

W. C. SPANN,
Acting Asst. Superintendent Newton, Kans.
T. H. LINN, Trainmaster Newton, Kans.
B. D. JOHNSTON, Trainmaster Newton, Kans.
R. D. MARTIN, Trainmaster Newton, Kans.
S. P. SELBY, Trainmaster Oklahoma City, Okla.
D. G. SIBLEY, Asst. Trainmaster Oklahoma City, Okla.
T. H. SHALIN, Asst. Trainmaster Arkansas City, Kans.
W. L. WOOTTON, 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.
K. L. SEBO, 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	B. L. JOSEPH	C. H. TATE
S. R. BELEW	B. J. ECKERT	R. N. MASON
J. Q. COOPER	W. G. BURTON	S. P. MARK
G. O. THOMAS	D. L. RESER	R. C. COPPOCK
H. E. SHEPHERD	W. P. VAUGHN	J. L. MITCHAM
W. G. WILLIAMS	D. S. OSBURN	G. H. HARDEY
	E. M. SMITH	K. F. KIEFER

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are **DAMAGING**—Here's what happens:

Speed	SAFE COUPLING SPEED
4 miles per hour <input type="checkbox"/>	Damage Begins
5 miles per hour <input type="checkbox"/>	2 1/4 times as damaging as 4 MPH
6 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	

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 02	60.0	1 44	34.6
39	92.3	1 04	58.0	1 46	34.0
40	90.0	1 06	56.2	1 48	33.3
41	87.8	1 08	54.5	1 50	32.7
42	85.7	1 10	52.9	1 52	32.1
43	83.7	1 12	51.4	1 54	31.6
44	81.8	1 14	50.0	1 56	31.0
45	80.0	1 16	48.6	1 58	30.5
46	78.3	1 18	47.4	2 00	30.0
47	76.6	1 20	46.1	2 05	28.8
48	75.0	1 22	45.0	2 10	27.7
49	73.5	1 24	43.9	2 15	26.7
50	72.0	1 26	42.9	2 30	24.0
51	70.6	1 28	41.9	2 45	21.8
52	69.2	1 30	40.9	3 00	20.0
53	67.9	1 32	40.0	3 30	17.1
54	66.6	1 34	39.1	4 00	15.0
55	65.5	1 36	38.3	4 30	13.3
56	64.2	1 38	37.5	5 00	12.0
57	63.2		36.8	6 00	10.0

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

EASTERN LINES

MIDDLE DIVISION

TIME TABLE No.

21

IN EFFECT

SUNDAY, JUNE 11, 1972

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

J. T. GROUNDWATER,
Acting Asst. Genl. Mgr.,
Topeka, Kansas

E. GILLMORE,
Superintendent,
Newton, Kansas

2 FIRST DISTRICT

MIDDLE DIVISION

Siding Capacity 50 Ft. Per Car	WESTWARD			Ruling Grade Ascending	TIME TABLE No. 21 June 11, 1972	Ruling Grade Ascending	Mile Post	Communications Track Tables and Wyes	EASTWARD		
	First Class								First Class		
	19	3	15						4	16	20
	Leave Daily	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily
	PM 7.05	AM 4.00	AM 1.35	6.1	EMPORIA YL 3.2	21.2	112.1	T C R	AM 3.45	AM 4.05	PM 9.30
				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				
	7.15	4.10	1.45	9.2	ELLINOR 6.3	0	125.4		3.31	3.36	9.15
218				10.4	STRONG CITY 4.1	0	131.7	Y C			
				0	NEVA 2.5	0	135.8	B			
				17.4	ELMDALE 7.3	12.8	138.3				
160				13.0	CLEMENTS 5.1	0	145.6	B			
				0	CEDAR POINT 6.2	0	150.7				
W 120 E 165	7.38	4.34	2.10	19.3	FLORENCE 11.4	0	156.9	C	3.05	3.10	8.50
W 103 E 57	7.48	4.43	2.18	14.8	PEABODY 0.3	0	168.3		2.56	3.01	8.41
				45.4	C.R.I.&P. Crossing 9.7	18.3	168.6				
	7.56	4.51	2.26	0	WALTON 6.3	21.1	178.3		2.48	2.53	8.33
				0	Mo. Pac. Crossing 0.5	19.1	184.6				
	8.10 PM	5.05 AM	2.40 AM		NEWTON YL		185.1	T Y C R	2.40 AM	2.45 AM	8.25 PM
	Arrive Daily	Arrive Daily	Arrive Daily		(73.0)				Leave Daily	Leave Daily	Leave Daily
	67.4	67.4	67.4		Average speed per hour				67.4	54.7	67.4

RULE 251 IN EFFECT:

Emporia to Ellinor except Main Track No. 3 between Merrick and Ellinor.

MP 155.0 (Florence) to Mo. Pac. Crossing Newton.

RULE 261 IN EFFECT:

Main Track No. 3 between Merrick and Ellinor.

On Main Track and sidings, Ellinor to MP 155.0 (Florence).

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 First Street (MP 185.5), north track designated as Main Track No. 2; middle track as Main Track No. 1; and south track as Main Track No. 3.

At Newton between Mo. Pac. crossing and Main Street (MP 185.1), Rule 93(A) in effect on Main Tracks Nos. 1, 2 and 3.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frts.
Emporia to Newton	79	60*

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 7,000 tons total. 45 MPH

Freight trains may observe passenger train speed but not to exceed 70 MPH, except

Westward between M.P. 167 and M.P. 168.5 and M.P. 181 and Newton

Eastward between M.P. 176.5 and M.P. 163.5
M.P. 147.5 and M.P. 139.5 and
M.P. 117.5 and Emporia,

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.

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH
Curve, M.P. 132.4 to 132.8	75
Curve, M.P. 133.7 to 133.9	60
Curve, M.P. 135.9 to 136.4	75
Curve, M.P. 162.6 to 162.9	75
3 Curves, M.P. 166.4 to 170.5	75
RR Crossing, M.P. 168.6 (Auto. Interlocking)	79
4 Curves, M.P. 173.3 to 175.9	75
RR Crossing, MP 184.6 (Interlocking)	20

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Cottonwood Falls Spur	M.P. 181.4	1.7 Miles

Between Ellinor and Florence all block signals, equipped with number plates, governing eastward movements are located immediately to the left of the main track.

Controlled signals governing eastward movements are located immediately to the left of the track at the following locations:

- M.P. 155.0 Siding, east end Florence
- M.P. 143.3 Main track, east end Clements
- M.P. 135.9 Strong City District, Neva
- M.P. 129.3 Main track, east end Strong City

Controlled signals governing westward movements are located immediately to the left of the track at the following locations:

- M.P. 131.6 Siding, west end Strong City
- M.P. 145.0 Siding, west end Clements
- M.P. 185.1 Main Track No. 2—Newton

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. Other crossovers and turnouts from Main track No. 3 to yard track.	50 30
Ellinor	I	Main track turnouts and crossovers.	40
Strong City	I	Both ends siding.	30
Neva	I	Turnout to Strong City District	20
Clements	I	Both ends siding.	30
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
	I	End of two tracks eastward.	30
Peabody	S	West end westward siding	30
Newton	S	East end freight yard connection and Main Track No. 3.	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
	I	Main track crossovers and turnouts MP 185.1 to MP 185.5.	30

OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
Yard	Newton, cinder pit hoist.

Siding Capacity 60 Ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 21 June 11, 1972	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	First Class							First Class	
	19	3						4	20
	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
	PM 8.15	AM 5.10	0	NEWTON YL } 2 Tracks	31.8	185.1	T CR s	AM 2.35 s	PM 8.15
			21.1	SAND CREEK } 1.6	15.8	186.7	YRC		
80				HALSTEAD } 9.1	0	194.6	C		
120			21.1	BURRTON } 0.4		203.7		2.12	7.53
200	8.30	5.25		S.L.-S.F. Crossing } 10.8	0	204.1			
			9.5	WAY } 1.6	0	214.9	YR		
			0	C.R.I.&P. Crossing } 1.5	0	216.5			
663	8.45 s	5.40	0	HUTCHINSON } 0.3	0	218.0	YRC s	1.58 f	7.41
			0	CH JCT. } 0.9	0	218.3			
	8.47	5.42	0	ND JCT. } 4.2	0	219.2	B	1.54	7.39
			21.1	Mo. Pac. Crossing YL					
82	8.51	5.46	0	WHITESIDE } 5.5	0	223.4	B	1.50	7.35
82	8.55	5.50	21.1	PARTRIDGE } 6.2	0	228.9		1.46	7.31
200	9.00	5.55	21.1	ABBYVILLE } 5.6	0	236.1	B	1.42	7.27
84	9.04	5.59	21.1	PLEVNA } 5.7	20.3	240.7	B	1.38	7.23
86			21.1	SYLVIA } 4.7	0	246.4	C	1.34	7.19
200	9.11	6.06	21.1	ZENITH } 5.9	0	251.1	B	1.30	7.15
84	9.15	6.10	0	STAFFORD } 0.2	0	257.0	C	1.26	7.11
			0	Mo. Pac. Crossing } 8.8	0	257.2			
200	9.21	6.16	21.1	ST. JOHN } 6.8	0	266.0	CR	1.19	7.04
85	9.26	6.21	15.8	DILLWYN } 4.8	0	272.8	B	1.14	6.59
82	9.30	6.25	15.8	MACKSVILLE } 7.3	0	277.6	CR	1.10	6.55
200	9.35	6.30	0	BELPRE } 8.4	0	284.9	B	1.05	6.50
84	9.41	6.36	0	LEWIS } 9.1	0	293.3	C	12.59	6.44
135	9.49	6.44	21.1	KINSLEY YL } 8.0	0	302.4 (316.7)	Y CR	12.52	6.37
99			21.1	OFFERLE } 5.6	0	324.7	C		
101			21.1	BELLEFONT } 5.8	0	330.3			
141			24.2	SPEARVILLE } 8.6	24.2	336.1	CR		
153			26.5	WRIGHT } 7.8	26.5	344.7		12.32	6.17
106	10.25 s	7.20 s		DODGE CITY YL } 2 Tracks		352.5	TY CR	12.23 AM	6.08 PM
	Arrive Daily	Arrive Daily		(153.1)				Leave Daily	Leave Daily
	70.6	70.6		Average speed per hour				69.6	72.3

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

RULE 261 IN EFFECT:

On main tracks, M.P. 185.1 (Newton) to ND Jct.

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 First Street (MP 185.5), north track designated as Main Track No. 2; middle track as Main Track No. 1; and south track as Main Track No. 3.

At Newton between Mo. Pac. crossing and Main Street (MP 185.1), Rule 93(A) in effect on Main Tracks Nos. 1, 2 and 3.

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, Rule 93(A) in effect between M.P. 352.1 and M.P. 352.8.

MIDDLE DIVISION

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.

"I"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Newton	I	Main track crossovers and turnouts MP 185.1 and MP 185.5.	30
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 Crsg. (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

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Paxton	M.P. 199.4	6 Cars

Siding Capacity 60 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. 21						First Class
	15		June 11, 1972						16
	Leave Daily	Feet Per Mile	STATIONS			Feet Per Mile		Arrive Daily	
	AM 2.50	0	NEWTON 2.9			27.8	185.1	AM 2.30	
		0	McGRAW 3.2			18.0	188.0		
133		0	PUTNAM 4.0			5.5	191.2		
146		0	SEDGWICK 6.6			10.4	195.2		
190		0	VALLEY CENTER S.L.-S.F. Crossing 7.3			7.2	201.8		
	3.11	0	NO. WICHITA YL. 1.0			9.5	209.1	1.56	
		0	Mo. Pac. Crossing 1.6			10.8	210.1		
	3.16	21.2	NORTH JCT. YL. 0.6			0	211.7	1.52	
	3.30	0	WICHITA U.S. 0.9			28.8	212.3	1.50	
		31.7	SOUTH JCT. 4.2			10.9	213.2		
133		16.4	CONNELL 5.6			31.7	217.4		
134		21.6	DERBY 4.9			31.7	223.0		
265		31.7	MULVANE 10.0			18.6	227.9		
124		0	UDALL 11.8			39.6	237.9		
183		13.5	WN JCT. 6.7			16.3	249.7		
		0	S.L.-S.F. Crossing 0.4			16.3	250.4		
		31.7	WINFIELD 5.3			31.7	250.8		
156		31.7	HACKNEY 7.3			31.7	256.1		
483	4.35 AM		ARKANSAS CITY				263.4	12.45 AM	
	Arrive Daily		(78.3)					Leave Daily	
	44.7		Average speed per hour					44.7	

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.

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:

"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.

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 Mulvane, track nearest depot is Third District main track, next track is Fourth District Main Track No. 2, and next track is Third District siding.

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.

M.P. 185.1 (Newton) 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 First Street (MP 185.5), north track designated as Main Track No. 2; middle track as Main Track No. 1; and south track as Main Track No. 3.

At Newton between Mo. Pac. crossing and Main Street (MP 185.1), Rule 93(A) in effect on Main Tracks Nos. 1, 2 and 3.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

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

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 7,000 tons total 45 MPH

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.

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frnt.
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	70	70
Curve, M.P. 260.9 to 261.2	65	65

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.

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
Newton	I	Main track crossovers and turnouts MP 185.1 to MP 185.5.	30
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 main track No. 2 at M.P. 227.3	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 east end yard lead	30
	I	Crossover between main track and siding M.P. 262.7	30

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
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

8 FOURTH DISTRICT

MIDDLE DIVISION

Siding Capacity 50 Ft. Per Car	WEST- WARD	Rolling Grade Ascending	TIME TABLE		Rolling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD	
			No. 21						
			June 11, 1972						
		Feet Per Mile	STATIONS		Feet Per Mile				
229	↓	0	TCS	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		
E 129 W 189		0		AUTO. BLOCK SYS.	VANORA 7.7	0	177.6		
		0			AG TOWER YL S.L.-S.F. Crossing 0.4	0	185.3		YCR
	0	AUGUSTA YL 5.7	0		185.7 (199.5)				
133	31.7	TCS	TWO TRACKS	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	TCS	TWO TRACKS	BELLE PLAINE 0.7	18.8	226.5	C		
	31.7			Mo. Pac. Crossing 4.5	0	227.2			
	0	TCS ABS	CICERO 7.4	21.4	231.7				
			WELLINGTON		238.9	TYCR			
			(99.9)						

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

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 7,000 tons total. . . . 45 MPH

Freight trains may observe passenger train speed but not to exceed 70 MPH, except Eastward between M.P. 227 and M.P. 224, 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.

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:		
		MPH
Curve,	M.P. 129.5 to 129.8	75
Curve,	M.P. 133.5 to 133.8	75
Curve,	M.P. 138.5 to 138.8	75
Curve,	M.P. 141.0 to 141.3	75
13 Curves,	M.P. 142.3 to 149.6	60
Curve,	M.P. 152.4 to 152.8	75
Curve,	M.P. 159.8 to 160.0	75
Curve,	M.P. 172.3 to 172.5	65
Curve,	M.P. 173.4 to 173.7	50
Curve,	M.P. 174.1 to 174.3	
	Eastward Track	40
	Westward Track	30
Curve,	M.P. 175.3 to 175.5	70
Curve,	M.P. 179.6 to 179.8	65
Curve,	M.P. 182.8 to 183.0	70
RR Crossing,	M.P. 185.3 (Interlocking)	50
2 Curves,	M.P. 200.4 to 200.7	55
2 Curves,	M.P. 202.4 to 203.2	65
2 Curves,	M.P. 204.3 to 204.7	45
2 Curves,	M.P. 205.1 to 205.5	60
Curve,	M.P. 209.5 to 209.7	60
Curve,	M.P. 210.2 to 210.4	70
Curve,	M.P. 215.6 to 215.8	65
3 Curves,	M.P. 219.4 to 220.9 Main Track No. 2	30
RR Crossing	M.P. 227.2 Electrically locked gate normally across Mo. Pac. Track (MP 227.2). If gate is normal and home signal indicates "proceed" observe maximum speed shown.	60
Curve,	M.P. 228.4 to 228.6	70
Curve,	M.P. 233.1 to 233.5	70
2 Curves,	M.P. 236.6 to 238.9	50

HOT BOX DETECTORS	
Detector Location	Locator Location
M.P. 140.4	Westward 142.4 Eastward 138.2
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, M.P. 179.1. Dragging equipment will also activate alarms M.P. 140.4.

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 Main Track No. 2 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	40
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 Main Track No. 2 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 Main Track No. 2 M.P. 221.9	40
	I	West end siding	30
	I	Both ends 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

JOINT TRACK FACILITIES

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.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
FOURTH DISTRICT		
KG&E Spur	M.P. 209.3	25 Cars

Siding Capacity 50 Ft. Per Car	WESTWARD ↓	Feet Per Mile	TIME TABLE No. 21 June 11, 1972		Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD ↑
			Rating Grade Ascending	STATIONS				
				AG TOWER YL			Y	
				S.L.-S.F. Crossing		185.3	C	
			0	0.4	0		R	
				AUGUSTA YL		185.7		
			0	6.3	0			
134				GORDON		192.0		
			10.6	5.0	15.8			
139				DOUGLASS		197.0	C	
			0	5.6	15.8			
131				ROCK		202.6		
			10.6	6.2	15.8			
135				AKRON		208.8	B	
			10.6	7.2	15.8			
117				WN JCT. YL		216.0	Y	
				(30.7)			R	

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
RR Crossing, M.P. 185.3 (Interlocking)	50
3 Curves, M.P. 187.2 to 188.7	40
5 Curves, M.P. 198.8 to 200.0	25
Curve, M.P. 211.2 to 211.5	40
2 Curves, M.P. 215.6 to 216.0	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. 21 June 11, 1972		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD
	↓		STATIONS	Feet Per Mile				↑
				CH JCT. YL	0	218.3		
				4.4 YA JCT.	0	222.7	B	
82				0.5 YAGGY	0	223.2	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	0			8.8 LARNED YL	0	291.8	Y R C	
	17.4			5.6 HAMBURG	0	297.4	B	
84	12.6			5.1 GARFIELD	0	302.5	C	
	9.0			6.9 NETTLETON	0	309.4	B	
				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. 21 June 11, 1972		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD
	↓		STATIONS	Feet Per Mile				↑
				GREAT BEND YL	0		Y CR	
				5.2 8.3 HEIZER	0	8.0		
				21.1 7.1 ALBERT	0	15.1	C	
				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	0	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. Train order signal at Kinsley governs Second District trains only.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	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.

JUNCTION SWITCHES Rule 98 (C)

LOCATION	NORMAL POSITION
YA Jct.	AT&SF Ry.
ST Jct.	AT&SF Ry.

JOINT TRACK FACILITIES

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.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Great Bend Industrial Spur	M.P. 274.6	174 Cars

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.

JUNCTION SWITCHES Rule 98 (C)

LOCATION	NORMAL POSITION
Great Bend	Fifth District

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Western Light & Telephone Co.	M.P. 6.5	40 Cars

LARNED DISTRICT

MIDDLE DIVISION

STILLWATER DISTRICT

11

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 21		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	↓		June 11, 1972	↑				
	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		52.8		Y C	
			JETMORE YL			46.2		
			(46.2)					

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 21		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	↓		June 11, 1972	↑				
	Feet Per Mile		STATIONS		Feet Per Mile			
			ESAU JCT. YL				Y	
	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		0.6 END OF TRACK		23.2	30.6		
			(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.

JUNCTION SWITCHES Rule 98 (C)

LOCATION	NORMAL POSITION
Esau Jct.	Cushing District

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Swan Rubber	M.P. 26.5	50 Cars
Boomer Spur	M.P. 27.0	55 Cars

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.

JUNCTION SWITCHES Rule 98 (C)

LOCATION	NORMAL POSITION
Larned	Fifth District

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Bert Wetta Track	M.P. 15.1	7 Cars
Bosse Track	M.P. 42.7	11 Cars

12 OKLAHOMA DISTRICT

MIDDLE DIVISION

WEST-WARD	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE		Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class			No. 21	First Class			
15			June 11, 1972				16
Leave Daily		Feet Per Mile	STATIONS		Feet Per Mile		Arrive Daily
AM 4.40	483	0	ARKANSAS CITY		263.4	TYCR	AM 12.45
		31.7	0.8 SLSF-MP Crossing		264.2		
		40.6	4.4 CHILOCCO		268.6		
	264	0	7.1 NEWKIRK		275.8	C	
		0	5.2 KILDARE		281.0		
5.22	576	0	7.8 PONCA CITY		288.9	YCR	12.15 AM
		0	1.8 CRI&P Crossing		290.7		
		45.8	9.6 MARLAND		300.3	C	
	173	22.0	6.5 RED ROCK		306.8	C	
	146	52.8	5.9 OTOE		312.7		
	160	0	3.6 BLACK BEAR		316.3		
		52.8	5.3 SL SF Crossing		321.6	RC	11.40
5.58	69 108	52.8	PERRY		328.4		
	168	25.1	6.8 ASP		332.7		
		0	4.3 ORLANDO		338.8		
	200	52.8	6.1 MULHALL		347.2		
	173	36.2	8.1 LAWRIE		352.6	YCR	11.11
6.30	276	38.6	5.4 GUTHRIE		360.1		
		37.0	7.4 SEWARD		370.1		
	190	50.1	10.0 EDMOND		376.8		
	125	52.8	6.7 BRITTON		380.6		
	159	48.8	3.8 NOWERS YL		384.0	YCR	10.40
7.00		24.0	3.4 OKLAHOMA CITY YL		385.7		10.30
7.15		46.3	1.7 BURNETT YL				10.20
7.25		33.3	3.1 FLYNN		388.8		
	163	28.5	4.4 MOORE		393.2	CR	
7.55	128	46.5	8.6 NORMAN		401.8	C	10.00
	186	0	6.2 NOBLE		408.1		
8.25 AM			9.2 PURCELL		417.3	TYCR	9.40 PM
Arrive Daily			(153.2)				Leave Daily
40.8			Average speed per hour				49.7

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. 304.0	Westward, M.P. 306.0 Eastward, M.P. 302.0
M.P. 341.5	Westward, M.P. 343.9 Eastward, M.P. 339.1

Dragging equipment will also activate alarms M.P. 304.0.

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 throw switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

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

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Arkansas City to Purcell	90	60*

*Maximum authorized speed for freight trains when averaging 85 tons and over per car or over 7,000 tons total. 45 MPH

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:

Westward	MP 350 to MP 352
Eastward	MP 364 to MP 362

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

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

OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
266.8	Highway Viaduct.
267.3	Highway Viaduct.
344.9	Skeleton Creek.
380.1	Highway Viaduct
384.0	Oklahoma City Train Sheds.
412.1	South Canadian River.

OKLAHOMA DISTRICT 13

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	M.P. 262.3 east end yard lead	30
Newkirk	I	Both ends siding	40
	I	Switch to yard track 0.3 mile west of station	15
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

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
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
Westinghouse Co.	M.P. 397.6	90 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

WEST- WARD ↓	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 21 June 11, 1972		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	31.8	C	
	39		8.2	NASH	31.7	40.0	C	
		31.7	7.8	HILLSDALE	0	47.8		
	41		5.8	ITUNA	0	53.6		
		31.7		BLANTON YL	31.7	58.2	B	
	24		2.8	S.L.-S.F. Jct.	52.8	61.0		
		22.2	0.3	ENID YL	23.8	61.3	Y CR	
	80		0.6	S.L.-S.F. Jct.	22.8	61.9		
		0	0.1	C.R.I.&P. Crossing	0	62.0		
		19.4	0.1	S.L.-S.F. Jct.	0	62.1		
		16.4	4.1	S.L.-S.F. Crossing	10.6	63.2		
		0	9.6	FAIRMONT	52.8	72.8		
	62		0.8	S.L.-S.F. Crossing	0	73.6		
		29.3	6.8	DOUGLAS	52.8	80.4	C	
		0	8.0	MARSHALL	38.5	88.4	C	
	26		5.7	LOVELL	52.8	95.1		
		52.8	7.7	CRESCENT	52.8	102.8	CR	
	27		13.9	GUTHRIE YL	52.8	116.7	Y CR	
	39			(116.9)				

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

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

No switch lights on Enid District.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Schoeb Ranch Spur	M.P. 10.9	13 Cars

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

JUNCTION SWITCHES Rule 98 (C)

LOCATION	NORMAL POSITION
Kiowa	Plains Division
Cherokee	Enid District
Blanton	SL-SF Ry.
Enid, SL-SF Jct.	SL-SF Ry.

JOINT TRACK FACILITIES

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.

OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
36.3 Yard	Highway Viaduct. Crescent, overhead pipes, Cimarron Spur.

Siding Capacity 30 Ft. Per Car	WEST- WARD	TIME TABLE No. 21 June 11, 1972	Mile Post	Communications Turn Tables and Ways	EASTWARD
	↓				↑
		STATIONS			
		HARTER (Oklahoma City) 36.7	CRI&P R.R.		
		SHAWNEE 2.3			
		OCA JCT. 8.9		38.8	
		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)			

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

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.

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*
Bridge, M.P. 86.8	10

*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.

JUNCTION SWITCHES Rule 98 (C)

LOCATION	NORMAL POSITION
OCA Jct.	CRI&P

JOINT TRACK FACILITIES

OCA JCT.—HARTER (CRI&P)—OCAA District trains and engines will use CRI&P tracks and be governed by CRI&P rules and time table.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Midwest City Industrial Spur	CRI&P M.P. 482.6 & M.P. 483.3	
OG&E Spur	M.P. 67.6	1.5 Miles

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. 21	June 11, 1972				
		Feet Per Mile	STATIONS	Feet Per Mile				
	68	0	BURBANK	30.2	25.7			
		0	FAIRFAX	31.7	37.6	C		
	100	25.0	RALSTON YL	31.7	43.1	C		
		31.7	SKEDDEE YL	31.7	52.3			
		31.7	1.8				Y	
		29.9	ESAU JCT. YL	31.7	54.1			
			4.1					
		31.7	CAMP SL-SF Crossing	31.7	58.2			
		0	10.3					
		0	QUAY	31.7	68.5			
		0	3.2					
		31.7	YALE	30.4	71.7			
			1.7					
		31.7	MKT Gantlet	0	73.4			
			9.0					
		31.7	CUSHING YL	31.7	82.4		Y	
			11.9				C	
		31.7	KENDRICK	31.7	96.8			
			5.6					
	91	31.7	DAVENPORT	31.7	102.4			
			17.0					
	45	31.7	MEEKER	31.7	119.4			
			12.6					
		0	SHAWNEE YL	0	132.0		Y	
			2.1				CR	
			END OF TRACK		134.1			
			(108.2)					

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Burbank to Meeker	40
Meeker to M.P. 134.1	30

SPEED RESTRICTIONS - BRIDGES, CURVES AND RR CROSSINGS

	MPH
Curve, M.P. 30.8 to 30.9	20
RR Crossing, M.P. 58.2 (Auto. Interlocking)	20*
RR Crossing, M.P. 73.4 Automatic Interlocking. Gantlet track used jointly with MKT over Cimarron River bridge.	20*
Bridge, M.P. 110.5	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 except those listed herein.

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

OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
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.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Corning Glass Spur	M.P. 127.6	18 Cars

WEST- WARD	TIME TABLE No. 21 June 11, 1972				EAST- WARD
Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	
Feet Per Mile		Feet Per Mile			
	LYONS YL 17.3			C	
	S.L.-S.F. Crossing LORRAINE YL 5.6		20.5		
37.5	HOLYROOD YL 4.6	51.7	26.1	C	
52.8	FARHMAN 5.7	0	30.7		
52.8	HITSCHMANN 4.8	44.9	36.4		
0	BEAVER 5.8	37.0	41.2		
47.5	SUSANK 2.9	27.3	47.0		
45.5	STICKNEY 2.9	31.7	49.9		
52.8	MILLARD 4.1	51.5	52.8		
52.8	GALATIA YL	52.8	56.9	Y	
	(53.7)				

Rule 99(D) in effect between Lorraine and Galatia.
No switch lights on the Little River District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Lorraine to Galatia	30

SPEED RESTRICTIONS - RR CROSSINGS.

RR Crossing M.P.	MPH
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.

JOINT TRACK FACILITIES

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.

LYONS—LORRAINE—ATSF trains will use S.L.-S.F. tracks between Lyons and Lorraine and be governed by S.L.-S.F. time table rules and special instructions.

WEST- WARD	TIME TABLE No. 21 June 11, 1972				EAST- WARD
Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	
Feet Per Mile		Feet Per Mile			
	MANCHESTER YL 5.7			Y	
52.8	VINE CREEK 8.7	52.8	5.6		
52.8	WELLS 9.7	52.8	14.3		
52.8	MINNEAPOLIS YL 0.2	52.8	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.

RR Crossing M.P.	MPH
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.

JUNCTION SWITCHES Rule 98 (C)

LOCATION	NORMAL POSITION
Manchester	Strong City District

Siding Capacity 60 Ft. Per Car	WEST- WARD		TIME TABLE		EAST- WARD	
	Ruling Grade Ascending	No. 21	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	
		June 11, 1972				
	Feet Per Mile	STATIONS	Feet Per Mile			
	0	PEABODY 13.8	0			
	0	A.T.&S.F. Crossing	0			
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.	15
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.

JUNCTION SWITCHES Rule 98 (C)

LOCATION	NORMAL DISTRICT
Ellinwood	Fifth District

JOINT TRACK FACILITIES

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.

Trains secure clearance card at McPherson when operator on duty.

No switch lights on McPherson District.

Siding Capacity 50 Ft. Per Car	WEST- WARD ↓	Rating Grade Ascending	TIME TABLE No. 21 June 11, 1972		Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
				NEVA YL 2.6	0	2.6		
				ROCKLAND 5.0	0	7.6		
				HYMER 5.3	0	13.4	B	
20				DIAMOND SPRINGS 5.8	0	19.2	B	
29				BURDICK 6.3	41.2	25.5		
				C.R.I. & P. Crossing LOST SPRINGS 5.4	49.1	30.9		
22				C.R.I. & P. Crossing HOPE 0.3	49.1	36.8		
53				Mo. Pac. Crossing NAVARRE 7.3	0	37.1		
				ENTERPRISE 0.1	47.5	44.4		
27				C.R.I. & P. Crossing A.T. & S.F. Crossing 0.1	47.5	52.1		
30				ABILENE YL 0.5	0	52.2		
				C.R.I. & P. Jct. S.A. Jct. 0.2	0	52.3		
				U.P. Crossing TALMAGE YL 8.0	0	58.1	T CR	
31				MANCHESTER YL 5.8	0	58.6		
32				LONGFORD 5.6	52.7	58.8	Y B	
34				OAK HILL 5.3	52.8	59.0	C	
15				MILTONVALE 9.1	37.0	67.0	C	
54				AURORA 5.9	52.7	72.8	Y B	
17				HUSCHER 2.0	52.7	78.4	C	
				COOK 3.2	0	83.7	B	
				Mo. Pac. Crossing BN Crossing 0.3	0	93.0	C	
				CONCORDIA YL 5.6	0	102.1	C	
				Mo. Pac. Crossing KACKLEY 7.6	0	108.0		
				C.R.I. & P. Crossing COURTLAND 7.5	23.5	110.0		
				LOVEWELL 5.8	52.7	113.2		
19				WEBBER 4.9	52.7	113.5	C	
				State Line Mo. Pac. Crossing 0.7	0	120.1		
				BN Crossing 0.4	0	127.7		
				SUPERIOR YL 0.8	0	133.7	C	
				(153.8)	0	141.2		
					0	147.0		
					0	151.9		
					0	152.6		
					0	153.0		
					0	153.8	T C	

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

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.

JUNCTION SWITCHES Rule 98(C)

LOCATION	NORMAL POSITION
C.R.I. & P. Jct.	Strong City District
S.A. Jct.	Strong City District

JOINT TRACK FACILITIES

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.

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

OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
Yard	Enterprise, Ersham spur, overhead doorway into building.
Yard	Abilene, Security Mill, canopy over two tracks.
Yard	Abilene, Abilene Alfalfa Mill, canopy over track.

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.	35
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.	35
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.
Purcell	Trains on which engine or train crews change.

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

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

3. YARD LIMITS

Abilene	Marion	No. Wichita
Augusta	Manchester	Osborne
Barnard (Minneapolis Dist.)	Minneapolis	Kiowa
Chase	Ellinwood	Cherokee
CH Jct. (5th Dist. only)	Emporia	Blanton
Concordia	Ponca City (Plains Division only)	Enid
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	McPherson	Cushing
Galatia	ND Jct.	Shawnee
Great Bend	Ness City	Stillwater
Hillsboro	Neva (Strong City Dist. only)	Salina
Holyrood	Newton	Scott City
Jetmore		Sterling
Kinsley		Superior
Larned		Talmage
Lincoln Center		WN Jct. (Douglass Dist. only)
Little River		Ada, Okla.
Lorraine		Tupelo
Lyons		

4. 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		

5. 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

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.

7. 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:

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed (MPH)
6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8714, 9800-9849	3	5
652-653	4	5
16C-47A, 200-289, 300-321, 325-344, 500-564, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5661, 5900-5939, 5940-5948	5	5
Passenger Cars:		
Roller Bearings	8	5
Friction Bearings	12	5

8. 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 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.

9. MAXIMUM SPEED OF ENGINES.

Diesels	Forward or Dead In Train MPH	Backing or When not Controlled From Leading Unit MPH
300LABC-314LABC, 315AB-321AB	90	45
5920-5948	79	45
16C-47A, 200-289, 325-344, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5614, 5615-5624, 5625-5661, 5900-5919, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8714, 9800-9849	70	45
500-564, 652-653, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450	45	45

EYE, EAR, NOSE AND THROAT SPECIALISTS

LOCATION	DOCTORS
Arkansas City	J. E. HILL (Eye Only)
"	R. D. ALLEN, O.D.
"	S. L. ABBEY, O.D.
"	ALFRED AUCHAR
Augusta	R. WHITTAKER (Eye Only)
"	D. CRUM (Eye Only)
Dodge City	D. L. WOLF (Eye Only)
"	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)
Midwest City	R. G. SMALL (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. LOWBY
"	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)

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
"	N. ALVAREZ
Augusta	FRANK CVETKOVICH
"	J. L. BARBER
"	D. W. ANDERSON
"	W. N. HAFFNER
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
"	WM. VANTREKELL
"	C. C. CONARD
"	M. U. STOCKWELL
"	C. F. McELHINNEY
"	E. R. WILLIAMS
"	C. K. ZACHARIAS
"	R. L. BROWNRIGG
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. NIEDEREE
"	A. W. BEAHM
Guthrie	J. S. PETTY
Halstead	J. W. WELCH
Haysville	N. L. MORGAN, JR.
Hillsboro	A. C. EITZEN
Hutchinson	R. W. FERNIE
"	M. L. MASTERSON
"	C. R. OPENSHAW
"	J. S. SPITZER
"	CHARLES T. MCCOY
Jetmore	J. G. O'SHEA
Kinsley	M. D. ATWOOD
"	W. L. MCKIM
Kiowa	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

LOCATION

DOCTORS

Marshall	J. F. W. DEWITT (Osteopath)
McPherson	A. H. DYCK
Meeker	H. T. BAUGH
Midwest City	G. S. COLLINS, JR.
Minneapolis	E. DEAN BRAY
Ness City	D. B. PARKER
Newkirk	G. H. YEARY
"	J. B. MOATES
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. FREED
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
"	R. L. WARD
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
"	BETHEL CLINIC
Winfield	R. B. WHITE
"	L. R. KAUFMAN
"	M. W. WELLS



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	314	307	304	195	305 315	325	119 329 379	118 328 368 378	308	316	317	309	318	198
Emporia	LV	AM	PM	PM	PM	AM	PM	PM	AM	AM	AM	AM	PM	PM	PM	PM
Wellington	AR	1215	700	730	825	1100	105	1000	110	215	900	1100	300	420	530	725
Arkansas City	LV					150	440	215	325	430	120	300	600	645	800	925
Okla. City	LV						730	530	AM	AM	PM	PM	PM	PM	PM	PM
Purcell	AR					600	850	700								
Sand Creek	LV	600	915	1000	1100											
Dodge City	AR	400	100	200	300	PM	PM	AM								
		PM	AM	AM	AM											

EASTWARD

		723	403	473	591	593	513 523	843	943	801	901	703 713	813 863	891	741 743	841	803
Dodge City	LV (CT)	AM	PM	PM													
Sand Creek	LV	600	445	1100													
		1159	1100	300													
Purcell	LV				AM	AM	PM										
Okla. City	LV				120	320	430										
Arkansas City	LV				245	445	600										
Wellington	LV				600	800	1000	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM
Emporia	AR	230	245	500	845	1045	215	1000	1100	555	655	1201	510	430	950	1010	1225
		PM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM

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