

UNION PACIFIC RAILROAD COMPANY
EASTERN DISTRICT



KANSAS DIVISION

TIME-TABLE
No. 43

Effective Sunday,
SEPTEMBER 24, 1967

At 12:01 A. M.
 Central Time East of Ellis and on Plainville Branch
 Mountain Time West of Ellis

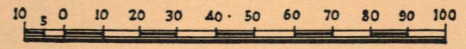
Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

EASTERN DISTRICT
KANSAS DIVISION

CORRECTED TO MAY 30, 1965

Scale of Miles



CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS				FIRST CLASS			Time Table No. 43 September 24, 1967 STATIONS
		369		69	9	17	
		Mixed		Passen- ger	Passen- ger	Passen- ger	
		Daily		Daily	Daily	Daily	
				11.00PM	8.00PM	7.30AM	CT KANSAS CITY, MO.
				11.08PM	8.05	7.35	KANSAS CITY, KAN.
				12.45AM	9.12	8.47	TOPEKA
				1.45	10.05	9.43	MANHATTAN
				2.30	10.34	10.12	JUNCTION CITY
		4.10AM		A 3.35AM	11.35PM	11.14AM	SALINA
		A 8.30AM		1.49AM	1.21PM	12.26	CT ELLIS
				12.59	12.26	12.26	MT
				2.59	2.35	2.35	SHARON SPRINGS
				4.33	4.13	4.13	HUGO
				6.45	6.10	6.10	Ar DENVER
				7.15AM	6.45	6.45	Lv
				10.15	A 8.50PM	8.50PM	CHEYENNE
				A 7.30PM	7.30PM	7.30PM	MT OGDEN
							(1229.5 via Cheyenne) (1217.1 via Borie)
		(4.20) 27.0		(4.35) 40.7	(24.30) 50.2	(14.20) 52.2	..... Thru time Average speed per hour

O. A. DURRANT
General Manager

S. D. GATCHELL
General Superintendent

J. BOWEN
Genl. Supt. Transportation

H. B. JOPLING, Superintendent..... Kansas City, Kan.
R. E. ORRICK, Assistant Superintendent..... Kansas City, Kan.
A. A. MAIS, Terminal Superintendent..... Kansas City, Kan.
V. O. GILLESPIE, Assistant Terminal Superintendent..... Kansas City, Kan.
P. D. HARE, Assistant Terminal Superintendent..... Kansas City, Kan.
B. E. JAYNES, Trainmaster..... Marysville, Kan.
G. E. O'HARA, Trainmaster..... Salina, Kan.
D. W. SMITH, Trainmaster..... Denver, Colo.
R. J. DUNN, Master Mechanic..... Kansas City, Kan.
M. S. BOWERS, Road Foreman of Engines..... Kansas City, Kan.
J. A. SON, Road Foreman of Engines..... Salina, Kan.
W. S. BALL, Jr., Road Foreman of Engines..... Marysville, Kan.
W. N. STOCKTON, Division Engineer..... Kansas City, Kan.
V. M. DURRANT, General Roadmaster..... Kansas City, Kan.
M. L. SAMUELSON, Asst. Supt. of Safety and Courtesy Kansas City, Kans.

FIRST SUBDIVISION, BETWEEN KANSAS CITY AND JUNCTION CITY, AND BRANCHES

H. W. LANDRETH, Chief Train Dispatcher..... Kansas City, Kan.
L. D. OGLE, Assistant Chief Train Dispatcher..... Kansas City, Kans.
C. T. HALLEY, Assistant Chief Train Dispatcher..... Kansas City, Kans.

FIRST SUBDIVISION, BETWEEN JUNCTION CITY AND SALINA, SECOND SUBDIVISION, BETWEEN SALINA AND ELLIS, AND BRANCHES

J. W. SMITH, Chief Train Dispatcher..... Kansas City, Kans.
P. L. MOBLEY, Assistant Chief Train Dispatcher..... Kansas City, Kans.

SECOND SUBDIVISION, BETWEEN ELLIS AND SHARON SPRINGS, THIRD SUBDIVISION, AND BRANCHES

J. F. BARRETT, Chief Train Dispatcher..... Denver, Colo.
C. J. EXLINE, Assistant Chief Train Dispatcher..... Denver, Colo.
H. I. MARKLE, Jr., Assistant Chief Train Dispatcher..... Denver, Colo.

FOURTH SUBDIVISION, AND BRANCHES

W. V. MYERS, Chief Train Dispatcher..... Marysville, Kan.
V. E. MEINECKE, Assistant Chief Train Dispatcher..... Marysville, Kan.
L. D. TRYON, Assistant Chief Train Dispatcher..... Marysville, Kan.

MILEAGE

Main Line..... 852.30
 Branches..... 511.90
 Total..... 1364.00

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
30"	120.	46"	78.3	1' 2"	58.	1' 40"	36.
31"	116.1	47"	76.6	1' 3"	57.1	1' 45"	34.3
32"	112.5	48"	75.	1' 4"	56.2	1' 50"	32.7
33"	109.1	49"	73.5	1' 5"	55.3	1' 55"	31.3
34"	105.9	50"	72.	1' 6"	54.5	2'	30.
35"	102.9	51"	70.6	1' 7"	53.7	2' 15"	26.6
36"	100.	52"	69.2	1' 8"	52.9	2' 30"	24.
37"	97.3	53"	67.9	1' 9"	52.1	2' 45"	21.8
38"	94.7	54"	66.6	1' 10"	51.4	3'	20.
39"	92.3	55"	65.4	1' 11"	50.7	3' 30"	17.1
40"	90.	56"	64.2	1' 12"	50.	4'	15.
41"	87.8	57"	63.1	1' 15"	48.	5'	12.
42"	85.7	58"	62.	1' 20"	45.	6'	10.
43"	83.7	59"	61.	1' 25"	42.3	7'	8.6
44"	81.8	1'	60.	1' 30"	40.	8'	7.5
45"	80.	1' 01"	59.	1' 35"	37.9	10'	6.

CONDENSED TIME-TABLE

EASTWARD

Time Table No. 43		FIRST CLASS				SECOND CLASS			
September 24, 1967		10	70	18					370
STATIONS		Passen- ger	Passen- ger	Passen- ger					Mixed
	Mile Post								
KANSAS CITY, MO.	CT 0.0	A 10.15AM	A 7.00PM	A 11.10PM					
KANSAS CITY, KAN.	2.5	9.50	6.33	10.40					
TOPEKA	68.0	8.47	5.10	9.30					
MANHATTAN	119.3	7.57	3.57	8.33					
JUNCTION CITY	139.5	7.25	3.25	8.08					
SALINA	186.6	6.23	2.20PM	7.06					A 2.00PM
ELLIS	303.3	4.10	3.05	4.43					10.15AM
SHARON SPRINGS	429.8	12.59AM		1.35					
HUGO	535.5	11 25PM		12.01PM					
DENVER	640.4	9.45		10.15AM					
CHEYENNE	747.9	9.15PM		9.30					
OGDEN	MT	9.35AM		7.10AM					
(1229.5 via Cheyenne) (1217.1 via Borie)		Daily	Daily	Daily					Daily
Thru time.....		(23.40)	(4.40)	(15.00)					(3.45)
Average speed per hour.....		52.0	40.0	54.2					31.1

WESTWARD

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

EASTWARD

Train	AT	Discharge Passengers From	Pick Up Passengers Destined To	Train	AT	Discharge Passengers From	Pick Up Passengers Destined To
17	7th St. Station, Kansas City, Kan.	.....	Denver or beyond	10	Russell. Ellsworth. Abilene.	Denver or beyond.	Topeka, Kansas City or beyond.
17	{ Ellsworth. Russell. Wakeeney. Cheyenne Wells. }	Topeka, Lawrence. Kansas City or beyond.	Denver or beyond.	10	7th St. Station, Kansas City, Kan.	Denver or beyond.	Kansas City or beyond.
17	7th St. Station, Kansas City, Kan.	Salina or beyond.	Denver or beyond.	18	{ Cheyenne Wells. Winona. Grainfield. Quinter. Wilson. }	Denver or beyond.	Salina or beyond where scheduled to stop.
9	7th St. Station, Kansas City, Kan.	.....	Denver or beyond.	18	Ft. Riley.	Denver or beyond.	Topeka, Kansas City or beyond.
9	{ Abilene. Ellsworth. Russell. }	Topeka, Lawrence. Kansas City or beyond.	Denver or beyond.	18	{ St. Marys. Wamego. 7th St. Station, Kansas City, Kan. }	Denver or beyond.	Kansas City or beyond.
69	Any Station.	.....	Salina or beyond.				

WESTWARD SECOND CLASS FIRST SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A), Page 18	565		79		Time Table No. 43				
	C.R.I.&P. Mixed		A.T.&S.F. Mixed		September 24, 1967				
	Daily Except Sunday	Daily Except Sunday	STATIONS						
P					DN-R UNION STATION US				
DTZY					ARMSTRONG YL				
XP					0.8				
X					TERMINAL JCT. YL				
XP					0.9				
CS 83 XP					C. R. I. & P. JCT. YL				
CS 51 P					0.7				
IP					DN-R KAW JCT. YL KW				
CS 86 XP					4.6				
CS 109 XP					MUNCIE				
CS 82 TXZP					8.0				
CS 110 XP					D BONNER SPRINGS BW				
CS 86 P					0.5				
XIP					A. T. & S. F. CROSS.				
WS 199 T					2.7				
ES 105 DXZP					LORING				
					7.6				
107 YXP					LINWOOD				
85 P					11.3				
119 P					DN LAWRENCE YL DA				
69 P					12.5				
60 P					PERRY				
126 P					9.2				
65 P					GRANTVILLE				
114 P					6.2				
					DN A. T. & S. F. CROSS. X				
					0.5				
100 P					DN-R TOPEKA YL OT				
111 P					0.2				
93 P					C. R. I. & P. CROSS.				
103 T					4.7				
128 DYZP					MENOKEN				
69 P					5.8				
119 P					SILVER LAKE				
58 P					5.3				
105 P					D ROSSVILLE RV				
I					7.6				
29 P					D ST. MARYS SY				
WS 64					6.2				
ES 33 YP					BELVUE				
70 P					6.9				
P					D WAMEGO WA				
DT					6.8				
YZP					ST. GEORGE				
					7.8				
					DN MANHATTAN YL MH				
					0.1				
					C. R. I. & P. CROSS.				
					6.5				
					EUREKA LAKE				
					5.7				
					EAST FUNSTON				
					4.1				
					D FORT RILEY FT				
					3.8				
					DN-R JUNCTION CITY YL JN				
					6.9				
					KANSAS FALLS				
					5.9				
					D CHAPMAN CM				
					6.2				
					DETROIT				
					5.2				
					DN ABILENE YL AB				
					0.8				
					A. T. & S. F. CROSS.				
					0.2				
					WEST ABILENE YL				
					3.4				
					SAND SPRING				
					4.2				
					D SOLOMON YL SK				
					8.1				
					NEW CAMBRIA				
					4.2				
					EAST SALINA YL				
					2.0				
					DN-R SALINA YL SC				
					(186.6)				

(1.00) (1.00) Thru time
19.9 19.9 Average speed per hour

On single track, except in C.T.C. territory, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72. Rules 251 to 254 inclusive apply between Kaw Jct. and Topeka.

For stations not shown on schedule pages.—See Page 17.

WESTWARD FIRST CLASS FIRST SUBDIVISION

					69	3	9	17	Mile Post	Time Table No. 43					
					Passenger	C.R.I.&P. Passenger	Passenger	Passenger		September 24, 1967					
					Daily	Daily	Daily	Daily		STATIONS					
					11.00PM			8.00PM	7.30AM	0.0	DN-R UNION STATION US				
					s 11.08			8.05	7.35	2.5	KANSAS CITY, KAN.				
					11.09	9.46PM		8.06	7.36	3.3	0.8				
					11.10	9.47		8.07	7.37	4.2	TERMINAL JCT. YL				
					11.11	9.48		8.08	7.39	4.9	0.9				
					11.15	9.52		8.12	7.44	9.5	C. R. I. & P. JCT. YL				
					11.22	9.59		8.19	7.52	17.5	0.7				
										4.6	DN-R KAW JCT. YL KW				
										8.0	MUNCIE				
										18.0	D BONNER SPRINGS BW				
										20.7	0.5				
										20.7	A. T. & S. F. CROSS.				
										28.3	2.7				
										39.6	LORING				
					s 11.49PM	10.20	s 8.39	s 8.14	39.6	67.5	7.6				
					12.01AM	10.31		8.26	52.1	67.5	LINWOOD				
					12.09	10.38		8.34	61.3	67.5	11.3				
										68.0	DN LAWRENCE YL DA				
										68.2	12.5				
										68.2	PERRY				
										72.9	9.2				
										72.9	GRANTVILLE				
										78.7	6.2				
										84.0	DN A. T. & S. F. CROSS. X				
										84.0	0.5				
										91.6	DN-R TOPEKA YL OT				
										97.8	0.2				
										104.7	C. R. I. & P. CROSS.				
										111.5	4.7				
										119.3	MENOKEN				
										119.4	5.8				
										125.9	SILVER LAKE				
										131.6	5.3				
										135.7	D ROSSVILLE RV				
										139.5	7.6				
										146.4	D ST. MARYS SY				
										152.3	6.2				
										158.5	BELVUE				
										163.7	6.9				
										164.5	D WAMEGO WA				
										164.7	6.8				
										168.1	ST. GEORGE				
										172.3	7.8				
										180.4	DN MANHATTAN YL MH				
										184.6	0.1				
										186.6	C. R. I. & P. CROSS.				
											6.5				
											EUREKA LAKE				
											5.7				
											EAST FUNSTON				
											4.1				
											D FORT RILEY FT				
											3.8				
											DN-R JUNCTION CITY YL JN				
											6.9				
											KANSAS FALLS				
											5.9				
											D CHAPMAN CM				
											6.2				
											DETROIT				
											5.2				
											DN ABILENE YL AB				
											0.8				
											A. T. & S. F. CROSS.				
											0.2				
											WEST ABILENE YL				
											3.4				
											SAND SPRING				
											4.2				
											D SOLOMON YL SK				
											8.1				
											NEW CAMBRIA				
											4.2				
											EAST SALINA YL				
											2.0				
											DN-R SALINA YL SC				

WESTWARD

PLAINVILLE BRANCH

EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 18	SECOND CLASS		Time Table No. 43		Mile Post	SECOND CLASS			
	185 Local Freight		183 Local Freight			184 Local Freight		186 Local Freight	
	Tuesday, Thursday, Saturday		Monday, Wednesday, Friday						
						STATIONS			
			6.30AM	DN-R	SALINA YL	SC	0.0	A 11.10AM	
			f 6.37		TRENTON		3.4	f 10.45	
17			f 6.43		SHIPTON		6.0	f 10.35	
20			f 6.50		MARYDEL		9.0	f 10.28	
8			s 6.57		CULVER		11.5	f 10.22	
21	P		s 7.12	D	TESCOTT	SX	18.5	f 10.05	
34	P		s 7.24	D	BEVERLY	VY	23.8	f 9.48	
40	P		f 7.30		SHADY BEND		26.4	f 9.40	
					QUARTZITE		32.9		
					A. T. & S. F. CROSSING		33.8		
24	P		s 7.48	D	LINCOLN CENTER	NC	34.1	f 9.11	
40			s 8.03		VESPER		40.7	f 8.58	
36	P		s 8.17	D	SYLVAN GROVE	YG	46.9	f 8.45	
					WOLF CREEK		52.4		
39	P		s 8.37	D	LUCAS	QS	56.0	f 8.25	
30	P		s 8.57	D	LURAY	AU	65.4	f 8.05	
35			s 9.11		WALDO		71.5	f 7.50	
22	P		s 9.28	D	PARADISE	VM	79.2	f 7.34	
29	P		s 9.45	D	NATOMA	NO	87.0	f 7.18	
22			s 10.03		CODELL		95.1	f 7.02	
20	Y		5.45AM	A	PLAINVILLE YL	VN	103.5	6.45AM	A 12.15PM
28			s 6.16		ZURICH		110.4	s 11.55AM	
26	P		s 6.40	D	PALCO	PO	117.8	s 11.35	
15			s 7.00		DAMAR		122.7	s 11.25	
20	P		s 7.15	D	BOGUE	BG	129.3	s 11.10	
24	PY		s 7.40	D	HILL CITY	CI	138.0	s 10.50	
21			s 7.55		PENOKEE		144.7	s 10.30	
21	P		s 8.10	D	MORLAND	MD	150.2	s 10.15	
21			s 8.25		STUDLEY		155.4	s 10.00	
21			s 8.40		TASCO		162.5	s 9.40	
20	P		s 9.25	D	HOXIE	KZ	170.4	s 9.20	
21			f 10.00		SEGUIN		179.1	f 9.00	
29			s 10.15		MENLO		186.2	s 8.35	
20			s 10.35		HALFORD		194.0	f 8.10	
19	PY		s 11.05	D	COLBY	CB	203.5	s 7.40	
21			f 11.15		ALTAIR		208.9	f 7.00	
22			f 11.20		MINGO		212.5	f 6.50	
26			f 11.35		SPICA		218.0	f 6.30	
	DPY		A 11.45AM	DN-R	OAKLEY YL	OQ	224.7		6.15AM
					(224.7)			Tuesday, Thursday, Saturday	Monday, Wednesday, Friday

(6.00) (4.05)Thru time..... (4.25) (6.00)
 20.2 25.3Average speed per hour..... 23.4 20.2

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

East leg of wye at Oakley and at Colby are Plainville Branch main track.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Psgr."—Train with diesel locomotive and all passenger train equipment.
Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars other than train movement.
 When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.
 Referring to Rule 10 (J). When two or three speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above; lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

GENERAL

Location	Miles Per Hour	
	Psgr.	Frt.
Maximum speed.	79	60
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30
When using No. 14 turnouts. When using other cross-overs or turnouts.	25 15	20 15
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20
Within yard limits protected by continuous block signal system, where not otherwise restricted. (This in no way modifies requirements of Rule 93.)	60	35
Within yard limits not protected by continuous block signal system.	50	25
Diesel road freight and road-switch locomotives. Gas turbine locomotives.	65 65	
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50
When leading unit at front of train is gas turbine or car body type unit backing up. Multiple unit engine when controlled from other than leading unit.	30	30
Diesel locomotive running light dynamic brake not in operation, on descending grade in excess of 1%.		35
When more than 50% of tonnage is gravel or ore or grain.		40
Train handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight train on curves and other restricted locations must be complied with.)		40 35 20
Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main line. On branch lines.		30 20

Note—Wedge snow plows 900005-900007-900008 must not be operated on branches as follows: St. Joseph Branch between Elwood and Troy; Solomon Branch beyond M.P.23; McPherson Branch beyond M.P.21; Plainville Branch between Colby and Plainville.

GENERAL

Location	Miles Per Hour	
	Psgr.	Frt.
Trains handling UP ore cars 26,000 to 26,499 loaded or empty.		50
Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Jordan spreaders and other machines of spreader type, when in operation.		15
Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.		35 45 45
Wye tracks, except those portions used as main track or siding.	6	6
On inside tracks at stations indicated below, account rail weighing 60 pounds or less.	5	5
FIRST SUBDIVISION: Fort Riley —House		
SECOND SUBDIVISION: Ellsworth —South Elevator Wilson —Mill Spur Bunker Hill —House		
LEAVENWORTH BRANCH: Leavenworth —Barker Ramp Old Roundhouse		
SOLOMON BRANCH: Verdi —Industry Bennington —Industry Minneapolis —Siding AT&SF Connection Spur Sumnerville —Industry Delphos —East Mill Siding Industry Spur Elevator Simpson —Industry Asherville —Industry		
PLAINVILLE BRANCH: All Stations except Hoxie —All Sidings		
McPHERSON BRANCH: Mentor —All Sidings Assaria —All Sidings Bridgeport —All Sidings Lindsborg —Business Farmer's Union Anderson Spur East Mill West Mill Siding Siding Junk Yard Business Stock		

FIRST SUBDIVISION					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Maximum speed.	79	60	Between Mile Posts— Belvue 99.7 and 99.8.	70	50
Between Kaw Jct. and Newman M. P. 55.9	79	65	104.6 and 104.8.	35	35
Between Mile Posts— Terminal Jct. , 3.28 and 3.30	30	25	Wamego 105.4 and 107.0.	70	50
Muncie 13.2 and 13.4	75	55	St. George 117.8 and 118.2.	70	50
16.3 and 17.2	70	55	119.1 and 119.4.	30	25
Bonner Springs 17.9 and 18.0	30	30	Manhattan 121.9 and 122.0. Manhattan, over Poyntz Avenue and a trainman must act as crossing watch man.	70	50
20.2 and 20.5	75	55	123.1 and 123.5.	3	3
Loring 21.4 and 21.8	75	55	124.7 and 125.3.	40	25
23.6 and 23.9	75	55	Eureka Lake 129.2 and 129.3.	60	45
25.4 and 25.7	75	55	East Funston 132.5 and 132.7.	70	50
27.5 and 27.8	75	55	133.7 and 137.2.	50	30
Linwood 30.8 and 30.9.	75	55	Junction City 141.0 and 141.5.	70	50
33.1 and 33.4.	75	55	143.6 and 145.3.	40	25
36.5 and 36.9.	60	45	Kansas Falls 148.7 and 148.9.	70	50
Lawrence , within city limits.	30	25	150.0 and 150.2.	70	50
39.5 and 39.9.	30	25	Chapman , within city limits.	40	40
42.5 and 43.1.	70	55	Abilene , between Oplena and Elm Streets.	30	25
Grantville 65.7 and 66.3.	75	55	Abilene , over A. T. & S. F. Crossing.	30	25
Topeka 67.4 and 68.2.	12	12	165.9 and 166.2.	70	50
68.2 and 69.4.	20	20	Sand Spring 167.9 and 168.3.	50	35
Rossville , within city limits.	45	45	169.3 and 169.6.	70	50
St. Marys , within city limits.	25	25	Solomon 173.3 and 173.5.	50	30
94.7 and 95.0.	70	50	New Cambria 181.2 and 181.3.	70	50
SECOND SUBDIVISION					
Maximum speed.	79	60	Between Mile Posts— 203.9 and 208.1.	70	50
Between Mile Posts— Salina , over Ohio Street Crossing. over A. T. & S. F. Crossing.	30	30	Terra Cotta 208.4 and 209.4.	60	45
190.7 and 190.9.	30	25	210.0 and 211.1.	40	25
Bavaria 198.4 and 198.7.	70	50	Carnelro 211.3 and 212.8.	50	30
Brookville 201.7 and 202.2.	70	50	213.1 and 215.1.	40	25
			215.5 and 216.1.	50	30

SECOND SUBDIVISION (Continued)					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Between Mile Posts— Kanopolis 221.9 and 222.4.	40	25	Between Mile Posts— Yocemento 296.5 and 296.9.	70	50
Ellsworth , over St. L. & S. F. Crossing.	20	20	297.5 and 297.8.	70	50
224.6 and 225.0.	60	45	Ellis 304.3 and 307.0.	55	40
225.6 and 225.8.	70	50	Riga 311.4 and 311.8.	70	50
228.2 and 228.5.	70	50	Wakeeney Between first crossing west and second crossing east of depot.	40	25
230.6 and 230.9.	60	45	323.3 and 324.0.	55	40
Black Wolf 231.7 and 233.0.	50	35	Voda 330.2 and 330.6.	70	50
235.0 and 236.2.	50	35	331.7 and 332.1.	60	45
238.4 and 239.5.	70	50	335.0 and 335.5.	60	45
Wilson , No. 18 within city limits.	40		Collyer 336.6 and 337.0.	55	40
Wilson , within city limits.		45	Oakley 383.4 and 384.3.	70	50
242.3 and 242.8.	70	50	Winona 401.3 and 401.8.	70	50
Dorrance 249.5 and 250.0.	60	45	405.5 and 405.8.	60	45
Bunker Hill 256.4 and 257.0.	70	50	McAllaster 419.6 and 420.5.	70	50
Balta 270.1 and 270.5.	70	50	Wallace 424.9 and 425.0.	70	50
Victoria , within city limits.	50	40			
Hays , within city limits.	35	35			
THIRD SUBDIVISION					
Maximum speed.	79	60	Between Mile Posts— 561.3 and 562.0.	70	50
Between Mile Posts— Weskan 450.8 and 451.1.	70	50	562.9 and 567.2.	60	45
Arapahoe 454.5 and 454.6.	70	50	Deer Trail 587.2 and 589.8.	60	40
Cheyenne Wells , within city limits.	50	50	Byers 598.9 and 601.5.	70	50
Aroya 512.4 and 512.7.	70	50	Strasburg 605.2 and 607.0.	70	50
Bagdad 543.9 and 544.9.	70	50	Watkins 619.3 and 620.5.	70	50
546.2 and 546.6.	70	50	Sable , over Peoria Street Crossing M. P. 631.60.	55	55
River Bend 558.8 and 559.3.	55	40	Denver , over grade crossings within city limits.	35	25

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Maximum speed.	60	65	Between Mile Posts— Hanover Within city limits.	25	25
Light engines.		35	134.1 and 134.9.	55	55
Between Mile Posts— Menoken 4.1 and 4.3.	55	55	135.0 and 135.2.	50	50
6.0 and 6.2.	55	55	136.1 and 136.5.	50	50
7.2 and 7.4.	55	55	Hollenberg 140.0 and 140.3.	50	50
Grove 8.8 and 9.0.	55	55	140.7 and 141.7.	35	35
Emmett 26.5 and 26.9.	50	50	Steele City 142.2 and 142.7.	50	50
Aikins 33.6 and 33.9.	55	55	145.3 and 145.5.	50	50
36.7 and 37.1.	50	50	Endicott C. B. & Q. Crossing M. P. 147.1.	40	40
Onaga 39.3 and 40.9.	50	50	Fairbury C. R. I. & P. Crossing M. P. 152.7 and 154.1.	20	20
42.0 and 42.8.	50	50	C. R. I. & P. Crossing M. P. 154.4.	25	25
43.4 and 45.6.	55	55	155.1 and 155.4.	50	50
Nolan 48.2 and 49.0.	55	55	156.2 and 156.5.	55	55
Lillis 56.6 and 56.9.	55	55	157.5 and 157.9.	55	55
57.6 and 57.8.	55	55	160.0 and 160.3.	55	55
M. P. Crossing M. P. 58.6.	30	30	163.5 and 163.8.	55	55
58.3 and 58.8.	30	30	164.9 and 166.3.	50	50
Winifred 67.9 and 68.2.	50	50	Alexandria 175.5 and 175.9.	50	50
Upland 110.1 and 110.8.	45	45	Belvidere C. B. & Q. Crossing M. P. 177.0.	35	35
111.3 and 111.5.	50	50	177.2 and 177.4.	55	55
Marysville Through turn-out to passenger main track— east end yard west of Elm Street.	10	10	181.7 and 182.0.	55	55
Marysville Freight trains entering and moving through yard tracks.		10	Carleton 184.5 and 184.8.	55	55
115.7 and 116.2.	55	55	185.3 and 185.9.	55	55
Herkimer 118.6 and 119.1.	50	50	187.9 and 189.5.	50	50
121.1 and 126.9.	50	50	190.0 and 190.5.	55	55
			C. & N. W. Crossing M. P. 191.2.	35	35
			Edgar C. B. & Q. Crossing M. P. 200.5.	40	40
			Hastings M. P. 226.7 Fourth Subdivision to M. P. 2.1 Hastings Branch.	20	20
			Between Hastings and Grand Island.	35	30
			Grand Island, between Eddy St. M. P. 251.3 and C. B. & Q. Crossing.	10	10

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour		
	Psg.	Fr.		Psg.	Fr.	
Leavenworth Branch. Between Lawrence and Cochrane.	15	15	Plainville Branch. Maximum speed.	30	30	
Between Leavenworth and Corral: On straight track.	15	15	1100 class diesel engines.	25	25	
On curves.	10	10	Over Broadway By-Pass, Salina.	10	10	
Between Corral and Knox.	5	5	Trains handling outfit cars.		20	
Manhattan Branch. Between Beatrice and Marysville.	40	40	Between Mile Posts— 51.5 and 51.8 61.8 and 62.0 73.3 and 73.5 74.4 and 75.0 75.7 and 75.9 76.2 and 76.5	Between Mile Posts— 76.6 and 76.7 77.2 and 77.3 77.7 and 78.0 83.7 and 83.9 95.5 and 95.9 97.9 and 98.1	30	25
Light engines, between Beatrice and Marysville.	35	35	Between Mile Posts— 139.6 and 139.9.	25	25	
Between Mile Posts— 100.2 and 100.5	25	25	Colby, over east leg of wye.	10	10	
Between Mile Posts— 107.3 and 107.6 110.3 and 111.6	30	30	St. Joseph Branch. Maximum speed	35	35	
Between Mile Posts— 112.5 and 112.6	25	25	Trains handling outfit cars.		20	
Badger, C.B. & Q. Crossing MP 113.1	20	20	Between Mile Posts— 6.7 and 6.8 14.5 and 14.8 17.8 and 25.2 32.6 and 33.3 39.1 and 41.7 44.2 and 44.7 47.1 and 47.3 48.3 and 48.6	Between Mile Posts— 50.3 and 65.8 66.5 and 67.2 72.2 and 72.5 73.4 and 75.3 77.0 and 83.0 99.4 and 101.3 104.0 and 107.2	25	25
Between Mile Posts— 113.5 and 113.6	25	25	U. S. Hospital Branch. Maximum speed— On straight track. On curves. Over Bridge 0.09.	20 15 5	20 15 5	
Between Mile Posts— 118.8 and 120.0	30	30				
Between Marysville and Bestwall.	20	20				
Solomon Branch. Maximum speed.	20	20				
McPherson Branch. Maximum speed. Trains handling outfit cars.	25	25				
Salina, between Prescott Street and Union Station.		10				

FOLLOWING STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Siding, etc. See Rule 6(A)	Switch Connection	Location	Mile Post	Car Capacity of Siding, etc. See Rule 6(A)	Switch Connection
(FIRST SUBDIVISION)				(FOURTH SUBDIVISION)			
Edwardsville (1)	14.0	52 XP	Both	Spence	132.5	17 P	East
Forest Lake (1)	15.0	43 XP	Both	Sedan	196.4	12 P	Both
Sunflower	16.7	14 XP	Both	Anan	213.8	10 P	West
Cold Spur	21.3	16 XP	Both	Hansen	235.1	26 P	Both
Lenape (1)	23.5	36 XP	Both	Westwood	248.7	35	Both
Horne Spur	37.3	4	East				
Midland (1)	43.2	25 XP	Both				
Buck Creek (1)	46.1	28 XP	Both				
Williamstown (1)	48.8	8 XP	Both				
Newman (1)	55.9	31 XP	Both				
Kiro	75.2	35 P	Both				
Swamp Angel	114.8	6	Both				
Ogdensburg (1)	130.3	22 P	Both				
Funston	133.6	131 P	Both				
Stoney	150.6	33	West				
				Sid (McPherson Branch)	5.31	18	West

(1) Flag stop for No. 70.

Standard Clocks Are Located as Shown Below

Kansas City..... Union Station	Pullman..... Yard Office	Denver, 36th Street..... Register Room
Kansas City..... Dispatcher's Office	Pullman..... Roundhouse, Engine	Denver, 29th Street..... Yard Office
Armstrong..... Yard Office	Denver, 29th Street..... Yard Office	Denver..... Conductor's Room, Freight Station
Armstrong..... Roundhouse	Denver, 23rd Street..... Register Room	Denver..... Dispatcher's Office
Fairfax District..... BOP Yard Office	Denver..... "U. D." Telegraph Office	Plainville..... Telegraph Office
Kaw Junction..... Telegraph Office	St. Joseph..... Terminal Yard Office	St. Joseph..... Engineer's Locker Room
Lawrence..... Telegraph Office	Marysville..... Telegraph Office	Marysville..... Dispatcher's Office
Topeka..... Telegraph Office	Marysville..... Roundhouse	Hastings..... Yard Office
Topeka..... Engineer's Wash Room	Hastings..... Engineer's Wash Room	Grand Island..... Telegraph Office
Topeka..... Yard Office	Grand Island..... Engine Dispatcher's Office	Grand Island..... Yard Office
Junction City..... Telegraph Office	Grand Island..... Yard Office	Beatrice..... Telegraph Office
Salina..... Register Room, Union Station		
Salina..... Telegraph Office, Union Station		
Salina..... Yard Office		
Salina..... Roundhouse		
Ellis..... Telegraph Office		
Oakley..... Telegraph Office		
Sharon Springs..... Telegraph Office		
Hugo..... Telegraph Office		
Limon..... Telegraph Office		

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6 (A))

6. The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive.

6 (A). The following letters placed in column with station name in time-table indicate:

- D day operator;
- N —night operator;
- DN—day and night operator;
- R —train register;
- YL—yard limits.

The following letters placed in columns provided in time-table indicate:

- D—diesel oil station;
- F—turbine fuel station;
- I—interlocking;
- O—fuel oil station;
- P—telephone;
- T—turntable;
- X—cross-over;
- Y—wye;
- Z—track scales;
- AI—automatic interlocking;
- CS—center siding;
- ES—eastward siding;
- WS—westward siding.

Union Pacific Railroad Employees Hospital Association Physicians and Surgeons Are Located as Shown Below:

NAME	TITLE	PLACE	NAME	TITLE	PLACE
Graham J. Owens	District Surgeon	Kansas City, Mo.	H. L. Songer	Surgeon	Lincoln, Kan.
John R. Rufe	Oculist	Kansas City, Mo.	J. A. Fairchild	Surgeon	Manhattan, Kan.
R. L. Owens	Surgeon	Kansas City, Mo.	R. D. Hughes	Surgeon	Marysville, Kan.
K. L. Shireman	Surgeon	Kansas City, Mo.	Robert M. Thomas	Surgeon	Marysville, Kan.
Luis E. Angles	Physician	Kansas City, Mo.	Weir Pierson	Surgeon	McPherson, Kan.
J. Warren Manley	Physician	Kansas City, Kan.	J. J. Marchbanks	Surgeon	Oakley, Kan.
W. B. Spaulding	Oculist	Kansas City, Kan.	Gordon B. Sekavec	Surgeon	Oakley, Kan.
F. E. Wade	Oculist	Kansas City, Kan.	C. S. Fleckenstein	Surgeon	Onaga, Kan.
A. W. Butcher	Surgeon	Abilene, Kan.	Eugene A. Walsh	Surgeon	Onaga, Kan.
R. A. Dohratz	Physician & Surgeon	Beloit, Kan.	A. M. Pederson	Surgeon	Plainville, Kan.
E. W. Mitts	Surgeon	Bonner Springs, Kan.	Vale Page	Surgeon	Plainville, Kan.
S. A. Anderson	Surgeon	Clay Center, Kan.	C. C. Gunter	Surgeon	Quinter, Kan.
H. R. Custer	Surgeon	Colby, Kan.	H. W. Hietserman	Surgeon	Quinter, Kan.
G. A. Surface	Surgeon	Ellis, Kan.	Walter J. Pettijohn	Surgeon	Russell, Kan.
G. L. Ward	Surgeon	Ellis, Kan.	F. N. White	Surgeon	Russell, Kan.
H. St. C. O'Donnell	Surgeon	Ellsworth, Kan.	Owen W. D. Craig	Surgeon	St. Joseph, Mo.
D. W. Bolton	Surgeon	Frankfort, Kan.	Samuel E. Senor	Surgeon	St. Joseph, Mo.
M. A. Brawley	Surgeon	Frankfort, Kan.	O. Earl Whitsett	Oculist & Aurist	St. Joseph, Mo.
R. D. Warren	Physician	Hanover, Kan.	Orval L. Smith	Surgeon	St. Marys, Kan.
William M. Brewer	Surgeon	Hays, Kan.	H. R. Dramel	Aurist	Salina, Kan.
Lloyd W. Reynolds	Surgeon	Hays, Kan.	D. L. Marchbanks	Physician	Salina, Kan.
Ray Meidinger	Surgeon	Hiawatha, Kan.	C. E. Scott	Surgeon	Salina, Kan.
John Rapp Neuenschwander	Surgeon	Hoxie, Kan.	Max S. Lake	Oculist	Salina, Kan.
H. L. Bunker, Jr.	Surgeon	Junction City, Kan.	John C. Mitchell	Surgeon	Salina, Kan.
Harry O'Donnell	Surgeon	Junction City, Kan.	C. M. Barnes	Surgeon	Seneca, Kan.
Russell Frink	Surgeon	Lawrence, Kan.	J. J. Chung	Physician	Sharon Springs, Kan.
P. S. Combs	Surgeon	Leavenworth, Kan.	Philip L. Stevens	Surgeon	Tonganoxie, Kan.
John V. Sullivan	Oculist	Topeka, Kan.	Kirk Miller	Surgeon	Topeka, Kan.
F. J. Bice	Surgeon	Wakeeney, Kan.	J. J. Hamilton	Surgeon	Wakeeney, Kan.
Bill L. Braden	Physician & Surgeon	Wakeeney, Kan.	Frank A. Dlabel	Surgeon	Wilson, Kan.
J. S. Benwell	District Surgeon	Denver, Colo.	Willis L. Bennett	Physician	Denver, Colo.
J. H. Bechtold	Surgeon	Denver, Colo.	J. R. Blair	Aurist	Denver, Colo.
A. T. Haley	Surgeon	Denver, Colo.	A. P. Ley	Oculist	Denver, Colo.
Robert M. Maul	Surgeon	Denver, Colo.	R. A. O'Dell	Shops Surgeon	Denver, Colo.
J. L. Keefe	Surgeon	Cheyenne Wells, Colo.	H. J. Scarinzi	Surgeon	Hugo, Colo.
J. C. Straub	Surgeon	Limon, Colo.	Arnold McDermott	District Surgeon	Omaha, Nebr.
Robert W. Taylor	Oculist & Aurist	Beatrice, Nebr.	W. T. Wildhaber	Surgeon	Beatrice, Nebr.
Forest A. Mountford	Surgeon	Davenport, Nebr.	D. D. Hughes	Surgeon	Fairbury, Nebr.
C. H. Maggione	Surgeon	Grand Island, Nebr.	Leo M. Adams	Surgeon	Grand Island, Nebr.
J. A. Proffitt	Oculist & Aurist	Grand Island, Nebr.	Clyde L. Kleager	Surgeon	Hastings, Nebr.
O. A. Kostal	Surgeon	Hastings, Nebr.			

Reduce and Resume Speed Signs

Referring to Operating Rule 10 (J), signs are located on engineer's side of track, except as follows:

First Subdivision

Location	Direction	Sign	Located
MP 39.5 to 39.9	Westward	Reduce Speed	North of Leavenworth Branch track, Lawrence.
MP 104.6 to 105.0	Eastward	Resume Speed	South of siding, Wamego.
MP 132.5 to 132.7	Westward	Reduce Speed	On left side of track.
MP 132.5 to 132.7	Westward	Resume Speed	North of running track, Funston.
MP 133.7 to 137.1	Westward	Reduce Speed	North of running track, Funston.
MP 173.3 to 173.5	Westward	Reduce Speed	North of siding, Solomon.

Second Subdivision

M.P. 238.4 to 239.5	Eastward	Reduce Speed	On left side of track.
M.P. 323.3 to 324.0	Westward	Reduce Speed	North of siding, Wakeeney.

Fourth Subdivision

M.P. 7.2 to 7.4	Westward	Reduce speed.	On left side of track.
M.P. 36.7 to 37.1	Westward	Reduce speed.	On left side of track.
M.P. 43.4 to 45.6	Westward	Reduce speed.	On left side of track.
M.P. 48.2 to 49.0	Westward	Reduce speed.	On left side of track.
M.P. 58.3 to 58.8	Westward	Reduce speed.	On left side of track.
Hanover, within city limits.	Westward	Reduce speed.	On left side of track.