

E. O. CHADDOCK, Asst. Superintendent Oklahoma City, Okla.
 R. E. CALDWELL, Trainmaster Newton, Kans.
 T. H. LINN, Trainmaster Newton, Kans.
 B. D. JOHNSTON, Trainmaster Newton, Kans.
 A. C. RICKETTS, Road Foreman of Engines ... Emporia, Kans.
 R. G. SHAW, Road Foreman of Engines Newton, Kans.
 C. W. SMITH, Road Foreman of Engines ... Arkansas City, Kans.
 R. D. MARTIN, Chief Dispatcher Newton, Kans.
 M. C. SEELY, Asst. Chief Dispatcher Newton, Kans.
 C. M. GREGORY, Asst. Chief Dispatcher Newton, Kans.
 R. F. SHIELDS, Asst. Chief Dispatcher Newton, Kans.
 C. A. MATHIES, Asst. Chief Dispatcher Newton, Kans.

TRAIN DISPATCHERS—NEWTON, KANSAS

R. H. WILLIS	W. G. WILLIAMS	E. M. SMITH
C. R. SNODGRASS	B. L. JOSEPH	C. H. TATE
M. E. HOWELL	B. J. ECKERT	R. N. MASON
S. R. BELEW	W. G. BURTON	S. P. MARK
J. Q. COOPER	D. L. RESER	R. C. COPPOCK
G. O. THOMAS	W. P. VAUGHN	J. L. MITCHAM
H. E. SHEPHERD	D. S. OSBURN	G. H. HARDEY

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are DAMAGING—Here's what happens:

4 miles per hour <input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/>	Damage Begins
6 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	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.	Miles Per Hour
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**

MIDDLE DIVISION

TIME TABLE No.

18

IN EFFECT

Sunday, May 16, 1971

At 12:01 A. M.

Central Standard Time

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

L. M. OLSON,
General Manager,
Topeka, Kansas

L. P. HEATH,
Asst. General Manager,
Topeka, Kansas

J. R. FITZGERALD,
Superintendent,
Newton, Kansas

Siding Capacity 50 Ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 18 May 16, 1971	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	First Class							First Class	
	17	15						18	16
	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
	AM 3.55	AM 3.30		EMPIRIA YL 3.2	21.2	112.1	T C R s	AM 3.45	PM 11.00
			6.1	MERRICK YL 4.9	0	115.3			
			4.4	PLYMOUTH 3.2	0	120.2			
			6.8	SAFFORDVILLE 2.0	0	123.4			
	4.05	3.40	9.2	ELLINOR 6.3	0	125.4		3.31	10.45
W 103 E 119	4.10	3.45	10.4	STRONG CITY 4.1	0	131.7	Y C	3.26	10.40
	4.13	3.48	0	NEVA 2.5	0	135.8	B	3.22	10.37
			17.4	ELMDALE 7.3	12.8	138.3			
E 81	4.20	3.55	13.0	CLEMENTS 5.1	0	145.6	B	3.14	10.29
W 58 E 54			0	CEDAR POINT 6.2	0	150.7			
W 128 E 165	4.29	4.05	19.3	FLORENCE 11.4	0	156.9	C	3.05	10.20
W 103 E 57	4.38	4.13	14.8	PEABODY 0.3	0	168.3	C	2.56	10.11
			45.4	C.R.I.&P. Crossing 9.7	16.3	168.6			
	4.46	4.21	0	WALTON 6.3	21.1	178.3		2.48	10.03
			0	Mo. Pac. Crossing 0.5	19.1	184.6			
	s 5.00 AM	s 4.35 AM		NEWTON YL		185.1	T Y C R	2.40 AM	9.55 PM
	Arrive Daily	Arrive Daily		(73.0)				Leave Daily	Leave Daily
	67.4	67.4		Average speed per hour				67.4	67.4

RULE 251 IN EFFECT:

Emporia to Mo. Pac. crossing Newton except westward Main Track between interlocking Strong City and interlocking Neva, and on Main Track No. 3 between Merrick and Ellinor.

RULES 261 AND T.C.S. IN EFFECT:

Main Track No. 3 between Merrick and Ellinor.

Westward Main Track between interlockings Strong City and Neva.

Trains originating Emporia, Newton and Sand Creek must secure numbered clearance card.

Strong City District and McPherson District trains originating Emporia, Sand Creek or Newton must secure two

clearance cards—one marked "First District" and one marked "Strong City District" or "McPherson District". McPherson District trains also secure Rock Island clearance card.

Between Merrick and Ellinor north track designated Main Track No. 2 upon which the current of traffic is westward; middle track designated Main Track No. 1 upon which the current of traffic is eastward and south track is designated Main Track No. 3 upon which there is no current of traffic.

At Newton between Mo. Pac. crossing and interlocked crossover M.P. 186 Second District, the first six tracks south of passenger station are designated as passenger yard tracks 1, 2, 3, 4, 5 and 6. Trains and engines using these tracks must move at restricted speed.

Between Mo. Pac. crossing and Sand Creek the two extreme south tracks will be used for freight train movements.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frnt.
Emporia to Newton	90	60*

*Freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS:

- (A) Westbound — M.P. 167 to M.P. 168.5
 M.P. 181 to Newton
- Eastbound — M.P. 176.5 to M.P. 163.5
 M.P. 147.5 to M.P. 139.5
 M.P. 117.5 to Emporia

(B) Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 tons and over per car, or over 7000 tons total	45 MPH

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frnt.
Curve, M.P. 132.4 to 132.8	75	70
Curve, M.P. 133.7 to 133.9	60	60
Curve, M.P. 135.9 to 136.4	75	70
Curve, M.P. 162.6 to 162.9	75	70
3 Curves, M.P. 166.4 to 170.5	75	70
RR Crossing, M.P. 168.6 (Auto. Interlocking)	90	70
4 Curves, M.P. 173.3 to 175.9	75	70
RR Crossing, MP 184.6 (Interlocking)	20	20

SWITCHES AND SIDINGS—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. Trains or engines using siding will not exceed maximum turnout speed for that siding.

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Merrick	I	West crossover between Main tracks Nos. 3 and 1 and two West crossovers between Main tracks Nos. 2 and 1.	50
		Other crossovers and turnouts from Main track No. 3 to yard track.	30
Ellinor	I	Main track turnouts and crossovers except turnout connecting Fourth District and track No. 3 First Dist.	40
	I	Turnout connecting Fourth District and track No. 3 First District	70
Strong City	I	West end eastward siding	40
	I	East end westward siding	40
	I	Crossover from eastward to westward track	30
	S	West end westward siding	30
	S	East end eastward siding	30
Neva	I	Turnout to Strong City District	20
Florence	I	West end eastward siding	40
	I	East end westward siding	40
	S	East end eastward siding	30
	S	West end westward siding	30
Peabody	S	West end westward siding	30
Newton	S	East end freight yard connections eastward and westward	30
	S	West end crossover between main tracks east of Mo. Pac. crossing	30
	I	East end crossover between main tracks east of Mo. Pac. crossing	30

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	First Class		No. 18					First Class
	17		May 16, 1971					18
Leave Daily	Feet Per Mile	STATIONS		Feet Per Mile			Arrive Daily	
	AM 5.05	0	NEWTON YL } 2 Tracks		31.8	185.1	T C H s	AM 2.35
		21.1	1.6 SAND CREEK } 7.9		15.8	186.7	Y R C	
60 120		21.1	HALSTEAD		0	194.6	C	
200	5.20	21.1	BURRTON		0	203.7		2.12
		9.5	0.4 S.L.-S.F. Crossing		0	204.1		
		0	10.8 WAY		0	214.9	Y R	
		0	1.6 C.R.I.&P. Crossing		0	216.5		
663 s	5.35	0	HUTCHINSON		0	218.0	Y R C s	1.58
		0	0.3 CH JCT.		0	218.3		
	5.37	21.1	0.9 ND JCT.		0	219.2	B	1.54
		0	Mo. Pac. Crossing YL		0	219.2		
82	5.41	0	WHITESIDE		0	223.4	B	1.50
82	5.45	21.1	5.5 PARTRIDGE		0	228.9		1.46
200	5.50	21.1	6.2 ABBYVILLE		0	235.1	B	1.42
84	5.54	21.1	5.6 PLEVNA		20.3	240.7	B	1.38
86		21.1	5.7 SYLVIA		0	246.4	C	1.34
200	6.01	21.1	4.7 ZENITH		0	251.1	B	1.30
84	6.05	0	5.9 STAFFORD		0	257.0	C	1.26
		0	0.2 Mo. Pac. Crossing		0	257.2		
200	6.11	21.1	8.8 ST. JOHN		0	266.0	C H	1.19
85	6.16	15.8	6.8 DILLWYN		0	272.8	B	1.14
		15.8	4.8		0	272.8		
82	6.20	15.8	MACKSVILLE		0	277.6	C R	1.10
200	6.25	0	7.3 BELPRE		0	284.9	B	1.05
		0	8.4		0	284.9		
84	6.31	0	LEWIS		0	293.3	C	12.59
		21.1	9.1		0	302.4	Y	
135	6.39	21.1	KINSLEY YL		0	(316.7)	C R	12.52
99 101		21.1	8.0		0	324.7	C	
141		21.1	OFFERLE		0	330.3		
		21.1	5.6 BELLEFONT		0	330.3		
153 105		24.2	5.8		0	336.1	C R	
		24.2	SPEARVILLE		24.2	336.1		
144	6.59	26.5	8.6		26.5	344.7		12.32
	7.15 AM		7.8 WRIGHT } 2 Tracks					
			DODGE CITY YL }			352.5	T Y C R	12.23 AM
	Arrive Daily		(153.1)					Leave Daily
	70.6		Average speed per hour					69.6

See special rule 6 regarding home signal indications of interlockings at Wright and Dodge City.

RULE 261 IN EFFECT:

On main tracks, M.P. 186 (Newton) to ND Jet.

On main tracks Kinsley to M.P. 352.1 (Dodge City).

On sidings Halstead, Burrton, Hutchinson and Kinsley.

Trains originating Newton, Sand Creek and Dodge City must secure numbered clearance card.

At Newton between Mo. Pac. crossing and interlocked crossover M.P. 186 Second District, the first six tracks south of passenger station are designated as passenger yard tracks 1, 2, 3, 4, 5 and 6. Trains and engines using these tracks must move at restricted speed.

At Hutchinson between C.R.I.&P. crossing and CH Jct. first track north of siding is designated as running yard track No. 3.

At Dodge City between M.P. 352.1 and M.P. 352.8 there is no superiority of trains. Trains and engines within these limits will move at restricted speed; between these points main track may be used not protecting against regular trains, extras or engines.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Newton to CH Jct.	79	60*
CH Jct. to Dodge City	90	60*

*Speed limit 45 MPH for trains handling in excess of 7000 tons.

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Fr.
Curve, M.P. 187.3 to 187.8	65	55
RR Crossing, M.P. 204.1 (Interlocking)	79	60
RR Crossing, M.P. 216.5 (Interlocking)	40	40
Curve, M.P. 218.4 to 218.6	40	30
RR Crossing, M.P. 219.2 (Interlocking)	40	40
2 Curves, M.P. 219.4 to 220.2	55	50
Curve, M.P. 228.3 to 228.8	75	60
RR Crossing, M.P. 257.2 (Auto. Interlocking)	85	60
Curve, M.P. 257.2 to 257.5	85	60
Curve, M.P. 266.1 to 266.5	85	60
Curve, M.P. 301.7 to 302.0	55	55
2 Curves, M.P. 348.0 to 349.8 WB	75	60
2 Curves, M.P. 348.0 to 349.8 EB	70	60
Curve, M.P. 352.0 to 352.1	20	20

SWITCHES AND SIDINGS—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. Trains or engines using siding will not exceed maximum turnout speed for that siding.

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Sand Creek	I	Crossover M.P. 186	40
	I	West end yard. Main track switches	30
	I	Turnout end two tracks M.P. 190	40
Halstead	I	Both ends siding	40
Burrton	I	Both ends siding	40
M.P. 212.6	I	East end siding	40
Way	I	Crossover east end yard	30

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED—(Cont'd).

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
CRI&P Crg. (M.P. 216.5)	I	First crossover west of CRI&P crossing between main track and siding	40.
	I	Second crossover west of CRI &P crossing between siding and main track	15
	I	First crossover west of CRI&P crossing between running yard track No. 3 and siding	15
	I	Second crossover west of CRI &P crossing between siding and running yard track No. 3	30
CH Jct.	I	Crossover between main track and siding	30
	I	Turnout siding to Fifth District	30
	I	Turnout Fifth District main track to running yard track No. 3	15
ND Jct.	I	West end siding M.P. 219.1	40
	I	Turnout to Plains Division	15
Whiteside	S	Both ends siding	30
Partridge	S	Both ends siding	30
Abbyville	S	Both ends siding	30
Plevna	S	Both ends siding	30
Sylvia	S	Both ends siding	15
Zenith	S	Both ends siding	30
Stafford	S	Both ends siding	15
St. John	S	Both ends siding	30
Dillwyn	S	Both ends siding	15
Macksville	S	Both ends siding	15
Belpre	S	Both ends siding	30
Lewis	S	Both ends siding	15
Kinsley	I	Turnouts and crossovers between Depot and Colony Ave.	30
	I	West end siding (M.P. 318.4)	40
Offerle	I	Both ends both sidings	30
Bellefont	I	Both ends siding	30
Spearville	I	Both ends both sidings	30
Wright	I	East end siding	30
	I	Crossover M.P. 344.6	30
	I	Turnout from or to track No. 1 M.P. 344.7	40
Dodge City	I	Turnouts East end Freight leads	30
	I	Double Crossovers M.P. 350.1	30

6 THIRD DISTRICT

MIDDLE DIVISION

Siding Capacity 50 Ft. Per Car	WEST- WARD	Rating Grade Ascending	TIME TABLE			Rating Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD
	First Class		No. 18						First Class
	15		May 16, 1971						16
	Leave Daily	Feet Per Mile	STATIONS			Feet Per Mile		Arrive Daily	
	AM 4.45	0	NEWTON			27.8	185.1	TY CR PM 9.45	
		0	0.4 A.T.&S.F. Crossing			27.8	185.5		
		0	FIRST STREET 2.5			18.0	188.0		
133		0	McGRAW 3.2			5.6	191.2	9.25	
		0	PUTNAM 4.0			10.4	195.2	C	
146		0	SEDGWICK 6.6			7.2	201.8		
130	5.00	0	VALLEY CENTER S.L.-S.F. Crossing 7.3			9.5	209.1	T CR 9.11	
	5.06	0	NO. WICHITA YL. 1.0			10.8	210.1		
		0	Mo. Pac. Crossing 1.6			0	211.7	9.07	
	5.11	21.2	NORTH JCT. YL. 0.6			28.8	212.3	C 9.05	
	5.25	0	WICHITA U.S. 0.9			10.9	213.2	Y 8.52	
	5.27	31.7	SOUTH JCT. 4.2			31.7	217.4		
133		16.4	CONNELL 5.6			31.7	223.0		
134		21.6	DERBY 4.9			18.6	227.9	Y CR 8.38	
265	5.42	31.7	MULVANE 10.0			39.6	237.9	C 8.29	
124	5.53	0	UDALL 11.8			16.3	249.7	YR 8.17	
183	6.05	13.5	WN JCT. 0.7			16.3	250.4		
		0	S.L.-S.F. Crossing 0.4			31.7	250.8	CR 8.15	
	6.10	31.7	WINFIELD 5.3			31.7	256.1	B	
156		31.7	HACKNEY 7.3			263.4	TY CR 8.00 PM		
483	6.30 AM	31.7	ARKANSAS CITY					Leave Daily	
	Arrive Daily		(78.3)					44.7	
	44.7		Average speed per hour					44.7	

Westward Third District trains will not leave passenger station Newton until verbal authority received from train dispatcher.

Westward Third District trains will not leave Sand Creek Yard until white train departure light, located west of McGraw Jct. switch, is displayed or authority received from train dispatcher.

Independent track between No. Wichita and No. Jct. is the first track south (time table direction) of eastward main track and will be used by westward trains and engines only on instructions of Yardmaster. Eastward movements may be authorized by signal indication at North Jct. Speed limit on independent track, 10 MPH between 15th Street and 22nd Street.

Eastward freight trains Englewood or Wichita Districts secure permission to proceed eastward from Wichita Junction before passing that point. Yard crews obtain permission to make through movement West Wichita to South Jct., or to foul Englewood District main track from south yard tail track.

"Between interlocking North Jct. and interlocking South Jct. the two west tracks are main tracks signalled in both directions. Trains and engines using these main tracks will be governed by interlocking and block signals whose indications supercede the superiority of trains for both opposing and following movements on the same track.

Trains and engines between North Jct. and South Jct. will be governed by The Wichita Union Terminal Railway Company Special Rules and Regulations, which provide:

Interlocking signals at North Jct. and South Jct. controlled by Santa Fe train dispatcher located at Newton, Kansas.

Speed limit 30 MPH on main tracks and through interlockings North Jct. and South Jct., except at South Jct. 15 MPH when using turnout to or from tail track, and when using crossover between main tracks to or from AT&SF Englewood District.

Speed limit 15 MPH heading in or out over all hand throw switches, and trailing through and springing points of spring switches.

Trains and engines using other than main tracks must move prepared to stop short of train, engine, obstruction, or switch not properly lined, but not exceeding 15 MPH.

Trains or engines on other than main track between North Jct. and South Jct. must secure permission from Santa Fe dispatcher before departing station.

Freight cars must not be handled on tracks adjacent to train sheds.

Except as provided above, crews on trains and engines operating over tracks of the Wichita Union Terminal Railway Company will be governed by rules and regulations of their respective company."

At Arkansas City between hand throw crossover M.P. 262.9 and interlocked crossover M.P. 264.1 maximum authorized speed on main track 20 MPH.

RULE 251 IN EFFECT:
M.P. 207.9 (No. Wichita) to North Jct.

RULE 261 IN EFFECT:
On main track and sidings.

First Street to M.P. 207.9 (No. Wichita) and North Jct. to Arkansas City.

Trains originating Newton, Sand Creek, North Wichita and Arkansas City secure numbered clearance card, except Plains Division trains originating North Wichita.

At Newton between Mo. Pac. crossing and interlocked crossover M.P. 186 Second District, the first six tracks south of passenger station are designated as passenger yard tracks 1, 2, 3, 4, 5 and 6. Trains and engines using these tracks must move at restricted speed.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frts.
Newton to Arkansas City	90	60*

*Speed limit 45 MPH for trains handling in excess of 7000 tons.

Between WN Jct. and Arkansas City, freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS:

Maximum authorized speed for freight trains when averaging:

71 to 84 tons per car	60 MPH
85 tons and over per car, or over 7000 tons total	45 MPH

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frts.
RR Crossing, M.P. 185.5 (Interlocking)	20	20
2 Curves, M.P. 186.7 to 185.7, eastward	60	45
RR Crossing, M.P. 201.8 (Interlocking)	90	60
RR Crossing, M.P. 210.1 (Auto. Interlocking)	30	30
Curve, M.P. 227.7 to 227.9	65	60
3 Curves, M.P. 228.2 to 229.8	65	60
Curve, M.P. 233.6 to 233.9	75	60
Curve, M.P. 242.4 to 242.6	70	60
Curve, M.P. 243.2 to 243.4	60	50
3 Curves, M.P. 243.6 to 245.1	55	40
3 Curves, M.P. 245.8 to 248.0	50	40
6 Curves, M.P. 248.1 to 249.0	45	45
6 Curves, M.P. 249.7 to 251.9	45	45
RR Crossing, M.P. 250.4 (Interlocking)	45	45
2 Curves, M.P. 252.0 to 253.7	70	70
Curve, M.P. 260.4 to 260.7	75	70
Curve, M.P. 260.9 to 261.2	65	65

SWITCHES AND SIDINGS—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. Trains or engines using siding will not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
McGraw	I	Turnout from Third District to Sand Creek Yard	30
Putnam	I	Both ends siding	40
Sedgwick	I	Both ends siding	40
Valley Center	I	Both ends siding	40
North Wichita	I	End of two tracks westward	40
	I	East end No. 1 yard track	30
Connell	I	Both ends siding	40
Derby	I	Both ends siding	40
Mulvane	I	East end of siding M.P. 225.3	40
	I	Crossover between Third District and Fourth District at Fourth District M.P. 220	40
	I	Other main track turnouts and crossovers east end of yard	30
	I	Main track turnouts and crossover west of depot	30
	I	West end siding M.P. 228.8	30
Udall	I	Both ends siding	40
WN Jct.	I	Both ends siding	40
	I	Turnouts to Douglass District main track and siding	30
	I	Turnouts to Eastern Division	15
	I	Crossovers between main track and siding	30
Hackney	I	Both ends siding	40
Arkansas City	I	East end siding M.P. 261.2	40
	S	M.P. 262.3	30
	I	Crossover between main track and siding M.P. 262.7	30

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
			No. 18					
			May 16, 1971					
		Feet Per Mile	STATIONS		Feet Per Mile			
229	↓	0	TCS AUTO. BLOCK SYS.	ELLINOR 4.9	0	125.4		↑
130		21.2		GLADSTONE 5.8	0	130.3		
200		21.2		BAZAR 8.3	0	136.1		
159		0		MATFIELD GREEN 9.8	21.2	144.4	C	
295		14.7		CASSODAY 4.2	21.1	154.2	CR	
288		0		AIKMAN 7.7	21.2	158.4		
143		21.1		CHELSEA 8.2	21.2	166.1		
95		0		EL DORADO YL 3.3	0	174.3	YCR	
		0		VANORA 7.7	0	177.6		
WE 129 189		0		AG TOWER YL S.L.-S.F. Crossing	0	185.3	YCR	
		0	AUGUSTA YL 5.7	0	185.7 (190.5)			
133		31.7	TCS ABS	SALTER 6.4	21.1	205.2		
133		21.6		ROSE HILL 9.0	31.7	211.6		
141		0		MULVANE 5.9	21.4	220.6	YCR	
147		0		BELLE PLAINE 0.7	18.8	226.5	C	
		31.7		Mo. Pac. Crossing 4.5	0	227.2		
		0		CICERO 7.4	21.4	231.7		
		0		WELLINGTON	21.4	238.9	TYCR	
				(99.9)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS		
	MPH	
	Psg.	Fr.
Ellinor to Wellington	79	60*

*Freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS.

- (A) Eastbound — MP 227 to MP 224
- (B) Maximum authorized speed for freight trains when averaging:
- | | |
|---|--------|
| 71 to 84 tons per car | 60 MPH |
| 85 tons and over per car, or over 7000 tons total | 45 MPH |

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Fr.
Curve, M.P. 129.5 to 129.8	75	70
Curve, M.P. 133.5 to 133.8	75	70
Curve, M.P. 138.5 to 138.8	75	70
Curve, M.P. 141.0 to 141.3	75	70
13 Curves, M.P. 142.3 to 149.6	60	60
Curve, M.P. 152.4 to 152.8	75	70
Curve, M.P. 159.8 to 160.0	75	70
Curve, M.P. 173.4 to 173.7	55	55
Curve at Eldorado Station Sign— Eastward Track	40	40
Westward Track	30	30
Curve, M.P. 175.3 to 175.5	70	70
Curve, M.P. 179.6 to 179.8	65	65
Curve, M.P. 182.8 to 183.0	70	70
RR Crossing, M.P. 185.3 (Interlocking)	50	50
2 Curves, M.P. 200.4 to 200.7	60	60
2 Curves, M.P. 204.3 to 204.7	50	50
2 Curves, M.P. 205.1 to 205.5	60	60
Curve, M.P. 209.5 to 209.7	65	65
Curve, M.P. 210.2 to 210.4	70	70
Curve, M.P. 215.6 to 215.8	65	65
3 Curves, M.P. 219.4 to 220.9 Westward Track	30	30
RR Crossing M.P. 227.2	60	60
Electrically locked gate normally across Mo. Pac. Track (MP 227.2). If gate is normal and home signal indicates "proceed" observe maximum speed shown.		
Curve, M.P. 228.4 to 228.6	70	70
3 Curves, M.P. 236.6 to 238.9	55	55

HOT BOX DETECTORS

Detector Location	Locator Location
M.P. 179.1	Westward M.P. 181.2 (Signal 1811) Eastward M.P. 176.7 (Signal 1762)
Rotating white light on field side at detector and locator location.	

See special rule 6 regarding home signal indications of interlocking at AG Tower.

RULE 251 IN EFFECT:

El Dorado to M.P. 201.8 (west of Augusta) and M.P. 230.6 (East of Cicero) to division board M.P. 237.1.

RULE 261 IN EFFECT:

On main tracks and sidings Ellinor to El Dorado; M.P. 201.8 (west of Augusta) to M.P. 230.6 (east of Cicero), and division board M.P. 237.1 to Wellington.

TWO TRACKS: M.P. 215.8 to M.P. 221.9 (Mulvane).
Trains must secure numbered clearance card at Wellington.

Proceed indication on eastward home signal Douglass District at AG Tower authorizes eastward extras Fourth District.

Mulvane is an open office of communication on westward or No. 2 track only.

At Wellington speed limit 10 MPH on connection track between Middle and Eastern Division Fourth Districts.

SWITCHES AND SIDINGS—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. Trains or engines using siding will not exceed maximum turnout speed for that siding.

“I”—Interlocked Switch

“S”—Spring Switch

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Ellinor	I	Main track turnouts and cross-overs except turnout connecting Fourth District and track No. 3 First Dist.	40
	I	Turnout connecting Fourth District and track No. 3 First District	70
Gladstone	I	Both ends siding	40
Bazar	I	Both ends siding	40
Matfield Green	I	Both ends siding	40
Cassoday	I	Both ends siding	40
Aikman	I	Both ends siding	40
Chelsea	I	Both ends siding	40
El Dorado	I	Crossovers west end siding and east end siding	40
	I	Turnout to belt track	30
	I	Main track turnout and cross-overs west end	30
AG Tower	I	East end westward siding	30
	S	East end eastward siding	30
	I	Main track turnouts and cross-overs	30
Augusta	I	End of two tracks westward	50
Salter	I	Both ends siding	40
Rose Hill	I	Both ends siding	40
Mulvane	I	Turnout westward track M.P. 215.8	50
	I	Crossover between Fourth District and Third District at M.P. 220	40
	I	Other main track turnouts and crossovers east end yard	30
	I	Main track turnouts and cross-overs west of depot	30
	I	Turnout westward track M.P. 221.9	40
	I	West end siding	30
Belle Plaine	I	Both ends siding	30
Cicero	I	End of two tracks (MP 230.6)	70
Wellington	I	End of two tracks	40
	I	Switches leading to and from freight yard and Eastern Division	30
	I	East end siding	15

Siding Capacity 50 Ft. Per Car	WESTWARD ↓	Feet Per Mile	TIME TABLE No. 18 May 16, 1971			EASTWARD ↑
			Buling Grade Ascending	TIME TABLE	Feet Per Mile	
				STATIONS		
				AG TOWER YL		
				S.L.-S.F. Crossing		
		0		0.4	0	185.3
				AUGUSTA YL		
		0		6.3	0	185.7
134				GORDON		
		10.6		5.0	15.8	192.0
139				DOUGLASS		
		0		5.6	15.8	197.0
131				ROCK		
		10.6		6.2	15.8	202.6
135				AKRON		
		10.6		7.2	15.8	208.8
117				WN JCT. YL		
				(30.7)		

See special rule 6 regarding home signal indications of interlocking at AG Tower.

Westward trains secure numbered clearance card at AG Tower.

Eastward trains secure numbered clearance card at Winfield when operator on duty.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Frt.
AG Tower to WN Jct.	59	49*

*Speed limit 45 MPH for trains handling in excess of 7000 tons.

SPEED RESTRICTION - CURVES AND RR CROSSINGS

	MPH	
	Psg.	Frt.
RR Crossing, M.P. 185.3 (Interlocking)	50	50
3 Curves, M.P. 187.2 to 188.7	45	35
5 Curves, M.P. 198.8 to 200.0	25	25
Curve, M.P. 211.2 to 211.5	50	40
2 Curves, M.P. 215.6 to 216.0	30	30

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

Trains or engines using siding must not exceed maximum turnout speed for that siding.

“I”—Interlocked Switch.

“S”—Spring Switch.

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
WN Jct.	I	East end siding	30
	I	Turnout to Third District	30
AG Tower	I	Turnout to Fourth District	30

10 FIFTH DISTRICT

MIDDLE DIVISION

GREAT BEND DISTRICT

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 18 May 16, 1971		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	↓		↑					
	Feet Per Mile		STATIONS	Feet Per Mile				
	0		CH JCT. YL	0	218.3			
			4.4 YA JCT.	0	222.7	B		
82			0.5 YAGGY	0	228.2	B		
82	7.4		5.4 NICKERSON	0	228.6	C		
	0		7.0 ST JCT.	0	235.6	B		
85	11.1		1.1 STERLING YL	0	236.7	R C		
82	0		6.2 ALDEN	0	242.9			
53	0		6.1 RAYMOND	0	249.0			
53	10.5		4.5 CLARENDON	0	253.5	B		
82	0		5.9 ELLINWOOD YL	0	259.4	Y C		
82	0		4.5 DARTMOUTH	0	263.9	B		
	11.8		5.6 GREAT BEND YL	0	269.5	Y R C		
52	19.4		7.8 DUNDEE	0	277.3	B		
82	13.0		5.7 PAWNEE ROCK	0	283.0	C		
83	13.0		8.8 LARNED YL	0	291.8	Y R C		
53	0		5.6 HAMBURG	0	297.4	B		
84	17.4		5.1 GARFIELD	0	302.5	C		
52	12.6		6.9 NETTLETON	0	309.4	B		
	9.0		7.3 KINSLEY YL	0	316.7	Y R C		
			(98.4)					

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 18 May 16, 1971		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	↓		↑					
	Feet Per Mile		STATIONS	Feet Per Mile				
			GREAT BEND YL				Y CR	
	5.2		8.3 HEIZER	0		8.0		
82	21.1		7.1 ALBERT	0		15.1	C	
82	21.1		9.1 TIMKEN	0		24.2	C	
	15.8		7.7 RUSH CENTER	0		31.9	C	
	15.3		6.9 NEKOMA	0		38.8		
	21.1		6.0 ALEXANDER	0		44.8	C	
	21.1		7.7 BAZINE	0		52.5	C	
	31.7		11.6 NESS CITY YL	31.7		64.1	C	
	31.7		8.4 LAIRD	31.7		72.5		
	31.7		7.7 BEELER	31.7		80.2		
	31.7		6.7 ALAMOTA	0		86.9		
	31.7		9.0 DIGHTON	0		95.9	C	
	22.6		7.3 AMY	0		103.2		
	14.6		6.3 GRIGSTON	0		109.5		
	31.7		6.3 TRACTOR	31.7		115.8		
	7.9		3.1 Mo. Pac. Crossing	0		118.9		
	17.6		1.2 SCOTT CITY YL	0		120.1	Y C	
			(120.4)					

Eastward trains must secure numbered clearance card before leaving Kinsley. Westward trains must secure numbered clearance card at Hutchinson before leaving CH Jct.

Missouri Pacific trains will use AT&SF tracks between YA Jct. and ST Jct., and will be governed by AT&SF Time Table and Special Instructions.

Train order signal at Kinsley governs Second District trains only.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frt.
CH Jct. to Kinsley	59	49*

*Speed limit 45 MPH for trains handling in excess of 7000 tons.

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

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

Trains or engines using siding must not exceed maximum turnout speed for that siding.

Rule 99(D) in effect.

No switch lights on Great Bend District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Great Bend to Scott City	30

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

	MPH
RR Interlocking, protected by Crossing M.P. 118.9 derails. Stop and follow instructions posted in box.	15

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

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

Trains or engines using siding must not exceed maximum turnout speed for that siding.

LARNED DISTRICT

MIDDLE DIVISION

STILLWATER DISTRICT

11

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 18 May 16, 1971		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	↓		↑					
		Feet Per Mile	STATIONS	Feet Per Mile				
83			LARNED YL				Y CR	
		10.5	6.6 FRIZELL	0	6.6			
		10.5	5.6 SANFORD	0	12.2			
		10.5	4.8 ROZEL	0	17.0	C		
		24.8	6.9 BURDETT	0	23.9	C		
		0	6.8 GRAY	0	30.7			
		7.0	4.7 HANSTON	0	35.4	C		
		52.8	10.8 JETMORE YL	52.8	46.2		Y C	
			(46.2)					

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 18 May 16, 1971		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	↓		↑					
		Feet Per Mile	STATIONS	Feet Per Mile				
			ESAU JCT. YL				Y B	
		31.7	6.6 PAWNEE	31.7	6.6	C		
		0	1.8 S.L.-S.F. Crossing	0	8.4			
		52.8	9.5 GLENCOE	29.0	17.9			
		0	12.0 STILLWATER YL	31.7	29.9	C		
		22	0.6 END OF TRACK	23.2	30.5			
			(30.5)					

Trains secure clearance card before leaving Stillwater when operator on duty.

No switch lights on Stillwater District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Esau Jct. to Stillwater	30

SPEED RESTRICTIONS - BRIDGES AND RR CROSSINGS:

	MPH
Bridge M.P. 2.7	10
Bridge M.P. 5.7	10
RR Crossing M.P. 8.4 (Auto. Interlocking)	20*

*Speed shown applies only until head end of train is through interlocking limits.

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

Trains or engines using siding must not exceed maximum turnout speed for that siding.

Rule 99(D) in effect.

No switch lights on Larned District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Larned to Jetmore	25

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

Trains or engines using siding must not exceed maximum turnout speed for that siding.

12 OKLAHOMA DISTRICT

MIDDLE DIVISION

WEST- WARD	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
First Class			No. 18				First Class
			May 16, 1971				
			STATIONS				
Leave Daily		Feet Per Mile		Feet Per Mile			Arrive Daily
AM 6.30	483	0	ARKANSAS CITY 0.8	0	263.4	T Y C R	PM 8.00
		31.7	SLSF-MP Crossing 4.4	22.1	264.2		
		40.6	CHILOCCO 7.1	31.7	268.6		
6.43	264	0	NEWKIRK 5.2	52.8	275.8	C	7.38
		0	KILDARE 7.8	34.4	281.0		
s 7.10	576	0	PONCA CITY 1.8	35.8	288.9	Y C R	s 7.25
		45.8	CRI&P Crossing 1.9		290.7		
			WHITE EAGLE 7.7	40.9	292.6		
	173	22.0	MARLAND 6.5	52.8	300.3	C	
	146	52.8	RED ROCK 5.9	29.9	306.8	C	
	160	0	OTOE 3.6	52.8	312.7		
		52.8	SLSF Crossing 5.3	33.1	316.3		
s 7.45	69 108	52.8	PERRY 6.8	52.8	321.6	R C	s 6.45
	168	25.1	ASP 4.3	52.8	328.4		
		0	ORLANDO 6.1	49.3	332.7		
	200	52.8	MULHALL 8.1	52.8	338.8		
	173	36.2	LAWRIE 5.4	35.3	347.2		
8.15	276	38.6	GUTHRIE 7.4	16.2	352.6	Y C R	6.10
	190	37.0	SEWARD 10.0	0	360.1		
	125	50.1	EDMOND 6.7	23.9	370.1		
	159	52.8	BRITTON 4.3	52.8	376.8		
8.45		48.8	NOWERS YL 2.9	45.8	381.1		
s 9.00			OKLAHOMA CITY YL 1.7		384.0	Y C R	s 5.40
9.10		24.0	BURNETT YL 3.1	17.6	385.7		s 5.30
	159	46.3		0	388.8		5.20
		33.3	FLYNN 4.4	46.7	388.8		
	163	28.5	MOORE 8.6	48.6	393.2	C R	
s 9.40	128	46.5	NORMAN 6.2	32.5	401.8	C	s 5.00
	186	0	NOBLE 9.2	52.8	408.1		
s 10.10 AM			PURCELL		417.3	T Y C R	4.40 PM
Arrive Daily			(153.2)				Leave Daily
43.8			Average speed per hour				46.4

RULE 251 IN EFFECT:

Nowers to MP 383.6 (Oklahoma City).

MP 384.6 (Oklahoma City) to Burnett.

RULE 261 IN EFFECT:

Main track and sidings:

Arkansas City to Nowers.
Burnett to Purcell.

HOT BOX DETECTOR

Detector Location	Locator Location
M.P. 341.5	Westward, M.P. 343.9 Eastward, M.P. 339.1

SHIFTED LOAD DETECTOR

Detector Location	Indicator Location
M.P. 407.4 (Both sides track)	M.P. 407.6 M.P. 409.5

Detectors will not clear man on side of car.

Trains originating Arkansas City, Nowers and Purcell secure numbered clearance card before leaving.

Within TCS limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand thrown switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

At Arkansas City, between hand thrown crossover MP 262.9 and interlocked crossover MP 264.1, maximum authorized speed on main track is 20 MPH.

Proceed indication on home signal governing movement from Cushing District to Oklahoma District at Newkirk authorizes movement on Oklahoma District as an Extra East.

Between North 4th Street MP 383.6 and Rock Island underpass MP 384.6 Oklahoma City, all tracks are designated as yard tracks. Trains and engines using these tracks move at restricted speed. Westward trains ordinarily use Track 1. Eastward trains ordinarily use Track 4. Any variation from this procedure will be handled by yardmaster.

At Purcell, trains and engines move at restricted speed between westward interlocking signal east of station and MP 418.

MIDDLE DIVISION

OKLAHOMA DISTRICT 13

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frts.
Arkansas City to Purcell	90	60*

*Freight trains may observe passenger train speed but not to exceed 70 MPH provided:

- (1) Maximum district speed is 60 MPH for freight trains
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS

A Westward	MP 350 to MP 352
Eastward	MP 364 to MP 362
B Maximum authorized speed for freight trains when averaging:	
71 to 84 tons per car	60 MPH
85 tons and over per car or over 7000 tons total	45 MPH

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frts.
4 Curves, M.P. 263.0 to 264.1	20	20
4 Curves, M.P. 264.1 to 265.0	30	30
RR Crossing, M.P. 264.2 (Interlocking)	30	30
Curve, M.P. 265.3 to 265.5	65	65
Curve, M.P. 266.1 to 266.2	65	65
4 Curves, M.P. 288.7 to 288.9	50	50
Curve, M.P. 290.4 to 290.5	65	65
RR Crossing, M.P. 290.7 (Interlocking)		
Main track	65	65
Siding	40	40
Storage track.	20	20
Curve, M.P. 315.7 to 315.8	75	70
RR Crossing, M.P. 316.3 (Auto. Interlocking)	75	70
Curve, M.P. 351.2 to 351.3	80	70
Curve, M.P. 351.8 to 351.9	60	60
Curve, M.P. 371.8 to 372.3	75	70
Curve, M.P. 377.1 to 377.3	50	50
Curve, M.P. 378.5 to 378.6	70	70
Curve, M.P. 415.9 to 416.0	70	70
Curve, M.P. 416.2 to 416.6	50	50

SWITCHES AND SIDINGS—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. Trains or engines using siding will not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Arkansas City	I	Both ends siding	40
	I	All dual control switches and crossovers between siding and main track	30
	S	East end yard lead, east end of yard	30
Newkirk	I	Both ends siding	40
	I	Switch to yard track 0.3 mile west of station	15
	I	Turnouts Oklahoma to Cushing 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	Both ends siding	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
	I	Crossovers between siding and main track	40
	I	Crossover between Enid District and Oklahoma 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 Eastward	40
Burnett	I	End of two tracks Westward	40
	I	Both ends siding	40
Moore	I	Both ends siding	40
Norman	I	Both ends siding	40
Noble	I	Both ends siding	40
Purcell	I	Crossover east end yard	30
	I	West end tail track	30
	S	East end tail track	30

14 ENID DISTRICT

MIDDLE DIVISION

WEST- WARD ↓	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 18 May 16, 1971		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
				KIOWA YL				Y CR
		0	0.8	Mo. Pac. Crossing	21.1	0.6		
	125	0	8.2	BURLINGTON	31.7	8.8	C	
		0	10.9		15.8			
	95			CHEROKEE YL		19.7	C	
		31.7	12.1	JET	29.6			
	39	31.7	8.2		31.7	31.8	C	
		31.7		NASH		40.0	C	
	41	31.7	7.8		0			
		31.7		HILLSDALE		47.8		
	35	31.7	5.8		0			
		31.7		ITUNA		53.6		
	24	22.2	4.6		31.7			
	80	0	2.8	BLANTON YL	52.8	58.2	B	
		0	0.3	S.L.-S.F. Jct.	23.8	61.0		
				ENID YL		61.3	Y CR	
		19.4	0.6	S.L.-S.F. Jct.	22.8			
		16.4	0.1	C.R.I.&P. Crossing	0	61.9		
		0	0.1	S.L.-S.F. Jct.	0	62.0		
		0	1.1	S.L.-S.F. Crossing	10.6	62.1		
	62	29.3	9.6		52.8	63.2		
		0	0.8	FAIRMONT	0	72.8		
		38.1	6.8	S.L.-S.F. Crossing	52.8	73.6		
	28	0	8.0	DOUGLAS	38.5	80.4	C	
	125	52.8	6.7	MARSHALL	52.8	88.4	C	
		52.8	7.7	LOVELL	52.8	95.1		
	39	0	7.6	CRESCENT	52.8	102.8	CR	
		26.4	6.3	MUDGE	0	110.4		
				GUTHRIE YL		116.7	Y CR	
				(116.9)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Kiowa to Guthrie	30

SPEED RESTRICTIONS - BRIDGES, CURVES AND RR CROSSINGS

	MPH
RR Crossing, M.P. 0.6 Gate normally across Mo. Pac. track. Approach prepared to stop. If gate is normal, observe maximum speed shown. If gate is across AT&SF track, stop must be made back of clearance sign.	20
RR Crossing, M.P. 62.0 (Auto. Interlocking)	30
RR Crossing, M.P. 63.2 Stop. Rules 98, 98(A), 98(B) and 98(D).	30
RR Crossing, M.P. 73.6 (Auto. Interlocking)	20*
4 Curves, M.P. 115.4 to Guthrie	15

*Speed shown applies only until head end of train is through interlocking limits.

SWITCHES AND SIDINGS—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. Train or engines trailing through and springing points of spring switches will not exceed speed prescribed for turnout. Trains or engines using siding will not exceed maximum turnout speed for that siding.

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Enid	S	Entering and leaving Interlocking Limits MP 61.9 and MP 62.1	15

Eastward trains secure both AT&SF and SL-SF clearance cards before leaving Enid.

Trains between Blanton and SL-SF Jct. MP 61.0 and within interlocking limits Enid MP 61.9 to MP 62.1 are governed by SL-SF time table, rules and special instructions.

Between outlying wye switch and Kiowa, on Plains Division, TCS Rules in effect on Main track and siding.

No switch lights on Enid District.

Siding Capacity 50 Ft. Per Car	WEST- WARD	TIME TABLE No. 18 May 16, 1971	Mile Post	Communications Turn Tables and Wyes	EASTWARD
	↓				↑
		STATIONS			
		HARTER (Oklahoma City) 36.7	C R I & P R.		
		SHAWNEE 2.3			
		OCA JCT. 8.9	38.6		
		HARJO 7.9	47.5		
35		MAUD 8.9	55.4		
		FINN 5.1	64.3		
24		KONAWA 15.1	69.4		
		S.L.-S.F. Crossing 0.6	84.5		
25		ADA YL 3.4	85.1	C	
		AHLOSO 9.2	88.5		
		STONEWALL 6.4	97.7		
		TUPELO YL	104.1		
		(104.5)			

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
OCA Jct. to Ada	30
Ada to Tupelo	25
Midwest City Industrial Spur	20

SPEED RESTRICTIONS - BRIDGES AND RR CROSSINGS

	MPH
RR Crossing, Yard Track Shawnee Stop. Rules 98, 98 (A), 98 (B) and 98 (D).	10
Bridge, M.P. 38.3	10
Bridge, M.P. 73.7	15
RR Crossing, M.P. 84.5 (Auto. Interlocking)	20*

*Speed shown applies only until head end of train is through interlocking limits.

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over all switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

Rule 99 (D) in effect between OCA Jct. and Tupelo.

Between Harter (Oklahoma City) and OCA Jct. trains will use CRI&P main track and be governed by CRI&P rules and time table.

Westward trains must secure AT&SF numbered clearance card before leaving Nowers, and CRI&P numbered clearance before leaving Nowers or Harter.

No switch lights on OCAA district.

WEST- WARD ↓	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 18 May 16, 1971					
	Feet Per Mile		STATIONS	Feet Per Mile				
			NEWKIRK YL	0.9	C			
			10.7 UNCAS	31.7	B	11.6		
			5.8 KAW	31.7	C	17.4		
70			2.1 SOLDANI	0		19.5		
			1.6 APPERSON	30.7		21.1		
			4.6 BURBANK	31.7	B	25.7		
68			11.9 FAIRFAX	30.2	C	37.6		
			5.5 RALSTON	31.7	C	43.1		
100			9.2 SKEDEE	31.7	B	52.3		
			1.8 ESAU JCT. YL	31.7	Y B	54.1		
			4.1 SL-SF Crossing	31.7	B	58.2		
			10.3 QUAY	31.7	B	68.5		
			3.2 YALE	31.7	B	71.7		
			1.7 MKT Gantlet	30.4		73.4		
			9.0 CUSHING YL	0	Y C	82.4		
			14.4 KENDRICK	31.7	B	96.8		
91			5.6 DAVENPORT	31.7		102.4		
45			17.0 MEEKER	31.7		119.4		
			12.6 SHAWNEE YL	31.7	Y C	132.0		
			2.1 END OF TRACK	0		134.1		
			(133.2)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frts.
Newkirk to Burbank	30	30
Burbank to Shawnee	50	40

SPEED RESTRICTIONS - BRIDGES, CURVES AND RR CROSSINGS

	MPH	
	Psgr.	Frts.
Curve, M.P. 30.8 to 30.9	20	20
4 Curves, M.P. 33.5 to 35.9	40	35
2 Curves, M.P. 36.6 to 36.9	45	35
RR Crossing, M.P. 58.2 (Auto. Interlocking)	20*	20*
6 Curves, M.P. 63.2 to 65.3	40	35
2 Curves, M.P. 69.0 to 69.5	40	35
2 Curves, M.P. 72.3 to 72.5	15	15
RR Crossing, M.P. 73.4 Automatic Interlocking. Gantlet track used jointly with MKT over Cimarron River bridge.	20*	20*
Bridge, M.P. 110.5	30	30
M.P. 119.0 to 132.0	30	30

*Speed shown applies only until head end of train is through interlocking limits.

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

Trains or engines using siding must not exceed maximum turnout speed for that siding.

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Newkirk	I	Turnouts Cushing to Oklahoma District	30

Trains secure clearance card before leaving Cushing, when operator on duty.

WEST- WARD ↓	TIME TABLE No. 18 May 16, 1971					EAST- WARD ↑
	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	Ruling Grade Ascending	Mile Post	
Feet Per Mile	STATIONS	Feet Per Mile				
52.8	LITTLE RIVER YL 11.0	0				Y C
45.7	Mo. Pac. Crossing 0.5	0	10.9			
52.2	GENESE0 9.1	45.4	11.4			
	S.L.-S.F. Crossing LORRAINE YL		20.5			
37.5	5.6	51.7	26.1	C		
52.8	HOLYROOD YL 4.6	0	30.7			
52.8	FARHMAN 5.7	44.9	36.4			
0	HITSCHMANN 4.8	37.0	41.2			
47.5	BEAVER 5.8	27.3	47.0			
45.5	SUSANK 2.9	31.7	49.9			
52.8	STICKNEY 2.9	51.5	52.8			
52.8	MILLARD 4.1	52.8				Y
	GALATIA YL 56.9					
	(57 0)					

Rule 99 (D) in effect.

No switch lights on the Little River District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Little River to Galatia	30

SPEED RESTRICTIONS - RR CROSSINGS.

	MPH
RR Crossing M.P. 10.9 Electric locked gate normally across AT&SF track. Be governed by instructions in lock box. Stop, open and close gate.	
RR Crossing M.P. 20.5 Gate normally across SL-SF track. Approach prepared to stop. If gate normal, observe maximum speed shown.	15

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

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

Trains or engines using siding must not exceed maximum turnout speed for that siding.

WEST- WARD ↓	TIME TABLE No. 18 May 16, 1971					EAST- WARD ↑
	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	Ruling Grade Ascending	Mile Post	
Feet Per Mile	STATIONS	Feet Per Mile				
52.8	MANCHESTER YL 5.7	52.8				Y
52.8	VINE CREEK 8.7	52.8	5.6			
52.8	WELLS 9.7	52.8	14.3			
0	MINNEAPOLIS YL 0.2	0	24.0	C		
0	U.P. Crossing 10.0	0	24.2			
0	ADA 8.8	0	34.2	C		
	BARNARD YL		43.0			Y C
	(43.1)					

Rule 99 (D) in effect.

No switch lights on the Minneapolis District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Manchester to Barnard	20

SPEED RESTRICTIONS - RR CROSSINGS.

	MPH
RR Crossing M.P. 24.2 Stop. Rules 98, 98(A), 98(B), 98(D).	20

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

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

Trains or engines using siding must not exceed maximum turnout speed for that siding.

Siding Capacity 50 Ft. Per Car	WEST- WARD		TIME TABLE		EAST- WARD	
	Ruling Grade Ascending	No. 18	Ruling Grade Ascending	May 16, 1971	Mile Post	Communications Turn Tables and Wyes
	Feet Per Mile	STATIONS	Feet Per Mile			
	0	PEABODY 13.8	0			
	0	A.T. & S.F. Crossing	0	5.5		
31	0	MARION YL 0.3	0	10.1	B	
	31.7	C.R.I. & P. Crossing	0	10.4		
45	31.7	CANADA 5.2	13.4	15.3		
35	31.7	HILLSBORO YL 5.8	17.4	20.5	B	
	31.7	LEHIGH 7.8	0	26.3	B	
38	0	CANTON 5.8	11.6	34.1	B	
	27.2	GALVA 3.9	31.7	39.9		
	14.3	C.R.I. & P. Crossing	31.7	43.8		
	0	C.R.I. & P. Crossing	31.7	46.7		
	0	McPHERSON YL 0.1	0	47.2	CR	
	31.7	U.P. Crossing	15.3	47.3		
	31.7	CONWAY YL 6.9	30.9	53.7	C	
	31.7	WINDOM 5.6	31.7	60.6		
	31.7	LITTLE RIVER YL 5.8	0	66.2	Y C	
	11.9	MITCHELL 5.4	31.7	72.0		
	0	Mo. Pac. Crossing	0	77.4		
	31.7	LYONS YL 0.3	31.7	78.1	C	
	28.8	S.L.-S.F. Crossing	31.7	78.4		
	30.1	CHASE YL 6.1	21.9	86.0	B	
	0	SILICA 6.4	29.3	92.1		
		ELLINWOOD YL		98.5	Y C	
		(102.4)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Marion to Little River	30
Little River to Ellinwood	35

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH
RR Crossing M.P. 10.4 (Auto. Interlocking)	20*
RR Crossing M.P. 43.8 (Auto. Interlocking)	20*
RR Crossing M.P. 46.7 Gate normally across C R I & P track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	15
RR Crossing M.P. 47.3 Stop. Rules 98, 98(A), 98(B), 98(D).	15
4 Curves, M.P. 66.0 to 66.1	15
RR Crossing M.P. 77.4 Gate normally across A T & S F track. Stop, open and close gate.	
RR Crossing M.P. 78.4 Gate normally across S L & S F track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	15

*Speed shown applies only until head end of train is through interlocking limits.

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

Trains or engines using siding must not exceed maximum turnout speed for that siding.

Trains secure clearance card at McPherson when operator on duty.

No switch lights on McPherson District.

Be governed by Rock Island Time Table, Rules and Regulations between Peabody and Marion.

MIDDLE DIVISION

SALINA DISTRICT 19

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
			No. 18					
	↓		May 16, 1971					↑
		Feet Per Mile	STATIONS		Feet Per Mile			
		0	ABILENE YL	0			T C R	
		0	0.4 C.R.I. & P. JCT.	0				
		0	0.2 S.A. JCT.	0				
		0	0.3 WEST ABILENE YL	0				
		0	7.5 U.P. Ry.	0				
A.T.&S.F. Yard		0	SOLOMON	0			C	
		0	12.6 EAST SALINA YL	0				
		0	0.4 A.B. JCT.	0	20.5			
		0	1.0 U.P. Crossing	0	21.5			
		0	0.1 U.P. Crossing	0	21.6			
		0	0.1 SALINA F.S. YL	0	21.7		R C	
		0	0.4 SALINA U.S. YL	0	22.1		C	
		14.2	0.6 U.P. Crossing	0	22.7			
42		39.9	7.4 HEDVILLE	37.0	30.1			
42		47.7	6.8 GLENDALE	30.0	36.9			
		47.5	5.3 JUNIATA	42.2	42.2			
		47.6	3.3 WESTFALL	44.0	45.5			
		47.5	3.5 EDALGO	42.2	49.0			
		39.6	6.2 BARTON	42.2	55.2			
		50.0	1.4 U.P. Crossing	50.2	56.6			
45		0	0.3 LINCOLN CENTER YL	0	56.9		C	
		37.0	5.2 GOLDENROD	21.1	62.1			
		47.5	3.1 DENMARK	37.0	65.2			
		37.0	6.5 ASH GROVE	18.5	71.7			
		42.2	5.4 HUNTER	30.0	77.1		C	
17		52.8	8.9 TIPTON	44.9	86.0		C	
		55.4	8.2 CORINTH	50.0	94.2			
		21.1	3.9 FORNEY	10.6	98.1			
		47.5	4.4 OSBORNE YL	42.2	98.1		Y C	
			(103.4)		102.5			

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Salina U.S. to Osborne	30

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH
RR Crossing M.P. 21.5 Stop. Rules 98, 98(A), 98(B), 98(D).	15
RR Crossing M.P. 21.6 Stop. Rules 98, 98(A), 98(B), 98(D).	15
RR Crossing M.P. 22.7 Gate mechanically connected to electric locked derails, normally across AT&SF tracks. Stop and be governed by instructions at crossing.	
Curve, M.P. 24.5 to 24.6	15
Curve, M.P. 25.1 to 25.2	15
2 Curves, M.P. 55.1 to 55.4	15
RR Crossing M.P. 56.6 Gate normally across AT&SF track. Stop, open and close gate.	
M.P. 88.5 to 91.5	20
Over bridge M.P. 101.1, Solomon River	10

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over all switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

Rule 99(D) in effect between Salina F.S. and Osborne. Eastward trains originating Salina secure UP clearance card Salina US before leaving.

Westward trains secure UP clearance card Abilene; also ATSF numbered clearance card at Salina F.S. when operator on duty.

Between Abilene and West Abilene, and between East Salina and Salina F.S., there is no superiority of trains. Trains and engines within these limits must move at restricted speed.

Be governed by Union Pacific Time Table, Rules and Regulations between West Abilene and East Salina.

No switch lights on the Salina District.

Siding Capacity 60 Ft. Per Car	WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 18 May 16, 1971		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
			34.7	NEVA YL 2.6	0	2.6		
			39.4	ROCKLAND 5.0	0	7.6		
34			37.0	HYMER 5.8	0	13.4	B	
20			47.5	DIAMOND SPRINGS 5.8	0	19.2	B	
29			50.5	BURDICK 6.3	41.2			
			20.6	C.R.I. & P. Crossing LOST SPRINGS 5.4	49.1	25.5		
			48.6	C.R.I. & P. Crossing 5.2	49.1	30.9		
53			34.4	HOPE 0.3	0	36.8		
			40.7	Mo. Pac. Crossing 7.3	47.5	37.1		
27			0	NAVARRE 7	47.5	44.4		
30			0	ENTERPRISE 0.1	0	52.1		
			0	C.R.I. & P. Crossing 0.1	0	52.2		
			0	A.T. & S.F. Crossing 5.8	0	52.3		
			0	ABILENE YL 0.5	0	58.1	T C R	
			0	C.R.I. & P. Jct. 0.2	0	58.6		
			0	S.A. Jct. 0.2	0	58.8		
			0	U.P. Crossing 8.0	0	59.0		
31			37.0	TALMAGE YL 5.6	0	67.0	C	
32			39.8	MANCHESTER YL 5.6	0	72.8	Y B	
34			52.8	LONGFORD 5.6	52.7	78.4	C	
15			52.8	OAK HILL 5.3	52.8	83.7	B	
			52.7	MILTONVALE 9.3	37.0			
54			52.8	AURORA 9.1	52.7	93.0	C	
17			52.6	HUSCHER 5.9	52.7	102.1	C	
			0	COOK 2.0	52.7	108.0		
			0	Mo. Pac. Crossing BN Crossing 3.2	0	110.0		
			0	0.3	0	113.2		
			14.2	CONCORDIA YL 6.6	0	113.5	C	
			52.4	Mo. Pac. Crossing 7.6	0	120.1		
			0	KACKLEY 6.0	23.5	127.7		
			52.1	C.R.I. & P. Crossing COURTLAND 7.5	52.7	133.7	C	
			52.6	LOVEWELL 5.8	0	141.2		
19			0	WEBBER 4.9	52.8	147.0		
			42.2	State Line 0.7	0	151.9		
			42.2	Mo. Pac. Crossing 0.4	0	152.6		
			0	BN Crossing 0.8	0	153.0		
				SUPERIOR YL		153.8	T C	
				(153.8)				

Trains must secure numbered clearance card before leaving Superior and Concordia. Trains must secure clearance card before leaving Abilene when operator on duty.

Between Abilene Station and U.P. Crossing M.P. 59.0, there is no superiority of trains. Trains and engines within these limits must move at restricted speed.

Trains and engines will be governed by C.&N.W. Ry. Time Table between M.P. 151.9 and Superior, which provides:

"A.T.&S.F. trains and engines have authority to operate on main and yard tracks, Superior. Chicago & North Western and A.T.&S.F. trains and engines have no time table superiority and must proceed at restricted speed within the yard limits, Superior."

No switch lights on the Strong City District.

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

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

Trains or engines using siding must not exceed maximum turnout speed for that siding.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Neva to Courtland	35
Courtland to State Line	25
State Line to Superior	20

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH
2 Curves, M.P. 4.2 to 4.8	30
7 Curves, M.P. 8.2 to 10.9	30
RR Crossing M.P. 25.5 (Auto. Interlocking)	20*
RR Crossing M.P. 30.9 (Auto. Interlocking)	20*
RR Crossing M.P. 37.1 (Auto. Interlocking)	20*
3 Curves, M.P. 50.7 to 51.9	30
RR Crossing M.P. 52.2 Gate normally across CRI & P track. Approach prepared to stop. If gate normal, observe maximum speed shown.	15
RR Crossing M.P. 52.3 Mill track lead—Gate normally across Mill track. Approach prepared to stop. If gate normal, observe maximum speed shown.	15
RR Crossing M.P. 59.0 Interlocking, signals and derails set normally against AT&SF. Be governed by instructions posted in signal house at crossing.	
Curve, M.P. 60.8 to 61.0	30
Curve, M.P. 62.7 to 62.9	30
Curve, M.P. 83.4 to 83.7	30
5 Curves, M.P. 88.7 to 90.0	30
4 Curves, M.P. 90.9 to 92.0	30
2 Curves, M.P. 92.7 to 93.4	20
2 Curves, M.P. 96.7 to 97.5	30
Curve, M.P. 108.5 to 108.7	30
2 Curves, M.P. 109.8 to 109.9	15
Curve, M.P. 111.1 to 111.3	30
RR Crossing M.P. 113.2 Stop. Rules 98, 98(A), 98(B), 98(D).	15
RR Crossing M.P. 120.1 Gate normally across Mo. Pac. track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	35
RR Crossing M.P. 133.7 Electric locked gate normally across A T & S F track. Be governed by instructions in lock box. Stop, open and close gate.	
RR Crossing M.P. 152.6 Stop. Rules 98, 98(A), 98(B), 98(D).	20
RR Crossing M.P. 153.0 Stop. Rules 98, 98(A), 98(B), 98(D).	20

*Speed shown applies only until head end of train is through interlocking limits.

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

2. REGISTER STATIONS RULE 83(A)

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains
Emporia—Emporia Yard	Originating or terminating either place.
Newton—Sand Creek	Originating or terminating either place.
Wellington—Wellington Yard	Originating or terminating either place.
McPherson	Originating or terminating.
Lyons	Originating or terminating.
Esau Jct.	When instructed by train order.

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

Emporia Trains on which engine or train crews do not change.

3.

4. JUNCTION SWITCHES Rule 98(C)

LOCATION	NORMAL POSITION
FIFTH DISTRICT	
YA Jct.	AT&SF Ry.
ST Jct.	AT&SF Ry.
MINNEAPOLIS DISTRICT	
Manchester	Strong City District
LITTLE RIVER DISTRICT	
Little River	McPherson District
SALINA DISTRICT	
C.R.I. & P. Jct.	Strong City District
S.A. Jct.	Strong City District
West Abilene	U.P. R.R.
East Salina	U.P. R.R.
A.B. Jct.	C.R.I. & P. R.R.
McPHERSON DISTRICT	
Ellinwood	Fifth District
GREAT BEND DISTRICT	
Great Bend	Fifth District
LARNED DISTRICT	
Larned	Fifth District
ENID DISTRICT	
Kiowa	Plains Division
Cherokee	Enid District
Blanton	SL-SF Ry.
Enid, SL-SF Jct.	SL-SF Ry.
STILLWATER DISTRICT	
Esau Jct.	Cushing District
OCAA DISTRICT	
OCA Jct.	CRI&P

5. JOINT TRACK FACILITIES

WICHITA—A.T. & S.F. trains will use Wichita Union Terminal Ry. Co. tracks between North Jct. and South Jct.

WN JCT.-MULVANE-BELLE PLAINE—Mo. Pac. trains use A.T. & S.F. main track between WN Jct. and Belle Plaine via Mulvane, will be governed by A.T. & S.F. Time Table and Rules.

5. JOINT TRACK FACILITIES—(Cont'd).

YA JCT. - ST. JCT. - MO. PAC. trains will use AT&SF tracks between YA Jct. and ST Jct. and will be governed by AT&SF Time Table and Special Instructions.

LORRAINE—S.L.-S.F. trains will use A.T.& S.F. main and yard tracks between 750 feet east and 2200 feet west of S.L.-S.F. crossing.

SUPERIOR—A.T.& S.F. trains will use C.& N.W. main and yard tracks.

C.R.I.& P. JCT.—WEST ABILENE—C.R.I.& P. trains use A.T.& S.F. main track and will be governed by A.T.& S.F. Time Table.

WEST ABILENE—EAST SALINA—A.T.& S.F. trains use U.P. R.R. main and yard tracks.

EAST SALINA—A.B. JCT.—C.R.I.&P. and A.T.& S.F. trains use C.R.I.& P. main track and will be governed by A.T.& S.F. Time Table.

BLANTON—S.L.-S.F. JCT. MP 61.0—A.T.& S.F. trains use S.L.-S.F. tracks and are governed by S.L.-S.F. time table, rules and special instructions.

ENID—Within interlocking limits MP 61.9 and MP 62.1, A.T.& S.F. trains use S.L.-S.F. tracks and be governed by S.L.-S.F. time table, rules and special instructions.

OCA JCT.—HARTER (CRI&P)—OCAA District trains and engines will use CRI&P tracks.

PEABODY-MARION. ATSF Trains will use CRI&P tracks between MP 194.3 and MP 208.3 and be governed by CRI&P time table, rules and special instruction.

6. (Rule 312) Home signals interlockings AG Tower, Wright, and Dodge City when displaying single yellow aspect, indicates—proceed prepared to enter turnout or stop short of train or obstruction.

14. MAXIMUM SPEED OF ENGINES.

MILES PER HOUR				
	Forward MPH	Light Forward MPH	Backing Or When not Controlled From Leading Unit MPH	Dead In Train MPH
Diesels				
16-48, 84, 300-314, 325-344, 5590-5614, 5900-5948, 7900-7909, 8000-8005, 8500-8524	90	90	45	90
200-289, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5615-5624, 6300-6348, 6600-6615, 7500-7519, 9110-9160, 9800-9849	70	70	45	70
500-564, 625-633, 650-653, 1500-1537, 2207-2298, 2303-2399, 2403-2441	45	45	45	45

15. MOVEMENTS OVER SUBMERGED TRACKS

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 (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines: 84, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9110-9160, 9800-9849	3	5	5
650-653, 2310-2321,	4	5	5
16-48, 200-344, 500-564, 625-633, 1500-1537, 2207-2298, 2303-2304, 2322-2399, 2404-2441, 2650-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5624, 5900-5039, 5940-5948	5	5	5
Passenger Cars: Roller Bearings Friction Bearings	8 12	5 5	0 0

17. DERRICKS, CRANES, SCALE TEST CARS.

Derricks, cranes, pile drivers, spreaders, and similar machinery moving on their own running gear, and scale test cars, must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speed indicated below:

DISTRICT	Wrecking Derricks MPH	Pile Drivers AT 199454 AT 199455 AT 199457 AT 199458 Derrick AT 199720 and Jordan Spreaders MPH	Other machines including Derrick AT 199775 MPH
First, Second, Third, Fourth, Fifth, Oklahoma and Douglass	40	45	30
Cushing	24	24	24
Strong City, McPherson, Great Bend, Enid, Larned, and Stillwater	20	20	20
Little River, Minneapolis and Salina	15	15	15
OCAA	10	10	10

Derricks AT 199720 and AT 199775, and pile drivers must be handled in trains next to engine.

Santa Fe scale test cars AT 199913, AT 199914, and AT 199915, and all foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

18.

19. YARD LIMITS

Abilene	Marion	Osborne
Augusta	Manchester	Kiowa
Barnard (Minneapolis Dist.)	Minneapolis	Cherokee
Chase	Ellinwood	Blanton
CH Jct. (5th Dist. only)	Emporia	Enid
Concordia	Ponca City (Plains Division only)	Newkirk (Cushing Dist. only)
Conway	Guthrie (Enid District only)	Ralston
Dodge City	Oklahoma City (includes Two Tracks only between Nowers M.P. 380.6 and Burnett M.P. 385.7)	Skedee (includes Esau Jct.)
El Dorado		Cushing
Galatia		Shawnee
Great Bend		Stillwater
Hillsboro		Salina
Holyrood		Scott City
Jetmore	McPherson	Sterling
Kinsley	ND Jct.	Superior
Larned	Ness City	Talmage
Lincoln Center	Neva (Strong City Dist. only)	WN Jct. (Douglass Dist. only)
Little River	Newton	Ada, Okla.
Lorraine	No. Wichita	Tupelo
Lyons		

20. BULLETIN BOOKS

Abilene	Great Bend	Ada, Okla.
Argentine RH	Kans City US	Sand Creek
Arkansas City	Cushing	Superior
Augusta	Shawnee	Way
Concordia	McPherson	Wellington
Guthrie	Newton	Ponca City
Nowers	No. Wichita	Kiowa
Oklahoma City	Osborne	Enid
Dodge City	Purcell	Cherokee
El Dorado	Salina F S	Lyons
Emporia		

21. STANDARD CLOCKS

Abilene	Ponca City	Ada, Okla.
Arkansas City	Newton	Scott City
Dodge City	No. Wichita	Way
Emporia	Sand Creek	Wellington
Great Bend	Purcell	Shawnee (Cushing Dist.)
Nowers	Cushing	Enid

23. OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
FIRST DISTRICT	
Yard	Newton, cinder pit hoist.
OKLAHOMA DISTRICT	
266.8	Highway Viaduct.
267.3	Highway Viaduct.
315.6	Black Bear Creek.
344.9	Skeleton Creek.
380.1	Highway Viaduct
384.0	Oklahoma City Train Sheds.
412.1	South Canadian River.
CUSHING DISTRICT	
50.4	Highway Viaduct.
52.2	Coal Chute.
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.
Yard	Crescent, overhead pipes, Cimarron Spur.

23. OVERHEAD OBSTRUCTIONS—(Cont'd).

STRONG CITY DISTRICT	
Yard	Enterprise, Ersham spur, overhead doorway into building.
Yard	Abilene, Security Mill, canopy over two tracks.
Yard	Abilene, Abilene Alfalfa Mill, canopy over track.
SALINA DISTRICT	
Yard	Salina, Salina Terminal, canopy over tracks each side of elevator.
Yard	Salina, Gooch Mill, canopy over track on south side of mill.
25.2	CGF Elevator, canopy over tracks north and south side.
101.1	Solomon River Bridge.

24. INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
SECOND DISTRICT		
Paxton	M.P. 199.4	6 Cars
THIRD DISTRICT		
Standard Oil Company Spurs	M.P. 202.6	57 Cars
Quality Concrete Inc. spurs	M.P. 216.3	16 Cars
Keeler spurs	M.P. 218.1	43 Cars
FOURTH DISTRICT		
KG&E Spur	M.P. 209.3	25 Cars
FIFTH DISTRICT		
Great Bend Industrial Spur	M.P. 274.6	174 Cars
OKLAHOMA DISTRICT		
Team Track	M.P. 366.7	31 Cars
Central Fixtures Spurs	M.P. 372.5	9 Cars
General Portland Cement Spurs	M.P. 372.9	55 Cars
Murphy Perkins	M.P. 372.9	10 Cars
Ralston Purina	M.P. 373.0	91 Cars
Harper Oil Co. (Dereco)	M.P. 373.5	28 Cars
Dow Chemical Spur	M.P. 373.6	10 Cars
Cain's Coffee	M.P. 373.9	19 Cars
Acme Brick Spur	M.P. 374.3	16 Cars
W. E. Davis	M.P. 374.6	10 Cars
Dolese Spur	M.P. 375.0	22 Cars
Tyler Simpson	M.P. 400.2	13 Cars
IBM Spur	M.P. 405.2	10 Cars
Dolese Spur	M.P. 405.7	22 Cars
ENID DISTRICT		
Schoeb Ranch Spur	M.P. 10.9	13 Cars
CUSHING DISTRICT		
Corning Glass Spur	M.P. 127.6	18 Cars
STILLWATER DISTRICT		
Swan Rubber	M.P. 26.5	50 Cars
Boomer Spur	M.P. 27.0	55 Cars
SALINA DISTRICT		
CGF spurs and switching tracks	M.P. 25.2	298 Cars
GREAT BEND DISTRICT		
Western Light & Telephone Co.	M.P. 6.5	40 Cars
Shallow Track	M.P. 77.0	4 Cars
LARNED DISTRICT		
Bert Wetta Track	M.P. 15.1	7 Cars
Bosse Track	M.P. 42.7	11 Cars
OCAA DISTRICT		
Midwest City Industrial Spur	CRI&P M.P. 482.6 & M.P. 483.3 M.P. 67.6	1.5 Miles
OG&E Spur		

SURGEONS OF THE A.T.&S.F. EMPLOYEES' BENEFIT ASSOCIATION

DR. R. M. BROOKER, Chief Surgeon Topeka

LOCAL SURGEONS

LOCATION	DOCTORS
Abilene	D. C. CHAFFEE
"	D. C. RORABAUGH
"	K. E. CONKLIN
Ada, Kansas	C. D. WISEMAN
Arkansas City	R. F. MORTON
"	GEO. MEEK
"	G. L. CAMPBELL
"	N. C. SMITH
"	B. G. SMITH
Augusta	FRANK CVETKOVICH
"	J. L. BARBER
"	D. W. ANDERSON
"	W. N. HAFNER
Bethany	L. N. GILBERT
Chandler	D. A. SEELIG
Cherokee	C. L. BENSON
Concordia	M. C. PEARSON
"	E. R. GELVIN
Cottonwood Falls	L. F. MCKEE
Cushing	C. M. BASSETT
"	G. R. SMITH, JR.
"	W. O. DAVIS
"	J. D. GREEN
Dighton	GEO. VON LAONROD
Dodge City	R. J. OHMAN
"	R. G. KLEIN
"	R. MCCOY
"	A. B. BUSCH
"	J. H. WILEY
"	WM. VANTREKELL
Edmond	E. H. MURRAY
El Dorado	G. E. KASSEBAUM
"	R. M. BRIAN
"	GEO. W. HAMMEL
Ellinwood	FINDLEY LAW
Emporia	C. R. HOPPER
"	C. A. UNDERWOOD
"	E. CAMPBELL
"	D. A. GINAVAN
"	R. L. PETERSON
Enid	R. G. JACOBS
"	B. R. HINSON
Florence	J. C. SLIFER (Osteopath)
Great Bend	H. B. RUSSELL
"	D. G. SHIVEL
"	W. C. NIEDEREC
"	A. W. BEAHM
Guthrie	J. S. PETTY
Halstead	J. W. WELCH
Haysville	N. L. MORGAN, JR.
Hillsboro	A. C. EITZEN
Hutchinson	R. W. FERNIE
"	C. R. OPENSHAW
"	J. S. SPITZER
"	CHARLES T. MCCOY
Jetmore	J. G. O'SHEA
Kinsley	M. D. ATWOOD
"	W. L. MCKIM
Kibwa	L. PATZKOWSKY
Larned	W. R. BRENNER
Lincoln Center	H. L. SONGER
Little River	A. F. SCHMIDT
Lyons	R. A. SIEMENS
"	J. T. GRIMES
Marion	T. C. ENSEY
Marshall	J. F. W. DEWITT (Osteopath)
McPherson	A. H. DYCK

LOCATION

DOCTORS

Meeker	H. T. BAUGH
Midwest City	G. S. COLLINS, JR.
Minneapolis	E. DEAN BRAY
Ness City	D. B. PARKER
Newkirk	G. H. YEARY
Newton	J. W. HERTZLER
"	V. W. VOGT
"	H. R. SCHMIDT
"	F. A. ALLEN
"	E. T. OLSON
"	R. W. MYERS
"	D. V. PREHEIM
"	E. S. RICH
"	M. A. CLAASSEN
"	J. S. BENTON
"	ANDREW NACHTIGALL
"	HERBERT FRANSEN
Norman	CURTIS BERRY
"	O. M. WOODSON
"	Y. E. PARKHURST
Oklahoma City	J. N. CLYMER
"	I. C. MCLENDON
"	C. SHIELDS
"	J. N. PARKER
"	M. L. COX
"	T. E. VOGEL
"	W. L. BOWLAN
"	P. D. PATZKOWSKY
"	JOHN R. MCINNIS
"	H. A. MASTERS
"	WM. A. CROCKETT
Osborne	A. L. SCHERER
Pawnee	H. L. RATLIFF
Peabody	BETHEL CLINIC
Perkins	L. C. FRED
Perry	A. M. BROWN
"	A. M. EVANS
Ponca City	R. B. GIBSON
"	R. W. GIBSON
"	P. T. POWELL
Purcell	W. C. MCCURDY, JR.
"	W. G. LONG
"	W. T. STONE
"	J. G. ROLLINS
Salina	J. C. MITCHELL
"	C. E. SCOTT
"	W. K. NICKELL
Scott City	B. M. HOPKINS
"	G. W. FIELDS
"	J. H. LATHROP
Shawnee	PAUL GALLAHER
Spearville	G. H. HORT, D.O.
Stafford	O. W. LONGWOOD
Sterling	J. C. DYSART
Stillwater	A. B. SMITH
"	H. G. NELSON
"	H. R. SANDERS
St. John	R. P. QUACKENBUSH
Superior	P. J. HALLGRIMSON
"	T. C. KIEHAEFER
Wellington	J. L. MCGOVERN
"	W. M. COLE
"	J. L. DIACON
Wichita	D. M. THOMPSON
"	F. D. EVANS
"	HARRY HIDAKA
"	A. J. WRAY
"	E. B. WINCHESTER
" (Park City)	BETHEL CLINIC
Winfield	R. B. WHITE
"	L. R. KAUFMAN
"	M. W. WELLS

EYE, EAR, NOSE AND THROAT SPECIALISTS

LOCATION	DOCTORS
Arkansas City	J. E. HILL (Eye Only)
"	S. L. ABBEY, O.D.
"	ALFRED AUCAR
Augusta	R. WHITTAKER (Eye Only)
"	D. CRUM (Eye Only)
Cushing	
Dodge City	E. W. SCHWARTZ, Ophthalmologist
El Dorado	J. H. JOHNSON (Eye Only)
"	G. CAMPBELL (Eye Only)
"	G. V. WILLIAMS (E.N.T.)
"	G. ABBOTT (Eye Only)
"	J. D. JOYCE (Eye Only)
Emporia	D. P. TRIMBLE
"	E. L. GANN
Enid	A. F. DOUGAN
"	W. J. BUVINGER
Great Bend	R. C. POLSON (Eye Only)
Guthrie	J. R. HENKE, Ophthalmologist
Halstead	RUTH M. SHORT
"	
Hutchinson	
"	V. R. MOORMAN
"	G. E. STONE
"	C. T. MCCOY (Ophthalmologist)
Newton	E. K. ENNS
"	J. H. ENNS (Eye Spec)
"	GARY K. ASH (Optometrist)
"	ROGER D. GRANT (Optometrist)
"	D. J. STANGLE (Optometrist)
Norman	D. W. MARSH
Oklahoma City	D. M. LOWRY
"	R. E. CAMPBELL (Eye Only)
"	W. D. HEATH, Ophthalmologist
Ponca City	W. W. MALL
Shawnee	A. M. WILLIAMS
Stillwater	W. H. GARNIER
Wichita	E. M. HARMS
"	E. E. TIPPIN, JR.
"	E. PARK, (Eye Only)
"	J. EATON (Eye Only)
"	R. D. WEAVERLING (Eye Only)

A. J. STROBEL, General Watch Inspector Topeka

LOCAL TIME INSPECTORS

Abilene	W. H. LOWRY
Ada, Okla.	O. G. EDGAR
Arkansas City	L. W. GRIMES
"	J. H. DWEELAARD (Asst.)
Augusta	C. R. MCCULLOUGH
Cottonwood Falls	ED BRANDLEY
Cushing	H. L. ROBNETT
Dodge City	RICHARD ELMISTEN
El Dorado	P. R. KEMMERLY
Emporia	D. H. ROSENBALM
Great Bend	L. D. MORRISON
Guthrie	W. B. LINGERFELT
Hutchinson	V. C. MEADOW
"	E. BAIZE
Kiowa	D. E. OVERSTREET
Newton	S. B. HANKINS
Oklahoma City	B. C. CLARK
"	F. E. GARRETT
Ponca City	W. W. MOTE
Purcell	L. R. WYATT
Salina	V. A. WEBSTER
Shawnee	B. L. GORDON
Superior	DONALD MORE
Wellington	R. H. RILEY
Wichita	E. R. CLARK
"	MARTHA HERMAN
Winfield	E. H. RUPPELIUS



SANTA FE SAFETY FIRST



Every employee 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.)

CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS WESTWARD

		324	119 129 329 379	118 328 368 378	308	195	317	105 305 315	109 309	318	314	198	307	304	327
Emporia	LV	1215	AM 110	AM 215	AM 900	AM 1100	PM 100	PM 105	PM 420	PM 530	PM 700	PM 725	PM 800	PM 825	PM 1000
Wellington	AR		AM 325	AM 430	PM 120		PM 400		PM 645	PM 800		PM 925	PM 1100		
Arkansas City	LV					150		440							215
Okla. City	LV							730							530
Purcell	AR							850							700
	LV					600		910							720
Sand Creek	LV	600				PM		PM			915			1100	AM
Dodge City	LV (MT)	600									1201			300	
		PM									AM			AM	

EASTWARD

		413	403	473	591	503 513	511	843	943	801	901	703	813 863	891	741 743	841	803
Dodge City	LV (CT)	AM 400	PM 445	PM 1100													
Sand Creek	LV	1000	1100	300													
Purcell	AR				AM 100	AM 400	PM 400										
	LV				120	445	430										
Okla. City	LV				245	600	600										
Arkansas City	LV				600	150	1000										
Wellington	LV							AM 1240	AM 230	AM 330	AM 430	AM 730	PM 210	PM 230	PM 630	PM 700	PM 1000
Emporia	LV	PM 1230	AM 245	AM 500	AM 845	PM 615	AM 215	AM 340	AM 455	AM 555	AM 655	PM 1201	PM 510	PM 430	PM 950	PM 1010	AM 1225

Note: The above schedules are shown for information only and confer no time table authority.