

The Atchison, Topeka & Santa Fe Railway Co.

WESTERN LINES
SOUTHERN DISTRICT



PANHANDLE DIVISION



EMPLOYEES' TIME TABLE

71

IN EFFECT

Sunday

July 5, 1942

AT 12:01 O'CLOCK A. M.

Central Standard Time

71

Superseding Time Table No. 70, Dated February 8, 1942, and Any Supplements Thereto.

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

G. H. MINCHIN,
Acting General Manager,
Amarillo, Texas.

C. R. TUCKER,
Acting Asst. General Manager,
Amarillo, Texas.

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

L. M. OLSON,
Trainmaster,
Wellington, Kans.

C. E. MARTIN,
Trainmaster,
Wellington, Kans.

B. M. KURTZ,
Chief Dispatcher,
Wellington, Kans.

W. A. BRANDT,
Night Chief Dispatcher,
Wellington, Kans.

R. Sells,
A. W. Stoelzing,
H. I. Rankin,

L. O'Connor,
H. J. Martin,
I. W. Lawson,

E. R. Boyer,
L. P. Heath,
V. L. Adair,

Train Dispatchers:
Wellington, Kans.

Timetable 72 eff 29 Nov 42

FIRST DISTRICT.

PANHANDLE DIVISION.

HUNNEWELL DISTRICT.

Main time table grid for No. 71, July 5, 1942. Columns include Westward (1, 13, 23) and Eastward (2, 14, 24) with stations like S. K. Junction, Wellington, Roland, Mayfield, Milan, Argonia, Danville, Harper, Attica, Orisfield, Hazelton, Kiowa, Waynoka. Includes capacity of other tracks, siding, and distance from Atchison.

All trains must get numbered clearance card (Form 902) before leaving Wellington, Blackwell and Tonkawa. Second District trains use Hunnewell District main track, Blackwell. Trains within yard limits, Blackwell, have no time table superiority and must move within these limits at restricted speed. No switch lights Hunnewell District except at Wellington.

MEDICINE LODGE DISTRICT.

Time table for No. 71, July 5, 1942, in the Medicine Lodge District. Stations include Attica, Sharon, Pixley, Medicine Lodge, Forest City, Lake City, Sun City, Belvidere. Includes capacity of other tracks, siding, and distance from Atchison.

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

Trains between S. K. Junction and Hunnewell Junction, Wellington, are governed by automatic block signal indications which supersede time table superiority between these points. Trains between Hunnewell Junction and automatic signal 2392, located at west switch passenger yard, Wellington, have no time table superiority and must move within these limits at restricted speed. Automatic block: M.P. 237.0 to M.P. 345.5.

All trains must get numbered clearance card (Form 902) before leaving Attica and Belvidere. Mileage between Medicine Lodge and Forest City is 8.7 instead of 7.3 as indicated by mile posts. No switch lights Medicine Lodge District except at Attica. Trains 69 and 70 have no time table authority.

SECOND DISTRICT.

PANHANDLE DIVISION.

SECOND DISTRICT.

WESTWARD	TIME TABLE								EASTWARD
First Class.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Panhandle Junction.	Rolling Grade Ascending.	No. 71, July 5, 1942.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	First Class.
49									50
Motor Passenger.									Motor Passenger.
Leave Daily.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Daily.
PM 2.45		Yard			HUTCHINSON.		WY		AM 10.40
2.50			0	0	Panhandle Junction.	31.7			10.35
			0.7	0	0.7	16.7		C	
			9.5	9.5	C. R. I. & P. Crossing.	0			
\$ 3.04	10		7.6	24.3	6.9	52.8			\$10.22
\$ 3.14	33		13.0	52.8	DARLOW.	52.8			\$10.13
\$ 3.25	67	73	19.8	39.6	5.4	52.8	W	C	\$10.01
\$ 3.33	13		24.1	52.8	CASTLETON.	42.2			\$ 9.53
			31.6	0	6.8	52.8			
\$ 3.45		Yard	31.8	19.0	PRETTY PRAIRIE.	0			\$ 9.38
			32.5	2.6	4.3	52.8			
			32.8	52.8	VARNER.	52.8			
\$ 3.58	22	69	38.9	41.2	7.5	52.8			\$ 9.23
\$ 4.07	18		43.5	21.1	East Kingman Jct.	52.8			\$ 9.15
\$ 4.16		Yard	48.2	52.8	0.2	52.8	W Y	C	\$ 9.05
\$ 4.25	32		52.8	52.8	KINGMAN.	52.8			\$ 8.57
\$ 4.40		Yard	59.8	21.1	0.7	52.8			\$ 8.42
Via Fairview District.				0	West Kingman Jct.	58.1			Via Fairview District.
\$ 5.10 PM		Yard			0.3				8.23 AM
Arrive Daily.					Mo. Pac. Crossing.				Leave Daily.
(81.2)	Average speed per hour.								(80.4)

Trains between Hutchinson and Panhandle Junction are governed by Western Division time table.

Main track between East Kingman Junction and West Kingman Junction is used by Second District and Wichita District Trains; between these points trains have no time table superiority, and must move at restricted speed.

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

All trains must get numbered clearance card (Form 902) before leaving Panhandle Junction and Harper.

No switch lights Second District.

Fairview District trains use Second District tracks at Anthony.

Trains within yard limits, Rago and Anthony, have no time table superiority and must move within these limits at restricted speed.

All eastward trains will leave Form 903 with operator Panhandle Jct.

Second District trains have no time table superiority on First District at Harper.

WESTWARD	TIME TABLE								EASTWARD
First Class.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Panhandle Jct.	Rolling Grade Ascending.	No. 71, July 5, 1942.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	First Class.
49									50
Motor Passenger.									Motor Passenger.
Leave Daily.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Daily.
PM 5.10		Yard	69.5		ANTHONY.		W Y	C	AM 8.23
			0	0	0.5	58.1			
			70.0	52.8	Mo. Pac. Crossing.	52.8			
\$ 5.30	44		80.7	52.8	10.7	52.8			\$ 8.04
\$ 5.39	40		85.7	52.8	MANCHESTER.	52.8		C	\$ 7.54
\$ 5.48	68		90.7	37.0	5.0	52.8			\$ 7.44
f 5.59	23		96.9	52.8	GIBBON.	52.8			\$ 7.32
\$ 6.08	62	73	102.2	52.8	5.0	52.8			\$ 7.22
			102.5	0	WAKITA.	41.0	W	C	\$ 7.07
\$ 6.22	26		109.5	52.8	6.2	52.8			\$ 7.07
\$ 6.31	28		114.3	52.8	CLYDE.	52.8			\$ 6.58
\$ 6.39	26	17	118.3	52.8	5.3	52.8			\$ 6.50
			127.0	52.8	MEDFORD.	52.8			
\$ 7.00		Yard	127.2	21.1	0.3	3.3			\$ 6.30
f 7.15	33		133.9	52.8	C. R. I. & P. Crossing.	52.8			\$ 6.12
f 7.23	10		138.0	41.9	7.0	36.9			\$ 6.04
7.30			141.9	52.8	NUMA.	52.8			\$ 5.56
7.35 PM		Yard	143.2	0	4.8	0			\$ 5.50 AM
Arrive Daily.					DEER CREEK.				Leave Daily.
(80.5)	Average speed per hour.								(28.9)

Automatic Block:

M.P. 141.8 to M.P. 142.3.

Trains between Ponca City Junction and Ponca City are governed by Oklahoma Division time table.

All trains must get numbered clearance card (Form 902) before leaving Anthony, Blackwell and Ponca City.

No switch lights Second District.

Second District trains use Hunnewell District main track, Blackwell.

Trains within yard limits, Blackwell, have no time table superiority and must move within these limits at restricted speed.

PANHANDLE DIVISION.

FAIRVIEW DISTRICT.

WESTWARD.					Capacity of Other Tracks.	Capacity of Sidings.	Distance from Kansas City.	Railing Grade Ascending.	TIME TABLE No. 71, July 5, 1942.	Railing Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.				
Second Class.		First Class.											First Class.				Second Class.
67	119	49	47	45									50	48	46	68	
Mixed.	Way Freight.	Motor Passenger.	Motor Passenger.	Motor Passenger.	Motor Passenger.	Motor Passenger.	Motor Passenger.	Mixed.									
Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	No. Cars.	No. Cars.	Miles.	STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.					
AM 6.10			AM 6.00	AM 5.00			207.9	WICHITA U.S.					PM 5.01	AM 12.40	PM 4.30		
6.12	AM 2.20		6.02	5.02			208.8	South Junction.	21.1		C		4.58	12.37	3.45		
							210.0	1.2									
6.20	2.30		6.09	5.08		Yard	210.9	M. V. Crossing.					4.50	12.27	3.36		
6.21 AM	2.32		6.10	5.10			211.5	WEST WICHITA.			WF TY		4.49	12.26	3.35 PM		
							212.4	0.6									
		Via Second District.					215.1	Wichita Junction.									
f 2.45			6.15	f 5.15	19		217.6	0.9	5.2								
f 2.50			f 6.20	f 5.20	29	50	217.6	Mo. Pac. Crossing.	42.2				4.41	f 12.17			
f 3.05			f 6.30	f 5.32	22		223.8	2.7	26.4				f 4.37	f 12.10			
f 3.25			s 6.42 AM	s 5.45	94	54	231.2	PROSPECT.	37.0				f 4.28	f 12.01 AM			
							231.5	SCHULTE.	10.6	W	C		4.16 PM	s 11.49			
f 3.35							235.6	6.2	31.7								
f 3.45					25		239.4	CLONMEL.	0								
f 4.01					57		246.6	7.4	31.7								
f 4.10					25	50	250.0	VIOLA.	22.4								
4.25 AM		PM 4.50			17		257.1	0.3	52.8								
		s 5.10 PM			780	166	266.4	A. T. & S. F. Crossing.	37.0								
						Yard	270.8	4.1	35.4								
							271.4	ALLOWAY.									
							280.5	3.8	34.3								
							289.6	MILTON.	26.4								
							299.9	Mo. Pac. Crossing.	26.4								
							300.3	7.2	26.4								
							306.1	HAMNER.	26.9								
							314.5	3.4	26.4								
							317.9	RUNNYMEDE.	26.4								
							319.3	7.1	26.4								
							326.5	HARPER.	26.4	WY	C		AM 8.42				
							329.8	10.3	39.6	WFY	C		8.23 AM				
							336.0	ANTHONY.	42.2	WFY	C						
								4.4									
								Mo. Pac. Crossing.									
								0.6									
								HAYTER.									
								9.1									
								WALDRON.									
								9.1									
								BYRON.									
								10.3									
								A. T. & S. F. Crossing.									
								0.4									
								CHEROKEE.									
								5.8									
								YEWED.									
								8.4									
								CARMEN.									
								0.3									
								St. L. & S. F. Crossing.									
								3.1									
								C. R. I. & P. Crossing.									
								1.4									
								ALINE.									
								7.3									
								WEST CLEO.									
								3.2									
								ORIENTA.									
								6.2									
								FAIRVIEW.									
Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				(129.1)					Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.		
(19.6)	(27.1)	(30.9)	(33.2)	(33.6)				Average speed per hour.....					(32.5)	(31.6)	(29.2)		

Trains between North Wichita and South Junction are governed by Middle Division time table. Trains between South Junction and Wichita Junction have no time table superiority and will move within these limits at restricted speed.

Trains on Oklahoma Division main track, Cherokee, are governed by Oklahoma Division time table.

First class trains must get numbered clearance card (Form 902) before leaving Wichita U. S., Harper and Fairview. All other trains must get numbered clearance card (Form 902) before leaving North

Wichita, Harper and Fairview. No. 50 must get numbered clearance card (Form 902) before leaving Anthony.

Fairview District trains have no time table superiority on First District at Harper. No switch lights Fairview District.

Trains within yard limits Anthony and Cherokee have no time table superiority and must move within these limits at restricted speed.

ALTUS DISTRICT.

PANHANDLE DIVISION.

ENGLEWOOD DISTRICT.

Westward. First Class. 45 Motor Passenger.	Capacity of Other Tracks.	Capacity of Sidings.	Distance From Kansas City.	Rolling Grade Ascending.	TIME TABLE No. 71, July 5, 1942.	Rolling Grade Ascending.	Fuel, Water, Turbines and Wyes.	Communications.	Eastward. First Class. 46 Motor Passenger.
Leave Daily.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Daily.
AM 8.55		Yard	336.0	56.5	FAIRVIEW. 4.6	.0	WF TY	C	PM 8.15
9.03	11		340.6	66.0	VOORHEES. 7.0	52.8			8.06
9.18	38	54	347.6	31.7	LONGDALE. 6.4	52.8		C	7.52
9.29	98	47	354.0	54.8	CANTON. 5.7	.0	W	C	7.41
9.40	36		359.7	65.7	LEONEL. 5.3	52.8			7.30
9.50	35	46	365.0	.0	OAKWOOD. 6.3	52.8		C	7.20
10.00	21	50	371.3	66.0	NOBSCOT. 7.5	52.8	W	B	7.08
10.13	58	47	378.8	52.8	THOMAS. 7.2	52.8		C	6.54
10.29			386.0		FOLEY. 2.0				6.39
10.35			388.0		USTER CITY. 7.2				6.34
10.46			395.2		ARAPAHO. 3.6				6.21
10.52			398.8		EWING. 0.8				6.15
10.54			399.6	66.0	East Junction. 1.2	.0			6.13
11.06		Yard	400.8	52.8	CLINTON. 0.7	52.8	WFY	C	6.09
			401.5		P. & S. F. Crossing. 0.1	.0			
11.12			401.6	63.4	West Junction. 5.1	.0			5.54
11.20	4		406.7	52.8	WERNING. 5.1	.0			5.46
11.30	48		411.8	79.2	BRAITHWAITE. 8.1	66.0		B	5.36
11.44	38	47	419.9	66.0	DILL CITY. 8.8	44.9	W	C	5.23
11.58	20	47	428.7	52.8	SENTINEL. 6.1	52.8	W	C	5.08
12.08	24		434.8	52.8	CAMBRIDGE. 5.8	31.7			4.58
			440.6		C. R. I. & P. Crossing. 0.3				
12.17	42	39	440.9	52.8	LONE WOLF. 7.4	52.8		C	4.48
12.29	42		448.3	26.4	LUGERT. 9.2	21.1		B	4.36
12.45	50	57	457.5	66.0	BLAIR. 9.8	31.7		C	4.21
1.00 PM		Yard	467.3	31.7	ALTUS. (131.3)		WF TY	C	4.05 PM
Arrive Daily.									Leave Daily.
(32.1)	Average speed per hour								(31.5)

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

Trains within yard limits, Clinton and Altus, have no time table superiority and must move within these limits at restricted speed.

First class trains run via First Street station, Clinton. Switches East Junction and West Junction normally lined for freight yard movement.

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

No switch lights Altus District except Foley and Ewing.

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

Westward. First Class. 47 Motor Passenger.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Mulvane.	Rolling Grade Ascending.	TIME TABLE No. 71, July 5, 1942.	Rolling Grade Ascending.	Fuel, Water, Turbines and Wyes.	Communications.	Eastward. First Class. 48 Motor Passenger.	
Leave Daily.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Daily.	
AM 6.00					WICHITA U. S.			C	PM 5.01	
Via Fairview District.									Via Fairview District.	
6.42	94	54	22.3		VIOLA. 4.8	32.7		W	C	4.16
6.50	33	83	27.1		ANNES. 6.8	32.1				4.07
7.03	55		33.9		NORWICH. 0.8	26.4			C	3.54
			34.7		Mo. Pac. Crossing. 6.4	31.7				
7.15	19		41.1		ADAMS. 5.7	31.7				3.43
7.25	Yard	Yard	46.8		RAGO. A. T. & S. F. Crossing. 4.5	29.0		W Y	C	3.34
						29.0				
7.32	48		51.3		SPIVBY. 6.7	29.0				3.25
7.45	39		58.0		ZENDA. 7.7	52.8			C	3.15
7.59	31	37	65.7		NASHVILLE. 7.8	52.8			C	3.00
8.14	37		73.0		ISABEL. 7.5	52.8			C	2.46
8.28	52	27	80.5		SAWYER. 8.0	52.8		W	C	2.32
8.43	49	48	88.5		COATS. 6.6	52.8			C	2.17
8.55	35		95.1		SPRINGVALE. 2.9	52.8				2.05
9.01	29		98.0		CROFTS. 5.3	44.9				2.00
9.09			103.3		Belvidere Junction. 1.1	52.8				1.51
9.13	Yard	Yard	104.4		BELVIDERE. 12.1	52.8		W F Y	C	1.49
9.35	39	38	116.5		WILMORE. 8.5	52.8		W	C	1.24
9.50	57	66	125.0		COLDWATER. 9.7	52.8			C	1.09
10.07	96	69	134.7		PROTECTION. 9.8	43.8		W	C	12.52
10.23	75		144.5		SITKA. 6.3	52.8			C	12.35
10.33	66	39	150.8		ASHLAND. 8.0	52.8			C	12.26
10.45	40		158.8		ACRES. 7.3	52.8				12.12
11.00 AM		Yard	166.1		ENGLEWOOD. (167.1)	52.8		W F Y	C	12.01 PM
Arrive Daily.										Leave Daily.
(33.4)	Average speed per hour								(33.4)	

All trains must get numbered clearance card (Form 902) before leaving Englewood and Belvidere.

Trains on main track between Belvidere Jct. and west yard limit board, Belvidere, also between yard limit boards, Rago, have no time table superiority and must move between these points at restricted speed.

No switch lights Englewood District.

East end Englewood District located at west switch of connection track between Englewood District and Fairview District siding, Viola, and switches are normally lined for Englewood District.

No. 47 is superior to No. 48.

WICHITA DISTRICT.

PANHANDLE DIVISION

ANTHONY DISTRICT.

WESTWARD. Second Class.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from South Junction.	Ruling Grade Ascending.	TIME TABLE No. 71, July 5, 1942.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. Second Class.	
67	68										
Mixed.	Mixed.	No. Cars.	No. Cars.	Miles.						Arrive Daily Ex. Sunday.	Leave Daily Ex. Sunday.
AM 6.10						WICHITA U. S.			C	PM 4.30	
				2.1		Wichita Junction. 0.6					3.35
				2.7		Mo. Pac. Crossing. 3.9			B		
f 6.35	18			6.6		TYLER. 7.3	20.6			f 3.25	
s 6.53	67			13.9	32.1	GODDARD. 5.9	31.7		C	s 3.10	
s 7.08	38			19.8	31.7	GARDEN PLAIN. 5.9	31.7		C	s 2.50	
s 7.23	91			25.7	31.5	CHENEY. 4.5	15.8		C	s 2.30	
f 7.33	7			30.2	31.7	LANSLOWNE. 3.8	15.8			f 2.15	
s 7.44	35			34.0	31.7	MURDOCK. 4.7	31.7		C	s 2.05	
f 7.54	11			38.7	28.8	GEORGIA. 5.4	31.7			f 1.45	
				44.1	28.8	East Kingman Jct. 0.2	0				
s 8.30		Yard		44.3	0	KINGMAN. 0.7	0	WY	C	s 1.30 PM	
				45.0	19.0	West Kingman Jct. 1.1	31.7				
				46.1	31.7	Mo. Pac. Crossing. 8.0	31.7				
f 9.10	26			54.1	31.7	CALISTA. 8.2	31.7			f 11.42	
s 9.30	38			62.3	31.7	CUNNINGHAM. 6.7	31.7		C	s 11.25	
s 9.45	29			69.0	31.7	CAIRO. 3.1	31.7			s 10.57	
f 9.52	11			72.1	31.7	WALDECK. 4.6	31.7			f 10.50	
f 10.02	16			76.7	31.7	ADRIAN. 2.7	12.1			f 10.40	
10.15 AM	67	36		79.4	21.1	PRATT.		WT	C	10.30 AM	
Arrive Daily Ex. Sunday.						(77.3)				Leave Daily Ex. Sunday.	
(19.2)	Average speed per hour.....										(14.8)

Main track between East Kingman Junction and West Kingman Junction is used by Second District and Wichita District trains; between these points trains have no time table superiority, and must move at restricted speed.

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

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

No switch lights Wichita District.

No. 67 is superior to No. 68.

WESTWARD.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Arkansas City.	Ruling Grade Ascending.	TIME TABLE No. 71, July 5, 1942.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.			
79	81									82	80		
Mixed.	Mixed.	No. Cars.	No. Cars.	Miles.						Mixed.	Mixed.		
Lv. Tuesday, Thursday and Saturday.	Lv. Tuesday, Thursday and Saturday.					STATIONS.				Ar. Monday, Wednesday and Friday.	Ar. Tuesday, Thursday and Saturday.		
AM 10.10		30		6.3		GEUDA SPRINGS. 5.1	46.4				AM 10.00		
s 10.30		23		11.4	52.8	ASHTON. 4.1	52.8			s 9.45			
s 10.55		24		15.5	52.8	PORTLAND. 5.8	52.8			s 9.30			
11.15 AM	AM 11.15		Yard	21.3	52.8	SOUTH HAVEN. 0.5	52.8			PM 2.05	9.00 AM		
				21.8	52.8	A. T. & S. F. Crossing. 3.9	52.8						
		21		25.7	49.6	DRURY. 6.8	52.8			s 1.35			
	PM 12.05	63		32.5	27.8	CALDWELL. 0.1	0	W	C	s 1.00			
				32.6	39.6	C. R. I. & P. Crossing. 0.6	0						
		33		33.2	52.5	METZ. 3.2	52.8						
	f 12.25	5		36.4	52.8	JOHNSTONS. 2.6	3.7			f 12.25			
	f 12.35	19		39.0	52.8	DOSTER. 4.1	44.4			f 12.15			
	f 12.53	15		43.1	52.8	METCALF. 5.1	50.6			f 12.01 PM			
	s 1.15	66		48.2	35.1	BLUFF CITY. 5.7	0		C	s 11.45			
	f 1.35	27		53.9	42.2	HAWK. 4.7	0			f 11.20			
				58.6	52.8	Mo. Pac. Crossing. 0.5	0						
	2.00 PM		Yard	59.1	42.2	ANTHONY.	0	WF Y	C	11.00 AM			
Ar. Tuesday, Thursday and Saturday.	Ar. Tuesday, Thursday and Saturday.				17.0	(52.8)				Lv. Monday, Wednesday and Friday.	Lv. Tuesday, Thursday and Saturday.		
(14.0)	(13.7)	Average speed per hour.....										(12.9)	(15.0)

All trains must get numbered clearance card (Form 902) before leaving Anthony. Trains 79, 80, 81 and 82 have no time table authority. No switch lights Anthony District. Main track Junction Switch, Caldwell and So. Haven have no normal position and may be left lined as last used.

KIOWA DISTRICT.

Westward.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Kiowa Jct.	Ruling Grade Ascending.	TIME TABLE No. 71, July 5, 1942.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Eastward.	
No. Cars.									No. Cars.	Miles.
					STATIONS.					
	569	158		31.7	KIOWA. 9.5	31.7	W Y	C		
	37		9.5		GERLANE.					
	(9.5)									
Average speed per hour.....										

Trains must not exceed speed of six (6) miles per hour or one (1) mile in ten (10) minutes between M.P. 3 and M.P. 4 Kiowa District. No switch lights Kiowa District except at Kiowa.

PANHANDLE DIVISION.

WESTWARD.					TIME TABLE No. 71, July 5, 1942.	EASTWARD.				
69	43	33	89	83		34	84	44	70	90
Way Freight.	Northern California Fast Freight.	California Texas Okla. Fast Freight.	Freight.	Way Freight.	Southern Calif.-Chicago Fast Freight.	Way Freight.	Northern Calif.-Chicago Fast Freight.	Way Freight.	Freight.	Stock Pick Up.
Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Monday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.
PM 6.25	PM 9.50	AM 7.25	AM 5.50		AM 5.45		AM 7.25	PM 12.35	PM 2.50	AM 10.35
6.30 PM	10.00 11.00	7.30 8.30	5.55 AM	AM 3.00	5.35 4.10 AM	AM 4.15	7.15 6.15 AM	12.30 PM	2.45 PM	10.30 10.00
				5.20		2.30 AM				7.35
				7.30		11.50				6.30
	AM 3.30 AM	PM 12.50 PM		11.00 AM		8.20 PM	9.00 PM	11.15 PM		5.00 AM
Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.

WESTWARD.								TIME TABLE No. 71, July 5, 1942.	EASTWARD.							
81	65	89	69	71	57	59	119		120	60	58	72	70	90	66	82
Mixed.	Way Freight.	Way Freight.	Mixed.	Way Freight.	Way Freight.	Way Freight.	Fast Freight.	Fast Freight.	Way Freight.	Way Freight.	Way Freight.	Mixed.	Way Freight.	Way Freight.	Mixed.	
Lv. Tuesday, Thursday and Saturday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Lv. Monday, Wednesday and Friday.	Lv. Tuesday, Thursday and Saturday.	Leave Daily.	Arrive Daily.	Ar. Tuesday, Thursday and Saturday.	Ar. Monday, Wednesday and Friday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Ar. Monday, Wednesday and Friday.	
AM 7.45					AM 9.00				PM 3.30						PM 4.15	
						AM 5.00				PM 7.30						
						9.00	AM 5.30		AM 2.00	3.45						
						10.00 AM	6.00 AM		1.00 AM	2.45 PM						
8.50 AM										2.40					2.05 PM	
	PM 3.30	PM 1.25				11.00 AM	1.00 PM			1.30 PM	11.15 AM			PM 2.25	AM 9.00	
	4.30 PM														8.00 AM	
		1.50 PM												2.00 PM		
				AM 6.00					AM 6.00 AM		PM 8.45					
			PM 12.15	PM 12.01 PM							2.20 PM	PM 2.05 PM				
			4.00 PM									11.00 AM				
							AM 11.00		8.30							
							11.30 PM		1.15 PM							
Ar. Tuesday, Thursday and Saturday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Ar. Monday, Wednesday and Friday.	Ar. Tuesday, Thursday and Saturday.	Arrive Daily.	Leave Daily.	Lv. Tuesday, Thursday and Saturday.	Lv. Monday, Wednesday and Friday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Lv. Monday, Wednesday and Friday.	

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY

SPECIAL RULES AND REGULATIONS.

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

1

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

YARD LIMIT STATIONS

(See Rules 93 and D153, Operating Department.)

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

3

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

STANDARD CLOCKS

Wellington.....Yard Office, Roundhouse, Telegraph Office Div. Office Building.

Waynoka.....Yard Office, Passenger Station, Roundhouse.

Way.....Yard Office.

Wichita.....Union Station, North Wichita Yard, Roundhouse.

Ponca City.....Passenger Station.

Fairview.....Passenger Station.

Altus.....Passenger Station.

STANDARD THERMOMETERS

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

BULLETIN BOOKS

Wellington.....Div. Office Bldg., Round House, Yard Office.

Waynoka.....Passenger Station, Round House and Yard Office.

Wichita.....North Wichita Yard, Union Station, Round House.

Way.....Round House, Yard Office.

Fairview.....Passenger Station, Round House.

Altus.....Passenger Station, Round House.

Hutchinson, Attica, Kiowa, Anthony, Ponca City, Belvidere, Englewood, Clinton.

FORM 903

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

AMENDED RULE 5

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

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

AMENDED RULE 10(A)

Rule No. 10-A. A temporary low speed signal (yellow disc, yellow flag, and/or yellow light) shall be displayed one mile or more each way from structure or segment of track over which speed of trains shall be reduced. When so displayed, trains must not exceed fifteen miles per hour, unless otherwise specified by train order or bulletin, until rear of train shall have passed a temporary resume speed signal (green disc, green flag, and/or green light) which will mark the end of the restriction.

1 P. RULES

Permanent slow boards (3 feet wide by 1 foot 4 inches high, yellow background with black numerals, mounted on post) will be located not less than 2500 feet each way from structures or segment of track where speed of trains is permanently reduced. The numerals on the track side denote maximum speed for passenger trains, and the numerals on the field side denote maximum speed for freight trains. Special rules and regulations in the time table, train orders, bulletins, special instructions, or temporary low speed signals which require speeds lower than those indicated on the permanent slow boards, are not abrogated by the latter.

Permanent resume speed boards (3 feet wide by 1 foot 4 inches high, mounted on post, green without lettering) will be located just beyond structure or segment of track governed by permanent slow boards, where, rear of trains having passed, normal speed may be resumed.

Where there occurs a succession of permanent locations requiring varying maximum speed, appropriate permanent slow boards will be placed to indicate the maximum permissible speed over the structure or track beyond them. Under such circumstances only one permanent resume speed board will be installed at the end of the series of locations.

TORPEDOES

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

AMENDED RULE 86

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

AMENDED RULE 103-A

The second paragraph of Rule 103-A is abrogated.

AMENDED RULE 104(A)

First paragraph of Rule 104(A) is amended to read: At meeting or passing points the employe attending the switch must not unlock derail or main line switch, nor station himself nearer to main track switch than the clearance point, and when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S 89-A, after lining and locking switch, he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

AMENDED RULE 204

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

AMENDED RULE 221

Rule 221, Operating Department, is amended to read:

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

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

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

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

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

AMENDED RULE 360

Rule 360, Operating Department, is amended to read:

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

OVERHEAD OBSTRUCTIONS (See Rule 310 Operating Department.)

Mile Posts	Bridge Number	Names
First District		
239.6	239-D	Overhead Bridge.
242.3	242-B	Overhead Highway Bridge.
265.8	265-Oa	Overhead Highway Bridge.
273.3	273-Aa	Overhead Highway Bridge.
304.8	304-A	Bridge—Close side clearance.
306.1	306-A	Overhead Highway Bridge.
323.2	323-A	Overhead Highway Bridge.
327.5	327-E	Overhead Highway Bridge.
336.7	336-B	Bridge—Close side clearance.
Second District		
132.9	132-D	Overhead Bridge.
134.9	134-E	Bridge—Close side clearance.
Medicine Lodge District		
20.2	20-A	Overhead Highway.
Hunnell District		
32.8	32-A	Overhead Bridge.
Fairview District		
242.1	242-B	Overhead Highway Bridge.
310.5	310-C	Overhead Highway Bridge.
Altus District		
345.9	345-E	Overhead Highway Bridge.
371.7	371-C	Overhead Bridge.
379.5	379-Aa	Overhead Highway Bridge.
399.2	399-A	Overhead Bridge.
399.5	399-B	Bridge—Close side clearance.
399.7	399-Ba	Overhead Highway Bridge.
399.9	399-Bb	Overhead Highway Bridge.
418.9	418-C	Overhead Highway Bridge.
449.5	449-A	Overhead Highway Bridge.
450.9	451-A	Bridge—Close side clearance.
Clinton Yard	137-A	Overhead Highway Bridge.

DWARF SIGNALS.

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

AMENDED RULE 711.

Rule 711, Operating Department, is amended to read: "Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the timetable or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits."

AMENDED RULE 872.

Rule 872, Operating Department, is amended to read: When the engine has been coupled on and the gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in

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

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

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

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

AUTOMATIC BLOCK

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

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

REMOTE CONTROL SWITCHES AND INTERLOCKING PLANTS

Interlocked, remote control switches handled from station:
S. K. Jct.—Crossover switches east end freight yard connecting Middle and Southern Kansas Divisions.

Harper—East and west end siding.
Connecting and crossover switches Fairview District and First District M.P. 273.4.

Crossover switches between main track and siding M.P. 273.3.
Connecting and crossover switches Fairview District and First District. First and Second District crossing M.P. 274.4.
Spur switch M.P. 274.4.

Attica—East and west end siding.
Waynoka—East end (M.P. 342.5) and west end double track.
Pocket passenger track.

Head in crossover for Westward trains.
Head out crossover for Eastward trains.

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

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

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

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

The following addition is made to Rule 782:
"When an interlocking plant is out of order and signals cannot be operated, and the operator or towerman desires an engine or train to move through the plant he may give this permission by signal with yellow flag or light. A member of the crew must then flag over each interlocked switch and derail."

SPEED RESTRICTIONS

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

Trains handling steam wrecking cranes, 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 speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile over First District; fifteen (15) miles per hour or four (4) minutes for each mile over Medicine Lodge District, and twenty (20) miles per hour or three (3) minutes for each mile on other territory.

LOCOMOTIVES HANDLED DEAD IN TRAINS

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

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

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

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

Passenger or freight trains handling Diesel yard engines dead in train will not exceed speed of thirty miles per hour, or two (2) minutes for each mile.

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

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

SPRING SWITCHES, TURNOUTS AND CROSSOVERS

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

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

HIGHWAY CROSSINGS

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

Kingman—Main Street, five (5) miles per hour.
Anthony—Over all street crossings between Garfield and Walnut Streets, fifteen (15) miles per hour.

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

Tonkawa—Public Avenue, six (6) miles per hour.
Wichita—Over all street crossings between West Wichita and South Jct., fifteen (15) miles per hour.

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

MAXIMUM LOCOMOTIVE SPEEDS—NO TOLERANCE

ENGINES	Miles Per Hour	Time per Mile Min. Sec.	LIGHT FORWARD		ALL ENGINES BACKWARD	
			Miles Per Hour	Time per Mile Min. Sec.	Miles Per Hour	Time per Mile Min. Sec.
Diesels 1 to 15, Incl., and 50....	100	0 36	40	1 30	40	1 30 †
Diesels 100 to 101, Incl.	80	0 45	40	1 30	40	1 30
Diesels 102 to 104, Incl.	70	0 51.4	40	1 30	40	1 30
Diesels 105 to 119, Incl.	65	0 55.4	40	1 30	40	1 30
Gas-Electric M-105, M-189, Incl.	60	0 60	60	0 60	25	2 24
Gas-Electric M-190	75	0 48	60	0 60	25	2 24
(A) Atlantic Type 79-in. Drivers....	100	0 36	40	1 30	25	2 24
(B) Atlantic Type 73-in. Drivers....	90	0 40	40	1 30	25	2 24
(C) Pacific Type 79-84-in. Drivers...	100	0 36	40	1 30	25	2 24
(D) Pacific Type 73-74-in. Drivers...	90	0 40	40	1 30	25	2 24
3700 to 3750, Incl.	70	0 51	40	1 30	25	2 24
3751; 3753; 3756; 3760-3764....	90	0 40	40	1 30	25	2 24
3752; 3754-3755; 3757-3759....	75	0 48	40	1 30	25	2 24
3765 to 3785, Incl.	90	0 40	40	1 30	25	2 24
(E) Prairie Type 69-in. Drivers....	50	1 12	40	1 30	25	2 24
789-825; 870-874	30	2 00	30	2 00	20	3 00
885-999; 1600-1705; 1950-1991	35	1 43	35	1 43	20	3 00
1798-1799	55	1 05	40	1 30	25	2 24
2506; 2535-2553; 2565-2569....	35	1 43	35	1 43	20	3 00
2507-2534; 2559-2564	55	1 05	40	1 30	25	2 24
3010-3029; 3100-3158	35	1 43	35	1 43	20	3 00
3160-3287; 3800-3940; 4000-4115	55	1 05	40	1 30	25	2 24
5000-5010	65	0 55.4	40	1 30	25	2 24
All Regularly Assigned to Switching Service	20	3 00	20	3 00	20	3 00
All Other Engines	20	3 00	20	3 00	20	3 00

† Diesels 1 to 15 inclusive and 50 when backing up as second unit, may operate at speed of the lead unit.

ENGINES AND DIAMETER OF DRIVERS

GROUP (A)	GROUP (B)	GROUP (C)	GROUP (D)	GROUP (E)
Atlantic Type 79" Drivers	Atlantic Type 73" Drivers	Pacific Type 79-84" Drivers	Pacific Type 73-74" Drivers	Prairie Type 69" Drivers
1413	512	1211 to 1222*	1226 to 1399*	1000 to 1152*
1416	546 to 559*	3400	3401 to 3403*	1207
1442	1420	3404 to 3407*	3408 to 3411*	1210
1453	1425	3412, 3413	3414	1214 to 1215*
1457	1431	3415, 3416	3417, 3418	1800 to 1886*
1468	1456	3419 to 3422*	3423 to 3424*	
1473	1458	3425 to 3430*	3431 to 3433*	
1477	1462	3434 to 3439*	3440	
	1478 to 1555*	3441, 3442	3443 to 3447*	
		3448	3449	
		3450 to 3459*	3500 to 3534*	
		3460 to 3465*		

(*)—Both Inclusive.

TRAIN SPEED RESTRICTIONS

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

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.

MAXIMUM SPEED FOR TRAINS

LOCATION	PASSENGER		FREIGHT, MIXED AND LIGHT	
	MILES PER HOUR	TIME PER MILE MIN. SEC.	MILES PER HOUR	TIME PER MILE MIN. SEC.
FIRST DISTRICT.....	90	0 40	50	1 12
SECOND DISTRICT.....	45	1 20	30	2 00
HUNNEWELL DISTRICT:				
WELLINGTON AND BLACKWELL.....	45	1 20	30	2 00
BLACKWELL AND TONKAWA.....	24	2 30	24	2 30
WICHITA DISTRICT.....	45	1 20	30	2 00
ENGLEWOOD DISTRICT.....	45	1 20	30	2 00
KIOWA DISTRICT.....	20	3 00	20	3 00
MEDICINE LODGE DISTRICT.....	24	2 30	24	2 30
ANTHONY DISTRICT.....	20	3 00	20	3 00
FAIRVIEW DISTRICT:				
WICHITA JCT. AND ANTHONY.....	50	1 12	35	1 43
ANTHONY AND FAIRVIEW.....	45	1 20	30	2 00
ALTUS DISTRICT.....	45	1 20	30	2 00

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

LOCATION		CAR CAPACITY	SWITCH CONNECTION	FLAG STOPS FOR TRAINS
FIRST DISTRICT	MILES FROM ATCHISON			
ALBION	M. P. 262.2	9	EAST	FREIGHT ONLY
SECOND DISTRICT	MILES FROM PANHANDLE JCT.			
SPRING SPUR	M. P. 76.5	7	EAST	FREIGHT ONLY
ENGLEWOOD DISTRICT	MILES FROM ENGLEWOOD JCT.			
ROCKFELLER SPUR	M. P. 101.6	6	EAST	FREIGHT ONLY
MEDICINE LODGE DISTRICT	MILES FROM ATTICA			
McPHERSON SPUR	M. P. 18.6	12	EAST	FREIGHT ONLY
PRYOR—LOCKHART SPUR	M. P. 31.2	5	EAST	FREIGHT ONLY
BEST SPUR	M. P. 40.3	51	WEST	FREIGHT ONLY
FAIRVIEW DISTRICT	MILES FROM KANSAS CITY			
FERGUSON	M. P. 275.4	17	BOTH	ALL TRAINS
WICHITA DISTRICT	MILES FROM SOUTH JCT.			
SKELLY OIL CO. SPUR	M. P. 63.1	9	EAST	FREIGHT ONLY
HUNNEWELL DISTRICT	MILES FROM HUNNEWELL JCT.			
TYNER	M. P. 38.8	36	BOTH	FREIGHT ONLY

GATE PROTECTED RAILROAD CROSSINGS

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

At night position of gates indicated by lights as follows:

C. R. I. & P. lights, yellow indicates proceed, red to stop.

Other crossings, green light indicates proceed, red to stop.

When gates are in proceed position trains may cross without stopping.

Argonia—Mo. Pac. crossing M.P. 259.6. Derails on Mo. Pac. main track connected to A. T. & S. F. automatic block signals. When signals 2591 or 2594 indicate stop, trains will be governed by Rule 830(a). Before crossing, flagman must observe that derails on Mo. Pac. main track are in derailing position. If derails not in derailing position on Mo. Pac. track movement over the crossing must be protected by flagman in each direction on Mo. Pac. main track, until rear of train has passed. Maximum speed over crossing: Passenger trains, seventy-five (75) miles per hour; Freight trains, fifty (50) miles per hour.

Medford—C. R. I. & P. Railway crossing, M.P. 102.5, Second District, protected by home and approach signals on C. R. I. & P. tracks, and electrically locked derails on A. T. & S. F. tracks, operated by A. T. & S. F. trainmen. Be governed by instructions posted in lock box at crossing. Maximum speed over crossing fifteen (15) miles per hour.

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

Panhandle Junction—C. R. I. & P. Railway crossing, M.P. 0.7 electrically locked crossing gate 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. Maximum speed over crossing fifteen (15) miles per hour.

FOOTBOARD RULE.

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

STATUTORY REGULATIONS

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

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.

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

Dr. M. L. BISHOFF, Chief Surgeon, Topeka.

Dr. H. W. GOOTEE, Assistant Chief Surgeon, Topeka.

PANHANDLE DIVISION.
MULVANE HOSPITAL.

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

LOCAL SURGEONS.

Dr. K. E. VOLDENG, Wellington.
Dr. J. A. HOWELL, Wellington.
Dr. J. E. HILL, Eye, Ear, Nose and Throat, Wellington.
Dr. L. C. JOSLIN, Harper.
Dr. E. R. MONTZINGO, Attica.
Dr. W. J. PETTJOHN, Kiowa.
Dr. W. E. SIMON, Alva.
Dr. W. F. LAFON, Waynoka.

Dr. GEO. BURKETT, Kingman.
Dr. H. L. GALLOWAY, Anthony.
Dr. J. R. BURNETT, Caldwell.
Dr. M. S. WHITE, Blackwell.
Dr. A. COCHRAN, Pratt.
Dr. S. R. SHAVER, Fairview.
Dr. J. W. OMER, Thomas.
Dr. L. T. LANCASTER, Cherokee.
Dr. T. L. WAYLAN, Nashville.
Dr. EUGENE WALLACE, Norwich.

Dr. HARDIN GILBERT, Medicine Lodge.
Dr. I. V. HARDY, Medford.
Dr. R. Y. JONES, Hutchinson.
Dr. ELLIS LAMB, Clinton.
Dr. MCLAIN ROGERS, Clinton.
Dr. M. A. ST. PETER, Custer City.
Dr. E. W. MABRY, Altus.
Dr. L. G. GLENN, Protection.
Dr. H. O. CLOSSON, Ashland.

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

LOCAL WATCH INSPECTORS, PANHANDLE DIVISION.

L. G. MYERDING (Acting), Hutchinson.
F. W. OLMSTEAD, Anthony.
(Semi-monthly trips to Attica.)

GEO. E. STILLER, Waynoka.
LESLIE BRANSON, Sr., Wichita.
JON I. GARD, Fairview.
ROSCOE H. RILEY, Wellington.

W. R. WREN, Clinton.
J. M. RUSSELL, Altus.
H. E. FETTERS, Wellington.
D. E. OVERSTREET, Kiowa.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49, and 50.
 EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75, and 76.
 MIDDLE DIVISION—Trains 59, 63, 69, 70, 75, 76, 87, 88, and 93.
 OKLAHOMA DIVISION—Trains 67, 68, 79, 80, 81, 82, 83, 84, 87 and 88.
 SOUTHERN KANSAS DIVISION—Trains 85, 86, 87, 88, 91, 92, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield.
 WESTERN DIVISION—Trains 81 and 82.

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

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

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

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| <p>No. 1. (a) At any station Chicago to Belen, to receive passengers for Arizona or California;
 (b) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.
 (c) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Belen to Kiowa, to receive passengers for Burlington or beyond.
 (c) At any station Belen to Wellington, to receive passengers for Wichita or beyond.
 (d) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond.
 (e) At Florence, to discharge passengers from south of Newton, or to receive passengers for Kansas City or beyond.
 (f) At Strong City, to discharge passengers from Wichita or beyond; or to receive passengers for Topeka or beyond.
 (g) At Burlingame, to receive passengers for Kansas City or beyond.
 (h) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (i) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona, or Mazon, to receive passengers for Chicago or beyond.</p> <p>No. 3. (a) At any station Chicago to Lamy, to receive passengers for Albuquerque or beyond.
 (b) At any station Chicago to Las Animas, to receive passengers for La Junta or beyond.
 (c) At any station Kansas City to Newton, to discharge passengers from beyond Kansas City.
 (d) At any station Kansas City to Emporia, to receive passengers for south or west of Newton.
 (e) At Burlingame, to discharge passengers from Kansas City or beyond.
 (f) At Florence, to discharge passengers from Topeka or beyond, or to receive passengers for Hutchinson or beyond.
 (g) At Peabody, to discharge passengers from Topeka or beyond, or to receive passengers for beyond Newton.
 (h) At any station west of Newton, to discharge passengers from Kansas City or beyond.
 (i) At Stafford, St. John or Kinsley, to discharge passengers from Hutchinson or beyond, or to receive passengers for Dodge City or beyond.
 (j) At any station Trinidad to Albuquerque, to discharge passengers from beyond La Junta.</p> <p>No. 4. (a) At any station Lamy to Chicago, to discharge passengers from Albuquerque or beyond.
 (b) At any station Albuquerque to Trinidad, to receive passengers for beyond La Junta.
 (c) At any station Las Animas to Chicago, to discharge passengers from La Junta or beyond.
 (d) At St. John or Stafford, to discharge passengers from Dodge City or beyond; or to receive passengers for Hutchinson or beyond.
 (e) At any station Florence to Kansas City, to discharge passengers from El Dorado or McPherson Districts.
 (f) At Osage City, to receive passengers for Kansas City or beyond.
 (g) At any station Kansas City to Ft. Madison, to receive passengers for Chicago.
 (h) At Hardin, to discharge passengers from Kansas City or beyond.</p> <p>No. 5. (From Chicago) (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.
 (c) At any station Chicago to Henrietta, to receive passengers for St. Joseph District.
 (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago.
 (e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.
 (f) At any station Fort Madison to Marceline, to discharge passengers from Chillicothe or beyond.
 (g) At any station Marceline to Kansas City, to discharge passengers from Galesburg or beyond.
 (h) At Florence, to discharge passengers from Kansas City or beyond, for El Dorado or McPherson Districts; and to receive passengers from No. 53 destined Wichita or beyond.
 (i) At Newkirk, to discharge passengers from Wichita or beyond; or to receive passengers for Oklahoma City or beyond.
 (j) At Edmond, to discharge passengers from Wichita or beyond; or to receive passengers for Fort Worth or beyond.</p> <p>No. 6. (From Galveston) (a) At Edmond, to receive passengers for Wichita or beyond; or to discharge passengers from Fort Worth or beyond.
 (b) At Newkirk, to discharge passengers from Oklahoma City or beyond; and to receive passengers for Wichita or beyond.
 (c) At Florence, to receive passengers for Topeka or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.
 (b) At Las Animas, to discharge passengers from beyond La Junta.
 (c) At Ottawa Jct., to discharge passengers from Emporia or beyond.
 (d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>Nos. 9-90. (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas or beyond.
 (b) At Las Animas, to receive passengers for Pueblo or beyond; or to discharge passengers from Dodge City or beyond.
 (c) At any station La Junta to Pueblo, to discharge passengers from beyond Las Animas.
 (d) At any station Pueblo to Denver, to discharge passengers from Las Animas or beyond.</p> <p>Nos. 101-10. (a) At any station Denver to Pueblo, to receive passengers for Las Animas or beyond.
 (b) At any station Pueblo to La Junta, to receive passengers for beyond Las Animas.
 (c) At Littleton, to receive passengers for Colorado Springs; or to receive passengers for Pueblo or beyond.
 (d) At Las Animas, to discharge passengers from Pueblo or beyond; or to receive passengers for Dodge City or beyond.
 (e) At any station Dodge City to Kansas City, to discharge passengers from Las Animas or beyond.
 (f) At Wellsville, to discharge passengers from Ottawa Junction or beyond, or to receive passengers for Kansas City or beyond.
 (g) At any station LeLoup to Kansas City, to discharge passengers from west of Ottawa Junction.</p> | <p>Nos. 13-130. At any station La Junta to Denver, to discharge passengers from La Junta or beyond. (From La Junta)</p> <p>Nos. 141-14. At any station Denver to La Junta, to receive passengers for La Junta or beyond. (From Denver)</p> <p>No. 15. At Sedgwick, to discharge passengers from Newton or beyond, or to receive passengers for Wichita or beyond.</p> <p>No. 17. At Galesburg, to receive passengers for Barstow, San Bernardino, Pasadena, and Los Angeles.</p> <p>No. 18. At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino, or Barstow.</p> <p>No. 19. (a) At Joliet, Streator, or Chillicothe, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond.
 (b) At Galesburg, La Plata, Bucklin, or Carrollton, to receive passengers for Colorado, New Mexico, Arizona, or California.
 (c) At Valmora, to discharge passengers from Kansas City or beyond; or to receive passengers for Barstow or beyond.</p> <p>No. 20. (a) At Carrollton, Bucklin, La Plata, Galesburg, Streator, or Joliet, to discharge passengers from California or Arizona.
 (b) At Valmora, to discharge passengers from Barstow or beyond; or to receive passengers for Kansas City or beyond.</p> <p>No. 21. (a) At Streator, Chillicothe and Galesburg, to receive passengers for California points.
 (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond.
 (c) At Glorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.</p> <p>No. 22. (a) At Lamy, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond.
 (b) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond.
 (c) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond.
 (d) At Galesburg, Chillicothe and Streator, to discharge passengers from scheduled stops in California.</p> <p>No. 23. (a) At any station Chicago to Belen, to receive passengers for Arizona or California.
 (b) At any station Chicago to Kansas City, to receive passengers for Newton or beyond; at Stronghurst or Dallas City, to receive passengers for Kansas City or beyond or to discharge passengers from Chicago or beyond.
 (c) At Medill or Baring, to receive passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.
 (d) Any stations Kansas City to Emporia to receive passengers for Newton or beyond.</p> <p>No. 24. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Emporia to Kansas City, to discharge passengers from beyond Emporia.
 (c) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.
 (d) At any station Fort Madison to Chicago, to discharge passengers from Kansas City.
 (e) At East Fort Madison, Williamsfield, or Princeville, to receive passengers for Chicago or beyond.
 (f) At Ransom, Kinsman, Verona, or Mazon, to discharge passengers from west of Fort Madison; or to receive passengers for Chicago or beyond.</p> <p>No. 27. At Osage City, to discharge passengers from Topeka or beyond; or to receive passengers for Emporia or beyond.</p> <p>No. 27. (C & S) (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo.
 (b) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.
 (b) At Strong City, to discharge passengers from south of Wichita for Strong City District.
 (c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 28. (C & S) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond, Colony, and Owen, to discharge passengers from Kansas City, Mo., or beyond.
 (b) At Gardner, to receive passengers for Chanute or beyond.
 (c) At Humboldt, to discharge passengers from Kansas City, Mo., or beyond; and to receive passengers for beyond Chanute.</p> <p>No. 50. At any station Tulsa to Chanute, to receive passengers for Kansas City, Mo., or beyond.</p> <p>No. 127. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 128. At any station La Junta to Newton, to receive or discharge passengers.</p> |
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The following signs indicate:

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

SANTA FE FIRST



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

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

