E. J. BRUCE, Trainmaster.....Arkansas City, Kans.
H. L. LEWIS, Trainmaster.....Chanute, Kansas.
M. R. FULTZ, Chief Dispatcher.....Arkansas City, Kans.
W. C. BARTHOLOMEW, Asst. Chief Dispatcher.....Arkansas City, Kans.
S. D. KINCHELOE, Asst. Chief Dispatcher..Arkansas City, Kans.

TRAIN DISPATCHERS—ARKANSAS CITY, KANSAS

F. R. JENNER.	M. E. HOWELL.	H. E. SHEPHERD.
W. H. BROWN.	H. H. LACQUEMENT.	L. N. JENNER.
W. B. McGARY.	S. R. BELEW.	R. D. MARTIN.
A. A. GEIST.	R. F. HECK.	

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

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

LOCAL SURGEONS.

DR. GEO. MEEK, Arkansas City.
DR. C. O. STENSAAS, "
DR. E. W. HELLWEG, "
DR. T. L. HILL, "
DR. B. G. SMITH, "
DR. G. L. CAMPBELL, "
DR. NEWTON C. SMITH, "
DR. H. O. GOWEY, Newkirk.
DR. G. H. YEARY, Newkirk.
DR. R. B. GIBSON, Ponca City.
DR. R. W. GIBSON, Ponca City.
DR. L. G. NEAL, Ponca City.
DR. D. F. COLDIRON, Perry.
DR. A. M. BROWN, Perry.
DR. J. S. PETTY, Guthrie.
DR. P. R. FIFE, Guthrie.
DR. D. H. FLEETWOOD, Edmond.
DRS. C. E. AND J. N. CLYMER,
DR. J. N. PARKER,
DR. M. L. COX,
DR. WALTER SCOTT HENDREN, JR., Oklahoma City.
DR. VESTER M. RUTHERFORD, Midwest City.
DRS. BERRY, WILLARD AND WOODSON, Norman.
DR. W. C. MCCURDY, JR., Purcell.
DR. W. G. LONG, Purcell.
DR. L. C. FREED, Perkins.
DR. W. G. MAYS, Fairfax.
DR. L. C. BARBER, Ralston.
DR. C. M. BASSETT, Cushing.
DR. W. ORVILLE DAVIS, Cushing.
DR. JOHN DOUGLASS GREEN, Cushing.
DR. H. T. BAUGH, Meeker.
DR. C. C. YOUNG, Shawnee.
DR. C. H. HADDOX, Pawnee.
DR. J. L. LEHEW, Pawnee.
DR. A. B. SMITH, Stillwater.
DR. W. P. NEILSON, Enid.
DR. B. R. HINSON, Enid.
DR. J. F. W. DEWITT, Osteopath, Marshall.
DR. NOVA L. MORGAN, Cherokee.
DR. C. L. BENSON, Cherokee.
DR. H. YASUDA, Kiowa.
DR. L. PATZKOWSKY, Kiowa.
DR. C. E. WOODARD, Drumright.
DR. J. D. GOUGH, Chanute.
DR. D. R. ABBUEHL, Chanute.
DR. G. L. ASHLEY, Chanute.
DR. S. G. ASHLEY, Chanute.
DR. GLEN ASHLEY, Chanute.
DR. D. E. RAY, Chanute.
DR. W. G. NORMAN, Cherryvale.
DR. F. GASSER, Cherryvale.
DR. P. E. BARBERA,
DR. J. G. HUGHBANKS,
DR. E. L. ROBINSON, Independence.
DR. W. F. COON, Caney.
DR. MICHAEL W. SCIMECA, Caney.
DR. J. P. VANSANT, Dewey.
DR. C. L. JOHNSON, JR.,
DR. E. M. AMEN,
DR. R. G. ALLEN, Bartlesville.
DR. O. E. LAYTON, Collinsville.
DR. P. E. CRAIG, Tulsa.
DR. RALPH A. MCGILL, Tulsa.
DR. C. S. SUMMERS, Tulsa.
DR. C. BATE (Colored), Tulsa.
DR. G. R. LOCKETT, Moline.
DR. M. J. DUNBAR, Winfield.
DR. K. VOLDENG, Wellington.
DR. W. M. COLE, Wellington.
DR. A. C. HATCHER, Wellington.
DR. WM. A. LOY, Pawhuska.
DR. G. W. MCDONALD, Pawhuska.
DR. A. E. MARTIN, Coffeyville.
DR. H. C. MARTIN, Coffeyville.
DR. C. W. ROBERTSON, Chandler.
DR. C. H. BAILEY, Stroud.

EYE, EAR, NOSE AND THROAT SPECIALISTS AT LOCAL POINTS.

DR. W. W. MALL, Ponca City.
DR. WM. C. MILLER, Guthrie.
DR. R. F. LOUGHMILLER, Oklahoma City.
DR. L. M. WESTFALL, Oklahoma City.
DR. C. W. MCCLURE (eye only), Oklahoma City.
DR. W. H. GARNIER, Stillwater.
DR. A. MCADAMS WILLIAMS, Shawnee.
DR. A. F. DOUGAN, Enid.
DR. W. J. BUVINGER, Enid.
DR. E. E. TIPPIN, Wichita.
DR. J. N. SHERMAN, Chanute.
DR. K. J. GLEASON, Independence.
DR. COLE D. PITTMAN, Bartlesville.
DR. J. F. GORRELL, Tulsa.
DR. C. T. RALLS, Winfield.
DR. J. E. HILL, Arkansas City.
DR. ROBERT W. DIVER, Coffeyville.

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES
Western District

OKLAHOMA DIVISION

TIME TABLE No.

93

IN EFFECT

Sunday, July 22, 1956

At 12:01 A. M.
Central Standard Time.

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

J. N. LANDRETH,
General Manager,
Topeka, Kansas.

J. E. LESTER,
Asst. General Manager,
Topeka, Kansas.

H. C. WILLIS,
Superintendent,
Arkansas City, Kansas.

Hall 6 56 9500 384

Timetable 92 eff 4 Dec 1955
94 25 Nov 1956

SIGNAL SYSTEM ONE IN EFFECT:

Arkansas City to Newkirk.

SIGNAL SYSTEM TWO IN EFFECT:

Newkirk to Purcell.

RULE 251 IN EFFECT:

Arkansas City to Newkirk.

Nowers to Burnett.

RULE 261 IN EFFECT:

Main track and sidings:

Newkirk to Nowers.

Burnett to Purcell.

Other than as provided by Rule 651 (A), trains must secure numbered clearance cards at originating stations except E. O. Jct. and eastward from Second District at Newkirk. Trains originating Guthrie and Oklahoma City must secure numbered clearance cards before leaving.

Tracks 1, 2, 3 and 4 at passenger station, Oklahoma City, will be used as a passenger yard. Trains 5, 15 and 11 will ordinarily use Track 1. Trains 6 and 16 will ordinarily use Track 4 and train 112 will ordinarily use Track 2. Any variations from this procedure will be handled by yardmaster at Oklahoma City.

At Oklahoma City trains and engines will move at restricted speed between North 4th Street, MP 383.6 to Rock Island Underpass, MP 384.6.

Trains and engines will move at restricted speed between westward Interlocking signal east of station and west stock track switch west of station Purcell.

WESTWARD. First Class.

11	5	51	15	111	TIME TABLE No. 93, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes	Siding Capacity 50 ft. Per Car.
The Kansas Cityan.	Passenger.	Motor. Passenger.	Texas Chief.	Texas Express.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.			
PM 10.30	PM 3.15	AM 8.00	AM 6.15		ARKANSAS CITY. YL		T Y	
					0.8	0		
					SLSF-MP Cros'g.			
					4.4	31.7		
10.36	3.22	s 8.15	6.21		CHILOCCO.			W80
					7.1	40.6		
10.42	s 3.32	s 8.30 AM	6.28		NEWKIRK. YL	0		160
					5.2			
	f 3.38				KILDARE.			
					5.3	0		
			12 6.37		CROSS.			
		Via Second District.			2.6	0		
s10.58	s 3.57		s 6.43		PONCA CITY.		Y	576
					1.8	0		
					C.R.I.& P. Crossing.			
					1.9			
					WHITE EAGLE.			
					7.7	45.8		
	f 4.10				MARLAND.			175
					6.5	22.0		
	f 4.18				RED ROCK.			146
					5.9	52.8		
					OTOE.			160
					3.6	0		
					S.L.-S.F. Crossing.			
					5.3	52.8		
s11.35	s 4.40		s 7.13		PERRY.			E69 W108
					6.8	52.8		
					ASP.			168
	f 4.53				4.3	25.1		
					ORLANDO.			
	f 5.00				6.1	0		
					MULHALL.			200
					8.1	52.8		
					LAWRIE.			173
					3.2	14.7		
					E.O. JCT.		Y	
					2.2	36.2		
AM s12.03	s 5.22		s 7.42		GUTHRIE.			276
					7.4	38.6		
	5.30				SEWARD.			190
					9.9	37.0		
	s 5.45				EDMOND.			125
					6.7	50.1		
	5.52				BRITTON.			159
					4.3	52.8		
12.30	5.57		8.10		NOWERS. YL			
					2.9	48.8		
	s 6.15			AM	YL			
s 12.45 AM	6.30		s 8.30	1.10	OKLAHOMA CITY.		Y	
					1.7	24.0		
	6.33				BURNETT. YL			159
					3.1	46.3		
					FLYNN.			
					4.4	33.3		
				f 1.24	MOORE.			163
					8.6	28.5		
	s 6.58		s 8.57	s 1.38	NORMAN.			128
					6.2	46.5		
	7.06			f 1.46	NOBLE.			186
					9.2	0		
	s 7.25 PM		s 9.20 AM	s 2.00 AM	PURCELL.		T Y	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(153.2)			
56.5	39.1	24.8	51.1	36.2	Average speed per hour			

A.B.S. — Two Tracks. C.T.C. A.T.S. A.B.S. C.T.C.

Communications.	Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 93, July 22, 1956.	EASTWARD. First Class. 112 Chicago Express.	12 The Chicagoan.	6 Passenger.	52 Motor Passenger.	16 Texas Chief.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C	263.4		ARKANSAS CITY. YL		AM s 7.05	PM s 2.15	PM s 6.45	PM s 8.12
		0	0.8					
	264.2		SLSF-MP Cros'g.					
		22.1	4.4					
	268.6		CHILOCCO.		6.54	2.02	f 6.30	7.58
		31.7	7.1					
C	275.8		NEWKIRK. YL		6.46	s 1.56	6.15 PM	s 7.52
		52.8	5.2					
	281.0		KILDARE.			1.46		
		34.4	5.3					
	286.3		CROSS.		15 6.37			
		34.4	2.6				Via Second District.	
C	288.9		PONCA CITY.		s 6.33	s 1.38		s 7.38
		35.8	1.8					
	290.7		C.R.I.& P. Crossing.					
			1.9					
	292.6		WHITE EAGLE.					
		40.9	7.7					
C	300.3		MARLAND.			f 1.13		
		52.8	6.5					
C	306.8		RED ROCK.			f 1.05		
		29.9	5.9					
	312.7		OTOE.					
		52.8	3.6					
	316.8		S.L.-S.F. Crossing.					
		38.1	5.3					
C	321.6		PERRY.		s 6.00	s12.51		s 7.05
		52.8	6.8					
	328.4		ASP.					
		52.8	4.3					
	332.7		ORLANDO.			f12.32		
		49.8	6.1					
C	338.8		MULHALL.			f12.25		
		52.8	8.1					
	347.2		LAWRIE.					
		10.9	3.2					
	350.4		E.O. JCT.					
		35.8	2.2					
C	352.6		GUTHRIE.		s 5.33	s12.10 PM		s 6.35
		16.2	7.4					
	360.1		SEWARD.			11.52		
		0	9.9					
C	370.1		EDMOND.		s 5.15	s11.40		
		28.9	6.7					
	376.8		BRITTON.			11.30		
		52.8	4.3					
	381.1		NOWERS. YL					
		45.8	2.9					
C	384.0		OKLAHOMA CITY. YL	AM s 4.30	5.00 AM	11.20 s 11.05		6.00 s 5.55
		17.6	1.7					
	385.7		BURNETT. YL	4.05		10.50		5.40
		0	3.1					
	388.8		FLYNN.					
		46.7	4.4					
C	398.2		MOORE.	s 3.55		s10.40		
		48.6	8.6					
C	401.8		NORMAN.	s 3.45		s10.31		s 5.28
		32.5	6.2					
	408.1		NOBLE.	s 3.30		10.24		
		52.8	9.2					
C	417.8		PURCELL.	3.20 AM		10.15 AM		5.13 PM
			(153.2)	Leave Daily.	Leave Daily.	Arrive Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	28.4	57.8	40.8	24.8	51.4

A.B.S. — Two Tracks — C.T.C. — A.T.S. — C.T.C. — A.B.S. — Two Tracks

SIGNAL SYSTEM ONE IN EFFECT:

Newkirk to Arkansas City.

SIGNAL SYSTEM TWO IN EFFECT:

Purcell to Newkirk.

RULE 251 IN EFFECT:

Burnett to Nowers.

Newkirk to Arkansas City.

RULE 261 IN EFFECT:

Main track and sidings:

Purcell to Burnett.

Nowers to Newkirk.

Other than as provided by Rule 651 (A), trains must secure numbered clearance cards at originating stations except E. O. Jct. and eastward from Second District at Newkirk. Trains originating Guthrie and Oklahoma City must secure numbered clearance cards before leaving.

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At Oklahoma City trains and engines will move at restricted speed between North 4th Street, MP 383.6 to Rock Island Underpass, MP 384.6.

No. 52 will head into passenger spur at Madison Avenue, Arkansas City.

Trains and engines will move at restricted speed between west stock track switch west of station and eastward Interlocking signal east of station Purcell.

Siding Capacity 50 ft. Per Car.	WESTWARD. Second Class 71 Mixed. Leave Mon., Wed., Fri.	WESTWARD. Second Class 301 Mixed. Leave Mon., Wed., Fri.	WESTWARD. First Class 51 Motor Passenger. Leave Daily.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 93, July 22, 1956. STATIONS.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class 52 Motor Passenger. Arrive Daily.	EASTWARD. Second Class 302 Mixed. Arrive Tue., Thur., Sat.	EASTWARD. 72 Mixed. Arrive Tue., Thur., Sat.
			AM 8.30			NEWKIRK. YL		0.9	C	PM s 6.15		
104					30.1	5.9	31.1					
			f 8.42			MERVINE.		6.8	B	f 5.55		
					0	4.8	31.7					
79			s 8.53			UNCAS.		11.6	B	s 5.45		
70			s 9.05		0	5.8	31.7	17.4	C	s 5.35		
					31.7	KAW.						
89			9.09			2.1	0	19.5		5.29		
					31.7	SOLDANI.						
			f 9.12			1.6	30.7	21.1		f 5.26		
					0	APPERSON.	31.7					
68			s 9.21			4.6		25.7	C	s 5.20		
					0	BURBANK.						
78	Via Pawhuska District.		f 9.29			4.6	30.2	30.3	B	f 5.12		Via Pawhuska District.
					0	REMINGTON.						
78			s 9.40			7.3	19.4	37.6	C	s 5.03		
	— PM —				0	FAIRFAX.						— AM —
	7.30					3.6	25.6	41.2	B			9.10
					0	O.S. JCT.						
					ABS	1.9	31.7					
100	s 7.40		s 9.50	Y		RALSTON. YL		43.1	C	s 4.55		9.05
	— PM —				25.0	5.1	31.7					— AM —
			f 9.57			JOBES.		48.2		f 4.46		
					31.7	4.1	31.7					
			s10.05			SKEDEE. YL		52.3	B	s 4.40		
					31.7	1.8	31.7					
106			f 10.10	Y		ESAU JCT. YL		54.1	B	4.35		
			— AM —		29.9	4.1	31.7			— PM —		
						S.L.-S.F. Crossing.		58.2	B			
					31.7	4.3	0					
						MARAMEC.		62.5				
			Via Stillwater and Cushing Districts.		30.6	6.0	31.7			Via Cushing and Stillwater Districts.		
119						QUAY.		68.5	B			
					0	3.2	31.7					
						YALE.		71.7	C			
					0	1.7	30.4					
						M.K.T. Gantlet.		73.4				
			— AM —		31.7	9.0	0			— PM —		
			11.45	Y		CUSHING. YL		82.4	C	s 2.50		
					31.7	7.0	31.7					
			f11.55			AVERY		89.4		f 2.35		
			— PM —		31.7	7.4	31.7					
110			s12.05			KENDRICK.		96.8	B	s 2.25		
					31.7	5.6	31.7					
91			s12.15			DAVENPORT.		102.4		s 2.15		
					31.7	7.3	31.7					
			s12.25			SPARKS.		109.7	B	s 2.05		
					12.7	4.9	0					
			f12.33			PAYSON		114.6		f 1.57		
					28.0	4.8	0					
88			s12.41			MEEKER.		119.4	C	s 1.50		
					31.7	4.7	0					
80			f12.50			AYDELOTTE.		124.1		f 1.41		
					31.7	7.9	31.7					
		AM 10.15	s 1.10								PM 6.00	
			— PM —			SHAWNEE. YL		132.0	C	1.30		
					0	1.7	30.4			— PM —		
		10.30 AM		Y		SO. SHAWNEE. YL		133.7			5.45 PM	
	Arrive Mon., Wed., Fri.	Arrive Mon., Wed., Fri.	Arrive Daily.			(132.8)				Leave Daily.	Leave Tue., Thur., Sat.	Leave Tue., Thur., Sat.
			35.2			Average speed per hour.				34.8		

SIGNAL SYSTEM ONE IN EFFECT:

O.S. Jct. to Ralston.
Esau Jct. each end siding.
M.P. 80.0 to Cushing.

SIGNAL SYSTEM TWO IN EFFECT:

Esau Jct. Interlocking.
M.K.T. Gantlet, Cimarron River Bridge at M.P. 73.4, west of Yale.

Trains must secure numbered clearance cards before leaving originating stations, except Esau Jct.; O.S. Jct.; and No. 52 at Shawnee when no operator on duty. All trains secure clearance cards before leaving Cushing, except when no operator on duty.

At or between the following points there is no superiority of trains.

Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines:

Automatic Block Signal 401, 535 feet west of M.P. 40, and Automatic Block Signal 442, 1173 feet west of M.P. 44; Within Yard Limits Shawnee and South Shawnee.

Nos. 51 and 52 will use Esau Jct. siding moving to and from Stillwater District.

Normal position of Stillwater District switch out of Esau Jct. siding is for Stillwater District.

No. 51 is superior to No. 52.

Nos. 71 and 72 have no time table authority.

WESTWARD. Second Class. 281	77	275	First Class. 211	25	47	Communications.	Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 93, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Siding Capacity 50 ft. Per Car.	EASTWARD. First Class. 212	26	48	Second Class. 270	274	78
Fast Freight M.K.T.	Mixed.	Fast Freight M.K.T.	The Tulsan.	Flyer M.K.T.	Oil Flyer.								The Tulsan.	Flyer M.K.T.	Oil Flyer.	Fast Freight M.K.T.	Fast Freight M.K.T.	Mixed.
Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.				STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Mon.	Arrive Daily.	Arrive Daily Ex. Sun.
	AM 2.00		PM 7.45		AM 5.55	C	126.5	31.1	CHANUTE. YL	0			s 9.43		s 7.10			AM 10.40
									1.1									
	2.15		7.48		5.57		127.6	33.3	A.U. JCT. YL	37.0	T Y							10.25
	— AM —								5.6									— AM —
			7.53		s 6.06	B	133.2	37.0	EARLTON.	19.9		77	9.28		f 6.57			
									6.8									
			7.59		s 6.16	C	140.0	0	THAYER.	47.5		45	s 9.21		f 6.49			
									7.6									
			8.05		6.26	B	147.6	26.0	MOREHEAD.	37.0		77	9.13		6.40			
							155.6		8.0									
								29.0	S.L.-S.F. Crossing.	0								
									0.2									
			s 8.15		s 6.45	C	155.8	79.8	CHERRYVALE. YL	37.0	Y		s 9.05		s 6.32			
	Via Eastern Division.								9.7									Via Eastern Division.
			s 8.33		s 7.05	C	165.5	0	INDEPENDENCE. YL	25.1	Y		s 8.53		s 6.19			
							0.5		0.7									
								37.0	Mo. Pac. Crossing.	29.6								
			8.40		f 7.15		7.4		6.9									
								37.0	BOLTON.	0		52	8.40		6.06			
			8.44		f 7.20		11.6		4.2									
								0	WAYSIDE.	37.0		78	8.35		6.02			
			8.49		s 7.27		16.1		4.5									
								37.0	HAVANA.	37.0		68	8.30		f 5.57			
							21.3		5.2									
								0	Mo. Pac. Crossing.	0								
									0.8									
			s 8.57		s 7.45	C	22.1		CANEY. YL	26.4	Y	52	s 8.24		s 5.50			
								15.7	2.0									
			9.00		7.47	B	24.1	37.0	OWEN.	23.8			8.21		5.46			
									5.9									
			9.05		s 7.55	B	30.0	17.3	COPAN.	37.0		58	f 8.16		5.41			
									6.9									
			9.11		s 212 8.08	C	36.9	0	DEWEY. YL	28.5		74	s 47 8.08		f 5.34			
— AM —		— AM —		— PM —					0.7					— PM —		— AM —	— AM —	
9.25		2.12	9.12	1.34	8.09		37.6	21.5	D.Y. JCT. YL	22.5			8.06	3.30	5.31	1.54	5.39	
									3.2									
9.31		2.18	s 9.20	s 1.44	s 8.19	C	40.8	25.4	BARTLESVILLE. YL	0	Y	78	s 8.02	s 3.25	s 5.27	1.48	5.33	
									0.5									
9.33		2.20	9.21	1.46	8.21		41.8	25.6	B.E. JCT. YL	29.7			7.56	3.16	5.21	1.46	5.31	
— AM —		— AM —		— PM —					6.0					— PM —		— AM —	— AM —	
			9.28		8.28		47.8	37.0	MATOAKA.	0		51	7.50		5.16			
									5.2									
			9.35		s 8.35	B	52.5	28.8	OCHELATA.	37.0		52	f 7.43		5.10			
									6.1									
			9.41		s 8.43	C	58.6	28.3	RAMONA.	37.0		62	s 7.35		5.05			
									6.2									
			9.48		f 8.50	B	64.8	22.7	VERA.	37.0		51	f 7.29		4.59			
									6.8									
			9.55		s 9.00	C	71.6	30.0	COLLINSVILLE.	36.4		35	s 7.23		f 4.52			
									7.6									
			10.03		s 9.09	B	79.2	35.3	OWASSO.	0		43	f 7.13		4.43			
									6.6									
			10.11		9.16		85.8	37.0	MOHAWK. YL	0		56	7.06		4.36			
									4.4									
			10.18		9.26	C	90.2	0	TULSA YARD. YL	0	Y		7.02		4.32			
									0.1									
							90.3		Midland Valley Crossing. M.K.T. Crossing. S.L.-S.F. Jct.									
								0	0.4	0								
			s 10.25 PM		s 9.35 AM		90.7		TULSA. Union Station.				7.00 AM		4.30 PM			
Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.				(129.9)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Mon.	Leave Daily.	Leave Daily Ex. Sun.
27.7		27.7	49.4	18.5	37.1				Average speed per hour.				46.9	15.9	46.9	27.7	27.7	

AUTOMATIC BLOCK SYSTEM

SIGNAL SYSTEM ONE IN EFFECT:

Chanute to S.L.-S.F. Jct.

SIGNAL SYSTEM TWO IN EFFECT:

Independence, Mo. Pac. crossing.

Caney, Mo. Pac. crossing.

RULE 261 IN EFFECT:

D.Y. Jct. to East switch Siding Bartlesville.

Trains must secure numbered clearance cards before leaving originating stations, except Caney; Owen; D.Y. Jct.; B.E. Jct.; and A.U. Jct. At Tulsa Eastward trains secure numbered clearance cards at Tulsa Yard. All trains except Westward M.K.T., secure clearance cards before leaving Bartlesville.

Between the following points there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines:

Mo. Pac. crossing, 0.3 mile east of station, Caney and State Line, M.P. 22.7.

East end of Bridge at M.P. 40.3, 0.6 mile east of passenger station, Bartlesville and B. E. Jct.

Westward signal 891 and home signal governing route through S.L.-S.F. connection.

Be governed by S.L.-S.F. Tulsa Terminal Time Table between S.L.-S.F. Jct. and Tulsa Union Station.

Eastern Division trains operating via Oklahoma Division between Moline and Longton must secure numbered clearance card from both Eastern and Oklahoma Division before leaving Chanute.

Siding Capacity 50 ft. Per Car.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 93, July 22, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.
			STATIONS.			
	Y		INDEPENDENCE. YL		165.5	C
		0	0.8	17.8		
			Mo. Pac. Crossing.		166.3	
		52.8	11.9	52.8		
54			ELK CITY.		178.2	C
		10.6	6.4	0		
			OAK VALLEY.		184.6	
		34.0	5.3	0		
39			LONGTON. YL		189.9	C
		37.8	5.8	37.0		
74			ELK FALLS.		195.7	B
		40.1	6.7	12.0		
	Y		MOLINE. YL		202.4	C
		52.8	8.4	44.9		
42			GRENOLA.		210.8	C
		33.8	6.4	37.0		
50			GRAND SUMMIT.		217.2	C
		0	8.3	37.0		
39			CAMBRIDGE.		225.5	C
		76.9	5.3	37.0		
42			BURDEN.		230.8	C
		37.0	7.9	51.7		
46			NEW SALEM.		238.7	B
		0	8.4	37.0		
			WINFIELD. YL		247.1	
		0	0.1	0		
			S.L.-S.F. Crossing. Mo. Pac. Crossing.		247.2	
		0	0.9	0		
	Y		W.N. JCT. YL A.T.& S.F. Crossing.		248.1	C
		52.8	5.3	37.0		
			KELLOGG.		253.4	
		26.4	3.5	37.0		
24			OXFORD.		256.9	C
		37.0	5.7	37.0		
			DALTON.		262.6	B
		52.8	7.0	37.0		
69	FWT Y		C.T.C WELLINGTON. YL		238.9	C
			(104.1)			
			Average speed per hour.			

SIGNAL SYSTEM ONE IN EFFECT:

W.N. Jct. Interlocking.

SIGNAL SYSTEM TWO IN EFFECT:

Independence, Mo. Pac. crossing.
Wellington.

RULE 261 IN EFFECT:

Westward home signal M.P. 267.5 to west end siding, M.P. 239.5, Wellington.

Trains must secure numbered clearance cards before leaving originating stations. All trains secure clearance cards before leaving W.N. Jct.

Eastern Division trains operating via the Oklahoma Division between Moline and Longton must secure numbered clearance card from both Eastern and Oklahoma Divisions before leaving Moline.

Between the following points there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines:

At Wellington, between Bridge at M.P. 238.7 east of C Street and light plant spur, M.P. 239.4.

No switch lights between W.N. Jct. and westward home signal M.P. 267.5.

Siding Capacity 50 ft. Per Car.	WESTWARD.			First Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 93, July 22, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class.			
	181	81	119	45							46	82	120	182
	Way Freight.	Way Freight.	Way Freight.	Motor Passenger.							Motor Passenger.	Way Freight.	Way Freight.	Way Freight.
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.			STATIONS.				Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily Ex. Sun.
	AM 10.30		AM 7.00	AM 5.15	FWY		KIOWA. YL			C	PM s 8.15		AM 12.30	AM 9.00
						0	0.8	21.1					— AM —	
							Mo. Pac. Crossing.		0.6					
						0	8.2	31.7						
125	11.15			s 5.28			BURLINGTON.		8.8	C	s 8.00			8.30
						0	10.9	15.8						
55	11.55		8.00	s 5.47			CHEROKEE. YL		19.7	C	7.35		11.30	8.50
	— PM —		— AM —	— AM —		31.7	12.1	29.6			— PM —		— PM —	
39	12.25					31.7	JET.	31.7	31.8	C				6.30
							8.2							
41	12.50					31.7	NASH.	0	40.0	C				6.10
							7.8							
35	1.15					31.7	HILLSDALE.	0	47.8	C				5.45
							5.8							
24	1.45					22.2	ITUNA.	31.7	53.6					5.25
							4.6							
80	2.00					0	BLANTON. YL (S.L.-S.F. Ry.)	52.8	58.2	B				5.15
							2.8							
						0	S.L.-S.F. Jct. (S.L.-S.F. Ry.)	23.8	61.0					
							0.3					— AM —		
	2.45 PM	PM 3.30			Y		ENID. YL		61.3	C		4.00		5.00 AM
						19.4	0.6	22.8						
							S.L.-S.F. Jct. (S.L.-S.F. Ry.)		61.9					
			Via Panhandle Division.	Via Panhandle Division.		16.4	0.1	0	62.0		Via Panhandle Division.		Via Panhandle Division.	
							C.R.I.& P. Crossing.							
						0	0.1	0	62.1					
							S.L.-S.F. Jct.							
						0	1.1	10.6	63.2					
							S.L.-S.F. Crossing.	0						
						0	0.1							
		3.45					CHAMBAS. YL		63.3			3.40		
						29.3	9.5	52.8						
62		f 4.05					FAIRMONT.		72.8			f 3.10		
						0	0.8	0						
							S.L.-S.F. Crossing.		73.6					
						38.1	6.8	52.8						
26		f 4.25					DOUGLAS.		80.4			f 2.30		
						0	8.0	38.5						
66		f 4.45					MARSHALL.		88.4	C		f 2.00		
						52.8	6.7	52.8						
27		f 5.00					LOVELL.		95.1			f 1.30		
						52.8	7.7	52.8						
39		f 5.30					CRESCENT.		102.8	C		f 1.00		
						0	7.6	52.8						
29		5.50					MUDGE.		110.4			f 12.30		
						26.4	6.3	0						
		6.30 PM					GUTHRIE. YL		116.7	C		12.01 AM		
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.			(116.9)				Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily Ex. Sun.
				37.3			Average speed per hour.				29.3			

SIGNAL SYSTEM TWO IN EFFECT:

Enid Interlocking.

Fairmont S.L.-S.F. Crossing.

Trains must secure numbered clearance cards before leaving originating stations. All trains secure clearance cards before leaving Enid; during assigned hours of operator eastward freight trains secure A.T.& S.F. and S.L.-S.F. clearance cards at Tenth Street Yard Office. When no operator on duty eastward freight trains secure S.L.-S.F. clearance cards at S.L.-S.F. Dispatchers Office.

No. 45 must secure numbered clearance card from Panhandle Division as well as numbered clearance card from Oklahoma Division before leaving Kiowa.

Conductors on Enid District extra trains from Blanton must register their trains at S.L.-S.F. Dispatchers office, Enid.

Between west switch of house track and east switch of stock track Cherokee there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; within these limits main track may be used not protecting against regular and extra trains and engines.

Trains between Blanton and S.L.-S.F. Jct., M.P. 61.2, and within interlocking limits Enid, M.P. 62.1 to M.P. 62.3, are governed by S.L.-S.F. Time Table, Rules and Special instructions.

Trains between Oklahoma-Panhandle Division Board, located at outlying wye switch, and Kiowa, and trains using Panhandle Division tracks at Cherokee, are governed by Panhandle Division time table.

Nos. 81, 82, 181, 182, 119 and 120 have no time table authority.

No switch lights on Enid District.

Siding Capacity 60 ft. Per Car.	WESTWARD			Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 93, July 22, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD.			
	79	87	First Class. 51							First Class. 52	88	80	90
	Way Freight.	Way Freight.	Motor Passenger.							Motor Passenger.	Way Freight.	Way Freight.	Way Freight.
	Leave Mon., Wed., Fri.	Leave Wed., Fri.	Leave Daily.			STATIONS.				Arrive Daily.	Arrive Wed., Fri.	Arrive Mon., Wed., Fri.	Arrive Tue., Thur., Sat.
			AM 10.10	Y		ESAU JCT. YL			B	PM f 4.35			AM 10.30
					81.7	6.6	81.7						
27			s10.25			PAWNEE.		6.6	C	s 4.22			
					0	1.8	0						
						S.L.-S.F. Crossing		8.4					
					52.8	6.1	0						
			f10.36			RAMBO.		14.5		f 4.08			
		Via Cushing District.			81.7	3.4	29.0				Via Cushing District.		
			s10.42			GLENCOE.		17.9		s 4.02			
					0	4.9	31.7						
			f10.47			YOST.		22.8		f 3.54			
					0	7.1	31.7						
	PM											AM	
22	12.01		s11.05			STILLWATER. YL		29.9	C	s 3.40		7.30	7.30
					0	8.0	23.2						
			f11.17			MEHAN.		37.9		f 3.22			
					0	2.5	0						
	12.25 PM	AM 7.00	s11.23 AM	Y		RIPLEY. YL		40.4		3.15 PM	PM s 12.25	7.00 AM	7.00 AM
					24.4	10.0	0				– PM –		
26		s 7.35				PERKINS.		50.4	C		s 11.50		
					18.2	6.4	0						
15	Via Cushing District.	f 7.55	Via Cushing District.			GOODNIGHT.		56.8		Via Cushing District.	f 11.30	Via Cushing District.	Via Cushing District.
					0	5.3	0						
33		s 8.15				COYLE.		62.1	C		s 11.10		
					81.7	15.6	31.7						
		9.10 AM		Y							10.10 AM		
						E.O. JCT. YL		78.1	B				
	Arrive Mon., Wed., Fri.	Arrive Wed., Fri.	Arrive Daily.			(78.1)				Leave Daily.	Leave Wed., Fri.	Leave Mon., Wed., Fri.	Leave Tue., Thur., Sat.
			31.5			Average speed per hour.				30.3			

SIGNAL SYSTEM TWO:
Pawnee S.L.-S.F. Crossing.

Trains must secure numbered clearance cards before leaving originating stations, except Esau Jct.; Ripley; and E.O. Jct.

Nos. 51 and 52 will use Esau Jct. siding moving to and from Stillwater District.

Normal position of Stillwater District switch out of Esau Jct. siding is for Stillwater District.

Nos. 87, 88, 79, 80 and 90 have no time table authority.

No. 51 is superior to No. 52.

No switch lights on Stillwater District.

Cushing District.

Siding Capacity 60 ft. Per Car.	WESTWARD.		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 93, July 22, 1956.	Ruling Grade Ascending	Mile Post.	Communications.	EASTWARD.	
	79	First Class. 51							First Class. 52	80
	Way Freight.	Motor Passenger.							Motor Passenger.	Way Freight.
	Leave Mon., Wed., Fri.	Leave Daily.			STATIONS.				Arrive Daily.	Arrive Daily Ex. Sun.
	PM 12.25	AM 11.23	Y		RIPLEY. YL		10.0		PM s 3.15	AM s 7.00
				15.6	4.1	27.2				
37	f 12.35	f11.30			AMABEL.		5.9		f 3.05	f 6.50
				77.5	6.4	10.6				
	s 12.55 PM	s11.45 AM	Y		CUSHING. YL			C	2.50 PM	6.30 AM
	Arrive Mon., Wed., Fri.	Arrive Daily.			(10.5)				Leave Daily.	Leave Daily Ex. Sun.
		25.8			Average speed per hour.				25.8	

Trains must secure numbered clearance cards before leaving originating stations except Ripley, and at Cushing when no operator on duty.

Switch at east leg of wye lined for movement from and to Cushing District and east end of Stillwater District.

Nos. 79 and 80 have no time table authority.

No. 51 is superior to No. 52.

No switch lights on Cushing District.

Coffeyville District.

Siding Capacity 50 ft. Per Car.	WESTWARD. Second Class. 67 Mixed.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 93, July 22, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. Second Class. 68 Mixed.
	Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sat.
	AM 1.30	Y		CHERRYVALE. YL			C	s PM 9.35
			50.7	8.3	50.8			
	1.50			LIBERTY. YL		8.1	B	9.20
			21.1	5.2	19.8			
				AVIAN.		13.3		
			21.1	2.5	19.8			
				M.K.T. Crossing.		15.8		
			0	0.6	12.1			
	s 2.10 AM	Y		COFFEYVILLE. YL		16.4	C	9.00 PM
			12.4	0.5	0			
				Mo. Pac. Crossing.		16.9		
	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 Coffeyville No. 68.

Between west end Bridge at M.P. 14.9 and Coffeyville station there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

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

Pawhuska District.

Siding Capacity 50 ft. Per Car.	WESTWARD. 71 Mixed.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 93, July 22, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. 72 Mixed.
	Leave Mon., Wed., Fri.			STATIONS.				Arrive Tues., Thurs., Sat.
	PM 5.10			OWEN.			B	AM 11.30
			0	7.4	37.0			
	s 5.25			HULAH.		7.2	C	s 11.15
			37.0	6.6	0			
	s 5.40			BOWRING.		13.8	C	s 11.00
			37.0	6.2	0			
	f 5.55			BIGHEART.		20.0	B	f 10.45
			37.0	5.1	37.0			
	f 6.05			NANOS.		25.1	B	f 10.35
			0	3.3	37.0			
	f 6.15			OPAH.		28.4		f 10.25
			37.0	6.5	37.0			
	s 6.30			PAWHUSKA. YL		34.9	C	s 10.10
			37.0	0.4	32.0			
				Midland Valley Crossing.		35.8		
				6.6				
	f 6.45			BETTS.		41.9	B	f 9.55
			32.0	4.0	16.0			
	f 6.55			McINNIS.		45.9	B	f 9.45
			32.0	4.1	32.0			
	f 7.05			STROHM. YL		50.0	C	f 9.35
			32.0	7.1	32.0			
	f 7.20			KEEFE.		57.1	B	f 9.20
			0	5.4	32.0			
	7.30 PM			O.S. JCT.		62.5		9.10 AM
	Arrive Mon., Wed., Fri.			(62.7)				Leave Tues., Thurs., Sat.
				Average speed per hour.				

Trains must secure numbered clearance cards before leaving originating stations, except Owen; and O.S. Jct.

Nos. 71 and 72 have no time table authority.

No switch lights on Pawhuska District.

Drumright District.

Siding Capacity 50 ft. Per Car.	WESTWARD. 59 Way Freight.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 93, July 22, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. 60 Way Freight.
	Leave Mon., Fri.			STATIONS.				Arrive Mon., Fri.
	AM 7.30	Y		CUSHING. YL			C	PM 2.50
			79.2	13.6	95.0			
31	8.20 AM			DRUMRIGHT. YL		13.6	C	1.45 PM
			50.0	1.9	0			
				TIDAL.		15.5		
				0.1				
	Arrive Mon., Fri.			(15.6)				Leave Mon., Fri.

Trains must secure numbered clearance cards before leaving originating stations, except Drumright eastward trains when no operator on duty.

Nos. 59 and 60 have no time table authority.

No switch lights on Drumright District.

Rule 16 of the Rules, Operating Department, revised 1953, is amended as follows:

(e): Canceled.

(l): ———— When standing — apply or release air brakes.

(m): ———— When running — brakes sticking; look back for hand signals.

NOTE:—Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

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

2. REGISTER STATIONS (Rule 83.).

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains
Newkirk	Second District.
Guthrie	Enid District and to or from Stillwater District.
Esau Jct.	First class.
Ripley	First class.
Cherryvale	Trains to or from Coffeyville District.
Wellington-Wellington Yard.	Originating or terminating either place.
Ralston	Pawhuska District.
Longton	All trains.
Moline	All trains.

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

Arkansas City	Nos. 5, 6, 11, 12, 15, 16.
Newkirk	Second District.
Shawnee	Extra trains.
Chanute	Nos. 47, 48, 211 and 212.
Tulsa Yard	First class.
W.N. Jct.	Trains not originating.

3. .....

4. JUNCTION SWITCHES. (Rule 98.).

LOCATION	NORMAL POSITION
THIRD DISTRICT.	
B.E. Jct.	Third District
FOURTH DISTRICT.	
Independence	Third District
ENID DISTRICT.	
Kiowa	Panhandle Division
Cherokee	Enid District
Blanton	S.L.-S.F. Ry.
Enid, S.L.-S.F. Jct.	S.L.-S.F. Ry.
STILLWATER DISTRICT.	
Esau Jct.	Second District Siding
Ripley	Cushing District
CUSHING DISTRICT.	
Ripley	Stillwater District
Cushing	Second District
COFFEYVILLE DISTRICT.	
Cherryvale	Third District
PAWHUSKA DISTRICT.	
Owen	Third District
O.S. Jct.	Second District

5. JOINT TRACK FACILITIES.

CANEY-STATE LINE—Mo. Pac. trains use A.T.& S.F. main track between connecting switches, M.P. 21.4, and State Line M.P. 22.7.

D.Y. JCT.—B.E. JCT.—M.K.T. trains use A.T.& S.F. main track between D.Y. Jct. and B.E. Jct., and Bartlesville yard tracks east of B.E. Jct., and will be governed by A.T.& S.F. Time Table and Rules.

M.K.T. use single red light on rear of passenger trains in lieu of markers.

TULSA—A.T.& S.F. trains use S.L.-S.F. tracks between S.L.-S.F. Jct. and Frisco Avenue 0.5 mile west of Tulsa Union Station.

BLANTON—S.L.-S.F. JCT., M.P. 61.2—A.T.& S.F. trains will use S.L.-S.F. tracks.

ENID — Within interlocking limits M.P. 62.1 and M.P. 62.3, A.T.& S.F. trains will use S.L.-S.F. tracks.

6. .....

7. .....

8. .....

9. .....

10. .....

11. RAILROAD CROSSINGS AT GRADE.

ARKANSAS CITY—S.L.-S.F. and Mo. Pac., 0.8 mile west of station. Signals on both main tracks controlled by control station. Speed Limit 30 MPH. Signals on yard tracks normally clear for A.T.& S.F. S.L.-S.F. and Mo. Pac. will clear signals by operation of push button release.

PONCA CITY—C.R.I.& P. 1.8 miles west of station. Signals controlled by control station Arkansas City. Maximum speed 65 MPH. Movements on the storage track, maximum speed 20 MPH.

OTOE—S.L.-S.F. 3.6 miles west of station. Automatic interlocking. Maximum speed: Passenger trains 80 MPH; freight trains 55 MPH.

ESAU JCT.—S.L.-S.F. 4.1 miles west of station. Automatic interlocking. Maximum speed 20 MPH.

YALE—M.K.T. 1.7 miles west of station. Gantlet track used jointly by A.T.& S.F. and M.K.T. over Cimarron River, Bridge at MP 73.4. Automatic interlocking. Maximum speed 20 MPH.

CHERRYVALE-S.L.-S.F. 0.2 mile east of station is protected by gate set normally across S.L.-S.F. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 20 MPH.

INDEPENDENCE—Third District. Mo. Pac. 0.7 mile west of station. Automatic interlocking. Maximum speed: Westward trains 20 MPH; Eastward trains 40 MPH.

INDEPENDENCE—Fourth District. Mo. Pac. 0.8 mile west of station. Automatic interlocking. Maximum speed: Westward trains 20 MPH; Eastward trains 40 MPH.

CANEY—Mo. Pac. 0.8 mile east of station. Automatic interlocking. Maximum speed eastward: passenger trains 40 MPH; freight trains 25 MPH. Westward trains 40 MPH.

TULSA YARD—M.V., M.K.T., S.L.-S.F. Jct., 0.1 mile west of Tulsa Yard. Interlocking. Maximum speed 20 MPH.

WINFIELD—S.L.-S.F.-Mo. Pac. 0.1 mile west of station. Stop. See Rules 98, A, B, C and D.

W.N. JCT.—A.T.& S.F. Interlocking. Maximum speed 20 MPH.

KIOWA—Mo. Pac. 0.8 mile west of station protected by gate set normally across Mo. Pac. track. Approach prepared to stop short of train, obstruction or gate not properly lined and when gate is normal, may proceed at speed not to exceed 20 MPH. When gate is across A.T.& S.F. track, stop must be made back of clearance sign.

ENID—C.R.I.& P. 0.7 mile west of station. Automatic interlocking.

ENID—S.L.-S.F. 1.9 miles west of station. Stop. See Rules 98, A, B, C and D.

FAIRMONT—S.L.-S.F. 0.8 mile west of station. Automatic interlocking. Maximum speed 20 MPH.

PAWNEE—S.L.-S.F. 1.8 miles west of station. Automatic interlocking. Maximum speed 20 MPH.

COFFEYVILLE—M.K.T. 0.6 mile east of station is protected by gate set normally across A.T.& S.F. track. Stop, open and close gate.

COFFEYVILLE—Mo. Pac. 0.5 mile west of station. Stop. See Rules 98, A, B, C and D.

PAWHUSKA—M.V., 0.3 mile west of station is protected by gate set normally across A.T.& S.F. track. Stop, open and close gate.

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		
Independence to W.N. Jct.	55	45
W.N. Jct. to Wellington	40	35
ENID DISTRICT		
Kiowa to Cherokee	45	40
Cherokee to Guthrie	45	30
STILLWATER DISTRICT		
Esau Jct. to Ripley	45	30
Ripley to E.O. Jct.	30	25
CUSHING DISTRICT	30	20
COFFEYVILLE DISTRICT	45	30
PAWHUSKA DISTRICT	40	30
DRUMRIGHT DISTRICT	20	20
FIRST DISTRICT.		
8 Curves, M.P. 263.2 to 265.0	30	30
Curve Westward, M.P. 265.3 to 265.5	70	55
Curve Eastward, M.P. 265.3 to 265.5	75	60
Curve Westward, M.P. 266.1 to 266.2	70	55
Curve Eastward, M.P. 266.1 to 266.2	75	60
Newkirk, street crossings	35	35
Ponca City, street crossings M.P. 287.3 to station	30	30
4 Curves, M.P. 288.7 to 288.9	50	40
Curve, M.P. 290.4 to 290.5	65	45
Curve, M.P. 315.7 to 315.8	80	55
Perry, street crossings	50	50
Curve, M.P. 351.2 to 351.3	85	55
Curve, M.P. 351.8 to 351.9	60	50
Guthrie, street crossings	35	35
Edmond, street crossings	30	30
Curve, M.P. 371.8 to 372.3	80	
Oklahoma City — North City Limits M.P. 374.7 to M.P. 377.3	50	50
Oklahoma City — Wilshire Street M.P. 378	50	50
Oklahoma City — Curve, M.P. 378.5 to 378.6	75	60
Oklahoma City — North 50th Street M.P. 380.1	50	50
Oklahoma City — North 36th Street M.P. 381.1	30	30
Oklahoma City — North 16th Street M.P. 382.6 to North 13th Street M.P. 382.8	30	30
Oklahoma City — North 12th Street M.P. 382.9 to North 7th Street M.P. 383.3	20	20
Oklahoma City — Santa Fe Ave. M.P. 385.7 to South 27th Street M.P. 386.0	30	30
Oklahoma City — South 29th Street M.P. 386.2 to High Ave. So. City Limits M.P. 387.9	50	50
Moore street crossings	60	60
Norman, street crossings	30	30
2 Curves, M.P. 415.9 to 416.6	75	55
SECOND DISTRICT.		
4 Curves, M.P. 33.5 to 35.9	40	35
2 Curves, M.P. 36.6 to 36.9	45	35
Fairfax, street crossings	30	30
6 Curves, M.P. 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, M.P. 69.0 to 69.5	40	35
Yale, street crossings	25	25
13 Poles West of M.P. 71.0 and 13 Poles West of M.P. 72.0	15	15
Cushing, street crossings	20	20
Shawnee, street crossings	20	20
THIRD DISTRICT.		
Chanute, street crossings	30	20
Chanute, between Main and 14th Streets	30	20
Cherryvale, street crossings	20	20
Curve, M.P. 156.1 to 156.3 Cherryvale west end of yard	25	25
2 Curves, M.P. 13.1 to 13.6	50	35
Curve, M.P. 14.9 to 15.2	70	50
2 Curves, M.P. 15.8 to 16.4	50	40
Curve, M.P. 22.7 to 23.0	45	35
Curve, M.P. 23.7 to 24.1	60	50
Curve, M.P. 37.3 to 37.7	40	40
Bartlesville, street crossings	45	45
9 Curves, M.P. 44.5 to 49.1	45	35
Curve, M.P. 58.0 to 58.2	60	40
Collinsville, Broadway and Main Street crossings	25	25
Curve, M.P. 77.1 to 77.6	55	40
Curve, M.P. 78.4 to 78.7	55	40
Curve, M.P. 83.6 to 83.9	50	40
Curve, M.P. 86.0 to 86.4	50	40
Tulsa, street crossings, M.P. 87.7 to 91.1	25	25
Curve, M.P. 90.2 to 90.3, Tulsa, Archer Street to S.L.-S.F. Jct.	10	10
FOURTH DISTRICT.		
4 Curves, M.P. 184.6 to 186.1	45	35
Curve, M.P. 188.3 to 189.3	50	35
Curve, M.P. 192.3 to 192.7	45	35
2 Curves, M.P. 194.9 to 195.5	50	35
Curve, M.P. 200.2 to 200.5	50	35
2 Curves, M.P. 204.8 to 205.7	50	35
Grenola, street crossings	30	30
8 Curves, M.P. 213.1 to 215.9, eastward	35	35
7 Curves, M.P. 213.1 to 215.2, westward	40	40
Curve, M.P. 215.2 to 215.9, westward	35	35
2 Curves, M.P. 227.1 to 227.5	50	40
4 Curves, M.P. 227.6 to 228.4	40	40
Curve, M.P. 238.1 to 238.2	50	35
Curve, M.P. 241.4 to 241.5	50	35
Curve, M.P. 242.6 to 243.0	45	40
Curve, M.P. 245.6 to 245.9	50	35
Winfield, street crossings	25	25
ENID DISTRICT.		
Enid, Grand and Independence streets	5	5
Enid, other street crossings	15	15
2 Curves, M.P. 111.9 to 112.0		25
4 Curves, M.P. 115.4 to Guthrie	15	15
Bridge 14.7	30	30

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
STILLWATER DISTRICT.		
2 Curves, M.P. 2.3 to 3.4	30	
3 Curves, M.P. 4.1 to 5.0	30	
3 Curves, M.P. 7.7 to 8.4	30	
8 Curves, M.P. 9.4 to 11.3	30	
Stillwater, street crossings	10	10
4 Curves, M.P. 46.2 to 46.9	30	
CUSHING DISTRICT.		
Cushing to M.P. 1.0	15	15
2 Curves, M.P. 5.0 to 5.3	25	
COFFEYVILLE DISTRICT.		
Coffeyville, street crossings	12	12
PAWHUSKA DISTRICT.		
Pawhuska, street crossings	6	6
M.P. 34.6 to 35.3, Pawhuska, between 12th Street and Midland Valley Crossing	10	10

13. SPEED REGULATIONS, PASSENGER TRAINS.

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.

14. MAXIMUM SPEED OF LOCOMOTIVES.

Diesel and Gas-Electric	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-289, 401-430	65	45	45	60
99, 600-611, 700-731, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-558, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75

* Note: 65 MPH applies when backing handling train.

14. MAXIMUM SPEED OF LOCOMOTIVES—(Cont'd).

Steam	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
1010, 5000-5035	60	40	25	
3751-3775	90	40	25	
2900-2929, 3776-3785	100	40	25	

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, Classes 450-451	2	5	5
1-11-50-80-600-2099-2100	8	5	5
51-90-650-2300-2301-2310 2600-3000	4	5	5
460-2400	4½	5	5
16-37-99-100-200-281-300-325-500 501-503-541-625-700-1500-2201 2207-2260-2303-2322 2394-2403-2418-2650	5	5	5
Diesel-Electric and Gas Electric Motor Cars	8	5	5
Steam Engines Roller Bearings	9	5	5
Passenger Cars Roller Bearings	8	5	0
Friction Bearings	12	5	0

16. DEAD ENGINES.

Trains handling steam engines dead in train must not exceed 20 MPH without special instructions.

Dead engines must not be moved with side rods down or any driver suspended without special instructions.

17. DERRICKS, CRANES, ETC.

Trains handling derricks, 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 30 MPH at any point on First, Third and Fourth Districts; 24 MPH at any point on Second District and 20 MPH at any point on all other districts.

Such equipment must not be moved in any train except on authority of Trainmaster.

18. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH over main track switches except those listed herein.

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

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

"I"—Interlocked Switch.
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
		FIRST DISTRICT.	
Arkansas City	S	East end of yard	30
Newkirk	I	End of two tracks eastward	40
	I	Both ends First District siding	40
	I	Crossover between First District siding and main track	40
	I	Crossover from siding to First District just west of east siding switch	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
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
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 and east end siding	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 end Fourth Dist. main track	15
Dewey	I	West end siding	20
D.Y. Jct.	I	Junction switch, to or from M. K. T.	15
Bartlesville	I	East switch siding	30
B.E. Jct.	S	Connecting switch M.K.T. and A.T.& S.F. main tracks	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	30
Moline		Wye switch, Eastern Division	10
		STILLWATER DISTRICT.	
E.O. Jct.	I	Junction switch to First District	15
		PAWHUSKA DISTRICT.	
Owen	S	Connecting switch with Third District	15
Pawhuska		Benson Lumber Company's spur	10
O.S. Jct.	S	Connecting switch with Second District	30

19. YARD LIMITS.

Arkansas City.
Newkirk.
Guthrie (Enid District only).
E.O. Jct. Stillwater District.
Oklahoma City (includes Nowers and Burnett).
Chanute (includes A.U. Jct.).
Cherryvale.
Independence.
Caney.
Dewey (includes Bartlesville).
Tulsa Yard (includes Mohawk).
Ralston.
Skedee (includes Esau Jct., Second and Stillwater Districts).
Cushing.
Ponca City (Panhandle Division only).
Shawnee (includes South Shawnee).
Longton.
Moline.
Winfield (includes W.N. Jct.).
Wellington.
Kiowa.
Cherokee.
Blanton.
Enid (includes Chameas).
Ripley.
Stillwater.
Coffeyville.
Liberty.
Pawhuska.
Strohm.
Drumright.

20. BULLETIN BOOKS.

Arkansas City . . . . Telegraph, Yard and Roundhouse Offices.
Ponca City . . . . . Telegraph and Yard Offices.
Guthrie . . . . . Telegraph Office.
Nowers . . . . . Car Foreman's Office.
Oklahoma City . . . . Telegraph Office, Yard Office Stock Yards.
Purcell . . . . . Telegraph and Roundhouse Offices.
Cushing . . . . . Telegraph and Roundhouse Offices.
Shawnee . . . . . Telegraph Office.
Chanute . . . . . Telegraph, Yard and Roundhouse Offices.
Independence . . . . . Passenger Station, Roundhouse.
Bartlesville . . . . . Telegraph Office.
Tulsa Yard . . . . . Yard and Roundhouse Offices.
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.

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.
Chanute . . . . . Telegraph, Yard and Roundhouse Offices.
Independence . . . . . Passenger Station.
Bartlesville . . . . . Yard Office.
Tulsa Yard . . . . . Roundhouse Office.
Winfield . . . . . Yard Office.
Wellington . . . . . Telegraph, Yard and Roundhouse Offices.
Coffeyville . . . . . Passenger Station.

22. STANDARD THERMOMETERS.

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

23. OVERHEAD OBSTRUCTIONS (Rule 761).

Mile Post	Name
	FIRST DISTRICT.
315.6	Black Bear Creek.
344.9	Skeleton Creek.
384.0	Oklahoma City Train Sheds.
412.1	South Canadian River.

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

Mile Post	Name
	SECOND DISTRICT.
50.4	Highway Viaduct.
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.
	STILLWATER DISTRICT.
17.4	Highway Viaduct.
	PAWHUSKA DISTRICT.
34.4	15th Street Viaduct Pawhuska.
34.5	14th Street Viaduct Pawhuska.

24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
	FIRST DISTRICT.	
Harper Oil Company	M.P. 373.7	27 cars
United Brick and Tile Co.	M.P. 374.3	15 cars
Thomas Concrete Pipe Co. (spur)	M.P. 388.0	13 cars
Mercury Oil Co., loading rack tracks	M.P. 389.5	44 cars
Mercury Oil Co., loading rack track (spur)	M.P. 390.0	9 cars
County Commissioner's (spur)	M.P. 390.2	15 cars
Phillips Petroleum Company (spur)	M.P. 390.2	55 cars
Sinclair Prairie Oil Marketing Co. (spur)	M.P. 391.1	36 cars
Oklahoma University (spur)	M.P. 399.6	51 cars
Aviation Service School track (spur)	M.P. 404.1	147 cars
	SECOND DISTRICT.	
Cookson	M.P. 9.6	21 cars
	THIRD DISTRICT.	
Dewey Dehydrating Co. (spur)	M.P. 35.8	1 car
Phillips Petroleum (spur)	M.P. 38.4	9 cars
Hundley	M.P. 66.8	11 cars
Modification Center Tracks	M.P. 82.4	120 cars
	FOURTH DISTRICT.	
Crusher Storage	M.P. 200.0	27 cars
Crusher Tracks (spurs)	M.P. 200.1	177 cars
Asylum (spur)	M.P. 245.0	4 cars

24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE—(Cont'd).

Name	Location	Capacity
	ENID DISTRICT.	
Schoeb Ranch Mills track	M.P. 10.9	13 cars
	PAWHUSKA DISTRICT.	
Stock track	M.P. 2.8	20 cars
Stanolind Pipe Line Co. (spur)	M.P. 8.2	10 cars
Concho Washed Sand Co. (spur)	M.P. 41.4	5 cars

25. STATUTORY REGULATIONS.

In KANSAS, it is lawful for the Conductor to eject from the train 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.

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

Drunken or disorderly persons may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

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

26. 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	100.0	..	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

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

LOCAL TIME INSPECTORS.

L W. GRIMES, Arkansas City.
J. H. DWEELAARD, Arkansas City.
MRS. JENNIE B. STANLEY, Ponca City.
WILLARD W. MOTE, Ponca City.
W. B. LINGERFELT, Guthrie.
B. C. CLARK, Oklahoma City.
FRED E. GARRETT, Okla. City.
LEON R. WYATT, Purcell.
H. D. GRITZ, Enid.
D. E. OVERSTREET, Kiowa.
N. C. MCCOY, Cushing.
B. L. GORDON, Shawnee.
V. A. WOODRING, Chanute.
JACK WOOD, Chanute.
D. C. DODSON, Moline.
E. H. RUPPELIUS, Winfield.
R. H. RILEY, Wellington.
MRS. VERNA E. JAGGERS, Wellington.
A. C. HAMLIN, Coffeyville.
J. C. BRADY, Independence.
D. M. LEACH, Caney.
A. S. EBY, Bartlesville.
A. E. ROBERTS, Tulsa.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS.

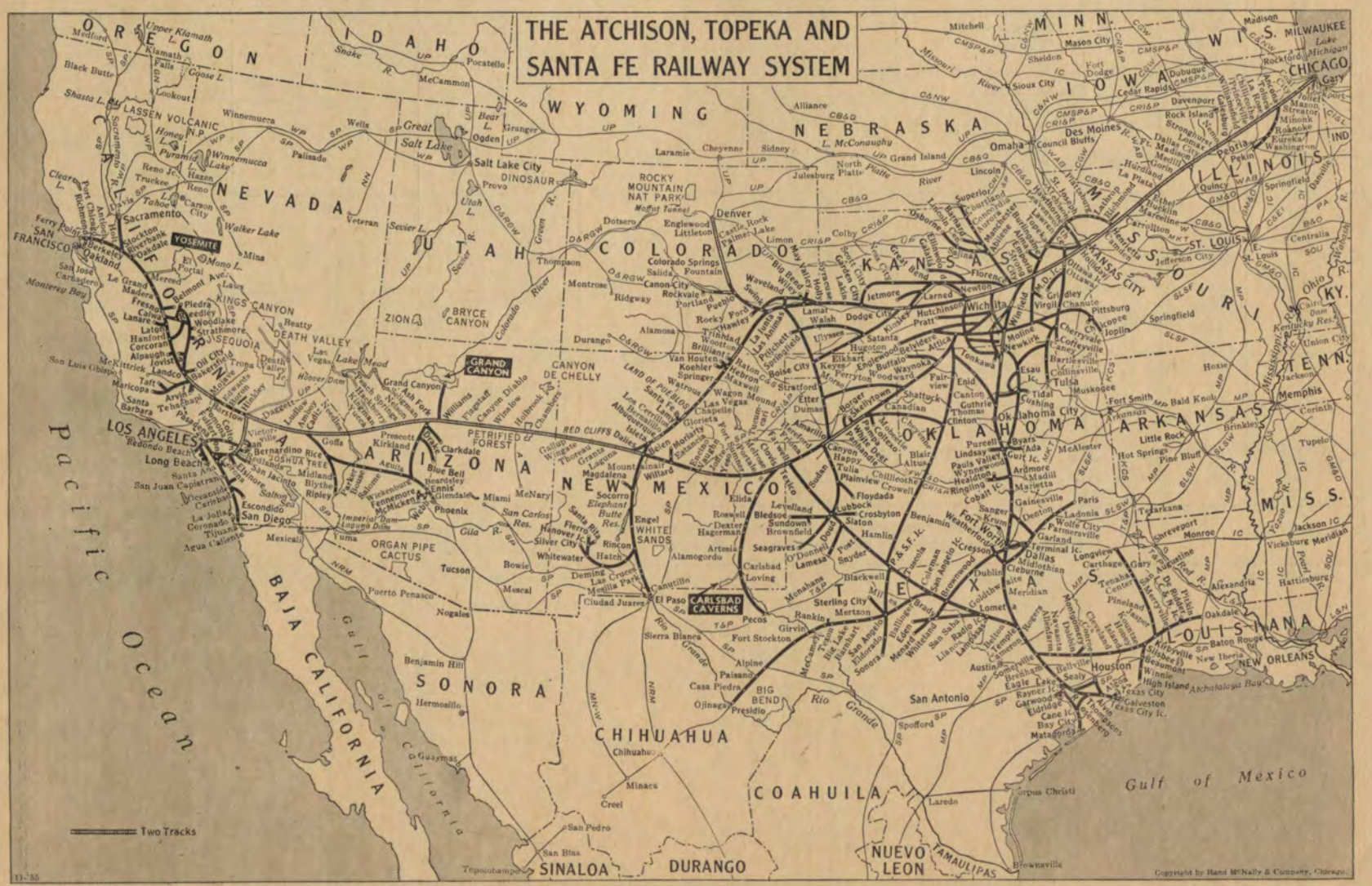
The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1-2	Streator, Chillicothe, Galesburg, La Plata, Marceline, Carrollton	Woodward, Canadian, Pampa, Amarillo, Hereford, Clovis, Fort Sumner, Vaughn, Belen and Scheduled stops Williams and beyond	Woodward, Canadian, Pampa, Amarillo, Hereford, Clovis, Fort Sumner, Vaughn, Belen and Scheduled stops Williams and beyond
6	Newton to Kansas City		Wichita and beyond
9	In Illinois	Kansas City and beyond	
	Verona, Dallas City		Chicago and beyond
10	East of Kansas City		Beyond Kansas City
	Ransom, Kinsman, Verona, Mazon, Toluca, Dallas City	Chicago and beyond	
11	Carrollton	Tulsa	
	East of Kansas City	Dodge City to Halstead inclusive	
	Newkirk	Oklahoma City and beyond	Wichita and beyond
12	Newkirk	Wichita and beyond	Oklahoma City and beyond
	East of Kansas City		Dodge City to Halstead inclusive
15	Marceline	Tulsa, Wichita and beyond	Chicago and beyond
	Newkirk	Oklahoma City and beyond	Wichita and beyond
16	Marceline		Wichita and beyond
17—18	Joliet	Scheduled stops in Arizona and California	Scheduled stops in Arizona and California
	Streator, Chillicothe, Galesburg	Scheduled stops in California	Scheduled stops in California
19—20	Streator, Chillicothe, Galesburg, La Plata, Emporia	St. John, Garden City, Lamar, La Junta and North, and Scheduled stops beyond La Junta	St. John, Garden City, Lamar, La Junta and North, and Scheduled stops beyond La Junta.
21—22	Streator, Chillicothe	Scheduled stops in California	Scheduled stops Albuquerque and beyond
	Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops Albuquerque and beyond
23—24	Between Kansas City and Wellington	Beyond Wellington	Beyond Wellington
123	In Illinois	Stations in Illinois and beyond Newton	Stations in Illinois
	Ft. Madison to Kansas City	Beyond Newton	
124	Newton to Kansas City		Beyond La Junta
	Kansas City to Chicago		Beyond Newton
	Carrollton, Henrietta	Chicago and beyond	
211	Collinsville		Kansas City and beyond
	Olathe	Cherryvale and beyond	Chicago and beyond
212	Olathe	Chicago and beyond	Cherryvale and beyond

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

E. L.

SANTA FE SAFETY FIRST

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

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