

G. B. LUNDAY, Trainmaster.....Arkansas City, Kans.
 L. S. LAWRENCE, Trainmaster—R.F.ofE.. Chanute, Kansas.
 C. W. SMITH, Road Foreman of Engines... Arkansas City, Kans.
 S. D. KINCHELOE, Chief Dispatcher..... Arkansas City, Kans.
 R. D. MARTIN, Asst. Chief Dispatcher..... Arkansas City, Kans.
 W. C. BARTHOLOMEW, Asst. Chief
 Dispatcher Arkansas City, Kans.

TRAIN DISPATCHERS—ARKANSAS CITY, KANSAS

A. A. Geist. H. E. Shepherd. L. F. Riley.
 M. E. Howell. R. Hodges, Jr. M. L. Vaughn.
 H. H. Lacquement. R. F. Shields. C. A. Mathies.
 S. R. Belew.

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

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

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

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

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

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

SPEED TABLE

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

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

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

**EASTERN LINES
 Western District**

OKLAHOMA DIVISION

TIME TABLE No.

10

IN EFFECT

Sunday, April 26, 1964

**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.**

**F. L. ELTERMAN,
 Asst. General Manager,
 Topeka, Kansas.**

**C. R. ROSE,
 Acting Superintendent,
 Arkansas City, Kansas.**

2 OKLAHOMA DIVISION

FIRST DISTRICT

WESTWARD First Class		Turn Tables and Wyes	Siding Capacity 50 ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 10 April 26, 1964			Ruling Grade Ascending	Mile Post	Communications	EASTWARD First Class	
11	15				12	16						
The Kansas Cityan	Texas Chief				The Chicagoan	Texas Chief						
Leave Daily	Leave Daily				STATIONS					Arrive Daily	Arrive Daily	
PM 10.30	AM 6.40	T Y	483	0	ARKANSAS CITY	0	263.4	C		AM 6.25	PM 8.25	
				31.7	0.3 SLSF - MP Cross'g	22.1	264.2					
				40.6	7.1 CHILOCCO	31.7	268.6					
f 10.43	f 6.53		264	0	NEWKIRK	52.8	275.8	C		f 6.03	s 8.04	
				0	5.2 KILDARE	34.4	281.0					
s 11.00	s 7.07	Y	578	0	PONCA CITY	35.8	288.9	C		s 5.50	s 7.50	
				0	1.8 CRI & P Crossing		290.7					
				45.8	1.9 WHITE EAGLE	40.9	292.6					
			173	22.0	7.7 MARLAND	52.8	300.3	C				
			146	52.8	6.5 RED ROCK	29.9	306.8	C				
			180	0	5.9 OTOE	62.8	312.7					
				52.8	3.6 SLSF Crossing	33.1	316.3					
s 11.32	s 7.37		89 108	52.8	5.3 PERRY	52.8	321.6	C		s 5.17	s 7.16	
			168	25.1	5.8 ASP	52.8	328.4					
				0	4.3 ORLANDO	49.3	332.7					
			200	52.8	6.1 MULHALL	52.8	338.8	C				
			173	36.2	8.1 LAWRIE	35.3	347.2					
AM s 12.01	s 8.06	Y	276	38.6	5.4 GUTHRIE	16.2	352.6	C		s 4.50	s 6.45	
			190	37.0	7.4 SEWARD	0	360.1					
			126	50.1	10.0 EDMOND	23.9	370.1	C		s 4.32		
f 12.15			159	52.8	6.7 BRITTON	52.8	376.8					
				48.8	4.3 NOWERS YL	45.8	381.1					
s 12.26	s 8.31			24.0	2.9 OKLAHOMA CITY	17.6	384.0	C		4.16	6.10	
s 12.40	s 8.45	Y	159	46.3	1.7 BURNETT YL	0	386.7			s 3.45	s 6.00	
1.10	8.55			33.3	3.1 FLYNN	46.7	388.8					
			163	28.6	4.4 MOORE	48.6	393.2	C		s 3.15		
s 1.32	s 9.20		128	46.6	8.6 NORMAN	32.5	401.8	C		s 3.05	s 5.35	
			186	0	6.2 NOBLE	52.8	408.1			f 2.53		
s 2.00 AM	s 9.40 AM	T Y			9.2 PURCELL		417.3	C		2.45 AM	5.20 PM	
Arrive Daily	Arrive Daily				(153.2)					Leave Daily	Leave Daily	
51.1	54.1				Average speed per hour					48.4	52.5	

SIGNAL SYSTEM
TWO IN EFFECT:

Arkansas City to Purcell.

RULE 251
IN EFFECT:

Nowers to MP 383.6 (Oklahoma City).

MP 384.6 (Oklahoma City) to Burnett.

RULE 261
IN EFFECT:

Main track and sidings:

Arkansas City to Nowers.

Burnett to Purcell.

Other than as provided by Rule 502, trains must secure numbered clearance cards before leaving originating stations, except eastward from Second District at Newkirk. Trains originating Guthrie and Oklahoma City secure numbered clearance cards before leaving.

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

At Arkansas City, between hand thrown crossover MP 263.0 and interlocked crossover MP 264.1, maximum authorized speed on main track is 20 MPH.

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

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

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

SECOND DISTRICT

WEST-WARD	Siding Capacity 50 ft. Per Car	Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE No. 10 April 26, 1964	Rolling Grade Ascending	Mile Post	Communications	EAST-WARD
			Feet Per Mile	STATIONS	Feet Per Mile			
			30.1	NEWKIRK 10.7	31.7	0.9	C	
			0	UNCAS 5.8	31.7	11.8	B	
	70		31.7	KAW 2.1	0	17.4	C	
			31.7	SOLDANI 1.6	30.7	19.5		
			0	APPERSON 4.6	31.7	21.1		
	68		0	BURBANK 11.9	30.2	25.7	C	
			0	FAIRFAX 3.6	25.6	37.6	O	
			0	OS JCT. YL 1.9	31.7	41.2	B	
	100	Y	25.0	RALSTON YL 9.2	31.7	43.1	C	
			31.7	SKEDEE YL 1.8	31.7	52.3	B	
		Y	29.9	ESAU JCT. YL 4.1	31.7	54.1	B	
			31.7	SL-SF Crossing 10.3	31.7	58.2	B	
	39		0	QUAY 3.2	31.7	68.5	B	
			0	YALE 1.7	30.4	71.7	C	
			31.7	MKT Gantlet 9.0	0	73.4		
		Y	31.7	CUSHING YL 14.4	31.7	82.4	C	
			31.7	KENDRICK 5.6	31.7	96.8	B	
	91		31.7	DAVENPORT 17.0	31.7	102.4		
			31.7	MEKKER 4.7	0	119.4	C	
	45		31.7	AYDELOTTE 7.9	31.7	124.1		
		Y	0	SHAWNEE YL 2.1	0	132.0	C	
				END OF TRACK		134.1		
				(133.2)				

SIGNAL SYSTEM TWO IN EFFECT:

OS Jct. to Ralston.
 Esau Jct.
 SLSF Crossing, MP 58.2, Interlocking.
 MKT Gantlet, Cimarron River Bridge MP 73.4, west of Yale.
 MP 80.0 to Cushing.
 Trains must secure numbered clearance cards before leaving originating stations, except Esau Jct. and OS Jct. Trains secure clearance cards before leaving Cushing, when operator on duty.

ENID DISTRICT

WEST-WARD	Siding Capacity 50 ft. Per Car	Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE No. 10 April 26, 1964	Rolling Grade Ascending	Mile Post	Communications	EAST-WARD
			Feet Per Mile	STATIONS	Feet Per Mile			
		Y	0	KIOWA YL 0.8	21.1		C	
			0	Mo. Pac. Crossing 8.2	31.7	0.6		
	125		0	BURLINGTON 10.9	15.8	8.8	C	
	55		31.7	CHEROKEE YL 12.1	29.6	19.7	C	
	39		31.7	JET 8.2	31.7	31.8	C	
	41		31.7	NASH 7.8	0	40.0	C	
	35		31.7	HILLSDALE 5.8	0	47.8	C	
	24		22.2	ITUNA 4.6	31.7	53.6		
	80		0	BLANTON YL 2.8	52.8	58.2	B	
			0	S.L.-SF. Jct. 0.3	23.8	61.0		
		Y	19.4	ENID YL 0.6	22.8	61.3	C	
			16.4	S.L.-SF. Jct. 0.1	0	61.9		
			0	C.R.I. & P. Crossing 0.1	0	62.0		
			0	S.L.-SF. Jct. 1.1	10.6	62.1		
			29.3	S.L.-SF. Crossing YL 9.6	52.8	63.2		
	62		0	FAIRMONT 0.8	0	72.8		
			38.1	S.L.-SF. Crossing 6.8	52.8	73.6		
	26		0	DOUGLAS 8.0	38.5	80.4	C	
	125		52.8	MARSHALL 6.7	52.8	88.4	C	
	27		52.8	LOVELL 7.7	52.8	95.1		
	39		0	CRESCENT 7.6	52.8	102.8	C	
	29		26.4	MUDGE 6.3	0	110.4		
		Y		GUTHRIE YL		116.7	C	
				(116.9)				

SIGNAL SYSTEM TWO IN EFFECT:

Enid Interlocking MP 62.0.
 Fairmont SL-SF Crossing MP 73.6.
 Trains must secure numbered clearance cards before leaving originating stations. All trains secure AT&SF clearance cards before leaving Enid; eastward trains secure both AT&SF and SL-SF clearance cards before leaving Enid.
 Trains between Blanton and SL-SF Jct. MP 61.0 and within interlocking limits Enid MP 61.9 to MP 62.1 are governed by SL-SF time table, rules and special instructions.
 Trains between Oklahoma-Plains Division Board at outlying wye switch and Kiowa, and trains using Plains Division tracks at Cherokee, are governed by Plains Division time table.
 No switch lights on Enid District.

4 OKLAHOMA DIVISION

THIRD DISTRICT

WESTWARD				Communications	Mile Post	Rolling Grade Ascending	TIME TABLE No. 10 April 26, 1964	Rolling Grade Ascending	Turn Tables and Wyes	Siding Capacity 50 ft. Per Car	EASTWARD			
Second Class		First Class									First Class		Second Class	
51	77	211	47								212	48	50	78
Fast Freight M.K.T.	Mixed	The Tulsa	Oil Flyer								The Tulsa	Oil Flyer	Fast Freight M.K.T.	Mixed
Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily		Feet Per Mile		STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.
	AM	PM	AM	C	126.5		CHANUTE YL				AM	PM		AM
	2.00	7.25	3.30		127.6	31.1	1.1	0			s 9.43	6.55		9.30
	2.15	7.27	3.33		133.2	33.3	AU JCT. YL	37.0	TY					9.05
		7.32	3.40	B	140.0	37.0	EARLTON	19.9		77	9.31	6.43		AM
		7.38	3.49	C	147.6	0	6.8	47.5		45	9.25	6.36		
		7.44	3.56	B	156.6	26.0	THAYER	37.0		77	9.19	6.28		
					165.6	29.0	7.5	0						
					165.8	79.8	MOREHEAD	0						
		s 7.53	s 4.10	C	165.5	0	8.0	37.0						
		s 8.08	s 4.35	C	0	37.0	SL-SF Crossing	0						
					0.5	37.0	0.2	0						
					7.4	37.0	CHERRYVALE YL	37.0	Y		s 9.12	s 6.20		Via Eastern Division
					11.6	37.0	9.7	25.1	Y		s 9.00	s 6.08		
					16.1	37.0	Mo. Pac. Crossing	29.6						
					21.3	37.0	0.7	29.6						
					22.1	37.0	6.9	0		62	8.47	5.55		
					24.1	37.0	BOLTON	0						
					30.0	37.0	4.2	37.0						
					36.9	37.0	WAYSIDE	0						
					37.6	21.5	4.5	37.0						
					40.8	25.4	HAVANA	37.0						
					41.3	25.6	5.2	28.8						
					47.3	28.8	Mo. Pac. Crossing	0						
					52.5	28.3	0.8	0						
					58.6	28.3	CANEY YL	26.4	Y	62	s 8.31	s 5.40		
					64.8	22.7	2.0	23.8						
					71.6	30.0	OWEN	37.0		63	8.28	5.36		
					78.2	35.3	5.9	37.0						
					85.8	37.0	COPAN	37.0						
					90.1	28.8	6.9	37.0						
					90.2	28.8	DEWEY YL	23.5						
					90.4	28.8	0.7	22.6						
					90.5	28.8	3.2	0						
						25.4	DY JCT. YL	22.6						
						25.6	0.5	0	Y		s 8.10	s 5.15	4.00	
						25.6	BARTLESVILLE YL	0						
						25.6	BE JCT. YL	29.7						
						25.6	6.0	0						
						25.6	MATOAKA	0						
						25.6	5.2	0						
						25.6	OCHELATA	37.0		62	7.56	5.02		
						25.6	6.1	37.0						
						25.6	RAMONA	37.0						
						25.6	5.2	37.0						
						25.6	VERA	37.0						
						25.6	6.8	37.0						
						25.6	COLLINSVILLE	38.4		35	s 7.35	s 4.35		
						25.6	7.5	0						
						25.6	OWASSO	0						
						25.6	6.6	0						
						25.6	MOHAWK YL	0		68	7.27	4.26		
						25.6	4.4	0						
						25.6	TULSA YARD YL	0	Y		7.21	4.19		
						25.6	0.1	0						
						25.6	SL-SF, MKT, and MV Crossings	0						
						25.6	0.1	0						
						25.6	MV Crossing	0						
						25.6	0.1	0						
						25.6	TULSA Passenger Station	0			7.15 AM	4.10 PM		
Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily				(129.5)				Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.
7.4		50.1	37.0				Average speed per hour.				52.5	47.1	6.3	

SIGNAL SYSTEM ONE IN EFFECT:

Interlocking, MP 90.2.

SIGNAL SYSTEM TWO IN EFFECT:

Chanute to but not including Interlocking MP 90.2.

RULE 261 IN EFFECT:

DY Jct. to East switch Bartlesville MP 40.3.

Trains must secure numbered clearance cards before leaving originating stations, except Owen, DY Jct., BE Jct. and AU Jct. All trains except Westward MKT secure clearance cards before leaving Bartlesville when operator on duty.

No. 47 is superior to No. 212 Chanute to Interlocking MP 90.2.

Between the following points there is no superiority of trains (except No. 47 is superior to No. 212). 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:

Mo. Pac. crossing, 0.8 mile east of station, Caney and State Line, MP 22.7;

East end of Bridge at MP 40.3, 0.6 mile east of passenger station, Bartlesville and BE Jct.;

Westward signal 891 and home signal governing route through interlocking MP 90.2.

Between interlocking MP 90.2 and Tulsa, all tracks are designated as yard tracks.

OKLAHOMA DIVISION 5

Pawhuska District

WEST- WARD	Sliding Capacity 50 ft. Per Car	Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE No. 10 April 26, 1964	Rolling Grade Ascending	Mile Post	Communications	EAST- WARD
				STATIONS				
			Feet Per Mile		Feet Per Mile			
			0	OWEN 7.4	87.0	7.2	B	
			37.0	HULAH 6.6	0	13.8		
			37.0	BOWRING 6.3	0	20.0	B	
			37.0	BIGHEART 5.1	87.0	25.1	B	
			0	NANOS 3.3	37.0	28.4		
			37.0	OPAH 6.3	87.0	34.9	0	
				PAWHUSKA YL 8.4		38.3		
			37.0	Midland Valley Crossing 6.6	32.0	41.9	B	
			32.0	BETTS 4.0	16.0	45.9	B	
			32.0	McINNIS 4.1	32.0	50.0		
			32.0	STROHM 7.1	32.0	57.1	B	
			0	KEEFE 5.4	32.0	62.5		
				OS JCT.				
				(62.7)				

Trains must secure numbered clearance cards before leaving originating stations, except Owen and OS Jct.
No switch lights on Pawhuska District.

Coffeyville District

WEST- WARD	Sliding Capacity 50 ft. Per Car	Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE No. 10 April 26, 1964	Rolling Grade Ascending	Mile Post	Communications	EAST- WARD
67				STATIONS				68
Way Frt.			Feet Per Mile		Feet Per Mile			Way Frt.
Leave Daily Ex. Sun.				CHERRYVALE YL 8.3	50.8	8.1	C	PM 8.05
AM 1.30	Y		50.7	LIBERTY YL 5.2	19.3	13.3	B	7.50
1.50			21.1	AVIAN 2.5	19.3	15.8		
			21.1	MKT Crossing 0.6	12.1	16.4		
			0	COFFEYVILLE YL 0.5	0	16.9	C	7.30 PM
2.10 AM	Y		12.4	Mo. Pac. Crossing				
Arrive Daily Ex. Sun.				(17.1)				Leave Daily Ex. Sat.
25.6				Average speed per hour.				29.3

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

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

Fourth District

WEST- WARD	Sliding Capacity 50 ft. Per Car	Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE No. 10 April 26, 1964	Rolling Grade Ascending	Mile Post	Communications	EAST- WARD
				STATIONS				
			Feet Per Mile		Feet Per Mile			
	39		37.8	LONGTON YL 5.8	37.0	189.9	C	
	74		40.1	ELK FALLS 6.7	12.0	195.7	B	
		Y	52.8	MOLINE YL 8.4	44.9	202.4	C	
	42		83.8	GRENOLA 6.4	37.0	210.8	C	
	50		0	GRAND SUMMIT 8.3	37.0	217.2		
	39		76.9	CAMBRIDGE 5.3	37.0	225.5	C	
	42		37.0	BURDEN 7.9	51.7	230.8	C	
	46		0	NEW SALEM 8.4	37.0	238.7	B	
			0	WINFIELD YL 0.1	0	247.1		
			0	SL-SF Crossing 0.9	0	247.2		
		Y	52.8	WN JCT. YL 5.3	37.0	248.1		
			26.4	KELLOGG 3.5	37.0	253.4		
			37.0	OXFORD 5.7	37.0	256.9	C	
			52.8	DALTON 7.0	37.0	262.6	B	
		TY		WELLINGTON YL		238.9	C	
				(80.0)				

SIGNAL SYSTEM TWO IN EFFECT:

Moline MP 193.1 to MP 201.6.
WN Jct. Interlocking.
Wellington.

RULE 261 IN EFFECT:

Westward home signal MP 267.5 to MP 239.5 Wellington.
Trains secure numbered clearance cards before leaving originating stations, except Longton when previously authorized either direction beyond Longton.

No switch lights between WN Jct. and westward home signal MP 267.5.

STILLWATER DISTRICT

WEST- WARD	Sliding Capacity 50 ft. Per Car	Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE No. 10 April 26, 1964	Rolling Grade Ascending	Mile Post	Communications	EAST- WARD
				STATIONS				
			Feet Per Mile		Feet Per Mile			
				ESAU JCT. YL 6.6	31.7	6.6	B	
			0	PAWNEE 1.8	0	8.4	C	
			52.8	SL-SF Crossing 9.5	29.0	17.9		
			0	GLENCOE 12.0	31.7	29.9	C	
	22		0	STILLWATER YL 0.6	23.2	30.5		
				END OF TRACK				
				(30.5)				

SIGNAL SYSTEM TWO IN EFFECT:

Pawnee SL-SF Crossing MP 6.6.
Trains must secure numbered clearance cards before leaving originating stations, except Esau Jct. Trains secure clearance cards before leaving Stillwater and Pawnee when operator on duty.
No switch lights on Stillwater District.

Rules 19 and 813 of the Rules, Operating Department, revised 1959, are amended as follows:

Rule 19. Unless otherwise provided, the following signals will be displayed, in places provided, to the rear of every train, as markers, to indicate the rear of train:

By day, marker lamps not lighted.

By night, marker lamps lighted, displaying red to rear and yellow to front and side.

A train not equipped to display the prescribed signals will display to the rear, a red flag by day and a light by night, in lieu of marker lamps, to indicate the rear of train.

By night, when a train is clear of main track to be passed by following train (except within ABS limits or where Rule 261 is in effect), marker lamps will be turned to display yellow to front, side and rear. Markers must be changed to display red to rear before main track is again fouled.

When markers on a train, the rear of which is clear of main track, display red to rear (except within ABS limits or where Rule 261 is in effect), a following train must proceed prepared to stop short of train, obstruction or switch not properly lined, until main track is known to be clear.

Within ABS limits or where Rule 261 is in effect, a train when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Where ABS or Rule 261 is not in effect, a passenger train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Rule 813. Amended to include: When radio communication is being used in connection with a train or yard movement, in lieu of hand signals, proper identification and continuous contact must be maintained. Should contact be lost with employe directing the movement, immediate stop must be made until communication is restored or other signals are used to complete the movement.

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
Ralston	Pawhuska District.
Esau Jct.	When instructed by train order.
Wellington-Wellington Yard.	Originating or terminating either place.
AT STATIONS LISTED BELOW TRAINS DESIGNATED WILL REGISTER BY FORM 903:	
Arkansas City	Nos. 11, 12, 15 and 16.
Chanute	Nos. 47, 48, 211 and 212.
Tulsa	Extra trains.
Winfield	Extra trains.

3.

4. JUNCTION SWITCHES Rule 98(C).

LOCATION	NORMAL POSITION
THIRD DISTRICT	
BE Jct.	Third District
ENID DISTRICT	
Kiowa	Plains Division
Cherokee	Enid District
Blanton	SL-SF Ry.
Enid, SL-SF Jct.	SL-SF Ry.
STILLWATER DISTRICT	
Esau Jct.	Second District
COFFEYVILLE DISTRICT	
Cherryvale	Third District
PAWHUSKA DISTRICT	
Owen	Third District
OS Jct.	Second District

5. JOINT TRACK FACILITIES.

CANEY-STATE LINE—Mo. Pac. trains use AT&SF main track between connecting switches MP 21.4 and State Line MP 22.7.

DY Jct.—BE Jct.—MKT trains use AT&SF main track between DY Jct. and BE Jct., and Bartlesville yard tracks east of BE Jct., and are governed by AT&SF time table and rules.

WINFIELD—WN Jct.—Mo. Pac. trains use AT&SF tracks and are governed by AT&SF time table and rules.

BLANTON—SL-SF JCT. MP 61.0—AT&SF trains use SL-SF tracks and are governed by SL-SF time table, rules and special instructions.

ENID—Within interlocking limits MP 61.9 and MP 62.1, AT&SF trains use SL-SF tracks and be governed by SL-SF time table, rules and special instructions.

- 6.
- 7.
- 8.
- 9.
- 10.

11. RAILROAD CROSSINGS AT GRADE.

STATION	MILE POST LOCATION	TYPE	Maximum Speed M.P.H.	
			Pass.	Frts.
FIRST DISTRICT				
Arkansas City	264.2	Interlocking. Signals controlled by Control Station at Arkansas City.	30*	30*
Ponca City	290.7	Interlocking. Signals controlled by Control Station Arkansas City. Movement on storage track.	65 20	60 20
Otoe-Perry	316.3	Automatic interlocking	80	55
SECOND DISTRICT				
SL-SF Crossing	58.2	Automatic Interlocking	20*	20*
Yale	73.4	Automatic Interlocking. Gantlet track used jointly with MKT over Cimarron River bridge.	20*	20*
THIRD DISTRICT				
Cherryvale	155.6	Gate normally across SL-SF track. Approach prepared to stop. If gate is normal observe maximum speed shown.	20*	20*
Independence	0.5	Automatic Interlocking (Westward) (Eastward)	20* 40*	20* 40*
	Yard	Automatic Interlocking	20	20
Caney	21.3	Automatic Interlocking (Westward) (Eastward)	40* 40*	40* 25*
Tulsa Yard	90.3	Interlocking	5	5
Tulsa	90.4	Gate normally across MV track. Approach prepared to stop. If gate is normal observe maximum speed shown.	5	5
FOURTH DISTRICT				
Winfield	247.2	Stop. Rules 98, 98(A), 98(B) and 98(D).	25	25

SPECIAL RULES

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

STATION	MILE POST LOCATION	TYPE	Maximum Speed M.P.H.	
			Pass.	Fr.
ENID DISTRICT				
Kiowa	0.6	Gate normally across Mo.Pac. track. Approach prepared to stop. If gate is normal, observe maximum speed shown. If gate is across AT&SF track, stop must be made back of clearance sign.	20	20
Enid	62.0	Automatic Interlocking	30	30
Enid	63.2	Stop. Rules 98, 98(A), 98(B) and 98(D).	30	30
Fairmont	73.6	Automatic Interlocking	20*	20*
STILLWATER DISTRICT				
Pawnee	8.4	Automatic Interlocking	20*	20*
COFFEYVILLE DISTRICT				
Coffeyville	15.8	Gate normally across AT&SF track. Stop, open and close gate.	20	20
Coffeyville	16.9	Stop. Rules 98, 98(A), 98(B) and 98(D).	10	10
PAWHUSKA DISTRICT				
Pawhuska	35.3	Gate normally across AT&SF track. Stop, open and close gate.	10	10

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

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT	90	60
SECOND DISTRICT	50	40
THIRD DISTRICT	75	50
FOURTH DISTRICT:		
Longton to WN Jet.....	55	45
WN Jet. to Wellington.....	40	35
ENID DISTRICT	30	30
STILLWATER DISTRICT	30	30
COFFEYVILLE DISTRICT.....	30	30
PAWHUSKA DISTRICT	25	25
FIRST DISTRICT		
4 Curves, MP 263.0 to 264.1	20	20
4 Curves, MP 264.1 to 265.0	30	30
Curve Westward, MP 265.3 to 265.5	65	55
Curve Eastward, MP 265.3 to 265.5	65	60
Curve Westward, MP 266.1 to 266.2	65	55
Curve Eastward, MP 266.1 to 266.2	70	60
4 Curves, MP 288.7 to 288.9	50	40
Curve, MP 290.4 to 290.5	65	45
Curve, MP 315.7 to 315.8	75	55
Curve, MP 351.2 to 351.3	80	55
Curve, MP 351.8 to 351.9	60	50
Curve, MP 371.8 to 372.3	75	60
Curve, MP 378.5 to 378.6	70	60
2 Curves, MP 415.9 to 416.6	70	50
SECOND DISTRICT		
1 Curve, MP 30.8 to 30.9	20	20
4 Curves, MP 33.5 to 35.9	40	35
2 Curves, MP 36.6 to 36.9	45	35
6 Curves, MP 63.2 to 65.3	40	35

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS—(Cont'd).

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
SECOND DISTRICT—(Cont'd)		
2 Curves, MP 69.0 to 69.5	40	35
4 Curves, MP 71.3 to 72.3	15	15
Bridge, MP 110.5	30	30
MP 119.0 to 132.0	30	30
THIRD DISTRICT		
4 Curves, Main to 14th St., Chanute	30	20
Curve, MP 156.1 to 156.3	25	25
Curve MP 0.0	20	20
2 Curves, MP 13.1 to 13.6	50	35
Curve, MP 14.9 to 15.2	70	50
2 Curves, MP 15.8 to 16.4	50	40
Curve, MP 22.7 to 23.0	45	35
Curve, MP 23.7 to 24.1	60	50
Curve, MP 37.3 to 37.7	40	40
9 Curves, MP 44.5 to 49.1	45	35
Curve, MP 58.0 to 58.2	60	40
Curve, MP 77.1 to 77.6	55	40
Curve, MP 78.4 to 78.7	55	40
Curve, MP 83.6 to 83.9	50	40
Curve, MP 86.0 to 86.4	50	40
Curve, MP 90.1 to Tulsa	5	5
FOURTH DISTRICT		
Turnout, Longton MP 188.8	15	15
Curve, MP 192.3 to 192.7	45	35
2 Curves, MP 194.9 to 195.5	50	35
Curve, MP 200.2 to 200.5	50	35
2 Curves, MP 204.8 to 205.7	50	35
8 Curves, MP 213.1 to 215.9	35	35
2 Curves, MP 227.1 to 227.5	50	40
4 Curves, MP 227.6 to 228.4	30	30
Curve, MP 238.1 to 238.2	50	35
Curve, MP 241.4 to 241.5	50	35
Curve, MP 242.6 to 243.0	45	40
Curve, MP 245.6 to 245.9	50	35
ENID DISTRICT		
2 Curves, MP 111.9 to 112.0	30	25
4 Curves, MP 115.4 to Guthrie	15	15
STILLWATER DISTRICT		
Bridge MP 2.7	10	10
Bridge MP 5.7	10	10
PAWHUSKA DISTRICT		
2 Curves, MP 34.6 to 35.3	10	10
Viaduct MP 58.9	10	10

13.

14. MAXIMUM SPEED OF ENGINES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When not Controlled From Leading Unit	Dead In Train
Diesel and Gas-Electric				
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
325-344 (except 325L, 326LA, 329LAB, 330AB, 331LB, 332L, 333LAB, 334L, 335LAB)	80	80	45	80
325L, 326LA, 329LAB, 330AB, 331LB, 332L, 333LAB, 334L, 335LAB	90	90	45	90
100-289, 407-430	70	70	45	70
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
450, 451	30	30	30	20
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2302-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1349, 1600-1615	75	75	*45	75
RDC 191, 192	85	85	50	85
M115, 118, 126	65	65	25	60
M160, 190	80	65	25	75

*Note: Forward speed applies when backing handling train controlled from leading unit.

15. MOVEMENTS OVER SUBMERGED TRACK. (Rule 817)

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines			
450-451	2	5	5
11-15, 80-87, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2302, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1349, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 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

16.

17. DERRICKS, CRANES, ETC.

Derricks, pile drivers, clam shells, ditchers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

District	Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 MPH	Other Machines MPH
First and Third	40	45	30
Second and Fourth	24	24	24
Enid, Stillwater, Coffeyville, and Pawhuska	20	20	20

Pile drivers must be handled in train next to engine.

18. 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.

Trains or engines trailing through and springing points of spring switches will not exceed speed prescribed for turnout.

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT			
Arkansas City	I	Both ends siding	40
	I	All dual control switches and crossovers between siding and main track	30
	S	East end yard lead, east end of yard	30
Newkirk	I	Both ends siding	40
	I	Switch to yard track 0.3 mile west of station	15
	I	Turnouts First to Second District	30
Ponca City	I	Both ends siding. All dual controlled switches and crossovers between siding and main track	40
	I	East end yard lead	30
Marland	I	Both ends siding	40
Red Rock	I	Both ends siding	40
Otoe	I	Both ends siding	40
Perry	I	Ends both sidings	40
Asp	I	Both ends siding	40
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 First District	30
	I	West Wye Switch	15
Seward	I	Both ends siding	40
Edmond	I	Both ends siding	40
Britton	I	Both ends siding	40
Nowers	I	End of two tracks	40

SPECIAL RULES

OKLAHOMA DIVISION

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

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT—(Cont'd)			
Burnett	I	End of two tracks	40
	I	Both ends siding	40
Moore	I	Both ends siding	40
Norman	I	Both ends siding	40
Noble	I	Both ends siding	40
Purcell	I	Crossover east end yard	30
	I	West end tail track	30
SECOND DISTRICT			
Newkirk	I	Turnouts Second to First District	30
THIRD DISTRICT			
Chanute	I	Switch to freight lead 0.8 mile east of passenger station	30
Morehead	S	East end siding	15
Cherryvale	S	East end Storage track	15
Independence	S	East switch MP 165.3	15
Dewey	I	West end siding	20
DY Jct.	I	Junction switch to or from MKT	15
Bartlesville	I	East switch MP 40.3	30
BE Jct.	S	Junction switch to or from MKT	15
Collinsville	S	East end siding	15
FOURTH DISTRICT			
Wellington	I	Switches at end of two tracks	40
	I	Switches to and from freight yard and Oklahoma Division	20
WN Jct.	I	Switches in Middle Division main track and siding and to and from Oklahoma Division main track	15
Moline		Wye switch, Eastern Division	10
PAWHUSKA DISTRICT			
Owen	S	Connecting switch with Third District	15
Pawhuska		Benson Lumber Company's spur	10
OS Jct.	S	Connecting switch with Second District	25

19. YARD LIMITS.

Ponca City (Plains Division only)	Cherryvale
Guthrie (Enid District only)	Independence
Oklahoma City (includes Nowers and Burnett)	Caney
Kiowa	Dewey (includes Bartlesville)
Cherokee	Tulsa Yard (includes Mohawk)
Blanton	Longton
Enid	Moline
Stillwater	Winfield
Ralston (includes OS Jct.)	Wellington (Oklahoma Division only)
Skedee (includes Esau Jct.)	Coffeyville
Cushing	Liberty
Shawnee	Pawhuska
Chanute (includes AU Jct.)	

20. BULLETIN BOOKS.

Arkansas City . . .	Telegraph, Yard and Roundhouse Offices.
Ponca City	Telegraph Office.
Guthrie	Telegraph Office.
Nowers	Car Foreman's Office.
Oklahoma City . . .	Yard Office.
Purcell	Telegraph and Roundhouse Offices.
Cushing	Telegraph and Roundhouse Offices.
Shawnee	Telegraph Office.
Chanute	Telegraph, Yard and Roundhouse Offices.

20. BULLETIN BOOKS—(Cont'd)

Bartlesville	Yard Office.
Tulsa Yard	Yard Office.
Tulsa	Passenger Station.
Moline	Telegraph Office.
Winfield	Yard Office.
Wellington	Yard and Roundhouse Offices.
Kiowa	Telegraph Office.
Enid	Yard Office.
Cherokee	Telegraph Office.
Coffeyville	Yard Office, Passenger Station and Roundhouse.
Newton	Telegraph Office.
Kansas City	Trainmaster's Office.

21. STANDARD CLOCKS.

Arkansas City	Telegraph, Roundhouse and South Yard Offices.
Ponca City	Telegraph Office.
Guthrie	Telegraph Office.
Nowers	Car Foreman's Office.
Oklahoma City . . .	Telegraph Office.
Purcell	Telegraph and Roundhouse Offices.
Cushing	Telegraph Office.
Shawnee	Telegraph Office.
Enid	Yard Office.
Chanute	Telegraph, Yard and Roundhouse Offices.
Bartlesville	Yard Office.
Tulsa Yard	Yard Office.
Tulsa	Passenger Station.
Winfield	Yard Office.
Wellington	Telegraph, Yard and Roundhouse Offices.
Coffeyville	Passenger Station.

22. STANDARD THERMOMETERS.

Arkansas City.	Chanute.	Longton.
Ponca City.	Cherryvale.	Cambridge.
Guthrie.	Independence.	Wellington.
Oklahoma City.	Caney.	Kiowa.
Purcell.	Bartlesville.	Enid.
Ralston.	Tulsa.	Coffeyville.
Cushing.	Moline.	Pawhuska.
Shawnee.		

23. OVERHEAD OBSTRUCTIONS (Rule 761).

Mile Post	Name
FIRST DISTRICT	
266.8	Highway Viaduct.
267.3	Highway Viaduct.
315.6	Black Bear Creek.
344.9	Skeleton Creek.
384.0	Oklahoma City Train Sheds.
412.1	South Canadian River.
SECOND DISTRICT	
50.4	Highway Viaduct.
52.2	Coal Chute.
82.2	Railroad Viaduct.
100.1	Highway Viaduct.
102.6	Railroad Viaduct.
132.6	Railroad Viaduct.
132.7	Railroad Viaduct.
ENID DISTRICT	
36.3	Highway Viaduct.

23. OVERHEAD OBSTRUCTIONS (Rule 761)—(Cont'd).

Mile Post	Name
PAWHUSKA DISTRICT	
84.4	15th Street Viaduct Pawhuska.
84.5	14th Street Viaduct Pawhuska.

24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
FIRST DISTRICT		
Chilocco Indian School Spur.....	M.P. 268.6	6 cars
Team Track	M.P. 366.7	31 cars
Harrison Felix Spur	M.P. 372.5	9 cars
General Portland Cement Spurs	M.P. 372.9	56 cars
Harper Oil Co. (Dereco)	M.P. 373.5	28 cars
Dow Chemical Spur	M.P. 373.6	10 cars
Nestle Co.	M.P. 373.9	19 cars
Acme Brick Spur	M.P. 374.3	16 cars
Dolese Spur	M.P. 375.0	22 cars
Scrivner Stevens Spur	M.P. 388.2	18 cars
Ozmun Spur	M.P. 392.7	21 cars
D-X Sunray	M.P. 394.9	8 cars
Tyler-Simpson	M.P. 400.2	16 cars
Aviation Service School Spur	M.P. 404.1	3 cars
Dolese Spur	M.P. 405.7	22 cars

THIRD DISTRICT		
Havana Spur	M.P. 16.0	31 cars
Dewey Dehydrating Spur	M.P. 35.8	2 cars
Phillips Spur	M.P. 38.4	9 cars
Modification Center Tracks	M.P. 82.4	19 cars

FOURTH DISTRICT		
Crusher Storage	M.P. 200.0	27 cars
Crusher Tracks	M.P. 200.1	177 cars
Asylum Spur	M.P. 245.0	4 cars

ENID DISTRICT		
Schoeb Ranch Spur	M.P. 10.9	13 cars

PAWHUSKA DISTRICT		
Stock Track	M.P. 2.8	20 cars
Stanolind Spur	M.P. 8.2	10 cars
Concho Sand Spur	M.P. 41.4	2 cars

A. J. STROBEL, General Watch Inspector.....Topeka, Kansas
 R. W. GOOCH, Asst. General Watch InspectorTopeka, Kansas

LOCAL TIME INSPECTORS.

L. W. GRIMES, Arkansas City.	B. L. GORDON, Shawnee.
J. H. DWEELAARD, ASST., "	JACK WOOD, Chanute.
WILLARD W. MOTE, Ponca City.	D. C. DODSON, Moline.
W. B. LINGERFELT, Guthrie.	E. H. RUPPELIUS, Winfield.
B. C. CLARK, Oklahoma City.	R. H. RILEY, Wellington.
FRED E. GARRETT, "	A. C. HAMILIN, Coffeyville.
LEON R. WYATT, Purcell.	PAUL B. MYSER, Independence.
H. D. GRITZ, Enid.	RALPH J. LUDLUM, Bartlesville.
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N. C. MCCOY, Cushing.	

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

DR. O. L. HANSON, Chief Surgeon.....Topeka.

LOCAL SURGEONS

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DR. R. B. GIBSON, Ponca City.	DR. C. E. WOODARD, Drumright.
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DR. C. H. HADDOX, Pawnee.	DR. JOHN F. COYLE, "
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DR. A. B. SMITH, Stillwater.	DR. C. H. BAILEY, Stroud.
DR. H. R. SANDERS, "	

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DR. D. M. LOWRY, Oklahoma City.	DR. COLE D. PITTMAN,
DR. R. E. CAMPBELL (eye only) "	Bartlesville.
DR. W. H. GARNIER, Stillwater.	DR. H. J. EVANS, Tulsa
DR. A. MCADAMS WILLIAMS,	DR. C. T. RALLS, Winfield.
Shawnee.	DR. J. E. HILL, Arkansas City.
DR. A. F. DOUGAN, Enid.	DR. ROBERT W. DIVER, Coffeyville.
DR. W. J. BUVINGER, Enid.	

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Streator La Plata Marceline Carrollton	Tulsa Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen Williams and beyond		17	Hutchinson	Albuquerque and beyond	Kansas City and beyond
				18	Hutchinson	Kansas City and beyond	Albuquerque and beyond
				El Capitan	On days El Capitan is operated as a separate train, that train will make conditional stops shown for trains 17-18.		
2	Carrollton Marceline La Plata		Williams Jct. and beyond, Belen Vaughn Fort Sumner Clovis Hereford Amarillo Pampa Canadian Woodward	19	Carrollton	Tulsa	
					East of Kansas City	Dodge City to Halstead inclusive	
2	La Plata	Chicago and beyond	Kansas City	20	Lawrence	St. John, Albuquerque and beyond	
					St. John	Albuquerque and beyond	Emporia, Lawrence, Topeka, Kansas City and beyond, and South of Newton
3	Between Kansas City and Wellington	Beyond Wellington		20	Stations in Illinois		Beyond Kansas City
					Ransom Verona Mazon Toluca Dallas City	Chicago and beyond	
9	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois	20	Marceline		St. John Garden City Lamar La Junta and beyond
					St. John	Emporia, Topeka, Lawrence, Kansas City and beyond, and South of Newton	Albuquerque and beyond
12	East of Kansas City		Dodge City to Halstead inclusive	23	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois
	Carrollton	Chicago and beyond	Beyond Wichita and South of Ottawa		Newton to Dodge City	La Junta and beyond	Newton and beyond
15	Coal City	Kansas City and beyond	Chicago and beyond	24	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
	Marceline	Wichita and beyond	Chicago and beyond		Newton to Emporia	Points between Newton and Emporia, Kansas City and beyond	Points beyond Emporia
16	Marceline	La Plata and beyond	Kansas City and beyond	211	Collinsville		Kansas City and beyond
	Ottawa		Beyond Newton				
17	Streator Chillicothe	Scheduled stops in California					
	Galesburg	Lamy and scheduled stops beyond					

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



SANTA FE SAFETY FIRST



Every 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.)

