

R. D. SHELTON, Trainmaster.....Dodge City, Kansas.  
 R. H. SOUTHWORTH, Chief Dispatcher.....Dodge City, Kansas.  
 E. J. BARNES, Assistant Chief Dispatcher.....Dodge City, Kansas.

TRAIN DISPATCHERS—DODGE CITY, KANSAS.

C. H. YOUNG.	M. M. MOWERY.
P. W. HARE.	C. R. SNODGRASS.
H. B. MASSEY.	E. C. CARR.
R. P. CRISPELL.	C. M. GREGORY.

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

LOCAL WATCH INSPECTORS—WESTERN DIVISION.

W. A. STERBA.....	Newton.
ADAMS AND MEADOR.....	Hutchinson.
R. H. BANGS.....	Dodge City.
MRS. LUCY REYNOLDS.....	Dodge City.
DR. A. V. WONDER.....	Boise City.
LAURA D. MORRISON.....	Great Bend.
C. V. HARNEY.....	Kinsley.

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

DR. M. L. BISHOFF, Chief Surgeon.....Topeka.  
 DR. ...., Assistant Chief Surgeon.....Topeka.

LOCAL SURGEONS.

DR. H. R. SCHMIDT.....	Newton.
DR. J. B. NANNINGA.....	Newton.
DRS. R. W. FERNIE AND R. W. JONES.....	Hutchinson.
DR. JACK C. DYSART.....	Sterling.
DR. C. W. LYON.....	Ellinwood.
DR. C. W. ZUGG.....	Great Bend.
DR. JOSEPH D. HINKLE.....	Ness City.
DR. EDWIN DEAL.....	Dighton.
DR. H. P. PALMER.....	Scott City.
DR. W. T. STOLTENBERG.....	Kinsley.
DR. C. E. SHEPPARD.....	Larned.
DR. DANIEL R. WILSON.....	Jetmore.
DR. C. W. EVANS.....	Abbyville.
DR. W. L. BUTLER.....	Stafford.
DR. C. E. McCARTY.....	Dodge City.
DR. N. E. MELENCAMP.....	Dodge City.
DR. J. B. UNGLES.....	Satanta.
DR. D. T. GAMMELL.....	Hugoton.
DR. HARRY HALL.....	Boise City.
DR. R. PATTERSON.....	Springfield.

EYE, EAR, NOSE AND THROAT.

DR. J. H. ENNS.....Newton.  
 DR. WILLIAM SCALES.....Hutchinson.

# The Atchison, Topeka and Santa Fe Railway Co.

WESTERN LINES  
 Northern District

WESTERN DIVISION

## TIME TABLE No.

# 76

IN EFFECT

Sunday, September 29, 1946

At 12:01 A. M.  
 Central Standard Time

Superseding Time Table No. 75, Dated June 2, 1946,  
 and any Supplements Thereto.

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

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

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

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

# First District.

# Westward.

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

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

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

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

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

Automatic Block: M.P. 185.1 to M.P. 220.3; M.P. 313.6 to M.P. 315.0.

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. Westward trains via Second District use No. 2 track, and Westward trains via First District use No. 3 track.

Between Newton and C.R.I. & P. Crossing trains will run as prescribed by Rule D-152.

Trains in current of traffic direction not authorized by Time Table will move on receipt of clearance card, Form 902, and trains so authorized will display signals as prescribed by Rule 21. The movement of trains will be supervised by the train dispatcher, who will issue instructions to signalmen when required. Except as affected by these rules all signal and train rules remain in force.

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

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

Track Capacity 50 ft. Per Car.		FIRST CLASS.						Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 76, September 29, 1946.
		3	7	17	127	19	9			
		California Limited.	Fast Mail Express.	Stream-liner.	Passenger.	The Chief.	Centennial State.			
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Miles.		STATIONS.
	Yard	PM 3.55	PM 12.30	AM 5.05	AM 4.20	AM 1.40	AM 1.20	185.1	0	<b>NEWTON.</b> 1.6
	Yard							186.7	21.1	<b>SAND CREEK.</b> 7.9
117	WB88 EB88	f 4.07	12.39	5.14	s 4.34	1.50	1.30	194.6	21.1	<b>HALSTEAD.</b> 9.5
106	WB88 EB90	4.17	12.48	5.20	s 4.45	1.57	1.37	204.1	9.5	<b>ST. L. &amp; S.F. Crossing.</b> <b>BURRTON.</b> 7.1
42		4.26	12.54	5.25	4.54	2.02	1.43	211.2	0	<b>SOLVAY.</b> 3.7
Yard	Yard	4.30	12.57	5.27	5.00	2.05	1.46	214.9	0	<b>WAY.</b> 1.6
		4.33	12.59	5.29	5.04	2.07	1.48	216.5	0	<b>C.R.I. &amp; P. Crossing.</b> 1.5
Yard	Yard	s 4.45	s 1.08 PM	5.33 AM	s 5.30	s 2.11 AM	s 1.52 AM	218.0	0	<b>HUTCHINSON.</b> 0.2
		4.47			5.32			218.2	0	<b>HUTCHINSON JCT.</b> 5.0
23	82	4.54	Via Second District.	Via Second District.	5.38	Via Second District.	Via Second District.	223.2	7.4	<b>YAGGY.</b> 5.4
98	82	5.01			s 5.45			228.6	0	<b>NICKERSON.</b> 7.1
								235.7	11.1	<b>Mo. Pac. Crossing.</b> 1.0
170	85	f 5.13			s 5.58			236.7	0	<b>STERLING.</b> 6.2
49	82	5.23			f 6.06			242.9	0	<b>ALDEN.</b> 6.1
32	53	5.30			f 6.14			249.0	10.5	<b>RAYMOND.</b> 4.5
	53	5.36			6.19			253.5	0	<b>CLARENDON.</b> 5.9
250	82	f 5.48			s 6.35			259.4	0	<b>ELLINWOOD.</b> 4.5
8	82	5.57			6.42			263.9	11.8	<b>DARTMOUTH.</b> 5.6
Yard	Yard	s 6.12			s 7.07			269.5	19.4	<b>GREAT BEND.</b> 7.8
28	52	6.24			f 7.18			277.3	13.0	<b>DUNDEE.</b> 5.7
57	82	6.34			s 7.27			283.0	13.0	<b>PAWNEE ROCK.</b> 8.8
355	83	s 6.47			s 7.40			291.8	0	<b>LARNED.</b> 5.6
	53	6.56			7.49			297.4	17.4	<b>HAMBURG.</b> 5.1
35	84	7.05			s 7.59			302.5	12.6	<b>GARFIELD.</b> 6.9
8	52	7.13			8.10			309.4	9.0	<b>NETTLETON.</b> 7.3
354	143	f 7.25 PM			s 8.25 AM			316.7		<b>KINSLEY.</b>
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(131.6)
		37.1	56.4	70.5	32.2	63.6	61.7			Average speed per hour.

# First District.

# Eastward.

TIME TABLE No. 76, September 29, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes	Communications.	FIRST CLASS.					
				18	10	4	8	20	128
				Stream- liner.	Centennial State.	California Limited.	Fast Mail Express.	The Chief.	Passenger.
<b>STATIONS.</b>				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
<b>NEWTON.</b> 1.6	31.8	WFT	C	s 3.00	s 3.45	s 2.15	s 3.20	s 12.10 AM	s 12.25
<b>SAND CREEK.</b> 7.9	15.8	WY	C						
<b>HALSTEAD.</b> 9.5	0		C	2.47	3.28	f 1.58	3.03	11.54	s 12.10 AM
<b>ST. L. &amp; S.F. Crossing.</b> <b>BURRTON.</b> 7.1	0		C	2.41	3.19	1.47	2.52	11.44	s 11.58
<b>SOLVAY.</b> 3.7	0			2.36	3.09	1.37	2.41	11.34	11.48
<b>WAY.</b> 1.6	0	WF TY	C	2.33	3.03	1.32	2.36	11.29	11.43
<b>C.R.I. &amp; P. Crossing.</b> 1.5	0		C	2.32	3.00	1.29	2.33	11.26	11.40
<b>HUTCHINSON.</b> 0.2	0	WY	B	2.28 AM	2.53 AM	s 1.25	2.27 PM	11.22 PM	s 11.30
<b>HUTCHINSON JCT.</b> 5.0	0			Via Second District.	Via Second District.	1.17	Via Second District.	Via Second District.	11.22
<b>YAGGY.</b> 5.4	0					1.10			11.15
<b>NICKERSON.</b> 7.1	0		C			1.02			s 11.07
<b>Mo. Pac. Crossing.</b> 1.0	0								
<b>STERLING.</b> 6.2	0	W	C			f 12.50			s 10.56
<b>ALDEN.</b> 6.1	0		C			12.37			f 10.43
<b>RAYMOND.</b> 4.5	0		C			12.28			f 10.33
<b>CLARENDON.</b> 5.9	0					12.20			10.24
<b>ELLINWOOD.</b> 4.5	0	WYT	C			f 12.10 PM			s 10.15
<b>DARTMOUTH.</b> 5.6	0					11.59			10.02
<b>GREAT BEND.</b> 7.8	0	WYF	C			s 11.50			s 9.55
<b>DUNDEE.</b> 5.7	0					11.31			f 9.38
<b>PAWNEE ROCK.</b> 8.8	0		C			11.23			f 9.30
<b>LARNED.</b> 5.6	0	WY	C			s 11.12			s 9.20
<b>HAMBURG.</b> 5.1	0					10.57			9.09
<b>GARFIELD.</b> 6.9	0		C			10.49			f 9.03
<b>NETTLETON.</b> 7.3	0					10.39			f 8.54
<b>KINSLEY.</b>		WY	C			10.28 AM			8.45 PM
(131.6)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.				65.8	44.3	34.3	37.9	41.1	35.8

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

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

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

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

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

Automatic Block: M.P. 185.1 to M.P. 220.3; M.P. 313.6 to M.P. 315.0.

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. Westward trains via Second District use No. 2 track, and Westward trains via First District use No. 3 track.

Between Newton and C.R.I. & P. Crossing trains will run as prescribed by Rule D-152.

Trains in current of traffic direction not authorized by Time Table will move on receipt of clearance card, Form 902, and trains so authorized will display signals as prescribed by Rule 21. The movement of trains will be supervised by the train dispatcher, who will issue instructions to signalmen when required. Except as affected by these rules all signal and train rules remain in force.

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

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

## Second District.

## Westward.

Track Capacity 50 ft. Per Car.		FIRST CLASS.							Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 76, September 29, 1946.	
		3	7	127	61	17	19	9				
Other Tracks.	Sidings.	California Limited.	Fast Mail Express.	Passenger.	Motor Passenger.	Stream- liner.	The Chief.	Centennial State.	Miles.		STATIONS.	
	Yard		PM 1.03		AM 5.40	AM 5.33	AM 2.11	AM 1.32	218.0	0	HUTCHINSON. 0.2	
									218.2	0	HUTCHINSON JCT. 1.0	
			1.08		5.43	5.36	2.16	2.01	219.2	21.1	Mo. Pac. Crossing. Panhandle Junction. 4.2	
9	82		1.13		f 5.50	5.41	<sup>18</sup> 2.22	2.07	223.4	0	WHITESIDE. 5.5	
32	82		1.18		s 6.00	5.45	<sup>10</sup> 2.30	<sup>18</sup> 2.18	228.9	21.1	PARTRIDGE. 6.2	
42	91		1.23		s 6.10	5.50	2.35	<sup>10</sup> 2.23	235.1	21.1	ABBYVILLE. 5.6	
47	84		1.28		s 6.18	5.54	2.39	2.27	240.7	21.1	PLEVNA. 5.7	
74	86		1.32		s 6.27	5.58	2.44	2.32	246.4	21.1	SYLVIA. 4.7	
20	99		1.36		s 6.35	6.02	2.48	2.36	251.1	21.1	ZENITH. 5.9	
82	84		<sup>8</sup> 1.41		s 6.45	6.07	2.54	f 2.44	257.0	0	STAFFORD. 0.2	
									257.2	0	Mo. Pac. Crossing. 8.8	
83	100		1.50		s 6.58	6.15	3.02	f 2.52	266.0	21.1	ST. JOHN. 6.8	
23	85		1.56		s 7.08	6.20	3.07	2.58	272.8	15.8	DILLWYN. 4.8	
48	82		1.59		s 7.17	6.23	3.12	f 3.02	277.6	15.8	MACKSVILLE. 7.3	
49	88		2.06		s 7.27	6.28	3.19	3.10	284.9	0	BELPRE. 8.4	
51	84		2.13		s 7.39	6.34	3.27	3.18	293.3	0	LEWIS. 3.6	
	63	Via First District. PM	2.16	Via First District. AM	f 7.44	6.36	3.30	3.24	296.9	0	OMAR. 5.5	
238	135		7.25	2.22	8.25	s 8.00 AM	6.42	<sup>9</sup> 3.36	<sup>19</sup> 3.36	302.4	21.1	KINSLEY. 8.0
37	<sup>99</sup> 101		7.35	2.31	s 8.37		6.49	3.43	3.45	324.7	21.1	OFFERLE. 5.6
26	141		7.44	2.36	f 8.46		6.54	3.48	3.50	330.3	21.1	BELLEFONT. 5.8
73	<sup>105</sup> 153		7.52	2.41	s 8.57		6.59	3.53	3.56	336.1	24.2	SPEARVILLE. 8.6
44	<sup>82</sup> 144		<sup>128</sup> 8.02	2.48	s 9.12		7.06	4.02	4.04	344.7	26.5	WRIGHT. 7.8
	Yard	s 8.15 PM	s 3.00 PM	m 9.25 AM		s 7.17 AM	s 4.12 AM	s 4.15 AM	352.5		<b>DODGE CITY.</b>	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(120.2)	
		41.3	61.6	35.8	36.2	69.4	60.1	51.1			Average speed per hour.	

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

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

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

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

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

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

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

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

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

## Second District.

## Eastward.

TIME TABLE No. 76, September 29, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Table and Wyes.	Communications.	FIRST CLASS.						
				10	18	4	8	128	68	20
				Centennial State.	Stream- liner.	California Limited.	Fast Mail Express.	Passenger.	Motor Passenger.	The Chief.
STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
HUTCHINSON. 0.2	0	W Y	B	s 2.45	AM 2.28		s 2.27		s 11.10	PM 11.22
HUTCHINSON JCT. 1.0	0									
Mo. Pac. Crossing. Panhandle Junction. 4.2	0		C	2.41	2.26 <sup>19</sup>		2.23		11.05	11.18
WHITESIDE. 5.5	0			2.36	2.22 <sup>19</sup>		2.18		f 10.57	11.13
PARTRIDGE. 6.2	0		C	2.30 <sup>19</sup>	2.18 <sup>9</sup>		2.13		f 10.48	11.08
ABBYVILLE. 5.6	0			2.23 <sup>9</sup>	2.14		2.06		f 10.38	11.02
PLEVNA. 5.7	20.3			2.10 <sup>18</sup>	2.10 <sup>10</sup>		1.59		f 10.28	10.57
SYLVIA. 4.7	0	W	C	1.59	2.06		1.52		s 10.19	10.52
ZENITH. 5.9	0			1.54	2.03		1.47		f 10.11	10.47
STAFFORD. 0.2	0		C	f 1.48	1.58		f 1.41 <sup>7</sup>		s 10.01	10.42
Mo. Pac. Crossing. 8.8	0									
ST. JOHN. 6.8	0	W F	C	f 1.37	1.52		f 1.28		s 9.46	10.33
DILLWYN. 4.8	0			1.31	1.47		1.20		f 9.35	10.27
MACKSVILLE. 7.3	0		C	f 1.28	1.44		1.16		s 9.26	10.23
BELPRE. 8.4	0	W	C	1.21	1.39		1.09		s 9.13	10.16
LEWIS. 3.6	0		C	1.14	1.33		1.01		s 9.02	10.08
OMAR. 5.5	0			1.11	1.30	Via First District. AM	12.57	Via First District. PM	8.57	10.04
KINSLEY. 8.0	0	W Y	C	1.05	1.27	f 10.28	12.52	s 8.45	PM 8.50	9.57
OFFERLE. 5.6	0		C	12.57	1.22	10.19	12.43	s 8.30		9.49
BELLEFONT. 5.7	0			12.53	1.18	10.14	12.38	f 8.19		9.44
SPEARVILLE. 8.6	24.2	W	C	12.48	1.14	10.09	12.33	s 8.12		9.39
WRIGHT. 7.8	26.5		C	12.40	1.08	10.00	12.25	f 8.02 <sup>3</sup>		9.30
<b>DODGE CITY.</b>		W F T Y	C	12.30 AM	12.58 AM	9.50 AM	12.15 PM	7.50 PM		9.20 PM
(120.2)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.				50.2	78.4	59.0	54.6	39.1	36.2	59.1

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

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

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

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

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

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

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

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

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

## Cimarron Valley District.

Track Capacity 50 ft. Per Car.		WEST- WARD.	Distance from Dodge City.	Ruling Grade Ascending.	TIME TABLE No. 76, September 29, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
		Second Class. <b>73</b>							Second Class. <b>74</b>
Other Tracks.	Sidings.	Mixed.	Miles.		STATIONS.				Mixed.
	Yard	Leave Daily.							Arrive Daily.
		AM 10.00	0.0	0	<b>DODGE CITY.</b> 0.2	0	W F T Y	C	PM 3.15
			0.2	0	C.R.I. & P. Jct. 0.9	0			
			1.1	52.8	Cimarron Valley Jct. 9.2	0			
37	34	f 10.30	10.3	52.8	SAYRE. 4.0	0			f 2.35
65	65	s 10.40	14.3	21.1	ENSIGN. 5.0	0		C	s 2.20
29	32	s 10.52	19.3	20.1	HAGGARD. 7.2	21.1			s 2.00
77	112	s 11.10	26.5	52.8	MONTEZUMA. 10.9	21.1	W	C	s 1.35
113	111	s 11.33	37.4	21.1	COPELAND. 5.6	0		C	s 1.05
28		f 11.45 PM	43.0	21.1	TICE. 6.8	0			f 12.35
116	83	s 12.20 <sup>74</sup>	49.8	21.1	SUBLETTE. 8.4	18.0		C	s 12.20 <sup>73</sup>
	Yard	s 12.40	58.2		<b>SATANTA.</b> 0.4	52.8	W F Y	C	s 12.01 PM
			58.6	52.8	SATANTA JCT. 7.7	52.8			
	26	f 1.05	66.3	52.8	SPAR. 8.0	13.2			f 11.02
60	32	s 1.30	74.3	21.1	MOSCOW. 12.7	21.1		C	s 10.45
111	52	s 2.05	87.0	21.1	HUGOTON. 7.3	0	W	C	s 10.15
47		f 2.25	94.3	21.1	FETERITA. 8.7	0			f 9.45
54	33	s 2.50	103.0	42.2	ROLLA. 8.3	0		C	s 9.27
26		s 3.10	111.3	42.2	WILBURTON. 8.6	0			s 9.10
207	40	s 3.45	119.9	31.7	ELKHART. 6.3	0	W Y	C	s 8.50
12		f 4.05	126.2	52.8	LIBBEY. 6.1	48.6			f 8.28
11		f 4.17	132.3	52.8	STURGIS. 11.5	24.3			f 8.15
78	24	s 4.50	143.8		KEYES. 1.0		W	C	s 7.50
			144.8	31.7	B.M. & E. JCT. 14.7	26.4			
	Yard	s 6.00 PM	159.5		<b>BOISE CITY.</b>		W F Y	C	7.15 AM
		Arrive Daily.			(159.5)				Leave Daily.
		19.9			Average speed per hour.				19.9

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

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

No switch lights on Cimarron Valley District.

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

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

## Manter District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.	Distance from Satanta. Miles.	Ruling Grade Ascending.	TIME TABLE No. 76, September 29, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		85							86
Other Tracks.	Sidings.	Leave Mon., Wed. and Fri.			STATIONS.				Arrive Tues., Thurs. and Sat.
	Yard	PM 12.40	0.0	0	<b>SATANTA.</b> 0.4	13.2	W F	C	PM 12.01
			0.4	26.4	<b>SATANTA JCT.</b> 7.4	9.5	Y		
34		f 1.05	7.8	52.8	<b>RYUS.</b> 8.2	52.8			f 11.20
30	84	f 1.35	16.0	52.8	<b>HICKOK.</b> 7.9	52.8			f 10.45
104	74	s 2.05	23.9	46.5	<b>ULYSSES.</b> 11.2	16.3	W	C	s 10.05
37		f 2.45	35.1	37.0	<b>BIGBOW.</b> 10.6	0			f 9.30
65	34	s 3.25	46.7	52.8	<b>JOHNSON.</b> 7.8	20.3		C	s 9.05
43	54	s 3.52	53.5	52.8	<b>MANTER.</b> 9.3	11.6	W Y	C	s 8.45
23		f 4.26	62.8	42.2	<b>SAUNDERS.</b> 6.2	21.1			f 8.20
14		f 4.50	69.0	42.2	<b>BARTLETT.</b> 8.0	0			f 8.05
73	22	s 5.20	77.0	47.5	<b>WALSH.</b> 9.5	15.8	W	C	s 7.45
17		f 5.55	86.5	52.8	<b>VILAS.</b> 8.9	47.5			f 7.10
			95.4		<b>SOUTH JCT.</b> 0.5			Y	
103	53	s 6.30	95.9	66.0	<b>SPRINGFIELD.</b> 1.3	0		C	s 6.45
			97.2	52.8	<b>NORTH JCT.</b> 12.4				
104	42	7.45 PM	109.6		<b>PRITCHETT.</b>		WFY	C	6.00 AM
		Arrive Mon., Wed. and Fri.			(109.6)				Leave Tues., Thurs. and Sat.
		15.5			Average speed per hour.				19.1

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

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

No switch lights on Manter District.

## Great Bend District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.	Distance from Great Bend.	Ruling Grade Ascending.	TIME TABLE No. 76, September 29, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		69							70
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Miles.		STATIONS.				Arrive Daily Ex. Sun.
Yard	Yard	AM 9.00	0.0		<b>GREAT BEND.</b>				PM 3.45
				5.2	8.3	0	WFY	C	
26		s 9.20	8.3	21.1	HEIZER. 7.1	0			s 3.05
41	35	s 9.45	15.4	19.9	ALBERT. 4.4	0		C	s 2.50
33		s 10.00	19.8	21.1	SHAFFER. 4.7	0			s 2.35
25		s 10.17	24.5	15.8	TIMKEN. 7.7	0		C	s 2.16
26	85	s 10.42	32.2	15.3	RUSH CENTER. 6.9	0		C	s 1.55
41		s 11.02	39.1	21.1	NEKOMA. 6.0	0		C	s 1.38
41		s 11.25	45.1	21.1	ALEXANDER. 7.7	0	W	C	s 1.20
37	82	s 11.55 PM	52.8	31.7	BAZINE. 11.6	0		C	s 1.00
91	78	s 12.30 PM	64.4	31.7	NESS CITY. 8.4	31.7	WFY	C	s 12.30 PM
17	56	f 1.00	72.8	31.7	LAIRD. 7.7	31.7			f 11.40
19		s 1.25	80.5	31.7	BEELE. 6.7	0			s 11.20
24		s 1.45	87.2	31.7	ALAMOTA. 8.8	0			s 11.00
93		s 2.10	96.0	22.6	DIGHTON. 7.5	0	W	C	s 10.40
36		f 2.35	103.5	14.6	AMY. 6.3	0			f 10.15
19		s 2.50	109.8	31.7	GRIGSTON. 6.3	31.7			s 10.00
4		f 3.10	116.1	7.9	TRACTOR. 3.1	0			f 9.45
			119.2	17.6	Mo. Pac. Crossing. 0.9	0			
71		s 3.35 PM	120.1		<b>SCOTT CITY.</b>		W Y	C	9.30 AM
		Arrive Daily Ex. Sun.			(120.1)				Leave Daily Ex. Sun.
		18.2			Average speed per hour.				20.9

Trains must get numbered clearance card, Form 902, before leaving  
Great Bend and Scott City.  
No switch lights on Great Bend District.



## Larned District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.	Distance from Larned.	Ruling Grade Ascending.	TIME TABLE No. 76, September 29, 1946.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		71							72
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Miles.		STATIONS.				Arrive Daily Ex. Sun.
375	83	AM 9.00	0.0	10.5	<b>LARNED.</b> 6.6	0	W Y C		PM 1.45
26		f 9.19	6.6	10.5	<b>FRIZELL.</b> 5.6	0			f 1.20
31		s 9.34	12.2	10.5	<b>SANFORD.</b> 4.8	0			s 1.05
41		s 9.45	17.0	24.8	<b>ROZEL.</b> 6.9	0		C	s 12.50
61		s 10.02	23.9	0	<b>BURDETT.</b> 6.8	0	W	C	s 12.30
12		f 10.20	30.7	7.0	<b>GRAY.</b> 4.7	0			f 12.08 PM
20		s 10.32	35.4	52.8	<b>OLNEY.</b> 10.8	52.8		C	s 11.55
50		11.00 AM	46.2		<b>JETMORE.</b>		W Y C		11.30 AM
		Arrive Daily Ex. Sun.			(46.2)				Leave Daily Ex. Sun.
		23.1			Average speed per hour.				20.5

No. 71 is superior to No. 72.  
 Trains must get numbered clearance card, Form 902, before leaving  
 Larned and Jetmore.  
 No switch lights on Larned District.  
 Larned Junction M.P. 292.0 First District.

# SPECIAL RULES AND REGULATIONS.

Effective on the Western Division and superseding all General Rules inconsistent therewith.

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

## 2. YARD LIMITS.

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

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

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

## 4. RULE M. Amended by adding.

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

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

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

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

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

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

## 7. RULES 10(f) and 701.

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

## 8. RULE 15.

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

## 9. RULE S-83 as applied at Kinsley is amended to read:

A train must not leave its initial station on any district or a junction or pass from double to single track, until it has been ascertained whether all trains due, which are superior, have arrived or left.

## 10. RULE 86. Amended to read:

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

## 11. RULE 95. Amended to read:

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

## 12. RULE 97. Amended to read:

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

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

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

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

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

At meeting or passing points the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S-89(A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

## 15. RULE 204. Amended to read:

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

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

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

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

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

17. RULE 221.

Where a fixed signal is used at a train order office, it must indicate "stop" when there is an operator on duty, except when changed to "proceed" to allow a train to pass when there are no train orders for any train in that direction.

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

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

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

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

18. RULE 360. Amended by adding:

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

19. RULE 632.

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

20. RULES 705 and 706. Amended by adding:

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

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

21. RULE 872.

When the engine has been coupled on and gauge shows a sufficient pressure in the brakepipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also number of brakes cut out or inoperative.

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman, will after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

22. SPEED REGULATIONS.

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

22. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM SPEED FOR TRAINS

LOCATION	Passenger	Freight and Mixed
	Miles Per Hour	Miles Per Hour
<b>FIRST DISTRICT:</b>		
Newton and Hutchinson.....	100	50
Hutchinson and Kinsley.....	75	50
<b>SECOND DISTRICT:</b>		
GREAT BEND DISTRICT.....	100	50
LARNED DISTRICT.....	40	30
CIMARRON VALLEY DISTRICT.....	35	30
MANTER DISTRICT.....	40	30
<b>FIRST DISTRICT.</b>		
Curve, M.P. 187.4 to 187.7 EB.....	70	50
Curve, M.P. 193.2 to 193.7 EB & WB.....	95	50
2 Curves, M.P. 194.4 to 194.8 EB.....	85	50
Curve, M.P. 195.6 to 196.1 EB & WB.....	95	50
St L&SF Crossing, M.P. 204.1 EB&WB.....	75	50
Mo. Pac. Crossing, M.P. 235.6.....	20	20
Track conditions, M.P. 256.7 to M.P. 259.1 EB & WB..	40	30
First District Junction, M.P. 318.4.....	40	30
<b>SECOND DISTRICT.</b>		
Curve, M.P. 218.4 to 218.6 EB & WB.....	40	30
2 Curves, M.P. 219.6 to 220.2 WB.....	55	45
Curve, M.P. 220.0 to 220.2 EB.....	55	50
Curve, M.P. 228.3 to M.P. 228.8.....	80	50
Curve, M.P. 240.5 to M.P. 240.6.....	95	50
Curve, M.P. 242.5 to M.P. 242.8.....	95	50
Curve, M.P. 246.8 to 247.0.....	95	50
Curve, M.P. 251.6 to M.P. 251.9.....	95	50
Curve, M.P. 255.5 to M.P. 255.7.....	95	50
Mo. Pac. Crossing M.P. 257.2.....	60	50
Curve, M.P. 264.8 to M.P. 265.1.....	95	50
Curve, M.P. 266.1 to M.P. 266.5.....	80	50
Curve, M.P. 268.0 to M.P. 268.5.....	90	50
Curve, M.P. 269.8 to M.P. 270.0.....	85	50
Curve, M.P. 297.6 to M.P. 297.8.....	85	50
Curve, M.P. 298.3 to M.P. 298.4.....	95	50
Curve, M.P. 298.9 to M.P. 299.1.....	85	50
Curve, M.P. 299.8 to M.P. 300.1.....	95	50
Curve, M.P. 301.7 to M.P. 302.0.....	55	50
East End Double Track, M.P. 344.7.....	40	30
2 Curves, M.P. 348.0 to M.P. 349.8 WB on No. 2 Track	80	50
2 Curves, M.P. 348.0 to M.P. 349.8 WB on No. 1 Track	60	50
2 Curves, M.P. 348.0 to M.P. 349.8 EB on No. 2 Track	80	50
2 Curves, M.P. 348.0 to M.P. 349.8 EB on No. 1 Track	60	50
Curve, M.P. 352.01 to 352.1 Tracks No. 1 & 2.....	15	15

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

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

22. SPEED REGULATIONS—(Cont'd).

(D) MAXIMUM LOCOMOTIVE SPEEDS

ENGINES	Miles Per Hour	Light Engines Forward	All Engines Backing up
		Miles Per Hour	Miles Per Hour
Diesels 1 to 15, Incl., and 50.....	100	40	40*
Diesels 100 to 157 Incl.	65	40	40*
Diesels 158 to 168 Incl.	95	40	40*
Motors M-105, M-189, Incl. ....	60	60	25
Motor M-190.....	75	60	25
(A) Atlantic Type 79 in. Drivers.....	100	40	25
(B) Atlantic Type 73 in. Drivers.....	90	40	25
(C) Pacific Type 79-84 in. Drivers.....	100	40	25
(D) Pacific Type 73-74 in. Drivers.....	80	40	25
3700 to 3750, Incl.....	70	40	25
2900-2929; 3751-3775; 3776-3785, Incl....	90	40	25
(E) Prairie Type 69 in. Drivers except 1800-1886.....	50 60	40 40	25 25
789-825; 870-874; 1790-1797, Incl.....	30	30	20
885-999; 1600-1705; 1950-1991.....	35	35	20
1798-1799.....	55	40	25
2506; 2531; 2535 to 2553, Incl.....	35	35	20
2565 to 2569, Incl.....	35	35	20
2507 to 2530, Incl.; 2532.....	55	40	25
3011 to 3027; 3100-3158.....	45	35	20
3160-3287; 4000-4115	60	40	25
3800-3940	55	40	25
5000-5035, Incl.....	60	40	25
All regularly assigned to switching service	20	20	20
All Other Engines.....	20	20	20

\*Diesels when backing up as second unit, may operate at speed of the lead unit.

ENGINES AND DIAMETER OF DRIVERS

GROUP (A)	GROUP (B)	GROUP (C)	GROUP (D)	GROUP (E)
Atlantic Type 79" Drivers	Atlantic Type 73" Drivers	Pacific Type 79-84" Drivers	Pacific Type 73-74" Drivers	Prairie Type 69" Drivers
1413	550, 552, 556	1211, 1212	1226 to 1399*	1000 to 1152*
1416	558, 559	1218, 1222	3409, 3411	1207
1453	1420	3400 to 3408*	3443, 3445*	1210
1468	1425	3410	3449	1214, 1215
1473	1431	3412 to 3442*	3500 to 3534*	1800 to 1886*
	1458	3446 to 3448		
	1462	3450 to 3459*		
	1483, 1487	3460 to 3465*		
	1488, 1491			
	1492, 1496			
	1498			

\*Both Inclusive.

22. SPEED REGULATIONS—(Cont'd).

(E) Moving Against Current of Traffic.

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

(F) Maximum Speed over Submerged Track.

Diesel-electric engines and gasoline-electric cars shall not be operated, either by towing or using traction motors for power, through water having depth over rail greater than shown below.

* Type of Engine or Car.	Depth of Water	
	New Wheels	Worn Wheels
Passenger Diesels.....	4 in.	3 in.
Freight Diesels.....	6 in.	5 in.
44-ton Yard Diesels.....	3 in.	2 in.
Other Yard Diesels.....	6 in.	5 in.
Gasoline-Electric Cars.....	4 in.	3 in.

Maximum speed of Diesel engine or gasoline-electric motor car towed or operated through water, three miles per hour.

Steam engines and passenger cars equipped with roller bearings will not be run through water nine inches or more over rail; lightweight air-conditioned passenger cars, eight inches or more over rail, and heavyweight air-conditioned passenger cars not equipped with roller bearings, one foot or more over rail. When so operated, speed shall not exceed five miles per hour. This does not modify Rule 317-A, Operating Department.

(G) Steam Wrecking Cranes, etc.

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear, must not exceed speed of twenty-four (24) miles per hour on First and Second Districts, and twenty (20) miles per hour on other districts.

(H) Locomotives Handled Dead in Trains.

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

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

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

Gas-electric motor cars being towed, sixty (60) miles per hour;

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

Passenger locomotives, Mountain type, including 4-8-2 and 4-8-4, twenty-five (25) miles per hour. All except Mountain type, including 4-4-0 to 4-6-2, thirty-five (35) miles per hour.

Trains handling Diesel yard engines dead in train must not exceed speed of thirty (30) miles per hour.

22. SPEED REGULATIONS—(Cont'd).

(I) Spring Switches, Turnouts and Crossovers.

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

Trailing movements through spring switches must not be reversed until switch has been properly lined.

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

22. SPEED REGULATIONS—(Cont'd).

(J) Speed Table. Table of train speeds (minutes and seconds per mile, in terms of miles per hour.)

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

23. \_\_\_\_\_

24. INTERLOCKING PLANTS.

(A) Rule 711.

Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

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

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

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

24. INTERLOCKING PLANTS—(Cont'd).

(D) Locations

NAME	TYPE	SPEED	
		Miles per hour	
Sand Creek Burrton	West end freight yard St.L.-S.F. Crossing, M.P. 201.4 with current of traffic.....	Standard	See Rule 22-I
	Moving against current of traffic.....	Automatic	75
Way C.R.I.&P. Crossing	East end freight yard... M.P. 216.5.....	Standard	See Rule 22-I
	Panhandle Jct. Mo.Pac. Crossing, M.P. 219.2 Second District	Standard	See Rule 22-I
Stafford	Mo.Pac. Crossing, M.P. 257.2.....	Automatic	60
Kinsley	First District between M.P. 315.0 and M.P. 318.4	Standard	See Rule 22-I
	Second District between M.P. 301.0 and M.P. 318.4.....	Standard	See Rule 22-I
Kinsley Jct.	1.7 miles west of depot	Automatic	20
Sterling	Mo.Pac. Crossing, M.P. 235.7.....	Automatic	20
	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 clock-work time release on this box, turning the knob to the right as far as it will go and then release it. After four minutes time has elapsed indicator should clear, and levers can be operated.

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.

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 rules 830(a) or 830(b).

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

25. SPECIAL RULES AND FACILITIES.

(A) In automatic block territory on single track trains in clear on siding or other tracks will not use siding switches (or other switches not equipped with switch indicators) until indication or signals in both directions have been observed.

Trains moving from siding to main track will foul the circuit and set signal before lining switch.

DUAL control switches are operated either by REMOTE control or by Hand. Before such switch is HAND operated permission, including time and working limits, must be obtained from dispatcher or signalman and selector lever changed from MOTOR to HAND position. Signal governing movement over this switch will indicate stop and under this condition the crew authorized to operate the switch may consider the indication of this signal suspended and make necessary movements. Trainmen must notify engineman that selector lever is in HAND position before making such movements, stating the time and working limits, also when switch is returned to MOTOR control.

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

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

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

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

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

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

EASTWARD

E.B. main track	_____
W.B. main track	0 _____
Eastward Freight main track	000 _____
Westward Freight main track	0 _____

WESTWARD

Main track (No. 1)	_____ 0 _____
Main track (No. 2)	_____ 0 _____
Main track (No. 3)	0 _____ 0
Fair Grounds	00 _____ 0

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

(C) CENTRALIZED TRAFFIC CONTROL.

Between M.P. 352.1 (Dodge City) and M.P. 318.4 (Kinsley). Signal indications within these limits will be authority for train movements and supersede time table superiority, but will not dispense with the use or the observance of other signals whenever and wherever they may be required.

Following switches are DUAL control, normally handled by dispatcher.

KINSLEY—First District Junction.

OFFERLE—Each end of sidings.

BELLEFONT—Each end of siding.

SPEARVILLE—Each end of sidings.

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

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

All other switches within these limits are hand throw.

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

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

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

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

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

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

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

Location	Miles from Atchison	Car Capacity	Switch Connection	Flag Stops for Trains
<b>FIRST DISTRICT—</b>				
Water Works Spur.....	192.1	7	West WBM	Freight only
Paxton.....	199.4	6	East	Freight only
Serco.....	206.7	28	East	Freight only
Stanolind Track.....	250.3	26	East & West	Freight only
Airbase Spur.....	274.5	6	East & West	Freight only
<b>SECOND DISTRICT—</b>				
Ardell.....	321.0	13	East	Freight only
<b>GREAT BEND DISTRICT—</b>				
National Co-operative Track.....	11.1	9	East	Freight only
Morgan Track.....	17.9	13	East & West	Freight only
Shallow Track.....	77	4	East & West	Freight only
<b>CIMARRON VALLEY DISTRICT—</b>				
Security Track.....	30.7	14	East & West	Freight only
Citizens Track.....	69.6	15	East & West	Freight only
<b>MANTER DISTRICT—</b>				
Columbian Track.....	13	83	East & West	Freight only
Sullivan Track.....	29.1	18	East & West	Freight only

**27. BULLETIN BOOKS.**

NEWTON—Roundhouse Register Room.  
Trainmen's Register Room.

SAND CREEK—Yard Office.

WAY—Yard Office.  
Roundhouse Register Room.

HUTCHINSON—Passenger Station.

GREAT BEND—Passenger Station.

KINSLEY—Passenger Station.

DODGE CITY—Conductors' Register Room.

Roundhouse Register Room.

Passenger Engineers' Wash Room.

BOISE CITY—Passenger Station.

SATANTA—Passenger Station.

**28. STANDARD CLOCKS.**

NEWTON—Trainmen's Register Room.

Roundhouse Register Room.

SAND CREEK—Yard Office.

WAY—Yard Office.

GREAT BEND—Passenger Station.

DODGE CITY—Dispatchers' Office.

Conductors' Register Room.

Roundhouse Register Room.

SCOTT CITY—Passenger Station.

BOISE CITY—Passenger Station.

**29. STANDARD THERMOMETERS.**

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

**30. STATUTORY REGULATIONS.**

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

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

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

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

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

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

WESTWARD.							Freight Train Terminals, and Junctions.  (Subject to Change Without Notice.)	EASTWARD.						
49	59	71	75	45	81	35		32	42	82	76	72	58	50
Motor Pass.	Way Frt.	Way Frt.	Way Frt.	Fast Frt.	Way Frt.	New Mex.- Col.- Kas. Fast Frt.		Fast Frt. Stock Exp.	Col.- Chi.- Texas Fast Frt.	Way Frt.	Way Frt.	Way Frt.	Way Frt.	Motor Pass.
Leave Daily.	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sun.	Leave Daily Ex. Sat.	Leave Daily.	Leave Mon., Wed., Fri.	Leave Daily.	STATIONS	Arrive Daily.	Arrive Daily.	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Mon.	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.	Arrive Daily.
			PM 3.30	PM 8.30		AM 4.30	SAND CREEK.	AM 11.00	PM 10.15		AM 3.30			
	AM 5.00		5.00		AM 8.00		WAY.			5.30 PM	2.00		PM 7.30	
PM 2.30						5.30	HUTCHINSON.	10.00	9.15					AM 11.00
2.35 PM	5.20 AM						Panhandle Jct.						7.00 PM	10.47 AM
		AM 7.30	9.30 PM				GREAT BEND.				10.30 PM	PM 3.30		
		9.00 AM					LARNED.					1.45 PM		
				4.30 AM	4.10 PM	10.00 AM	DODGE CITY.	6.15 AM	4.45 PM	8.00 AM				

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.



**PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:**

ILLINOIS DIVISION—Trains 47, 48, 49 and 50.  
 EASTERN DIVISION—Trains 61, 62, 63, 64, 73 and 74.  
 MIDDLE DIVISION—Trains 49, 50, 59, 69, 70, 75, 76, 98; 87 and 88 between Marion and Ellinwood.  
 OKLAHOMA DIVISION—Trains 79, 80, 81, 82, 87 and 88.  
 SOUTHERN KANSAS DIVISION—Trains 85, 86, 87, 88, 91, 92, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield.  
 WESTERN DIVISION—Trains 81 and 82.

COLORADO DIVISION—Trains 87 and 88.  
 NEW MEXICO DIVISION—Trains 71 and 72.  
 PANHANDLE DIVISION—Trains 57, 58, 59, 60, 69, 70, 71, 72, 83, 84, 119 and 120.  
 PECOS DIVISION—Trains 45 and 46 between Carlsbad and Pecos.  
 PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.

When more than one section, only the last section will carry passengers. In Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line. Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

The following conditional stops apply only to revenue passengers FROM or DESTINED TO points where train is authorized by time table to make **CONDITIONAL, REGULAR or FLAG STOPS**. Where train is authorized to pick up passengers, agents may flag train accordingly.

- No. 1. At Mooreland, to discharge passengers from Wellington and beyond and to receive passengers for Amarillo and beyond.
- No. 2. (a) At Mooreland, to discharge passengers from Amarillo and beyond, and to receive passengers for Wellington and beyond.  
 (b) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond.  
 (c) At Florence, to discharge passengers from south of Newton.  
 (d) At Strong City, to discharge passengers from Wichita or beyond.  
 (e) At any station east of Kansas City, to discharge passengers from beyond Kansas City.  
 (f) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona or Mazon, to receive passengers for beyond Chicago.
- No. 3. (a) At Toluca, to receive passengers for Kansas City and beyond.  
 (b) At Nickerson, Alden, Raymond, Pawnee Rock, Garfield, Offerle, Spearville and Wright, to discharge passengers from Kansas City and beyond or to receive passengers for La Junta and beyond.
- No. 4. (a) At Los Cerrillos, to receive passengers for La Junta and beyond.  
 (b) At Deerfield and Holcomb, to receive passengers for Dodge City and east, or discharge passengers from west and north of La Junta.  
 (c) At Wright, Spearville, Offerle, Garfield, Pawnee Rock, Raymond, Alden, and Nickerson, to discharge passengers from La Junta and beyond, and to receive passengers for Newton and beyond.
- No. 5. (a) At any station in Illinois, to discharge passengers from beyond Chicago.  
 (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.
- No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.  
 (b) At Las Animas, to discharge passengers from beyond La Junta.
- Nos. 9-90. (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas, or beyond.  
 (b) At Ottawa Jct., to receive passengers for beyond Newton.  
 (c) At Las Animas and Holly, to receive passengers for Pueblo or beyond; or to discharge passengers from Dodge City or beyond.  
 (d) At any station La Junta to Pueblo, to discharge passengers from beyond Las Animas.
- Nos. 101-10. (a) At any station Denver to Pueblo, to receive passengers for Las Animas or beyond.  
 (b) At any station Pueblo to La Junta, to receive passengers for beyond Las Animas.  
 (c) At Littleton, to receive passengers for Colorado Springs; or to receive passengers for Pueblo or beyond.  
 (d) At Las Animas and Holly, to discharge passengers from Pueblo or beyond; or to receive passengers for Dodge City or beyond.  
 (e) At any station Dodge City to Kansas City, to discharge passengers from Las Animas or beyond.  
 (f) At Ottawa Jct., to discharge passengers from west of Newton.
- Nos. 13-130. At any station La Junta to Denver to discharge passengers from La Junta or beyond.
- Nos. 141-14. At any station Denver to La Junta, to receive passengers for La Junta or beyond.
- No. 17. **Super Chief—**  
 At Galesburg, to receive passengers for scheduled stops in California.
- El Capitan—**  
 (a) At Joliet, Streator, Chillicothe or Galesburg, to receive passengers for California.  
 (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond.  
 (c) At Trinidad, to discharge passengers from La Junta or beyond; or to receive passengers for Raton or beyond.
- (d) At Glorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.  
 (e) At Williams, to discharge passengers from Albuquerque or beyond; or to receive passengers for Barstow or beyond.  
 (f) At Ashfork, to discharge passengers from Albuquerque or beyond, destined south of Ashfork.
- No. 18. **Super Chief—**  
 At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino or Barstow.
- El Capitan—**  
 (a) At Ashfork, to receive passengers from Prescott or beyond, destined Albuquerque or beyond.  
 (b) At Williams, to receive passengers for Albuquerque or beyond; or to discharge passengers from Barstow or beyond.  
 (c) At Lamy, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond.  
 (d) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond.  
 (e) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond.  
 (f) At Ottawa Jct., to discharge passengers for Ottawa.  
 (g) At Galesburg, Chillicothe, Streator or Joliet, to discharge passengers from scheduled stops in California.
- No. 19. (a) At Joliet, Streator or Chillicothe, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond.  
 (b) At Galesburg, to discharge passengers from beyond Chicago.  
 (c) At Galesburg, La Plata, Marceline or Carrollton, to receive passengers for Colorado, New Mexico, Arizona or California.  
 (d) At Valmora, to discharge passengers from Kansas City or beyond; or to receive passengers for Barstow or beyond.
- No. 20. (a) At Valmora, to discharge passengers from Barstow or beyond; or to receive passengers for Kansas City or beyond.  
 (b) At Carrollton, Marceline, La Plata, Galesburg, Chillicothe, Streator or Joliet, to discharge passengers from California or Arizona.  
 (c) At Galesburg or Chillicothe, to receive passengers for Chicago or beyond.
- No. 23. (a) At any station Chicago to Kansas City, to receive passengers for Newton or beyond.  
 (b) At Olathe, to receive passengers for Newton or beyond.  
 (c) At Strong City, to receive passengers from North of Strong City for Wellington or beyond.
- No. 24. (a) At any station Belen to Kansas City, to discharge passengers from Arizona or California.  
 (b) At any station Kansas City to Fort Madison, to discharge passengers from beyond Kansas City.  
 (c) At any station Fort Madison to Chicago, to discharge passengers from Kansas City or beyond.  
 (d) At Dallas City or Stronghurst, to receive passengers for Chicago or beyond.
- No. 27. At Marland, to receive passengers for Oklahoma City.
- No. 27. (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo.  
 (b) At Palmer Lake, to receive or discharge passengers.
- No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.  
 (b) At Marland, to discharge passengers from Oklahoma City.
- No. 28. (C & S) At Palmer Lake, to receive or discharge passengers.
- No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond and Colony, to discharge passengers from Kansas City, Mo., or beyond.  
 (b) At Gardner, to receive passengers for Chanute or beyond.
- No. 50. At Olathe, to discharge passengers from beyond Chanute.
- No. 127. At any station Newton to La Junta, to receive or discharge passengers.



# 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.)

