

# The Atchison, Topeka & Santa Fe Railway Co.

WESTERN LINES  
SOUTHERN DISTRICT



## PANHANDLE DIVISION



## EMPLOYEES' TIME TABLE

# 65

IN EFFECT

Sunday

June 12, 1938

AT 12:01 O'CLOCK A. M.

Central Standard Time

# 65

Superseding Time Table No. 64, Dated February 20, 1938, and any Supplements Thereto.

This Time Table is for the Government and Information of Employees of this Company only.

H. B. LAUTZ,  
General Manager,  
Amarillo, Texas.

D. L. BADGLEY,  
Trainmaster,  
Wellington, Kans.

F. L. MYERS,  
Asst. General Manager,  
Amarillo, Texas.

H. O. WAGNER,  
Trainmaster,  
Wellington, Kans.

D. TRAHEY,  
Superintendent,  
Wellington, Kansas.

A. J. SMITH,  
Chief Dispatcher,  
Wellington, Kans.

R. Sells,

C. J. Wells,

A. W. Stoelzing,

H. I. Rankin,  
Train Dispatchers:  
Wellington, Kans.

B. M. Kurtz,

W. A. Brandt,

L. O'Connor,

# SPECIAL RULES AND REGULATIONS

Effective on the Panhandle Division and Superseding all General Rules Inconsistent Therewith.

1

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

2

## YARD LIMIT STATIONS

(See Rules 93 and D153, Operating Department.)

Altus,	Caldwell,	Englewood,	Longdale,	Sentinel,
Anthony,	Canton,	Fairview,	Medicine Lodge,	South Haven,
Ashland,	Carmen,	Foley,	Oakwood,	Thomas,
Attica,	Cheney,	Harper,	Ponca City Jct.,	Tonkawa,
Belvidere,	Cherokee,	Hutchinson,	Pratt,	Viola,
Blackwell,	Clinton,	Kingman,	Protection,	Waynoka,
Blair,	Coldwater,	Kiowa,	Rago,	Wellington,
Braman,	Dill City,	Lone Wolf,	Sawyer,	Wichita.

3

First class trains moving against the current of traffic must move within yard limits at restricted speed.

4

## STANDARD CLOCKS

Wellington.....	Yard Office, Roundhouse, Div. Office Building.
Waynoka.....	Yard Office, Passenger Station, Roundhouse.
Way.....	Yard Office.
Wichita.....	Union Station, North Wichita Yard, Roundhouse.
Ponca City.....	Passenger Station.
Fairview.....	Passenger Station.
Altus.....	Passenger Station.

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## STANDARD THERMOMETERS

Altus,	Attica,	Blackwell,	Fairview,	Kiowa,
Alva,	Avard,	Cherokee,	Harper,	Rago,
Anthony,	Belvidere,	Clinton,	Hunnell,	Waynoka,
				Wellington.

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## BULLETIN BOOKS

Wellington.....	Div. Office Building, Roundhouse, Yard Office.
Waynoka.....	Passenger Station, Roundhouse, Yard Office.
Wichita.....	North Wichita Yard, Union Station, Roundhouse.
Way.....	Roundhouse, Yard Office.
Hutchinson, Attica, Kiowa, Anthony, Blackwell, Belvidere, Englewood, Fairview, Altus	Passenger Station, Clinton Yard.

7

## FORM 903

Conductors of freight and mixed trains will leave Form 903 at all stations, except register stations, where cars are picked up or set out.

8

## AMENDED RULE 5

That part of Rule 5, Operating Department, reading: "Time applies at point indicated by station sign, conforming to time table designation" is amended to read:

"The time applies to the switch where an inferior train enters a siding; where there is no siding, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signals, it applies to the place where traffic is received or discharged."

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## RESTRICTED SPEED SIGNALS

Temporary restricted speed signals prescribed by Rule 10-A, Operating Department, will be displayed one mile in advance of the point to be protected.

Permanent slow boards are located approximately 2500 feet in advance of curves, bridges or other locations where speed of trains is

1 P. RULES

permanently restricted. The maximum speed in miles per hour indicated in no wise abrogates or modifies special rules, train orders or instructions further restricting the speed of any train, and does not permit the operation of any locomotive in excess of the maximum speed prescribed by time table Rule 28.

The restricted speed must be observed until rear of train has passed the "Resume Speed" board, painted green. Where two or more restricted areas are close together, but one slow board will be used, it being understood that the speed indicated thereon applies until the green board is passed.

Permanent Slow Boards are located:

Westward	Eastward	Westward	Eastward	Westward	Eastward
First District:	Second District:	Third District:	Fourth District:	Fifth District:	Sixth District:
M.P. 237.2	239.2	M.P. 70.2		M.P. 219	373.5
M.P. 285.5	286.7			M.P. 38.8	449.4
M.P. 305.4	306.5				
M.P. 308.6	310.0	M.P. 60.9	259.0		
M.P. 319.9	322.1	M.P. 265.6	267.3		
M.P. 322.9	324.4	M.P. 294.6	296.0		
M.P. 323.9	325.4	M.P. 327.6			
M.P. 325.3	328.4				
M.P. 335.2	336.8				

10

## TORPEDOES

When unattended torpedoes are exploded, trains may resume normal speed at a distance of one mile from that point. (See Rule 15, Operating Department.)

11

## AMENDED RULE 86

Where automatic block is continuous between stations inferior trains in the same direction will only be required to clear superior trains sufficiently to give clear signal indication in the rear. (See Rule 86, Operating Department.)

13

## AMENDED RULE 204

Additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman. (See Rule 204, Operating Department.)

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## AMENDED RULE 221

Rule 221, Operating Department, is amended to read:

"Where a fixed signal is used at a train order office, it must indicate 'stop' when there is an operator on duty, except when changed to 'proceed' to allow a train to pass when there are no train orders for any train in that direction."

When the train order signal cannot be changed to indicate 'proceed' for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in stop position without first receiving clearance card, (Form 902).

Train order signals must be fastened at 'proceed' only when no operator is on duty. When so fastened at night the light must be extinguished.

Operators must have flagman's signals ready for immediate use."

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## AMENDED RULE 360

Rule 360, Operating Department, is amended to read:

Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

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## OVERHEAD OBSTRUCTIONS (See Rule 310 Operating Department.)

Mile Posts	Bridge Number	Names
<b>First District</b>		
239.6	239-D	Overhead Bridge.
242.3	242-B	Overhead Highway Bridge.
273.3	273-Aa	Overhead Highway Bridge.
304.8	304-A	Bridge—Close side clearance.
306.1	306-A	Overhead Highway Bridge.
313.2	323-A	Overhead Highway Bridge.
327.5	327-E	Overhead Highway Bridge.
336.7	336-B	Bridge—Close side clearance.
<b>Second District</b>		
132.9	132-D	Overhead Bridge.
134.9	134-E	Bridge—Close side clearance.
<b>Medicine Lodge District</b>		
20.2	20-A	Overhead Highway.
<b>Hunnell District</b>		
32.8	32-A	Overhead Bridge.
<b>Fairview District</b>		
242.1	242-B	Overhead Highway Bridge.
310.5	310-C	Overhead Highway Bridge.
<b>Altus District</b>		
345.9	345-E	Overhead Highway Bridge.
371.7	371-C	Overhead Bridge.
379.5	379-Aa	Overhead Highway Bridge.
399.2	399-A	Overhead Bridge.
399.5	399-B	Bridge—Close side clearance.
418.9	418-C	Overhead Highway Bridge.
449.5	449-A	Overhead Highway Bridge.
450.9	451-A	Bridge—Close side clearance.
Clinton Yard	137-A	Overhead Highway Bridge.

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## DWARF SIGNALS.

In connection with Rules 10-F, 701, 702, 703 and 704, Operating Department, when upper quadrant signals are used as dwarf or low home signals, they will display the same indications as high home signals and have the same names. Red light will be displayed for the stop indication.

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## AMENDED RULE 711.

Rule 711, Operating Department, is amended to read:

"Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the timetable or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits."

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## AMENDED RULE 872.

Rule 872, Operating Department, is amended to read:

When the engine has been coupled on and the gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in

good order and working, also the number of brakes cut out or inoperative.

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employees making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

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### AUTOMATIC BLOCK

On single track trains in clear on siding or other tracks will not use siding switches (or other switches not equipped with switch indicators) until indication of signals in both directions have been observed.

Trains moving from siding to main track will foul the circuit and set signal before lining switch.

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### REMOTE CONTROL SWITCHES AND INTERLOCKING PLANTS

Interlocked, remote control switches handled from station:

S. K. Jct.—Crossover switches east end freight yard connecting Middle and Southern Kansas Divisions.

Harper—East and west end siding.

Connecting and crossover switches Fairview District and First District M.P. 273.4.

Crossover switches between main track and siding M.P. 273.3.

Connecting and crossover switches Fairview District and First District. First and Second District crossing M.P. 274.4.

Spur switch M.P. 274.4.

Attica—East and west end siding.

Waynoka—East end (M.P. 342.5) and west end double track.

Pocket passenger track.  
Head in crossover for Westward trains.  
Head out crossover for Eastward trains.

These switches are equipped with switch targets indicating GREEN for main track and YELLOW for turnout in facing point direction only. Interlocked signals governing movement over these switches indicate PROCEED for main track and RESTRICTED SPEED for main track or turnout.

Trains stopped by any of these interlocked signals will ascertain from signalman by telephone the reason therefor, and if signalman advises no known cause and his lineup properly set for movement of this train, block will be flagged as prescribed by Rule No. 830 (a).

Telephones connecting with station are located on signal mast at all remote control switches.

Should a remote control switch or the signal governing movement over such a switch be out of order, communicate with the signalman by telephone and be governed by his instructions. If telephone out of order see that switch is properly lined for your movement, spike same and proceed under flag protection to next governing signal. If switch is spiked for movement to or from siding a member of the crew must remain at the switch and see that switch is restored to its normal position and left spiked, making report of same at first office of communication.

The following addition is made to Rule 782:

"When an interlocking plant is out of order and signals cannot be operated, and the operator or towerman desires an engine or train to move through the plant he may give this permission by signal with yellow flag or light. A member of the crew must then flag over each interlocked switch and derail."

22

### SPEED RESTRICTIONS

Trains moving against the current of traffic on double track must not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile, around curves and where view is obscure, and use whistle freely as warning signal.

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Trains handling steam wrecking crane, steam 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 exceed speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile over First, Second, Hunnewell, Englewood, Wichita, Fairview and Altus Districts, and must not exceed speed of fifteen (15) miles per hour or four (4) minutes for each mile on other territory.

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### LOCOMOTIVES HANDLED DEAD IN TRAINS

With side rods in position are not to be run faster than twenty (20) miles per hour, or three (3) minutes for each mile.

With side rods all removed and all drivers on rail fifteen (15) miles per hour, or four (4) minutes for each mile.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour, or six (6) minutes for each mile.

Gas-electric motor cars being towed, sixty (60) miles per hour, or one (1) minute for each mile.

Locomotives operating under their own steam with all side rods in place and one main rod removed must not exceed following speeds: All freight and switch, including 0-4-0 to 2-10-4, twenty (20) miles per hour, or three (3) minutes for each mile.

Passenger locomotives, Mountain type, including 4-8-2 and 4-8-4, twenty-five (25) miles per hour, or two (2) minutes and twenty-four (24) seconds for each mile. All except Mountain type, including 4-4-0 to 4-6-2, thirty-five (35) miles per hour, or one (1) minute and forty-three (43) seconds for each mile.

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### SPRING SWITCHES, TURNOUTS AND CROSSOVERS

In heading in or out over the following spring switches, turnouts and crossovers, all trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein, on First and Second Districts, trains or engines must not exceed fifteen (15) miles per hour. On all other turnouts or crossovers, trains or engines must not exceed speed of ten (10) miles per hour. Trailing movements through spring switches must not be reversed until switch has been properly lined.

Station	Type	Location	Miles per Hour	
			Passenger	Freight
S. K. Jct.	Interlock	Crossover switches	30	20
Wellington	Spring	Hunnewell District Jct.	10	10
Wellington	Spring	West end freight yard	15	15
Wellington	Spring	West end passenger track	25	20
Roland	Spring	East and west end siding	15	15
Mayfield	Spring	East and west end siding	15	15
Milan	Spring	East and west end siding	15	15
Argonia	Spring	East and west end siding	15	15
Danville	Spring	East and west end siding	15	15
Harper	Interlock	East and west end siding	30	20
Eula	Spring	East and west end siding	15	15
Attica	Interlock	East and west end siding	30	20
Crisfield	Spring	East and west end siding	15	15
Hazelton	Spring	East and west end siding	15	15
Kiowa	Spring	East and west end siding	25	20
Kiowa	Turnout	Main track, east and west end siding	30	20
Loder	Spring	East and west end siding	15	15
Capron	Spring	East and west end siding	15	15
Brink	Spring	East end siding	15	15
Brink	Spring	West end siding	25	20
Noel	Spring	East end siding	25	20
Noel	Spring	West end siding	15	15
Avard	Spring	East and west end siding	15	15
West Wichita	Turnout	East and west end yard	15	15

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### HIGHWAY CROSSINGS

While head of train is passing the highway crossings of cities and towns named below, indicated speed must not be exceeded:

Kingman—Main Street, five (5) miles per hour.

Anthony—Over all street crossings between Garfield and Walnut Streets, fifteen (15) miles per hour.

Blackwell—Dewey, Blackwell, Padon and College Avenues, Main, "A," "B," First, Second and Third Streets, ten (10) miles per hour. All freight and yard engines will stop and send flagman ahead before passing over Blackwell Avenue.

Tonkawa—Public Avenue, six (6) miles per hour.

Wichita—Over all street crossings between West Wichita and South Jct., fifteen (15) miles per hour.

27

Gas-electric motor cars shall not be operated through water deeper than four (4) inches, and Diesel-electric cars through water deeper than five (5) inches above the ball of the rail. When such movement is necessary, they must not exceed a speed of two (2) miles per hour, or thirty (30) minutes for each mile. (This does not amend or modify Rule 317 (A), Operating Department.)

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### MAXIMUM SPEED FOR ENGINES

ENGINES	PASSENGER		FREIGHT, MIXED AND LIGHT	
	MILES PER HOUR	TIME PER MILE MIN. SEC.	MILES PER HOUR	TIME PER MILE MIN. SEC.
512-559; 1200-1388 (EXCEPT)	82	0 44	50	1 12
1207, 1210, 1214 AND 1215	45	1 20	45	1 20
1413-1556; 3500-3534	82	0 44	50	1 12
3400-3459 (EXCEPT)	90	0 40	50	1 12
3420, 3438, 3456, 3457	100	0 36	50	1 12
3460-3465	100	0 36	50	1 12
3700-3750	70	0 51	50	1 12
3751-3764 (EXCEPT)	77	0 47	50	1 12
3751-3753	90	0 40	50	1 12
789-825; 870-874	30	2 00	30	2 00
885-999; 1600-1705; 1950-1989	35	1 43	35	1 43
1000-1152	50	1 12	45	1 20
1788-1799	40	1 30	40	1 30
1800-1887	45	1 20	45	1 20
2504-2506; 2535-2556; 2565-2569	35	1 43	35	1 43
2507-2534	50	1 12	45	1 20
3010-3020; 3129-3158	35	1 43	35	1 43
3160-3287; 3800-3940;				
4000-4115; 5000	50	1 12	50	1 12
GAS-ELECTRIC MOTORS	60	1 00	45	1 20*
DIESEL-ELECTRICS	100	0 36	45	1 20*
REGULARLY ASSIGNED TO SWITCHING SERVICE	20	3 00	20	3 00
ALL OTHER CLASSES	20	3 00	20	3 00
ALL CLASSES BACKING UP	20	3 00	20	3 00

A tolerance of ten (10) per cent is allowed on the above, excepting Diesel-electrics, 3400-3459; 3460-3465; 3700-3750; 3751-3764 and 3800-3940 engines.

\*When running light, maximum speed for Diesel-electric engines is 75 miles per hour, or 48 seconds per mile, and for gas-electric motor cars, 60 miles per hour, or one minute per mile.

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### TRAIN SPEED RESTRICTIONS

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Maximum speed for engines prescribed in Rule 28 must not be exceeded.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops, so that train will move smoothly, without jar, and train conductors must observe that this is done.

### TRAIN INSPECTION

Freight trains must not be operated in excess of sixty-five (65) miles without a stop being made for inspection of equipment, except this distance may be exceeded between Wellington and Kiowa, Harper and Waynoka, Clinton and Altus, provided stop and inspection is made at stations entering and leaving above limits.

### MAXIMUM SPEED FOR TRAINS

LOCATION	PASSENGER		FREIGHT, MIXED AND LIGHT	
	MILES PER HOUR	TIME PER MILE MIN. SEC.	MILES PER HOUR	TIME PER MILE MIN. SEC.
FIRST DISTRICT	90	0 40	50	1 12
SECOND DISTRICT	45	1 20	30	2 00
HUNNEWELL DISTRICT	45	1 20	30	2 00
WICHITA DISTRICT	45	1 20	30	2 00
ENGLEWOOD DISTRICT	45	1 20	30	2 00
KIOWA DISTRICT	24	2 30	24	2 30
MEDICINE LODGE DISTRICT	24	2 30	24	2 30
ANTHONY DISTRICT	24	2 30	24	2 30
FAIRVIEW DISTRICT	45	1 20	30	2 00
ALTUS DISTRICT	45	1 20	30	2 00

**SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE**

LOCATION	MILES FROM ATCHISON	CAR CAPACITY	SWITCH CONNECTION	FLAG STOPS FOR TRAINS
<b>FIRST DISTRICT</b>				
ALBION	M. P. 262.2	9	EAST	FREIGHT ONLY
<b>ENGLEWOOD DISTRICT</b>				
ROCKFELLER SPUR	M. P. 101.6	6	EAST	FREIGHT ONLY
<b>MEDICINE LODGE DISTRICT</b>				
McPHERSON SPUR	M. P. 18.6	12	EAST	FREIGHT ONLY
PRYOR—LOCKHART SPUR	M. P. 31.2	5	EAST	FREIGHT ONLY
BEST SPUR	M. P. 40.3	51	WEST	FREIGHT ONLY
<b>FAIRVIEW DISTRICT</b>				
FERGUSON	M. P. 275.4	17	BOTH	ALL TRAINS
LITTLE SANDY	M. P. 284.9	13	EAST	ALL TRAINS
SAND SPUR	M. P. 327.7	36	EAST	FREIGHT ONLY
<b>ALTUS DISTRICT</b>				
O'NEIL SPUR	M. P. 455.4	5	WEST	FREIGHT ONLY
<b>WICHITA DISTRICT</b>				
SKELLY OIL CO. SPUR	M. P. 63.1	9	EAST	FREIGHT ONLY
<b>HUNNEWELL DISTRICT</b>				
ROME	M. P. 6.9	49	BOTH	FREIGHT ONLY
TYNER	M. P. 38.8	36	BOTH	FREIGHT ONLY

**RAILWAY CROSSINGS AND JUNCTIONS**

Station	Junction with	M.P. Location
First District Harper	Fairview District	273.4
Second District Panhandle Jct. Ponca City Jct.	Western Division Oklahoma Division	.0 141.9
Englewood District Viola Rago	Fairview District Second District	22.8 46.7
Hunnewell District South Haven Blackwell	Anthony District Second District	15.5 34.8
Fairview District Anthony Cherokee	Second District Oklahoma Division	266.5 299.9

**GATE PROTECTED RAILROAD CROSSINGS**

STATION	RAILROAD	M. P. LOCATION	NORMALLY AGAINST	CROSS AT MINS. PER MILE
<b>FIRST DISTRICT</b>				
KIOWA	M. P.	307.8	M. P.	4
<b>SECOND DISTRICT</b>				
KINGMAN	M. P.	32.8	M. P.	6
RAGO	A. T. & S. F.	48.2	ENGLEWOOD DISTRICT	6
MEDFORD	C. R. I. & P.	102.5	A. T. & S. F.	4
BLACKWELL	ST. L. S. F.	127.0	A. T. & S. F.	6
<b>HUNNEWELL DISTRICT</b>				
SOUTH HAVEN	A. T. & S. F.	15.5	ANTHONY DISTRICT	6
BLACKWELL	A. T. & S. F.	34.8	SECOND DISTRICT	6
<b>WICHITA DISTRICT</b>				
WICHITA JUNCTION	M. P.	2.7	A. T. & S. F.	6
KINGMAN	M. P.	46.1	A. T. & S. F.	6
<b>ENGLEWOOD DISTRICT</b>				
NORWICH	M. P.	34.7	M. P.	6
<b>ANTHONY DISTRICT</b>				
CALDWELL	C. R. I. & P.	32.6	A. T. & S. F.	6
<b>FAIRVIEW DISTRICT</b>				
WICHITA	M. V.	210.0	M. V.	4
VIOLA	A. T. & S. F.	231.5	ENGLEWOOD DISTRICT	6
CARMEN	ST. L. S. F.	314.8	ST. L. S. F.	6
ALINE	C. R. I. & P.	317.9	C. R. I. & P.	4
<b>ALTUS DISTRICT</b>				
CLINTON	P. & S. F.	401.5	P. & S. F.	4

At night position of gates indicated by lights as follows:  
C. R. I. & P. lights, yellow indicates proceed, red to stop.  
Other crossings, green light indicates proceed, red to stop.  
When gates are in proceed position trains may cross without stopping.

Argonia—Mo. Pac. crossing M.P. 259.6. Derails on Mo. Pac. main track connected to A. T. & S. F. automatic block signals. When signals 2591 or 2594 indicate stop, trains will be governed by Rule 830(a). Before crossing, flagman must observe that derails on Mo. Pac. main track are in derailing position. If derails not in derailing position on Mo. Pac. track movement over the crossing must be protected by flagman in each direction on Mo. Pac. main track, until rear of train has passed. Maximum speed over crossing forty (40) miles per hour.

Harper—Second District crossing M.P. 274.4 protected by interlocking plant. Maximum speed over crossing, on either track, thirty (30) miles per hour.

Panhandle Junction—C. R. I. & P. Railway crossing M.P. 0.7 electrically locked crossing gate, set normally against A. T. & S. F. trains, operated by train crew. Be governed by instructions posted in box at crossing. Maximum speed over crossing fifteen (15) miles per hour.

**FOOTBOARD RULE.**

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited. Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited. Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

**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.

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.

Attention is also called to the following Kansas statute on the subject of gambling and confidence games:

[Chapter 81 of the Laws of 1876.]

Section 1. Whoever shall, in this State, deal, play or practice, or be in any manner accessory to the dealing, playing or practicing of the confidence game or swindle known as three-card monte, or of any such game, play or practice, shall be deemed guilty of a felony, and upon conviction thereof shall be punished by a fine not to exceed five thousand dollars, and by confinement in the penitentiary not less than two nor more than five years.

Sec. 2. Whoever shall, in this State, on any railroad car, coach or train, practice any confidence game not mentioned in the preceding section, or shall sell any prize packages or other prize, shall be deemed guilty of a misdemeanor.

Sec. 3. It is hereby made the duty of railroad conductors, brakemen on railroad trains, to immediately arrest the person so offending, without warrant or other process, and to call upon all bystanders and others for assistance, when the same may be necessary, to enable them to make such arrest. And when such offense is committed on any railroad car, coach or train, the venue shall lie, and the person be tried, in any county through which such railroad may run, not outside of the judicial district in which the offense was committed, any law to the contrary notwithstanding.

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.

**SURGEONS OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY AND THE A. T. & S. F. HOSPITAL ASSOCIATION**

Dr. J. P. KASTER, Chief Surgeon, Topeka.  
Dr. M. L. BISHOFF, Assistant Chief Surgeon, Topeka.

**PANHANDLE DIVISION.**
**MULVANE HOSPITAL.**

Dr. W. A. HEAP, Surgeon in Charge.  
Dr. F. W. BUOBA, Assistant Surgeon.  
Dr. S. T. SHELLY, Anaesthetist.  
Dr. H. W. HORN (Wichita), Consultant.

**LOCAL SURGEONS.**

Dr. A. R. HATCHER, Wellington.  
Dr. J. A. HOWELL, Wellington.  
Dr. H. A. GERBIG, Eye, Ear, Nose and Throat, Wellington.  
Dr. L. C. JOSLIN, Harper.  
Dr. E. R. MONTZINGO, Attica.  
Dr. J. D. WARRICK, Kiowa.  
Dr. W. E. SIMON, Alva.  
Dr. E. B. CLAPPER, Waynoka.

Dr. D. E. EGGLESTON, Kingman.  
Dr. H. L. GALLOWAY, Anthony.  
Dr. J. R. BURNETT, Caldwell.  
Dr. M. M. LIVELY, Blackwell.  
Dr. M. S. WHITE, Blackwell.  
Dr. A. COCHRAN, Pratt.  
Dr. J. H. BRADY, Fairview.  
Dr. J. W. OMER, Thomas.  
Dr. L. T. LANCASTER, Cherokee.  
Dr. D. C. McCARTY, Nashville.

Dr. HARDIN GILBERT, Medicine Lodge.  
Dr. I. V. HARDY, Medford.  
Dr. M. C. ROBERTS, Hutchinson.  
Dr. ELLIS LAMB, Clinton.  
Dr. L. E. LAMB, Clinton.  
Dr. McLAIN ROGERS, Clinton.  
Dr. K. D. GOSSOM, Custer City.  
Dr. E. W. MABRY, Altus.  
Dr. ROBERT J. DRAKE, Englewood.  
Dr. H. F. CRAIG, Protection.

R. D. MONTGOMERY, General Watch Inspector, Topeka.

J. H. MACE, Assistant General Watch Inspector (Roadway and Station Service) Kansas City, Mo.

**LOCAL WATCH INSPECTORS, PANHANDLE DIVISION.**

C. H. NORTH, Blackwell.  
RALPH F. BLACKETER, Hutchinson.  
F. W. OLMSTEAD, Anthony.  
(Semi-monthly trips to Attica.)

GEO. E. STILLER, Waynoka.  
CHAS. A. WILSON, Wichita.  
J. W. J. KOEHN, Fairview.

L. G. DEAN, Clinton.  
J. M. RUSSELL, Altus.  
H. E. FETTERS, Wellington.

**FIRST DISTRICT.**

**PANHANDLE DIVISION.**

**HUNNEWELL DISTRICT.**

WESTWARD.			PANHANDLE DIVISION.										HUNNEWELL DISTRICT.													
First Class.			Capacity of Other Tracks	Capacity of Sidings	Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.			Capacity of Other Tracks.	Capacity of Sidings.	Distance from Hunnewell Jct.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Eastward.
1	13	23					No. Cars.	No. Cars.	Miles.				No. 65,	June 12, 1938.	2					14	24	No. 65,				
The Scout.	Motor.	Grand Canyon Limited.						The Scout.	Motor.	Grand Canyon Limited.																
Leave Daily.	Leave Daily.	Leave Daily.						Arrive Daily.	Arrive Daily.	Arrive Daily.				No. Cars.	No. Cars.	Miles.										
PM 3.55	AM 5.45	AM 5.40			237.0			PM 2.30	PM 8.00	AM 1.05						0										
					238.3									45		14.6										
4.00	5.50 AM	5.45		Yard	238.9			2.25	7.55 PM	1.00				52	60	17.9										
4.10		5.55						2.05		12.55				110	31	25.2										
4.17		6.02		115	243.5			1.58		12.48				15	24	28.7										
4.22		6.06	134	136	247.0			1.52		12.43						34.0										
4.30		6.16	45	137	254.1			1.41		12.33					Yard	34.6										
4.38		6.23	42	137	259.2			1.30		12.25						34.9										
					259.6										Yard	43.1										
4.48		6.32	72	137	266.5			1.22		12.14																
5.01		6.45	321	275	273.8			1.12		12.03 AM																
					274.4																					
5.09		6.53	41	137	280.3			1.02		11.52																
5.20		7.03	178	137	285.6			12.54		11.43																
5.28		7.12	38	137	292.2			12.45		11.32																
5.36		7.22	72	137	299.8			12.35		11.23																
5.50		7.33	569	158	306.9			12.25		11.13																
					307.8																					
5.57		7.39	4	137	311.0			12.16		11.04																
6.04		7.46	115	100	316.4			12.06		10.59																
6.10		7.52		137	320.6			12.01 PM		10.54																
6.19		7.58	303	103	324.7			11.55		10.47																
6.26		8.05	26	120	328.9			11.46		10.38																
6.35		8.14	65	137	335.7			11.36		10.30																
6.41		8.21	12	114	340.5			11.29		10.23																
6.50 PM		8.30 AM		Yard	345.5			11.20 AM		10.15 PM																
Arrive Daily.	Arrive Daily.	Arrive Daily.						11.20 AM		10.15 PM																
(39.5)	(22.8)	(40.7)	Average speed per hour										(38.3)	(22.8)	(39.5)	Average speed per hour										

All trains must get numbered clearance card (Form 902) before leaving Wellington and Waynoka.  
 First class trains register at yard office Wellington by Form 903.  
 Double track between M.P. 342.5 and Waynoka passenger station. Time of Eastward trains at Waynoka applies at east end of double track (M.P. 342.5).

All trains between S. K. Jct. and spring switch at west end passenger tracks, Wellington, are governed by automatic block, and the signal indications supersede time table superiority between these points.  
 Automatic Block: M.P. 237.0 to M.P. 345.5.

Average speed per hour.....  
 Automatic signals between east wye switch, Wellington, and 0.6 mile west on Hunnewell District. Signal indication supersedes time table superiority. Switch at end of wye on Hunnewell District, Wellington, normally lined for east leg of wye. All trains must get numbered clearance card (Form 902) before leaving Wellington, Blackwell and Tonkawa.  
 Second District trains use Hunnewell District main track, Blackwell. Trains within yard limits, Blackwell, have no time table superiority and must move within these limits at restricted speed, expecting to find main track occupied. Responsibility for accident rests with the approaching train.  
 No switch lights Hunnewell District except at Wellington.

**MEDICINE LODGE DISTRICT.**

Westward.			MEDICINE LODGE DISTRICT.										Eastward.		
First Class.			Capacity of Other Tracks.	Capacity of Sidings.	Distance from Attica.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	First Class.		
73	No. 65,	June 12, 1938.					74	Motor Passenger.	Arrive Daily Ex. Sunday.						
Motor Passenger.	No. Cars.	No. Cars.	Miles.												
PM 5.30	178	137	0										PM 12.35		
5.57	56		10.8										12.08 PM		
6.10	18		15.9										11.54		
6.25		Yard	20.9										11.41		
6.46	14		23.2										11.20		
6.59	75		33.6										11.07		
7.12	75		39.3										10.53		
7.25	16		44.9										10.39		
7.37			49.4										10.28		
7.40 PM		Yard	50.5										10.25 AM		
Arrive Daily Ex. Sunday.													Leave Daily Ex. Sunday.		
(24.0)	Average speed per hour										(24.0)				

Medicine Lodge District trains have no time table superiority between Belvidere and Belvidere Junction. All trains must get numbered clearance card (Form 902) before leaving Attica and Belvidere. Mileage between Medicine Lodge and Forest City is 8.7 instead of 7.3 as indicated by mile posts. No switch lights Medicine Lodge District except at Attica.

SECOND DISTRICT.

PANHANDLE DIVISION.

SECOND DISTRICT.

WESTWARD		TIME TABLE										EASTWARD	
First Class.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Panhandle Junction.	Rolling Grade Ascending.						Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	First Class.
49					No. 65, June 12, 1938.								50
Motor Passenger.													Motor Passenger.
Leave Daily.	No. Cars.	No. Cars.	Miles.		STATIONS.								Arrive Daily.
PM 8.06		Yard		0		HUTCHINSON.		WY				AM 10.35	
3.10			0	0		Panhandle Junction.			16.7		C	10.30	
			0.7	0		0.7							
			0.7	9.5		C. R. I. & P. Crossing.			0				
\$ 3.24	10		7.6	24.8		DARLOW.			5.4			\$10.16	
\$ 3.34	30		13.0	52.8		CASTLETON.			6.8			\$10.07	
\$ 3.45	67	73	19.3	39.6		PRETTY PRAIRIE.		W	4.3		C	\$ 9.55	
\$ 3.53	13		24.1	25.3		VARNER.			1.7			\$ 9.47	
	7		25.8	52.8		LASHMET.			5.8				
			31.6	0		East Kingman Junction.			0.2				
\$ 4.05		Yard	31.8	19.0		KINGMAN.		WY	0.7		C	\$ 9.36	
			32.5	2.6		West Kingman Junction.			0.3				
	16		32.8	52.8		Mo. Pac. Crossing.			6.1			\$ 9.22	
\$ 4.18	22	69	38.9	41.2		CARVEL.			4.6			\$ 9.14	
\$ 4.27	18		43.5	21.1		BASIL.			4.7			\$ 9.05	
\$ 4.36		Yard	48.2	52.8		RAGO.		W Y	4.6		C	\$ 8.57	
\$ 4.45	32		52.8	52.8		DUQUOIN.			6.9			\$ 8.42	
			59.7	21.1		A. T. & S. F. Crossing.			0.1				
\$ 4.58		Yard	59.8	0		HARPER.		W Y			C	\$ 8.42	
Via Fairview District.				0								Via Fairview District.	
\$ 5.25 PM		Yard		58.1		ANTHONY.		WFY			C	8.23 AM	
Arrive Daily.						(59.8)						Leave Daily.	
(33.2)	Average speed per hour										(33.2)		

WESTWARD.		TIME TABLE										EASTWARD.		
First Class.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Panhandle Jct.	Rolling Grade Ascending.						Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	First Class.	
49	63				No. 65, June 12, 1938.								50	64
Motor Passenger.	Motor Passenger.												Motor Passenger.	Motor Passenger.
Leave Daily.	Leave Daily.	No. Cars.	No. Cars.	Miles.	STATIONS.								Arrive Daily.	Arrive Daily.
PM 5.25			Yard	69.5		ANTHONY.		W F				C	AM 8.23	
				0		0.5			58.1					
				52.8		Mo. Pac. Crossing.			5.1					
f 5.37		20		75.1		SPRING.			5.6				f 8.13	
s 5.48		52		80.7		MANCHESTER.			5.0			C	\$ 8.04	
s 5.58		41	71	85.7		GIBBON.			5.0				\$ 7.54	
s 6.08		66		90.7		WAKITA.			6.2			C	\$ 7.44	
f 6.20		23		96.9		CLYDE.			5.3				f 7.32	
s 6.30		60	73	102.2		MEDFORD.		W	0.3		C	\$ 7.22		
				102.5		G. R. I. & P. Crossing.			7.0					
s 6.45		26		109.5		NUMA.			4.8				\$ 7.07	
s 6.55		28		114.3		DEER CREEK.			4.0			C	\$ 6.58	
s 7.04		39		118.3		NARDIN.			8.7				\$ 6.50	
				127.0		St. L. S. F. Crossing.			0.2					
				21.1		A. T. & S. F. Crossing.								
s 7.23	AM 4.45		Yard	127.2		BLACKWELL.		W F Y			C	\$ 6.30	PM 8.40	
f 7.36	f 5.01	33		133.9		AUTWINE.			2.6				f 6.12	f 8.26
				136.5		EDWARDS.			1.5					
f 7.45	f 5.10	10		138.0		BODOCK.			3.9				f 6.04	f 8.18
7.55	5.20			141.9		Ponca City Junction.			1.3				5.56	8.10
8.00 PM	5.25 AM		Yard	143.2		PONCA CITY.		W F Y			C	5.50 AM	8.05 PM	
Arrive Daily.	Arrive Daily.					(73.7)						Leave Daily.	Leave Daily.	
(28.5)	(24.0)	Average speed per hour										(29.1)	(27.5)	

No. 63 is superior to No. 50.  
 No. 49 is superior to No. 64.  
 Automatic Block:  
 M.P. 141.3 to M.P. 142.3.  
 Trains between Ponca City Junction and Ponca City are governed by Oklahoma Division time table.  
 All trains must get numbered clearance card (Form 902) before leaving Anthony, Blackwell and Ponca City.  
 No switch lights Second District.  
 Second District trains use Hunnewell District main track, Blackwell.  
 Trains within yard limits, Blackwell, have no time table superiority and must move within these limits at restricted speed, expecting to find main track occupied. Responsibility for accident rests with the approaching train.

Trains between Hutchinson and Panhandle Junction are governed by Western Division time table.  
 Main track between East Kingman Junction and West Kingman Junction is used by Second District and Wichita District trains; between these points trains have no time table superiority, and must move at restricted speed, expecting to find main track occupied. Responsibility for accident on this track rests with the approaching train.  
 Switches at East Kingman Jct. and West Kingman Jct. normally lined for Second District.  
 All trains must get numbered clearance card (Form 902) before leaving Panhandle Junction and Harper.  
 No switch lights Second District.  
 Fairview District trains use Second District tracks at Anthony.  
 All trains within yard limits, Anthony, have no time table superiority and must move within these limits at restricted speed, expecting to find main track occupied. Responsibility for accident rests with the approaching train.  
 All eastward trains will leave Form 903 with operator Panhandle Jct.  
 Second District trains have no time table superiority on First District at Harper.

PANHANDLE DIVISION.

FAIRVIEW DISTRICT.

WESTWARD.									EASTWARD.							
Second Class.		First Class.			Capacity of Other Trains.	Capacity of Sidings.	Distance from Kansas City.	Ruling Grade Ascending.	TIME TABLE No. 65. June 12, 1938.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	First Class.			Third Class.
67	83	49	47	45									50	46	48	68
Mixed.	Way Freight.	Motor Passenger.	Motor Passenger.	Motor Passenger.	No. Cars.	No. Cars.	Miles.	STATIONS.	Motor Passenger.	Motor Passenger.	Motor Passenger.	Mixed.				
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.				
AM 6.10			AM 7.30	AM 6.00			207.9	WICHITA U.S. 0.9				PM 11.50	PM 9.10	PM 4.30		
6.12	AM 2.50		7.32	6.02			208.8	South Junction. 1.2	21.1		C	11.47	9.07	3.45		
							210.0	M. V. Crossing. 0.9								
6.20	3.00		7.40	6.10		Yard	210.9	WEST WICHITA. 0.6		WF		11.39	9.00	3.36		
6.21 AM	3.02		7.41	6.11			211.5	Wichita Junction. 0.9				11.38	8.59	3.35 PM		
		Via Second District.					212.4	Mo. Pac. Crossing. 2.7	5.2							
	f 3.15		f 7.47	f 6.16	20		215.1	PROSPECT. 2.5	42.2			f 11.30	f 8.53			
	f 3.25		f 7.51	f 6.20	32	50	217.6	SCHULTE. 6.2	26.4			f 11.25	f 8.49			
	f 3.40		f 8.08	f 6.32	22		223.8	CLONMEL. 7.4	37.0			f 11.14	f 8.38			
	f 4.05		s 8.16 AM	f 6.46	91	54	231.2	VIOLA. 0.3		W	C	f 11.00	8.25 PM			
							231.5	A. T. & S. F. Crossing 4.1	10.6							
	f 4.15			f 6.54	27		235.6	ALLOWAY. 3.8	0			f 10.51				
	f 4.30			s 7.00	50		239.4	MILTON. Mo. Pac. Crossing. 7.2	26.4			s 10.43				
	f 4.50			f 7.13	28	50	246.6	HAMNER. 3.4	37.0			f 10.29				
	f 5.00			s 7.18	17		250.0	RUNNYMEDEL. 7.1	21.1			s 10.23				
	5.20 AM	PM 5.05		s 7.30	321	275	257.1	HARPER. 5.2	39.6	WY	C	s 10.08				
		5.15		7.40	15		262.3	MEYER. 4.1	37.0			8.32	9.57			
		s 5.25 PM		s 7.50		Yard	266.4	ANTHONY. 4.4	42.2	WFY	C	8.23 AM	s 9.48			
							270.8	Mo. Pac. Crossing. 0.6								
				7.59	10	48	271.4	HAYTER. 9.1	26.4			9.38				
				s 8.15	34	41	280.5	WALDRON. 9.1	26.9			s 9.21				
				s 8.31	36	81	289.6	BYRON. 10.3	26.4			s 9.02				
							292.9	A. T. & S. F. Crossing. 0.4								
				8.47		Yard	300.3	CHEROKEE. 5.8	5.3			8.33				
				s 9.06	66	88	306.1	YEWED. 8.4	26.9			s 8.24				
				s 9.21	36	67	314.5	CARMEN. 0.3		W	C	s 8.07				
							314.3	St. L. & S. F. Crossing. 3.1	21.1							
							317.9	C. R. I. & P. Crossing. 1.4								
				s 9.30	34		319.3	ALINE. 7.3	26.4			s 7.58				
				s 9.42	15		326.5	WEST OLEO. 3.2	26.9			s 7.44				
				s 9.48	33	45	329.3	ORIENTA. 6.2	39.6			s 7.37				
				10.00 AM		Yard	336.0	FAIRVIEW.		WF	C	7.25 PM				
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.				(128.1)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	
(19.6)	(19.3)	(30.9)	(30.4)	(32.0)	Average speed per hour.....				(32.5)	(29.0)	(31.1)	(4.0)				

Trains between North Wichita and Wichita Junction are governed by Middle Division time table.  
 Trains on Oklahoma Division main track, Cherokee, are governed by Oklahoma Division time table.  
 First class trains must get numbered clearance card (Form 902) before leaving Wichita U. S., Harper and Fairview. All other trains must get numbered clearance card (Form 902) before leaving North Wichita, Harper and Fairview. No. 50 must get numbered clearance card (Form 902) before leaving Anthony.

Fairview District trains have no time table superiority on First District at Harper. No switch lights Fairview District.  
 Mileage between Harper and Meyer is 6.2 instead of 5.2 as indicated by mile posts.  
 Trains within yard limits Anthony and Cherokee have no time table superiority and must move within these limits at restricted speed, expecting to find main track occupied. Responsibility for accident rests with the approaching train.

ALTUS DISTRICT.

PANHANDLE DIVISION.

ENGLEWOOD DISTRICT.

Westward. First Class. <b>45</b> Motor Passenger.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Kansas City.	Ruling Grade Ascending.	TIME TABLE No. 65, June 12, 1938.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Eastward. First Class. <b>46</b> Motor Passenger.
Leave Daily.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Daily.
AM 10.05		Yard	336.0	56.5	FAIRVIEW. 4.6	.0	WF TY	C	PM 7.20
10.14	7		340.6	66.0	VOORHEES. 7.0	52.8			7.11
10.33	38	50	347.6	31.7	LONGDALE. 6.4	52.8		C	6.57
10.46	72	47	354.0	54.8	CANTON. 5.7	.0	W	C	6.44
10.57	36		359.7	65.7	LEONEL. 5.3	52.8			6.33
11.07	35	36	365.0	.0	OAKWOOD. 6.3	52.8		C	6.22
11.18	16	50	371.3	66.0	NOBSCOT. 7.5	52.8	W	B	6.09
11.31	58	47	378.8	52.8	THOMAS. 7.2	52.8		C	5.54
11.47			386.0		FOLEY. 2.0			C	5.39
			388.0		CUSTER CITY. 7.2				
			395.2		ARAPAHO. 3.6				
PM 12.11			398.8	66.0	EWING. 0.8	26.4			5.15
12.13			399.6	52.8	East Junction. 1.2	.0			5.13
12.23		Yard	400.3	63.4	CLINTON. 0.7	52.8	WFY	C	5.09
			401.5		P. & S. F. Crossing. 0.1	.0			
12.30			401.6	52.8	West Junction. 5.1	.0			4.58
12.40	7		406.7	79.2	WERNING. 5.1	66.0			4.48
12.50	53		411.8	66.0	BRAITHWAITE. 8.1	44.9		B	4.38
1.05	38	47	419.9	52.8	DILL CITY. 8.8	52.8	WY	C	4.23
1.21	40	47	423.7	52.8	SENTINEL. 6.1	52.8	W	C	4.07
1.31	20		434.3	52.8	CAMBRIDGE. 5.8	31.7			3.56
			440.6		C. R. I. & P. Crossing. 0.3				
1.42	39	39	440.9	26.4	LONE WOLF. 7.4	52.8		C	3.45
1.56	50		443.3	66.0	LUGERT. 9.2	21.1		B	3.30
2.13	55	60	457.5	31.7	BLAIR. 9.8	31.7		C	3.13
2.30 PM		Yard	467.3		ALTUS. (131.3)		WF TY	C	2.55 PM

(29.6) ..... Average speed per hour ..... (29.6)

Altus District trains have no time table superiority between Foley and Ewing and will be governed by time table, rules and regulations of the S. L.-S. F. Ry. Co.

Trains within yard limits, Clinton and Altus, have no time table superiority and must move within these limits at restricted speed, expecting to find main track occupied. Responsibility for accident rests with the approaching train.

All first class trains run via First Street station.

All except first class trains will run via freight yard, switches East Junction and West Junction normally lined for freight yard movement.

First class trains register at Foley, Ewing, and West Jct. Other trains register when directed by train order to do so.

No switch lights Altus District.

All trains must get numbered clearance card (Form 902) before leaving Fairview, Clinton and Altus, and S. L.-S. F. clearance card at Clinton, Thomas or Foley for S. L.-S. F. joint track.

Westward. First Class. <b>47</b> Motor Passenger.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Englewood Junction.	Ruling Grade Ascending.	TIME TABLE No. 65, June 12, 1938.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Eastward. First Class. <b>48</b> Motor Passenger.
Leave Daily.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Daily.
AM 7.30					WICHITA U. S.			C	PM 9.10
Via Fairview District.									Via Fairview District.
8.16	91	54		32.7	VIOLA. 4.8	25.3		W	8.25
8.25	33	65	27.1	32.1	ANNES. 6.8	31.7			8.15
8.39	55		33.9	26.4	NORWICH. 0.8	23.8		C	8.02
			34.7	31.7	Mo. Pac. Crossing. 6.4	31.7			
8.52	19		41.1	31.7	ADAMS. 5.7	29.9			7.48
9.05	Yard	Yard	46.8	29.0	RAGO. A. T. & S. F. Crossing. 4.5	15.8		WY	7.35
9.14	65	60	51.3	52.8	SPIVEY. 6.7	19.8			7.24
9.28	39		58.0	52.8	ZENDA. 7.7	52.8		C	7.10
9.44	33	37	65.7	47.5	NASHVILLE. 7.3	52.8	W	C	6.54
9.59	37		73.0	52.8	ISABEL. 7.5	52.8		C	6.39
10.15	52	29	80.5	52.8	SAWYER. 8.0	52.8	W	C	6.22
10.31	49	48	88.5	52.8	COATS. 6.6	52.8		C	6.06
10.45	207		95.1	52.8	SPRINGVALE. 2.9	52.8			5.51
10.51	29		98.0	44.9	CROFTS. 5.3	52.8			5.44
11.01			103.3	52.8	Belvidere Junction. 1.1	0			5.33
11.05	Yard	Yard	104.4	52.8	BELVIDERE. 12.1	52.8		WFY	5.30
11.30	39	33	116.5	52.8	WILMORE. 8.5	52.8	W	C	5.05
11.47	60	71	125.0	43.8	COLDWATER. 9.7	52.8		C	4.48
PM 12.06	96	71	134.7	52.8	PROTECTION. 9.8	52.8	W	C	4.28
12.26	75		144.5	52.8	SITKA. 6.3	52.8		C	4.08
12.38	70	39	150.8	52.8	ASHLAND. 8.0	52.8		C	3.57
12.54	42		159.8	52.8	ACRES. 7.3	52.8			3.43
1.10 PM		Yard	166.1		ENGLEWOOD. (167.1)		WFY	C	3.30 PM

(29.4) ..... Average speed per hour ..... (29.4)

All trains must get numbered clearance card (Form 902) before leaving Englewood. All trains must get numbered clearance card (Form 902) before leaving Viola, when operator is on duty.

No. 47 is superior to No. 48.

Trains on main track between Belvidere Jct. and West Yard limit sign, Belvidere, have no time table superiority and must move between these points at restricted speed, expecting to find main track occupied. Responsibility for accident on this track rests with the approaching train.

No switch lights Englewood District.



WICHITA DISTRICT.

PANHANDLE DIVISION

ANTHONY DISTRICT.

WESTWARD.		TIME TABLE							EASTWARD.	
Second Class.		No. 65,							Third Class.	
67		June 12, 1938.							68	
Mixed.									Mixed.	
Leave Daily Ex. Sunday.	No. Cars.	No. Cars.	Miles.	STATIONS.			Arrive Daily Ex. Sunday.			
AM 6.10				WICHITA U. S.			PM 4.30			
Via Fairview District.							Via Fairview District.			
6.21			2.1	Wichita Junction.	0.6		3.35			
			2.7	Mo. Pac. Crossing.	3.9	B				
f 6.35	13		6.6	TYLER.	7.3		f 3.25			
s 6.53	65		19.9	GODDARD.	5.9	C	s 3.10			
s 7.08	38		19.8	GARDEN PLAIN.	5.9	C	s 2.50			
s 7.23	89		25.7	CHENBY.	4.5	C	s 2.30			
f 7.33	7		30.2	LANSDOWNE.	3.8		f 2.15			
s 7.44	35		34.0	MURDOCK.	4.7	C	s 2.05			
f 7.54	9		38.7	GEORGIA.	5.4		f 1.45			
			44.1	East Kingman Junction.	0.2					
s 8.30		Yard	44.3	KINGMAN.	0.7	WY C	s 1.30 PM			
			45.0	West Kingman Junction.	1.1					
			46.1	Mo. Pac. Crossing.	8.0					
f 9.10	24		54.1	CALISTA.	8.2		f 11.42			
s 9.30	36		62.3	CUNNINGHAM.	6.7	C	s 11.25			
s 9.45	24		69.0	CAIRO.	3.1		s 10.57			
f 9.52	4		72.1	WALDECK.	4.6		f 10.50			
f 10.02	21		76.7	ADRIAN.	2.7		f 10.40			
10.15 AM	74	36	79.4	PRATT.		WT C	10.30 AM			
Arrive Daily Ex. Sunday.				(77.3)			Leave Daily Ex. Sunday.			
(17.1)	Average speed per hour.....							(22.1)		

Main track between East Kingman Junction and West Kingman Junction is used by Second District and Wichita District trains; between these points trains have no time table superiority, and must move at restricted speed, expecting to find main track occupied. Responsibility for accident rests with the approaching train.

Switches at East Kingman Jct., and West Kingman Jct., normally lined for Second District.

All trains must get numbered clearance card (Form 902) before leaving Wichita and Pratt.

No switch lights Wichita District.

WESTWARD.		TIME TABLE							EASTWARD.	
Second Class.		No. 65,							Second Class.	
79		June 12, 1938.							82	
Mixed.									Mixed.	
Ar. Monday, Wednesday and Friday.	Lv. Tuesday, Thursday and Saturday.	No. Cars.	No. Cars.	Miles.	STATIONS.			Ar. Monday, Wednesday and Friday.	Lv. Tuesday, Thursday and Saturday.	
PM 3.15		30		6.3	GEUDA SPRINGS.			PM 3.05		
s 3.35		23		11.4	ASHTON.			s 2.40		
s 3.52		24		15.5	PORTLAND.			s 2.25		
4.15 PM	AM 9.00		Yard	21.3	SOUTH HAVEN.			s 2.05		
				21.8	A. T. & S. F. Crossing.					
		33		25.7	DRURY.			s 1.35		
		63		32.5	CALDWELL.			s 1.00		
				32.6	G. E. I. & P. Crossing.					
		31		33.2	METZ.					
		5		36.4	JOHNSTONS.			f 12.25		
f 10.11		19		39.0	DOSTER.			f 12.15		
f 10.20		15		43.1	METCALF.			f 12.01 PM		
f 10.38		66		49.2	BLUFF CITY.			s 11.45		
s 11.00		27		53.9	HAWK.			f 11.20		
f 11.20				58.6	Mo. Pac. Crossing.					
	11.50 AM		Yard	59.1	ANTHONY.			11.00 AM		
Ar. Monday, Wednesday and Friday.	Ar. Tuesday, Thursday and Saturday.			17.0	(52.8)			Lv. Monday, Wednesday and Friday.		
(15.0)	(10.5)	Average speed per hour.....							(12.9)	

All trains must get numbered clearance card (Form 902) before leaving Anthony. Trains within yard limits, Anthony, have no time table superiority and must move within these limits at restricted speed, expecting to find main track occupied. Responsibility for accident rests with the approaching train. No switch lights Anthony District. Main track Junction Switch, Caldwell and So. Haven have no normal position and may be left lined as last used.

KIOWA DISTRICT.

Westward.		TIME TABLE							Eastward.	
		No. 65,								
		June 12, 1938.								
		STATIONS.								
		No. Cars.	No. Cars.	Miles.	KIOWA.					
		569	158	31.7	9.5			31.7	W Y C	
		37		9.5	GERLANE.					
		(9.5)								
		Average speed per hour.....								

Trains must not exceed speed of fifteen (15) miles per hour or one (1) mile in four (4) minutes around curve between M.P. 3.2 and M.P. 3.3 Kiowa District.

No switch lights Kiowa District except at Kiowa.

PANHANDLE DIVISION.

WESTWARD.					TIME TABLE No. 65, June 12, 1938.	EASTWARD.				
83	69	89	33	43		34	44	90	70	84
Way Freight.	Way Freight.	Freight.	California Texas Okla. Fast Freight.	Arizona-California Fast Freight.	STATIONS.	Southern Calif.-Chicago Fast Freight.	Northern Calif.-Chicago Fast Freight.	Freight.	Way Freight.	Way Freight.
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Monday.	Leave Daily.	Leave Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Monday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Monday.	
	PM 8.55	AM 5.50	AM 6.20	PM 8.50	S. K. JUNCTION.	AM 5.45		PM 2.50	PM 2.00	
	9.00 PM	5.55 AM	6.30 7.45	9.00 10.30	WELLINGTON.	5.35 4.10 AM	AM 6.15 AM	2.45 PM	1.55 PM	
AM 2.30					NORTH WICHITA.					AM 8.00
5.20					HARPER.					4.00
					KIOWA.					1.15 AM
PM 12.45 PM			PM 12.15 PM	AM 2.15 AM	WAYNOKA.	8.20 PM	11.15 PM			10.00 PM
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Monday.	Arrive Daily.	Arrive Daily.		Leave Daily.	Leave Daily.	Leave Daily Ex. Monday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.

WESTWARD.								TIME TABLE No. 65, June 12, 1938.	EASTWARD.								
65	89	69	71	57	59	61	119		120	62	60	58	72	72	70	90	66
Way Freight.	Way Freight.	Mixed.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Fast Freight.	Fast Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Mixed.	Way Freight.	Way Freight.	
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Lv. Monday, Wednesday and Friday.	Lv. Monday, Wednesday and Friday.	Lv. Monday, Wednesday and Friday.	Lv. Tuesday, Thursday and Saturday.	Leave Daily.	Arrive Daily.	Ar. Monday, Wednesday and Friday.	Ar. Tuesday, Thursday and Saturday.	Ar. Tuesday, Thursday and Saturday.	Ar. Tuesday, Thursday and Saturday.	Ar. Tuesday, Thursday and Saturday.	Arrive Saturday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
				AM 8.00			AM 2.30	AM 8.00			PM 4.15						
					AM 1.45						AM 11.00						
					5.30		5.30	4.00		6.30							
					8.30 AM	AM 7.00	6.30	3.00 AM	PM 5.25	6.00 AM							
PM 4.00	PM 1.25			10.30 AM		10.30 AM			1.30 PM		1.30 PM				PM 2.20	AM 9.30	
5.00 PM																8.30 AM	
	1.50 PM														2.00 PM		
			AM 4.30									AM 7.30 AM	PM 7.30 PM				
		AM 7.30												PM 7.05			
		PM 12.15	PM 12.01 PM									9.30 PM	11.30 AM	3.25 PM			
		4.00 PM												11.15 AM			
							PM 12.01										
							11.30 PM										
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Ar. Monday, Wednesday and Friday.	Ar. Monday, Wednesday and Friday.	Ar. Monday, Wednesday and Friday.	Ar. Tuesday, Thursday and Saturday.	Arrive Daily.	Leave Daily.	Lv. Monday, Wednesday and Friday.	Lv. Tuesday, Thursday and Saturday.	Lv. Tuesday, Thursday and Saturday.	Lv. Monday, and Wednesday.	Leave Saturday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY

**PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:**

**ILLINOIS DIVISION**—Trains 47, 48, 49, 50, 55 and 56. Trains 51 and 52 between Streator and Joliet.  
**MISSOURI DIVISION**—Trains 59 and 60. Trains 57 and 58 between Dumas and Marcelline.  
**EASTERN DIVISION**—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75 and 76.  
**MIDDLE DIVISION**—Trains 32, 36, 42, 59, 60, 63, 64, 69, 70, 75, 76, 87, 88, 89, 90, 97 and 98.  
**OKLAHOMA DIVISION**—Trains 67, 68, 73, 74, 79, 80, 81, 82, 87 and 88.  
**SOUTHERN KANSAS DIVISION**—Trains 85, 86, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield; 91 and 92 between Pittsburg and Joplin.

**WESTERN DIVISION**—Trains 81 and 82.  
**COLORADO DIVISION**—Trains 87 and 88.  
**NEW MEXICO DIVISION**—Trains 71 and 72.  
**PANHANDLE DIVISION**—Trains 57, 58, 59, 60, 61, 62, 69, 70, 71, 72, 83, 84, 119 and 120.  
**PECOS DIVISION**—Trains 45 and 46.  
**PLAINS DIVISION**—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.  
**SLATON DIVISION.**

**When more than one section, only the last section will carry passengers. In Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line. Men in charge of stock, when holding proper transportation, will be carried on any train having stock.**

**The following conditional stops apply only to revenue passengers from or destined to points where train is authorized by time table to make conditional, regular or flag stops. Where train is authorized to pick up passengers, agents may flag train accordingly.**

**(Bold-faced type in following conditional stops indicates changes from previous time tables.)**

- |  |  |
|--|--|
| <p>No. 1. (a) At any station Chicago to Belen, for passengers for Arizona or California.<br/>         (b) At Putnam, Sedgwick, or Valley Center, to discharge passengers from Newton or beyond.<br/>         (c) At Derby or Belle Plaine, for passengers for Wellington or beyond.<br/>         (d) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.<br/>         (e) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.<br/>         (b) At any station Belen to Kiowa, for passengers for Burlington or beyond.<br/>         (c) At any station east of Attica, to discharge passengers from Medicine Lodge District.<br/>         (d) At any station Wellington to Kansas City, to discharge passengers from Wellington or beyond.<br/>         (e) At Peabody or Florence, to discharge passengers from south of Newton or for passengers for Kansas City or beyond.<br/>         (f) At Strong City to discharge passengers from beyond Newton.<br/>         (g) At any station east of Kansas City, to discharge passengers from beyond Kansas City.<br/>         (h) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona or Mazon, for passengers for Chicago or beyond.</p> <p>No. 3. (a) At any station Chicago to Albuquerque, for passengers for Arizona or California.<br/>         (b) At any station Hutchinson to Kinsley, to discharge passengers from Kansas City or beyond; or for passengers for south and west of La Junta.</p> <p>No. 4. (a) At any station Albuquerque to Chicago, to discharge passengers from Arizona or California.<br/>         (b) At any station Kinsley to Hutchinson to discharge passengers from south or west of La Junta, or for passengers for Kansas City or beyond.<br/>         (c) At Joliet, to discharge passengers from Kansas City or beyond.</p> <p>No. 5. (From Chicago) (a) At any station in Illinois, to discharge passengers from beyond Chicago.<br/>         (b) At any station Chicago to Kansas City, except between Fort Madison and Marcelline, for passengers for Kansas City or beyond.<br/>         (c) At any station Chicago to Henrietta, for passengers for St. Joseph District.<br/>         (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet.<br/>         (e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.<br/>         (f) At any station Fort Madison to Marcelline, to discharge passengers from east of Fort Madison.<br/>         (g) At any station Marcelline to Henrietta, or at Sheffield, to discharge passengers from Chicago.<br/>         (h) At Florence, to discharge passengers from Kansas City or beyond, for Eldorado or McPherson District.<br/>         (i) At Newkirk, to discharge passengers from Newton or beyond, or for passengers for Oklahoma City or beyond.<br/>         (j) At Edmond, to discharge passengers from Wichita or beyond, or for passengers for Ft. Worth or beyond.</p> <p>No. 5-6. (From La Junta) At any station La Junta to Denver, to discharge passengers from east or south of La Junta, and at Castle Rock to discharge or receive passengers.</p> <p>No. 5-6. (From Denver) At any station Denver to La Junta, for passengers for east or south of La Junta; and at Littleton, for passengers for Palmer Lake or beyond.</p> <p>No. 6. (From Galveston) (a) At Edmond, for passengers for Wichita or beyond.<br/>         (b) At Newkirk, to discharge passengers from Oklahoma City or beyond.<br/>         (c) At Florence, for passengers for Chicago or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.<br/>         (b) At Las Animas, to discharge passengers from La Junta or beyond.<br/>         (c) At Ottawa Jct., to discharge passengers from Emporia or beyond.<br/>         (d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>No. 9. (a) At any station Chicago to Albuquerque, for passengers for Albuquerque or beyond.<br/>         (b) At any station Chicago to La Junta for passengers for La Junta or beyond.<br/>         (c) At any station Fort Madison to Marcelline, to discharge passengers from east of Fort Madison; or for passengers.<br/>         (d) At any station Henrietta to Kansas City, to discharge passengers from east of Henrietta.<br/>         (e) At any station west of Kansas City, to discharge passengers from beyond Kansas City.<br/>         (f) At any station Kansas City to Newton, for passengers for south or west of Newton.<br/>         (g) At Burlingame, to discharge passengers from Kansas City or beyond.<br/>         (h) At any station Emporia to Newton, to discharge passengers.<br/>         (i) At any station Newton to Albuquerque, to receive or discharge passengers.</p> | <p>No. 10. (a) At any station Albuquerque to Newton, to receive or discharge passengers.<br/>         (b) At any station La Junta to Chicago, to discharge passengers from La Junta or beyond.<br/>         (c) At any station Newton to Kansas City, for passengers for Kansas City or beyond, or to discharge passengers from beyond Newton.<br/>         (d) At any station Florence to Kansas City, to discharge passengers from Eldorado or McPherson District.<br/>         (e) At Halsted Street, Chicago, to discharge passengers for Stock Yards District.</p> <p>No. 11. At Marcelline, to discharge passengers from Chicago or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 12. At Marcelline to discharge passengers from Kansas City or beyond; or for passengers for Chicago or beyond.</p> <p>No. 15. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 16. (From Pueblo) At any station Pueblo to Newton, to receive or discharge passengers.</p> <p>No. 19. At Chillicothe, to discharge passengers from Chicago or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 21. (a) At Hutchinson to discharge passengers from Kansas City or beyond; or for passengers for La Junta or beyond.<br/>         (b) At Glorieta, to discharge passengers from Trinidad or beyond; or for passengers for Gallup or beyond.</p> <p>No. 22. (a) At Glorieta, to discharge passengers from Gallup or beyond; or for passengers for Trinidad or beyond.<br/>         (b) At Trinidad, to discharge passengers; or for passengers for Kansas City or beyond.<br/>         (c) At Hutchinson to discharge passengers from La Junta or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 23. (a) At any station Chicago to Belen, for passengers for Arizona or California.<br/>         (b) At any station Chicago to Kansas City, for passengers for Newton or beyond; at Coal City, for passengers for west of Ancona; at Stronghurst or Dallas City, for passengers for Kansas City or beyond, or to discharge passengers from Chicago or beyond; and at East Fort Madison, to discharge passengers from Chicago or beyond.<br/>         (c) At Medill or Baring, for passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.<br/>         (d) At any station Pomona to Emporia, for passengers south of Newton, or for west of Newton served by No. 15.<br/>         (e) At Strong City, to pick up or discharge passengers.</p> <p>No. 24. (a) At any station, Belen to Chicago, to discharge passengers from Arizona or California.<br/>         (b) At any station Emporia to Kansas City, to discharge passengers from Emporia or beyond.<br/>         (c) At any station LeLoup to Kansas City, to discharge passengers.<br/>         (d) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.<br/>         (e) At any station Kansas City to Fort Madison to discharge passengers from Kansas City or beyond; or for passengers for Fort Madison or beyond.<br/>         (f) At East Fort Madison, Williamsfield, or Princeville, for passengers for Chicago or beyond.<br/>         (g) At Ransom, Kinsman, Verona or Mazon, to discharge passengers from west of Fort Madison; or for passengers for Chicago or beyond.</p> <p>No. 27. (a) At Eudora, to discharge passengers from Kansas City or beyond.<br/>         (b) At Osage City, to discharge passengers from Topeka or beyond.<br/>         (c) At Burlingame or Osage City, for passengers for south of Newton or for west of Newton served by No. 15.<br/>         (d) At Edmond, to discharge passengers from Ponca City or beyond.</p> <p>No. 27. At Littleton, Castle Rock, Larkspur, or Fountain for passengers for east or south of Pueblo.</p> <p>No. 28. (a) At Edmond, for passengers for Ponca City or beyond.<br/>         (b) At Strong City, to discharge passengers from south of Wichita for Strong City District.<br/>         (c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 47. (a) At Holliday, Gardner, Edgerton or Wellsville, to discharge passengers from Kansas City, Kans., or beyond; or for passengers for Ottawa or beyond; or west of Ottawa Jct. for No. 23.<br/>         (b) At Olathe, for passengers for south of Ottawa.<br/>         (c) At Richmond or Colony to discharge passengers from Ottawa or beyond; or for passengers for Chanute or beyond.<br/>         (d) At any station south of Chanute, to discharge passengers from Ottawa or beyond.</p> <p>No. 48. (a) At any station Tulsa to Chanute, for passengers for Richmond or beyond.</p> |
|--|--|

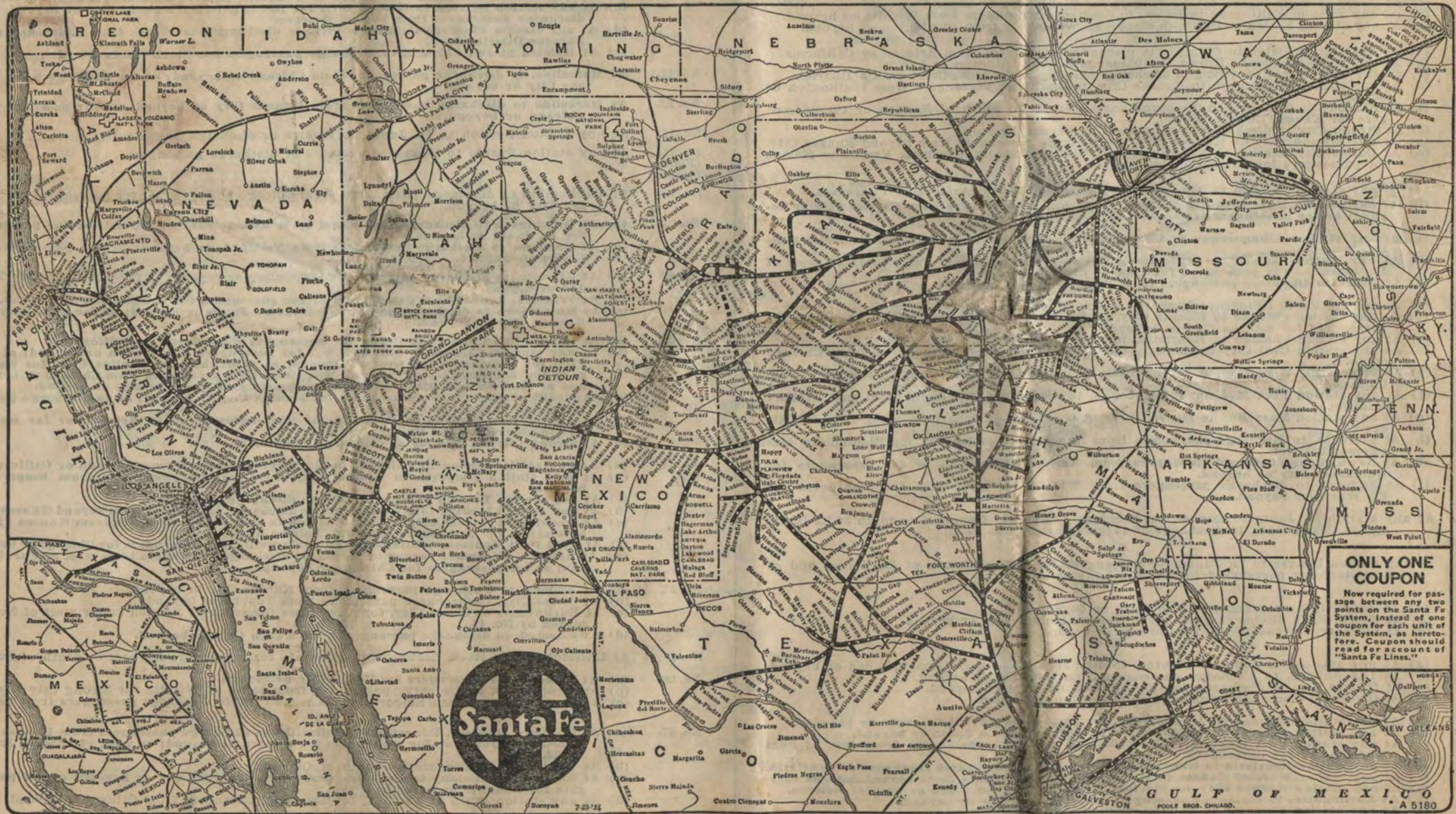
**The following signs indicate:**

s—Regular Stop; f—Stop on signal; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

# SANTA FE SAFETY FIRST

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

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



**ONLY ONE COUPON**  
Now required for passage between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."

— Santa Fe Through Lines — Double Track plus two main lines between Newton and Albuquerque - - - Lines Under Construction — Connecting Lines