

UNION PACIFIC RAILROAD COMPANY
EASTERN DISTRICT



KANSAS DIVISION

TIME-TABLE
No. 32

Effective Sunday,
APRIL 30, 1961

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

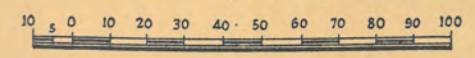
Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

EASTERN DISTRICT
KANSAS DIVISION

CORRECTED TO MAR. 10, 1959

Scale of Miles



CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS				FIRST CLASS			Time-Table No. 32 April 30, 1961
				69	9	17	
				Passenger	Streamliner Passenger	Passenger	
369 Mixed							
Daily				Daily	Daily	Daily	STATIONS
				11.00 PM	9.20 PM	7.30 AM	CT KANSAS CITY, MO.
				11.08 PM	9.25	7.35	KANSAS CITY, KAN.
				12.45 AM	10.27	8.47	TOPEKA
				1.45	11.20	9.43	MANHATTAN
				2.30	11.49 PM	10.12	JUNCTION CITY
4.10 AM				A 3.35 AM	12.42 AM	11.11 AM	SALINA
8.00					2.50	1.18 PM	CT ELLIS
7.30					1.59	12.26	MT SHARON SPRINGS
11.30 AM					3.58	2.35	HUGO
2.42 PM					5.30	4.13	Ar DENVER
A 6.15 PM					7.50	6.10	Lv CHEYENNE
					8.20 AM	6.45	MT OGDEN
					A 7.00 PM		

(15.05) Thru time
30.1 Average speed per hour

(4.35) (22.40) (14.20)
40.7 53.7 52.2

C. H. BURNETT
General Manager

O. A. DURRANT
General Superintendent

H. E. SHUMWAY
Genl. Supt. Transportation

H. B. JOPLING, Superintendent..... Kansas City, Mo.
R. E. ORRICK, Terminal Superintendent..... Kansas City, Kan.
H. H. LAMB, Assistant Terminal Superintendent..... Kansas City, Kan.
A. A. MAIS, Assistant Terminal Superintendent..... Kansas City, Kan.
B. E. JAYNES, Trainmaster..... Marysville, Kan.
G. E. O'HARA, Trainmaster..... Salina, Kan.
R. F. WEISS, Master Mechanic..... Kansas City, Kan.
R. H. BYRD, Road Foreman of Engines..... Kansas City, Kan.
N. W. McCURDY, Road Foreman of Engines..... Denver, Colo.
W. R. BENNETT, Road Foreman of Engines..... Marysville, Kan.
D. MacDONALD, Division Engineer..... Kansas City, Mo.
V. M. DURRANT, General Roadmaster..... Kansas City, Mo.
R. V. SMITH, Asst. Supt. of Safety and Courtesy..... Kansas City, Mo.

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

H. W. LANDRETH, Chief Train Dispatcher..... Kansas City, Mo.
C. E. DARRAH, Assistant Chief Train Dispatcher..... Kansas City, Mo.
G. T. COYNE, Assistant Chief Train Dispatcher..... Kansas City, Mo.

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

H. I. MARKLE, SR., Chief Train Dispatcher..... Salina, Kan.
R. B. MOORE, Assistant Chief Train Dispatcher..... Salina, Kan.

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

J. F. BARRETT, Chief Train Dispatcher..... Denver, Colo.
B. L. SIVERS, Assistant Chief Train Dispatcher..... Denver, Colo.
H. D. MEAD, Assistant Chief Train Dispatcher..... Denver, Colo.

FOURTH SUBDIVISION, AND BRANCHES

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

MILEAGE

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

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

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 32 April 30, 1961	Mile Post	FIRST CLASS			SECOND CLASS		
		10 Streamliner Passenger	70 Passenger	18 Passenger	370 Mixed		
STATIONS							
KANSAS CITY, MO. CT	0.0	A 8.05 AM	A 7.00 PM	A 11.10 PM			
KANSAS CITY, KAN.	2.5	7.36	6.33	10.40			
TOPEKA	68.0	6.33	5.10	9.30			
MANHATTAN	119.3	5.43	3.57	8.33			
JUNCTION CITY	189.5	5.10	3.25	8.08			
SALINA	186.6	4.02	2.20 PM	7.06			A 2.00 PM
ELLIS	303.3	1.52		4.49			10.15 AM
SHARON SPRINGS	429.8	12.44 AM		3.40			8.45
HUGO	535.5	10.45 PM		1.80 PM			4.80
DENVER	640.4	9.11		11.50 AM			12.40 AM
CHEYENNE	747.9	7.20		9.55			8.15 PM
OGDEN	8.10 AM	6.55 PM		9.25			
				7.15 AM			
(1229.5 via Cheyenne) (1217.1 via Borie)		Daily	Daily	Daily			Daily

Thru Time..... (22.55) (4.40) (14.55)
 Average speed per hour..... 53.1 40.0 50.1 (16.45)
 27.9

WESTWARD CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS EASTWARD

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

FIRST SUBDIVISION		FIRST CLASS							EASTWARD	
Time-Table No. 32 April 30, 1961		4	10	118	70	140	16	18		Mile Post
STATIONS		C. R. I. & P. Passenger	Streamliner Passenger	C. R. I. & P. Rocket Passenger	Passenger	C. R. I. & P. Rocket Passenger	C. R. I. & P. Rocket Passenger	Passenger		
DN-R UNION STATION US			A 8.05AM		A 7.00PM			A 11.10PM		0.0
KANSAS CITY, KAN.			7.36		S 6.33			10.40		2.5
0.8 TERMINAL JCT. YL		A 1.59AM	7.35	A 8.38AM	6.31	A 7.16PM	A 7.48PM	10.39		3.3
0.9 C. R. I. & P. JCT. YL		1.58	7.33	8.37	6.29	7.14	7.46	10.38		4.2
0.7 DN-R KAW JCT. YL KW		1.57	7.31	8.35	6.27	7.12	7.44	10.37		4.9
4.6 MUNCIE		1.53	7.27	8.31	f 6.22	7.07	7.39	10.32		9.5
8.0 D BONNER SPRINGS BW		1.46	7.20	8.24	s 6.13	6.58	7.30	10.24		17.5
0.5 DN A. T. & S. F. CROSS. BN										18.0
2.7 LORING		1.43	7.17	8.21	f 6.08	6.54	7.26	10.20		20.7
7.6 LINWOOD		1.36	7.10	8.15	f 5.58	6.46	7.18	10.12		28.3
11.3 DN LAWRENCE YL DA		1.24	s 6.59	8.05	s 5.46	6.35	7.07	s 10.01		39.6
9.2 WILLIAMSTOWN					f 5.34			9.49		48.8
3.3 D PERRY KY		1.13	6.48	7.54	s 5.29	6.21	6.54	9.46		52.1
9.2 GRANTVILLE		1.05	6.40	7.46	f 5.17	6.12	6.45	9.37		61.3
6.2 DN A. T. & S. F. CROSS. X										67.5
0.5 DN-R TOPEKA YL OT		s 12.57AM	s 6.33	s 7.40AM	s 5.10	s 6.04PM	s 6.39PM	s 9.30		68.0
0.2 C. R. I. & P. CROSS.										68.2
4.7 MENOKEN			6.23		4.57			9.17		72.9
5.3 SILVER LAKE			6.18		s 4.51			9.12		78.7
5.8 D ROSSVILLE RV			6.13		s 4.41			9.07		84.0
7.6 D ST. MARYS SY			6.07 ¹⁴⁹		s 4.30			9.00		91.6
6.2 D BELVUE BV			6.02		f 4.20			8.54		97.8
6.9 D WAMEGO WA			5.57		s 4.13			8.48		104.7
6.3 ST. GEORGE			5.50		s 4.05			8.41		111.5
7.8 DN MANHATTAN YL MH			s 5.43		s 3.57			s 8.33		119.3
0.1 C. R. I. & P. CROSS.										119.4
6.5 BUREKA LAKE			5.26		3.42			8.23		125.9
5.7 EAST FUNSTON			5.21		f 3.36			8.18 ¹⁵⁵		131.6
4.1 D FORT RILEY FT			5.16		s 3.32			8.13		135.7
3.8 DN-R JUNCTION CITY YL JN			5.10		3.25			8.08 ¹⁵⁴		139.5
6.9 KANSAS FALLS			4.42		f 3.05			7.49		146.4
5.9 D CHAPMAN CM			4.35		s 2.59			7.43		152.3
6.2 DETROIT			4.30		s 2.53			7.37		158.5
5.2 DN ABILENE YL AB			4.25		s 2.48			s 7.32		163.7
0.8 A. T. & S. F. CROSS.										164.5
0.2 WEST ABILENE YL			4.23		2.43			7.28		164.7
3.4 SAND SPRING			4.20		2.39			7.25		168.1
4.2 D SOLOMON YL SK			4.16		s 2.35			7.21		172.3
8.1 NEW CAMBRIA			4.09		f 2.26			7.13		180.4
4.2 EAST SALINA YL			4.05		2.22			7.09		184.6
2.0 DN-R SALINA YL SC A			4.02AM		2.20PM			7.06PM		188.6
(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. 69.—See Rule 72.
 Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka.
 Time shown at Union Station and Kansas City, Kan., 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.

FIRST SUBDIVISION		SECOND CLASS					EASTWARD	
Time-Table No. 32 April 30, 1961		150	80	158	566	154		
STATIONS		Local Freight	A. T. & S. F. Mixed	Local Freight	C. R. I. & P. Mixed	Time Freight		
DN-R UNION STATION US								
ARMSTRONG YL						A 5.00AM		
0.8 TERMINAL JCT. YL						2.50		
0.9 C. R. I. & P. JCT. YL						2.45		
0.7 DN-R KAW JCT. YL KW						2.40		
4.6 MUNCIE								CS 104 XP
8.0 D BONNER SPRINGS BW								CS 61 P
0.5 DN A. T. & S. F. CROSS. BN								IF
2.7 LORING								CS 103 XP
7.6 LINWOOD								CS 129 XP
11.3 DN LAWRENCE YL DA								CS 96 TXXP
9.2 WILLIAMSTOWN								XP
3.3 D PERRY KY								CS 180 XP
9.2 GRANTVILLE								CS 102 P
6.2 DN A. T. & S. F. CROSS. X								X
0.5 DN-R TOPEKA YL OT		A 10.50AM				1.05		WS 203 WT ES 123 DXEP
0.2 C. R. I. & P. CROSS.								
4.7 MENOKEN		f 10.40				12.40		117 YXP
5.3 SILVER LAKE		f 10.30				12.20		98 P
5.8 D ROSSVILLE RV		s 10.00				12.07AM		130 P
7.6 D ST. MARYS SY		s 9.11 ¹⁷				11.52PM		88 P
6.2 D BELVUE BV		f 8.45				11.37		73 P
6.9 D WAMEGO WA		s 7.52				11.02 ⁹		135 P
6.3 ST. GEORGE		f 7.10 ¹⁴⁹				10.30		78 P
7.8 DN MANHATTAN YL MH		s 6.50				10.20		190 P
0.1 C. R. I. & P. CROSS.								CS 71
6.5 BUREKA LAKE		f 6.00				9.57		118 P
5.7 EAST FUNSTON		f 5.42				9.35		182 P
4.1 D FORT RILEY FT		s 5.30				9.25		119 P
3.8 DN-R JUNCTION CITY YL JN		5.20AM		A 1.00PM		8.50 ¹⁸ 7.40 ¹⁵⁵		130 WT 151 DXP
6.9 KANSAS FALLS				f 12.30		7.15		83 P
5.9 D CHAPMAN CM				s 12.20		7.05		140 P
6.2 DETROIT				s 12.10PM ¹⁷		6.55		72 P
5.2 DN ABILENE YL AB				s 10.38AM		6.45		112 P
0.8 A. T. & S. F. CROSS.								I
0.2 WEST ABILENE YL		A 10.25AM	10.30	A 11.30AM		6.35		
3.4 SAND SPRING		f 10.20	10.25	11.22		6.30		36 P
4.2 D SOLOMON YL SK		f 10.15	s 10.20	f 11.13		6.22		WS 77 ES 40 YP
8.1 NEW CAMBRIA		10.05	f 10.10	10.53 ¹⁷		6.10		85 P
4.2 EAST SALINA YL		9.55 ¹⁵⁹	10.05	10.30AM		6.03		P
2.0 DN-R SALINA YL SC A				10.00AM ¹⁵⁹		6.00PM		DWT YXP
(186.6)		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily		
Thru time.....		(5.36)	(0.30)	(3.00)	(1.00)	(11.00)		
Average speed per hour.....		13.0	39.6	15.7	19.9	16.9		

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 sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		9 Streamliner Passenger	
	155 Local Freight	369 Mixed	17 Passenger	9 Streamliner Passenger	17 Passenger	9 Streamliner Passenger
	Daily	Daily	Daily	Daily	Daily	Daily
DWT YZF	7.30AM	4.10AM	11.11AM	12.42AM		
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 4.30	11.28	12.57		
P	f 8.04	f 4.33	11.30	12.59		
46 P	f 8.10	f 4.37	11.34	1.04		
58 YP	s 8.35	s 4.47	11.41	1.11		
WS 105 ES 105 P	s 9.15 ¹⁶⁴	s 4.59	11.48	1.17		
I						
37 P	f 9.30	f 5.09	11.57 ^{AM}	1.24		
69 P	s 9.45	s 5.20	12.06 ^{PM}	1.32		
73 P	s 9.58	s 5.30	12.11	1.37		
52 P	s 10.10	s 5.40	12.17	1.43		
51 P	f 10.20	f 5.45	12.22	1.48		
76 P	s 11.25 ^{AM}	s 6.00	12.27	1.53		
62 P	f 12.06 ^{PM}	f 6.10 ¹⁵⁴	12.30	1.57		
119 P	s 12.15	s 6.20	12.35	2.02		
27 P	s 12.38 ¹⁷	f 6.27	12.38 ¹⁵⁵	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 ¹⁰		
144 P	s 1.40	s 7.10	s 12.56	s 2.17		
30 P	f 2.10	f 7.30	1.01	2.27		
52 P	f 2.20	f 7.35	1.04	2.31		
DW YZF	A 2.45 ^{PM}	8.00 7.30	1.18 12.26	2.50 1.59		
62 P		f 7.41	12.33	2.06		
52 P		f 7.49	12.38	2.10		
50 P		s 8.01 ³⁷⁰	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		
42 P		f 9.22	1.32	3.00		
50 DWYP		s 9.50	s 1.40	s 3.10		
51 P		f 10.03	1.48	3.19		
43 P		f 10.13	1.55	3.25		
44 P		f 10.20	1.59 ¹⁸	3.30		
40 P		f 10.32	2.07	3.38		
41 P		f 10.49	2.18	3.48		
53 P		10.55	2.22	3.52		
34 W YZF		A 11.01AM	A 2.27PM	A 3.56AM		

(7.15) (7.51) (4.16) (4.14) Thru time
16.1 31.0 57.0 57.4 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.
For conditional stops to discharge or pick up reverse passengers.—See Page 3.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 32 April 30, 1961	FIRST CLASS		SECOND CLASS		
	18 Passenger	10 Streamliner Passenger	154 Local Freight	370 Mixed	
	Daily	Daily	Daily	Daily	
DN-R SALINA YL SC A	188.6	A 6.56PM	A 3.56AM	A 11.05AM	A 2.00PM
A. T. & S. F. CROSSING	187.2				
BAVARIA	194.8	6.45	3.41	f 10.50	f 1.10
D BROOKVILLE RK	201.4	6.39	3.36	s 10.40	s 1.00
ARCOLA	206.4	6.35	3.33	f 10.30	f 12.55
TERRA COTTA	207.3	6.33	3.31	f 10.27	f 12.51
CARNEIRO	211.6	6.29	3.27	f 10.20	f 12.45
D KANOPOLIS KA	219.2	6.20	3.19	s 10.05	s 12.35
DN ELLSWORTH YL WO	223.7	s 6.15	3.14	s 9.15 ¹⁵⁵	s 12.26
ST. L. & S. F. CROSS.	224.4				
BLACK WOLF	231.5	6.05	3.06	s 8.55	f 12.16 ¹⁷
D WILSON WN	239.9	5.57	2.59	s 8.40	s 12.06 ^{PM}
D DORRANCE DO	246.4	5.51	2.53	s 8.00	s 11.50 ^{AM}
BUNKER HILL	253.4	5.45	2.47	s 7.30	s 11.40
HOMER	259.2	5.39	2.41	f 6.59	f 11.32 ¹⁵⁵
DN RUSSELL YL RU	263.3	s 5.35	2.36	s 6.22	s 11.25
BALTA	266.7	5.29	2.29	f 6.10 ³⁶⁹	f 11.17
D GORHAM GJ	272.4	5.24	2.23	s 5.56	s 11.07
WALKER	275.5	5.21	2.20	f 5.38	f 11.01
D VICTORIA VC	279.6	5.17	2.17	s 5.31	s 10.55
TOULON	284.8	5.12	2.12 ⁹	f 5.23	f 10.47
DN HAYS YL HA	290.1	s 5.07	s 2.07	s 5.15	s 10.37
YOCHMENTO	295.4	4.58	1.59	f 5.05	f 10.27
HOG BACK	298.8	4.54	1.56	f 4.58	f 10.22
CT DN-R ELLIS YL RT MT	303.3	4.49 3.40	1.52 12.44	4.50AM	10.15 8.45
RIGA	308.4	3.33	12.35		f 8.25
OGALLAH	313.7	3.28	12.31		f 8.15
DN WAKENNEY W	322.3	s 3.20	12.23	s 8.01 ³⁶⁹	s 8.01 ³⁶⁹
VODA	330.0	3.11	12.15		f 7.25
D COLLYER JY	335.8	3.05	12.10		f 7.16
D QUINTER QN	343.3	2.57	12.03AM		f 7.05
D BUFFALO PARK BP	350.9	2.49	11.57PM		f 6.50
D GRAINFIELD GF	356.3	2.44	11.52		f 6.43
D GRINNELL GD	365.2	2.35	11.44		f 6.27
CAMPUS	371.2	2.29	11.39		f 6.18
DN OAKLEY YL OQ	377.4	s 2.20	s 11.32		s 6.10
D MONUMENT MU	386.1	2.12	11.24		f 5.33
PAGE CITY	393.6	2.05	11.18		f 5.20
D WINONA GW	399.0	1.59 ¹⁷	11.13		f 5.12
McALLASTER	408.4	1.49	11.05		f 4.59
D WALLACE A	421.1	1.38	10.54		f 4.43
SOMENA	425.6	1.34	10.50		4.37
DN-R SHARON SPRINGS YL PS	429.8	1.30PM	10.45PM		4.30AM

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

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 reverse passengers.—See Page 3.

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 32

April 30, 1961

STATIONS

Table with columns for Car capacity, Second Class, First Class (Mixed, Passenger, Rocket, Streamliner), and Daily times for stations from Sharon Springs to Pullman.

BLOCK SIGNALS

Table of stations and mileposts for the westward route, including Sharon Springs, Sunland, Weskan, Cheyenne Wells, Ascalon, First View, Kit Carson, Sorrento, Wild Horse, Aroya, Boyero, Clifford, Hugo, Bagdad, Lake, Limon Junction, River Bend, Cedar Point, Buick, Agate, Lowland, Deer Trail, Peoria, Byers, Strasburg, Bennett, Manila, Watkins, Mesa, Magee, Sable, Roydale, Sandown, and Pullman.

(208.4)

Thru time... Average speed per hour

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

No. 9 will reduce speed to 5 MPH for non-stop dispatch of U. S. Mail at Denargo Street on west leg of wye, Denver. Dispatch will not be made when No. 9 passes dispatch point after 8:30 A.M.

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

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 32

April 30, 1961

STATIONS

Table with columns for Mile Post, First Class (Passenger, Rocket, Streamliner), Second Class (Mixed), and Daily times for stations from Sharon Springs to Pullman.

BLOCK SIGNALS

Table of stations and mileposts for the eastward route, including Sharon Springs, Sunland, Weskan, Cheyenne Wells, Ascalon, First View, Kit Carson, Sorrento, Wild Horse, Aroya, Boyero, Clifford, Hugo, Bagdad, Lake, Limon Junction, River Bend, Cedar Point, Buick, Agate, Lowland, Deer Trail, Peoria, Byers, Strasburg, Bennett, Manila, Watkins, Mesa, Magee, Sable, Roydale, Sandown, and Pullman.

(208.4)

Thru time... Average speed per hour

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

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

WESTWARD

FOURTH SUBDIVISION

SECOND CLASS

Car capacity of Coach, etc. See Rule 6(A), Page 23.	SECOND CLASS							217 Local Freight	Mile Post
								Daily	
YXP								0.0	
130 P								7.9	
40 P								15.5	
180 P								22.2	
140 P								27.6	
180 P								37.1	
130 P								46.0	
37 P								49.2	
130 P								54.0	
PAI								58.3	
130 P								58.5	
130 P								64.0	
184 P							11.00PM	69.9 (107.8)	
DWTYPE							A11.25PM	75.4 (118.3)	
P								118.4	
135 P								122.6	
PAI								128.1	
126 P								128.2	
160 P								137.4	
60 P								141.8	
180 P								144.3	
PAI								147.1	
30 P								147.1	
P								152.7	
180 P								153.1	
PAI								154.4	
140 P								159.1	
133 P								167.5	
182 P								176.6	
PAI								177.0	
130 P								184.0	
PAI								191.2	
135 P								191.2	
PAI								200.5	
130 P								200.7	
180 P								209.0	
180 P								218.3	
103 P								221.9	
PAI								226.4	
FI								227.2	
WYEPD								227.4	
35 P								240.3	
WOTEPD								249.6	
								251.8	

Time-Table No. 32

April 30, 1961

STATIONS

MENOKEN	7.9
GROVE	7.6
DELIA	6.7
D EMMETT GC	6.4
AIKINS	9.5
D ONAGA GA	8.9
NOLAN	3.2
LILLIS	4.8
SULLIVAN	4.3
M. P. CROSSING	0.2
D FRANKFORT FN	5.6
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	2.5
RUDY	2.8
C. B. & Q. CROSS.	0.0
ENDICOTT	5.8
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	4.5
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)

CENTRALIZED TRAFFIC CONTROL

(0.25) Thru time
13.2 Average speed per hour

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.

FOURTH SUBDIVISION

EASTWARD

SECOND CLASS

Car capacity of Coach, etc. See Rule 6(A), Page 23.	SECOND CLASS							218 Local Freight
								Daily
YXP								
130 P								
40 P								
180 P								
140 P								
180 P								
130 P								
37 P								
130 P								
PAI								
130 P								
130 P								
184 P								
DWTYPE								
P								
135 P								
PAI								
126 P								
160 P								
60 P								
180 P								
PAI								
30 P								
P								
180 P								
PAI								
140 P								
133 P								
182 P								
PAI								
130 P								
PAI								
135 P								
PAI								
130 P								
180 P								
180 P								
103 P								
PAI								
FI								
WYEPD								
35 P								
WOTEPD								

Time-Table No. 32

April 30, 1961

STATIONS

MENOKEN	7.9
GROVE	7.6
DELIA	6.7
D EMMETT GC	6.4
AIKINS	9.5
D ONAGA GA	8.9
NOLAN	3.2
LILLIS	4.8
SULLIVAN	4.3
M. P. CROSSING	0.2
D FRANKFORT FN	5.6
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	2.5
RUDY	2.8
C. B. & Q. CROSS.	0.0
ENDICOTT	5.8
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	4.5
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)

CENTRALIZED TRAFFIC CONTROL

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			
SECOND CLASS				Time-Table No. 32 April 30, 1961				SECOND CLASS			
Car capacity of sidings, etc. See Rule 6(A), Page 23.				Mile Post				Mile Post			
		217 Local Freight	Daily		218 Local Freight						
STATIONS											
ST. JOSEPH YL											
				0.0							
					DN-R	TERMINAL YARD YL MK			A 11.00PM		
					DN-R	TROY YL RO		13.9	10.10		
						SEVERANCE		24.8	9.20		
						LEONA		28.9	9.05		
					D	ROBINSON HR		34.2	8.55		
						M. P. CROSSING		42.2			
					DN	HIAWATHA YL H		42.7	8.30 ²¹⁷		
						HAMLIN		50.2	7.30		
					D	MORRILL WB		64.1	7.20		
					D	SABETHA S		60.7	7.00		
						ONEIDA		68.8	6.00		
					D	SENECA SN		77.5	5.40		
						BAILEYVILLE		84.2	4.50		
					D	AXTELL FR		89.2	4.30		
						SUMMIT		94.4	4.05		
					D	BEATTIE B		99.3	3.55		
					D	HOME HO		105.2	3.35		
						UPLAND		107.8	3.25PM		
(107.8)											
				(4.25) Thru time.....				(7.35) Thru time.....			
				24.4 Average speed per hour.....				14.2 Average speed per hour.....			

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			
SECOND CLASS				Time-Table No. 32 April 30, 1961				SECOND CLASS			
Car capacity of sidings, etc. See Rule 6(A), Page 23.				Mile Post				Mile Post			
		171 Local Freight	Daily		172 Local Freight						
STATIONS											
SABLE											
				0.0							
						BUNELL		1.6			
(1.6)											
LEAVENWORTH YL RH											
				0.0							
					f	COCHRANE		4.0	12.55		
						ALFA		4.2			
					f	LANSING		5.4	12.50		
					f	FAIRMOUNT		10.5	12.36		
					s	TONGANOXIE NX		21.2	12.10PM		
					f	REX		31.5	11.40AM		
					f	BISMARCK GROVE YL		38.0	11.35		
					CS106 TZP A	LAWRENCE YL DA		34.3	11.30AM		
(34.3)											
				(1.30) Thru time.....				(1.45) Thru time.....			
				22.8 Average speed per hour.....				19.6 Average speed per hour.....			

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			
SECOND CLASS				Time-Table No. 32 April 30, 1961				SECOND CLASS			
Car capacity of sidings, etc. See Rule 6(A), Page 23.				Mile Post				Mile Post			
		471 Time Freight	Daily		472 Time Freight						
STATIONS											
DN-R MANHATTAN YL MH											
				189.4							
						CASEMENT		185.4			
BRISCO											
				149.0							
					D	BLUE RAPIDS PD		146.7			
					DN-R	MARYSVILLE YL MS		184.2	6.30AM		
						MARIETTA		125.9	6.05		
						OKTO		124.4	6.00		
					D	BARNESTON NR		118.0	5.50		
						BADGER		114.3			
						C. B. & Q. CROSSING		118.1			
					D	BLUE SPRINGS BS		110.3	5.35		
						HOLMESVILLE		106.7	5.25		
						C. R. I. & P. CROSSING		97.2			
					DN-R	BEATRICE YL BX		96.8	5.00AM		
(92.2)											
				(1.45) Thru time.....				(1.30) Thru time.....			
				21.4 Average speed per hour.....				24.9 Average speed per hour.....			

Time shown at Manhattan and Beatrice is for information only. Trains are governed by Missouri Pacific Time-Table and Rules while using their tracks between Manhattan and Beatrice.

WESTWARD				McPHERSON BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 32 April 30, 1961				SECOND CLASS			
Car capacity of sidings, etc. See Rule 6(A), Page 23.				Mile Post				Mile Post			
		181 Local Freight	Daily Except Sunday		182 Local Freight						
STATIONS											
DN-R SALINA YL											
				0.0							
						A. T. & S. F. CROSSING		0.5			
						C. R. I. & P. CROSSING		0.6			
						M. P. CROSSING		0.6			
						WESLEYAN		2.9	1.35		
						MENTOR		8.0	1.25		
					D	ASSARIA RI		12.2	1.10		
						BRIDGEPORT		15.8	12.50		
						M. P. CROSSING		20.7			
					D	LINDSBORG DN		20.9	12.31		
						JOHNSTOWN		26.7	12.09PM		
						HILTON		30.3	11.45AM		
						A. T. & S. F. CROSSING		35.1			
					D-R	MCPHERSON YL MF		35.4	11.30AM		
(35.4)											
				(2.30) Thru time.....				(2.30) Thru time.....			
				14.1 Average speed per hour.....				14.1 Average speed per hour.....			

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							
SECOND CLASS				Time-Table No. 32				SECOND CLASS							
				April 30, 1961											
				STATIONS											
WTYD			175 Local Frt. Mon., Wed., Fri.				Mile Post								176 Local Frt.
			5.00AM	DN-R	JUNCTION CITY YL JN		0.0	A	5.00PM						
			f 5.20		8.1 ALIDA		8.1	f	4.40						
			s 5.40	D	5.5 MILFORD MR		13.6	s	4.25						
			s 6.00	D	5.8 WAKEFIELD WF		19.4	s	4.10						
			f 6.22		8.5 BROUGHTON		27.9	f	3.47						
			s 7.45	D	5.5 CLAY CENTER CA		33.4	s	3.30						
					0.8 DEHYD		34.2								
			f 8.05		6.9 IDANA		41.1	f	2.25						
			f 8.15		4.9 BROWDALE		46.0	f	2.12						
			s 9.35	D-R	5.9 MILTONVALE MV		51.9	s	2.00						
					0.2 M. V. JUNCTION YL		52.1		1.42						
					20.0 C. O. JUNCTION YL		72.1		1.02						
			A 10.45AM	D-R	0.4 CONCORDIA YL ND		72.5		1.00PM						
					(72.5)										

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

The time shown at M. V. Junction and C. O. Junction is for information only.
Trains are governed by A. T. & S. F. Time-Table and Rules while using their tracks between M. V. Junction and C. O. Junction.

WESTWARD				SOLOMON BRANCH				EASTWARD							
				Time-Table No. 32											
				April 30, 1961											
				STATIONS											
WTYD							Mile Post								
				D-R	SOLOMON SK		0.0								
				D	5.5 NILES XN		3.5								
					2.5 VERDI		9.0								
				D	5.7 BENNINGTON BN		14.7								
					3.2 LINDSEY		20.9								
				D	2.4 MINNEAPOLIS MI		23.3								
					0.4 A. T. & S. F. CROSSING		23.7								
					0.7 ALFMIL		24.4								
					4.7 SUMNERVILLE		29.1								
				D	5.8 DELPHOS DF		34.7								
				D	6.9 GLASCO GK		41.6								
				D	5.2 SIMPSON BE		46.8								
					3.0 ASHERVILLE		49.8								
					7.4 M. P. CROSSING		57.2								
				D-R	0.2 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							
SECOND CLASS				Time-Table No. 32				SECOND CLASS							
				April 30, 1961											
				STATIONS											
WTYD							Mile Post								
				DN-R	8.4 SALINA YL SC		0.0	A	4.30AM						
					2.6 TRENTON		3.4	f	4.37						
					3.0 SHIPTON		6.0	f	4.43						
					2.5 MARYDEL		9.0	f	4.50						
				D	7.0 CULVER CU		11.5	f	4.57						
				D	5.3 TESCOTT SX		18.5	f	5.12						
				D	2.8 BEVERLY VY		23.8	f	5.24						
					2.8 SHADY BEND		26.4	f	5.30						
					6.5 QUARTZITE		32.9								
					0.9 A. T. & S. F. CROSSING		33.8								
				D	0.3 LINCOLN CENTER NC		34.1	f	5.48						
					6.8 VEESPER		40.7	f	6.03						
				D	5.5 SYLVAN GROVE YG		46.9	f	6.17						
					3.6 WOLF CREEK		52.4								
				D	9.4 LUCAS QS		56.0	f	6.37						
				D	6.1 LURAY AU		65.4	f	6.57						
				D	7.7 WALDO OW		71.8	f	7.11						
				D	7.3 PARADISE VM		79.2	f	7.28						
				D	8.1 NATOMA NO		87.0	f	7.45						
					8.4 CODELL		95.1	f	8.03						
				DN-R	8.4 PLAINVILLE YL VN		103.5	A	7.45AM						
				D	6.9 ZURICH ZU		110.4		8.35AM						
				D	7.4 PALOO PO		117.8								
					4.9 DAMAR		122.7								
				D	8.6 BOGUE BG		129.8								
				D	8.7 HILL CITY CI		138.0								
				D	6.7 PENOKEE PK		144.7								
				D	5.6 MORLAND MD		150.2								
					5.2 STUDLEY		155.4								
					7.1 TASCO		162.5								
				D	7.9 HOXIE KZ		170.4								
					8.7 SEGUIN		179.1								
				D	7.1 MENLO MZ		186.2								
					7.8 HALFORD		194.0								
				D	8.6 COLBY CB		203.5								
					5.4 ALTAIR		208.9								
					3.6 MINGO		212.5								
					5.5 SPICA		218.0								
				DN-R	6.7 OAKLEY YL OQ		224.7								
					(224.7)										

(7.00) (4.05) Thru time (3.50) (7.15)
17.3 25.3 Average speed per hour 27.0 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	75	50
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	50	30
When caboose is handled in train consisting of passenger train equipment.		60	
When using No. 14 turnouts. When using other cross-overs or turnouts.	25 15	25 15	20 15
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	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. Gas turbine locomotives.	65 65	65 65	
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50	35 50
When leading unit at front of train is gas turbine or car body type unit backing up. Multiple unit engine when controlled from other than leading unit.	30 30	30 30	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
Train handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight train on curves and other restricted locations must be complied with.)			40 35 20
Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main line. On branch lines.			30 20
Note —Wedge snow plows 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 and 26000 to 26499 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: Yard-switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.			35 45 45
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
FIRST SUBDIVISION: Fort Riley —House			
SECOND SUBDIVISION: Ellsworth —South Elevator Wilson —Mill Spur Bunker Hill —House			
LEAVENWORTH BRANCH: Leavenworth —Barker Ramp Old Roundhouse			
SOLOMON BRANCH: Verdi —Industry Bennington —Industry Minneapolis —Siding AT&SF Connection Spur Sumnerville —Industry Delphos —East Mill Siding Industry Spur Glasco —Elevator Simpson —Industry Asherville —Industry			
PLAINVILLE BRANCH: All Stations except Hoxie —All Sidings			
McPHERSON BRANCH: Mentor —All Sidings Assaria —All Sidings Bridgeport —All Sidings Lindsborg —Business Farmer's Union Anderson Spur East Mill West Mill Johnston —Siding Hilton —Siding McPherson —Junk Yard Business Stock			
JUNCTION CITY BRANCH: Miltonvale —Coal Spur			

FIRST SUBDIVISION

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

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	75	50	Between Mile Posts— 203.9 and 208.0.	70	60	45
Between Mile Posts— Salina, over A. T. & S. F. Crossing.	30	30	25	Terra Cotta 208.4 and 209.4.	60	50	40
190.7 and 190.8.	70	60	45	210.0 and 211.1.	40	35	25
Bavaria 198.4 and 198.7.	70	60	45	Carnelio 211.3 and 212.8.	50	40	25
Brookville 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.	Frts.		Str.	Psgr.	Frts.
Between Mile Posts— Kanopolis 221.9 and 222.4.	40	35	25	Between Mile Posts— Yocemento 296.5 and 296.9.	70	60	45
Ellsworth, 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	Ellis, 304.3 and 307.0.	55	55	40
225.6 and 225.8.	70	60	45	Riga 311.4 and 311.8.	70	60	45
228.4 and 228.7.	70	60	45	Wakeeney Between first crossing west and second crossing east of depot.	40	40	25
230.6 and 230.9.	60	50	40	323.3 and 324.0.	55	45	35
Black Wolf 231.7 and 233.0.	50	40	30	Voda 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
Wilson, No. 18 within city limits.		40		Collyer 336.6 and 337.0.	55	45	35
Wilson, within city limits.			45	Oakley 383.4 and 384.3.	70	60	45
242.3 and 242.7.	70	60	45	Winona 401.3 and 401.8.	70	60	45
Dorrance 249.5 and 250.0.	60	50	40	405.5 and 405.8.	60	50	40
Bunker Hill 256.4 and 256.9.	70	60	45	McAllister 419.6 and 420.5.	70	60	45
Balta 270.1 and 270.4.	70	60	45	Wallace 424.9 and 425.0.	70	60	45
Victoria, within city limits.	50	50	40				
Hays, within city limits.	35	35	35				

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
Maximum speed.	55	50	Between Mile Posts— Hanover Within city limits.	25	25
Light engines.		35	134.1 and 134.9.	50	50
Between Mile Posts— Menoken 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 140.0 and 140.3.	45	45
Grove 8.8 and 9.0.	50	50	140.7 and 141.7.	30	30
Emmett 26.5 and 26.9.	45	45	Steele City 142.2 and 142.6.	45	45
Alkins 33.6 and 33.9.	50	50	145.3 and 145.5.	45	45
36.7 and 37.1.	45	45	Fairbury C. R. I. & P. Crossing M. P. 152.7 and 154.1.	20	20
Onaga 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 48.2 and 49.0.	50	50	157.6 and 158.0.	50	50
Lillis 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 175.5 and 175.9.	45	45
Winifred 67.9 and 68.2.	45	45	Belvidere C. B. & Q. Crossing M. P. 177.0.	35	35
Upland 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 Through turn-out to passenger main track—east end yard west of Elm Street.	10	10	Carleton 184.5 and 184.8.	50	50
Marysville 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 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 M. P. 226.7 Fourth Subdivision to M. P. 2.1 Hastings Branch.	20	20
			Hastings, freight trains entering and moving through yard tracks.		10
			Between Hastings and Grand Island.	35	30

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Pgr.	Fr.		Pgr.	Fr.
Leavenworth Branch. Between Lawrence and Leavenworth. Trains handling outfit cars.	25	25 20	Salina, between Prescott Street and Union Station.		10
Between Leavenworth and Corral: On straight track. On curves.	15 10	15 10	Plainville Branch. Maximum speed.	30	30
Between Corral and Knox.	5	5	1100 class diesel engines.	25	25
Manhattan Branch. Between Beatrice and Marysville.	40	40	Over Broadway By-Pass, Salina.	10	10
Badger, C. B. & Q. Crossing M. P. 113.1.	20	20	Trains handling outfit cars.		20
Between Marysville and Manhattan. Trains handling outfit cars.	25	25 20	At Mile Posts— 51.7 75.7 77.7 61.9 76.3 83.8 73.4 78.6 95.8 74.5 77.2 98.0	30	25
Light engines, between Beatrice and Marysville.	35	35	Between Mile Posts— 139.6 and 139.9.	25	25
Between Mile Posts— 100.2 and 100.5. 107.3 and 107.6. 110.3 and 111.6. 118.8 and 120.0.	25 30	25 30	Over East Leg of Wye, Colby.	10	10
At Mile Posts— 112.5 113.5	25	25	St. Joseph Branch. Maximum speed, between Troy and M. P. 50 and between M. P. 65 and Upland.	35	35
Manhattan, over Poynts Avenue and a trainman must act as crossing watchman.	3	3	Trains handling outfit cars.		20
Junction City Branch. Between Junction City and Clay Center. Between Clay Center and Miltonvale. Trains handling outfit cars.	25 20	25 20 20	Between Mile Posts— 6.7 and 6.8; 14.5 and 14.8 17.8 and 25.2; 32.6 and 33.3 39.1 and 41.7; 44.2 and 44.7 47.1 and 47.3; 48.3 and 48.6 50.3 and 65.8; 57.9 and 58.4 66.5 and 67.2; 72.2 and 72.5 73.4 and 75.3; 77.0 and 83.0 99.4 and 101.3; 104.0 and 107.2	25	25
Between M. P. 19.7 and 20.0.	10	10	U. S. Hospital Branch. Maximum speed— On straight track. On curves. Trains handling outfit cars. Over Bridge 0.09.	30 15	30 15 20 5
Solomon Branch. Maximum speed. Trains handling outfit cars.	25	25 20			
McPherson Branch. Maximum speed. Trains handling outfit cars.	25	25 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 Surgeon	Kansas City, Mo.	P. S. Combs	Surgeon	Leavenworth, Kan.	Harold W. Powers	Oculist & Aurist	Topeka, Kan.
W. P. Bunting	Aurist	Kansas City, Mo.	H. L. Soager	Surgeon	Lincoln Center, Kan.	F. J. Bios	Surgeon	Wakeney, Kan.
John R. Rufe	Oculist	Kansas City, Mo.	William Holwerda	Surgeon	Lincoln, Kan.	J. J. Hamilton	Surgeon	Wagon, Kan.
H. H. Owens	Surgeon	Kansas City, Mo.	J. A. Fairchild	Surgeon	Manhattan, Kan.	Jack T. Peterson	Surgeon	Wathena, Kan.
R. L. Owens	Surgeon	Kansas City, Mo.	R. D. Hughes	Surgeon	Marysville, Kan.	J. G. Swails	Surgeon	Wilton, Kan.
Donald J. Smith	Surgeon	Kansas City, Mo.	Robert M. Thomas	Surgeon	Marysville, Kan.	Frank A. Dabal	Surgeon	Wilton, Kan.
J. Warren Manley	Physician	Kansas City, Mo.	Weir Pierson	Surgeon	McPherson, Kan.	J. S. Benwell	District Surgeon	Denver, Colo.
C. J. Mullen	Oculist	Kansas City, Kan.	H. S. Fouts	Surgeon	Minneapolis, Kan.	Willie L. Bennett	Physician	Denver, Colo.
L. G. Hains	Surgeon	Abilene, Kan.	J. J. Marchbanks	Surgeon	Oakley, Kan.	J. H. Bechtold	Surgeon	Denver, Colo.
Roger P. Weltmer	Surgeon	Beloit, Kan.	Gordon B. Skaves	Surgeon	Oakley, Kan.	J. R. Blair	Aurist	Denver, Colo.
W. W. Weltmer	Surgeon	Beloit, Kan.	C. S. Fleckenstein	Surgeon	Onaga, Kan.	A. T. Haley	Surgeon	Denver, Colo.
E. W. Mitts	Surgeon	Bonner Springs, Kan.	Eugene A. Walsh	Surgeon	Onaga, Kan.	Ivan E. Hix	Oculist & Aurist	Denver, Colo.
G. G. Greenlee	Surgeon	Chapman, Kan.	C. D. Townes, Jr.	Surgeon	Perry, Kan.	Robert M. Maul	Surgeon	Denver, Colo.
G. W. Bale	Surgeon	Clay Center, Kan.	Vale Page	Surgeon	Plainville, Kan.	R. A. O'Dell	Shops Surgeon	Denver, Colo.
H. R. Custer	Surgeon	Colby, Kan.	C. C. Gunter	Surgeon	Plainville, Kan.	L. N. Meyers	Surgeon	Cheyenne Falls, Colo.
L. E. Haughey	Surgeon	Concordia, Kan.	H. W. Hiesterman	Surgeon	Quinter, Kan.	R. F. Courtney	Surgeon	Hugo, Colo.
G. A. Surface	Surgeon	Ellis, Kan.	Walter J. Pettijohn	Surgeon	Russell, Kan.	J. O. Clanin	Surgeon	Limon, Colo.
G. L. Ward	Surgeon	Ellis, Kan.	F. N. White	Surgeon	Russell, Kan.	Arnold McDermott	District Surgeon	Omaha, Neb.
H. St. C. O'Donnell	Surgeon	Ellsworth, Kan.	Owen W. D. Craig	Surgeon	St. Joseph, Mo.	Robert W. Taylor	Oculist & Aurist	Beatrice, Neb.
D. W. Bolton	Surgeon	Frankfort, Kan.	Samuel E. Benor	Surgeon	St. Joseph, Mo.	W. T. Wildhaber	Surgeon	Davenport, Neb.
M. A. Brawley	Surgeon	Frankfort, Kan.	O. Earl Whitell	Oculist & Aurist	St. Joseph, Mo.	Forest A. Mountford	Surgeon	Fairbury, Neb.
R. D. Warren	Physician	Hanover, Kan.	Orval L. Smith	Surgeon	St. Marys, Kan.	D. O. Hughes	Surgeon	Grand Island, Neb.
William M. Brewer	Surgeon	Hays, Kan.	R. E. Cheney	Aurist	Salina, Kan.	E. G. Johnson	Surgeon	Grand Island, Neb.
Lloyd W. Reynolds	Surgeon	Hays, Kan.	Kenneth L. Drust	Physician	Salina, Kan.	K. F. McDermott	Surgeon	Grand Island, Neb.
Ray Meldinger	Surgeon	Hiawatha, Kan.	C. E. Scott	Surgeon	Salina, Kan.	C. H. Maggiore	Surgeon	Grand Island, Neb.
D. L. Marchbanks	Surgeon	Hill City, Kan.	Max S. Lake	Oculist	Salina, Kan.	Leo M. Adams	Surgeon	Grand Island, Neb.
John Rapp	Surgeon	Hoxie, Kan.	John C. Mitchell	Surgeon	Salina, Kan.	J. A. Proffit	Oculist & Aurist	Grand Island, Neb.
Neuschwander	Surgeon	Hoxie, Kan.	C. M. Barnes	Surgeon	Seneca, Kan.	Clyde L. Kleager	Surgeon	Hastings, Neb.
H. L. Bunker, Jr.	Surgeon	Junction City, Kan.	W. R. Lents	Surgeon	Seneca, Kan.	O. A. Koestel	Surgeon	Hastings, Neb.
Harry O'Donnell	Surgeon	Junction City, Kan.	Philip L. Stevens	Surgeon	Tonganoxie, Kan.			
Russell Frink	Surgeon	Lawrence, Kan.	M. M. Halley	Surgeon	Topeka, Kan.			

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—wye;
 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	Location	Mile Post	Car Capacity of Siding, etc. See Rule 6(A)	Switch Connection
(FIRST SUBDIVISION)				(FOURTH SUBDIVISION)			
Edwardsville (1)	14.0	52 XP	Both	Spence	132.5	17 P	East
Forest Lake (1)	15.0	43 XP	Both	Powell	161.5	P
Sunflower	16.7	14 XP	Both	Sedan	196.4	12 P	Both
Lenape (1)	23.5	36 XP	Both	Anan	213.8	10 P	West
Midland (1)	43.2	25 XP	Both	Hansen	235.1	26 P	Both
Buck Creek (1)	46.1	28 XP	Both	Westwood	248.7	35	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	Riddle (McPherson Branch)...	5.31	18	West
Funston	133.6	131 P	Both				

(1) Flag stop for 70.

Standard Clocks Are Located as Shown Below

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