

The Atchison, Topeka & Santa Fe Railway Co.

WESTERN LINES

NORTHERN DISTRICT.



WESTERN DIVISION



EMPLOYEES' TIME TABLE

72

IN EFFECT

Sunday

July 5, 1942

AT 12:01 O'CLOCK A. M.

Central Standard Time

72

Superseding Time Table No. 71, 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.

E. P. DUDLEY,
Asst. General Manager,
La Junta, Colo.

W. C. BAISINGER,
Superintendent,
Dodge City, Kansas.

E. J. LODGE,
Trainmaster,
Dodge City, Kan.

R. H. SOUTHWORTH,
Chief Dispatcher,
Dodge City, Kan.

P. W. HARE,
Night Chief Dispatcher,
Dodge City, Kan.

Train Dispatchers:
A. O. Moss, **C. H. Young,** **H. B. Massey,**
R. P. Crispell, **E. J. Barnes,**
Dodge City, Kan.

Timetable 73 eff 29 Nov 1942

WESTERN DIVISION—FIRST DISTRICT.

WESTWARD FIRST CLASS.											EASTWARD FIRST CLASS.																
111	3	7	127	21	17	9	19	Capacity of Other Tracts.	Capacity of Blading.	Distance from Atobison.	Bulling Grade Ascending.	TIME TABLE No. 72, July 5, 1942.			Bulling Grade Ascending.	Fuel Water, Turb. Tables and Wye.	Communications.	18	10	112	4	8	22	128	20		
Motor Passenger.	California Limited.	Fast Mail Express.	Passenger.	El Capitan.	The Super Chief.	Centennial State.	The Chief.	No. Cars.	No. Cars.	Miles.		STATIONS.						The Super Chief.	Centennial State.	Motor Passenger.	California Limited.	Fast Mail Express.	El Capitan.	Passenger.	The Chief.		
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Sunday and Wednesday.	Leave Sunday and Wednesday.	Leave Daily.	Leave Daily.					NEWTON.						Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Daily.		
PM 8.45	PM 7.20	PM 12.30	AM 4.20	AM 4.15	AM 3.55	AM 1.47	AM 1.35		Yard	185.1	0	1.6			31.8	WF T	C	AM 2.30	AM 3.30	AM 10.10	AM 11.25	PM 3.10	PM 8.00	AM 12.25	AM 12.35		
									Yard	186.7	21.1	SAND CREEK.			15.8	WY	C										
f 8.57	f 7.32	12.39	s 4.34	4.24	4.04	1.56	1.45	127	WB92 EB 92	194.6	21.1	9.5			0		C	2.19	3.18	f 9.58	11.12	2.59	7.49	f 12.10 AM	12.24		
f 9.09	7.44	12.48	s 4.45	4.31	4.11	2.04	1.55	119	WB88 EB96	204.1	9.6	St. L. & S. F. Crossing. BURETON.			0		C	2.11	3.07	f 9.48	11.02	2.49	7.41	f 11.58	12.15		
9.18	7.53	12.54	4.54	4.37	4.17	2.11	2.02	39		211.2	0	7.1			0			2.05	2.56	9.40	10.53	2.41	7.34	11.48	12.07		
9.22	7.57	12.57	5.00	4.40	4.20	2.14	2.06	Yard	Yard	214.9	0	3.7			0		WF TY	C	2.02	2.50	9.36	10.46	2.36	7.30	11.43	12.03	
9.24	7.59	12.59	5.04	4.41	4.21	2.16	2.08			216.5	0	1.6			0			C	2.00	2.48	9.34	10.44	2.34	7.28	11.40	12.01 AM	
s 9.30	s 8.10 PM	s 1.05 PM	s 5.15 5.30	f 4.45 AM	f 4.24 AM	s 2.23 AM	s 2.12 AM	Yard	Yard	218.0	0	1.5			0			WY	B	1.57 AM	2.45 AM	s 9.30	10.40 AM	2.30 PM	7.25 PM	s 11.30	11.58 PM
9.32	Via Second District.	Via Second District.	5.32	Via Second District.	Via Second District.	Via Second District.	Via Second District.			218.2	0	0.2			0				Via Second District.	Via Second District.	9.22	Via Second District.	Via Second District.	Via Second District.	11.22	Via Second District.	
9.40			5.38					25	89	223.2	0	5.0			0												
f 9.47			s 5.45					98	82	228.6	7.4	5.4			0												
								5		235.7	0	7.1			0												
s 10.00			s 5.58					171	81	236.7	11.1	1.0			0		W	C			s 8.59				s 10.56		
f 10.08			f 6.06					44	83	242.9	0	6.2			0												
f 10.17			f 6.14					118	55	249.0	0	6.1			0												
10.24 ¹²⁸			6.19						57	253.5	10.5	4.5			0												
s 10.33			s 6.35					278	85	259.4	0	5.9			0		WY T	C			s 8.29				s 10.15		
10.38			6.42					8	87	263.9	0	4.5			0												
s 10.45			s 7.07					967	87	269.5	11.8	5.6			0												
10.55			f 7.18					23	56	277.3	19.4	7.8			0		WFY	C			s 8.12				s 9.55		
f 11.02			s 7.27					55	83	283.0	13.0	5.7			0												
								4		290.5	0	7.5			0												
										291.0	0	0.5			0												
s 11.13			s 7.40 ¹¹²					376	80	291.8	0	0.8			0		WY	C			s 7.40 ¹²⁷				s 9.20		
11.19			7.49						56	297.4	0	5.6			0												
f 11.26			s 7.59					42	89	302.5	17.4	5.1			0												
11.34			8.10					9	54	309.4	12.6	6.9			0												
s 11.48 PM			s 8.25 AM					292	159	316.7	9.0	7.3			0		WY	C			7.12 AM				8.45 PM		
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Sunday and Wednesday.	Arrive Daily.	Arrive Daily.					(131.6)							Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Wednesday and Saturday.	Leave Daily.	Leave Daily.	
(43.1)	(43.0)	(56.4)	(34.9)	(65.8)	(67.9)	(64.7)	(58.2) Average speed per hour.											(59.9)	(43.9)	(44.4)	(43.9)	(49.4)	(56.4)	(35.8)	(58.3)	

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17, 18, 21 and 22 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17, 18, 21 and 22 not less than ten minutes.

Double track between Newton and C. R. I. & P. Crossing.
Automatic Block: M.P. 185.1 to M.P. 220.3; M.P. 313.6 to M.P. 315.0.

Trains have no time table superiority between Mo. Pac. Crossing and First Street, 0.4 mile west of passenger station Newton, and will move in such limits at restricted speed.

Three main tracks between C. R. I. & P. Crossing and Hutchinson Junction. Eastward trains use No. 1 track. Westward trains via Second District use No. 2 track, and Westward trains via First District use No. 3 track.

Trains have no time table superiority on Main tracks No. 1 and 2 between C. R. I. & P. Crossing and Panhandle Junction and Main track No. 3 between C. R. I. & P. Crossing and Hutchinson Junction, and will move in such limits at restricted speed.

First class trains register by Form 903 at Sand Creek.

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

Train order semaphore at C. R. I. & P. Crossing governs trains moving on tracks Nos. 1, 2 and 3 only.

Trains originating Newton, Sand Creek, Way, and Eastward trains at Kinsley must get numbered Clearance Card (Form 902) before leaving.

All except first class trains from Second District entering First District at Hutchinson Jct., which do not terminate at Way, must get numbered Clearance Card (Form 902) before leaving C. R. I. & P. crossing.

WESTERN DIVISION—SECOND DISTRICT.

WESTWARD FIRST CLASS.

EASTWARD FIRST CLASS.

111	3	7	127	61	21	17	9	19	Capacity of Chief Trains	Capacity of Sidings	Distance from Avonson.	Rating Grade Ascending.	TIME TABLE No. 72, July 5, 1942.	Rating Grade Ascending.	Fuel, Water, Turn Table and Wyes.	Communications	18	10	112	4	8	22	128	68	20	
Motor Passenger.	California Limited.	Fast Mail Express.	Passenger.	Motor Passenger.	El Capitan.	The Super Chief.	Centennial State.	The Chief.	No. Cars.	No. Cars.	Miles.		STATIONS.				The Super Chief.	Centennial State.	Motor Passenger.	California Limited.	Fast Mail Express.	El Capitan.	Passenger.	Motor Passenger.	The Chief.	
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Sunday and Wednesday.	Leave Sunday and Wednesday.	Leave Daily.	Leave Daily.									Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
	PM 8.10	PM 1.05		AM 5.40	AM 4.45	AM 4.24	AM 2.23	AM 2.12		Yd.			HUTCHINSON.		W Y B		AM 1.57	AM 2.45		AM 10.40	PM 2.30	PM 7.25		PM 11.10	PM 11.58	
											218.0	0	HUTCHINSON.	0												
											218.2	0	Hutchinson Jct.	0												
	8.13	1.08		5.43	4.48	4.27	2.26	2.16			219.2	0	Mo. Pac. Crossing, Panhandle Junction.	0		C	1.55	2.36		10.33	2.22	7.23		11.05	11.52	
	8.20	1.13		5.50	4.52	4.31	2.30 ¹⁰	2.22	10	88	223.4	21.1	WHITESIDE.	0			1.51	2.30 ⁹		10.27	2.15	7.19		10.57	11.46	
	8.27	1.18		6.00	4.56	4.35	2.36	2.26 ¹⁰	40	83	228.9	0	PARTRIDGE.	0		C	1.47	2.26 ¹⁰		10.21	2.08	7.15		10.48	11.41	
	8.36	1.23		6.10	5.01	4.40	2.42	2.32	39	94	235.1	21.1	ABBYVILLE.	0			1.42	2.19		10.14	2.00	7.11		10.38	11.35	
	8.45	1.28		6.18	5.05	4.44	2.47	2.37	50	85	240.7	21.1	PLEVNA.	0			1.38	2.14		10.08	1.51	7.07		10.28	11.29	
	8.52	1.32		6.27	5.10	4.49	2.52	2.42	76	90	246.4	21.1	SYLVIA.	20.3	W	C	1.34	2.09		10.02	1.42	7.03		10.19	11.23	
	9.00	1.36 ⁸		6.35	5.14	4.53	2.57	2.47	21	105	251.1	21.1	ZENITH.	0			1.30	2.05		9.57	1.36 ⁷	7.00		10.11	11.18	
	9.10	1.41		6.45	5.19	4.58	3.03	2.53	96	92	257.0	21.1	STAFFORD.	0			1.25	2.00		9.50	1.30	6.55		10.01	11.10	
											257.2	0	Mo. Pac. Crossing.	0												
	9.25	1.49		6.58	5.27	5.06	3.11	3.01	102	90	266.0	21.1	ST. JOHN.	0	W F	C	1.18	1.52		9.40	1.20	6.47		9.46	10.59	
	9.35 ⁶⁸	1.54		7.08	5.32	5.11	3.17	3.07	23	92	272.8	15.8	DILLWYN.	0			1.12	1.45		9.32	1.11	6.42		9.35 ³	10.51	
	9.42	1.58		7.17	5.35	5.15	3.22	3.12	41	87	277.6	15.8	MACKSVILLE.	0		C	1.08	1.41		9.28	1.05	6.38		9.26	10.45	
	9.52	2.05		7.27	5.41	5.21	3.29	3.19	63	88	284.9	0	BELPRE.	0	W	C	1.02	1.35		9.20	12.57	6.32		9.13	10.36	
	10.02	2.12		7.39	5.48	5.28	3.37	3.27	49	88	293.3	0	LEWIS.	0		C	12.54	1.28		9.10	12.49	6.25		9.02	10.26	
Via First District.	10.08	2.15	Via First District.	7.44	5.51	5.31	3.41	3.30		67	296.9	0	OMAR.	0			12.51	1.25	Via First District.	9.06	12.45	6.22	Via First District.	8.57	10.22	
PM 11.48	10.15 ²⁰	2.21	AM 8.25	8.00 AM	5.56	5.37	3.47	3.36	278	137	302.4	21.1	KINSLEY.	0	W Y	C	12.46	1.20	AM 7.12	9.00	12.38	6.17	PM 8.45	8.50 PM	10.15 ³	
11.58	10.24	2.28	8.37		6.02	5.44	3.54	3.43	38	100	324.7	21.1	OFFERLE.	0		C	12.40	1.13	7.02	8.51	12.28	6.10	8.30		10.06	
AM 12.04	10.30	2.32	8.46 ⁴		6.06	5.48	3.59	3.48		152	330.3	21.1	BELLEFONT.	0			12.35	1.08	6.56	8.46 ¹²⁷	12.21	6.05	8.19		10.00	
12.11	10.37	2.37	8.57		6.11	5.53	4.04	3.53	51	121	336.1	21.1	SPEARVILLE.	0	W	C	12.30	1.03	6.50	8.38	12.15	6.01	8.12		9.54	
12.23 ¹⁸	10.47	2.45	9.12		6.18	6.00	4.12	4.02	49	87	344.7	24.2	WRIGHT.	24.2		C	12.23 ¹¹¹	12.55	6.40	8.27	12.05 PM	5.54	8.00		9.45	
12.40 AM	11.00 PM	2.55 PM	9.25 AM		6.27 AM	6.10 AM	4.22 AM	4.12 AM		Yd.	352.5	26.5	DODGE CITY.	26.5	W F TY	C	12.15 AM	12.45 AM	6.30 AM	8.15 AM	11.55 AM	5.45 PM	7.50 PM		9.35 PM	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Sunday and Wednesday.	Arrive Daily.	Arrive Daily.					(120.2)				Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Wednesday and Saturday.	Leave Daily.	Leave Daily.	Leave Daily.	

(41.8) (42.4) (65.6) (35.8) (36.2) (70.7) (68.0) (60.6) (60.1) Average speed per hour (70.7) (60.1) (47.5) (49.7) (46.5) (72.1) (39.1) (36.2) (50.4)

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17, 18, 21 and 22 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17, 18, 21 and 22 not less than ten minutes.

Trains have no time table superiority between Mile Post 352.1 and Mile Post 353, Dodge City and will move in such limits at restricted speed.

Time of trains at Wright applies at end of double track.

Mile Posts Kinsley to Dodge City show mileage via First District.

Automatic Block:
M.P. 218.0 to M.P. 301.0.

Double track between Hutchinson and Panhandle Junction and between Wright and Dodge City.

Trains have no time table superiority on Main tracks Nos. 1 and 2 between C. R. I. & P. Crossing and Panhandle Junction and on Main track No. 3 between C. R. I. & P. Crossing and Hutchinson Junction and will move in such limits at restricted speed.

Westward trains must get numbered clearance card (Form 902) before leaving Panhandle Junction.

Trains must get numbered clearance card (Form 902) before leaving Dodge City.

Eastward trains originating at Kinsley must get numbered clearance card (Form 902) before leaving.

CIMARRON VALLEY DISTRICT.

WESTERN DIVISION.

MANTER DISTRICT.

WESTWARD. Second Class. 73 Mixed.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Dodge City.	Rolling Grade Ascending.	TIME TABLE No. 72, July 5, 1942.	Rolling Grade Ascending.	Fuel, Water, Turb Tables and Wyes.	Communications.	EASTWARD. Second Class. 74 Mixed.
Leave Daily.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Daily.
AM 10.00		Yard.	0.0		DODGE CITY.				PM 3.15
			0.2	0	0.2	0			
			0.9	0	C. R. I. & P. Junction.	0			
			1.1	0	0.9				
			10.3	52.8	Cimarron Valley Jct.	0			
10.30	41	35	10.3	52.8	9.2	0			2.45
			14.3	52.8	SAYRE.	0			
10.40	68	69	14.3	21.1	4.0	0			2.30
			19.3	20.1	ENSIGN.	0			2.10
10.52	32	34	19.3	20.1	5.0	0			
			26.5	52.8	HAGGARD.	21.1			1.45
11.10	88	120	26.5	52.8	7.2	0			1.15
			37.4	21.1	MONTEZUMA.	21.1	W		
11.33	117	121	37.4	21.1	10.9	0			12.40
			43.0	21.1	COPELAND.	0			
11.45	33		43.0	21.1	5.6	0			12.20⁷³
			49.8	21.1	TICE.	0			12.01
12.20⁷⁴	119	86	49.8	21.1	6.8	0			PM
			58.2	52.8	SUBLETTE.	18.0			
12.40	611	87	58.2	52.8	8.4	0	WFY		
			58.6	52.8	SATANTA.	52.8			
			66.3	52.8	0.4	52.8			11.02
1.05	4	27	66.3	52.8	Satanta Junction.	52.8			10.45
			74.3	21.1	7.7	0			10.15
1.30	59	35	74.3	21.1	SPAR.	0			9.45
			87.0	21.1	8.0	0			9.27
2.05	129	55	87.0	21.1	MOSCOW.	21.1	W		9.10
			94.3	21.1	12.7	0			8.50
2.25	52		94.3	21.1	HUGOTON.	0			8.28
			103.0	42.2	7.3	0			8.15
2.50	60	35	103.0	42.2	FETERITA.	0			8.02
			111.3	42.2	8.7	0			7.50
3.10	30		111.3	42.2	ROLLA.	0			
			119.9	31.7	8.3	0			7.15
3.45	285	43	119.9	31.7	WILBURTON.	0			AM
			126.2	52.8	8.6	0	WY		
4.05	14		126.2	52.8	ELKHART.	0			
			132.3	52.8	6.3	0			
4.17	13		132.3	52.8	LIBBEY.	48.6			
			138.4	22.7	6.1	24.3			
4.30	14		138.4	22.7	STURGIS.	24.3			
			143.8	22.7	6.1	22.7			
4.50	84	24	143.8	31.7	MCCULLOUGH.	22.7			
			144.8	31.7	5.4	0	W		
			159.5	26.4	KEYES.	0			
6.00 PM		Yard	159.5	26.4	1.0	0			
Arrive Daily.					B. M. & E. Junction.	26.4			
					14.7	0			
					BOISE CITY.		WFY		
					(159.5)				Leave Daily.

Main track between North Junction and South Junction, Springfield, is used by Western Division, Manter District, and Colorado Division, Boise City District, trains. Trains have no time table superiority between North Junction and South Junction and will move in such limits at restricted speed. Normal position of switches is for Colorado Division trains.

Trains must get numbered clearance card (Form 902) before leaving Satanta and Pritchett.

No switch lights on Manter District.

WESTWARD. Second Class. 85 Mixed.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Satanta.	Rolling Grade Ascending.	TIME TABLE No. 72, July 5, 1942.	Rolling Grade Ascending.	Fuel, Water, Turb Tables and Wyes.	Communications.	EASTWARD. Second Class. 86 Mixed.
Leave Monday, Wednesday and Friday.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Tuesday, Thursday and Saturday.
PM 12.40	260	611	0.0	0	SATANTA.				AM 11.15
			0.4	0	0.4	18.2		WF	
			7.8	26.4	Satanta Junction.	9.5		Y	
1.05	34		7.8	52.8	7.4				10.35
			16.0	52.8	RYUS.	52.8			10.00
1.35	31	90	16.0	52.8	8.2	52.8			9.35
			23.9	46.5	HICKOK.	16.3	W		9.00
2.05	88	45	23.9	37.0	7.9	0			8.35
			35.1	52.8	ULYSSES.	11.2		W	
2.45	27		35.1	52.8	11.2	16.3			9.00
			45.7	52.8	BIGBOW.	0			8.35
3.25	66	36	45.7	52.8	10.6	20.3			8.15
			53.5	52.8	JOHNSON.	11.6			8.15
3.52	110	52	53.5	42.2	7.8	21.1	WY		7.50
			62.8	42.2	MANTER.	0			7.35
4.26	19		62.8	42.2	9.3	0			7.15
			69.0	42.2	SAUNDERS.	15.8	W		6.40
4.50	15		69.0	42.2	6.2	47.5			6.15
			77.0	47.5	BARTLETT.	0			6.15
5.20	77	22	77.0	52.8	8.0	47.5			5.45
			86.5	52.8	WALSH.	15.8	W		5.30
5.55	17		86.5	52.8	9.5	0			AM
			95.4	52.8	VILAS.	0			
			95.9	66.0	8.9	0			
6.30	97	45	95.9	66.0	South Junction.	0			
			97.2	52.8	0.5	0			
7.10	12		103.4	52.8	1.3	0			
			109.6	52.8	6.2	0			
7.45 PM	172	45	109.6	52.8	North Junction.	0			
Ar. Monday, Wednesday and Friday.					McCALL.	0			
(15.5)					6.2	0			
					PRITCHETT.		WFY		
					(109.6)				

LARNED DISTRICT.

WESTWARD. Second Class. 71 Mixed.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Larned.	Rolling Grade Ascending.	TIME TABLE No. 72, July 5, 1942.	Rolling Grade Ascending.	Fuel, Water, Turb Tables and Wyes.	Communications.	EASTWARD. Second Class. 72 Mixed.
Leave Daily Ex. Sunday.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Daily Ex. Sunday.
AM 9.00	375	80	0.0	10.5	LARNED.				PM 1.45
			6.6	10.5	6.6	0		WY	
9.19	23		6.6	10.5	FRIZELL.	0			1.20
			12.2	10.5	5.6	0			1.05
9.34	31		12.2	24.8	SANFORD.	0			12.50
			17.0	0	4.8	0			12.30
9.45	43		17.0	0	ROZEL.	0			12.08
			23.9	52.8	6.9	0			PM
10.02	69		23.9	52.8	BURDETT.	52.8			
			30.7	52.8	6.8	0			
10.20	14		30.7	52.8	GRAY.	0			
			35.4	52.8	4.7	0			
10.32	30		35.4	52.8	OLNEY.	0			
			46.2	52.8	10.8	0			
11.00 AM	87		46.2	52.8	JETMORE.		WY		11.30 AM
Arrive Daily Ex. Sunday.					(46.2)				Leave Daily Ex. Sunday.

No. 71 is superior to No. 72.

Trains must get numbered clearance card (Form 902) before leaving Larned and Jetmore.

No switch lights on Larned District.

Trains must get numbered clearance card (Form 902) before leaving Dodge City, Satanta and Boise City.

Trains will use C. R. I. & P. track between C. R. I. & P. Junction and Cimarron Valley Junction under yard limit rules.

No switch lights on Cimarron Valley District.

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

See New Mexico Division time table. Clayton District, Boise City to Farley will be operated temporarily by Western Division.

Colorado Division trains use Western Division, Cimarron Valley District tracks at Boise City. Trains have no time table superiority at Boise City and will move in such limits at restricted speed.

Normal position of switch, Boise City Junction, is for Colorado Division trains.

WESTERN DIVISION.

GREAT BEND DISTRICT.

WESTWARD.						TIME TABLE			EASTWARD.					
Second Class.	Capacity of Other Trains.	Capacity of Stairs.	Distance from Great Bend.	Rolling Grade Ascending.	No. Cars.	No. 72, July 5, 1942.			Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Second Class.		
69						STATIONS.						70		
Mixed.	No. Cars.	No. Cars.	Miles.							Mixed.				
Leave Daily Ex. Sunday.										Arrive Daily Ex. Sunday.				
AM 9.00	843	87	0.0	GREAT BEND.						PM 3.45				
			5.2	8.3										
\$ 9.20	25		8.3	HEIZER.						\$ 3.20				
			21.1	7.1										
\$ 9.45	48	36	15.4	ALBERT.						\$ 3.05				
			19.9	4.4										
\$10.00	35		19.8	SHAFFER.						\$ 2.50				
			21.1	4.7										
\$10.17	25		24.5	TIMKEN.						\$ 2.36				
			15.8	7.7										
\$10.42	22	87	32.2	RUSH CENTER.						\$ 2.15				
			15.8	6.9										
\$11.02	42		39.1	NEKOMA.						\$ 1.55				
			21.1	6.0										
\$11.25	47		45.1	ALEXANDER.						\$ 1.37				
			21.1	7.7										
\$11.55	35	92	52.8	BAZINE.						\$ 1.15				
			31.7	11.6										
PM 12.30 ⁷⁰	131	80	64.4	NESS CITY.						\$12.30 ⁶⁹				
			31.7	8.4						PM				
f 1.00	16	55	72.8	LAIRD.						f 11.40				
			31.7	7.7										
\$ 1.25	16		80.5	BEELER.						\$11.20				
			31.7	6.7										
\$ 1.45	25		87.2	ALAMOTA.						\$11.00				
			31.7	8.8										
\$ 2.10	80		96.0	DIGHTON.						\$10.40				
			22.6	7.5										
f 2.35	17		103.5	AMY.						f 10.15				
			14.6	6.3										
\$ 2.50	18		109.8	GRIGSTON.						\$10.00				
			31.7	6.3										
f 3.10	5		116.1	TRACTOR.						f 9.45				
			7.9	3.1										
			119.2	Mo. Pac. Crossing.										
			17.6	0.9										
3.35 PM	88		120.1	SCOTT CITY.						9.30 AM				
				(120.1)						Leave Daily Ex. Sunday.				

Trains must get numbered clearance card (Form 902) before leaving Great Bend and Scott City.

No switch lights on Great Bend District.

(18.2)

Average speed per hour.....

(20.9)

WESTWARD.							TIME TABLE			EASTWARD.						
81	59	49	45	71	75	35	No. 72, July 5, 1942.			32	42	72	76	50	58	82
Way Freight.	Way Freight.	Motor Passenger.	Fast Freight.	Way Freight.	Way Freight.	New Mexico Colo.-Kansas Fast Freight.	STATIONS.			Fast Freight and Stock Express.	Colo.-Chicago and Texas Fast Freight.	Way Freight.	Way Freight	Motor Passenger.	Way Freight.	Way Freight.
Lv. Monday, Wednesday and Friday.	Lv. Tuesday, Thursday and Saturday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.				Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Ar. Monday, Wednesday and Friday.	Ar. Tuesday, Thursday and Saturday.
AM 8.00	AM 5.00		PM 6.30			AM 4.15	SAND CREEK.			AM 11.00	PM 10.15					PM 5.30
					AM 12.01		WAY.						AM 8.30		PM 7.30	
			PM 2.45	8.00		5.15	HUTCHINSON.			10.00	9.15			AM 10.40		
	5.20 AM	2.50 PM					PANHANDLE JCT.							10.85 AM	7.00 PM	
					AM 7.30	4.00 AM	ELLINWOOD.									
					9.00 AM		GREAT BEND.					PM 3.30	4.30 AM			
							LARNED.					1.45 PM				
			AM 2.00				KINSLEY.									
PM 4.10			3.30 AM			9.45 AM	DODGE CITY.			6.15 AM	4.45 PM					8.00 AM
Ar. Monday, Wednesday and Friday.	Ar. Tuesday, Thursday and Saturday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.				Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Lv. Monday, Wednesday and Friday.	Lv. Tuesday, Thursday and Saturday.

NOS. 35, 75, 71, 45, 49, 59, 81, 32, 42, 72, 76, 50, 58 and 82 HAVE NO TIME TABLE AUTHORITY.

SPECIAL RULES AND REGULATIONS.

Effective on the Western 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 D-153, Operating Department.)
Newton (extends to and includes west end Sand Creek Yards), Hutchinson (extends to and includes Way), Sterling, Ellinwood, Great Bend, Larned, Kinsley, Dodge City, Ness City, Scott City, Jetmore, Satanta, Manter, Springfield, Pritchett, Elkhart and Boise City.

3
First class trains moving against the current of traffic must move within yard limits at restricted speed.

STANDARD CLOCKS

4
Newton—Trainmen's Register Great Bend—Passenger Sta. Room, Roundhouse Register Dodge City—Dispatchers' office, Room. Roundhouse Register Room.
Sand Creek—Yard Office. Scott City—Passenger Station.
Way—Yard Office. Boise City—Passenger Station.

STANDARD THERMOMETERS

5
Sand Creek, Way, Hutchinson, Ellinwood, Great Bend, Larned, Kinsley, Dodge City, St. John, Jetmore, Scott City and Boise City.

BULLETIN BOOKS

6
Newton: Roundhouse Register Room, Trainmen's Register Room; Sand Creek: Yard Office; Way: Roundhouse Register Room, Yard Office; Great Bend: Roundhouse Register Room, Passenger Station; Larned: Passenger Station; Kinsley: Passenger Station; Dodge City: Conductors' Register Room, Roundhouse Register Room, Passenger Engineers' Wash Room; Boise City: Passenger Station.

FORM 903

7
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

8
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)

9
Rule 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.

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 structure 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 speeds 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.

1 WESTERN RULES

TORPEDOES

10
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

11
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.)

CURRENT OF TRAFFIC

12
Between Newton and C. R. L. & P. Crossing trains will run as prescribed by Rule D-152. Trains in current of traffic direction not authorized by Time Table will move on receipt of clearance card (Form 902) and trains so authorized will display signals as prescribed by Rule 21. The movement of trains will be supervised by the train dispatcher, who will issue instructions to signalmen when required. Except as affected by these rules all signal and train rules remain in force.

Rule S-83 as applied at Kinsley is amended to read: "A train must not leave its initial station on any district or a junction or pass from double to single track, until it has been ascertained whether all trains due, which are superior, have arrived or left."

AMENDED RULE 103(A)

12 (A)
The second paragraph of Rule 103(A) is abrogated.

AMENDED RULE 104(A)

12 (B)
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

13
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

14
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

15
Rule 360 is amended to read: "Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers."

DWARF SIGNALS

17
In connection with Rules 10F, 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

18
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

19
Rule 872, Operating Department, is amended to read: "When the engine has been coupled on and 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 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

20
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

21
Sand Creek—West end freight yard. Handled from yard office.

Way—East end freight yard. Handled from tower C. R. L. & P. crossing.

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 (b).

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

Kinsley—Limits, First District between M.P. 315.0 and M.P. 318.4; Second District between M.P. 301.0 and M.P. 318.4.

Within these limits movements will be made as prescribed by Special Rule No. 18 in current time-table.

Switches at each end of sidings on First and Second Districts, all connecting and crossover switches between depot and Colony Avenue, are equipped with DUAL control, which may be operated either by REMOTE control, handled from depot, or by HAND.

In heading in or out over DUAL control switches passenger trains must not exceed speed of thirty (30) miles per hour, or two (2) minutes per mile; freight trains twenty (20) miles per hour, or three (3) minutes per mile.

Before switches are to be HAND operated, permission, including time and working limits, must be obtained from signalman and selector lever changed from MOTOR to HAND position. The signal governing movement over this switch will indicate stop, and under this condition the train authorized to operate the switch may consider the indication of this signal suspended and make necessary movements over the switch

while selector lever is in HAND position.

Trainmen must notify engineman that selector lever is in HAND position before making movements over the switch, also when switch is returned to REMOTE control, in order that engineman will know as to proper observance of signals.

The DUAL control must be restored to MOTOR position and train in clear of governing signals at or before the expiration of time authorized for HAND operation and signalman notified.

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

Hand throw switches entering main track in interlocking limits are equipped with switch indicators. Trains must not foul the circuit at such switches or use crossover between main tracks west of depot until permission, including time limit, has been obtained from signalman.

Telephones connected with depot are located at or near all DUAL control and HAND throw switches.

Should a remote control switch or the signal governing movement over such a switch be out of order, communicate with the signalman on 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 732:

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.

CENTRALIZED TRAFFIC CONTROL

Between M.P. 852.1 (Dodge City) and M.P. 318.4 (Kinsley). Signal indications within these limits will be authority for train movements and supersede time-table superiority, but will not dispense with the use or the observance of other signals whenever and wherever they may be required.

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 cross-over between siding and main track, end of double track.

Dodge City—East end of freight leads and both ends of cross-overs between main tracks located near east end of freight leads.

In heading in or out over the dual control switches, passenger trains must not exceed speed of thirty (30) miles per hour, freight trains twenty (20) miles per hour, except First District Junction, Kinsley, and end of double track at Wright, passenger trains must not exceed speed of forty (40) miles per hour, freight trains thirty (30) miles per hour.

All other switches within these limits are hand throw.

Telephones connected with dispatcher's office are located near hand-throw switches and in door of concrete relay house adjacent to each DUAL control switch.

When a train is stopped by a STOP signal member of crew will communicate with dispatcher by telephone and be governed by his instructions. If authorized by dispatcher to proceed all switches in that block must be examined before moving over them, and train moved at restricted speed to next signal without sending flagman ahead. A train stopped by a STOP AND PROCEED signal may proceed at once at restricted speed without sending flagman ahead, but will examine all switches before moving over them.

A train stopped by a STOP signal, and crew unable to communicate with dispatcher, may proceed under flag protection to next signal, spiking facing point DUAL control switches and report to dispatcher from first point of communication. After train has passed over any such switch spike should be removed. Necessary spikes and tools located in box near DUAL control switch, and should be replaced after using.

If any part of a train passes a signal governing the route over a DUAL control switch and reverse movement is made so that train is again back of signal, dispatcher must be notified at once and before signal is again passed.

DUAL control switches are operated either by REMOTE control or by HAND. Before such switch is HAND operated permission, including time and working limits, must be obtained

from dispatcher and selector lever changed from MOTOR to HAND position. Signal governing movement over this switch will indicate stop and under this condition the crew authorized to operate the switch may consider the indication of this signal suspended and make necessary movements. Trainmen must notify engineman that selector lever is in HAND position before making such movements, stating the time and working limits, also when switch is returned to MOTOR control.

The DUAL control must be restored to MOTOR position and train in clear of governing signals at or before the expiration of time authorized for HAND operation and dispatcher notified. If selector lever is restored to MOTOR position before expiration of time limit, it must not again be changed to HAND position without permission from the dispatcher.

If necessary to operate a DUAL control switch by hand and means of communication have failed it may be so used and the movements made under flag protection.

Crew of train entering main track at hand throw switch must secure permission from dispatcher before train fouls circuit.

Instructions or information received by telephone must be repeated to dispatcher, stating name and occupation of employe, and train number.

Classification signals as prescribed by rules 20 and 21 will be displayed in Centralized Traffic Control territory between Dodge City and Kinsley on receipt of clearance card (Form 902).

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.

—23—

Trains handling steam wrecking crane, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear must not exceed speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile on First and Second Districts, and twenty (20) miles per hour, or three (3) minutes for each mile, on other districts.

—24—

LOCOMOTIVES HANDLED DEAD IN TRAINS

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

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

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

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

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

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

—25—

SPRING SWITCHES, TURNOUTS AND CROSSOVERS

In heading in or out over the following spring switches, turnout or 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 a speed of fifteen (15) miles per hour (except dual control switches in Kinsley Yard and Centralized Traffic Control territory as covered by Special Rule No. 21). 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
Sand Creek	Interlock	Main track crossovers	30	20
		west end yard		
Way	Interlock	Main track crossovers	30	20
		east end yard		
C. R. I. & P.	Crossing	East end No. 3 track	30	20
		Hutchinson Junction		
Hutchinson Junction	Spring	Crossovers between First and Second Districts	25	20
		First District westward		
Panhandle Junction	Interlock	First District eastward	15	15
		End of double track		

Station	Type	Location	Miles per Hour	
			Passenger	Freight
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 end siding	15	15
St. John	Spring	East and west end siding	15	15
Macksville	Spring	East end siding	15	15
Belpre	Spring	East end siding	15	15
Lewis	Spring	East end siding	15	15

—26—

HIGHWAY CROSSINGS

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

Newton—First Avenue. Fifteen (15) miles per hour.

Burrton—Main Street. Fifty (50) miles per hour.

Hutchinson—Between C. R. I. & P. crossing and Panhandle Jct. Twenty-five (25) miles per hour.

Sterling—Over Street Crossings, Twenty-five (25) miles per hour.

Ellinwood—Main Street. Forty (40) miles per hour.

Great Bend—Main Street. Fifteen (15) miles per hour.

Larned—Within City Limits. Thirty (30) miles per hour.

Kinsley—Colony Avenue. Forty (40) miles per hour.

Dodge City—Second Avenue. Six (6) miles per hour.

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MAXIMUM LOCOMOTIVE SPEEDS—NO TOLERANCE

ENGINES	Miles Per Hour	Time per Mile	LIGHT FORWARD		ALL ENGINES BACKWARD	
			Per Hour	Per Mile	Per Hour	Per Mile
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	1436	3419 to 3422*	3423 to 3424*	
1473	1456	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.

2 WESTERN RULES.

"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 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.)"

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:				
NEWTON AND HUTCHINSON			50	1 12
HUTCHINSON AND KINSLEY	75	0 48	50	1 12
SECOND DISTRICT:				
GREAT BEND DISTRICT	40	1 30	30	2 00
LARNED DISTRICT	35	1 43	30	2 00
CIMARRON VALLEY DISTRICT	40	1 30	30	2 00
MANter DISTRICT	35	1 43	30	2 00

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

LOCATION	Miles from Atchison	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Water Works Spur	192.1	7	West W. B. M.	Freight Only
Paxton	199.4	6	East	Freight Only
Oil Loading Track	250.3	26	East West	Freight Only
SECOND DISTRICT				
Ardell	321.0	13	East	Freight Only
GREAT BEND DISTRICT	Miles from Great Bend			
Oil Loading Track	17.9	13	East West	Freight Only
CIMARRON VALLEY DISTRICT	Miles from Dodge City			
Elevator Track	30.7	14	East West	Freight Only
Elevator Track	69.6	15	East West	Freight Only
MANter DISTRICT	Miles from Satanta			
Elevator Track	29.1	18	East West	Freight Only

INTERLOCKED RAILROAD CROSSINGS AND JUNCTIONS

Burton: St. L.-S. F. Crossing, M.P. 201.4 protected by automatic interlocking. Governing signals are cleared by approaching trains when opposite route is unoccupied. When a 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," located west side of concrete relay house, is lighted, he will hand-signal his train or engine over crossing, and train will proceed at restricted speed to next governing signal when moving with current of traffic, or to opposing home signal when moving against current of traffic. If light indicator is not burning, train will move one rail length inside of home signal, stop, wait one minute, and then proceed as above instructed. Trains over this crossing must not exceed a speed of forty (40) miles per hour when moving with current of traffic, or twenty (20) miles per hour when moving against current of traffic.

C. R. I. & P. Crossing: M.P. 216.5 is protected by interlocking plant. Following whistle signals indicate routes:

E. B. main track	Eastward	_____
W. B. main track		0 _____
Eastward Freight main track		000 _____
Westward Freight main track		0 _____
Main track (No. 1)	Westward	_____
Main track (No. 2)		0 _____
Main track (No. 3)		0 _____
Fair Grounds		00 _____

Hutchinson Junction: M.P. 218.2. Automatic signals govern crossing and junction. Signal indication supersedes time table superiority. When signals are in stop position, crossing must be flagged, and facing spring switch points must be examined before using.

Mo. Pac. Crossing and Panhandle Junction: M.P. 219.2 on Second District, are protected by interlocking plant.

Stafford: Mo. Pac. Crossing, M.P. 257.2, protected by automatic interlocking. Governing signals cleared by approaching trains when opposing route unoccupied. When a train is stopped by home signal, and no train or engine movement is in evidence on opposing route, member of crew will proceed to crossing, and if light in box marked "Santa Fe Indicator," located on west side of concrete relay house is lighted, he will hand signal his train or engine over crossing, and train will then flag block in accordance with operating Rule 830 (a). If light indicator is not burning, train will move one rail length inside of home signal, stop, wait one minute, and then proceed as instructed above.

Trains must not exceed speed of forty (40) miles per hour over this crossing.

Sterling: Mo. Pac. Crossing, M.P. 235.7, protected by automatic interlocking. Governing signals cleared by approaching trains when opposing route not occupied. When a train is stopped by home signal, and no train or engine movement is in evidence on opposing route, member of crew will proceed to crossing, and if light in box marked "Santa Fe Indicator," located on east side of concrete relay house, is lighted, he will hand-signal his train or engine over crossing, and train will proceed at restricted speed to end of circuit, as indicated by sign. If light indicator is not burning, train will move one rail length inside of home signal, stop, wait one minute, and then proceed as instructed above.

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.

Trains must not exceed speed of twenty (20) miles per hour over this crossing.

Scott City: Mo. Pac. Crossing, M.P. 118.9, protected by electrically locked derails 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 in 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.

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

Automatic Interlockers. 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.

Kinsley: Junction switch 1.7 miles west of depot. Centralized traffic control.

Larned Junction: M.P. 292.0—First District.

GATE PROTECTED RAILROAD CROSSINGS

Larned: Mo. Pac. Crossing 1.2 miles east of depot.
Larned: W. N. W. Crossing .8 mile east of depot.
Gates are set normally across foreign line track. Position of gates at night is indicated by light, green when clear for A. T. & S. F. and red when blocked. When gates are in normal position trains may cross but must not exceed speed of fifteen (15) miles per hour over crossing.

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, 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 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 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.

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

- | | | | | | |
|--|-------------------------------|----------------------------------|--|--------------------------------|--|
| Dr. M. L. BISHOFF, Chief Surgeon, Topeka | | | Dr. H. W. GOOTEE, Assistant Chief Surgeon, Topeka. | | |
| Dr. H. R. SCHMIDT, Newton. | Dr. M. TRUEHEART, Sterling. | Dr. C. H. JOHNSTON, Kinsley. | Dr. C. B. WYKOFF, Jetmore. | Dr. R. PATTERSON, Springfield. | |
| Dr. R. S. HAURY, Newton. | Dr. C. W. LYON, Ellinwood. | Dr. C. W. EVANS, Abbyville. | Dr. J. B. UNGLES, Satanta. | Dr. HARRY HALL, Boise City. | |
| Dr. J. H. ENNS, Newton. | Dr. C. W. ZUGG, Great Bend. | Dr. W. L. BUTLER, Stafford. | Dr. W. R. KENOYER, Hugoton. | | |
| Eye, Ear, Nose and Throat. | Dr. T. F. BRENNAN, Ness City. | Dr. C. E. MCCARTY, Dodge City. | Dr. D. T. GAMMEL, Ulysses. | | |
| Dr. R. Y. JONES, Hutchinson. | | Dr. N. E. MELENCAMP, Dodge City. | Dr. W. V. TUCKER, Elkhart. | | |

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

LOCAL WATCH INSPECTORS, WESTERN DIVISION

- | | | | |
|---------------------------------------|--------------------------------|-----------------------------|-------------------------------|
| W. A. STEREA, Newton. | W. C. WONDER, Boise City. | R. H. BANGS, Dodge City. | PAUL M. TAYLOR, Larned. |
| L. G. MEYERDING (Acting), Hutchinson. | LAURA D. MORRISON, Great Bend. | F. E. REYNOLDS, Dodge City. | R. D. BRADSTREET, Scott City. |

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 98.
 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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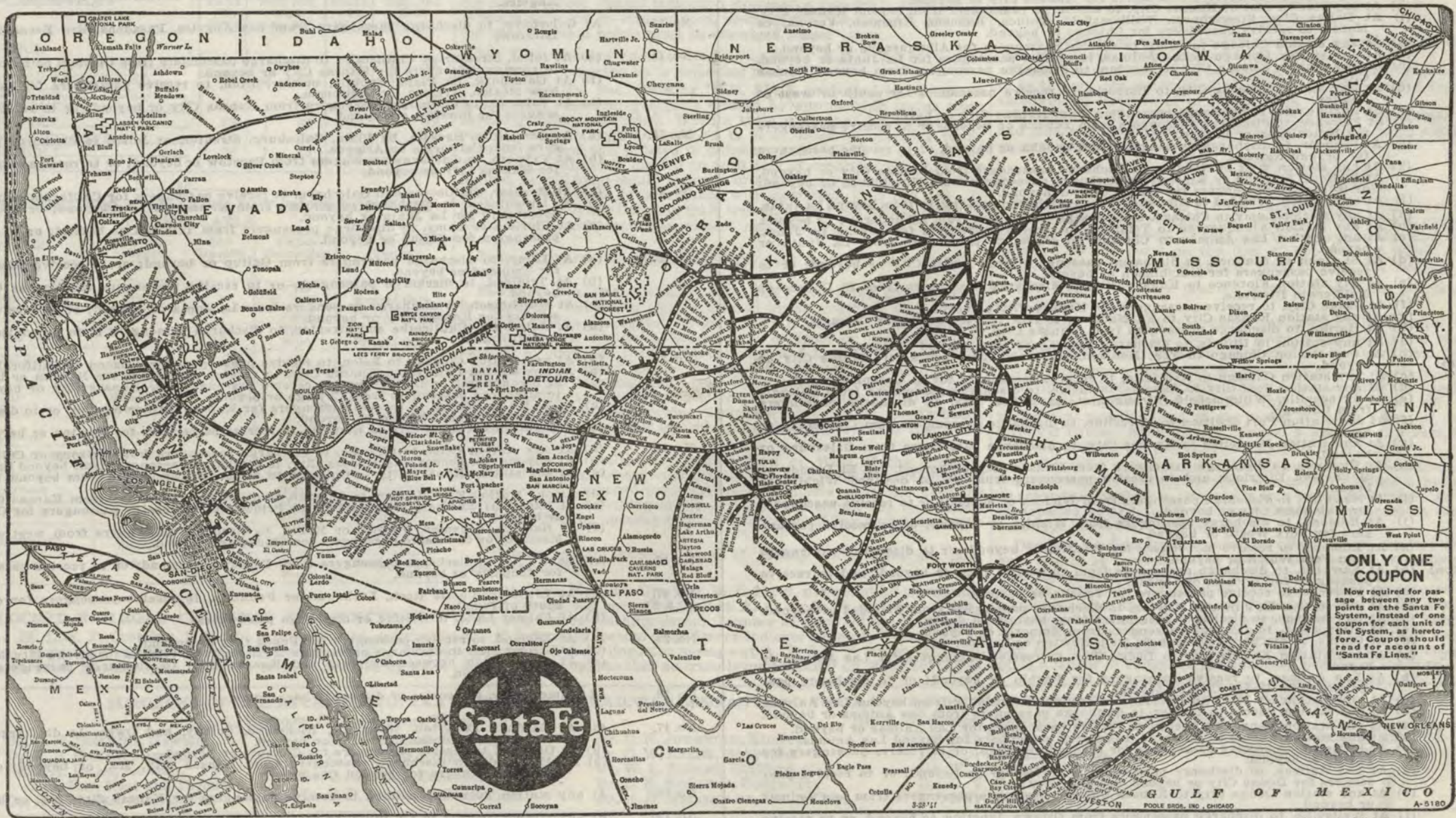
The following signs indicate:

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 SAFETY FIRST

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

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



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

Santa Fe Through Lines
 Double Track plus two main lines between Newton and Albuquerque
 Projected Lines
 Steamship Lines
 Motor Route Coordinated with Train Service