

J. K. HASTINGS, Trainmaster.....Dodge City, Kansas  
M. M. MOWREY, Chief Dispatcher.....Dodge City, Kansas  
C. M. GREGORY, Assistant Chief Dispatcher..Dodge City, Kansas  
C. R. SNODGRASS, Assistant Chief Dispatcher.Dodge City, Kansas

**TRAIN DISPATCHERS—DODGE CITY, KANSAS.**

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

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

**LOCAL TIME INSPECTORS—WESTERN DIVISION.**

S. B. HANKINS.....	Newton.
V. C. MEADOR.....	Hutchinson.
E. BAIZE.....	Hutchinson.
R. C. LEHEW, JR.....	Dodge City.
LAURA D. MORRISON.....	Great Bend.

**SURGEONS OF**

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

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

**LOCAL SURGEONS.**

DR. BAILEY L. DIETRICH.....	Boise City.
DR. JAMES M. BAYLESS.....	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. MCCREIGHT.....	Elkhart.
DR. M. W. CARLSON.....	Ellinwood.
DR. MARION F. RUSSELL.....	Great Bend.
DR. HOMER B. RUSSELL.....	Great Bend.
DR. C. W. ZUGG.....	Great Bend.
DR. F. E. MUCK.....	Halstead.
DR. ROBERT T. LENEVE.....	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.

**EYE, EAR, NOSE AND THROAT.**

DR. A. M. DOUGHERTY.....	Dodge City.
DR. E. E. ENNS.....	Newton.
DR. JAMES H. ENNS (eye only).....	Newton.
DR. H. E. MORGAN (eye only).....	Newton.
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.

# The Atchison, Topeka and Santa Fe Railway Co.

**WESTERN LINES**

**Northern District**

**WESTERN DIVISION**

## TIME TABLE No.

# 93

**IN EFFECT**

**Sunday, July 22, 1956**

**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,  
La Junta, Colorado.

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

Hall 6 56 5500 386

Timetable 92 eff 30 Oct 55  
94 25 Nov 56

**CIMARRON VALLEY DISTRICT.**

**WESTERN DIVISION. 1**

Truck Capacity 50 ft. Per Car.		WEST- WARD. Second Class. <b>73</b>		Rating Grade Ascending.	<b>TIME TABLE</b> No. 93, July 22, 1956.	Rating Grade Ascending.	Feed, Water, Ture Tables and Wyes.	Communications.	EAST- WARD. Second Class. <b>74</b>
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Mon., Wed., Fri.	Mile Post.		STATIONS.				Arrive Tues., Thurs., Sat.
	Yard	AM 9.00	0.0	0	<b>DODGE CITY. YL</b> 0.2	0	W F T Y	C	PM 2.00
			0.2	0	C.R.I.& P. Jct. YL 0.9	0			
			1.1	52.8	Cimarron Valley Jct. YL 9.2	0			
	34	f 9.28	10.3	52.8	SAYRE. 4.0	0			f 1.20
65	65	s 9.38	14.3	21.1	ENSIGN. 5.0	0		C	s 1.05
29	32	f 9.50	19.3	20.1	HAGGARD. 7.2	21.1			f 12.45
77	112	s 10.05	26.5	52.8	MONTEZUMA. 10.9	21.1		C	s 12.20 PM
113	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	83	s 11.05	49.8	21.1	SUBLETTE. 8.4	18.0		C	s 11.05
	Yard	s 11.40	58.2		<b>SATANTA. YL</b> 0.4	52.8	F Y	C	s 10.45
		PM	58.6	52.8	SATANTA JCT. 15.7	52.8			
80	32	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	FETERITA. 8.7	0			f 8.30
54	33	s 1.50	108.0	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	Y	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	148.8		KEYES 1.0			C	s 6.35
			144.8	31.7	E.M.& E. JCT. 14.7	26.4			
	Yard	s 5.00 PM	159.5		<b>BOISE CITY. YL</b>		F Y	C	6.00 AM
		Arrive Mon., Wed., Fri.			(159.5)				Leave Tues., Thurs., Sat.
		19.9			Average speed per hour.				19.9

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

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

Yard limits indicated by yard limit board. Within these limits main track may be used, clearing the time of first class trains, unless main track is seen or known to be clear. Second and third class and extra trains must move within yard limits 'under control'. 'Under control' must be understood to mean 'able to stop within distance track is seen to be clear'. Whosoever obstructs the main track within yard limits must protect by a flagman when the obstruction cannot, for any reason, be plainly seen from approaching train for a distance of at least seven hundred and fifty (750) feet. In case of collision, 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 MP 352.3 to MP 353, Dodge City.

At Newton, between Mo. Pac. Crossing, 0.5 mile east of passenger station, and First Street, 0.4 mile west of passenger station, the first six tracks south of passenger station are designated as passenger yard tracks Nos. 1, 2, 3, 4, 5 and 6, respectively. Rule 105 applies. Trains and engines using these tracks must proceed at restricted speed.

Two Main tracks between MP 185.5 and MP 216.5.

Three Main tracks between MP 216.5 and MP 218.2.

**RULE 251:**

In effect between First St., 0.4 mile west passenger station, Newton, and interlocked switch at east end of freight yard, Way.

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

Eastward trains from First District moving between Hutchinson Jct. and RX Tower must not be run against current of traffic except on instructions from Yardmaster or his representative.

**SIGNAL SYSTEM ONE:**

In effect at Kinsley Interlocking.

**SIGNAL SYSTEM TWO:**

In effect at Sand Creek Interlocking; between MP 188 and RX Tower; at Hutchinson Jct., MP 218.2; and Mo. Pac. Crossing, MP 235.7.

**RULE 261:**

In effect between interlocked switch at east end of freight yard, Way, and RX Tower, and between Kinsley, MP 316.7 and east switch siding, MP 315.

Train order signal at RX Tower governs trains moving on Three Main tracks.

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

Trains must get numbered clearance card before leaving Newton.

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

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

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

Track Capacity 50 ft. Per Car.		WESTWARD.						Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 93, July 22, 1956.	
		First Class.									
		311	19	7	17	21	123				
Other Tracks.	Sidings.	Passenger.	The Chief.	Fast Mail Express.	The Super Chief.	El Capitan.	The Grand Canyon.			STATIONS.	
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
	Yard	PM 9.05	PM 7.30	PM 12.20	AM 5.50	AM 4.15	AM 2.10	185.1		<b>NEWTON. YL</b> 1.6	
	Yard							186.7	0	<b>Sand Creek. YL</b> 7.9	
117	WB88 EB88	f 9.16	7.37	12.27	5.57	4.22	f 2.20	194.6	21.1	<b>HALSTEAD.</b> 9.5	
106	WB88 EB90	f 9.25	7.45	12.35	6.05	4.30	2.28	204.1	21.1	<b>St.L.&amp;S.F. Crossing. BURTON.</b> 7.1	
32		9.32	7.51	12.41	6.11	4.36	2.34	211.2	9.5	<b>SOLVAY.</b> 3.7	
	Yard	Yard	9.35	7.54	12.44	6.14	4.39	214.9	0	<b>WAY. YL</b> 1.6	
			9.38	7.56	12.46	6.16	4.41	216.5	0	<b>RX TOWER CRI&amp;P Crossing. YL</b> 1.5	
	Yard	Yard	s 9.44	s 8.00 PM	12.50 PM	6.20 AM	4.45 AM	s 2.55 AM	218.0	0	<b>HUTCHINSON. YL</b> 0.3
			9.45						0	<b>HUTCHINSON JCT. YL</b> 5.0	
23	82	9.50	Via Second District.	Via Second District.	Via Second District.	Via Second District.	Via Second District.	218.3	0		
98	82	f 9.58						223.2	7.4	<b>YAGGY.</b> 5.4	
								228.6	0	<b>NICKERSON.</b> 7.1	
								235.7	11.1	<b>Mo. Pac. Crossing.</b> 1.0	
170	85	s 10.08						236.7	0	<b>STERLING. YL</b> 6.2	
49	82	f 10.16						242.9	0	<b>ALDEN.</b> 6.1	
32	53	f 10.24						249.0	10.5	<b>RAYMOND.</b> 4.5	
	53	10.30						253.5	0	<b>CLARENDON.</b> 5.9	
250	82	s 10.38						259.4	0	<b>ELLINWOOD. YL</b> 4.5	
8	82	10.44						263.9	11.8	<b>DARTMOUTH.</b> 5.6	
	Yard	Yard	s 10.52					269.5	19.4	<b>GREAT BEND. YL</b> 7.8	
28	52	11.01						277.3	13.0	<b>DUNDEE.</b> 5.7	
57	82	f 11.09						283.0	18.0	<b>PAWNEE ROCK.</b> 8.8	
355	83	s 11.19						291.8	0	<b>LARNED. YL</b> 5.6	
	53	11.25						297.4	17.4	<b>HAMBURG.</b> 5.1	
40	84	f 11.31						302.5	12.6	<b>GARFIELD.</b> 6.9	
8	52	11.38						309.4	9.0	<b>NETTLETON.</b> 7.3	
354	143	s 11.50 PM						316.7		<b>KINSLEY. YL</b>	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(131.6)	
		47.9	65.8	65.8	65.8	65.8	43.9			Average speed per hour.	

TWO TRACKS  
3 TRACKS

**FIRST DISTRICT.**

TIME TABLE No. 93, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class.					
				18	124	20	312	8	22
				The Super Chief.	The Grand Canyon.	The Chief.	Passenger.	Fast Mail Express.	El Capitan.
<b>STATIONS.</b>				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
<b>NEWTON. YL</b> 1.6	81.8	WFT	C	s 1.30	s 1.55	s 4.15	s 8.25	s 3.25	s 8.00
<b>Sand Creek. YL</b> 7.9	15.8	WY	C						
<b>HALSTEAD.</b> 9.5	0		C	1.16	f 1.25	3.59	f 8.09	3.05	7.45
<b>St.L.&amp;S.F. Crossing.</b> <b>BURRTON.</b> 7.1	0		C	1.08	1.14	3.51	f 7.59	2.53	7.37
<b>SOLVAY.</b> 3.7	0			1.02	1.06	3.45	7.52	2.42	7.30
<b>WAY. YL</b> 1.6	0	WY	C	12.59	1.01	3.42	7.49	2.37	7.27
<b>RX TOWER</b> <b>CRI&amp;P Crossing. YL</b> 1.5	0		C	12.57	12.58	3.40	7.46	2.34	7.25
<b>HUTCHINSON. YL</b> 0.3	0	Y	B	12.53 <sup>124</sup> AM	12.53 <sup>18</sup> AM	3.36 AM	s 7.42	2.27 PM	7.21 PM
<b>HUTCHINSON</b> <b>JCT. YL</b> 5.0	0			Via Second District.	Via Second District.	Via Second District.	7.30	Via Second District.	Via Second District.
<b>YAGGY.</b> 5.4	0		B				7.24		
<b>NICKERSON.</b> 7.1	0		C				f 7.16		
<b>Mo. Pac. Crossing.</b> 1.0	0								
<b>STERLING. YL</b> 6.2	0		C				s 7.06		
<b>ALDEN.</b> 6.1	0		C				f 6.56		
<b>RAYMOND.</b> 4.5	0		C				f 6.48		
<b>CLARENDON.</b> 5.9	0		B				6.42		
<b>ELLINWOOD. YL</b> 4.5	0	YT	C				s 6.34		
<b>DARTMOUTH.</b> 5.6	0		B				6.27		
<b>GREAT BEND. YL</b> 7.8	0	FY	C				s 6.20		
<b>DUNDEE.</b> 5.7	0		B				6.07		
<b>PAWNEE ROCK.</b> 8.8	0		C				f 6.01		
<b>LARNED. YL</b> 5.6	0	Y	C				s 5.52		
<b>HAMBURG.</b> 5.1	0		B				5.41		
<b>GARFIELD.</b> 6.9	0		C				f 5.35		
<b>NETTLETON.</b> 7.3	0		B				5.28		
<b>KINSLEY. YL</b>		Y	C				5.20 AM		
(131.6)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.				53.3	31.8	50.6	42.7	34.0	50.6

At Newton, between Mo. Pac. Crossing, 0.5 mile east of passenger station, and First Street, 0.4 mile west of passenger station, the first six tracks south of passenger station are designated as passenger yard tracks Nos. 1, 2, 3, 4, 5 and 6, respectively. Rule 105 applies. Trains and engines using these tracks must proceed at restricted speed.

Two Main tracks between MP 185.5 and MP 216.5.

Three Main tracks between MP 216.5 and MP 218.2.

**RULE 251:**

In effect between First St., 0.4 mile west passenger station, Newton, and interlocked switch at east end of freight yard, Way.

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

Eastward trains from First District moving between Hutchinson Jct. and RX Tower must not be run against current of traffic except on instructions from Yardmaster or his representative.

**SIGNAL SYSTEM ONE:**

In effect at Kinsley Interlocking.

**SIGNAL SYSTEM TWO:**

In effect at Sand Creek Interlocking; between MP 188 and RX Tower; at Hutchinson Jct., MP 218.2; and Mo. Pac. Crossing, MP 235.7.

**RULE 261:**

In effect between interlocked switch at east end of freight yard, Way, and RX Tower, and between Kinsley, MP 316.7 and east switch siding, MP 315.

Train order signal at RX Tower governs trains moving on Three Main tracks.

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

Trains must get numbered clearance card before leaving Newton.

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

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

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

Track Capacity 50 ft. Per Car.		WESTWARD. First Class						Mile Post.	Rolling Grade Ascending.	TIME TABLE No. 93, July 22, 1956.	STATIONS.
		311	19	7	17	21	123				
		Passenger.	The Chief.	Fast Mail Express.	The Super Chief.	El Capitan.	The Grand Canyon.				
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
	Yard		PM 8.00	PM 12.50	AM 6.20	AM 4.45	AM 2.55	218.0	0	HUTCHINSON. YL	
								218.3	0	HUTCHINSON JCT. YL	
			8.03	12.54	6.23	4.48	2.58	219.1	21.1	PANHANDLE JCT. Mo. Pac. Crossing. YL	
9	82		8.08	12.58	6.28	4.53	3.02	223.4	0	WHITESIDE.	
82	82		8.12	1.02	6.32	4.57	3.06	228.9	21.1	PARTRIDGE.	
42	135		8.17	1.07	6.37	5.02	3.11	235.1	21.1	ABBYVILLE.	
52	84		8.21	1.11	6.41	5.06	3.15	240.7	21.1	PLEVNA.	
74	86		8.25	1.15	6.45	5.10	3.19	246.4	21.1	SYLVIA.	
20	99		8.28	1.19	6.48	5.13	3.23	251.1	21.1	ZENITH.	
102	84		8.33	1.24	6.52	5.17	3.29	257.0	0	STAFFORD.	
								257.2	0	Mo. Pac. Crossing.	
69	100		8.41	1.33	6.59	5.24	3.39	266.0	21.1	ST. JOHN.	
28	85		8.47	1.38	7.04	5.29	3.44	272.8	15.8	DILLWYN.	
48	82		8.51	1.42	7.07	5.32	3.47	277.6	15.8	MACKSVILLE.	
70	135		8.57	1.47	7.12	5.37	3.52	284.9	0	BELPRE.	
61	84		9.03	1.53	7.18	5.43	3.58	293.8	0	LEWIS.	
	63	Via First District. PM	9.06	1.56	7.21	5.46	4.01	296.9	0	OMAR.	
238	135	11.50	9.10	2.01	7.26	5.50	4.18	302.4	21.1	KINSLEY. YL	
37	101	11.57 AM	9.16	2.08	7.32	5.57	4.28	324.7	21.1	OFFERLE.	
26	141	12.02	9.20	2.12	7.36	6.01	4.37	330.8	21.1	BELLEFONT.	
78	153	12.08	9.25	2.16	7.40	6.05	4.46	336.1	24.2	SPEARVILLE.	
126	144	12.16	9.32	2.22	7.46	6.11	4.55	344.7	26.5	WRIGHT.	
	Yard	12.30 AM	9.47 PM	2.35 PM	8.00 AM	6.25 AM	5.15 AM	352.5		DODGE CITY. YL	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(120.2)	
			53.7	67.4	68.7	72.1	72.1	51.5		Average speed per hour.	

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

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

Two Main tracks between Hutchinson and Panhandle Jct.  
Two Main tracks between Dodge City and Wright.

SIGNAL SYSTEM ONE:

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

SIGNAL SYSTEM TWO:

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

Rule 261 (CTC):

In effect between Dodge City, MP 352.3, and Kinsley, MP 318.4, including both tracks between Dodge City and Wright.

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

Trains must get numbered clearance card before leaving Dodge City.

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

Westward trains, except Panhandle Division Trains, must get numbered clearance card before leaving RX Tower.

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

AUTOMATIC BLOCK SYSTEM

AUTOMATIC TRAIN STOP SYSTEM

2 Tracks

2 Tracks

**SECOND DISTRICT.**

TIME TABLE No. 93, July 22, 1956.		Rolling Grade Ascending.	Fuel, Water, Turn Table and Wyes.	Communications.	EASTWARD.					
					First Class.					
					20	312	8	22	124	18
					The Chief.	Passenger.	Fast Mail Express.	El Capitan.	The Grand Canyon.	The Super Chief.
STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
HUTCHINSON. YL		0	Y	B	AM		PM	PM	AM	AM
0.3					s 3.36	s 2.27	7.21	s 12.53	12.53	
HUTCHINSON JCT. YL		0								
0.8										
PANHANDLE JCT. Mo. Pac. Crossing. YL		0		B	3.31		2.19	7.17	12.41	12.50
4.3										
WHITESIDE.		0			3.27		2.14	7.13	12.35	12.46
5.5										
PARTRIDGE.		0		C	3.23		2.09	7.09	12.29	12.42
6.2										
ABBYVILLE.		0		B	3.19		2.03	7.05	12.24	12.38
5.6										
PLEVNA.		20.3		B	3.15		1.58	7.01	12.19	12.34
5.7										
SYLVIA.		0		C	3.11		1.53	6.57	12.15	12.30
4.7										
ZENITH.		0		B	3.08		1.48	6.54	12.12	12.27
5.9										
STAFFORD.		0		C	3.03		f 1.42	6.50	f 12.06	12.23
0.2									AM	
Mo. Pac. Crossing.		0								
8.8										
ST. JOHN.		0		C	2.55		f 1.33	6.42	f 11.56	12.15
6.8										
DILLWYN.		0		B	2.50		1.17	6.37	11.49	12.10
4.8										
MACKSVILLE.		0		C	2.47		1.13	6.34	11.45	12.07
7.3										
BELPRE.		0		C	2.42		1.07	6.29	11.38	12.02
8.4									AM	
LEWIS.		0		C	2.36		12.59	6.23	11.31	11.56
3.6										
OMAR.		0		B	2.33		Via First District. AM	12.56	6.20	11.27
5.5										
KINSLEY YL		0		Y	2.29	s 5.20	12.51	6.16	s 11.19	11.49
8.0										
OFFERLE.		0		C	2.22	f 5.09	12.43	6.09	11.09	11.42
5.6										
BELLEFONT.		0			2.18	5.05	12.37	6.05	11.05	11.38
5.8										
SPEARVILLE.		24.2		C	2.14	f 5.01	12.32	6.01	f 11.01	11.34
8.6										
WRIGHT.		26.5		B	2.08	4.55	12.25	5.55	10.55	11.28
7.8										
DODGE CITY. YL			W F	C	1.58	4.45	12.15	5.45	10.45	11.18
			T Y		AM	AM	PM	PM	PM	PM
(120.2)					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.					73.7	61.4	54.6	75.1	56.3	75.9

AUTOMATIC BLOCK SYSTEM

AUTOMATIC TRAIN STOP SYSTEM

C.T.C.

2 Tracks

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

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

Two Main tracks between Hutchinson and Panhandle Jct.  
Two Main tracks between Dodge City and Wright.

**SIGNAL SYSTEM ONE:**  
In effect at Kinsley Interlocking and between Kinsley and Dodge City MP 352.3, including both tracks between Wright and Dodge City.

**SIGNAL SYSTEM TWO:**  
In effect Hutchinson to but not including east switch siding Kinsley MP 300.9, and between MP 352.3 (Dodge City) and MP 353.  
**Rule 261 (CTC):**  
In effect between Dodge City, MP 352.3, and Kinsley, MP 318.4, including both tracks between Dodge City and Wright.  
Time of trains at Wright applies at end of Two Tracks.  
Trains must get numbered clearance card before leaving Dodge City.  
Trains originating at Kinsley must get numbered clearance card before leaving.  
Westward trains, except Panhandle Division Trains, must get numbered clearance card before leaving RX Tower.  
An Eastward regular train authorized on the Second Dist. will assume the schedule of the same number on the First Dist. at Kinsley or Hutchinson, unless otherwise provided.

Track Capacity 60 ft. Per Car.		WEST- WARD. Second Class. <b>69</b>		Ruling Grade Ascending.	TIME TABLE No. 93, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. <b>70</b>
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Sun., Tues., Thurs., AM 9.00	Mile Post.		STATIONS.				Arrive Mon., Wed., Fri. PM 1.30
Yard	Yard		0.0	5.2	<b>GREAT BEND. YL</b> 8.3	0	FY	C	
26		s 9.20	8.3	21.1	HEIZER. 7.1	0			s 12.40
41	85	s 9.45	15.4	19.9	ALBERT. 4.4	0		C	s 12.20
33		f 10.00	19.8	21.1	SHAFFER. 4.7	0			f 12.07 PM
25		s 10.17	24.5	15.8	TIMKEN. 7.7	0		C	s 11.55
26	85	s 10.42	32.2	15.8	RUSH CENTER. 6.9	0		C	s 11.35
50		s 11.02	39.1	21.1	NEKOMA. 6.0	0		C	s 11.15
41		s 11.25	45.1	21.1	ALEXANDER. 7.7	0		C	s 10.55
87	82	s 11.45 PM	52.8	31.7	BAZINE. 11.6	0		C	s 10.31
115	78	s 12.35	64.4	31.7	NESS CITY. YL 8.4	31.7	Y	C	s 10.05
17	56	f 1.00	72.8	31.7	LAIRD. 7.7	31.7			f 9.12
19		s 1.25	80.5	31.7	BEELER. 6.7	0			s 8.57
24		s 1.45	87.2	31.7	ALAMOTA. 8.8	0			s 8.42
93		s 2.10	96.0	22.6	DIGHTON. 7.5	0		C	s 8.25
52		s 2.35	103.5	14.6	AMY. 6.3	0			s 7.58
19		s 2.50	109.8	31.7	GRIGSTON. 6.3	31.7			s 7.45
4		f 3.05	116.1	7.9	TRACTOR. 3.1	0			f 7.30
			118.9		Mo. Pac. Crossing. 1.2	0			
106		s 3.35 PM	120.1	17.6	<b>SCOTT CITY. YL</b>		Y	C	7.15 AM
		Arrive Sun., Tues., Thur.			(120.1)				Leave Mon., Wed., Fri.
		18.2			Average speed per hour.				19.2

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

No switch lights on Great Bend District.

**MANTER DISTRICT.**

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. <b>85</b>		Rolling Grade Ascending.	TIME TABLE No. 93, July 22, 1956.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. <b>86</b>
Other Tracks.	Sidings.	Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Sun., Tues., Thurs.	Mile Post.		STATIONS.				Arrive Mon., Wed., Fri.
	Yard	AM 11.40	0.0	0	<b>SATANTA. YL</b>	13.2	F	C	AM 10.45
			0.4	26.4	0.4 <b>SATANTA JCT. YL</b>	9.5	Y		
98	52	PM 12.05	7.8	52.8	7.4 <b>RYUS.</b>	52.8		B	110.25
47	84	12.35	16.0	52.8	8.2 <b>HICKOK.</b>	52.8		B	110.05
140	100	1.05	23.9	46.5	7.9 <b>ULYSSES. YL</b>	20.0		C	9.45
86		1.25	31.0	40.1	7.1 <b>STANO.</b>	37.0			9.25
50		1.45	36.1	37.0	4.1 <b>BIGBOW.</b>	0		B	9.15
85	34	2.25	45.7	52.8	10.6 <b>JOHNSON.</b>	20.3		C	8.55
43	54	2.52	53.5	52.8	7.8 <b>MANTER. YL</b>	11.6	Y	C	8.35
23		3.26	62.8	42.2	9.3 <b>SAUNDERS.</b>	21.1			8.15
14		3.50	69.0	42.2	6.2 <b>BARTLETT.</b>	0			8.00
95	22	4.20	77.0	47.5	8.0 <b>WALSH.</b>	15.8		C	7.40
17		4.55	86.5	52.8	9.5 <b>VILAS.</b>	47.5			7.10
			95.4	66.0	8.9 <b>SOUTH JCT. YL</b>	0	Y		
152	44	5.30	95.9	52.8	0.5 <b>SPRINGFIELD. YL</b>	0		C	6.45
			97.2		1.3 <b>NORTH JCT. YL</b>				
119	42	6.45 PM	109.6		12.4 <b>PRITCHETT. YL</b>		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.

**LARNED DISTRICT.**

Track Capacity 50 ft. Per Car		WEST- WARD. Second Class. <b>71</b>		Rolling Grade Ascending.	TIME TABLE No. 93, July 22, 1956.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. <b>72</b>
Other Tracks.	Sidings.	Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Sun., Tues., Thurs.	Mile Post.		STATIONS.				Arrive Mon., Wed., Fri.
375	83	PM 12.01	0.0	10.5	<b>LARNED. YL</b>	0	Y	C	AM 11.05
26		12.25	6.6	10.5	6.6 <b>FRIZELL.</b>	0			10.45
31		12.50	12.2	10.5	5.6 <b>SANFORD.</b>	0			10.25
41		1.15	17.0	24.8	4.8 <b>ROZEL.</b>	0		C	10.10
61		2.15	23.9	0	6.9 <b>BURDETT.</b>	0		C	9.45
12		2.35	30.7	7.0	6.8 <b>GRAY.</b>	0			9.15
30		3.05	36.4	52.8	4.7 <b>OLNEY.</b>	52.8		C	9.00
58		4.15 PM	46.2		10.8 <b>JETMORE. YL</b>		Y	C	8.30 AM
		Arrive Sun., Tues., Thurs.			(46.2)				Leave Mon., Wed., Fri.
		10.9			Average speed per hour.				17.9

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

No switch lights on Larned District.



# 8 WESTERN DIVISION.

# SPECIAL RULES

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

Rule 16 of the Rules, Operating Department, revised 1953, is amended as follows:

(e): Canceled.

(l): \_\_\_\_\_ When standing — apply or release air brakes.

(m): \_\_\_\_\_ When running — brakes sticking; look back for hand signals.

NOTE:—Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

## 2. YARD LIMITS.

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

## 3. SPEED REGULATIONS.

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

### (B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>FIRST DISTRICT:</b>		
Newton and Hutchinson.....	79	55
Hutchinson and Kinsley.....	59	45
<b>SECOND DISTRICT</b> .....		
GREAT BEND DISTRICT.....	100	55
LARNED DISTRICT.....	40	30
CIMARRON VALLEY DISTRICT.....	30	25
MANTER DISTRICT.....	40	40
	40	40

Speed limit ninety (90) miles per hour for passenger trains handling cars equipped with friction bearings.

FIRST DISTRICT		
Curve, M.P. 187.4 to 187.7 EB&WB.....	70	55
Mo. Pac. Crossing, M.P. 235.6.....	20	20
First District Junction, M.P. 318.4.....	40	30
SECOND DISTRICT		
Curve, M.P. 218.4 to 218.6 EB & WB.....	40	30
2 Curves, M.P. 219.6 to 220.2 WB.....	55	45
Curve, M.P. 220.0 to 220.2 EB.....	55	50
Curve, M.P. 228.3 to M.P. 228.8.....	80	55
Curve, M.P. 240.5 to M.P. 240.6.....	95	55
Curve, M.P. 242.5 to M.P. 242.8.....	95	55
Curve, M.P. 246.8 to 247.0.....	95	55
Curve, M.P. 251.6 to M.P. 251.9.....	95	55
Curve, M.P. 255.5 to M.P. 255.7.....	95	55
Mo. Pac. Crossing M.P. 257.2.....	70	50
Curve, M.P. 257.2 to M.P. 257.5.....	70	50
Curve, M.P. 264.8 to M.P. 265.1.....	95	55
Curve, M.P. 266.1 to M.P. 266.5.....	80	55
Curve, M.P. 268.0 to M.P. 268.5.....	90	55
Curve, M.P. 269.8 to M.P. 270.0.....	85	55
Curve, M.P. 297.6 to M.P. 297.8.....	85	55
Curve, M.P. 298.3 to M.P. 298.4.....	95	55
Curve, M.P. 298.9 to M.P. 299.1.....	85	55
Curve, M.P. 299.8 to M.P. 300.1.....	95	55
Curve, M.P. 301.7 to M.P. 302.0.....	55	55
East End Two Tracks, M.P. 344.7.....	40	40
2 Curves, M.P. 348.0 to M.P. 349.8.		
WB on Westward Main Track.....	80	55

## 3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>SECOND DISTRICT—(Cont'd).</b>		
2 Curves, M.P. 348.0 to M.P. 349.8 WB on Eastward Main Track.....	60	55
2 Curves, M.P. 348.0 to M.P. 349.8 EB on Westward Main Track.....	80	55
2 Curves, M.P. 348.0 to M.P. 349.8 EB on Eastward Main Track.....	60	55
Curve, M.P. 352.0 to 352.1 Eastward & Westward Main Tracks.....	20	20

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

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

### (D) MAXIMUM SPEED OF LOCOMOTIVES.

	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	45	45	90
325-344	80	45	45	80
100-289, 401-430	65	45	45	60
99, 600-611, 700-731, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-558, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
1010, 5000-5035	60	40	25	

# SPECIAL RULES.

# WESTERN DIVISION.

## 3. SPEED REGULATIONS—(Cont'd).

### (D) MAXIMUM SPEED OF LOCOMOTIVES—(Cont'd).

Steam—(Cont'd)	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
3751-3775	90	40	25	
2900-2929, 3776-3785	100	40	25	

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

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
<b>Diesel Engines, Classes</b>			
450 - 451.....	2	5	5
1 - 11 - 50 - 80 - 600 - 2099 - 2100.....	3	5	5
51 - 90 - 650 - 2300 - 2301 - 2310 - 2600 - 3000.....	4	5	5
460 - 2400.....	4½	5	5
16 - 37 - 99 - 100 - 200 - 281 - 300 - 325 - 500 - 501 - 503 - 541 - 625 - 700 - 1500 - 2201 - 2207 - 2260 - 2303 - 2322 - 2394 - 2403 - 2418 - 2650.....	5	5	5
<b>Diesel-Electric and Gas Electric Motor Cars.....</b>	3	5	5
<b>Steam Engines</b>			
Roller Bearings.....	9	5	5
<b>Passenger Cars</b>			
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) Locomotives Handled Dead in Trains.

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

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

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

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

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

## 3. SPEED REGULATIONS—(Cont'd).

### (H) Spring Switches, Turnouts and Crossovers.

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

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

### (I) Speed Table.

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
-	36	100	-	49	73.5
-	37	97.3	-	50	72.0
-	38	94.7	-	51	70.6
-	39	92.3	-	52	69.2
-	40	90.0	-	53	67.9
-	41	87.8	-	54	66.6
-	42	85.7	-	55	65.5
-	43	83.7	-	56	64.2
-	44	81.8	-	57	63.2
-	45	80.0	-	59	61.0
-	46	78.3	1	—	60.0
-	47	76.6	1	02	58.0
-	48	75.0	1	04	56.2

3. SPEED REGULATIONS—(Cont'd).

(I) Speed Table—(Cont'd.)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
1	06	54.2	1	44	34.6
1	08	52.9	1	46	34.0
1	10	51.4	1	48	33.3
1	12	50.0	1	50	32.7
1	14	48.6	1	52	32.1
1	16	47.4	1	54	31.6
1	18	46.1	1	56	31.0
1	20	45.0	1	58	30.5
1	22	43.9	2	—	30.0
1	24	42.9	2	05	28.8
1	26	41.9	2	10	27.7
1	28	40.9	2	15	26.7
1	30	40.0	2	30	24.0
1	32	39.1	2	45	21.8
1	34	38.3	3	—	20.0
1	36	37.5	3	30	17.1
1	38	36.8	4	—	15.0
1	40	36.0	5	—	12.0
1	42	35.3	6	—	10.0

4. DANGEROUS OBSTRUCTIONS. (See Rule 761).

5. SPECIAL RULES AND FACILITIES.

(A) RX Tower: Following whistle signals indicate route:

EASTWARD

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

WESTWARD

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

LOCATION JUNCTIONS, AND NORMAL POSITION OF SWITCH.

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

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

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

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

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

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

Keys: 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.

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

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

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

6. RAILROAD CROSSINGS AND JUNCTIONS.

NAME	TYPE	SPEED	
		Miles per hour	
Sand Creek	West end freight yard	Standard	See Rule 3-H
Burrton	St.L.-S.F. Crossing, M.P. 204.1 with current of traffic .....	Automatic	79
	Moving against current of traffic.....		20
Way	East end freight yard..	Standard	See Rule 3-H
RX Tower	C.R.I.&P. Crossing, M.P. 216.5.....	Standard	See Rule 3-H
	Panhandle Jct. Mo.Pac. Crossing, M.P. 219.2 Second District	Standard	See Rule 3-H
Stafford	Mo.Pac. Crossing, M.P. 257.2 .....	Automatic	70
	Kinsley First District between M.P. 315.0 and M.P. 318.4 Second District between M.P. 300.9 and M.P. 318.4.....	Standard	See Rule 3-H
Kinsley Jct.	1.7 miles west of depot	Standard	See Rule 3-H
Sterling	Mo.Pac. Crossing, M.P. 235.7 .....	Automatic	20
	Scott City Mo.Pac Crossing, M.P. 118.9 .....	Standard	—

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

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

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

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.

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

Location	Mile Post	Car Capacity	Switch Connection	Flag Stops For Trains
<b>FIRST DISTRICT—</b>				
Water Works Spur....	192.1	7	West WBM	Freight only
Paxton.....	199.4	6	East EBM	Freight only
Serco.....	206.7	28	East EBM	Freight only
S. W. Dehydrating Co. Track.....	261.7	4	West	Freight only
<b>SECOND DISTRICT—</b>				
Ardell.....	321.0	13	East	Freight only
<b>GREAT BEND DISTRICT—</b>				
Western Light & Telephone Co.....	6.5	40	East	Freight only
Morgan Track.....	17.9	13	East & West	Freight only
Shallow Track.....	77	4	East & West	Freight only
<b>CIMARRON VALLEY DISTRICT—</b>				
Natural Gas Co. Track	50.9	13	East & West	Freight only
Citizens Track.....	69.6	15	East & West	Freight only
<b>MANTER DISTRICT—</b>				
Columbian Track.....	13	73	East & West	Freight only
Magnolia Spur.....	13.7	20	West	Freight only
Magnolia Siding.....	13.6	18	East & West	Freight only
Columbian Track.....	16.6	41	East & West	Freight only
Pioneer Co-Op. Spur..	25.8	7	East	Freight only
Hugoton Production Track.....	25.9	33	East & West	Freight only
Sullivan Track.....	29.1	18	East & West	Freight only
<b>LARNED DISTRICT—</b>				
Bosse Track.....	42.7	11	East & West	Freight only

**8. BULLETIN BOOKS.**

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

**9. STANDARD CLOCKS.**

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

**10. STANDARD THERMOMETERS.**

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

**11. STATUTORY REGULATIONS.**

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

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

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

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

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

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

**12. AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY JUDGING SPEED.**

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. 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.

**IMPACT FORCE AT VARIOUS STRIKING SPEEDS.**

	Units of Destructive Force		Units of Destructive Force	
	Car Coupled at	Force	Car Coupled at	Force
Safe	1 mph	1	5 mph	25
	2 "	4	6 "	36
	3 "	9	7 "	49
	4 "	16	8 "	64
Damaging			9 "	81
			10 "	100

**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	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Alva Woodward Canadian Hereford Fort Sumner Vaughn	North of Barstow	Kansas City and beyond	124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque
					Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond
2	Vaughn Fort Sumner Hereford Canadian Woodward Alva Kiowa	Kansas City and beyond	North of Barstow		Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond
					Thatcher	La Junta and beyond	Trinidad and beyond
3	Canadian Hereford Vaughn	Barstow and beyond	Kansas City and beyond		La Junta to Hutchinson	Newton and beyond	La Junta and beyond
4	Vaughn Hereford Canadian	Kansas City and beyond	Barstow and beyond	191-190	La Junta to Denver		Beyond La Junta
23	Hazelton	Waynoka and beyond	Wellington and beyond	17	Hutchinson	Albuquerque and beyond	Kansas City and beyond
	Umbarger Black	Clovis and beyond	Beyond Amarillo	18	Hutchinson	Chicago and beyond	
24	Encino Yeso Taiban	Clovis and beyond	Belen and beyond	201-200	Denver to La Junta	Beyond La Junta	Denver and beyond
	Black Umbarger	Beyond Amarillo	Clovis and beyond		Littleton	Colorado Springs, Pueblo and beyond	
	Hazelton	Wellington and beyond	Waynoka and beyond	21	Hutchinson	La Junta and beyond	Kansas City and beyond
123	Newton to Las Animas	La Junta and beyond	Newton and beyond		Garden City	Albuquerque and beyond	Kansas City and beyond, and South of Newton
	Thatcher	Trinidad and beyond	La Junta and beyond		Trinidad	Raton and beyond	Dodge City and beyond
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond	22	Trinidad	Dodge City and beyond	Any scheduled station stop
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond		Garden City	Kansas City and beyond and South of Newton	Albuquerque and beyond
				19	St. John Garden City Lamar	Albuquerque and beyond, and North of La Junta	Emporia, Kansas City and beyond, and South of Newton
				20	Lamar Garden City St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond, and North of La Junta
				27-(C&S)	Littleton Castle Rock Larkspur Fountain	Beyond Pueblo	
					Palmer Lake	Any station	Any station
				28-(C&S)	Palmer Lake	Any station	Any station

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation



# 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.)

