



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

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	
						11.08PM	8.05	7.35	
						12.45AM	9.12	8.47	
						1.45	10.05	9.43	
						2.30	10.34	10.12	
			4.10AM			A 3.36AM	11.35PM	11.14AM	
			A 8.30AM				1.49AM	1.21PM	
							12.59	12.26	
							2.59	2.35	
							4.33	4.13	
							6.45	6.10	
							7.15AM	6.45	
							10.15	A 8.50PM	
							A 7.30PM		
								CT	
								MT	
								Ar	
								Lv	
								MT	
								(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. HALEY, 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.

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.

MILEAGE

Main Line 852.30
 Branches 511.90
 Total 1364.00

CONDENSED TIME-TABLE

EASTWARD

Time Table No. 43 September 24, 1967		Mile Post	FIRST CLASS				SECOND CLASS				
			10 Passen- ger	70 Passen- ger	18 Passen- ger			370 Mixed			
STATIONS											
KANSAS CITY, MO.	CT	0.0	A 10.15AM	A 7.00PM	A 11.10PM						
KANSAS CITY, KAN.		2.6	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	CT		4.10		4.43			10.15AM			
	MT	303.3	3.05		3.40						
SHARON SPRINGS		429.8	12.59AM		1.35						
HUGO		535.5	11 25PM		12.01PM						
DENVER	LV		9.45		10.15AM						
	Ar	640.4	9.15PM		9.30						
CHEYENNE		747.9	7.00		7.10AM						
OGDEN	MT		9.35AM								
(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. }	Denver or beyond.	Topeka, Kansas City or beyond.
17	{ Ellsworth. } { Russell. } { Wakeeney. }	Topeka, Lawrence, Kansas City or beyond.	Denver or beyond.	10	Abilene.	Denver or beyond.	Kansas City or beyond.
17	{ Cheyenne } { Wells. }	Salina or beyond.	Denver or beyond.	10	7th St. Station, Kansas City, Kan.	Denver or beyond.	.....
9	7th St. Station, Kansas City, Kan.	.....	Denver or beyond.	18	{ Cheyenne } { Wells. }	Denver or beyond.	Salina or beyond where scheduled to stop.
9	{ Abilene. } { Ellsworth. } { Russell. }	Topeka, Lawrence, Kansas City or beyond.	Denver or beyond.	18	{ Winona. } { Grainfield. } { Quinter. }	Denver or beyond.	Topeka, Kansas City or beyond.
69	Any Station.	.....	Salina or beyond.	18	Wilson.	Denver or beyond.	Kansas City or beyond.
				18	Ft. Riley.	Denver or beyond.	.....
				18	{ St. Marys. } { Wamego. } { 7th St. Station, Kansas City, Kan. }	Denver or beyond.	.....

WESTWARD

SECOND SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 18	SECOND CLASS		FIRST CLASS		Time Table No. 43 September 24, 1967	Mile Post	FIRST CLASS		SECOND CLASS	
	369	Mixed	9	17			10	18	370	Mixed
	Daily		Daily	Daily						
DT VZP	4.10AM		11.35PM	11.14AM	DN-R SALINA YL SC	186.6	A 6.10AM	A 6.50PM	A 2.00PM	
					0.6 A. T. & S. F. CROSS.	187.2				
51 P	4.18		11.42	11.22	7.6 BAVARIA	194.8	5.57	6.38	f 1.10	
101 P	4.25		11.47	11.27	8.6 BROOKVILLE	201.4	5.52	6.32	s 12.58	
34 P	4.29		11.50	11.31	4.0 ARCOLA	205.4	5.49	6.28	f 12.52	
	4.31		11.52	11.34	1.9 TERRA COTTA	207.3	5.47	6.26	f 12.50	
37 P	4.36		11.57PM	11.38	4.3 CARNEIRO	211.6	5.43	6.22	f 12.45	
47 VP	4.44		12.04AM	11.45	7.8 KANOPOLIS KA	219.2	5.36	6.14	s 12.27	
WS 84 ES 88	4.49		12.10	11.51	4.6 DN ELLSWORTH YL WO	223.7	5.31	s 6.09	s 12.18PM	
					0.7 ST. L. & S. F. CROSS.	224.4				
30 P	4.57		12.17	11.59AM	7.1 BLACK WOLF	231.5	5.23	5.59	f 11.59AM	
55 P	5.15 ¹⁰		12.25	12.07PM	8.4 WILSON WN	239.9	5.15 ³⁶⁹	5.51	s 11.50	
60 P	5.25		12.30	12.12	6.5 DORRANCE DO	246.4	5.09	5.45	s 11.40	
42 P	5.38		12.36	12.18	7.0 BUNKER HILL	253.4	5.04	5.39	s 11.30	
42 P	5.43		12.41	12.23	6.8 HOMER	259.2	4.59	5.34	f 11.20	
62 P	6.00		12.46	12.28	4.1 DN RUSSELL YL RU	263.3	4.54	s 5.29	s 11.15	
51 P	6.10		12.50	12.31	3.4 BALTA	266.7	4.47	5.23	f 11.05	
100 P	6.20		12.55	12.36	5.7 D GORHAM GJ	272.4	4.42	5.18	s 10.59	
21 P	6.27		12.58	12.39	3.1 WALKER	275.5	4.39	5.15	f 10.54	
	6.35		1.01	12.43	4.1 D VICTORIA VC	279.6	4.36	5.11	s 10.48	
39 P	6.45		1.05	12.48	5.2 TOULON	284.8	4.31	5.06	f 10.40	
121 P	7.10	s 1.10	s 12.53		5.3 DN HAYS YL HA	290.1	s 4.26	s 5.01	s 10.35	
31 P	7.40		1.30	1.04	5.3 YOCEMENTO	295.4	4.17	4.52	f 10.25	
42 P	7.45		1.33	1.07	3.4 HOG BACK	298.8	4.14	4.48	f 10.20	
	8.30AM		1.49	1.21	4.5 DN-R ELLIS YL RT MT CT	303.3	4.10	4.43	10.15AM	
51 P			12.59	12.26	5.1 RIGA	308.4	3.05	3.40		
42 P			1.06	12.33	5.3 OGALLAH	313.7	2.53	3.32		
40 P			1.10	12.38	8.6 D WAKEENEY W	322.3	2.48	3.27		
32 P			1.17	12.48	7.7 VODA	322.3	2.40	s 3.19		
28 P			1.23	12.55	5.8 D COLLYER JY	330.0	2.33	3.10		
40 P			1.28	1.01	7.5 D QUINTER QN	335.8	2.28	3.04		
55 P			1.34	1.07	7.6 D BUFFALO PARK BP	343.3	2.21	2.56		
34 P			1.40	1.13	5.4 D GRAINFIELD GF	350.9	2.15	2.49		
42 P			1.45	1.18	8.9 D GRINNELL GD	356.3	2.11	2.44		
34 P			1.52	1.27	6.0 CAMPUS	365.2	2.04	2.35		
46 DVP		s 2.08	s 1.40	1.32	0.2 DN OAKLEY YL OQ	371.2	1.57 ⁹	2.29		
42 P			2.08	1.40	8.7 MONUMENT	377.4	s 1.45	s 2.22		
34 P			2.16	1.49	7.5 PAGE CITY	386.1	1.37	2.14		
36 P			2.22	1.56	5.4 D WINGNA GW	393.6	1.30	2.07		
30 P			2.26	2.02 ¹⁸	9.4 McALLASTER	399.0	1.26	2.02 ¹⁷		
33 P			2.34	2.10	12.7 D WALLACE A	408.4	1.18	1.53		
27 YZP		A 2.52AM	A 2.29PM	2.21	8.7 DN-R SHARON SPRINGS YL PS	421.1	1.07	1.43		
					(243.2)		Daily	Daily	Daily	

(4.20) 27.0	(4.17) 56.8	(4.15) 57.2	Thru time.....	(4.11) 58.0	(4.15) 57.2	(3.46) 31.1
Average speed per hour.....						

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

No. 10 will make hand to hand exchange of mail at Russell.

For conditional stops to discharge or pick up revenue passengers. — See Page 3.

WESTWARD

THIRD SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 18	FIRST CLASS				Time Table No. 43 September 24, 1967 STATIONS	Mile Post	FIRST CLASS			
	17		9				18		10	
	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger
	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily
34	VZP		2.35PM	2.59AM	DN-R SHARON SPRINGS YL PS	429.8	A 1.32PM	A 12.55AM		
51	P		2.40	3.04	4.0 SUNLAND	433.8	1.26	12.49		
51	P		2.48	3.11	D 8.0 WESKAN MO	441.8	1.19	12.42		
33	P		2.58	3.21	11.3 ARAPAHOE	463.1	1.10	12.33		
43	P		3.03	3.25	5.1 SALIS	468.2	1.06	12.29		
43	P		3.08	3.29	4.8 D CHEYENNE WELLS CW	463.0	1.02	12.25		
43	P		3.18	3.38	10.5 FIRST VIEW	473.5	12.53	12.17		
42	P		3.26	3.45	8.8 ARENA	482.3	12.46	12.10		
47	VP		3.30	3.49	5.4 D KIT CARSON KC	487.7	12.41	12.06		
42	P		3.35	3.54	6.3 SORRENTO	494.0	12.36	12.01AM		
42	P		3.40	4.01	6.4 WILD HORSE	500.4	12.31	11.55PM		
42	P		3.46	4.07	7.2 AROYA	507.6	12.25	11.49		
42	P		3.55	4.15	10.4 BOYERO	518.0	12.17	11.41		
79	P		4.02	4.22	8.3 CLIFFORD	526.3	12.10	11.34		
68	VP		4.11	4.30	9.2 DN-R HUGO YL HU	535.5	12.01PM	11.25		
3	P		4.13	4.33	6.2 BAGDAD	541.7	11.53	11.18		
23	P		4.19	4.40	6.2 LAKE	547.9	11.48	11.13		
39	P		4.25	4.46	2.6 (C. R. I. & P. Crossing) DN-R LIMON YL MN	550.5	s 11.45	s 11.08		
40	P		4.30	4.51	0.1 LIMON JUNCTION YL	550.6				
85	P		4.36	4.57	6.0 RIVER BEND	556.6	11.39	11.02		
42	P		4.42	5.03	6.6 CEDAR POINT	563.2	11.33	10.56		
84	P		4.46	5.07	3.9 BUICK	567.1	11.29	10.52		
78	P		4.50	5.12	5.1 D AGATE AX	572.2	11.25	10.48		
WS ES	22 42	P	4.55	5.17	5.9 LOWLAND	578.1	11.20	10.43		
42	P		5.00	5.23	6.1 DN DEER TRAIL DX	584.2	11.15	10.38		
42	P		5.05	5.28	5.9 PEORIA	590.1	11.09	10.33		
48	P		5.10	5.34	6.5 D BYERS BY	596.6	11.03	10.28		
83	P		5.15	5.39	5.9 D STRASBURG SR	602.5	10.57	10.23		
45	P		5.20	5.44	6.4 D BENNETT BT	608.0	10.51	10.18		
85	P		5.24	5.48	4.8 MANILA	613.7	10.47	10.14		
42	P		5.28	5.54	4.7 WATKINS	618.4	10.43	10.10		
84	P		5.33	6.01	6.6 MESA	625.0	10.37	10.05		
100	VP		5.38	6.06	3.1 MAGEE	628.1				
75	P		5.42	6.10	2.4 SABLE YL	630.5	10.32	10.01		
DTYPZ		A	5.44	6.12	2.7 ROYDALE YL	633.2	10.29	9.58		
			5.45	6.14	0.8 DN SANDOWN JCT. YL SW	634.0	10.28	9.57		
			5.52PM	6.20AM	0.3 SANDOWN YL	634.3	10.27	9.56		
					3.9 PULLMAN YL	638.2	10.20AM	9.50PM		
					(208.4)		Daily	Daily		

BLOCK SIGNALS

(3.17)
63.6

(3.21)
62.2

Thru time.....
Average speed per hour.....

(3.12)
66.1

(3.05)
67.6

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

For conditional stops to discharge or pick up revenue passengers. — See Page 3.

WESTWARD			FOURTH SUBDIVISION			EASTWARD			WESTWARD			ST. JOSEPH BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A), Page 18	SECOND CLASS	Mile Post	SECOND CLASS	Mile Post	SECOND CLASS	Mile Post	SECOND CLASS	Mile Post	Car capacity of sidings, etc. See Rule 6(A), Page 18	SECOND CLASS	Mile Post	SECOND CLASS	Mile Post	SECOND CLASS	Mile Post		
	217									217						218	218
	Local Freight									Local Freight						Local Freight	Local Freight
Time Table No. 43			Time Table No. 43			Time Table No. 43			Time Table No. 43			Time Table No. 43					
September 24, 1967			September 24, 1967			September 24, 1967			September 24, 1967			September 24, 1967					
STATIONS			STATIONS			STATIONS			STATIONS			STATIONS					
YXP				0.0				0.0	Y				ST. JOSEPH YL		0.0		
114	P			7.9				7.9	TZP	5.00PM			DN-R TERMINAL YD. YL MK		A 11.10AM		
35	P			15.5				15.5	10	P	5.40		D-R TROY YL RO	13.9	10.20		
112	P		D	22.2	GC			22.2	24	P	5.59		SEVERANCE	24.8	10.01		
130	P			27.6				27.6	25		6.07		LEONA	28.9	9.50		
113	P		D	37.1	GA			37.1	24	P	6.17	D	ROBINSON HR	34.2	9.40		
113	P			46.0				46.0		AI			M. P. CROSSING	42.2			
32	P			49.2				49.2	32	PY	6.32	D	HIAWATHA YL H	42.7	9.20		
113	P			54.0				54.0	9		6.45		HAMLIN	50.2	8.50		
PAI				58.6				58.6	18	P	6.52	D	MORRILL WB	54.1	8.40		
114	P		D	58.8	FN			58.8	20	P	7.03	D	SADETHA S	60.7	8.25		
113	P			64.0				64.0	22		7.18		ONEIDA	68.6	8.05		
115	P	9.10PM		70.2				70.2	23	P	7.35	D	SENECA SN	77.5	7.45		
				(107.8)				(107.8)	20		7.48		BAILEYVILLE	84.2	7.20		
DTVPZ	A	9.23PM	DN-R	75.7	MS			75.7	34	P	7.58		AXTELL	89.2	7.05		
				(113.3)				(113.3)	3		8.07		SUMMIT	94.4	6.45		
P				118.4				118.4	27	P	8.16	D	BEATTIE B	99.3	6.35		
114	P			122.6				122.6		P	8.27		HOME	105.2	6.20		
PAI				128.1				128.1		P	A 9.10PM		UPLAND	107.8	6.10AM		
109	P		D	128.2	HA			128.2					(107.8)		Daily		
135	P			137.4				137.4			(4.10)		Thru time.....		(5.00)		
7	P			141.8				141.8			25.9		Average speed per hour.....		21.5		
114	P			144.3				144.3									
PAI				147.1				147.1									
24	P			147.1				147.1									
				152.7				152.7									
114	P		D	153.1	Q			153.1									
PAI				154.4				154.4									
123	P			159.1				159.1									
114	P		D	167.5	A			167.5									
113	P		D	176.6	VI			176.6									
PAI				177.0				177.0									
113	P		D	184.0	C			184.0									
PAI				191.2				191.2									
116	P		D	191.2	DO			191.2									
PAI				200.5				200.5									
113	P		D	200.7	SG			200.7									
113	P		D	209.0	FD			209.0									
113	P		D	218.3	GV			218.3									
56	P			221.9				221.9									
PAI				226.4				226.4									
PI				227.2				227.2									
YXPD			DN-R	227.4	AN			227.4									
28	P		D	240.3	DV			240.3									
				249.6				249.6									
TXPD			DN-R	251.8	GE			251.8									
				(214.2)				(214.2)									
				Daily				Daily									
				(0.13)				(0.20)									
				25.4				16.5									
				Thru time.....				Thru time.....									
				Average speed per hour.....				Average speed per hour.....									
				(1.45)				(1.30)									
				21.4				24.9									
				Thru time.....				Thru time.....									
				Average speed per hour.....				Average speed per hour.....									

CENTRALIZED TRAFFIC CONTROL

Time shown at Terminal Yard is for information only. Between Troy and St. Joseph, trains are governed by Operating Rules, time-table and special instructions of C. R. I. & P. R. R.

WESTWARD			MANHATTAN BRANCH			EASTWARD			
Car capacity of sidings, etc. See Rule 6(A), Page 18	SECOND CLASS	Mile Post	SECOND CLASS	Mile Post	SECOND CLASS	Mile Post	SECOND CLASS	Mile Post	
	471								472
	Time Freight								Time Freight
Time Table No. 43			Time Table No. 43			Time Table No. 43			
September 24, 1967			September 24, 1967			September 24, 1967			
STATIONS			STATIONS			STATIONS			
				144.5				144.5	
				140.4				140.4	
			DN-R	134.2	MS			A 6.30AM	
				125.9				6.05	
				124.4				6.00	
			D	118.0	NR			5.50	
				114.3					
				113.1					
				110.3				5.35	
				105.7				5.25	
				97.2					
			DN-R	96.8	BX			5.00AM	
				(47.7)				Daily	
				(1.45)				(1.30)	
				21.4				24.9	
				Thru time.....				Thru time.....	
				Average speed per hour.....				Average speed per hour.....	

Except in C. T. C. territory, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. For stations not shown on schedule pages. — See Page 17.

WESTWARD		LEAVENWORTH BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6(A), Page 18		Time Table No. 43		Mile Post	
		September 24, 1967			
		STATIONS			
		LEAVENWORTH YL	RH	0.0	
		4.0			
73		COCHRANE		4.0	
		0.2			
		ALFA		4.2	
		1.2			
		LANSING		5.4	
5		15.8			
	D	TONGANOXIE	NX	21.2	
		10.3			
7		REX		31.5	
		1.6			
11	P	BISMARCK GROVE YL		33.0	
		1.3			
	T2P	DN-R LAWRENCE YL	DA	34.3	
		(34.3)			

Between Cochrane and Leavenworth, trains are governed by Operating Rules, time-table and special instructions of Missouri Pacific R. R.

At Cochrane, eastward Leavenworth Branch trains are governed by indication of Missouri Pacific color light block signal 247 feet west of junction switch.

At Cochrane, westward Leavenworth Branch trains are governed by indication of Missouri Pacific color light block signal near junction switch.

WESTWARD		U. S. HOSPITAL BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6(A), Page 18		Time Table No. 43		Mile Post	
		September 24, 1967			
		STATIONS			
		SABLE YL		0.0	
		1.6			
P		BUNELL YL		1.6	
		(1.6)			

WESTWARD		McPHERSON BRANCH		EASTWARD			
Car capacity of sidings, etc. See Rule 6(A), Page 18		Time Table No. 43		Mile Post			
		September 24, 1967					
		STATIONS					
		DN-R SALINA YL	SC	0.0	A 2.00PM		
		0.5					
		A. T. & S. F. CROSSING		0.5			
		0.1					
		C. R. I. & P. CROSSING		0.6			
		0.0					
		M. P. CROSSING		0.6			
		2.3					
3		6.40		2.9	1.35		
		5.1					
24	f	6.50		8.0	f 1.25		
		4.2					
22	s	7.05		12.2	s 1.10		
		3.6					
10	f	7.15		15.8	f 12.50		
		4.9					
		M. P. CROSSING		20.7			
		0.2					
23	P	7.45	D	LINDSBORG	DN	20.9	s 12.31
		5.8					
12	f	7.58		26.7	f 12.09PM		
		3.6					
22	f	8.10		30.3	f 11.45AM		
		4.9					
		A. T. & S. F. CROSSING		35.1			
		0.3					
20	A	9.00AM	D-R	McPHERSON YL	MF	35.4	11.30AM
		(35.4)					Daily Except Sunday
		(2.30) Thru Time.		(2.30)		
		14.1 Average speed per hour.		14.1		

WESTWARD		SOLOMON BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6(A), Page 18		Time Table No. 43		Mile Post	
		September 24, 1967			
		STATIONS			
		D-R SOLOMON	SK	0.0	
		6.5			
24		NILES		6.5	
		2.5			
23		VERDI		9.0	
		5.7			
45	P	BENNINGTON	BN	14.7	
		6.2			
10		LINDSEY		20.9	
		2.4			
12	P	MINNEAPOLIS	MI	23.3	
		0.4			
		A. T. & S. F. CROSSING		23.7	
		0.7			
1		ALFMIL		24.4	
		4.7			
11		SUMNERVILLE		29.1	
		5.6			
26	P	DELPHOS	DF	34.7	
		6.9			
24	P	GLASCO	GK	41.6	
		5.2			
20	P	SIMPSON	BE	46.8	
		3.0			
16		ASHERVILLE		49.8	
		7.4			
		M. P. CROSSING		57.2	
		0.2			
26	P	BELOIT YL	BL	57.4	
		(57.4)			

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

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

Car capacity of seating, etc. See Rule 6(A), Page 18	SECOND CLASS				Time Table No. 43		Mile Post	SECOND CLASS			
	185 Local Freight		183 Local Freight		September 24, 1967			184 Local Freight		186 Local Freight	
	Tuesday, Thursday, Saturday	Monday, Wednesday, Friday	STATIONS		Tuesday, Thursday, Saturday	Monday, Wednesday, Friday					
			6.30AM	DN-R	SALINA YL	SC	0.0	A 11.10AM			
					3.4						
17		f	6.37		TRENTON		3.4	f 10.45			
					2.6						
20		f	6.43		SHIPTON		6.0	f 10.35			
					3.0						
8		f	6.50		MARYDEL		0.0	f 10.28			
					2.5						
21	P	s	6.57		CULVER		11.5	f 10.22			
					7.0						
34	P	s	7.12	D	TESCOTT	SX	18.5	f 10.05			
					5.3						
40	P	s	7.24	D	BEVERLY	VY	23.9	f 9.48			
					2.6						
		f	7.30		SHADY BEND		26.4	f 9.40			
					6.5						
16					QUARTZITE		32.9				
					0.9						
					A. T. & S. F. CROSSING		33.9				
					0.3						
24	P	s	7.48	D	LINCOLN CENTER	NC	34.1	f 9.11			
					6.0						
40		s	8.03		VESPER		40.7	f 8.58			
					6.2						
36	P	s	8.17	D	SYLVAN GROVE	YG	46.9	f 8.45			
					5.5						
					WOLF CREEK		52.4				
					3.6						
30	P	s	8.37	D	LUCAS	QS	56.0	f 8.25			
					9.4						
30	P	s	8.57	D	LURAY	AU	65.4	f 8.05			
					6.1						
35		s	9.11		WALDO		71.5	f 7.50			
					7.7						
22	P	s	9.28	D	PARADISE	VM	79.2	f 7.34			
					7.8						
20	P	s	9.45	D	NATOMA	NO	87.0	f 7.18			
					8.1						
22		s	10.03		CODELL		95.1	f 7.02			
					8.4						
20	Y		5.45AM	A 10.35AM	D-R	PLAINVILLE YL	VN	103.5	6.45AM	A 12.15PM	
					6.9						
28		s	6.16		ZURICH		110.4	s 11.55AM			
					7.4						
28	P	s	6.40		PALCO	PO	117.8	s 11.35			
					4.9						
15		s	7.00		DAMAR		122.7	s 11.25			
					6.0						
20	P	s	7.15		BOGUE	BG	129.3	s 11.10			
					8.7						
24	PY	s	7.40		HILL CITY	CI	138.0	s 10.50			
					6.7						
21		s	7.55		PENOKEE		144.7	s 10.30			
					5.5						
21	P	s	8.10		MORLAND	MD	150.2	s 10.15			
					6.2						
21		s	8.25		STUDLEY		155.4	s 10.00			
					7.1						
21		s	8.40		TASCO		162.5	s 9.40			
					7.9						
20	P	s	9.25		HOXIE	KZ	170.4	s 9.20			
					8.7						
21		f	10.00		SEGUIN		179.1	f 9.00			
					7.1						
29		s	10.15		MENLO		186.2	s 8.35			
					7.8						
20		s	10.35		HALFORD		194.0	f 8.10			
					9.5						
19	PY	s	11.05		COLBY	CB	203.5	s 7.40			
					5.4						
21		f	11.15		ALTAIR		208.9	f 7.00			
					3.6						
22		f	11.20		MINGO		212.5	f 6.50			
					5.5						
26		f	11.35		SPICA		218.0	f 6.30			
					6.7						
	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.....
20.2 25.3 Average speed per hour.....

(4.25) (6.00)
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.	25	20
When using other cross-overs or turnouts.	15	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.	65	
Gas turbine locomotives.	65	
Diesel yard-switch locomotives in road service:		
1000-1100 class;	35	35
1800 class.	50	50
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30
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.		40
Derricks with 4-wheel trucks.		35
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.)		20
Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks):		
On main line.	30	
On branch lines.	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;		35
Foreign line, government, export or commercial diesel units other than yard-switch type;		45
Union Pacific road-switch units of Alco or Baldwin type.		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		
Glasco —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		
Johnstown —Siding		
Hilton —Siding		
McPherson —Junk Yard Business Stock		

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
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 watchman.	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— Sallna , 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, 224.6 and 225.0.	20	20	297.5 and 297.8.	70	50
225.6 and 225.8.	60	45	Ellis 304.3 and 307.0.	55	40
228.2 and 228.5.	70	50	Riga 311.4 and 311.8.	70	50
230.6 and 230.9.	60	45	Wakeeney Between first crossing west and second crossing east of depot.	40	25
Black Wolf 231.7 and 233.0.	50	35	323.3 and 324.0.	55	40
235.0 and 236.2.	50	35	Voda 330.2 and 330.6.	70	50
238.4 and 239.5.	70	50	331.7 and 332.1.	60	45
Wilson , No. 18 within city limits.	40		335.0 and 335.5.	60	45
Wilson , within city limits.		45	Collyer 336.6 and 337.0.	55	40
242.3 and 242.8.	70	50	Oakley 383.4 and 384.3.	70	50
Dorrance 249.5 and 250.0.	60	45	Winona 401.3 and 401.8.	70	50
Bunker Hill 256.4 and 257.0.	70	50	405.5 and 405.8.	60	45
Balta 270.1 and 270.5.	70	50	McAllister 419.6 and 420.5.	70	50
Victoria , within city limits.	50	40	Wallace 424.9 and 425.0.	70	50
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
Alkins 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.		Pagr.	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 Between Mile Posts— 76.6 and 76.7	} 30	} 25
Light engines, between Beatrice and Marysville.	35	35	61.8 and 62.0 77.2 and 77.3		
Between Mile Posts— 100.2 and 100.5	25	25	73.3 and 73.5 77.7 and 78.0		
Between Mile Posts— 107.3 and 107.6 110.3 and 111.6	} 30	} 30	74.4 and 75.0 83.7 and 83.9		
Between Mile Posts— 112.5 and 112.6			25			25	75.7 and 75.9 95.5 and 95.9
Badger, C.B. & Q. Crossing MP 113.1	20	20	76.2 and 76.5 97.9 and 98.1		
Between Mile Posts— 113.5 and 113.6	25	25	Between Mile Posts— 139.6 and 139.9.	25	25
Between Mile Posts— 118.8 and 120.0	30	30	Colby, over east leg of wye.	10	10
Between Marysville and Bestwall.	20	20	St. Joseph Branch. Maximum speed	35	35
Solomon Branch. Maximum speed.	20	20	Trains handling outfit cars.		20
McPherson Branch. Maximum speed. Trains handling outfit cars.	25	25 20	Between Mile Posts— 6.7 and 6.8 Between Mile Posts— 50.3 and 65.8	} 25	} 25
Salina, between Prescott Street and Union Station.		10	14.5 and 14.8 66.5 and 67.2		
			17.8 and 25.2 72.2 and 72.5		
			32.6 and 33.3 73.4 and 75.3		
			39.1 and 41.7 77.0 and 83.0		
			44.2 and 44.7 99.4 and 101.3		
			47.1 and 47.3 104.0 and 107.2		
			48.3 and 48.6		
			U. S. Hospital Branch. Maximum speed— On straight track.	20	20
			On curves.	15	15
			Over Bridge 0.09.	5	5

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	Sid (McPherson Branch)	5.31	18	West
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				

(1) Flag stop for No. 70.

Standard Clocks Are Located as Shown Below

Kansas City.....	Union Station	Pullman.....	Yard Office
Kansas City.....	Dispatcher's Office	Pullman.....	Roundhouse, Engine Dispatcher's Office
Armstrong.....	Yard Office	Denver, 36th Street.....	Register Room
Armstrong.....	Roundhouse	Denver, 29th Street.....	Yard Office
Fairfax District.....	BOP Yard Office	Denver.....	Conductor's Room, Freight Station
Kaw Junction.....	Telegraph Office	Denver, 23rd Street.....	Register Room
Lawrence.....	Telegraph Office	Denver.....	Dispatcher's Office
Topeka.....	Telegraph Office	Denver.....	"U. D." Telegraph Office
Topeka.....	Engineer's Wash Room	Plainville.....	Telegraph Office
Topeka.....	Yard Office	St. Joseph.....	Terminal Yard Office
Junction City.....	Telegraph Office	St. Joseph.....	Engineer's Locker Room
Salina.....	Register Room, Union Station	Marysville.....	Telegraph Office
Salina.....	Telegraph Office, Union Station	Marysville.....	Dispatcher's Office
Salina.....	Yard Office	Marysville.....	Roundhouse
Salina.....	Roundhouse	Hastings.....	Yard Office
Ellis.....	Telegraph Office	Hastings.....	Engineer's Wash Room
Oakley.....	Telegraph Office	Grand Island.....	Telegraph Office
Sharon Springs.....	Telegraph Office	Grand Island.....	Engine Dispatcher's Office
Hugo.....	Telegraph Office	Grand Island.....	Yard Office
Limon.....	Telegraph Office	Beatrice.....	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	NAME	TITLE	PLACE
Graham J. Owens.....	District Surgeon.....	Kansas City, Mo.	H. L. Songer.....	Surgeon.....	Lincoln, Kan.	John V. Sullivan.....	Oculist.....	Topeka, Kan.
John R. Rufe.....	Oculist.....	Kansas City, Mo.	J. A. Fairchild.....	Surgeon.....	Manhattan, Kan.	Kirk Miller.....	Surgeon.....	Topeka, Kan.
R. L. Owens.....	Surgeon.....	Kansas City, Mo.	R. D. Hughes.....	Surgeon.....	Marysville, Kan.	F. J. Bice.....	Surgeon.....	Wakeeney, Kan.
K. L. Shireman.....	Surgeon.....	Kansas City, Mo.	Robert M. Thomas.....	Surgeon.....	Marysville, Kan.	J. J. Hamilton.....	Surgeon.....	Wakeeney, Kan.
Louis E. Angles.....	Physician.....	Kansas City, Mo.	Weir Pierson.....	Surgeon.....	McPherson, Kan.	Bill L. Braden.....	Physician & Surgeon.....	Wamego, Kan.
J. Warren Manley.....	Physician.....	Kansas City, Kan.	J. J. Marchbanks.....	Surgeon.....	Oakley, Kan.	Frank A. Diabel.....	Surgeon.....	Wilson, Kan.
W. B. Spaulding.....	Oculist.....	Kansas City, Kan.	Gordon B. Sekavec.....	Surgeon.....	Oakley, Kan.	J. S. Benwell.....	District Surgeon.....	Denver, Colo.
F. E. Wade.....	Oculist.....	Kansas City, Kan.	C. S. Fleckenstein.....	Surgeon.....	Onaga, Kan.	Willis L. Bennett.....	Physician.....	Denver, Colo.
A. W. Butcher.....	Surgeon.....	Abilene, Kan.	Eugene A. Walsh.....	Surgeon.....	Onaga, Kan.	J. H. Bechteld.....	Surgeon.....	Denver, Colo.
R. A. Dobrats.....	Physician & Surgeon.....	Beloit, Kan.	A. M. Pederson.....	Surgeon.....	Plainville, Kan.	J. R. Blair.....	Aurist.....	Denver, Colo.
E. W. Mitts.....	Surgeon.....	Bonner Springs, Kan.	Vale Page.....	Surgeon.....	Plainville, Kan.	A. T. Haley.....	Surgeon.....	Denver, Colo.
S. A. Anderson.....	Surgeon.....	Clay Center, Kan.	C. C. Gunter.....	Surgeon.....	Quinter, Kan.	A. P. Ley.....	Oculist.....	Denver, Colo.
H. R. Custer.....	Surgeon.....	Colby, Kan.	H. W. Hieterman.....	Surgeon.....	Quinter, Kan.	Robert M. Maul.....	Surgeon.....	Denver, Colo.
G. A. Surface.....	Surgeon.....	Ellis, Kan.	Walter J. Pettijohn.....	Surgeon.....	Russell, Kan.	R. A. O'Dell.....	Shops Surgeon.....	Denver, Colo.
G. L. Ward.....	Surgeon.....	Ellis, Kan.	F. N. White.....	Surgeon.....	Russell, Kan.	J. L. Keefe.....	Surgeon.....	Cheyenne Wells, Colo.
H. St. C. O'Donnell.....	Surgeon.....	Ellsworth, Kan.	Owen W. D. Craig.....	Surgeon.....	St. Joseph, Mo.	H. J. Scarinzi.....	Surgeon.....	Hugo, Colo.
D. W. Bolton.....	Surgeon.....	Frankfort, Kan.	Samuel E. Senor.....	Surgeon.....	St. Joseph, Mo.	J. C. Straub.....	Surgeon.....	Limon, Colo.
M. A. Brawley.....	Surgeon.....	Frankfort, Kan.	O. Earl Whitsett.....	Oculist & Aurist.....	St. Joseph, Mo.	Arnold McDermott.....	District Surgeon.....	Omaha, Nebr.
R. D. Warren.....	Physician.....	Hanover, Kan.	Orval L. Smith.....	Surgeon.....	St. Marys, Kan.	Robert W. Taylor.....	Oculist & Aurist.....	Beatrice, Nebr.
William M. Brewer.....	Surgeon.....	Hays, Kan.	H. R. Dramel.....	Aurist.....	Salina, Kan.	W. T. Wildhaber.....	Surgeon.....	Beatrice, Nebr.
Lloyd W. Reynolds.....	Surgeon.....	Hays, Kan.	D. L. Marchbanks.....	Physician.....	Salina, Kan.	Forest A. Mountford.....	Surgeon.....	Davenport, Nebr.
Ray Meidinger.....	Surgeon.....	Hiawatha, Kan.	C. E. Scott.....	Surgeon.....	Salina, Kan.	D. D. Hughes.....	Surgeon.....	Fairbury, Nebr.
John Rapp Neunenschwander.....	Surgeon.....	Hoxie, Kan.	Max S. Lake.....	Oculist.....	Salina, Kan.	C. H. Maggiore.....	Surgeon.....	Grand Island, Nebr.
H. L. Bunker, Jr.....	Surgeon.....	Junction City, Kan.	John C. Mitchell.....	Surgeon.....	Salina, Kan.	Leo M. Adams.....	Surgeon.....	Grand Island, Nebr.
Harry O'Donnell.....	Surgeon.....	Junction City, Kan.	C. M. Barnes.....	Surgeon.....	Seneca, Kan.	J. A. Proffitt.....	Oculist & Aurist.....	Grand Island, Nebr.
Russell Frink.....	Surgeon.....	Lawrence, Kan.	J. J. Chung.....	Physician.....	Sharon Springs, Kan.	Clyde L. Kleager.....	Surgeon.....	Hastings, Nebr.
P. S. Combs.....	Surgeon.....	Leavenworth, Kan.	Philip L. Stevens.....	Surgeon.....	Tonganoxie, Kan.	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.

WYO

NEBRASKA

COLO.

KANSAS

