching train, switch must be reversed and after waiting five minutes, train or engine may proceed, being governed by Rule 830-A.

When heading out through a spring switch, the same practice must be observed, except that after the lead wheels have fouled the circuit, spring switch must be returned to normal position.

This does not apply to signals governing movements in the opposite direction if an opposing train has been met and is still occupying the circuit.

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 and there is no apparent reason for that indication, 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.

1(B). RAILROAD CROSSINGS AT GRADE.

ARKANSAS CITY—Midland Valley, S.L.-S.F. and Mo. Pac. 0.8 mile west of station are protected by gates set normally across Midland Valley, S.L.-S.F. and Mo. Pac. tracks. Approach at restricted speed and when gates are normal, may proceed at speed not to exceed ten miles per hour.

PONCA CITY—C.R.I.& P. 1.8 miles west of station. Automatic interlocking plant. Route normally clear for A.T.& S.F. Maximum speed forty miles per hour. Movements against the current of traffic and on the storage track, maximum speed twenty miles per hour.

BLACK BEAR—S.L.-S.F. 0.3 mile west of station. Automatic interlocking plant. Maximum speed forty miles per hour.

CODY—S.L.-S.F. 1.6 miles west of station. Automatic interlocking plant. Maximum speed twenty miles per hour.

YALE—M.K.T. 1.5 miles west of station—Gantlet track used jointly by A.T.& S.F. and M.K.T. over Cimarron River, Bridge No. 73-A. Automatic interlocking plant. Maximum speed twenty miles per hour.

PAWNEE—S.L.-S.F. 1.8 miles west of station. Stop. See Rules 98, A, B, C and D.

KIOWA—Mo. Pac. 0.8 mile west of station protected by gate set normally across Mo. Pac. track. Approach at restricted speed and when gate is normal, may proceed at speed not to exceed ten miles per hour. When gate is across A.T.& S.F. track, stop must be made back of clearance sign.

ENID—C.R.I.& P. 0.7 mile west of station. Interlocking plant. Maximum speed twenty miles per hour.

ENID—S.L.-S.F. 1.9 miles west of station. Stop. See Rules 98, A, B, C and D.

FAIRMONT—S.L.-S.F. 0.8 mile west of station. Stop. See Rules 98, A, B, C and D.

1(C). JOINT TRACK FACILITIES.

ENID—A.T.& S.F. trains will use S.L.-S.F. tracks between Blanton and S.L.-S.F. Jct., M.P. 61.2, and for a distance of 0.2 mile in crossing C.R.I.& P. tracks within home signal limits of interlocking plant west of Enid.

1(D). STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED: SEE RULE 83(A).

STATION	DESIGNATED TRAINS
Newkirk	Second District.
Guthrie	Enid District and to or from Stillwater District.
Shawnee	First class.
Ripley	First class.

Following trains will register by Form 903:

Arkansas City	Nos. 5, 6, 11, 12, 15, 16, 27 and 28.
Newkirk	Second District.

Conductors of freight trains will make Form 903 and leave at each office of communication where train is changed, except register stations. Operators will transmit promptly to train dispatcher.

1(E). TRAINS MUST GET CLEARANCE CARDS BEFORE LEAVING ORIGINATING STATIONS, EXCEPT:

E.O. Jct.	Ripley
O.S. Jct.	Esau Jct.

All trains secure clearance card before leaving Guthrie, Oklahoma City, Cushing and Enid.

At Drumright, eastward trains during assigned hours of operator.

At Ralston, Pawhuska District eastward trains from Dispatcher, Chanute.

1(F). CURRENT OF TRAFFIC.

On double track trains will run as prescribed by Rule D-152.

Movement of trains will be supervised by train dispatcher, who will issue instructions to signalmen when required.

When necessary to run trains against the current of traffic, movement must be controlled by train orders.

Except as affected by these rules, all block signal and train rules remain in force.

2. MAXIMUM SPEED FOR TRAINS.

LOCATION	MILES PER HOUR			
	Light Engines Forward	All Engines Backward	Passenger	Freight and Mixed
First District	40	25	90	55
Second District	35	25	50	35
Enid District	30	15	45	30
Stillwater District	.....	.....	.....	.....
Esau Jct. to Ripley	30	15	35	30
Ripley to E.O. Jct.	30	15	50	40
Cushing District	30	15	30	30
Drumright District	20	15	20	20
FIRST DISTRICT.				
Eight curves, M.P. 263.2 to 265.0			30	20
Two curves, M.P. 265.3 to 266.2			75	45
Curve Westbound, M.P. 271.0 to 271.2			85	50
Curve, M.P. 273.0 to 273.2			85	50
Two curves Eastbound, M.P. 274.7 to 274.9			85	50
Newkirk, street crossings			30	30
Curve, M.P. 280.6 to 280.9			75	45
Two curves Eastbound, M.P. 286.8 to 287.1			85	50
Curve Westbound, M.P. 287.7 to 287.8			85	50
Curve Eastbound, M.P. 287.7 to 287.8			80	50
Ponca City, street crossings, M.P. 287.8 to Station			25	25
Curve, M.P. 290.4 to 290.5			65	50
Curve, M.P. 293.0 to 293.3			50	40
Curve, M.P. 297.3 to 297.6			65	45
Two curves, M.P. 309.6 to 310.2			85	50
Three curves, M.P. 310.8 to 312.3			85	50
Curve, M.P. 313.1 to 313.4			85	50
Curve, M.P. 314.8 to 315.2			85	50
Curve, M.P. 315.7 to 315.8			80	45
Curve, M.P. 320.5 to 320.6			85	50
Perry, street crossings			20	20
Curve, M.P. 322.3 to 322.4			85	50
Two curves, M.P. 324.5 to 325.1			85	50
Two curves, M.P. 331.3 to 332.4			65	45
Curve, M.P. 334.0 to 334.4			85	50
Curve, M.P. 335.5 to 335.6			75	45
Three curves, M.P. 337.0 to 338.2			70	45
Five curves, M.P. 339.7 to 341. 3			50	40
Curve, M.P. 348.2 to 348.5			55	40
Curve, M.P. 349.6 to 349.9			40	30
Curve, M.P. 350.1 to 350.2			75	50
Curve, M.P. 351.2 to 351.3			85	50
Curve, M.P. 351.8 to 351.9			65	50
Guthrie, street crossings			35	35
Curve, M.P. 353.9 to 354.1			50	35

2. MAXIMUM SPEED FOR TRAINS—(Cont'd).

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
Curve, M.P. 355.6 to 355.7	50	35
Six curves, M.P. 355.9 to 357.7	45	35
Curve, M.P. 358.3 to 358.5	85	50
Four curves, M.P. 359.5 to 361.4	70	50
Two curves, M.P. 362.1 to 362.5	70	40
Three curves, M.P. 363.1 to 363.9	55	40
Four curves, M.P. 364.1 to 365.0	50	40
Curve, M.P. 365.9 to 366.0	50	40
Curve, M.P. 366.2 to 366.4	55	40
Two curves, M.P. 367.3 to 367.4	85	50
Edmond, street crossings	30	30
Curve, M.P. 371.8 to 372.3	80	50
Curve, M.P. 377.1 to 377.4	60	45
Curve, M.P. 378.5 to 378.6	75	45
Two curves, M.P. 379.0 to 379.4	85	50
Oklahoma City, through city limits	25	25
Oklahoma City, where automatic signal device or crossing watchmen provided	30	30
Oklahoma City, 7th St. north and south end freight house	10	10
Curve, M.P. 389.1 to 389.5	75	45
Norman, street crossings	30	30
Two curves, M.P. 406.7 to 407.3	40	30
Three curves, M.P. 407.6 to 408.8	60	45
Curve, M.P. 409.7 to 409.8	85	50
Curve, M.P. 410.1 to 410.3	70	50
Two curves, M.P. 415.9 to 416.6	70	50
Purcell, two curves at coal chute	30	20
SECOND DISTRICT.		
M.P. 33.5 to 35.9	40	25
Two curves, M.P. 36.6 to 36.9	45	25
Fairfax, street crossings	30	30
Four curves, M.P. 63.2 to 64.1	40	25
Two curves, M.P. 64.8 to 65.3	40	25
Two curves, M.P. 69.0 to 69.5	40	25
Yale, street crossings	25	25
Cushing, street crossings	20	20
Shawnee, street crossings	20	20
ENID DISTRICT.		
Bridge 14-B Engines heavier than 1050 class	30	.....
Enid, Grand and Independence streets	5	5
Enid, other street crossings	15	15
Curve, M.P. 75.6 to 76.1	40	.....
Curve, M.P. 81.9 to 82.3	40	.....
Curve, M.P. 85.2 to 85.4	40	.....
Curve, M.P. 87.1 to 87.3	40	.....
Curve, M.P. 106.8 to 107.3	40	.....
Two curves, M.P. 108.1 to 109.2	40	.....
Two curves, M.P. 111.9 to 112.0	45	25
Four curves, M.P. 115.4 to Guthrie	15	15
STILLWATER DISTRICT.		
Two curves, M.P. 2.3 to 3.4	30	25
Three curves, M.P. 4.1 to 5.0	30	25
Three curves, M.P. 7.7 to 8.4	30	.....
Thirteen curves, M.P. 9.4 to 13.8	35	25
Two curves, M.P. 21.3 to 21.9	35	25
Stillwater, street crossings	10	10
Curve, M.P. 38.9 to 39.0	35	25
Two curves, M.P. 46.2 to 46.9	30	30
CUSHING DISTRICT.		
Curve, M.P. 1.3 to 2.3	30	20
Curve, M.P. 3.0 to 3.8	30	20
Two curves, M.P. 5.0 to 5.3	25	20

2(A). SPEED REGULATIONS, PASSENGER TRAINS.

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.

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.

2(B). MAXIMUM SPEED OF ENGINES.

Maximum speed covering following classes of engines where not otherwise restricted. Where other restrictions permit train speed in excess of the maximum engine speed prescribed in this table, maximum engine speed prescribed in table must be observed.

2(B). MAXIMUM SPEED OF ENGINES—(Cont'd).

CLASS OR ENGINE NUMBER	Diameter of Drivers Inches	Miles Per Hour	MILES PER HOUR	
			Light Engines Forward	All Engines Backward
Diesel Engines 1-15, Inclusive and 50	.....	100	40	40
Diesel Engines 100 to 159 and 168 to 179, Inclusive	40	65	40	40
Diesel Engines 163 and 166	40	65	40	40
Diesel Engines 160, 161, 162, 164, 165 and 167	40	90	40	40
Gas-Electric M-105 to M-189, Inclusive	.....	60	60	25
Gas-Electric M-190	.....	80	60	25
542-1400-1452-1480-1550 Classes	73	90	40	25
1226-1270 Classes	73	90	40	25
1400-1452 Classes	79	100	40	25
1309-1337 Classes	73	90	40	25
3400 Class	74	90	40	25
3400-3450 Classes	79	100	40	25
3460 Class	84	100	40	25
3500 Class	73	90	40	25
3700 Class	69	70	40	25
2900-3776 Classes	80	90	40	25
3751-3765 Classes	80	90	40	25
900-1600 Classes	57	35	35	20
1014-1050 Classes	69	50	40	25
1800 Class	69	60	40	25
2507 Class	63	60	40	25
2535 Class, except 2535	55	40	35	20
3100 Class	57	45	35	20
3160-4000 Classes	63	60	40	25
3800-3900 Classes	63	50	40	25
Engines 4101, 4103, 4111, 4112 and 4114	63	50	40	25
Other 4101 Class	63	60	40	25
Engines 4193-4199, Inclusive	63	50	40	25
5000	69	65	40	25
5001 Class	74	65	40	25
5011 Class	74	70	40	25
Diesels 400-450 Classes	.....	30	30	30
Other Diesel Yard Engines	.....	35	35	35
All other engines	.....	20	20	20

2(C). 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, including those geared for passenger service.	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.

2(D). ENGINES BREAKING IN.

Must be run at a speed specified by Master Mechanic, Road Foreman of Engines or Roundhouse Foreman.

2(E). DEAD ENGINES.

Dead engines must not be moved with side rods down or any driver suspended without special instructions.

Trains handling Diesel road engines dead in train must not exceed speed of ninety miles per hour; Diesel yard engines, thirty miles per hour; except 400, 450 and 460 classes, which should not exceed twenty miles per hour; gas-electric motor cars, sixty miles per hour; other dead engines twenty miles per hour.

2(F). STEAM WRECKING CRANES, ETC.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders and similar machinery moving on their own running gear must not exceed twenty-four miles per hour on First and Second Districts. On all other districts twenty miles per hour. Such equipment must not be moved in any train except on authority of Trainmaster.

2(G). 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 speeds. On other main track turnouts and crossovers not listed herein, trains or engines must not exceed fifteen miles per hour. On all other turnouts or crossovers, trains or engines must not exceed ten miles per hour. Trailing movements through spring switches must not be reversed until switch has been properly lined.

2(G). SPRING SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd).

"I"—Interlock Switch
"S"—Spring Switch

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight and Mixed
Arkansas City	S	East end of yard	25	20
Newkirk	I	End double track eastward	30	20
Newkirk	I	West turnouts of sidings	30	20
Newkirk	I	Turnouts First to Second District and east turnout Second District siding	30	20
Kildare	S	East end siding	15	15
Cross	S	End double track eastward	25	20
White Eagle	S	End double track	25	20
Marland	S	Both ends siding	15	15
Red Rock	S	Both ends siding	15	15
Otoe	S	Both ends siding	15	15
Perry	S	Both ends siding	15	15
Asp	S	Both ends siding	15	15
Orlando	S	Both ends siding	15	15
Mulhall	S	Both ends siding	15	15
Lawrie	S	Both ends siding	15	15
Guthrie	S	Both ends siding	25	20
Guthrie	S	West end No. 1 track	15	15
Seward	S	Both ends siding	15	15
Waterloo	S	East end siding	15	15
Waterloo	S	West end siding	25	20
Edmond	S	Both ends siding	15	15
Britton	S	Both ends siding	25	20
Nowers	S	End double track	25	20
Burnett	S	End double track westward	25	20
Moore	S	East end siding	15	15
Norman	S	Both ends siding	15	15
Noble	S	Both ends siding	15	15
Purcell	S	East end yard	15	15
Ralston	I	Both ends siding	30	20
O.S. Jct.	I	Connection Sw. Sou. Kans. Div.	30	20
Shawnee	S	End double track eastward	25	20
E.O. Jct.	S	Junction switch to First District	15	15

3. YARD LIMITS.

Arkansas City.
Newkirk.
Ponca City (Includes Cross).
Perry.
Guthrie (Includes E.O. Jct., First and Stillwater Districts).
Edmond.
Oklahoma City (Includes Nowers and Burnett).
Norman.
Purcell.
Ralston.
Skedee (Includes Esau Jct., Second and Stillwater Districts).
Cushing.
Shawnee (Includes South Shawnee).
Ripley.
Stillwater.
Drumright.
Kiowa.
Cherokee.
Enid (Includes Chameas).

3(A). MOVEMENTS AGAINST CURRENT OF TRAFFIC.

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

4. BULLETIN BOOKS.

Arkansas City	Telegraph, Yard and Roundhouse Offices and Switch Shanty.
Ponca City	Telegraph and Yard Offices.
Guthrie	Telegraph and Roundhouse Offices.
Nowers	Car Foremen's Office.
Oklahoma City	Telegraph Office, Yard Office Stock Yards.
Purcell	Telegraph and Roundhouse Offices.
Cushing	Telegraph and Roundhouse Offices.
Shawnee	Telegraph Office.
South Shawnee	Telegraph and Roundhouse Offices.
Kiowa	Telegraph Office.
Enid	Yardmaster's Office.
Cherokee	Telegraph Office.

5. STANDARD CLOCKS.

Arkansas City	Telegraph and Roundhouse Offices and Switch Shanty.
Ponca City	Telegraph Office.
Guthrie	Telegraph Office.
Nowers	Car Foreman's Office.
Oklahoma City	Telegraph Office.
Purcell	Telegraph Office.
Cushing	Telegraph Office.
South Shawnee	Telegraph Office.

6. STANDARD THERMOMETERS.

Arkansas City.
Ponca City.
Guthrie.
Oklahoma City.
Purcell.
Ralston.
Cushing.
South Shawnee.
Kiowa.
Enid.

7. OVERHEAD OBSTRUCTIONS.

It is dangerous to stand erect upon cars, and especially those of extraordinary height, while passing under the following named structures. (See Rule 310):

Mile Post	Bridge Number	Name
		FIRST DISTRICT.
344.9	344-F	Skeleton Creek.
377.9	377-F	Interurban Viaduct.
384.0	.....	Oklahoma City Train Sheds.
399.6	.....	Trolley and power line Oklahoma Railway over Spur track.
		SECOND DISTRICT.
50.4	50-A	Highway Viaduct.
82.2	82-A	Railroad Viaduct.
100.1	100-A	Highway Viaduct.
102.6	102-C	Railroad Viaduct.
132.6	132-E	Railroad Viaduct.
132.7	132-G	Railroad Viaduct.
		STILLWATER DISTRICT.
17.4	17-B	Highway Viaduct.
		ENID DISTRICT.
36.3	36-A	Highway Viaduct.

8. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
FIRST DISTRICT.		
Dereco	M.P. 373.7	31 cars
Coline Oil Co., loading rack tracks	M.P. 389.5	60 cars
Coline Oil Co., loading rack track (spur)	M.P. 390.0	11 cars
Phillips Petroleum Company (spur)	M.P. 390.2	62 cars
Sinclair Prairie Oil Marketing Co. (spur)	M.P. 391.1	42 cars
Naval Reserve Aviation Base (spur)	M.P. 399.6	58 cars
Aviation Service School track (spur)	M.P. 404.1	167 cars
SECOND DISTRICT.		
Oklahoma Lime Co. (spur)	M.P. 9.6	15 cars
ENID DISTRICT.		
Schoeb Ranch Mills track	M.P. 10.9	15 cars
Military Gasoline (spur)	M.P. 34.1	14 cars

9. FLAGGING INTERLOCKING PLANTS.

When an interlocking plant is out of order and the signals cannot be operated and the operator or towerman desires a train or engine to move through the plant, permission may be given verbally or by proceed signal with yellow flag or yellow light, but in such cases some member of crew must precede train or engine and flag over each interlocked switch, derail and railroad crossing protected by such signals.

At automatic interlocking plants when trains or engines find home signal governing movement over railroad crossings displaying stop indication, they must stop short of signal on clearing section and if no evidence of train or engine movement on opposing route a member of crew will proceed to crossing and if at expiration of five minutes from time stopped there is still no evidence of train or engine movements on opposing route he will hand signal his train or engine over the crossing.

Hand release must be operated on plants so equipped before a train or engine is hand signalled over crossing.

10. EMPLOYES RIDING FOOTBOARDS OF ENGINES.

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.

11. SPEED TABLE.

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

Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour
–	36	100.0	–	58	62.1	1	40	36.0
–	37	97.3	–	59	61.0	1	42	35.3
–	38	94.7	1	—	60.0	1	44	34.6
–	39	92.3	1	02	58.0	1	46	34.0
–	40	90.0	1	04	56.2	1	48	33.3
–	41	87.8	1	06	54.5	1	50	32.7
–	42	85.7	1	08	52.9	1	52	32.1
–	43	83.7	1	10	51.4	1	54	31.6
–	44	81.8	1	12	50.0	1	56	31.0
–	45	80.0	1	14	48.6	1	58	30.5
–	46	78.3	1	16	47.4	2	—	30.0
–	47	76.6	1	18	46.1	2	05	28.8
–	48	75.0	1	20	45.0	2	10	27.7
–	49	73.5	1	22	43.9	2	15	26.7
–	50	72.0	1	24	42.9	2	30	24.0
–	51	70.6	1	26	41.9	2	45	21.8
–	52	69.2	1	28	40.9	3	—	20.0
–	53	67.9	1	30	40.0	3	30	17.1
–	54	66.6	1	32	39.1	4	—	15.0
–	55	65.5	1	34	38.3	4	30	13.3
–	56	64.2	1	36	37.5	5	—	12.0
–	57	63.2	1	38	36.8	6	—	10.0

12. STATUTORY REGULATIONS.

In KANSAS, it is lawful for the Conductor to eject from the train 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 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.

S. GREENWOOD, Trainmaster.....Arkansas City, Kans.

H. G. FOCHT, Chief Dispatcher.....Arkansas City, Kans.

M. R. FULTZ, Night Chief Dispatcher.....Arkansas City, Kans.

TRAIN DISPATCHERS—ARKANSAS CITY, KANSAS.

F. W. WATSON.
W. H. BROWN.
M. E. HOWELL.
W. T. UNDERWOOD.
S. D. KINCHELOE.
W. C. BARTHOLEMEW.
H. H. LACQUEMENT.

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

LOCAL WATCH INSPECTORS—OKLAHOMA DIVISION.

J. H. DWEELAARD.....Arkansas City.
MRS. JENNIE B. STANLEY.....Ponca City.
C. F. WHITE.....Guthrie.
B. C. CLARK.....Oklahoma City.
J. G. GLADDEN (Asst.).....Oklahoma City.
B. C. CLARK.....Purcell.
NATHAN C. McCOY.....Cushing.
BERNARD L. GORDON.....Shawnee.
JAMES NAYLOR.....Enid.
D. E. OVERSTREET.....Kiowa.

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.

LOCAL SURGEONS.

DR. R. C. YOUNG.....Arkansas City.
DR. E. W. HELLWEG.....Arkansas City.
DR. H. O. GOWEY.....Newkirk.
DR. R. B. GIBSON.....Ponca City.
DR. D. F. COLDIRON.....Perry.
DR. C. S. PETTY.....Guthrie.
DR. D. H. FLEETWOOD.....Edmond.
DR. C. E. CLYMER.....Oklahoma City.
DR. C. L. BORDER.....Oklahoma City.
DR. CURTIS BERRY.....Norman.
DR. W. C. McCURDY, JR.....Purcell.
DR. J. T. B. WIDNEY.....Kaw.
DR. L. C. BARBER.....Ralston.
DR. F. K. OEHLSCHLAGER.....Yale.
DR. H. C. MANNING.....Cushing.
DR. T. J. ROWLAND.....Shawnee.
DR. J. L. LEHEW.....Pawnee.
DR. L. A. MITCHELL.....Stillwater.
DR. D. D. ROBERTS.....Enid.
DR. L. T. LANCASTER.....Cherokee.
DR. WM. J. NEAL.....Drumright.

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

DR. ROBERT L. FERGUSON.....Arkansas City.
DR. W. N. DAVIDSON.....Cushing.
DR. WM. C. MILLER.....Guthrie.
DR. L. M. WESTFALL.....Oklahoma City.
DR. E. E. TIPPIN.....Wichita.

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, 98; 87 and 88 between Marion and Ellinwood.
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.

No. 1. At Mooreland, to discharge passengers from Wellington and beyond and to receive passengers for Amarillo and beyond.

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, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona or Mazon, to receive passengers for beyond Chicago.

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.

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.

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.

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.

Nos. 9-90. (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas, or beyond.
(b) At Ottawa Jct., 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.

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 Jct., to discharge passengers from west of Newton.

Nos. 13-130 (From La Junta.) At any station La Junta to Denver to discharge passengers from La Junta or beyond.

Nos. 141-14. (From Denver.) At any station Denver to La Junta, to receive passengers for La Junta or beyond.

No. 17. At Galesburg, to receive passengers for scheduled stops in California.

No. 18. At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino or Barstow.

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.

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.
(c) At Galesburg, to receive passengers for beyond Chicago.

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.

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 Jct., 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.

No. 23. (a) At any station Chicago to Kansas City, to receive passengers for Newton or beyond.
(b) At Olathe, to receive passengers for Newton or beyond.
(c) At Strong City, to receive passengers from North of Strong City for Wellington or beyond.

No. 24. (a) At any station Belen 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 Stronghurst, to receive passengers for Chicago or beyond.
(e) At East Ft. Madison, to receive passengers for Chicago or beyond.

No. 27. At Marland, to receive passengers for Oklahoma City.

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.

No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.
(b) At Marland, to discharge passengers from Oklahoma City.

No. 28. (C & S) At Palmer Lake, to receive or discharge passengers.

No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond and Colony, to discharge passengers from Kansas City, Mo., or beyond.
(b) At Gardner, to receive passengers for Chanute or beyond.

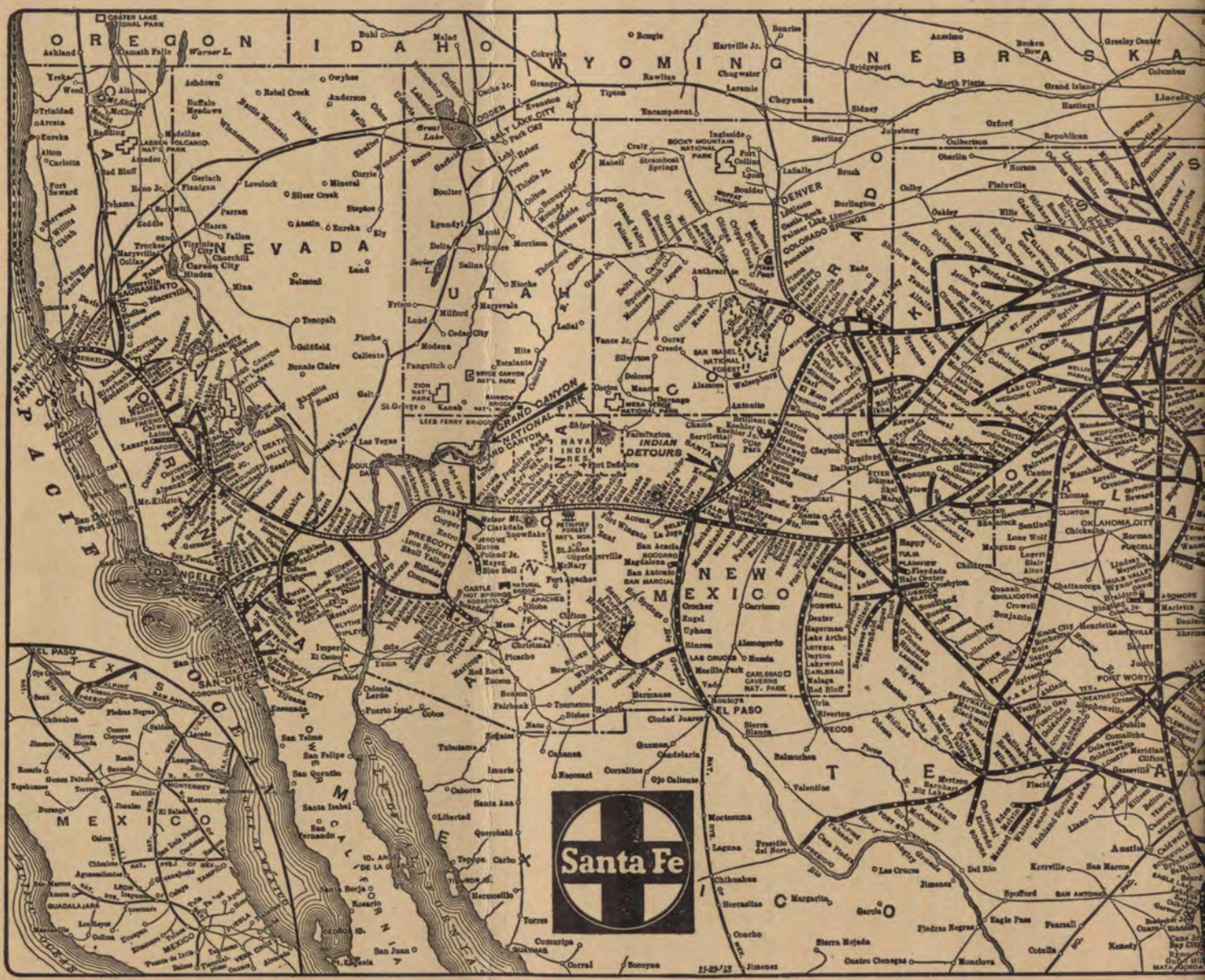
No. 50. At Olathe, to discharge passengers from Chanute or beyond.

No. 127. At any station Newton to La Junta, to receive or discharge passengers.

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 F
SAFETY

Every employe should report promptly to his foreman, some memb
or other proper person, all unsafe conditions or p

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