F. L. ELTERMAN, Trainmaster.....Dodge City, Kansas
W. S. CUMMINGS, Chief Dispatcher.....Dodge City, Kansas
C. M. GREGORY, Assistant Chief Dispatcher..Dodge City, Kansas
M. M. MOWREY, Assistant Chief Dispatcher.Dodge City, Kansas

TRAIN DISPATCHERS—DODGE CITY, KANSAS.

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

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

LOCAL TIME INSPECTORS—WESTERN DIVISION.

G. J. RAPLEE.....Newton.
ADAMS & MEADOR.....Hutchinson.
R. C. LEHEW, JR.....Dodge City.
GEO. A. RAPLEE.....Dodge City.
LAURA D. MORRISON.....Great Bend.

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

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

LOCAL SURGEONS.

DR. JASPER C. HALLFORD.....Boise City.
DR. GEORGE VON LEONARD, JR.....Dighton.
DR. RICHARD J. OHMAN.....Dodge City.
DR. R. G. KLEIN.....Dodge City.
DR. N. E. MELENCAMP.....Dodge City.
DR. C. M. ALDERSON.....Dodge City.
DR. E. B. SCAGNELLI.....Dodge City.
DR. E. J. MCCREIGHT.....Elkhart.
DR. C. W. LYON.....Ellinwood.
DR. JAMES G. GAUME.....Ellinwood.
DR. MARION F. RUSSELL.....Great Bend.
DR. C. W. ZUGG.....Great Bend.
DR. R. P. STOFFER.....Halstead.
DR. D. T. GAMMELL.....Hugoton.
DR. R. W. FERNIE.....Hutchinson.
DR. R. Y. JONES.....Hutchinson.
DR. SAM JONES.....Hutchinson.
DR. GIRARD VEENSCHOTEN.....Jetmore.
DR. W. T. STOLTENBERG.....Kinsley.
DR. R. T. UNRUH.....Kinsley.
DR. W. R. BRENNER.....Larned.
DR. DEAN B. PARKER.....Ness City.
DR. JOHN W. HERTZLER.....Newton.
DR. H. R. SCHMIDT.....Newton.
DR. ALFRED G. DIETRICH.....Newton.
DR. R. J. GARST.....Satanta.
DR. H. P. PALMER.....Scott City.
DR. GEORGE MANDEVILLE.....Spearville.
DR. GERALD DUFFY.....Springfield.
DR. O. W. LONGWOOD.....Stafford.
DR. JACK C. DYSART.....Sterling.
DR. L. G. GRAVES.....St. John.
DR. MARSHALL A. BREWER.....Ulysses.
DR. JAMES E. ROBERTS.....Walsh.

EYE, EAR, NOSE AND THROAT.

DR. A. M. DOUGHERTY.....Dodge City.
DR. E. E. ENNS.....Newton.
DR. JAMES H. ENNS.....Newton.
DR. H. E. MORGAN.....Newton.
DR. WILLIAM SCALES (eye only).....Hutchinson.
DR. VICTOR R. MOORMAN.....Hutchinson.
DR. GORDON E. STONE.....Hutchinson.

The Atchison, Topeka and Santa Fe Railway Co.

WESTERN LINES

Northern District

WESTERN DIVISION

TIME TABLE No.

85

A.T. & S.F. RY. CO.-C.L.
RECEIVED
SEP 24 1953
Passenger Dept.
SAN FRANCISCO
CALIF.

IN EFFECT

Sunday, September 27, 1953

At 12:01 A. M.
Central Standard Time

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

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

J. E. LESTER,
Asst. General Manager,
La Junta, Colorado.

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

Hall 8 53 5500 6586

Timetable 84 eff 23 Aug 1953
86 10 January 1954

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
3	Nickerson to Dodge City	La Junta and beyond	Newton and beyond
4	Los Cerrillos	La Junta and beyond	
	Glorieta Wagon Mound Thatcher Albuquerque to La Junta	Beyond La Junta	Albuquerque and beyond West of Albuquerque
	Deerfield Holcomb	Dodge City and beyond	Beyond La Junta
	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
123	St. John Stafford Macksville Kinsley	Albuquerque-Pueblo and beyond	Kansas City and beyond and South of Newton
	Lakin Syracuse Las Animas	Albuquerque-Pueblo and beyond	Kansas City and beyond and South of Newton
	Glorieta	Gallup and beyond	Trinidad and beyond
1-102	La Junta to Pueblo		Beyond Las Animas
	Pueblo to Denver		Beyond La Junta
101-2	Denver to Pueblo	Las Animas and beyond	
	Littleton	Colorado Springs, Pueblo and beyond	
	Pueblo to La Junta	Beyond Las Animas	
124	Las Animas Syracuse Lakin	Kansas City and beyond and South of Newton	Albuquerque-Pueblo and beyond
	Kinsley Macksville St. John Stafford	Kansas City and beyond and South of Newton	Albuquerque-Pueblo and beyond
13-130	La Junta to Denver		Beyond La Junta
17 19	Hutchinson	Albuquerque and beyond	Kansas City and beyond

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
141-14	Denver to La Junta	Beyond La Junta	
21	Hutchinson	La Junta and beyond	Kansas City and beyond
	Trinidad	Raton and beyond	
	Lamy	Gallup and beyond	Trinidad and beyond
22	Lamy	Trinidad and beyond	Gallup and beyond
	Trinidad	Kansas City and beyond	Any station
	Hutchinson	Kansas City and beyond	La Junta and beyond
19	Garden City	Albuquerque and beyond	Kansas City and beyond
	Lamar	Albuquerque and beyond	
	Valmora Glorieta	Barstow and beyond	
20	Glorieta Valmora Lamar Garden City	Kansas City and beyond	Barstow and beyond Albuquerque and beyond
23	Ft. Sumner Vaughn Mountainair	Belen and beyond	Beyond Clovis
24	Mountainair Vaughn Ft. Sumner	Beyond Clovis	Belen and beyond
27-(C&S)	Littleton Castle Rock Larkspur Fountain	Beyond Pueblo	
	Palmer Lake	Any station	Any station
28-(C&S)	Palmer Lake	Any station	Any station
105	Milan Argonia Danville	Beyond Kiowa	Wichita and beyond
106	Danville Argonia Milan	Wichita and beyond	Beyond Kiowa

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

W. L.

Track Capacity 50 ft. Per Car.		WEST-WARD. Second Class. 73		Ruling Grade Ascending.	TIME TABLE No. 85, September 27, 1953.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST-WARD. Second Class. 74
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.				Arrive Daily Ex. Sun.
	Yard	AM 9.00	0.0	0	**DODGE CITY. YL**	0	W F T Y	C	PM s 2.00
			0.2	0	0.2 C.R.I.& P. Jct. **YL** 0.9	0			
			1.1	52.8	Cimarron Valley Jct. **YL** 9.2	0			
	34	f 9.28	10.3	52.8	SAYRE. 4.0	0			f 1.20
65	65	s 9.38	14.3	21.1	ENSIGN. 5.0	0		C	s 1.05
29	32	f 9.50	19.3	20.1	HAGGARD. 7.2	21.1			f12.45
77	112	s10.05	26.5	52.8	MONTEZUMA. 10.9	21.1	W	C	s12.20 PM
113	111	s10.25	37.4	21.1	COPELAND. 5.6	0		C	s11.50
28		f10.40	43.0	21.1	TICE. 6.8	0			f11.20
116	83	s 74 11.05	49.8	21.1	SUBLETTE. 8.4	18.0		C	s 73 11.05
	Yard	s11.40	58.2		**SATANTA. YL** 0.4	52.8	WFY	C	s10.45
		PM	58.6	52.8	SATANTA JCT. 15.7	52.8			
60	32	s12.30	74.3	21.1	MOSCOW. 12.7	21.1		C	s 9.30
111	52	s 1.05	87.0	21.1	HUGOTON. 7.3	0	W	C	s 9.00
47		f 1.25	94.3	21.1	FETERITA. 8.7	0			f 8.30
54	33	s 1.50	103.0	42.2	ROLLA. 8.3	0		C	s 8.12
26		f 2.10	111.3	42.2	WILBURTON. 8.6	0			f 7.55
207	40	s 2.45	119.9	52.8	ELKHART. **YL** 12.4	48.6	W Y	C	s 7.35
11		f 3.17	132.3	52.8	STURGIS. 11.5	24.8			f 7.00
78	24	s 3.50	143.8		KEYES 1.0		W	C	s 6.35
			144.8	31.7	B.M.& E. JCT. 14.7	26.4			
	Yard	s 5.00 PM	159.5		**BOISE CITY. YL**		WFY	C	6.00 AM
		Arrive Daily Ex. Sun.			(159.5)				Leave Daily Ex. Sun.
		19.9			Average speed per hour.				19.9

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

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

Yard limits indicated by yard limit board. Within these limits main track may be used, clearing the time of first class trains, unless main track is seen or known to be clear. Second and third class and extra trains must move within yard limits 'under control'. 'Under control' must be understood to mean 'able to stop within distance track is seen to be clear'. Whosoever obstructs the main track within yard limits must protect by a flagman when the obstruction cannot, for any reason, be plainly seen from approaching train for a distance of at least seven hundred and fifty (750) feet. In case of collision, responsibility rests with the moving train or engine. At night, or in stormy weather, proper lights must be displayed on all trains, cars or engines obstructing tracks within yard limits. Trains carrying passengers must be protected at all times.

No switch lights on Cimarron Valley District.

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

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

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

SIGNAL SYSTEM TWO:

In effect MP 352.3 to MP 353, Dodge City.

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

Two Main tracks between MP 185.5 and MP 216.5.

Three Main tracks between MP 216.5 and MP 218.2.

RULE 251:

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

Between C.R.I.&P. Crossing and Hutchinson Jct. there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines. Westward trains via First District will use main track No. 3 between C.R.I.& P. Crossing and Hutchinson Jct. unless otherwise provided.

Eastward trains from First District moving between Hutchinson Jct. and C.R.I.& P. Crossing must not be run against current of traffic except on instructions from Yardmaster or his representative.

SIGNAL SYSTEM ONE:

In effect at Sand Creek Interlocking, Way Interlocking, C.R.I.& P. Crossing and Kinsley Interlocking.

SIGNAL SYSTEM TWO:

In effect between MP 188 and MP 214; at Hutchinson Jct, MP 218.2; and Mo. Pac. Crossing, MP 235.7.

Rule 261 (CTC):

In effect between Kinsley, MP 316.7 and east switch siding, MP 315.

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

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

Trains must get numbered clearance card before leaving Newton.

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

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

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

Track Capacity 50 ft. Per Car.		WESTWARD First Class.								Ruling Grade Ascending.	TIME TABLE No. 85, September 27, 1953.
		3	7	17	21	127	19	123			
		California Limited.	Fast Mail Express.	The Super Chief.	El Capitan.	Passenger.	The Chief.	The Grand Canyon.			
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Mile Post.		STATIONS.
	Yard	PM 1.10	PM 12.30	AM 5.50	AM 4.15	AM 3.30	AM 1.45	AM 1.40	185.1	0	NEWTON. YL 1.6
	Yard								186.7	21.1	Sand Creek. YL 7.9
117	WB88 EB88	f 1.22	12.39	6.00	4.25	s 3.41	1.55	1.50	194.6	21.1	HALSTEAD. 9.5
106	WB88 EB90	1.31	12.47	6.07	4.32	s 3.53	2.02	1.58	204.1	9.5	St.L.&S.F. Crossing. BURRTON. 7.1
32		1.39	12.53	6.13	4.38	4.03	2.08	2.05	211.2	0	SOLVAY. 3.7
Yard	Yard	1.43	12.56	6.16	4.41	4.07	2.11	2.08	214.9	0	WAY. YL 1.6
		1.45	12.58	6.18	4.43	4.09	2.13	2.10	216.5	0	C.R.I.&P. Crossing. YL 1.5
Yard	Yard	s 1.57	1.02 PM	6.23 AM	4.48 AM	s 4.35	2.18 AM	s 2.16 AM	218.0	0	HUTCHINSON. YL 0.2
		1.59	Via Second District.	Via Second District.	Via Second District.	4.37	Via Second District.	Via Second District.	218.2	0	HUTCHINSON JCT. YL 5.0
23	82	2.06				4.43			223.2	7.4	YAGGY. 5.4
98	82	f 2.12				s 4.50			228.6	0	NICKERSON. 7.1
									235.7	11.1	Mo. Pac. Crossing. 1.0
170	85	f 2.24				s 5.03			236.7	0	STERLING. YL 6.2
49	82	2.33				f 5.11			242.9	0	ALDEN. 6.1
32	53	2.40				f 5.19			249.0	10.5	RAYMOND. 4.5
	53	2.46				5.24			253.5	0	CLARENDON. 5.9
250	82	s 2.56 4				s 5.40			259.4	0	ELLINWOOD. YL 4.5
8	82	3.02				5.47			263.9	11.8	DARTMOUTH. 5.6
Yard	Yard	s 3.18				s 6.05			269.5	19.4	GREAT BEND. YL 7.8
28	52	3.30				f 6.15			277.3	13.0	DUNDEE. 5.7
57	82	3.39				s 6.23			283.0	13.0	PAWNEE ROCK. 8.8
355	83	s 3.54				s 6.40			291.8	0	LARNED. YL 5.6
	53	4.03				6.50			297.4	17.4	HAMBURG. 5.1
35	84	4.11				s 7.00			302.5	12.6	GARFIELD. 6.9
8	52	4.19				7.10			309.4	9.0	NETTLETON. 7.3
354	143	f 4.34 PM				s 7.30 AM			316.7		CTC KINSLEY. YL
		Arrive Daily.	Arrive Daily.	Arrive Daily	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(131.6)
		38.7	61.7	59.8	59.8	32.9	59.8	54.8			Average speed per hour.

AUTOMATIC BLOCK SYSTEM — TWO TRACKS — 3 TRACKS

TIME TABLE No. 85, September 27, 1953.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class. 124 The Grand Canyon.	18 The Super Chief.	8 Fast Mail Express.	4 California Limited.	22 El Capitan.	20 The Chief.	128 Passenger.
STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
AUTOMATIC BLOCK SYSTEM — TWO TRACKS — 3 TRACKS — NEWTON. YL	31.8	WFT	C	s AM 1.50	s AM 2.30	s PM 3.20	s PM 5.15	s PM 8.00	s PM 10.45	s AM 12.25
1.6										
Sand Creek. YL	15.8	WY	C							
7.9										
HALSTEAD.	0		C	1.35	2.15	3.03	s 4.57	7.45	10.30	s12.08 AM
9.5										
St.L.&S.F Crossing. BURRTON.	0		C	1.25	2.08	2.52	4.45	7.37	10.20	s11.53
7.1										
SOLVAY.	0			1.17	2.02	2.41	4.34	7.30	10.11	11.41
3.7										
WAY. YL	0	WF TY	C	1.13	1.59	2.36	4.29	7.27	10.08	11.38
1.6										
C.R.I.& P. Crossing. YL	0		C	1.10	1.57	2.33	4.26	7.25	10.06	11.35
1.5										
HUTCHINSON. YL	0	WY	B	1.01 AM	1.53 AM	2.25 PM	s 4.21	7.21 PM	10.02 PM	s 11.30
0.2										
HUTCHINSON JCT. YL	0						4.12			11.07
5.0				Via Second District.	Via Second District.	Via Second District.		Via Second District.	Via Second District.	
YAGGY.	0		B				4.02			11.01
5.4										
NICKERSON.	0		C				f 3.53			s10.54
7.1										
Mo. Pac. Crossing.	0									
1.0										
STERLING. YL	0		C				f 3.40			s10.40
6.2										
ALDEN.	0		C				3.28			f10.25
6.1										
RAYMOND.	0		C				3.17			f10.15
4.5										
CLARENDON.	0		B				3.09			10.06
5.9										
ELLINWOOD. YL	0	WYT	C				f 2.56[3]			s 9.58
4.5										
DARTMOUTH.	0		B				2.47			9.45
5.6										
GREAT BEND. YL	0	WFY	C				s 2.40			s 9.38
7.8										
DUNDEE.	0		B				2.25			f 9.17
5.7										
PAWNEE ROCK.	0		C				2.17			f 9.10
8.8										
LARNED. YL	0	WY	C				s 2.05			s 8.59
5.6										
HAMBURG.	0		B				1.52			8.47
5.1										
GARFIELD.	0		C				1.46			f 8.41
6.9										
NETTLETON.	0		B				1.38			f 8.33
7.3										
CTC — KINSLEY. YL		WY	C				1.28 PM			8.23 PM
(131.6)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.				40.3	53.4	35.9	34.8	50.6	45.9	32.6

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In effect between MP 188 and MP 214; at Hutchinson Jct, MP 218.2; and Mo. Pac. Crossing, MP 235.7.

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Track Capacity 50 ft. Per Car.		WESTWARD. First Class.									Ruling Grade Ascending.	TIME TABLE No. 85, September 27, 1953.
		3	93	7	127	17	21	19	123			
		California Limited.	Motor Passenger.	Fast Mail Express.	Passenger.	The Super Chief.	El Capitan.	The Chief.	The Grand Canyon.			
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Mile Post.		STATIONS.
	Yard		PM 1.40	PM 1.02		AM 6.23	AM 4.48	AM 2.18	AM 2.16	218.0	0	HUTCHINSON. YL — 0.2 — HUTCHINSON JCT. YL — 0.9 — PANHANDLE JCT. Mo. Pac. Crossing. YL — 4.3 — (2 Tracks)
										218.2	0	
			1.44 PM	1.06		6.26	4.51	2.22	2.20	219.1	21.1	
9	82			1.10		6.31	4.56	2.27	2.25	223.4	0	WHITESIDE. — 5.5 —
32	82			1.14		6.35	5.00	2.32	2.30	228.9	21.1	PARTRIDGE. — 6.2 —
42	91			1.19		6.40	5.05	2.37	2.36	235.1	21.1	ABBYVILLE. — 5.6 —
47	84			1.23		6.44	5.09	2.42	2.41	240.7	21.1	PLEVNA. — 5.7 —
74	86			1.27		6.48	5.13	2.47	2.46	246.4	21.1	SYLVIA. — 4.7 —
20	99		Via Panhandle Division.	1.31		6.51	5.16	2.51	2.50	251.1	21.1	ZENITH. — 5.9 —
82	84			8 1.36		6.55	5.20	123 2.56	19 2.56	257.0	0	STAFFORD. — 0.2 —
										257.2	0	Mo. Pac. Crossing. — 8.8 —
83	100			1.43		7.02	5.27	3.04	3.07	266.0	21.1	ST. JOHN. — 6.8 —
23	85			1.48		7.07	5.32	3.10	3.13	272.8	15.8	DILLWYN. — 4.8 —
48	82			1.52		7.10	5.35	3.14	3.18	277.6	15.8	MACKSVILLE. — 7.3 —
49	88			1.57		7.15	5.40	3.21	3.24	284.9	0	BELPRE. — 8.4 —
51	84			2.03		7.21	5.46	3.28	3.31	293.3	0	LEWIS. — 3.6 —
	63	Via First District. — PM —		2.06	Via First District. — AM —	7.24	5.50	3.31	3.34	296.9	0	OMAR. — 5.5 —
238	135	4.34		2.11	7.30	7.29	5.54	3.37	3.43	302.4	21.1	KINSLEY. YL — 8.0 —
37	99 101	4.45		2.19	s 7.42	7.35	6.00	3.44	3.53	324.7	21.1	OFFERLE. — 5.6 —
26	141	4.54		2.23	s 7.51	7.39	6.04	3.49	3.59	330.3	21.1	BELLEFONT. — 5.8 —
73	153 105	5.02		2.27	s 8.02	7.43	6.08	3.54	4.05	336.1	24.2	SPEARVILLE. — 8.6 —
44	82 144	5.13		2.33	s 8.17	7.49	6.14	4.01	4.12	344.7	26.5	WRIGHT. — 7.8 — (2 Tracks)
	Yard	s 5.30 PM		s 2.45 PM	s 8.30 AM	s 8.00 AM	s 6.25 AM	s 4.15 AM	s 4.25 AM	352.5		DODGE CITY. YL
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(120.2)
		38.3	15.6	70.0	35.8	74.4	74.4	61.6	55.9			Average speed per hour.

AUTOMATIC BLOCK SYSTEM — C.T.C. — AUTOMATIC TRAIN STOP SYSTEM

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

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

Two Main tracks between Hutchinson and Panhandle Jct.

Two Main tracks between Dodge City and Wright.

SIGNAL SYSTEM ONE:

In effect at Kinsley Interlocking and between Kinsley and Dodge City MP 352.3, including both tracks between Wright and Dodge City.

SIGNAL SYSTEM TWO:

In effect Hutchinson to but not including east switch siding Kinsley MP 300.9, and between MP 352.3 (Dodge City) and MP 353.

Rule 261 (CTC):

In effect between Dodge City, MP 352.3, and east switch siding Kinsley, MP 300.9, including both tracks between Dodge City and Wright.

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

Trains must get numbered clearance card before leaving Dodge City.

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

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

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

TIME TABLE
No. 85,
September 27, 1953.

EASTWARD.
First Class.

STATIONS.	Ruling Grade Ascending.	Fuel, Water, Turn Table and Wyes.	Communications.	18 The Super Chief. Arrive Daily.	92 Motor Passenger. Arrive Daily.	8 Fast Mail Express. Arrive Daily.	4 California Limited. Arrive Daily.	22 El Capitan. Arrive Daily.	128 Passenger. Arrive Daily.	20 The Chief. Arrive Daily.	124 The Grand Canyon. Arrive Daily.
HUTCHINSON. YL	0	W Y	B	AM 1.53	AM s 11.20	PM s 2.25		PM 7.21		PM s 10.02	AM s 1.01
0.2											
HUTCHINSON JCT. YL	0										
0.9											
PANHANDLE JCT. Mo. Pac. Crossing. YL	0		B	1.50	11.07 AM	2.21		7.17		9.57	12.55
4.3											
WHITESIDE.	0			1.46		2.16		7.13		9.53	12.50
5.5											
PARTRIDGE.	0		C	1.42		2.10		7.09		9.49	12.45
6.2											
ABBYVILLE.	0		B	1.38		2.03		7.05		9.44	12.39
5.6											
PLEVNA.	20.8		B	1.34		1.56		7.01		9.40	12.34
5.7											
SYLVIA.	0	W	C	1.30		1.49		6.57		9.36	12.29
4.7											
ZENITH.	0		B	1.27	Via Panhandle Division.	1.44		6.54		9.33	12.25
5.9											
STAFFORD.	0		C	1.23		f 7 1.36		6.50		9.29	12.20
0.2											
Mo. Pac. Crossing.	0										
8.8											
ST. JOHN.	0	W F	C	1.15		f 1.23		6.42		9.21	12.12
6.8											
DILLWYN.	0		B	1.10		1.15		6.37		9.16	12.06
4.8											
MACKSVILLE.	0		C	1.07		1.10		6.34		9.12	12.02 AM
7.3											
BELPRE.	0	W	C	1.02		1.02		6.29		9.06	11.55
8.4											
LEWIS.	0		C	12.56		12.53		6.23		8.59	11.47
3.6											
OMAR.	0		B	12.53		12.49	Via First District. PM	6.20	Via First District. PM	8.56	11.44
5.5											
KINSLEY. YL	0	W Y	C	12.49		12.43	f 1.28	6.16	s 8.23	8.51	11.39
8.0											
OFFERLE.	0		C	12.42		12.34	1.16	6.09	s 8.09	8.44	11.31
5.6											
BELLEFONT.	0			12.38		12.29	1.10	6.05	s 8.01	8.40	11.26
5.8											
SPEARVILLE.	24.2	W	C	12.34		12.24	1.04	6.01	s 7.52	8.36	11.20
8.6											
WRIGHT.	26.5		C	12.28		12.16	12.54	5.55	f 7.42	8.30	11.11
7.8											
DODGE CITY. YL		W F T Y	C	12.18 AM		12.05 PM	12.40 PM	5.45 PM	7.30 PM	8.20 PM	11.00 PM
(120.2)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.				75.9	6.0	51.5	44.7	75.1	40.5	70.7	59.6

AUTOMATIC BLOCK SYSTEM — AUTOMATIC TRAIN STOP SYSTEM — C.T.C.

2 Tracks

2 Tracks

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

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

Two Main tracks between Hutchinson and Panhandle Jct.

Two Main tracks between Dodge City and Wright.

SIGNAL SYSTEM ONE:

In effect at Kinsley Interlocking and between Kinsley and Dodge City MP 352.3, including both tracks between Wright and Dodge City.

SIGNAL SYSTEM TWO:

In effect Hutchinson to but not including east switch siding Kinsley MP 300.9, and between MP 352.3 (Dodge City) and MP 353.

Rule 261 (CTC):

In effect between Dodge City, MP 352.3, and east switch siding Kinsley, MP 300.9, including both tracks between Dodge City and Wright.

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

Trains must get numbered clearance card before leaving Dodge City.

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

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

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

Track Capacity 50 ft. Per Car.		WEST-WARD. Second Class. 69 Mixed.		Ruling Grade Ascending.	TIME TABLE No. 85, September 27, 1953.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST-WARD. Second Class. 70 Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Mile Post.		STATIONS.				Arrive Daily Ex. Sun.
Yard	Yard	AM 9.00	0.0		**GREAT BEND. YL**		WFY	C	PM s 3.00
				5.2	8.3	0			
26		s 9.20	8.3		HEIZER.				s 2.25
				21.1	7.1	0			
41	35	s 9.45	15.4		ALBERT.			C	s 2.05
				19.9	4.4	0			
33		f10.00	19.8		SHAFFER.				f 1.45
				21.1	4.7	0			
25		s10.17	24.5		TIMKEN.			C	s 1.25
				15.8	7.7	0			
26	85	s10.42	32.2		RUSH CENTER.			C	s 1.05
				15.3	6.9	0			
41		s11.02	39.1		NEKOMA.			C	s12.45
				21.1	6.0	0			
41		s11.25	45.1		ALEXANDER.		W	C	s12.25
		PM		21.1	7.7	0			
87	82	s12.01 70	52.8		BAZINE.			C	s12.01 69
				31.7	11.6	0			PM
91	78	s12.35	64.4		NESS CITY. YL		WFY	C	s11.35
				31.7	8.4	31.7			
17	56	f 1.00	72.8		LAIRD.				f10.42
				31.7	7.7	31.7			
19		s 1.25	80.5		BEELER.				s10.27
				31.7	6.7	0			
24		s 1.45	87.2		ALAMOTA.				s10.12
				31.7	8.8	0			
93		s 2.10	96.0		DIGHTON.		W	C	s 9.55
				22.6	7.5	0			
36		s 2.35	103.5		AMY.				s 9.28
				14.6	6.3	0			
19		s 2.50	109.8		GRIGSTON.				s 9.15
				31.7	6.3	31.7			
4		f 3.05	116.1		TRACTOR.				f 9.00
				7.9	3.1	0			
			118.9		Mo. Pac. Crossing.				
				17.6	1.2	0			
71		s 3.35 PM	120.1		**SCOTT CITY. YL**		W Y	C	8.45 AM
		Arrive Daily Ex. Sun.			(120.1)				Leave Daily Ex. Sun.
		18.2			Average speed per hour.				20.9

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

No switch lights on Great Bend District.

Track Capacity 50 ft. Per Car.		WEST-WARD. Second Class. 85 Mixed.		Ruling Grade Ascending.	TIME TABLE No. 85, September 27, 1953.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST-WARD. Second Class. 86 Mixed.
Other Tracks.	Sidings.	Leave Mon., Wed. and Fri.	Mile Post.		STATIONS.				Arrive Tues., Thurs. and Sat.
	Yard	AM 11.40	0.0		**SATANTA. YL**		W F	C	AM s10.45
				0	0.4	13.2			
			0.4		SATANTA JCT. YL		Y		
				26.4	7.4	9.5			
		PM							
34	52	f12.05	7.8		RYUS.			B	f10.25
				52.8	8.2	52.8			
30	84	f12.35	16.0		HICKOK.				f10.05
				52.8	7.9	52.8			
104	74	s 1.05	23.9		ULYSSES. YL		W	C	s 9.45
				46.5	7.1	20.0			
34		f 1.25	31.0		STANO.				f 9.25
				40.1	4.1	37.0			
37		f 1.45	35.1		BIGBOW.			B	f 9.15
				37.0	10.6	0			
65	34	s 2.25	45.7		JOHNSON.			C	s 8.55
				52.8	7.8	20.3			
43	54	s 2.52	53.5		MANTER. YL		Y	C	s 8.35
				52.8	9.3	11.6			
23		f 3.26	62.8		SAUNDERS.				f 8.15
				42.2	6.2	21.1			
14		f 3.50	69.0		BARTLETT.				f 8.00
				42.2	8.0	0			
94	22	s 4.20	77.0		WALSH.		W	C	s 7.40
				47.5	9.5	15.8			
17		f 4.55	86.5		VILAS.				f 7.10
				52.8	8.9	47.5			
			95.4		SOUTH JCT. YL		Y		
					0.5				
103	53	s 5.30	95.9		SPRINGFIELD. YL			C	s 6.45
				66.0	1.3	0			
			97.2		NORTH JCT. YL				
				52.8	12.4				
104	42	6.45 PM	109.6		**PRITCHETT. YL**		WFY	C	6.00 AM
		Arrive Mon., Wed. and Fri.			(109.6)				Leave Tues., Thurs. and Sat.
		15.5			Average speed per hour.				23.1

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

Normal position of switches is for Colorado Division trains.

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

No switch lights on Manter District.

LARNED DISTRICT.

Track Capacity 50 ft. Per Car		WEST-WARD. Second Class. 71 Mixed.		Ruling Grade Ascending.	TIME TABLE No. 85, September 27, 1953.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST-WARD. Second Class. 72 Mixed.
Other Tracks.	Sidings.	Leave Mon., Wed., Fri.	Mile Post.		STATIONS.				Arrive Tues., Thurs., Sat.
375	83	AM 11.00	0.0		**LARNED. YL**		W Y	C	PM s 3.00
				10.5	6.6	0			
26		f11.25	6.6		FRIZELL.				f12.35
				10.5	5.6	0			
31		s11.50	12.2		SANFORD.				s12.15
		— PM —		10.5	4.8	0			— PM —
41		s12.15	17.0		ROZEL.			C	s11.55
				24.8	6.9	0			
61		s 1.15	23.9		BURDETT.		W	C	s11.35
				0	6.8	0			
12		f 1.35	30.7		GRAY.				f10.45
				7.0	4.7	0			
30		s 2.05	35.4		OLNEY.			C	s10.30
				52.8	10.8	52.8			
50		s 3.15 PM	46.2		**JETMORE. YL**		W Y	C	9.30 AM
		Arrive Mon., Wed., Fri.			(46.2)				Leave Tues., Thurs., Sat.
		10.9			Average speed per hour.				8.4

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

No switch lights on Larned District.

Rules Nos. 10(A), 17, 315, 509, 511, D-514, 660, 1000(C), and Definitions of Medium Speed and Restricted Speed, Pages 106, 111, 114 and 115, Operating Department, are amended as follows:

Rule 10(A). Second paragraph amended to read:

Permanent signs, yellow with 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, or those at the top of the sign, indicate the maximum speed for passenger trains, and the other numerals the maximum speed for freight trains, except that where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent green resume speed sign. There may be more than one yellow sign in advance of a green sign, in which case the reduced speed shown on each yellow sign must be observed in succession until rear of train has passed the green sign.

Rule 17. First paragraph amended to read:

The headlight will be displayed to the front of every train by day and night. It must be extinguished when a train turns out to meet another train and has stopped clear of main track. In case of headlight failure enroute at night, if repairs cannot be made promptly, a white lantern must be placed on the front or leading end of train and the train should proceed at restricted speed while the head end is passing through stations and over street and highway crossings. The whistle must be sounded frequently and the bell must be rung continuously. The train dispatcher should be notified at first opportunity.

Rule 315. Amended to read:

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

Rule 509. Amended to read:

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

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

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

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

Rule 511. Amended to read:

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

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

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

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

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

Rule 660. Amended to read:

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

Rule 1000(C). Amended to include:

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

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

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

Definitions, Page 104, amended to include:

AUTOMATIC TRAIN STOP SYSTEM (ATS).

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

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

2. YARD LIMITS.

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

3. SPEED REGULATIONS.

(A) Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops, so that the train will move smoothly, without jar, and train conductors must observe that this is done.

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT:		
Newton and Hutchinson	79	55
Hutchinson and Kinsley	59	45
SECOND DISTRICT	100	55
GREAT BEND DISTRICT	40	30
LARNED DISTRICT	30	25
CIMARRON VALLEY DISTRICT	40	40
MANTER DISTRICT	40	40
Speed limit ninety (90) miles per hour for passenger trains handling heavy weight equipment.		
FIRST DISTRICT		
Curve, M.P. 187.4 to 187.7 EB&WB	70	55
St L&SF Crossing, M.P. 204.1 EB&WB	75	50
Mo. Pac. Crossing, M.P. 235.6	20	20
First District Junction, M.P. 318.4	40	30
SECOND DISTRICT		
Curve, M.P. 218.4 to 218.6 EB & WB	40	30

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
SECOND DISTRICT—(Cont'd).		
2 Curves, M.P. 219.6 to 220.2 WB	55	45
Curve, M.P. 220.0 to 220.2 EB	55	50
Curve, M.P. 228.3 to M.P. 228.8	80	55
Curve, M.P. 240.5 to M.P. 240.6	95	55
Curve, M.P. 242.5 to M.P. 242.8	95	55
Curve, M.P. 246.8 to 247.0	95	55
Curve, M.P. 251.6 to M.P. 251.9	95	55
Curve, M.P. 255.5 to M.P. 255.7	95	55
Mo. Pac. Crossing M.P. 257.2	70	50
Curve, M.P. 257.2 to M.P. 257.5	70	50
Curve, M.P. 264.8 to M.P. 265.1	95	55
Curve, M.P. 266.1 to M.P. 266.5	80	55
Curve, M.P. 268.0 to M.P. 268.5	90	55
Curve, M.P. 269.8 to M.P. 270.0	85	55
Curve, M.P. 297.6 to M.P. 297.8	85	55
Curve, M.P. 298.3 to M.P. 298.4	95	55
Curve, M.P. 298.9 to M.P. 299.1	85	55
Curve, M.P. 299.8 to M.P. 300.1	95	55
Curve, M.P. 301.7 to M.P. 302.0	55	55
East End Two Tracks, M.P. 344.7	40	40
2 Curves, M.P. 348.0 to M.P. 349.8. WB on Westward Main Track	80	55
2 Curves, M.P. 348.0 to M.P. 349.8 WB on Eastward Main Track	60	55
2 Curves, M.P. 348.0 to M.P. 349.8 EB on Westward Main Track	80	55
2 Curves, M.P. 348.0 to M.P. 349.8 EB on Eastward Main Track	60	55
Curve, M.P. 352.0 to 352.1 Eastward & Westward Main Tracks	20	20

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

STATION	STREETS	MILES PER HOUR
Newton	First Avenue	15
Hutchinson	Between C.R.I.& P. Crossing and Panhandle Jct.	25
Sterling	Within City Limits	25
Ellinwood	Main Street	40
Great Bend	Main Street	15
Larned	Within City Limits	30
Kinsley	Niles & Colony Ave.—Eighth St.	50

3. SPEED REGULATIONS—(Cont'd).

(D) MAXIMUM SPEED OF LOCOMOTIVES.

	MILES PER HOUR			
Diesel and Gas-Electric	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-286, 400-430, 2611	65	45	45	60
2099, 2100-2162, 2650-2863, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2433, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				

Steam	Forward	Light Forward	Backing
6 wheel & 8 wheel switch	20	20	20
762-768, 777, 811-816, 856, 900-984, 1600-1698, 1902-1981, 2542-2569	35	35	25
885-898, 3102-3158	45	35	25
1001-1148, 1801-1882, 3168-3277, 4005-4115, 4197, 5000-5035	60	40	25
3516-3520, 3751-3775	90	40	25
2900-2929, 3403-3439, 3450-3465, 3776-3785	100	40	25
2507-2525	55	40	25
3700-3746	70	40	25
3801-3940	50	40	25

(E) Movements Over Submerged Track. (Rule 817).

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, Classes:			
450-451	2	5	5
1-11-50-80-2099-2100	3	5	5
51-90-650-2300-2301-2310-2600-3000	4	5	5
460-2400	4½	5	5
16-37-100-200-300-325-500-501-503-625-1500-2201-2207-2260-2303-2322-2394-2403-2418-2611-2650	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	—

3. SPEED REGULATIONS—(Cont'd).

(F) Steam Wrecking Cranes, etc.

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

(G) Locomotives Handled Dead in Trains.

Locomotives handled dead in trains with side rods in position are not to be run faster than twenty (20) miles per hour;

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

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

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

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

(H) Spring Switches, Turnouts and Crossovers.

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

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

3. SPEED REGULATIONS—(Cont'd).

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

Station	Type	Location	MILES PER HOUR Passenger	Freight
Kinsley Jct.	Dual	1.7 miles west of depot CTC	40	40
Offerle	Dual	Each end of sidings	30	30
Bellefont	Dual	Each end of siding	30	30
Spearville	Dual	Each end of sidings	30	30
Wright	Dual	Each end of east siding, both ends of crossover between siding and main track	30	30
		End of Two Tracks	40	40
Dodge City	Dual	East end of freight leads both ends of crossovers between main tracks	30	30
Dodge City	Spring	West end crossover between passenger tracks 1 and 2 at Third Avenue	25	25

(I) Speed Table.

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

4. DANGEROUS OBSTRUCTIONS. (See Rule 761).

5. SPECIAL RULES AND FACILITIES.

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

EASTWARD

Eastward Main track	———
Westward Main track	——— 0
Eastward Freight lead	——— 0 ———
Westward Freight lead	——— 0 ——— 0

WESTWARD

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

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

(B) CENTRALIZED TRAFFIC CONTROL (CTC).

On Second District, between MP 352.3 (Dodge City) and MP 300.9 (Kinsley), including both tracks between Dodge City and Wright, and on First District, between MP 318.4 and MP 315.0 (Kinsley). Rule 261 in effect.

Following switches are DUAL control, normally handled by dispatcher.

KINSLEY—First District Junction.

OFFERLE—Each end of sidings.

BELLEFONT—Each end of siding.

SPEARVILLE—Each end of sidings.

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

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

All other switches within these limits are hand throw.

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

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

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

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

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

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

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

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

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

When a train, moving in Automatic Train Stop territory with the device inoperative, is stopped by a "Stop and Proceed" signal, it may proceed in accordance with amended Rule 509 or if in CTC territory in accordance with Rule 655.

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

LOCATION JUNCTIONS, AND NORMAL POSITION OF SWITCH.

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

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

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

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

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

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

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

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

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

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

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

6. RAILROAD CROSSINGS AND JUNCTIONS.

NAME		TYPE	SPEED Miles per hour
Sand Creek	West end freight yard	Standard	See Rule 3-H
Burrton	St.L.-S.F. Crossing, M.P. 204.1 with current of traffic	Automatic	75
	Moving against current of traffic.....		20
Way	East end freight yard..	Standard	See Rule 3-H
C.R.I.&P. Crossing	M.P. 216.5	Standard	See Rule 3-H
Panhandle Jct.	Mo.Pac. Crossing, M.P. 219.2 Second District	Standard	See Rule 3-H
Stafford	Mo.Pac. Crossing, M.P. 257.2	Automatic	70
Kinsley	First District between M.P. 315.0 and M.P. 318.4 Second District between M.P. 300.9 and M.P. 318.4.....	Standard	See Rule 3-H
Kinsley Jct.	1.7 miles west of depot	Standard	See Rule 3-H
Sterling	Mo.Pac. Crossing, M.P. 235.7	Automatic	20
Scott City	Mo.Pac Crossing, M.P. 118.9	Standard	—

Scott City, Mo. Pac. Crossing, protected by electrically locked 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 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.

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

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

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

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

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

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

Location	Mile Post	Car Capacity	Switch Connection	Flag Stops For Trains
FIRST DISTRICT—				
Water Works Spur	192.1	7	West WBM	Freight only
Paxton	199.4	6	East	Freight only
Serco	206.7	28	East	Freight only
S. W. Dehydrating Co. Track	261.7	4	West	Freight only
SECOND DISTRICT—				
Ardell	321.0	13	East	Freight only
GREAT BEND DISTRICT—				
Western Light & Telephone Co.	6.5	40	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
Magnolia Siding	13.6	18	East & West	Freight only
Pioneer Co-Op. Spur	25.8	7	East	Freight only
Hugoton Production Track	25.9	33	East & West	Freight only
Sullivan Track	29.1	18	East & West	Freight only
LARNED DISTRICT—				
Bosse Track	42.7	11	East & West	Freight only

8. BULLETIN BOOKS.

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

9. STANDARD CLOCKS.

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

10. STANDARD THERMOMETERS.

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

11. STATUTORY REGULATIONS.

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

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

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

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

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

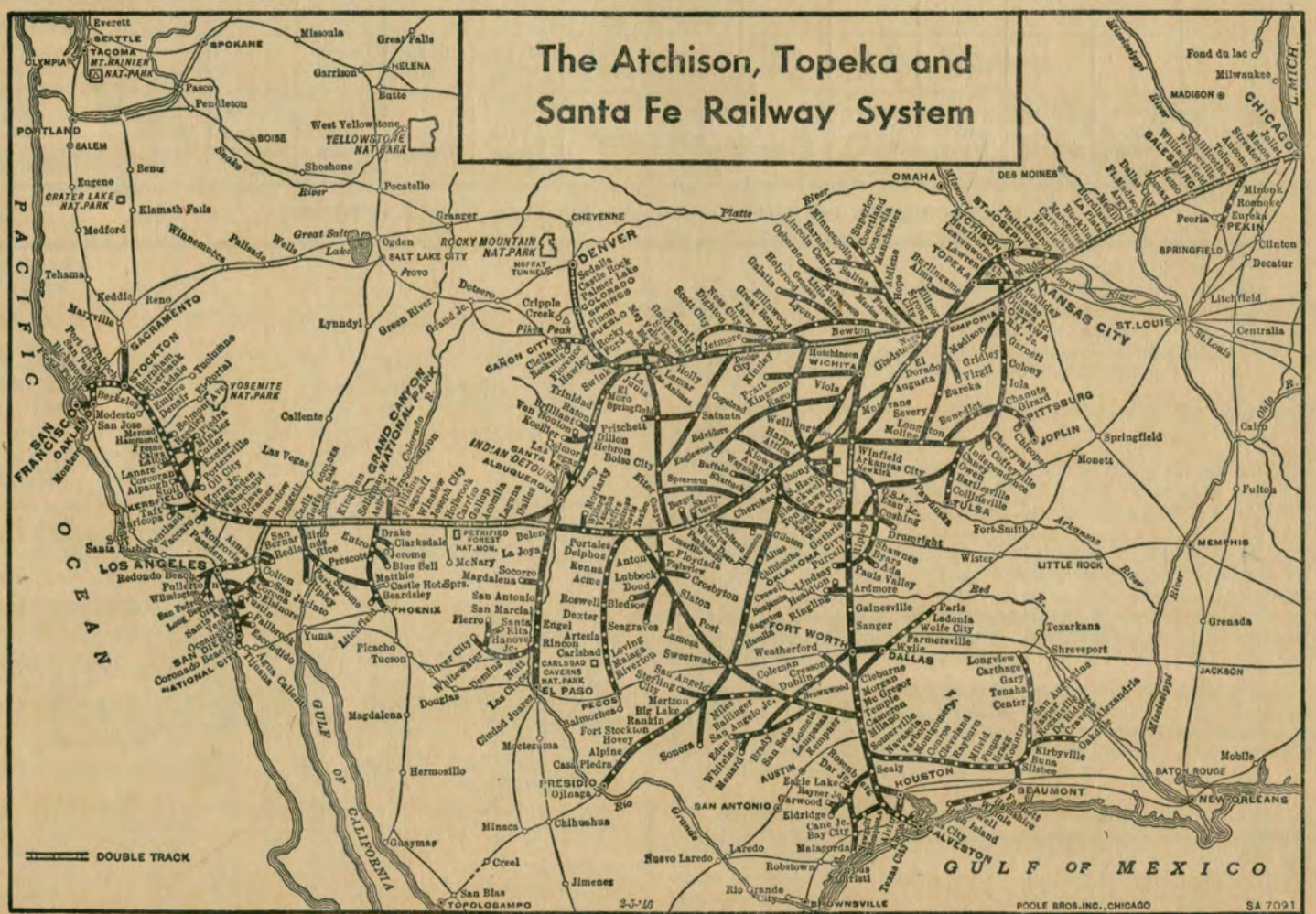
Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile 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.

FREIGHT SCHEDULES.

WESTWARD.					Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	EASTWARD.				
61	75	45	81	35		32	42	82	76	58
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.
Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.	Leave Daily.	Leave Mon., Wed., Fri.	Leave Daily.	STATIONS	Arrive Daily.	Arrive Daily.	Arrive Tues., Thurs., Sat.	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.
	AM 8.00	PM 8.30		AM 1.30	SAND CREEK.	PM 12.01	PM 10.30		PM 2.30	
AM 5.00	9.30		AM 8.00		WAY.	PM		PM 5.30	1.00 PM	PM 7.30
				2.30	HUTCHINSON.	11.00	9.15	PM		
5.20 AM					Panhandle Jct.					7.00 PM
	3.00 PM				GREAT BEND.				8.00 AM	
					LARNED.					
		4.30 AM	4.10 PM	6.00 AM	DODGE CITY.	7.15 AM	5.15 PM	8.00 AM		
Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.	Arrive Daily.	Arrive Mon., Wed., Fri.	Arrive Daily.	STATIONS	Leave Daily.	Leave Daily.	Leave Tues., Thurs., Sat.	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

SANTA FE SAFETY FIRST

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

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