

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

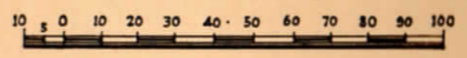
Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

EASTERN DISTRICT
KANSAS DIVISION

CORRECTED TO MAY 30, 1965

Scale of Miles



O. A. DURRANT
General Manager

J. BOWEN
Genl. Supt. Transportation

S. D. GATCHELL
General Superintendent

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.

| 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. |

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

| 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. Dobrats | 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 Rapp 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. Sekavec | 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 Whitsell | 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. Diabel | 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. 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 |

CONDENSED TIME-TABLE

WESTWARD

EASTWARD

| FIRST CLASS | | Time Table No. 45 | | Mile Post | FIRST CLASS | |
|-------------|-----------|---|-----------|------------------------|-------------|----------|
| 9 | 17 | 10 | 18 | | | |
| Passenger | Passenger | Passenger | Passenger | | | |
| Daily | Daily | Daily | Daily | | | |
| | | June 22, 1969 | | | | |
| | | STATIONS | | | | |
| | | CT KANSAS CITY, MO. | CT | 0.0 | A 9.15AM | A 8.30PM |
| | | KANSAS CITY, KAN. | | 2.5 | 8.50 | 8.10 |
| | | TOPEKA | | 68.0 | 7.47 | 7.01 |
| | | MANHATTAN | | 119.3 | 6.57 | 6.10 |
| | | JUNCTION CITY | | 139.5 | 6.25 | 5.45 |
| | | SALINA | | 186.6 | 5.23 | 4.40 |
| | | 1.49AM | 1.41PM | | 3.10 | 2.20 |
| | | 12.59 | 12.46 | CT | 303.3 | 2.05AM |
| | | | | MT | | 1.15PM |
| | | SHARON SPRINGS | | 429.8 | 11.59PM | 11.11AM |
| | | HUGO | | 535.5 | 10.25 | 9.32 |
| | | 6.45 | 6.10 | Ar | 8.45 | 7.45 |
| | | 7.15AM | 6.40 | Lv | 640.4 | 8.15PM |
| | | | | Ar | 747.9 | 6.00 |
| | | CHEYENNE | | | 6.00 | 4.30AM |
| | | OGDEN | | | 8.35AM | |
| | | (1229.5 via Cheyenne) (1217.1 via Borie) | | | Daily | Daily |
| | | (25.00) | (13.45) | Thru time | (23.40) | (15.00) |
| | | 49.2 | 54.4 | 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, Abilene, 7th St. Station, Kansas City, Kan.) | Denver or beyond. | Topeka, Kansas City or beyond. |
| 17 | { Ellsworth, Russell, Wakeeney, Cheyenne Wells. | Topeka, Lawrence, Kansas City or beyond. | Denver or beyond. | 10 | | Denver or beyond. | |
| 17 | { Cheyenne Wells. | 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 | | Denver or beyond. | Topeka, Kansas City or beyond. |
| 9 | { Abilene, Ellsworth, Russell. | Topeka, Lawrence, Kansas City or beyond. | Denver or beyond. | 18 | { Ft. Riley, St. Marys, Wamego, 7th St. Station, Kansas City, Kan. | Denver or beyond. | Kansas City or beyond. |

| WESTWARD | | FIRST CLASS | | FIRST SUBDIVISION | | FIRST CLASS | | EASTWARD | | | |
|--|------------|----------------|----------------|------------------------------------|-----------|--------------|--------------|----------|--|-----------|-----------|
| Car capacity of sidings, etc. See Rule 6(A), Page 15 | DTZY | 9 | 17 | Time Table No. 45 June 22, 1969 | | Mile Post | 10 | 18 | | | |
| | | | | Passenger | Passenger | | | | | Passenger | Passenger |
| | | | | Daily | Daily | | | | | Daily | Daily |
| | | | | STATIONS | | | | | | | |
| | P | 8.00PM | 8.00AM | DN-R UNION STATION US | 0.0 | A 9.15AM | A 8.30PM | | | | |
| | | 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 | TXZP | 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 199 ES 105 | T 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 | 9.19 | 9.16 | 4.7 MENOKEN | 72.9 | 7.37 | 6.51 | | | | |
| | 85 | 9.24 | 9.21 | 5.8 SILVER LAKE | 78.7 | 7.32 | 6.46 | | | | |
| | 119 | 9.29 | 9.26 | 5.3 D ROSSVILLE RV | 84.0 | 7.27 | 6.41 | | | | |
| | 69 | 9.36 | 9.33 | 7.0 D ST. MARYS SY | 91.6 | 7.21 | 6.35 | | | | |
| | 60 | 9.41 | 9.38 | 6.2 BELVUE | 97.8 | 7.16 | 6.30 | | | | |
| | 126 | 9.47 | 9.45 | 6.9 D WAMEGO WA | 104.7 | 7.11 | 6.24 | | | | |
| | 65 | 9.53 | 9.51 | 6.8 ST. GEORGE | 111.5 | 7.04 | 6.17 | | | | |
| | 114 | 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 | 10.13 | 10.10 | 6.5 EUREKA LAKE | 125.9 | 6.41 | 6.00 | | | | |
| | 111 | 10.18 | 10.15 | 5.7 EAST FUNSTON | 131.6 | 6.36 | 5.55 | | | | |
| | 93 | 10.23 | t 10.20 | 4.1 D FORT RILEY FT | 135.7 | 6.31 | 5.50 | | | | |
| | 103 128 | 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 | 10.42 | 10.38 | 6.9 KANSAS FALLS | 146.4 | 6.03 | 5.23 | | | | |
| | 119 | 10.47 | 10.44 | 5.9 D CHAPMAN CM | 152.3 | 5.56 | 5.17 | | | | |
| | 58 | 10.52 | 10.49 | 6.2 DETROIT | 158.5 | 5.51 | 5.12 | | | | |
| | 105 | 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 | 11.01 | 11.01 | 3.4 SAND SPRING | 168.1 | 5.41 | 4.59 | | | | |
| WS 64 ES 33 | YP | 11.05 | 11.05 | 4.2 D SOLOMON YL SK | 172.3 | 5.37 | 4.55 | | | | |
| | 70 | 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 | | | | |

(3.20) (3.20) Thru time
56.0 56.0 Average speed per hour (3.52) (3.50)
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 Jct. 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 | | FIRST CLASS | | SECOND SUBDIVISION | | FIRST CLASS | | EASTWARD | | | |
|--|-----------|--------------------|---------------------|------------------------------------|-----------|---------------------|-------------------|----------|--|-----------|-----------|
| Car capacity of sidings, etc. See Rule 6(A), Page 15 | DT YZP | 9 | 17 | Time Table No. 45 June 22, 1969 | | Mile Post | 18 | 10 | | | |
| | | | | Passenger | Passenger | | | | | Passenger | Passenger |
| | | | | Daily | Daily | | | | | Daily | Daily |
| | | | | STATIONS | | | | | | | |
| | | 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 | 11.42 | 11.48 | 7.6 BAVARIA | 194.8 | 4.12 | 4.57 | | | | |
| | 101 | 11.47 | 11.53 | 6.6 BROOKVILLE | 201.4 | 4.06 | 4.52 | | | | |
| | 34 | 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 | 11.57PM | 12.04 PM | 4.3 CARNEIRO | 211.6 | 3.56 | 4.43 | | | | |
| | 47 | 12.04AM | 12.11 | 7.6 KANOPOLIS KA | 219.2 | 3.48 | 4.36 | | | | |
| WS 84 ES 88 | P | 12.10 | 12.17 | 4.6 DN ELLSWORTH YL WO | 223.7 | s 3.43 | 4.31 | | | | |
| | | | | 0.7 ST. L. & S. F. CROSS. | 224.4 | | | | | | |
| | 30 | 12.17 | 12.25 | 7.1 BLACK WOLF | 231.5 | 3.33 | 4.23 | | | | |
| | 55 | 12.25 | 12.33 | 8.4 D WILSON WN | 239.9 | 3.25 | 4.15 | | | | |
| | 60 | 12.30 | 12.38 | 6.6 DORRANCE | 246.4 | 3.20 | 4.09 | | | | |
| | 42 | 12.36 | 12.44 | 7.0 BUNKER HILL | 253.4 | 3.15 | 4.04 | | | | |
| | 42 | 12.41 | 12.49 | 5.8 HOMER | 259.2 | 3.10 | 3.59 | | | | |
| | 62 | 12.46 | 12.54 | 4.1 DN RUSSELL YL RU | 263.3 | s 3.05 | 3.54 | | | | |
| | 51 | 12.50 | 12.58 | 3.4 BALTA | 266.7 | 2.59 | 3.47 | | | | |
| | 100 | 12.55 | 1.03 | 5.7 D GORHAM GJ | 272.4 | 2.54 | 3.42 | | | | |
| | 21 | 12.58 | 1.06 | 3.1 WALKER | 275.5 | 2.51 | 3.39 | | | | |
| | P | 1.01 | 1.10 | 4.1 D VICTORIA VC | 279.6 | 2.47 | 3.36 | | | | |
| | 39 | 1.05 | 1.15 | 5.2 TOULON | 284.8 | 2.42 | 3.31 | | | | |
| | 121 | s 1.10 | s 1.21 | 5.3 DN HAYS YL HA | 290.1 | s 2.37 | s 3.26 | | | | |
| | 31 | 1.30 | 1.29 | 5.3 YOCEMENTO | 295.4 | 2.28 | 3.17 | | | | |
| | 42 | 1.33 | 1.33 | 3.4 HOG BACK | 298.8 | 2.25 | 3.14 | | | | |
| | D YZP | 1.49 12.59 | 1.41 12.46 | 4.6 DN-R ELLIS YL RT CT MT | 303.3 | 2.20 1.15 | 3.10 2.05 | | | | |
| | 51 | 1.06 | 12.52 | 5.1 RIGA | 308.4 | 1.04 | 1.54 | | | | |
| | 42 | 1.10 | 12.58 ¹⁸ | 5.3 OGALLAH | 313.7 | 12.58 ¹⁷ | 1.49 | | | | |
| | 40 | 1.17 | 1.07 | 8.6 D WAKENEY W | 322.3 | s 12.50 | 1.41 | | | | |
| | 32 | 1.23 | 1.14 | 7.7 VODA | 330.0 | 12.44 | 1.34 | | | | |
| | 28 | 1.28 ¹⁰ | 1.19 | 5.8 D COLLYER JY | 335.8 | 12.39 | 1.28 ⁹ | | | | |
| | 40 | 1.34 | 1.26 | 7.5 D QUINTER QN | 343.3 | 12.32 | 1.15 | | | | |
| | 55 | 1.40 | 1.33 | 7.6 BUFFALO PARK | 350.9 | 12.25 | 1.09 | | | | |
| | 34 | 1.45 | 1.38 | 5.4 D GRAINFIELD GF | 356.3 | 12.20 | 1.05 | | | | |
| | 42 | 1.52 | 1.46 | 8.9 D GRINNELL GD | 365.2 | 12.12 | 12.58 | | | | |
| | 34 | 1.57 | 1.51 | 6.0 CAMPUS | 371.2 | 12.07 | 12.51 | | | | |
| | 46 | s 2.08 | s 1.57 | 6.2 DN OAKLEY YL OQ | 377.4 | s 12.01PM | s 12.45 | | | | |
| | 42 | 2.16 | 2.05 | 8.7 MONUMENT | 386.1 | 11.52AM | 12.37 | | | | |
| | 34 | 2.22 | 2.12 | 7.5 PAGE CITY | 393.6 | 11.45 | 12.30 | | | | |
| | 35 | 2.26 | 2.17 | 5.4 D WINONA GW | 399.0 | 11.40 | 12.26 | | | | |
| | 30 | 2.34 | 2.25 | 9.4 McALLASTER | 408.4 | 11.32 | 12.18 | | | | |
| | 33 | 2.44 | 2.36 | 12.7 WALLACE | 421.1 | 11.21 | 12.07AM | | | | |
| | 27 | A 2.52AM | A 2.44PM | 8.7 DN-R SHARON SPRINGS YL PS | 429.8 | 11.11AM | 11.59PM | | | | |

(4.17) (4.04) Thru time (4.09) (4.11)
56.8 59.8 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 June 22, 1969 | Mile Post | FIRST CLASS | | STATIONS | |
| | 17 | 9 | | | 18 | 10 | | |
| | Passenger | Passenger | | | Passenger | Passenger | | |
| | Daily | Daily | | | | | | |
| 34 YZP | 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 ARAFAHOE | 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 | 8.8 ARENA | 482.3 | 10.19 | 11.10 | | |
| 47 YP | 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 YP | 4.22 | 4.30 | 9.2 DN-R HUGO YL HU | 535.5 | 9.32 | 10.25 | | |
| 3 P | 4.23 | 4.33 | 6.2 BAGDAD | 541.7 | 9.25 | 10.18 | | |
| 23 P | 4.30 | 4.40 | 6.2 LAKE | 547.9 | 9.20 | 10.13 | | |
| 39 P | 4.35 | 4.46 | 2.6 DN (C. R. I. & P. Crossing) LIMON YL MN | 550.5 | s 9.15 | s 10.08 | | |
| 46 P | 4.40 | 4.51 | 0.1 LIMON JUNCTION YL | 550.6 | | | | |
| 85 P | 4.47 | 4.57 | 6.0 RIVER BEND | 556.6 | 9.07 | 10.02 | | |
| 42 P | 4.53 | 5.03 | 6.6 CEDAR POINT | 563.2 | 9.01 | 9.56 | | |
| 42 P | 4.57 | 5.07 | 3.9 BUICK | 567.1 | 8.57 | 9.52 | | |
| 84 P | 5.01 | 5.12 | 6.1 D AGATE AX | 572.2 | 8.53 | 9.48 | | |
| WS 22 ES 42 P | 5.11 | 5.23 | 12.0 D DEER TRAIL DX | 584.2 | 8.43 | 9.38 | | |
| 42 P | 5.16 | 5.28 | 6.9 PEORIA | 590.1 | 8.38 | 9.33 | | |
| 42 P | 5.22 | 5.34 | 6.5 D BYERS BY | 596.6 | 8.32 | 9.28 | | |
| 48 P | 5.27 | 5.39 | 6.9 D STRASBURG SR | 602.5 | 8.27 | 9.23 | | |
| 83 P | 5.33 | 5.44 | 6.4 D BENNETT BT | 608.9 | 8.21 | 9.18 | | |
| 45 P | 5.37 | 5.48 | 4.8 MANILA | 613.7 | 8.17 | 9.14 | | |
| 85 P | 5.41 | 5.54 | 4.7 WATKINS | 618.4 | 8.13 | 9.10 | | |
| 42 P | 5.47 | 6.01 | 6.6 MESA | 625.0 | 8.07 | 9.05 | | |
| P | | | 3.1 MAGEE | 628.1 | | | | |
| 84 P | 5.52 | 6.06 | 2.4 SABLE | 630.5 | 8.02 | 9.01 | | |
| 100 YP | 5.55 | 6.10 | 2.7 ROYDALE | 633.2 | 7.59 | 8.58 | | |
| P | 5.56 | 6.12 | 0.8 DN SANDOWN JCT. YL SW | 634.0 | 7.58 | 8.57 | | |
| 75 P | 5.57 | 6.14 | 0 SANDOWN YL | 634.3 | 7.57 | 8.56 | | |
| DTYPZ | A 6.05PM | A 6.20AM | 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..... | | | | | |

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 15 | SECOND CLASS | | Time Table No. 45 June 22, 1969 | Mile Post | SECOND CLASS | | STATIONS | Mile Post | SECOND CLASS | | Time Table No. 45 June 22, 1969 | Mile Post | SECOND CLASS | | STATIONS | Mile Post | |
| | 217 | 218 | | | 217 | 218 | | | | | | | | | | | |
| | Local Freight | Local Freight | | | Local Freight | Local Freight | | | | | | | | | | | |
| | Daily Exc.Sun. | Daily Exc.Sun. | | | Daily Exc.Sun. | Daily Exc.Sun. | | | | | | | | | | | |
| YXP | | | | | | | MENOKEN | 0.0 | | | | | | | | | |
| 114 P | | | | | | | 7.9 GROVE | 7.9 | | | | | | | | | |
| 35 P | | | | | | | 7.6 DELIA | 15.5 | | | | | | | | | |
| 112 P | | | | | | | 6.7 D EMMETT GC | 22.2 | | | | | | | | | |
| 130 P | | | | | | | 5.4 AIKINS | 27.6 | | | | | | | | | |
| 113 P | | | | | | | 9.5 D ONAGA GA | 37.1 | | | | | | | | | |
| 113 P | | | | | | | 8.9 NOLAN | 46.0 | | | | | | | | | |
| 32 P | | | | | | | 4.3 LILLIS | 49.2 | | | | | | | | | |
| 113 P | | | | | | | 4.8 SULLIVAN | 54.0 | | | | | | | | | |
| PAI | | | | | | | 4.3 M. P. CROSSING | 58.6 | | | | | | | | | |
| 114 P | | | | | | | 0.2 D FRANKFORT FN | 58.8 | | | | | | | | | |
| 113 P | | | | | | | 5.2 WINIFRED | 64.0 | | | | | | | | | |
| 115 P | | 9.10PM | | | | | 6.2 UPLAND | 70.2 (107.8) | | | | | | | | | |
| DTYPZ | A 9.23PM | | | | | | 5.5 DN-R MARYSVILLE YL MS | 75.7 (113.3) | A 6.10AM | | | | | | | | |
| P | | | | | | | 5.1 HERKIMER | 118.4 | | | | | | | | | |
| 114 P | | | | | | | 4.2 BREMEN | 122.6 | | | | | | | | | |
| PAI | | | | | | | 5.5 C. B. & Q. CROSS. | 128.1 | | | | | | | | | |
| 109 P | | | | | | | 0.1 D HANOVER HA | 128.2 | | | | | | | | | |
| 135 P | | | | | | | 9.2 HOLLENBERG | 137.4 | | | | | | | | | |
| 7 P | | | | | | | 4.4 STEELE CITY | 141.8 | | | | | | | | | |
| 114 P | | | | | | | 2.5 RUDY | 144.3 | | | | | | | | | |
| PAI | | | | | | | 2.8 C. B. & Q. CROSS. | 147.1 | | | | | | | | | |
| 24 P | | | | | | | 0.0 ENDICOTT | 147.1 | | | | | | | | | |
| P | | | | | | | 5.6 C. R. I. & P. CROSS. | 152.7 | | | | | | | | | |
| 114 P | | | | | | | 0.4 D FAIRBURY Q | 153.1 | | | | | | | | | |
| PAI | | | | | | | 1.3 C. R. I. & P. CROSS. | 154.4 | | | | | | | | | |
| 123 P | | | | | | | 4.7 HEDRIX | 159.1 | | | | | | | | | |
| 114 P | | | | | | | 8.4 ALEXANDRIA | 167.6 | | | | | | | | | |
| 113 P | | | | | | | 9.1 D BELVIDERE VI | 176.6 | | | | | | | | | |
| PAI | | | | | | | 0.4 C. B. & Q. CROSS. | 177.0 | | | | | | | | | |
| 113 P | | | | | | | 7.0 D CARLETON C | 184.0 | | | | | | | | | |
| PAI | | | | | | | 7.2 C. & N. W. CROSS. | 191.2 | | | | | | | | | |
| 116 P | | | | | | | 0.0 D DAVENPORT DO | 191.2 | | | | | | | | | |
| PAI | | | | | | | 9.3 C. B. & Q. CROSS. | 200.6 | | | | | | | | | |
| 113 P | | | | | | | 0.2 EDGAR | 200.7 | | | | | | | | | |
| 113 P | | | | | | | 8.3 D FAIRFIELD FD | 209.0 | | | | | | | | | |
| 56 P | | | | | | | 9.3 GLENVIL | 218.3 | | | | | | | | | |
| PAI | | | | | | | 3.6 LEVEL | 221.9 | | | | | | | | | |
| PI | | | | | | | 4.5 M. P. CROSSING | 226.4 | | | | | | | | | |
| YXPD | | | | | | | 0.8 C. B. & Q. CROSS. | 227.2 | | | | | | | | | |
| 28 P | | | | | | | 0.2 DN-R HASTINGS YL AN | 227.4 | | | | | | | | | |
| TXPD | | | | | | | 12.9 D DONIPHAN DV | 240.3 | | | | | | | | | |
| | | | | | | | 9.3 BELT LINE CROSS. | 240.6 | | | | | | | | | |
| | | | | | | | 2.2 DN-R GRAND ISLAND YL GE | 251.8 | | | | | | | | | |
| | | | | | | | (214.2) | | Daily Exc.Sun. | | | | | | | | |
| | (0.13) 25.4 | | Thru time..... | (0.30) 16.5 | | | | | | (1.45) 21.4 | | Thru time..... | (1.30) 24.9 | | | | |
| | | | 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 15.

| WESTWARD | | PLAINVILLE BRANCH | | | | EASTWARD | |
|--|-----------------------------|---------------------------|------------------------|-----------------------------|---------------------------|-------------------|--|
| Car capacity of sidings, etc. See Rule 6(A), Page 15 | SECOND CLASS | | Time Table No. 45 | | SECOND CLASS | | |
| | | | June 22, 1969 | | | | |
| | | 185 Local Freight | 183 Local Freight | Mile Post | 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 | | |
| TYZD | | f 6.37 | -3.4 | 3.4 | f 10.45 | | |
| 17 | | f 6.43 | TRENTON | 6.0 | f 10.35 | | |
| 20 | | f 6.50 | SHIPTON | 9.0 | f 10.28 | | |
| 8 | | f 6.57 | MARYDEL | 11.5 | f 10.22 | | |
| 21 P | | s 7.12 | CULVER | 18.5 | f 10.05 | | |
| 34 P | | s 7.24 | TESCOTT SX | 23.8 | f 9.48 | | |
| 40 P | | f 7.30 | BEVERLY | 26.4 | f 9.40 | | |
| | | | SHADY BEND | 32.9 | | | |
| 16 | | | QUARTZITE | 33.8 | | | |
| | | | A. T. & S. F. CROSSING | 34.1 | f 9.11 | | |
| 24 P | | s 7.48 | LINCOLN CENTER NC | 40.7 | f 8.58 | | |
| 40 | | s 8.03 | VESPER | 46.9 | f 8.45 | | |
| 36 P | | s 8.17 | SYLVAN GROVE | 52.4 | | | |
| | | | WOLF CREEK | 56.0 | f 8.25 | | |
| 39 P | | s 8.37 | LUCAS | 65.4 | f 8.05 | | |
| 30 P | | s 8.57 | LURAY AU | 71.5 | f 7.50 | | |
| 35 | | s 9.11 | WALDO | 79.2 | f 7.34 | | |
| 22 P | | s 9.28 | PARADISE | 87.0 | f 7.18 | | |
| 29 P | | s 9.45 | NATOMA NO | 95.1 | f 7.02 | | |
| 22 | | s 10.03 | CODELL | 103.5 | A 12.15PM | | |
| 20 Y | | 5.45AM | D-R PLAINVILLE YL VN | 110.4 | s 11.55AM | | |
| 28 | | s 6.16 | ZURICH | 117.8 | s 11.35 | | |
| 26 P | | s 6.40 | PALCO PO | 122.7 | s 11.25 | | |
| 15 | | s 7.00 | DAMAR | 129.3 | s 11.10 | | |
| 20 P | | s 7.15 | BOGUE BG | 138.0 | s 10.50 | | |
| 24 PY | | s 7.40 | HILL CITY CI | 144.7 | s 10.30 | | |
| 21 | | s 7.55 | PENOKEE | 150.2 | s 10.15 | | |
| 21 P | | s 8.10 | MORLAND MD | 155.4 | s 10.00 | | |
| 21 | | s 8.25 | STUDLEY | 162.5 | s 9.40 | | |
| 21 | | s 8.40 | TASCO | 170.4 | s 9.20 | | |
| 20 P | | s 9.25 | HOXIE KZ | 179.1 | f 9.00 | | |
| 21 | | f 10.00 | SEGUIN | 186.2 | s 8.35 | | |
| 29 | | s 10.15 | MENLO | 194.0 | f 8.10 | | |
| 20 | | s 10.35 | HALFORD | 203.5 | s 7.40 | | |
| 19 PY | | s 11.05 | COLBY CB | 208.9 | f 7.00 | | |
| 21 | | f 11.15 | ALTAIR | 212.5 | f 6.50 | | |
| 22 | | f 11.20 | MINGO | 218.0 | f 6.30 | | |
| 26 | | f 11.35 | SPICA | 224.7 | 6.15AM | | |
| DPY | | A 11.45AM | DN-R OAKLEY YL OQ | | | | |
| | | | (224.7) | | | | |
| | | | | Tuesday, Thursday, Saturday | Monday, Wednesday, Friday | | |

(6.00) (4.05) Thru time (4.25) (6.00)
 20.2 25.3 Average 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.

| WESTWARD | | LEAVENWORTH BRANCH | | EASTWARD | |
|--|---------------------|-----------------------|-----------------------------------|----------|--|
| Car capacity of sidings, etc. See Rule 6(A), Page 15 | Time Table No. 45 | | Time Table No. 45 | | Mile Post |
| | June 22, 1969 | | June 22, 1969 | | |
| | STATIONS | | STATIONS | | |
| | | | LEAVENWORTH YL RH | 0.0 | |
| | | | COCHRANE | 4.0 | |
| 73 | | | ALFA | 4.2 | |
| | | | LANSING | 5.4 | |
| | | | TONGANOXIE | 21.2 | |
| 5 | | | REX | 31.5 | |
| 7 | | | BISMARCK GROVE YL | 33.0 | |
| 11 P | | | DN-R LAWRENCE YL DA | 34.3 | |
| | | | (34.3) | | |
| <p>Between Cochrane and Leavenworth, trains are governed by Operating Rules, time-table and special instructions of Missouri Pacific R. R.</p> <p>At Cochrane, eastward Leavenworth Branch trains are governed by indication of Missouri Pacific color light block signal 247 feet west of junction switch.</p> <p>At Cochrane, westward Leavenworth Branch trains are governed by indication of Missouri Pacific color light block signal near junction switch.</p> | | | | | |
| WESTWARD | | McPHERSON BRANCH | | EASTWARD | |
| Car capacity of sidings, etc. See Rule 6(A), Page 15 | SECOND CLASS | | Time Table No. 45 | | Mile Post |
| | 181 Local Freight | | June 22, 1969 | | |
| | Daily Except Sunday | | STATIONS | | |
| | | 6.30AM | DN-R SALINA YL SC | 0.0 | A 2.00PM |
| DTYZ | | | A. T. & S. F. CROSSING | 0.5 | |
| | | | C. R. I. & P. CROSSING | 0.6 | |
| | | | M. P. CROSSING | 0.6 | |
| 3 | | 6.40 | WESLEYAN | 2.9 | 1.35 |
| 24 | | f 6.50 | MENTOR | 8.0 | f 1.25 |
| 22 | | s 7.05 | ASSARIA | 12.2 | s 1.10 |
| 10 | | f 7.15 | BRIDGEPORT | 15.8 | f 12.50 |
| | | | M. P. CROSSING | 20.7 | |
| 23 P | | s 7.45 | D LINDSBORG DN | 20.9 | s 12.31 |
| 12 | | f 7.58 | JOHNSTOWN | 26.7 | f 12.09PM |
| 22 | | f 8.10 | HILTON | 30.3 | f 11.45AM |
| | | | A. T. & S. F. CROSSING | 35.1 | |
| 20 | | A 9.00AM | D-R McPHERSON YL MF | 35.4 | 11.30AM |
| | | | (35.4) | | Daily Except Sunday |
| | | (2.30) 14.1 | Thru Time (2.30) 14.1 | | Average speed per hour (2.30) 14.1 |
| WESTWARD | | SOLOMON BRANCH | | EASTWARD | |
| Car capacity of sidings, etc. See Rule 6(A), Page 15 | Time Table No. 45 | | Time Table No. 45 | | Mile Post |
| | June 22, 1969 | | June 22, 1969 | | |
| | STATIONS | | STATIONS | | |
| | | | D-R SOLOMON SK | 0.0 | |
| 24 | | | NILES | 6.5 | |
| 23 | | | VERDI | 9.0 | |
| 45 P | | | BENNINGTON | 14.7 | |
| 10 | | | LINDSEY | 20.9 | |
| 12 P | | | D MINNEAPOLIS MI | 23.3 | |
| | | | A. T. & S. F. CROSSING | 23.7 | |
| 1 | | | 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 | | U. S. HOSPITAL BRANCH | | EASTWARD | |
| Car capacity of sidings, etc. See Rule 6(A), Page 15 | Time Table No. 45 | | Time Table No. 45 | | Mile Post |
| | June 22, 1969 | | June 22, 1969 | | |
| | STATIONS | | STATIONS | | |
| | | | SABLE YL | 0.0 | |
| P | | | BUNELL YL | 1.6 | |
| | | | (1.6) | | |
| <p>Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.</p> <p>For stations not shown on schedule pages—See Page 15.</p> | | | | | |

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. |
| 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. 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 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. Multiple unit engine when controlled from other than leading unit. | 30 30 | 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 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 —Siding —Siding —Junk Yard Business Stock | | |

FIRST SUBDIVISION

| Location | Miles Per Hour | | Location | Miles Per Hour | |
|---|----------------|------|---|----------------|------|
| | Psgr. | Frt. | | Psgr. | Frt. |
| 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 |
| Topeka | | | 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

| Location | Psgr. | Frt. | Location | Psgr. | Frt. |
|---|----------|----------|---|-------|------|
| 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 | 30 25 | Terra Cotta 208.4 and 209.4. | 60 | 45 |
| 190.7 and 190.9. | 70 | 50 | 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 215.3. | 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. | 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 |
| 228.3 and 228.7. | 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 239.6. | 70 | 50 | 335.0 and 335.5. | 60 | 45 |
| Wilson , No. 17 within city limits | 55 | | Collyer 336.5 and 337.1. | 55 | 40 |
| Wilson , No. 18 within city limits. | 40 | | Oakley 383.4 and 384.3. | 70 | 50 |
| Wilson , within city limits. | | 45 | Winona 401.3 and 401.8. | 70 | 50 |
| 242.3 and 242.8. | 70 | 50 | 405.5 and 405.8. | 60 | 45 |
| Dorrance 249.5 and 250.0. | 60 | 45 | McAllaster 419.6 and 420.5. | 70 | 50 |
| Bunker Hill 256.4 and 257.0. | 70 | 50 | Wallace 424.9 and 425.0. | 70 | 50 |
| Balta 270.1 and 270.5. | 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— Woskan 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. | Fr. | | Psg. | Fr. |
| Maximum speed. | 65 | 65 | Between Mile Posts— Hanover Within city limits. | 35 | 35 |
| 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. | 35 | 35 |
| 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 |

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 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 | | | |
| 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 | Location | Direction | Sign | Located |
| 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. | | | | |
| MP 132.5 to 132.7 | Westward | Resume Speed | North of running track, Funston | FOURTH SUBDIVISION | | | |
| MP 133.7 to 137.2 | Westward | Reduce Speed | North of running track, Funston. | MP 7.2 to 7.4 | Westward | Reduce Speed | On left side of track. |
| MP 173.3 to 173.5 | Westward | Reduce Speed | North of siding, Solomon. | MP 36.7 to 37.1 | Westward | Reduce Speed | On left side of track. |
| | | | | 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 |