

T. W. GOOLSBY, Trainmaster.....Dodge City, Kansas
 W. S. CUMMINGS, Chief Dispatcher..... Dodge City, Kansas
 E. J. BARNES, Assistant Chief Dispatcher... Dodge City, Kansas
 C. M. GREGORY, Assistant Chief Dispatcher.. Dodge City, Kansas

TRAIN DISPATCHERS—DODGE CITY, KANSAS.

P. W. HARE.	R. W. RENFROE.
H. B. MASSEY.	R. E. CALDWELL.
C. R. SNODGRASS.	C. C. CAYWOOD.
E. C. CARR.	D. L. CAYWOOD.
M. M. MOWREY.	W. E. ZANOVICH.

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

LOCAL TIME INSPECTORS—WESTERN DIVISION.

P. E. LOOMIS.....	Newton.
ADAMS & MEADOR.....	Hutchinson.
R. H. BANGS.....	Dodge City.
R. C. LEHEW, JR. (Asst.).....	Dodge City.
W. R. PENLAND.....	Dodge City.
LAURA D. MORRISON.....	Great Bend.

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

DR. R. G. SMITH, Chief Surgeon.....Topeka

LOCAL SURGEONS.

DR. C. W. EVANS.....	Abbyville
DR. HARRY HALL.....	Boise
DR. GEORGE VON LEONARD, JR.....	Dighton
DR. RICHARD J. OHMAN.....	Dodge City.
DR. R. G. KLEIN.....	Dodge City.
DR. N. E. MELENCAMP.....	Dodge City.
DR. C. M. ALDERSON.....	Dodge City.
DR. E. J. MCCREIGHT.....	Elkhart.
DR. C. W. LYON.....	Ellinwood.
DR. JAMES G. GAUME.....	Ellinwood.
DR. HOMER B. RUSSELL.....	Great Bend.
DR. C. W. ZUGG.....	Great Bend.
DR. G. A. WESTFALL, JR.....	Halstead.
DR. D. T. GAMMELL.....	Hugoton.
DR. R. W. FERNIE.....	Hutchinson.
DR. R. Y. JONES.....	Hutchinson.
DR. SAM JONES.....	Hutchinson.
DR. E. B. SCAGNELLI.....	Jetmore.
DR. HAROLD R. FIELDS.....	Johnson.
DR. W. T. STOLTENBERG.....	Kinsley.
DR. R. T. UNRUH.....	Kinsley.
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DR. J. B. NANNINGA.....	Newton.
DR. H. R. SCHMIDT.....	Newton.
DR. ELBERT D. MCNEIL.....	Satanta.
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DR. A. M. DOUGHERTY.....	Dodge City.
DR. E. ENNS.....	Newton.
DR. H. E. MORGAN.....	Newton.
DR. WILLIAM SCALES.....	Hutchinson.

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

**WESTERN LINES
Northern District**

WESTERN DIVISION

TIME TABLE No.

82

**IN EFFECT
Sunday, January 28, 1951**

**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.**

**L. M. OLSON,
Asst. General Manager,
La Junta, Colorado.**

**C. B. KURTZ,
Superintendent,
Dodge City, Kansas.**

CIMARRON VALLEY DISTRICT.

WESTERN DIVISION. 2

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 73		Ruling Grade Ascending.	TIME TABLE No. 82, January 28, 1951.	Ruling Grade Ascending.	Fuel, Water, Turo, Lubric and Wyes.	Communications.	EAST- WARD. Second Class. 74
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.				Arrive Daily Ex. Sun.
	Yard	AM 9.00	0.0	0	DODGE CITY. YL 0.2	0	W F T Y	C	PM 2.00
			0.2	0	C.R.I. & P. Jct. YL 0.9	0			
			1.1	52.8	Cimarron Valley Jct. YL 9.2	0			
37	34	f 9.28	10.3	52.8	SAYRE. 4.0	0			f 1.20
65	66	s 9.38	14.3	21.1	ENSIGN. 5.0	0		C	s 1.05
29	32	s 9.50	19.3	20.1	HAGGARD. 7.2	21.1			s 12.45
77	112	s 10.05	26.5	52.8	MONTEZUMA. 10.9	21.1	W	C	s 12.20 PM
113	111	s 10.25	37.4	21.1	COPELAND. 5.5	0		C	s 11.50
28		f 10.40	43.0	21.1	TICE. 6.8	0			f 11.20
116	83	s 11.05 ⁷⁴	49.8	21.1	SUBLETTE. 8.4	18.0		C	s 11.05 ⁷³
	Yard	s 11.40	58.2		SATANTA. YL 0.4	52.8	W F Y	C	s 10.45
		PM	58.6	52.8	SATANTA JCT. 15.7	52.8			
60	32	s 12.30	74.3	21.1	MOSCOW. 12.7	21.1		C	s 9.30
111	52	s 1.05	87.0	21.1	HUGOTON. 7.3	0	W	C	s 9.00
47		f 1.25	94.3	21.1	FETERITA. 8.7	0			f 8.30
54	33	s 1.50	103.0	42.2	ROLLA. 8.3	0		C	s 8.12
26		s 2.10	111.3	42.2	WILBURTON. 8.6	0			s 7.55
207	40	s 2.45	119.9	31.7	ELKHART. YL 6.3	0	W Y	C	s 7.35
12		f 3.05	126.2	52.8	LIBBEY. 6.1	48.6			f 7.13
11		f 3.17	132.3	52.8	STURGIS. 11.5	24.3			f 7.00
78	24	s 3.50	143.8		KEYES 1.0		W	C	s 6.35
			144.8	31.7	B.M. & E. JCT. 14.7	26.4			
	Yard	s 5.00 PM	159.6		BOISE CITY. YL		W F Y	C	6.00 AM
		Arrive Daily Ex. Sun.			(159.5)				Leave Daily Ex. Sun.
		19.9			Average speed per hour.				19.9

Trains must get numbered clearance card before leaving Dodge City, Satanta and Boise City.

Trains and engines will use C.R.I. & P. track between C.R.I. & P. Jct. and Cimarron Valley Jct. under C.R.I. & P. yard limit rules as follows:

Yard limits indicated by yard limit board. Within these limits main track may be used, clearing the time of first class trains, unless main track is seen or known to be clear. Second and third class and extra trains must move within yard limits 'under control'. 'Under control' must be understood to mean 'able to stop within distance track is seen to be clear'. Whosoever obstructs the main track within yard limits must protect by a flagman when the obstruction cannot, for any reason, be plainly seen from approaching train for a distance of at least seven hundred and fifty (750) feet. In case of collision, responsi-

bility rests with the moving train or engine. At night, or in stormy weather, proper lights must be displayed on all trains, cars or engines obstructing tracks within yard limits. Trains carrying passengers must be protected at all times.

No switch lights on Cimarron Valley District.

Cimarron Valley Jct. switch normally lined for Cimarron Valley Dist. trains.

Trains via Cimarron Valley District register at C.R.I. & P. station Dodge City.

Colorado Division trains use Western Division, Cimarron Valley District tracks at Boise City.

SIGNAL SYSTEM TWO:

In effect MP 352.1 to MP 353, Dodge City.

3 WESTERN DIVISION.

FIRST DISTRICT.

At Newton, between Mo. Pac. Crossing, 0.5 mile east of passenger station, and First Street, 0.4 mile west of passenger station, the first six tracks south of passenger station are designated as passenger yard tracks Nos. 1, 2, 3, 4, 5 and 6, respectively. Rule 105 applies. Between these points trains must not exceed 10 MPH.

Two Main tracks between MP 185.5 and MP 216.5.

Three Main tracks between MP 216.5 and MP 218.2.

RULE 251:

In effect between First St., 0.4 mile west passenger station, Newton, and C.R.I.&P. Crossing.

Between C.R.I.&P. Crossing and Hutchinson 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 MPH; between these points main track may be used not protecting against regular and extra trains and engines. Westward trains via First District will use main track No. 3 between C.R.I.&P. Crossing and Hutchinson Jct. unless otherwise provided.

SIGNAL SYSTEM ONE:

In effect between Newton and Hutchinson Jct.

SIGNAL SYSTEM TWO:

In effect at Hutchinson Jct.

Train order signal at C.R.I. & P. Crossing governs trains moving on Three Main tracks.

Train order signal at Kinsley governs Second Dist. trains only.

Trains must get numbered clearance card before leaving Newton.

Trains originating at Sand Creek, Way (Except trains enroute Panhandle Division) and Kinsley must get numbered clearance card before leaving.

A Westward regular train authorized on the First Dist. will assume the schedule of the same number on the Second Dist. at Hutchinson or Kinsley, unless otherwise provided.

Time of trains at Way applies at interlocked switch at east end of freight yard.

Track Capacity 50 Ft. Per Car.		WESTWARD.							Mile Post.	Rating Grade Ascending.	TIME TABLE No. 82, January 28, 1951.	
		First Class.										
		3	7	17	127	21	123	19				
		California Limited.	Fast Mail Express.	The Super Chief.	Passenger.	El Capitan.	The Grand Canyon.	The Chief.				
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
	Yard	PM 1.10	PM 12.40	AM 5.50	AM 4.25	AM 4.20	AM 1.50	AM 1.45	185.1			
	Yard								186.7			
117	WB88 EB88	f 1.22	12.49	6.00	s 4.36	4.30	2.00	1.55	194.6	21.1		
108	WB88 EB90	1.31	12.57	6.08	s 4.48	4.38	2.08	2.02	204.1	21.1		
32		1.39	1.03	6.13	4.58	4.43	2.15	2.08	211.2	9.5		
Yard	Yard	1.43	1.06	6.16	5.02	4.46	2.18	2.11	214.9	0		
		1.45	1.08	6.18	5.04	4.48	2.20	2.13	216.5	0		
Yard	Yard	s 1.57	s 1.12 PM	6.23 AM	s 5.30	4.53 AM	s 2.26 AM	s 2.18 AM	218.0	0		
		1.59			5.32				218.2	0		
23	82	2.06	Via Second District.	Via Second District.	5.38	Via Second District.	Via Second District.	Via Second District.	223.2	0		
98	82	2.12			s 5.45				228.6	7.4		
									235.7	0		
170	85	f 2.24			s 5.58				236.7	11.1		
49	82	2.33			f 6.06				242.9	0		
32	53	2.40			f 6.14				249.0	0		
	53	2.46			6.19				253.5	10.5		
250	82	s 2.56 ⁴			s 6.35				259.4	0		
8	82	3.02			6.42				263.9	0		
Yard	Yard	s 3.18			s 7.07				269.5	11.8		
28	52	3.30			f 7.18				277.3	19.4		
57	82	3.39			s 7.27				283.0	13.0		
355	83	s 3.54			s 7.40				291.8	13.0		
	53	4.03			7.49				297.4	0		
35	84	4.11			s 7.59				302.5	17.4		
8	52	4.19			8.10				309.4	12.8		
354	143	f 4.34 PM			s 8.25 AM				316.7	9.0		
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				
		38.7	61.7	59.8	32.9	59.8	54.8	56.8				

AUTOMATIC BLOCK SYSTEM
 TWO TRACKS
 3 TRACKS

Average speed per hour.

FIRST DISTRICT.

TIME TABLE No. 82, January 28, 1951.		Routing Grade Ascending.	Fuel, Water, Tire, Tables and Flyer.	Communications.	EASTWARD.						
					First Class.						
					124	18	8	4	22	20	128
					The Grand Canyon.	The Super Chief.	Fast Mail Express.	California Limited.	El Capitan.	The Chief.	Passenger.
STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
NEWTON. YL 1.6		31.8	WFT	C	s AM 1.50	s AM 2.30	s PM 3.20	s PM 5.15	s PM 8.00	s PM 10.45	s AM 12.25
Sand Creek. YL 7.9		15.8	WY	C							
HALSTEAD. 9.5		0		C	1.35	2.15	3.03	f 4.57	7.45	10.30	s 12.08
St.L.&S.F. Crossing. BURRTON. 7.1		0		C	1.25	2.08	2.52	4.45	7.37	10.20	s 11.53
SOLVAY. 3.7		0			1.17	2.02	2.41	4.34	7.30	10.11	11.41
WAY. YL 1.6		0	WF TY	C	1.13	1.59	2.36	4.29	7.27	10.08	11.38
C.R.I.&P. Crossing. YL 1.5		0		C	1.10	1.57	2.33	4.26	7.25	10.06	11.35
AHUTCHINSON.YL 0.2		0	WY	B	1.01 AM	1.53 AM	2.25 PM	s 4.21	7.21 PM	10.02 PM	s 11.30
HUTCHINSON JCT. YL 5.0		0			Via Second District.	Via Second District.	Via Second District.	4.05	Via Second District.	Via Second District.	11.07
YAGGY. 5.4		0						3.55			11.01
NICKERSON. 7.1		0		C				3.46			s 10.54
Mo. Pac. Crossing. 1.0		0									
STERLING. YL 6.2		0		C				f 3.35			s 10.40
ALDEN. 6.1		0		C				3.24			f 10.25
RAYMOND. 4.5		0		C				3.14			f 10.15
CLARENDON. 5.9		0						3.07			10.06
ELLINWOOD. YL 4.5		0	WYT	C				f 2.56			s 9.58
DARTMOUTH. 5.6		0						2.47			9.45
GREAT BEND. YL 7.8		0	WYF	C				s 2.40			s 9.38
DUNDEE. 5.7		0						2.25			f 9.17
PAWNEE ROCK. 8.8		0		C				2.17			f 9.10
LARNED. YL 5.5		0	WY	C				s 2.05			s 8.59
HAMBURG. 5.1		0						1.52			8.47
GARFIELD. 6.9		0		C				1.46			f 8.41
NETTLETON. 7.3		0						1.38			f 8.33
KINSLEY. YL			WY	C				1.28 PM			s 8.23 PM
(131.6)					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.					40.3	53.4	35.9	34.8	50.6	45.9	32.6

At Newton, between Mo. Pac. Crossing, 0.5 mile east of passenger station, and First Street, 0.4 mile west of passenger station, the first six tracks south of passenger station are designated as passenger yard tracks Nos. 1, 2, 3, 4, 5 and 6, respectively. Rule 105 applies. Between these points trains must not exceed 10 MPH.

Two Main tracks between MP 185.5 and MP 216.5.

Three Main tracks between MP 216.5 and MP 218.2.

RULE 251:

In effect between First St., 0.4 mile west passenger station, Newton, and C.R.I.&P. Crossing.

Between C.R.I.&P. Crossing and Hutchinson 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 MPH; between these points main track may be used not protecting against regular and extra trains and engines. Westward trains via First District will use main track No. 3 between C.R.I.&P. Crossing and Hutchinson Jct. unless otherwise provided.

SIGNAL SYSTEM ONE:

In effect between Newton and Hutchinson Jct.

SIGNAL SYSTEM TWO:

In effect at Hutchinson Jct.

Train order signal at C.R.I. & P. Crossing governs trains moving on Three Main tracks.

Train order signal at Kinsley governs Second Dist. trains only.

Trains must get numbered clearance card before leaving Newton.

Trains originating at Sand Creek, Way (Except trains enroute Panhandle Division) and Kinsley must get numbered clearance card before leaving.

An Eastward regular train authorized on the Second Dist. will assume the schedule of the same number on the First Dist. at Kinsley or Hutchinson, unless otherwise provided.

Time of trains at Way applies at interlocked switch at east end of freight yard.

5 WESTERN DIVISION.

SECOND DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.									Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 82, January 28, 1951.
		First Class.											
		3	93	7	127	17	21	123	19				
Other Tracks.	Sidings.	California Limited.	Motor Passenger.	Fast Mail Express.	Passenger.	The Super Chief.	El Capitan.	The Grand Canyon.	The Chief.			STATIONS.	
	Yard	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
			PM 1.60	PM 1.12		AM 6.23	AM 4.53	AM 2.26	AM 2.18	218.0	0	HUTCHINSON. YL 0.2	
										218.2	0	HUTCHINSON JCT. YL	
			1.55 PM	1.17		6.26	4.56	2.30	2.22	219.1	21.1	PANHANDLE JCT. Mo. Pac. Crossing. YL 4.3	
9	82			1.22		6.31	5.01	2.35	2.27	223.4	0	WHITESIDE. 5.5	
82	82			1.27		6.35	5.05	2.40	2.32	228.9	21.1	PARTRIDGE. 6.2	
42	91			1.32		6.40	5.10	2.46	2.37	235.1	21.1	ABBYVILLE. 5.6	
47	84			1.36		6.44	5.14	2.51	2.42	240.7	21.1	PLEVNA. 5.7	
74	86			1.40		6.48	5.18	2.56	2.47	246.4	21.1	SYLVIA. 4.7	
20	99		Via Panhandle Division.	1.44 ⁸		6.51	5.21	3.00	2.51	251.1	21.1	ZENITH. 5.9	
82	84			1.49		6.56	5.26	3.07	2.56	257.0	0	STAFFORD. 0.2	
										257.2	0	Mo. Pac. Crossing. 8.8	
89	100			1.56		7.03	5.33	3.17	3.05	266.0	21.1	ST. JOHN. 6.8	
23	85			2.01		7.08	5.38	3.23	3.10	272.8	15.8	DILLWYN. 4.8	
48	82			2.04		7.11	5.41	3.28	3.14	277.6	15.8	MACKSVILLE. 7.3	
49	88			2.10		7.16	5.46	3.34	3.21	284.9	0	BELPRE. 8.4	
51	84			2.17		7.22	5.52	3.41	3.28	293.8	0	LEWIS. 3.6	
	63	Via First District. PM		2.20	Via First District. AM	7.25	5.55	3.44	3.31	298.9	0	OMAR. 5.5	
238	135	4.34		2.25	8.25	7.30	6.00	3.53	3.37	302.4	21.1	KINSLEY. YL 8.0	
87	99 101	4.45		2.32	8.37	7.37	6.07	4.03	3.44	324.7	21.1	OFFERLE. 5.6	
26	141	4.54		2.37	8.46	7.41	6.11	4.09	3.49	330.8	21.1	BELLEFONT. 5.8	
73	105 153	5.02		2.41	8.57	7.45	6.15	4.15	3.54	336.1	24.2	SPEARVILLE. 8.6	
44	82 144	5.13		2.48	9.12	7.51	6.21	4.22	4.01	344.7	26.5	WRIGHT. 7.8	
	Yard	5.30 PM		3.00 PM	9.25 AM	8.03 AM	6.34 AM	4.35 AM	4.15 AM	352.5		DODGE CITY. YL	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(120.2)	
		38.3	15.6	66.8	35.8	72.1	71.4	55.9	61.6			Average speed per hour.	

Between Hutchinson and Panhandle 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 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

Between MP 352.1 and MP 353 (Dodge City), there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

Two Main tracks between Hutchinson and Panhandle Jct.

Two Main tracks between Dodge City and Wright.

SIGNAL SYSTEM ONE:

In effect between Hutchinson and Dodge City, including both tracks between Wright and Dodge City, except;

SIGNAL SYSTEM TWO:

In effect Panhandle Jct. interlocking, Hutchinson Jct. and between MP 352.1 (Dodge City) and MP 353.

RULE 261 (CTC):

In effect between Dodge City and Kinsley, including both tracks between Wright and Dodge City.

Time of trains at Wright applies at end of Two Tracks.

Trains must get numbered clearance card before leaving Dodge City.

Trains originating at Kinsley must get numbered clearance card before leaving.

Westward trains, except Panhandle Division Trains, must get numbered clearance card before leaving C.R.I. & P. Crossing.

A Westward regular train authorized on the First Dist. will assume the schedule of the same number on the Second Dist. at Hutchinson or Kinsley, unless otherwise provided.

SECOND DISTRICT.

TIME TABLE No. 62, January 28, 1951.	Rating Grade Ascending.	Fuel, Water, Turn Table and Wyes.	Communications.	EASTWARD.								
				First Class.								
				18	92	8	4	22	128	20	124	
STATIONS.				The Super Chief.	Motor Passenger.	Fast Mail Express.	California Limited.	El Capitan.	Passenger.	The Chief.	The Grand Canyon.	
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
HUTCHINSON. YL 0.2	0	W Y	B	AM 1.53	AM 11.00	PM 2.25		PM 7.21		PM 10.02	AM 1.01	
HUTCHINSON JCT. YL 0.9												
PANHANDLE JCT. Mo. Pac. Crossing. YL 4.3	0		B	1.50	10.47 AM	2.21		7.17		9.57	12.55	
WHITESIDE. 5.5	0			1.46		2.16		7.13		9.53	12.50	
PARTRIDGE. 6.2	0		C	1.42		2.10		7.09		9.49	12.45	
ABBYVILLE. 5.5	0		B	1.38		2.03		7.05		9.45	12.39	
PLEVNA. 5.7	20.3		B	1.34		1.56		7.01		9.40	12.34	
SYLVIA. 4.7		0	W	C	1.30		1.49		6.57		9.36	12.29
ZENITH. 5.9	0		B	1.27		1.44 ⁷		6.54		9.33	12.25	
STAFFORD. 0.2	0		C	1.23	Via Panhandle Division.	1.33		6.50		9.29	12.20	
Mo. Pac. Crossing. 8.8	0											
ST. JOHN. 6.8	0	W F	C	1.15		1.23		6.42		9.21	12.12	
DILLWYN. 4.8	0		B	1.10		1.15		6.37		9.16	12.06	
MACKSVILLE. 7.3	0		C	1.07		1.10		6.34		9.12	12.02 AM	
BELPRE. 8.4	0	W	C	1.02		1.02		6.29		9.06	11.55	
LEWIS. 3.5	0		C	12.56		12.53		6.23		8.59	11.47	
OMAR. 5.5	0		B	12.53		12.49	Via First District. PM	6.20	Via First District. PM	8.56	11.44	
KINSLEY. YL 8.0	0	W Y	C	12.49		12.43	1.28	6.16	8.23	8.51	11.39	
OFFERLE. 5.5	0		C	12.42		12.34	1.16	6.09	8.09	8.44	11.31	
BELLEFONT. 5.8	0			12.38		12.29	1.10	6.05	8.01	8.40	11.26	
SPEARVILLE. 8.6	24.2	W	C	12.34		12.24	1.04	6.01	7.52	8.36	11.20	
WRIGHT. 7.8	26.5		C	12.28		12.16	12.54	5.55	7.42	8.30	11.11	
DODGE CITY. YL		W F T Y	C	12.18 AM		12.05 PM	12.40 PM	5.45 PM	7.30 PM	8.20 PM	11.00 PM	
(120.2)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
Average speed per hour.				75.9	6.0	61.5	44.7	75.1	40.5	70.7	59.8	

AUTOMATIC BLOCK SYSTEM

C.T.C.

Between Hutchinson and Panhandle 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 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

Between MP 352.1 and MP 353 (Dodge City), there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

- Two Main tracks between Hutchinson and Panhandle Jct.
- Two Main tracks between Dodge City and Wright.

SIGNAL SYSTEM ONE:
In effect between Hutchinson and Dodge City, including both tracks between Wright and Dodge City, except;

SIGNAL SYSTEM TWO:
In effect Panhandle Jct. interlocking, Hutchinson Jct., and between MP 352.1 (Dodge City) and MP 353.

RULE 261 (CTC):
In effect between Dodge City and Kinsley, including both tracks between Wright and Dodge City.

- Time of trains at Wright applies at end of Two Tracks.
- Trains must get numbered clearance card before leaving Dodge City.
- Trains originating at Kinsley must get numbered clearance card before leaving.
- Westward trains, except Panhandle Division Trains, must get numbered clearance card before leaving C.R.I. & P. Crossing.
- An Eastward regular train authorized on the Second Dist. will assume the schedule of the same number on the First Dist. at Kinsley or Hutchinson, unless otherwise provided.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 85		Rating Grade Ascending.	TIME TABLE No. 82, January 28, 1951.	Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. 86
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Mon., Wed. and Fri.	Mile Post.		STATIONS.				Arrive Tues., Thurs. and Sat.
	Yard	AM 11.40	0.0	0	SATANTA. YL 0.4	13.2	W F	C	s 10.45
			0.4	26.4	SATANTA JCT. YL 7.4	9.5	Y		
34	52	PM 12.05	7.8	52.8	RYUS. 8.2	52.8		B	f 10.25
30	84	f 12.35	16.0	52.8	HICKOK. 7.9	52.8			f 10.05
104	74	s 1.05	23.9	46.5	ULYSSES. YL 7.1	20.0	W	C	s 9.45
34		f 1.25	31.0	40.1	STANO. 4.1	37.0			f 9.25
37		f 1.45	35.1	37.0	BIGBOW. 10.6	0		B	f 9.15
65	34	s 2.25	45.7	52.8	JOHNSON. 7.8	20.3		C	s 8.55
43	54	s 2.52	53.5	52.8	MANTER. YL 9.3	11.6	W Y	C	s 8.35
28		f 3.26	62.8	42.2	SAUNDERS. 6.2	21.1			f 8.15
14		f 3.50	69.0	42.2	BARTLETT. 8.0	0			f 8.00
94	22	s 4.20	77.0	47.5	WALSH. 9.5	15.8	W	C	s 7.40
17		f 4.55	86.5	52.8	VILAS. 8.9	47.5			f 7.10
			95.4		SOUTH JCT. YL 0.5		Y		
103	53	s 5.30	95.9	66.0	SPRINGFIELD. YL 1.3	0		C	s 6.45
			97.2	52.8	NORTH JCT. YL 12.4				
104	42	6.45 PM	109.6		PRITCHETT. YL		WFY	C	6.00 AM
		Arrive Mon., Wed. and Fri.			(109.6)				Leave Tues., Thurs. and Sat.
		15.5			Average speed per hour.				23.1

Main track between North Junction and South Junction Springfield, is used by Western Division, Manter District, and Colorado Division, Boise City District, trains.

Normal position of switches is for Colorado Division trains.

Trains must get numbered clearance card before leaving Satanta and Pritchett.

No switch lights on Manter District.

GREAT BEND DISTRICT.

WESTERN DIVISION. 8

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 69		Ruling Grade Ascending.	TIME TABLE No. 82, January 28, 1951.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. 70
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.				Arrive Daily Ex. Sun.
Yard	Yard	AM 9.00	0.0	5.2	GREAT BEND. YL 8.3	0	WFY	C	PM 3.00
26		s 9.20	8.8	21.1	HEIZER. 7.1	0			s 2.25
41	35	s 9.45	15.4	19.9	ALBERT. 4.4	0		C	s 2.05
33		f 10.00	19.8	21.1	SHAFFER. 4.7	0			f 1.45
25		s 10.17	24.5	15.8	TIMKEN. 7.7	0		C	s 1.25
26	85	s 10.42	32.2	15.3	RUSH CENTER. 6.9	0		C	s 1.05
41		s 11.02	39.1	21.1	NEKOMA. 6.0	0		C	s 12.45
41		s 11.25	46.1	21.1	ALEXANDER. 7.7	0	W	C	s 12.25
37	82	s 12.01 ⁷⁰	52.8	31.7	BAZINE. 11.6	0		C	s 12.01 ⁰⁰ PM
91	78	s 12.35	64.4	31.7	NESS CITY. YL 8.4	31.7	WFY	C	s 11.35
17	56	f 1.00	72.8	31.7	LAIRD. 7.7	31.7			f 10.42
19		s 1.25	80.5	31.7	BEELE. 6.7	0			s 10.27
24		s 1.45	87.2	31.7	ALAMOTA. 8.8	0			s 10.12
93		s 2.10	96.0	22.6	DIGHTON. 7.5	0	W	C	s 9.55
36		s 2.35	103.5	14.6	AMY. 6.3	0			s 9.28
19		s 2.50	109.8	31.7	GRIGSTON. 6.3	31.7			s 9.15
4		f 3.05	116.1	7.9	TRACTOR. 3.1	0			f 9.00
			118.9	17.6	Mo. Pac. Crossing. 1.2	0			
71		s 3.35 PM	120.1		SCOTT CITY. YL		WY	C	8.45 AM
		Arrive Daily Ex. Sun.			(120.1)				Leave Daily Ex. Sun.
		18.2			Average speed per hour.				20.9

Trains must get numbered clearance card before leaving Great Bend and Scott City.

No switch lights on Great Bend District.

Track Capacity 50 ft. Per Car		WEST- WARD. Second Class.		Rolling Grade Ascending.	TIME TABLE No. 82, January 28, 1951.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		71							72
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.				Arrive Daily Ex. Sun.
375	83	AM 9.00	0.0	10.5	LARNED. YL 6.6	0	W Y C		PM 1.45
26		9.19	6.6	10.5	FRIZELL. 5.6	0			1.20
31		9.34	12.2	10.5	SANFORD. 4.8	0			1.05
41		9.45	17.0	24.8	ROZEL. 6.9	0		C	12.50
61		10.02	23.9	0	BURDETT. 6.8	0	W C		12.30
12		10.20	30.7	7.0	GRAY. 4.7	0			12.08 PM
30		10.32	35.4	52.8	OLNEY. 10.8	52.8		C	11.55
50		11.00 AM	46.2		JETMORE. YL		W Y C		11.30 AM
		Arrive Daily Ex. Sun.			(46.2)				Leave Daily Ex. Sun.
		23.1			Average speed per hour.				20.5

No. 71 is superior to No. 72.

Trains must get numbered clearance card before leaving Larned and Jetmore.

No switch lights on Larned District.

SPECIAL RULES.

Rules Nos. 17, 315, 509, 511, D-514, 660, 1000 (C), and Definitions of Medium Speed and Restricted Speed, Pages 106, 111, 114 and 115, Operating Department, are amended as follows:

Rule 17. First sentence amended to read:

The headlight will be displayed to the front of every train by night, and, in addition to the front of every Diesel and gas-electric powered train by day.

Rule 315. Amended to read:

A train, other than a passenger train, will not be permitted to follow a train, other than a passenger train, into a block, except when authorized by train order or permissive signal, and when such movement is authorized the following train must proceed through the block prepared to stop short of train or obstruction, but not exceeding twenty miles per hour.

Rule 509. Amended to read:

When a train or engine is stopped by a "stop and proceed" signal, it may:

(a) On single track, where block can be seen to be clear of opposing movement, proceed at once at restricted speed. Where block cannot be seen to be clear of opposing movement, wait five minutes and then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

(b) Where facing point switch is located immediately beyond signal and switch is lined for turnout, train may, without stopping, pass such signal at restricted speed to enter turnout, provided main track is clear to fouling point.

(c) On two or more tracks, proceed at once at restricted speed.

Rule 511. Amended to read:

A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule D-514 changed to Rule 514. Amended to read:

Where separate signal governing train movements from siding or other track to main track indicates "stop" and train has other authority to enter main track, the main track switch may be opened and after the expiration of five minutes, train may proceed, complying with Rules 99 and 509 (a) on single track, and Rules 99 and 509 (c) on two or more tracks.

When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal.

This rule will also apply where such signals are located at non-continuous interlocking stations and are set for automatic operation during hours office is closed.

Rule 660. Amended to read:

A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 1000 (C). Amended to include:

In the application of Operating Rule 1000 (C) the Federal Communication Commission has modified its rules to permit an employee, authorized by the Railway Company to do so, to operate a mobile radio unit without having passed an examination on the rules; but an employee must pass an examination before operating a fixed or base radio station.

MEDIUM SPEED—A speed not exceeding 40 miles per hour.

RESTRICTED SPEED—A speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

WESTERN DIVISION. 10

Definitions, Page 104, amended to include:

AUTOMATIC TRAIN STOP SYSTEM (ATS).

A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

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

2. YARD LIMITS.

(A) Boise City.	Larned.
Dodge City (extends to and includes Cimarron Valley Jct.).	Manter.
Elkhart.	Ness City.
Ellinwood.	Newton (extends to and includes Sand Creek).
Great Bend.	Pritchett.
Hutchinson (extends to and includes Way and Panhandle Jct.).	Satanta.
Jetmore.	Scott City.
Kinsley.	Springfield (extends to and includes North and South Jct.).
	Sterling.
	Ulysses.

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 the 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
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT:		
Newton and Hutchinson.....	79	55
Hutchinson and Kinsley.....	59	45
SECOND DISTRICT		
GREAT BEND DISTRICT:		
Great Bend and Timken.....	30	25
Timken and Scott City.....	40	30
LARNED DISTRICT		
LARNED DISTRICT.....	30	25
CIMARRON VALLEY DISTRICT		
CIMARRON VALLEY DISTRICT.....	40	30
MANTER DISTRICT		
MANTER DISTRICT.....	35	30
FIRST DISTRICT		
Curve, M.P. 187.4 to 187.7 EB.....	70	55
St L&SF Crossing, M.P. 204.1 EB&WB.....	75	50
Mo. Pac. Crossing, M.P. 235.6.....	20	20
Track conditions, M.P. 256.7 to M.P. 259.1.....	40	30
First District Junction, M.P. 318.4.....	40	30
SECOND DISTRICT		
Curve, M.P. 218.4 to 218.6 EB & WB.....	40	30
2 Curves, M.P. 219.6 to 220.2 WB.....	55	45
Curve, M.P. 220.0 to 220.2 EB.....	55	50
Curve, M.P. 228.3 to M.P. 228.8.....	80	55
Curve, M.P. 240.5 to M.P. 240.6.....	95	55
Curve, M.P. 242.5 to M.P. 242.8.....	95	55
Curve, M.P. 246.8 to 247.0.....	95	55
Curve, M.P. 251.6 to M.P. 251.9.....	95	55
Curve, M.P. 255.5 to M.P. 255.7.....	95	55
Mo. Pac. Crossing M.P. 257.2.....	70	50
Curve, M.P. 264.8 to M.P. 265.1.....	95	55
Curve, M.P. 266.1 to M.P. 266.5.....	80	55

11 WESTERN DIVISION.

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
SECOND DISTRICT—(Cont'd).		
Curve, M.P. 268.0 to M.P. 268.5.....	90	55
Curve, M.P. 269.8 to M.P. 270.0.....	85	55
Curve, M.P. 297.6 to M.P. 297.8.....	85	55
Curve, M.P. 298.3 to M.P. 298.4.....	95	55
Curve, M.P. 298.9 to M.P. 299.1.....	85	55
Curve, M.P. 299.8 to M.P. 300.1.....	95	55
Curve, M.P. 301.7 to M.P. 302.0.....	55	55
East End Two Tracks, M.P. 344.7.....	40	40
2 Curves, M.P. 348.0 to M.P. 349.8.		
WB on No. 2 Track.....	80	55
2 Curves, M.P. 348.0 to M.P. 349.8		
WB on No. 1 Track.....	60	55
2 Curves, M.P. 348.0 to M.P. 349.8		
EB on No. 2 Track.....	80	55
2 Curves, M.P. 348.0 to M.P. 349.8		
EB on No. 1 Track.....	60	55
Curve, M.P. 352.0 to 352.1 Tracks No. 1 & 2..	20	20

(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
Newton.....	First Avenue.....	15
Hutchinson.....	Between C.R.I.& P. Crossing and Panhandle Jct.....	25
Sterling.....	Within City Limits.....	25
Ellinwood.....	Main Street.....	40
Great Bend.....	Main Street.....	15
Larned.....	Within City Limits.....	30
Kinsley.....	Niles & Colony Ave.—Eighth St...	40

(D) MAXIMUM LOCOMOTIVE SPEEDS

	Miles Per Hour	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
		Miles Per Hour	Miles Per Hour	Miles Per Hour
Diesel and Gas-Electric				
1-90, 300-305	100	45	45	90
306-312	85	45	45	80
M105-M189	60	60	25	60
M190	75	60	25	75
100-241, 400-430, 2110, 2611, 2650	65	45	45	60
450-451	30	30	30	20
460-468	35	35	35	20

3. SPEED REGULATIONS—(Cont'd).

(D) MAXIMUM LOCOMOTIVE SPEEDS—(Cont'd).

Diesel and Gas-Electric— (Cont'd)	Miles Per Hour	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
		Miles Per Hour	Miles Per Hour	Miles Per Hour
500-506, 525-533, 2200-2299, 2303-2304, 2310-2391, 2395-2399, 2403-2417, 2600-2606	45	45	45	45
2150-2153, 2300-2302, 2400-2402	40	40	40	30
Steam				
6-wheel and 8-wheel switch	20	20	20	
9440, 9442	30	30	25	
643, 664-684, 735, 761-768, 777, 781, 791, 795, 798-802, 804-820, 823, 827, 840, 849, 856, 900-984, 1600-1702, 1900-1991, 2526, 2536-2569, 3016-3027	35	35	25	
835-899, 3100-3153	45	35	25	
3800-3940	50	40	25	
2507-2525	55	40	25	
1001-1215, 1799-1886, 3160-3287, 4000-4115, 4197, 5000-5035	60	40	25	
3700-3750	70	40	25	
1272-1388, 1483-1554, 3409, 3443-3445, 3449, 3507-3534, 3751-3775	90	40	25	
1218, 1453, 1473, 2900-2929, 3400-3408, 3410-3442, 3446-3448, 3450-3465, 3776-3785	100	40	25	

(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 (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
Passenger.....	3	5	5
Freight.....	5	5	5
44-Ton Yard.....	2	5	5
Other Yard.....	5	5	5
Diesel-Electric and Gas-Electric Motor Cars.....			
	3	5	5
Steam Engines:			
Roller Bearing.....	9	5	5
Passenger Cars:			
Roller Bearing.....	8	5	—
Friction Bearing.....	12	5	—

(F) Steam Wrecking Cranes, etc.

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear, must not exceed speed of thirty (30) miles per hour at any point on the First and Second Districts, and twenty (20) miles per hour at any point on other districts.

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

(G) Locomotives Handled Dead in Trains.

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	All Locomotives
0-4-0	2-6-2	2-10-0	Mountain Type	Except Mountain
0-6-0	2-8-0	2-10-2	Includes	Type Include
0-8-0	2-8-2	2-10-4	4-8-2	4-4-0
2-6-0	2-8-4		4-8-4	4-4-2
				4-6-0
				4-6-2
				4-6-4

(H) Spring Switches, Turnouts and Crossovers.

In heading in or out over the following spring switches, turnouts and crossovers, 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 a speed of fifteen (15) miles per hour. On all other turnouts and crossovers, trains or engines must not exceed speed of ten (10) miles per hour.

Station	Type	Location	MILES PER HOUR	
			Passenger	Freight
Sand Creek	Interlock	Main track crossovers west end yard	30	20
Way	Interlock	Main track crossovers east end yard	30	30
C.R.I.& P. Crossing	Interlock	East end No. 3 track.....	30	30
Hutchinson Junction	Spring	Crossovers between First and Second Districts— First District westward.	25	25
		First District eastward.	15	15
Panhandle Junction	Interlock	End of Two Tracks.....	40	40
Whiteside	Spring	East and west end siding....	15	15
Partridge	Spring	East and west end siding....	15	15
Abbyville	Spring	East and west end siding....	15	15
Plevna	Spring	East and west end siding....	15	15
Sylvia	Spring	East and west end siding....	15	15
Zenith	Spring	East and west end siding....	15	15
Stafford	Spring	East and west end siding....	15	15
St. John	Spring	East and west end siding....	15	15
Dillwyn	Spring	East and west end siding....	15	15
Macksville	Spring	East and west end siding....	15	15
Belpre	Spring	East and west end siding....	15	15
Lewis	Spring	East and west end siding....	15	15
Kinsley	Dual	East end sidings on First and Second Districts connecting and crossover switches between Depot and Colony Ave	30	30
Kinsley Jct.	Dual	1.7 miles west of depot CTC	40	40
Offerle	Dual	Each end of sidings.....	30	30
Bellefont	Dual	Each end of siding.....	30	30
Spearville	Dual	Each end of sidings.....	30	30

WESTERN DIVISION. 12

3. SPEED REGULATIONS—(Cont'd).

(H) Spring Switches, Turnouts and Crossovers—(Cont'd).

Station	Type	Location	MILES PER HOUR	
			Passenger	Freight
Wright	Dual	Each end of east siding, both ends of crossover between siding and main track.....	30	30
		End of Two Tracks.....	40	40
Dodge City	Dual	East end of freight leads both ends of crossovers between main tracks.....	30	30
Dodge City	Spring	West end crossover between passenger tracks 1 and 2 at Third Avenue.....	25	25

(I) Speed Table.

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
-	36	100	1	18	46.1
-	37	97.3	1	20	45.0
-	38	94.7	1	22	43.9
-	39	92.3	1	24	42.9
-	40	90.0	1	26	41.9
-	41	87.8	1	28	40.9
-	42	85.7	1	30	40.0
-	43	83.7	1	32	39.1
-	44	81.8	1	34	38.3
-	45	80.0	1	36	37.5
-	46	78.3	1	38	36.8
-	47	76.6	1	40	36.0
-	48	75.0	1	42	35.3
-	49	73.5	1	44	34.6
-	50	72.0	1	46	34.0
-	51	70.6	1	48	33.3
-	52	69.2	1	50	32.7
-	53	67.9	1	52	32.1
-	54	66.6	1	54	31.6
-	55	65.5	1	56	31.0
-	56	64.2	1	58	30.5
-	57	63.2	2	—	30.0
-	59	61.0	2	05	28.8
1	—	60.0	2	10	27.7
1	02	58.0	2	15	26.7
1	04	56.2	2	30	24.0
1	06	54.2	2	45	21.8
1	08	52.9	3	—	20.0
1	10	51.4	3	30	17.1
1	12	50.0	4	—	15.0
1	14	48.6	5	—	12.0
1	16	47.4	6	—	10.0

4. DANGEROUS OBSTRUCTIONS. (See Rule 761).

5. SPECIAL RULES AND FACILITIES.

(A) C.R.I.& P. Crossing: Following whistle signals indicate route:

EASTWARD

Eastward Main track	_____
Westward Main track	_____ 0
Eastward Freight lead	_____ 0 _____
Westward Freight lead	_____ 0 _____ 0

WESTWARD

Eastward Main track	_____ 0
Westward Main track	_____
Main Track No. 3	0 _____ 0
Fairgrounds	0 0 _____ 0

5. SPECIAL RULES AND FACILITIES—(Cont'd).

(B) CENTRALIZED TRAFFIC CONTROL (CTC).

Between MP 352.1 (Dodge City) and MP 318.4 (Kinsley), including both tracks between Dodge City and Wright. Rules 251 and 261 in effect.

Following switches are DUAL control, normally handled by dispatcher.

KINSLEY—First District Junction.

OFFERLE—Each end of sidings.

BELLEFONT—Each end of siding.

SPEARVILLE—Each end of sidings.

WRIGHT—Each end of east siding, both ends of crossover between siding and main track, end of two tracks.

DODGE CITY—East end of freight leads and both ends of crossovers between main tracks located near east end of freight leads.

All other switches within these limits are hand throw.

(C) RULES FOR THE OPERATION OF AUTOMATIC TRAIN STOP (ATS), PASSENGER SERVICE.

Rules for the Operation of Automatic Train Stop do not supersede or dispense with the observance of other rules and instructions.

Except as otherwise provided, an engine in passenger service in Automatic Train Stop territory, as shown in time table, must be equipped with operative Automatic Train Stop device. The engine-man must see that Automatic Train Stop cut-out cock is cut in and sealed and check car card Form 1167-S to assure himself the device has been tested and is operative. Enginemen handling the engine where Automatic Train Stop is not in operation must make same observation and promptly report by wire if cut-out cock not sealed or car card fails to indicate proper test has been made.

When an engine passes over an inductor in approach to a signal indicating other than a "clear" signal, an automatic brake application will occur, unless prior acknowledgment has been made within 15 seconds. When such application has occurred, the brake valve must be lapped immediately and after sixty seconds, an acknowledgment made. Brakes may then be released. If proper acknowledgment has been made approaching other than a "clear" signal, a bell will sound when the receiver of engine passes over inductor.

Enginemen may also acknowledge before passing over an inductor to avoid an automatic application of the brakes when running backward at signals governing movements in the opposite direction.

Within or without Automatic Train Stop territory, an automatic brake application may occur when the Automatic Train Stop equipment becomes damaged or defective. If brakes cannot be released as prescribed above, Automatic Train Stop equipment must be cut out and promptly reported.

Seal on cut-out cock must not be broken or Automatic Train Stop cut out, unless device fails to operate properly.

Automatic Train Stop failures and interruptions and removal of seals must be reported by wire from first available point of communication.

When the Automatic Train Stop device on an engine fails or is cut out enroute in Automatic Train Stop territory, train may proceed according to signal indication, not exceeding 79 miles per hour. If the Automatic Block Signal System is out of service, train may proceed at Restricted Speed, except; if Manual Block is established in advance of the train on which the device is inoperative, train may proceed not exceeding 79 miles per hour.

When a train, moving in Automatic Train Stop territory with the device inoperative, is stopped by a "Stop and Proceed" signal, it may proceed in accordance with amended Rule 509.

5. SPECIAL RULES AND FACILITIES—(Cont'd).

LOCATION JUNCTIONS, AND NORMAL POSITION OF SWITCH.

Hutchinson: Hutchinson Junction M P 218.2 (Junction First and Second Districts) Spring, normal for Eastward Main Track.

Ellinwood: First District Junction with Middle Division M P 259.2. Normal for First District trains.

Great Bend: First District Junction with Great Bend District MP 269.7. Normal for First District trains.

Larned: First District Junction with Larned District M P 291.9. Normal for First District trains.

Dodge City: Cimarron Valley Junction, Cimarron Valley District MP 1.1. Normal for Cimarron Valley District Trains.

Satanta: Satanta Junction, Cimarron Valley District and Manter District M P 58.2. Normal for Cimarron Valley District trains.

Keys: B.M.&E. Junction, Cimarron Valley District and B.M.&E. Railroad M P 144.8. Normal for Cimarron Valley District trains.

Boise City: Cimarron Valley District Junction with Dumas District M P 158.2 Normal for Dumas District trains.

Boise City: West end Cimarron Valley District, East end Colorado Division M P 159.8. Normal for Colorado Division trains.

Springfield: Manter District Junction with Boise City District South Junction M P 95.4. Normal for Colorado Division trains.

Springfield: Manter District Junction with Boise City District North Junction M P 97.2. Normal for Colorado Division trains.

6. RAILROAD CROSSINGS AND JUNCTIONS.

NAME	TYPE	SPEED	
			Miles per hour
Sand Creek	West end freight yard	Standard	See Rule 3-H
Burrton	St.L.-S.F. Crossing, M.P. 204.1 with current of traffic	Automatic	75
	Moving against current of traffic		20
Way	East end freight yard..	Standard	See Rule 3-H
C.R.I.&P.			
Crossing	M.P. 216.5	Standard	See Rule 3-H
Panhandle Jct.	Mo.Pac. Crossing, M.P. 219.2 Second District	Standard	See Rule 3-H
Stafford	Mo.Pac. Crossing, M.P. 257.2	Automatic	70
Kinsley	First District between M.P. 315.0 and M.P. 318.4 Second District between M.P. 301.0 and M.P. 318.4.....	Standard	See Rule 3-H
Kinsley Jct.	1.7 miles west of depot	Standard	See Rule 3-H
Sterling	Mo.Pac. Crossing, M.P. 235.7	Automatic	20
Scott City	Mo.Pac Crossing, M.P. 118.9	Standard	—

Scott City, Mo. Pac. Crossing, protected by electrically locked derrails set normally against A.T.&S.F. Railway. Trains must stop before reaching derail. Member of crew will go to crossing, and if indicators located near levers indicate proceed, levers may be operated and plant lined for passage of A.T.&S.F. trains. If an indicator is at stop, see that no train is approaching on Mo. Pac. tracks, go to box marked "RELEASE" and operate clockwork time release on this box, turning the knob to the right as far as it will go and then release it. After four minutes time has elapsed indicator should clear, and levers can be operated.

Derrails must be restored to derailing position and levers placed normal and locked after using.

Sterling, Mo. Pac. Crossing, occupancy of preliminary section East or West of the crossing, indicated by sign, locks circuit against Mo. Pac. in both directions, and in case of an eastward train failing to complete movement over the crossing due to switching or other causes, the circuit can be released to the Mo. Pac. by opening either the eastward siding switch or transfer switch.

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

Burrton, Stafford and Sterling, when train is stopped by home signal and no train or engine movement in evidence on opposing route a member of crew will proceed to crossing and if light in box marked "Santa Fe Indicator" is lighted he will hand signal his train or engine over crossing. If light indicator not burning train will move one rail length inside home signal, stop, wait one minute, and then proceed as per amended rules 509 (a) or 509 (c).

If entire train has passed over crossing, clearing home signals, and necessary to make movement in opposite direction, signals can be cleared by inserting switch key in "key circuit controller" (located on side of signal case at each home signal), turning key as far as possible, then removing same.

7. SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGE OF TIME TABLE.

Location	Mile Post	Car Capacity	Switch Connection	Flag Stops For Trains
FIRST DISTRICT—				
Water Works Spur . . .	192.1	7	West WBM	Freight only
Paxton	199.4	6	East	Freight only
Serco	206.7	28	East	Freight only
S. W. Dehydrating Co. Track	261.7	4	West	Freight only
SECOND DISTRICT—				
Ardell	321.0	13	East	Freight only
GREAT BEND DISTRICT—				
National Co-Operative Track	11.1	9	East	Freight only
Morgan Track	17.9	13	East & West	Freight only
Shallow Track	77	4	East & West	Freight only
CIMARRON VALLEY DISTRICT—				
Natural Gas Co. Track	50.9	18	East & West	Freight only
Citizens Track	69.6	15	East & West	Freight only
MANTER DISTRICT—				
Columbian Track	13	83	East & West	Freight only
Magnolia Spur	13.7	22	West	Freight only
Pioneer Co-Op Spur . . .	25.8	7	East	Freight only
Sullivan Track	29.1	18	East & West	Freight only
LARNED DISTRICT—				
Bosse Track	42.7	11	East & West	Freight only

8. BULLETIN BOOKS.

NEWTON—Roundhouse Register Room.
 Trainmen's Register Room.
 SAND CREEK—Yard office.
 WAY—Yard Office.
 Roundhouse Register Room.
 HUTCHINSON—Passenger Station.
 GREAT BEND—Passenger Station.
 DODGE CITY—Conductors' Register Room.
 Roundhouse Register Room.
 Reading Room.
 BOISE CITY—Passenger Station.
 SATANTA—Passenger Station.

9. STANDARD CLOCKS.

NEWTON—Trainmen's Register Room.
 Roundhouse Register Room.
 SAND CREEK—Yard Office.
 WAY—Yard Office.
 GREAT BEND—Passenger Station.
 DODGE CITY—Dispatchers' Office.
 Conductors' Register Room.
 Roundhouse Register Room.
 SCOTT CITY—Passenger Station.
 BOISE CITY—Passenger Station.

10. STANDARD THERMOMETERS.

Sand Creek.	Ellinwood.	Kinsley.	Jetmore.
Way.	Great Bend.	Stafford.	Scott City.
Hutchinson.	Larned.	Dodge City.	Boise City.

11. STATUTORY REGULATIONS.

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

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

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

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

In Colorado, a railroad company has a right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any station where suitable accommodation can be procured for his safety and comfort.

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 employees, who uses vile or profane language in the car, or who threatens to assault other passengers or train employees, may lawfully be expelled from the train at any station where suitable accommodation can be procured for his safety and comfort; this may be done upon a tender of refund of the unearned portion of the fare.

FREIGHT SCHEDULES.

WESTWARD.						Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	EASTWARD.					
61	71	75	45	81	35		32	42	82	76	72	58
Way Frt.	Way Frt.	Way Frt.	Fast Frt.	Way Frt.	New Mex.- Col.- Kas. Fast Frt.		Fast Frt. Stock Exp.	Col.- Chi.- Texas Fast Frt.	Way Frt.	Way Frt.	Way Frt.	Way Frt.
Leave Tues., Thurs., Sat.	Leave Daily Ex. Sun.	Leave Daily Ex. Sat.	Leave Daily.	Leave Mon., Wed., Fri.	Leave Daily.	STATIONS	Arrive Daily.	Arrive Daily.	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.
AM 5.00		PM 12.01	PM 8.30	AM 8.00	AM 1.30	SAND CREEK.	PM 2.45	PM 10.15	PM 5.00			PM 7.30
		1.30				WAY.			PM 5.30	3.30 PM		
					2.30	HUTCHINSON.	1.45 PM	9.15				
5.20 AM	AM 7.30	7.00 PM				Panhandle Jet.						7.00 PM
	9.00 AM					GREAT BEND.			10.30 AM	PM 3.30		
			4.30 AM	4.10 PM	6.00 AM	LARNED.				1.45 PM		
						DODGE CITY.	10.00 AM	4.45 PM	8.00 AM			
Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sat.	Arrive Daily.	Arrive Mon., Wed., Fri.	Arrive Daily.	STATIONS	Leave Daily.	Leave Daily.	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

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
3	Nickerson to Dodge City	La Junta and beyond	Newton and beyond	141-14	Denver to La Junta	Beyond La Junta	
4	Los Cerrillos	La Junta and beyond		21	Hutchinson	La Junta and beyond	Kansas City and beyond
	Glorieta Wagon Mound Thatcher	Beyond La Junta	Albuquerque and beyond		Trinidad	Raton and beyond	
	Deerfield Holcomb }	Dodge City and beyond	Beyond La Junta		Lamy	Gallup and beyond	Trinidad and beyond
	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond	22	Lamy	Trinidad and beyond	Gallup and beyond
			Trinidad		Kansas City and beyond	Any station	
123	St. John Stafford Macksville Kinsley	Albuquerque-Pueblo and beyond	Kansas City and beyond	19	Hutchinson	Kansas City and beyond	La Junta and beyond
	Lakin Syracuse Las Animas	Albuquerque-Pueblo and beyond	Kansas City and beyond		Garden City	Albuquerque and beyond Barstow and beyond	Kansas City and beyond Kansas City and beyond
	Glorieta	Gallup and beyond	Trinidad and beyond	20	Glorieta Valmora Garden City	Kansas City and beyond Kansas City and beyond	Barstow and beyond Albuquerque and beyond
1-102	La Junta to Pueblo		Beyond Las Animas	23	Ft. Sumner Vaughn Mountainair }	Belen and beyond	Beyond Clovis
	Pueblo to Denver		Beyond La Junta				
101-2	Denver to Pueblo	Las Animas and beyond		24	Mountainair Vaughn Ft. Sumner }	Beyond Clovis	Belen and beyond
	Littleton	Colorado Springs, Pueblo and beyond		27-(C&S)	Littleton Castle Rock Larkspur Fountain }	Beyond Pueblo	
	Pueblo to La Junta	Beyond Las Animas					
124	Las Animas Syracuse Lakin	Kansas City and beyond	Albuquerque-Pueblo and beyond	28-(C&S)	Palmer Lake	Any station	Any station
	Kinsley Macksville St. John Stafford	Kansas City and beyond	Albuquerque-Pueblo and beyond	105	Milan Argonia Danville	Beyond Kiowa	Wichita and beyond
				106	Danville Argonia Milan	Wichita and beyond	Beyond Kiowa
13-130	La Junta to Denver		Beyond La Junta				

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



SANTA FE SAFETY FIRST



Every 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.)

