E. J. BRUCE, Trainmaster.....Arkansas City, Kans.
H. L. LEWIS, Trainmaster.....Chanute, Kansas.
M. R. FULTZ, Chief Dispatcher.....Arkansas City, Kans.
W. C. BARTHOLOMEW, Asst. Chief Dispatcher.....Arkansas City, Kans.
S. D. KINCHELOE, Asst. Chief Dispatcher..Arkansas City, Kans.

TRAIN DISPATCHERS—ARKANSAS CITY, KANSAS

F. R. JENNER.	M. E. HOWELL.	L. N. JENNER.
W. H. BROWN.	H. H. LACQUEMENT.	R. D. MARTIN.
W. B. McGARY.	S. R. BELEW.	R. HODGES.
A. A. GEIST.	R. F. HECK.	R. F. SHIELDS.
	H. E. SHEPHERD.	

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

LOCAL TIME INSPECTORS.

L. W. GRIMES, Arkansas City.
J. H. DWEELAARD, Arkansas City.
MRS. JENNIE B. STANLEY, Ponca City.
C. F. WHITE, Guthrie.
B. C. CLARK, Oklahoma City.
LEON R. WYATT, Purcell.
H. D. GRITZ, Enid.
D. E. OVERSTREET, Kiowa.
N. C. McCOY, Cushing.
B. L. GORDON, Shawnee.
HAROLD OPPENHEIM, Chanute.
V. A. WOODRING, Chanute.
D. C. DODSON, Moline.
E. H. RUPPELIUS, Winfield.
R. H. RILEY, Wellington.
MRS. VERNA E. JAGGERS, Wellington.
A. C. HAMLIN, Coffeyville.
J. C. BRADY, Independence.
E. F. LYDAY, Caney.
A. S. EBY, Bartlesville.
A. E. ROBERTS, Tulsa.

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

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

LOCAL SURGEONS.

DR. GEO. MEEK, Arkansas City.
DR. C. O. STENSAAS, "
DR. R. C. YOUNG, "
DR. E. W. HELLWEG, "
DR. T. L. HILL, "
DR. B. G. SMITH, "
DR. G. L. CAMPBELL, "
DR. NEWTON C. SMITH, "
DR. H. O. GOWEY, Newkirk.
DR. G. H. YEARY, Newkirk.
DR. R. B. GIBSON, Ponca City.
DR. R. W. GIBSON, Ponca City.
DR. L. G. NEAL, Ponca City.
DR. D. F. COLDIRON, Perry.
DR. B. J. SIMON, Perry.
DR. A. M. BROWN, Perry.
DR. J. S. PETTY, Guthrie.
DR. P. R. FIFE, Guthrie.
DR. D. H. FLEETWOOD, Edmond.
DRS. C. E. AND J. N. CLYMER,
DR. J. N. PARKER, Oklahoma City.
DRS. BERRY, WILLARD AND WOODSON, Norman.
DR. W. C. McCURDY, JR., Purcell.
DR. W. G. LONG, Purcell.
DR. L. R. WILHITE, Perkins.
DR. L. C. FREED, Perkins.
DR. P. H. HARALSON, Fairfax.
DR. L. C. BARBER, Ralston.
DR. C. M. BASSETT, Cushing.
DR. W. ORVILLE DAVIS, Cushing.
DR. H. T. BAUGH, Meeker.
DR. C. C. YOUNG, Shawnee.
DR. C. H. HADDOX, Pawnee.
DR. J. L. LEHEW, Pawnee.
DR. A. B. SMITH, Stillwater.
DR. W. R. NEILSON, Enid.
DR. B. R. HINSON, Enid.
DR. J. F. W. DEWITT, Osteopath, Marshall.
DR. NOVA L. MORGAN, Cherokee.
DR. C. L. BENSON, Cherokee.
DR. H. YASUDA, Kiowa.
DR. L. PATZKOWSKY, Kiowa.
DR. C. E. WOODARD, Drumright.
DR. A. M. GARTON, Chanute.
DR. J. D. GOUGH, Chanute.
DR. W. G. NORMAN, Cherryvale.
DR. F. GASSER, Cherryvale.
DR. J. G. HUGHBANKS,
DR. E. L. ROBINSON, Independence.
DR. W. F. COON, Caney.
DR. J. P. VANSANT, Dewey.
DR. C. L. JOHNSON, JR.,
DR. F. C. LAWRENCE, Bartlesville.
DR. O. E. LAYTON, Collinsville.
DR. C. F. SIMPSON, Tulsa.
DR. P. E. CRAIG, Tulsa.
DR. RALPH A. McGILL, Tulsa.
DR. C. S. SUMMERS, Tulsa.
DR. C. BATE (Colored), Tulsa.
DR. E. E. BROOKS, Burden.
DR. H. W. BERTHELSEN, Moline.
DR. M. J. DUNBAR, Winfield.
DR. K. VOLDENG, Wellington.
DR. W. M. COLE, Wellington.
DR. A. C. HATCHER, Wellington.
DR. WM. A. LOY, Pawhuska.
DR. G. W. McDONALD, Pawhuska.
DR. A. E. MARTIN, Coffeyville.
DR. H. C. MARTIN, Coffeyville.
DR. C. W. ROBERTSON, Chandler.
DR. ROSS P. DEMAS, Stroud.

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

DR. W. W. MALL, Ponca City.
DR. WM. C. MILLER, Guthrie.
DR. R. F. LOUGHMILLER, Oklahoma City.
DR. L. M. WESTFALL, Oklahoma City.
DR. C. W. McCLURE (eye only), Oklahoma City.
DR. W. H. GARNIER, Stillwater.
DR. A. F. DOUGAN, Enid.
DR. W. J. BUVINGER, Enid.
DR. E. E. TIPPIN, Wichita.
DR. J. N. SHERMAN, Chanute.
DR. K. J. GLEASON, Independence.
DR. J. F. GORRELL, Tulsa.
DR. C. T. RALLS, Winfield.
DR. A. C. McFARLING, Shawnee.
DR. J. E. HILL, Arkansas City.

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES
Western District

OKLAHOMA DIVISION

TIME TABLE No.

87

IN EFFECT

Sunday, January 10, 1954

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

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

J. N. LANDRETH,
General Manager,
Topeka, Kansas.

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

H. C. WILLIS,
Superintendent,
Arkansas City, Kansas.

Hall 12 53 5500 7055

Timetable 86 eff 11 Oct 1953
88 25 April 1954

SIGNAL SYSTEM ONE IN EFFECT:

Arkansas City to Newkirk.
Nowers to Purcell.

SIGNAL SYSTEM TWO IN EFFECT:

Newkirk to Nowers.

RULE 251 IN EFFECT:

Arkansas City to Newkirk.
Cross to White Eagle.
Nowers to Burnett.

RULE 261 IN EFFECT:

Main track and sidings:
Newkirk to Cross.
White Eagle to East siding switch Guthrie.
West siding switch Guthrie to Nowers.

Trains must secure numbered clearance cards before leaving originating stations, except E.O. Jct. All trains secure clearance cards before leaving Oklahoma City.

Tracks 1, 2, 3 and 4 at passenger station, Oklahoma City, will be used as a passenger yard. Trains 5, 15 and 11 will ordinarily use Track 1 and Train 27 Track 4. Trains 6, 16 and 112 will ordinarily use Track 2. Any variations from this procedure will be handled by yardmaster at Oklahoma City.

Panhandle Division trains arriving Ponca City finding home signal at junction switch on west leg of wye displaying other than "stop" indication will accept such signal as an indication that all first class trains due have arrived and left Ponca City. When signal displays "stop" indication consult operator on telephone before fouling circuit at home signal or before entering Oklahoma Division main track.

WESTWARD.

First Class.

11	93	5	51	15	27	111	TIME TABLE No. 87, January 10, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.
The Kansas Cityan.	Motor Passenger.	Passenger.	Motor Passenger.	Texas Chief.	The Antelope.	Texas Express.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.			
PM 10.17		PM 2.30	AM 8.00	AM 6.40	AM 5.05		ARKANSAS CITY. YL		FWT Y	
							0.8	0		
							SLSF-MP Cros'g.	31.7		
							4.4			
10.23		2.38	s 8.15	6.46	5.15		CHILOCCO.	40.6		W80
							7.1			
10.29	Via Panhandle Division.	s 2.47	s 8.30 AM	6.53	s 5.25		NEWKIRK. YL	0		160
							5.2			
					s 5.32		KILDARE.	0		
							5.3			
10.37	PM	3.00	Via Second District.	7.01	5.37		CROSS.	0		
							2.6			
s10.45	s 6.35 PM	s 3.10		s 7.08	s 5.55		PONCA CITY. YL	0	FWY	
							1.8			
							C.R.I.& P. Crossing.			
							2.2			
							WHITE EAGLE. YL	45.8		
							7.4			
					s 6.10		MARLAND.	22.0		175
							6.5			
					s 6.18 12		RED ROCK.	52.8		146
							5.9			
							OTOE.	0		160
							3.6			
							S.L.-S.F. Crossing.	52.8		
							5.3			E69
s11.22		s 3.50		f 7.38	s 6.48		PERRY.	52.8		W108
							6.8			
							ASP.	25.1		168
							4.3			
					s 7.06		ORLANDO.	0		
							6.1			
					s 7.16		MULHALL.	52.8		200
							8.1			
							LAWRIE.	14.7		173
							3.2			
							E.O. JCT.	36.2	Y	
							2.2			
s11.50 AM		s 4.28		s 8.10	s 7.40		GUTHRIE. YL	38.6	FWT	276
							7.5			
					s 7.50		SEWARD.	37.0		189
							9.9			
		s 4.48			s 8.07		EDMOND.	50.1		125
							6.7			
					f 8.17		BRITTON.	52.8		159
							4.3			
12.20		5.03		8.41	8.24		NOWERS. YL	48.8	FT	
							2.9			
		s 5.15				AM	YL			
s12.30 AM		5.35		s 8.55	s 8.30 AM	12.50	OKLAHOMA CITY.		WY	
							1.7	24.0		
		5.43		9.03		12.55	BURNETT. YL	46.3		
							3.1			
		5.46		9.07		12.58	FLYNN.	33.3		85
							4.4			
		5.52		9.11		f 1.05	MOORE.	28.5		79
							8.6			
		s 6.10		s 9.20		s 1.20	NORMAN. YL	46.5		75
							6.2			
		6.20		9.29		f 1.30	NOBLE.	0		78
							9.2			
		s 6.35 PM		s 9.40 AM		s 1.45 AM	PURCELL. YL		FWT Y	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(153.3)			
52.2		37.5	24.8	51.1	32.1	36.2	Average speed per hour.			

A.B.S. — C.T.C. — A.T.S. — C.T.C. — A.B.S. — C.T.C. — A.B.S.

Two Tracks.

EASTWARD.

First Class.

Communications	Mile Posts	Rolling Grade Ascending	TIME TABLE No. 87, January 10, 1954. STATIONS.	112 Chicago Express. Arrive Daily.	92 Motor Passenger. Arrive Daily.	12 The Chicagoan. Arrive Daily.	6 Passenger. Arrive Daily.	52 Motor Passenger. Arrive Daily.	16 Texas Chief. Arrive Daily.	28 The Antelope. Arrive Daily.
C	263.4		ARKANSAS CITY. YL			AM s 7.15	PM s 2.15	PM s 6.45	PM s 8.15	PM s11.00
		0	0.8							
	264.2		SLSF-MP Cros'g.							
		22.1	4.4							
	268.6		CHILOCCO.			7.02	2.03	f 6.30	8.00	10.40
		31.7	7.1		Via Panhandle Division.					
C	275.8		NEWKIRK. YL			6.53	s 1.55	6.15 PM	7.54	s10.28
		52.8	5.2							
	281.0		KILDARE.				s 1.44			
		34.4	5.3							
	286.3		CROSS.							
			2.6		AM					
C	288.9		PONCA CITY YL		6.10	s 6.40	s 1.33	Via Second District.	s 7.40	s10.17
		35.8	1.8		AM					
	290.7		C.R.I.& P. Crossing.							
			2.2							
	292.9		WHITE EAGLE. YL			6.30	1.19		7.29	9.55
		40.9	7.4							
C	300.3		MARLAND.				f 1.09			
		52.8	6.5							
C	306.8		RED ROCK.			27 6.18	s 1.02			
		29.9	5.9							
B	312.7		OTOE.							
		52.8	3.6							
B	316.3		S.L.-S.F. Crossing.							
		33.1	5.3							
C	321.6		PERRY.			s 6.05	s12.46		f 7.05	s 9.24
		52.8	6.8							
B	328.4		ASP.							
		52.8	4.3							
	332.7		ORLANDO.				f12.35			
		49.3	6.1							
C	338.8		MULHALL.				f12.30			
		52.8	8.1							
	347.2		LAWRIE.							
		10.9	3.2							
	350.4		E.O. JCT.							
		35.3	2.2							
C	352.6		GUTHRIE. YL			s 5.35	s12.15 PM		s 6.35	s 8.47
		16.2	7.5							
	360.1		SEWARD.							
		0	9.9							
C	370.1		EDMOND.				s11.52			s 8.21
		23.9	6.7							
	376.8		BRITTON.				f11.45			
		52.8	4.3							
C	381.1		NOWERS. YL							
		45.8	2.9							
C	384.0		OKLAHOMA CITY. YL	AM s 4.40		5.00 AM	11.35 s11.20		s 5.55	8.00 PM
		17.6	1.7							
	385.7		BURNETT. YL	4.25			11.15		5.42	
		0	3.1							
B	388.8		FLYNN.	4.17			11.10		5.39	
		46.7	4.4							
C	393.2		MOORE.	s 4.10			s11.05		5.36	
		48.6	8.6							
C	401.8		NORMAN. YL	s 4.00			s10.55		s 5.28	
		32.5	6.2							
	408.1		NOBLE.	s 3.40			10.45		5.21	
		52.8	9.2							
C	417.3		PURCELL. YL	3.30 AM			10.35 AM		5.13 PM	
			(153.3)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour	28.4		53.4	44.8	24.8	50.6	40.4

SIGNAL SYSTEM ONE IN EFFECT:

Purcell to Nowers.

Newkirk to Arkansas City.

SIGNAL SYSTEM TWO IN EFFECT:

Nowers to Newkirk.

RULE 251 IN EFFECT:

Burnett to Nowers.

White Eagle to Cross.

Newkirk to Arkansas City.

RULE 261 IN EFFECT:

Main track and sidings:

Nowers to West siding switch Guthrie.

East siding switch Guthrie to White Eagle.

Cross to Newkirk.

Trains must secure numbered clearance cards before leaving originating stations, except E.O. Jc.t All trains secure clearance cards before leaving Oklahoma City.

Tracks 1, 2, 3 and 4 at passenger station, Oklahoma City, will be used as a passenger yard. Trains 5, 15 and 11 will ordinarily use Track 1 and Train 27 Track 4. Trains 6, 16 and 112 will ordinarily use Track 2. Any variations from this procedure will be handled by yardmaster at Oklahoma City.

No. 52 will head into passenger spur at Madison Avenue, Arkansas City.

WESTWARD.

Second Class.				First Class.				TIME TABLE No. 87, January 10, 1954.	Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.
271	63	77	275	211	25	13	47				
Fast Freight M.K.T.	Mixed.	Mixed.	Fast Freight. M.K.T.	The Tulsan.	Flyer M.K.T.	Motor.	Oil Flyer.				
Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.			
	PM 12.30	AM 6.00		PM 7.32			AM 5.55	CHANUTE. YL			
								1.1	31.1		
	12.45	6.15		7.35			5.57	A.U. JCT. YL		FWT Y	
	— PM —	— AM —						5.6	33.3		
				7.41			s 6.06	EARLTON.			77
								6.8	37.0		
				7.48			s 6.16	THAYER.			45
								7.6	0		
				7.55			f 6.26	MOREHEAD.			77
								8.0	26.0		
						— AM —		S.L.-S.F. Crossing.			
								0.2	29.0		
				s 8.05		8.20	s 6.42	CHERRYVALE. YL		Y	
								9.7	79.8		
	Via Eastern Division.	Via Eastern Division.					s 6.55	YL			
				s 8.20		s 8.35 — AM —	7.05	INDEPENDENCE.		Y	
								0.7	0		
								Mo. Pac. Crossing.			
								6.9	37.0		
				8.27			f 7.14	BOLTON.			52
								4.2	37.0		
				8.31			f 7.20	WAYSIDE.			73
						Via Fourth		4.5	0		
				8.36		District.	s 7.26	HAVANA.			63
								5.2	37.0		
								Mo. Pac. Crossing.			
								0.8	0		
				s 8.44			s 7.40	CANEY. YL		Y	52
								2.0	15.7		
				8.47			7.42	OWEN.			
								5.9	37.0		
				8.53			s 7.48	COPAN.			53
								6.9	17.3		
				9.00			s 8.01 212	DEWEY. YL			74
— PM —			— AM —		— PM —			0.7	0		
6.34			3.06	9.01	1.38		8.03	D.Y. JCT. YL			
								3.2	21.5		
6.50			3.17	s 9.07	s 1.50		s 8.08 8.13	BARTLESVILLE. YL		W Y	78
								0.5	25.4		
6.55			3.20	9.08	1.52		8.15	B.E. JCT. YL			
— PM —			— AM —		— PM —			6.0	25.6		
				9.15			8.23	MATOAKA.			51
								5.2	37.0		
				9.22			s 8.32	OCHELATA.			52
								6.1	28.8		
				9.28			s 8.41	RAMONA.			62
								6.2	28.3		
				9.35			f 8.50	VERA.			51
								6.8	22.7		
				9.42			s 8.59	COLLINSVILLE.			35
								7.6	30.0		
				9.50			s 9.09	OWASSO.			14
								6.6	35.3		
				9.58			9.16	MOHAWK.			56
								4.4	37.0		
				10.05			9.26	TULSA YARD. YL		FWY	
								0.1	0		
								Midland Valley Crossing. M.K.T. Crossing. S.L.-S.F. Jct.			
								0.4	0		
				s 10.10 PM			s 9.35 AM	TULSA. Union Station.			
Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(129.9)			
10.6			15.9	49.4	15.9	38.8	37.1	Average speed per hour.			

AUTOMATIC BLOCK SYSTEM

SIGNAL SYSTEM ONE IN EFFECT:
Chanute to S.L.-S.F. Jct.

SIGNAL SYSTEM TWO IN EFFECT:
Independence, Mo. Pac. crossing.
Caney, Mo. Pac. crossing.

RULE 261 IN EFFECT:
D.Y. Jct. to East switch Siding Bartlesville.

Trains must secure numbered clearance cards before leaving originating stations, except Owen; D.Y. Jct.; and B.E. Jct. All trains except Westward MKT, secure clearance cards before leaving Bartlesville.

Between the following points there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

Mo. Pac. crossing, 0.8 mile east of station, Caney and State Line, M.P. 22.7.

East end of Bridge at M.P. 40.3, 0.6 mile east of passenger station, Bartlesville and B.E. Jct.

Westward signal 891 and home signal governing route through S.L.-S.F. connection.

Be governed by S.L.-S.F. Tulsa Terminal Time Table between S.L.-S.F. Jct. and Tulsa Union Station.

EASTWARD.

Communications:	Mile Post.	Rolling Grade Ascending.	TIME TABLE No. 87, January 10, 1954.	First Class. 212 The Tulsan.	48 Oil Flyer.	26 Flyer M.K.T.	14 Motor.	Second Class. 270 Fast Freight M.K.T.	276 Fast Freight M.K.T.	78 Mixed.	64 Mixed.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Mon.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
				AM	PM					PM	PM
C	126.5		**CHANUTE.** YL	s 9.33	s 4.50					2.40	4.45
		0	1.1								
	127.6		A.U. JCT. YL	9.29	4.45					2.25	4.40
		37.0	5.6							— PM —	— PM —
B	133.2		EARLTON.	9.24	f 4.39		Via Coffeyville District No. 113				
		19.9	6.8								
C	140.0		THAYER.	9.17	s 4.31						
		47.5	7.6								
B	147.6		MOREHEAD.	9.08	4.22						
		37.0	8.0								
	155.6		S.L.-S.F. Crossing.								
		0	0.2				— PM —				
C	155.8		**CHERRYVALE.** YL	s 8.58	s 4.14		s 7.50				
		37.0	9.7								
			YL							Via Eastern Division.	Via Eastern Division.
C	165.5		INDEPENDENCE.	s 8.45	s 4.04		7.35				
		25.1	0.7				— PM —				
	0.5		Mo. Pac. Crossing.								
		29.6	6.9								
	7.4		BOLTON.	8.32	3.48						
		0	4.2								
	11.6		WAYSIDE.	8.28	f 3.45						
		37.0	4.5								
	16.1		HAVANA.	8.23	f 3.40						
		37.0	5.2								
	21.3		Mo. Pac. Crossing.								
		0	0.8								
C	22.1		CANEY. YL	s 8.16	s 3.32						
		26.4	2.0								
B	24.1		OWEN.	8.12	3.29						
		23.8	5.9								
B	30.0		COPAN.	8.07	f 3.22						
		37.0	6.9								
C	36.9		DEWEY. YL	47 8.01	s 3.12						
		23.5	0.7			— PM —		— AM —	— AM —		
	37.6		D.Y. JCT. YL	7.59	3.09	3.50		2.13	10.46		
		22.5	3.2								
C	40.8		BARTLESVILLE. YL	s 7.55	s 3.01	s 3.45		2.04	10.35		
		0	0.5								
	41.3		B.E. JCT. YL	7.51	2.58	3.36		2.00	10.20		
		29.7	6.0			— PM —		— AM —	— AM —		
	47.3		MATOAKA.	7.45	2.52						
		0	5.2								
B	52.5		OCHELATA.	7.40	f 2.47						
		37.0	6.1								
C	58.6		RAMONA.	7.35	s 2.39						
		37.0	6.2								
B	64.8		VERA.	7.30	f 2.33						
		37.0	6.8								
C	71.6		COLLINSVILLE.	7.24	s 2.24						
		36.4	7.6								
B	79.2		OWASSO.	7.17	f 2.14						
		0	6.6								
	85.8		MOHAWK.	7.12	2.07						
		0	4.4								
C	90.2		**TULSA YARD.** YL	7.07	2.02						
		0	0.1								
	90.3		Midland Valley Crossing. M.K.T. Crossing. S.L.-S.F. Jct.								
		0	0.4								
	90.7		TULSA. Union Station.	7.05 AM	2.00 PM						
			(129.9)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Mon.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
			Average speed per hour.	52.9	45.9	15.9	38.8	17.7	9.0		

AUTOMATIC BLOCK SYSTEM

SIGNAL SYSTEM ONE IN EFFECT:
S.L.-S.F. Jct. to Chanute.

SIGNAL SYSTEM TWO IN EFFECT:
Independence, Mo. Pac. crossing.
Caney, Mo. Pac. crossing.

RULE 261 IN EFFECT:
East switch Siding Bartlesville to D.Y. Jct.

Trains must secure numbered clearance cards before leaving originating stations, except Owen; D.Y. Jct.; B.E. Jct.; and A.U. Jct. At Tulsa Eastward trains secure numbered clearance cards at Tulsa Yard. All trains except Westward M.K.T., secure clearance cards before leaving Bartlesville.

Between the following points there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines:

Home signal governing route through S.L.-S.F. connection and Westward signal 891.

B. E. Jct. and east end of Bridge at M.P. 40.3, 0.6 mile east of passenger station, Bartlesville.

State Line, M.P. 22.7 and Mo. Pac. crossing, 0.8 mile east of station, Caney.

Be governed by S.L.-S.F. Tulsa Terminal Time Table between Tulsa Union Station and S.L.-S.F. Jct.

Capacity of Sidings in 50 ft. Cars.	WESTWARD. First Class. 89 Way Freight. Leave Mon., Wed., Fri.	71 Mixed. Leave Daily Ex. Sun.	305 G.C. and S.F. Motor. Leave Daily Ex. Sun.	51 Motor Passenger. Leave Daily	Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 87, January 10, 1954. STATIONS.	Rolling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class. 306 G.C. and S.F. Motor. Arrive Daily Ex. Sun.	52 Motor Passenger. Arrive Daily	72 Mixed. Arrive Daily Ex. Sun.	90 Way Freight. Arrive Mon., Wed., Fri.
				AM								PM		
104				8.30			NEWKIRK. YL		0.9	C		s 6.15		
						30.1	5.9	31.1						
80				f 8.42			MERVINE.		6.8	B		f 5.55		
						0	4.8	31.7						
79				s 8.53			UNCAS.		11.6	B		s 5.45		
						0	5.8	31.7						
70				s 9.05			KAW.		17.4	C		s 5.35		
						31.7	2.1	0						
39				9.08			SOLDANI.		19.5			5.29		
						31.7	1.6	30.7						
				f 9.11			APPERSON.		21.1			f 5.26		
						0	4.6	31.7						
68				s 9.19			BURBANK.		25.7	C		s 5.20		
						0	4.6	30.2						
78		Via Pawhuska District.		f 9.26			REMINGTON.		30.3	B		f 5.12	Via Pawhuska District.	
						0	7.3	19.4						
78				s 9.37			FAIRFAX.		37.6	C		s 5.03		
		— AM —				0	3.6	25.6					— AM —	
		10.35					O.S. JCT.		41.2	B			11.20	
						0	1.9	31.7						
						ABS								
100		s 10.45		s 9.45	Y		RALSTON. YL		43.1	C		s 4.55	11.15	
		— AM —				25.0	5.1	31.7					— AM —	
32				f 9.52			JOBES.		48.2			f 4.46		
						31.7	4.1	31.7						
				s 9.58			SKEDEE. YL		52.3	B		s 4.40		
	— PM —					31.7	1.8	31.7						— PM —
106	1.50			f 10.03	Y		ESAU JCT. YL		54.1	B		4.35		1.50
				— AM —		29.9	4.1	31.7				— PM —		— PM —
							S.L.-S.F. Crossing.		58.2	B				
						31.7	4.3	0						
90	2.05						MARAMEC.		62.5					
						30.6	6.0	31.7						
119	2.15			Via Stillwater and Cushing Districts.			QUAY.		68.5	B		Via Cushing and Stillwater Districts.		
						0	3.2	31.7						
86	2.25						YALE.		71.7	C				
						0	1.7	30.4						
							M.K.T. Gantlet.		73.4					
						31.7	1.8	0						
89							NORFOLK.		75.2					
				— AM —		31.7	7.2	0				— PM —		
	3.30			11.45	FWT Y		CUSHING. YL		82.4	C		s 2.50		
	— PM —					31.7	7.0	31.7						
				s11.55			AVERY.		89.4			s 2.35		
				— PM —		31.7	7.4	31.7						
110				s12.05			KENDRICK.		96.8	B		s 2.25		
						31.7	5.6	31.7						
91				s12.15			DAVENPORT.		102.4			s 2.15		
						31.7	7.3	31.7						
				s12.25			SPARKS.		109.7	B		s 2.05		Via Stillwater and Cushing Districts.
						12.7	4.9	0						
				s12.33			PAYSON.		114.6			f 1.57		
						23.0	4.8	0						
88				s12.41			MEEKER.		119.4	C		s 1.50		
						31.7	4.7	0						
80				f12.50			AYDELOTTE.		124.1			f 1.41		
			— PM —			31.7	7.9	31.7			— PM —			
			3.30	s 1.10			SHAWNEE. YL		132.0	C	s 1.15	1.30		
				— PM —		0	1.7	30.4				— PM —		
			s 3.36 PM		FWT Y		SO. SHAWNEE. YL		133.7		1.07 PM			
	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily			(132.8)				Leave Daily Ex. Sun.	Leave Daily	Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.
		22.8		35.2			Average speed per hour.					34.8	22.8	

SIGNAL SYSTEM ONE IN EFFECT:

O.S. Jct. to Ralston.
Esau Jct., each end siding.
M.P. 80.0 to Cushing.

SIGNAL SYSTEM TWO IN EFFECT:

Esau Jct. Interlocking.
Cimarron River Bridge at M.P. 73.4, west of Yale.

Trains must secure numbered clearance cards before leaving originating stations, except Esau Jct.; O.S. Jct.; and No. 52 at Shawnee when no operator on duty; All trains secure clearance cards before leaving Cushing, except when no operator on duty.

At or between the following points there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines:

Automatic Block Signal 401, 535 feet west of M.P. 40, and
Automatic Block Signal 442, 1173 feet west of M. P. 44,
Within Yard Limits Shawnee and South Shawnee.

Nos. 51 and 52 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.

No. 51 is superior to No. 52.

Nos. 71, 72, 89 and 90 have no time table authority.

Capacity of Sidings in 50 ft. Cars.	WEST-WARD. First Class. 13 Motor.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 87, January 10, 1954.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST-WARD. First Class. 14 Motor.
	Leave Daily.			STATIONS.				Arrive Daily.
	AM 8.45	Y		**INDEPENDENCE.** YL		165.5	C	PM s 7.30
			0	0.8	17.3			
				Mo. Pac. Crossing.		166.3		
			52.8	11.9	52.8			
54	s 9.03			ELK CITY.		178.2	C	s 7.11
			10.6	6.4	0			
	s 9.12			OAK VALLEY.		184.6		s 6.59
			34.0	5.3	0			
39	s 9.21			LONGTON. YL		189.9	C	s 6.50
			37.8	5.8	37.0			
74	s 9.30			ELK FALLS.		195.7	B	s 6.41
			40.1	6.7	12.0			
	s 9.42	Y		**MOLINE.** YL		202.4	C	s 6.30
			52.8	8.4	44.9			
42	s 9.59			GRENOLA.		210.8	C	s 6.14
			83.8	6.4	37.0			
50	f10.17			GRAND SUMMIT.		217.2	C	f 6.02
			0	8.3	37.0			
39	s10.28			CAMBRIDGE.		225.5	C	s 5.45
			76.9	5.3	37.0			
42	s10.42			BURDEN.		230.8	C	s 5.35
			37.0	7.9	51.7			
46	f10.52			NEW SALEM.		238.7	B	f 5.22
			0	8.4	37.0			
	s 11.05			WINFIELD. YL		247.1		s 5.06
			0	0.1	0			
				S.L.-S.F. Crossing. Mo. Pac. Crossing.		247.2		
			0	0.9	0			
	11.10 AM	FY		**W.N. JCT.** YL A.T.& S.F. Crossing.		248.1	C	5.00 PM
			52.8	5.3	37.0			
	Via Middle Division No. 14			KELLOGG.		253.4		Via Middle Division No. 13
			26.4	3.5	37.0			
24				OXFORD.		256.9	C	
			37.0	5.7	37.0			
				DALTON.		262.6	B	
			52.8	7.0	37.0			
69		FWT Y		C.T.C **WELLINGTON.** YL		238.9	C	
	Arrive Daily.			(104.1)				Leave Daily.
	34.1			Average speed per hour.				31.9

SIGNAL SYSTEM ONE IN EFFECT:

W. N. Jct. Interlocking.

SIGNAL SYSTEM TWO IN EFFECT:

Independence, Mo. Pac. crossing.
Wellington.

RULE 261 IN EFFECT:

Westward home signal M.P. 267.5 to west end siding, M.P. 239.5, Wellington.

Trains must secure numbered clearance cards before leaving originating stations. All trains secure clearance cards before leaving W.N. Jct.

Between the following points there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines:

Automatic block signal 1652, 0.2 mile east of passenger station, Independence and Mo. Pac. crossing M.P. 166.3.

Winfield and W.N. Jct.

At Wellington, between Bridge at M.P. 238.7 east of C Street and light plant spur, M.P. 239.4.

No switch lights between W.N. Jct. and westward home signal M.P. 267.5.

Capacity of Sidings in 50 ft. Cars.	WESTWARD.			First Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 87, January 10, 1954.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class.			
	181	81	119	45							46	82	120	182
	Way Freight.	Way Freight.	Way Freight.	Motor Passenger.							Motor Passenger.	Way Freight.	Way Freight.	Way Freight.
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.			STATIONS.				Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily Ex. Sun.
	AM 10.30		AM 7.00	AM 9.00	FWY		KIOWA. YL			C	PM s 4.22		AM 12.30	AM 9.00
						0	0.8	21.1					— AM —	
							Mo. Pac. Crossing.		0.6					
						0	8.2	31.7						
125	11.15			s 9.15			BURLINGTON.		8.8	C	s 4.00			8.30
						0	10.9	15.8						
55	11.55		8.00	s 9.32	W		CHEROKEE. YL		19.7	C	3.40		11.30	6.50
	— PM —		— AM —	— AM —		31.7	12.1	29.6			— PM —		— PM —	
39	12.25					31.7	JET.	31.7	31.8	C				6.30
							8.2							
41	12.50					31.7	NASH.	0	40.0	C				6.10
							7.8							
35	1.15					31.7	HILLSDALE.	0	47.8	C				5.45
							5.8							
24	1.45					22.2	ITUNA.	31.7	53.6					5.25
							4.6							
80	2.00					0	BLANTON. YL (S.L.-S.F. Ry.)	52.8	58.2	B				5.15
							2.8							
						0	S.L.-S.F. Jct. (S.L.-S.F. Ry.)	23.8	61.0					
							0.3					— AM —		
	2.45 PM	PM 3.30			FWY		ENID. YL		61.3	C		4.00		5.00 AM
						19.4	0.6	22.8						
							S.L.-S.F. Jct. (S.L.-S.F. Ry.)		61.9					
			Via Panhandle Division.	Via Panhandle Division.		16.4	0.1	0			Via Panhandle Division.		Via Panhandle Division.	
							C.R.I.& P. Crossing. (S.L.-S.F. Ry.)		62.0					
						0	0.1	0						
							S.L.-S.F. Jct. (S.L.-S.F. Ry.)		62.1					
						0	1.1	10.6						
							S.L.-S.F. Crossing.		63.2					
						0	0.1	0						
		3.45					CHAMBAS. YL		63.3			3.40		
						29.3	9.5	52.8						
62		f 4.05					FAIRMONT.		72.8			f 3.10		
						0	0.8	0						
							S.L.-S.F. Crossing.		73.6					
						38.1	6.8	52.8						
26		f 4.25					DOUGLAS.		80.4			f 2.30		
						0	8.0	38.5						
66		f 4.45					MARSHALL.		88.4	C		f 2.00		
						52.8	6.7	52.8						
27		f 5.00					LOVELL.		95.1			f 1.30		
						52.8	7.7	52.8						
39		f 5.30					CRESCENT.		102.8	C		f 1.00		
						0	7.6	52.8						
29		5.50					MUDGE.		110.4			f 12.30		
						26.4	6.3	0						
		6.30 PM			FWT		GUTHRIE. YL		116.7	C		12.01 AM		
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.			(116.9)				Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily Ex. Sun.
				37.3			Average speed per hour.				28.1			

SIGNAL SYSTEM ONE IN EFFECT:

Enid Interlocking.

Trains must secure numbered clearance cards before leaving originating stations. All trains secure clearance cards before leaving Enid; during assigned hours of operator eastward freight trains secure A.T.& S.F. and S.L.-S.F. clearance cards at Tenth Street Yard Office. When no operator on duty eastward freight trains secure S.L.-S.F. clearance cards at S.L.-S.F. Dispatchers Office.

Conductors on Enid District extra trains from Blanton must register their trains at S.L.-S.F. Dispatchers office, Enid.

Between west switch of house track and east switch of stock track Cherokee there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; within these limits main track may be used not protecting against regular and extra trains and engines.

Trains between Blanton and S.L.-S.F. Jct., M.P. 61.2, and within interlocking limits Enid, M.P. 62.1 to M.P. 62.3, are governed by S.L.-S.F. Time Table, Rules and Special instructions.

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.

Nos. 81, 82, 181, 182, 119 and 120 have no time table authority.

No switch lights on Enid District.

Capacity of Sidings in 50 ft. Cars.	WESTWARD		First Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 87, January 10, 1954.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class.			
	189	87	51							52	90	190	88
	Way Freight.	Way Freight.	Motor Passenger.							Motor Passenger.	Way Freight.	Way Freight.	Way Freight.
	Leave Tue., Thurs., Sat.	Leave Mon., Wed., Sat.	Leave Daily.			STATIONS.				Arrive Daily.	Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Sat.
			AM 10.03	Y		ESAU JCT. YL	31.7		B	PM f 4.35	PM 1.45		
27			s10.15		31.7	6.6	31.7	6.6	C	s 4.22	1.25		
					0	PAWNEE. 1.8	0	8.4					
					52.8	S.L.-S.F. Crossing. 6.1	0	14.5		f 4.08			
		Via Cushing District.	f10.27		31.7	RAMBO. 3.4	29.0	17.9	C	s 4.02	12.40		Via Cushing District.
			s10.33		0	GLENCOE. 4.9	31.7	22.8		f 3.54		— AM —	
	— PM —		f10.40		0	YOST. 7.1	31.7	29.9	C	s 3.40	12.10	11.10	
22	12.01		s11.00		0	STILLWATER. YL 8.0	28.2	37.9		f 3.22	— PM —		
			f11.15		0	MEHAN. 2.5	0	40.4		3.15	11.10	10.10 AM	— PM —
	12.30 PM	7.00	s11.20	Y	24.4	RIPLEY. YL 5.4	0	45.8		— PM —	— AM —		s 12.25
		f 7.15	— AM —		0	COTTINGHAM. 4.6	0	50.4	C				f 12.05 — PM —
26		s 7.35			18.2	PERKINS. 6.4	0	56.8					s 11.50
15		f 7.55	Via Cushing District.		0	GOODNIGHT. 5.3	0	62.1	C	Via Cushing District.	Via Cushing District.	Via Cushing District	f 11.30
33		s 8.15			31.7	COYLE. 4.8	0	66.9					s 11.10
		f 8.30			31.7	PLEASANT VALLEY. 5.2	31.7	72.1					f 10.50
23		f 8.50			31.7	RUSSELL. 6.0	31.7	78.1	B				f 10.35
		9.10 AM		Y		E.O. JCT. YL							10.10 AM
	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Sat.	Arrive Daily.			(78.1)				Leave Daily.	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Sat.
			31.5			Average speed per hour.				30.3			

Trains must secure numbered clearance cards before leaving originating stations, except Esau Jct.; Ripley; and E.O. Jct.

Nos. 51 and 52 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.

Nos. 87, 88, 90, 189 and 190 have no time table authority.

No. 51 is superior to No. 52.

No switch lights on Stillwater District.

Cushing District.

Capacity of Sidings in 50 ft. Cars.	WESTWARD.		First Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 87, January 10, 1954.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class.			
	189	79	51							52	90	80	190
	Way Freight.	Way Freight.	Motor Passenger.							Motor Passenger.	Way Freight.	Way Freight.	Way Freight.
	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Sat.	Leave Daily.			STATIONS.				Arrive Daily.	Arrive Mon., Wed., Fri.	Arrive Mon., Wed., Sat.	Arrive Tues., Thurs., Sat.
	PM 12.30	PM 12.25	AM 11.20			RIPLEY. YL 4.1	27.2	10.0		PM s 3.15	AM 11.10	AM s 7.00	AM 10.10
37	12.40	f 12.35	f11.28		15.6	AMABEL. 6.4	10.6	5.9		f 3.05	10.50	f 6.50	9.50
	1.00 PM	s 12.55 PM	s11.45 AM	FWT Y	77.5	CUSHING. YL			C	2.50 PM	10.30 AM	6.30 AM	9.30 AM
	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Sat.	Arrive Daily.			(10.5)				Leave Daily.	Leave Mon., Wed., Fri.	Leave Mon., Wed., Sat.	Leave Tues., Thurs., Sat.
			25.8			Average speed per hour.				25.8			

Trains must secure numbered clearance cards before leaving originating stations except Ripley, and at Cushing when no operator on duty.

Switch at east leg of wye lined for movement from and to Cushing District and east end of Stillwater District.

Nos. 79, 80, 90, 189 and 190 have no time table authority.

No. 51 is superior to No. 52.

No switch lights on Cushing District.

Coffeyville District.

Capacity of Sidings in 50 ft. Cars.	WESTWARD. Second Class.	WESTWARD. First Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 87, January 10, 1954.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class.	EASTWARD. Second Class.
	67	113							114	68
	Mixed.	Motor.							Motor.	Mixed.
	Leave Daily Ex. Sun.	Leave Daily.			STATIONS.				Arrive Daily.	Arrive Daily Ex. Sat.
	AM 2.50	PM 8.05	Y	50.7	CHERRYVALE. YL	50.3		C	s AM 8.20	s PM 9.35
	3.10	f 8.17		21.1	8.3 LIBERTY. YL 5.2	19.3	8.1	B	s 7.59	s 9.20
		8.30		21.1	AVIAN. 2.5	19.8	13.3		7.51	
					M.K.T. Crossing. 0.6	19.8	15.8			
	s 3.30 AM	s 8.40 PM	Y	0		12.1			7.45 AM	9.00 PM
				12.4	COFFEYVILLE. YL 0.5	0	16.4	C		
					Mo. Pac. Crossing.		16.9			
	Arrive Daily Ex. Sun.	Arrive Daily.			(17.1)				Leave Daily.	Leave Daily Ex. Sat.
	25.0	29.0			Average speed per hour.				40.0	29.0

Trains must secure numbered clearance cards before leaving originating stations, except Coffeyville No. 68.

Between west end Bridge at M.P. 14.9 and Coffeyville station there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

No switch lights on Coffeyville District, except on wye switches, Coffeyville.

Pawhuska District.

Capacity of Sidings in 60 ft. Cars.	WESTWARD. 71	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 87, January 10, 1954.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. 72
	Mixed.							Mixed.
	Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sun.
	AM 7.35			OWEN.			B	PM 2.20
			0	7.4	37.0			
	s 7.55			HULAH.		7.2	C	s 2.05
			37.0	6.6	0			
	s 8.10			BOWRING.		13.8	C	s 1.50
			37.0	6.2	0			
	f 8.25			BIGHEART.		20.0	B	f 1.35
			37.0	5.1	37.0			
	f 8.35			NANOS.		25.1	B	f 1.20
			0	3.3	37.0			
	f 8.45			OPAH.		28.4		f 1.05
			37.0	6.5	37.0			
	s 9.15			PAWHUSKA. YL		34.9	C	s 12.50
			37.0	0.4	32.0			
				Midland Valley Crossing.		35.3		
				6.6				
	f 9.40			BETTS.		41.9	B	f 12.15
			32.0	4.0	16.0			
	f 9.55			McINNIS.		45.9	B	f 12.01
			32.0	4.1	32.0			PM
	f 10.05			STROHM. YL		50.0	C	f 11.50
			32.0	7.1	32.0			
	f 10.20			KEEFE.		57.1	B	f 11.35
			0	5.4	32.0			
	10.35 AM			O.S. JCT.		62.5		11.20 AM
	Arrive Daily Ex Sun.			(62.7)				Leave Daily Ex Sun.
				Average speed per hour.				

Trains must secure numbered clearance cards before leaving originating stations, except Owen; and O.S. Jct.

Nos. 71 and 72 have no time table authority.

No switch lights on Pawhuska District.

Drumright District.

Capacity of Sidings in 50 ft. Cars.	WESTWARD. 59	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 87, January 10, 1954.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. 60
	Way Freight.							Way Freight.
	Lv. Tues., Thurs., Fri.			STATIONS.				Arr. Tues., Thurs., Fri.
	AM 7.30	FWT Y	79.2	CUSHING. YL	95.0		C	PM 2.50
				13.6				
31	8.20 AM		50.0	DRUMRIGHT. YL	0	13.6	C	1.45 PM
				1.9				
				TIDAL.		15.5		
				0.1				
	Arr. Tues., Thurs., Fri.			(15.6)				Lv. Tues., Thurs., Fri.

Trains must secure numbered clearance cards before leaving originating stations, except Drumright eastward trains when no operator on duty.

Nos. 59 and 60 have no time table authority.

No switch lights on Drumright District.

WESTWARD.										Freight Train Terminals and Junctions.	EASTWARD.							
87	81	189	77	75	73	339	39	337	37		38	40	74	76	78	192	82	88
Way Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Okla., Texas Freight.	Okla., Texas Fast Freight.	Okla., Texas Freight.	Okla., Texas Fast Freight.		Fast Feright.	Texas, Chicago Fast Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.
Leave Mon., Wed., Sat.	Leave Daily Ex. Sun.	Leave Tue. Thur. Sat.	Leave Daily Ex. Sat.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Mon.	Arrive Tue. Thur. Sat.	Arrive Daily Ex. Sat.	Arrive Mon., Wed. Sat.
			PM 1.00		AM 9.30	PM 9.15	PM 5.20	AM 7.15	AM 4.00	ARKANSAS CITY.	PM 1.00 —PM—	PM 9.30	PM 11.30		AM 12.30 —AM—			
			1.30							NEWKIRK.					11.45			
					11.00					PONCA CITY.			10.00					
—AM— 9.10										E.O. JCT.								—AM— 10.10
	—PM— 7.15				—PM— 4.30					GUTHRIE.			7.00 —PM—	—PM—			—PM— 11.00	10.00 —AM—
9.20 —AM—	8.30			—AM— 7.00	—PM—	—AM— 1.00	8.50	11.00	7.30	OKLAHOMA CITY.	8.45	6.00		5.00			9.30	
				11.45 —PM—				—PM—		NORMAN.				2.15				
	9.30 —PM—			12.45 —PM—		4.00 —AM—	9.50 —PM—	2.00 —PM—	9.00 —AM—	PURCELL.	7.45 —AM—	4.30 —PM —		1.00 —PM—			8.00 —PM—	
			3.10							RALSTON.					9.40			
		—PM—								ESAU JCT.					9.15			
		1.30	9.00 —PM—							CUSHING.					8.00 —PM—	—PM— 6.00		
		3.00 PM								SOUTH SHAWNEE.						4.00 PM		
Arrive Mon. Wed. Sat.	Arrive Daily Ex. Sun.	Arrive Tue. Thur. Sat.	Arrive Daily Ex. Sat.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Tue. Thur. Sat.	Leave Daily Ex. Sat.	Leave Mon. Wed., Sat.

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

WESTWARD					Freight Train Terminals and Junctions.	EASTWARD				
85	71	69	95	83		84	96	70	72	86
Way Freight.	Mixed.	Fast Freight.	Way Freight.	Way Freight.		Way Freight.	Way Freight.	Fast Freight.	Mixed.	Way Freight.
Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	STATIONS.	Arrive Daily Ex. Mon.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
		AM 1.40	PM 11.00	AM 8.00	CHANUTE.	PM 6.10	PM 11.45	AM 2.30		
		2.45	11.55		CHERRYVALE.		10.00	12.55		
	— AM — 6.30	3.10	— AM — 1.00	10.00	INDEPENDENCE.	2.30	9.00	12.20 — AM —	— PM — 3.30	
— PM — 3.45	7.25 — AM —	4.15			CANEY.			11.10	2.45 — PM —	— PM — 12.45
		5.20			BARTLESVILLE.			9.15		— PM — 9.50
5.30 — PM —		7.30 — AM —		— PM — 12.35	TULSA.			7.30 — PM —		— AM —
			2.30		MOLINE.	12.01 — PM —	7.35			
			4.40	4.00 — PM —	WINFIELD.	9.00 — AM —	4.30			
			5.40 AM		WELLINGTON.		2.45 PM			
Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.		Leave Daily Ex. Mon.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

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

2. REGISTER STATIONS (Rule 83.).

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains
Newkirk	Second District.
Guthrie	Enid District and to or from Stillwater District
Ripley	First class.
Cherryvale	Originating and terminating.
Wellington-Wellington Yard.	Originating or terminating either place.
Ralston	Pawhuska District.

AT STATIONS LISTED BELOW TRAINS DESIGNATED WILL REGISTER BY FORM 903:

Arkansas City	Nos. 5, 6, 11, 12, 15, 16, 27 and 28.
Newkirk	Second District.
Shawnee	Extra trains.
Chanute	Nos. 47, 48, 211 and 212.
Tulsa Yard	First Class.
W.N. Jct	Nos. 13 and 14 and others not originating.

3. .....

4. JUNCTION SWITCHES. (Rule 98.)

LOCATION	NORMAL POSITION
THIRD DISTRICT.	
B. E. Jct.	Third District
FOURTH DISTRICT.	
Independence	Third District
ENID DISTRICT.	
Kiowa	Panhandle Division
Cherokee	Enid District
Blanton	S.L.-S.F. Ry.
Enid, S.L.-S.F. Jct.	S.L.-S.F. Ry.
Guthrie	First District
STILLWATER DISTRICT.	
Esau Jct.	Second District Siding
Ripley	Cushing District
CUSHING DISTRICT.	
Ripley	Stillwater District.
Cushing	Second District
COFFEYVILLE DISTRICT.	
Cherryvale	Third District
PAWHUSKA DISTRICT.	
Owen	Third District
O. S. Jct.	Second District

5. JOINT TRACK FACILITIES.

CANEY-STATE LINE—Mo. Pac. trains use A.T.& S.F. main track between connecting switches, M.P. 21.4, and State Line M.P. 22.7.

D.Y. JCT.—B.E. JCT.—M.K.T. trains use A.T.& S.F. main track between D.Y. Jct. and B.E. Jct., and Bartlesville yard tracks east of B.E. Jct., and will be governed by A.T.& S.F. Time Table and Rules.

M.K.T. use single red light on rear of passenger trains in lieu of markers.

TULSA—A.T.& S.F. trains use S.L.-S.F. tracks between S.L.-S.F. Jct. and Frisco Avenue 0.5 mile west of Tulsa Union Station.

BLANTON—S.L.-S.F. JCT., M.P. 61.2—A.T.& S.F. trains will use S.L.-S.F. tracks.

ENID—Within interlocking limits M.P. 62.1 and M.P. 62.3, A.T.& S.F. trains will use S.L.-S.F. tracks.

6. .....

7. .....

8. .....

9. .....

10. .....

11. RAILROAD CROSSINGS AT GRADE.

ARKANSAS CITY—S.L.-S.F. and Mo. Pac., 0.8 mile west of station are protected by gates set normally across S.L.-S.F. and Mo. Pac. tracks. Approach prepared to stop short of train, obstruction or gate not properly lined and when gates are normal, may proceed at speed not to exceed 15 MPH.

PONCA CITY—C.R.I.& P. 1.8 miles west of station. Automatic interlocking. Route normally clear for A.T.& S.F. Maximum speed 40 MPH. Movements against the current of traffic and on the storage track, maximum speed 20 MPH.

OTOE—S.L.-S.F. 3.6 miles west of station. Automatic interlocking. Maximum speed: Passenger trains 80 MPH; freight trains 55 MPH.

ESAU JCT.—S.L.-S.F. 4.1 miles west of station. Automatic interlocking. Maximum speed 20 MPH.

YALE—M.K.T. 1.7 miles west of station. Gantlet track used jointly by A.T.& S.F. and M.K.T. over Cimarron River, Bridge at MP 73.4. Automatic interlocking. Maximum speed 20 MPH.

CHERRYVALE-S.L.-S.F. 0.2 mile east of station is protected by gate set normally across S.L.-S.F. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 20 MPH.

INDEPENDENCE—Third District. Mo. Pac. 0.7 mile west of station. Automatic interlocking. Maximum speed: Westward trains 20 MPH; Eastward trains 40 MPH.

INDEPENDENCE—Fourth District. Mo. Pac. 0.8 mile west of station. Automatic interlocking. Maximum speed: Westward trains 20 MPH; Eastward trains 40 MPH.

CANEY—Mo. Pac. 0.8 mile east of station. Automatic interlocking. Maximum speed eastward: passenger trains 40 MPH; freight trains 25 MPH. Westward trains 40 MPH.

TULSA YARD—M.V., M.K.T., S.L.-S.F. Jct., 0.1 mile west of Tulsa Yard. Interlocking. Maximum speed 20 MPH.

WINFIELD—S.L.-S.F.-Mo. Pac. 0.1 mile west of station. Stop. See Rules 98, A, B, C and D.

W.N. JCT.—A.T.& S.F. Interlocking. Maximum speed 20 MPH.

KIOWA—Mo. Pac. 0.8 mile west of station protected by gate set normally across Mo. Pac. track. Approach prepared to stop short of train, obstruction or gate not properly lined and when gate is normal, may proceed at speed not to exceed 10 MPH. 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. Maximum speed 20 MPH.

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.

PAWNEE—S.L.-S.F. 1.8 miles west of station is protected by gate set normally across A.T.& S.F. track. Stop, open and close gate.

COFFEYVILLE—M.K.T. 0.6 mile east of station is protected by gate set normally across A.T.& S.F. track. Stop, open and close gate.

COFFEYVILLE—Mo. Pac. 0.5 mile west of station. Stop. See Rules 98, A, B, C and D.

PAWHUSKA—M.V., 0.3 mile west of station is protected by gate set normally across A.T.& S.F. track. Stop, open and close gate.

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT	90	60
SECOND DISTRICT	50	40
THIRD DISTRICT		
(except 3800-3900 classes)	75	50
3800-3900 classes	40	40
FOURTH DISTRICT		
Independence to W.N. Jct. (except 3800-3900 classes)	55	45
3800-3900 classes	40	40
W.N. Jct. to Wellington (except 3800-3900 classes)	40	35
3800-3900 classes	30	30
ENID DISTRICT	45	30
STILLWATER DISTRICT		
Esau Jct. to Ripley	45	30
Ripley to E.O. Jct.	35	30
CUSHING DISTRICT	30	20
COFFEYVILLE DISTRICT	45	30
PAWHUSKA DISTRICT	40	35
DRUMRIGHT DISTRICT	20	20
FIRST DISTRICT.		
8 Curves, M.P. 263.2 to 265.0	30	30
Curve, M.P. 265.3 to 265.5	75	45
Curve Westward, M.P. 266.1 to 266.2	70	55
Curve Eastward, M.P. 266.1 to 266.2	75	45
Newkirk, street crossings	35	35
2 Curves Eastward, M.P. 286.8 to 287.1	85	50
Curve Westward, M.P. 287.7 to 287.8	85	50
Curve Eastward, M.P. 287.7 to 287.8	80	50
Ponca City, street crossings M.P. 287.8 to station	30	30
Curve, M.P. 290.4 to 290.5	65	50
2 Curves Eastward, M.P. 291.9 to 292.1	80	50
Curve, M.P. 315.7 to 315.8	80	55
Perry, street crossings	20	20
Curve, M.P. 351.2 to 351.3	85	50
Curve, M.P. 351.8 to 351.9	60	50
Guthrie, street crossings	35	35
Edmond, street crossings	30	30
Curve, M.P. 371.8 to 372.3	80	
Oklahoma City — North City Limits M.P. 374.7 to M.P. 377.3	50	50
Oklahoma City — Curve, M.P. 378.5 to 378.6	75	45
Oklahoma City — 2 Curves, M.P. 379.0 to 379.4	85	50
Oklahoma City — North 50th Street M.P. 380.1	50	50
Oklahoma City — North 36th Street M.P. 381.1	30	30
Oklahoma City — North 16th Street M.P. 382.6 to North 13th Street M.P. 382.8	30	30
Oklahoma City — North 12th Street M.P. 382.9 to North 7th Street M.P. 383.3	20	20
Oklahoma City — North 4th Street M.P. 383.6 to Rock Island Underpass M.P. 384.6	10	10
Oklahoma City — Santa Fe Ave. M.P. 385.7 to South 27th Street M.P. 386.0	30	30
Oklahoma City — South 29th Street M.P. 386.2 to High Ave. So. City Limits M.P. 387.9	50	50
Moore street crossings	50	50
Norman, street crossings	30	30
Bridge at M.P. 412.1 (Steam)	50	40
2 Curves, M.P. 415.9 to 416.6	70	50
Purcell, two curves at coal chute	30	30
SECOND DISTRICT		
4 Curves, M.P. 33.5 to 35.9	40	35
2 Curves, M.P. 36.6 to 36.9	45	35
Fairfax, street crossings	30	30

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS—(Cont'd).

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
SECOND DISTRICT—(Cont'd).		
6 Curves, M.P. 63.2 to 65.3	40	35
2 Curves, M.P. 69.0 to 69.5	40	35
Yale, street crossings	25	25
Cushing, street crossings	20	20
Shawnee, street crosssings	20	20
THIRD DISTRICT.		
Chanute, street crossings	30	20
Chanute, between Main and 14th Streets	30	20
Cherryvale, street crossings	20	20
Curve, M.P. 156.1 to 156.3 Cherryvale west end of yard	25	25
2 Curves, M.P. 13.1 to 13.6	50	35
Curve, M.P. 14.9 to 15.2	70	45
2 Curves, M.P. 15.8 to 16.4	50	40
Curve, M.P. 22.7 to 23.0	45	35
Curve, M.P. 23.7 to 24.1	60	45
Curve, M.P. 37.3 to 37.7	40	40
9 Curves, M.P. 44.5 to 49.1	45	35
Curve, M.P. 58.0 to 58.2	60	40
Collinsville, Broadway and Main Street crossings	25	25
Curve, M.P. 77.1 to 77.6	55	40
Curve, M.P. 78.4 to 78.7	55	40
Curve, M.P. 83.6 to 83.9	50	40
Curve, M.P. 86.0 to 86.4	50	40
Tulsa, street crossings, M.P. 87.7 to 91.1	25	25
Curve, M.P. 90.2 to 90.3, Tulsa, Archer Street to S.L.-S.F. Jct.	10	10
FOURTH DISTRICT.		
4 Curves, M.P. 184.6 to 186.1	45	35
Curve, M.P. 188.3 to 189.3	50	35
Curve, M.P. 192.3 to 192.7	45	35
2 Curves, M.P. 194.9 to 195.5	50	35
Curve, M.P. 200.2 to 200.5	50	35
2 Curves, M.P. 204.8 to 205.7	50	35
Grenola, street crossings	30	30
8 Curves, M.P. 213.1 to 215.9, eastward	35	35
7 Curves, M.P. 213.1 to 215.2, westward	40	40
Curve, M.P. 215.2 to 215.9, westward	35	35
2 Curves, M.P. 227.1 to 227.5	50	40
4 Curves, M.P. 227.6 to 228.4	40	40
Curve, M.P. 238.1 to 238.2	50	35
Curve, M.P. 241.4 to 241.5	50	35
Curve, M.P. 242.6 to 243.0	45	40
Curve, M.P. 245.6 to 245.9	50	35
Winfield, street crossings	25	25
ENID DISTRICT.		
Enid, Grand and Independence streets	5	5
Enid, other street crossings	15	15
2 Curves, M.P. 111.9 to 112.0		25
4 Curves, M.P. 115.4 to Guthrie	15	15

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS—(Cont'd).

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
STILLWATER DISTRICT.		
2 Curves, M.P. 2.3 to 3.4	30	
3 Curves, M.P. 4.1 to 5.0	30	
3 Curves, M.P. 7.7 to 8.4	30	
Stillwater, street crossings	10	10
4 Curves, M.P. 46.2 to 46.9	30	
CUSHING DISTRICT.		
Cushing to M.P. 1.0	15	15
2 Curves, M.P. 5.0 to 5.3	25	
COFFEYVILLE DISTRICT.		
Bridge at M.P. 14.9, 3100 Class or heavier engines	20	20
Coffeyville, street crossings	12	12
Bridges at M.P. 16.6 and M.P. 16.7, 3100 class or heavier engines	12	12
PAWHUSKA DISTRICT.		
Pawhuska, street crossings	6	6
M.P. 34.6 to 35.3, Pawhuska, between 12th Street and Midland Valley Crossing	10	10

13. SPEED REGULATIONS, PASSENGER TRAINS.

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.

14. MAXIMUM SPEED OF LOCOMOTIVES.

Diesel and Gas-Electric	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-280, 400-430	65	45	45	60
2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
6 wheel & 8 wheel switch	20	20	20	
762-768, 777, 811-816, 856, 900-984, 1600-1698, 1902-1981, 2542-2569	35	35	25	

14. MAXIMUM SPEED OF LOCOMOTIVES—(Cont'd).

Steam—(Cont'd).	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
885-898, 3102-3158	45	35	25	
1001-1148, 1801-1882, 3168-3277, 4005-4115, 4197, 5000-5035	60	40	25	
3516-3520, 3751-3775	90	40	25	
2900-2929, 3403-3439, 3450-3465, 3776-3785	100	40	25	
2507-2525	55	40	25	
3700-3746	70	40	25	
3801-3940	50	40	25	

15. MOVEMENTS OVER SUBMERGED TRACK. (Rule 817)

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines, Classes			
450-451	2	5	5
11-50-80-2099-2100	3	5	5
51-90-650-2300-2301-2310 2600-3000	4	5	5
460-2400	4½	5	5
16-37-100-200-300-325-500 501-503-625-1500-2201 2207-2260-2303-2322 2394-2403-2418-2650	5	5	5
Diesel-Electric and Gas Electric Motor Cars	3	5	5
Steam Engines Roller Bearings	9	5	5
Passenger Cars			
Roller Bearings	8	5	..
Friction Bearings	12	5	..

16. DEAD ENGINES.

Trains handling steam engines dead in train must not exceed 20 MPH without special instructions.

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

17. STEAM WRECKING CRANES, ETC.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear, must not exceed 30 MPH at any point on First, Third and Fourth Districts; 24 MPH at any point on Second District and 20 MPH at any point on all other districts.

Such equipment must not be moved in any train except on authority of Trainmaster.

18. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH over main track switches except those listed herein.

Trains or engines trailing through and springing points of spring switches will not exceed speed prescribed for turnout.

18. SWITCHES—MAXIMUM AUTHORIZED SPEED—(Cont'd).

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

STATION	TYPE	LOCATION	MPH
		FIRST DISTRICT.	
Arkansas City	S	East end of yard	30
Newkirk	I	End of two tracks eastward	30
	I	Both ends First District siding	40
	I	Both ends Second District siding	30
	I	Crossover between First District siding and main track	15
	I	Turnouts First to Second District	30
Cross	I	End of two tracks	40
White Eagle	I	End of two tracks	40
Marland	I	Both ends siding	40
Red Rock	I	Both ends siding	40
Otoe	I	Both ends siding	40
Perry	I	Ends both sidings	40
Asp	I	Both ends siding	40
Mulhall	I	Both ends siding	40
Lawrie	I	Both ends siding	40
Guthrie	I	Both ends siding	40
Seward	I	Both ends siding	40
Edmond	I	Both ends siding	40
Britton	I	Both ends siding	40
Nowers	I	End of two tracks	40
Burnett	S	End of two tracks, westward	30
Flynn	S	Both ends siding	15
Moore	S	Both ends siding	15
Norman	S	Both ends siding	15
Noble	S	Both ends siding	15
Purcell	S	East end yard	15
Healy	S	West end siding	15
		SECOND DISTRICT.	
Newkirk	I	Turnouts Second to First District and east end siding	30
		THIRD DISTRICT.	
Chanute	I	Switch to freight lead 0.8 mile east of passenger station	30
Morehead	S	East end siding	15
Cherryvale	S	East end Storage track	15
Independence	S	East end Fourth Dist. main track	15
Dewey	I	West end siding	20
D.Y. Jct.	I	Junction switch, to or from M. K. T.	15
Bartlesville	I	East switch siding	30
B.E. Jct.	S	Connecting switch M.K.T. and A.T.& S.F. main tracks	15
Collinsville	S	East end siding	15
		FOURTH DISTRICT.	
Wellington	I	Switches at end of two tracks	40
	I	Switches to and from freight yard and Oklahoma Division	30
Moline		Wye switch, Eastern Division	10
		STILLWATER DISTRICT.	
E.O. Jct.	I	Junction switch to First District	15
		PAWHUSKA DISTRICT.	
Owen	S	Connecting switch with Third District	15
Pawhuska		Benson Lumber Company's spur	10
O.S. Jct.	S	Connecting switch with Second District	30

19. YARD LIMITS.

Arkansas City.
Newkirk.
Ponca City (includes White Eagle).
Guthrie
E.O. Jct. Stillwater District.
Chanute (includes A.U. Jct.).
Cherryvale.
Independence.
Caney.

19. YARD LIMITS—(Cont'd).

Dewey (includes Bartlesville).
Tulsa Yard.
Longton.
Oklahoma City (includes Nowers and Burnett).
Norman.
Purcell.
Ralston.
Skedee (includes Esau Jct., Second and Stillwater Districts).
Cushing.
Shawnee (includes South Shawnee).
Moline.
Winfield (includes W.N. Jct.).
Wellington.
Kiowa.
Cherokee.
Blanton.
Enid (includes Chameas).
Ripley.
Stillwater.
Coffeyville.
Liberty.
Pawhuska.
Strohm.
Drumright.

20. BULLETIN BOOKS.

Arkansas City.....Telegraph, Yard and Roundhouse Offices.
Ponca City.....Telegraph and Yard Offices.
Guthrie.....Telegraph and Roundhouse Offices.
Nowers.....Car Foreman'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.....Roundhouse Offices.
Chanute.....Telegraph, Yard and Roundhouse Offices.
Independence.....Passenger Station.
Bartlesville.....Telegraph Office.
Tulsa Yard.....Yard and Roundhouse Offices.
Winfield.....Yard Office.
Wellington.....Telegraph, Yard and Roundhouse Offices.
Kiowa.....Telegraph Office.
Enid.....Yard Office.
Cherokee.....Telegraph Office.
Coffeyville.....Yard Office, Passenger Station and Roundhouse.

21. STANDARD CLOCKS.

Arkansas City.....Telegraph, Roundhouse and South Yard Offices.
Ponca City.....Telegraph Office.
Guthrie.....Telegraph Office.
Nowers.....Car Foreman's Office.
Oklahoma City.....Telegraph Office.
Purcell.....Telegraph Office.
Cushing.....Telegraph Office.
Shawnee.....Telegraph Office.
Chanute.....Telegraph, Yard and Roundhouse Offices.
Independence.....Passenger Station.
Bartlesville.....Yard Office.
Tulsa Yard.....Roundhouse Office.
Winfield.....Yard Office.
Wellington.....Telegraph, Yard and Roundhouse Offices.
Coffeyville.....Passenger Station.

22. STANDARD THERMOMETERS.

Arkansas City.
Ponca City.
Guthrie.
Oklahoma City.
Purcell.
Ralston.
Cushing.
Shawnee.
Chanute.
Cherryvale.
Independence.
Caney.
Bartlesville.
Tulsa Yard.
Moline.
Longton.
Cambridge.
W.N. Jct.
Wellington.
Kiowa.
Enid.
Coffeyville.
Pawhuska.

23. OVERHEAD OBSTRUCTIONS (Rule 761).

Mile Post	Name
	FIRST DISTRICT.
315.6	Black Bear Creek
344.9	Skeleton Creek.
384.0	Oklahoma City Train Sheds.
412.1	South Canadian River.

23. OVERHEAD OBSTRUCTIONS (Rule 761)—(Cont'd).

Mile Post	Name
SECOND DISTRICT.	
50.4	Highway Viaduct.
82.2	Railroad Viaduct.
100.1	Highway Viaduct.
102.6	Railroad Viaduct.
132.6	Railroad Viaduct.
132.7	Railroad Viaduct.
ENID DISTRICT.	
36.3	Highway Viaduct.
STILLWATER DISTRICT.	
17.4	Highway Viaduct.
PAWHUSKA DISTRICT.	
34.4	15th Street Viaduct Pawhuska.
34.5	14th Street Viaduct Pawhuska.

24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
FIRST DISTRICT.		
Denver Producing and Refining Company	M.P. 373.7	27 cars
Thomas Concrete Pipe Co (spur)	M.P. 388.0	13 cars
Mercury Oil Co., loading rack tracks	M.P. 389.5	44 cars
Mercury Oil Co., loading rack track (spur)	M.P. 390.0	9 cars
Phillips Petroleum Company (spur)	M.P. 390.2	55 cars
Sinclair Prairie Oil Marketing Co. (spur)	M.P. 391.1	36 cars
Oklahoma University (spur)	M.P. 399.6	51 cars
Aviation Service School track (spur)	M.P. 404.1	147 cars
SECOND DISTRICT.		
Oklahoma Lime Co. (spur)	M.P. 9.6	13 cars
Davis and Weitgenhoffer (spur)	M.P. 103.2	11 cars
THIRD DISTRICT.		
Dewey Dehydrating Co. (spur)	M.P. 35.8	1 car
Phillips Petroleum Co. (spur)	M.P. 38.4	9 cars
Hundley	M.P. 66.8	11 cars
Modification Center Tracks	M.P. 82.4	120 cars
FOURTH DISTRICT.		
Crusher Storage	M.P. 200.0	27 cars
Crusher Tracks (spurs)	M.P. 200.1	93 cars
Asylum (spur)	M.P. 245.0	4 cars

24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE— (Cont'd).

Name	Location	Capacity
ENID DISTRICT.		
Schoeb Ranch Mills track	M.P. 10.9	13 cars
Military Gasoline (spur)	M.P. 34.1	13 cars
PAWHUSKA DISTRICT.		
Stock track	M.P. 2.8	20 cars
Stanolind Pipe Line Co. (spur)	M.P. 8.2	10 cars
Concho Washed Sand Co. (spur)	M.P. 41.4	2 cars

25. 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.

26. SPEED TABLE.

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

Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour
..	36	100.0	..	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

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

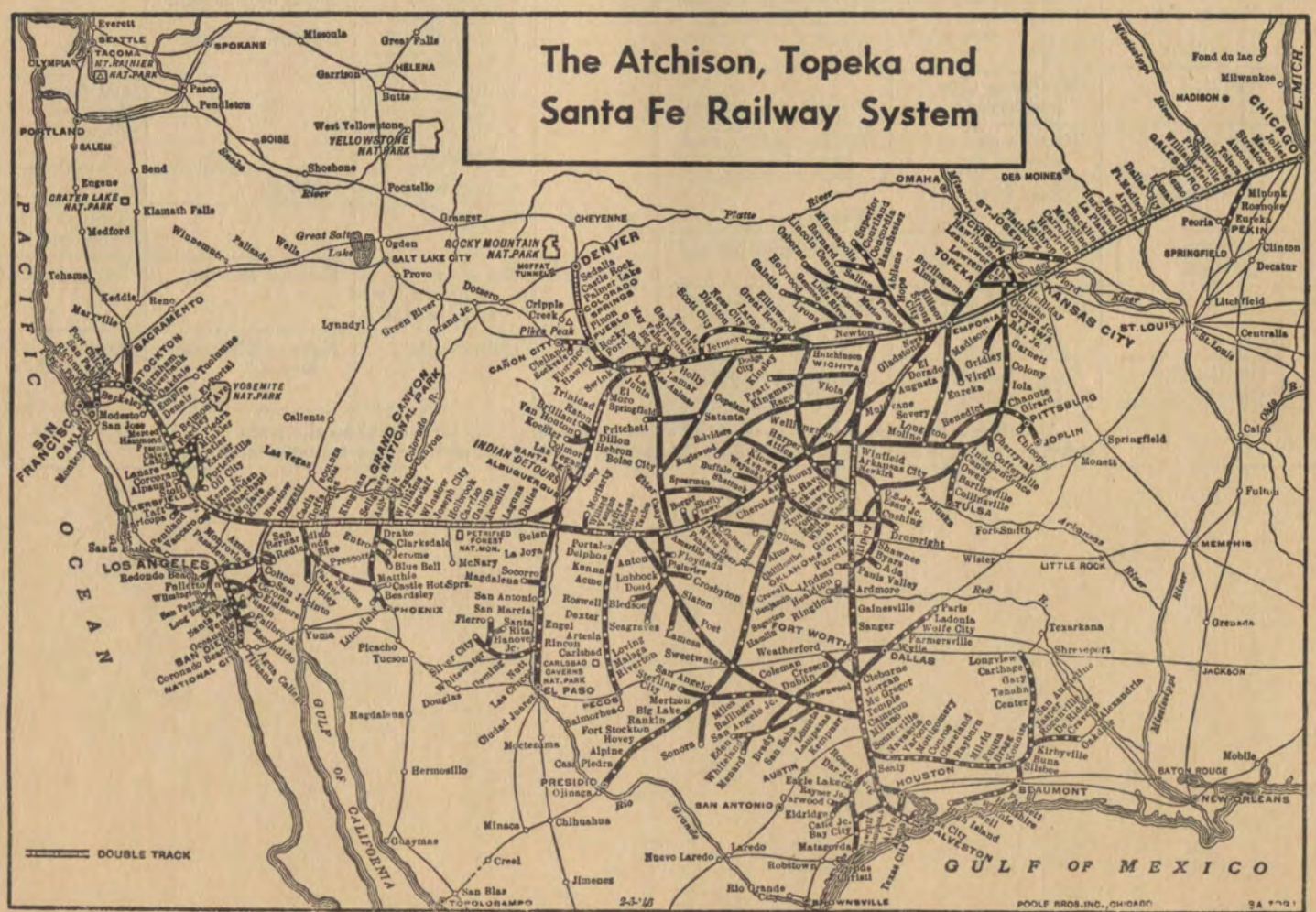
TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
3	In Illinois	Kansas City and beyond	
	Dallas City		Chicago
	Verona, Strong City, Florence	Beyond Newton	Chicago and beyond, Emporia and beyond
4	Newton to Kansas City		Wichita and beyond
	East of Kansas City		Beyond Kansas City
	Toluca, Dallas City	Chicago and beyond	
	Ransom, Kinsman, Verona, Mazon	Beyond Chicago	
5	Ottawa Jct.	South of Newton	Illinois
6	Newton to Kansas City		Wichita and beyond
8	Ottawa Jct.		Beyond Emporia
11	Carrollton	Tulsa	
	Newkirk	Oklahoma City and beyond	Wichita and beyond
12	Newkirk	Wichita and beyond	Oklahoma City and beyond
15	Marceline	Tulsa, Wichita and beyond	Chicago
16	Marceline, La Plata		Wichita and beyond
17—18	Joliet	Scheduled stops in Arizona and California	Scheduled stops in Arizona and California
	Chillicothe, Galesburg	Scheduled stops in California	Scheduled stops in California

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
19—20	Joliet, Streator, Chillicothe, Galesburg, La Plata, Marceline, Carrollton, Emporia	Hutchinson, Stafford, St. John, Macksville, Garden City, Lamar, Valmora, Glorieta and Scheduled Stops in Kansas, Colorado, New Mexico, Arizona, California	Hutchinson, Stafford, St. John, Macksville, Garden City, Lamar, Valmora, Glorieta and Scheduled Stops in Kansas, Colorado, California, Arizona, New Mexico
21—22	Joliet, Streator, Chillicothe	Scheduled stops in California	Scheduled stops Albuquerque and West
	Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops Albuquerque and West
23	Chicago to Wellington	Belen and beyond	
	Chicago to Kansas City	Beyond Newton	
24	Wellington to Chicago		California, Arizona, Beyond Newton
	Kansas City to Chicago		
	Carrollton	Chicago	
27	Scranton		Kansas City and beyond
123—124	Between Kansas City and Newton	Beyond Newton	Beyond Newton
211—212	Collinsville	Kansas City and beyond	Kansas City and beyond

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

E. L.

SANTA FE SAFETY FIRST

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

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