

J. M. WATKINS, Trainmaster.....Dodge City, Kansas
M. M. MOWREY, Chief Dispatcher.....Dodge City, Kansas
C. M. GREGORY, Assistant Chief Dispatcher..Dodge City, Kansas
H. B. MASSEY, Assistant Chief Dispatcher....Dodge City, Kansas

TRAIN DISPATCHERS—DODGE CITY, KANSAS

P. W. HARE	C. C. CAYWOOD
C. R. SNODGRASS	D. L. CAYWOOD
R. W. RENFROE	W. E. ZANOVICH
R. E. CALDWELL	J. D. SHEPHERD

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

LOCAL TIME INSPECTORS—WESTERN DIVISION.

S. B. HANKINS.....Newton.
CHARLES H. WOODS.....Newton.
V. C. MEADOR.....Hutchinson.
E. BAIZE.....Hutchinson.
WORLEY T. SHULTZ.....Dodge City.
LAURA D. MORRISON.....Great Bend.
PHILIP E. CARNEY.....Lewis.
DALE J. GIFFORD.....Kinsley.
HARRY L. MOFFATT.....Halstead.

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are **DAMAGING** - Here's what happens:

4 miles per hour <input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/> —	Damage Begins
6 miles per hour <input type="checkbox"/> —	2½ times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/> —	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/> —	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/> —	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/> —	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

IT'S EVERYBODY'S JOB ON THE SANTA FE.

SPEED TABLE.

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

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	1 42	35.3
.. 38	94.7	1 ..	60.0	1 44	34.6
.. 39	92.3	1 02	58.0	1 46	34.0
.. 40	90.0	1 04	56.2	1 48	33.3
.. 41	87.8	1 06	54.5	1 50	32.7
.. 42	85.7	1 08	52.9	1 52	32.1
.. 43	83.7	1 10	51.4	1 54	31.6
.. 44	81.8	1 12	50.0	1 56	31.0
.. 45	80.0	1 14	48.6	1 58	30.5
.. 46	78.3	1 16	47.4	2 ..	30.0
.. 47	76.6	1 18	46.1	2 05	28.8
.. 48	75.0	1 20	45.0	2 10	27.7
.. 49	73.5	1 22	43.9	2 15	26.7
.. 50	72.0	1 24	42.9	2 30	24.0
.. 51	70.6	1 26	41.9	2 45	21.8
.. 52	69.2	1 28	40.9	3 ..	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 ..	15.0
.. 55	65.5	1 34	38.3	4 30	13.3
.. 56	64.2	1 36	37.5	5 ..	12.0
.. 57	63.2	1 38	36.8	6 ..	10.0

The Atchison, Topeka and Santa Fe Railway Co.

WESTERN LINES

Northern District

WESTERN DIVISION

TIME TABLE No.

96

IN EFFECT

Sunday, April 27, 1958

At 12:01 A. M.

Central Standard Time

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

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

T. J. ANDERSON,
Asst. General Manager,
Amarillo, Texas.

F. L. ELTERMAN,
Superintendent,
Dodge City, Kansas.

1 WESTERN DIVISION

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS
The term "beyond" refers to regular, flag or conditional stops authorized

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	
1-23	Hazelton	Waynoka and beyond	Wellington and beyond	
	Umbarger Black	Clovis and beyond	Beyond Amarillo	
	Ft. Sumner	Belen and beyond	Beyond Clovis	
2-24	Encino Yeso Ft. Sumner Taiban Melrose	Clovis and beyond	Belen and beyond	
	Black Umbarger	Beyond Amarillo	Clovis and beyond	
	Hazelton	Wellington and beyond	Waynoka and beyond	
123	Newton to Las Animas	La Junta and beyond	Newton and beyond	
	Thatcher	Trinidad and beyond	La Junta and beyond	
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond	
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond	
	124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque
Glorieta Rowe Ribera		Las Vegas and beyond	Albuquerque and beyond	
Valmora Wagon Mound Maxwell		Raton and beyond	Las Vegas and beyond	
Thatcher		La Junta and beyond	Trinidad and beyond	
La Junta to Hutchinson		Newton and beyond	La Junta and beyond	
191-190		La Junta to Denver		Beyond La Junta
201-200		Denver to La Junta	Beyond La Junta	Denver and beyond
		Littleton	Colorado Springs, Pueblo and beyond	
17	Hutchinson Garden City Lamar Trinidad	Albuquerque and beyond	Kansas City and beyond, and South of Newton	
18	Trinidad Lamar Garden City Hutchinson	Kansas City and beyond and South of Newton	Albuquerque and beyond	
19	St. John Garden City Lamar	Albuquerque and beyond	Emporia, Kansas City and beyond, and South of Newton	
	Trinidad		North of La Junta	
20	Lamar Garden City St. John	Emporia, Kansas City and beyond and South of Newton	Albuquerque and beyond	
	Trinidad	North of La Junta		

GREAT BEND DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class			TIME TABLE No. 96 April 27, 1958	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD Second Class	
Other Tracks	Sid- ings	69	Leave Sun., Tues., Thurs.	Mile Post	STATIONS				70	
		Mixed							Mixed	
Yard		AM 9.00		0.0	5.2				PM 1.30	
									Arrive Mon., Wed., Fri.	
26		s 9.20		8.3	21.1					
41	35	s 9.45		15.4	19.9					
33		f 10.00		19.8	21.1					
25		s 10.17		24.6	15.8					
26	85	s 10.42		32.2	15.3					
50		s 11.02		39.1	21.1					
41		s 11.25		45.1	21.1					
37	82	s 11.45 PM		52.8	31.7					
115	78	s 12.35		64.4	31.7					
17	56	f 1.00		72.8	31.7					
19		s 1.25		80.5	31.7					
24		s 1.45		87.2	31.7					
93		s 2.10		96.0	22.6					
52		s 2.35		103.5	14.6					
19		s 2.50		109.8	31.7					
4		f 3.05		116.1	7.9					
				118.9	17.6					
106		s 3.35 PM		120.1						
		Arrive Sun., Tues., Thurs.								
				18.2					19.2	
					Average speed per hour					

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

No switch lights on Great Bend District.

CIMARRON VALLEY DISTRICT

WESTERN DIVISION

2

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 73		Ruling Grade Ascending	TIME TABLE No. 96 April 27, 1958	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD Second Class 74
Other Tracks	Buildings	Leave Mon., Wed., Fri.	Mile Post		STATIONS				Arrive Tues., Thurs., Sat.
		AM 9.00	0.0		DODGE CITY YL 0.2		W F T Y	C	PM 2.00
			0.2	0	C.R.I. & P. Jct. YL 0.9				
			1.1	0	Cimarron Valley Jct. YL 9.2				
	34	f 9.28	10.3	52.8	SAYRE 4.0				f 1.20
65	65	s 9.38	14.3	21.1	ENSIGN 5.0			C	s 1.05
29	32	f 9.50	19.3	20.1	HAGGARD 7.2	21.1			f 12.45
77	112	s 10.05	26.5	52.8	MONTEZUMA 10.9	21.1		C	s 12.20 PM
118	111	s 10.25	37.4	21.1	COPELAND 5.6	0		C	s 11.50
28		f 10.40	43.0	21.1	TICE 6.8	0			f 11.20
116	88	s 11.05	49.8	21.1	SUBLETTE 8.4	18.0		C	s 11.05
Yard		s 11.40	58.2		SATANTA YL 0.4	52.8	FY	C	s 10.45
		PM	58.6	52.8	SATANTA JCT. YL 15.7	52.8			
80	82	s 12.30	74.3	21.1	MOSCOW 12.7	21.1		C	s 9.30
118	52	s 1.05	87.0	21.1	HUGOTON 7.3	0		C	s 9.00
47		f 1.25	94.3	21.1	PETERITA 8.7	0			f 8.30
54	38	s 1.50	103.0	42.2	ROLLA 8.3	0		C	s 8.12
26		f 2.10	111.3	42.2	WILBURTON 8.6	0			f 7.55
207	40	s 2.45	119.9	52.8	ELKHART YL 12.4	48.6		C	s 7.35
11		f 3.17	132.3	52.8	STURGIS 11.5	24.3			f 7.00
78	24	s 3.50	143.8		KEYES 1.0			C	s 6.35
			144.8	31.7	B.M. & E. JCT. 14.7	26.4			
Yard		s 5.00 PM	159.5		BOISE CITY YL		Y	C	6.00 AM
		Arrive Mon., Wed., Fri.			(159.5)				Leave Tues., Thurs., Sat.
		19.6			Average speed per hour				19.9

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

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

Yard limits indicated by yard limit board. Within these limits main track may be used, clearing the time of first class trains, unless main track is seen or known to be clear. Second and third class and extra trains must move within yard limits 'under control'. 'Under control' must be understood to mean 'able to stop within distance track is seen to be clear'. Whosoever obstructs the main track within yard limits must protect by a flagman when the obstruction cannot, for any reason, be plainly seen from approaching train for a distance of at least seven hundred and fifty (750) feet. In case of collision, responsi-

bility rests with the moving train or engine. At night, or in stormy weather, proper lights must be displayed on all trains, cars or engines obstructing tracks within yard limits. Trains carrying passengers must be protected at all times.

No switch lights on Cimarron Valley District.

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

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

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

SIGNAL SYSTEM TWO IN EFFECT: On Cimarron Valley District.

3 WESTERN DIVISION

FIRST DISTRICT

TWO TRACKS: between MP 185.5 Newton and RX Tower, between Hutchinson Jct. and Panhandle Jct., and between Wright and Dodge City.

THREE TRACKS: between RX Tower and Hutchinson Jct. South track is designated as No. 1 upon which the current of traffic is Eastward; middle track as No. 2 upon which the current of traffic is Westward; North track as No. 3 upon which there is no current of traffic.

Westward trains moving beyond Hutchinson Jct. via Second District will use track No. 3 between RX Tower and Hutchinson Jct. unless otherwise authorized. Other trains will use track No. 3 only when authorized to do so.

SIGNAL SYSTEM TWO IN EFFECT: Newton to, but not including, Kinsley interlocking, and at Dodge City between MP 352.3 and MP 354.1.

SIGNAL SYSTEM ONE IN EFFECT: between MP 352.3 Dodge City and Kinsley, including Kinsley interlocking.

RULE 251 IN EFFECT: between MP 185.5 Newton and Panhandle Jct., except between Interlocking Signals East end Way and RX Tower.

Eastward trains entering territory where Rule 251 is effective at East end Way will continue the display of signals previously authorized.

RULE 261 IN EFFECT: On Main Tracks only, between Interlocking Signals East end Way and RX Tower, and between MP 352.3 Dodge City and Kinsley, including Kinsley interlocking. Trains using Sidings Kinsley (except on First District Siding between Second District Jct. MP 316.7 and West Siding Switch), Offerle, Bellefont, Spearville and Wright must comply with Rule 105.

At Newton between First Street, 0.4 mile west of passenger station and Mo. Pac. crossing, the first six tracks south of passenger station are designated as Passenger Yard Tracks Nos. 1, 2, 3, 4, 5 and 6 respectively. Trains and engines using these tracks must proceed at restricted speed.

Between RX Tower and Panhandle Jct., and at Dodge City, between MP 352.1 and MP 352.8, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

Trains originating must get numbered clearance card before leaving Newton, Sand Creek, Way (except Panhandle Division trains) and Dodge City. Trains moving via Second District beyond Hutchinson Jct. must get numbered clearance card at RX Tower.

Regular trains from Second District entering First District at Hutchinson Jct., or Kinsley, will assume the schedule of the same number previously authorized on First District unless otherwise provided.

Time of trains at Way applies at Interlocked switch East end freight yard.

Track Capacity 50 ft. Per Car		WESTWARD					Mile Post	Railing Grade Ascending	TIME TABLE No. 96 April 27, 1958
		First Class							
		311	19	7	17	123			
		Passenger	The Chief	Fast Mail Express	Super Chief-El Capitan	The Grand Canyon			
Other Tracks	Sidings	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	
Yard		PM 8.35	PM 7.50	PM 12.20	AM 5.20	AM 2.10	185.1	NEWTON YL 1.6	
Yard							186.7	Sand Creek YL 7.9	
117	WB88 EB88	f 8.44	7.57	12.27	5.27	f 2.20	194.6	HALSTEAD 9.5	
106	WB88 EB90	f 8.54	8.05	12.35	5.35	2.28	204.1	St.L.&S.F. Crossing BURRTON 10.8	
Yard		9.05	8.14	12.44	5.44	2.37	214.9	WAY YL 1.6	
		9.08	8.16	12.46	5.46	2.39	216.5	RX TOWER CRI&P Crossing YL 1.5	
Yard		s 9.14	s 8.20	12.50	5.50	s 2.55	218.0	HUTCHINSON YL 0.3	
		9.15 PM					218.3	HUTCHINSON JCT. YL 0.8	
		Via Second District	8.23	12.54	5.53	2.57	219.1	PANHANDLE JCT. Mo.Pac.Cros'g YL 4.3	
9	82		8.28	12.58	5.58	3.01	223.4	WHITESIDE 5.5	
32	82		8.32	1.02	6.02	3.05	228.9	PARTRIDGE 6.2	
42	135		8.37	1.07	6.07	3.10	235.1	ABBYVILLE 5.6	
52	84		8.41	1.11	6.11	3.15	240.7	PLEVNA 5.7	
74	86		8.45	1.15	6.15	3.19	246.4	SYLVIA 4.7	
20	99		8.48	1.19 ⁸	6.18	3.23	251.1	ZENITH 5.9	
102	84		8.53	1.24	6.22	f 3.29	257.0	STAFFORD 0.2	
							257.2	Mo. Pac. Crossing 8.8	
69	135		9.01	1.33	6.29	f 3.39	266.0	ST. JOHN 6.8	
23	85		9.07	1.38	6.34	3.44	272.8	DILLWYN 4.8	
48	82		9.11	1.42	6.37	f 3.47	277.6	MACKSVILLE 7.3	
70	135		9.17	1.47	6.42	3.52	284.9	BELPRE 8.4	
61	84		9.23	1.53	6.48	3.58	293.3	LEWIS 3.6	
	63	Via Second District PM	9.26	1.56	6.51	4.01	296.9	OMAR 5.5	
238	135	11.19 ¹²⁴	9.30	2.01	6.56	s 4.18	302.4	KINSELY YL 8.0	
37	99 101	f 11.26	9.36	2.08	7.02	4.28	324.7	OFFERLE 5.6	
26	141	11.31	9.40	2.12	7.06	4.37	330.3	BELLEFONT 5.8	
73	153 105	f 11.37	9.45	2.16	7.10	4.46	336.1	SPEARVILLE 8.6	
126	144	f 11.45	9.52	2.22	7.16	³¹² 4.55	344.7	WRIGHT 7.8	
Yard		s 11.59 PM	s 10.07 PM	s 2.35 PM	s 7.30 AM	s 5.15 AM	352.5	DODGECITY YL	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(153.1)	
		51.7	67.1	68.0	70.6	49.7		Average speed per hour	

TWO TRACKS

3 Tracks

2 Tracks

AUTOMATIC TRAIN STOP SYSTEM

C.T.C.

2 Tracks

FIRST DISTRICT

WESTERN DIVISION

4

TIME TABLE No. 96 April 27, 1958		Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EASTWARD				
					First Class				
					18	312	8	20	124
STATIONS					Super Chief-El Capitan	Passenger	Fast Mail Express	The Chief	The Grand Canyon
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
NEWTON YL 1.6		31.8	WFT	C	s AM 2.30	s AM 8.25	s PM 2.55	s PM 7.50	s AM 1.55
Sand Creek YL 7.9		15.8	WY	C					
HALSTEAD 9.5		0		C	2.16	f 8.09	2.33	7.32	f 1.25
St.L.&S.F. Crossing BURTON 10.8		0		C	2.08	f 7.59	2.23	7.23	1.14
WAY YL 1.6		0	WF Y	C	1.59	7.49	2.11	7.12	1.01
RX TOWER CRI&P Crossing YL 1.5		0		C	1.57	7.46	2.09	7.10	12.58
HUTCHINSON YL 0.3		0	Y	B	1.53	s 7.42	s 2.05	s 7.06	s12.53
HUTCHINSON JCT. YL 0.8		0				7.30 AM			
PANHANDLE JCT. Mo.Pac.Cros'g YL 4.3		0		B	1.50	Via Second District	1.51	7.02	12.36
WHITESIDE 5.5		0			1.46		1.46	6.58	12.31
PARTRIDGE 6.2		0		C	1.42		1.41	6.53	12.27
ABBYVILLE 5.6		0		B	1.38		1.35	6.48	12.23
PLEVNA 5.7		20.3		B	1.34		1.30	6.43	12.19
SYLVIA 4.7		0		C	1.30		1.24	6.39	12.15
ZENITH 5.9		0		B	1.27		1.19	6.35	12.12
STAFFORD 0.2		0		C	1.23		f 1.10	6.31	f12.06 AM
Mo. Pac. Crossing 8.8		0							
ST. JOHN 6.8		0		C	1.15		f 1.02	6.23	f11.56
DILLWYN 4.8		0		B	1.10		12.54	6.18	11.49
MACKSVILLE 7.3		0		C	1.07		12.50	6.15	11.45
BELPRE 8.4		0		C	1.02		12.44	6.10	11.38
LEWIS 3.6		0		C	12.56		12.37	6.04	11.31
OMAR 5.5		0		B	12.53	Via Second District AM	12.34	6.01	11.27
KINSLEY YL 8.0		0	Y	C	12.49	s 5.20	12.29	5.57	s11.19 ³¹¹
OFFERLE 5.6		0		C	12.42	f 5.09	12.22	5.50	11.09
BELLEFONT 5.8		0			12.38	5.05	12.17	5.46	11.05
SPEARVILLE 8.6		24.2		C	12.34	f 5.01	12.12	5.42	f11.01
WRIGHT 7.8		26.5		B	12.28	4.55 ¹²³	12.05	5.35	10.55
DODGE CITY YL			WF TY	C	12.18 AM	4.45 AM	11.55 AM	5.25 PM	10.45 PM
(153.1)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour					69.6	49.0	51.0	63.4	48.3

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Between RX Tower and Panhandle Jct., and at Dodge City, between MP 352.1 and MP 352.8, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

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Time of trains at Way applies at Interlocked switch East end freight yard.

Track Capacity 50 ft. Per Car		WEST- WARD First Class 311 Passenger		Ruling Grade Ascending	TIME TABLE No. 96 April 27, 1958	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD First Class 312 Passenger
Other Tracks	Sidings	Leave Daily	Mile Post		STATIONS				Arrive Daily
		PM 9.15	218.3		HUTCHINSON YL				AM 7.30
23	82	f 9.21	223.2	0	JCT. 4.9	0		B	7.24
98	82	f 9.27	228.6	7.4	YAGGY 5.4	0		C	f 7.16
			235.7	0	NICKERSON 7.1	0			
			236.7	11.1	Mo. Pac. Crossing 1.0	0			
170	85	s 9.37	236.7	0	STERLING YL 5.2	0		C	s 7.06
49	82	f 9.44	242.9	0	ALDEN 6.1	0		C	f 6.56
32	53	f 9.52	249.0	0	RAYMOND 6.1	0			f 6.48
	53	9.58	253.5	10.5	CLARENDON 4.5	0		B	6.42
250	82	s 10.06	259.4	0	ELLINWOOD YL 5.9	0	Y	C	s 6.34
8	82	10.12	263.9	0	DARTMOUTH 5.6	0		B	6.27
Yard		s 10.20	269.5	11.8	GREAT BEND YL 5.6	0	FY	C	s 6.20
28	52	10.29	277.3	19.4	DUNDEE 5.7	0		B	6.07
57	82	f 10.37	283.0	13.0	PAWNEE ROCK 8.8	0		C	f 6.01
355	83	s 10.47	291.8	13.0	LARNED YL 8.6	0	Y	C	s 5.52
	53	10.53	297.4	0	HAMBURG 8.6	0		B	5.41
40	84	f 10.59	302.5	17.4	GARFIELD 6.9	0		C	f 5.35
	52	11.06	309.4	12.6	NETTLETON 7.3	0		B	5.28
354	143	s 11.19	316.7	9.0	KINSLEY YL 7.3	0	Y	C	5.20 AM
		Arrive Daily			(98.4)				Leave Daily
		47.6			Average speed per hour				45.4

SIGNAL SYSTEM TWO IN EFFECT: On Second District, except Kinsley Interlocking.

SIGNAL SYSTEM ONE IN EFFECT: Kinsley Interlocking.

RULE 261 IN EFFECT: Kinsley Interlocking. Trains using siding Kinsley must comply with Rule 105.

Trains must get numbered clearance card before leaving RX Tower and Kinsley.

Train order signal at Kinsley governs First District trains only.

LARNED DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 71 Mixed		Ruling Grade Ascending	TIME TABLE No. 96 April 27, 1958	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD Second Class 72 Mixed
Other Tracks	Sidings	Leave Sun., Tues., Thurs.	Mile Post		STATIONS				Arrive Mon., Wed., Fri.
375	83	PM 12.01	0.0		LARNED YL 6.6		Y	C	AM 11.05
26		f 12.25	6.6	10.5	FRIZELL 5.6	0			f 10.45
31		s 12.50	12.2	10.5	SANFORD 4.8	0			s 10.25
41		s 1.15	17.0	10.5	ROZEL 6.9	0		C	s 10.10
61		s 2.15	23.9	24.8	BURDETT 6.8	0		C	s 9.45
12		f 2.35	30.7	0	GRAY 4.7	0			f 9.15
30		s 3.05	35.4	7.0	OLNEY 10.8	0		C	s 9.00
58		s 4.15 PM	46.2	52.8	JETMORE YL 10.8	52.8	Y	C	8.30 AM
		Arrive Sun., Tues., Thurs.			(46.2)				Leave Mon., Wed., Fri.
		10.9			Average speed per hour				17.0

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

No switch lights on Larned District.

MANTER DISTRICT

WESTERN DIVISION

6

Track Capacity 60 ft. Per Car		WEST- WARD Second Class 85		Rolling Grade Ascending	TIME TABLE No. 96 April 27, 1958	Rolling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD Second Class 86
		Mixed							Mixed
Other Tracks	Sidings	Leave Sun., Tues., Thurs.	Mile Post.		STATIONS				Arrive Mon., Wed., Fri.
Yard		AM 11.40	0.0	0	SATANTA YL 0.4	18.2	F	C	AM 10.45
			0.4	26.4	SATANTA JCT. YL 7.4	9.5	Y		
98	52	12.05	7.8	52.8	RYUS 8.2	52.8		B	10.25
47	84	12.35	18.0	52.8	HICKOK 7.9	52.8		B	10.05
140	100	1.05	28.9	46.5	ULYSSES YL 7.1	20.0		C	9.45
86		1.25	31.0	40.1	STANO 4.1	37.0			9.25
50		1.45	35.1	37.0	BIGBOW 10.6	0		B	9.15
85	34	2.25	45.7	52.8	JOHNSON 7.8	20.3		C	8.55
48	54	2.52	53.5	52.8	MANTER YL 9.3	11.6	Y	C	8.35
28		3.26	62.8	42.2	BAUNDERS 6.2	21.1			8.15
14		3.50	69.0	42.2	BARTLETT 8.0	0			8.00
95	32	4.20	77.0	47.5	WALSH 9.5	15.8		C	7.40
17		4.55	86.5	52.8	VILAS 8.9	47.5			7.10
			95.4		SOUTH JCT. YL 0.5		Y		
152	44	5.30	95.9	66.0	SPRINGFIELD YL 1.3	0		C	6.45
			97.2	52.8	NORTH JCT. YL 12.4				
119	42	6.45 PM	109.6		PRITCHETT YL		Y	C	6.00 AM
		Arrive Sun., Tues., Thurs.			(109.6)				Leave Mon., Wed., Fri.
		15.5			Average speed per hour				23.1

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

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

Normal position of switches is for Colorado Division trains.

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

No switch lights on Manter District.

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

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

LOCAL SURGEONS.

DR. G. E. MERKLEY.....Boise City.
 DR. GEORGE VON LEONROD.....Dighton.
 DR. RICHARD J. OHMAN.....Dodge City.
 DR. R. G. KLEIN.....Dodge City.
 DR. N. E. MELENCAMP.....Dodge City.
 DR. C. M. ALDERSON.....Dodge City.
 DR. E. B. SCAGNELLI.....Dodge City.
 DR. E. J. MCCRIGHT.....Elkhart.
 DR. M. W. CARLSON.....Ellinwood.
 DR. FINDLEY LAW.....Ellinwood.
 DR. MARION F. RUSSELL.....Great Bend.
 DR. HOMER B. RUSSELL.....Great Bend.
 DR. C. W. ZUGG.....Great Bend.
 DR. J. W. WELCH.....Halstead.
 DR. G. A. WESTFALL, JR.....Halstead.
 DR. ROBERT T. LE NEVE.....Hugoton.
 DR. D. T. GAMMELL.....Hugoton.
 DR. R. W. FERNIE.....Hutchinson.
 DR. SAM JONES.....Hutchinson.
 DR. ROBERT C. TOUT.....Hutchinson.
 DR. MARVIN D. ATWOOD.....Kinsley.

DR. W. R. BRENNER.....Larned.
 DR. DEAN B. PARKER.....Ness City.
 DR. JOHN W. HERTZLER.....Newton.
 DR. H. R. SCHMIDT.....Newton.
 DR. ALFRED G. DIETRICH.....Newton.
 DR. JOHN D. SMITH.....Satanta.
 DR. H. P. PALMER.....Scott City.
 DR. GEORGE MANDEVILLE.....Spearville.
 DR. GERALD DUFFY.....Springfield.
 DR. O. W. LONGWOOD.....Stafford.
 DR. JACK C. DYSART.....Sterling.
 DR. L. G. GRAVES.....St. John.
 DR. MARSHALL A. BREWER.....Ulysses.
 DR. HAROLD M. HAYES.....Walsh.

EYE, EAR, NOSE AND THROAT.

DR. E. E. ENNS.....Newton.
 DR. JAMES H. ENNS (eye only).....Newton.
 DR. H. E. MORGAN (eye only).....Newton.
 DR. RUTH MONTGOMERY SHORT.....Halstead.
 DR. ROBERT G. HOLT.....Halstead.
 DR. WILLIAM SCALES (eye only).....Hutchinson.
 DR. VICTOR R. MOORMAN.....Hutchinson.
 DR. GORDON E. STONE.....Hutchinson.
 DR. DAVID T. LOY (eye only).....Great Bend.
 DR. ROBERT C. POLSON (eye only).....Great Bend.
 DR. E. W. SCHWARTZ, Ophthalmologist.....Dodge City.

7 WESTERN DIVISION

SPECIAL RULES

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

Rule 104(A) of the Rules, Operating Department, revised 1953, is amended as follows:

Rule 104(A). When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

2. YARD LIMITS

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

3. SPEED REGULATIONS

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

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT:		
Newton and Hutchinson Jct.	79	55
Hutchinson Jct. and Dodge City	90	55
SECOND DISTRICT		
GREAT BEND DISTRICT	40	30
LARNED DISTRICT	30	25
CIMARRON VALLEY DISTRICT	40	40
MANTER DISTRICT	40	40
FIRST DISTRICT		
Curve, M.P. 187.3 to M.P. 187.8 EB&WB	65	55
Curve, M.P. 218.4 to M.P. 218.6 EB&WB	40	30
2 Curves, M.P. 219.6 to M.P. 220.2 WB	55	45
Curve, M.P. 220.0 to M.P. 220.2 EB	55	50
Curve, M.P. 228.3 to M.P. 228.8	75	55
Mo. Pac. Crossing M.P. 257.2	70	50
Curve, M.P. 257.2 to M.P. 257.5	65	50
Curve, M.P. 266.1 to M.P. 266.5	75	55

3. SPEED REGULATIONS—(Cont'd)

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT—(Cont'd)		
Curve, M.P. 268.0 to M.P. 268.5	85	55
Curve, M.P. 269.8 to M.P. 270.0	80	55
Curve, M.P. 297.6 to M.P. 297.8	80	55
Curve, M.P. 298.9 to M.P. 299.1	80	55
Curve, M.P. 301.7 to M.P. 302.0	55	55
East End Two Tracks, M.P. 344.7	40	40
2 Curves, M.P. 348.0 to M.P. 349.8, Westward Track	75	55
2 Curves, M.P. 348.0 to M.P. 349.8, Eastward Track	60	55
Curve, M.P. 352.0 to M.P. 352.1, EB&WB	20	20
SECOND DISTRICT		
Mo. Pac. Crossing, M.P. 235.6	20	20

(C) WHILE HEAD OF TRAIN IS PASSING THE STREET CROSSINGS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED:

STATION	STREETS	MILES PER HOUR
Newton	First Avenue	15
Hutchinson	Between RX Tower and Panhandle Jct.	20
Sterling	Within City Limits	25
Ellinwood	Main Street	40
Great Bend	Main Street	15
Larned	Within City Limits	30
Kinsley	Niles & Colony Ave.—Eighth St.	50

(D) MAXIMUM SPEED OF ENGINES

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45	45
650-653, 2300	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
1010, 5001-5035	60	40	25	
3752-3775	90	40	25	
2900-2929, 3776-3784	100	40	25	

SPECIAL RULES

WESTERN DIVISION

8

3. SPEED REGULATIONS—(Cont'd)

(E) MOVEMENTS OVER SUBMERGED TRACK (Rule 817)

Equipment listed below must not be moved through water above top of rail greater than the depth and not in excess of the speeds shown:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019 ..	4	5	5
460-468, 2400-2402	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	5	5	5
Diesel-Electric and Gas Electric Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

(F) STEAM DERRICKS, ETC.

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

(G) ENGINES HANDLED DEAD IN TRAINS

Steam engines will only be handled dead in train on, and in accordance with, special instructions from the Trainmaster.

(H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS

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

"T"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
Sand Creek	I	Crossovers west end yard	30
Way	I	Crossovers east end yard	30
RX Tower	I	East end No. 3 track	30
Hutchinson Junction	S	Crossovers between First and Second Districts— Second District westward Second District eastward	25 15
Panhandle Junction	I	Turnout end of Two tracks M.P. 219.1	40
Whiteside	S	Both ends siding	25
Partridge	S	Both ends siding	25
Abbyville	S	Both ends siding	25
Plevna	S	Both ends siding	25
Sylvia	S	Both ends siding	15
Zenith	S	Both ends siding	15

3. SPEED REGULATIONS—(Cont'd)

(H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS —(Cont'd)

"T"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
Stafford	S	Both ends siding	15
St. John	S	Both ends siding	15
Dillwyn	S	Both ends siding	15
Macksville	S	Both ends siding	15
Belpre	S	Both ends siding	15
Lewis	S	Both ends siding	15
Kinsley	I	East end sidings on First and Second Districts	30
	I	Turnouts and crossovers between Depot and Colony Ave.	30
	I	West end siding	40
Offerle	I	Both ends both sidings	30
Bellefont	I	Both ends siding	30
Spearville	I	Both ends both sidings	30
Wright	I	East end siding	30
	I	Crossover M.P. 344.6	30
	I	Turnout end of Two Tracks M.P. 344.7	40
Dodge City	I	Turnouts East end Freight leads	30
	I	Double Crossovers M.P. 350.1	30

4. DANGEROUS OBSTRUCTIONS (See Rule 761)

5. RAILROAD CROSSINGS AND JUNCTIONS

(A) LOCATION OF INTERLOCKINGS

NAME	TYPE	SPEED Miles per hour
Sand Creek	West end freight yard	Interlocking —
Burrton	St.L.-S.F. Crossing, M.P. 204.1 with current of traffic	Automatic Interlocking 79
	Moving against current of traffic	20
Way	East end freight yard ...	Interlocking —
RX Tower	C.R.I. & P. Crossing, M.P. 216.5	Interlocking 30
Panhandle Jct.	Mo.Pac. Crossing, M.P. 219.1 First District....	Interlocking 40
Stafford	Mo.Pac. Crossing, M.P. 257.2	Automatic Interlocking 70
Kinsley	Second District between M.P. 315.0 and M.P. 316.7	Interlocking —
	First District between M.P. 300.9 and M.P. 318.4	Interlocking —
Sterling	Mo. Pac. Crossing, M.P. 235.7	Automatic Interlocking 20
Scott City	Mo. Pac. Crossing, M.P. 118.9	Interlocking 30

Speed governing turnouts within limits of these interlockings covered by Time Table Rule 3 (H).

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

(A) LOCATION OF INTERLOCKINGS—(Cont'd)

Scott City, Mo. Pac. Crossing, protected by electrically locked derails set normally against A.T.&S.F. Railway. Trains must stop before reaching derail. Member of crew will go to crossing, and if indicators located near levers indicate proceed, levers may be operated and plant lined for passage of A.T.&S.F. trains. If an indicator is at stop, see that no train is approaching on Mo. Pac. tracks, go to box marked "RELEASE" and operate clockwork time release on this box, turning the knob to the right as far as it will go and then release it. After four minutes time has elapsed indicator should clear, and levers can be operated.

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

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

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 509(a) or 509(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.

(B) LOCATION JUNCTIONS, AND NORMAL POSITION OF SWITCH

Hutchinson: Hutchinson Junction M P 218.3 (Junction First and Second Districts) Spring, normal for First District Eastward Main Track.

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

Great Bend: Second District Junction with Great Bend District M P 269.7. Normal for Second District trains.

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

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

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

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

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

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

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

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

6. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity	Switch Connection
FIRST DISTRICT			
Water Works Spur.....	192.1	7	West WBM
Paxton	199.4	6	East EBM
Serco	206.7	28	East EBM
Ardell	321.2	13	East
GREAT BEND DISTRICT			
Western Light & Telephone Co.	6.5	40	East
Shallow Track	77.0	4	East & West
CIMARRON VALLEY DISTRICT			
W. A. Brown Enterprises...	2.4	2	East
Natural Gas Co. Track.....	50.9	18	East & West
Citizens Track	69.6	15	East & West
MANTER DISTRICT			
Columbian Track	13.0	73	East & West
Magnolia Spur	13.7	20	West
Magnolia Siding	13.6	18	East & West
Columbian Track	16.6	41	East & West
Pioneer Co-Op. Spur	25.8	7	East
Hugoton Production Track.	25.9	33	East & West
Sullivan Track	29.1	18	East & West
Gillan Track	38.9	20	East & West
Dunn Track	83.2	19	East & West
LARNED DISTRICT			
Bosse Track	42.7	11	East & West

7. SPECIAL RULES AND FACILITIES

RX Tower: Following whistle signals indicate route:

EASTWARD

Eastward Main track _____
 Westward Main track _____ 0
 Freight lead _____ 0 _____ 0

WESTWARD

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

8. BULLETIN BOOKS

NEWTON	DODGE CITY
SAND CREEK	BOISE CITY
WAY	SATANTA
GREAT BEND	

9. STANDARD CLOCKS

NEWTON	LARNED
SAND CREEK	DODGE CITY
WAY	SCOTT CITY
GREAT BEND	BOISE CITY

10. STANDARD THERMOMETERS

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

11. STATUTORY REGULATIONS

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

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

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

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

11. STATUTORY REGULATIONS—(Cont'd)

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.



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.)

