

R. C. MATTHEWS, Trainmaster..... Wellington, Kansas.
 J. E. GILL, Road Foreman of Engines..... Wellington, Kansas
 B. M. KURTZ, Chief Dispatcher..... Wellington, Kansas.
 W. A. BRANDT, Asst. Chief Dispatcher..... Wellington, Kansas.
 R. B. SIDMAN, Asst. Chief Dispatcher..... Wellington, Kansas

TRAIN DISPATCHERS — WELLINGTON, KANSAS

I. W. LAWSON. R. R. WOOD. G. A. HARKLEROAD.
 E. R. BOYER. C. L. ANDERSON. F. E. YOCK.
 D. H. HOLDAWAY. W. R. DAUNER. J. S. STEWART.
 H. E. COWLES. K. G. LITTON.

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

LOCAL TIME INSPECTORS—PANHANDLE DIVISION

R. J. LOCKHART..... Altus.
 JOHN E. HOLTZCLAW..... Alva.
 L. P. NORTHUP..... Clinton.
 JON I. GARD..... Fairview.
 VANE C. MEADOR..... Hutchinson.
 EDD BAIZE..... Hutchinson.
 D. E. OVERSTREET..... Kiowa.
 WILLARD W. MOTE..... Ponca City.
 RALPH L. SHARP..... Waynoka.
 ROSCOE H. RILEY..... Wellington.
 MRS. VERNA E. JAGGERS..... Wellington.
 E. R. CLARK..... Wichita.
 F. D. HERMAN..... Wichita.

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are DAMAGING - Here's what happens:

4 miles per hour SAFE COUPLING SPEED
 5 miles per hour — Damage Begins
 6 miles per hour — 2½ times as damaging as 4 MPH
 7 miles per hour — 3 times as damaging as 4 MPH
 8 miles per hour — 4 times as damaging as 4 MPH
 9 miles per hour — 5 times as damaging as 4 MPH
 10 miles per hour — 6 times as damaging as 4 MPH

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

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS

IT'S EVERYBODY'S JOB ON THE SANTA FE

SPEED TABLE

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

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	1 42	35.3
.. 38	94.7	1 ..	60.0	1 44	34.6
.. 39	92.3	1 02	58.0	1 46	34.0
.. 40	90.0	1 04	56.2	1 48	33.3
.. 41	87.8	1 06	54.5	1 50	32.7
.. 42	85.7	1 08	52.9	1 52	32.1
.. 43	83.7	1 10	51.4	1 54	31.6
.. 44	81.8	1 12	50.0	1 56	31.0
.. 45	80.0	1 14	48.6	1 58	30.5
.. 46	78.3	1 16	47.4	2 ..	30.0
.. 47	76.6	1 18	46.1	2 05	28.8
.. 48	75.0	1 20	45.0	2 10	27.7
.. 49	73.5	1 22	43.9	2 15	26.7
.. 50	72.0	1 24	42.9	2 30	24.0
.. 51	70.6	1 26	41.9	2 45	21.8
.. 52	69.2	1 28	40.9	3 ..	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 ..	15.0
.. 55	65.5	1 34	38.3	4 30	13.3
.. 56	64.2	1 36	37.5	5 ..	12.0
.. 57	63.2	1 38	36.8	6 ..	10.0

The Atchison, Topeka and Santa Fe Railway Co.

WESTERN LINES
Southern District

PANHANDLE DIVISION

TIME TABLE No.

95

IN EFFECT

Sunday, April 30, 1961

At 12:01 A. M.
Central Standard Time

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

G. R. BUCHANAN,
General Manager,
Amarillo, Texas.

J. H. BLAKE,
Asst. General Manager,
Amarillo, Texas.

H. J. BRISCOE,
Superintendent,
Wellington, Kansas.

1 PANHANDLE DIVISION

ANTHONY DISTRICT

Track Capacity 50 ft. Per Car	WESTWARD		Mile Post	TIME TABLE No. 95 April 30, 1961	Communications	EASTWARD	
	79	77				80	78
	Mixed	Mixed				Mixed	Mixed
Other Tracks	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.		STATIONS	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.	
Sidings							
26	AM 11.30	AM 8.20	6.3	GEUDAISPRINGS 5.1	s AM 7.20	s AM 11.30	
18	f 11.50 PM	f 8.40	11.4	ASHTON 4.1	f 7.00	f 11.10	
21	f 12.10	f 8.55	15.5	PORTLAND 5.8	f 6.40	f 10.50	
Yd.	12.30 PM	f 9.15	21.3	SOUTH HAVEN YL 0.5	6.20 AM	f 10.30	
			21.8	A.T.&S.F. Crossing 3.9			
21		f 9.30	25.7	DRURY 6.8		f 10.10	
82	Via Hunne- well District	s 10.00	32.5	CALDWELL YL 0.1	C	s 9.40	Via Hunne- well District
			32.6	C.R.I.&P. Crossing 6.4			
17			39.0	DOSTER 4.1			
13			43.1	METCALF 5.1			
53		s 11.00	48.2	BLUFF CITY 10.4	C	s 8.25	
			58.6	Mo. Pac. Crossing 0.5			
Yd.		s 11.45 AM	59.1	ANTHONY YL	C	7.40 AM	
	Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.		(52.8)		Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.
	15.0	15.5		Average speed per hour		15.0	13.8

No. 77, No. 78, No. 79 and No. 80 have no time table authority.

Main Track switch of depot spur at Caldwell and east switch of connection track at South Haven have no normal position and may be left lined and locked as last used.

At Anthony, junction switch with Second District normally lined for Second District.

At Anthony, trains will be governed by Second District time table rules.

HUNNEWELL DISTRICT

Track Capacity 50 ft. Per Car	WESTWARD		Mile Post	TIME TABLE No. 95 April 30, 1961	Ruling Grade Ascending	Communications	EASTWARD	
	57	77					78	60
	Mixed	Mixed					Mixed	Mixed
Other Tracks	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.		STATIONS	Feet Per Mile		Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.
Sidings							PM	PM
Yard	8.00	5.45		WELLINGTON YL 6.9	46.0	C	1.00	s 2.00
45	f 8.25	6.00	6.9	ROME 7.7	46.0		12.45	f 1.35
37	f 8.50	6.15 AM	14.6	SOUTH HAVEN YL 0.7	52.8	C	12.30 PM	f 1.10
			15.3	A.T.&S.F. Crossing 2.6	52.8			
79	f 9.01	Via Anthony District	17.9	HUNNEWELL 7.3	39.6		Via Anthony District	f 12.45
55	f 9.25		25.2	BRAMAN 3.5	39.6	C		f 12.25
13	f 9.40		28.7	SUMPTER 5.3	42.2			f 12.15
			34.0	St.L.S.F. Crossing 0.3	0			
Yard	s 10.15 AM		34.3	BLACKWELL YL 0.3	21.1	C		12.01 PM
			34.6	A.T.&S.F. Crossing 8.5	42.2			
Yard			43.1	TONKAWA YL		C		
	Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.		(43.1)			Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.
	15.2	29.2		Average speed per hour			29.2	17.3

No. 57, No. 60, No. 77 and No. 78 have no time table authority.

SIGNAL SYSTEM TWO IN EFFECT.

At Blackwell, wye switches have no normal position, and will be left lined and locked as last used.

At Wellington, trains will be governed by First District time table rules.

Trains must get numbered clearance card before leaving Blackwell and Wellington.

FIRST DISTRICT

PANHANDLE DIVISION

2

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	TIME TABLE No. 95 April 30, 1961	Feet Per Mile	Turn Tables and Wyes	Communications	EASTWARD	
		First Class								Passenger	San Francisco Chief
		3	1								
Other Tracks	Sidings	Leave Daily	Leave Daily			STATIONS				Arrive Daily	Arrive Daily
Yard	69	PM 2.05	AM 3.55	238.9	81.7	WELLINGTON 3.2	81.7	T Y	C	AM 9.35	PM 11.59
	242	2.08		242.1	81.7	ROLAND 4.9	81.7		B	9.25	11.46
91	148	2.12	4.02	247.0	81.7	MAYFIELD 7.1	81.7		C	9.21	11.42
24	167	2.18		254.1	81.7	MILAN 5.1	81.7			9.15	
35	144	2.22	4.12	259.2	0	ARGONIA 0.4	15.8		C	9.10	11.30
				259.6	81.7	Mo. Pac. Crossing 6.9	21.6				
42	253	2.29	4.18	266.5	26.4	DANVILLE 7.3	0		C	9.04	11.23
423	293	2.36	4.29	273.8	21.1	HARPER 6.5	19.2	Y	C	8.57	11.15
85	144	2.42		280.3	81.7	BULA 5.3	31.7			8.51	
275	S 131 N 152	2.47	4.39	286.6	0	ATTICA 6.6	31.7	Y	C	8.46	10.59
82	208			292.2	81.7	CRISFIELD 7.6	31.7		B	8.40	
33	223	2.58	4.50	299.8	81.7	HAZELTON 7.1	31.7		C	8.33	10.42
607	285	3.04	5.00	306.9	0	KIOWA 0.9	21.1	Y	C	8.26	10.35
				307.8	0	Mo. Pac. Crossing 5.4	81.7				
	197	3.09		313.2	81.7	LODER 3.2	19.8		B	8.21	
76			5.08	316.4	83.6	CAPRON 3.1	0		C	8.18	10.21
	226	3.14		319.5	81.7	BRINK 5.2	31.7		B	8.15	
371	85	3.22	5.21	324.7	81.7	ALVA 4.2	0		C	8.10	10.12
23	336	3.26		328.9	81.7	NOEL 6.8	31.7			8.03	
44	144	3.32	5.33	335.7	81.7	AVARD 9.8	21.1		C	7.57	10.00
				342.4							
Yard		3.45 PM	5.55 AM	345.5		WAYNOKA		T Y	C	7.45 AM	9.50 PM
		Arrive Daily	Arrive Daily			(106.6)				Leave Daily	Leave Daily
		64.0	53.3			Average speed per hour				58.1	49.2

TRAFFIC CONTROL SYSTEM

TWO TRACKS

SIGNAL SYSTEM TWO IN EFFECT.

TWO TRACKS: Between M.P. 342.4 and Waynoka.

RULE 261 IN EFFECT: On Main Tracks and Sidings, Wellington to Waynoka, including Extension Track, Waynoka.

At Waynoka, between Westward Home Signals at Broadway Street and Eastward Home Signals at Ash Street, trains and engines must proceed at restricted speed.

Trains must get numbered clearance card before leaving Wellington and Waynoka.

First class trains may register at Waynoka by Form 903.

Color-light switch point indicator at east end of Track No. 13, M.P. 342.7, at Waynoka, indicates position of spring switch points only.

3 PANHANDLE DIVISION

WICHITA DISTRICT

Track Capacity 50 ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 95 April 30, 1961	Communications	EASTWARD	
	Second Class	67				Second Class	68
		Mixed				Mixed	
Other Track	Sidings	Leave Daily Ex. Sun.	Mile Post	Feet Per Mile	STATIONS	Arrive Daily Ex. Sun.	
		AM 6.21	2.1		WICHITA JCT. YL 0.6	PM 2.10	
			2.7		Mo. Pac. Crossing 3.9	B	
16	f	6.35	6.6	32.1	TYLER 7.3	f 1.50	
58	f	6.53	13.9	31.7	GODDARD 5.9	f 1.35	
48	f	7.08	19.8	31.6	GARDEN PLAIN 5.9	f 1.20	
80	f	7.23	25.7	31.7	CHENEY 4.5	f 1.05	
6	f	7.33	30.2	31.7	LANSDOWNE 3.8	f 12.55	
31	f	7.44	34.0	28.8	MURDOCK 4.7	f 12.47	
9	f	7.54	38.7	28.8	GEORGIA 5.4	f 12.37	
			44.1	0	East Kingman Jct. YL 0.2		
Yard	s	8.30	44.3	19.0	KINGMAN YL 0.7	12.25 PM	
			45.0	31.7	West Kingman Jct. YL 1.1		
			46.1	31.7	Mo. Pac. Crossing 8.0		
24	f	9.10	54.1	31.7	CALISTA 8.2	f 11.33	
32	f	9.30	62.3	31.7	CUNNINGHAM YL 6.7	f 11.16	
26	f	9.45	69.0	31.7	CAIRO 3.1	f 10.52	
16	f	9.52	72.1	31.7	WALDECK 7.3	f 10.45	
70	s	10.15 AM	79.4		PRATT YL	10.30 AM	
		Arrive Daily Ex. Sun.			(77.3)	Leave Daily Ex. Sun.	
		19.2			Average speed per hour	18.5	

No. 67 is superior to No. 68.

Between East Kingman Jct. and West Kingman Jct. there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

At Wichita Jct., Fairview District junction switch normally lined for Fairview District.

At East Kingman Jct. and West Kingman Jct., Second District junction switches normally lined for Second District.

Trains must get numbered clearance card before leaving Pratt, unless otherwise provided.

Eastward trains call operator at South Jct. for instructions from booth telephone at Mo.Pac. Crossing, M.P. 2.7.

FAIRVIEW DISTRICT

Track Capacity 50 ft. Per Car	WESTWARD		Mile Post	TIME TABLE No. 95 April 30, 1961	Communications	EASTWARD	
	Second Class	67 71				Second Class	72 68
		Mixed				Mixed	Mixed
Other Tracks	Sidings	Leave Daily Ex. Sun.	Leave Mon. Wed. and Fri.	STATIONS	Arrive Tues. Thurs. and Sat.	Arrive Daily Ex. Sun.	
		AM 6.10	AM 6.00	207.9	WICHITA U. S. YL 0.9	PM 2.40	PM 2.30
		6.12		208.8	SOUTH JCT. YL 1.2		2.18
				210.0	M.V. Crossing 1.5		
		6.21 AM		211.5	WICHITA JCT. YL 0.9		2.10 PM
		Via Wichita District		212.4	Mo. Pac. Crossing 2.7	B	Via Wichita District
15		f 6.30		215.1	PROSPECT YL 2.5	f 2.20	
70		f 6.40		217.6	SCHULTE 6.2	f 2.10	
18		f 6.55		223.8	CLONMEL 7.4	f 1.55	
130		7.30 AM		231.2	VIOLA YL 0.3	1.40 PM	
		Via Englewood District		231.5	A.T.&S.F. Crossing	Via Englewood District	
52				239.4	7.9 MILTON Mo. Pac. Crossing 6.8		
47				246.2	HAMNER 3.8		
16				250.0	RUNNYMEDE 7.1		
423				257.1	HARPER YL		
		Arrive Daily Ex. Sun.	Arrive Mon. Wed. and Fri.		(49.2)	Leave Tues. Thurs. and Sat.	Leave Daily Ex. Sun.
		19.6	15.5		Average speed per hour	23.3	10.3

No. 71 and No. 72 have no time table authority.

Between North Wichita and sign marking end of Middle Division Located 250 feet east of Wichita Jct., trains will be governed by Middle Division time table and rules.

At Harper, trains will be governed by First District time table rules.

SIGNAL SYSTEM TWO IN EFFECT.

Trains originating must get numbered clearance card before leaving Wichita U.S., North Wichita and Harper.

At Wichita Jct., Wichita District junction switch normally lined for Fairview District.

At Viola, Englewood District junction switch normally lined for Englewood District.

Eastward trains call operator South Jct. for instructions from booth telephone located at Mo.Pac. Crossing, M.P. 212.4.

PANHANDLE DIVISION 4

ENGLEWOOD DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD 71		Ruling Grade Ascending	TIME TABLE No. 95 April 30, 1961	Ruling Grade Ascending	Communication	EAST- WARD 72
		Mixed						Mixed
Other Tracks	Sidings	Leave Mon, Wed. and Fri.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Tue., Thur. and Sat.
130		AM 7.30	22.5	32.7	VIOLA YL 4.6	25.3	C	PM 1.40
40	f	7.45	27.1	32.1	ANNES 6.8	31.7	f	1.30
49	f	8.00	33.9	26.4	NORWICH YL 0.8	28.8	C	f 1.20
			34.7	31.7	Mo. Pac. Crossing 6.4	31.7		
16	f	8.15	41.1	31.7	ADAMS 5.7	29.9	f	1.00
Yard	f	8.45	46.8	29.0	RAGO YL A.T.&S.F. Crossing. 4.5	16.8	C	f 12.45
20	f	9.00	51.3	52.8	SPIVEY 6.7	19.8	f	12.25
37	f	9.20	58.0	52.8	ZENDA 7.7	52.8	C	f 12.05 PM
70	f	9.45	65.7	47.5	NASHVILLE 7.3	52.8	C	f 11.45
33	f	10.15	73.0	52.8	ISABEL 7.5	52.8	C	f 11.30
68	f	10.45	80.5	52.8	SAWYER YL 8.0	52.8	C	f 11.15
37	f	11.15	88.5	52.8	COATS YL 6.6	52.8	C	f 10.55
31	f	11.30	95.1	52.8	SPRINGVALE 2.9	52.8	f	10.40
26	f	11.40	98.0	44.9	CROFTS 5.3	52.8	f	10.30
		PM 12.01	103.3	52.8	BELVIDERE JCT. YL 1.1	0		10.20
Yard	f	12.30	104.4	52.8	BELVIDERE YL 12.1	52.8	C	f 10.15
61	f	1.15	116.5	52.8	WILMORE YL 8.5	52.8	C	f 9.20
110	f	1.50	125.0	48.8	COLDWATER YL 9.7	52.8	C	f 9.00
156	f	2.30	134.7	52.8	PROTECTION YL 9.8	52.8	C	f 8.25
62	f	2.50	144.5	52.8	SITKA YL 6.3	52.8	f	8.10
98	f	3.20	150.8	52.8	ASHLAND YL 8.0	52.8	C	f 7.45
36	f	3.35	158.8	52.8	ACRES 7.3	52.8	f	7.15
Yard		4.00 PM	166.1		ENGLEWOOD YL		C	7.00 AM
		Arrive Mon, Wed. and Fri.			(143.6)			Leave Tue., Thur. and Sat.
		16.9			Average speed per hour			21.5

MEDICINE LODGE DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD 69		Ruling Grade Ascending	TIME TABLE No. 95 April 30, 1961	Ruling Grade Ascending	Turn Tables and Wyes	Communication	EAST- WARD 70
		Mixed							Mixed
Other Tracks	Sidings	Leave Daily Ex. Sun.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily Ex. Sun.
Yard		AM 6.45		31.7	ATTICA YL 10.8	31.7	Y	C	PM 1.00
50	f	7.15	10.5	31.7	SHARON YL 5.1	17.4		C	f 12.35
11	f	7.30	15.6	31.7	PIXLEY 5.0	31.7		f	12.20
Yard	f	8.30	20.6	31.7	MEDICINE LODGE YL 14.2	24.8		C	f 12.01 PM
61	f	9.15	33.6	31.7	LAKE CITY YL 5.7	0		C	f 11.00
53	f	9.30	39.3	42.2	SUN CITY YL 10.1	18.0		C	f 10.45
		10.00	49.4	52.8	BELVIDERE JCT. YL 1.1	0			10.15
Yard		s 10.10 AM	50.5		BELVIDERE YL		Y	C	10.10 AM
		Arrive Daily Ex. Sun.			(52.0)				Leave Daily Ex. Sun.
		15.0			Average speed per hour				18.3

No. 69 and No. 70 have no time table authority.

SIGNAL SYSTEM TWO IN EFFECT.

At Attica, trains will be governed by First District time table rules.

Between Belvidere Jct. and Belvidere, trains will be governed by Englewood District time table rules.

At Belvidere Jct., Englewood District junction switch normally lined for Englewood District.

At Attica, normal position of wye switch out of Medicine Lodge Dist., MP 0.6 is for the wye track.

No. 71 and No. 72 have no time table authority.

Within yard limits at Belvidere and Belvidere Jct., there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

At Viola, Fairview District junction switch normally lined for Englewood District.

At Belvidere Jct., Medicine Lodge District junction switch normally lined for Englewood District.

Trains must get numbered clearance card before leaving Englewood, unless otherwise provided.

West wye switch and west switch old siding at Englewood must be left lined and locked for movement to wye.

5 PANHANDLE DIVISION

SECOND DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	TIME TABLE No. 95 April 30, 1961	Feet Per Mile	Turn Tables and Wyes	Communications	EASTWARD	
		59 Mixed	81 Mixed							82 Mixed	58 Mixed
Other Tracks	Sidings	Leave Tue., Thur. Sat.	Leave Mon., Wed., Fri.			STATIONS				Arrive Tue., Thur. Sat.	Arrive Mon., Wed., Fri.
		AM 4.05		0	0	ND JCT. YL 0.7	16.7		B		PM 5.10
				0.7	0	C.R.I. & P. Crossings Main Track Auxiliary Track 6.9	0				
8		f 4.20		7.6	9.5	DARLOW 5.4	52.8			f 4.45	
26		f 4.35		13.0	24.3	CASTLETON 6.8	52.8			f 4.30	
123		f 5.10		19.8	52.8	PRETTY PRAIRIE 4.3	42.2		C	f 4.15	
12		f 5.25		24.1	39.6	VARNER 7.5	52.8			f 3.50	
				31.6	52.8	East Kingman Jct. YL 0.2	0				
Yard		f 6.20		31.8	0	KINGMAN YL 0.7	0	Y	C	f 3.30	
				32.5	19.0	West Kingman Jct. YL 0.3	0				
				32.8	2.6	Mo. Pac. Crossing 6.1	52.8				
19		f 6.35		38.9	52.8	CARVEL 4.6	52.8			f 2.50	
15		f 6.50		43.5	41.2	BASIL 4.7	52.8			f 2.40	
				21.1	21.1		52.8				
Yard		f 7.00		48.2	52.8	RAGO. YL A.T. & S.F. Crossing 4.6	52.8	Y	C	f 2.30	
28		f 7.15	AM	52.8	52.8	DUQUOIN 6.9	52.8			PM f 2.15	
Yard		f 8.00	7.15	59.7	35.4	HARPER YL 9.7	39.6	Y	C	12.10 -PM- f 2.00	
Yard		f 9.00	7.35	69.4	0	ANTHONY YL 0.6	58.1	Y	C	11.50 f 1.00	
			AM	70.0	0	Mo. Pac. Crossing 10.7	52.8			AM f 12.15	
37		f 9.30		80.7	52.8	MANCHESTER 5.0	52.8		C	f 12.01	
84		f 9.45		85.7	52.8	GIBBON 5.0	52.8			PM f 11.45	
56		f 10.00		90.7	37.0	WAKITA 6.2	52.8		C	f 11.30	
19		f 10.15		96.9	52.8	CLYDE 5.3	52.8			f 11.15	
109		f 10.30		102.2	52.8	MEDFORD 0.3	41.0		C		
			Via Anthony District	102.5	0	C.R.I. & P. Crossing 7.0	52.8			Via Anthony District	
22		f 10.45		109.5	52.8	NUMA 4.8	52.8			f 11.01	
24		f 11.01		114.3	52.8	DEER CREEK 4.0	52.8		C	f 10.45	
35		f 11.15		118.3	52.8	NARDIN 8.7	52.8			f 10.30	
				127.0	21.1	St.L.S.F. Crossing 0.2	3.3				
Yard		s 11.50 -AM-		127.2	52.8	A.T. & S.F. Crossing BLACKWELL YL 6.7	0	Y	C		10.15 -AM-
28				133.9	52.8	AUTWINE 8.0	52.8				
				141.9		PONCA CITY JCT. YL (141.9)		Y			
		Arrive Tue., Thur. Sat.	Arrive Mon., Wed., Fri.			Average speed per hour				29.1	17.4
		18.4	29.1								

Nos. 58, 59, 81 and 82 have no time table authority.

SIGNAL SYSTEM TWO IN EFFECT.

Between ND Jct. and Way, trains will be governed by Middle Division time table and rules.

Between East Kingman Jct. and West Kingman Jct., trains will be governed by Wichita District time table and rules.

Between Ponca City Jct. and Ponca City, trains will be governed by Oklahoma Division time table and rules.

At Harper, trains will be governed by First District time table rules.

Panhandle Division trains originating or terminating must register at Way and Ponca City.

Trains must get numbered clearance card before leaving Harper, Blackwell, and Ponca City. Trains originating must get numbered clearance card before leaving Way.

At East Kingman Jct. and West Kingman Jct., Wichita District junction switches normally lined for Second District.

At Anthony, Anthony District junction switch normally lined for Second District.

At Harper, wye switches have no normal position and will be left lined and locked as last used.

At Blackwell, wye switches have no normal position and will be left lined and locked as last used.

At Harper, time of eastward trains applies at switch leading from wye to Second District main track. Time of westward trains applies at station sign.

At Blackwell, time applies at the first wye switch where an opposing train may leave Second District main track.

Westward trains arriving Ponca City Jct. will call control station. If train cannot enter yard, street crossings will be cleared and train will wait until lunar white light is displayed. This light will indicate that control station should again be asked for permission to occupy Oklahoma Division main track.

ALTUS DISTRICT

PANHANDLE DIVISION 6

SIGNAL SYSTEM TWO IN EFFECT.

Altus District trains use Oklahoma Division tracks between Kiowa and Cherokee, and will be governed by Oklahoma Division time table and rules.

Panhandle Division trains enroute Altus District via Oklahoma Division must secure Panhandle Division numbered clearance card before leaving Kiowa.

Between Foley and Ewing, trains use tracks of S.L.-S.F. Ry. Co., and will be governed by time table, rules and special instructions of S.L.-S.F. Ry. Co.

At Cherokee, Oklahoma Division junction, switch normally lined for Oklahoma Division.

At Foley, spring switch normally lined for S.L.-S.F.

At Ewing, spring switch normally lined for A.T. & S.F.

Trains must get numbered clearance card before leaving Cherokee, Fairview, Clinton, and Altus.

Within yard limits at Clinton there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Mile Post	Feet Per Mile	TIME TABLE No. 95 April 30, 1961	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sidings								
Yard			299.9		CHEROKEE YL				C
142			306.1	31.7	6.2 YEWED	5.3			
101			314.5	31.7	8.4 CARMEN	26.4			C
			314.8	0	0.3 St.L.&S.F. Crossing				
41			319.3	19.4	4.5 ALINE	21.1			C
13			326.5	21.1	7.2 WEST CLEO	26.4			
64			329.8	31.7	3.3 ORIENTA	26.4			
Yard			336.0	66.0	6.2 FAIRVIEW YL	39.6			C
80			347.6	31.7	11.6 LONGDALE	52.8			
125			354.0	56.0	6.4 CANTON YL	52.8			C
29			359.7	65.7	5.7 LEONEL	.0			
81			365.0	.0	5.3 OAKWOOD	52.8			B
62			371.2	65.5	6.2 NOESCOT	52.8			B
93			378.8	52.8	7.6 THOMAS YL	52.8			C
			386.0		7.2 FOLEY	52.8			B
			388.2		2.2 CUSTER CITY				
			395.5		7.3 ARAPAHO				
			398.8	66.0	3.3 EWING YL				
Yard			401.0	79.2	2.2 CLINTON YL	26.4	Y		C
41			411.8	66.0	10.8 BRAITHWAITE	66.0			B
Yard			418.3	.0	6.5 BURNS YL	44.9	Y		B
70			419.9	52.8	1.6 DILL CITY YL	19.8			C
92			428.7	52.8	8.8 SENTINEL YL	52.8			C
20			434.8	52.8	6.1 CAMBRIDGE	52.8			
			440.6		5.8 C.R.I.&P. Crossing	52.8			
75			440.9	26.4	0.3 LONE WOLF	31.7			C
37			447.6	66.0	6.7 LUGERT	52.8			
94			457.5	31.7	9.9 BLAIR	31.7			B
Yard			467.3		9.8 ALTUS YL		Y		C
					(167.0)				

7 PANHANDLE DIVISION

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

Rule 321 (C) of the Rules, Operating Department 1959, is amended as follows:

At a controlled signal governing movement into a block where Rule 261 is in effect, if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

2. YARD LIMITS

Altus	Fairview	Sawyer
Anthony	Harper (Applies only on Second and Fairview Districts)	Sentinel
Ashland	Kingman (Includes East Kingman Jct. and West Kingman Jct.)	Sharon
Attica (Applies only on Medicine Lodge Dist.)	Kingman Jct. and West Kingman Jct.)	Sitka
Belvidere (Includes Belvidere Jct.)	Kiowa (Applies on Oklahoma Division only)	South Haven
Blackwell	Lake City	Sun City (Includes Gyp Spur)
Caldwell	Medicine Lodge	Thomas
Canton	Milton	Tonkawa
Cherokee	ND Jct.	Viola
Clinton (Includes Ewing)	Norwich	Wellington (Applies on Hunnewell District and Oklahoma Div. only)
Coats	Ponca City Jct.	Wichita (Includes North Wichita, North Jct., Wichita U.S., South Jct. and Wichita Jct.)
Coldwater	Pratt	Willmore
Cunningham	Prospect	
Dill City (Includes Burns)	Protection	
Englewood	Rago	

3. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT		
Main Tracks	79	60
Sidings and auxiliary tracks where Rule 261 is in effect.	40	40
SECOND DISTRICT		
ND Jct. to Blackwell.	35	35
Blackwell to Ponca City Jct.	30	30
HUNNEWELL DISTRICT		
WICHITA DISTRICT	30	30
ENGLEWOOD DISTRICT		
MEDICINE LODGE DISTRICT		
Attica to M.P. 16.	20	20
M.P. 16 to M.P. 40.8.	35	35
M.P. 40.8 to Belvidere Jct.	20	20
ANTHONY DISTRICT		
Genda Springs to South Haven.	15	15
South Haven to Anthony.	20	20
FAIRVIEW DISTRICT		
ALTUS DISTRICT		
Cherokee to Fairview	35	35
Fairview to Longdale	30	30
Longdale to Foley	35	35
Ewing to Altus	35	35

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS —(Cont'd)

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT		
Curves(3), M.P. 236.7 to 238.9.	55	55
Curves(2), M.P. 307.6 to 307.9.	60	60
Curve M.P. 323.5 to 324.0.	65	60
Curve M.P. 324.2 to 324.9.	55	50
Curves(4), M.P. 325.3 to 328.6.	65	60
Curves(2), M.P. 343.3 to 343.9.	60	55
Curve M.P. 345.3 to 345.6.	45	45
SECOND DISTRICT		
Curves. M.P. 29.4 to 30.6.	35	25
Curve M.P. 38.8 to 39.1.	35	25
Curve M.P. 41.2 to 41.5.	35	25
Curve M.P. 61.3 to 61.5.	25	25
Curves M.P. 69.1 to 69.9.	15	10
Curve M.P. 133.8 to 134.3.	35	25
ENGLEWOOD DISTRICT		
Curves M.P. 99.0 to 100.8.	30	20
Curves M.P. 107.0 to 110.6.	30	20
Curve M.P. 111.0 to 111.3.	35	30
Bridge M.P. 160.3 to 160.5.	20	15
ALTUS DISTRICT		
Bridge M.P. 328.0 over Cimarron River	20	15
Curves M.P. 341.9 to 342.6.	25	20
Tangents, Eastward only,		
M.P. 347.6 to 341.9.	45	20
Curves M.P. 366.2 to 369.2.	35	25
Curve M.P. 372.3 to 372.6.	40	35
Big Cut M.P. 449.5 to 449.9.	30	20
WICHITA DISTRICT		
Curves M.P. 2.9 to 3.2.	15	15
Curves M.P. 44.3 to 44.6.	15	15

(B) WHILE HEAD OF TRAIN IS PASSING THE STREET CROSSINGS OF CITIES AND TOWNS, NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	STREETS	MILES PER HOUR
Anthony.	All streets between Garfield and Walnut	15
Blackwell.	Dewey, Blackwell, Padon and College Avenues; Main, A, B, First, Second and Third Streets.	10
	Train and engine moves must be protected by flagman at street crossings at Blackwell Ave., Dewey Ave., A Street and Third Street.	
Calista.	Public Road Crossing at station Westward only	10
Coldwater.	U.S. Highway 160 (Main Street)	10
Waldeck.	U.S. Highway 54, two miles west of station	10
Garden Plain.	Public road, one mile west of station, westward movements only.	10
Harper.	State Highway 14, one mile east on Second District	10
Kingman.	Main St.	5
Prospect.	Two streets leading from State Highway 42 to Cessna Plant.	10
Milton.	State Highway 2, 2.8 miles west of station	10
Schulte.	McArthur Road, at station.	10
Wellington.	All street crossings between C St. and Blaine St.	40
Wichita.	All streets between Meridian Street and West St., Wichita Dist.	15

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

(C) MAXIMUM SPEED OF ENGINES

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-849, 900-979, 1100-1124	75	75	45	60
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75

* Note: 65 MPH applies when backing handling train.

(D) MOVEMENTS OVER SUBMERGED TRACK—(Rule 817)

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
450-451	2	5	5
11-15, 80-87, 600-611, 800-849, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2393, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

(E) DERRICKS, CRANES, ETC.

Derricks, power shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not be handled in trains except on instructions of the trainmaster, and trains handling such equipment must not exceed the following speeds:

PANHANDLE DIVISION

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3. SPEED REGULATIONS—(Cont'd)

(E) DERRICKS, CRANES, ETC.—(Cont'd)

DISTRICT	All Except Pile Drivers AT 199452 AT 199453 AT 199454 (MPH)	Pile Drivers AT 199452 AT 199453 AT 199454 (MPH)
FIRST:	30	45
WICHITA, ENGLEWOOD, HUNNEWELL, SECOND, FAIRVIEW AND ALTUS:	20	20
ANTHONY:	15	15
MEDICINE LODGE:		
Attica to M.P. 16	15	15
M.P. 16 to M.P. 40.8	20	20
M.P. 40.8 to Belvidere Jct.	15	15

(F) ENGINES HANDLED DEAD IN TRAINS

Steam engines will only be handled dead in train on, and in accordance with, special instructions from the Trainmaster.

(G) SWITCHES, TURNOUTS AND CROSSOVERS

In heading in or out over the following switches, turnouts and crossovers, trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein, trains or engines must not exceed speed of fifteen (15) miles per hour. On all other turnouts or crossovers, trains or engines must not exceed speed of ten (10) miles per hour.

Station	Type	Location	MILES PER HOUR
Wellington	I	Turnout end Two Tracks	40
	I	Turnouts to leads and to Oklahoma Division	30
	I	East end siding	15
	I	Hunnewell Dist. junction switch	15
	I	Turnouts to leads West End Freight Yard	30
	I	Crossover MP 238.6	30
	I	West end siding	40
Roland	I	Both ends siding	40
Mayfield	I	Both ends siding	40
Milan	I	Both ends siding	40
Argonia	I	Both ends siding	40
Danville	I	Both ends siding	40
Harper	I	Both ends siding	40
	I	2 Crossovers East of Station	40
	I	3 Crossovers West of Station	15
	I	Both Ends No. 1 Yard Track	15
Eula	I	Both ends siding	40
Attica	I	Both ends both sidings	40
Crisfield	I	Both ends siding	40
Hazelton	I	Both ends siding	40
Kiowa	I	Both ends siding	40
	I	Crossover east of Main St.	40
	I	Crossover east of east wye switch	40
	I	East switch of wye	15
	I	Crossover west of Mo. Pac. crossing	40
Loder	I	Both ends siding	40
Brink	I	Both ends siding	40
Alva	I	East end siding	40
	I	Crossovers M.P. 325.6	40
Noel	I	West end siding	40
Avard	I	Both ends siding	40
Waynoka	I	East end extension track	40
	I	Turnout end Two Tracks, M.P. 342.4	40
	I	West end extension to track 14, M.P. 342.4	30
	I	Eastward main track to east yard lead, M.P. 342.5	30
	I	Crossover between east yard lead and track 14, M.P. 342.6	30
	S	East end of track 13, M.P. 342.7	25

9 PANHANDLE DIVISION

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

(G) SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd)

Station	Type	Location	MILES PER HOUR
Waynoka (Cont'd)	I	Eastward Track to yard, M.P. 343.6	30
	I	Crossover, M.P. 345.1	30
	I	Eastward main track to yard, M.P. 345.2	15

4. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POSTS	NAME
FIRST DISTRICT	
239.6	Truss Bridge over C.R.I. & P.
304.8	Bridge—Close side clearance.
336.7	Bridge—Close side clearance.
WICHITA DISTRICT.	
4.1	Highway Bridge
4.4	Highway Bridge
SECOND DISTRICT.	
132.9	Truss Bridge over Chikaska River.
134.9	Bridge—Close side clearance.
HUNNEWELL DISTRICT.	
32.8	Truss Bridge over Chikaska River.
ALTUS DISTRICT	
371.7	Truss Bridge over South Canadian River.
399.5	Truss Bridge over Washita River.
MEDICINE LODGE DISTRICT	
20.9	National Gypsum Co. Dock at Medicine Lodge between North and South Dock Tracks. Close side clearance.

5. RAILROAD CROSSINGS

(A) LOCATION OF INTERLOCKINGS

Name	Type	Speed Limit MPH
ALTUS DISTRICT		
S.L.S.F. Crossing M.P. 468.1	Automatic Interlocking	20

CROSSINGS WITH SPECIAL PROTECTION

M.P. 0.7—**SECOND DISTRICT**—C.R.I. & P. Railway crossing. Electrically locked crossing gate and vertical lift gate, set normally against A.T. & S.F. trains, operated by train crew. Be governed by instructions posted in box at crossing. Speed limit fifteen (15) miles per hour.

MEDFORD—C.R.I. & P. Railway Crossing, M.P. 102.5, Second District, protected by electrically locked derails on Second District and T.C.S. operation on C.R.I. & P. When Santa Fe trains desire to cross C.R.I. & P. track, trainmen must contact C.R.I. & P. dispatcher by telephone located in box near this crossing. Speed limit 15 miles per hour.

CALDWELL—C.R.I. & P. Railway Crossing, M.P. 32.6, Anthony District, protected by electrically locked derails on Anthony District and T.C.S. operation on C.R.I. & P. When Santa Fe trains desire to cross C.R.I. & P. track, trainmen must contact C.R.I. & P. dispatcher by telephone located in box near this crossing. Speed limit 15 miles per hour.

(B) GATE PROTECTED CROSSINGS

Station	Railroad	M.P. Location	Normally Against	Speed Limit M.P.H.
SECOND DIST.:				
Kingman.....	Mo. Pac.	32.8	Mo. Pac	15
Rago.....	A.T. & S.F.	48.2	Englewood District	15
Blackwell.....	A.T. & S.F.	127.2	Second District	15
HUNNEWELL DISTRICT:				
South Haven.....	A.T. & S.F.	15.3	Anthony District	20
Blackwell.....	S.L.-S.F.	34.0	Hunnewell District	15
Blackwell.....	A.T. & S.F.	34.8	Second District	15

5. RAILROAD CROSSINGS—(Cont'd)

(B) GATE PROTECTED CROSSINGS—(Cont'd)

Station	Railroad	M.P. Location	Normally Against	Speed Limit M.P.H.
WICHITA DIST.:				
Wichita Jct.....	Mo. Pac.	2.7	A.T. & S.F.	20
Kingman.....	Mo. Pac.	46.1	A.T. & S.F.	20
ENGLEWOOD DISTRICT:				
Norwich.....	Mo. Pac.	34.7	Mo. Pac.	20
Rago.....	A.T. & S.F.	46.8	Englewood Dist.	20
FAIRVIEW DIST.:				
Wichita.....	M.V.	210.0	M.V.	20
Wichita Jct.....	Mo. Pac.	212.4	A.T. & S.F.	20
Viola.....	A.T. & S.F.	231.5	Yard Track	20
ALTUS DISTRICT:				
Carmen.....	S.L.-S.F.	314.8	St.L.S.F.	20
ANTHONY DIST.:				
South Haven.....	A.T. & S.F.	21.8	Hunnewell Dist.	20

Trains may cross without stopping when gate is lined against other track, except at locations where permanent stop boards are installed.

(C) CROSSINGS PROTECTED BY STOP BOARDS

Station	Railroad	M.P. Location	Remarks
SECOND DIST.:			
ND Jct.....	C.R.I. & P. Auxiliary Track	0.7	Stop. Rule 98(A)
Anthony.....	Mo. Pac.	70.0	Stop. Rule 98(A)
Blackwell.....	St.L.S.F.	127.1	Stop. Rule 98(A)
ANTHONY DIST.:			
Anthony.....	Mo. Pac.	58.6	Stop. Rule 98(A)
FAIRVIEW DIST.:			
Milton.....	Mo. Pac.	239.4	Stop. Rule 98(A)
ALTUS DISTRICT:			
Lone Wolf.....	C.R.I. & P.	440.6	Stop. Rule 98(A)
Altus.....	M.K. & T.	467.6	Stop. Rule 98(A)

6. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity	Switch Connection
FIRST DISTRICT			
Mayfield Cooperative Elevator	249.3	24	Both
SECOND DISTRICT			
Gano Horace Grain Co.....	1.9	50	Both
Tuloma Gas Products Co....	5.9	20	West
Runaround Track	5.7	24	Both
Sinclair Oil & Gas Co.	5.9	23	East
Spring	76.5	10	East
ENGLEWOOD DISTRICT			
Robbins Spur	101.6	5	East
MEDICINE LODGE DIST.			
McPherson Spur	18.6	10	East
Gyp Spur	40.3	41	West
FAIRVIEW DISTRICT			
Industrial Spur	211.7	52	East
Diamond Engineer Co. Spur	212.3	9	East
Runaround Track	213.2	14	Both
Team Track	213.3	27	East
Cessna Spur	214.4	6	West
WICHITA DISTRICT			
Team Track	3.2	8	East
Team Track	3.2	20	Both
The A. C. Houston Lbr. Co.	3.7	11	West
Star Lumber Co.....	5.3	10	West
Mesker	5.3	20	West

SPECIAL RULES

6. TRACKS BETWEEN STATIONS—(Cont'd)

Location	Mile Post	Car Capacity	Switch Connection
HUNNEWELL DISTRICT Tyner	38.8	12	East
ANTHONY DISTRICT Hawk	53.9	24	Both
ALTUS DISTRICT Voorhees	340.6	9	East

7. SPECIAL RULES AND FACILITIES:

High water detectors have been placed under certain bridges and in certain areas where flash floods or dangerously high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that the bridge has not been weakened by high water. Crews should promptly communicate with the train dispatcher and every precaution for safety should be taken.

High water detector located at:
Bridge 273.0 — near Harper.

8. BULLETIN BOOKS

ALTUS	FAIRVIEW	WELLINGTON
ATTICA	MEDICINE LODGE	WICHITA
BLACKWELL	WAYNOKA	

9. STANDARD CLOCKS

ALTUS	PONCA CITY	WAYNOKA
FAIRVIEW	WAY	WELLINGTON

10. STANDARD THERMOMETERS

Altus	Belvidere	Fairview	Thomas
Alva	Blackwell	Harper	Waynoka
Attica	Clinton	Kiowa	Wellington
Avard			

11. STATUTORY REGULATIONS

In Kansas, a railroad company has a right to eject from its trains any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road at which there is a station where the person ejected may at least get lodging.

11. STATUTORY REGULATIONS—(Cont'd)

The Kansas Statutes prohibit gambling and the practice of any confidence games.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

In Oklahoma a passenger who refuses to pay his fare, or to conform to any lawful regulation of the carrier, may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place, or near some dwelling house. After having ejected a passenger, a carrier has no right to require the payment of any part of his fare.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Umbarger Black	Clovis and beyond	Beyond Amarillo
	Ft. Sumner		Beyond Clovis
2	Encino Yeso Ft. Sumner Taiban Melrose	Clovis and beyond	Belen and beyond
	Black Umbarger		Beyond Amarillo Clovis and beyond

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

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

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

LOCAL SURGEONS

DR. E. W. MARRY.....Altus	DR. R. C. TOUT.....Hutchinson
DR. E. J. ALLGOOD.....Altus	DR. G. E. BURKERT.....Kingman
DR. J. F. SIMON.....Alva	DR. S. N. ZWEIFEL.....Kingman
DR. H. L. GALLOWAY.....Anthony	DR. L. PATZKOWSKY.....Kiowa
DR. H. M. HULETT.....Anthony	DR. H. YASUDA.....Anthony
DR. J. H. MCNICKLE.....Ashland	DR. R. W. CHOICE.....Medford
DR. P. J. ANTRIM.....Attica	DR. D. C. MCCARTY.....Medicine Lodge
DR. M. CLIFT.....Blackwell	DR. T. L. WAYLAN.....Nashville
DR. R. R. KINSINGER.....Blackwell	DR. R. B. GIBSON.....Ponca City
DR. L. F. KINNAN.....Caldwell	DR. L. G. NEAL.....Ponca City
DR. C. L. BENSON.....Cherokee	DR. R. W. GIBSON.....Ponca City
DR. N. L. MORGAN.....Cherokee	DR. V. W. FILLBY.....Pratt
DR. E. LAMB.....Clinton	DR. J. W. JACKS.....Pratt
DR. R. DEPUTY.....Clinton	DR. L. G. GLENN.....Protection
DR. RALPH SIMON.....Clinton	DR. A. E. STOWERS.....Sentinel
DR. FLOYD SIMON.....Clinton	DR. W. A. RYAN.....Thomas
DR. R. A. J. SHELLBY.....Coldwater	DR. R. W. CHOICE.....Wakita
DR. R. MCCOY.....Coldwater	DR. D. D. LEATHERMAN.....Waynoka
DR. L. G. LIVINGSTON.....Cordell	DR. K. E. VOLDENG.....Wellington
DR. L. C. BELTER.....Fairview	DR. A. C. HATCHER.....Wellington
DR. JAMES R. KAY.....Fairview	DR. W. M. COLE.....Wellington
DR. C. H. WILLIAMS.....Okeene	DR. F. EMERY.....Wichita
DR. A. H. BIERMAN.....Garden Plain	DR. E. S. BRINTON.....Wichita
DR. L. C. JOSLIN.....Harper	DR. D. THOMPSON.....Wichita
DR. R. W. FERNIB.....Hutchinson	DR. F. EVANS.....Wichita
DR. S. JONES.....Hutchinson	DR. A. J. WRAY.....Wichita

EYE, EAR, NOSE AND THROAT SPECIALISTS AT LOCAL POINTS

DR. T. E. BENJERGERDES.....Alva	DR. G. E. STONE.....Hutchinson
DR. F. R. VIEREGG.....Clinton	DR. W. W. MALL.....Ponca City
DR. WM. SCALES (Eye Only).....Hutchinson	DR. E. E. TIFFEN.....Wichita
DR. V. R. MOORMAN.....Hutchinson	DR. E. W. HARMS.....Wichita
	DR. J. H. ABERNATHY.....Altus



SANTA FE SAFETY FIRST



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

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

