

H. L. LEWIS, Trainmaster.....Arkansas City, Kans.
 G. B. LUNDAY, 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. H. E. SHEPHERD.
 W. H. BROWN. H. H. LACQUEMENT. L. N. JENNER.
 W. B. MCGARY. S. R. BELEW. R. D. MARTIN.
 A. A. GEIST. R. F. HECK.

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

LOCAL TIME INSPECTORS.

L. W. GRIMES, Arkansas City. JACK WOOD, Chanute.
 J. H. DWEELAARD, Arkansas City. D. C. DODSON, Moline.
 WILLARD W. MOTE, Ponca City. E. H. RUPPELIUS, Winfield.
 W. B. LINGERFELT, Guthrie. R. H. RILEY, Wellington.
 B. C. CLARK, Oklahoma City. MRS. VERNA E. JAGGERS,
 FRED E. GARRETT, Okla. City. Wellington.
 LEON R. WYATT, Purcell. A. C. HAMLIN, Coffeyville.
 H. D. GRITZ, Enid. J. C. BRADY, Independence.
 D. E. OVERSTREET, Kiowa. A. S. EBY, Bartlesville.
 N. C. MCCOY, Cushing. A. E. ROBERTS, Tulsa.
 B. L. GORDON, Shawnee.

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are **DAMAGING** - Here's what happens:
 4 miles per hour **SAFE COUPLING SPEED**
 5 miles per hour — **Damage Begins**
 6 miles per hour — **2½ times as damaging as 4 MPH**
 7 miles per hour — **3 times as damaging as 4 MPH**
 8 miles per hour — **4 times as damaging as 4 MPH**
 9 miles per hour — **5 times as damaging as 4 MPH**
 10 miles per hour — **6 times as damaging as 4 MPH**

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

IT'S EVERYBODY'S JOB ON THE SANTA FE.

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.	Per Hour Miles
.. 36	100	.. 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

**The Atchison, Topeka and Santa Fe
 Railway Co.**

**EASTERN LINES
 Western District**

OKLAHOMA DIVISION

TIME TABLE No.

2

IN EFFECT

Sunday, October 27, 1957

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

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

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

**J. E. LESTER,
 Asst. General Manager,
 Topeka, Kansas.**

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

3 OKLAHOMA DIVISION

SECOND DISTRICT

Siding Capacity 50 ft. Per Car	WESTWARD		Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 2 October 27, 1957	Ruling Grade Ascending	Mile Post	Communications	EASTWARD		
	71 Mixed	301 Mixed							302 Mixed	72 Mixed	
	Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.			STATIONS				Arrive Tue., Thur., Sat.	Arrive Tue., Thur., Sat.	
	Second Class	Second Class							Second Class	Second Class	
104				30.1	NEWKIRK 10.7 YLCAS 3.8 KAW 2.1 SOLDANT 1.8 APPERSON 4.6 BURBANK 4.6 REMLINGTON 7.3 FAIRFAX 3.6 O.S. JCT. 1.9	31.7	0.9				
70				0	RAJLSTON 9.2 SKEDEE 1.8	31.7	11.6				
39				31.7	ESAU JCT. YL 4.1 SL.-S.F. Crossing 4.3 MARAMEC 6.0 QUAY 3.2 YALE 1.7 M.K.T. Gantlet 9.0	31.7	17.4				
68				0	CUSHING YL 14.4 KENDRICK 5.6 DAVENPORT 7.3 SPARKS 9.7 MEEKER 4.7 AYDELOTTE 7.9	30.7	19.5				
78	Via Payson District AM 11.50			0	SHAWNEE YL 1.7 SO. SHAWNEE YL (132.8)	25.6	25.7				
100	9 11.59 -AM-		Y	25.0		31.7	30.3				
106			Y	31.7		31.7	37.6				
119				29.9		31.7	41.2				
				31.7		30.4	43.1				
				31.7		0	52.3				
				31.7		82.4	54.1				
91				31.7		96.8	58.2				
88				31.7		102.4	62.5				
21				23.0		109.7	68.6				
				31.7		119.4	71.7				
				31.7		124.1	73.4				
				0		132.0	8.00 -AM-				
				0		133.7					
	Arrive Mon., Wed., Fri.	Arrive Mon., Wed., Fri.		Average speed per hour.					Leave Tue., Thur., Sat.	Leave Tue., Thur., Sat.	

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.

M.K.T. Gantlet, Cimarron River Bridge at M.P. 73.4, west of Yale.

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

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

Nos. 71 and 72 have no time table authority.

STILLWATER DISTRICT

WEST- WARD	79	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 2 October 27, 1957	Ruling Grade Ascending	Mile Post	Communications	EAST- WARD	80	Arrive Daily Ex. Sun.	Way Freight
	Leave Daily Ex. Sun. AM 8:00			STATIONS					80	AM 11:15	
	Y			ESAU JCT. YL	81.7	6.6	B				
				PAWNER	0	8.4	C				
				SI.-S.F. Crossing	0						
				GLENCOE	52.8	17.9					
				YOST	0	22.8					
				STILLWATER YL	0	29.9	C			10:00 AM	
				MEHAN	0	87.9					
				24.4	0	40.4					
				18.2	0	50.4					
				81.7	0	62.1					
				COYLE	31.7	78.1	B				
				E.O. JCT. YL							
				(78.1)							
				Average speed per hour.							

SIGNAL SYSTEM TWO:

Pawnee S.I.-S.F. Crossing.

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

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

Nos. 79 and 80 have no time table authority.

No switch lights on Stillwater District.

Coffeyville District

WEST- WARD	67	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 2 October 27, 1957	Ruling Grade Ascending	Mile Post	Communications	EAST- WARD	68	Arrive Daily Ex. Sat.
	Mixed			STATIONS					Mixed	
	Leave Daily Ex. Sun. AM 1:30			CHERRYVALE YL	60.8	8.1	C			Arrive Daily Ex. Sat. PM 9:35
				LIBERTY YL	21.1	19.3	B			
				AVIAN	21.1	19.3				
				M.K.T. Crossing	0	16.8				
				COFFEYVILLE YL	0	16.4	C			PM 9:00
				Mo. Pac. Crossing	12.4	16.9				
				(17.1)						
				Average speed per hour.						PM 9:3

Cushing District

Siding Capacity 50 ft. Per Car	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 2 October 27, 1957	Ruling Grade Ascending	Mile Post	Communications
			STATIONS			
			77.5		10.0	
			27.2		C	
			(10.5)			
			Average speed per hour.			

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.

No switch lights on Cushing District.

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

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

SPECIAL RULES

Rules 16, S-89(A) and 104(A) of the Rules, Operating Department, revised 1953, are amended as follows:

Rule 16: (e): Canceled, (l) and (m) amended to read:

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

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

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

Rule S-89(A). Amended to read: At meeting point, the train holding main track must stop clear of the track to be used by the train to be met and, if practicable, be protected by lining the switch.

Rule 104(A). Amended to read: When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

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.
Esau Jct.	When instructed by train order.
Ripley	When instructed by train order.
Cherryvale	Trains to or from Coffeyville District.
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.
Newkirk	Second District.
Shawnee	Extra trains.
Chanute	Nos. 47, 48, 211 and 212.
Tulsa Yard	First class.
W.N. Jct.	Trains not originating.
Independence	Fourth District Trains.

LOCATION	NORMAL POSITION
B.E. Jct.	THIRD DISTRICT Third District
Independence	FOURTH DISTRICT Third District
Kiowa	ENID DISTRICT Panhandle Division
Cherokee	Enid District
Blanton	S.L.-S.F. Ry.
Enid, S.L.-S.F. Jct.	S.L.-S.F. Ry.
STILLWATER DISTRICT	
Esau Jct.	Second District Siding
Ripley	Cushing District

OKLAHOMA DIVISION 8

4. JUNCTION SWITCHES. (Rule 98).—(Cont'd).

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. Signals on both main tracks controlled by control station. Speed Limit 30 MPH. Signals on yard tracks normally clear for A.T.&S.F. S.L.-S.F. and Mo. Pac. will clear signals by operation of push button release.

PONCA CITY—C.R.I.&P. 1.8 miles west of station. Signals controlled by control station Arkansas City. Maximum speed 65 MPH. Movements 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. Gamlet 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 20 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. Automatic interlocking.

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. Automatic interlocking. Maximum speed 20 MPH.

9 OKLAHOMA DIVISION

SPECIAL RULES

11. RAILROAD CROSSINGS AT GRADE—(Cont'd)

PAWNEE—S.I.-S.F. 1.8 miles west of station. Automatic interlocking. Maximum speed 20 MPH.

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	75	50
FOURTH DISTRICT	55	45
Independence to W.N. Jct.	40	35
W.N. Jct. to Wellington	45	40
ENID DISTRICT	45	30
Kiowa to Cherokee	45	40
Cherokee to Guthrie	45	30
STILLWATER DISTRICT	45	30
Esau Jct. to Ripley	30	25
Ripley to E.O. Jct.	30	20
CUSHING DISTRICT	45	30
COFFEYVILLE DISTRICT	40	30
PAWHUSKA DISTRICT	40	30
DRUMRIGHT DISTRICT	20	20

FIRST DISTRICT

8 Curves, M.P. 263.2 to 265.0	30	30
Curve Westward, M.P. 265.3 to 265.5	65	55
Curve Eastward, M.P. 265.3 to 265.5	65	60
Curve Westward, M.P. 266.1 to 266.2	65	55
Curve Eastward, M.P. 266.1 to 266.2	70	60
Newkirk, street crossings	35	35
Ponca City, street crossings M.P. 287.3 to 288.7	30	30

4 Curves, M.P. 288.7 to 288.9	50	40
Curve, M.P. 290.4 to 290.5	65	45
Curve, M.P. 315.7 to 315.8	75	55
Perry, street crossings	50	50
Curve, M.P. 351.2 to 351.3	80	55
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	75	60

M.P. 376.6 to M.P. 377.3	50	50
Wishaire Street M.P. 378	50	50
Curve, M.P. 378.5 to 378.6	70	60
North 50th Street M.P. 380.1	50	50
North 36th Street M.P. 381.1	30	30
North 16th Street M.P. 382.6 to 382.8	30	30
North 13th Street M.P. 382.8 to 382.9	20	20
North 7th Street M.P. 383.3	30	30
Santa Fe Ave. M.P. 385.7 to South 27th Street M.P. 386.0	30	30
South 29th Street M.P. 386.2 to High Ave. So. City Limits M.P. 387.9	50	50

Moore street crossings	60	60
Norman, street crossings	30	30
2 Curves, M.P. 415.9 to 416.6	70	50

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)	40	35
6 Curves, M.P. 62.2 to 65.3	40	35
2 Curves, M.P. 69.0 to 69.5	25	25
Yale, street crossings	25	25
13 Poles West of M.P. 71.0 and 13 Poles West of M.P. 72.0	15	15
Cushing, street crossings	20	20
Bridge M.P. 110.5	30	30
Shawnee, street crossings	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	50
2 Curves, M.P. 16.3 to 16.4	50	40
Curve, M.P. 22.7 to 23.0	45	35
Curve, M.P. 23.7 to 24.1	60	50
Curve, M.P. 37.3 to 37.7	40	40
Bartlesville, street crossings	45	45
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.I.-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. 204.3 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	25
4 Curves, M.P. 115.4 to Guthrie	15	15
Bridge M.P. 14.7	30	30

SPECIAL RULES

OKLAHOMA DIVISION 10

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	
8 Curves, M.P. 9.4 to 11.3	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

Coffeyville, street crossings	12	12
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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 ENGINES

	MILES PER HOUR		
	Light Forward	Light Rear	Dead In Train
Diesel and Gas-Electric	Forward	Forward	Unit
11-90, 300-314	100	80	45
325-344	80	80	45
100-289, 401-430	65	65	45
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*
450-461	30	30	30
460-468	35	35	35
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45
650-653, 2300	40	40	40
RDC 191, 192 (Coupled)	80	80	70
RDC 191, 192 (Single Unit)	80	80	50
M115-M167, M175-M187	65	65	25
M160-M162	70	65	25
M190	80	65	25

* Note: 65 MPH applies when backing handling train.

14. MAXIMUM SPEED OF ENGINES—Cont'd

	MILES PER HOUR		
	Light Forward	Light Rear	Dead In Train
Steam	Forward	Forward	Unit
1010, 5001-5035	60	40	25
3752-3775	90	40	25
2900-2929, 3776-3785	100	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	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines	2	5	5
450 - 451.....			
11-15, 50, 80-87, 600-611, 2099-2162.....	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019.....	4	5	5
460-468, 2400-2402.....	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893.....	5	5	5
Diesel-Electric and Gas Electric Motor Cars.....	3	5	5
Passenger Cars			
Roller Bearings.....	8	5	0
Friction Bearings.....	12	5	0

16. DEAD ENGINES

Steam engines must not be handled dead in train without special instructions.

17. DERRICKS, CRANES, ETC.

Trains handling derricks, clam shells, ditchers, spreaders, (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed speeds indicated:

All Except
Pile Driver AT 199452
Pile Driver AT 199452
MPH MPH

DISTRICT

First, Third and Fourth Second	30	45
Enid, Stillwater, Cushing, Coffeyville, Pawhuska and Drumright	24	24
	20	20

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.		LOCATION	MPH
STATION	TYPE		
FIRST DISTRICT			
Arkansas City	S	East end of yard	30
Newkirk	I	End of two tracks eastward	40
	I	Both ends First District siding	40
	I	Crossover between First District siding and main track	40
	I	Crossover from siding to First District just west of east siding switch	15
	I	Turnouts First to Second District	30
Ponca City	I	Both ends siding. All dual controlled switches and crossovers between siding and main track	40
	I	East end yard lead	30
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
Muhall	I	Both ends siding	40
Lawrie	I	Both ends siding	40
Guthrie	I	Both ends siding	40
	I	Crossovers between siding and main track	40
	I	Crossover between Enid District and First District	30
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	I	End of two tracks	40
	I	Both ends siding	40
Moore	I	Both ends siding	40
Norman	I	Both ends siding	40
Noble	I	Both ends siding	40
Purell	I	Crossover east end yard	30
	I	West end tail track	30
SECOND DISTRICT			
Newkirk	I	Turnouts Second to First District and east end siding	30
THIRD DISTRICT			
Chanute	I	Switch to freight lead 0.3 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	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
Moine		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.	Ponca City (Panhandle Division only).
Newkirk.	Shawnee (includes South Shawnee).
Guthrie (Enid District only).	Longton.
E.O. Jct. Stillwater District.	Wellington (includes W.N. Jct.).
Oklahoma City (includes Nowers and Burnett).	Kiowa.
Chanute (includes A.U. Jct.).	Cherokee.
Cherryvale.	Blanton.
Independence.	Enid (includes Chameas).
Caney.	Stillwater.
Dewey (includes Bartlesville).	Coffeyville.
Tulsa Yard (includes Mohawk).	Liberty.
Ralston.	Pawhuska.
Skedee (includes Esau Jct., Second and Stillwater Districts).	Drumright.
Cushing.	

20. BULLETIN BOOKS

Arkansas City	Telegraph, Yard and Roundhouse Offices.
Ponca City	Telegraph and Yard Offices.
Guthrie	Telegraph Office.
Nowers	Car Foreman's Office.
Oklahoma City	Telegraph Office, Yard Office Stock Yards.
Purell	Telegraph and Roundhouse Offices.
Cushing	Telegraph and Roundhouse Offices.
Shawnee	Telegraph Office.
Chanute	Telegraph, Yard and Roundhouse Offices.
Independence	Passenger Station, Roundhouse.
Bartlesville	Yard Office.
Tulsa Yard	Yard and Roundhouse Offices.
Moine	Telegraph Office.
Winfield	Yard Office.
Wellington	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.
Purell	Telegraph and Roundhouse Offices.
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.	Chanute.	Cambridge.
Ponca City.	Cherryvale.	W. N. Jct.
Guthrie.	Independence.	Wellington.
Oklahoma City.	Ganey.	Kiowa.
Purell.	Bartlesville.	Enid.
Ralston.	Tulsa Yard.	Coffeyville.
Cushing.	Moine.	Pawhuska.
Shawnee.	Longton.	

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.

SPECIAL RULES

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		
Harper Oil Company	M.P. 373.7	27 cars
United Brick and Tile Co.	M.P. 374.3	15 cars
Thomas Concrete Pipe Co. (spur)	M.P. 388.0	13 cars
Mercury Oil Co., loading rack tracks	M.P. 389.5	44 cars
Oklahoma Gas & Elec.	M.P. 389.6	81 cars
Mercury Oil Co., loading rack track (spur)	M.P. 390.0	9 cars
County Commissioner's (spur)	M.P. 390.2	15 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		
Mervine Stone Co.	M.P. 9.4	21 cars

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

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

LOCAL SURGEONS

DR. GEO. MEEK, Arkansas City. DR. WALTER SCOTT
 DR. C. O. STENSAAS, HENDREN, JR.,
 DR. E. W. HELLWEG, Oklahoma City.
 DR. T. L. HILL, " Midwest City.
 DR. B. G. SMITH, " DR. LEON N. GILBERT, Bethany.
 DR. G. L. CAMPBELL, " DRs. BERRY, WILLARD AND
 DR. NEWTON C. SMITH, WOODSON, Norman.
 DR. H. O. GOWEX, Newkirk. Purcell.
 DR. R. H. YEARY, Newkirk. DR. W. C. MCCURDY, JR.,
 DR. R. B. GIBSON, Ponca City. Purcell.
 DR. E. W. GIBSON, Ponca City. DR. W. G. LONG, Purcell.
 DR. L. G. NEAL, Ponca City. DR. L. C. FRED, Perkins.
 DR. D. F. COLDIRON, Perry. DR. W. G. MAYS, Fairfax.
 DR. A. M. BROWN, Perry. DR. L. C. BARBER, Ralston.
 DR. B. J. SIMON, Perry. DR. C. M. BASSETT, Cushing.
 DR. J. S. PERRY, Guthrie. DR. W. ORVILLE DAVIS, Cushing.
 DR. P. R. FIFE, Guthrie. DR. GEO. R. SMITH, JR., Cushing.
 DR. J. R. HENKE, Guthrie. DR. JOHN DOUGLASS GREEN,
 DR. D. H. FLEETWOOD, Edmond. Cushing
 DRs. C. E. AND J. N. CLYMER, DR. H. T. BAUGH, Meeker.
 DR. J. N. PARKER, DR. C. C. YOUNG, Shawnee.
 DR. M. L. COX, DR. C. H. HADDOX, Pawnee.

OKLAHOMA DIVISION 12

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

Name	Location	Capacity
THIRD DISTRICT		
Dewey Dehydrating Co. (spur)	M.P. 35.3	1 car
Phillips Petroleum (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	177 cars
Asylum (spur)	M.P. 245.0	4 cars
ENID DISTRICT		
Schoeb Ranch Mills track	M.P. 10.9	13 cars
PAWHUSKA DISTRICT		
Stock track	M.P. 2.8	20 cars
Standind Pipe Line Co. (spur)	M.P. 3.2	10 cars
Concho Washed Sand Co. (spur)	M.P. 41.4	5 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.

DR. J. L. LEHEW, Pawnee.
 DR. A. B. SMITH, Stillwater.
 DR. H. E. SANDERS, Stillwater.
 DR. W. P. 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. J. D. GOUGH, Chanute.
 DR. D. R. ABBUEHL, Chanute.
 DR. G. L. ASHLEY, Chanute.
 DR. GLEN ASHLEY, Chanute.
 DR. D. E. RAY, Chanute.
 DR. A. A. KIHM, Chanute.
 DR. W. G. NOEMAN, Cherryvale.
 DR. F. GASSER, Cherryvale.
 DR. P. E. BARBERA,
 DR. J. G. HUGHBANKS,
 DR. E. L. ROBINSON,
 Independence.
 DR. W. F. COON, Caney.
 DR. MICHAEL W. SCIMECA, Caney.
 DR. J. P. VANSANT, Dewey.
 DR. C. L. JOHNSON, Jr.,
 DR. R. G. ALLEN,
 DR. M. D. FOX,
 Bartlesville.
 DR. O. E. LAYTON, Collinsville.
 DR. P. E. CRAIG, Tulsa.
 DR. RALPH A. MCGILL, Tulsa.
 DR. C. S. SUMMERS, Tulsa.
 DR. C. BATE (Colored), Tulsa.
 DR. C. HUGH PERRY, Tulsa.
 DR. G. R. LOCKETT, Tulsa.
 DR. M. J. DUNEAR, 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. C. H. BAILEY, Stroud.
 DR. W. W. MALL, Ponca City.
 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. McADAMS WILLIAMS,
 Shawnee.
 DR. A. F. DOUGAN, Enid.
 DR. W. J. BUVINGER, Enid.
 DR. J. N. SHERMAN, Chanuta.
 DR. K. J. GLEASON, Independence.
 DR. COLE D. PITTMAN,
 Bartlesville.
 DR. J. F. GORRELL, Tulsa.
 DR. C. T. RALLS, Winfield.
 DR. J. E. HILL, Arkansas City.
 DR. ROBERT W. DYER, Coffeyville.

EYE, EAR, NOSE AND THROAT SPECIALISTS AT LOCAL POINTS

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	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1-2	Streator Chillicothe Galesburg La Plata Marceline Carrollton	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen and Scheduled stops Williams and beyond	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen and Scheduled stops Williams and beyond	19	Carrollton East of Kansas City Emporia	Tulsa Dodge City to Halstead inclusive	St. John Garden City Lamar La Junta and North, and Scheduled stops beyond La Junta
2							
6	Newton to Kansas City			20-22	Streator Chillicothe La Plata Marceline Emporia	Scheduled stops in California	Scheduled stops in California
9	In Illinois	Kansas City and beyond	Wichita and beyond				
10	Verona Dallas City		Chicago and beyond	21-22	Streator Chillicothe	Beyond Chicago	Scheduled stops in California
	East of Kansas City		Beyond Kansas City				
11	Camden		Kansas City and beyond	23-24	Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops in California
	Ransom Kinsman Verona Mazon Tolna Dallas City Camden	Chicago and beyond					
12	Newkirk	Oklahoma City and beyond	Wichita and beyond	24	Belle Plaine	Beyond Newton	Beyond Wellington
15	East of Kansas City	Wichita and beyond	Oklahoma City and beyond	124	Ft. Madison to Kansas City	Beyond Newton	Stations in Illinois and beyond Newton
	Marceline	Tulsa, Wichita and beyond	Chicago and beyond				
16	Newkirk	Oklahoma City and beyond	Wichita and beyond	211	Collinsville		Beyond La Junta beyond
17-18	Marceline		Wichita and beyond	212	Olathe	Cherryvale and beyond	Chicago and beyond
	Joliet	Scheduled stops in Arizona and California	Scheduled stops in Arizona and California				
	Streator Chillicothe Galesburg	Scheduled stops in California	Scheduled stops in California		Collinsville	Kansas City and beyond	Cherryvale 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.



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.)

