



UNION PACIFIC RAILROAD COMPANY
EASTERN DISTRICT



KANSAS DIVISION

TIME-TABLE
No. 45

Effective Sunday,
JUNE 22, 1969

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

O. A. DURRANT
General Manager

J. BOWEN
Genl. Supt. Transportation

S. D. GATCHELL
General Superintendent

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

R. E. ORRICK, Superintendent Kansas City, Kan.
E. C. SHULTZ, Assistant Superintendent Kansas City, Kan.
A. A. MAIS, Terminal Superintendent Kansas City, Kan.
P. D. HARE, Assistant Terminal Superintendent Kansas City, Kan.
J. R. CARDEN, Assistant Terminal Superintendent Kansas City, Kan.
D. D. COLE, Assistant Terminal Superintendent Kansas City, Kan.
W. J. BARRY, Trainmaster Marysville, Kan.
J. A. SON, Trainmaster Salina, Kan.
D. W. SMITH, Trainmaster Denver, Colo.
M. S. BOWERS, Road Foreman of Engines Kansas City, Kan.
C. H. HOPPENSTEDT, Road Foreman of Engines Kansas City, 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.
J. L. SLANE, Asst. Supt. of Safety and Courtesy Kansas City, Kan.

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, Kan.
C. T. HALEY, Assistant Chief Train Dispatcher Kansas City, Kan.

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

J. W. SMITH, Chief Train Dispatcher Kansas City, Kan.

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.
J. H. STORRS, Assistant Chief Train Dispatcher Denver, Colo.

FOURTH SUBDIVISION, AND BRANCHES

W. V. MYERS, Chief Train Dispatcher Kansas City, Kan.
L. D. TRYON, Assistant Chief Train Dispatcher Kansas City, Kan.

NAME TITLE PLACE

Graham J. Owens District Surgeon Kansas City, Mo.
 Chester F. Fee Orthopedic Surgeon Kansas City, Mo.
 R. L. Owens Surgeon Kansas City, Mo.
 K. L. Shireman Surgeon Kansas City, Mo.
 Luis E. Angles Physician Kansas City, Mo.
 J. Warren Manley Physician Kansas City, Kan.
 Clifford J. Mullen, Jr. Oculist Kansas City, Kan.
 F. E. Wade Oculist Kansas City, Kan.
 A. W. Butcher Surgeon Abilene, Kan.
 R. A. Dohrath Physician & Surgeon Beloit, Kan.
 E. W. Mitts Surgeon Bonner Springs, Kan.
 S. A. Anderson Surgeon Clay Center, Kan.
 Richard C. Carleton Surgeon Colby, Kan.
 G. A. Surface Surgeon Ellis, Kan.
 H. St. C. O'Donnell Surgeon Ellsworth, Kan.
 D. W. Bolton Surgeon Frankfort, Kan.
 R. D. Warren Physician Hanover, Kan.
 John C. Artman Surgeon Hays, Kan.
 Lloyd W. Reynolds Surgeon Hays, Kan.
 Ray Meidinger Surgeon Hiawatha, Kan.
 John Happ Neuenchwander Surgeon Hoxie, Kan.
 H. L. Bunker, Jr. Surgeon Junction City, Kan.
 Harry O'Donnell Surgeon Junction City, Kan.
 Russell Frink Surgeon Lawrence, Kan.
 P. S. Combs Surgeon Leavenworth, Kan.
 H. L. Songer Surgeon Lincoln, Kan.
 J. A. Fairchild Surgeon Manhattan, Kan.
 R. D. Hughes Surgeon Marysville, Kan.
 Robert M. Thomas Surgeon Marysville, Kan.
 Weir Pierson Surgeon McPherson, Kan.
 J. J. Marchbanks Surgeon Oakley, Kan.
 Gordon B. Sekayec Surgeon Oakley, Kan.
 C. S. Fleckenstein Surgeon Onaga, Kan.
 Eugene A. Walsh Surgeon Onaga, Kan.
 A. M. Pederson Surgeon Plainville, Kan.
 C. C. Gunter Surgeon Quinter, Kan.
 H. W. Hietserman Surgeon Quinter, Kan.
 Walter J. Pettijohn Surgeon Russell, Kan.
 F. N. White Surgeon Russell, Kan.
 Owen W. D. Craig Surgeon St. Joseph, Mo.
 Samuel E. Senor Surgeon St. Joseph, Mo.
 O. Earl Whitsett Oculist & Aurist St. Joseph, Mo.
 Orval L. Smith Surgeon St. Marys, Kan.
 H. R. Dramel Aurist Salina, Kan.
 D. L. Marchbanks Physician Salina, Kan.
 C. E. Scott Surgeon Salina, Kan.
 Max S. Lake Oculist Salina, Kan.
 John C. Mitchell Surgeon Salina, Kan.
 J. J. Chung Physician Sharon Springs, Kan.
 Philip L. Stevens Surgeon Tonganoxie, Kan.
 John V. Sullivan Oculist Topeka, Kan.
 William H. Zimmerman Physician Topeka, Kan.
 F. J. Bice Surgeon Wakeeney, Kan.
 J. J. Hamilton Surgeon Wakeeney, Kan.
 Bill L. Braden Physician & Surgeon Wamego, 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. Scarinai 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. Maggiore 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.

MILEAGE

Main Line 852.30
 Branches 511.90
 Total 1364.20

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

WESTWARD

EASTWARD

FIRST CLASS				Time Table No. 45		FIRST CLASS					
		9	17	June 22, 1969				10	18		
		Passenger	Passenger			Mile Post		Passenger	Passenger		
		Daily	Daily	STATIONS							
		8.00PM	8.00AM	CT	KANSAS CITY, MO.	CT	0.0	A 9.15AM	A 8.30PM		
		8.05	8.05		KANSAS CITY, KAN.		2.5	8.50	8.10		
		9.12	9.11		TOPEKA		68.0	7.47	7.01		
		10.05	10.02		MANHATTAN		119.3	6.57	6.10		
		10.34	10.30		JUNCTION CITY		139.5	6.25	5.45		
		11.35PM	11.40AM		SALINA		185.0	5.23	4.40		
		1.49AM	1.41PM	CT	ELLIS	CT		3.10	2.20		
		12.50	12.46	MT		MT	303.3	2.05AM	1.15PM		
		2.50	2.47		SHARON SPRINGS		429.8	11.59PM	11.11AM		
		4.33	4.23		HUGO		535.5	10.25	9.32		
		6.45	6.10	Ar		Lv		8.45	7.45		
		7.16AM	6.40	Lv	DENVER	Ar	640.4	8.16PM	7.00		
		10.45AM	A 8.45PM		CHEYENNE		747.9	6.00	4.30AM		
		A 8.00PM		MT	OGDEN	MT		8.35AM			
					(1229.5 via Cheyenne)			Daily	Daily		
					(1217.1 via Borie)						
		(25.00)	(13.46)		Thru time		(23.40)	(15.00)			
		49.2	64.4		Average speed per hour		52.0	49.9			

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.
	Ft. Riley			10	{ Abilene. }	Denver or beyond.	Kansas City or beyond.
17	{ Ellsworth. } { Russell. }	Topeka, Lawrence, Kansas City or beyond.	Denver or beyond.	10	7th St. Station, Kansas City, Kan.	Denver or beyond.	
17	{ Wakeeney. } { Cheyenne } { Wells. }	Salina or beyond.	Denver or beyond.	18	{ Cheyenne } { Wells. }	Denver or beyond.	Salina or beyond where scheduled to stop.
9	7th St. Station, Kansas City, Kan.		Denver or beyond.		{ Winona. } { Grainfield. }		
9	{ Abilene. } { Ellsworth. } { Russell. }	Topeka, Lawrence, Kansas City or beyond.	Denver or beyond.	18	{ Quinter. } { Wilson. }	Denver or beyond.	Topeka, Kansas City or beyond.
				18	Ft. Riley.	Denver or beyond.	Kansas City or beyond.
				18	{ St. Marys. } { Wamego. }	Denver or beyond.	
					{ 7th St. Station, Kansas City, Kan. }		

WESTWARD

FIRST CLASS

FIRST SUBDIVISION

FIRST CLASS

EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 15	9		17		Time Table No. 45		10		18	
	Passenger		Passenger		June 22, 1969		Passenger		Passenger	
	Daily	Daily	Daily	Daily	STATIONS		Mile Post	Daily	Daily	Daily
P	8.00PM	8.00AM			DN-R UNION STATION US	0.0	A 9.15AM	A 8.30PM		
DTZY	8.05	8.05			KANSAS CITY, KAN.	2.5	8.50	8.10		
XP	8.06	8.06			0.8 TERMINAL JCT. YL	3.3	8.49	8.09		
X	8.07	8.07			0.9 C. R. I. & P. JCT. YL	4.2	8.47	8.08		
XP	8.08	8.08			0.7 DN-R KAW JCT. YL KW	4.9	8.45	8.06		
CS 83 XP	8.12	8.13			4.6 MUNCIE	9.5	8.41	8.01		
CS 51 P	8.19	8.20			8.0 D BONNER SPRINGS BW	17.5	8.34	7.53		
IP					0.5 A. T. & S. F. CROSS.	18.0				
CS 86 XP	8.22	8.23			2.7 LORING	20.7	8.31	7.49		
CS 109 XP	8.28	8.30			7.6 LINWOOD	28.3	8.24	7.41		
CS 82 YXZP	s 8.39	s 8.42			11.3 DN LAWRENCE YL DA	39.6	s 8.13	s 7.30		
CS 110 XP	8.50	8.53			12.5 PERRY	52.1	8.02	7.17		
CS 86 P	8.58	9.01			9.2 GRANTVILLE	61.3	7.54	7.08		
XIP					6.2 DN A. T. & S. F. CROSS. X	67.5				
WS 190 Y ES 105 DXZP	s 9.12	s 9.11			0.6 DN-R TOPEKA YL OT	68.0	s 7.47	s 7.01		
					0.2 C. R. I. & P. CROSS.	68.2				
107 YXP	9.19	9.16			4.7 MENOKEN	72.9	7.37	6.51		
85 P	9.24	9.21			5.8 SILVER LAKE	78.7	7.32	6.46		
119 P	9.29	9.26			5.3 D ROSSVILLE RV	84.0	7.27	6.41		
69 P	9.36	9.33			7.6 D ST. MARYS SY	91.6	7.21	6.35		
60 P	9.41	9.38			6.2 BELVUE	97.8	7.16	6.30		
126 P	9.47	9.45			6.9 D WAMEGO WA	104.7	7.11	6.24		
65 P	9.53	9.51			6.8 ST. GEORGE	111.5	7.04	6.17		
114 P	s 10.05	s 10.02			7.8 DN MANHATTAN YL MH	119.3	s 6.57	s 6.10		
					0.1 C. R. I. & P. CROSS.	119.4				
100 P	10.13	10.10			6.6 EUREKA LAKE	125.9	6.41	6.00		
111 P	10.18	10.15			5.7 EAST FUNSTON	131.6	6.36	5.55		
93 P	10.23	10.20			4.1 D FORT RILEY FT	135.7	6.31	5.50		
103 Y 128 DVZP	10.29 10.34	10.25 10.30			3.8 DN-R JUNCTION CITY YL JN	139.5	6.25 6.15	5.45 5.40		
69 P	10.42	10.38			6.9 KANSAS FALLS	146.4	6.03	5.23		
119 P	10.47	10.44			5.9 D CHAPMAN CM	152.3	5.56	5.17		
58 P	10.52	10.49			6.2 DETROIT	158.5	5.51	5.12		
105 P	10.57	s 10.57			5.2 DN ABILENE YL AB	163.7	5.46	s 5.06		
I					0.8 A. T. & S. F. CROSS.	164.5				
	10.58	10.58			0.2 WEST ABILENE YL	164.7	5.44	5.02		
29 P	11.01	11.01			3.4 SAND SPRING	168.1	5.41	4.59		
WS 64 ES 33 VP	11.05	11.05			4.2 D SOLOMON YL SK	172.3	5.37	4.55		
70 P	11.12	11.12			8.1 NEW CAMBRIA	180.4	5.30	4.47		
P	11.16	11.16			4.2 EAST SALINA YL	184.6	5.26	4.43		
DT YZP	A 11.20PM	A 11.20AM			2.0 DN-R SALINA YL SC	186.6	5.23AM	4.40PM		
					(186.6)		Daily	Daily		
	(3.20)	(3.20)			..... Thru time	(3.52)	(3.50)			
	56.0	56.0			..... Average speed per hour	48.2	48.7			

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 Jet. and Topeka.

Time shown at Union Station and at Kansas City, Kansas, is for information only. Between Union Station and Terminal Jct., trains and engines are governed by Operating Rules, time-table and special Instructions of Kansas City Terminal Railroad.

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

For stations not shown on schedule pages—See Page 15.

WESTWARD

SECOND SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 15	FIRST CLASS		Time Table No. 45		Mile Post	FIRST CLASS			
	June 22, 1969		STATIONS						
	9	17				18	10		
	Passenger	Passenger			Passenger	Passenger			
	Daily	Daily							
DT YZP	11.35PM	11.40AM	DN-R	SALINA YL SC	186.6	A 4.20PM	A 5.10AM		
				0.6 A. T. & S. F. CROSS.	187.2				
51 P	11.42	11.48		7.6 BAVARIA	194.8	4.12	4.57		
101 P	11.47	11.53		6.6 BROOKVILLE	201.4	4.06	4.52		
34 P	11.50	11.57		4.0 ARCOLA	205.4	4.02	4.49		
P	11.52	11.59AM		1.9 TERRA COTTA	207.3	4.00	4.47		
37 P	11.57PM	12.04 PM		4.3 CARNEIRO	211.6	3.56	4.43		
47 YP	12.04AM	12.11	D	7.6 KANOPOLIS KA	219.2	3.48	4.36		
WS 84 ES 88	12.10	12.17		4.5 ELLSWORTH YL WO	223.7	s 3.43	4.31		
				0.7 ST. L. & S. F. CROSS.	224.4				
30 P	12.17	12.25		7.1 BLACK WOLF	231.6	3.33	4.23		
55 P	12.25	12.33	D	8.4 WILSON WN	239.9	3.25	4.15		
60 P	12.30	12.38		6.5 DORRANCE	246.4	3.20	4.09		
42 P	12.36	12.44		7.0 BUNKER HILL	253.4	3.15	4.04		
42 P	12.41	12.49		5.8 HOMER	259.2	3.10	3.59		
62 P	12.46	12.54	DN	4.1 RUSSELL YL RU	263.3	s 3.05	3.54		
51 P	12.50	12.58		3.4 BALTA	266.7	2.59	3.47		
100 P	12.55	1.03	D	5.7 GORHAM GJ	272.4	2.54	3.42		
21 P	12.58	1.06		3.1 WALKER	275.5	2.51	3.39		
P	1.01	1.10	D	4.1 VICTORIA VC	279.6	2.47	3.36		
39 P	1.05	1.15		5.2 TOULON	284.8	2.42	3.31		
121 P	s 1.10	s 1.21	DN	5.3 HAYS YL HA	290.1	s 2.37	s 3.26		
31 P	1.30	1.29		5.3 YOCEMENTO	295.4	2.28	3.17		
42 P	1.33	1.33		3.4 HOG BACK	298.8	2.25	3.14		
D YZP	1.49	1.41		4.5 ELLIS YL RT MT CT	303.3	2.20	3.10		
51 P	12.59	12.46	DN-R	5.1 RIGA	308.4	1.15	2.05		
42 P	1.06	12.52		5.3 OGALLAH	313.7	1.04	1.54		
40 P	1.10	12.58 ¹⁸	D	8.8 WAKEENEY W	322.3	s 12.50	1.41		
32 P	1.17	1.07		7.7 VODA	330.0	12.44	1.34		
28 P	1.23	1.14	D	5.8 COLLYER JY	336.8	12.39	1.28 ⁹		
40 P	1.28 ¹⁰	1.19	D	7.5 QUINTER QN	343.3	12.32	1.15		
55 P	1.34	1.26		7.6 BUFFALO PARK	350.9	12.25	1.09		
34 P	1.40	1.33	D	5.4 GRAINFIELD GF	356.3	12.20	1.05		
42 P	1.45	1.38	D	8.9 GRINNELL GD	365.2	12.12	12.58		
34 P	1.52	1.46		6.0 CAMPUS	371.2	12.07	12.51		
46 DYP	s 1.57	s 1.51	DN	6.2 OAKLEY YL OQ	377.4	s 12.01PM	s 12.45		
42 P	2.08	2.05		8.7 MONUMENT	386.1	11.52AM	12.37		
34 P	2.16	2.05		7.6 PAGE CITY	393.6	11.45	12.30		
35 P	2.22	2.12	D	5.4 WINONA GW	399.0	11.40	12.26		
30 P	2.26	2.17		9.4 McALLASTER	408.4	11.32	12.18		
33 P	2.34	2.25		12.7 WALLACE	421.1	11.21	12.07AM		
27 YZP	A 2.52AM	A 2.44PM	DN-R	8.7 SHARON SPRINGS YL PS	429.8	11.11AM	11.59PM		

BLOCK SIGNALS

(243.2)

(4.17) (4.04) Thru time..... (4.09) (4.11)
58.8 58.8 Average speed per hour..... 58.6 58.0

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

THIRD SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 15	FIRST CLASS		Time Table No. 45		Mile Post	FIRST CLASS	
	June 22, 1969		STATIONS			18	10
	17	9	Passenger	Passenger		Passenger	Passenger
	Daily	Daily					
34 VZP	2.47PM	2.59AM	DN-R SHARON SPRINGS YL PS	429.8	A 11.08AM	A 11.55PM	
51 P	2.52	3.04	4.0 SUNLAND	433.8	11.03	11.49	
51 P	2.59	3.11	8.0 D WESKAN MO	441.8	10.56	11.42	
33 P	3.09	3.21	11.3 ARAPAHOE	453.1	10.46	11.33	
43 P	3.13	3.25	5.1 SALIS	458.2	10.41	11.29	
43 P	3.18	3.29	4.8 D CHEYENNE WELLS CW	463.0	10.36	11.25	
43 P	3.27	3.38	10.5 FIRST VIEW	473.5	10.27	11.17	
42 P	3.35	3.45	8.6 ARENA	482.3	10.19	11.10	
47 VP	3.40	3.49	5.4 KIT CARSON	487.7	10.14	11.06	
42 P	3.45	3.54	6.3 SORRENTO	494.0	10.09	11.01	
42 P	3.51	4.01	6.4 WILD HORSE	500.4	10.03	10.55	
42 P	3.57	4.07	7.2 AROYA	507.6	9.57	10.49	
42 P	4.06	4.15	10.4 BOYERO	518.0	9.48	10.41	
79 P	4.13	4.22	8.3 CLIFFORD	526.3	9.41	10.34	
68 VP	4.22	4.30	9.2 DN-R HUGO YL HU	535.5	9.32	10.25	
3 P	4.30	4.40	6.2 BAGDAD	541.7	9.25	10.18	
23 P	4.35	4.46	6.2 LAKE	547.9	9.20	10.13	
39 P	4.40	4.51	2.6 (C. R. I. & P. Crossing) DN LIMON YL MN	550.5	9.15	10.08	
46 P	4.47	4.57	0.1 LIMON JUNCTION YL	550.0			
85 P	4.53	5.03	6.0 RIVER BEND	556.6	9.07	10.02	
42 P	4.57	5.07	6.6 CEDAR POINT	563.2	9.01	9.56	
84 P	5.01	5.12	3.9 BUICK	567.1	8.57	9.52	
WS 22 ES 42 P	5.11	5.23	5.1 D AGATE AX	572.2	8.53	9.48	
42 P	5.16	5.28	12.0 D DEER TRAIL DX	584.2	8.43	9.38	
42 P	5.22	5.34	5.9 PEORIA	590.1	8.38	9.33	
48 P	5.27	5.39	6.5 D BYERS BY	596.6	8.32	9.28	
83 P	5.33	5.44	6.9 D STRASBURG SR	602.5	8.27	9.23	
45 P	5.37	5.48	6.4 D BENNETT BT	608.9	8.21	9.18	
85 P	5.41	5.54	4.8 MANILA	613.7	8.17	9.14	
42 P	5.47	6.01	4.7 WATKINS	618.4	8.13	9.10	
P			6.6 MESA	625.0	8.07	9.05	
84 P	5.52	6.06	3.1 MAGEE	628.1			
100 VP	5.55	6.10	2.4 SABLE	630.5	8.02	9.01	
P	5.56	6.12	2.7 ROYDALE	633.2	7.59	8.58	
75 P	5.57	6.14	0.8 DN SANDOWN JCT. YL SW	634.0	7.58	8.57	
DTYPZ	A 6.05PM	A 6.20AM	0.3 SANDOWN YL	634.3	7.57	8.56	
			3.9 PULLMAN YL	638.2	7.50AM	8.50PM	
			(208.4)		Daily	Daily	
	(3.18) 63.2	(3.21) 62.2	Thru time.....		(3.18) 63.7	(3.05) 67.6	
			Average speed per hour.....				

BLOCK SIGNALS

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

PLAINVILLE BRANCH

EASTWARD

Car capacity of seatings, etc. See Rule 6(A), Page 15	SECOND CLASS				Time Table No. 45		Mile Post	SECOND CLASS			
	185 Local Freight		183 Local Freight		June 22, 1969			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		3.4 TRENTON		3.4	f 10.45			
			f 6.43		2.6 SHIPTON		6.0	f 10.35			
			f 6.50		3.0 MARYDEL		9.0	f 10.28			
			s 6.57		2.5 CULVER		11.5	f 10.22			
			s 7.12	D	7.0 TESCOTT	SX	18.5	f 10.05			
			s 7.24		5.3 BEVERLY		23.9	f 9.48			
			f 7.30		2.6 SHADY BEND		26.4	f 9.40			
					6.5 QUARTZITE		32.9				
					0.9 A. T. & S. F. CROSSING		33.8				
			s 7.48	D	0.3 LINCOLN CENTER	NC	34.1	f 9.11			
			s 8.03		6.8 VESPER		40.7	f 8.58			
			s 8.17		6.2 SYLVAN GROVE		46.9	f 8.45			
					5.5 WOLF CREEK		52.4				
			s 8.37		3.6 LUCAS		56.0	f 8.25			
			s 8.57	D	9.4 LURAY	AU	65.4	f 8.05			
			s 9.11		6.1 WALDO		71.5	f 7.50			
			s 9.28		7.7 PARADISE		79.2	f 7.34			
			s 9.45	D	7.8 NATOMA	NO	87.0	f 7.18			
			s 10.03		8.1 CODELL		95.1	f 7.02			
					8.4						
		5.45AM	A 10.35AM	D-R	PLAINVILLE YL	VN	103.5	6.45AM	A 12.15PM		
		s 6.16			6.9 ZURICH		110.4		s 11.55AM		
		s 6.40		D	7.4 PALCO	PO	117.8		s 11.35		
		s 7.00			4.9 DAMAR		122.7		s 11.25		
		s 7.15		D	6.0 BOGUE	BG	129.3		s 11.10		
		s 7.40		D	8.7 HILL CITY	CI	138.0		s 10.50		
		s 7.55			6.7 PENOKEE		144.7		s 10.30		
		s 8.10		D	5.5 MORLAND	MD	160.2		s 10.15		
		s 8.25			5.3 STUDLEY		165.4		s 10.00		
		s 8.40			7.1 TASCO		162.5		s 9.40		
		s 9.25		D	7.9 HOXIE	KZ	170.4		s 9.20		
		f 10.00			8.7 SEGUIN		179.1		f 9.00		
		s 10.15			7.1 MENLO		186.2		s 8.35		
		s 10.35			7.8 HALFORD		194.0		f 8.10		
		s 11.05		D	9.5 COLBY	CB	203.5		s 7.40		
		f 11.15			5.4 ALTAIR		208.9		f 7.00		
		f 11.20			3.6 MINGO		212.5		f 6.50		
		f 11.35			5.5 SPICA		218.0		f 6.30		
		A 11.45AM		DN-R	OAKLEY YL	OQ	224.7		6.15AM		
					(224.7)						

(6.00)
20.2

(4.05)
25.3

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

(4.25)
23.4

(6.00)
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.

WESTWARD	LEAVENWORTH BRANCH		EASTWARD
Car capacity of sidings, etc. See Rule 6(A), Page 15	Time Table No. 45		Mile Post
	June 22, 1969		
	STATIONS		
	LEAVENWORTH YL	RH	0.0
73	COCHRANE		4.0
	ALFA		4.2
	LANSING		5.4
5	TONGANOXIE		21.2
7	REX		31.6
11 P	BISMARCK GROVE YL		33.0
TZF	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 15	Time Table No. 45		Mile Post
	June 22, 1969		
	STATIONS		
P	SABLE YL		0.0
	BUNELL YL		1.6
	(1.6)		

WESTWARD	McPHERSON BRANCH		EASTWARD			
Car capacity of sidings, etc. See Rule 6(A), Page 15	Time Table No. 45		Mile Post			
	June 22, 1969					
	STATIONS					
	DN-R	SALINA YL	SC	0.0	A	2.00PM
		A. T. & S. F. CROSSING		0.5		
		C. R. I. & P. CROSSING		0.6		
		M. P. CROSSING		0.6		
3		WESLEYAN		2.0		1.35
24	f	MENTOR		8.0	f	1.25
22	s	ASSARIA		12.2	s	1.10
10	f	BRIDGEPORT		15.8	f	12.50
		M. P. CROSSING		20.7		
23 P	a	LINDSBORG	DN	20.9	s	12.31
12	f	JOHNSTOWN		26.7	f	12.09PM
22	f	HILTON		30.3	f	11.45AM
		A. T. & S. F. CROSSING		36.1		
20	A	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 15	Time Table No. 45		Mile Post		
	June 22, 1969				
	STATIONS				
Y	D-R	SOLOMON	SK	0.0	
		NILES		6.5	
24		VERDI		9.0	
23		BENNINGTON		14.7	
45 P		LINDSEY		20.9	
10		MINNEAPOLIS	MI	23.3	
12 P	D	A. T. & S. F. CROSSING		23.7	
		ALFMIL		24.4	
11		SUMNERVILLE		29.1	
26 P	D	DELPHOS	DF	34.7	
24 P	D	GLASCO	GK	41.6	
26 P		SIMPSON		46.8	
16		ASHERVILLE		49.8	
		M. P. CROSSING		57.2	
26 P	D-R	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 15.

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	
	Psg.	Frt.
Passenger trains handling 6 cars or less.	70	
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 locomotives, except: GP-7 units Nos. 100 to 129 inc. GP-7 units Nos. 100 to 129 inc. Gas turbine locomotives.	75 65 75	
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.	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. 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 Ellwood 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	
	Psg.	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 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	
	Psg.	Fr.		Psg.	Fr.
Maximum speed, except between Kaw Jct. and Newman	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 13.1 and 13.4	70	55	St. George 117.8 and 118.2.	70	50
16.3 and 17.2	65	50	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
20.1 and 20.5	70	55	123.1 and 123.5.	3	3
Loring 21.4 and 21.8	70	55	124.7 and 125.3.	40	25
23.6 and 23.9	70	55	Eureka Lake 129.2 and 129.3.	60	45
25.3 and 25.6	70	55	East Funston 132.5 and 132.7.	70	50
26.3 and 26.6	70	55	133.7 and 137.2.	50	30
27.5 and 27.8	70	55	Junction City 141.0 and 141.5.	70	50
Linwood 30.8 and 31.0.	70	55	143.6 and 145.3.	40	25
33.1 and 33.4.	70	55	Kansas Falls 148.7 and 148.9.	70	50
36.5 and 36.9.	60	45	149.9 and 150.3.	70	50
Lawrence , within city limits.	30	25	Chapman , within city limits.	40	40
39.5 and 40.1.	30	25	Abilene , between Oplena and Elm Streets.	30	25
42.5 and 43.1.	70	55	Abilene , over A. T. & S. F. Crossing.	30	25
Grantville 65.7 and 66.3.	75	55	165.9 and 166.2.	70	50
Topoka			Sand Spring 167.9 and 168.3.	50	35
67.4 and 68.2	12	12	169.3 and 169.6.	70	50
68.2 and 69.4.	20	20	Solomon 173.3 and 173.5.	50	30
Silver Lake , within city limits	50	45	New Cambria 181.2 and 181.3.	70	50
Rossville , within city limits.	45	45			
St. Marys , within city limits.	25	25			
94.7 and 95.0.	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	Carneiro 211.3 and 212.8.	50	30
Brockville 201.7 and 202.2.	70	50	213.1 and 215.3.	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
228.3 and 228.7.	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 239.6.	70	50	331.7 and 332.1.	60	45
Wilson , No. 17 within city limits	55		335.0 and 335.5.	60	45
Wilson , No. 18 within city limits.	40		Collyer 336.5 and 337.1.	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 562.1.	65	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 607.1.	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 558.6 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.	Frt.		Psg.	Frt.
Maximum speed.	65	65	Between Mile Posts—		
Light engines.		35	Hanover		
Between Mile Posts—			Within city limits.	35	35
Menoken			134.1 and 134.9.	55	55
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		
Grove			140.0 and 140.3.	50	50
8.8 and 9.0.	55	55	140.7 and 141.7.	35	35
Emmett			Steele City		
26.5 and 26.9.	50	50	142.2 and 142.7.	50	50
Aikins			145.3 and 145.5.	50	50
33.6 and 33.9.	55	55	Endicott		
36.7 and 37.1.	50	50	C. B. & Q. Crossing M. P. 147.1.	40	40
Onaga			Fairbury		
39.3 and 40.9.	50	50	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			156.2 and 156.5.	55	55
48.2 and 49.0.	55	55	157.5 and 157.9.	55	55
Lillis			160.0 and 160.3.	55	55
56.6 and 56.9.	55	55	163.5 and 163.8.	55	55
57.6 and 57.8.	55	55	164.9 and 166.3.	50	50
M. P. Crossing M. P. 58.6.	30	30	Alexandria		
58.3 and 58.8.	30	30	175.5 and 175.9.	50	50
Winifred			Belvidere		
67.9 and 68.2.	50	50	C. B. & Q. Crossing M. P. 177.0.	35	35
Upland			177.2 and 177.4.	55	55
110.1 and 110.8.	45	45	181.7 and 182.0.	55	55
111.3 and 111.5.	50	50	Carleton		
Marysville			184.5 and 184.8.	55	55
Through turn-out to passenger main track—	10	10	185.3 and 185.9.	55	55
east end yard west of Elm Street.			187.9 and 189.5.	35	35
Marysville			190.0 and 190.5.	55	55
Freight trains entering and moving through		10	C. & N. W. Crossing M. P. 191.2.	35	35
yard tracks.			Edgar		
115.7 and 116.2.	55	55	C. B. & Q. Crossing M. P. 200.5.	40	40
Herkimer			Hastings		
118.6 and 119.1.	50	50	M. P. 226.7 Fourth Subdivision to M. P. 2.1	20	20
121.1 and 126.9.	50	50	Hastings Branch.		
			Between Hastings and Grand Island.	35	30

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
Leavenworth, Kansas All Leavenworth Terminal Tracks	5	5	Between Mile Posts— 51.5 and 51.8 Between Mile Posts— 76.6 and 76.7 61.8 and 62.0 77.2 and 77.3 73.3 and 73.5 77.7 and 78.0 74.4 and 75.0 83.7 and 83.9 75.7 and 75.9 95.5 and 95.9 76.2 and 76.5 97.9 and 98.1	30	25
Manhattan Branch. Between Beatrice and Marysville.	40	40	Between Mile Posts— 139.6 and 139.9.	25	25
Light engines, between Beatrice and Marysville.	35	35	Colby, over east leg of wye.	10	10
Between Mile Posts— 100.2 and 100.5	25	25	St. Joseph Branch. Maximum speed	35	35
Between Mile Posts— 107.3 and 107.6 110.3 and 111.6	30	30	Trains handling outfit cars.		20
Between Mile Posts— 112.5 and 112.6	25	25	Between Mile Posts— 14 and 34 50.25 and 67.50 104 and 107.46.	20	20
Badger, C.B. & Q. Crossing MP 113.1	20	20	U. S. Hospital Branch. Maximum speed— On straight track. On curves. Over Bridge 0.09.	20 15 5	20 15 5
Between Mile Posts— 113.5 and 113.6	25	25			
Between Mile Posts— 118.8 and 120.0	30	30			
Between Marysville and Bestwall.	20	20			
Solomon Branch. Maximum speed. Over Bridge 23.65	20 15	20 15			
McPherson Branch. Maximum speed. Trains handling outfit cars.	25	25 20			
Salina, between Prescott Street and Union Station.		10			

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					SECOND SUBDIVISION			
Location	Direction	Sign	Located		MP	Direction	Sign	Location
MP 39.5 to 40.1	Westward	Reduce Speed	North of Leavenworth Branch track, Lawrence.		MP 238.4 to 239.6	Eastward	Reduce Speed	On left side of track.
MP 104.6 to 104.8	Eastward	Resume Speed	South of siding, Wamego.		MP 323.3 to 324.0	Westward	Reduce Speed	North of siding, Wakeeney.
MP 132.5 to 132.7	Westward	Reduce Speed	On left side of track.		FOURTH SUBDIVISION			
MP 132.5 to 132.7	Westward	Resume Speed	North of running track, Funston		MP 7.2 to 7.4	Westward	Reduce Speed	On left side of track.
MP 133.7 to 137.2	Westward	Reduce Speed	North of running track, Funston.		MP 36.7 to 37.1	Westward	Reduce Speed	On left side of track.
MP 173.3 to 173.5	Westward	Reduce Speed	North of siding, Solomon.		MP 43.4 to 45.6	Westward	Reduce Speed	On left side of track.
					MP 48.2 to 49.0	Westward	Reduce Speed	On left side of track.
					MP 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

FOLLOWING STATIONS NOT SHOWN ON SCHEDULE PAGES

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

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.

Standard Clocks Are Located as Shown Below

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

WYO

NEBRASKA

COLO.

KANSAS

