

# The Atchison, Topeka & Santa Fe Railway Co.

**WESTERN LINES.**

NORTHERN DISTRICT.



**ARKANSAS RIVER DIVISION**

## EMPLOYEES' TIME TABLE No. 44.

**IN EFFECT**

**SUNDAY, OCTOBER 9, 1921,**

**AT 12:01 O'CLOCK A. M.**

**MOUNTAIN STANDARD TIME.**

Superseding Time Table No. 43, Dated May 1, 1921, and any Supplements thereto.

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

**F. A. LEHMAN,**

General Manager,  
AMARILLO, TEXAS.

**C. H. BRISTOL,**

Asst. General Manager,  
LA JUNTA, COLORADO.

**C. B. STROHM,**

Supt. Transportation,  
CHICAGO, ILLINOIS.

**D. W. ORR,**

Superintendent,  
LA JUNTA, COLORADO.

# SPECIAL RULES AND REGULATIONS.

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

A book of The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1909, and the current Time Table, must be in the hands of all employes of the Operating Department.

Substitute for note under Rule 221-A of Current Rules and Regulations, Operating Department: This rule not applicable to double track where separate signals are provided for trains on sidings.

Except as otherwise provided, all Eastward Trains are superior to Westward Trains of the same Class.

At stations shown in full-faced type, all Conductors must personally register their trains.

Conductors of freight and mixed trains will leave telegraph train reports, Form 903, at all stations, except register stations, where cars are picked up or set out. Operators will send these reports to dispatcher when reporting arrival and departure of trains.

Rules 211-A and 744 are modified as follows:

In manual block territory form 19 train order may be used to restrict the superiority of trains, except that form 31 must be used:

- (a) When block is out of service.
- (b) When necessary to restrict a train which is at blind siding or closed office.
- (d) When necessary to restrict a train which has been cleared, (Rule 219).
- (e) When reducing time order.
- (f) When order is to be delivered superior train at meeting point.
- (g) When necessary to notify trains of obstructions or extremely unsafe conditions of track or bridges.
- (h) When any portion of double track is used as single track.

An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt delivery to rear brakeman.

Passenger trains will reduce speed to thirty (30) miles per hour and freight trains to twenty (20) miles per hour going through turn outs at end of double track at Sears and Casa; going through all other turnouts all trains will reduce speed to ten (10) miles per hour.

Trains handling dead engines with side rods in position are not to exceed speed of one mile in three minutes.

Locomotives with side rods all removed, and all drivers are on the rail, may be handled at speed of one mile in four minutes.

Where tire is broken, or an axle is broken, necessitating the swinging of one pair of wheels, the speed should not exceed one mile in six minutes.

Trains handling steam wrecking crane will not exceed a speed of one mile in two and one-half minutes.

If the communicating signal fails, or an engine not equipped with air signal is used to handle passenger trains, verbal understanding must be had between conductor and engineman, and

approaching each flag station immediately following audible signal 14-M, as per Book of Rules and Regulations, hand or lamp signal "Proceed" or "Stop" must be given by conductor. This supersedes instructions appearing in first paragraph, page 219, of Book of Rules and Instructions for Operating and Maintaining Air Brakes.

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

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

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

The following stations have Yard Limits (see No. 93 General Rules): Scott City, Dodge City, Garden City, Syracuse, Holly, Lamar, Las Animas, and La Junta. At all other stations trains must be protected as per Nos. 99 and D-99 of General Rules.

Time signals will be sent daily at 10.00 A. M., "Mountain" time, from the Master Clock of the Washington, D. C., U. S. Naval Observatory, to all telegraph stations on this road. These signals are automatic clock-beats, repeated over the wires by the Master Clock. All repeater switches should be thrown. The following programme will be observed:

M. M. S.	Description
9 57 00 A. M.	Second beats commence and continue until the 23th second, inclusive, when circuit opens until
9 57 30 A. M.	When second beats commence again, continuing to the 55th second inclusive, when circuit opens until
9 58 00 A. M.	When second beats commence again, continuing until the 23th second, inclusive, when circuit opens until
9 58 30 A. M.	When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until
9 59 00 A. M.	When second beats commence and continue until the 23th second, inclusive, when circuit opens until
9 59 30 A. M.	When second beats commence again, continuing to the 50th second, inclusive, when circuit opens until
10 00 00 A. M.	When the circuit closes one dot, and then opens again, when all repeater switches should be thrown back to original position.

This programme affords ample opportunity to identify the minute and second. If from interruption of wires, or other causes, the time should fail to be transmitted from the Master Clock at Washington, the time will be struck by the Master Clock at Topeka, from Standard Time in the General Watch Inspector's office, as per above programme; or should there be a failure from any cause in receiving time each day, Operators will get time from the Dispatcher's Office of their division.

Standard thermometers are located at La Junta, Las Animas, Lamar, Holly, Syracuse, Garden City, and Scott City.

It is important that every Station shall have absolutely correct time, and Operators receiving time will, if necessary, correct the Station Clock to agree with time signals as received.

Standard Clocks are located at Dodge City, Syracuse and La Junta.

While running through the corporate limits of cities and towns named below, trains must not exceed the speed shown, and the engine bell must be rung constantly until without the limits:

- Las Animas: five (5) miles per hour.
- Holly: ten (10) miles per hour.
- Garden City, Lakin: seven (7) miles per hour.
- Cimarron: eight (8) miles per hour.
- Lamar and Syracuse: fifteen (15) miles per hour.
- Deerfield: fifteen (15) miles per hour over main street crossing.

Where upper quadrant three-position signals are installed, the following indications will be provided:

Stop—Arm horizontal, or red light.

Proceed under control—Arm 45 degrees upward, or yellow light.

Proceed—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate.

In Kansas and Colorado a railroad company has a right to eject from its trains any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road, whether at a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling house or town, or the weather is so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected at a station where suitable accommodations 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 place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

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

[Chapter 81 of the Laws of 1876.]

SECTION 1. Whoever shall, in this State, deal, play or practice, or be in any manner accessory to the dealing, playing or practicing of the confidence game or swindle known as three-card monte, or of any such game, play or practice, shall be

deemed guilty of a felony, and upon conviction thereof shall be punished by a fine not to exceed five thousand dollars, and by confinement in the penitentiary not less than two nor more than five years.

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

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

cial district in which the offense was committed, any law to the contrary notwithstanding.

All employes are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that **WILL NOT CLEAR** a man riding on the side of a car; and all employes must **PROTECT** themselves from injury in passing such structures.

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through or under the following-named bridges or viaducts, and necessary precautions must be used by all employes to protect themselves from injury from overhead structures at said points while riding on top of cars.

#### ARKANSAS RIVER DIVISION.

MILE POSTS	DISTRICT	Bridge Numbers
1.4	Las Animas District	1-A Arkansas River.
1.8	Third District	1-C Arkansas River.

#### RAILROAD CROSSINGS.

**Scott City.**—Missouri Pacific crossing, .3 mile west of depot, is protected by a semi-interlocking system which is set normally against A. T. & S. F. with operating derails. A. T. & S. F. trains in approaching crossing must stop before reaching derail; trainmen must set semaphores on Missouri Pacific to danger by use of levers placed near to crossing, then close derails with lever. After trains cross, derails must again be opened and Missouri Pacific semaphores placed in clear position.

**La Junta.**—All trains arriving at La Junta yard from the south and west will be governed by the Hall Automatic Signal.

R. E. GISH,

Train Master,

LA JUNTA, COLO.

J. E. COPELAND,

Chief Dispatcher,

LA JUNTA, COLO.

A. L. PURSLEY,

Night Chief Dispatcher,

LA JUNTA, COLO.

#### TRAIN DISPATCHERS

W. T. FRYBACK,

R. HARTLEY,

H. J. IMMROTH,

J. M. ROBINSON,

R. O. DENTON,

G. A. ZIMMERMAN,

LA JUNTA, COLO.

ARKANSAS RIVER DIVISION.—FIRST DISTRICT.

WESTWARD.

Third Class.			First Class.								Capacity of Sidings.	Fuel, Water, and Turbine and Wye.	TIME TABLE No. 44, October 9, 1921.	Mailing Grade Ascending.	Distance from Station.
89	39	31	1	5	7	3	63	9	11						
Way Freight.	Redivider Freight.	Colorado and New Mexico Fast Freight.	The Scout.	Colorado and Utah Express.	Fargo Fast.	California Limited.	Valley Express.	The Navajo.	Colorado Flyer.	No. Cars.	W F T Y	STATIONS.	Miles.		
Leave Daily Ex. Sunday.	Leave Wednesday and Saturday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.						
AM 8.00	AM 10.40	PM 10.20	PM 10.25	PM 8.55	PM 6.30	PM 5.40	AM 7.40	AM 7.30	AM 6.25	909		<b>DODGE CITY.</b>	352.5		
8.20			10.35	9.05	6.45	5.55	7.55 <sup>2</sup>	7.40	6.35	100		5.1	21.1		
8.35			10.42	9.11	6.51	6.01	8.03	7.46 <sup>2</sup>	6.41	113		SEARS. 3.9	307.6		
8.53			10.50	9.18	6.57	6.08	8.12	7.52	6.47	98		HOWELL. 4.8	264		
9.20			10.58	9.27	7.02	6.15	8.21	7.59	6.53	134	W	WETTICK. 4.9	24.8		
9.53 <sup>4</sup>			11.08	9.37	7.08	6.23	8.32	8.06	7.01	110		CIMARRON. 6.1	20.0		
10.22			11.18	9.47	7.17	6.32	8.45	8.15	7.10 <sup>2</sup>	80		INGALLS. 6.6	18.2		
10.45 <sup>88</sup>			11.27	9.57	7.25 <sup>12</sup>	6.40	8.57	8.23	7.18	107	W	CHARLESTON. 6.2	26.4		
11.10			11.36	10.05	7.32	6.48	9.07	8.30	7.26	100		PIERCEVILLE. 5.7	25.4		
11.40			11.47	10.15	7.40	6.56 <sup>12</sup>	9.20 <sup>88</sup>	8.38 <sup>88</sup>	7.35	352	W F Y	MANSFIELD. 6.6	0		
PM 12.10			11.58	10.26	7.48	7.05	9.30	8.48	7.43	106		GARDEN CITY. 6.5	0		
12.45			AM 12.11	10.40	7.59	7.16	9.41	9.00 <sup>4</sup>	7.55 <sup>88</sup>	113		HOLCOMB. 8.1	21.4		
1.20			12.22	10.51	8.08	7.26	9.53	9.10	8.05	147	W	DEERFIELD. 7.3	30.2		
1.53 <sup>54</sup>			12.35	11.02	8.18	7.35	10.06	9.20	8.15	126		LAKIN. 7.2	30.9		
2.28 <sup>5</sup>			12.45	11.11	8.25	7.42	10.15	9.28	8.23 <sup>4</sup>	74		HARTLAND. 5.8	26.4		
2.50			12.53	11.19	8.32	7.49	10.23	9.35	8.32	128	W	SUTTON. 4.7	18.8		
3.13			1.05	11.29	8.40	7.57	10.34	9.45	8.41	109		KENDALL. 6.5	26.4		
3.30 PM	4.30 PM	1.50 AM	1.15 <sup>10</sup> AM	11.40 PM	8.50 PM	8.05 PM	10.45 AM	9.55 AM	8.50 AM	438	W F T	MAYLINE. 5.2	23.7		
Arrive Daily Ex. Sunday.	Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			<b>SYRACUSE.</b>	428.9		
(13.4)			(35.5)	(36.7)	(43.0)	(42.0)	(32.7)	(42.0)	(42.0)	Average speed per hour.					

Double track with automatic block signals between Dodge City and Sears, all trains shall keep to the right.

Manual block rules apply Sears to Syracuse.

Other automatic block signals located M. P. 376 plus 4380, and M. P. 379 plus 503.

Switches and crossovers at end of double track at Sears are handled by standard interlocking plant.

Time of trains at Sears, applies to end of double track.

All trains must get clearance cards before leaving Dodge City.

**NOS. 31 AND 39 HAVE NO TIME TABLE RIGHTS.**

Renick, Mile Post 398.3; capacity 3 cars.

ARKANSAS RIVER DIVISION.—FIRST DISTRICT. EASTWARD.

Miles from Syracuse	TIME TABLE No. 44. October 9, 1921.	Telephone and Telegraph Office	First Class.							Third Class.	
			10	6	2	4	64	8	12	32	88
			The Scout.	Kansas City and Chicago Express.	The Navajo.	California Limited.	Mixed.	Santa Fe Night.	Chicago Flyer.	Fast Freight and Stock Express.	Way Freight.
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.
	<b>DODGE CITY.</b>	N P	AM 8.45	AM 6.30	AM 8.05	AM 10.30	PM 4.20	PM 4.45	PM 8.30	AM 2.30	PM 1.45
0	5.1										
	SEARS.	P	3.36	6.21	7.55 <sup>63</sup>	10.22	4.10	4.35	8.20		1.25
0	3.9										
	HOWELL.	P	3.28	6.15	7.46 <sup>9</sup>	10.16	4.08	4.27	8.11		1.08
26.4	4.8										
	WETTICK.	V	3.20	6.08	7.37	10.08	3.54	4.20	8.05		12.50
21.1	4.9										
	CIMARRON.	N P	3.12	6.00	7.30	10.02	3.45	4.18	7.57		12.30
21.1	6.1										
	INGALLS.	N P	3.03	5.50	7.21	9.53 <sup>59</sup>	3.36	4.05	7.48		12.01 PM
17.6	6.6										
	CHARLESTON.	P	2.53	5.40	7.10 <sup>11</sup>	9.44	3.23	3.54	7.37		11.20
0	6.2										
	PIERCEVILLE.	N P	2.43	5.31	7.00	9.36	3.12	3.45	7.25 <sup>7</sup>		10.45 <sup>63</sup>
20.7	5.7										
	MANSFIELD.	P	2.35	5.23	6.52	9.28	3.01	3.36	7.11		10.05
0	6.6										
	GARDEN CITY.	N P	2.25	5.13	6.43	9.20 <sup>58</sup>	2.49	3.25	6.56 <sup>8</sup>		9.30 <sup>9</sup> 8.38 <sup>4</sup>
0	6.5										
	HOLCOMB.	N P	2.15	5.02	6.33	9.11	2.36	3.12	6.45		8.18
0	8.1										
	DEERFIELD.	N P	2.04	4.50	6.22	9.00 <sup>9</sup>	2.22	3.00	6.35		7.55 <sup>11</sup>
22.3	7.3										
	LAKIN.	N P	1.53	4.40	6.12	8.45	2.08	2.49	6.25		7.27
29.3	7.2										
	HARTLAND.	N P	1.44	4.30	6.02	8.33	1.53 <sup>59</sup>	2.38	6.17		7.02
32.3	5.8										
	SUTTON.	T	1.37	4.22	5.53	8.23 <sup>11</sup>	1.43	2.28 <sup>59</sup>	6.09		6.42
0	4.7										
	KENDALL.	N P	1.30	4.15	5.47	8.15	1.33	2.20	6.03		6.25
21.1	6.5										
	MAYLINE.	P	1.22	4.05	5.37	8.04	1.21	2.10	5.55		6.04
0	5.2										
	SYRACUSE.	N P	1.15 <sup>1</sup> AM	3.55 AM	5.30 AM	7.55 AM	1.10 PM	2.00 PM	5.45 PM	6.25 PM	5.45 AM
	(101.2)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.

Average speed per hour..... (40.2) (39.1) (39.0) (39.1) (31.8) (36.6) (36.6) (14.5)

Double track with automatic block signals between Dodge City and Sears; all trains shall keep to the right.  
 Manual block rules apply Sears to Syracuse.  
 Other automatic signals located M. P. 376 plus 4380 and M. P. 379 plus 503.  
 Switches and crossovers at end of double track at Sears are handled by standard interlocking plant.  
 Time of trains at Sears applies to end of double track.  
 All trains must get clearance cards before leaving Syracuse.  
**NO. 32 HAS NO TIME TABLE RIGHTS.**  
 Renick, Mile Post 398.8; capacity 3 cars.

ARKANSAS RIVER DIVISION.—SECOND DISTRICT.

WESTWARD.

Third Class.			First Class.									Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 44. October 9, 1921.	Miles.	Distance from Ash Grove.
91	39	31		5	7	3	63	9	11	1						
Way Freight.	Refrigerator Freight.	Colorado and New Mexico Fast Freight.		Colorado and Utah Express.	Fargo Fast.	California Limited.	Valley Express.	The Navajo.	Colorado Flyer.	The Scout.	No. Cars.		STATIONS.			
Leave Daily Ex. Sunday.	Leave Wednesday and Saturday.	Leave Daily.		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.						
AM 5.45	PM 6.00	AM 4.05		PM 11.45	PM 8.55	PM 8.10	AM 11.00	AM 10.00	AM 8.55	AM 1.20	438	W F T	SYRACUSE.		453.9	
6.10				11.57	9.05	8.21	11.15	10.10	9.05	1.32	100		7.5 MEDWAY.	20.8	461.4	
6.30				AM 12.10	9.15	8.31	11.28	10.20	9.15	1.44	152	W	7.3 COOLIDGE.	42.2	468.7	
													1.9 STATE LINE.	26.4	470.6	
6.55				12.21	9.23	8.40	11.40	10.29	9.23	1.53	193	W Y	4.3 HOLLY.	0	474.9	
7.15				12.31 <sup>10</sup>	9.29	8.45	11.48	10.34	9.29	2.00	44		4.8 AMITY.	0	479.2	
7.22				12.36	9.32	8.48	11.52	10.37	9.32	2.04	118		2.3 BARTON.	21.1	481.5	
7.35				12.43	9.38	8.55	11.58 <sup>64</sup>	10.42	9.37	2.10	109	W	3.8 GRANADA.	28.0	485.3	
7.45							PM 12.03				24		2.1 KOEN.	34.3	487.4	
8.00				12.55	9.46	9.03	12.10	10.52	9.47	2.20	108		3.9 GROTE.	15.8	491.3	
8.22				1.04	9.55	9.10	12.22 <sup>8</sup>	11.00	9.54	2.30	83		5.8 MORSE.	18.4	494.9	
8.45 9.20				1.15	10.03	9.17	12.30 <sup>90</sup>	11.08 <sup>90</sup>	10.02	2.42 <sup>6</sup>	373	W F Y	5.5 LAMAR.	33.8	502.4	
9.35				1.22	10.08	9.22	12.38	11.15 <sup>64</sup>	10.07	2.48	89		3.8 BETA.	0	506.3	
9.53				1.31	10.13	9.28	12.47	11.22	10.14	2.58	110		4.2 PROWERS.	0	508.5	
10.14 <sup>90</sup> 10.55 <sup>64</sup> 11.11				1.41	10.20	9.35	12.57	11.30	10.21 <sup>91</sup> 99	3.08	100		5.2 ABLE.	16.8	515.4	
11.30 <sup>9</sup> 11.48 <sup>9</sup>				1.52	10.28	9.48	1.07	11.39 <sup>91</sup> 98	10.28	3.20	152	W	5.8 CADDON.	19.2	521.2	
PM 12.05				2.06 <sup>6</sup>	10.37	9.52	1.17	11.47	10.36 <sup>64</sup>	3.31	102		5.5 HILTON.	21.1	529.7	
12.22				2.18	10.44	10.00	1.27	11.54	10.43	3.40 <sup>3</sup>	147		5.3 KELLER.	21.1	532.8	
12.35				2.28	10.50	10.06	1.35	11.59	10.50	3.48	204	W Y	4.0 LAS ANIMAS.	31.1	536.9	
12.52				2.41	10.59 <sup>10</sup>	10.14	1.45	PM 12.06	10.58	4.00	127		5.1 RIVERDALE.	22.7	541.1	
1.06				2.52	11.07	10.22	1.55	12.12	11.05 <sup>8</sup>	4.09	146		4.8 HADLEY.	35.4	545.9	
1.20				3.05	11.15	10.30	2.05	12.20	11.15	4.20	103		4.8 CASA.	29.8	550.7	
1.30 PM	2.40 AM	10.40 AM		3.20 AM	11.25 PM	10.40 PM	2.15 PM	12.30 PM	11.25 AM	4.30 AM	2507	W F T Y	4.2 LA JUNTA.	34.3	554.9	
Arrive Daily Ex. Sunday.	Arrive Thursday and Sunday.	Arrive Daily.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(101)			

(15.7)

(39.1)

(11.7)

(39.5)

(81.0)

(39.5)

(39.5)

(32.4)

..... Average speed per hour.

Double track with automatic block signals between La Junta and Casa; all trains shall keep to the right.  
 Other automatic block signals located M. P. 524 plus 2680 and 527 plus 1300, M. P. 544 plus 1400 and 546 plus 1320.  
 Manual block rules apply Casa to Syracuse.  
 Switches and crossovers at end of double track at Casa are handled by standard interlocking plant.  
 Time of trains at Casa applies to the end of double track.  
 All trains must get clearance cards before leaving La Junta.  
 Siding at Melon, M. P. 539.0, capacity, 20 cars.  
 Siding at Trail, M. P. 470.6, capacity, 16 cars.  
**Nos. 31 and 39 HAVE NO TIME TABLE RIGHTS.**

ARKANSAS RIVER DIVISION.—SECOND DISTRICT.

EASTWARD.

Building Grade Ascending.	TIME TABLE No. 44. October 9, 1921	Telegraph and Telephone Codes.	First Class.							Third Class.	
			6	2	4	64	8	12	10	32	90
			Kansas City and Chicago Express.	The Navajo.	California Limited.	Mixed.	Santa Fe Eight.	Chicago Flyer.	The Scout.	Fast Freight and Stock Express.	Way Freight.
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.
0	SYRACUSE.	N P	AM 3.50	AM 6.25	AM 7.50	PM 12.55	PM 1.35	PM 5.20	AM 1.10	PM 6.00	PM 3.00
0	7.5 MEDWAY.	P	3.40	5.15	7.39	12.42	1.22	5.10	12.58		2.33
0	7.3 COOLIDGE.	N P	3.30	5.05	7.29	12.29	1.10	5.01	12.47		2.07
0	1.9 STATE LINE.										
0	4.3 HOLLY.	N P	3.23	4.58	7.21	12.18	12.59	4.52	12.37		1.45
0	4.3 AMITY.	D T	3.16	4.52	7.15 <sup>91</sup>	12.10	12.50	4.45	12.31 <sup>5</sup>		1.33
0	2.3 BARTON.	T	3.13	4.49	7.12	12.08 PM	12.46	4.42	12.27		1.27
26.4	3.8 GRANADA.	N P	3.07	4.44	7.07	11.58 <sup>63</sup>	12.40	4.37	12.22		1.17
0	2.1 KOEN.					11.58					1.10
0	3.9 GROTE.	P	2.59	4.36	6.59	11.45	12.30	4.29	12.13		1.00
0	5.6 MORSE.	P	2.50	4.28	6.52	11.33	12.22 <sup>63</sup>	4.22	12.06 AM		12.45
0	5.5 LAMAR.	N P	2.42 <sup>1</sup>	4.20	6.45	11.22 <sup>90</sup>	12.11 <sup>90</sup>	4.15	11.57		12.30 <sup>64</sup> PM 11.00 <sup>9</sup>
0	3.8 BETA.	T	2.35	4.15	6.40	11.15 <sup>9</sup>	12.04 PM	4.09	11.51		10.50
0	4.2 PROWERS.	N P	2.30	4.10	6.34	11.06	11.57	4.04	11.45		10.37
0	5.2 ABLE.	V	2.23	4.03	6.27	10.55 <sup>91</sup>	11.48	3.57	11.37		10.21 <sup>91</sup> 11
34.1	5.6 CADDOA.	N P	2.15	3.55	6.20	10.46	11.39 <sup>91</sup>	3.50	11.28		9.55
0	5.5 HILTON.	P	2.06 <sup>5</sup>	3.47	6.13	10.36 <sup>11</sup>	11.30	3.43	11.22		9.28
34.3	5.3 KELLER.	P	1.59	3.40 <sup>1</sup>	6.06	10.24	11.23	3.36	11.15		9.05
28.1	4.0 LAS ANIMAS.	N P	1.53	3.34	6.01	10.15	11.18	3.30	11.07		8.45
0	5.1 RIVERDALE.	P	1.46	3.25	5.54	10.06	11.11	3.22	10.59 <sup>7</sup>		8.33
0	4.8 HADLEY.	P	1.41	3.18	5.47	9.58	11.05 <sup>11</sup>	3.16	10.48		8.22
20.5	4.8 CASA.	P	1.35	3.10	5.40	9.50	10.55	3.09	10.40		8.10
0	4.2 LA JUNTA.	N P	1.25 AM	3.00 AM	5.30 AM	9.40 AM	10.45 AM	3.00 PM	10.30 PM	12.45 PM	8.00 AM
	(101)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.

Average speed per hour..... (41.8) (42.0) (43.3) (41.0) (36.5) (43.3) (37.8) (34.4)

Double track with automatic block signals between La Junta and Casa; all trains shall keep to the right.  
 Other automatic signals located M. P. 524 plus 2680 and 527 plus 1300, M. P. 344 plus 1400 and 346 plus 1320.  
 Manual block rules apply Casa to Syracuse.  
 Switches and crossovers at end of double track at Casa are handled by standard interlocking plant.  
 Time of trains at Casa applies to the end of double track.  
 All trains must get clearance cards before leaving La Junta.  
 Siding at Melon, M. P. 539.0; capacity, 20 cars.  
 Siding at Trail, M. P. 470.6; capacity 16 cars.,  
**NO. 32 HAS NO TIME TABLE RIGHTS.**

## ARKANSAS RIVER DIVISION.—LAMAR DISTRICT.

WESTWARD.				Capacity of Sidings.	Fuel, Water, Turn Tables and Wye.	Rolling Grade Ascending.	TIME TABLE No. 44. October 9, 1921.	Rolling Grade Ascending.	Distance from Lamar.	Telegraph and Telephone Office.	EASTWARD.			
Third Class.		First Class.									First Class.		Third Class.	
87	99	81	79								78	80	98	86
Way Freight.	Way Freight.	Passenger.	Passenger.											
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	No. Cars.			STATIONS.				Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Tuesday, Thursday, Saturday.
AM 10.55	PM 1.10	PM 6.10	AM 8.10	28		0	KORNMAN JCT. 1.0	35.2	1.3		AM 8.45	PM 6.45	AM 8.55	AM 9.50
10.59	1.15	6.12	8.12	8		0	NOWLES. 1.3	29.0	2.1		8.42	6.42	8.52	9.47
11.04	1.20	6.14	8.14	20		0	MARKHAM. 2.6	29.0	2.4		8.39	6.39	8.48	9.42
11.15 AM	1.30 PM	6.25 <sup>80</sup> PM	8.25 <sup>78</sup> AM	878	F W Y	0	LAMAR.		0	N P	8.30 <sup>79</sup> AM	6.30 <sup>81</sup> PM	8.40 AM	9.30 AM
Arrive Sunday, Wednesday and Friday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.				(4.9)				Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Tuesday, Thursday, Saturday.
(14.7)	(14.7)	(19.6)	(19.6)	Average speed per hour.....						(19.6)	(19.6)	(19.6)	(14.7)	

No. 99 has right over No. 88, Kornman Jct. to Lamar.  
 No. 79 has right over No. 78, Kornman Jct. to Lamar.  
 No. 81 has right over No. 80, Kornman Jct. to Lamar.

## BIG BEND DISTRICT.

WESTWARD.	Capacity of Sidings.	Fuel, Water, Turn Tables and Wye.	Rolling Grade Ascending.	TIME TABLE No. 44. October 9, 1921.	Distance from Holly.	Telegraph and Telephone Office.	EASTWARD.
No. Cars.							Miles.
STATIONS.							
33	W			WILEY. 4.1	36.5	D T	
21				BIG BEND.	40.6		
Average speed per hour.....							

## LAS ANIMAS DISTRICT.

WESTWARD		Capacity of Sidings.	Fuel, Water, Turn Tables and Wye.	Rolling Grade Ascending.	TIME TABLE No. 44. October 9, 1921.	Rolling Grade Ascending.	Distance from Las Animas.	Telegraph and Telephone Office.	EASTWARD.				
85	83								82	84			
Passenger.	Passenger.								Passenger.	Passenger.			
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	No. Cars.			STATIONS.				Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.			
PM 4.10	AM 10.00	35	Y	0	WAVELAND JCT. 2.8	51.7	2.3		AM 10.30	PM 4.40			
4.25 <sup>84</sup> PM	10.10 <sup>83</sup> AM	204	W Y		LAS ANIMAS.		0	N P	10.10 <sup>82</sup> AM	4.25 <sup>85</sup> PM			
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.				(2.8)				Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.			
(11.3)		(16.6)		Average speed per hour.....						(8.4)		(11.2)	

No. 83 has right over No. 82, Waveland Jct. to Las Animas.

No. 85 has right over No. 84, Waveland Jct. to Las Animas.

## MAY VALLEY DISTRICT.

WESTWARD.	Capacity of Sidings.	Fuel, Water, Turn Tables and Wye.	Rolling Grade Ascending.	TIME TABLE No. 44. October 9, 1921.	Rolling Grade Ascending.	Distance from Holly.	Telegraph and Telephone Office.	EASTWARD.
No. Cars.								Miles.
STATIONS.								
23				KORNMAN JCT. 8.5	30.7			
82				MAY VALLEY.	31.3			
Average speed per hour.....								

## GARDEN CITY DISTRICT.

WESTWARD.		Capacity of Sidings.	Fuel, Water, Turn Tables and Wye.	Rolling Grade Ascending.	TIME TABLE No. 44. October 9, 1921.	Rolling Grade Ascending.	Distance from Scott City.	Telegraph and Telephone Office.	EASTWARD.	
Second Class.									97	96
	Mixed.								Mixed.	
	Leave Daily Ex. Sunday.	No. Cars.			STATIONS.				Arrive Daily Ex. Sunday.	
	AM 11.50	53	W F T Y	0	SCOTT CITY. 0.8	30.6	0.0	D	AM 11.10	
				0	A. T. & S. F. Crossing 0.1	0	0.3			
				0	No. Pac. Crossing 8.0	29.0	0.9			
	PM 12.15	67		0	SHALLOW. 7.6	34.8	8.9		10.40	
	12.35	10		50.2	FRIEND. 6.9	50	16.5	D	10.15	
	12.55	9		0	TENNIS. 6.3	31.6	23.4		9.55	
	1.15	25		0	ALFALFA. 2.9	0	29.7		9.38	
	1.22	15		0	GILLESPIE. 2.5	52.8	32.6		9.30	
	1.29	7		0	REEVE. 3.1	52.8	11		9.20	
	1.45 PM	352	W F Y	0	GARDEN CITY.		38.3	N P	9.15 AM	
	Arrive Daily Ex. Sunday.				(38.2)				Leave Daily Ex. Sunday.	
(19.6)		Average speed per hour.....						(18.1)		

All trains must get Clearance Cards leaving Garden City and Scott City.

No Switch Lights on Lamar, Las Animas, Garden City, May Valley and Big Bend Districts.



ARKANSAS RIVER DIVISION.—THIRD DISTRICT.

WESTWARD.				Capacity of Stamps.	Fuel, Water, Turn Tables and Wye.	Rolling Grade Ascending.	TIME TABLE No. 44. October 9, 1921.	Rolling Grade Ascending.	Distance from Holly.	Telegraph and Telephone Offices.	EASTWARD.		
Third Class.		First Class.	76								Third Class.		
93	95	77									94	92	
Way Freight.	Way Freight.	Passenger.	Passenger.								Way Freight.	Way Freight.	
Leave Daily Ex. Sunday.	Leave Tues- day, Thursday and Saturday.	Leave Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Monday, Wednesday and Friday.	Arrive Daily Ex. Sunday.								
AM 11.16		AM 7.00	411	W F Y	12.8	<b>HOLLY.</b> 3.1	0	0	N P	PM 8.00		AM 10.55	
f 11.27		f 7.06	19		52.8	DELITE. 3.1	0	3.1		f 7.52		f 10.42	
f 11.40		f 7.11	19		52.8	MILLWOOD. 1.9	0	6.2		f 7.45		f 10.30	
s 11.45		s 7.17	116		52.8	HARTMAN. 2.9	52.8	8.1	D T	s 7.40		s 10.20	
f 11.59		f 7.24	28		52.8	WARWICK. 2.8	52.8	11.0		f 7.32		f 10.05	
PM 12.10		s 7.29	94		52.8	BRISTOL. 4.1	52.8	13.3	D T	s 7.25		s 9.55	
f 12.25		f 7.38	12		38.7	PARRISH. 2.7	52.8	17.4		f 7.16		f 9.40	
f 12.35		f 7.45	53	W	52.8	GOODALE. 5.3	0	20.1		f 7.10		f 9.30	
f 12.50		f 7.59	16		52.8	KARL. 1.6	34.6	25.4		f 6.57		f 9.18	
f 12.53		f 8.01	30		79.2	CHANNING. 3.7	52.8	27.0		f 6.53		f 9.10	
1.10 PM	AM 9.50	s 8.10 8.45	23		44.4	<b>KORNMAN JCT.</b> 3.1	44.9	30.7		6.45 6.10	AM 10.55	8.55 AM	
	f 10.00	f 8.50	15		51.2	SUGAR. 2.7	44.9	33.8		f 6.00	f 10.42		
	s 10.15	s 8.55	88	W	41.2	WILEY. 3.4	0	36.5	D T	s 5.52	s 10.30		
	f 10.30	f 9.01	24		79.2	KEESE. 3.9	79.2	39.9		f 5.42	f 10.20		
	s 10.43	s 9.08	74		52.8	McCLAVE. 4.0	52.8	43.3	D T	s 5.34	s 10.13		
	f 10.52	f 9.16	17		48.6	LUBERS. 2.5	39.6	47.3		f 5.26	f 10.03		
	f 11.05	f 9.21	126	W	52.8	HASTY. 4.0	52.8	50.3		f 5.19	f 9.55		
	f 11.17	f 9.28	14		79.2	BETHURST. 3.8	77.1	54.3		f 5.09	f 9.45		
	f 11.28	f 9.35 <sup>PM</sup>	56		41.2	KREYBILL. 3.4	52.8	58.1		f 5.00	f 9.35 <sup>77</sup>		
	s 11.40	s 9.45	48		47.0	FT. LYON. 1.7	0	61.5	D T	f 4.50	s 9.15		
	11.45	9.50	10		0	MELINA 1.3	31.7	63.2			9.01		
	f 11.52	s 10.00 10.30	35	Y	32.6	<b>WAVELAND JCT.</b> 4.4	0	64.5		4.40 4.10	8.55		
	PM 12.05	f 10.40	80		52.8	CORNELLIA. 3.5	52.8	68.9		f 4.02	f 8.43		
	s 12.15	f 10.47	63	W	51.7	MARLMAN. 7.2	29.6	72.4		f 3.52	s 8.30		
	f 12.35	f 10.59	23		14.6	CASTIEL. 2.8	0	79.6		f 3.37	f 8.10		
	s 12.48	s 11.05	82		38.9	CHERAW. 1.8	0	82.4	D T	s 3.32	s 8.00		
	f 12.55	f 11.10	8		38.9	CATHERINE. 2.8	0	84.2		f 3.27	f 7.55		
	f 1.03	f 11.16	12		7.5	RANDALL. 1.5	12.5	86.5		f 3.22	f 7.50		
	f 1.10	f 11.21	38	W	0	SHELTON. 0.8	12.5	88.0		f 3.18	f 7.45		
	f 1.13	f 11.24			0	SHELTON JCT. 0.4	0	88.8		f 3.16	f 7.43		
	f 1.15	f 11.25	16		.6	HAYS. 4.2	52.8	89.2		f 3.14	f 7.40		
	1.30 PM	11.35 AM	280	Y		<b>SWINK.</b>		93.4	N P	3.05 PM	7.30 AM		
Arrive Daily Ex. Sunday.	Arrive Tues- day, Thursday and Saturday	Arrive Daily Ex. Sunday.				(93.4)				Leave Daily Ex. Sunday.	Leave Monday, Wednesday and Friday.	Leave Daily Ex. Sunday.	
(16.0)	(17.2)	(22.9)	Average speed per hour.....				(24.0)	(18.4)	(15.4)				

Train 95 runs Tuesday, Thursday and Saturday. Train 94 runs Monday, Wednesday and Friday.

All trains must get clearance cards before leaving Holly and Swink.

No Switch Lights on Third District.

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

**EASTERN LINES.**

- ILLINOIS DIVISION.**—Trains 49, 50, 53, 54, 55 and 56; 47 and 48 between Pekin and Streator; 51 and 52 between Joliet and Streator.  
**MISSOURI DIVISION.**—Trains 44, 45, 59, 60; 57 and 58 between Dumas and Marceline.  
**EASTERN DIVISION.**—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 145, 146, 147 and 148.  
**MIDDLE DIVISION.**—Trains 94, 95, 310, 311, 351, 352, 389, 390, 396, and 397, 387 and 388. between Little River and Ellinwood; 308 and 309 between Abilene and Concordia.  
**OKLAHOMA DIVISION.**—Trains 419, 420, 421, 422, 449, 450, 455 and 456.  
**SOUTHERN KANSAS DIVISION.**—Trains 215, 216, 217, 218, 223, 224, 229, 232, 233, 247, 248, 263, 264, 273 and 274.

**WESTERN LINES.**

- WESTERN DIVISION.**—Trains 76, 77, 78, 79, 80, 81, 82 and 83.  
**ARKANSAS RIVER DIVISION.**—Trains 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 98 and 99.  
**COLORADO DIVISION.**  
**NEW MEXICO DIVISION.**—Trains 70 and 71.  
**RIO GRANDE DIVISION.**  
**PANHANDLE DIVISION.**—Trains 509, 510, 519, 520, 521, 522, 530, 531, 151, 152, 153, 154, 551 and 552.  
**PECOS DIVISION.**—Trains 943, 944, 945 and 946.  
**PLAINS DIVISION.**  
**SLATON DIVISION.**

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

**THESE SPECIAL RULES APPLY ONLY TO PAYING PASSENGERS.**

When stops are authorized for picking up passengers, agents may flag the trains in accordance herewith.

- No. 1. (a) Will stop at any station Chicago to Kansas City, or at Kansas City, Kan., Argentine Station, to receive passengers ticketed to El Paso, Deming or points south or west thereof; also for passengers ticketed to Arizona or California points, and will stop at Holliday for passengers from No. 208 destined for points west of Holliday at which No. 1 is carded to stop.  
 (b) Will stop at any station Newton to La Junta for passengers ticketed to California points; will stop at any station west of Kansas City to let off passengers ticketed from points east of Kansas City.
- No. 2. Will stop at any station La Junta to Chicago, to discharge passengers from Phoenix, Arizona, or from points in California.
- No. 5-6. (a) Will stop at any station in Illinois to discharge passengers holding tickets from beyond Chicago.  
 (b) Will stop at any station Chicago to Fort Madison to receive passengers ticketed to Kansas City or beyond, or for points on St. Joseph Branch.  
 (c) Will stop at stations Coal City to Ransom inclusive to discharge passengers from Chicago or Joliet.  
 (d) Will stop at any station west of Kansas City to discharge passengers from any line east of Kansas City.  
 (e) Will stop at any station to discharge passengers from Leavenworth and Atchison Districts.  
 (f) Will stop at Nickerson to discharge passengers from points east of Newton, and at Offerle to discharge passengers from Kansas City or east thereof.  
 (g) Will stop at stations Ellinwood to Dodge City to discharge passengers from McPherson District.  
 (h) Will stop at any station La Junta to Denver to discharge passengers from east or south of La Junta.  
 (i) Will stop at any station Hutchinson to Kinsley to discharge passengers from train No. 62 ticketed from points Kinsley to Hutchinson, when No. 65 misses connection with No. 62.  
 (j) Will stop at any station south of Wichita to discharge passengers from east or west of Newton, and at any station south of Winfield to discharge passengers from points on Second District, Florence to Akron, inclusive, and to discharge passengers from Southern Kansas Division.
- No. 5-6. (a) Will stop at any station, Denver to Pueblo for passengers ticketed to points east and south of Newton.  
 (b) Will stop at stations Dodge City to Newton to discharge passengers from west of Dodge City when connection is not made at Dodge City with No. 66.  
 (c) Will stop at all Agency Stations, Western Division, for passengers ticketed to Chicago or east.  
 (d) Will stop at any station on Oklahoma, Middle and Eastern Divisions to discharge passengers from south of Purcell.  
 (e) Will stop at Mazon to discharge passengers from Kansas City or west thereof and for passengers for Chicago and east.  
 (f) Will stop at any station in Missouri or Illinois to discharge passengers from west or south of Newton.  
 (g) Will stop at Speareville for passengers destined east or south of Newton or stations between Ellinwood and Florence on M. & M. Branch.  
 (h) Will stop on flag at Bliss for passengers for points on Third District; also for passengers for points at which this train stops.  
 (i) Will stop at Udall to pick up passengers for Newton and points beyond.
- No. 8. (a) Will stop at any station on Middle or Eastern Divisions to discharge passengers from west of Newton.  
 (b) Will stop at Lebo, Melvern, Quenemo or Pomona for passengers for points east of Kansas City.  
 (c) Will stop at any station La Junta to Dodge City to discharge passengers from west or south of La Junta.
- No. 9. (a) Will stop at Dallas City for passengers ticketed to Colorado or beyond, or to Texas, Arizona, or California.  
 (b) Will stop at Holliday for passengers from No. 210 for west of La Junta at which No. 9 is scheduled to stop.  
 (c) Leaving Hutchinson Sundays, will stop at any station on the Second District to discharge passengers from Chicago or points east of there using this train from Chicago.  
 (d) Will stop at Las Animas to discharge passengers from Kansas City or east thereof.
- No. 10. (a) Will stop at any station Albuquerque to La Junta to discharge passengers from west of Albuquerque.  
 (b) Will stop at any station La Junta to Kansas City to discharge passengers from west and south of La Junta.  
 (c) Will stop at Dillwyn and Zenith for passengers for Hutchinson and points east thereof at which this train is scheduled to stop.

- No. 11-12. (a) Will stop at Florence for passengers ticketed to Dodge City or west at points at which No. 11, Dodge City to La Junta, and No. 12, La Junta to Denver, is scheduled to stop.  
 (b) Will stop at Swink to discharge passengers destined to points on the A. V. Line.
- No. 11-12. (a) Will stop at Strong City and Osage City to discharge passengers from west of La Junta.  
 (b) Will stop at Holliday to discharge passengers from west of La Junta for Second and Third Districts, Eastern Division and Southern Kansas Division points.  
 (c) Will stop at any station to discharge passengers from Moore, Okla., or from stations south of Purcell, at points on Middle and Eastern Divisions.  
 (d) Will stop at Castle Rock to pick up and discharge passengers.
- No. 13. Will stop on flag at Derby for passengers destined to points on Panhandle Division and beyond.
- No. 16. (a) Will stop at any station Newton to Kansas City to discharge passengers from west or south of Newton.  
 (b) Will stop at Derby to discharge passengers from south of Mulvane, and to pick up passengers for north of Wichita.
- No. 17. (a) Will stop at any station to discharge passengers from points east of Kansas City or from St. Joseph District.  
 (b) Will stop at Holliday for passengers from Southern Kansas Division Train No. 202 destined to points at which train is scheduled to stop, when No. 202 does not make connection with No. 134 at Ottawa.  
 (c) Will stop at Holliday for passengers from No. 210, ticketed to points at which No. 17 is scheduled to stop.  
 (d) Will stop at any station south of Arkansas City to discharge passengers from points east or west of Newton.  
 (e) Will stop at Chilocco for passengers for Ponca City or points south.  
 (f) Will stop at any station south of Guthrie to discharge passengers from points on Panhandle Division reaching Guthrie via Enid District.  
 (g) Will stop at De Soto, Lecompton, Carbondale, Scranton and Reading for passengers for points at which No. 17 is scheduled to stop, also to discharge passengers from Kansas City, Topeka or St. Joseph districts.
- No. 18. (a) Will stop at any station south of Newton to discharge passengers from south of Purcell.  
 (b) Will stop at any station east of Newton to discharge passengers from south of Newton.  
 (c) Will stop at Chilocco to discharge passengers from Ponca City or points south.
- No. 21. (a) Will stop at Olathe for passengers destined to California points.  
 (b) Will stop at any station Newton to Clovis to receive passengers destined to any point west or south of Clovis, including points west of Albuquerque, Deming or El Paso.
- No. 22. (a) Will stop at any point to discharge passengers from west of Amarillo.  
 (b) Will stop at any station Kansas City to Chicago to discharge passengers from any line west of Kansas City.  
 (c) Will stop at Baring and Wyaconda for passengers for Galesburg or east thereof at points at which this train stops.  
 (d) Will stop at Gorin, Williamsfield, Princeville and Mazon for passengers for Chicago or east.  
 (e) Will stop at stations east of Attica to discharge passengers from points on Medicine Lodge District.  
 (f) Will stop at Ottawa Junction to discharge passengers from Wichita and points west thereof, destined Ottawa and points south thereof on the Southern Kansas Division and at Olathe to discharge passengers from Wichita and points west thereof.  
 (g) Will stop at points between Mulvane and Emporia to discharge passengers from west of Mulvane.  
 (h) Will stop at any point, Clovis to Newton, to discharge passengers from points west or south of Clovis, including points west of Albuquerque, Deming or El Paso.
- No. 29. Will stop at any station to discharge passengers from east of Albuquerque.
- No. 203. Will stop at Earlton, Thayer, Morehead, Bolton and Wayside to discharge passengers from Kansas City and points east.
- No. 204. (a) Will stop at Richmond and Princeton to discharge passengers from south and west of Cherryvale.  
 (b) Will stop at Colony for passengers destined Kansas City or east and to Lawrence and points west thereof.
- No. 210. Will stop at Holliday to discharge passengers going west on No. 17, and will also stop at Holliday to discharge passengers for No. 9 destined to points west of La Junta, at which that train is scheduled to stop.

**THE FOLLOWING SIGNS INDICATE—**

S—Regular Stop; f—Stop on signal; 1—Stop for meals; N—Day and night telegraph office; G—Night telegraph office; D—Day telegraph office; P—Day and night telephone office; T—Day telephone office; V—Night telephone office; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

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

Dr. J. P. KASTER, Chief Surgeon, Topeka.

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

Drs. MAGEE & WILLIAMS, Specialists Eye and Ear, Topeka.

Dr. L. H. MUNN, Specialist Diseases Nerves and Spine, Topeka.

Dr. C. A. MCGUIRE, Consultant, Topeka.

## ARKANSAS RIVER DIVISION.

Dr. R. S. JOHNSTON, La Junta Hospital.

Dr. A. L. STUBBS, La Junta.

Dr. G. E. CALONGE, La Junta Hospital.

Dr. W. O. SHELLER, Lamar.

Dr. W. J. STILSON, Garden City.

Dr. G. W. HOLLEMBEAK, Cimarron.

Dr. G. F. JOHNSTON, Lakin.

Drs. HARRISON & GRISSOM, Syracuse.

Dr. J. S. HASTY, Lamar.

Dr. R. D. WILSON, Holly.

Drs. McCARTY & McCARTY, Dodge City.

Dr. J. O. HARDY, Las Animas.

H. S. MONTGOMERY, General Watch Inspector, Topeka.

## LOCAL INSPECTORS, ARKANSAS RIVER DIVISION.

J. A. BURWELL, La Junta.

GEO. F. BLANCHAT, Syracuse.

C. E. DICKINSON, Garden City.

ED. H. APPLGATE, Lamar.

F. E. REYNOLDS, Dodge City.

1871  
SANTA FE  
SAFETY FIRST

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

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

