

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

LOCAL TIME INSPECTORS—PANHANDLE DIVISION.

R. J. LOCKHART.....Altus.
ROBERT E. RENEAU.....Alva.
L. P. NORTHUP.....Clinton.
JON I. GARD.....Fairview.
ADAMS AND MEADOR.....Hutchinson.
D. E. OVERSTREET.....Kiowa.
MRS. JENNIE B. STANLEY.....Ponca City.
RALPH L. SHARP.....Waynoka.
ROSCOE H. RILEY.....Wellington.
MRS. VERA E. JAGGERS.....Wellington.
E. R. CLARK.....Wichita.
F. D. HERMAN.....Wichita.

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

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

LOCAL SURGEONS.

DR. E. W. MABRY.....Altus.
DR. E. J. ALLGOOD.....Altus.
DR. J. H. ABERNETHY.....Altus.
DR. JOHN F. SIMON.....Alva.
DR. H. L. GALLOWAY.....Anthony.
DR. F. W. ANDERSON.....Anthony.
DR. J. H. MCNICKLE.....Ashland.
DR. M. S. WHITE.....Blackwell.
DR. R. R. KINSINGER.....Blackwell.
DR. LEON F. KINNAN.....Caldwell.
DR. C. L. BENSON.....Cherokee.
DR. ELLIS LAMB.....Clinton.
DR. ROSS DEPUTY.....Clinton.
DR. MCLAIN ROGERS.....Clinton.
DR. R. A. J. SHELLEY.....Coldwater.
DR. J. PAUL JONES.....Dill City.
DR. M. R. MCCROSKIE.....Fairview.
DR. D. H. SMITH.....Fairview.
DR. THOMAS H. HENLEY.....Fairview.
DR. K. E. GODFREY.....Fairview.
DR. C. H. WILLIAMS.....Fairview.
DR. A. H. BIERMAN.....Garden Plain.
DR. L. C. JOSLIN.....Harper.
DR. R. W. FERNIE.....Hutchinson.
DR. R. M. JASTRAM.....Hutchinson.
DR. SAM JONES.....Hutchinson.
DR. GEO. BURKETT, JR.....Kingman.
DR. LAWRENCE PATZKOWSKY.....Kiowa.
DR. H. YASUDA.....Kiowa. (Hardtner)
DR. D. E. SWANDA.....Medford.
DR. D. C. MCCARTY.....Medicine Lodge.
DR. T. L. WAYLAN.....Nashville.
DR. H. C. EICHELMAN.....Norwich.
DR. R. B. GIBSON.....Ponca City.
DR. L. G. NEAL.....Ponca City.
DR. R. W. GIBSON.....Ponca City.
DR. VERNON W. FILLEY.....Pratt.
DR. L. G. GLENN.....Protection.
DR. A. E. STOWERS.....Sentinel.
DR. W. A. RYAN.....Thomas.
DR. R. W. CHOICE.....Wakita.
DR. R. WHITENECK.....Waynoka.
DR. K. E. VOLDENG.....Wellington.
DR. A. C. HATCHER.....Wellington.
DR. WARD M. COLE.....Wellington.
DR. FRANK EMERY.....Wichita.
DR. P. M. BELL (Colored).....Wichita.
DR. E. S. BRINTON.....Wichita.
DR. DANIEL THOMPSON.....Wichita.
DR. FARRIS EVANS.....Wichita.
DR. A. J. WRAY.....Wichita.

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

DR. THEO. E. BENJERGERDES.....Alva.
DR. F. R. VIEREGG.....Clinton.
DR. WM. SCALES (Eye Only).....Hutchinson.
DR. V. R. MOORMAN.....Hutchinson.
DR. G. E. STONE.....Hutchinson.
DR. E. E. TIPPEN.....Wichita.
DR. E. W. HARMS.....Wichita.

The Atchison, Topeka and Santa Fe Railway Co.

**WESTERN LINES
Southern District**

PANHANDLE DIVISION

TIME TABLE No.

85

IN EFFECT

Sunday, June 6, 1954

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

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

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

**E. P. DUDLEY,
Asst. General Manager,
Amarillo, Texas.**

**R. W. PRENTICE,
Superintendent,
Wellington, Kansas.**

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS
 The term "beyond" refers to regular, flag or conditional stops authorized herein

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Canadian Pampa Hereford Vaughn }	North of Barstow		13-130	La Junta to Denver		Beyond La Junta
				17	Hutchinson	Albuquerque and beyond	Kansas City and beyond
2	Vaughn Hereford Pampa Canadian }		North of Barstow	141-14	Denver to La Junta	Beyond La Junta	
				21	Hutchinson	La Junta and beyond	Kansas City and beyond
3	Black	Clovis and beyond	Amarillo and beyond				
4	Encino Yeso Taiban }	Clovis and east	Belen and beyond		Trinidad	Raton and beyond	Dodge City and beyond
					Lamy	Gallup and beyond	Trinidad and beyond
	Black	Amarillo and beyond	Clovis and beyond	22	Lamy	Trinidad and beyond	Gallup and beyond
123	Newton to Lamar	La Junta and beyond	Newton and beyond		Trinidad	Dodge City and beyond	Any scheduled station stop
	Thatcher	Trinidad and beyond	La Junta and beyond		Hutchinson	Kansas City and beyond	La Junta and beyond
	Ribera Rowe Glorieta }	Albuquerque and beyond	Las Vegas and beyond	19	Hutchinson Kinsley St. John Stafford }	Albuquerque, Pueblo and beyond	Kansas City and beyond, Emporia and South of Newton
	Los Cerrillos Domingo Bernalillo }	Beyond Albuquerque	Las Vegas and beyond		Garden City Lamar	Albuquerque and beyond	Kansas City and beyond
1-102	La Junta to Pueblo		Beyond Las Animas		Valmora Glorieta	Barstow and beyond	Kansas City and beyond
	Pueblo to Denver		Beyond La Junta	20	Glorieta Valmora Lamar Garden City }	Kansas City and beyond	Albuquerque and beyond
101-2	Denver to Pueblo	Las Animas and beyond			Kinsley St. John Stafford }	Emporia, Kansas City and beyond and South of Newton	Albuquerque, Pueblo and beyond
	Littleton	Colorado Springs, Pueblo and beyond		23	Ft. Sumner Vaughn Mountainair }		
	Pueblo to La Junta	Beyond Las Animas				Belen and beyond	Beyond Clovis
124	Bernalillo Domingo Los Cerrillos }	Las Vegas and beyond	Beyond Albuquerque	24	Mountainair Vaughn Ft. Sumner }	Beyond Clovis	Belen and beyond
	Glorieta Rowe Ribera }	Las Vegas and beyond	Albuquerque and beyond	27-(C&S)	Littleton Castle Rock Larkspur Fountain }	Beyond Pueblo	
	Valmora Wagon Mound Maxwell }	Raton and beyond	Las Vegas and beyond		Palmer Lake	Any station	Any station
	Thatcher	La Junta and beyond	Trinidad and beyond	28-(C&S)	Palmer Lake	Any station	Any station
	La Junta to Hutchinson	Newton and beyond	La Junta 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

FIRST DISTRICT.

PANHANDLE DIVISION. 2

Track Capacity 50 ft. Per Car.		WESTWARD.				Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications	EASTWARD.				
		First Class.			Passenger.							San Francisco Chief.	The Grand Canyon.	First Class.		
		3	1	23										4	2	24
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.			STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.			
Yard	69	PM 3.05	AM 4.50	AM 2.55	238.9	31.7	WELLINGTON. 3.2	31.7	T Y C		PM 2.40	PM 10.55	PM 11.55			
	242	3.09	4.53	2.59	242.1	31.7	ROLAND. 4.9	31.7		B	2.27	10.45	11.44			
91	148	f 3.15	4.57	3.03	247.0	31.7	MAYFIELD. 7.1	31.7		C	f 2.20	10.41	11.39			
24	167	f 3.23	5.03	3.09	254.1	31.7	MILAN. 5.1	31.7		C	f 2.10	10.35	11.32			
35	144	f 3.28	5.07	3.13	259.2	0	ARGONIA. 0.4	15.8	W	C	f 2.02	10.30	11.27			
					259.6	31.7	Mo. Pac. Crossing. 6.9	21.6								
42	253	f 3.35	5.13	3.19	266.5	26.4	DANVILLE. 7.3	0		C	f 1.53	10.24	11.20			
423	293	s 3.49	5.19	s 3.32	273.8	21.1	HARPER. 6.5	19.2	W Y	C	s 1.43	10.18	11.12			
35	144	3.57	5.24	3.39	280.3	31.7	EULA. 5.3	31.7		B	s 1.33	10.12	11.01			
275	S 131 N 152	s 4.06	5.29	s 3.45	285.6	0	ATTICA. 6.6	31.7	W Y	C	s 1.26	10.07	10.55			
32	208	4.13	5.35	3.52	292.2	31.7	CRISFIELD. 7.6	31.7		B	1.16	10.01	10.46			
33	223	f 4.20	5.41	3.58	299.8	31.7	HAZELTON. 7.1	31.7		C	f 1.07	9.55	10.39			
607	285	s 4.32	5.47	s 4.16	306.9	0	KIOWA. 0.9	21.1	W Y	C	s 12.57	9.49	10.32			
					307.8	0	Mo. Pac. Crossing. 5.4	31.7								
	197	4.39	5.52	4.22	313.2	31.7	LODER. 3.2	19.8			12.47	9.43	10.18			
76		f 4.43	5.55	4.25	316.4	33.6	CAPRON. 3.1	0		C	f 12.42	9.40	10.15			
	226	4.47	5.58	4.28	319.5	31.7	BRINK. 5.2	31.7		B	12.37	9.37	10.12			
371	85	s 5.03	6.03	s 4.37	324.7	31.7	ALVA. 4.2	0	W	C	s 12.30	9.32	10.06			
23	336	5.10	6.07	4.42	328.9	31.7	NOEL. 6.8	31.7		B	12.18	9.28	9.57			
44	144	5.19	6.13	4.48	335.7	31.7	AVARD. 9.8	21.1		C	s 12.10	9.22	9.51			
					342.4											
	Yard	s 5.35 PM	s 6.25 AM	s 5.00 AM	345.5		WAYNOKA.		W F T Y	C	11.55 AM	9.10 PM	9.40 PM			
		Arrive Daily.	Arrive Daily.	Arrive Daily.			(106.6)				Leave Daily.	Leave Daily.	Leave Daily.			
		42.6	67.3	51.1			Average speed per hour.				38.8	60.9	47.4			

CENTRALIZED TRAFFIC CONTROL

Two Tracks.

Two Main Tracks between M.P. 342.4, east of Waynoka, and Waynoka.

Centralized Traffic Control (CTC), on Main Tracks and Sidings, Wellington to Waynoka, both inclusive.

Signal System Two between Wellington and Waynoka, both inclusive.

At Wellington, between Bridge M.P. 238.7 east of 'C' Street and Light Plant Spur M.P. 239.4, and at Waynoka between Westward Home Signals at Broadway and Eastward Home Signals at Ash Street, 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 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

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

First class trains may register at Waynoka by Form 903.

At Attica, color-light switch point indicator at spring switch leading from wye to Medicine Lodge District indicates position of spring switch points only.

At Harper, color-light switch point indicator at spring switches at both ends West leg of wye indicate position of spring switch points only.

At Waynoka, color-light switch point indicator at spring switch east end of track 13, M.P. 342.7, indicates position of spring switch points only.

3 PANHANDLE DIVISION.

FAIRVIEW DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.			Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.		
		Second Class.	First Class.								First Class.		Second Class.
		67	45	47							48	46	68
Other Tracks.	Sidings.	Mixed.	Motor Passenger.	Motor Passenger.							Motor Passenger.	Motor Passenger.	Mixed.
		Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.		STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.
		AM 6.10		AM 6.00	207.9	WICHITA U. S. 0.9				C	s 4.30		PM 2.40
		6.12		6.02	208.8	SOUTH JCT. YL 1.2	26.4	21.1		C	4.22		2.20
					210.0	M.V. Crossing. 0.9							
	Yard	6.20		6.09	210.9	WEST WICHITA. YL 0.6					4.16		2.12
		6.21 AM		6.10	211.5	WICHITA JCT. YL 0.9					4.15		2.10 PM
		Via Wichita District.			212.4	Mo. Pac. Crossing. 2.7	21.2	0.0		B			Via Wichita District.
15				6.15	215.1	PROSPECT. YL 2.5	30.4	42.2			f 4.10		
26	45			f 6.20	217.6	SCHULTE. 6.2	37.0	26.4			f 4.04		
18				f 6.30	223.8	CLONMEL. 7.4	37.0	37.0			f 3.55		
82	49			s 6.42 AM	231.2	VIOLA. YL 0.3		10.6		C	3.45 PM		
				Via Englewood District.	231.5	A.T.&S.F. Crossing. 7.9	31.7	5.3			Via Englewood District.		
52					239.4	MILTON. Mo. Pac. Crossing. 6.8	22.4	26.4		C			
47					246.2	HAMNER. 3.8	52.8	37.0					
16					250.0	RUNNYMEDE. 7.1	37.0	21.1					
423	293				257.1	HARPER. YL			W Y	C			
	Yard			Via Oklahoma Division AM	300.3	CHEROKEE. YL 5.8	31.7	5.3		C	s 7.35		Via Oklahoma Division PM
63	79			f 6.00	306.1	YEWED. 8.4	31.7	26.4		C	f 7.25		
43	58			s 6.15	314.5	CARMEN. 0.3				C	s 7.12		
					314.8	St.L.&S.F. Crossing. 3.1	0	21.1					
					317.9	C.R.I.&P. Crossing. 1.4							
31				s 6.24	319.3	ALINE. 7.2	19.4	26.4		C	s 7.03		
13				s 6.37	326.5	WEST CLEO. 3.3	21.1	26.4			s 6.51		
34	30			s 6.43	329.8	ORIENTA. 6.2	31.7	39.6			s 6.44		
	Yard			s 7.00 AM	336.0	FAIRVIEW. YL			T Y	C	6.35 PM		
		Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.		(137.9)					Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.
		19.6	33.1	33.3		Average speed per hour.					31.1	35.3	14.4

Between North Wichita and South Jct., trains are governed by Middle Division timetable.

Between Panhandle-Oklahoma Division board, at outlying wye switch Kiowa, and west yard limit board, Enid District, at Cherokee, trains are governed by Oklahoma Division timetable.

Between South Jct. and Wichita Jct., and between outlying switches at Viola, Cherokee and Fairview, 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 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

At Harper, Centralized Traffic Control (CTC), on First District Main Track and Siding, and on Second District between crossovers M.P. 59.7 and Eastward Home Signal at M.P. 60.3, Signal System Two.

First class trains must get numbered clearance card before leaving Wichita Union Station, Cherokee, and Fairview. Other trains must get numbered clearance card before leaving North Wichita, Harper, Cherokee and Fairview.

Switch at Wichita Jct. normally lined for Fairview District.

Switch at junction with Englewood District Viola normally lined for Englewood District.

Switch at connection with Oklahoma Division at Cherokee normally lined for Oklahoma Division.

Crew member of Eastward extra trains call operator at South Jct. for instructions from booth telephone at Mo. Pac. Crossing at M.P. 212.4.

ALTUS DISTRICT.

PANHANDLE DIVISION. 4

Track Capacity 50 ft. Per Car.		WEST- WARD. First Class. 45		Ruling Grade Ascending.	TIME TABLE No. 85 June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. First Class. 46
Other Tracks.	Sidings.	Motor Passenger.	Mile Post.		STATIONS.				Motor Passenger.
	Yard	Leave Daily.							Arrive Daily.
		AM 7.15	336.0	66.0	FAIRVIEW. YL 11.6	52.8	T Y C		m PM 6.05
32	48	s 7.36	347.6	31.7	LONGDALE. 6.4	52.8		C	s 5.44
84	41	s 7.47	354.0	56.0	CANTON. YL 5.7	.0		C	s 5.34
29		f 7.58	359.7	66.7	LEONEL. 5.3	52.8			f 5.23
40	41	s 8.09	365.0	.0	OAKWOOD. 6.3	52.8		C	s 5.16
17	45	f 8.20	371.3	65.5	NOBSCOT. 7.5	52.8		B	f 5.04
	52	s 8.35	378.8	52.8	THOMAS. YL 7.2	52.8		C	s 4.52
		8.49	386.0		FOLEY. 2.2				4.37
		s 8.55	388.2		CUSTER CITY. YL 7.3				s 4.32
		s 9.10	395.5		ARAPAHO. YL 3.3				s 4.20
		9.17	398.8	66.0	EWING. YL 0.8	26.4			4.14
		9.20	399.6	52.8	EAST JCT. YL 1.2	.0			4.11
	Yard	s 9.25	400.8		CLINTON. YL 0.7	52.8	Y	C	s 4.07
			401.5	63.4	P.&S.F. Crossing. 0.1	.0			
		9.32	401.6	79.2	WEST JCT. YL 10.2	66.0			3.54
41		f 9.52	411.8	66.0	BRAITHWAITE. 6.5	44.9		B	f 3.40
	Yard	10.05	418.3	.0	BURNS. YL 1.6	19.8	Y	B	3.31
32	38	s 10.07	419.9	52.8	DILL CITY. YL 8.8	52.8		C	s 3.28
50	42	s 10.20	428.7	52.8	SENTINEL. YL 6.1	52.8		C	s 3.13
20		f 10.28	434.8	52.8	CAMBRIDGE. 5.8	52.8			f 3.01
			440.6		C.R.I.&P. Crossing. 0.3				
40	35	s 10.40	440.9	26.4	LONE WOLF. 6.7	31.7		C	s 2.52
37		f 10.51	447.6	66.0	LUGERT. 9.9	52.8			f 2.42
43	51	s 11.07	457.5	31.7	BLAIR. 9.8	31.7		C	s 2.28
	Yard	s 11.30 m AM	467.3		ALTUS. YL		FT	C	2.10 PM
		Arrive Daily.			(131.3)				Leave Daily.
		31.1			Average speed per hour.				33.8

Signal System Two in effect at S.L.-S.F. Railway Crossing, M.P. 468.1, Altus.

Foley and Ewing are register stations for Trains 45 and 46.

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

Between outlying switches at Fairview, and within yard limits at Clinton and Altus, 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 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Switches at East Jct. and West Jct. normally lined for movement via freight yard.

At Clinton, No. 45 and No. 46 run via First Street Station.

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

5 PANHANDLE DIVISION.

ENGLEWOOD DISTRICT.

Track Capacity 50 ft. Per Car.		WEST- WARD. First Class. 47 Motor Passenger.		Ruling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. First Class. 48 Motor Passenger.
Other Tracks.	Sidings.	Leave Daily.	Mile Post.		STATIONS.				Arrive Daily.
		AM 6.00			WICHITA U. S.			C	PM 4.30
		Via Fairview District.							Via Fairview District.
82	49	6.42	22.8	32.7	VIOLA. YL 4.6	25.8		C	s 3.45
108		f 6.50	27.1	32.1	ANNESS. 6.8	31.7			f 3.35
49		s 7.03	33.9	26.4	NORWICH. 0.8	23.8		C	s 3.23
			34.7	31.7	Mo. Pac. Crossing. 6.4	31.7			
16		f 7.15	41.1	31.7	ADAMS. 5.7	29.9			f 3.11
Yard	Yard	s 7.27	48.8	29.0	RAGO. YL A.T.& S.F. Crossing. 4.5	15.8	Y	C	s 3.00
32		s 7.36	51.3	52.8	SPIVEY 6.7	19.8			s 2.48
37		s 7.48	58.0	52.8	ZENDA. 7.7	52.8		C	s 2.36
36	34	s 8.01	65.7	47.5	NASHVILLE. 7.3	52.8		C	s 2.22
33		s 8.15	73.0	52.8	ISABEL. 7.5	52.8		C	s 2.10
68		s 8.29	80.5	52.8	SAWYER. YL 8.0	52.8		C	s 1.56
43	44	s 8.44	88.5	52.8	COATS. YL 6.6	52.8		C	s 1.40
31		f 8.55	95.1	52.8	SPRINGVALE. 2.9	52.8			f 1.28
26		s 9.00	98.0	44.9	CROFTS. 5.3	52.8			s 1.22
		9.08	103.3	52.8	BELVIDERE JCT. YL 1.1	0			1.13
Yard	Yard	s 9.13	104.4	52.8	BELVIDERE. YL 12.1	52.8	Y	C	s 1.09
61		s 9.37	116.5	52.8	WILMORE. 8.5	52.8		C	s 12.43
110		s 9.53	125.0	43.8	COLDWATER. YL 9.7	52.8		C	s 12.28
93	63	s 10.10	134.7	52.8	PROTECTION. YL 9.8	52.8		C	s 12.11 PM
68		s 10.27	144.5	52.8	SITKA 6.3	52.8		C	s 11.55
98		s 10.39	150.8	52.8	ASHLAND. YL 8.0	52.8		C	s 11.43
38		f 10.50	158.8	52.8	ACRES. 7.3	52.8			f 11.29
	Yard	s 11.05 AM	166.1		ENGLEWOOD. YL		Y	C	11.15 AM
		Arrive Daily.			(166.9)				Leave Daily.
		32.8			Average speed per hour.				33.8

No. 47 is superior to No. 48.

Between outlying switches at Viola; within yard limits at Rago; between Belvidere Jct. and outlying switch at west end of yard Belvidere, and between outlying switches at Englewood, 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 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Switch at Junction with Fairview District Viola, and switch at Belvidere Jct. normally lined for Englewood Dist.

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

WICHITA DISTRICT.

PANHANDLE DIVISION. 6

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 67 Mixed.		Ruling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. 68 Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.				Arrive Daily Ex. Sun.
		AM 6.10			WICHITA U. S.			C	PM 2.40
		Via Fairview District.							Via Fairview District.
		6.21	2.1		WICHITA JCT. YL 0.6				2.10
			2.7		Mo. Pac. Crossing. 3.9			B	
16	f	6.35	6.6	32.1	TYLER. 7.3	20.6			f 1.50
58	s	6.53	13.9	31.7	GODDARD. 5.9	31.7		C	s 1.35
33	s	7.08	19.8	31.6	GARDEN PLAIN. 5.9	31.7		C	s 1.20
80	s	7.23	25.7	31.7	CHENEY. 4.5	15.8		C	s 1.05
6	f	7.33	30.2	31.7	LANSDOWNE. 3.8	15.8			f 12.55
31	s	7.44	34.0	28.8	MURDOCK. 4.7	31.7		C	s 12.47
9	f	7.54	38.7	28.8	GEORGIA. 5.4	31.7			f 12.37
			44.1	0	East Kingman Jct. YL 0.2	0			
	Yard	s 8.30	44.3	19.0	KINGMAN. YL 0.7	0	Y	C	s 12.25 PM
			45.0	31.7	West Kingman Jct. YL 1.1	31.7			
			46.1	31.7	Mo. Pac. Crossing. 8.0	31.7			
21	f	9.10	54.1	31.7	CALISTA. 3.2	31.7			f 11.33
32	s	9.30	62.3	31.7	CUNNINGHAM. YL 6.7	31.7		C	s 11.16
26	s	9.45	69.0	31.7	CAIRO. 3.1	31.7			s 10.52
16	f	9.52	72.1	31.7	WALDECK. 7.3	31.7			f 10.45
37	33	10.15 AM	79.4		PRATT. YL		T	C	10.30 AM
		Arrive Daily Ex. Sun.			(77.3)				Leave Daily Ex. Sun.
		19.2			Average speed per hour.				18.5

No. 67 is superior to No. 68.

At Kingman, between East Kingman Jct. and West Kingman Jct., 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 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Switch at Wichita Jct. normally lined for Fairview District.

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

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

Crew member eastward trains call operator at South Jct. for instructions from booth telephone at Mo. Pac. Crossing, MP 2.7.

7 PANHANDLE DIVISION.

SECOND DISTRICT.

Track Capacity 50 ft. Per Car.		WEST- WARD. First Class. 93		Ruling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Ruling Grade Ascending.	Fuel Water Turn Tables and Wyes.	Communications.	EAST- WARD. First Class. 92
Other Tracks.	Sidings. Yard	Leave Daily. PM 1.40	Mile Post.		STATIONS.		W T F		Motor Passenger. Arrive Daily. AM 11.20
		1.44	0	0	HUTCHINSON YL	31.7			
			0.7	0	PANHANDLE JCT. YL	16.7		B	11.07
				9.5	C.R.I. & P. Crossings. Main Track Auxiliary Track	0			
8	f	1.58	7.6	24.3	DARLOW.	52.8			11.57
26	s	2.06	13.0	52.8	CASTLETON.	52.8			10.47
58	65 s	2.16	19.8	39.6	PRETTY PRAIRIE.	42.2		C	10.33
12	s	2.22	24.1	52.8	VARNER.	52.8			10.22
			31.6	0	East Kingman Jct. YL	0			
	Yard s	2.33	31.8	19.0	KINGMAN. YL	0	Y	C	10.10
			32.5	2.6	West Kingman Jct. YL	0			
			32.8	52.8	Mo. Pac. Crossing.	52.8			9.53
19	s	2.45	38.9	41.2	CARVEL.	52.8			9.44
15	f	2.51	43.5	21.1	BASIL.	52.8			
	Yard s	3.00	48.2	52.8	RAGO. YL	52.8	Y	C	9.35
28	s	3.10	52.8	52.8	A.T. & S.F. Crossing.	52.8			9.26
423	293 s	3.39 3.50	59.7	35.4	DUQUOIN.	52.8			
	Yard s	4.10	69.4	0	HARPER. YL	39.6	Y	C	9.10
			70.0	0	ANTHONY. YL	58.1	Y	C	8.50
37	s	4.28	80.7	52.8	Mo. Pac. Crossing.	52.8			8.26
34	f	4.35	85.7	52.8	MANCHESTER.	52.8		C	8.16
56	s	4.43	90.7	37.0	GIBBON.	52.8		C	8.06
19	f	4.54	96.9	52.8	WAKITA.	52.8			7.54
43	66 s	5.03	102.2	52.8	CLYDE.	52.8		C	7.44
			102.5	0	MEDFORD.	41.0			
22	f	5.17	109.5	52.8	C.R.I. & P. Crossing.	52.8			7.29
24	s	5.27	114.3	52.8	NUMA.	52.8			7.20
35	s	5.35	118.3	52.8	DEER CREEK.	52.8		C	7.12
			127.0	52.8	NARDIN.	52.8			
				21.1	St. L.S.F. Crossing.	3.3			
	Yard s	6.00	127.2	52.8	A.T. & S.F. Crossing.	0	Y	C	6.50
28	f	6.13	133.9	52.8	BLACKWELL. YL	0			6.31
		6.30	141.9	52.8	AUTWINE.	52.8			
	Yard s	6.35 PM	143.2	0	PONCA CITY JCT. YL	0			6.15
		Arrive Daily. 29.1			PONCA CITY. YL		Y	C	6.10 AM
					(143.2)				Leave Daily. 27.7
					Average speed per hour.				

Between Hutchinson and Panhandle Jct., trains are governed by Western Division Time Table.

Between Panhandle-Oklahoma Division board and Ponca City, trains are governed by Oklahoma Division time table.

Between Panhandle Jct. and C.R.I. & P. Crossing, M.P. 0.7; at Kingman, between East Kingman Jct. and West Kingman Jct.; at Rago, between East Yard Limit Board and Englewood District Crossing; at Harper and at Anthony, within yard limits; at Blackwell, between East Yard Limit Board and west wye switch; 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 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Panhandle Division trains arriving Ponca City Jct. finding home signal at junction switch on west leg of wye displaying other than "stop" indication, will accept such signal as an indication that all first class trains due Ponca City have arrived and left. When signal displays "stop" indication, consult operator on telephone before fouling circuit at home signal or before entering Oklahoma Division Main Track.

At Harper, Centralized Traffic Control (CTC), with Signal System Two, on Second District between crossovers, M.P. 59.7 and eastward home signal at M.P. 60.3. Centralized Traffic Control (CTC), with Signal System Two, on First District Main Track and Siding.

At Harper, color-light switch point indicator at spring switches at both ends West leg of wye indicates position of switch points only.

Panhandle Division trains originating or terminating at Hutchinson must register at office of communication in freight station. Panhandle Division trains originating or terminating at Way must register at Way.

Trains must get numbered clearance card before leaving Harper, Blackwell and Ponca City. Westward Panhandle Division trains originating at Way must get numbered clearance card before leaving Way. Westward Panhandle Division trains originating at Hutchinson must get numbered clearance card, at office of communication in freight station, before leaving Hutchinson, unless otherwise provided.

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

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

At Blackwell, west wye switch of Second District has no normal position and will be left lined and locked as last used.

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

Automatic Block System with Signal System ONE between M.P. 141.3 and M.P. 143.2.

HUNNEWELL DISTRICT.

PANHANDLE DIVISION. 8

At Wellington, Centralized Traffic Control (CTC) with Signal System Two, on First District Main Track and Siding.

At Wellington, between Bridge M.P. 238.7 east of 'C' Street and Light Plant Spur M.P. 239.4, 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 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

No. 92 and No. 93 have no time table authority on Hunnewell District, at Blackwell, and must move prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour.

At Blackwell, Hunnewell District switch of wye track leading toward Ponca City has no normal position and will be left lined and locked as last used.

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

Track Capacity 50 ft. Per Car.		WEST- WARD. 93		Ruling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. 92
Other Tracks.	Sidings.	Leave Daily.	Mile Post.		STATIONS.				Motor Psgr.
	Yard			58.1	WELLINGTON. YL 6.9	48.0	W F T Y	C	
45			6.9	58.1	ROME. 7.7	48.0			
37			14.6	0	SOUTH HAVEN. YL 0.7	52.8		C	
			15.3	62.8	A.T.& S.F. Crossing. 2.6	52.8			
27	52		17.9	39.6	HUNNEWELL. 7.3	39.6			
55			25.2	37.0	BRAMAN. 3.5	39.6		C	
13			28.7	40.6	SUMPTER. 5.3	42.2			
		PM	34.0	3.2	St.L.S.F. Crossing. 0.3	0			AM
	Yard	6.00 PM	34.3	3.3	BLACKWELL. YL 0.3	21.1	Y	C	6.50 AM
			34.6	42.2	A.T.& S.F. Crossing. 8.5	42.2			
	Yard		43.1		TONKAWA. YL (43.1)		Y	C	Leave Daily.
Average speed per hour.									

Medicine Lodge District.

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

At Attica, Centralized Traffic Control (CTC) with Signal System Two, on First District Main Track and Sidings.

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

Between Belvidere Jct. and outlying switch at west end of yard Belvidere, 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 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

At Attica, color-light switch point indicator at spring switch leading from wye to Medicine Lodge District indicates position of spring switch points only.

Track Capacity 50 ft. Per Car.		WEST- WARD. 69		Ruling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. 70
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.				Arrive Daily Ex. Sun.
275	S 131 N 152	AM 6.45		31.7	ATTICA. YL 10.8	31.7	W Y	C	PM 7.15
50		s 7.15	10.5	31.7	SHARON. YL 5.1	17.4		C	s 6.40
11		f 7.30	15.6	31.7	PIXLEY. 5.0	31.7			f 6.25
	Yard	s 8.30	20.6	31.7	MEDICINE LODGE. YL 8.8	24.8		C	s 6.05
13		f 9.00	28.2	31.6	FOREST CITY. 5.4	23.2			f 3.45
61		s 9.15	33.6	31.7	LAKE CITY. 5.7	0		C	s 3.30
53		s 9.40	39.3	42.2	SUN CITY. YL 10.1	18.0		C	s 3.00
		10.25	49.4	52.8	BELVIDERE JCT. YL 1.1	0			1.15
	Yard	10.30 AM	50.5		BELVIDERE. YL		Y	C	1.10 PM
(52.0)									
Average speed per hour.									
13.5									

9 PANHANDLE DIVISION.

ANTHONY DISTRICT

Track Capacity 50 ft. Per Car.		WESTWARD.		Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 85, June 6, 1954.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.	
		77 Mixed.	79 Mixed.							78 Mixed.	80 Mixed.
Other Tracks.	Sidings.	Leave Tues., Thurs. and Sat.	Leave Tues., Thurs. and Sat.			STATIONS.				Arrive Mon., Wed. and Fri.	Arrive Tues., Thurs. and Sat.
26			AM 10.10	6.3	52.8	GEUDA SPRINGS. 5.1	46.4				AM 10.00
18			s 10.30	11.4	52.8	ASHTON. 4.1	52.8				s 9.45
21			s 10.55	15.5	52.8	PORTLAND. 5.8	52.8			PM	s 9.30
	Yard	11.15	11.15 AM	21.3	52.8	SOUTH HAVEN. YL 0.5	52.8			12.05 PM	9.00 AM
				21.8	49.6	A.T.&S.F. Crossing. 3.9	52.8				
21		s 11.35 PM		25.7	27.8	DRURY. 5.8	52.8			s 11.35	
54		s 12.05		32.5	39.6	CALDWELL. YL 0.1	0		C	s 11.00	
				32.6	52.5	C.R.I.&P. Crossing. 0.6	0				
28				33.2	52.8	METZ. 3.2	52.8				
4		f 12.25		36.4	52.8	JOHNSTONS. 2.6	3.7			f 10.25	
17		f 12.35		39.0	52.8	DOSTER. 4.1	44.4			f 10.15	
13		f 12.53		43.1	35.1	METCALF. 5.1	50.6			f 10.01	
53		s 1.15		48.2	42.2	BLUFF CITY. 5.7	0		C	s 9.45	
24		f 1.35		53.9	52.8	HAWK. 4.7	0			f 9.20	
				58.6	42.2	Mo. Pac. Crossing. 0.5	0				
	Yard	2.00 PM		59.1		ANTHONY. YL		Y	C	9.00 AM	
		Arrive Tues., Thurs. and Sat.	Arrive Tues., Thurs. and Sat.			(52.8)				Leave Mon., Wed. and Fri.	Leave Tues., Thurs. and Sat.
		13.7	14.0			Average speed per hour.				12.9	15.0

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

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

At Anthony, on Second District, within yard limits, 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 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

SPECIAL RULES.

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

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).

2. YARD LIMITS:

Altus.	Fairview.	Rago.
Anthony.	Harper (Applies	Sawyer.
Ashland.	only on Second	Sentinel.
Attica (Applies only	and Fairview	Sharon.
on Medicine Lodge	Districts).	South Haven.
District).	Hutchinson (In-	Sun City (In-
Belvidere (Includes	cludes Way and	cludes Gyp Spur).
Belvidere Jct.).	Panhandle Jct.)	Thomas.
Blackwell.	Kingman (Includes	Tonkawa.
Caldwell.	East Kingman	Viola.
Canton.	Jct. and West	Wellington (Applies
Cherokee.	Kingman Jct.)	on Hunnewell Dis-
Clinton (Includes	Kiowa (Applies on	trict and Oklahoma
Ewing, East Jct.	Oklahoma Divi-	sion only).
and West Jct.)	sion only).	Wichita (Includes
Coats.	Medicine Lodge.	North Wichita.
Coldwater.	Ponca City (In-	North Jct.,
Cunningham.	cludes Cross and	South Jct.,
Dill City (Includes	Ponca City Jct.)	West Wichita,
Burns)	Pratt.	Wichita Jct.,
Englewood.	Protection.	and Prospect.)

3. SPEED REGULATIONS.

(A) 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.

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	PASSENGER		FREIGHT AND MIXED	
	Steam MPH	Diesel Or Motor MPH	Steam MPH	Diesel Or Motor MPH
FIRST DISTRICT	79	79	55	55
SECOND DISTRICT:				
Hutchinson to Anthony	40	50	35	40
Anthony to Ponca City	40	45	30	30
HUNNEWELL DISTRICT:				
Wellington to Blackwell	40	45	30	35
Blackwell to Tonkawa	30	30	20	24
WICHITA DISTRICT:				
Wichita to Kingman	30	35	25	30
Kingman to Pratt	35	40	30	35
ENGLEWOOD DISTRICT	35	45	25	30
MEDICINE LODGE DIST.:				
Attica to Medicine Lodge	25	30	20	25
Medicine Lodge to M.P. 24.5	25	30	15	20
M.P. 24.5 to M.P. 37.7	40	45	35	40
M.P. 37.7 to M.P. 40.3	25	30	15	20
M.P. 40.3 to Belvidere Jct.	25	30	20	25
ANTHONY DISTRICT	20	20	20	20
FAIRVIEW DISTRICT:				
Wichita Jct. to Harper	45	50	35	40
Cherokee to Fairview	40	45	30	35
ALTUS DISTRICT:				
Fairview to Longdale	40	45	30	30
Longdale to Foley	40	50	35	40
Ewing to Altus	40	50	35	40

LOCATION	PASSENGER Miles Per Hour	FREIGHT AND MIXED Miles Per Hour
FIRST DISTRICT		
Curves (3), M.P. 236.7 to 238.9.....	55	55

PANHANDLE DIVISION. 10

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT—(Cont'd).		
Curves (3), M.P. 273.2 to 275.6.....	70	55
Curves (3), M.P. 307.6 to 307.9.....	60	55
Curves (2), M.P. 308.7 to 309.5.....	65	55
Curve M.P. 323.5 to 324.0.....	65	40
Curve M.P. 324.1 to 324.9.....	45	30
Curves (4), M.P. 325.3 to 328.6.....	65	55
Curves (2), M.P. 343.3 to 343.9.....	60	55
Curve M.P. 345.3 to 345.6.....	45	45
SECOND DISTRICT		
Curves, M.P. 29.4 to 30.6.....	35	25
Curve M.P. 38.8 to 39.1.....	35	25
Curve M.P. 41.2 to 41.5.....	35	25
State Hwy Crossing, M.P. 59.....	10	10
Curve M.P. 61.3 to 61.5.....	25	25
Curves M.P. 69.1 to 69.9.....	15	10
Curve M.P. 133.8 to 134.3.....	35	25
ENGLEWOOD DISTRICT		
Curves M.P. 99.0 to 100.8.....	30	20
Curves M.P. 107.0 to 111.3.....	30	20
Bridge M.P. 160.3 to 160.5.....	20	15
FAIRVIEW DISTRICT		
2 Grade Crossings at Cessna Plant, M.P. 214.3.....	10	10
Highway Crossing M.P. 217.5.....	10	10
Highway crossing west of overhead Bridge M.P. 242.2.....	10	10
Curve M.P. 300.2 to 299.9, at Cherokee	15	10
Bridge M.P. 328.0 over Cimarron River	20	15
ALTUS DISTRICT		
Curves M.P. 341.9 to 342.6.....	25	20
Curves M.P. 366.2 to 369.4.....	35	25
Curve at O.H. Bridge west of First Street station-Clinton	10	10
Big Cut M.P. 449.5 to 449.9.....	30	20
WICHITA DISTRICT		
Curves M.P. 2.9 to 3.2	15	15
(C) While head of train is passing the street crossings of cities and towns, named below, indicated speed must not be exceeded.		
STATION	STREETS	MILES PER HOUR
Kingman.....	Main.....	5
Anthony.....	All streets between Garfield and Walnut..	15
Blackwell.....	Dewey, Blackwell, Padon and College Avenues	5
	Main, "A," "B," First, Second and Third Streets	10
	All freight and yard engines will stop and send flagman ahead before passing over Blackwell Avenue.	
Tonkawa.....	Public Avenue.....	6
Wichita.....	All street crossings between West Wichita and South Jet.....	15

11 PANHANDLE DIVISION.

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

(D) MAXIMUM SPEED OF LOCOMOTIVES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-286, 401-430	65	45	45	60
99, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450, 451	30	30	30	20
460-468	35	35	35	20
500-540, 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.				
Steam				
6 wheel & 8 wheel switch	20	20	20	
77, 856, 900-984, 1600-1698, 1902-1977, 2542-2568	35	35	25	
3113-3154	45	35	25	
1001-1133, 1801-1882, 3168-3236, 4013-4114, 5000-5035,	60	40	25	
3516, 3751-3775	90	40	25	
2900-2929, 3403-3435, 3450-3465, 3776-3785	100	40	25	
2508-2522	55	40	25	
3715-3744	70	40	25	
3828-3933	50	40	25	

3. SPEED REGULATIONS—(Cont'd).

(E) Movements Over Submerged Track.

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines, Classes			
450 - 451.....	2	5	5
1 - 11 - 50 - 80 -			
2099 - 2100.....	3	5	5
51 - 90 - 650 - 2300 -			
2301 - 2310 - 2600 - 3000.....	4	5	5
460 - 2400.....	4½	5	5
16 - 37 - 99 - 100 - 200 - 300 -			
325 - 500 - 501 - 503 - 625 -			
1500 - 2201 - 2207 - 2260 -			
2303 - 2322 - 2394 - 2403 -			
2418 - 2650.....	5	5	5
Diesel-Electric and Gas Electric Motor Cars.....	3	5	5
Steam Engines			
Roller Bearings.....	9	5	5
Passenger Cars			
Roller Bearings.....	8	5	0
Friction Bearings.....	12	5	0

(F) Steam Derricks, Cranes, Etc.

Trains handling derricks, steam shovels, clamshells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed thirty (30) miles per hour at any point, and must not exceed fifteen (15) miles per hour over Medicine Lodge and Anthony Districts, and twenty (20) miles per hour on Wichita, Englewood, Hunnewell, Second, Fairview and Altus Districts.

(G) Locomotives Handled Dead in Trains.

With side rods in position are not to be run faster than twenty (20) miles per hour.

With side rods all removed and all drivers on rail fifteen (15) miles per hour.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour.

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH			25 MPH	35 MPH
All Freight and Switch Locomotives include types:			Passenger Locomotives	
0-4-0	2-6-2	2-10-0	Mountain Type Includes	All Locomotives Except Mountain Type Include
0-6-0	2-8-0	2-10-2	4-8-2	4-4-0
0-8-0	2-8-2	2-10-4	4-8-4	4-4-2
2-6-0	2-8-4			4-6-0
				4-6-2
				4-6-4

(H) Switches, Turnouts and Crossovers.

In heading in or out over the following switches, turnouts and crossovers, trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein, trains or engines must not exceed speed of fifteen (15) miles per hour. On all other turnouts or crossovers, trains or engines must not exceed speed of ten (10) miles per hour. Maximum speed through spring switches twenty (20) miles per hour.

SPECIAL RULES.

**3. SPEED REGULATIONS—(Cont'd).
(H) Switches, Turnouts and Crossovers—(Cont'd).**

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
Wellington	Interlock	End of two tracks.....	40	40
Wellington	Interlock	Switches leading to and from Frt Yard and Oklahoma Divn.....	30	30
Wellington	Interlock	East End Siding.....	15	15
Wellington	Interlock	Hunnewell Dist. junction switch.....	15	15
Wellington	Interlock	Turnouts to and from West End Freight Yard	30	30
Wellington	Interlock	Crossover between main track and siding at West End Freight Yard	30	30
Wellington	Interlock	West End siding M.P. 239.5.....	40	40
Roland	Interlock	East and west end siding	40	40
Mayfield	Interlock	East and west end siding	40	40
Milan	Interlock	East and west end siding	40	40
Argonia	Interlock	East and west end siding	40	40
Danville	Interlock	East and west end siding	40	40
Harper	Interlock	East and west end siding	40	40
Harper	Interlock	Crossover east of overhead bridge.....	40	40
Harper	Interlock	Crossovers at west end of yard, near M.P. 274.4.....	15	15
Eula	Interlock	East and west end siding	40	40
Attica	Interlock	East and west ends of North and South sidings.	40	40
Crisfield	Interlock	East and west end siding	40	40
Hazelton	Interlock	East and west end siding	40	40
Kiowa	Interlock	East and west end siding	40	40
Kiowa	Interlock	Crossover east of Main St.	40	40
Kiowa	Interlock	Crossover east of east wye switch.....	40	40
Kiowa	Interlock	East switch of wye....	15	15
Kiowa	Interlock	Crossover west of Mo. Pac. crossing.....	40	40
Loder	Interlock	East and west end siding	40	40
Brink	Interlock	East and west end siding	40	40
Alva	Interlock	East end siding.....	40	40
Alva	Interlock	Crossovers at west end, Near M.P. 325.6.....	40	40
Noel	Interlock	West end siding.....	40	40
Avard	Interlock	East and west end siding	40	40
Waynoka	Interlock	East end extension track, M.P. 340.9.....	40	40
Waynoka	Interlock	East end two main tracks, M.P. 342.4....	40	40
Waynoka	Interlock	West end extension to track 14, M.P. 342.4..	30	30
Waynoka	Interlock	Eastward main track to east yard lead, M.P. 342.5.....	30	30
Waynoka	Interlock	Crossover between east yard lead and track 14, M.P. 342.6..	30	30
Waynoka	Spring	East end of track 13, M.P. 342.7.....	25	25
Waynoka	Interlock	Eastward main track to yard, M.P. 343.6.....	30	30
Waynoka	Interlock	Crossover between main tracks, M.P. 345.1....	30	30
Waynoka	Interlock	Eastward main track to vard. M.P. 345.2.....	15	15

4. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POSTS	NAME
FIRST DISTRICT	
239.6	Overhead Bridge—Close side clearance.
242.3	Overhead Highway Bridge.
265.8	Overhead Highway Bridge.
273.3	Overhead Highway Bridge.
304.8	Bridge—Close side clearance.

4. DANGEROUS OBSTRUCTIONS. (See Rule 761)—(Cont'd).

MILE POSTS	NAME
FIRST DISTRICT—(Cont'd).	
323.2	Overhead Highway Bridge.
327.5	Overhead Highway Bridge.
336.7	Bridge—Close side clearance.
SECOND DISTRICT.	
132.9	Overhead Bridge.
134.9	Bridge—Close side clearance.
MEDICINE LODGE DISTRICT.	
20.2	Overhead Highway Bridge.
HUNNEWELL DISTRICT.	
32.8	Overhead Bridge—Close side clearance.
FAIRVIEW DISTRICT.	
242.1	Overhead Highway Bridge.
ALTUS DISTRICT.	
345.9	Overhead Highway Bridge.
371.7	Overhead Bridge.
379.5	Overhead Highway Bridge.
399.2	Overhead Bridge.
399.5	Bridge—Close side clearance.
399.7	Overhead Highway Bridge.
399.9	Overhead Highway Bridge.
418.9	Overhead Highway Bridge.
451.1	Bridge—Close side clearance.
Clinton Yard	Overhead Highway Bridge.

5. RAILROAD CROSSINGS.

(A) Crossings with special protection.

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

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

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

ALTUS—S.L.S.F. Railway Crossing, M.P. 468.1, Automatic Interlocking. Be governed by Operating Rule 606 (c). Speed limit over crossing 20 MPH.

(B) Gate protected crossings.

Station	Railroad	M.P. Location	Normally Against	Speed Limit M.P.H.
SECOND DIST.:				
Kingman.....	Mo. Pac.	32.3	Mo. Pac	20
Rago.....	A.T.&S.F.	48.2	Englewood District	15
Blackwell.....	A.T.&S.F.	127.2	Second District	15
HUNNEWELL DISTRICT:				
South Haven.....	A.T.&S.F.	15.5	Anthony District	20
Blackwell.....	S.L.-S.F.	34.0	Hunnewell District	15
Blackwell.....	A.T.&S.F.	34.8	Second District	15
WICHITA DIST.:				
Wichita Jct.....	Mo. Pac.	2.7	A.T.&S.F.	20
Kingman.....	Mo. Pac.	46.1	A.T.&S.F.	20
ENGLEWOOD DISTRICT:				
Norwich.....	Mo. Pac.	34.7	Mo. Pac.	20
FAIRVIEW DIST.:				
Wichita.....	M.V.	210.0	M.V.	20
Viola.....	A.T.&S.F.	231.5	Englewood District	20
Carmen.....	S.L.-S.F.	314.8	St.L.S.F.	20
Aline.....	C.R.I.&P.	317.9	C.R.I.&P.	20
ALTUS DISTRICT:				
Clinton.....	P.&S.F.	401.5	P.&S.F.	20

5. RAILROAD CROSSINGS AND JUNCTIONS—(Cont'd).

Trains may cross without stopping when gate is lined against other track.

(C) Crossings Protected By Stop Boards.

Station	Railroad	M.P. Location	Remarks
SECOND DIST.:			
Panhandle Jct.....	C.R.I.& P. Auxiliary Track	0.72	Stop. See Rule 98A, B, C, D
Anthony.....	Mo. Pac.	70.0	Stop. See Rule 98A, B, C, D
Blackwell.....	St.L.S.F.	127.1	Stop. See Rule 98A, B, C, D
ANTHONY DIST.:			
Anthony.....	Mo. Pac.	58.6	Stop. See Rule 98A, B, C, D
FAIRVIEW DIST.:			
Wichita Jct.....	Mo. Pac.	212.4	Stop. See Rule 98A, B, C, D
Milton.....	Mo. Pac.	239.4	Stop. See Rule 98A, B, C, D
ALTUS DISTRICT:			
Lone Wolf.....	C.R.I.& P.	440.6	Stop. See Rule 98A, B, C, D
Altus.....	M.K.& T.	467.6	Stop. See Rule 98A, B, C, D

6. SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGES OF TIME TABLE.

Location	M.P. Location	Car Capacity	Switch Connection	Flag Stops For Trains
FIRST DISTRICT:				
Albion.....	262.2	7	East	Freight only
SECOND DISTRICT:				
Spring.....	76.5	10	East	Freight only
ENGLEWOOD DISTRICT:				
Robbins Spur.....	101.6	5	East	Freight only
MEDICINE LODGE DIST.:				
McPherson Spur.....	18.6	10	East	Freight only
Gyp Spur.....	40.3	41	West	Freight only
FAIRVIEW DISTRICT:				
Industrial Spur.....	211.7	52	East	Freight only
Diamond Engineer Co. Spur.....	212.3	9	East	Freight only
Keeler Sand Spur.....	213.3	27	East	Freight only
Cessna Spur.....	214.4	6	West	Freight only
ALTUS DISTRICT:				
Voorhees.....	340.6	9	East	Freight only
WICHITA DISTRICT:				
Team Track.....	3.2	8	East	Freight only
Team Track.....	3.2	20	Both	Freight only
Baker Butane Spur.....	5.1	1	West	Freight only
Skelly Oil Spur.....	63.1	7	East	Freight only
HUNNEWELL DISTRICT:				
Tyner.....	38.8	12	Both	Freight only

7. BULLETIN BOOKS.

- ALTUS..... Passenger Station, Roundhouse.
- ATTICA..... Passenger Station.
- BELVIDERE.... Passenger Station.
- BLACKWELL... Passenger Station.
- ENGLEWOOD... Passenger Station.
- FAIRVIEW.... Passenger Station, Roundhouse.
- HUTCHINSON.. Passenger Station.
- KIOWA..... Passenger Station.
- MEDICINE LODGE..... Passenger Station.
- PONCA CITY... Passenger Station.
- WAY..... Roundhouse, Yard Office.
- WAYNOKA.... Passenger Station, Roundhouse, Yard Office.
- WELLINGTON.. Division Office Bldg., Roundhouse, Yard Office.
- WICHITA..... North Wichita Yard, Union Station, Roundhouse.

8. STANDARD CLOCKS.

- ALTUS..... Passenger Station.
- FAIRVIEW.... Passenger Station.
- PONCA CITY... Passenger Station.
- WAY..... Yard Office.
- WAYNOKA.... Yard Office, Passenger Station, Roundhouse.
- WELLINGTON.. Division Office Bldg., Roundhouse, Telegraph Office, Yard Office.

9. STANDARD THERMOMETERS.

- | | | | |
|----------|------------|---------------|-------------|
| Altus. | Belvidere. | Harper. | Rago. |
| Alva. | Blackwell. | Hutchinson. | Thomas. |
| Anthony. | Cherokee. | Kiowa. | Way. |
| Attica. | Clinton. | NorthWichita. | Waynoka. |
| Avard. | Fairview. | Ponca City. | Wellington. |
| | | | Wichita. |

10. 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.

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

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

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

P. T. COLLINS, Trainmaster.....Wellington, Kansas.
 R. C. MATTHEWS, Trainmaster.....Wellington, Kansas.
 B. M. KURTZ, Chief Dispatcher.....Wellington, Kansas.
 W. A. BRANDT, Asst. Chief Dispatcher.....Wellington, Kansas.

TRAIN DISPATCHERS — WELLINGTON, KANSAS

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

FREIGHT SCHEDULES.

PANHANDLE DIVISION. 14

WESTWARD.

Freight Train Terminals and Junctions. (Subject to Change Without Notice.)	119	91	49	43	81	59	53	85	83	69	71	57	61	65	89	77
	Fast Freight.	Kansas City Arizona.	Northern California Fast Freight.	Southern California Fast Freight.	Kansas City Texas.	Northern California Fast Freight.	Southern California Fast Freight.	Way Freight.	Way Freight.	Mixed.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Mixed.
STATIONS.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Mon. Wed. and Fri.	Leave Daily Ex. Sun.	Leave Mon. Wed. and Fri.	Leave Mon. Wed. and Fri. AM	Leave Tue. Thur. and Sat.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Tue. Thur. and Sat. AM
WELLINGTON.	1.30	8.00 8.45	8.15 8.25	9.30 10.15	5.30 6.30	7.30 7.40	9.45 9.55					9.00				7.45
HUTCHINSON.													AM 5.00			
NORTH WICHITA.																
VIOLA.									AM 7.30							
SOUTH HAVEN.																8.50 PM
HARPER.	4.10								8.25 AM				9.00			3.30 PM
ATTICA.	5.00									AM 6.45						PM
KIOWA.	5.40							AM 10.30								
WAYNOKA.		PM 12.45	PM 12.25	PM 3.15	9.30	11.05	AM 1.40	PM 1.00								
BELVIDERE.		PM	PM	PM	PM	PM	AM	PM								
ENGLEWOOD.										10.30 AM		PM 12.30				
ANTHONY.													4.00 PM			
BLACKWELL.													10.00 PM	PM 7.00	PM 10.30	
PONCA CITY.													11.15 AM	PM		
TONKAWA.														8.00 PM		
FAIRVIEW.	9.40 PM															
ALTUS.	10.10 PM															
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Mon. Wed. and Fri.	Arrive Daily Ex. Sun.	Arrive Mon. Wed. and Fri.	Arrive Mon. Wed. and Fri.	Arrive Tue. Thur. and Sat.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Tue. Thur. and Sat.

EASTWARD.

Freight Train Terminals and Junctions. (Subject to Change Without Notice.)	34	120	86	84	70	72	58	60	66	90	78
	Southern California Chicago Fast Fri.	Fast Freight.	Way Freight.	Way Freight.	Mixed.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Mixed.
STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Mon. Wed. and Fri.	Arrive Daily Ex. Sun.	Arrive Tue. Thur. and Sat.	Arrive Mon. Wed. and Fri.	Arrive Tue. Thur. and Sat. PM	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Mon. Wed. and Fri. PM
WELLINGTON.	PM 8.00	AM 8.00						3.30			3.15
HUTCHINSON.	7.00						PM 7.30				
NORTH WICHITA.						PM 7.00					
VIOLA.				AM 7.25							
SOUTH HAVEN.								2.40			1.05 PM
HARPER.		5.10		6.01 AM	PM 7.15						8.40 AM
ATTICA.		3.30									AM
KIOWA.		2.01 AM	AM 8.45								
WAYNOKA.	2.30 PM	AM	6.00 AM								
BELVIDERE.					1.10 PM	12.45 PM					
ENGLEWOOD.						7.00 AM					
ANTHONY.											
BLACKWELL.							11.15 AM	1.30 PM	PM 10.00	PM 11.45	
PONCA CITY.									9.08 PM		
TONKAWA.										11.15 PM	
FAIRVIEW.		9.00									
ALTUS.		1.15 PM									
	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Mon. Wed. and Fri.	Leave Daily Ex. Sun.	Leave Tue. Thur. and Sat.	Leave Mon. Wed. and Fri.	Leave Tue. Thur. and Sat.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Mon. Wed. and Fri.

TRAINS ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.



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.)

