

T. J. ANDERSON, Trainmaster Dodge City, Kansas.
 R. H. SOUTHWORTH, Chief Dispatcher Dodge City, Kansas.
 E. J. BARNES, Assistant Chief Dispatcher Dodge City, Kansas.
 M. M. MOWREY, Assistant Chief Dispatcher Dodge City, Kansas.

TRAIN DISPATCHERS—DODGE CITY, KANSAS.

P. W. HARE.	C. R. SNODGRASS.
H. B. MASSEY.	E. C. CARR.
R. P. CRISPELL.	L. H. LEMLEY.
C. M. GREGORY.	R. W. RENFRO.

A. J. STROBEL, General Watch Inspector Topeka.

LOCAL WATCH INSPECTORS—WESTERN DIVISION.

P. E. LOOMIS Newton.
 ADAMS AND MEADOR Hutchinson.
 R. H. BANGS Dodge City.
 W. R. PENLAND Dodge City.
 DR. A. V. WONDER Boise City.
 LAURA D. MORRISON Great Bend.
 C. V. HARNEY Kinsley.

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

DR. F. L. FORD, Chief Surgeon Topeka.
 DR. SCOTT WYSONG, Assistant Chief Surgeon Topeka.

LOCAL SURGEONS.

DR. C. W. EVANS Abbyville.
 DR. HARRY HALL Boise City.
 DR. GEORGE VON LEONARD, JR. Dighton.
 DR. C. E. McCARTY Dodge City.
 DR. N. E. MELENCAMP Dodge City.
 DR. F. D. BATY Elkhart.
 DR. C. W. LYON Ellinwood.
 DR. C. W. ZUGG Great Bend.
 DR. D. T. GAMMELL Hugoton.
 DR. R. W. FERNIE Hutchinson.
 DR. E. B. SCAGNELLI Jetmore.
 DR. W. T. STOLTENBERG Kinsley.
 DR. C. E. SHEPPARD Larned.
 DR. H. L. GRABER Nickerson.
 DR. JOSEPH D. HINKLE Ness City.
 DR. J. B. NANNINGA Newton.
 DR. H. R. SCHMIDT Newton.
 DR. J. B. UNGLES Satanta.
 DR. H. P. PALMER Scott City.
 DR. GEORGE MANDEVILLE Spearville.
 DR. GERALD DUFFY Springfield.
 DR. W. L. BUTLER Stafford.
 DR. JACK C. DYSART Sterling.
 DR. MARSHALL A. BREWER Ulysses.

EYE, EAR, NOSE AND THROAT.

DR. E. 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.

78

IN EFFECT

Sunday, February 29, 1948

At 12:01 A. M.

Central Standard Time

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

**G. C. JEFFERIS,
 General Manager,
 Amarillo, Texas.**

**W. L. MORE,
 Asst. General Manager,
 La Junta, Colorado.**

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

Hall 2 48 5500 7015

Timetable 79 eff 28 Nov 48

2 WESTERN DIVISION.

FIRST DISTRICT.

Trains have no time table superiority between Mo. Pac. Crossing and First Street, 0.4 mile west of passenger station Newton, and will move within such limits at restricted speed and not exceeding 10 miles per hour.

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 within such limits at restricted speed.

First class trains register by Form 903 at Sand Creek and Kinsley.

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.

Between C.R.I. & P. Crossing and Hutchinson Junction:
Eastward Trains use No. 1 track;
Westward trains via Second District use No. 2 track;
Westward trains via First District use No. 3 track.

Between Newton and C.R.I. & 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.

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

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

Track Capacity 50 ft. Per Car.		WESTWARD.								Distance from Atchison.	Rolling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.
		First Class.										
		61	3	7	17	127	21	9	19			
Other Tracks.	Sidings.	Motor Passenger.	California Limited.	Fast Mail Express.	The Super Chief.	Passenger.	El Capitan.	Centennial State.	The Chief.	Miles.	STATIONS.	
	Yard	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	185.1	NEWTON. 1.6	
	Yard	PM 8.50	PM 3.55	PM 12.30	AM 5.05	AM 4.20	AM 3.50	AM 3.00	AM 1.45	186.7	SAND CREEK. 7.9	
117	WB88 EB88	f 9.05	f 4.07	12.39	5.14	s 4.34	3.59	3.10	1.55	194.6	HALSTEAD. 9.5	
106	WB88 EB90	f 9.16	4.17	12.48	5.20	s 4.45	4.05	3.17	2.03	204.1	St. L. & S.F. Crossing. BURRTON. 7.1	
42		9.28	4.26	12.54	5.25	4.54	4.10	3.23	2.09	211.2	SOLVAY. 3.7	
Yard	Yard	9.35	4.30	12.57	5.27	5.00	4.12	3.26	2.12	214.9	WAY. 1.6	
		9.38	4.33	12.59	5.29	5.04	4.14	3.28	2.14	216.5	C.R.I. & P. Crossing. 1.5	
Yard	Yard	s 9.45 PM	s 4.45	s 1.03 PM	5.33 AM	s 5.30	f 4.18 AM	s 3.32 AM	s 2.20 AM	218.0	HUTCHINSON. 0.2	
		Via Second District.	4.47	Via Second District.	Via Second District.	5.32	Via Second District.	Via Second District.	Via Second District.	218.2	HUTCHINSON JCT. 5.0	
23	82		4.54			5.38				223.2	YAGGY. 5.4	
98	82		5.01			s 5.45				228.6	NICKERSON. 7.1	
										235.7	Mo. Pac. Crossing. 1.0	
170	85		f 5.13			s 5.58				236.7	STERLING. 6.2	
49	82		5.23			f 6.06				242.9	ALDEN. 6.1	
32	53		5.30			f 6.14				249.0	RAYMOND. 4.5	
	53		5.36			6.19				253.5	CLARENDON. 5.9	
250	82		f 5.48			s 6.35				259.4	ELLINWOOD. 4.5	
8	82		5.57			6.42				263.9	DARTMOUTH. 5.6	
Yard	Yard		s 6.12			s 7.07				269.5	GREAT BEND. 7.8	
28	52		6.24			f 7.18				277.3	DUNDEE. 5.7	
57	82		6.34			s 7.27				283.0	PAWNEE ROCK. 8.8	
355	83		s 6.47			s 7.40				291.8	LARNED. 5.6	
	53		6.56			7.49				297.4	HAMBURG. 5.1	
35	84		7.05			s 7.59				302.5	GARFIELD. 6.9	
8	52		7.13			8.10				309.4	NETTLETON. 7.3	
354	143		f 7.25 PM			s 8.25 AM				316.7	KINSLEY.	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(131.6)	
		35.9	37.6	59.8	70.5	32.2	70.5	61.7	56.4		Average speed per hour.	

AUTOMATIC BLOCK SYSTEM
 DOUBLE TRACK
 3 TRACKS

FIRST DISTRICT.

WESTERN DIVISION. 3

TIME TABLE No. 78, February 29, 1948.		Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.									
					First Class.									
					10	18	68	4	8	22	20	128		
					Centennial State.	The Super Chief.	Motor Passenger.	California Limited.	Fast Mail Express.	El Capitan.	The Chief.	Passenger.		
STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		
AUTOMATIC BLOCK SYSTEM	DOUBLE TRACK	NEWTON. 1.6	31.8	WFT	C	s 1.50	s 3.00	s 9.15	s 2.15	s 3.20	s 8.30	s 11.25	s 12.25	
		SAND CREEK. 7.9	15.8	WY	C									
		HALSTEAD. 9.5	0		C	1.36	2.47	f 9.00	f 1.58	3.03	8.17	11.10	s 12.10	AM
		St. L. & S.F. Crossing. BURRTON. 7.1	0		C	1.25	2.40	f 8.45	1.47	2.52	8.11	11.00	s 11.58	
		SOLVAY. 3.7	0			1.15	2.35	8.31	1.37	2.41	8.06	10.51	11.48	
		WAY. 1.6	0		WFTY	C	1.09	2.32	8.24	1.32	2.36	8.03	10.48	11.43
		C.R.I. & P. Crossing. 1.5	0			C	1.05	2.30	8.20	1.29	2.33	8.01	10.46	11.40
		HUTCHINSON. 0.2	0		WY	B	12.55 AM	2.26 AM	8.15 AM	s 1.25	2.27 PM	7.57 PM	10.42 PM	s 11.30
		HUTCHINSON JCT. 5.0	0				Via Second District.	Via Second District.	Via Second District.	1.17	Via Second District.	Via Second District.	Via Second District.	11.22
		YAGGY. 5.4	0							1.07				11.15
	NICKERSON. 7.1	0			C				1.00				s 11.07	
	Mo. Pac. Crossing. 1.0	0												
	STERLING. 6.2	0		W	C				f 12.47				s 10.56	
	ALDEN. 6.1	0			C				12.37				f 10.43	
	RAYMOND. 4.5	0			C				12.28				f 10.33	
	CLARENDON. 5.9	0							12.20				10.24	
	ELLINWOOD. 4.5	0		WYT	C				f 12.10 PM				s 10.15	
	DARTMOUTH. 5.6	0							11.59				10.02	
	GREAT BEND. 7.8	0		WFTY	C				s 11.50				s 9.55	
	DUNDEE. 5.7	0							11.32				f 9.38	
PAWNEE ROCK. 8.8	0			C				11.25				f 9.30		
LARNED. 5.6	0		WY	C				s 11.12				s 9.20		
HAMBURG. 5.1	0							10.59				9.09		
GARFIELD. 6.9	0			C				10.53				f 9.03		
NETTLETON. 7.3	0							10.45				f 8.54		
KINSLEY. 1.6	0		WY	C				10.35 AM				8.45 PM		
(131.6)					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
Average speed per hour.					35.9	61.7	32.9	34.8	37.2	59.8	45.9	35.8		

Trains have no time table superiority between Mo. Pac. Crossing and First Street, 0.4 mile west of passenger station Newton, and will move within such limits at restricted speed and not exceeding 10 miles per hour.

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Between C.R.I. & P. Crossing and Hutchinson Junction:
Eastward Trains use No. 1 track;
Westward Trains via Second District use No. 2 track;
Westward Trains via First District use No. 3 track.

Between Newton and C.R.I. & 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.

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

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

4 WESTERN DIVISION.

SECOND DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.										Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.
		First Class.												
		61	3	49	7	127	17	21	9	19				
Other Tracks.	Sidings.	Motor Passenger.	California Limited.	Motor Passenger.	Fast Mail Express.	Passenger.	The Super Chief.	El Capitan.	Centennial State.	The Chief.	Miles.		STATIONS.	
	Yard	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
		PM 9.50		PM 2.30	PM 1.03		AM 5.33	AM 4.18	AM 3.32	AM 2.20	218.0	0	HUTCHINSON. 0.2	
											218.2	0	HUTCHINSON JCT. 1.0	
		9.53		2.35 PM	1.08		5.36	4.21	3.39	2.24 ¹⁸	219.2	21.1	Mo. Pac. Crossing. Panhandle Junction. 4.2	
9	82	f10.03			1.13		5.41	4.26	3.45	2.32	223.4	0	WHITESIDE. 5.5	
32	82	s10.12			1.18		5.45	4.30	3.50	2.38	228.9	21.1	PARTRIDGE. 6.2	
42	91	s10.25 ²⁰			1.23		5.50	4.35	3.56	2.43	235.1	21.1	ABBYVILLE. 5.6	
47	84	s10.37			1.28		5.54	4.39	4.01	2.48	240.7	21.1	PLEVNA. 5.7	
74	86	s10.47			1.32		5.58	4.44	4.06	2.52	246.4	21.1	SYLVIA. 4.7	
20	99	s10.56			1.36		6.02	4.47	4.11	2.56	251.1	21.1	ZENITH. 5.9	
82	84	s11.08		Via Panhandle Division.	1.41 ⁸		6.07	4.52	4.18	3.00	257.0	0	STAFFORD. 0.2	
											257.2	0	Mo. Pac. Crossing. 8.8	
83	100	s11.24			1.50		6.15	4.59	4.28	3.09	266.0	21.1	ST. JOHN. 6.8	
23	85	s11.37			1.56		6.20	5.04	4.34	3.14	272.8	15.8	DILLWYN. 4.8	
48	82	s11.47 ¹⁰ AM			1.59		6.23	5.07	4.39	3.18	277.6	15.8	MACKSVILLE. 7.3	
49	88	s12.01			2.06		6.28 ⁶⁸	5.12	4.45	3.25	284.9	0	BELPRE. 8.4	
51	84	s12.13			2.13		6.34	5.18	4.52	3.31	293.3	0	LEWIS. 3.6	
	63	f12.22	Via First District. PM		2.16	Via First District. AM	6.36	5.20	4.55	3.34	296.9	0	OMAR. 5.5	
238	135	s12.30 ¹⁰ AM	7.25		2.22	8.25	6.42	5.25	5.05	3.40	302.4	21.1	KINSLEY. 8.0	
37	99 101		7.35		2.31	s 8.37	6.49	5.32	5.15	3.47	324.7	21.1	OFFERLE. 5.6	
26	141		7.44		2.36	f 8.46	6.54	5.36	5.21	3.52	330.3	21.1	BELLEFONT. 5.8	
73	105 153		7.52		2.41	s 8.57	6.58	5.41	5.28	3.57	336.1	24.2	SPEARVILLE. 8.6	
44	82 144		8.02 ¹²⁸		2.48	s 9.12	7.04	5.47	5.37	4.04	344.7	26.5	WRIGHT. 7.8	
	Yard		s 8.15 PM		s 3.00 PM	m 9.25 s AM	s 7.17 AM	5.58 AM	s 5.50 AM	s 4.15 AM	352.5		DODGE CITY.	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(120.2)	
		31.7	42.8	15.6	61.6	35.7	69.3	72.1	52.2	61.6			Average speed per hour.	

Trains have no time table superiority on Main Tracks Nos. 1 and 2 between C.R.I. & P. Crossing and Panhandle Jct. and on Main Track No. 3 between C.R.I. & P. Crossing and Hutchinson Jct. and will move within such limits at restricted speed.

Trains have no time table superiority between Mile Post 352.1 and Mile Post 353, Dodge City, and will move within such limits at restricted speed and not exceeding 15 miles per hour.

Automatic block signals between M.P. 352.1 and M.P. 353, Dodge City.

Mile Posts Kinsley to Dodge City show mileage via First District. Time of trains at Wright applies at end of double track.

Westward trains must get numbered clearance card, Form 902, before leaving Panhandle Jct.

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.

SECOND DISTRICT.

TIME TABLE No. 78, February 29, 1948.		Ruling Grade Ascending.	Fuel, Water, Turn Table and Wyes.	Communications.	EASTWARD.										
					First Class.										
					18	68	4	50	8	22	128	20	10		
STATIONS.					The Super Chief.	Motor Passenger.	California Limited.	Motor Passenger.	Fast Mail Express.	El Capitan.	Passenger.	The Chief.	Centennial State.		
					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		
AUTOMATIC BLOCK SYSTEM	D. T.	HUTCHINSON. 0.2	W	Y	B	AM 2.28	s AM 8.10		s AM 11.00	s PM 2.27	f PM 7.57	s PM 10.42	s AM 12.55		
		HUTCHINSON JCT. 1.0													
		Mo. Pac. Crossing. Panhandle Junction.) 4.2				C	¹⁹ 2.24	8.07		10.47 AM	2.23	7.55	10.37	12.51	
		WHITESIDE. 5.5					2.20	f 8.02			2.18	7.51	10.33	12.45	
		PARTRIDGE. 6.2				C	2.16	f 7.56			2.13	7.47	10.29	12.40	
		ABBYVILLE. 5.6					2.12	f 7.46			2.06	7.43	⁶¹ 10.25	12.34	
		PLEVNA. 5.7	20.3				2.08	f 7.35			1.59	7.39	10.20	12.29	
		SYLVIA. 4.7		W		C	2.05	s 7.25			1.52	7.35	10.16	12.25	
		ZENITH. 5.9					2.02	f 7.16		Via Panhandle Division.	1.47	7.31	10.13	12.21	
		STAFFORD. 0.2				C	1.58	s 7.07			f 1.41	7.27	10.09	f 12.14	
		Mo. Pac. Crossing.													
		8.8													
		ST. JOHN. 6.8		W	F	C	1.52	s 6.54			f 1.28	7.19	10.01	f 12.03 AM	
		DILLWYN. 4.8					1.47	f 6.44			1.20	7.14	9.56	11.53	
		MACKSVILLE. 7.3				C	1.44	s 6.38			1.16	7.11	9.52	f 11.47 ⁶¹	
		BELPRE. 8.4		W		C	1.39	s ¹⁷ 6.28			1.09	7.06	9.46	11.37	
		LEWIS. 3.6				C	1.33	s 6.12			1.01	7.00	9.39	11.27	
		OMAR. 5.5					1.30	6.06	Via First District. AM		12.57	6.57	Via First District. PM	9.36	11.22
		KINSLEY. 8.0		W	Y	C	1.27	6.00 AM	f 10.35		12.52	6.52	s 8.45	9.30	11.15
		OFFERLE. 5.6				C	1.22		10.25		12.43	6.46	s 8.30	9.22	11.05
BELLEFONT. 5.7					1.18		10.19		12.38	6.42	f 8.19	9.18	11.00		
SPEARVILLE. 8.6	24.2	W		C	1.14		10.14		12.33	6.38	s 8.12	9.13	10.55		
WRIGHT. 7.8	26.5			C	1.08		10.05		12.25	6.32	f ³ 8.02	9.07	10.46		
DODGE CITY.		W	F	Y	C	12.58 AM		9.50 AM		12.15 PM	6.23 PM	7.50 PM	8.57 PM	10.35 PM	
(120.2)					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		
Average speed per hour.					80.1	38.9	56.4	6.0	54.6	76.7	38.9	68.7	51.5		

Trains have no time table superiority on Main Tracks Nos. 1 and 2 between C.R.I. & P. Crossing and Panhandle Jct. and on Main Track No. 3 between C.R.I. & P. Crossing and Hutchinson Jct. and will move within such limits at restricted speed.

Trains have no time table superiority between Mile Post 352.1 and Mile Post 353, Dodge City, and will move within such limits at restricted speed and not exceeding 15 miles per hour.

Automatic block signals between M.P. 352.1 and M.P. 353, Dodge City.

Mile Posts Kinsley to Dodge City show mileage via First District. Time of trains at Wright applies at end of double track.

Westward trains must get numbered clearance card, Form 902, before leaving Panhandle Jct.

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.

6 WESTERN DIVISION.

CIMARRON VALLEY DISTRICT.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 73	Distance from Dodge City.	Ruling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. 74
Other Tracks.	Sidings.	Mixed.							Arrive Daily.
Other Tracks.	Sidings.	Leave Daily.	Miles.		STATIONS.				Arrive Daily.
	Yard	AM 10.00	0.0	0	DODGE CITY. 0.2	0	W F T Y	C	PM 3.15
			0.2	0	C.R.I. & P. Jct. 0.9	0			
			1.1	52.8	Cimarron Valley Jct. 9.2	0			
37	34	f 10.30	10.3	52.8	SAYRE. 4.0	0			f 2.35
65	65	s 10.40	14.3	21.1	ENSIGN. 5.0	0		C	s 2.20
29	32	s 10.52	19.3	20.1	HAGGARD. 7.2	21.1			s 2.00
77	112	s 11.10	26.5	52.8	MONTEZUMA. 10.9	21.1	W	C	s 1.35
113	111	s 11.33	37.4	21.1	COPELAND. 5.6	0		C	s 1.05
28		f 11.45 PM	43.0	21.1	TICE. 6.8	0			f 12.35
116	83	s 12.20 ⁷⁴	49.8	21.1	SUBLETTE. 8.4	18.0		C	s 12.20 ⁷³
	Yard	s 12.40	58.2		SATANTA. 0.4	52.8	W F Y	C	s 12.01 PM
			58.6	52.8	SATANTA JCT. 15.7	52.8			
60	32	s 1.30	74.3	21.1	MOSCOW. 12.7	21.1		C	s 10.45
111	52	s 2.05	87.0	21.1	HUGOTON. 7.3	0	W	C	s 10.15
47		f 2.25	94.3	21.1	FETERITA. 8.7	0			f 9.45
54	33	s 2.50	103.0	42.2	ROLLA. 8.3	0		C	s 9.27
26		s 3.10	111.3	42.2	WILBURTON. 8.6	0			s 9.10
207	40	s 3.45	119.9	31.7	ELKHART. 6.3	0	W Y	C	s 8.50
12		f 4.05	126.2	52.8	LIBBEY. 6.1	48.6			f 8.28
11		f 4.17	132.3	52.8	STURGIS. 11.5	24.3			f 8.15
78	24	s 4.50	143.8		KEYES 1.0		W	C	s 7.50
			144.8	31.7	B.M. & E. JCT. 14.7	26.4			
	Yard	s 6.00 PM	159.5		BOISE CITY.		W F Y	C	7.15 AM
		Arrive Daily.			(159.5)				Leave Daily.
		19.9			Average speed per hour.				19.9

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. Jct. and Cimarron Valley Jct. under C.R.I. & P. yard limit rules.

No switch lights on Cimarron Valley District.

Automatic Block Signals between M.P. 352.1 and M.P. 353, Dodge City.

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. Trains have no time table superiority at Boise City and will move within yard limits at restricted speed.

MANTER DISTRICT.

WESTERN DIVISION. 7

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 85	Distance from Satanta.	Ruling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. 86
Other Tracks.	Sidings.	Mixed.							Mixed.
		Leave Mon., Wed. and Fri.	Miles.		STATIONS.				Arrive Tues., Thurs. and Sat.
	Yard	PM 12.40	0.0	0	SATANTA. 0.4	13.2	W F	C	PM 12.01
			0.4	26.4	SATANTA JCT. 7.4	9.5	Y		
34		f 1.05	7.8	52.8	RYUS. 8.2	52.8			f 11.20
30	84	f 1.35	16.0	52.8	HICKOK. 7.9	52.8			f 10.45
104	74	s 2.05	23.9	46.5	ULYSSES. 11.2	16.3	W	C	s 10.05
37		f 2.45	35.1	37.0	BIGBOW. 10.6	0			f 9.30
65	34	s 3.25	45.7	52.8	JOHNSON. 7.8	20.3		C	s 9.05
43	54	s 3.52	53.5	52.8	MANTER. 9.3	11.6	W Y	C	s 8.45
23		f 4.26	62.8	42.2	SAUNDERS. 6.2	21.1			f 8.20
14		f 4.50	69.0	42.2	BARTLETT. 8.0	0			f 8.05
73	22	s 5.20	77.0	47.5	WALSH. 9.5	15.8	W	C	s 7.45
17		f 5.55	86.5	52.8	VILAS. 8.9	47.5			f 7.10
			95.4		SOUTH JCT. 0.5			Y	
103	53	s 6.30	95.9	66.0	SPRINGFIELD. 1.3	0		C	s 6.45
			97.2	52.8	NORTH JCT. 12.4				
104	42	7.45 PM	109.6		PRITCHETT.		WFY	C	6.00 AM
		Arrive Mon., Wed. and Fri.			(109.6)				Leave Tues., Thurs. and Sat.
		15.5			Average speed per hour.				19.1

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 within 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.

8 WESTERN DIVISION.

GREAT BEND DISTRICT.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 69	Distance from Great Bend.	Ruling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. 70
Other Tracks.	Sidings.	Mixed.							Mixed.
Yard	Yard	Leave Daily Ex. Sun.	Miles.	STATIONS.				Arrive Daily Ex. Sun.	
		AM 9.00	0.0	5.2	GREAT BEND. 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		s 10.00	19.8	21.1	SHAFFER. 4.7	0			s 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 PM	45.1	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 ⁶⁹ PM
91	78	s 12.35	64.4	31.7	NESS CITY. 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	BEELEER. 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		f 2.35	103.5	14.6	AMY. 6.3	0			f 9.28
19		s 2.50	109.8	31.7	GRIGSTON. 6.3	31.7			s 9.15
4		f 3.10	116.1	7.9	TRACTOR. 3.1	0			f 9.00
71		s 3.35 PM	120.1	17.6	Mo. Pac. Crossing. 0.9	0			
					SCOTT CITY.		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, Form 902, before leaving Great Bend and Scott City.
No switch lights on Great Bend District.

Track Capacity 50 ft. Per Car		WEST- WARD. Second Class. 71	Distance from Larned.	Ruling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. 72
Other Tracks.	Sidings.	Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Miles.		STATIONS.				Arrive Daily Ex. Sun.
375	83	AM 9.00	0.0	10.5	LARNED. 6.6	0	W Y	C	PM 1.45
26		f 9.19	6.6	10.5	FRIZELL. 5.6	0			f 1.20
31		s 9.34	12.2	10.5	SANFORD. 4.8	0			s 1.05
41		s 9.45	17.0	24.8	ROZEL. 6.9	0		C	s 12.50
61		s 10.02	23.9	0	BURDETT. 6.8	0	W	C	s 12.30
12		f 10.20	30.7	7.0	GRAY. 4.7	0			f 12.08 PM
20		s 10.32	35.4	52.8	OLNEY. 10.8	52.8		C	s 11.55
50		s 11.00 AM	46.2		JETMORE.		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, Form 902, before leaving Larned and Jetmore.

No switch lights on Larned District.

Larned Junction M.P. 292.0 First District.

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

2. YARD LIMITS.

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

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

3. Rules M, 5, 10(A), 10(f), 15, S-83, 86, 95, 97, 103(A), 104(A), 204, 210, 221, 360, 632, 701, 705, 706, 711 and 872, of the Operating Department Rules are cancelled, superseded, or amended by the following:

4. RULE M. Amended by adding.

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.

5. RULE 5. First paragraph is amended to read:

Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving times. The time applies at the first siding switch where an opposing train enters the siding; where there is no such switch, it applies at the station.

6. RULE 10(A). Amended by adding.

Temporary reduced speed signals (yellow flag, yellow disc, or yellow light) will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed trains must not exceed fifteen (15) miles per hour unless otherwise directed by train order or special instructions until rear of train has passed a temporary resume speed signal (green flag, green disc, or green light) which indicates the end of the restricted area.

Permanent slow boards, painted yellow with black numerals, will be located not less than 2500 feet in advance of locations, where speed of trains must be reduced. The numerals thereon nearest the track indicate the maximum speed for passenger trains and on the field side the maximum speed for freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent resume speed board painted green. There may be more than one yellow board in advance of green board, in which case the reduced speed shown on each yellow board must be observed in succession until the rear of train has passed the green board.

7. RULES 10(f) and 701.

Substitute "Red" for "Purple" as the color indication for dwarf signals.

8. RULE 15.

The explosion of two torpedoes is a signal to proceed at restricted speed, to be acknowledged as prescribed by Rule 14(g). The explosion of one torpedo will indicate the same as two, but the use of two is required. Restricted speed must be observed for a distance of one mile from point of explosion.

9. 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.

10. RULE 86. Amended to read:

Unless otherwise provided, an inferior train must clear the time of a superior train in the same direction not less than five (5) minutes, but must be clear at the time a first class train in same direction is due to leave the next station in the rear, where time is shown. Where automatic block signals are continuous, between stations, inferior trains in the same direction will only be required to clear superior trains sufficiently to avoid delay.

11. RULE 95. Amended to read:

Two or more sections may be run on the same schedule. Each section has equal time table authority. A train must not display signals for a following section, except as prescribed by Rule 85, without train orders, except on double track or centralized traffic control territory the dispatcher may authorize sections of a schedule at initial station by clearance card Form 902.

12. RULE 97. Amended to read:

Extra trains must not be run without train orders, except that in CTC territory, or on double track with the current of traffic, the dispatcher may authorize the running of extra trains, except work extras, by clearance card, Form 902, and trains so authorized will display signals as prescribed by Rule 21.

13. RULE 103(A). Amended to read:

Cars must not be "kicked" or "dropped" into a track on which occupied passenger or outfit cars are standing.

Passenger cars, either deadhead or in service, and outfit cars in service or occupied must only be moved or switched with air brakes in use.

14. RULE 104(A). First paragraph amended to read:

At meeting or passing points the employe attending the switch must not unlock derail or main track 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.

15. RULE 204. Amended to read:

Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineman and also to anyone who acts as its pilot. A copy for each employe addressed must be supplied by the operator.

Orders addressed to operators restricting the movement of trains must be respected by conductors and enginemen the same as if addressed to them.

Additional copies of all train orders and clearance cards shall be furnished for delivery to rear brakeman.

16. RULE 210. Second paragraph is amended to read:

Enginemen must show train orders and clearance cards to firemen and, when practicable, to head brakeman; conductors, when practicable, must show them to the brakemen. Brakemen and firemen are required to read orders, see that the information shown on clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

SPECIAL RULES.

17. RULE 221.

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" 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.

18. RULE 360. Amended by adding:

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.

19. RULE 632.

In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used the pressure should be momentarily released every fifteen minutes.

20. RULES 705 and 706. Amended by adding:

Where switch indicators are used, employes will be governed by indicator before fouling circuit or changing main track switch.

Indication displayed by switch indicators does not relieve train or engine-men from protecting their train as provided for by the rules.

21. RULE 872.

When the engine has been coupled on and gauge shows a sufficient pressure in the brakepipe, 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 out or inoperative.

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.

22. SPEED REGULATIONS.

(A) 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.

WESTERN DIVISION.

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22. SPEED REGULATIONS—(Cont'd).

(B)

MAXIMUM SPEED FOR TRAINS

LOCATION	Passenger	Freight and Mixed
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT:		
Newton and Hutchinson	100	50
Hutchinson and Kinsley	60	45
SECOND DISTRICT:		
GREAT BEND DISTRICT:		
Great Bend and Timken	30	25
Timken and Scott City	40	30
LARNED DISTRICT	30	25
CIMARRON VALLEY DISTRICT	40	30
MANTER DISTRICT	35	30
FIRST DISTRICT.		
Curve, M.P. 187.4 to 187.7 EB	70	50
Curve, M.P. 193.2 to 193.7 EB & WB	95	50
2 Curves, M.P. 194.4 to 194.8 EB	85	50
Curve, M.P. 195.6 to 196.1 EB & WB	95	50
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 EB & WB	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. 223.3 to M.P. 223.8	80	50
Curve, M.P. 240.5 to M.P. 240.6	95	50
Curve, M.P. 242.5 to M.P. 242.8	95	50
Curve, M.P. 246.8 to 247.0	95	50
Curve, M.P. 251.6 to M.P. 251.9	95	50
Curve, M.P. 255.5 to M.P. 255.7	95	50
Mo. Pac. Crossing M.P. 257.2	60	50
Curve, M.P. 264.8 to M.P. 265.1	95	50
Curve, M.P. 266.1 to M.P. 266.5	80	50
Curve, M.P. 268.0 to M.P. 268.5	90	50
Curve, M.P. 269.8 to M.P. 270.0	85	50
Curve, M.P. 297.6 to M.P. 297.8	85	50
Curve, M.P. 298.3 to M.P. 298.4	95	50
Curve, M.P. 298.9 to M.P. 299.1	85	50
Curve, M.P. 299.8 to M.P. 300.1	95	50
Curve, M.P. 301.7 to M.P. 302.0	55	50
East End Double Track, M.P. 344.7	40	30
2 Curves, M.P. 348.0 to M.P. 349.8 WB on No. 2 Track	80	50
2 Curves, M.P. 348.0 to M.P. 349.8 WB on No. 1 Track	60	50
2 Curves, M.P. 348.0 to M.P. 349.8 EB on No. 2 Track	80	50
2 Curves, M.P. 348.0 to M.P. 349.8 EB on No. 1 Track	60	50
Curve, M.P. 352.0 to 352.1 Tracks No. 1 & 2	15	15

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

STATION	STREETS	MILES PER HOUR
Newton	First Avenue	15
Hutchinson	Between C.R.I.&P. Crossing and Pan-handle 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

12 WESTERN DIVISION.

SPECIAL RULES.

22. SPEED REGULATIONS—(Cont'd).

(D) MAXIMUM LOCOMOTIVE SPEEDS

ENGINES	Miles Per Hour	Light Engines Forward	All Engines Backing up
		Miles Per Hour	Miles Per Hour
Diesels 1 to 21, Incl., and 50 to 58 Incl., and 159.....	100	40	40*
Diesels 100 to 157 Incl., 169-185 Incl....	65	40	40*
Diesels 90, 158 and 160 to 168 Incl.....	95	40	40*
Motors M-105, M-189, Incl.....	60	60	25
Motor M-190.....	75	60	25
(A) Atlantic Type 79 in. Drivers.....	100	40	25
(B) Atlantic Type 73 in. Drivers.....	90	40	25
(C) Pacific Type 79-84 in. Drivers.....	100	40	25
(D) Pacific Type 73-74 in. Drivers.....	80	40	25
3700 to 3750, Incl.....	70	40	25
2900-2929; 3751-3775; 3776-3785, Incl....	90	40	25
(E) Prairie Type 69 in. Drivers except 1800-1886.....	50	40	25
789-825; 870-874; 1790-1797, Incl.....	30	30	20
885-999; 1600-1705; 1950-1991.....	35	35	20
1798-1799.....	55	40	25
2506; 2531; 2535 to 2553, Incl.....	35	35	20
2565 to 2569, Incl.....	35	35	20
2507 to 2530, Incl.; 2532.....	55	40	25
3011 to 3027; 3100-3158.....	45	35	20
3160-3287; 4000-4115	60	40	25
3800-3940	55	40	25
5000-5035, Incl.....	60	40	25
All regularly assigned to switching service	20	20	20
All Other Engines.....	20	20	20

*Diesels 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 1416 1453 1468 1473	550, 552, 556 558, 559 1420 1425 1431 1458 1462 1483, 1487 1488, 1491 1492, 1496 1498	1211, 1212 1218, 1222 3400 to 3408* 3410 3412 to 3442* 3446 to 3448 3450 to 3459* 3460 to 3465*	1226 to 1399* 3409, 3411 3443, 3445* 3449 3500 to 3534*	1000 to 1152* 1207 1210 1214, 1215 1800 to 1836*

*Both Inclusive.

22. SPEED REGULATIONS—(Cont'd).

(E) Moving Against Current of Traffic.

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

(F) 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	—

The foregoing does not modify Rule 317(A) Operating Department.

(G) 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 twenty-four (24) miles per hour on First and Second Districts, and twenty (20) miles per hour on other districts.

(H) 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;

Gas and Diesel-Electric motor cars being towed, sixty (60) miles per hour.

Passenger Diesel locomotives ninety (90) miles per hour.

Freight Diesel locomotives sixty (60) miles per hour.

Yard Diesel locomotives thirty (30) miles per hour.

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

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

SPECIAL RULES.

22. SPEED REGULATIONS—(Cont'd).

(I) 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.

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 west end yard.....	30	20
Way	Interlock	Main track crossovers east end yard.....	30	20
C.R.I.& P. Crossing Hutchinson Junction	Interlock	East end No. 3 track.....	30	20
		Crossovers between First and Second Districts— First District westward	25	20
	Spring	First District eastward	15	15
Panhandle Junction	Interlock	End of double track.....	40	30
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
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	20
Kinsley Jct.	Dual	1.7 miles west of depot CTC	40	30
Offerle	Dual	Each end of sidings.....	30	20
Bellefont	Dual	Each end of siding.....	30	20
Spearville	Dual	Each end of sidings.....	30	20
Wright	Dual	Each end of east siding, both ends of crossover, between siding and main track.....	30	20
		End of double track.....	40	30
Dodge City	Dual	East end of freight leads both ends of crossovers between main tracks....	30	20
Dodge City	Spring	West end crossover between passenger tracks 1 and 2 at Third Avenue.....	25	20

22. SPEED REGULATIONS—(Cont'd).

(J) 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
-	—	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

23. _____

24. INTERLOCKING PLANTS.

(A) Rule 711.

Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table 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.

(B) When signals of an interlocking plant cannot be operated and the operator desires a train or engine to be moved through the plant, permission may be given verbally or by proceed signal with yellow flag or light, which will authorize movement as per Rule 830(a) or (b), but in such cases some member of crew must precede train or engine and examine each interlocked switch and derail affecting such movement and flag any railroad crossings within the limits.

When conditions are such that hand signals cannot be observed, permission may be given by telephone. If unable to communicate with operator, spike switch and proceed, under flag protection, to the next governing signal, leaving the switch lined and spiked in the position found, making report at the first available point of communication.

(C) At automatic interlocking plants, signals are cleared for approaching trains when conflicting routes are unoccupied. When signals fail to clear, follow instructions outlined in detail in box at the crossing. If signals cannot be cleared, after five (5) minutes, train may proceed, protecting against opposing movements and after knowing signals are set against conflicting routes.

14 WESTERN DIVISION.

SPECIAL RULES.

24. INTERLOCKING PLANTS—(Cont'd).

(D) Locations

NAME	TYPE	SPEED	
		Miles per hour	
Sand Creek Burton	West end freight yard St.L.-S.F. Crossing, M.P. 201.4 with current of traffic.....	Standard	See Rule 22-I
	Moving against cur- rent of traffic.....	Automatic	75
Way C.R.I.&P. Crossing	East end freight yard... M.P. 216.5.....	Standard	See Rule 22-I
	Panhandle Jct. Mo.Pac. Crossing, M.P. 219.2 Second District	Standard	See Rule 22-I
Stafford	Mo.Pac. Crossing, M.P. 257.2.....	Automatic	60
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 22-I
Kinsley Jct.	1.7 miles west of depot	Standard	See Rule 22-I
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 clock-work 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.

Burton, 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 rules 830(a) or 830(b).

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.

25. SPECIAL RULES AND FACILITIES.

(A) In single track automatic block signal territory a train or engine on siding or other track must, before fouling the main track, ascertain whether the block to the rear of headout switch is occupied, through observance of the head-out signal, switch indicator or signal governing opposing movements. If the block to the rear is occupied, the train or engine must not foul main track until train approaching from rear has passed, has been stopped or full protection has been provided as prescribed by Rule 99. This rule not applicable when an opposing train has been met and is still occupying block to rear.

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 or signalman 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.

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

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 or signalman 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 or signalman.

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.

Telephones connected with dispatcher or signalman are located near handthrow switches and in door of concrete relay house adjacent to each DUAL control switch.

At Kinsley 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.

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

EASTWARD	
Eastward Main track	—
Westward Main track	0 —
Eastward Freight Main track	000 —
Westward Freight Main track	0 —
WESTWARD	
Main track (No. 1)	— 0 —
Main track (No. 2)	— —
Main track (No. 3)	0 — — 0
Fair Grounds	00 — 0

(B) Dwarf head out signals located at end of siding on double track at certain non-interlocked stations are track controlled. At certain non-continuous offices signals are changed to track controlled during period offices are closed. Under either such circumstances, if the indication of such signal is stop, when a train is ready to leave siding, main track switch should be opened and after waiting five minutes train may proceed, protecting as provided by Rule 99. When heading out through a spring switch the same practice will govern except that after lead wheels have fouled circuit, spring switch must be restored to normal.

(C) CENTRALIZED TRAFFIC CONTROL.

Between M.P. 352.1 (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 crossover between siding and main track, end of double track.

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.

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.

When a train is stopped by a Stop and Proceed signal, either on the main track or the siding, it may proceed immediately at restricted speed without sending flagman ahead, except where reverse moves are made between home signal limits, in which case flagman must protect the movement.

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.

SPECIAL RULES.

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.

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.

Westward trains entering Centralized Traffic Control territory at Kinsley will continue the display of Classification Signals previously authorized. Eastward trains leaving Dodge City display Classification Signals as authorized by Clearance Card, Form 902.

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

Location	Miles from Atchison	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
Stanolind Track.....	250.3	26	East & West	Freight only
S. W. Dehydrating Co. Track.....	261.7	4	West	Freight only
Airbase Spur.....	274.5	6	East & 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

27. 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.
KINSLEY—Passenger Station.
DODGE CITY—Conductors' Register Room.
Roundhouse Register Room.
Passenger Engineers' Wash Room.
BOISE CITY—Passenger Station.
SATANTA—Passenger Station.

28. 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.

29. STANDARD THERMOMETERS.

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

30. 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.

16 WESTERN DIVISION.

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. Mon.	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.
AM 5.00		PM 12.01 1.30	PM 8.30	AM 8.00	AM 4.30	SAND CREEK.	PM 2.45	PM 10.15	PM 5.00			PM 7.30
					5.30	WAY.			PM 5.30 PM	3.30 PM		
						HUTCHINSON.	1.45 PM	9.15				
5.20 AM	AM 7.30					Panhandle Jct.						7.00 PM
		7.00 PM				GREAT BEND.			10.30 AM	3.30		
	9.00 AM					LARNED.				1.45 PM		
			4.30 AM	4.10 PM	10.00 AM	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. Mon.	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	Kansas City 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
	Wagon Mound	Beyond La Junta	Albuquerque and beyond		Trinidad	Raton and beyond	
	Deerfield } Holcomb }	Dodge City and beyond	Beyond La Junta		Glorieta } Lamy }	Gallup and beyond	Trinidad and beyond
	Dodge City to Hutchinson	Kansas City and beyond	La Junta and beyond	22	Lamy	Trinidad and beyond	Gallup and beyond
9-90	Newton to Dodge City	Las Animas and beyond			Trinidad	Kansas City and beyond	Any station
	Las Animas } Holly }	Pueblo and beyond	Dodge City and beyond		Hutchinson	Kansas City and beyond	La Junta and beyond
	La Junta to Pueblo		Beyond Las Animas	19	Valmora	Barstow and beyond	Kansas City and beyond
Pueblo to Denver		Beyond La Junta	20		Valmora	Kansas City and beyond	Barstow and beyond
101-10	Denver to Pueblo	Las Animas and beyond		23	Ft. Sumner } Vaughn } Mountainair }	Belen and beyond	Amarillo and beyond
	Littleton	Colorado Springs, Pueblo and beyond		24	Vaughn } Ft. Sumner }	Amarillo and beyond	Belen and beyond
	Pueblo to La Junta	Beyond Las Animas		27-(C&S)	Littleton } Castle Rock } Larkspur } Fountain }	Beyond Pueblo	
	Las Animas } Holly }	Dodge City and beyond	Pueblo and beyond		Palmer Lake	Any station	Any station
	Dodge City to Newton		Las Animas and beyond	28-(C&S)	Palmer Lake	Any station	Any station
13-130	La Junta to Denver		Beyond La Junta	127	Newton to La Junta	Any station	Any station

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.)

