

SUMNER GREENWOOD, Trainmaster.....Newton, Kans.  
 W. T. RICHARDSON, Trainmaster.....Newton, Kans.  
 T. B. DANFORTH, Chief Dispatcher.....Newton, Kans.  
 W. T. MORAN, Asst. Chief Dispatcher.....Newton, Kans.  
 E. K. FRY, Asst. Chief Dispatcher.....Newton, Kans.

**TRAIN DISPATCHERS—NEWTON, KANSAS.**

J. M. UTTERBACK. H. J. GARVIN. E. L. KIDD.  
 R. W. GUY. J. Q. COOPER. R. T. POLLEY.  
 F. O. BAIRD. G. O. THOMAS. H. C. FLOTTMAN.  
 R. H. WILLIS. E. M. COUGHLIN. R. E. STANFORD.

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

**LOCAL TIME INSPECTORS—MIDDLE DIVISION.**

L. G. FORT.....Emporia.  
 J. M. HUGHES.....Emporia.  
 D. H. ROSENBALM (Assistant).....Emporia.  
 SAMUEL B. HANKINS.....Newton.  
 A. H. F. SCHLIECKER.....Florence.  
 W. H. WIDIGER.....McPherson.  
 E. R. CLARK.....Wichita.  
 F. D. HERMAN.....Wichita.  
 R. H. RILEY.....Wellington.  
 MRS. VERA E. JAGGERS.....Wellington.  
 E. H. RUPPELIUS.....Winfield.  
 L. W. GRIMES.....Arkansas City.  
 J. H. DWEELAARD (Assistant).....Arkansas City.  
 C. R. MCCULLOUGH.....Augusta.  
 J. W. KIRKPATRICK.....El Dorado.  
 ED BRANDLEY.....Cottonwood Falls.  
 VERN A. WEBSTER.....Salina.  
 DONALD MOORE.....Superior.  
 W. H. LOWRY.....Abilene.

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

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

**LOCAL SURGEONS.**

DR. F. A. ECKDALL, Emporia.	DR. FRANK CVETKOVICH, Augusta.
DR. F. J. ECKDALL, Emporia.	DR. FREDRICK D. EPP, Augusta.
DR. A. W. CORBETT, Emporia.	DR. GLEN E. KASSEBAUM, El Dorado.
DR. CHARLES R. HOPPER, Emporia.	DR. ROBERT M. BRIAN, El Dorado.
DR. JACOB HINDEN, Strong City.	DR. A. C. EITZEN, Hillsboro.
DR. ROBERT D. WOOD, Peabody.	DR. A. H. DYCK, McPherson.
DR. ROYAL A. BARKER, Peabody.	DR. A. F. SCHMIDT, Little River.
DR. J. W. HERTZLER, Newton.	DR. L. J. BEYER, Lyons.
DR. A. G. DIETRICH, Newton.	DR. F. E. WALLACE, Chase.
DR. H. R. SCHMIDT, Newton.	DR. MARLIN W. CARLSON, Ellinwood.
DR. KARL VOLDENG, Wellington.	DR. T. L. LOTHMAN, Enterprise.
DR. WARD M. COLE, Wellington.	DR. L. G. HEINS, Abilene.
DR. ALBERT C. HATCHER, Wellington.	DR. D. C. CHAFFEE, Abilene.
DR. Y. E. PARKHURST, Belle Plaine.	DR. J. C. MITCHELL, Salina.
DR. FRANK EMERY, Wichita.	DR. CHESTER E. SCOTT, Salina.
DR. DANIEL M. THOMPSON, Wichita.	DR. O. U. NEED, Oak Hill.
DR. FARRIS D. EVANS, Wichita.	DR. L. E. HAUGHEY, Concordia.
DR. E. S. BRINTON, Wichita.	DR. E. R. GELVIN, Concordia.
DR. P. M. BELL (Colored), Wichita.	DR. JOHN H. LATHROP, Concordia.
DR. A. J. WRAY, Wichita.	DR. M. D. MCCOMAS, Courtland.
DR. PAUL A. KAELSON, Wichita.	DR. C. G. McMAHON, Superior.
DR. E. S. HYMER, Sedgwick.	DR. HOMER S. FOUTZ, Minneapolis.
DR. LESLIE H. COBB, Mulvane.	DR. J. E. HENSHALL, Osborne.
DR. JOHN C. WILCOX, Mulvane.	DR. JOHN C. SLIFER, Osteopath, Florence.
DR. M. J. DUNBAR, Winfield.	DR. T. C. ENSEY, Marion.
DR. E. W. HELLWEG, Arkansas City.	DR. CHAS. MAGEE, Marion.
DR. GEORGE MEEK, Arkansas City.	DR. H. R. TURNER, Hope.
DR. G. L. CAMPBELL, Arkansas City.	DR. H. R. SMITH, Lincoln Center.
DR. NEWTON C. SMITH, Ark. City.	DR. H. L. SONGER, Lincoln Center.
DR. BRUCE G. SMITH, Arkansas City.	DR. CLARENCE E. THOMPSON, Holyrood.
DR. T. L. HILL, Arkansas City.	
DR. CARL STENSAAS, Ark. City.	

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

DR. D. P. TRIMBLE.....Emporia.  
 DR. E. L. GANN.....Emporia.  
 DR. E. E. TIPPIN.....Wichita.  
 DR. E. E. TIPPIN, JR.....Wichita.  
 DR. E. M. HARMS.....Wichita.  
 DR. E. K. ENNS.....Newton.  
 DR. J. H. ENNS, Eye Spec.....Newton.  
 DR. H. E. MORGAN (Eye Only).....Newton.  
 DR. C. T. RALLS.....Winfield.  
 DR. JAMES E. HILL.....Arkansas City.  
 DR. J. H. JOHNSON (Eye Only).....El Dorado.

**The Atchison, Topeka and Santa Fe  
 Railway Co.**

**EASTERN LINES  
 Western District**

**MIDDLE DIVISION**

**TIME TABLE No.**

**96**

**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.**

**J. N. LANDRETH,  
 General Manager,  
 Topeka, Kansas.**

**J. E. LESTER,  
 Asst. General Manager,  
 Topeka, Kansas.**

**M. M. KILLEN,  
 Superintendent,  
 Newton, Kansas.**

Hall 6 56 6500 375

Timetable 95 eff 4 Dec 55  
 97 25 Nov 56

## 2 MIDDLE DIVISION.

## FIRST DISTRICT.

WESTWARD.														TIME TABLE No. 96, July 22, 1956.	Rolling Grade Ascending.	Siding Capacity 50 Ft. Per Car
Second Class.		First Class.														
55	73	23	11	19	3	25	5	7	17	15	21	1	123			
Mixed.	Mixed.	The Grand Canyon.	The Kansas Cityan.	The Chief.	Passenger.	Motor.	Passenger.	Fast Mail-Express.	Super Chief.	Texas Chief.	El Capitan.	San Francisco Chief.	The Grand Canyon.			
Leave Sun. only.	Leave Daily Except Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
		PM 11.15	PM 7.45	PM 6.20	PM 12.15	AM 11.20	AM 11.15	AM 11.00	AM 4.35	AM 3.20	AM 3.05	AM 1.55	AM 12.30			
		11.18	7.49	6.23	12.18	11.23	11.18	11.03	4.38	3.23	3.08	1.58	12.34			
						11.28										
						11.32										
		11.25	7.56	6.30	12.25	11.35	11.26	11.10	4.45	3.30	3.15	2.05	12.43			
AM 5.10	AM 3.05	11.31	8.01	6.35	12.30	11.35	11.15	4.50	3.35	3.20	2.10	12.50				
5.15 AM	3.10 AM	11.34	8.05	6.38	12.33	11.39	11.19	4.53	3.38	3.23	2.13	12.54				
		11.41	8.12	6.45	12.40		11.47	11.26	5.01	3.45	3.30	2.21	1.02			
						Via Second District.							1.06			
		11.51	8.21	6.54	12.49	11.59	11.35	5.10	3.54	3.39	2.30	1.13				
Via Strong City District.	Via Strong City District.	12.01	8.30	7.03	12.58	12.10	11.44	5.19	4.03	3.48	2.39	1.25				
		12.10	8.39	7.11	1.06		12.19	11.53	5.28	4.11	3.56	2.48	1.34			
		12.30 AM	8.55 PM	7.25 PM	1.20 PM	12.35 PM	12.10 PM	5.45 AM	4.25 AM	4.10 AM	3.05 AM	1.55 AM				
Arrive Sun. only.	Arrive Daily Except Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			
49.2	49.2	58.4	62.6	67.4	67.4	53.2	54.7	62.6	62.6	67.4	67.4	62.6	51.5			

STATIONS.		Rolling Grade	Siding Capacity
<b>EMPORIA. YL</b> 3.2	2 Tracks	6.1	
<b>MERRICK. YL</b> 4.9	3 Tracks	6.1	
<b>PLYMOUTH.</b> 3.2	3 Tracks	4.4	
<b>SAFFORDVILLE.</b> 2.0	3 Tracks	6.8	
<b>ELLINOR.</b> 6.3		9.2	W103 E119
<b>STRONG CITY. YL</b> 4.1		10.4	W72 E72
<b>NEVA.</b> 2.5		0	
<b>ELMDALE.</b> 7.3		17.4	W63 E81
<b>CLEMENTS.</b> 5.1	2 TRACKS	18.0	W58 E54
<b>CEDAR POINT.</b> 6.2		0	
<b>FLORENCE. YL</b> 11.4		19.3	W126 E165
<b>PEABODY.</b> 0.3		14.8	W103 E57
<b>C.R.I. &amp; P. Crossing.</b> 9.7		45.4	
<b>WALTON.</b> 6.3		0	
<b>Mo. Pac. Crossing.</b> 0.5		0	
<b>NEWTON. YL</b>			
<b>(73.0)</b>			
<b>Aver. speed per hr.</b>			

### SIGNAL SYSTEM TWO IN EFFECT:

Emporia to Newton.

### RULE 261 IN EFFECT:

Main track No. 3 between Merrick and Ellinor.

### RULE 251 IN EFFECT:

Emporia to Mo. Pac. Crossing, Newton.

Trains must secure numbered clearance cards before leaving originating stations, except Neva. Trains to and from Strong City District secure clearance cards at Strong City.

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

Between Mo. Pac. crossing and Sand Creek the two extreme south tracks will be used for freight train movements.

All switches at Neva except east end eastward siding handled by operator Strong City.

At Sand Creek (Newton) main track switches west end yard handled by operator Sand Creek.

Main Track No. 3 between Merrick and Ellinor is the first track south of eastward main track.

**FIRST DISTRICT.**

**MIDDLE DIVISION. 3**

				EASTWARD.													
				First Class.										Second Class.			
TIME TABLE No. 96, July 22, 1956.				2	18	124	24	20	12	4	8	26	6	22	16	56	74
STATIONS.				San Francisco Chief.	Super Chief.	The Grand Canyon.	The Grand Canyon.	The Chief.	The Chicagoan.	Passenger.	Fast Mail Express.	Motor.	Passenger.	El Capitan.	Texas Chief.	Mixed.	Mixed.
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sun. only.	Arrive Daily Ex. Sun.
FT C	112.1	21.2	EMPORIA. YL 3.2	AM 1.35	AM 2.40	s3.15	s4.50	AM 5.25	AM 9.45	s12.15	s4.50	PM 5.10	s5.45	PM 9.10	s11.00		
C	115.3	0	MERRICK. YL 4.9	1.28	2.35	3.10	4.41	5.20	9.37	12.07 PM	4.40	5.02	5.32	9.05	10.52		
B	120.2	0	PLYMOUTH 3.2									f 4.57					
C	123.4	0	SAFFORDVILLE. 2.0				s4.30					f 4.52					
C	125.4	0	ELLINOR. 6.3	1.20	2.26	3.01	4.25	5.11	9.30	11.59	4.32	4.48 PM	5.24	8.56	10.45	PM	PM
Y C	131.7	0	STRONG CITY. YL 4.1	1.15	2.21	2.56	s4.15	5.06	9.25	11.54	4.25		s5.19	8.51	10.40	s 3.01	s5.20
B	135.8	0	NEVA. 2.5	1.12	2.17	2.52	4.05	5.02	9.22	11.49	4.19		5.14	8.47	10.37	2.53 PM	5.15 PM
C	138.8	12.8	ELMDALE. 7.3				s4.02										
C	145.6	0	CLEMENTS. 5.1	1.04	2.09	2.44	s3.54	4.54	9.14	11.41	4.11		5.06	8.39	10.29		
C	150.7	0	CEDAR POINT. 6.2				s3.46										
Y C	156.9	0	FLORENCE. YL 11.4	12.55	2.00	2.35	s3.38	4.45	9.05	11.32	4.01		s4.57	8.30	10.20	Via Strong City District.	Via Strong City District.
C	168.3	0	PEABODY. 0.3	12.46	1.51	2.26	s3.20	4.36	8.56	11.22	3.51		f4.47	8.21	10.11		
	168.6	16.8	C.R.I. & P. Crossing. 9.7														
C	178.8	21.1	WALTON. 6.3	12.38	1.43	2.18	s3.09	4.28	8.48	11.13	3.43		4.38	8.13	10.03		
	184.6	19.1	Mo. Pac. Crossing. 0.5														
FT Y C	185.1		NEWTON. YL	12.30 AM	1.35 AM	2.10 AM	3.00 AM	4.20 AM	8.40 AM	11.05 AM	3.35 PM		4.30 PM	8.05 PM	9.55 PM		
			(73.0)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Sun. only.	Leave Daily Ex. Sun.
Average speed per hour.				67.4	67.4	67.4	39.8	67.4	67.4	62.6	58.4	36.3	58.4	67.4	67.4	30.8	49.2

Trains must secure numbered clearance cards before leaving originating stations, except Neva, and eastward from Second District at Ellinor. Trains to and from Strong City District secure clearance cards at Strong City.

**SIGNAL SYSTEM TWO IN EFFECT:**

Newton to Emporia.

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

**RULE 261 IN EFFECT:**

Main Track No. 3 between Ellinor and Merrick.

Between Sand Creek and Mo. Pac. crossing the two extreme south tracks will be used for freight train movements.

At Sand Creek (Newton) main track switches west end yard handled by operator Sand Creek.

**RULE 251 IN EFFECT:**

Mo. Pac. Crossing, Newton, to Emporia.

All switches at Neva except east end eastward siding handled by operator Strong City.

Main Track No. 3 between Ellinor and Merrick is the first track south of eastward main track.

**4 MIDDLE DIVISION.**

**SECOND DISTRICT.**

Siding Capacity 50 ft. Per Car.	WESTWARD. First Class.				Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 96, July 22, 1956.	Rolling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class.			
	3	25	1	23							24	4	26	2
	Passenger.	Motor.	San Francisco Chief.	The Grand Canyon.							The Grand Canyon.	Passenger.	Motor.	San Francisco Chief.
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		<b>STATIONS.</b>					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
229		AM 11.35				ELLINOR. 4.9	0	125.4	C				PM 4.48	
180		f 11.42				GLADSTONE. 5.8	0	180.8					f 4.42	
180		s 11.52				BAZAR. 8.3	0	186.1	C				s 4.35	
169		s 12.01				MATFIELD GREEN 9.8	0	144.4	C				s 4.26	
295		s 12.14				CASSODAY. 4.2	21.2	154.2	C				s 4.15	
288		f 12.20				AIKMAN. 7.7	21.1	158.4					f 4.10	
148		f 12.30				CHELSEA. 6.7	21.2	166.1	B				f 4.00	
95		12.39			Y	TOWER B. YL 1.5	0	172.8	C				3.52	
		s 12.54				EL DORADO. YL 3.3	0	174.8					s 3.47	
		f 12.59				VANORA. 7.7	0	177.6					f 3.33	
R129 W189		1.08 PM			Y	AG TOWER. YL S. L.-S. F. Crossing. 0.4	0	185.8	C				3.27 PM	
						AUGUSTA. YL 5.7	0	185.7 (199.5)						
188	Via Third District		Via Third District.	Via Third District.		SALTER. 6.4	21.1	205.2			Via Third District.	Via Third District.		Via Third District.
183						ROSE HILL. 2.8	21.1	211.6						
	Via Douglass District.					EAST JCT. 6.2	31.7	214.4						
141	PM 2.28		AM 4.03	AM 2.04	Y	MULVANE. 1.3	21.4	220.6	C		AM 12.49	AM 9.36		PM 11.23
	2.30		4.05	2.06		WEST JCT. 3.8	21.4	221.9			12.46	9.31		11.20
						Midland Valley Cros'g. 0.8	18.8	225.7						
147	f 2.35		4.10	2.10		BELLE PLAINE. 0.7	18.8	226.5	C		12.42	f 9.27		11.15
						Mo. Pac. Crossing. 4.5	0	227.2						
	2.40		4.15	2.15		CICERO. 7.4	21.4	231.7			12.35	9.20		11.10
	s 3.00 PM		s 4.30 AM	s 2.40 AM	FT Y	WELLINGTON.		238.9	C		12.25 AM	9.10 AM		11.00 PM
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(99.9)					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
	34.3	38.6	41.1	30.5		Average speed per hour.					45.7	42.2	44.4	48.3

**SIGNAL SYSTEM TWO IN EFFECT:**  
Ellinor to Wellington, except AG Tower interlocking.

**SIGNAL SYSTEM ONE IN EFFECT:**  
AG Tower interlocking.

**RULE 261 IN EFFECT:**  
Ellinor to El Dorado.  
M.P. 201.7 (west of Augusta) to M.P. 230.3 (east of Cicero), except westward main track between Mulvane and west end of Second District siding.  
Division board M.P. 236.9 to Wellington.

**RULE 251 IN EFFECT:**  
El Dorado to M.P. 201.7 (west of Augusta).  
M.P. 230.3 (east of Cicero) to Division Board M.P. 236.9.

Other than provided in Rule 651 (A), trains must secure numbered clearance cards before leaving originating stations, except westward at Ellinor and El Dorado; westward from Third to Second District at Mulvane; eastward from Douglass District at AG Tower.

Movement of trains on westward main track between Mulvane and west end of Second District siding will be governed by Rule 297.

Mulvane is an office of communication on westward track only.

At Wellington between Bridge M.P. 238.7, east of "C" Street and light plant spur M.P. 239.4 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; within these limits trains or engines may use main track not protecting against regular and extra trains and engines.

Mile posts west of Augusta represent mileage from Atchison via Florence and former El Dorado District.

Siding Capacity 50 ft. Per Car.	WESTWARD		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 96, July 22, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD.	
	Second Class								Second Class	
	89 Way Frt.	87 Mixed.							88 Mixed.	90 Way Frt.
	Leave Tues. and Fri.	Leave Daily. Ex. Sun.			<b>STATIONS.</b>				Arrive Daily. Ex. Sun.	Arrive Tues. and Fri.
		AM 6.00	Y	0	FLORENCE. YL 5.9	0		C	PM 6.40	
		6.15		20.3	OURSLER. 4.8	0	5.5		6.25	
31	f	6.30		0	MARION. YL 0.3	0	10.1	C	f	6.13
				81.7	C.R.I. & P. Crossing. 4.9	0	10.4			
45	f	6.45		81.7	CANADA. 5.3	18.4	15.3		f	5.59
35	f	7.00		81.7	HILLSBORO. YL 5.8	17.4	20.5	C	f	5.45
		7.15		81.7	LEHIGH. 7.3	0	26.3	C	f	5.31
38	f	7.45		0	CANTON. 5.3	11.6	34.1	C	f	5.15
42	f	8.00		27.2	GALVA. 3.9	81.7	39.9	C	f	4.55
				14.3	C.R.I. & P. Crossing. 2.0	81.7	43.8			
				0	C.R.I. & P. Crossing. 0.5	81.7	46.7			
	AM 11.50	s	8.40	0	McPHERSON. YL 0.1	0	47.2	C	s	4.40
				81.7	U.P. Crossing. 6.4	15.3	47.3			
	PM 12.04	f	8.55	81.7	CONWAY. 6.9	80.9	58.7	C	f	4.15
		12.16	f	9.15	WINDOM. 5.8	81.7	60.6	C	f	4.03
	12.30 PM	s	9.50	31.7	LITTLE RIVER. YL 5.3	0	66.2	C	s	3.50
				31.7	MITCHELL. 5.4	81.7	72.0		f	3.22
	Via Little River Dist.			11.9	Mo. Pac. Crossing. 0.7	0	77.4			Via Little River Dist.
		s	10.25	0	LYONS. YL 0.3	0	78.1	C	s	2.10
				81.7	S.L.-S.F. Jct. 0.1	81.7	78.3			
				28.8	S.L.-S.F. Crossing. 7.6	81.7	78.4			
		f	10.50	30.1	CHASE. YL 6.1	21.9	86.0	C	f	1.45
		f	11.05	0	SILICA. 6.4	29.3	92.1		f	1.25
		11.25 AM	Y		ELLINWOOD. YL		98.5	C		1.15 PM
	Arrive Tues. and Fri.	Arrive Daily. Ex. Sun.			(98.9)				Leave Daily. Ex. Sun.	Leave Tues. and Fri.
	28.5	18.3			Average speed per hour.				22.4	28.5

SIGNAL SYSTEM TWO IN EFFECT:

Marion Interlocking.

M.P. 43.8 (Galva-McPherson). Interlocking.

Trains must secure numbered clearance cards before leaving originating stations, except No. 90 at Little River.

No. 87 is superior to No. 88.

No switch lights on McPherson District.

Normal position of wye switch near highway crossing, McPherson District, Florence, is for east leg of wye.

**SIGNAL SYSTEM TWO IN EFFECT:**

First Street to M. P. 207.9, No. Wichita.

M.P. 213.3, South Jct. to M.P. 229, Mulvane.

**SIGNAL SYSTEM ONE IN EFFECT:**

M.P. 207.9, No. Wichita, to North Jct., incl. South Jct. Interlocking.

M.P. 229, Mulvane, to Arkansas City.

**RULE 261 IN EFFECT:**

First Street to No. Wichita.

South Jct. to Mulvane.

**RULE 251 IN EFFECT:**

No. Wichita to North Jct.

W.N. Jct. to Arkansas City.

WESTWARD. First Class.								TIME TABLE No. 96, July 22, 1956.	Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Siding Capacity 50 ft. Per Car.
11	3	5	25	47	15	1	23				
The Kansas Cityan.	Passenger.	Passenger.	Motor.	Motor.	Texas Chief.	San Francisco Chief.	The Grand Canyon.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
PM 9.00	PM 1.30	PM 12.45			AM 4.30	AM 3.10	AM 12.50				
								<b>STATIONS.</b>			
								<b>NEWTON.</b>			
								0.4	0		
								A.T.&S.F. Crossing.			
								FIRST STREET.	0		77
								2.5			
								McGRAW.	0		
								3.2			
9.07	1.36	12.51			4.38	3.16	12.58	<b>PUTNAM.</b>	0		133
								4.0			
9.10	1.39	12.55			4.41		1.02	<b>SEDGWICK.</b>	0		146
								6.6			
9.15	1.44	1.03			4.46	3.24	1.08	<b>VALLEY CENTER.</b>			
								S.L.-S.F. Crossing.	0		130
								7.3			
9.21	1.49	1.11			4.52	3.29	1.15	<b>NO. WICHITA. YL</b>	0		FT
								1.0			
								Mo. Pac. Crossing.	0		
								1.6			
9.26	1.54	1.18			4.57	3.34	1.20	<b>NORTH JCT. YL</b>			
								0.6	21.2		
9.35	2.05 2.10	1.25 1.40		AM 5.40	5.10	3.45	1.25 1.45	<b>WICHITA U. S. YL</b>	0		
				5.42 AM				0.9			
9.37	2.12	1.43		5.12	5.12	3.47	1.48	<b>SOUTH JCT.</b>	31.7		Y
								C.R.I.&P. Crossing.			
								4.2			
9.42		1.51			5.16		1.55	<b>CONNELL.</b>	16.4		133
								5.6			
9.47	2.23	1.57			5.22	3.58	2.00	<b>DERBY.</b>	21.6		134
								4.9			
9.51	2.28 PM	2.03			5.27	4.03 AM	2.04 AM	<b>MULVANE.</b>	31.7		Y 53
								10.0			
10.00	Via Second District.	2.15	Via Douglass District.	Via Panhandle Division.	5.38	Via Second District.	Via Second District.	<b>UDALL.</b>	0		128
								4.9			
10.04		2.21			5.43			<b>DALE.</b>	0		59
								6.7			
								Mo. Pac. Crossing.	0		
								0.2			
10.12		2.30	1.55		5.50			<b>W.N. JCT. YL</b>			Y
								A.T.&S.F. Crossing.	13.6		
								0.7			
								S.L.-S.F. Crossing.	0		
								0.4			
10.15		2.38	2.00 PM		5.55			<b>WINFIELD. YL</b>	31.7		W80
								5.3			
10.21		2.46			6.02			<b>HACKNEY.</b>	31.7		FT Y
								7.3			
10.30 PM		3.10 PM			6.15 AM			<b>ARKANSAS CITY. YL</b>			
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(78.3)			
52.2	46.6	36.1	13.2	27.0	44.7	48.5	47.6	Average speed per hour			

Other than provided in Rule 651(A), trains must secure numbered clearance cards before leaving originating stations, except westward from Douglass District at WN Jct., and Panhandle Division trains originating at North Wichita and South Jct. Westward trains secure clearance cards at Mulvane.

Between Mo. Pac. crossing 0.5 mile east of passenger station Newton, and First Street, the first six tracks south of passenger station are designated as Passenger Yard Tracks Nos. 1, 2, 3, 4, 5 and 6, respectively. Trains and engines using these tracks must proceed at restricted speed.

Westward Third District trains will not leave passenger station Newton until white train departure light, located west end train shed, is displayed or authority received from train dispatcher.

Westward Third District trains will not leave Sand Creek Yard until white train departure light located west of McGraw Jct. switch, is displayed, or authority received from train dispatcher.

Independent track between North Wichita and North Jct. is the first track south (time table direction) of eastward main track and

will be used by passenger trains only on instructions of yardmaster.

Trains and engines between North Jct. and South Jct. will be governed by The Wichita Union Terminal Railway Company Time Table, Special Rules and Regulations, which provide:

"Trains have no time table superiority on any track between North Junction and South Junction, and trains and engines will move within such limits at restricted speed. Trains and engines must not exceed speed of fifteen (15) miles per hour between North Junction and South Junction or through interlocked turnouts and crossovers North Junction and South Junction."

Eastward freight trains Fairview or Wichita Districts call operator, South Jct., over booth telephone at Mo. Pac. crossing for instructions. Yard crews contact operator, South Jct., over city telephone near Seneca Street, or from south yard, for permission to make through movement West Wichita to South Jct., or to foul Fairview District main track from south yard tail track.

Third District trains at Mulvane will be governed by Rule 297.

**THIRD DISTRICT.**

Communications.	Mile Post.	Ruling Grade Ascending	TIME TABLE No. 96, July 22, 1956.	EASTWARD.							
				First Class.							
				24	12	4	6	26	48	16	2
				The Grand Canyon.	The Chicagoan.	Passenger.	Passenger.	Motor.	Motor.	Texas Chief.	San Francisco Chief.
			<b>STATIONS.</b>	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
			<b>NEWTON.</b>	AM 2.20	AM 8.35	AM 10.50	PM 4.25			PM 9.50	AM 12.20
			0.4 A.T.&S.F. Crossing.								
			<b>FIRST STREET.</b>								
			2.5 McGRAW.								
			3.2 <b>PUTNAM.</b>	1.50	8.21	10.30	4.06			9.38	12.07
			4.0 <b>SEDGWICK.</b>	1.46	8.18	10.27	4.02			9.35	12.04 AM
			6.6 <b>VALLEY CENTER.</b>								
			S.L.-S.F. Crossing.								
			7.3 <b>NO. WICHITA. YL</b>	1.34	8.07	10.15	3.48			9.23	11.53
			1.0 Mo. Pac. Crossing.								
			1.6 <b>NORTH JCT. YL</b>	1.28	8.02	10.08	3.42			9.17	11.47
			0.6	1.25 23		10.05	3.40			PM 3.30	9.15
			<b>WICHITA U. S. YL</b>	1.10	8.00	9.55	3.30			9.15	11.45
			0.9 <b>SOUTH JCT.</b>							3.25 PM	
			C.R.I. & P. Crossing.								
			4.2 <b>CONNELL.</b>	12.59	7.46	9.46	3.18			8.59	11.32
			5.6 <b>DERBY.</b>	12.54	7.42	9.41	3.13			8.54	11.28
			4.9 <b>MULVANE.</b>	12.49	7.38	9.36	3.07			8.50	11.23 PM
			10.0 <b>UDALL.</b>		7.29		2.56			8.41	
			4.9 <b>DALE.</b>	Via Second District.	7.24	Via Second District.	2.49	Via Douglass District.	Via Panhandle Division.	8.36	Via Second District.
			6.7 Mo. Pac. Crossing.								
			0.2 <b>W.N. JCT. YL</b>								
			A.T.&S.F. Crossing.								
			0.7 <b>S.L.-S.F. Crossing.</b>								
			0.4 <b>WINFIELD. YL</b>		7.17		2.38	2.45 PM		8.27	
			5.3 <b>HACKNEY.</b>		7.11		2.27			8.19	
			7.3 <b>ARKANSAS CITY. YL</b>		7.05 AM		2.20 PM			8.12 PM	
			(78.3)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	33.8	52.2	40.1	40.8	22.0	6.7	47.9	45.1

**SIGNAL SYSTEM ONE IN EFFECT:**

Arkansas City to M.P. 229, Mulvane.

South Jct. Interlocking.

North Jct. to M.P. 207.9, No. Wichita.

**SIGNAL SYSTEM TWO IN EFFECT:**

M.P. 229, Mulvane, to M.P. 213.3, South Jct.

M.P. 207.9, No. Wichita, to First Street.

**RULE 251 IN EFFECT:**

Arkansas City to W.N. Jct.

North Jct. to No. Wichita.

**RULE 261 IN EFFECT:**

Mulvane to South Jct.

No. Wichita to First Street.

Other than provided in Rule 651 (A), trains must secure numbered clearance cards before leaving originating stations, except eastward from Second District at Mulvane, and Panhandle Division trains originating at South Jct. Eastward extra trains secure clearance cards at WN Jct.; Nos. 6, 12 and 16 at Winfield.

Between Mo. Pac. crossing 0.5 mile east of passenger station Newton, and First Street, the first six tracks south of passenger station are designated as Passenger Yard Tracks Nos. 1, 2, 3, 4, 5 and 6, respectively. Trains and engines using these tracks must proceed at restricted speed.

Independent track between North Jct. and No. Wichita is the first track south (time table direction) of eastward main track and will be used by passenger trains only on instructions of yardmaster.

Trains and engines between South Jct. and North Jct. will be governed by The Wichita Union Terminal Railway Company Time Table, Special Rules and Regulations, which provide:

"Trains have no time table superiority on any track between North Junction and South Junction, and trains and engines will move within such limits at restricted speed. Trains and engines must not exceed speed of fifteen (15) miles per hour between North Junction and South Junction or through interlocked turnouts and crossovers North Junction and South Junction."

Eastward freight trains Fairview or Wichita Districts call operator, South Jct., over booth telephone at Mo. Pac. crossing for instructions. Yard crews contact operator, South Jct., over city telephone near Seneca Street, or from south yard, for permission to make through movement West Wichita to South Jct., or to foul Fairview District main track from south yard tail track.

Third District trains at Mulvane will be governed by Rule 297.

8 MIDDLE DIVISION.

STRONG CITY DISTRICT.

Siding Capacity 50 ft. Per Car.	WESTWARD.				Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 96, July 22, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD.			
	Second Class.										Second Class.			
	85	175	55	73							74	56	176	86
	Mixed.	U. P. Mixed.	Mixed.	Mixed.							Mixed.	Mixed.	U. P. Mixed.	Mixed.
	Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.	Leave Sun. only.	Leave Daily Ex. Sun.							Arrive Daily Ex. Sun.	Arrive Sun. only.	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.
			AM 5.15	AM 3.10							PM 5.15	PM 2.53		
			5.21	3.16	34.7	NEVA. YL	0			B	5.10	2.47		
34		f	5.33	f 3.30	39.4	ROCKLAND.	0	2.6			5.10	2.47		
20		f	5.46	f 3.45	37.0	HYMER.	0	7.6	C	f	5.00	f 2.37		
29		f	6.00	f 4.00	47.5	DIAMOND SPRINGS.	0	13.4	C	f	4.47	f 2.25		
22		f	6.13	s 4.15	50.5	BURDICK.	0	19.2	C	s	4.35	f 2.13		
30		f	6.24	f 4.29	20.6	C.R.I. & P. Crossing. LOST SPRINGS.	49.1	25.5		s	4.15	f 1.59		
53		f	6.35	f 4.40	0	JACOBS.	0	30.7		f	4.05	f 1.44		
27		f	6.50	f 4.58	48.6	C.R.I. & P. Crossing.	49.1	30.9						
39		f	7.05	f 5.17	34.4	HOPE.	0	36.8		f	3.50	f 1.31		
					40.7	Mo. Pac. Crossing.	47.5	37.1						
					0	NAVARE.	47.5	44.4	C	s	3.32	f 1.15		
					0	ENTERPRISE. YL	0	52.1	C	s	3.15	f 1.00		
					0	C.R.I. & P. Crossing.	0	52.2						
					0	A.T. & S.F. Crossing.	0	52.3						
	AM				0	ABILENE. YL	0	58.1	C	s	3.00			PM
	8.15		7.25	s 6.00	0	C.R.I. & P. Jct.	0	58.6			2.00	12.45		2.55
			AM		0	S.A. Jct.	0	58.8				PM		
	8.18			6.03	0	U.P. Crossing.	0	59.0			1.30			2.45
	8.20			6.05	0	TALMAGE. YL	0	67.0	C	f	1.05			2.43
31	f 8.35			f 6.22	37.0	MANCHESTER. YL	0	72.8	C	f	12.50			f 2.27
32	s 9.10			f 6.35	39.8	LONGFORD.	52.7	78.4	C	f	12.40			2.15
34	AM			f 6.50	52.8	OAK HILL.	52.8	83.7	B	f	12.30			PM
15				f 7.05	52.7	MILTONVALE. YL	37.0	93.0	C	f	12.15			
54	Via Minneapolis Dist.	AM		f 7.30	0	M.V. JCT. YL	0	98.2			12.13		PM	Via Minneapolis Dist.
		8.17		7.31	52.8	AURORA.	52.7	102.1	C	f	11.55		1.24	
17		8.35		f 7.55	52.6	HUSCHER.	52.7	108.0					1.12	
		8.47			0	COOK.	0	110.0						
					0	Mo. Pac. Crossing. C.B. & Q. Crossing.	0	113.2						
		9.02		8.20	0	C.O. JCT. YL	0	113.3			11.32		1.02	
		AM			0	U.P. Crossing.	0	113.4					PM	
				s 8.25	17.8	CONCORDIA. YL	0	113.5	C		11.30			
				AM	T	(113.5)	0				AM			
	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sun.	Arrive Sun. only.	Arrive Daily Ex. Sun.		Average speed per hour.					Leave Daily Ex. Sun.	Leave Sun. only.	Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.
	16.0	27.1	26.0	21.6							23.9	27.1	30.4	22.1

SIGNAL SYSTEM TWO IN EFFECT:

- Neva Interlocking.
- Lost Springs Interlocking.
- Jacobs Interlocking.
- Hope Interlocking.
- Abilene Interlocking.

Trains must secure numbered clearance cards before leaving originating stations, except Neva; C.O. Jct.; M.V. Jct.; and Manchester when no operator on duty. All trains secure clearance cards Abilene; westward U.P. trains Miltonvale, and eastward U.P. trains Concordia. All trains secure clearance card Concordia.

Strong City District trains at Neva will be governed by Rule 297.

Between Abilene Station and U.P. Crossing M.P. 59.0, 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.

No. 55 is superior to No. 56.

No. 73 is superior to No. 74.

No. 85 is superior to No. 86.

No switch lights on the Strong City District.



Siding Capacity 50 ft. Per Car.	WEST- WARD. Second Class	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 96, July 22, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST- WARD. Second Class.
	73							74
	Mixed.							Mixed.
	Leave Mon., Wed., Fri.			<b>STATIONS.</b>				Arrive Tue., Thurs. Sat.
	AM 9.25	T	14.2	<b>CONCORDIA. YL</b>		113.5	C	AM 10.55
			0	3.1 <b>HANNUM.</b>	0	116.6		
			29.9	3.5 Mo. Pac. Crossing.	0	120.1		
	f 9.55		52.4	1.4 <b>ONEONTA.</b>	0	121.5		f 10.39
	f 10.10		0	6.3 <b>KACKLEY.</b>	0	127.7	C	f 10.25
				6.0 C.R.I. & P. Crossing. <b>COURTLAND.</b>	23.5	138.7	C	s 10.10
	s 10.25		52.1	7.5 <b>LOVEWELL.</b>	52.7	141.2	C	f 9.50
	f 10.50		52.6	5.5 <b>WEBBER.</b>	0	147.0	B	f 9.35
19	f 11.05		0	4.9 State Line.	52.8	151.9		
			42.2	0.7 Mo. Pac. Crossing.	0	152.6		
			42.2	0.4 C.B. & Q. Crossing.	0	153.0		
			0	0.8 <b>SUPERIOR. YL</b>	0	153.8	C	9.15 AM
	11.25 AM	T						
	Arrive Mon., Wed., Fri.			(49.3)				Leave Tue., Thurs. Sat.
	20.1			Average speed per hour.				24.2

Trains must secure numbered clearance cards before leaving originating stations. All trains secure clearance card Concordia.  
 Trains and engines will be governed by C.&N.W. Ry. Time Table between M.P. 151.9 and Superior, which provides:  
 "A.T.&S.F. trains and engines have authority to operate on main and yard tracks, Superior. Chicago & North Western and A.T.&S.F. trains and engines have no time table superiority and must proceed at restricted speed within the yard limits, Superior."  
 No switch lights on the Strong City District.

**Minneapolis District.**

Siding Capacity 50 ft. Per Car.	WEST- WARD. Second Class	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 96, July 22, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST- WARD. Second Class.
	85							86
	Mixed.							Mixed.
	Leave Mon., Wed., Fri.			<b>STATIONS.</b>				Arrive Mon., Wed., Fri.
	AM 9.15	Y	52.8	<b>MANCHESTER. YL</b>	52.8		C	PM 2.10
	s 9.33		52.8	5.7 <b>VINE CREEK.</b>	52.8	5.6	C	s 1.51
	s 10.00		52.8	8.7 <b>WELLS.</b>	52.8	14.3	B	s 1.25
	s 10.30		0	9.7 <b>MINNEAPOLIS. YL</b>	0	24.0	C	s 12.55
			0	0.3 U.P. Crossing.	0	24.2		
	f 10.43		0	4.3 <b>BREWER.</b>	0	28.4		f 12.40
	s 11.00		0	5.8 <b>ADA.</b>	0	34.2	C	s 12.22
	s 11.13		0	4.4 <b>MILO.</b>	0	38.6		s 12.08
	11.30 AM	Y		4.4 <b>BARNARD. YL</b>	0	48.0	C	11.55 AM
	Arrive Mon., Wed., Fri.			(43.1)				Leave Mon., Wed., Fri.
	19.2			Average speed per hour.				19.2

Trains must secure numbered clearance cards before leaving originating stations, except at Barnard when no operator on duty.  
 No. 85 is superior to No. 86.  
 No switch lights on the Minneapolis District.

Little River District.

Siding Capacity 50 ft. Per Car.	WESTWARD. Second Class.		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 96, July 22, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. Second Class.	
	89								90	
	Mixed.								Mixed.	
	Leave Tues. and Fri.				<b>STATIONS.</b>				Arrive Tues. and Fri.	
	PM 12.45	Y		15.8	<b>LITTLE RIVER. YL</b> 6.2	0		0	PM 6.20	
	f 1.01			52.8	<b>GALT.</b> 4.8	0	6.1		f 6.01	
				45.7	<b>Mo. Pac. Crossing.</b> 0.5	0	10.9			
	s 1.17			52.2	<b>GENESEO.</b> 9.1	45.4	11.4		f 5.46	
	s 1.40			37.5	<b>S.L.-S.F. Crossing.</b> <b>LORRAINE. YL</b> 5.6	51.7	20.5	0	f 5.23	
13	s 2.00			52.8	<b>HOLYROOD. YL</b> 4.6	0	26.1	0	f 5.08	
	f 2.12			52.8	<b>FARHMAN.</b> 5.7	44.9	30.7		f 4.55	
	f 2.27			0	<b>HITSCHMANN.</b> 4.8	37.0	36.4		f 4.40	
	s 2.40			47.5	<b>BEAVER.</b> 5.8	27.3	41.2	0	f 4.27	
	s 2.55			45.5	<b>SUSANK.</b> 2.9	31.7	47.0	0	f 4.12	
	f 3.03			52.8	<b>STICKNEY.</b> 2.9	51.5	49.9		f 4.04	
	f 3.11			52.8	<b>MILLARD.</b> 4.1	52.8	52.8		f 3.56	
	3.30 PM	Y			<b>GALATIA. YL</b>		56.9	0	3.45 PM	
	Arrive Tues. and Fri.				(87.0)				Leave Tues. and Fri.	
	20.7				Average speed per hour.				22.1	

Trains must secure numbered clearance cards before leaving originating stations, except at Galatia when no operator on duty.  
No. 89 is superior to No. 90.  
No switch lights on the Little River District.

Cottonwood District.

Siding Capacity 50 ft. Per Car.	WESTWARD.		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 96, July 22, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD.	
	First Class.								First Class.	
	25								26	
	Y								Motor.	
	Leave Daily.				<b>STATIONS.</b>				Arrive Daily.	
	PM 1.08	Y		21.1	<b>STRONG CITY. YL</b> 1.8	0			PM 3.27	
	s 1.13				<b>COT'NWD FALLS. YL</b> 0.1		1.6		s 3.26	
	f 1.21				<b>END OF TRACK</b>		1.7		f 3.17	
	s 1.28				(1.9)				s 3.11	
	f 1.36								s 3.03	
	f 1.46								f 2.56	
	PM 1.55	Y							PM 2.48	
	Arrive Daily.								Leave Daily.	
	39.2				Average speed per hour.				47.2	

No switch lights on the Cottonwood District.

Douglass District.

Siding Capacity 50 ft. Per Car.	WESTWARD. First Class.		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 96, July 22, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class.	
	25								26	
	Motor.								Motor.	
	Leave Daily.				<b>STATIONS.</b>				Arrive Daily.	
	PM 1.08	Y			<b>AG TOWER. YL</b> <b>S.L.-S.F. Crossing.</b> 0.4	0	185.3	0	PM 3.27	
	s 1.13				<b>AUGUSTA. YL</b> 6.3	0	185.7		s 3.26	
134	f 1.21				<b>GORDON.</b> 5.9	15.8	192.0		f 3.17	
139	s 1.28				<b>DOUGLASS.</b> 5.6	15.8	197.0	0	s 3.11	
131	f 1.36				<b>ROCK.</b> 6.2	15.8	202.6		s 3.03	
135	f 1.46				<b>AKRON.</b> 7.1	15.8	208.8	B	f 2.56	
					<b>Mo. Pac. Crossing.</b> 0.1	0	215.9			
97	PM 1.55	Y			<b>W.N. JCT. YL</b>		216.0	0	PM 2.48	
	Arrive Daily.				(30.7)				Leave Daily.	
	39.2				Average speed per hour.				47.2	

Trains must secure numbered clearance cards before leaving originating stations.  
No. 25 is superior to No. 26.

**SALINA DISTRICT.**

Siding Capacity 50 ft. Per Car.	WESTWARD.			Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 96, July 22, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD.		
	77	Second Class.								566	80	78
		Way Freight.	C.R.I.&P. Mixed.									
	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sun.	Leave Mon., Wed., Fri.			<b>STATIONS.</b>				Arrive Daily Ex. Sun.	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.
	AM 7.05		AM 7.05	FT	0	<b>ABILENE. YL</b>			C		PM 2.00	PM 2.00
		AM 8.00			0	0.4 C.R.I.&P. JCT.	0			AM 10.01		
		8.02			0	0.2 S.A. JCT.	0			9.50		
		8.10	7.10		0	0.3 WEST ABILENE.YL	0	0.3		9.50	1.50	
					0	3.4 SAND SPRING.	0	3.7				
					0	4.1 SOLOMON.	0	7.8	C	Via Union Pacific	Via Union Pacific	Via Union Pacific
A.T.&S.P. Yard	Via Union Pacific	Via Union Pacific	Via Union Pacific		0	12.6 EAST SALINA.YL	0	20.1		9.00	1.00	
		7.10	8.10		0	0.4 A.B. JCT.	0	20.5		8.55 AM	12.55	
		7.15 AM	8.15		0	1.0 U.P. Crossing.	0	21.5				
					0	0.1 U.P. Crossing.	0	21.6				
	8.20 AM		8.20	F	0	0.1 SALINA F.S. YL	0	21.7	C		12.45 PM	1.00 PM
			8.30		14.2	0.4 SALINA U.S. YL	0	22.1	C		11.35	
					39.9	0.6 U.P. Crossing.	37.0	22.7				
42			8.50		47.7	7.4 HEDVILLE.	30.0	30.1			11.10	
42			9.05		47.5	6.8 GLENDALE.	42.2	36.9			10.55	
			9.15		47.6	5.3 JUNIATA.	44.0	42.2			10.43	
			9.22		47.5	3.3 WESTFALL.	42.2	45.5	C		10.35	
			9.29		39.6	3.5 EDALGO.	42.2	49.0			10.28	
			9.40		50.0	6.2 BARTON.	42.2	55.2			10.15	
					0	1.4 U.P. Crossing.	50.2	56.6				
45			9.45		37.0	0.3 LINCOLN CENTER YL	0	56.9	C		10.10	
			10.00		47.5	5.2 GOLDENROD.	37.0	62.1			9.57	
			10.10		37.0	3.1 DENMARK.	18.5	65.2	B		9.50	
					37.0	3.2 GRANT.	0	68.4				
			10.25		42.2	3.3 ASH GROVE.	30.0	71.7	B		9.35	
			10.40		52.8	5.4 HUNTER.	44.9	77.1	C		9.25	
17			11.00		55.4	8.9 TIPTON.	50.0	86.0	C		9.05	
					21.1	8.2 CORINTH.	10.6	94.2				
					47.5	3.9 FORNEY.	42.2	98.1				
			11.40 AM	Y	26.4	4.4 OSBORNE. YL		102.5	C		8.30 AM	
	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sun.	Arrive Mon., Wed., Fri.			(103.4)				Leave Daily Ex. Sun.	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.
			22.6			Average speed per hour.					18.8	

Trains must secure numbered clearance cards before leaving originating stations, except East Salina, West Abilene, and at Osborne when no operator on duty. At Salina F.S. all trains secure clearance cards, except when no operator on duty.

Between Abilene and West Abilene, and between East Salina and Salina F.S., 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.

Nos. 77 and 78 have no time table authority.

Be governed by Union Pacific Time Table, Rules and Regulations between West Abilene and East Salina.

No switch lights on the Salina District.

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).

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

2. REGISTER STATIONS (RULE 83).

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains
Emporia—Emporia Yard . . .	Originating or terminating either place.
Strong City . . . . .	Strong City District.
Newton—Sand Creek . . . . .	Originating or terminating either place.
Wellington—Wellington Yard	Originating or terminating either place.
McPherson . . . . .	Originating or terminating.
Little River . . . . .	Originating or terminating.
Manchester . . . . .	Originating or terminating.

AT STATIONS LISTED BELOW TRAINS DESIGNATED WILL REGISTER BY FORM 903:

Emporia . . . . .	Trains on which engine or train crews do not change.
Strong City . . . . .	To and from Strong City District.
Ellinor . . . . .	Second District freight trains.

Train register at Strong City will indicate that Strong City District trains shown thereon have arrived and left Neva.

U.P. trains must register at A.T.&S.F. station at Miltonvale which will indicate trains shown thereon have arrived or left M.V. Jct.

U.P. trains must register at A.T.&S.F. station at Concordia which will indicate trains shown thereon have arrived or left C.O. Jct.

U.P. trains registering at either Miltonvale or Concordia failing to depart at time registered, must provide protection to inferior trains.

3. . . . .

4. JUNCTION SWITCHES. (Rule 98)

LOCATION	NORMAL POSITION
<b>STRONG CITY DISTRICT</b>	
M.V. Jct.	Strong City District
C.O. Jct.	Strong City District
<b>MINNEAPOLIS DISTRICT</b>	
Manchester	Strong City District
<b>LITTLE RIVER DISTRICT</b>	
Little River	McPherson District
<b>SALINA DISTRICT</b>	
C.R.I.&P. Jct.	Strong City District
S.A. Jct.	Strong City District
West Abilene.	U.P. RR.
East Salina.	U.P. RR.
A.B. Jct.	C.R.I.&P. RR.

5. JOINT TRACK FACILITIES.

WICHITA—A.T.&S.F. trains will use Wichita Union Terminal Ry. Co. tracks between North Jct. and South Jct.

LYONS—S.L.-S.F. trains will use A.T.&S.F. main and yard tracks between S.L.-S.F. connecting track and 400 feet east of east siding switch and will be governed by A.T.&S.F. Time Table and Rules.

LORRAINE—S.L.-S.F. trains will use A.T.&S.F. main and yard tracks between 750 feet east and 2200 feet west of S.L.-S.F. crossing and will be governed by A.T.&S.F. Time Table and Rules.

LORRAINE—A.T.&S.F. trains will use S.L.-S.F. main and yard tracks between S.L.-S.F. crossing and 2250 feet west of crossing.

SUPERIOR—A.T.&S.F. trains will use C.&N.W. main and yard tracks.

C.R.I.&P. JCT.—WEST ABILENE—C.R.I.&P. trains use A.T.&S.F. main track and will be governed by A.T.&S.F. Time Table and Rules.

WEST ABILENE—EAST SALINA—A.T.&S.F. trains use U.P. R.R. main and yard tracks.

EAST SALINA—A.B. JCT.—C.R.I.&P. and A.T.&S.F. trains use C.R.I.&P. main track and will be governed by A.T.&S.F. Time Table and Rules.

M.V. JCT.—C.O. JCT.—U.P. trains use A.T.&S.F. main track and will be governed by A.T.&S.F. Time Table and Rules.

- 6. . . . .
- 7. . . . .
- 8. . . . .
- 9. . . . .
- 10. . . . .

11. RAILROAD CROSSINGS AT GRADE.

PEABODY—C.R.I.&P. 0.3 mile west of station. Automatic Interlocking. Maximum speed 90 MPH.

NEWTON—Mo. Pac. 0.5 mile east of station. Interlocking. Maximum speed 20 MPH.

FIRST STREET—A.T.&S.F. Interlocking. Maximum speed 20 MPH.

AG TOWER—S.L.-S.F. Interlocking. Maximum speed 30 MPH.

BELLE PLAINE—Midland Valley 0.8 mile east of station is protected by electric locked gate set normally across Midland Valley track. When gate is normal and home signal indicates "proceed," may proceed at speed not to exceed 40 MPH.

BELLE PLAINE—Mo. Pac. 0.7 mile west of station is protected by electric locked gate set normally across Mo. Pac. track. When gate is normal and home signal indicates "proceed," may proceed at speed not to exceed 40 MPH.

VALLEY CENTER—S.L.-S.F. Interlocking controlled by dispatcher. In complying with Rule 653 protect both directions on S.L.-S.F. track. Maximum speed 90 MPH.

NORTH WICHITA—Mo. Pac. 1.0 mile west of station. Automatic Interlocking. Maximum speed 30 MPH.

SOUTH JCT.—C.R.I.&P. Interlocking. Maximum speed 15 MPH.

W.N. JCT.—Mo. Pac. 0.2 mile east of tower Third District, and 0.1 mile east of tower Douglass District. Interlocking. Maximum speed 45 MPH.

W.N. JCT.—A.T.&S.F. 0.1 mile west of tower. Interlocking Maximum speed 45 MPH.

WINFIELD—S.L.-S.F. 0.4 mile east of station. Automatic Interlocking. Maximum speed 40 MPH.

EL DORADO—Mo. Pac. 0.4 mile east of passenger station is protected by gate set normally across A.T.&S.F. track. Stop, open and close gate.

MARION—C.R.I.&P. 0.3 mile west of station. Automatic Interlocking. Maximum speed 20 MPH.

M.P. 43.8—(Galva-McPherson) C.R.I.&P. Automatic Interlocking. Maximum speed 20 MPH.

McPHERSON—C.R.I.&P. crossing 0.5 mile east of station protected by gate set normally across C.R.I.&P. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 15 MPH.

McPHERSON—U.P. 0.1 mile west of station. Stop. See Rules 98, A, B, C and D.

LYONS—Mo. Pac. 0.7 mile east of station is protected by gate set normally across A.T.&S.F. track. Stop, open and close gate.

LYONS—S.L.-S.F. 0.2 mile west of station is protected by gate set normally across S.L.-S.F. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 15 MPH.

LOST SPRINGS—C.R.I.&P. Automatic Interlocking. Maximum speed 20 MPH.

JACOBS—C.R.I.&P. 0.2 mile west of station. Automatic Interlocking. Maximum speed 20 MPH.

HOPE—Mo. Pac. 0.3 mile west of station. Automatic Interlocking. Maximum speed 20 MPH.

ENTERPRISE—C.R.I.&P. 0.1 mile west of station is protected by gate set normally across C.R.I.&P. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 15 MPH.

ENTERPRISE—A.T.&S.F. mill track lead 0.1 mile west of station is protected by gate set normally across mill track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 15 MPH.

# SPECIAL RULES.

## 11. RAILROAD CROSSINGS AT GRADE—(Cont'd).

**ABILENE**—U.P. 0.9 mile west of station. Cabin-type Interlocking; route is normally clear for U.P. trains. Be governed by instructions posted in cabin.

**CONCORDIA**—Mo. Pac. and C.B.&Q. 0.3 mile east of station. Stop. See Rules 98, A, B, C and D.

**CONCORDIA**—U.P. 0.1 mile east of station is protected by gate set normally across U.P. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal may proceed at speed not to exceed 15 MPH.

**ONEONTA**—Mo. Pac. 1.4 mile east of station is protected by gate set normally across Mo. Pac. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal may proceed at speed not to exceed 15 MPH.

**COURTLAND**—C.R.I.&P. is protected by electric locked gate set normally across A.T.&S.F. track. Be governed by instructions in lock box. Stop, open and close gate.

**KANSAS-NEBRASKA STATE LINE**—Mo. Pac. 0.7 mile west. Stop. See Rules 98, A, B, C and D.

**SUPERIOR**—C.B.&Q. 0.8 mile east of station. Stop. See Rules 98, A, B, C and D.

**MINNEAPOLIS**—U.P. 0.2 mile west of station. Stop. See Rules 98, A, B, C and D.

**GENESEO**—Mo. Pac. 0.5 mile east of station is protected by electric locked gate set normally across A.T.&S.F. track. Be governed by instructions in lock box. Stop, open and close gate.

**LORRAINE**—S.L.-S.F. is protected by gate set normally across S.L.-S.F. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 15 MPH.

**SALINA F.S.**—U.P. 0.1 mile east of station. Stop. See Rules 98, A, B, C and D.

**SALINA F.S.**—U.P. 0.2 mile east of station. Stop. See Rules 98, A, B, C and D.

**SALINA U.S.**—U.P. 0.6 mile west of Union Station is protected by gate mechanically connected with derails set normally across A.T.&S.F. track. Stop and if indicators show U.P. train approaching, but no movement in sight, gate may be opened and after waiting 3 minutes proceed over crossing and close gate.

**LINCOLN CENTER**—U.P. 0.3 mile east of station is protected by gate set normally across A.T.&S.F. track. Stop, open and close gate.

## 12. MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Pass-enger	Freight and Mixed
FIRST DISTRICT .....	90	60
SECOND DISTRICT		
Ellinor to West Jct. ....	60	60
West Jct. to Wellington .....	79	60
THIRD DISTRICT .....	90	60
DOUGLASS DISTRICT .....	59	49
STRONG CITY DISTRICT		
Neva to Courtland .....	45	35
Courtland to State Line .....	25	25
State Line to Superior .....	20	20
McPHERSON DISTRICT		
Florence to Little River .....	30	30
Little River to Ellinwood .....	35	35
LITTLE RIVER DISTRICT .....	30	30
MINNEAPOLIS DISTRICT .....	20	20
SALINA DISTRICT		
Salina U.S. to Osborne .....	30	30

### FIRST DISTRICT.

Curve, M.P. 132.4 to 132.8	80	.....
Curve, M.P. 133.7 to 133.9	65	55
Curve, M.P. 135.9 to 136.4	80	.....
Curve, M.P. 162.6 to 162.9	80	.....
Curve, M.P. 166.4 to 166.8	80	.....

# MIDDLE DIVISION. 13

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

LOCATION	MILES PER HOUR	
	Pass-enger	Freight and Mixed
FIRST DISTRICT—(Cont'd).		
Curve, M.P. 168.0 to 168.4	75	.....
Curve, M.P. 170.0 to 170.5	80	.....
Curve, M.P. 173.3 to 175.9	80	.....
Curve, M.P. 187.3 to 187.8	75	60
SECOND DISTRICT.		
Curves, M.P. 142.3 to 149.6	45	45
Curve at El Dorado station sign eastward track	50	30
Curve at El Dorado station sign westward track	45	30
Augusta, over street crossings	30	30
Curves, M.P. 204.3 to 204.7	45	45
Mulvane, over Bridge Street crossing, just west of tower	20	20
Curves, M.P. 220.7 to 221.1, westward track	30	30
Curve, M.P. 221.7 to 221.9, westward track	40	30
Curve, M.P. 236.6 to 237.1, eastward track	60	45
Curve, M.P. 236.6 to 237.1, westward track	55	40
THIRD DISTRICT.		
Curves, M.P. 186.7 to 185.7, eastward	60	45
Wichita, over street crossings 25th St. to Pawnee Road (M.P. 215)	30	30
Pawnee Road to Wassall St. (M.P. 215.3)	45	45
Derby, over street crossings	30	30
Curve, M.P. 227.7 to 227.9	65	.....
Mulvane, over Bridge Street crossing, just west of tower	20	20
Curves, M.P. 228.2 to 229.8	65	.....
Curve, M.P. 233.6 to 233.9	80	.....
Udall, over main Street crossing	60	60
Curve, M.P. 242.4 to 242.6	75	.....
Curve, M.P. 243.2 to 243.4	60	50
Curves, M.P. 243.6 to 245.1	55	40
Curves, M.P. 245.8 to 248.0	50	40
Curves, M.P. 248.1 to 251.9	45	30
Winfield, over street crossings	35	35
Curves, M.P. 252.0 to 253.7	75	.....
Curve, M.P. 260.4 to 260.7	80	.....
Curve, M.P. 260.9 to 261.2	70	.....
DOUGLASS DISTRICT.		
Curves, M.P. 187.2 to 188.7	45	35
Curves, M.P. 198.8 to 200.0	25	25
Curve, M.P. 211.2 to 211.5	50	40
Curves, M.P. 215.6 to 216.0	30	30
McPHERSON DISTRICT.		
Curves, M.P. 0.1 to 0.7	15	15
Marion, over street crossings	15	15
Canton, over street crossing east of station	15	15
McPherson, over street crossings	15	15
Windom, over street crossings	25	25
Curve, M.P. 66.0 to 66.1	15	15
STRONG CITY DISTRICT.		
Curves, M.P. 4.2 to 4.8	40	30
Curves, M.P. 8.2 to 10.9	40	30
Curves, M.P. 50.7 to 51.9	40	30
Abilene, over street crossings	15	15
Curve, M.P. 60.8 to 61.0	40	30
Curve, M.P. 62.7 to 62.9	40	30

# 14 MIDDLE DIVISION.

# SPECIAL RULES.

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
STRONG CITY DISTRICT—(Cont'd).		
Curve, M.P. 83.4 to 83.7	30	30
Curves, M.P. 88.7 to 90.0	40	30
Curve, M.P. 90.9 to 92.0	40	30
Curves, M.P. 92.7 to 93.4	30	30
Curves, M.P. 96.7 to 97.5	40	30
Curve, M.P. 108.5 to 108.7	40	30
Curve, M.P. 111.1 to 111.3	40	30
Concordia, over street crossings	15	15
Superior, over street crossings	12	12
SALINA DISTRICT.		
Salina, over street crossings	15	15
M.P. 88.5 to 91.5	20	20
Over bridge M.P. 101.1, Solomon River	20	20

## 13. SPEED REGULATIONS, PASSENGER TRAINS.

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

## 14. 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	
3751-3775	90	40	25	
2900-2929, 3776-3785	100	40	25	

## 15. MOVEMENTS OVER SUBMERGED TRACK. (Rule 817).

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

Types of Equipment	Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines, Classes			
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
Diesel-Electric and Gas			
Electric Motor Cars	3	5	5
Steam Engines			
Roller Bearings	9	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

## 16. DEAD ENGINES.

Trains handling steam engines dead in train must not exceed 20 MPH without special instructions.

Dead engines must not be moved with side rods down or any driver suspended without special instructions.

## 17. DERRICKS, CRANES, ETC.

Trains handling 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 30 MPH at any point on First, Second, Third and Douglass Districts; 20 MPH at any point on Strong City and McPherson Districts and 15 MPH at any point on all other Districts. Such equipment must not be moved in any train except on authority of the trainmaster.

## 18. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches will not exceed speed prescribed for turnout.

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT			
Merrick	I	Crossovers	30
Ellinor	I	Main track turnouts and crossovers	40
Strong City	I	West end eastward siding and east end westward siding	40
	I	Crossover from eastward to westward track	30
	S	West end westward siding and east end eastward siding	30
Neva	I	Crossover and turnout to Strong City District	30
	I	Both ends westward siding and west end eastward siding	40
	S	East end eastward siding	30
Florence	I	West end eastward siding and east end westward siding	40
	S	East end eastward siding	30
	S	West end westward siding	30
Peabody	S	West end westward siding	30

**SPECIAL RULES.**

**MIDDLE DIVISION. 15**

18. SWITCHES—MAXIMUM AUTHORIZED SPEED—(Cont'd).

"I"—Interlocked Switch.  
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
<b>FIRST DISTRICT—(Cont'd).</b>			
Newton	S	East end freight yard connections eastward and westward	30
	S	West end crossover between main tracks east of Mo. Pac. crossing	30
	I	East end crossover between main tracks east of Mo. Pac. crossing	30
Sand Creek	S	West end yard. McGraw track switch, both ends first crossover west of McGraw track switch	30
	S	First switch east of McGraw track switch	15
	I	West end yard. Main track switches	30

**SECOND DISTRICT**

Ellinor	I	Main track turnouts and crossovers	40
Gladstone	I	Both ends siding	40
Bazar	I	Both ends siding	40
Matfield Green	I	Both ends siding	40
Cassoday	I	Both ends siding	40
Aikman	I	Both ends siding	40
Chelsea	I	Both ends siding	40
Tower B	I	Crossovers and east end siding	40
	I	Turnout to belt track	30
El Dorado	I	Main track turnout and crossovers	30
A.G. Tower	I	East end westward siding	30
	S	East end eastward siding	30
	I	Main track turnouts and crossovers	30
Augusta	S	End of two tracks westward	30
Salter	I	Both ends siding	40
Rose Hill	I	Both ends siding	40
East Jct.	I	Turnout, eastward track	40
Mulvane	I	All main track turnouts and crossovers east end yard	40
	I	Turnouts and crossovers west of tower	30
	I	West end siding	30
West Jct.	I	Turnout, westward track	40
Belle Plaine	I	Both ends siding	30
Cicero	S	End of two tracks eastward	30
Wellington	I	End of two tracks	40
	I	Switches leading to and from freight yard and Oklahoma Division	30
	I	East end siding	15

**THIRD DISTRICT**

First Street	I	Both ends siding	40
McGraw	I	Turnout from Third District to Sand Creek Yard	30
Putnam	I	Both ends siding	40
Sedgwick	I	Both ends siding	40
Valley Center	I	Both ends siding	40
North Wichita	I	End of two tracks	40
	I	East end No. 1 yard track	30
North Jct.	I	All main track turnouts and crossovers immediately east of tower	30
South Jct.	I	All main track turnouts and crossovers immediately west of tower	30
Connell	I	Both ends siding	40
Derby	I	Both ends siding	40
Mulvane	I	All main track turnouts and crossovers east end yard	40
	I	Turnouts and crossovers west of tower	30
	I	West end siding	30
Udall	S	Both ends siding	15

18. SWITCHES—MAXIMUM AUTHORIZED SPEED—(Cont'd).

"I"—Interlocked Switch.  
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
<b>THIRD DISTRICT—(Cont'd).</b>			
Dale	S	Both ends siding	15
W.N. Jct.	I	Crossovers	30
	I	Oklahoma Division connection, eastward main track	10
	I	Oklahoma Division connection, westward main track	15
Arkansas City	S	M.P. 262 plus 2293 feet	30
<b>DOUGLASS DISTRICT</b>			
W.N. Jct.	I	East end siding	30
	I	Crossover between main track and siding	10

**STRONG CITY DISTRICT**

Abilene		Crossover just west of turnouts at street crossings east and west of station, and turnout at Bridge M.P. 58.7	30
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**SALINA DISTRICT**

		Main track turnouts	10
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19. YARD LIMITS.

Emporia (includes Merrick).	Arkansas City.	Lorraine.
Strong City (includes Cottonwood Falls).	McPherson.	Holyrood.
	Marion.	Galatia.
	Hillsboro.	Minneapolis.
Neva (on Strong City District only).	Little River.	Barnard.
	Lyons.	Talmage.
	Chase.	
	Ellinwood.	
	Enterprise.	
Florence.	Abilene (includes west Abilene).	
Newton (includes Sand Creek).	Manchester.	
Augusta (includes A.G. Tower).	Miltonvale (includes M.V. Jct.).	
El Dorado (includes Tower B).	Concordia (includes C.O. Jct.).	
	Superior.	
North Wichita (includes West Wichita).	Salina U.S. (includes Salina F.S. and East Salina).	
	Lincoln Center.	
Winfield (includes W.N. Jct.).	Osborne.	

20. BULLETIN BOOKS.

Emporia.....	Yard, Roundhouse and Telegraph Offices.
Newton.....	Telegraph and Roundhouse Offices, and Switchmen's Locker Room.
Wellington.....	Telegraph, Yard and Roundhouse Offices.
Sand Creek.....	Yard Office.
North Wichita.....	Yard and Roundhouse Offices.
Wichita.....	Union Station.
Winfield.....	Yard and Mechanical Offices.
Arkansas City.....	Yard, Roundhouse and Telegraph Offices.
El Dorado.....	Yard Office.
Augusta.....	Station.
Ellinwood.....	Station.
McPherson.....	Station.
Abilene.....	Station.
Salina F.S.....	Station.
Concordia.....	Station.
Miltonvale.....	Station.
Superior.....	Station.
Osborne.....	Station.

21. STANDARD CLOCKS.

Emporia.....	Telegraph, Yard and Roundhouse Offices.
Newton.....	Telegraph and Roundhouse Offices.
Sand Creek.....	Yard Office.
Wellington.....	Telegraph, Yard and Roundhouse Offices.
North Wichita.....	Yard and Roundhouse Offices.
Wichita.....	Union Station.
Arkansas City.....	Telegraph and Roundhouse Offices.
Abilene.....	Station.

# 16 MIDDLE DIVISION.

# SPECIAL RULES.

## 22. STANDARD THERMOMETERS.

Emporia.	Ellinor.	McPherson.	Concordia.
Strong City.	Wellington.	Marion.	Superior.
Florence.	North Wichita.	Lyons.	Minneapolis.
Newton.	Wichita.	Ellinwood.	Barnard.
Sand Creek.	Mulvane.	Galatia.	Salina.
A.G. Tower.	Winfield.	Abilene.	Lincoln Center.
Tower B.	Arkansas City.	Manchester.	Osborne.

## 23. OVERHEAD OBSTRUCTIONS. (Rule 761).

Mile Post	Name
<b>FIRST DISTRICT</b>	
Yard 185.1	Newton, cinder pit hoist. Newton, train sheds.
<b>THIRD DISTRICT</b>	
Yard	North Wichita, cinder pit hoist.
<b>STRONG CITY DISTRICT</b>	
Yard	Enterprise, Ehram spur, overhead doorway into building.
Yard	Abilene, Security Mill, canopy over two tracks.
Yard	Abilene, Alfalfa Mill, canopy over track.
<b>SALINA DISTRICT</b>	
Yard	Salina, Salina Terminal, canopy over tracks each side of elevator.
Yard	Salina, Gooch Mill, canopy over track on south side of mill.
25.2 101.1	C & G Elevator, canopy over two tracks. Solomon River Bridge.

## 24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
<b>THIRD DISTRICT</b>		
Standard Oil Company spurs.....	M.P. 202.6	57 cars
Quality Concrete Inc. spurs.....	M.P. 216.3	16 cars
Keeler spurs.....	M.P. 218.1	43 cars
<b>SALINA DISTRICT</b>		
C. & G. spurs and switching tracks.....	M.P. 25.2	164 cars

## 25. 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 his fare to his destination, and he may be expelled at any point on the line of the road at which there is a station where the person ejected may at least get lodging.

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.

## 26. SPEED TABLE.

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

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.	Hour	Min.	Sec.	Hour	Min.	Sec.	Hour
..	36	100.0	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	4	30	13.3
..	56	64.2	1	36	37.5	5	..	12.0
..	57	63.2	1	38	36.8	6	..	10.0



**CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS.**

The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1-2	Streator Chillicothe Galesburg La Plata Marceline Carrollton	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen and Scheduled stops Williams and beyond	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen and Scheduled stops Williams and beyond	17-18	Joliet	Scheduled stops in Arizona and California	Scheduled stops in Arizona and California
					Streator Chillicothe Galesburg	Scheduled stops in California	Scheduled stops in California
6	Newton to Kansas City		Wichita and beyond	19-20	Streator Chillicothe Galesburg La Plata Emporia	St. John Garden City Lamar La Junta and North, and Scheduled stops beyond La Junta	St. John Garden City Lamar La Junta and North, and Scheduled stops beyond La Junta.
9	In Illinois	Kansas City and beyond		21-22	Streator Chillicothe	Scheduled stops in California	Scheduled stops Albuquerque and beyond
	Verona Dallas City		Chicago and beyond		Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops Albuquerque and beyond
10	East of Kansas City		Beyond Kansas City	23-24	Between Kan- sas City and Wellington	Beyond Wellington	Beyond Wellington
	Ransom Kinsman Verona Mazon Toluca Dallas City	Chicago and beyond			123	In Illinois	Stations in Illinois and beyond Newton
11	Carrollton	Tulsa		124	Ft. Madison to Kansas City	Beyond Newton	
	East of Kansas City	Dodge City to Halstead inclusive			Newton to Kansas City		Beyond La Junta
	Newkirk	Oklahoma City and beyond	Wichita and beyond		Kansas City to Chicago		Beyond Newton
12	Newkirk	Wichita and beyond	Oklahoma City and beyond	211	Carrollton Henrietta	Chicago and beyond	
	East of Kansas City		Dodge City to Halstead inclusive		Collinsville		Kansas City and beyond
15	Marceline	Tulsa, Wichita and beyond	Chicago and beyond	212	Olathe	Cherryvale and beyond	Chicago and beyond
	Newkirk	Oklahoma City and beyond	Wichita and beyond		Olathe	Chicago and beyond	Cherryvale and beyond
16	Marceline		Wichita and beyond				

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.

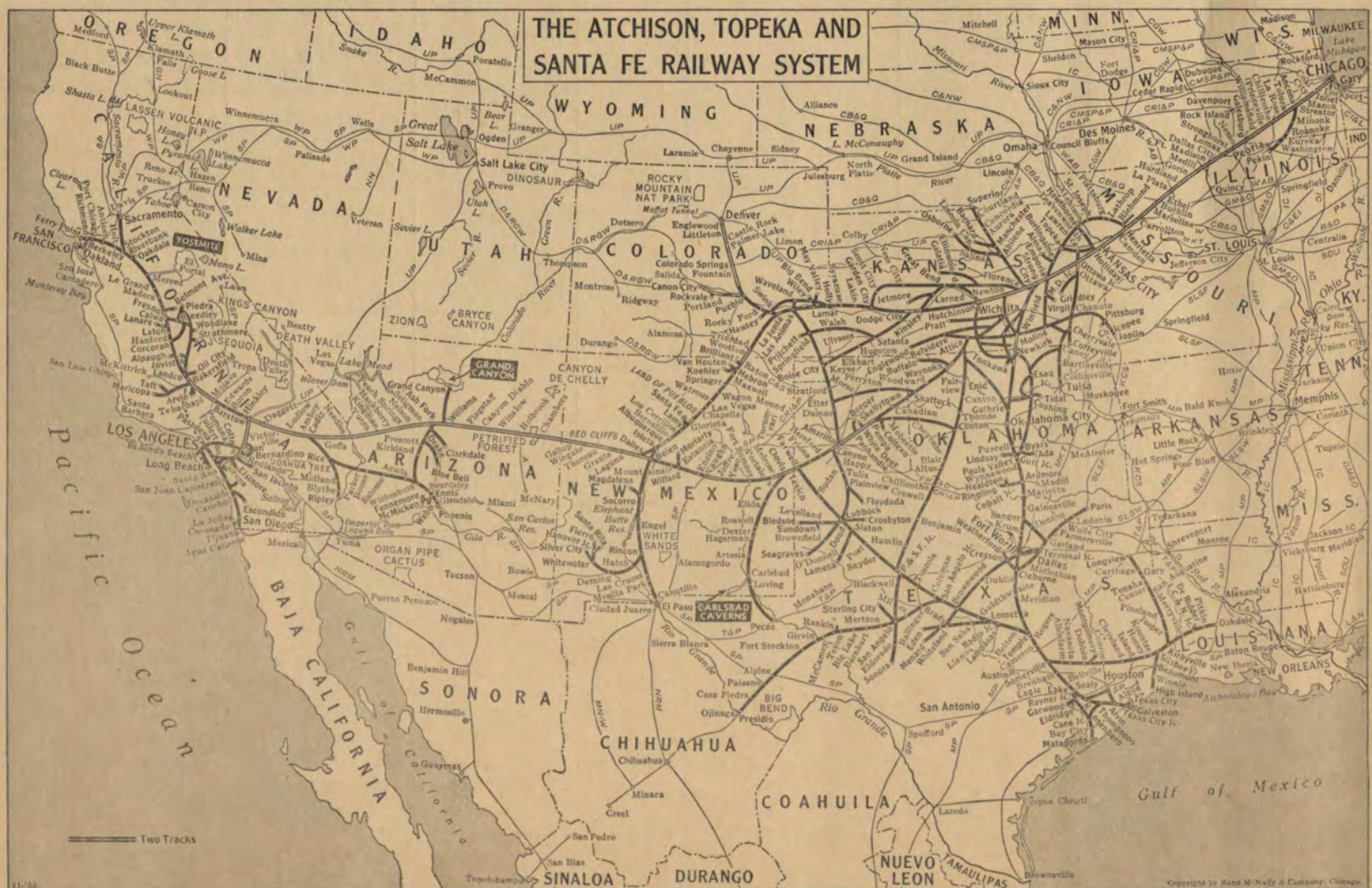


# SANTA FE SAFETY FIRST



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.)



Newton, July 12, 1956

TRAINMEN:  
 ENGINEMEN:

Effective July 22, 1956, Bulletin No. 308 is cancelled and as of that date open hours of offices not open continuously are shown below:

Legend: M/F - Monday to Friday, inclusive  
 W - Week days only  
 Sat - Saturday  
 Sun - Sunday  
 T/S - Tuesday to Saturday, inclusive

M/F Saffordville	8:30AM	5:30PM	M/F Courtland	6:45AM	3:45PM
M/F Elmdale	6:45AM	3:45PM	M/F Lovewell	6:45AM	3:45PM
M/F Clements	6:45AM	3:45PM	T/S Superior	8:00AM	5:00PM
M/F Cedar Point	6:45AM	3:45PM	Mon Superior	8:00AM	10:00AM
M/F Peabody	9:00AM	6:00PM			
M/F Walton	6:45AM	3:45PM	M/F Minneapolis	8:00AM	5:00PM
M/F Sedgwick	8:00AM	5:00PM	M/F Ada	6:45AM	3:45PM
M/F Valley Center	8:45AM	5:45PM	M/F Barnard	8:00AM	5:00PM
M/F Udall	6:45AM	3:45PM	M/F Solomon	7:00AM	4:00PM
M/F Cottonwood Falls	8:00AM	5:00PM	M/F Salina	8:00AM	5:00PM
M/F Bazar	9:00AM	6:00PM	Sat Salina	8:00AM	10:00AM
M/F Matfield Green	9:00AM	6:00PM	M/F Westfall	8:30AM	5:30 PM
M/F Cassoday	8:00AM	5:00PM	M/F Lincoln Center	7:00AM	4:00PM
M/F Belle Plaine	7:45AM	4:45PM	M/F Hunter	8:15AM	5:15PM
M/F Douglass	8:00AM	5:00PM	M/F Tipton	9:00AM	6:00PM
M/F Hymer	9:00AM	6:00PM	M/F Osborne	8:15AM	5:15PM
M/F Diamond Springs	9:00AM	6:00PM	M/F Marion	7:00AM	4:00PM
M/F Burdick	6:45AM	3:45PM	M/F Hillsboro	8:00AM	5:00PM
M/F Navarre	6:45AM	3:45PM	M/F Lehigh	6:45AM	3:45PM
M/F Enterprise	9:00AM	6:00PM	M/F Canton	8:00AM	5:00PM
M/F Abilene	6:00AM	6:30PM	M/F Galva	8:00AM	5:00PM
Sat ABilene	6:00AM	9:00AM	M/F McPherson	6:45AM	3:45PM
Sat Abilene	2:00PM	5:00PM	Sat McPherson	10:00AM	12 Noon
Sun Abilene	7:15AM	10:15AM	M/F Conway	8:00AM	5:00PM
M/F Tallmage	6:45AM	3:45PM	M/F Windom	8:00AM	5:00PM
M/F Manchester	9:00AM	6:00PM	M/F Little River	6:45AM	3:45PM
M/F Longford	6:45AM	3:45PM	M/F Lyons	9:00AM	6:00PM
M/F Miltonvale	7:45AM	4:45PM	M/F Chase	8:00AM	5:00PM
Sat Miltonvale	8:30AM	11:30AM	M/F Lorraine	8:00AM	5:00PM
M/F Aurora	6:45AM	3:45PM	M/F Holyrood	9:00AM	6:00PM
M/F Concordia	6:45AM	5:00PM	M/F Beaver	9:00AM	6:00PM
Sat Concordia	10:00AM	1:00PM	M/F Susank	9:00AM	6:00PM
M/F Kackley	9:00AM	6:00PM	M/F Galatia	9:00AM	6:00PM

M. M. Killen