

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES

MIDDLE DIVISION

TIME TABLE No.

23

IN EFFECT

Sunday, June 10, 1973

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 E. GILLMORE
C. L. HOLMAN Superintendent
L. L. LUTHEY Newton, Kansas
Asst. General Managers
Topeka, Kansas

W. C. SPANN, Asst. Superintendent Newton, Kans.
T. H. LINN, Trainmaster Newton, Kans.
B. D. JOHNSTON, Trainmaster Newton, Kans.
D. D. DIDIER, Trainmaster Salina, Kansas
W. F. BOWEN, Trainmaster Oklahoma City, Okla.
N. A. WELLS, Asst. Trainmaster Oklahoma City, Okla.
H. D. ROBERTSON, Asst. Trainmaster Oklahoma City, Okla.
D. G. SIBLEY, Asst. Trainmaster Guthrie, Okla.
T. H. SHALIN, Asst. Trainmaster Arkansas City, Kans.
M. D. SMITH, Supervisor of Air Brakes-General Road Foreman of Engines Argentine, Kans.
F. J. SMITH, 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.
K. F. KIEFER, Asst. Chief Dispatcher Newton, Kans.
C. A. MATHIES, Asst. Chief Dispatcher Newton, Kans.
C. H. TATE, Asst. Chief Dispatcher Newton, Kans.

TRAIN DISPATCHERS—NEWTON, KANSAS

| | | |
|----------------|--------------|----------------|
| S. R. BELEW | B. J. ECKERT | S. P. MARK |
| J. Q. COOPER | W. G. BURTON | R. C. COPPOCK |
| G. O. THOMAS | D. L. RESER | J. L. MITCHAM |
| H. E. SHEPHERD | W. P. VAUGHN | G. H. HARDEY |
| R. F. SHIELDS | D. S. OSBURN | M. A. PORTER |
| W. G. WILLIAMS | E. M. SMITH | J. D. CATHCART |
| B. L. JOSEPH | R. N. MASON | J. D. HOWARD |
| | | J. C. MATHIES |

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"/> | 2½ 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 | 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 |

| Capacity of Sidings in Feet | WESTWARD | | Ruling Grade Ascending | TIME TABLE No. 23 June 10, 1973 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD | |
|-----------------------------|--------------|--------------|------------------------|---|------------------------|-----------|-------------------------------------|--------------|--------------|
| | First Class | | | | | | | First Class | |
| | 3 | 15 | | | | | | 16 | 4 |
| | Leave Daily | Leave Daily | Feet Per Mile | STATIONS | Feet Per Mile | | | Arrive Daily | Arrive Daily |
| | AM 4.00 | AM 3.35 | 6.1 | EMPORIA YL 3.2 | 21.2 | 112.1 | T C R s | AM 1.35 | AM 3.45 |
| | | | 6.1 | MERRICK YL 4.9 | 0 | 115.3 | | | |
| | | | 4.4 | PLYMOUTH 3.2 | 0 | 120.2 | | | |
| | | | 6.8 | SAFFORDVILLE 1.3 | 0 | 123.4 | | | |
| | 4.10 | 3.45 | 9.2 | ELLINOR 7.0 | 0 | 124.7 | | 1.06 | 3.31 |
| 11762 | | | 10.4 | STRONG CITY 4.1 | 0 | 131.7 | Y C | | |
| | | | 0 | NEVA 2.5 | 0 | 135.8 | | | |
| | | | 17.4 | ELMDALE 6.5 | 12.8 | 138.3 | | | |
| 8747 | | | 13.0 | CLEMENTS 5.9 | 0 | 144.8 | | | |
| | | | 0 | CEDAR POINT 6.2 | 0 | 150.7 | | | |
| 8712 | | | 19.3 | FLORENCE 11.4 | 0 | 156.9 | C | | |
| 10636 | | | 14.8 | PEABODY 0.3 | 0 | 168.3 | | | |
| | | | 45.4 | C.R.I.&P. Crossing 9.7 | 16.3 | 168.6 | | | |
| 8573 | | | 0 | WALTON 6.3 | 21.1 | 178.3 | | | |
| | | | 0 | Mo. Pac. Crossing 0.5 | 19.1 | 184.6 | | | |
| | 5.05 AM | 4.40 AM | | NEWTON | | 185.1 | T Y C R | 12.15 AM | 2.40 AM |
| | Arrive Daily | Arrive Daily | | (73.0) | | | | Leave Daily | Leave Daily |
| | 67.4 | 67.4 | | Average speed per hour | | | | 54.7 | 67.4 |

RULE 251 IN EFFECT:

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

RULE 261 IN EFFECT:

Main Track No. 3 between Merrick and Ellinor.

On Main Track and sidings, Ellinor to Newton.

Main Tracks 1, 2 and 3, Newton.

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.

Proceed indication on eastward home signal Strong City District at Neva authorizes eastward extras First District.

Proceed indication on westward home signal from Rock Island connection at Peabody authorizes McPherson District trains as westward extras on First District.

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 interlocked crossover MP 186.0 maximum authorized speed on main tracks 20 MPH.

MIDDLE DIVISION

FIRST DISTRICT 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 eastward between 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 |
| 4 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 |

*If governing signal indicates "STOP", after communicating with Control Station, follow instructions posted in control box.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

| Name | Location | Capacity (Feet) |
|-----------------------------|------------|-----------------|
| Cottonwood Falls Spur | M.P. 131.4 | 8,976 |

Between Ellinor and Newton 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. 184.7 Main Track No. 2, Mo. Pac. crossing—Newton
- M.P. 182.4 Main Track, between Newton & Walton
- M.P. 178.1 Main Track, west end Walton
- M.P. 176.4 Main Track, east end Walton
- M.P. 168.8 Siding, east end Peabody
- 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. 156.7 Main Track, west end Florence
- M.P. 170.7 Main Track, west end Peabody
- M.P. 178.1 Siding, west end Walton
- 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 using siding will not exceed maximum turnout speed for that siding.

"I"—Interlocked 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 | Both ends siding | 30 |
| Peabody | I | Both ends siding Connection to Rock Island | 30 20 |
| Walton | I | Both ends siding East switch, storage track | 30 20 |
| Newton | I | Main track crossovers and turnouts MP 184.5 to MP 185.5. | 30 |

OVERHEAD OBSTRUCTIONS (Rule 761)

| Mile Post | Name |
|-----------|---------------------------|
| Yard | Newton, cinder pit hoist. |

| Capacity of Sidings in Feet | WEST-WARD | | Railing Grade Ascending | TIME TABLE | | Railing Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-WARD | |
|-----------------------------|--------------|---------------|-----------------------------|---------------|---------------|-------------------------|-----------|-------------------------------------|-------------|--|
| | First Class | | | No. 23 | | | | | First Class | |
| | 3 | | | June 10, 1973 | | | | | 4 | |
| | Leave Daily | Feet Per Mile | STATIONS | | Feet Per Mile | | | Arrive Daily | | |
| | AM 5.10 | 0 | NEWTON | | 31.8 | 185.1 | T C R s | AM 2.35 | | |
| | | 21.1 | 1.6 SAND CREEK | | 15.8 | 186.7 | Y R C | | | |
| 6124 | | | 7.9 HALSTEAD | | 0 | 194.6 | C | | | |
| 10452 | 5.25 | 21.1 | 9.1 BURRTON | | 0 | 203.7 | | 2.12 | | |
| | | | 0.4 S.L.-S.F. Crossing | | 0 | 204.1 | | | | |
| | | 9.5 | 10.8 WAY | | 0 | 214.9 | Y R | | | |
| | | 0 | 1.6 C.R.I.&P. Crossing | | 0 | 216.5 | | | | |
| 29903 s | 5.40 | 0 | 1.5 HUTCHINSON | | 0 | 218.0 | Y R C s | 1.58 | | |
| | | 0 | 0.3 CH JCT. | | 0 | 218.3 | | | | |
| | | 0 | 0.9 ND JCT. | | 0 | 219.2 | B | 1.54 | | |
| | 5.42 | 21.1 | Mo. Pac. Crossing YL 4.2 | | 0 | 219.2 | | | | |
| 4176 | 5.46 | 0 | WHITESIDE | | 0 | 223.4 | B | 1.50 | | |
| 4126 | 5.50 | 0 | 5.5 PARTRIDGE | | 0 | 228.9 | | 1.46 | | |
| 10166 | 5.55 | 21.1 | 6.2 ABBYVILLE | | 0 | 235.1 | B | 1.42 | | |
| 4255 | 5.59 | 21.1 | 5.6 PLEVNA | | 0 | 240.7 | B | 1.38 | | |
| 4286 | | 21.1 | 5.7 SYLVIA | | 20.3 | 246.4 | C | 1.34 | | |
| 10300 | 6.06 | 21.1 | 4.7 ZENITH | | 0 | 251.1 | B | 1.30 | | |
| 4146 | 6.10 | 21.1 | 5.9 STAFFORD | | 0 | 257.0 | C | 1.26 | | |
| | | 0 | 0.2 Mo. Pac. Crossing | | 0 | 257.2 | | | | |
| 10284 | 6.16 | 0 | 8.8 ST. JOHN | | 0 | 266.0 | C R | 1.19 | | |
| 4253 | 6.21 | 21.1 | 6.8 DILLWYN | | 0 | 272.8 | B | 1.14 | | |
| | | 15.8 | 4.8 MACKSVILLE | | 0 | 277.6 | C R | 1.10 | | |
| 4081 | 6.25 | 15.8 | 7.3 BELPRE | | 0 | 284.9 | B | 1.05 | | |
| 10370 | 6.30 | 0 | 8.4 LEWIS | | 0 | 293.3 | C | 12.59 | | |
| 4176 | 6.36 | 0 | 9.1 KINSLEY YL | | 0 | 302.4 (316.7) | Y C R | 12.52 | | |
| 6502 | 6.44 | 21.1 | 8.0 OFFERLE | | 0 | 324.7 | C | | | |
| N4523 85514 | | 21.1 | 5.6 BELLEFONT | | 0 | 330.3 | | | | |
| 6917 | | 21.1 | 5.8 SPEARVILLE | | 0 | 336.1 | C R | | | |
| N7995 85393 | | 24.2 | 8.6 WRIGHT | | 24.2 | 344.7 | | 12.32 | | |
| 6988 | 7.04 | 26.5 | 7.8 DODGE CITY YL | | 26.5 | 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:

- Main Tracks 1, 2 and 3, Newton.
- On main tracks 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 interlocked crossover M.P. 186.0 maximum authorized speed on main tracks 20 MPH.

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

SECOND DISTRICT 5

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 |

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

| STATION | STREETS | MPH |
|------------|---------------------|-----|
| Burrton | M.P. 203.3 to 204.0 | 50 |
| Hutchinson | M.P. 216.5 to 219.1 | 30 |
| Kinsley | M.P. 301.9 to 302.2 | 55 |

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 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 M.P. 184.5 to M.P. 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 |

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

"I"—Interlocked Switch

"S"—Spring Switch

| STATION | TYPE | SWITCHES AND TURNOUTS | MPH |
|--------------------------|------|---|-----|
| Way | I | Crossover east end yard | 30 |
| 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 (Feet) |
|--------------|------------|-----------------|
| Paxton | M.P. 199.4 | 338 |

Controlled signal governing westward movements located immediately to the left of the track at the following location: M.P. 185.1 Main Track No. 2—Newton

| Capacity of Sidings in Feet | WESTWARD | Ruling Grade Ascending | TIME TABLE No. 23 June 10, 1973 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EASTWARD |
|-----------------------------|--------------|------------------------|--|------------------------|-----------|-------------------------------------|----------------|
| | First Class | | | | | | First Class |
| | 15 | | | | | | 16 |
| | Leave Daily | Feet Per Mile | STATIONS | Feet Per Mile | | | Arrive Daily |
| | AM 4.50 | | NEWTON 2.9 | 27.8 | 185.1 | TY CR | AM 12.01 AM |
| | | 0 | McGRAW 3.2 | 18.0 | 188.0 | | |
| 6777 | | 0 | PUTNAM 4.0 | 5.5 | 191.2 | | |
| 7528 | | 0 | SEDGWICK 6.6 | 10.4 | 195.2 | | |
| 6710 | | 0 | VALLEY CENTER S.L.-S.F. Crossing 7.3 | 7.2 | 201.8 | | |
| | 5.11 | 0 | NO. WICHITA YL. 1.0 | 9.5 | 209.1 | T CR | 11.26 |
| | | 0 | Mo. Pac. Crossing 1.6 | 10.8 | 210.1 | | |
| | 5.16 | 21.2 | NORTH JCT. YL. 0.6 | 0 | 211.7 | | 11.22 |
| | 5.30 | 0 | WICHITA U.S. 0.9 | 28.8 | 212.3 | C | 11.20 |
| | | 31.7 | SOUTH JCT. 4.2 | 10.9 | 213.2 | Y | |
| 6762 | | 16.4 | CONNELL 5.6 | 31.7 | 217.4 | | |
| 6872 | | 21.6 | DERBY 4.9 | 31.7 | 223.0 | | |
| 16452 | | 31.7 | MULVANE 10.0 | 18.6 | 227.9 | Y CR | |
| 6156 | | 0 | UDALL 11.8 | 39.6 | 237.9 | | |
| 9294 | | 13.6 | WN JCT. 0.7 | 16.3 | 249.7 | Y | |
| | | 0 | S.L.-S.F. Crossing 0.4 | 16.3 | 250.4 | | |
| | | 31.7 | WINFIELD 5.3 | 31.7 | 250.8 | CR | |
| 8028 | | 31.7 | HACKNEY 7.3 | 31.7 | 256.1 | | |
| 24470 | 6.35 AM | | ARKANSAS CITY | | 263.4 | TY CR | 10.15 PM |
| | 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 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 trains Englewood or Wichita Districts secure permission to proceed eastward from Wichita Junction before passing that point. Yard crews obtain permission to make movement between Wichita Junction and 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:
Main Tracks 1, 2 and 3, Newton.
On main track and sidings:
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 interlocked crossover M.P. 186.0 maximum authorized speed on main tracks 20 MPH.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| | MPH | |
|-------------------------|------|------|
| | Psg. | Frt. |
| 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 | |
|--|------|------|
| | Psg. | Frt. |
| 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 |

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

| STATION | STREETS | MPH |
|---------------|--------------------------|-----|
| Sedgwick | M.P. 194.5 to 195.6 | 30 |
| Valley Center | M.P. 201.1 to 202.0 | 45 |
| Wichita | M.P. 207.7 to 211.7 | 40 |
| | M.P. 213.2 to 214.9 | 40 |
| | M.P. 214.9 to 215.6 | 45 |
| Derby | M.P. 222.5 to 223.0 | 30 |
| Mulvane | Bridge Street M.P. 228.1 | 20 |
| Winfield | M.P. 249.8 to M.P. 251.2 | 45 |

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 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 M.P. 184.5 to M.P. 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 (Feet) |
|-----------------------------|------------|-----------------|
| Standard Oil Co. Spurs | M.P. 202.6 | 2,141 |
| Quality Concrete Inc. spurs | M.P. 216.3 | 962 |
| Keeler spurs | M.P. 218.1 | 2,300 |

| Capacity of Sidings in Feet | WEST-WARD | Rolling Grade Ascending | TIME TABLE | | Rolling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-WARD |
|-----------------------------|---------------|-------------------------|-----------------------------------|---------------|-------------------------|-----------|-------------------------------------|-----------|
| | | | No. 23 | | | | | |
| | | | June 10, 1973 | | | | | |
| | | | STATIONS | | | | | |
| | Feet Per Mile | | | Feet Per Mile | | | | |
| 12080 | 0 | TCS | ELLINOR 5.6 | 0 | 124.7 | | | |
| 6594 | 21.2 | | GLADSTONE 5.8 | 0 | 130.3 | | | |
| 10017 | 21.2 | | BAZAR 8.3 | 0 | 136.1 | | | |
| 7943 | 0 | | MATFIELD GREEN 9.8 | 21.2 | 144.4 | C | | |
| 15029 | 14.7 | | CASSODAY 4.2 | 21.1 | 154.2 | CR | | |
| 14546 | 0 | | AIKMAN 7.7 | 21.2 | 158.4 | | | |
| 7177 | 21.1 | | CHELSEA 8.2 | 21.2 | 166.1 | | | |
| 5275 | 0 | ABS | EL DORADO YL 11.0 | 0 | 174.3 | YCR | | |
| E 6646 W 9512 | 0 | | AG TOWER YL S.L.-S.F. Crossing | 0 | 185.3 | YCR | | |
| | 0 | | AUGUSTA YL 5.7 | 0 | 185.7 (199.6) | | | |
| 6784 | 31.7 | TCS | SALTER 6.4 | 21.1 | 205.2 | | | |
| 6794 | 21.6 | | ROSE HILL 9.0 | 31.7 | 211.6 | | | |
| 7151 | 0 | TCS | MULVANE 5.9 | 21.4 | 220.6 | YCR | | |
| 7502 | 0 | | BELLE PLAINE 0.7 | 18.8 | 226.5 | | | |
| | 31.7 | | Mo. Pac. Crossing 4.5 | 0 | 227.2 | | | |
| | 0 | TCS ABS | CICERO 7.4 | 21.4 | 231.7 | | | |
| | | | WELLINGTON | | 238.9 | | TYCR | |
| | | | (100.6) | | | | | |

| MAXIMUM AUTHORIZED SPEED FOR TRAINS | | |
|-------------------------------------|------|------|
| | MPH | |
| | Psg. | Frt. |
| 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 | |
| Main Track No. 1 | 40 |
| Main Track No. 2 | 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 |
| 3 Curves, M.P. 205.1 to 206.1 | 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 | 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 |
| Curve, M.P. 233.1 to 233.5 | 70 |
| 2 Curves, M.P. 236.6 to 238.9 | 50 |

HOT BOX AND DRAGGING EQUIPMENT DETECTORS

| Detector Location | Locator Location |
|-------------------|--|
| M.P. 140.4 | Westward 142.4 Eastward 138.2 |
| M.P. 156.8 | (Dragging Equipment Only) |
| M.P. 166.1 | (Dragging Equipment Only) |
| 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 (M.P. 174.3) 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. 174.3); 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).

Mulvane is an open office of communication on Main Track No. 2 only. South track, on which mile post numbers have suffix "X", is Main Track No. 1.

Trains must secure numbered clearance card at Wellington.

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

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 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 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 crossovers | 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 crossovers west end | 30 |
| AG Tower | I | East end westward siding | 30 |
| | S | East end eastward siding | 30 |
| | I | Main track turnouts and crossovers | 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 crossovers west of depot | 30 |
| | I | Turnout Main Track No. 2 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 |

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

| STATION | STREETS | MPH |
|---------|---|-----|
| Augusta | M.P. 185.3 to 186.2 | 30 |
| Mulvane | Bridge Street, M.P. 220.8 Main Track No. 2 | 20 |

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 (Feet) |
|------------------------|------------|-----------------|
| FOURTH DISTRICT | | |
| Vanora Spur | M.P. 177.4 | 600 |
| KG&E Spur | M.P. 209.3 | 1,300 |

| Capacity of Sidings in Feet | WESTWARD | Feet Per Mile | TIME TABLE | | Feet Per Mile | Mile Post | Communications Turn Tables and Wyes | EASTWARD |
|-----------------------------|----------|---------------|--------------------|---------------|---------------|-----------|-------------------------------------|----------|
| | | | No. 23 | June 10, 1973 | | | | |
| | | | AG TOWER YL | | | 185.3 | Y | |
| | | | S.L.-S.F. Crossing | | | | C | |
| | | 0 | 0.4 | | 0 | | R | |
| | | 0 | AUGUSTA YL | | 0 | 185.7 | | |
| 6829 | | | 6.3 | | | | | |
| 7153 | | 10.6 | GORDON | | 15.8 | 192.0 | | |
| | | | 5.0 | | | | | |
| 6827 | | 0 | DOUGLASS | | 15. | 197.0 | B | |
| | | | 5.6 | | | | | |
| 6923 | | 10.6 | ROCK | | 15.8 | 202.6 | | |
| | | | 6.2 | | | | | |
| 5833 | | 10.6 | AKRON | | 15.8 | 208.8 | B | |
| | | | 7.2 | | | | | |
| | | | WN JCT. YL | | 15.8 | 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.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| | MPH | |
|---------------------|------|-----|
| | Psg. | Fr. |
| 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 |
| 4 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

| Capacity of Sidings in Feet | WEST-WARD | | TIME TABLE No. 23 | | | EAST-WARD | |
|-----------------------------|------------------------|-------------------|-------------------|------------------------|-----------|-------------------------------------|---|
| | Ruling Grade Ascending | ↓ | June 10, 1973 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Ways | ↑ |
| | Feet Per Mile | STATIONS | Feet Per Mile | | | | |
| | 0 | CH JCT. YL | 0 | 218.3 | | | |
| | | 4.4 YA JCT. | 0 | 222.7 | B | | |
| 4118 | | 0.5 YAGGY | 0 | 223.2 | B | | |
| 4142 | 7.4 | 5.4 NICKERSON | 0 | 228.6 | C | | |
| | 0 | 7.0 ST JCT. | 0 | 235.6 | B | | |
| 4281 | 11.1 | 1.1 STERLING YL | 0 | 236.7 | R C | | |
| 4124 | 0 | 6.2 ALDEN | 0 | 242.9 | | | |
| 2674 | 0 | 6.1 RAYMOND | 0 | 249.0 | | | |
| 2650 | 10.5 | 4.5 CLARENDON | 0 | 253.5 | B | | |
| 4120 | 0 | 5.9 ELLINWOOD YL | 0 | 259.4 | Y C | | |
| 4128 | 0 | 4.5 DARTMOUTH | 0 | 263.9 | B | | |
| | 11.8 | 5.6 GREAT BEND YL | 0 | 269.5 | Y R C | | |
| 2632 | 19.4 | 7.8 DUNDEE | 0 | 277.3 | B | | |
| 4130 | 13.0 | 5.7 PAWNEE ROCK | 0 | 283.0 | C | | |
| 4063 | 13.0 | 8.8 LARNED YL | 0 | 291.8 | Y R C | | |
| 4134 | 17.4 | 10.7 GARYFIELD | 0 | 302.5 | C | | |
| | 12.6 | 14.2 KINSLEY YL | 0 | 316.7 | Y R C | | |
| | | (98.4) | | | | | |

| Capacity of Sidings in Feet | WEST-WARD | | TIME TABLE No. 23 | | | EAST-WARD | |
|-----------------------------|------------------------|-----------------------|-------------------|------------------------|-----------|-------------------------------------|---|
| | Ruling Grade Ascending | ↓ | June 10, 1973 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Ways | ↑ |
| | Feet Per Mile | STATIONS | Feet Per Mile | | | | |
| | 5.2 | GREAT BEND YL | 0 | | | Y C R | |
| | | 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 BEELEER | 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 | | 109.6 | | |
| 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 | |
|--------------------|-------|------|
| | 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.

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

| STATION | STREET | MPH |
|------------|------------------------|-----|
| Sterling | M.P. 236.4 to 237.0 | 25 |
| Ellinwood | Main Street M.P. 259.5 | 40 |
| Great Bend | M.P. 268.7 to 269.8 | 30 |
| Larned | M.P. 291.4 to 292.0 | 30 |
| Kinsley | M.P. 316.2 to 316.7 | 55 |

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 | Cap. (Ft.) |
|----------------------------|------------|------------|
| Great Bend Industrial Spur | M.P. 274.6 | 9,751 |

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

| RR | MPH |
|---|-----|
| 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 (Feet) |
|-------------------------------|----------|-----------------|
| Western Light & Telephone Co. | M.P. 6.5 | 1,853 |

LARNED DISTRICT

MIDDLE DIVISION

STILLWATER DISTRICT

| Capacity of Sidings in Feet | WEST-WARD ↓ | Ruling Grade Ascending | TIME TABLE No. 23 June 10, 1973 | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-WARD ↑ |
|-----------------------------|----------------|------------------------|---------------------------------------|----------|------------------------|-----------|-------------------------------------|----------------|
| | | | Feet Per Mile | STATIONS | | | | |
| 4063 | | 10.5 | LARNED YL 6.6 | 0 | 6.6 | | | |
| | | 10.5 | FRIZELL 5.6 | 0 | 12.2 | | | |
| | | 10.5 | SANFORD 4.8 | 0 | 17.0 | C | | |
| | | 24.8 | ROZEL 6.9 | 0 | 23.9 | C | | |
| | | 0 | BURDETT 6.8 | 0 | 30.7 | | | |
| | | 7.0 | GRAY 4.7 | 0 | 35.4 | C | | |
| | | 52.8 | HANSTON 10.8 | 52.8 | 35.4 | C | | |
| | | | JETMORE YL 46.2 | | 46.2 | Y C | | |
| | | | (46.2) | | | | | |

| Capacity of Sidings in Feet | WEST-WARD ↓ | Ruling Grade Ascending | TIME TABLE No. 23 June 10, 1973 | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-WARD ↑ |
|-----------------------------|----------------|------------------------|---------------------------------------|----------|------------------------|-----------|-------------------------------------|----------------|
| | | | Feet Per Mile | STATIONS | | | | |
| | | 31.7 | ESAU JCT. YL 6.6 | 31.7 | 6.6 | Y | | |
| | | 0 | PAWNEE 1.8 | 0 | 8.4 | C | | |
| | | 52.8 | S.L.-S.F. Crossing 9.5 | 29.0 | 17.9 | | | |
| | | 0 | GLENCOE 12.0 | 31.7 | 29.9 | C | | |
| 1267 | | 0 | STILLWATER YL 0.6 | 28.2 | 30.5 | | | |
| | | | END OF TRACK | | | | | |
| | | | (30.5) | | | | | |

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.

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

| STATION | STREETS | MPH |
|---------|-------------------|-----|
| Burdett | M.P. 23.8 to 23.9 | 15 |

JUNCTION SWITCHES Rule 98 (C)

| LOCATION | NORMAL POSITION |
|----------|-----------------|
| Larned | Fifth District |

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

| Name | Location | Capacity (Feet) |
|------------------|-----------|-----------------|
| Bert Wetta Track | M.P. 15.1 | 351 |
| Bosse Track | M.P. 42.7 | 508 |

Rule 99 (D) in effect.

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.

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

| STATION | STREETS | MPH |
|------------|-----------------------|-----|
| Stillwater | McElray St. M.P. 28.5 | 10 |

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 (Feet) |
|-------------|-----------|-----------------|
| Swan Rubber | M.P. 26.5 | 2,439 |
| Boomer Spur | M.P. 26.1 | 2,492 |

| WEST-WARD First Class | Capacity of Sidings in Feet | Ruling Grade Ascending | TIME TABLE No. 23 June 10, 1973 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-WARD First Class |
|--------------------------|-----------------------------|------------------------|---------------------------------------|------------------------|-----------|--|--------------------------|
| 15 | | | | | | | 16 |
| Leave Daily | | Feet Per Mile | STATIONS | Feet Per Mile | | | Arrive Daily |
| AM 6.40 | 24470 | 0 | ARKANSAS CITY | 0 | 263.4 | TY C R | PM 10.15 |
| | | 31.7 | 0.8 SLSF-MP Crossing | 22.1 | 264.2 | | |
| | | 40.6 | CHILOCCO | 31.7 | 268.6 | | |
| | 12835 | 0 | NEWKIRK | 52.8 | 275.8 | C | |
| | | 0 | KILDARE | 34.4 | 281.0 | | |
| s 7.22 | 32442 | 0 | PONCA CITY | 35.8 | 288.9 | Y C R | s 9.45 |
| | | 45.8 | CRI&P Crossing | 40.9 | 290.7 | | |
| | 8616 | 22.0 | MARLAND | 52.8 | 300.3 | C | |
| | 7447 | 52.8 | RED ROCK | 29.9 | 306.8 | C | |
| | 7993 | 0 | OTOE | 52.8 | 312.7 | | |
| | | 52.8 | BLACK BEAR SL SF Crossing | 33.1 | 316.3 | | |
| s 7.58 | S 3824 N 5515 | 52.8 | PERRY | 52.8 | 321.6 | R C | s 9.10 |
| | 8563 | 25.1 | ASP | 52.8 | 328.4 | | |
| | 10149 | 52.8 | MULHALL | 52.8 | 338.8 | | |
| | 8915 | 36.2 | LAWRIE | 35.3 | 347.2 | | |
| s 8.30 | 14725 | 38.6 | GUTHRIE | 16.2 | 352.6 | Y C R | s 8.41 |
| | 9735 | 37.0 | SEWARD | 0 | 360.1 | | |
| | 7041 | 50.1 | EDMOND | 23.9 | 370.1 | | |
| | 8029 | 52.8 | BRITTON | 52.8 | 376.8 | | |
| 9.00 | | 48.8 | NOWERS | 45.8 | 380.6 | | |
| s 9.15 | | 24.0 | OKLAHOMA CITY | 17.6 | 384.0 | Y C R | s 8.10 |
| 9.25 | | 46.3 | BURNETT | 0 | 385.7 | | s 8.00 |
| | 8062 | 33.3 | FLYNN | 46.7 | 388.8 | | |
| | 8351 | 28.5 | MOORE | 48.6 | 393.2 | | |
| s 9.55 | 6678 | 46.5 | NORMAN | 32.5 | 401.8 | C R | s 7.30 |
| | 9075 | 0 | NOBLE | 52.8 | 408.1 | | |
| s 10.25 AM | | | PURCELL | | 417.3 | TY C R | 7.10 PM |
| Arrive Daily | | | (153.2) | | | | Leave Daily |
| 40.8 | | | Average speed per hour | | | | 49.7 |

RULE 251 IN EFFECT:

Nowers to Burnett.

RULE 261 IN EFFECT:

Main track and sidings:

Arkansas City to Nowers.

Burnett to Purcell.

RULE 93(A) IN EFFECT:

End of two tracks Nowers to end of two tracks Burnett.

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 M.P. 407.6
(Both sides M.P. 409.5
track)

Detectors will not clear man-on side of car.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| | MPH | |
|--------------------------|------|------|
| | Psg. | Frt. |
| 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

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.

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

MIDDLE DIVISION

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 |
| 4 Curves, M.P. 311.3 to 315.2 | 80 |
| Curve, M.P. 315.7 to 315.8 | 75 |
| RR Crossing, M.P. 316.3 (Auto. Interlocking) | 75 |
| Curve, M.P. 320.5 to 320.6 | 75 |
| 4 Curves, M.P. 322.2 to 325.1 | 80 |
| Curve, M.P. 351.2 to 351.3 | 80 |
| Curve, M.P. 351.8 to 351.9 | 50 |
| Curve, M.P. 353.8 to 354.3 | 80 |
| Curve, M.P. 371.8 to 372.3 | 75 |
| Curve, M.P. 375.5 to 375.8 | 80 |
| 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 |

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

| STATION | STREETS | MPH |
|---------------|---|-----|
| Newkirk | M.P. 275.4 to 276.4 | 45 |
| Ponca City | M.P. 285.7 to 288.3 | 40 |
| | M.P. 288.3 to 290.4 | 30 |
| Perry | M.P. 320.8 to 321.7 | 50 |
| Guthrie | M.P. 352.1 to 352.9 | 50 |
| Edmond | M.P. 369.7 to 370.4 | 35 |
| Britton | M.P. 376.1 to 377.3 | 50 |
| | Wilshire, M.P. 378.9 | 50 |
| Oklahoma City | North 16th St., M.P. 382.6 to South 27th St., M.P. 386.0 (except North 12th to North 7th Streets) | 30 |
| | North 12th St., M.P. 382.9 to North 7th St., M.P. 383.3 | 20 |
| | South 29th St., M.P. 386.2 to High Avenue, M.P. 387.9 | 50 |
| Moore | M.P. 391.4 N.W. 27th St. to M.P. 393.4, S. E. 4th St. | 20 |
| | M.P. 393.4, South 34th St. to M.P. 396.2 | 60 |
| | Tecumseh Road, M.P. 398.7 to Rock Creek Road, M.P. 399.6 | 50 |
| Norman | Rock Creek Road, M.P. 399.6 to Constitution Avenue, M.P. 404.1 | 30 |
| | M.P. 406.4 to 409.7 | 25 |

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 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 (Feet) |
|-------------------------------|------------|-----------------|
| Orlando | M.P. 332.7 | 300 |
| Team Track | M.P. 366.7 | 1,573 |
| Central Fixtures Spurs | M.P. 372.5 | 464 |
| General Portland Cement Spurs | M.P. 372.9 | 2,619 |
| Murphy Perkins | M.P. 372.9 | 506 |
| Ralston Purina | M.P. 373.0 | 4,524 |
| Harper Oil Co. (Dereco) | M.P. 373.5 | 1,400 |
| Dow Chemical Spur | M.P. 373.6 | 509 |
| Cain's Coffee | M.P. 373.9 | 983 |
| Acme Brick Spur | M.P. 374.3 | 778 |
| W. E. Davis | M.P. 374.6 | 661 |
| Dolese Spur | M.P. 375.0 | 1,100 |
| Westinghouse Co. | M.P. 397.6 | 3,844 |
| Tyler Simpson | M.P. 400.2 | 598 |
| IBM Spur | M.P. 405.2 | 525 |
| Dolese Spur | M.P. 405.7 | 1,036 |

| WEST- WARD ↓ | Capacity of Sidings in Feet | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|--------------------|--------------------------------|---------------------------|--------------------------------|--|---------------------------|-----------|--|--------------------|
| | | | No. 23 | | | | | |
| | | | June 10, 1973 | | | | | |
| | | Feet Per Mile | STATIONS | | Feet Per Mile | | | |
| | 1047 | 0 | BURBANK 11.9 | | 30.2 | 25.7 | | |
| | | 0 | FAIRFAX 5.5 | | 31.7 | 37.6 | C | |
| | 5143 | 25.0 | RALSTON YL 9.2 | | 31.7 | 43.1 | C | |
| | | 31.7 | SKEDEE YL 1.8 | | 31.7 | 52.3 | | |
| | | 29.9 | ESAU JCT. YL 4.1 | | 31.7 | 54.1 | Y | |
| | | 31.7 | CAMP SL-SF Crossing 10.3 | | 31.7 | 58.2 | | |
| | | 0 | QUAY 3.2 | | 31.7 | 68.5 | | |
| | | 0 | YALE 1.7 | | 30.4 | 71.7 | | |
| | | 31.7 | MKT Gantlet 9.0 | | 0 | 73.4 | | |
| | | 31.7 | CUSHING YL 14.4 | | 31.7 | 82.4 | Y C | |
| | | 31.7 | KENDRICK 5.6 | | 31.7 | 96.8 | | |
| | 4633 | 31.7 | DAVENPORT 17.0 | | 31.7 | 102.4 | | |
| | 2387 | 31.7 | MEEKER 12.6 | | 31.7 | 119.4 | | |
| | | 0 | SHAWNEE YL 2.1 | | 0 | 132.0 | Y C R | |
| | | | END OF TRACK | | | 134.1 | | |
| | | | (108.2) | | | | | |

Rule 99(D) in effect.

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| | MPH |
|-----------------------|-----|
| Burbank to M.P. 134.1 | 40 |

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.

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

| STATION | STREETS | MPH |
|---------|---------------------|-----|
| Fairfax | M.P. 37.5 to 37.6 | 30 |
| Yale | M.P. 71.6 to 71.8 | 25 |
| Shawnee | M.P. 130.6 to 132.1 | 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 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 (Feet) |
|--------------------|------------|-----------------|
| Corning Glass Spur | M.P. 127.6 | 914 |

LITTLE RIVER DISTRICT MIDDLE DIVISION MINNEAPOLIS DISTRICT 17

| WEST- WARD ↓ | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|---------------------|---------------------------|---|---------------------|---------------------------|-----------|--|--------------------|
| | | No. 23 | | | | | |
| | | June 10, 1973 | | | | | |
| Feet Per Mile | STATIONS | | Feet Per Mile | | | | |
| | | LYONS YL 17.3 | | | | C | |
| | | S.L.-S.F. Crossing LORRAINE YL 4.6 | | | 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 4.1 | 52.8 | | 56.9 | Y | |
| | | (53.7) | | | | | |

| WEST- WARD ↓ | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|---------------------|---------------------------|-------------------------------------|---------------------|---------------------------|-----------|--|--------------------|
| | | No. 23 | | | | | |
| | | June 10, 1973 | | | | | |
| Feet Per Mile | STATIONS | | 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 ADA 10.0 | 0 | | 24.2 | | |
| 0 | | BARNARD YL 8.8 | 0 | | 34.2 | C | |
| | | (43.1) | | | 43.0 | Y C | |

Trains originating Minneapolis must secure clearance card.

Rule 99 (D) in effect.

No switch lights on the Minneapolis District.

Westward trains must secure both AT&SF and SLSF clearance card at Lyons before leaving.

Eastward trains must secure both AT&SF and SLSF clearance card at Holyrood before leaving.

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| | MPH |
|-----------------------|-----|
| Manchester to Barnard | 20 |

SPEED RESTRICTIONS - RR CROSSINGS.

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| | MPH |
|---------------------|-----|
| Lorraine to Galatia | 30 |

SPEED RESTRICTIONS - RR CROSSINGS.

| | MPH |
|---|-----|
| 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—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.

SWITCHES—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.

JUNCTION SWITCHES Rule 98 (C)

| LOCATION | NORMAL POSITION |
|------------|----------------------|
| Manchester | Strong City District |

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.

| Capacity of Sidings in Feet | WEST-WARD | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Mile Post | Communications Tables and Wyes | EAST-WARD |
|-----------------------------|---------------|------------------------|-----------------------------|-----------------------|------------------------|-----------|--------------------------------|-----------|
| | ↓ | | No. 23 | June 10, 1973 | | | | ↑ |
| | Feet Per Mile | | STATIONS | | Feet Per Mile | | | |
| 1704 | 0 | | PEABODY 13.8 | C R I & P | 0 | | | |
| | 0 | | A.T. & S.F. Crossing 0.2 | | 0 | | | |
| | 0 | | MARION YL 0.3 | | 0 | 10.1 | B | |
| | 31.7 | | C.R.I. & P. Crossing 4.9 | | 0 | 10.4 | | |
| 2276 | 31.7 | | CANADA 5.2 | | 13.4 | 15.3 | | |
| 2009 | 31.7 | | HILLSBORO 5.8 | | 17.4 | 20.5 | B | |
| | 31.7 | | LEHIGH 7.8 | | 0 | 26.3 | B | |
| 2054 | 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 2.9 | | 31.7 | 43.8 | | |
| | 0 | | C.R.I. & P. Crossing 0.5 | | 31.7 | 46.7 | | |
| | 0 | | McPHERSON YL 0.1 | | 0 | 47.2 | CR | |
| | 31.7 | | U.P. Crossing 6.4 | | 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 5.8 | | 0 | 66.2 | C | |
| | 11.9 | | MITCHELL 5.4 | | 31.7 | 72.0 | | |
| | 0 | | Mo. Pac. Crossing 0.7 | | 0 | 77.4 | | |
| | 31.7 | | LYONS YL 0.3 | | 31.7 | 78.1 | C | |
| | 28.8 | | S.L.-S.F. Crossing 7.6 | | 31.7 | 78.4 | | |
| | 30.1 | | CHASE 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.

Trains originating Lyons must secure clearance card. No switch lights on McPherson District.

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

| STATION | STREETS | MPH |
|-----------|------------------------|-----|
| Marion | M.P. 10.0 to 10.8 | 15 |
| Canton | Main Street, M.P. 33.9 | 15 |
| McPherson | M.P. 46.5 to 48.0 | 15 |
| Windom | M.P. 60.3 to 60.6 | 25 |

| Capacity of Sidings in Feet | WEST-WARD ↓ | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-WARD ↑ |
|-----------------------------|----------------|------------------------|---------------|---------------|------------------------|-----------|-------------------------------------|----------------|
| | | | No. 23 | June 10, 1973 | | | | |
| A.T.&S.F. Yard | 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. Rv. | 0 | | | | | |
| | 0 | 12.6 SOLOMON | 0 | | | | | |
| | 0 | 0.4 EAST SALINA YL | 0 | | 20.5 | | | |
| | 0 | 1.0 A.B. JCT. | 0 | | 21.5 | | | |
| | 0 | 0.1 U.P. Crossing | 0 | | 21.6 | | | |
| | 0 | 0.1 U.P. Crossing | 0 | | | | R C | |
| | 0 | 0.4 SALINA F.S. YL | 0 | | 21.7 | | | |
| | 14.2 | 0.4 SALINA U.S. YL | 0 | | 22.1 | | C | |
| 2184 | 39.9 | 0.6 U.P. Crossing | 37.0 | | 22.7 | | | |
| 2200 | 47.7 | 7.4 HEDVILLE | 30.0 | | 30.1 | | | |
| | 47.5 | 6.8 GLENDALE | 42.2 | | 36.9 | | | |
| | 47.6 | 5.3 JUNIATA | 44.0 | | 42.2 | | | |
| | 47.5 | 3.3 WESTFALL | 42.2 | | 45.5 | | | |
| | 39.6 | 3.5 EDALGO | 42.2 | | 49.0 | | | |
| | 50.0 | 6.2 BARTON | 50.2 | | 55.2 | | | |
| 2811 | 0 | 1.4 U.P. Crossing | 0 | | 58.6 | | | |
| | 37.0 | 0.3 LINCOLN CENTER | 21.1 | | 58.9 | | C | |
| | 47.5 | 5.2 GOLDENROD | 37.0 | | 62.1 | | | |
| | 37.0 | 3.1 DENMARK | 18.5 | | 65.2 | | | |
| | 42.2 | 6.5 ASH GROVE | 30.0 | | 71.7 | | | |
| | 52.8 | 8.9 HUNTER | 44.9 | | 77.1 | | | |
| 981 | 55.4 | 8.2 TIPTON | 50.0 | | 86.0 | | C | |
| | 21.1 | 3.9 CORINTH | 10.6 | | 94.2 | | | |
| | 47.5 | 4.4 FORNEY | 42.2 | | 98.1 | | | |
| | | OSBORNE YL | | | 102. | | Y C | |
| | | (103.4) | | | | | | |

| 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. | 30 |
| 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.

| JUNCTION SWITCHES Rule 98(C) | |
|------------------------------|----------------------|
| LOCATION | NORMAL POSITION |
| 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. |

| OVERHEAD OBSTRUCTIONS (Rule 761) | |
|----------------------------------|--|
| Mile Post | Name |
| 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. |

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.
 WEST ABILENE—EAST SALINA—A.T. & S.F. trains use U.P. R.R. main and yard tracks and be governed by U.P. time table, rules and regulations.
 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.

| INDUSTRY AND OTHER TRACKS BETWEEN STATIONS | | |
|--|-----------|-----------------|
| Name | Location | Capacity (Feet) |
| CGF spurs and switching tracks | M.P. 25.2 | 14,900 |

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.
 No switch lights on Salina District.

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

| STATION | STREETS | MPH |
|---------|-----------------------------|-----|
| Salina | Ohio Street, M.P. 20.7 | 10 |
| | M.P. 21.3 to 22.4 | 15 |
| Corinth | Highway Crossing, M.P. 94.2 | 5 |

| Capacity of Sidings in Feet | WEST-WARD | | TIME TABLE No. 23 June 10, 1973 | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-WARD | |
|-----------------------------|---------------|---|---------------------------------------|------------------------|-----------|-------------------------------------|---------------|--|
| | Feet Per Mile | STATIONS | | | | | Feet Per Mile | |
| | | NEVA YL | | 0 | | | | |
| | 34.7 | 2.6 ROCKLAND | | 0 | 2.6 | | | |
| | 39.4 | 5.0 HYMER | | 0 | 7.6 | | | |
| | 37.0 | 5.8 DIAMOND SPRINGS | | 0 | 13.4 | B | | |
| | 47.5 | 5.8 BURDICK | | 0 | 19.2 | B | | |
| 1255 | 50.5 | 6.3 C.R.I. & P. Crossing LOST SPRINGS | | 41.2 | 25.5 | | | |
| | 20.6 | 5.4 C.R.I. & P. Crossing | | 49.1 | 30.9 | | | |
| 2785 | 48.6 | 5.9 HOPE | | 49.1 | 36.8 | | | |
| | 34.4 | 0.3 Mo. Pac. Crossing | | 0 | 37.1 | | | |
| 1413 | 40.7 | 7.3 NAVARRE | | 47.5 | 44.4 | | | |
| 1635 | 0 | 7.7 ENTERPRISE | | 47.5 | 52.1 | | | |
| | 0 | 0.1 C.R.I. & P. Crossing | | 0 | 52.2 | | | |
| | 0 | 0.1 A.T. & S.F. Crossing | | 0 | 52.3 | | | |
| | 0 | 5.8 ABILENE YL | | 0 | 58.1 | T C R | | |
| | 0 | 0.5 C.R.I. & P. Jct. | | 0 | 58.6 | | | |
| | 0 | 0.2 S.A. Jct. | | 0 | 58.8 | | | |
| | 0 | 0.2 U.P. Crossing | | 0 | 59.0 | | | |
| 1790 | 37.0 | 8.0 TALMAGE YL | | 0 | 67.0 | | | |
| 1931 | 39.8 | 5.8 MANCHESTER YL | | 0 | 72.8 | Y B | | |
| 1874 | 52.8 | 5.6 LONGFORD | | 52.7 | 78.4 | C | | |
| 992 | 52.8 | 5.3 OAK HILL | | 52.8 | 83.7 | B | | |
| | 52.7 | 9.3 MILTONVALE | | 37.0 | 93.0 | C | | |
| 2964 | 52.8 | 9.1 AURORA | | 52.7 | 102.1 | | | |
| 1008 | 52.6 | 5.9 HUSCHER | | 52.7 | 108.0 | | | |
| | 0 | 2.0 COOK | | 52.7 | 110.0 | | | |
| | 0 | 3.2 Mo. Pac. Crossing BN Crossing | | 0 | 113.2 | | | |
| | 0 | 0.3 CONCORDIA YL | | 0 | 113.5 | C | | |
| | 14.2 | 5.6 Mo. Pac. Crossing | | 0 | 120.1 | | | |
| | 52.4 | 7.6 KACKLEY | | 0 | 127.7 | | | |
| | 0 | 6.0 C.R.I. & P. Crossing COURTLAND | | 23.5 | 133.7 | C | | |
| | 52.1 | 7.5 LOVEWELL | | 52.7 | 141.2 | | | |
| | 52.6 | 5.8 WEBBER | | 0 | 147.0 | | | |
| | 0 | 4.9 State Line | | 52.8 | 151.9 | | | |
| | 42.2 | 0.7 Mo. Pac. Crossing | | 0 | 152.6 | | | |
| | 42.2 | 0.4 BN Crossing | | 0 | 153.0 | | | |
| | 0 | 0.8 SUPERIOR YL | | 0 | 153.8 | C H | | |
| | | (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.

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. |

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

| STATION | STREET | MPH |
|-----------|---------------------|-----|
| Abilene | M.P. 58.1 to 59.7 | 15 |
| Concordia | M.P. 112.9 to 114.2 | 15 |
| Superior | M.P. 153.0 to 154.0 | 10 |

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 | |
| ton 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 | Blanton |
| Augusta | Manchester | Enid |
| Barnard (Minneapolis Dist.) | Minneapolis | Ralston |
| CH Jct. (5th Dist. only) | Ellinwood | Skedee (includes Esau Jct.) |
| Concordia | Emporia | Cushing |
| Conway | Ponca City (Plains Division only) | Shawnee |
| Dodge City | Guthrie (Enid District only) | Stillwater |
| El Dorado | McPherson | Salina |
| Galatia | ND Jct. | Scott City |
| Great Bend | Ness City | Sterling |
| Holyrood | Neva (Strong City Dist. only) | Superior |
| Jetmore | No. Wichita | Talmage |
| Kinsley | Osborne | WN Jct. (Douglass Dist. and Eastern Division only) |
| Larned | Kiowa | Ada, Okla. |
| Lorraine | Cherokee | Tupelo |
| Lyons | | |

4. BULLETIN BOOKS

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

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:

| | Maximum Depth Above Top of Rail (Inches) | Maximum Speed (MPH) |
|----------------------|--|---------------------|
| Engines: All Classes | 4 | 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 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 car 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.

| | Forward or Dead In Train MPH | Backing or When not Controlled From Leading Unit MPH |
|--|------------------------------|--|
| 300LABC-321AB, AMTRAK 500-539, 5687-5704, 5920-5948 | 90* | 45 |
| 101-114, 200-289, 325-349, 2000-2321, 2451-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 4600-4679, 5000-5019, 5500-5589, 5590-5686, 5900-5919, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8735, 9800-9854 | 70 | 45 |
| 541-563, 603-640, 653, 1500-1537, 2323-2450 | 45 | 45 |

*Engines without cars must not exceed 70 MPH.

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) |
| 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 |
| 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 | J. D. BRASHEAR (Eye Spec) |
| Oklahoma City | D. M. LOWRY |
| " | R. E. CAMPBELL (Eye Only) |
| " | W. D. HEATH, Ophthalmologist |
| Ponca City | J. M. BUSH |
| Shawnee | A. M. WILLIAMS |
| Stillwater | W. H. GARNIER |
| Wellington | K. W. MOBERG (Eye Only) |
| " | J. W. RILEY (Eye Only) |
| 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. EMPLOYES' BENEFIT ASSOCIATION
 DR. R. M. BROOKER, Chief Surgeon.....Topeka

LOCAL SURGEONS

| LOCATION | DOCTORS |
|------------------|--------------------------|
| Abilene | D. C. CHAFFEE |
| " | D. C. RORABAUGH |
| " | K. E. CONKLIN |
| Ada, Oklahoma | C. D. WISEMAN |
| Arkansas City | R. F. MORTON |
| " | GEO. MEEK |
| " | G. L. CAMPBELL |
| " | N. C. SMITH |
| " | B. G. SMITH |
| " | N. ALVAREZ |
| Augusta | 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 LEONROD |
| Dodge City | R. J. OHMAN |
| " | R. G. KLEIN |
| " | R. MCCOY |
| " | A. B. BUSCH |
| " | WM. V. TREKELL |
| " | C. C. CONARD |
| " | M. U. STOCKWELL |
| " | C. F. MCELHINNEY |
| " | E. R. WILLIAMS |
| " | C. K. ZACHARIAS |
| " | R. L. BROWNRIFF |
| Edmond | E. H. MURRAY |
| El Dorado | G. E. KASSEBAUM |
| " | R. M. BRIAN |
| " | GEO. W. HAMMEL |
| Ellinwood | FINDLEY LAW |
| Emporia | C. R. HOPPER |
| " | C. C. 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 |
| " | R. J. HOGUE, JR. |
| 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 |
| Minneapolis | E. DEAN BRAY |
| Ness City | P. K. WIENS |
| Newkirk | G. H. YEARY |
| Newton | J. B. MOATES |
| " | 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 | 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 |
| Wellington | J. L. MCGOVERN |
| " | W. M. COLE |
| " | J. L. DIACON |
| " | E. C. MCCORMICK |
| 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 |
| " | B. 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 |
|---------------|----|-----------|-----------|-----------|-----------|------|------------|------|-------------------|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | AM | AM | PM | PM | AM | PM | PM | AM | AM | AM | AM | PM | PM | PM | PM |
| Emporia | LV | 1215 | 700 | 730 | 825 | 1100 | 105 | 1000 | 110 | 215 | 900 | 1100 | 300 | 420 | 530 | 725 |
| Wellington | AR | | | | | | | | 325 AM | 430 AM | 120 PM | 300 PM | 600 PM | 645 PM | 800 PM | 925 PM |
| Arkansas City | LV | | | | | 150 | 440 | 215 | | | | | | | | |
| Okla. City | LV | | | | | | 730 | 530 | | | | | | | | |
| Purcell | AR | | | | | 600 | 850 | 700 | | | | | | | | |
| Sand Creek | LV | 600 | 915 | 1000 | 1100 | PM | PM | AM | | | | | | | | |
| Dodge City | AR | 400 PM | 100 PM | 200 AM | 300 AM | | | | | | | | | | | |

EASTWARD

| | | 723 | 403 | 473 | 591 | 593 | 513 523 | 843 | 943 | 801 | 901 | 703 713 | 813 863 | 891 | 741 743 | 841 | 803 |
|---------------|---------|-----------|-----------|-----------|-----------|------------|------------|------------|------------|-----------|-----------|------------|------------|-----------|------------|------------|------------|
| | | AM | PM | PM | | | AM | AM | PM | | | AM | AM | AM | PM | PM | PM |
| Dodge City | LV (CT) | 600 | 445 | 1100 | | | | | | | | | | | | | |
| Sand Creek | LV | 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 PM | 245 AM | 500 AM | 845 AM | 1045 AM | 215 AM | 1000 AM | 1100 AM | 555 AM | 655 AM | 1201 PM | 510 PM | 430 PM | 950 PM | 1010 PM | 1225 PM |

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