

The Atchison, Topeka & Santa Fe Railway Co.



WESTERN LINES.

NORTHERN DISTRICT.



WESTERN DIVISION.

EMPLOYEES' TIME TABLE No. 52.

IN EFFECT

SUNDAY, JUNE 9, 1929,

AT 12:01 O'CLOCK A. M.

CENTRAL STANDARD TIME.

Superseding Time Table No. 51, Dated July 1, 1928, and any Supplements thereto.

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

J. R. HITCHCOCK,

General Manager,

AMARILLO, TEXAS.

H. B. LAUTZ,

Ass't General Manager,

LA JUNTA, COLORADO.

H. R. LAKE,

Supt. Transportation,

CHICAGO, ILLINOIS.

O. J. OGG,

Superintendent,

DODGE CITY, KANSAS.

SPECIAL RULES AND REGULATIONS.

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

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

The following stations have yard limits: (See Rules 93 and D 153, Operating Department.) Newton (extends to and includes west end Sand Creek Yards), Hutchinson (extends to and includes Way), Ellinwood, Great Bend, Larned, Kinsley, Dodge City, St. John, Ness City, Scott City, Jetmore, Satanta, Manter, Pritchett, Elkhart, Felt.

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

Standard clocks:

- Newton—Telegraph Office and Roundhouse Office.
- Sand Creek—Yard Office.
- Way—Yard Office.
- Great Bend—Telegraph Office.
- Dodge City—Dispatchers' Office and Yard Office.

Standard thermometers: Sand Creek, Way, Hutchinson, Ellinwood, Great Bend, Larned, Kinsley, Dodge City, St. John, Jetmore, Scott City and Elkhart.

Bulletin Books:

- Newton { Roundhouse Register Room.
 { Telegraph Office.
- Sand Creek { Yard Office.
- Way { Roundhouse Register Room.
 { Yard Office.
- Great Bend { Roundhouse Register Room.
 { Passenger Depot.
- Larned { Passenger Depot.
- Kinsley { Passenger Depot.
- Dodge City { Passenger Conductors' Register Room.
 { Roundhouse Register Room.
 { Yard Office.

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

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

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

The restricted speed signal prescribed by Rule 10-A, Operating Department will be displayed one mile in advance of the point to be protected.

Slow boards painted yellow with the required numerals in black are located 1500 feet in advance of certain curves, bridges or other points where speed of trains is permanently restricted. The numerals indicate the maximum speed in miles per hour allowed any train, but in no wise abrogate nor modify special rules, train orders nor instructions further restricting the speed of any or all trains.

Resume speed boards, painted green, without lettering, are located at end of the restricted territory, which the rear of the train having passed, normal speed may be resumed.

Where two or more restricted areas are close together, but one slow board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

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

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

Rule 221, Operating Department, is amended to read: "Where a fixed signal is used at a train order office, it must

indicate 'stop' when there is an operator on duty, except when changed to 'proceed' to allow a train to pass when there are no train orders for any train in that direction.

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

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

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

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

Trainmen on freight trains must see that couplings, wheels, journals, and brakes of the cars in their train are in good order by inspecting them, when their duties will permit, as often as the train stops for any purpose, but in no case will a freight train be run continuously for more than sixty miles without a stop being made for the purpose of inspecting equipment.

OVERHEAD STRUCTURES
(See Rule 310 Operating Department.)

MILE POSTS.	BRIDGE NUMBER.	NAME.
First District.		
216	Petit Elevator, Hutchinson.
269.8	Coal Chute, Great Bend.

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

Rule 711, Operating Department, is amended to read: "Interlocking signals govern the use of the routes of an interlocking plant, and as to movements within home signal limits, their indications supersede the superiority of trains, but do not dispense with the use or the observance of other signals whenever and wherever they may be required."

SPEED RESTRICTIONS

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

Trains handling steam wrecking crane, steam shovels, clam shells, ditchers, pile drivers and spreaders must not exceed speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile.

Trains having disabled engines in tow must observe the following:

If disabled engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, train must not exceed speed of ten (10) miles per hour, or six (6) minutes for each mile.

With rods down or disconnected but with all drivers on rail, train must not exceed speed of fifteen (15) miles per hour, or four (4) minutes for each mile.

With all rods up and connected, train must not exceed speed of twenty (20) miles per hour, or three (3) minutes for each mile.

In heading in or out over the following turnouts and crossovers, passenger trains must not exceed speed of thirty (30) miles per hour, or two (2) minutes per mile; freight trains twenty (20) miles per hour, or three (3) minutes per mile. On all other turnouts and crossovers, passenger and freight trains must not exceed speed of ten (10) miles per hour, or six (6) minutes per mile, unless otherwise provided.

C. R. I. & P. Crossing, Hutchinson—Main track crossovers.

Panhandle Junction—End of double track.
Wright—End of double track.

While head of train is passing the highway crossings of cities and towns named below, indicated speed must not be exceeded:
Newton—First Avenue to passenger station. Fifteen (15) miles per hour.

Hutchinson—Main and Adams Streets. Six (6) miles per hour.

Sterling—Main Street. Fifteen (15) miles per hour.

Ellinwood—Main Street. Fifteen (15) miles per hour.

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

Larned—Main Street. Fifteen (15) miles per hour.

Kinsley—Colony Avenue. Fifteen (15) miles per hour.

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

Unless otherwise provided the following speed restrictions govern movements over or through spring switches:

Trains which spring the switch while moving in direction with the points must not exceed speed of twenty-five (25) miles per hour, or two (2) minutes and twenty-four (24) seconds per mile.

ENGINE SPEED RESTRICTIONS

Freight engines, running light, must not exceed speed of forty (40) miles per hour, or one (1) minute and thirty (30) seconds for each mile.

Passenger engines, running light, must not exceed speed of fifty (50) miles per hour, or one (1) minute and twelve (12) seconds for each mile.

Engines when backing up must not exceed speed of twenty (20) miles per hour or three (3) minutes for each mile.

3160 class engines must not exceed speed of forty-five (45) miles per hour, or one (1) minute and twenty (20) seconds for each mile.

3700 class engines must not exceed speed of sixty (60) miles per hour, or one (1) minute for each mile.

3751 class engines must not exceed speed of sixty-five (65) miles per hour, or fifty-five (55) seconds for each mile.

900, 1600, and 1674 class engines must not exceed speed of thirty-five (35) miles per hour, or one (1) minute and forty-three (43) seconds for each mile.

PASSENGER TRAIN SPEED RESTRICTIONS

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

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

Passenger trains must not exceed speed of twenty-five (25) miles per hour, or two (2) minutes and twenty-four (24) seconds for each mile between C. R. I. & P. Crossing and Panhandle Junction.

Passenger trains and engines running light must not exceed speed of forty-five (45) miles per hour, or one (1) minute and twenty (20) seconds per mile, on curves at M.P. 187.6 west of Sand Creek; M.P. 219.6 and M.P. 220.0, west of Panhandle Jet. Must not exceed speed of sixty (60) miles per hour, or one (1) minute per mile, on curves at M.P. 228.4 west of Whiteside; M.P. 266.2, M.P. 268.3 and M.P. 268.7, west of St. John; M.P. 299.9, west of Omar, and must not exceed speed of forty (40) miles per hour, or one (1) minute and thirty (30) seconds per

mile, on curve at M.P. 301.7, west of Omar.

Passenger trains when handled by 1050 class engines must not exceed speed of fifty (50) miles per hour, or one (1) minute and twelve (12) seconds for each mile.

Passenger trains when handled by 1800 class engines must not exceed speed of forty-five (45) miles per hour, or one (1) minute and twenty (20) seconds for each mile.

FREIGHT AND MIXED TRAIN SPEED RESTRICTIONS

First and Second Districts:

Freight trains must not exceed speed of forty-five (45) miles per hour, or one (1) minute and twenty (20) seconds for each mile.

Freight trains must not exceed speed of fifteen (15) miles per hour, or four (4) minutes for each mile, between C. R. I. & P. Crossing and Panhandle Junction.

Great Bend District:

Regular trains and trains of exclusive passenger equipment, live stock, merchandise, empties, etc., or trains consisting of a combination of similar light lading, must not exceed speed of thirty-six (36) miles per hour, or one (1) minute and forty (40) seconds for each mile.

Other freight and mixed trains must not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile.

Larned District:

Trains of passenger equipment and (or) live stock, perishables and merchandise, must not exceed speed of forty (40) miles per hour, or one (1) minute and thirty (30) seconds for each mile.

Other freight and mixed trains must not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile.

Cimarron Valley and Manter Districts:

Regular trains and trains of exclusive passenger equipment, live stock, merchandise, empties, etc., or trains consisting of a combination of similar light lading, must not exceed speed of thirty-six (36) miles per hour, or one (1) minute and forty (40) seconds for each mile, between Dodge City and Elkhart, and Satanta and Pritchett, and thirty (30) miles per hour, or two (2) minutes for each mile between Elkhart and Felt.

Other trains and engines running light must not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile, on Cimarron Valley or Manter Districts.

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

LOCATION	Miles from Atchison	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Newton Water Works Spur	192.1	7	West W. B. M.	None
SECOND DISTRICT				
Sand Spur	297.5	11	East	None

RAILROAD CROSSINGS AND JUNCTIONS

Way: East yard switch from main track is power controlled by C. R. I. & P. Crossing interlocking plant and is equipped with home signals. Dwarf signal governs movement from yard to main track.

Hutchinson: C. R. I. & P. Crossing, 1.5 miles east of depot, is protected by standard interlocking plant. Following whistle signals indicate routes:

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

Hutchinson Junction: .2 mile west of depot has spring switches and railroad crossing at grade (First District Eastward and Second District Westward). Automatic block governs the railroad crossing and junction, and the signal indications supersede time table superiority except that, when signals governing movements over railroad crossing are in stop position, crossing must be flagged, and any facing spring switch points involved must be examined before trains governed by their indications may pass them.

M.P. Crossing, end of double track, and Panhandle Junction; 1.2 miles west of depot on Second District, are protected by standard interlocking plant.

Kinsley: First and Second District Junction switch is .2 mile west of depot. Normal position for Second District.

Sterling: M.P. Crossing, 1.0 mile east of depot, is protected by mechanical interlocking plant equipped with home signals, and lined normally against M.P. tracks. When signals are in clear position A. T. & S. F. trains may cross but must not exceed speed of fifteen (15) miles per hour, or four (4) minutes per mile over crossing.

Wright: End of double track is protected by standard interlocking plant.

Dodge City: Spring switch at east end of outgoing freight lead. Dwarf signal governs movement against this switch for trains running against current of traffic, and when dwarf signal is in stop position spring switch points must be examined before proceeding.

Scott City: M.P. Crossing, .9 mile east of depot, is protected by derails set normally against A. T. & S. F. trains. Trains approaching crossing must stop before reaching derail. Trainmen must set semaphores on M.P. to stop position and close derails by means of interlocking machine located near crossing. A. T. & S. F. trains may then cross, derails must again be opened and M.P. semaphores placed in clear position.

GATE PROTECTED RAILROAD CROSSINGS

Burton—St. L. & S. F. Crossing at depot.
 Stafford—M.P. Crossing .2 mile west of depot.
 Belpre—W. N. W. Crossing .2 mile west of depot.
 Larned—M.P. Crossing 1.2 miles east of depot.
 Larned—W. N. W. Crossing .8 mile east of depot.
 Gates are set normally across foreign line tracks. Position of gates at night is indicated by light, green when clear for A. T. & S. F. and red when blocked. When gates are in normal position A. T. & S. F. trains may cross, but must not exceed

speed of fifteen (15) miles per hour, or four (4) minutes per mile over crossing.

STATUTORY REGULATIONS

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

Attention is also called to the following Kansas statute on the subject of gambling and confidence games:

[Chapter 81 of the Laws of 1876.]

Section 1. Whoever shall, in this State, deal, play or practice, or be in any manner accessory to the dealing, playing or practicing of the confidence game or swindle known as three-card monte, or of any such game, play or practice, shall be deemed guilty of a felony, and upon conviction thereof shall be punished by a fine not to exceed five thousand dollars, and by confinement in the penitentiary not less than two nor more than five years.

Sec. 2. Whoever shall, in this State, on any railroad car, coach or train, practice any confidence game not mentioned in the preceding section, or shall sell any prize packages or other prize, shall be deemed guilty of a misdemeanor.

Sec. 3. It is hereby made the duty of railroad conductors, brakemen on railroad trains, to immediately arrest the person so offending without warrant or other process, and to call upon all bystanders and others for assistance, when the same may be necessary, to enable them to make such arrest. And when such offense is committed on any railroad car, coach or train, the venue shall lie, and the person be tried, in any county through which such railroad may run, not outside of the judicial district in which the offense was committed, any law to the contrary notwithstanding.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employees, who uses vile or profane language in the car, or who threatens to assault other passengers or train employees, may lawfully be expelled from the train at any 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 Colorado, a railroad company has a right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any station where suitable accommodation can be procured for his safety and comfort.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employees, who uses vile or profane language in the car, or who threatens to assault other passengers or train employees, may lawfully be expelled from the train at any station where suitable accommodation can be procured for his safety and comfort; this may be done upon a tender of refund of the unearned portion of the fare.

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.

J. W. WALTER,
 Ass't Superintendent,
 DODGE CITY, KAN.

E. P. DUDLEY,
 Trainmaster,
 DODGE CITY, KAN.

W. S. CUMMINGS,
 Chief Dispatcher,
 DODGE CITY, KAN.

R. H. SOUTHWORTH,
 Night Chief Dispatcher,
 DODGE CITY, KAN.

Train Dispatchers:

A. C. DIERS,
A. O. MOSS,
J. L. CODE,
R. P. CRISPELL,

C. H. YOUNG,
P. W. HARE,
H. B. MASSEY,
M. I. WILLIAMSON,

DODGE CITY, KAN.

WESTERN DIVISION.—FIRST DISTRICT.

WESTWARD.

Third Class.								First Class.								Capacity of Other Tracks	Capacity of Sidings	Fuel, Water, Turb. Tables and Wags.	Distance from Atchison.	Rolling Grade Ascending.	TIME TABLE No. 52, June 9, 1929.
81	77	79	59	39	31	35	65	5	23	7	3	9	63	19	11						
Way Freight.	Way Freight.	Way Freight.	Way Freight.	Refrigerator Freight.	New Mexico, Colo., Kansas Fast Freight.	Salt City Fast Freight.	Local Passenger.	Colorado Express.	Grand Canyon Limited.	Fast Mail.	California Limited.	The Navajo.	Local Passenger.	The Chief.	Colorado Flyer.						
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Tuesday and Friday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Yard	WF T	185.1			
				PM 3.45	PM 1.30	AM 10.00												0			
								5.05	4.30	3.48	3.08	2.23	6.38	4.53	2.58	2.23	7	186.7			
								5.12	4.36	3.54	3.12	2.27	6.45	4.58	3.02	2.27	127	191.0			
								5.20	4.43	4.01	3.18	2.33	6.52	5.05	3.08	2.33	6	194.6			
								5.27	4.53	4.09	3.24	2.39	7.00	5.13	3.14	2.39	123	199.4			
								5.40	5.05	4.18	3.33	2.48	7.11	5.23	3.23	2.48	39	204.1			
						12.30 PM		5.44	5.10	4.22	3.37	2.52	7.16	5.27	3.27	2.52	Yard	211.2			
AM 6.50	AM 6.00		AM 4.50					5.47	5.15	4.25	3.40	2.55	7.20	5.32	3.30	2.55	Yard	214.9			
6.55	6.04		4.55					5.50	5.20	4.30	3.45	3.00	7.25	5.35	3.35	3.00	Yard	216.5			
7.00 AM	6.08		5.00 AM		2.50 PM			5.50	5.50	4.30	3.45	3.00	7.55	5.50	3.35	3.00	Yard	218.0			
	6.10								5.52				7.57	5.52				218.2			
	6.25								6.00				8.03	5.59			25	223.4			
Via Second District.	6.38								6.08				8.09	6.07			98	228.6			
	7.00								6.26				8.21	6.22			5	235.7			
	7.15								6.37				8.28	6.32			156	236.7			
	7.31								6.49 ⁶⁸				8.35	6.42			44	242.9			
	7.43								6.57				8.35	6.42			33	249.0			
	8.00								7.08				8.41	6.50			57	253.5			
	8.12								7.17				8.48	7.00			278	259.4			
	8.30 AM	AM 6.00							7.27				8.54	7.07			8	264.0			
		6.15							7.42				9.10 ⁷⁸	7.20			848	269.5			
		6.32							7.53				9.20	7.33			23	277.3			
		7.00							8.10				9.28	7.45			55	288.0			
		7.20							8.20				9.53 ⁸⁰	8.14			4	290.5			
		7.37							8.31				10.00	8.25			338	291.8			
		8.00							8.46				10.13 ⁶	8.40			56	297.4			
		8.25 AM		4.30 AM					9.00 PM				10.25 AM	8.50 AM			42	302.5			
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	278	309.4			
(18.6)	(22.0)	(19.6)	(18.6)				(35.3)	(31.6)	(39.4)	(43.8)	(43.8)	(38.5)	(34.3)	(43.8)	(43.8)			Average speed per hour.			

Nos. 31, 35 and 39 have no time table authority.
 Double track between Newton and C. R. I. & P. Crossing.
 Three Main Tracks between C. R. I. & P. Crossing and Hutchinson Junction. Westward trains via Second District use Track No. 2. Westward trains via First District use Track No. 3.
 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 trains have no time table superiority. All trains must run on these tracks at restricted speed expecting to find track occupied by other

trains. Responsibility for accident on these tracks rests with the approaching train.
 Time of trains at Way applies to power controlled east yard switch.
 Train order semaphore at C. R. I. & P. Crossing governs trains moving on main track only.
 Automatic block:
 M.P. 185.1 to M.P. 219.0.
 M.P. 315.0 to M.P. 318.0.
 Trains originating at Newton or Sand Creek must get num-

bered clearance card (Form 902) before leaving point of origin.
 Trains entering Way Yard and trains originating at Way must get numbered clearance card (Form 902) before leaving Way.
 Trains leaving Way Yard moving via First District from Hutchinson Junction must get numbered clearance card (Form 902) before leaving C. R. I. & P. Crossing.
 No. 79 must get numbered clearance card (Form 902) before leaving Great Bend.
 Trains originating at Newton register by Form 903 at Sand Creek.

WESTERN DIVISION.—FIRST DISTRICT.

EASTWARD.

Rating Grade Ascending.	TIME TABLE No. 52, June 9, 1929.	Communications.	First Class.									Third Class.							
			8	14	2	6	24	4	20	68	12	32	36	42	60	82	80	78	
			The Hopi.	Passenger.	The Navajo.	Chicagoan.	Grand Canyon Limited.	California Limited.	The Chief.	Local Passenger.	Chicago Flyer.	Fast Freight and Stock Express.	Way Freight.	Texas Fast Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		
	NEWTON. 1.6	C	AM 3.45	AM 9.40	PM 12.45	PM 1.55	PM 2.30	PM 4.15	PM 5.50	PM 8.45	AM 2.05								
31.8	SAND CREEK. 4.3	C										PM 1.80	PM 3.30	AM 3.00					
15.8	MISSION. 3.6		3.35	9.30	12.36	1.45	2.20	4.05	5.40	8.35	1.55								
15.8	HALSTEAD. 4.8	C	3.29	9.24	12.32	1.38	2.14	4.00	5.35	8.29	1.48								
0	PAXTON. 4.7		3.22	9.17	12.26	1.31	2.07	3.54	5.29	8.22	1.40								
0	St. L. & S. F. Crossing. BURRETON. 7.1	C	3.15	9.08	12.20	1.24	1.59	3.48	5.23	8.14	1.32								
0	SOLVAY. 3.7	C	3.03	8.54	12.12	1.13	1.48	3.40	5.15	8.02	1.21								
0	WAY. 1.6	C	2.57	8.48	12.07	1.07	1.42	3.36	5.11	7.57	1.17		1.00 PM	PM 3.00	AM 11.25		PM 1.30		
0	C. R. I. & P. Crossing. 1.5	C	2.53	8.44	12.03 PM	1.03	1.38	3.33	5.08	7.53	1.13			2.50	11.20		1.25		
0	HUTCHINSON. 0.2	B	2.50 AM	8.40 AM	11.59 AM	1.00 PM	1.35 PM	3.30 PM	5.05 PM	7.50 PM	1.10 PM	11.30 AM		2.45 PM	11.15 AM		1.20		
0	Hutchinson Junction. 5.0					12.27				7.37	1.08						1.18		
0	YAGGY. 5.4					12.18				7.28	12.56						12.55		
0	NICKERSON. 7.1	C				12.11 PM				7.21	12.48						12.30 PM		
0	M. P. Crossing. 1.0																		
0	STERLING. 6.2	C				11.57 ⁷⁸				7.08	12.35						11.57 ⁶		
0	ALDEN. 6.1	C				11.47				6.58	12.25						11.15		
0	RAYMOND. 4.5	C				11.38				6.49 ⁵	12.15						10.40		
0	OLARENDON. 5.9					11.32				6.40	12.08 AM						10.20		
0	ELLINWOOD. 4.5	C				11.25				6.29	11.57						9.50		
0	DARTMOUTH. 5.6					11.17				6.20	11.48						9.25		
0	GREAT BEND. 7.8	C				11.10				6.10	11.40						PM 1.00		
0	DUNDEE. 5.7	C				11.01				5.56	11.27						12.45		
0	PAWNEE ROCK. 7.5	C				10.53				5.47	11.18						12.20 PM		
0	M. P. Crossing. 0.5																		
0	W. N. W. Crossing. 0.3																		
0	LARNED. 5.6	C				10.41 ⁸⁰				5.32	11.06						10.41 ⁶		
0	HAMBURG. 5.1		Via Second District.	Via Second District.	Via Second District.	10.30				5.23	10.57						9.53 ⁹		
0	GARFIELD. 6.9	C				10.23				5.15	10.48						9.35		
0	NETTLETON. 7.3					10.13 ⁹				5.05	10.37						9.20		
0	KINSLEY. (131.6)	C				10.00 AM				4.55 PM	10.25 PM						9.00 AM		
			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.		
	Average speed per hour.....		(35.8)	(32.9)	(42.9)	(38.5)	(35.8)	(43.8)	(43.8)	(35.8)	(36.7)			(18.6)	(18.6)	(11.8)	(12.7)		

Nos. 32, 36 and 42 have no time table authority.
 Double track between Newton and C. R. I. & P. Crossing.
 Three main tracks between C. R. I. & P. Crossing and Hutchinson Junction. Eastward trains use No. 1 Track.
 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 trains have no time table superiority. All trains must run on these tracks at restricted speed expecting to find track occupied by other trains. Responsibility for accident on these tracks rests with the approaching train.
 Time of trains at Way applies to power controlled east yard switch.

Train order semaphore at C. R. I. & P. Crossing governs trains moving on main track only.
 Automatic block:
 M.P. 185.1 to M.P. 219.0.
 M.P. 315.0 to M.P. 318.0.
 Dwarf signal at power controlled switch at Way governs movement from yard to main track.
 Trains must get numbered clearance card (Form 902) before leaving Kinsley.

No. 78 must get numbered clearance card (Form 902) before leaving Great Bend.
 Trains entering First District at Hutchinson Junction using main track from C. R. I. & P. Crossing must get numbered clearance card (Form 902) before leaving C. R. I. & P. Crossing.
 Trains entering Way Yard and trains originating at Way must get numbered clearance card (Form 902) before leaving Way.
 Passenger trains register by Form 903 at Sand Creek.

WESTERN DIVISION.—SECOND DISTRICT.

WESTWARD.

Third Class.			First Class.													Capacity of Other Tracks	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes.	Distance from Atchison.	Railroad Ascending.	TIME TABLE No. 52, June 9, 1929.
79	81	59	39	31	5	65	23	7	3	9	63	49	61	19	11						
Way Freight.	Way Freight.	Way Freight.	Refrigerator Freight.	New Mexico, Colo., Kansas, Fast Freight	Colorado Express.	Local Passenger.	Grand Canyon Limited.	Fast Mail	California Limited.	The Navajo.	Local Passenger.	Panhandle Passenger.	Local Passenger.	The Chief.	Colorado Flyer.						
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Wednesday and Saturday	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.						
	AM 7.00	AM 5.00		PM 2.50		PM 6.20	PM 4.30	PM 3.50	PM 3.00			AM 8.30	AM 8.00	AM 3.35	AM 3.05						
	7.05	5.05 AM				6.23	4.33	3.53	3.03			8.35 AM	8.05 ¹⁴	3.38	3.08						
Via First District	7.15	Via Panhandle Division	Via First District		Via First District	6.30	4.39	3.59	3.09	Via First District	Via First District	Via Panhandle Division	8.11	3.44	3.13						
	7.25					6.38	4.50 ²⁰	4.06	3.15 ⁴				8.20	3.50	3.20						
	7.37 ¹⁴					6.48	4.58	4.13	3.22				8.30	3.57	3.27						
	7.56					6.58	5.06	4.20	3.29				8.39	4.03	3.35						
	8.10					7.08	5.13	4.29 ²⁰	3.36				8.49	4.09	3.42						
	8.25				7.15	5.19	4.36	3.42				8.56	4.14	3.47							
	8.40 ³² 9.30 ³¹				7.23	5.27	4.43	3.49				9.04 ⁸¹ 82	4.22	3.54							
	10.19 ²				7.40	5.39	4.53	4.08 ²⁰				9.18	4.33	4.05							
	10.50				7.51	5.47	5.00	4.18				9.28	4.41	4.12							
	11.15				7.59	5.53	5.05	4.24				9.36	4.46	4.17							
	11.48 ²⁴				8.10	6.03	5.13	4.36				9.50 ²	4.56	4.27							
	PM 12.05				8.24	6.16	5.23	4.48				10.01	5.07	4.37							
	12.15				8.30	6.22	5.27	4.53				10.06	5.11	4.43							
AM 9.25	12.25 PM		AM 4.30		PM 9.00	8.40	6.30	5.33	5.00	AM 10.25	AM 8.50		10.15 AM	5.17	4.50						
9.35					9.07	8.48	6.36	5.39	5.07	10.30	9.02			5.23 ¹⁴	4.56						
9.44 ⁶					9.12	8.53	6.41	5.45	5.13	10.36	9.10 ²			5.29	5.01						
10.15					9.21	9.02	6.48	5.53	5.22	10.43	9.19			5.36	5.08 ¹⁴						
10.40 ²⁴ 11.05 ⁹					9.30	9.12	6.56	6.01	5.30	10.50 ⁷⁹ 24	9.32 ⁶			5.43	5.15						
11.45					9.43 ¹²	9.27	7.08	6.12	5.43	11.03	9.43			5.54	5.28						
PM 12.15 PM			6.45 AM	10.00 PM	9.55 PM	9.40 PM	7.20 PM	6.25 PM	5.55 PM	11.15 AM	9.55 AM			6.05 AM	5.40 AM						
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.						
(14.8)	(18.4)	(14.4)			(39.0)	(36.0)	(42.4)	(46.5)	(41.1)	(42.9)	(38.1)	(24.0)	(37.5)	(48.0)	(46.5)						

.....Average speed per hour

Nos. 31 and 39 have no time table authority.
Double track between Hutchinson and Panhandle Junction and between Wright and Dodge City.

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 trains have no time table superiority. All trains must run on these tracks at restricted speed expecting to find track occupied by other trains. Responsibility for accident on these tracks rests with the approaching train.

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

Automatic block:
M.P. 218.0 to M.P. 220.5.

M.P. 301.0 to M.P. 318.0.
M.P. 344.0 to M.P. 352.4.

Manual Block between Panhandle Junction and Wright.
Mile posts Kinsley to Dodge City show mileage via Great Bend.
Trains must get numbered clearance card (Form 902) before leaving Panhandle Junction.

Trains entering Second District at Kinsley must get numbered clearance card (Form 902) before leaving Kinsley.

Passenger trains register by Form 903 at yard office Dodge City.
Freight trains register at yard office Dodge City.

WESTERN DIVISION.—SECOND DISTRICT.

Rating Grade Ascending.	TIME TABLE No. 52, June 9, 1929.	Communications.	EASTWARD.																
			First Class.										Third Class.						
			14	2	6	24	50	62	4	20	68	12	8	32	42	82	80	60	
Passenger.	The Navajo.	Chicagoan	Grand Canyon Limited.	Panhandle Passenger.	Local Passenger.	California Limited.	The Chief.	Local Passenger.	Chicago Flyer.	The Hopl.	Fast Freight and Stock Express.	Texas Fast Freight.	Way Freight.	Way Freight.	Way Freight.				
STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.				
	HUTCHINSON.	B	AM 8.10	AM 11.30		PM 1.35	PM 2.00	PM 3.00	PM 3.30	PM 5.05			AM 2.45	AM 11.30		AM 11.15		PM 2.45	
0	0.2																		
0	Hutchinson Junction.																		
0	1.0																		
0	M. P. Crossing.	C	8.05 ⁶¹	11.26		1.31	1.57	2.56	3.27	5.02			2.41			11.10		2.40	
0	Panhandle Junction.						PM											PM	
0	4.2																		
0	WHITESIDE.	C	7.57	11.20		1.23		2.47	3.22	4.56			2.34			10.55			
0	5.5																		
0	PARTRIDGE.	C	7.48	11.13		1.15		2.38	3.15 ⁸	4.50 ²³			2.28			10.35			
0	6.2																		
0	ABBYVILLE.	C	7.37 ⁶¹	11.06		1.06		2.28	3.05	4.43			2.21			10.15			
0	5.6																		
0	PLEVNA.	C	7.27	10.57		12.57		2.18	2.58	4.37			2.14			10.00			
20.3	5.7																		
0	SYLVIA.	C	7.17	10.48		12.48		2.08	2.50	4.29 ⁷			2.08			9.40			
0	4.7																		
0	ZENITH.	C	7.07	10.41		12.41		1.58	2.43	4.24			2.02			9.25			
0	5.9																		
0	STAFFORD.	C	6.57	10.33		12.33		1.50	2.35	4.18			1.55			9.04 ⁶¹			
0	0.2																		
0	M. P. Crossing.																		
0	6.3																		
0	ST. JOHN.	C	6.40	10.19 ⁶¹		12.18		1.34	2.21	4.08 ³			1.40			8.30			
0	6.8																		
0	DILLWYN.	C	6.27	10.08		12.07		1.23	2.12	4.00			1.30			8.05			
0	4.8																		
0	MACSVILLE.	C	6.18	10.00		11.59		1.16	2.05	3.54			1.24			7.45			
0	7.3																		
0	BELPRE.	C	6.05	9.50 ⁶¹		11.48 ⁶¹		1.03	1.56	3.45			1.15			7.20			
0	0.2																		
0	W. N.W. Crossing.				Via First District.														
0	8.2																		
0	LEWIS.	C	5.48	9.38		11.34		12.48	1.46	3.35			1.03			6.55		Via Panhandle Division	
0	3.6																		
0	OMAR.		5.40	9.31		11.28		12.42	1.41	3.31			12.58			6.45			
0	5.5																		
0	KINSLEY.	C	5.31	9.23	AM 10.00	11.20		12.35	1.36	3.26	PM 4.55	PM 10.25	12.51		PM 8.00	6.30	AM 8.30		
0	4.3																		
0	ARDELL.	C	5.23 ¹⁹	9.15	9.50	11.13			1.30	3.20	4.47	10.15	12.44				8.15		
0	3.7																		
0	OFFERLE.	C	5.17	9.10 ⁶³	9.44 ⁷⁹	11.07			1.25	3.16	4.41	10.10	12.38				8.00		
0	5.6																		
0	BELLEFONT.	C	5.08 ¹¹	9.03	9.38	10.58			1.19	3.11	4.33	10.03	12.31				7.30		
0	5.7																		
0	SPEARVILLE.	C	4.58	8.55	9.32 ⁶³	10.50 ⁷⁹			1.13	3.05	4.24	9.55	12.23				7.15		
24.2	8.7																		
26.5	WRIGHT.	C	4.45	8.43	9.19	10.37			1.00	2.55	4.13	9.43 ⁵	12.10				6.50		
	7.8												AM						
	DODGE CITY.	C	4.30	8.30	9.05	10.25			12.40	2.45	4.00	9.30	11.50	5.00	6.45		6.30		
	(120.2)		AM	AM	AM	AM		PM	PM	PM	PM	PM	PM	AM	PM		AM		
			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	

Average speed per hour..... (32.7) (40.0) (39.0) (37.9) (24.0) (34.9) (42.4) (51.5) (39.0) (39.0) (41.1) (17.7) (12.3) (6.5)

Nos. 32 and 42 have no time table authority.

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

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 trains have no time table superiority. All trains must run on these tracks at restricted speed expecting to find track occupied by other trains. Responsibility for accident on these tracks rests with the approaching train.

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

Automatic block:

M.P. 218.0 to M.P. 220.5.
M.P. 301.0 to M.P. 318.0.
M.P. 344.0 to M.P. 352.4.

Manual Block between Wright and Panhandle Junction.

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

Nos. 82 and 62 must get numbered clearance card (Form 902) before leaving Kinsley.

Passenger trains register by Form 903 at yard office, Dodge City.

Freight trains register at yard office Dodge City.

LARNED DISTRICT.

WESTERN DIVISION.

GREAT BEND DISTRICT.

WESTWARD.					EASTWARD.				
Second Class.	Capacity of Other Tracks.	Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Distance from Larned.	Rolling Grade Ascending.	TIME TABLE	Rolling Grade Ascending.	Communications.	Second Class.
71						No. 52,			72
Mixed.						June 9, 1929.			Mixed.
Leave Daily Ex. Sunday.	No. Cars.	No. Cars.		Miles.		STATIONS.			Arrive Daily Ex. Sunday.
AM 10.15	338	80	W F Y	0.0	10.5	LARNED.	0	C	PM 5.00
\$10.38	23			6.6	10.5	6.8	0		\$ 4.10
\$10.57	31			12.2	10.5	FRIZELL.	0		\$ 3.45
\$11.14	43			17.0	10.5	5.6	0		\$ 3.25
\$11.37	69		W	23.9	24.8	SANFORD.	0	C	\$ 3.00
\$11.59	9			30.7	0	4.8	0		\$ 2.35
PM 12.15	30			35.4	7.0	ROZEL.	0	C	\$ 2.25
1.00 PM	74		W Y	46.2	52.8	6.9	0	C	2.00 PM
Arrive Daily Ex. Sunday.						BURDETT.	0		Leave Daily Ex. Sunday.
						6.8	0		
						GRAY.	0		
						4.7	0		
						OLNEY.	0	C	
						10.8	52.8	C	
						JETMORE.			
						(46.2)			

(16.8)Average speed per hour..... (15.4)

No. 71 is superior to No. 72.
 All trains must get numbered clearance card (Form 902) before leaving Larned and Jetmore.
 No Switch Lights on Larned District.

WESTWARD.					EASTWARD.				
Second Class.	Capacity of Other Tracks.	Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Distance from Great Bend.	Rolling Grade Ascending.	TIME TABLE	Rolling Grade Ascending.	Communications.	Second Class.
69						No. 52,			70
Mixed.						June 9, 1929.			Mixed.
Leave Daily Ex. Sunday.	No. Cars.	No. Cars.		Miles.		STATIONS.			Arrive Daily Ex. Sunday.
AM 9.20	843	87	W F Y	0.0	5.2	GREAT BEND.	0	C	PM 5.50
\$ 9.48	25			8.3	21.1	8.3	0	C	\$ 5.15
\$10.12	43	36	W	15.4	19.9	HEIZER.	0	C	\$ 4.45
\$10.28	35			19.8	21.1	7.1	0	C	\$ 4.24
\$10.43	25			24.5	21.1	ALBERT.	0	C	\$ 4.03
\$11.10	40		F	32.2	15.8	4.4	0	C	\$ 3.27
\$11.34	42			39.1	15.8	SHAFFER.	0	C	\$ 2.55
\$11.55	47		W	45.1	21.1	4.7	0	C	\$ 2.26
PM 12.20	35			52.8	21.1	TIMKEN.	0	C	\$ 1.53
\$ 1.00 ⁷⁰	131	80	W Y	64.4	31.7	7.7	0	C	\$ 1.00 ⁶⁹
\$ 1.30	16			72.8	31.7	RUSH CENTER.	31.7		\$12.05 PM
\$ 1.57	16			80.5	31.7	6.9	31.7		\$11.40
\$ 2.22	15			87.2	31.7	NESS CITY.	0		\$11.22
\$ 2.55	64		W	96.0	31.7	8.4	0	C	\$10.56
\$ 3.23	17			103.5	22.6	LAIRD.	0		\$10.35
\$ 3.46	18			109.8	14.6	7.7	0		\$10.18
\$ 4.10	5			116.1	31.7	BEELER.	31.7		\$10.00
				119.2	7.9	6.7	0		
4.30 PM	83		W F Y	120.1	17.6	ALAMOTA.	0	C	9.45 AM
Arrive Daily Ex. Sunday.						8.8	0		Leave Daily Ex. Sunday.
						DIGHTON.	0		
						7.5	0		
						AMY.	0		
						6.3	0		
						GRIGSTON.	0		
						6.3	31.7		
						TRACTOR.	0		
						3.1	0		
						M. P. Crossing.	0		
						0.9	0		
						SCOTT CITY.			
						(120.1)			

(16.7)Average speed per hour..... (14.9)

All trains must get numbered clearance card (Form 902) before leaving Great Bend and Scott City.
 No Switch Lights on Great Bend District.

CIMARRON VALLEY DISTRICT.

WESTERN DIVISION.

MANTER DISTRICT.

WESTWARD. Second Class. 73 Mixed.	Capacity of Other Tracks	Capacity of Stings	Fuel, Water, Turn Tables and Wyes.	Distance from Dodge City.	Ruling Grade Ascending.	TIME TABLE No. 52, June 9, 1929.	Ruling Grade Ascending.	Communications.	EASTWARD. Second Class. 74 Mixed.
Leave Daily.	No. Cars.	No. Cars.		Miles.		STATIONS.			Arrive Daily.
AM 10.10		Yard.	W F T Y	0.0		DODGE CITY.		C	PM 3.45
				0.2	0	0.2			
				1.1	0	C. R. I. & P. Junction.			
				10.3	52.8	0.9			
f 10.35	41	35		10.3	52.8	Cimarron Valley Junction.			f 3.05
s 10.48	68	69	W	14.3	21.1	9.2		C	s 2.50
				18.3	20.1	SAYRE.			s 2.30
				26.5	52.8	4.0		C	s 2.10
s 11.04	32	34		18.3	21.1	ENSIGN.			s 1.40
				37.4	21.1	5.0			f 1.25
s 11.26	70	66		26.5	52.8	HAGGARD.		C	s 1.10
				43.0	21.1	7.2			f 1.25
s 11.55	83	33	W	37.4	21.1	MONTEZUMA.		C	s 1.10
				49.8	21.1	10.9			f 1.25
PM 12.10	11			43.0	21.1	COPELAND.		C	s 1.10
s 12.30	59	32		49.8	21.1	5.6			f 1.25
				58.2	21.1	TICE.		C	s 1.10
s 12.50 ⁷⁴	260	114	W F Y	58.2	21.1	8.4			f 1.25
				58.6	52.8	SUBLETTE.		C	s 12.50 ⁷³
				66.3	52.8	0.4			f 12.15
f 1.10	4	27		66.3	52.8	Satanta Junction.			PM
s 1.40	59	35		74.3	21.1	7.7		C	s 11.55
				87.0	21.1	SPAR.			s 11.10
s 2.30	97	55	W	87.0	21.1	8.0		C	s 10.33
				94.3	21.1	MOSCOW.			s 10.13
s 2.45	42			94.3	21.1	12.7		C	s 9.48
s 3.15	60	35		103.0	42.2	HUGOTON.			s 9.30
				111.3	42.2	7.3		C	f 8.40
s 3.35	27			111.3	42.2	FETERITA.			f 8.25
				119.9	31.7	8.7			f 8.10
s 4.15	285	43	W Y	119.9	31.7	ROLLA.		C	s 7.55
				128.2	52.8	8.3			f 7.30
f 4.30	14			128.2	52.8	WILBURTON.			s 7.15
f 4.45	13			132.3	52.8	8.6		C	f 6.50
				138.4	22.7	6.1			f 6.30
f 5.00	14			138.4	22.7	STURGIS.			AM
s 5.25	84	24	W	143.8	31.7	6.1		C	
				152.5	21.1	McCULLOUGH.			
f 5.45	14			152.5	21.1	5.4			
s 6.35	102	43		159.5	21.1	KEYES.		C	
				169.0	52.8	8.7			
f 7.05	37			169.0	52.8	LUDLAM.			
				178.7	31.7	7.0		C	
7.30 PM	127	34	W F Y	178.7	31.7	BOISE CITY.			
						9.5			
						HARMER.			
						9.7			
						FELT.		C	
Arrive Daily.						(178.7)			Leave Daily.

(19.3) Average speed per hour (19.3)

All trains must get numbered clearance card (Form 902) before leaving Dodge City and Felt.
 Trains will use C. R. I. & P. track between C. R. I. & P. Junction and Cimarron Valley Junction under yard limit rules.
 No Switch Lights on Cimarron Valley District.
 Trains via Cimarron Valley District register at C. R. I. & P. station Dodge City.

WESTWARD. Second Class. 85 Mixed.	Capacity of Other Tracks	Capacity of Stings	Fuel, Water, Turn Tables and Wyes.	Distance from Satanta.	Ruling Grade Ascending.	TIME TABLE No. 52, June 9, 1929.	Ruling Grade Ascending.	Communications.	EASTWARD. Second Class. 86 Mixed.
Leave Monday, Wednesday and Friday.	No. Cars	No. Cars.		Miles.		STATIONS.			Arrive Tuesday, Thursday and Saturday.
PM 1.05	260	114	W F	0.0	0	SATANTA.		C	AM 11.45
				0.4	13.2	0.4			
				0.4	9.5	Satanta Junction.			f 11.20
f 1.25	34			7.8	52.8	7.4			f 11.00
f 1.45	23			16.0	52.8	RYUS.			f 11.00
s 2.20	57	45	W	23.9	46.5	8.2		C	s 10.35
				35.1	37.0	HICKOK.			f 9.50
f 2.50	23			35.1	52.8	7.9		C	s 9.15
s 3.20	52	36		45.7	52.8	ULYSSES.			s 8.50
				53.5	52.8	11.2		C	f 8.20
s 4.10	110	52	W Y	53.5	42.2	BIGBOW.			f 8.05
				62.3	21.1	10.6			s 7.45
f 4.35	15			62.3	21.1	JOHNSON.			f 7.20
f 4.50	15			69.0	42.2	7.8			s 6.55
s 5.20	77	22	W	77.0	42.2	MANTER.		C	f 6.20
				86.5	47.5	9.2			6.00 AM
f 5.45	17			86.5	47.5	SAUNDERS.			Leave Tuesday, Thursday and Saturday.
s 6.30	97	45		95.9	66.0	6.2		C	
				103.4	52.8	BARTLETT.			
f 6.50	12			103.4	52.8	8.0			
				109.6		WALSH.		C	
7.25 PM	172	46	W F Y	109.6		9.5			
Arrive Monday Wednesday and Friday.						VILAS.			
						9.4			
						SPRINGFIELD.		C	
						7.5			
						McCALL.			
						6.2			
						PRITCHETT.		C	
						(109.6)			

(17.3) Average speed per hour (19.1)

All trains must get numbered clearance card (Form 902) before leaving Satanta and Pritchett.
 No Switch Lights on Manter District.

Passengers will be carried on the following Freight Trains only; when more than one section, only the last section will carry passengers. In addition, in Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line.

ILLINOIS DIVISION.—Trains 49, 50, 53, 54, 55 and 56; 47 and 48 between Pekin and Streator; 51 and 52 between Joliet and Streator.

MISSOURI DIVISION.—Trains 44, 45, 59, 60, 61, 62, 57 and 58 between Dumas and Marceline.

EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 67, 68, 71, 72, 73 and 74.

MIDDLE DIVISION.—Trains 59, 60, 61, 62, 63, 64, 75, 76, 89, 90, 97 and 98; 73 and 74 between Concordia and Superior, 87 and 88 between Little River and Ellinwood.

OKLAHOMA DIVISION.—Trains 73, 74, 75, 76, 79, 80, 81, 82, 83 and 84.

SOUTHERN KANSAS DIVISION.—Trains 81, 82, 83, 84, 85, 86, 87, 88, 91, 92, 97 and 98.

WESTERN DIVISION.—Trains 77, 78, 79, 80, 81 and 82.

ARKANSAS RIVER DIVISION.—Trains 87, 88, 89 and 90.

NEW MEXICO DIVISION.—Trains 71 and 72.

PANHANDLE DIVISION.—Trains 57, 58, 59, 60, 61, 62, 67, 68, 69, 70, 71, 72, 77, 78, 83, 84, 85 and 86.

PECOS DIVISION.—Trains 37, 38, 39, 40, 45, 46, 47 and 48.

PLAINS DIVISION.—Trains 73, 74, 85 and 86; and 87 and 88 between Woodward and Shattuck; 55 and 56 between Amarillo and White Deer, and 45 and 46 between White Deer and Skellytown.

Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

THESE SPECIAL RULES APPLY ONLY TO PAYING PASSENGERS.

When stops are authorized to pick up passengers, agents may flag trains accordingly.

- No. 1. (a) At any station Chicago to Kansas City for passengers to Newton and beyond, at Coal City for passengers destined west of Ancona, at Medill for passengers for Kansas City and beyond and at Baring to discharge passengers from Chicago and pick up passengers for Kansas City and beyond.
 (b) At any station for passengers to Arizona and California and at any station west of Kansas City to discharge passengers from east of Kansas City or St. Joseph District.
 (c) At Holliday for passengers from No. 46 for points at which No. 1 is scheduled to stop, when No. 46 does not make connection with No. 56 at Ottawa, and for passengers from No. 50 at which No. 1 is scheduled to stop.
 (d) At De Soto to discharge passengers from Kansas City, Kan. (Argentine Station) and at De Soto, Lecompton, Carbondale, Scranton and Reading for passengers for points at which No. 1 is scheduled to stop, and to discharge passengers from Kansas City, Mo., and Topeka and St. Joseph District.
 (e) At Lee, St. Francis and Folsom to discharge passengers from Cuyler and east.
 (f) At any station Clovis to Belen to discharge passengers from east and south of Clovis.
- No. 2. (a) At any station La Junta to Chicago to discharge passengers from Phoenix, Arizona, and from points in California.
 (b) At any station Newton to Kansas City to discharge passengers from south of Purcell and at any station east of Kansas City to discharge passengers from west of Kansas City.
 (c) At Dallas City, Stronghurst and Williamsfield for passengers to Chicago and beyond.
- No. 5-6. From Chicago (a) At any station in Illinois to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Ft. Madison for passengers to Kansas City and beyond, and St. Joseph District.
 (c) At stations Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet, and at Hart to discharge passengers from Chicago and for passengers for Kansas City and west.
 (d) At Princeville and Williamsfield to discharge passengers from Chicago.
 (e) At any station west of Kansas City to discharge passengers from any line east of Kansas City, and at any station between Kinsley and Dodge City to discharge passengers from Nickerson to Nettleton inclusive.
 (f) At any station west of Dodge City to discharge passengers from east of Dodge City, and at any station west of Dodge City to pick up passengers for beyond La Junta.
 (g) At any station La Junta to Denver to discharge passengers from east or south of La Junta.
 (h) At any station south of Wichita to discharge passengers from east and west of Newton, at Udall to discharge passengers from Wichita, and at any station south of Winfield to discharge passengers from Eldorado District, and Southern Kansas Division.
- No. 5-6. From Denver (a) At any station Denver to Pueblo for passengers east and south of Newton.
 (b) At any station Dodge City to Newton to discharge passengers from west of Dodge City and pick up passengers for stations at which No. 6 is scheduled to stop.
 (c) At any station east of Kansas City to discharge passengers from Emporia and beyond and passengers reaching Kansas City on No. 50.
 (d) At Toluca, Ransom, Kinsman, Verona, and Mazon for passengers to Chicago and beyond.
- No. 6. From South (a) At any station Purcell to Newton to discharge passengers from south of Purcell.
- No. 7. At Domingo and Bernalillo to discharge passengers from Lamy and east, and to pick up passengers for points in Arizona and California.
- No. 8. (a) At any point Albuquerque to La Junta to discharge passengers from Phoenix or points in California.
 (b) At any station Dodge City to Newton to discharge passengers from west of Dodge City.
 (c) At any station Newton to Chicago to discharge passengers from west of Newton.
- No. 9. (a) At any station Chicago to La Junta to pick up passengers for points in Arizona, California and beyond.
 (b) At Stronghurst for passengers for Kansas City and beyond.
 (c) At La Plata for passengers west of Newton at which No. 9 is scheduled to stop.
 (d) At Halstead, Sterling and Ellinwood to discharge passengers from Topeka, Lawrence and from Kansas City and east.
 (e) At any station Dodge City to La Junta to discharge passengers from Kansas City and east.
- No. 10. (a) At any station Belen to Clovis to discharge passengers from Albuquerque, Belen and points west and south of Belen.
 (b) At any station Wellington to Newton to discharge passengers from west of Mulvane and stations Kansas City to Chicago to discharge passengers from west of Newton.
 (c) At Lang, Peterton, Pauline, Tecumseh, Spencer, Lake View and Wilder for passengers for Kansas City and beyond.
- No. 11-12. From Kansas City (a) At Olathe for passengers to La Junta and beyond, and Ottawa Junction for passengers beyond Newton, west or south, at which 11 or 27 is scheduled to stop.
 (b) At Littleton to discharge passengers from Colorado Springs, Pueblo and east.
 (c) At Manzanola and Fowler to discharge passengers from east of La Junta and to pick up passengers for Denver.

- No. 11-12. From Denver (a) At Littleton and Monument to pick up passengers for Colorado Springs, Pueblo and east where 11-12 or 27 are scheduled to stop.
 (b) At Spearville for passengers for points east and south of Newton.
 (c) At Osage City to discharge passengers from west of La Junta.
 (d) At Holliday to discharge passengers from west of La Junta for Second and Third Districts Eastern Division and Southern Kansas Division points.
- No. 14. (a) At any station La Junta to Newton to discharge passengers from La Junta and west.
 (b) At Lang, Pauline, Spencer, Grover and Wilder for passengers for Kansas City and beyond and at Morris and Turner to discharge passengers from west of Holliday.
- No. 17. (a) At any station south of Arkansas City to discharge passengers from east and west of Newton, and at Chilocco for passengers for Ponca City and south.
 (b) At any station south of Guthrie to discharge passengers from east or west of Kiowa, via Enid District.
 (c) At Burlingame and Osage City to discharge passengers from Kansas City and east and to pick up passengers for south of Mulvane.
- No. 18. (a) At any station south of Newton to discharge passengers from south of Purcell, and at Chilocco to discharge passengers from Ponca City and south.
 (b) At any station east of Newton to discharge passengers from south of Newton.
 (c) At Barclay, Scranton, Wakarusa, Lake View and Wilder for passengers for points beyond Kansas City.
- No. 21. (a) At any station Chicago to Clovis to pick up passengers for points in Arizona, California or beyond.
 (b) At Holliday to pick up passengers from train No. 52 destined to points west where No. 21 is scheduled to stop.
 (c) At any station to discharge passengers from east of Kansas City and from connections at Wellington, Harper, Kiowa and Avarad.
 (d) At any station Newton to Clovis for passengers to any point west and south of Clovis, including points west of Albuquerque, Deming and El Paso.
- No. 22. (a) At any station Belen to Clovis to pick up passengers for Slaton Division and beyond Sweetwater.
 (b) At any station, except Folsom, St. Francis and Lee, to discharge passengers from Amarillo and west; and at Folsom, St. Francis and Lee to discharge passengers from west of Amarillo.
 (c) At stations east of Attica to discharge passengers from Medicine Lodge District.
 (d) At points Mulvane to Emporia to discharge passengers from west of Mulvane.
 (e) At any station Kansas City to Chicago to discharge passengers from any line west of Kansas City and to discharge passengers from St. Joseph and connecting lines.
 (f) At Bucklin, Gorin, Stronghurst, Williamsfield, and Princeville for passengers to Chicago and beyond.
 (g) At Wyaconda and Dallas City for passengers for Galesburg and east at which No. 22 is scheduled to stop.
 (h) At Dallas City, Ransom, Kinsman, Verona and Mazon to discharge passengers from west of Fort Madison and to pick up passengers for Chicago and beyond.
- No. 27. (a) At Newkirk to discharge passengers from Winfield and east and to pick up passengers for Guthrie and beyond where No. 27 is scheduled to stop.
 (b) At Edmond to discharge passengers from Kansas City and beyond.
- No. 28. (a) At Edmond to pick up passengers for Ponca City and points east at which No. 28 is scheduled to stop.
 (b) At Newkirk to discharge passengers from Guthrie and south and to pick up passengers for Winfield and beyond where No. 28 is scheduled to stop.
 (c) At stations Newton to Kansas City to discharge passengers from south of Purcell.
 (d) At Ottawa Jct., Wellsville, Edgerton, Gardner, Olathe and Kansas City, Kan. (Argentine station) to discharge passengers from Oklahoma City.
- No. 47. At Richmond to discharge passengers from beyond Kansas City. At Earlton, Thayer, Morehead, Bolton and Wayside to discharge passengers from Kansas City and east.
- No. 48. (a) At Morehead for passengers for Ottawa and east where No. 48 is scheduled to stop.
 (b) At Richmond, Princeton, Wellsville, Edgerton, Gardner and Olathe to discharge passengers from south of Chanute and at Holliday to discharge passengers ticketed to points west via Holliday.
 (c) At Richmond for passengers destined beyond Kansas City.
 (d) At Humboldt for passengers to Kansas City and beyond.
- No. 50. At Holliday to discharge passengers for No. 1.

THE FOLLOWING SIGNS INDICATE—

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

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

Dr. J. P. KASTER, Chief Surgeon, Topeka.
Dr. M. L. BISHOFF, Assistant Chief Surgeon, Topeka.

WESTERN DIVISION

LOCAL SURGEONS.

Dr. R. H. HERTZLER, Newton.
Dr. R. P. HAURY, Newton.
Dr. S. H. SIDLINGER, Hutchinson.
Dr. M. C. ROBERTS, Hutchinson.
Dr. J. M. LITTLE, Sterling.
Dr. A. R. HAAS, Ellinwood.
Dr. C. W. ZUGG, Great Bend.

Dr. C. H. EWING, Larned.
Dr. M. DETAR, Kinsley.
Dr. C. W. EVANS, Abbyville.
Dr. W. L. BUTLER, Stafford.
Drs. T. L. & C. E. MCCARTY, Dodge City.
Dr. W. F. PINE, Dodge City.
Dr. C. B. WYKOFF, Jetmore.
Dr. T. S. VENARD, Ness City.

Dr. R. F. HARP, Satanta.
Dr. G. R. MCCREERY, Hugoton.
Dr. W. V. TUCKER, Elkhart.
Dr. R. H. MILLER, Ulysses.
Dr. C. A. NEWLAND, Springfield, Colo.
EYE, EAR, NOSE AND THROAT
SPECIALISTS AT LOCAL POINTS.
Dr. R. C. PORTER, Newton.

R. D. MONTGOMERY, General Watch Inspector, Topeka.

LOCAL INSPECTORS, WESTERN DIVISION.

W. A. STERBA, Newton.
L. G. MEYERDING, Hutchinson.

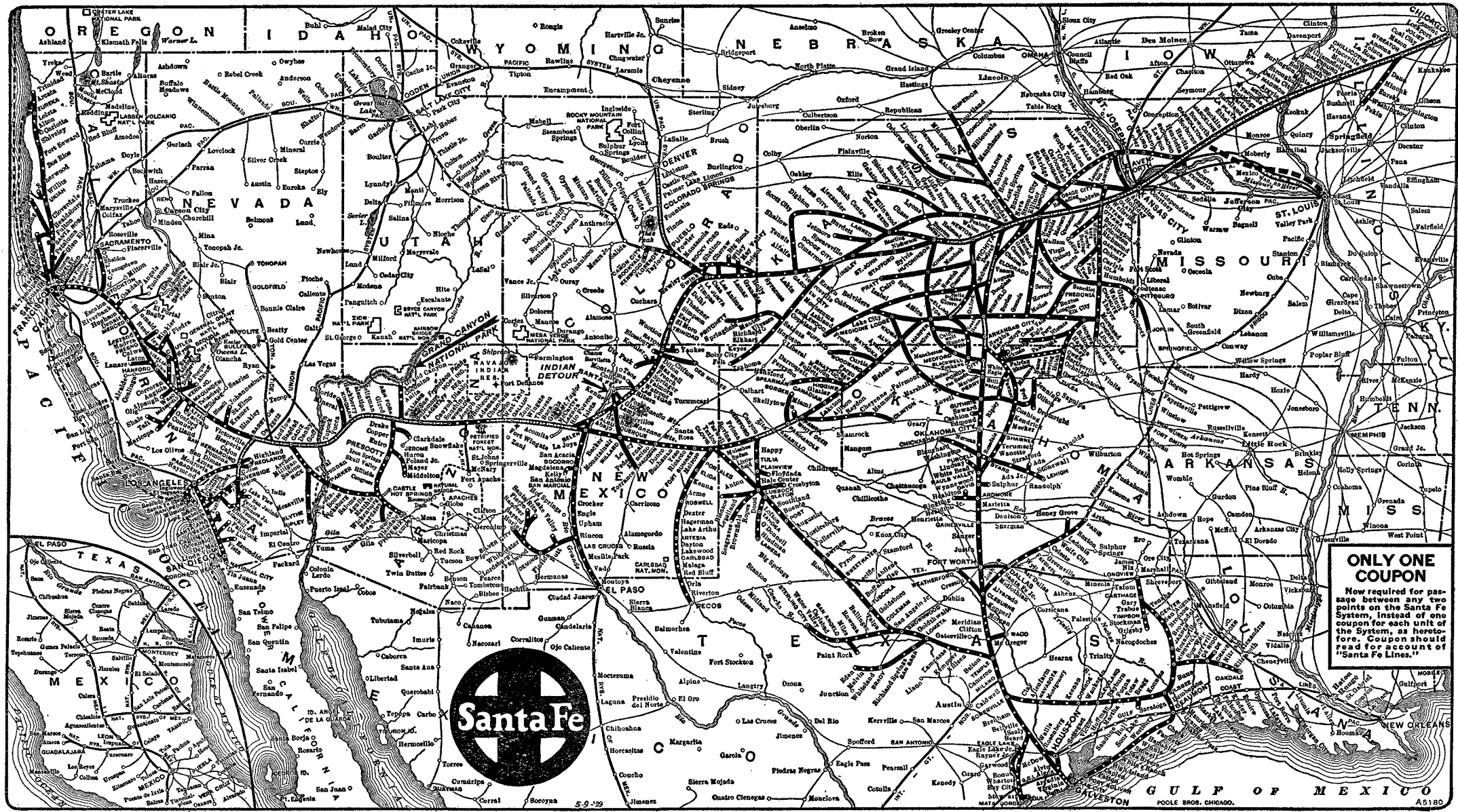
W. D. GOULD, Great Bend.
LEONARD JEWELRY COMPANY, Kinsley.

F. E. REYNOLDS, Dodge City.
PAUL M. TAYLOR, Larned.

SANTA FE SAFETY FIRST

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

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



Santa Fe Through Lines
 Double Track plus two main lines between Newton and Albuquerque
 Lines Under Construction
 Connecting Lines