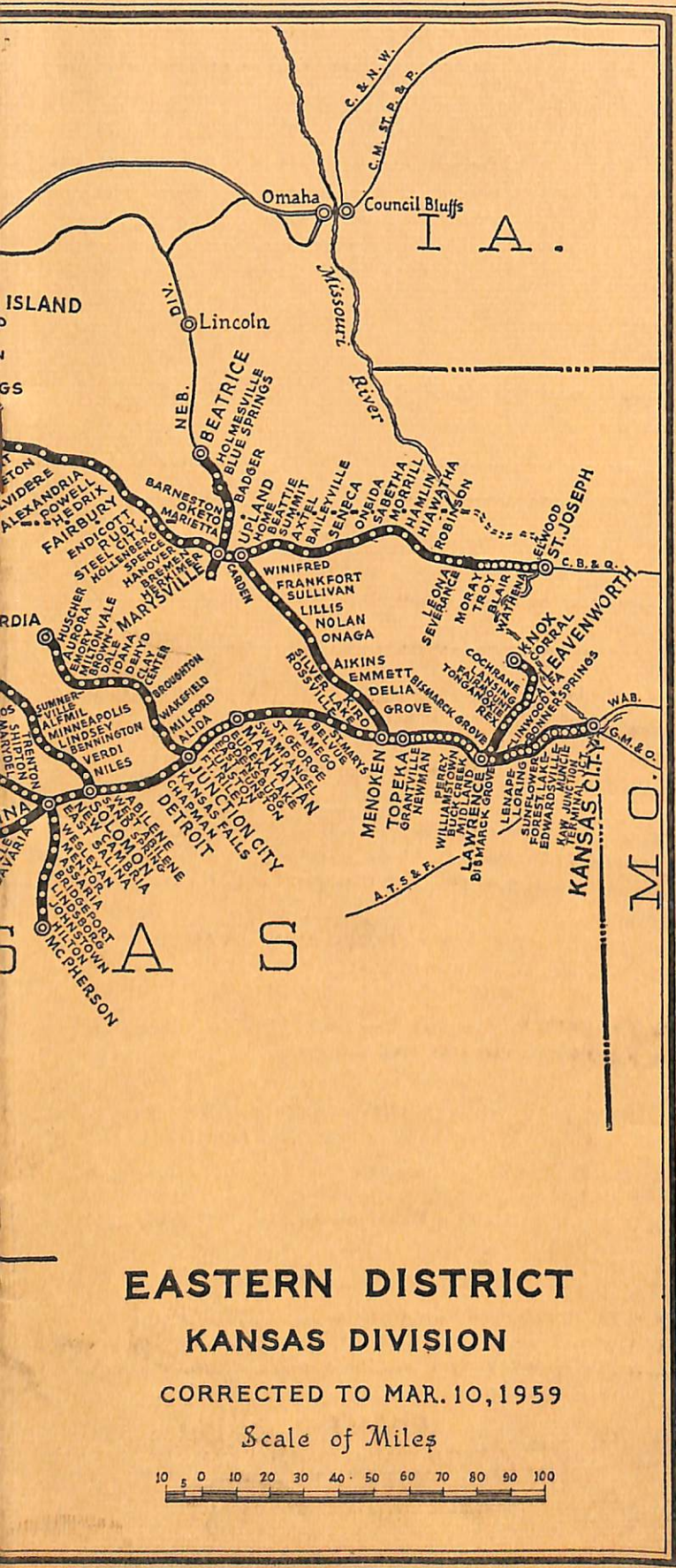




# UNION PACIFIC RAILROAD COMPANY

## EASTERN DISTRICT



## KANSAS DIVISION

# TIME-TABLE No. 33

**Effective Sunday,  
SEPTEMBER 24, 1961**

At 12:01 A. M.

Central Time East of Ellis and on Plainville Branch  
Mountain Time West of Ellis

*Safety Always  
Makes a Suggestion*

**FOR EMPLOYEES ONLY**

## WESTWARD

|                |         |
|----------------|---------|
| Main Line..... | 899.44  |
| Branches.....  | 598.56  |
| Total.....     | 1498.00 |

| Time<br>Per<br>Mile | Miles<br>Per<br>Hour | Time<br>Per<br>Mile | Miles<br>Per<br>Hour | Time<br>Per<br>Mile | Miles<br>Per<br>Hour | Time<br>Per<br>Mile | Miles<br>Per<br>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"                 | 97.8                 | 53"                 | 67.9                 | 1' 9"               | 52.1                 | 2'45"               | 21.8                 |
| 38"                 | 94.7                 | 54"                 | 66.6                 | 1'10"               | 51.4                 | 3'                  | 20.                  |
| 39"                 | 92.3                 | 55"                 | 65.4                 | 1'11"               | 50.7                 | 3'30"               | 17.1                 |
| 40"                 | 90.                  | 56"                 | 64.2                 | 1'12"               | 50.                  | 4'                  | 15.                  |
| 41"                 | 87.8                 | 57"                 | 63.1                 | 1'15"               | 48.                  | 5'                  | 12.                  |
| 42"                 | 85.7                 | 58"                 | 62.                  | 1'20"               | 45.                  | 6'                  | 10.                  |
| 43"                 | 83.7                 | 59"                 | 61.                  | 1'25"               | 42.3                 | 7'                  | 8.6                  |
| 44"                 | 81.8                 | 1'                  | 60.                  | 1'30"               | 40.                  | 8'                  | 7.5                  |
| 45"                 | 80.                  | 1'01"               | 59.                  | 1'35"               | 37.9                 | 10'                 | 6.                   |

# CONDENSED TIME-TABLE

## EASTWARD

| Time-Table<br>No. 33<br>September 24, 1961  |       | Mile Post | FIRST CLASS                    |                 |                 |  |  | SECOND CLASS |              |  |  |  |
|---------------------------------------------|-------|-----------|--------------------------------|-----------------|-----------------|--|--|--------------|--------------|--|--|--|
|                                             |       |           | 10<br>Streamliner<br>Passenger | 70<br>Passenger | 18<br>Passenger |  |  |              | 370<br>Mixed |  |  |  |
| STATIONS                                    |       |           |                                |                 |                 |  |  |              |              |  |  |  |
| KANSAS CITY, MO. CT                         | 0.0   | A 9.05 AM | A 7.00 PM                      | A 11.10 PM      |                 |  |  |              |              |  |  |  |
| KANSAS CITY, KAN.                           | 2.5   | 8.36      | 6.33                           | 10.40           |                 |  |  |              |              |  |  |  |
| TOPEKA                                      | 68.0  | 7.33      | 5.10                           | 9.30            |                 |  |  |              |              |  |  |  |
| MANHATTAN                                   | 119.8 | 6.43      | 3.57                           | 8.38            |                 |  |  |              |              |  |  |  |
| JUNCTION CITY                               | 139.5 | 6.10      | 3.25                           | 8.08            |                 |  |  |              |              |  |  |  |
| SALINA                                      | 186.6 | 5.02      | 2.20 PM                        | 7.06            |                 |  |  | A 2.00 PM    |              |  |  |  |
| ELLIS CT                                    |       | 2.52      |                                | 4.49            |                 |  |  | 10.15 AM     |              |  |  |  |
| MT                                          | 803.8 | 1.44 AM   |                                | 3.40            |                 |  |  | 8.45         |              |  |  |  |
| SHARON SPRINGS                              | 429.8 | 11.45 PM  |                                | 1.30 PM         |                 |  |  | 4.30         |              |  |  |  |
| HUGO                                        | 535.5 | 10.11     |                                | 11.50 AM        |                 |  |  | 12.40 AM     |              |  |  |  |
| DENVER Lv                                   |       | 8.20      |                                | 9.55            |                 |  |  | 8.15 PM      |              |  |  |  |
| Ar                                          | 640.4 | 7.55 PM   |                                | 9.25            |                 |  |  |              |              |  |  |  |
| CHEYENNE                                    | 747.9 |           |                                | 7.15 AM         |                 |  |  |              |              |  |  |  |
| OGDEN MT                                    |       | 9.10 AM   |                                |                 |                 |  |  |              |              |  |  |  |
| (1229.5 via Cheyenne)<br>(1317.1 via Borie) |       | Daily     | Daily                          | Daily           |                 |  |  | Daily        |              |  |  |  |
| Thru Time.....                              |       | (22.55)   | (4.40)                         | (14.55)         |                 |  |  | (16.45)      |              |  |  |  |
| Average speed per hour.....                 |       | 53.1      | 40.0                           | 50.1            |                 |  |  | 27.9         |              |  |  |  |

## WESTWARD

## CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

## EASTWARD

| Train | AT                                                | Discharge Passengers<br>From                          | Pick Up Passengers<br>Destined To    | Train | AT                                                                         | Discharge Passengers<br>From         | Pick Up Passengers<br>Destined To            |
|-------|---------------------------------------------------|-------------------------------------------------------|--------------------------------------|-------|----------------------------------------------------------------------------|--------------------------------------|----------------------------------------------|
| 17    | 7th St. Sta-<br>tion, Kan-<br>sas City,<br>Kan.   | .....                                                 | Denver or beyond.                    | 10    | { Russell.<br>Ellsworth.<br>Abilene.                                       | Denver or beyond.                    | Topeka, Kansas City or<br>beyond.            |
| 17    | { Abilene.<br>Ellsworth.<br>Russell.<br>Wakeeney. | Topeka, Lawrence<br>Kansas City or<br>beyond.         | Denver or beyond.                    | 10    | 7th St. Sta-<br>tion, Kan-<br>sas City,<br>Kan.                            | Denver or beyond.                    | Kansas City or beyond.                       |
| 17    | Cheyenne<br>Wells.                                | Salina or beyond.                                     | Denver or beyond.                    | 118   | Lawrence.                                                                  | Wichita or beyond.                   | Des Moines or beyond.                        |
| 15    | Lawrence.                                         | Des Moines or beyond.                                 | South of Herington.                  | 140   | Lawrence.                                                                  | Stations where scheduled<br>to stop. | Davenport or beyond.                         |
| 139   | Lawrence.                                         | Davenport or beyond.                                  | Stations where scheduled<br>to stop. | 16    | Lawrence.                                                                  | South of Herington.                  | Des Moines or beyond.                        |
| 9     | 7th St. Sta-<br>tion, Kan-<br>sas City,<br>Kan.   | .....                                                 | Denver or beyond.                    | 18    | { Cheyenne<br>Wells.<br>Winona.<br>Grainfield.<br>Quinter.                 | Denver or beyond.                    | Salina or beyond where<br>scheduled to stop. |
| 9     | { Abilene.<br>Ellsworth.<br>Russell.              | Topeka, Lawrence,<br>Kansas City or<br>beyond.        | Denver or beyond.                    | 18    | Wilson.                                                                    | Denver or beyond.                    | Topeka, Kansas City or<br>beyond.            |
| 117   | Lawrence.                                         | Des Moines or beyond.                                 | Wichita or beyond.                   | 18    | Ft. Riley.                                                                 | Denver or beyond.                    | Kansas City or beyond.                       |
| 69    | Any Station.                                      | .....                                                 | Denver or beyond.                    | 18    | { St. Marys.<br>Wamego.<br>7th St. Sta-<br>tion, Kan-<br>sas City,<br>Kan. | Denver or beyond.                    | .....                                        |
| 69    | Solomon.                                          | Any point destined to<br>points on Solomon<br>Branch. | .....                                |       |                                                                            |                                      |                                              |

## WESTWARD

## SECOND CLASS

## FIRST SUBDIVISION

| Car capacity of<br>freight, etc. See<br>Rule 6 (A), Page<br>26. |  |  |  |  |  | 155                 | 149                       | 159                       | 565                       | 79                        | Time-Table No. 33<br>September 24, 1961 |                                   |
|-----------------------------------------------------------------|--|--|--|--|--|---------------------|---------------------------|---------------------------|---------------------------|---------------------------|-----------------------------------------|-----------------------------------|
|                                                                 |  |  |  |  |  | Time<br>Freight     | Local<br>Freight          | Local<br>Freight          | C. R. I. & P.<br>Mixed    | A. T. & S. F.<br>Mixed    |                                         |                                   |
|                                                                 |  |  |  |  |  | Daily               | Daily<br>Except<br>Sunday | Daily<br>Except<br>Sunday | Daily<br>Except<br>Sunday | Daily<br>Except<br>Sunday | STATIONS                                |                                   |
| P                                                               |  |  |  |  |  |                     |                           |                           |                           |                           | C. T. C. B.S.                           | DN-R UNION STATION US             |
| DWTFY                                                           |  |  |  |  |  |                     |                           |                           |                           |                           |                                         | ARMSTRONG YL                      |
| X                                                               |  |  |  |  |  | 5.00PM              |                           |                           |                           |                           | C. T. C. B.S.                           | 0.8<br>TERMINAL JCT. YL           |
| X                                                               |  |  |  |  |  | 5.03                |                           |                           |                           |                           |                                         | 0.9<br>C. R. I. & P. JCT. YL      |
| X                                                               |  |  |  |  |  | 5.05                |                           |                           |                           |                           | C. T. C. B.S.                           | 0.7<br>DN-R KAW JCT. YL KW        |
| CS 104 X                                                        |  |  |  |  |  |                     |                           |                           |                           |                           |                                         | 4.6<br>MUNOIE                     |
| CS 61 P                                                         |  |  |  |  |  |                     |                           |                           |                           |                           | C. T. C. B.S.                           | 8.0<br>D BONNER SPRINGS BW        |
| IF                                                              |  |  |  |  |  |                     |                           |                           |                           |                           |                                         | 0.5<br>DN A. T. & S. F. CROSS. BN |
| CS 103 X                                                        |  |  |  |  |  |                     |                           |                           |                           |                           | C. T. C. B.S.                           | 2.7<br>LORING                     |
| CS 129 X                                                        |  |  |  |  |  |                     |                           |                           |                           |                           |                                         | 7.6<br>LINWOOD                    |
| CS 96 TKXP                                                      |  |  |  |  |  |                     |                           |                           |                           |                           | C. T. C. B.S.                           | 11.3<br>DN LAWRENCE YL DA         |
| XP                                                              |  |  |  |  |  |                     |                           |                           |                           |                           |                                         | 9.2<br>WILLIAMSTOWN               |
| CS 130 X                                                        |  |  |  |  |  |                     |                           |                           |                           |                           | C. T. C. B.S.                           | 8.3<br>D PERRY KY                 |
| CS 102 P                                                        |  |  |  |  |  |                     |                           |                           |                           |                           |                                         | 9.2<br>GRANTVILLE                 |
| XTP                                                             |  |  |  |  |  |                     |                           |                           |                           |                           | C. T. C. B.S.                           | 6.2<br>DN A. T. & S. F. CROSS. X  |
| WS 202 WT                                                       |  |  |  |  |  | 6.20                | 4.15AM                    |                           |                           |                           |                                         | 0.5<br>DN-R TOPEKA YL OT          |
| ES 122 DXEP                                                     |  |  |  |  |  |                     |                           |                           |                           |                           | C. T. C. B.S.                           | 0.2<br>O. R. I. & P. CROSS.       |
| 117 YXP                                                         |  |  |  |  |  | 6.30                | f 4.30                    |                           |                           |                           |                                         | 4.7<br>MENOKEN                    |
| 98 P                                                            |  |  |  |  |  | 6.40                | f 5.13                    |                           |                           |                           | C. T. C. B.S.                           | 5.3<br>SILVER LAKE                |
| 130 P                                                           |  |  |  |  |  | 7.00                | f 5.25                    |                           |                           |                           |                                         | 8.3<br>D ROSSVILLE RV             |
| 83 P                                                            |  |  |  |  |  | 7.15                | s 6.07                    |                           |                           |                           | C. T. C. B.S.                           | 7.6<br>D ST. MARYS SY             |
| 73 P                                                            |  |  |  |  |  | 7.22                | f 6.30                    |                           |                           |                           |                                         | 6.2<br>D BELVUE BV                |
| 135 P                                                           |  |  |  |  |  | 7.29                | s 6.57 <sup>10</sup>      |                           |                           |                           | C. T. C. B.S.                           | 6.9<br>D WAMEGO WA                |
| 78 P                                                            |  |  |  |  |  | 7.36                | f 7.20 <sup>150</sup>     |                           |                           |                           |                                         | 8.8<br>ST. GEORGE                 |
| 190 P                                                           |  |  |  |  |  | 7.47                | s 7.40                    |                           |                           |                           | C. T. C. B.S.                           | 7.8<br>DN MANHATTAN YL MH         |
| CS 71                                                           |  |  |  |  |  |                     |                           |                           |                           |                           |                                         | 0.1<br>O. R. I. & P. CROSS.       |
| 118 P                                                           |  |  |  |  |  | 7.57                | f 9.25                    |                           |                           |                           | C. T. C. B.S.                           | 6.5<br>BURRICK LAKE               |
| 132 P                                                           |  |  |  |  |  | 8.18 <sup>18</sup>  | f 9.56 <sup>17</sup>      |                           |                           |                           |                                         | 5.7<br>EAST FUNSTON               |
| 119 P                                                           |  |  |  |  |  | 8.25                | s 10.15                   |                           |                           |                           | C. T. C. B.S.                           | 4.1<br>D FORT RILEY FT            |
| 130 WT                                                          |  |  |  |  |  | 8.30 <sup>154</sup> | A 10.30AM                 | 5.30AM                    |                           |                           |                                         | 8.8<br>DN-R JUNCTION CITY JN      |
| 151 DTXP                                                        |  |  |  |  |  | 9.20                |                           |                           |                           |                           | C. T. C. B.S.                           | 6.9<br>KANSAS FALLS               |
| 83 P                                                            |  |  |  |  |  | 9.28                | f 5.42 <sup>10</sup>      |                           |                           |                           |                                         | 5.9<br>D CHAPMAN CM               |
| 140 P                                                           |  |  |  |  |  | 9.36                | s 6.00                    |                           |                           |                           | C. T. C. B.S.                           | 6.2<br>DETROIT                    |
| 72 P                                                            |  |  |  |  |  | 9.44                | s 6.15                    |                           |                           |                           |                                         | 5.2<br>DN ABILENE YL AB           |
| 112 P                                                           |  |  |  |  |  | 9.51                | s 6.35                    |                           |                           |                           | C. T. C. B.S.                           | 0.3<br>A. T. & S. F. CROSS.       |
| I                                                               |  |  |  |  |  |                     |                           |                           |                           |                           |                                         | 0.2<br>WEST ABILENE YL            |
| 80 P                                                            |  |  |  |  |  | 9.52                |                           | 8.35                      | 8.30AM                    | 7.10AM                    | C. T. C. B.S.                           | 3.4<br>SAND SPRING                |
| WS 77                                                           |  |  |  |  |  | 9.57                | f 8.50                    |                           | 8.40                      | f 7.18                    |                                         | 4.2<br>D SOLOMON YL SK            |
| ES 40 YP                                                        |  |  |  |  |  | 10.03               | s 9.30                    | f 8.50                    | f 8.50                    | f 7.25                    | C. T. C. B.S.                           | 8.1<br>NEW CAMBRIA                |
| 85 P                                                            |  |  |  |  |  | 10.13               | f 9.45                    | 9.01                      |                           | 7.37                      |                                         | 4.2<br>EAST SALINA YL             |
| P                                                               |  |  |  |  |  | 10.18               |                           | 9.55 <sup>80</sup>        | A 9.30AM                  | A 8.10AM                  | C. T. C. B.S.                           | 2.0<br>DN-R SALINA YL SC          |
| DWT YEP                                                         |  |  |  |  |  | A 10.25PM           |                           | 158<br>A 10.00AM          |                           |                           |                                         | A                                 |

(5.25)  
33.8(6.15)  
11.4(4.30)  
10.5(1.00)  
19.9(1.00)  
19.9-----Thru time  
-----Average speed per hour

On single tracks, 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 Terminal Jct. and Topeka.  
For stations not shown on schedule pages.—See Page 23.

## WESTWARD

## FIRST CLASS

## FIRST SUBDIVISION

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Time-Table No. 33<br>September 24, 1961 |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-----------------------------------------|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | STATIONS                                |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | BLOCK SIGNALS                           |  |
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(4.35)  
40.7(1.13)  
53.2(1.00)  
64.7(3.15)  
67.4(1.11)  
64.7(1.10)  
55.5(3.33)  
52.6..... Thru time  
..... Average speed per hour

On single track, except in C. T. C. territory, westward trains are superior to trains of the same class in the opposite direction, except that No. 19 is superior to No. 69.—See Rule 72.

Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka.

Time shown at Union Station and Kansas City, Kans., is for information only. Trains are governed by Kansas City Terminal Railroad Time-Table and Rules while using their tracks between Union Station and Terminal Jct.

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

For stations not shown on schedule pages.—See Page 23.

## EASTWARD

**September 24, 1961**

## STATIONS

|              |               |                            |  |
|--------------|---------------|----------------------------|--|
| C. T. C.     | B. S.         | DN-R UNION STATION US      |  |
|              |               | KANSAS CITY, KAN.          |  |
| C. T. C.     | BLOCK SIGNALS | 0.8                        |  |
|              |               | TERMINAL JCT. YL           |  |
|              |               | 0.9                        |  |
|              |               | C. R. I. & P. JCT. YL      |  |
|              |               | 0.7                        |  |
|              |               | DN-R KAW JCT. YL EW        |  |
|              |               | 4.6                        |  |
|              |               | MUNOIE                     |  |
|              |               | 8.0                        |  |
|              |               | D BONNER SPRINGS BW        |  |
| C. T. C.     | BLOCK SIGNALS | 0.6                        |  |
|              |               | DN A. T. & S. F. CROSS. BN |  |
|              |               | 2.7                        |  |
|              |               | LOBING                     |  |
|              |               | 7.6                        |  |
|              |               | LINWOOD                    |  |
|              |               | 11.3                       |  |
|              |               | DN LAWRENCE YL DA          |  |
|              |               | 9.2                        |  |
|              |               | WILLIAMSTOWN               |  |
| C. T. C.     | BLOCK SIGNALS | 3.3                        |  |
|              |               | D PERRY KY                 |  |
|              |               | 9.2                        |  |
|              |               | GRANTVILLE                 |  |
|              |               | 6.2                        |  |
|              |               | DN A. T. & S. F. CROSS. X  |  |
|              |               | 0.6                        |  |
|              |               | DN-R TOPEKA YL OT.         |  |
|              |               | 0.2                        |  |
|              |               | C. R. I. & P. CROSS.       |  |
| C. T. C.     | BLOCK SIGNALS | 4.7                        |  |
|              |               | MENOKEN                    |  |
|              |               | 6.8                        |  |
|              |               | SILVER LAKE                |  |
|              |               | 5.8                        |  |
|              |               | D ROSSVILLE RV             |  |
|              |               | 7.6                        |  |
|              |               | D ST. MARYS SY             |  |
|              |               | 6.2                        |  |
|              |               | D BELVUE BV                |  |
| C. T. C.     | BLOCK SIGNALS | 6.9                        |  |
|              |               | D WAMEGO WA                |  |
|              |               | 6.8                        |  |
|              |               | ST. GEORGE                 |  |
|              |               | 7.8                        |  |
|              |               | DN MANHATTAN YL MH         |  |
|              |               | 0.1                        |  |
|              |               | C. R. I. & P. CROSS.       |  |
|              |               | 6.6                        |  |
|              |               | HURON LAKE                 |  |
| C. T. C.     | BLOCK SIGNALS | 6.7                        |  |
|              |               | EAST FUNSTON               |  |
|              |               | 4.1                        |  |
|              |               | D FORT RILEY FT            |  |
|              |               | 3.8                        |  |
|              |               | DN-R YL JN                 |  |
|              |               | JUNCTION CITY              |  |
|              |               | 6.9                        |  |
|              |               | KANSAS FALLS               |  |
|              |               | 6.9                        |  |
| D CHAPMAN CM |               |                            |  |
| C. T. C.     | BLOCK SIGNALS | 6.2                        |  |
|              |               | DETROIT                    |  |
|              |               | 6.2                        |  |
|              |               | DN ABILENE YL AB           |  |
|              |               | 0.8                        |  |
|              |               | A. T. & S. F. CROSS.       |  |
|              |               | 0.2                        |  |
|              |               | WEST ABILENE YL            |  |
|              |               | 3.4                        |  |
|              |               | SAND SPRING                |  |
| C. T. C.     | BLOCK SIGNALS | 4.2                        |  |
|              |               | D SOLOMON YL SH            |  |
|              |               | 8.1                        |  |
|              |               | NEW CAMBRIA                |  |
|              |               | 4.2                        |  |
|              |               | EAST SALINA YL             |  |
|              |               | 2.0                        |  |
|              |               | DN-R SALINA YL             |  |

**(186.6)**

| <b>4</b>                   | <b>10</b>                | <b>118</b>                           | <b>70</b> | <b>140</b>                 | <b>16</b>                            | <b>18</b>           |  |  |  |  | Mile Post |
|----------------------------|--------------------------|--------------------------------------|-----------|----------------------------|--------------------------------------|---------------------|--|--|--|--|-----------|
| C. R. I. & P.<br>Passenger | Streamliner<br>Passenger | C. R. I. & P.<br>Rocket<br>Passenger | Passenger | C. R. I. & P.<br>Passenger | C. R. I. & P.<br>Rocket<br>Passenger | Passenger           |  |  |  |  |           |
| A 9.05AM                   |                          |                                      | A 7.00PM  |                            |                                      | A 11.10PM           |  |  |  |  | 0.0       |
| 8.36                       |                          |                                      | s 6.33    |                            |                                      | 10.40               |  |  |  |  | 2.5       |
| A 1.59AM                   | 8.35                     | A 8.38AM                             | 6.31      | A 7.16PM                   | A 7.48PM                             | 10.39               |  |  |  |  | 3.3       |
| 1.58                       | 8.33                     | 8.37                                 | 6.29      | 7.14                       | 7.46                                 | 10.38               |  |  |  |  | 4.2       |
| 1.57                       | 8.31                     | 8.35                                 | 6.27      | 7.12                       | 7.44                                 | 10.37               |  |  |  |  | 4.9       |
| 1.53                       | 8.27                     | 8.31                                 | f 6.22    | 7.07                       | 7.39                                 | 10.32               |  |  |  |  | 9.5       |
| 1.46                       | 8.20                     | 8.24                                 | s 6.13    | 6.58                       | 7.30                                 | 10.24               |  |  |  |  | 17.5      |
|                            |                          |                                      |           |                            |                                      |                     |  |  |  |  | 18.0      |
| 1.43                       | 8.17                     | 8.21                                 | f 6.08    | 6.54                       | 7.26                                 | 10.20               |  |  |  |  | 20.7      |
| 1.36                       | 8.10                     | 8.15                                 | f 5.58    | 6.46                       | 7.18                                 | 10.12               |  |  |  |  | 28.3      |
| 1.24                       | s 7.59                   | 8.05                                 | s 5.46    | 6.35                       | 7.07                                 | s 10.01             |  |  |  |  | 39.6      |
|                            |                          |                                      | f 5.34    |                            |                                      | 9.49                |  |  |  |  | 48.8      |
| 1.13                       | 7.48                     | 7.54                                 | s 5.29    | 6.21                       | 6.54                                 | 9.46                |  |  |  |  | 52.1      |
| 1.05                       | 7.40                     | 7.46                                 | f 5.17    | 6.12                       | 6.45                                 | 9.37                |  |  |  |  | 61.3      |
|                            |                          |                                      |           |                            |                                      |                     |  |  |  |  | 67.6      |
| s 12.57AM                  | s 7.33                   | s 7.40AM                             | s 5.10    | s 6.04PM                   | s 6.39PM                             | s 9.30              |  |  |  |  | 68.0      |
|                            |                          |                                      |           |                            |                                      |                     |  |  |  |  | 68.2      |
|                            | 7.23                     |                                      | 4.57      |                            |                                      | 9.17                |  |  |  |  | 72.9      |
|                            | 7.18                     |                                      | s 4.51    |                            |                                      | 9.12                |  |  |  |  | 78.7      |
|                            | 7.13                     |                                      | s 4.41    |                            |                                      | 9.07                |  |  |  |  | 84.0      |
|                            | 7.07                     |                                      | s 4.30    |                            |                                      | 9.00                |  |  |  |  | 91.6      |
|                            | 7.02                     |                                      | f 4.20    |                            |                                      | 8.54                |  |  |  |  | 97.8      |
|                            | 6.57 <sup>149</sup>      |                                      | s 4.13    |                            |                                      | 8.48                |  |  |  |  | 104.7     |
|                            | 6.50                     |                                      | s 4.05    |                            |                                      | 8.41                |  |  |  |  | 111.6     |
|                            | s 6.43 <sup>150</sup>    |                                      | s 3.57    |                            |                                      | s 8.33              |  |  |  |  | 119.3     |
|                            |                          |                                      |           |                            |                                      |                     |  |  |  |  | 119.4     |
|                            | 6.26                     |                                      | 3.42      |                            |                                      | 8.23                |  |  |  |  | 126.9     |
|                            | 6.21                     |                                      | f 3.36    |                            |                                      | 8.18 <sup>155</sup> |  |  |  |  | 131.6     |
|                            | 6.16                     |                                      | s 3.32    |                            |                                      | 8.13                |  |  |  |  | 136.7     |
|                            | 6.10                     |                                      | 3.25      |                            |                                      | 8.08 <sup>154</sup> |  |  |  |  | 139.5     |
|                            | 6.00                     |                                      | 3.15      |                            |                                      | 7.58                |  |  |  |  | 146.4     |
|                            | 5.42 <sup>159</sup>      |                                      | f 3.05    |                            |                                      | 7.49                |  |  |  |  | 152.3     |
|                            | 5.35                     |                                      | s 2.59    |                            |                                      | 7.43                |  |  |  |  | 158.6     |
|                            | 5.30                     |                                      | s 2.53    |                            |                                      | 7.37                |  |  |  |  | 163.7     |
|                            | 5.25                     |                                      | s 2.48    |                            |                                      | s 7.32              |  |  |  |  | 164.5     |
|                            |                          |                                      |           |                            |                                      |                     |  |  |  |  | 164.7     |
|                            | 5.23                     |                                      | 2.43      |                            |                                      | 7.28                |  |  |  |  | 168.1     |
|                            | 5.20                     |                                      | 2.39      |                            |                                      | 7.25                |  |  |  |  | 172.3     |
|                            | 5.16                     |                                      | s 2.35    |                            |                                      | 7.21                |  |  |  |  | 180.4     |
|                            | 5.09                     |                                      | f 2.26    |                            |                                      | 7.13                |  |  |  |  | 184.6     |
|                            | 5.05                     |                                      | 2.22      |                            |                                      | 7.09                |  |  |  |  | 186.6     |
|                            | 5.02AM                   |                                      | 2.20PM    |                            |                                      | 7.06PM              |  |  |  |  | 186.6     |
| Daily                      | Daily                    | Daily                                | Daily     | Daily                      | Daily                                | Daily               |  |  |  |  |           |

|                             |        |        |        |        |        |        |        |
|-----------------------------|--------|--------|--------|--------|--------|--------|--------|
| Thru time.....              | (1.02) | (4.03) | (0.58) | (4.40) | (1.12) | (1.09) | (4.04) |
| Average speed per hour..... | 62.6   | 46.1   | 66.9   | 40.0   | 53.9   | 56.3   | 45.9   |

On single track, except in C. T. C. territory, westward trains are superior to trains of the same class in the opposite direction, except that No. 10 is superior to No. 89.—See Rule 72.  
Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka.  
Time shown at Union Station and Kansas City, Kans., is for information only. Trains are governed by Kansas City Terminal Railroad Time-Table and Rules while using their tracks between Union Station and Terminal Jct.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
For stations not shown on schedule pages.—See Page 22.

## FIRST SUBDIVISION

## SECOND CLASS

## EASTWARD

Time-Table No. 33

September 24, 1961

## STATIONS

DOUBLE TRACK

C. T. C.

BLOCK SIGNALS

SC

A

150  
Local  
Freight80  
A. T. & S. F.  
Mixed158  
Local  
Freight566  
C. R. I. & P.  
Mixed154  
Time  
FreightCar capacity of  
sidings, etc., for  
Rule 6(A), Page  
23.

DN-R UNION STATION US

ARMSTRONG YL

0.8

TERMINAL JCT. YL

0.9

C. R. I. &amp; P. JCT. YL

0.7

DN-R KAW JCT. YL KW

4.6

MUNOIE

8.0

D BONNER SPRINGS BW

0.6

DN A. T. &amp; S. F. CROSS. BN

2.7

LORING

7.6

LINWOOD

11.3

DN LAWRENCE YL DA

9.2

WILLIAMSTOWN

3.3

D PERRY KY

9.2

GRANTVILLE

6.2

DN A. T. &amp; S. F. CROSS. X

0.6

DN-R TOPEKA YL OT

0.2

C. R. I. &amp; P. CROSS.

4.7

MENOKEN

6.8

SILVER LAKE

6.3

D ROSSVILLE RV

7.6

D ST. MARYS SY

6.2

D BELVUE BV

6.9

D WAMEGO WA

6.8

ST. GEORGE

7.8

DN MANHATTAN YL MH

6.43<sup>10</sup>

C. R. I. &amp; P. CROSS.

6.6

BUREKA LAKE

6.7

EAST FUNSTON

4.1

D FORT RILEY FT

3.8

DN-R JUNCTION CITY YL JN

6.9

KANSAS FALLS

6.9

D OHAPMAN CM

6.2

DETROIT

5.2

DN ABILENE YL AB

0.8

A. T. &amp; S. F. CROSS.

0.2

WEST ABILENE YL

3.4

SAND SPRING

4.2

D SOLOMON YL SK

8.1

NEW CAMBRIA

4.2

EAST SALINA YL

2.0

DN-R SALINA YL

10.00<sup>159</sup>Daily  
Except  
SundayDaily  
Except  
SundayDaily  
Except  
SundayDaily  
Except  
Sunday

Daily

(186.6)

Thru time..... (5.30) (0.30) (3.00) (1.00) (11.00)  
Average speed per hour..... 18.0 39.6 15.7 19.9 18.9

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 Terminal Jct. and Topeka.

For stations not shown on schedule pages.—See Page 23.

## WESTWARD

## SECOND SUBDIVISION

| Car capacity of<br>engine, etc. See<br>Rule 6(A), Page<br>2. | SECOND CLASS |  |  |                           | FIRST CLASS           |  |  |  |                         |                               |
|--------------------------------------------------------------|--------------|--|--|---------------------------|-----------------------|--|--|--|-------------------------|-------------------------------|
|                                                              | DWT<br>TRP   |  |  | 155<br>Local<br>Freight   | 369<br>Mixed          |  |  |  | 17<br>Passenger         | 9<br>Streamliner<br>Passenger |
|                                                              |              |  |  | Daily                     | Daily                 |  |  |  | Daily                   | Daily                         |
|                                                              |              |  |  | 7.30 <sup>AM</sup>        | 4.10 <sup>AM</sup>    |  |  |  | 11.11 <sup>AM</sup>     | 12.42 <sup>AM</sup>           |
|                                                              |              |  |  |                           |                       |  |  |  |                         |                               |
| 63 P                                                         |              |  |  | f 7.45                    | f 4.18                |  |  |  | 11.19                   | 12.49                         |
| 121 P                                                        |              |  |  | s 7.55                    | s 4.25                |  |  |  | 11.24                   | 12.54                         |
| 42 P                                                         |              |  |  | f 8.01                    | f 4.33 <sup>10</sup>  |  |  |  | 11.28                   | 12.57                         |
| P                                                            |              |  |  | f 8.04                    | f 4.36                |  |  |  | 11.30                   | 12.59                         |
| 46 P                                                         |              |  |  | f 8.10                    | f 4.40                |  |  |  | 11.34                   | 1.04                          |
| 58 TP                                                        |              |  |  | s 8.35                    | s 4.50                |  |  |  | 11.41                   | 1.11                          |
| WB 105<br>ES 105 P                                           |              |  |  | s 9.15 <sup>154</sup>     | s 5.02                |  |  |  | 11.48                   | 1.17                          |
|                                                              |              |  |  |                           |                       |  |  |  |                         |                               |
| 37 P                                                         |              |  |  | f 9.30                    | f 5.12                |  |  |  | 11.57 <sup>AM</sup>     | 1.24                          |
| 69 P                                                         |              |  |  | s 9.45                    | s 5.23                |  |  |  | 12.06 <sup>370</sup> PM | 1.32                          |
| 73 P                                                         |              |  |  | s 9.58                    | s 5.33                |  |  |  | 12.11                   | 1.37                          |
| 52 P                                                         |              |  |  | s 10.10                   | s 5.43                |  |  |  | 12.17                   | 1.43                          |
| 51 P                                                         |              |  |  | f 10.20                   | f 5.48                |  |  |  | 12.22                   | 1.48                          |
| 76 P                                                         |              |  |  | s 11.25 <sup>370</sup> AM | s 6.00                |  |  |  | 12.27                   | 1.53                          |
| 62 P                                                         |              |  |  | f 12.06 <sup>PM</sup>     | f 6.10 <sup>154</sup> |  |  |  | 12.30                   | 1.57                          |
| 119 P                                                        |              |  |  | s 12.15                   | s 6.20                |  |  |  | 12.35                   | 2.02                          |
| 27 P                                                         |              |  |  | s 12.38 <sup>17</sup>     | f 6.27                |  |  |  | 12.38 <sup>155</sup>    | 2.05                          |
| P                                                            |              |  |  | s 1.00                    | s 6.35                |  |  |  | 12.42                   | 2.08                          |
| 48 P                                                         |              |  |  | f 1.15                    | f 6.45                |  |  |  | 12.47                   | 2.12                          |
| 144 P                                                        |              |  |  | s 1.40                    | s 7.10                |  |  |  | s 12.56                 | s 2.17                        |
| 39 P                                                         |              |  |  | f 2.10                    | f 7.30                |  |  |  | 1.01                    | 2.27                          |
| 52 P                                                         |              |  |  | f 2.20                    | f 7.35                |  |  |  | 1.04                    | 2.31                          |
| DW<br>TRP                                                    |              |  |  | A 2.45 <sup>PM</sup>      | 8.00<br>7.30          |  |  |  | 1.18<br>12.26           | 2.52 <sup>10</sup><br>1.59    |
| 62 P                                                         |              |  |  |                           | f 7.41                |  |  |  | 12.33                   | 2.06                          |
| 52 P                                                         |              |  |  |                           | f 7.49                |  |  |  | 12.38                   | 2.10                          |
| 50 P                                                         |              |  |  |                           | s 8.01 <sup>370</sup> |  |  |  | 12.48                   | 2.17                          |
| 42 P                                                         |              |  |  |                           | f 8.21                |  |  |  | 12.55                   | 2.24                          |
| 34 P                                                         |              |  |  |                           | f 8.29                |  |  |  | 1.01                    | 2.29                          |
| 51 P                                                         |              |  |  |                           | f 8.40                |  |  |  | 1.07                    | 2.36                          |
| 67 P                                                         |              |  |  |                           | f 8.50                |  |  |  | 1.13                    | 2.43                          |
| 44 P                                                         |              |  |  |                           | f 9.01                |  |  |  | 1.18                    | 2.48                          |
| 50 P                                                         |              |  |  |                           | f 9.14                |  |  |  | 1.27                    | 2.55                          |
| 49 P                                                         |              |  |  |                           | f 9.22                |  |  |  | 1.32                    | 3.00                          |
| 56 DWTP                                                      |              |  |  |                           | s 9.50                |  |  |  | s 1.40                  | s 3.10                        |
| 51 P                                                         |              |  |  |                           | f 10.03               |  |  |  | 1.48                    | 3.19                          |
| 48 P                                                         |              |  |  |                           | f 10.13               |  |  |  | 1.54                    | 3.25                          |
| 44 P                                                         |              |  |  |                           | f 10.20               |  |  |  | 1.59 <sup>18</sup>      | 3.30                          |
| 40 P                                                         |              |  |  |                           | f 10.32               |  |  |  | 2.07                    | 3.38                          |
| 41 P                                                         |              |  |  |                           | f 10.49               |  |  |  | 2.18                    | 3.48                          |
| 59 P                                                         |              |  |  |                           | 10.55                 |  |  |  | 2.22                    | 3.52                          |
| W<br>34 TRP                                                  |              |  |  |                           | A 11.01 <sup>AM</sup> |  |  |  | A 2.27 <sup>PM</sup>    | A 3.56 <sup>AM</sup>          |

## Time-Table No. 33

September 24, 1961

## STATIONS

|          |                         |    |
|----------|-------------------------|----|
| DN-R     | SALINA YL               | SC |
|          | 0.6                     | A  |
|          | A. T. & S. F. CROSSING  |    |
|          | 7.6                     |    |
|          | BAVARIA                 |    |
| D        | BROOKVILLE              | RK |
|          | 4.0                     |    |
|          | ARCOLA                  |    |
|          | 1.9                     |    |
|          | TERRE COTTA             |    |
|          | 4.3                     |    |
|          | CARNEIRO                |    |
| D        | KANOFOLIS               | KA |
|          | 4.5                     |    |
| DN       | ELLSWORTH YL            | WO |
|          | 0.7                     |    |
|          | ST. L. & S. F. CROSSING |    |
|          | 7.1                     |    |
|          | BLACK WOLF              |    |
| D        | WILSON                  | WN |
|          | 8.4                     |    |
| D        | DORRANOE                | DO |
|          | 6.8                     |    |
|          | 7.0                     |    |
|          | BUNKER HILL             |    |
|          | 5.8                     |    |
|          | HOMER                   |    |
| DN       | RUSSELL YL              | RU |
|          | 4.1                     |    |
|          | BALTA                   |    |
| D        | GORHAM                  | GJ |
|          | 3.1                     |    |
|          | WALKER                  |    |
| D        | VICTORIA                | VC |
|          | 4.1                     |    |
|          | TOULON                  |    |
| DN       | HAYS YL                 | HA |
|          | 5.2                     |    |
|          | YOORMENTO               |    |
|          | 3.4                     |    |
|          | HOG BACK                |    |
|          | 4.5                     |    |
| CT<br>MT | DN-R                    | RT |
|          | ELLIS YL                |    |
|          | 6.1                     |    |
|          | RIGA                    |    |
|          | 8.3                     |    |
|          | OGALLAH                 |    |
| DN       | WAKENEY                 | W  |
|          | 8.6                     |    |
|          | VODA                    |    |
|          | 7.7                     |    |
| D        | COLLYER                 | JY |
|          | 5.8                     |    |
| D        | QUINTER                 | QN |
|          | 7.6                     |    |
| D        | BUFFALO PARK            | BP |
|          | 5.4                     |    |
| D        | GRAINFIELD              | GF |
|          | 8.9                     |    |
| D        | GRINNELL                | GD |
|          | 6.0                     |    |
|          | CAMPUS                  |    |
| DN       | OAKLEY YL               | OQ |
|          | 6.2                     |    |
| D        | MONUMENT                | MU |
|          | 8.7                     |    |
|          | PAGE CITY               |    |
|          | 7.5                     |    |
| D        | WINONA                  | GW |
|          | 8.4                     |    |
|          | McALLASTER              |    |
|          | 12.7                    |    |
| D        | WALLACE                 | A  |
|          | 4.5                     |    |
|          | SOMENA                  |    |
|          | 4.2                     |    |
| DN-R     | SHARON SPRINGS YL       | PS |

(243.2)

(7.15) (7.51)  
16.1 31.0(4.18) (4.14)  
87.0 87.4..... Thru time  
..... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that No. 370 is superior to No. 153.—See Rule 72.

For conditional stops to discharge or pick up revenue passengers.—See Page 2.

## SECOND SUBDIVISION

## EASTWARD

Time-Table No. 33

September 24, 1961

## STATIONS

Mile Post

## FIRST CLASS

## SECOND CLASS

18  
Passenger10  
Streamliner  
Passenger154  
Local  
Freight370  
Mixed

| STATIONS                         | Mile Post | 18<br>Passenger    | 10<br>Streamliner<br>Passenger | 154<br>Local<br>Freight | 370<br>Mixed           |
|----------------------------------|-----------|--------------------|--------------------------------|-------------------------|------------------------|
| DN-R SALINA YL SC A              | 186.6     | A 6.56PM           | A 4.56AM                       | A 11.05AM               | A 2.00PM               |
| 0.6<br>A. T. & S. F. CROSS.      | 187.2     |                    |                                |                         |                        |
| 7.6<br>BAVARIA                   | 194.8     | 6.45               | 4.41                           | f 10.50                 | f 1.10                 |
| D BROOKVILLE RK                  | 201.4     | 6.39               | 4.36                           | s 10.40                 | s 1.00                 |
| 4.0<br>ARCOLA                    | 205.4     | 6.35               | 4.33 <sup>360</sup>            | f 10.30                 | f 12.55                |
| 1.9<br>TERRA COTTA               | 207.8     | 6.33               | 4.31                           | f 10.27                 | f 12.51                |
| 4.3<br>CAENEIRO                  | 211.6     | 6.29               | 4.27                           | f 10.20                 | f 12.45                |
| D KANOPOLIS KA                   | 219.2     | 6.20               | 4.19                           | s 10.05                 | s 12.35                |
| 4.6<br>DN ELLSWORTH YL WO        | 223.7     | s 6.15             | 4.14                           | s 9.15 <sup>155</sup>   | s 12.26                |
| 0.7<br>ST. L. & S. F. CROSS.     | 224.4     |                    |                                |                         |                        |
| 7.1<br>BLACK WOLF                | 231.5     | 6.05               | 4.06                           | s 8.55                  | f 12.16 <sup>17</sup>  |
| D WILSON WN                      | 239.9     | 5.57               | 3.59                           | s 8.40                  | s 12.06 <sup>PM</sup>  |
| D DORRANOH DO                    | 246.4     | 5.51               | 3.53                           | s 8.00                  | s 11.50AM              |
| 7.0<br>BUNKER HILL               | 253.4     | 5.45               | 3.47                           | s 7.30                  | s 11.40                |
| 5.8<br>HOMER                     | 259.2     | 5.39               | 3.41                           | f 6.59                  | f 11.32 <sup>155</sup> |
| 4.1<br>DN RUSSELL YL RU          | 263.8     | s 5.35             | 3.36                           | s 6.22                  | s 11.25                |
| 3.4<br>BALTA                     | 268.7     | 5.29               | 3.29                           | f 6.10 <sup>360</sup>   | f 11.17                |
| D GORHAM GJ                      | 272.4     | 5.24               | 3.23                           | s 5.56                  | s 11.07                |
| 3.1<br>WALKER                    | 275.5     | 5.21               | 3.20                           | f 5.38                  | f 11.01                |
| D VICTORIA VC                    | 279.6     | 5.17               | 3.17                           | s 5.31                  | s 10.55                |
| 5.2<br>TOULON                    | 284.8     | 5.12               | 3.12                           | f 5.23                  | f 10.47                |
| 5.3<br>DN HAYS YL HA             | 290.1     | s 5.07             | s 3.07                         | s 5.15                  | s 10.37                |
| 5.3<br>YOCUMENTO                 | 295.4     | 4.58               | 2.59                           | f 5.05                  | f 10.27                |
| 3.4<br>HOG BACK                  | 298.8     | 4.54               | 2.56                           | f 4.58                  | f 10.22                |
| 4.6<br>DN-R ELLIS YL RT MT CT    | 303.8     | 4.49<br>3.40       | 2.52 <sup>9</sup><br>1.44      | 4.50AM                  | 10.15<br>8.45          |
| 5.1<br>RIGA                      | 308.4     | 3.33               | 1.35                           |                         | f 8.25                 |
| 5.3<br>OGALLAH                   | 313.7     | 3.28               | 1.31                           |                         | f 8.15                 |
| 8.6<br>DN WAKENNEY W             | 322.8     | s 3.20             | 1.23                           |                         | s 8.01 <sup>360</sup>  |
| 7.7<br>VODA                      | 330.0     | 3.11               | 1.15                           |                         | f 7.25                 |
| 5.8<br>D COLLYER JY              | 335.8     | 3.05               | 1.10                           |                         | f 7.16                 |
| 7.5<br>D QUINTER QN              | 343.3     | 2.57               | 1.03                           |                         | f 7.05                 |
| 7.6<br>D BUFFALO PARK BP         | 350.9     | 2.49               | 12.57                          |                         | f 6.50                 |
| 5.4<br>D GRAINFIELD GF           | 356.3     | 2.44               | 12.52                          |                         | f 6.43                 |
| 8.9<br>D GRINNELL GD             | 365.2     | 2.35               | 12.44                          |                         | f 6.27                 |
| 6.0<br>CAMPUS                    | 371.2     | 2.29               | 12.39                          |                         | f 6.18                 |
| 6.2<br>DN OAKLEY YL OQ           | 377.4     | s 2.20             | s 12.32                        |                         | s 6.10                 |
| 8.7<br>D MONUMENT MU             | 386.1     | 2.12               | 12.24                          |                         | f 5.33                 |
| 7.5<br>PAGE CITY                 | 393.6     | 2.05               | 12.18                          |                         | f 5.20                 |
| 5.4<br>D WINONA GW               | 399.0     | 1.59 <sup>17</sup> | 12.13                          |                         | f 5.12                 |
| 9.4<br>McALLASTER                | 408.4     | 1.49               | 12.05AM                        |                         | f 4.59                 |
| 12.7<br>D WALLACE A              | 421.1     | 1.38               | 11.54PM                        |                         | f 4.43                 |
| 4.6<br>SOMENA                    | 425.6     | 1.34               | 11.50                          |                         | 4.37                   |
| 4.2<br>DN-R SHARON SPRINGS YL PS | 429.8     | 1.30PM             | 11.45PM                        |                         | 4.30AM                 |

(243.2)

(4.26)  
54.9(4.11)  
58.1(6.15)  
18.7(8.30)  
28.6Thru time.....  
Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction, except that No. 370 is superior to No. 155.—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 8.

## WESTWARD

## THIRD SUBDIVISION

## SECOND CLASS

## FIRST CLASS

Time-Table No. 33

September 24, 1961

## STATIONS

| Car capacity of seating etc. See Rule 6(A), Page 28. | SECOND CLASS |  |  |  | 369                 | FIRST CLASS |                                |                       |  |
|------------------------------------------------------|--------------|--|--|--|---------------------|-------------|--------------------------------|-----------------------|--|
|                                                      |              |  |  |  | Mixed               | 17          | 7                              | 9                     |  |
|                                                      |              |  |  |  | Daily               | Passenger   | C. R. I. & P. Rocket Passenger | Streamliner Passenger |  |
| 24 YP                                                |              |  |  |  | 11.30AM             | 2.35PM      |                                | 3.58AM                |  |
| 61 P                                                 |              |  |  |  | 11.36               | 2.40        |                                | 4.04                  |  |
| 62 P                                                 |              |  |  |  | 11.50               | 2.48        |                                | 4.12                  |  |
| 41 P                                                 |              |  |  |  | 11.59AM             | 2.53        |                                | 4.17                  |  |
| 42 P                                                 |              |  |  |  | 12.06PM             | 2.58        |                                | 4.21                  |  |
| 50 P                                                 |              |  |  |  | 12.13               | 3.03        |                                | 4.25                  |  |
| 54 P                                                 |              |  |  |  | 12.25               | 3.08        |                                | 4.29                  |  |
| 53 P                                                 |              |  |  |  | 12.49 <sup>18</sup> | 3.13        |                                | 4.33                  |  |
| 53 P                                                 |              |  |  |  | 12.59               | 3.18        |                                | 4.37                  |  |
| 53 P                                                 |              |  |  |  | 1.08                | 3.26        |                                | 4.44                  |  |
| 58 YP                                                |              |  |  |  | 1.18                | 3.30        |                                | 4.48                  |  |
| 53 P                                                 |              |  |  |  | 1.26                | 3.35        |                                | 4.53                  |  |
| 51 P                                                 |              |  |  |  | 1.35                | 3.40        |                                | 4.58                  |  |
| 52 P                                                 |              |  |  |  | 1.45                | 3.46        |                                | 5.04                  |  |
| 52 P                                                 |              |  |  |  | 1.59                | 3.55        |                                | 5.14                  |  |
| 95 P                                                 |              |  |  |  | 2.11                | 4.02        |                                | 5.21                  |  |
| 82 YP                                                |              |  |  |  | 2.24                | 4.11        |                                | 5.29                  |  |
| 119 P                                                |              |  |  |  | 2.42                | 4.13        |                                | 5.30                  |  |
| 81 P                                                 |              |  |  |  | 2.51                | 4.19        |                                | 5.36                  |  |
|                                                      |              |  |  |  | 2.59                | 4.25        |                                | 5.41                  |  |
| 47 P                                                 |              |  |  |  | 3.12                | 4.30        |                                | 5.50                  |  |
|                                                      |              |  |  |  |                     |             | 6.45AM                         |                       |  |
| 51 P                                                 |              |  |  |  | 3.22                | 4.36        | 6.53                           | 5.57                  |  |
| 100 P                                                |              |  |  |  | 3.32                | 4.42        | 7.00                           | 6.03                  |  |
| 51 P                                                 |              |  |  |  | 3.37                | 4.46        | 7.05                           | 6.07                  |  |
| 100 P                                                |              |  |  |  | 3.44                | 4.50        | 7.10                           | 6.12                  |  |
| 24 P                                                 |              |  |  |  | 3.52                | 4.55        | 7.15                           | 6.17                  |  |
| WS 58 }<br>ES 50 }                                   |              |  |  |  | 4.01                | 5.00        | 7.20                           | 6.23                  |  |
| 51 P                                                 |              |  |  |  | 4.10                | 5.05        | 7.25                           | 6.29                  |  |
| 52 P                                                 |              |  |  |  | 4.20                | 5.10        | 7.30                           | 6.35                  |  |
| 58 P                                                 |              |  |  |  | 4.30                | 5.15        | 7.36                           | 6.40                  |  |
| 100 P                                                |              |  |  |  | 4.40                | 5.20        | 7.43                           | 6.46                  |  |
| 51 P                                                 |              |  |  |  | 4.48                | 5.24        | 7.47                           | 6.50                  |  |
| 100 P                                                |              |  |  |  | 4.55                | 5.28        | 7.51                           | 6.54                  |  |
| 52 P                                                 |              |  |  |  | 5.05                | 5.33        | 7.56                           | 6.59                  |  |
|                                                      |              |  |  |  |                     |             |                                |                       |  |
| 84 P                                                 |              |  |  |  | 5.14                | 5.38        | 8.00                           | 7.03                  |  |
| 72 YP                                                |              |  |  |  | 5.18                | 5.42        | 8.02                           | 7.06                  |  |
|                                                      |              |  |  |  | 5.20                | 5.44        | 8.03                           | 7.09                  |  |
| 75 P                                                 |              |  |  |  | 5.21                | 5.45        | 8.04                           | 7.10                  |  |
| DWOODTIPS                                            |              |  |  |  | 5.30PM              | 5.52PM      | 8.08AM                         | 7.17AM                |  |

BLOCK SIGNALS

|      |                          |    |    |
|------|--------------------------|----|----|
| DN-R | SHARON SPRINGS           | YL | PS |
|      | SUNLAND                  |    |    |
| D    | WESKAN                   |    | MO |
|      | OHMUNG                   |    |    |
|      | ARAPAHOE                 |    |    |
|      | SALIS                    |    |    |
| D    | CHEYENNE WELLS           |    | CW |
|      | ASCALON                  |    |    |
|      | FIRST VIEW               |    |    |
|      | ARENA                    |    |    |
| D    | KIT CARSON               |    | KC |
|      | SORRENTO                 |    |    |
|      | WILD HORSE               |    |    |
|      | AROYA                    |    |    |
|      | BOYERO                   |    |    |
|      | CLIFFORD                 |    |    |
| DN-R | HUGO                     | YL | HU |
|      | BAGDAD                   |    |    |
|      | LAKE                     |    |    |
| DN-R | (C. R. I. & P. Crossing) |    |    |
|      | LIMON                    | YL | MN |
|      | LIMON JUNCTION           | YL |    |
|      | RIVER BEND               |    |    |
|      | CEDAR POINT              |    |    |
|      | BUICK                    |    |    |
| D    | AGATE                    |    | AX |
|      | LOWLAND                  |    |    |
| DN   | DEER TRAIL               |    | DX |
|      | PEORIA                   |    |    |
| D    | BYERS                    |    | BY |
| D    | STRASBURG                |    | SR |
| D    | BENNETT                  |    | BT |
|      | MANILA                   |    |    |
|      | WATKINS                  |    |    |
|      | MEBA                     |    |    |
|      | MACHEE                   |    |    |
|      | SABLE                    |    |    |
|      | ROYDALE                  |    |    |
| DN   | SANDOWN JCT.             |    | SW |
|      | SANDOWN                  |    |    |
|      | PULLMAN                  | YL |    |

(208.4)

(8.00)  
34.7(3.17)  
63.5(1.23)  
63.3(3.10)  
62.8..... Thru time  
..... Average speed per hour

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

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

# THIRD SUBDIVISION

# EASTWARD

Time-Table No. 33

September 24, 1961

| STATIONS                        | Mile Post | FIRST CLASS          |                                           |                                | SECOND CLASS |  |  |  |
|---------------------------------|-----------|----------------------|-------------------------------------------|--------------------------------|--------------|--|--|--|
|                                 |           | 18<br>Passenger      | 8<br>C. R. I. & P.<br>Rocket<br>Passenger | 10<br>Streamliner<br>Passenger | 370<br>Mixed |  |  |  |
| DN-R SHARON SPRINGS YL PS       | 429.8     | A 1.25PM             |                                           | A 11.40PM                      | A 3.40AM     |  |  |  |
| 4.0<br>SUNLAND                  | 483.8     | 1.20                 |                                           | 11.34                          | 3.30         |  |  |  |
| 8.0<br>D WESKAN MO              | 441.8     | 1.13                 |                                           | 11.27                          | f 3.15       |  |  |  |
| 6.4<br>OHEMUNG                  | 448.2     | 1.07                 |                                           | 11.22                          | 3.02         |  |  |  |
| 4.9<br>ARAPAHOE                 | 453.1     | 1.03                 |                                           | 11.18                          | f 2.55       |  |  |  |
| 5.1<br>SALIS                    | 458.2     | 12.58                |                                           | 11.14                          | 2.48         |  |  |  |
| 4.8<br>D OHEYENNE WELLS CW      | 463.0     | 12.54                |                                           | 11.10                          | s 2.40       |  |  |  |
| 5.1<br>ASCALON                  | 468.1     | 12.49 <sup>369</sup> |                                           | 11.06                          | 2.28         |  |  |  |
| 6.4<br>FIRST VIEW               | 473.5     | 12.44                |                                           | 11.02                          | f 2.20       |  |  |  |
| 8.8<br>ARENA                    | 482.3     | 12.37                |                                           | 10.55                          | 2.05         |  |  |  |
| 5.4<br>D KIT CARSON KC          | 487.7     | 12.32                |                                           | 10.51                          | s 1.55       |  |  |  |
| 6.3<br>SOBRENTO                 | 494.0     | 12.26                |                                           | 10.46                          | 1.40         |  |  |  |
| 6.4<br>WILD HORSE               | 500.4     | 12.21                |                                           | 10.41                          | f 1.30       |  |  |  |
| 7.2<br>ABOYA                    | 507.6     | 12.15                |                                           | 10.35                          | f 1.19       |  |  |  |
| 10.4<br>BOYERO                  | 518.0     | 12.06PM              |                                           | 10.27                          | f 1.05       |  |  |  |
| 8.3<br>CLIFFORD                 | 526.3     | 11.59AM              |                                           | 10.20                          | f 12.52      |  |  |  |
| 9.2<br>DN-R HUGO YL HU          | 535.5     | 11.50                |                                           | 10.11                          | 12.40        |  |  |  |
| 8.2<br>BAGDAD                   | 541.7     | 11.48                |                                           | 10.10                          | 12.10AM      |  |  |  |
| 6.2<br>LAKE                     | 547.9     | 11.41                |                                           | 10.01                          | 11.55PM      |  |  |  |
| 2.6<br>(C. R. I. & P. Crossing) |           | 11.35                |                                           | 9.55                           | 11.45        |  |  |  |
| DN-R LIMON YL MN                | 550.5     | s 11.30              |                                           | s 9.50                         | s 11.40      |  |  |  |
| 0.1<br>LIMON JUNCTION YL        | 550.6     |                      | A 1.24PM                                  |                                |              |  |  |  |
| 6.1<br>RIVER BEND               | 556.6     | 11.24                | 1.18                                      | 9.44                           | f 11.25      |  |  |  |
| 6.6<br>CEDAR POINT              | 563.2     | 11.17                | 1.13                                      | 9.38                           | f 11.15      |  |  |  |
| 8.9<br>BUICK                    | 567.1     | 11.13                | 1.10                                      | 9.34                           | f 11.07      |  |  |  |
| 8.1<br>D AGATE AX               | 572.2     | 11.08                | 1.06                                      | 9.29                           | f 10.58      |  |  |  |
| 6.9<br>LOWLAND                  | 578.1     | 11.02                | 1.01                                      | 9.24                           | 10.48        |  |  |  |
| 6.1<br>DN DEER TRAIL DX         | 584.2     | 10.56                | 12.56                                     | 9.18                           | s 10.40      |  |  |  |
| 5.9<br>PEORIA                   | 590.1     | 10.50                | 12.51                                     | 9.13                           | 10.32        |  |  |  |
| 6.5<br>D BYERS BY               | 596.6     | 10.44                | 12.46                                     | 9.07                           | f 10.22      |  |  |  |
| 5.9<br>D STRASBURG SR           | 602.3     | 10.38                | 12.41                                     | 9.02                           | f 10.12      |  |  |  |
| 6.4<br>D BENNETT BT             | 608.9     | 10.32                | 12.36                                     | 8.57                           | f 10.01      |  |  |  |
| 4.8<br>MANILA                   | 613.7     | 10.28                | 12.32                                     | 8.53                           | 9.52         |  |  |  |
| 4.7<br>WATKINS                  | 618.4     | 10.24                | 12.28                                     | 8.49                           | f 9.45       |  |  |  |
| 6.6<br>MESA                     | 625.0     | 10.18                | 12.22                                     | 8.43                           | 9.35         |  |  |  |
| 8.1<br>MAGEE                    | 628.1     |                      |                                           |                                |              |  |  |  |
| 2.4<br>SABLE                    | 630.5     | 10.13                | 12.16                                     | 8.37                           | 9.25         |  |  |  |
| 2.7<br>ROYDALE                  | 633.2     | 10.09                | 12.13                                     | 8.33                           | 9.19         |  |  |  |
| 0.8<br>DN SANDOWN JCT. SW       | 634.0     | 10.08                | 12.12                                     | 8.32                           | 9.16         |  |  |  |
| 0.8<br>SANDOWN                  | 634.3     | 10.07                | 12.11                                     | 8.31                           | 9.15         |  |  |  |
| 3.9<br>PULLMAN YL               | 638.2     | 10.00AM              | 12.06PM                                   | 8.25PM                         | 9.01PM       |  |  |  |
| (208.4)                         |           | Daily                | Daily                                     | Daily                          | Daily        |  |  |  |

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

(3.25)  
61.0

(1.18)  
67.4

(3.15)  
64.1

(6.39)  
31.3

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.



## FOURTH SUBDIVISION

## EASTWARD

Time-Table No. 33

September 24, 1961

## SECOND CLASS

218

Local  
Freight

## STATIONS

|      |                      |    |
|------|----------------------|----|
|      | MENOKEN              |    |
|      | 7.9                  |    |
|      | GROVE                |    |
|      | 7.6                  |    |
|      | DELIA                |    |
|      | 8.7                  |    |
| D    | EMMETT               | GC |
|      | 5.4                  |    |
|      | AIKINS               |    |
|      | 9.6                  |    |
| D    | ONAGA                | GA |
|      | 8.9                  |    |
|      | NOLAN                |    |
|      | 3.2                  |    |
|      | LILLIS               |    |
|      | 4.8                  |    |
|      | SULLIVAN             |    |
|      | 4.3                  |    |
|      | M. P. CROSSING       |    |
|      | 0.2                  |    |
| D    | FRANKFORT            | FN |
|      | 5.5                  |    |
|      | WINIFRED             |    |
|      | 5.9                  |    |
|      | UPLAND               |    |
|      | 5.5                  |    |
| DN-R | MARYSVILLE YL        | MS |
|      | 5.1                  |    |
| D    | HERKIMER             | KI |
|      | 4.2                  |    |
|      | BREMEN               |    |
|      | 5.5                  |    |
|      | C. B. & Q. CROSS.    |    |
|      | 0.1                  |    |
| D    | HANOVER              | HA |
|      | 9.2                  |    |
|      | HOLLENBERG           |    |
|      | 4.4                  |    |
|      | STEELE CITY          |    |
|      | 2.6                  |    |
|      | RUDY                 |    |
|      | 2.8                  |    |
|      | C. B. & Q. CROSS.    |    |
|      | 0.0                  |    |
|      | ENDICOTT             |    |
|      | 5.6                  |    |
|      | C. R. I. & P. CROSS. |    |
|      | 0.4                  |    |
| D    | FAIRBURY             | Q  |
|      | 1.3                  |    |
|      | C. R. I. & P. CROSS. |    |
|      | 4.7                  |    |
|      | HEDRIX               |    |
|      | 8.4                  |    |
| D    | ALEXANDRIA           | A  |
|      | 9.1                  |    |
| D    | BELVIDERE            | VI |
|      | 0.4                  |    |
|      | C. B. & Q. CROSS.    |    |
|      | 7.0                  |    |
| D    | CARLETON             | C  |
|      | 7.2                  |    |
|      | C. & N. W. CROSS.    |    |
|      | 0.0                  |    |
| D    | DAVENPORT            | DO |
|      | 9.3                  |    |
|      | C. B. & Q. CROSS.    |    |
|      | 0.2                  |    |
| D    | EDGAR                | SG |
|      | 8.3                  |    |
| D    | FAIRFIELD            | FD |
|      | 9.3                  |    |
| D    | GLENVIL              | GV |
|      | 3.6                  |    |
|      | LEVEL                |    |
|      | 4.6                  |    |
|      | M. P. CROSSING       |    |
|      | 0.8                  |    |
|      | C. B. & Q. CROSS.    |    |
|      | 0.2                  |    |
| DN-R | HASTINGS YL          | AN |
|      | 12.9                 |    |
| D    | DONIPHAN             | DV |
|      | 9.3                  |    |
|      | BELT LINE CROSS.     |    |
|      | 2.2                  |    |
| DN-R | GRAND ISLAND YL      | GE |
|      | (213.9)              |    |

A 3.25PM

3.05PM

Daily

Thru time..... (0.20)  
 Average speed per hour..... 16.5

Between Hastings and Grand Island, 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 23.

## WESTWARD

## ST. JOSEPH BRANCH

## EASTWARD

| Car capacity of sidings, etc. See Rule 8(A), Page 23. | SECOND CLASS |  |                         | Time-Table No. 33<br>September 24, 1961 | STATIONS            | Mile Post | SECOND CLASS            |  |  |
|-------------------------------------------------------|--------------|--|-------------------------|-----------------------------------------|---------------------|-----------|-------------------------|--|--|
|                                                       |              |  | 217<br>Local<br>Freight |                                         |                     |           | 218<br>Local<br>Freight |  |  |
|                                                       |              |  | Daily                   |                                         |                     |           |                         |  |  |
| Y                                                     |              |  |                         |                                         | ST. JOSEPH YL       | 0.0       |                         |  |  |
| WTTP                                                  |              |  | 6.35PM                  | DN-R                                    | TERMINAL YARD YL MK |           | A 11.00PM               |  |  |
| 16 P                                                  |              |  | 7.10                    | DN-R                                    | TROY YL RO          | 13.9      | 10.10                   |  |  |
| 42 P                                                  |              |  | 7.35                    |                                         | SEVERANCE           | 24.8      | 9.20                    |  |  |
| 34                                                    |              |  | 7.43                    |                                         | LEONA               | 28.9      | 9.05                    |  |  |
| 31 P                                                  |              |  | 7.53                    | D                                       | ROBINSON HR         | 34.2      | 8.55                    |  |  |
| AI                                                    |              |  |                         |                                         | M. P. CROSSING      | 42.2      |                         |  |  |
| 40 PY                                                 |              |  | 8.30 <sup>218</sup>     | DN                                      | HIAWATHA YL H       | 42.7      | 8.30 <sup>217</sup>     |  |  |
| 16                                                    |              |  | 8.43                    |                                         | HAMLIN              | 50.2      | 7.30                    |  |  |
| 27 P                                                  |              |  | 8.52                    | D                                       | MORRILL WB          | 54.1      | 7.20                    |  |  |
| 35 P                                                  |              |  | 9.10                    | D                                       | SABETHA S           | 60.7      | 7.00                    |  |  |
| 29                                                    |              |  | 9.30                    |                                         | ONEIDA              | 68.8      | 6.00                    |  |  |
| 30 P                                                  |              |  | 9.50                    | D                                       | SENECA SN           | 77.5      | 5.40                    |  |  |
| 28                                                    |              |  | 10.05                   |                                         | BAILEYVILLE         | 84.2      | 4.50                    |  |  |
| 45 P                                                  |              |  | 10.15                   | D                                       | AXTELL FR           | 89.2      | 4.30                    |  |  |
| 10                                                    |              |  | 10.27                   |                                         | SUMMIT              | 94.4      | 4.05                    |  |  |
| 37 P                                                  |              |  | 10.39                   | D                                       | BEATTIE B           | 99.3      | 3.55                    |  |  |
| P                                                     |              |  | 10.53                   | D                                       | HOME HO             | 105.2     | 3.35                    |  |  |
| P                                                     |              |  | A 11.00PM               |                                         | UPLAND              | 107.8     | 3.25PM                  |  |  |
|                                                       |              |  |                         |                                         | (107.8)             |           | Daily                   |  |  |

(4.25) ..... Thru time.....  
24.4 ..... Average speed per hour.....

(7.85)  
14.2

Time shown at St. Joseph and Troy is for information only. Trains are governed by C.R.I.&P. Time-Table and Rules while using their tracks between Troy and St. Joseph.

## WESTWARD U. S. HOSPITAL BRANCH EASTWARD

|                                                       |  |                                         |            |  |
|-------------------------------------------------------|--|-----------------------------------------|------------|--|
| Car capacity of sidings, etc. See Rule 8(A), Page 23. |  | Time-Table No. 33<br>September 24, 1961 | Mile Post  |  |
|                                                       |  | STATIONS                                |            |  |
| 84 P                                                  |  | SABLE<br>1.6<br>BUNELL                  | 0.0<br>1.6 |  |
|                                                       |  | (1.6)                                   |            |  |

## WESTWARD LEAVENWORTH BRANCH EASTWARD

|                                                       |                    |                    |                       |      |                  |               |
|-------------------------------------------------------|--------------------|--------------------|-----------------------|------|------------------|---------------|
| Car capacity of sidings, etc. See Rule 8(A), Page 23. | SECOND CLASS       | Time-Table No. 33  |                       |      | Mile Post        | SECOND CLASS  |
|                                                       | 171                | September 24, 1961 |                       |      |                  | 172           |
|                                                       | Local Freight      |                    |                       |      |                  | Local Freight |
|                                                       | Tues., Thur., Sat. | STATIONS           |                       |      |                  |               |
|                                                       |                    |                    |                       |      |                  |               |
| W                                                     | 4.30AM             | DN-R               | LEAVENWORTH YL RH     | 0.0  | A 1.15PM         |               |
| 73                                                    | f 4.38             |                    | 4.0 COCHRANE          | 4.0  | f 12.55          |               |
|                                                       |                    |                    | 0.2 ALFA              | 4.2  |                  |               |
|                                                       | f 4.42             |                    | 1.2 LANSING           | 8.4  | f 12.50          |               |
|                                                       | f 4.52             |                    | 6.1 FAIRMOUNT         | 10.5 | f 12.36          |               |
| 10                                                    | S 5.25             | D                  | 10.7 TONGANOXIE NX    | 21.2 | S 12.10PM        |               |
| 13                                                    | f 5.50             |                    | 10.8 REX              | 31.5 | f 11.40AM        |               |
| 24 P                                                  | f 5.53             |                    | 1.6 BISMARCK GROVE YL | 38.0 | f 11.35          |               |
| CS106 TEP                                             | A 6.00AM           | DN-R               | 1.8 LAWRENCE YL DA    | 34.3 | 11.30AM          |               |
|                                                       |                    |                    | (34.3)                |      | Mon., Wed., Fri. |               |

(1.30) ..... Thru time.....  
22.8 ..... Average speed per hour.....

(1.45)  
19.6

Westward trains are superior to trains of the same class in the opposite direction, except that No. 172 is superior to No. 171.—See Rule 72.  
The time shown at Cochrane and Leavenworth is for information only. Trains are governed by Missouri Pacific Time-Table and Rules while using their tracks between Cochrane and Leavenworth.  
At Cochrane, eastward, Leavenworth Branch trains will be governed by signal indication of Missouri Pacific color light block signal located 247 feet westward from junction switch.  
At Cochrane, westward, Leavenworth Branch trains will be governed by signal indication of Missouri Pacific color light block signal located near junction switch.

## WESTWARD

## MANHATTAN BRANCH

## EASTWARD

Car capacity of  
sidings etc. See  
Rule 6(A), Page  
23.

## SECOND CLASS

471  
Time Freight  
Daily

## Time-Table No. 33

September 24, 1961

## STATIONS

Mile Post

## SECOND CLASS

472  
Time Freight(1.45)  
21.4..... Thru time.....  
..... Average speed per hour.....(1.30)  
24.9

## WESTWARD

## McPHERSON BRANCH

## EASTWARD

Car capacity of  
sidings etc. See  
Rule 6(A), Page  
23.

## SECOND CLASS

181  
Local Freight  
Daily Except  
Sunday

## Time-Table No. 33

September 24, 1961

## STATIONS

Mile Post

## SECOND CLASS

182  
Local Freight(2.30)  
14.1..... Thru time.....  
..... Average speed per hour.....(2.30)  
14.1

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 23.

## WESTWARD

## JUNCTION CITY BRANCH

## EASTWARD

| Car capacity of<br>sidings, etc. See<br>Rule 6(A), Page<br>22. | SECOND CLASS |  |  |                                          | Time-Table No. 33  |                           |      | Mile Post | SECOND CLASS        |  |  |  |
|----------------------------------------------------------------|--------------|--|--|------------------------------------------|--------------------|---------------------------|------|-----------|---------------------|--|--|--|
|                                                                |              |  |  | 175<br>Local Frt.<br>Mon., Wed.,<br>Fri. | September 24, 1961 |                           |      |           | 176<br>Local Frt.   |  |  |  |
| WTED                                                           |              |  |  | 5.00AM                                   | STATIONS           |                           |      |           |                     |  |  |  |
| 23                                                             |              |  |  | f 5.20                                   | DN-R               | JUNCTION CITY YL JN       | 0.0  | A 5.00PM  |                     |  |  |  |
| 42                                                             |              |  |  | s 5.40                                   |                    | 8.1<br>ALIDA              | 8.1  | f 4.40    |                     |  |  |  |
| 17                                                             |              |  |  | s 6.00                                   | D                  | 8.5<br>MILFORD MR         | 18.6 | s 4.25    |                     |  |  |  |
| 15                                                             |              |  |  | f 6.22                                   | D                  | 6.8<br>WAKEFIELD WF       | 19.4 | s 4.10    |                     |  |  |  |
| 30                                                             |              |  |  | s 7.45                                   |                    | 8.8<br>BROUGHTON          | 27.9 | f 3.47    |                     |  |  |  |
| 4                                                              |              |  |  |                                          | D                  | 6.5<br>CLAY CENTER CA     | 33.4 | s 3.30    |                     |  |  |  |
| 14                                                             |              |  |  | f 8.05                                   |                    | 0.8<br>DEHYD              | 34.2 |           |                     |  |  |  |
| 9                                                              |              |  |  | f 8.15                                   |                    | 6.9<br>IDANA              | 41.1 | f 2.25    |                     |  |  |  |
| 15 Y                                                           |              |  |  | s 9.35                                   |                    | 4.9<br>BROWDALE           | 46.0 | f 2.12    |                     |  |  |  |
|                                                                |              |  |  | 9.37                                     | D-R                | 6.8<br>MILTONVALE MV      | 51.9 | s 2.00    |                     |  |  |  |
|                                                                |              |  |  | 10.42                                    |                    | 0.2<br>M. V. JUNCTION YL  | 52.1 | 1.42      |                     |  |  |  |
| Y                                                              |              |  |  | A 10.45AM                                |                    | 20.0<br>C. O. JUNCTION YL | 72.1 | 1.02      |                     |  |  |  |
|                                                                |              |  |  |                                          | D-R                | 0.4<br>CONCORDIA YL ND    | 72.5 | 1.00PM    |                     |  |  |  |
|                                                                |              |  |  |                                          | (72.5)             |                           |      |           | Mon., Wed.,<br>Fri. |  |  |  |

(5.45)  
12.3..... Thru time.....  
..... Average speed per hour.....(4.00)  
18.0

The time shown at M. V. Junction and C. O. Junction is for information only.

Trains are governed by A. T. &amp; S. F. Time-Table and Rules while using their tracks between M. V. Junction and C. O. Junction.

## WESTWARD

## SOLOMON BRANCH

## EASTWARD

|                                                                 |  |  |  |  |                    |                        |       |           |  |  |  |  |  |
|-----------------------------------------------------------------|--|--|--|--|--------------------|------------------------|-------|-----------|--|--|--|--|--|
| Car capacity of<br>sidings, etc., see<br>Rule 6(A), Page<br>22. |  |  |  |  | Time-Table No. 33  |                        |       | Mile Post |  |  |  |  |  |
|                                                                 |  |  |  |  | September 24, 1961 |                        |       |           |  |  |  |  |  |
|                                                                 |  |  |  |  | STATIONS           |                        |       |           |  |  |  |  |  |
| 77 Y                                                            |  |  |  |  | D-R                | SOLOMON                | SK    | 0.0       |  |  |  |  |  |
| 40                                                              |  |  |  |  |                    | 6.5                    |       |           |  |  |  |  |  |
| 33                                                              |  |  |  |  | D                  | NILES                  | XN    | 6.8       |  |  |  |  |  |
|                                                                 |  |  |  |  |                    | 2.5                    |       |           |  |  |  |  |  |
| 30                                                              |  |  |  |  |                    | VERDI                  |       | 9.0       |  |  |  |  |  |
|                                                                 |  |  |  |  |                    | 5.7                    |       |           |  |  |  |  |  |
| 55                                                              |  |  |  |  | D                  | BENNINGTON             | BN    | 14.7      |  |  |  |  |  |
|                                                                 |  |  |  |  |                    | 6.2                    |       |           |  |  |  |  |  |
| 18                                                              |  |  |  |  |                    | LINDSEY                |       | 20.9      |  |  |  |  |  |
|                                                                 |  |  |  |  |                    | 2.4                    |       |           |  |  |  |  |  |
| 16                                                              |  |  |  |  | D                  | MINNEAPOLIS            | MI    | 23.3      |  |  |  |  |  |
|                                                                 |  |  |  |  |                    | 0.4                    |       |           |  |  |  |  |  |
|                                                                 |  |  |  |  |                    | A. T. & S. F. CROSSING |       | 28.7      |  |  |  |  |  |
|                                                                 |  |  |  |  |                    | 0.7                    |       |           |  |  |  |  |  |
| 7                                                               |  |  |  |  |                    | ALFMIL                 |       | 24.4      |  |  |  |  |  |
|                                                                 |  |  |  |  |                    | 4.7                    |       |           |  |  |  |  |  |
| 18                                                              |  |  |  |  |                    | SUMNERVILLE            |       | 29.1      |  |  |  |  |  |
|                                                                 |  |  |  |  |                    | 5.6                    |       |           |  |  |  |  |  |
| 33                                                              |  |  |  |  | D                  | DELPHOS                | DF    | 34.7      |  |  |  |  |  |
|                                                                 |  |  |  |  |                    | 6.9                    |       |           |  |  |  |  |  |
| 30                                                              |  |  |  |  | D                  | GLASCO                 | GK    | 41.6      |  |  |  |  |  |
|                                                                 |  |  |  |  |                    | 5.2                    |       |           |  |  |  |  |  |
| 33                                                              |  |  |  |  | D                  | SIMPSON                | BE    | 46.8      |  |  |  |  |  |
|                                                                 |  |  |  |  |                    | 8.0                    |       |           |  |  |  |  |  |
| 25                                                              |  |  |  |  |                    | ASHEVILLE              |       | 49.8      |  |  |  |  |  |
|                                                                 |  |  |  |  |                    | 7.4                    |       |           |  |  |  |  |  |
|                                                                 |  |  |  |  |                    | M. F. CROSSING         |       | 57.2      |  |  |  |  |  |
|                                                                 |  |  |  |  |                    | 0.2                    |       |           |  |  |  |  |  |
| 34 W                                                            |  |  |  |  | D-R                | BELOIT                 | YL BL | 57.4      |  |  |  |  |  |
|                                                                 |  |  |  |  | (57.4)             |                        |       |           |  |  |  |  |  |

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

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

## WESTWARD

## PLAINVILLE BRANCH

## EASTWARD

| Car capacity of<br>sidings, etc. See<br>Rule 6(A), Page<br>23. | SECOND CLASS |                     |                       |                            | Time-Table No. 33<br>September 24, 1961 | Mile Post           | SECOND CLASS          |                  |  |  |  |  |
|----------------------------------------------------------------|--------------|---------------------|-----------------------|----------------------------|-----------------------------------------|---------------------|-----------------------|------------------|--|--|--|--|
|                                                                |              | 185                 | 183                   | STATIONS                   |                                         |                     | 184                   | 186              |  |  |  |  |
|                                                                |              | Local<br>Freight    | Local<br>Freight      |                            |                                         |                     | Local<br>Freight      | Local<br>Freight |  |  |  |  |
|                                                                |              | Mon., Wed.,<br>Fri. | Sun., Tues.,<br>Thur. |                            |                                         |                     |                       |                  |  |  |  |  |
| WT12D                                                          |              |                     | 4.30AM                | DN-R SALINA YL SC A        | 0.0                                     | A 12.35PM           |                       |                  |  |  |  |  |
| 24                                                             |              |                     | f 4.37                | 3.4 TRENTON                | 3.4                                     | f 12.20             |                       |                  |  |  |  |  |
| 28                                                             |              |                     | f 4.43                | 2.6 SHIPTON                | 6.0                                     | f 12.13             |                       |                  |  |  |  |  |
| 13                                                             |              |                     | f 4.50                | 3.0 MARYDEL                | 9.0                                     | f 12.07             |                       |                  |  |  |  |  |
| 20                                                             |              |                     | s 4.57                | 2.5 CULVER CU              | 11.5                                    | f 12.01PM           |                       |                  |  |  |  |  |
| 42                                                             |              |                     | s 5.12                | 7.0 TESCOTT SX             | 18.5                                    | f 11.45AM           |                       |                  |  |  |  |  |
| 49                                                             |              |                     | s 5.24                | 5.3 BEVERLY VY             | 23.8                                    | f 11.32             |                       |                  |  |  |  |  |
| 21                                                             |              |                     | f 5.30                | 2.6 SHADY BEND             | 26.4                                    | f 11.26             |                       |                  |  |  |  |  |
| 21                                                             |              |                     |                       | 6.5 QUARTZITE              | 32.9                                    |                     |                       |                  |  |  |  |  |
|                                                                |              |                     |                       | 0.9 A. T. & S. F. CROSSING | 33.8                                    |                     |                       |                  |  |  |  |  |
| 32                                                             |              |                     | s 5.48                | 0.3 D LINCOLN CENTER NC    | 34.1                                    | f 11.11             |                       |                  |  |  |  |  |
| 53                                                             |              |                     | s 6.03                | 6.6 VESPER                 | 40.7                                    | f 10.58             |                       |                  |  |  |  |  |
| 44                                                             |              |                     | s 6.17                | 6.2 D SYLVAN GROVE YG      | 46.9                                    | f 10.45             |                       |                  |  |  |  |  |
|                                                                |              |                     |                       | 5.5 WOLF CREEK             | 52.4                                    |                     |                       |                  |  |  |  |  |
| 47                                                             |              |                     | s 6.37                | 3.6 D LUCAS QS             | 56.0                                    | f 10.25             |                       |                  |  |  |  |  |
| 39                                                             |              |                     | s 6.57                | 9.4 D LURAY AU             | 65.4                                    | f 10.05             |                       |                  |  |  |  |  |
| 43                                                             |              |                     | s 7.11                | 6.1 D WALDO OW             | 71.5                                    | f 9.50              |                       |                  |  |  |  |  |
| 27                                                             |              |                     | s 7.28                | 7.7 D PARADISE VM          | 79.2                                    | f 9.34              |                       |                  |  |  |  |  |
| 38                                                             |              |                     | s 7.45                | 7.8 D NATOMA NO            | 87.0                                    | f 9.18              |                       |                  |  |  |  |  |
| 28                                                             |              |                     | s 8.03                | 8.1 CODELL                 | 95.1                                    | f 9.02              |                       |                  |  |  |  |  |
|                                                                |              |                     |                       | 8.4 DN-R PLAINVILLE YL VN  | 103.5                                   | 8.45AM A 1.30PM     |                       |                  |  |  |  |  |
| 28 Y                                                           |              | 7.45AM              | A 8.35AM              | 6.9 D ZURICH ZU            | 110.4                                   |                     | s 1.00                |                  |  |  |  |  |
| 37                                                             |              | s 8.16              |                       | 7.4 D PALCO PO             | 117.8                                   |                     | s 12.50               |                  |  |  |  |  |
| 33                                                             |              | s 8.40              |                       | 4.9 DAMAR                  | 122.7                                   |                     | s 12.40               |                  |  |  |  |  |
| 22                                                             |              | s 9.00              |                       | 6.6 D BOGUE BG             | 129.3                                   |                     | s 12.25               |                  |  |  |  |  |
| 23                                                             |              | s 9.15              |                       | 8.7 D HILL CITY CI         | 138.0                                   |                     | s 12.05PM             |                  |  |  |  |  |
| 36 Y                                                           |              | s 10.00             |                       | 6.7 D PENOKKE PK           | 144.7                                   |                     | s 11.42AM             |                  |  |  |  |  |
| 28                                                             |              | s 10.20             |                       | 5.6 D MORLAND MD           | 150.2                                   |                     | s 11.20               |                  |  |  |  |  |
| 26                                                             |              | s 10.40             |                       | 5.2 STUDLEY                | 155.4                                   |                     | s 11.00               |                  |  |  |  |  |
| 27                                                             |              | s 11.00             |                       | 7.1 TASCO                  | 162.5                                   |                     | s 10.40               |                  |  |  |  |  |
| 29                                                             |              | s 11.20             |                       | 7.9 D HOXIE KZ             | 170.4                                   |                     | s 10.10               |                  |  |  |  |  |
| 27                                                             |              | s 11.45AM           |                       | 8.7 SEQUIN                 | 179.1                                   |                     | f 9.00                |                  |  |  |  |  |
| 23                                                             |              | f 12.10PM           |                       | 7.1 D MENLO MZ             | 186.2                                   |                     | s 8.35                |                  |  |  |  |  |
| 30                                                             |              | s 12.35             |                       | 7.3 HALFORD                | 194.0                                   |                     | f 8.10                |                  |  |  |  |  |
| 28                                                             |              | f 1.00              |                       | 9.5 D COLBY CB             | 203.5                                   |                     | s 7.40                |                  |  |  |  |  |
| 26 PY                                                          |              | s 1.42              |                       | 5.4 ALTAIR                 | 208.9                                   |                     | f 7.00                |                  |  |  |  |  |
| 30                                                             |              | f 2.02              |                       | 3.6 MINGO                  | 212.5                                   |                     | f 6.50                |                  |  |  |  |  |
| 15                                                             |              | f 2.10              |                       | 5.6 SPOCA                  | 218.0                                   |                     | f 6.30                |                  |  |  |  |  |
| 30                                                             |              | f 2.25              |                       | 6.7 DN-R OAKLEY YL OQ      | 224.7                                   |                     | 6.15AM                |                  |  |  |  |  |
| DPWT                                                           |              | A 2.45PM            |                       |                            |                                         |                     |                       |                  |  |  |  |  |
|                                                                |              |                     |                       | (224.7)                    |                                         | Mon., Wed.,<br>Fri. | Tues., Thur.,<br>Sat. |                  |  |  |  |  |

(7.00)  
17.3(4.05)  
25.3..... Thru time.....  
..... Average speed per hour.....(3.60)  
27.0(7.15)  
16.7

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 "Str."** —Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.

**Designation "Psgr."**—Train with diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

**Designation "Frt."** —Train with freight cars; train with caboose only; locomotive without cars.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

**GENERAL**

| Location                                                                                                                                                                                                           | Miles Per Hour |       |      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-------|------|
|                                                                                                                                                                                                                    | Str.           | Psgr. | Frt. |
| Maximum speed.                                                                                                                                                                                                     | 79             | 79    | 50   |
| Moving against the normal current of traffic on a main track, unless otherwise specified by train order.                                                                                                           | 30             | 30    | 30   |
| When caboose is handled in train consisting of passenger train equipment.                                                                                                                                          |                | 60    |      |
| When using No. 14 turnouts.                                                                                                                                                                                        | 25             | 25    | 20   |
| When using other cross-overs or turnouts.                                                                                                                                                                          | 15             | 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    | 20   |
| Within yard limits protected by continuous block signal system.                                                                                                                                                    | 60             | 50    | 25   |
| Within yard limits not protected by continuous block signal system.                                                                                                                                                | 50             | 40    | 25   |
| Diesel road freight and road-switch locomotives.                                                                                                                                                                   | 65             | 65    |      |
| Gas turbine locomotives.                                                                                                                                                                                           | 65             | 65    |      |
| Diesel yard-switch locomotives in road service: 1000-1100 class;                                                                                                                                                   | 35             | 35    | 35   |
| 1800 class.                                                                                                                                                                                                        | 50             | 50    | 50   |
| When leading unit at front of train is gas turbine or car body type unit backing up.                                                                                                                               | 30             | 30    | 30   |
| Multiple unit engine when controlled from other than leading unit.                                                                                                                                                 | 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.                                                                                                                                                                    |                |       | 30   |
| When 50% or more of tonnage is grain.                                                                                                                                                                              |                |       | 35   |
| Train handling wrecking derricks:                                                                                                                                                                                  |                |       | 40   |
| Derricks with 6-wheel trucks.                                                                                                                                                                                      |                |       | 35   |
| Derricks with 4-wheel trucks.                                                                                                                                                                                      |                |       | 20   |
| 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.) |                |       |      |
| Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks):                                                                                           |                |       | 30   |
| On main line.                                                                                                                                                                                                      |                |       | 20   |
| On branch lines.                                                                                                                                                                                                   |                |       |      |
| <b>Note</b> —Wedge snow plows 05-06-07-08 must not be operated on branches as follows:                                                                                                                             |                |       |      |
| St. Joseph Branch between Elwood and Troy;                                                                                                                                                                         |                |       |      |
| Junction City Branch;                                                                                                                                                                                              |                |       |      |
| Solomon Branch beyond MP 23;                                                                                                                                                                                       |                |       |      |
| McPherson Branch beyond MP 21;                                                                                                                                                                                     |                |       |      |
| Plainville Branch between Colby and Plainville.                                                                                                                                                                    |                |       |      |

**GENERAL**

| Location                                                                                                                                                  | Miles Per Hour |                  |      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|------------------|------|
|                                                                                                                                                           | Str.           | Psgr.            | Frt. |
| Trains handling UP ore cars 8000 to 8499 loaded or empty.                                                                                                 |                |                  | 45   |
| 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:                                                                                                               |                |                  | 35   |
| Yard-switch units of any type;                                                                                                                            |                |                  | 45   |
| Foreign line, government, export or commercial diesel units other than yard-switch type;                                                                  |                |                  | 45   |
| Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.                                                                                 |                |                  |      |
| On wye tracks, except those portions used as main track.                                                                                                  | 5              | 5                | 5    |
| On inside tracks at stations indicated below, account rail weighing 60 pounds or less.                                                                    | 5              | 5                | 5    |
| <b>FIRST SUBDIVISION:</b>                                                                                                                                 |                |                  |      |
| Fort Riley                                                                                                                                                |                | —House           |      |
| <b>SECOND SUBDIVISION:</b>                                                                                                                                |                |                  |      |
| Ellsworth                                                                                                                                                 |                | —South Elevator  |      |
| Wilson                                                                                                                                                    |                | —Mill Spur       |      |
| Bunker Hill                                                                                                                                               |                | —House           |      |
| <b>LEAVENWORTH BRANCH:</b>                                                                                                                                |                |                  |      |
| Leavenworth                                                                                                                                               |                | —Barker Ramp     |      |
|                                                                                                                                                           |                | Old Roundhouse   |      |
| <b>SOLOMON BRANCH:</b>                                                                                                                                    |                |                  |      |
| Verdi                                                                                                                                                     |                | —Industry        |      |
| Bennington                                                                                                                                                |                | —Industry        |      |
| Minneapolis                                                                                                                                               |                | —Siding          |      |
|                                                                                                                                                           |                | AT&SF Connection |      |
|                                                                                                                                                           |                | Spur             |      |
| Sumnerville                                                                                                                                               |                | —Industry        |      |
| Delphos                                                                                                                                                   |                | —East Mill       |      |
|                                                                                                                                                           |                | Siding           |      |
|                                                                                                                                                           |                | Industry         |      |
|                                                                                                                                                           |                | Spur             |      |
| Glasco                                                                                                                                                    |                | —Elevator        |      |
| Simpson                                                                                                                                                   |                | —Industry        |      |
| Asherville                                                                                                                                                |                | —Industry        |      |
| <b>PLAINVILLE BRANCH:</b>                                                                                                                                 |                |                  |      |
| All Stations                                                                                                                                              |                |                  |      |
| except Hoxie                                                                                                                                              |                | —All Sidings     |      |
| <b>McPHERSON BRANCH:</b>                                                                                                                                  |                |                  |      |
| Mentor                                                                                                                                                    |                | —All Sidings     |      |
| Assaria                                                                                                                                                   |                | —All Sidings     |      |
| Bridgeport                                                                                                                                                |                | —All Sidings     |      |
| Lindsborg                                                                                                                                                 |                | —Business        |      |
|                                                                                                                                                           |                | Farmer's Union   |      |
|                                                                                                                                                           |                | Anderson Spur    |      |
|                                                                                                                                                           |                | East Mill        |      |
|                                                                                                                                                           |                | West Mill        |      |
|                                                                                                                                                           |                | Siding           |      |
| Johnston                                                                                                                                                  |                | —Siding          |      |
| Ililton                                                                                                                                                   |                | —Siding          |      |
| McPherson                                                                                                                                                 |                | —Junk Yard       |      |
|                                                                                                                                                           |                | Business         |      |
|                                                                                                                                                           |                | Stock            |      |
| <b>JUNCTION CITY BRANCH:</b>                                                                                                                              |                |                  |      |
| Miltonvale                                                                                                                                                |                | —Coal Spur       |      |

# FIRST SUBDIVISION

| Location                                                     | Miles Per Hour |       |     | Location                                               | Miles Per Hour |       |     |
|--------------------------------------------------------------|----------------|-------|-----|--------------------------------------------------------|----------------|-------|-----|
|                                                              | Str.           | Psgr. | Fr. |                                                        | Str.           | Psgr. | Fr. |
| Maximum speed.                                               | 79             | 79    | 50  | Between Mile Posts—<br><b>Belvue</b><br>99.7 and 99.8. | 70             | 60    | 45  |
| Between Mile Posts—<br><b>Terminal Jct.</b> , 3.28 and 3.30. | 30             | 30    | 25  | 104.6 and 105.0.                                       | 35             | 35    | 35  |
| <b>Muncie</b><br>13.2 and 13.4.                              | 75             | 65    | 50  | <b>Wamego</b><br>105.4 and 107.0.                      | 70             | 60    | 45  |
| 16.3 and 17.2.                                               | 70             | 60    | 50  | <b>St. George</b><br>117.8 and 118.2.                  | 70             | 60    | 45  |
| <b>Bonner Springs</b><br>17.9 and 18.0.                      | 30             | 30    | 30  | 119.1 and 119.4.                                       | 30             | 30    | 25  |
| 20.2 and 20.4.                                               | 75             | 65    | 50  | <b>Manhattan</b><br>121.9 and 122.0.                   | 70             | 60    | 45  |
| <b>Loring</b><br>21.4 and 21.8.                              | 75             | 65    | 50  | 123.1 and 123.5.                                       | 40             | 35    | 25  |
| 23.6 and 23.9.                                               | 75             | 65    | 50  | 124.7 and 125.3.                                       | 60             | 50    | 40  |
| 25.3 and 25.5.                                               | 75             | 65    | 50  | <b>Eureka Lake</b><br>129.2 and 129.3.                 | 70             | 60    | 45  |
| 27.5 and 27.7.                                               | 75             | 65    | 50  | <b>East Funston</b><br>132.5 and 132.7.                | 70             | 60    | 45  |
| <b>Linwood</b><br>30.8 and 30.9.                             | 75             | 65    | 50  | 133.7 and 137.1.                                       | 50             | 40    | 25  |
| 33.1 and 33.4.                                               | 75             | 65    | 50  | <b>Junction City</b><br>141.0 and 141.4.               | 70             | 60    | 45  |
| 36.5 and 36.9.                                               | 60             | 50    | 40  | 143.6 and 145.2.                                       | 40             | 35    | 25  |
| <b>Lawrence</b> , within city limits.                        | 30             | 30    | 25  | <b>Kansas Falls</b><br>148.7 and 148.9.                | 70             | 60    | 45  |
| 39.5 and 39.9.                                               | 30             | 30    | 25  | 150.0 and 150.2.                                       | 70             | 60    | 45  |
| 42.4 and 43.0.                                               | 70             | 60    | 50  | <b>Chapman</b> , within city limits.                   | 40             | 40    | 40  |
| <b>Grantville</b><br>65.7 and 66.2.                          | 75             | 65    | 50  | <b>Ablene</b> , between Oplena and Elm Streets.        | 30             | 30    | 25  |
| 67.5 and 67.9.                                               | 30             | 30    | 25  | <b>Ablene</b> , over A. T. & S. F. Crossing.           | 30             | 30    | 25  |
| <b>Topeka</b> , over Quincy Street and Kansas Avenue.        | 12             | 12    | 12  | 165.9 and 166.1.                                       | 70             | 60    | 45  |
| 68.0 and 69.4.                                               | 20             | 20    | 20  | 167.9 and 168.3.                                       | 50             | 45    | 35  |
| <b>Rossville</b> , within city limits.                       | 45             | 45    | 45  | <b>Sand Spring</b><br>169.3 and 169.5.                 | 70             | 60    | 45  |
| <b>St. Marys</b> , within city limits.                       | 25             | 25    | 25  | <b>Solomon</b><br>173.3 and 173.5.                     | 50             | 40    | 25  |
| 94.7 and 95.0.                                               | 70             | 60    | 45  | <b>Now Cambria</b><br>181.2 and 181.3.                 | 70             | 60    | 45  |

## SECOND SUBDIVISION

|                                                                         |          |          |          |                                         |    |    |    |
|-------------------------------------------------------------------------|----------|----------|----------|-----------------------------------------|----|----|----|
| Maximum speed between<br>Salina and Ellis.<br>Ellis and Sharon Springs. | 79<br>79 | 79<br>75 | 50<br>50 | Between Mile Posts—<br>203.9 and 208.0. | 70 | 60 | 45 |
| Between Mile Posts—<br><b>Salina</b> , over A. T. & S. F. Crossing.     | 30       | 30       | 25       | <b>Terra Cotta</b><br>208.4 and 209.4.  | 60 | 50 | 40 |
| 190.7 and 190.8.                                                        | 70       | 60       | 45       | 210.0 and 211.1.                        | 40 | 35 | 25 |
| <b>Bavaria</b><br>198.4 and 198.7.                                      | 70       | 60       | 45       | <b>Carnelio</b><br>211.3 and 212.8.     | 50 | 40 | 25 |
| <b>Brookville</b><br>201.7 and 202.2.                                   | 70       | 60       | 45       | 213.1 and 215.3.                        | 40 | 35 | 25 |
|                                                                         |          |          |          | 215.5 and 216.1.                        | 50 | 40 | 25 |

# **SECOND SUBDIVISION (Continued)**

| Location                                                    | Miles Per Hour |       |     | Location                                                                             | Miles Per Hour |       |     |
|-------------------------------------------------------------|----------------|-------|-----|--------------------------------------------------------------------------------------|----------------|-------|-----|
|                                                             | Str.           | Psgr. | Fr. |                                                                                      | Str.           | Psgr. | Fr. |
| Between Mile Posts—<br><b>Kanopolis</b><br>221.9 and 222.4. | 40             | 35    | 25  | Between Mile Posts—<br><b>Yocemento</b><br>296.5 and 296.9.                          | 70             | 60    | 45  |
| <b>Ellsworth</b> , over St. L. & S. F. Crossing.            | 20             | 20    | 20  | 297.5 and 297.7.                                                                     | 70             | 60    | 45  |
| 224.6 and 225.0.                                            | 60             | 50    | 40  | <b>Ellis</b> , 304.3 and 307.0.                                                      | 55             | 55    | 40  |
| 225.6 and 225.8.                                            | 70             | 60    | 45  | <b>Riga</b><br>311.4 and 311.8.                                                      | 70             | 60    | 45  |
| 228.4 and 228.7.                                            | 70             | 60    | 45  | <b>Wakeeney</b><br>Between first crossing west and second crossing<br>east of depot. | 40             | 40    | 25  |
| 230.6 and 230.9.                                            | 60             | 50    | 40  | 323.3 and 324.0.                                                                     | 55             | 45    | 35  |
| <b>Black Wolf</b><br>231.7 and 233.0.                       | 50             | 40    | 30  | <b>Voda</b><br>330.2 and 330.6.                                                      | 70             | 60    | 45  |
| 235.0 and 236.2.                                            | 50             | 40    | 30  | 331.7 and 332.1.                                                                     | 60             | 50    | 40  |
| 238.4 and 239.5.                                            | 70             | 60    | 45  | 335.0 and 335.4.                                                                     | 60             | 50    | 40  |
| <b>Wilson</b> , No. 18 within city limits.                  |                | 40    |     | <b>Collyer</b><br>336.6 and 337.0.                                                   | 55             | 45    | 35  |
| <b>Wilson</b> , within city limits.                         |                |       | 45  | <b>Oakley</b><br>383.4 and 384.3.                                                    | 70             | 60    | 45  |
| 242.3 and 242.7.                                            | 70             | 60    | 45  | <b>Winona</b><br>401.3 and 401.8.                                                    | 70             | 60    | 45  |
| <b>Dorrance</b><br>249.5 and 250.0.                         | 60             | 50    | 40  | 405.5 and 405.8.                                                                     | 60             | 50    | 40  |
| <b>Bunker Hill</b><br>256.4 and 256.9.                      | 70             | 60    | 45  | <b>McAllaster</b><br>419.6 and 420.5.                                                | 70             | 60    | 45  |
| <b>Balta</b><br>270.1 and 270.4.                            | 70             | 60    | 45  | <b>Wallace</b><br>424.9 and 425.0.                                                   | 70             | 60    | 45  |
| <b>Vietoria</b> , within city limits.                       | 50             | 50    | 40  |                                                                                      |                |       |     |
| <b>Haye</b> , within city limits.                           | 35             | 35    | 35  |                                                                                      |                |       |     |

# **THIRD SUBDIVISION**

|                                                           |    |    |    |                                                              |    |    |    |
|-----------------------------------------------------------|----|----|----|--------------------------------------------------------------|----|----|----|
| <b>Maximum speed.</b>                                     | 79 | 75 | 50 | Between Mile Posts—<br><b>River Bend</b><br>558.8 and 559.3. | 55 | 45 | 35 |
| Between Mile Posts—<br><b>Chemung</b><br>450.8 and 451.1. | 70 | 60 | 45 | 561.3 and 562.0.                                             | 70 | 60 | 45 |
| <b>Arapahoe</b><br>454.5 and 454.6.                       | 70 | 60 | 45 | 562.9 and 567.2.                                             | 60 | 50 | 40 |
| <b>Cheyenne Wells</b> , within city limits.               | 50 | 50 | 50 | <b>Dear Trail</b><br>587.2 and 589.8                         | 60 | 50 | 40 |
| <b>Aroya</b><br>512.4 and 512.7.                          | 70 | 60 | 45 | <b>Byers</b><br>598.9 and 601.5.                             | 70 | 60 | 45 |
| <b>Bagdad</b><br>543.9 and 544.9.                         | 70 | 60 | 45 | <b>Strasburg</b><br>605.2 and 607.0.                         | 70 | 60 | 45 |
| 546.2 and 546.6.                                          | 70 | 60 | 45 | <b>Watkins</b><br>619.3 and 620.5.                           | 70 | 60 | 45 |
|                                                           |    |    |    | <b>Denver</b> , over grade crossings within city limits.     | 35 | 35 | 25 |

# FOURTH SUBDIVISION

| Location                                                                                    | Miles Per Hour |      | Location                                                                    | Miles Per Hour |      |
|---------------------------------------------------------------------------------------------|----------------|------|-----------------------------------------------------------------------------|----------------|------|
|                                                                                             | Pasgr.         | Frt. |                                                                             | Pasgr.         | Frt. |
| Maximum speed.                                                                              | 55             | 50   | Between Mile Posts—<br>Hanover<br>Within city limits.                       | 25             | 25   |
| Light engines.                                                                              |                | 35   | 134.1 and 134.9.                                                            | 50             | 50   |
| Between Mile Posts—<br>Menoken<br>4.1 and 4.3.                                              | 50             | 50   | 135.0 and 135.2.                                                            | 45             | 45   |
| 6.0 and 6.2.                                                                                | 50             | 50   | 136.1 and 136.5.                                                            | 45             | 45   |
| 7.2 and 7.4.                                                                                | 50             | 50   | Hollenberg<br>140.0 and 140.3.                                              | 45             | 45   |
| Grove<br>8.8 and 9.0.                                                                       | 50             | 50   | 140.7 and 141.7.                                                            | 30             | 30   |
| Emmett<br>26.5 and 26.9.                                                                    | 45             | 45   | Steele City<br>142.2 and 142.6.                                             | 45             | 45   |
| Alkins<br>33.6 and 33.9.                                                                    | 50             | 50   | 145.3 and 145.5.                                                            | 45             | 45   |
| 36.7 and 37.1.                                                                              | 45             | 45   | Fairbury<br>C. R. I. & P. Crossing M. P. 152.7 and 154.1.                   | 20             | 20   |
| Onaga<br>39.3 and 40.9.                                                                     | 45             | 45   | C. R. I. & P. Crossing M. P. 154.4.                                         | 25             | 25   |
| 42.0 and 42.8.                                                                              | 45             | 45   | 155.1 and 155.4.                                                            | 45             | 45   |
| 43.4 and 45.6.                                                                              | 50             | 50   | 156.2 and 156.5.                                                            | 50             | 50   |
| Nolan<br>48.2 and 49.0.                                                                     | 50             | 50   | 157.6 and 158.0.                                                            | 50             | 50   |
| Lillis<br>56.6 and 56.9.                                                                    | 50             | 50   | 160.0 and 160.3.                                                            | 50             | 50   |
| 57.6 and 57.8.                                                                              | 50             | 50   | 163.5 and 163.8.                                                            | 50             | 50   |
| M. P. Crossing M. P. 58.3.                                                                  | 30             | 30   | 164.9 and 166.3.                                                            | 45             | 45   |
| 58.3 and 58.8.                                                                              | 30             | 30   | Alexandria<br>175.5 and 175.9.                                              | 45             | 45   |
| Winifred<br>67.9 and 68.2.                                                                  | 45             | 45   | Belvidere<br>C. B. & Q. Crossing M. P. 177.0.                               | 35             | 35   |
| Upland<br>110.1 and 110.8.                                                                  | 45             | 45   | 177.2 and 177.5.                                                            | 50             | 50   |
| 111.3 and 111.5.                                                                            | 50             | 50   | 181.7 and 182.0.                                                            | 50             | 50   |
| Marysville<br>Through turn-out to passenger main track—east end<br>yard west of Elm Street. | 10             | 10   | Carleton<br>184.5 and 184.8.                                                | 50             | 50   |
| Marysville<br>Freight trains entering and moving through yard tracks.                       |                | 10   | 185.3 and 185.9.                                                            | 50             | 50   |
| 115.7 and 116.2.                                                                            | 50             | 50   | 187.9 and 189.5.                                                            | 45             | 45   |
| Herkimer<br>118.6 and 119.1.                                                                | 45             | 45   | 190.0 and 190.5.                                                            | 50             | 50   |
| 121.1 and 126.9.                                                                            | 45             | 45   | C. & N. W. Crossing M. P. 191.2.                                            | 35             | 35   |
|                                                                                             |                |      | Hastings<br>M. P. 226.7 Fourth Subdivision to M. P. 2.1 Hastings<br>Branch. | 20             | 20   |
|                                                                                             |                |      | Hastings, freight trains entering and moving through<br>yard tracks.        |                | 10   |
|                                                                                             |                |      | Between Hastings and Grand Island.                                          | 35             | 30   |

## BRANCHES

| Location                                                                                                                                      | Miles Per Hour |                | Location                                                                                                                                                                                                                                                                             | Miles Per Hour |                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------|
|                                                                                                                                               | Pgr.           | Frt.           |                                                                                                                                                                                                                                                                                      | Pgr.           | Frt.                |
| <b>Leavenworth Branch.</b><br>Between Lawrence and Leavenworth.<br>Trains handling outfit cars.                                               | 25             | 25<br>20       | Salina, between Precott Street and Union Station.                                                                                                                                                                                                                                    |                | 10                  |
| Between Leavenworth and Corral:<br>On straight track.<br>On curves.                                                                           | 15<br>10       | 15<br>10       | <b>Plainville Branch.</b><br>Maximum speed.                                                                                                                                                                                                                                          | 30             | 30                  |
| Between Corral and Knox.                                                                                                                      | 5              | 5              | 1100 class diesel engines.                                                                                                                                                                                                                                                           | 25             | 25                  |
| <b>Manhattan Branch.</b><br>Between Beatrice and Marysville.                                                                                  | 40             | 40             | Over Broadway By-Pass, Salina.                                                                                                                                                                                                                                                       | 10             | 10                  |
| <b>Badger, C. B. &amp; Q. Crossing M. P. 113.1.</b>                                                                                           | 20             | 20             | Trains handling outfit cars.                                                                                                                                                                                                                                                         |                | 20                  |
| Between Marysville and Manhattan.<br>Trains handling outfit cars.                                                                             | 25             | 25<br>20       | At Mile Posts—<br>51.7 75.7 77.7<br>61.9 76.3 83.8<br>73.4 76.6 95.8<br>74.5 77.2 98.0                                                                                                                                                                                               | 30             | 25                  |
| Light engines, between Beatrice and Marysville.                                                                                               | 35             | 35             | Between Mile Posts—<br>139.6 and 139.9.                                                                                                                                                                                                                                              | 25             | 25                  |
| Between Mile Posts—<br>100.2 and 100.5.<br>107.3 and 107.6.<br>110.3 and 111.6.<br>118.8 and 120.0.                                           | 25<br>30       | 25<br>30       | Over East Leg of Wye, Colby.                                                                                                                                                                                                                                                         | 10             | 10                  |
| At Mile Posts—<br>112.5 113.5                                                                                                                 | 25             | 25             | <b>St. Joseph Branch.</b><br>Maximum speed, between Troy and M. P. 50 and between<br>M. P. 65 and Upland.                                                                                                                                                                            | 35             | 35                  |
| Manhattan, over Poynts Avenue and a trainman must<br>act as crossing watchman.                                                                | 3              | 3              | Trains handling outfit cars.                                                                                                                                                                                                                                                         |                | 20                  |
| <b>Junction City Branch.</b><br>Between Junction City and Clay Center.<br>Between Clay Center and Miltonvale.<br>Trains handling outfit cars. | 25<br>20       | 25<br>20<br>20 | Between Mile Posts—<br>6.7 and 6.8; 14.5 and 14.8<br>17.8 and 25.2; 32.6 and 33.3<br>39.1 and 41.7; 44.2 and 44.7<br>47.1 and 47.3; 48.3 and 48.6<br>50.3 and 55.8; 57.9 and 58.4<br>66.5 and 67.2; 72.2 and 72.5<br>73.4 and 75.8; 77.0 and 83.0<br>99.4 and 101.3; 104.0 and 107.2 | 35             | 25                  |
| Between M. P. 19.7 and 20.0.                                                                                                                  | 10             | 10             | <b>U. S. Hospital Branch.</b><br>Maximum speed—<br>On straight track.<br>On curves.<br>Trains handling outfit cars.<br>Over Bridge 0.09.                                                                                                                                             | 30<br>15       | 30<br>15<br>20<br>5 |
| <b>Solomon Branch.</b><br>Maximum speed.<br>Trains handling outfit cars.                                                                      | 25             | 25<br>20       |                                                                                                                                                                                                                                                                                      |                |                     |
| <b>McPherson Branch.</b><br>Maximum speed.<br>Trains handling outfit cars.                                                                    | 25             | 25<br>20       |                                                                                                                                                                                                                                                                                      |                |                     |

## 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  | Kansas City, Mo.     | P. S. Cornha...        | Surgeon          | Leavenworth, Kan.    | M. M. Halley...        | Surgeon          | Topeka, Kan.          |
| John P. Bunting...     | Surgeon   | Kansas City, Mo.     | H. L. Senger...        | Surgeon          | Lincoln Center, Kan. | Harold W. Powers...    | Oculist & Aurist | Topeka, Kan.          |
| W. H. Ruff...          | Oculist   | Kansas City, Mo.     | William Holwerda...    | Surgeon          | Ladaburg, Kan.       | F. J. Blo...           | Surgeon          | Wakeney, Kan.         |
| H. H. Owens...         | Surgeon   | Kansas City, Mo.     | J. A. Fairchild...     | Surgeon          | Manhattan, Kan.      | J. J. Hamilton...      | Surgeon          | Wakeney, Kan.         |
| R. L. Owens...         | Surgeon   | Kansas City, Mo.     | R. D. Hughes...        | Surgeon          | Marysville, Kan.     | J. Q. Swails...        | Surgeon          | Wathens, Kan.         |
| Donald J. Smith...     | Surgeon   | Kansas City, Mo.     | Robert M. Thomas...    | Surgeon          | Marysville, Kan.     | Frank A. Diab...       | Surgeon          | Wilson, Kan.          |
| J. Warren Manley...    | Physician | Kansas City, Kan.    | Wair Pearson...        | Surgeon          | McPherson, Kan.      | J. S. Benwell...       | District         | Denver, Colo.         |
| C. J. Mullen...        | Oculist   | Kansas City, Kan.    | H. S. Fouts...         | Surgeon          | Minneapolis, Kan.    | Willis L. Bennett...   | Physician        | Denver, Colo.         |
| R. G. Helms...         | Surgeon   | Abilene, Kan.        | J. J. Marchbanks...    | Surgeon          | Oakley, Kan.         | J. H. Bechtold...      | Surgeon          | Denver, Colo.         |
| Loger P. Weltner...    | Surgeon   | Beloit, Kan.         | Gordon B. Sakaves...   | Surgeon          | Oakley, Kan.         | J. R. Blair...         | Aurist           | Denver, Colo.         |
| W. W. Weltner...       | Surgeon   | Beloit, Kan.         | C. S. Fleckenstein...  | Surgeon          | Onaga, Kan.          | A. T. Haley...         | Surgeon          | Denver, Colo.         |
| E. W. Mittle...        | Surgeon   | Bonner Springs, Kan. | Eugene A. Walsh...     | Surgeon          | Onaga, Kan.          | Ivan E. Hie...         | Oculist & Aurist | Denver, Colo.         |
| G. G. Greenlee...      | Surgeon   | Chapman, Kan.        | C. D. Townes, Jr...    | Surgeon          | Perry, Kan.          | Robert M. Maul...      | Surgeon          | Denver, Colo.         |
| F. D. Taylor...        | Surgeon   | Clay Center, Kan.    | A. M. Pederson...      | Surgeon          | Plainville, Kan.     | R. A. O'Dell...        | Shops Surgeon    | Denver, Colo.         |
| H. R. Custer...        | Surgeon   | Colby, Kan.          | Vale Page...           | Surgeon          | Plainville, Kan.     | L. N. Meyers...        | Surgeon          | Cherokee Wells, Colo. |
| L. E. Haughey...       | Surgeon   | Concordia, Kan.      | C. C. Gunter...        | Surgeon          | Quinter, Kan.        | R. F. Courtney...      | Surgeon          | Hugo, Colo.           |
| G. A. Surfoot...       | Surgeon   | Ellis, Kan.          | H. W. Hiesterman...    | Surgeon          | Quinter, Kan.        | J. O. Clanin...        | Surgeon          | Lincoln, Colo.        |
| G. L. Ward...          | Surgeon   | Ellis, Kan.          | Walter J. Pettijohn... | Surgeon          | Russell, Kan.        | Arnold                 | District         | Omsaha, Neb.          |
| H. St. C. O'Donnell... | Surgeon   | Ellsworth, Kan.      | P. N. White...         | Surgeon          | St. Joseph, Mo.      | McDermott...           | Surgeon          | Beatrice, Neb.        |
| D. W. Bolton...        | Surgeon   | Frankfort, Kan.      | Owen W. D. Craig...    | Surgeon          | St. Joseph, Mo.      | Robert W. Taylor...    | Oculist & Aurist | Beatrice, Neb.        |
| M. A. Brawley...       | Surgeon   | Frankfort, Kan.      | Samuel E. Sencer...    | Oculist & Aurist | St. Marys, Kan.      | W. T. Wildhaber...     | Surgeon          | Davenport, Neb.       |
| R. D. Warren...        | Physician | Hanover, Kan.        | O. Earl Whitwell...    | Surgeon          | Salina, Kan.         | Forest A. Mountford... | Surgeon          | Fairbury, Neb.        |
| William M. Brewer...   | Surgeon   | Hays, Kan.           | Orval L. Smith...      | Surgeon          | Salina, Kan.         | D. O. Hargis...        | Surgeon          | Grand Island, Neb.    |
| Lloyd W. Reynolds...   | Surgeon   | Hays, Kan.           | R. E. Cheney...        | Aurist           | Salina, Kan.         | E. G. Johnson...       | Surgeon          | Grand Island, Neb.    |
| Ray Meldinger...       | Surgeon   | Hiawatha, Kan.       | Kenneth L. Drisk...    | Physician        | Salina, Kan.         | K. F. McDermott...     | Surgeon          | Grand Island, Neb.    |
| D. L. Marchbanks...    | Surgeon   | Hill City, Kan.      | C. E. Scott...         | Surgeon          | Salina, Kan.         | C. H. Maggione...      | Surgeon          | Grand Island, Neb.    |
| John Rapp...           | Surgeon   | Hill City, Kan.      | Mar S. Lake...         | Oculist          | Salina, Kan.         | Leo M. Adams...        | Surgeon          | Grand Island, Neb.    |
| Neuschwander...        | Surgeon   | Hoxie, Kan.          | John C. Mitchell...    | Surgeon          | Seneca, Kan.         | J. A. Proffitt...      | Oculist & Aurist | Grand Island, Neb.    |
| H. L. Bunker, Jr...    | Surgeon   | Junction City, Kan.  | C. M. Barnes...        | Surgeon          | Sharon Springs, Kan. | Clyde L. Klegew...     | Surgeon          | Hastings, Neb.        |
| Harry O'Donnell...     | Surgeon   | Junction City, Kan.  | W. B. Lents...         | Surgeon          | Tonganoxie, Kan.     | O. A. Kostal...        | Surgeon          | Hastings, Neb.        |
| Russell Frink...       | Surgeon   | Lawrence, Kan.       | J. J. Chung...         | Physician        |                      |                        |                  |                       |
|                        |           |                      | Philip L. Sievers...   | Surgeon          |                      |                        |                  |                       |

# 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:

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

## FOLLOWING STATIONS NOT SHOWN ON SCHEDULE PAGES

| Location              | Mile Post | Car Capacity of Siding, etc. See Rule 6(A) | Switch Connection |
|-----------------------|-----------|--------------------------------------------|-------------------|
| (FIRST SUBDIVISION)   |           |                                            |                   |
| Edwardsville (1)..... | 14.0      | 52 XP                                      | Both              |
| Forest Lake (1).....  | 15.0      | 43 XP                                      | Both              |
| Sunflower.....        | 16.7      | 14 XP                                      | Both              |
| Lenape (1).....       | 23.5      | 36 XP                                      | Both              |
| Midland (1).....      | 43.2      | 25 XP                                      | Both              |
| Buck Creek (1).....   | 46.1      | 28 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              |

(1) Flag stop for 70.

| Location             | Mile Post | Car Capacity of Siding, etc. See Rule 6(A) | Switch Connection |
|----------------------|-----------|--------------------------------------------|-------------------|
| (FOURTH SUBDIVISION) |           |                                            |                   |
| Spence.....          | 132.5     | 17 P                                       | East              |
| Powell.....          | 161.5     | P                                          | .....             |
| 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

## Standard Clocks Are Located as Shown Below

|                       |                                 |
|-----------------------|---------------------------------|
| Kansas City.....      | Union Station                   |
| Kansas City.....      | Dispatcher's Office             |
| Armstrong.....        | Yard Office                     |
| Armstrong.....        | Roundhouse                      |
| Armstrong.....        | Receiving Track                 |
| Fairfax District..... | BOP Yard Office                 |
| Kaw Junction.....     | Telegraph Office                |
| Lawrence.....         | Telegraph Office                |
| Topeka.....           | Telegraph Office                |
| Topeka.....           | Engineer's Wash Room            |
| Topeka.....           | Yard Office                     |
| Manhattan.....        | Telegraph Office                |
| Junction City.....    | Telegraph Office                |
| Salina.....           | Register Room, Union Station    |
| Salina.....           | Telegraph Office, Union Station |
| Salina.....           | Chief Dispatcher's Office       |
| Salina.....           | Dispatcher's Office             |
| 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, 36th Street..... | Telegraph Office                       |
| 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                       |
| Leavenworth.....         | Telegraph Office                       |
| St. Joseph.....          | Terminal Yard Office                   |
| St. Joseph.....          | Engineer's Locker Room                 |
| Marysville.....          | Telegraph Office                       |
| Marysville.....          | Dispatcher's Office                    |
| Marysville.....          | Roundhouse                             |
| Hastings.....            | Yard Office                            |
| Hastings.....            | Engineer's Wash Room                   |
| Grand Island.....        | Telegraph Office                       |
| Grand Island.....        | Roundhouse                             |
| Grand Island.....        | Yard Office                            |
| Beatrice.....            | Telegraph Office                       |
| Beatrice.....            | Roundhouse                             |

W Y O

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