

UNION PACIFIC RAILROAD COMPANY  
EASTERN DISTRICT



KANSAS DIVISION

**TIME-TABLE  
No. 37**

**Effective Sunday,  
OCTOBER 25, 1964**

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

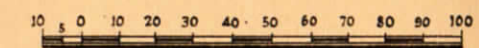
*Safety Always  
Makes a Suggestion*

**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. 37 October 25, 1964
369 Mixed				69 Passenger	9 Passenger	17 Passenger	
Daily				Daily	Daily	Daily	STATIONS
				11.00 PM	9.20 PM	7.80 AM	
				11.08 PM	9.25	7.85	KANSAS CITY, KAN.
				12.45 AM	10.27	8.47	TOPEKA
				1.45	11.20	9.48	MANHATTAN
				2.80	11.49 PM	10.12	JUNCTION CITY
				A 8.25 AM	12.45 AM	11.14 AM	SALINA
					9.49	1.21 PM	CT ELLIS
					1.59	12.26	MT SHARON SPRINGS
					2.58	2.25	HUGO
					5.80	4.18	Ar DENVER
					7.50	6.10	Lv DENVER
					8.20 AM	6.45	Ar CHEYENNE
					A 7.00 PM	A 8.50 PM	MT OGDEN
							(1229.5 via Cheyenne) (1217.1 via Borie)

(15.05) 30.1 (4.25) 40.7 (22.40) 53.7 (14.20) 52.2 .....Thru time  
.....Average speed per hour

**O. A. DURRANT**  
General Manager

**C. B. LISHER**  
General Superintendent

**J. BOWEN**  
Genl. Supt. Transportation

**H. B. JOPLING**, Superintendent..... Kansas City, Kan.  
**R. E. IRION**, Assistant Superintendent..... Kansas City, Kan.  
**R. E. ORRICK**, Terminal Superintendent..... Kansas City, Kan.  
**A. A. MAIS**, Assistant Terminal Superintendent..... Kansas City, Kan.  
**V. O. GILLESPIE**, Assistant Terminal Superintendent..... Kansas City, Kan.  
**B. E. JAYNES**, Trainmaster..... Marysville, Kan.  
**G. E. O'HARA**, Trainmaster..... Salina, Kan.  
**R. J. DUNN**, Master Mechanic..... Kansas City, Kan.  
**D. W. SMITH**, Road Foreman of Engines..... Kansas City, Kan.  
**N. W. McCURDY**, Road Foreman of Engines..... Denver, Colo.  
**A. J. ENFIELD**, Road Foreman of Engines..... Marysville, Kan.  
**R. H. UHRICH**, Division Engineer..... Kansas City, Kan.  
**V. M. DURRANT**, General Roadmaster..... Kansas City, Kan.  
**R. V. SMITH**, Asst. Supt. of Safety and Courtesy..... Kansas City, Kan.

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

**H. W. LANDRETH**, Chief Train Dispatcher..... Kansas City, Kan.  
**C. E. DARRAH**, Assistant Chief Train Dispatcher..... Kansas City, Kan.  
**L. D. OGLE**, Assistant Chief Train Dispatcher..... Kansas City, Kan.

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

**H. I. MARKLE, SR.**, Chief Train Dispatcher..... Salina, Kan.  
**P. L. MOBLEY**, 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.  
**J. E. ROWAN**, Assistant Chief Train Dispatcher..... Denver, Colo.  
**H. D. MEAD**, Assistant Chief Train Dispatcher..... Denver, Colo.

### FOURTH SUBDIVISION, AND BRANCHES

**W. V. MYERS**, Chief Train Dispatcher..... Marysville, Kan.  
**V. E. MEINECKE**, Assistant Chief Train Dispatcher..... Marysville, Kan.  
**L. D. TRYON**, Assistant Chief Train Dispatcher..... Marysville, Kan.

### 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"	97.8	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 No. 37 October 25, 1964	Mile Post	FIRST CLASS			SECOND CLASS		
		10 Passenger	70 Passenger	18 Passenger			370 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	6.38	10.40			
TOPEKA	68.0	7.38	5.10	9.30			
MANHATTAN	119.8	6.48	5.57	8.38			
JUNCTION CITY	189.5	6.10	5.25	8.08			
SALINA	186.6	5.02	2.20 PM	7.06			A 2.00 PM
ELLIS CT		2.49		4.43			10.15 AM
SHARON SPRINGS MT	808.8	1.44 AM		3.40			8.45
HUGO	429.8	11.45 PM		1.36			4.80
DENVER Lv	585.5	10.11		12.01 PM			12.40 AM
DENVER Ar		8.20		10.15 AM			8.15 PM
CHEYENNE	640.4	7.55 PM		9.46			
OGDEN MT	747.9			7.35 AM			
		9.10 AM					
(1229.5 via Cheyenne) (1217.1 via Borie)		Daily	Daily	Daily			Daily

Thru time..... (22.55) (4.40) (14.35) (16.45)  
 A average speed per hour..... 53.1 40.0 55.3 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.	Denver or beyond.	Kansas City or beyond.
17	{ Cheyenne Wells. }	Salina or beyond.	Denver or beyond.	10	7th St. Station, Kansas City, Kan.	Denver or beyond.	
139	Lawrence.	Davenport or beyond.	Stations where scheduled to stop.	118	Lawrence.	Wichita or beyond.	Des Moines or beyond.
9	7th St. Station, Kansas City, Kan.		Denver or beyond.	140	Lawrence.	Stations where scheduled to stop.	Davenport or beyond.
9	{ Abilene. Ellsworth. Russell. }	Topeka, Lawrence, Kansas City or beyond.	Denver or beyond.	18	{ Cheyenne Wells. Winona. Grainfield. Quinter. }	Denver or beyond.	Salina or beyond where scheduled to stop.
117	Lawrence.	Des Moines or beyond.	Wichita or beyond.	18	Wilson.	Denver or beyond.	Topeka, Kansas City or beyond.
69	Any Station.		Denver or beyond.	18	Ft. Riley.	Denver or beyond.	Kansas City or beyond.
69	Solomon.	Any point destined to points on Solomon Branch.		18	{ St. Marys. Wamego. }	Denver or beyond.	
					7th St. Station, Kansas City, Kan.		

WESTWARD

SECOND CLASS

FIRST SUBDIVISION

Car capacity of sleeping cars. See Rule 6 (A), Page 22.	Time-Table No. 37 October 25, 1964				
	STATIONS				
	155 Time Freight Daily	149 Local Freight Mon., Wed., Fri.	159 Local Freight Tues., Thur., Sat.	565 C. R. I. & P. Mixed Daily Except Sunday	79 A. T. & S. F. Mixed Daily Except Sunday
					DN-R UNION STATION US
					ARMSTRONG YL
					0.8
					TERMINAL JCT. YL
					0.9
					C. R. I. & P. JCT. YL
					0.7
					DN-R KAW JCT. YL KW
					4.6
					MUNCIE
					8.0
					D BONNER SPRINGS BW
					0.5
					A. T. & S. F. CROSS.
					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. & S. F. CROSS. X
					0.5
					DN-R TOPEKA YL OT
					0.2
					C. R. I. & P. CROSS.
					4.7
					MENOKEN
					5.8
					SILVER LAKE
					5.3
					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
					0.1
					C. R. I. & P. CROSS.
					6.5
					EUREKA LAKE
					5.7
					EAST FUNSTON
					4.1
					D FORT RILEY FT
					3.8
					DN-R YL JN
					JUNCTION CITY
					6.9
					KANSAS FALLS
					5.9
					D CHAPMAN CM
					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
					4.2
					D SOLOMON YL SK
					8.1
					NEW CAMBRIA
					4.2
					EAST SALINA YL
					2.0
					DN-R SALINA YL SC
					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. 37 October 25, 1964					
STATIONS					
69 Passenger Daily	3 C. R. I. & P. Passenger Daily	117 C. R. I. & P. Rocket Passenger Daily	9 Passenger Daily	139 C. R. I. & P. Passenger Daily	17 Passenger Daily
					DN-R UNION STATION US
					ARMSTRONG YL
					11.00PM
					11.08
					11.09
					10.06PM
					9.16PM
					9.26
					9.09AM
					7.36
					7.37
					7.37
					7.39
					7.44
					7.52
					18.0
					20.7
					28.3
					39.6
					48.8
					52.1
					61.8
					67.5
					68.0
					68.2
					72.9
					78.7
					84.0
					91.6
					97.8
					104.7
					111.5
					119.3
					119.4
					125.9
					181.6
					185.7
					189.5
					146.4
					152.8
					158.6
					163.7
					164.6
					164.7
					168.1
					172.3
					180.4
					184.6
					186.6

(4.35) 40.7 (1.12) 53.9 (1.01) 63.0 (3.15) 57.4 (1.11) 54.7 (3.33) 52.0 ..... 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. 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 at Kansas City, Kansas, is for information only. Between Union Station and Terminal Jct., trains and engines are governed by Operating Rules, time-table and special instructions of Kansas City Terminal Railroad.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
 For stations not shown on schedule pages.—See Page 23.



WESTWARD

SECOND SUBDIVISION

Cur. capacity of car. See note on Page 3.	SECOND CLASS		FIRST CLASS		STATIONS	
	155 Lead Freight	369 Mixed	17 Passenger	9 Passenger	Time-Table No. 37 October 25, 1964	
	Daily	Daily	Daily	Daily	STATIONS	
DT YSP	7.30AM	4.10AM	11.14AM	12.45AM	DN-R SALINA YL SC A	
63 P	f 7.45	f 4.18	11.22	12.52	0.6 A. T. & S. F. CROSSING	
121 P	s 7.55	s 4.31 <sup>10</sup>	11.27	12.57	7.6 BAVARIA	
42 P	f 8.01	f 4.35	11.31	1.00	6.6 D BROOKVILLE RK	
P	f 8.04	f 4.38	11.34	1.02	4.0 ARCOLA	
46 P	f 8.10	f 4.42	11.38	1.07	1.9 TERRA COTTA	
58 TP	s 8.35	s 4.52	11.45	1.14	4.3 CARNIRO	
WB 106 EB 106 P	s 9.15 <sup>14</sup>	s 5.02	11.51	1.20	7.6 D KANOPOLIS KA	
					4.5 DN ELLSWORTH YL WO	
37 P	f 9.30	f 5.12	11.59 <sup>AM</sup>	1.27	0.7 ST. L. & S. F. CROSSING	
69 P	s 9.45	s 5.23	12.07 <sup>PM</sup>	1.35	7.1 BLACK WOLF	
73 P	s 9.58	s 5.33	12.12	1.40	8.4 D WILSON WN	
53 P	s 10.10	s 5.43	12.18	1.46	6.5 D DORRANCE DO	
51 P	f 10.20	f 5.48	12.23	1.51	7.0 BUNKER HILL	
76 P	s 11.25 <sup>AM</sup>	s 6.00	12.28	1.56	5.8 HOMER	
62 P	f 12.06 <sup>PM</sup>	f 6.10 <sup>15A</sup>	12.31	2.00	4.1 DN RUSSELL YL RU	
119 P	s 12.15	s 6.20	12.36	2.05	3.4 BALTA	
27 P	s 12.39 <sup>17</sup>	f 6.27	12.39 <sup>15B</sup>	2.08	5.7 D GORHAM GJ	
P	s 1.00	s 6.35	12.43	2.11	4.1 WALKER	
48 P	f 1.15	f 6.45	12.48	2.15	5.2 D VICTORIA VC	
144 P	s 1.40	s 7.10	12.53	2.20	5.8 TOULON	
29 P	f 2.10	f 7.30	1.04	2.30	5.3 DN HAYS YL HA	
52 P	f 2.20	f 7.35	1.07	2.33	3.4 YOCCUMENTO	
D	A 2.45 <sup>PM</sup>	8.00	1.21	2.49 <sup>10</sup>	4.5 HOG BACK	
62 P	f 7.41		12.26	1.59	5.1 CT DN-R ELLIS YL RT	
52 P	f 7.49		12.33	2.06	5.3 RIGA	
50 P	s 8.01 <sup>17D</sup>		12.38	2.10	8.6 OGALLAH	
42 P	f 8.21		12.48	2.17	7.7 D WAKENNEY W	
34 P	f 8.29		12.55	2.24	5.8 VODA	
51 P	f 8.40		1.01	2.29	7.5 D COLLYER JY	
67 P	f 8.50		1.07	2.36	7.6 D QUINTER QN	
44 P	f 9.01		1.13	2.43	7.6 D BUFFALO PARK BP	
50 P	f 9.14		1.18	2.48	5.4 D GRAINFIELD GF	
42 P	f 9.22		1.27	2.55	8.9 D GRINNELL GD	
56 DTP	s 9.50		1.32	3.00	6.0 CAMPUS	
51 P	f 10.03		1.40	3.10	6.2 DN OAKLEY YL OQ	
43 P	f 10.13		1.49	3.19	8.7 D MONUMENT MU	
44 P	f 10.20		1.56	3.25	7.5 PAGE CITY	
40 P	f 10.32		2.02 <sup>18</sup>	3.30	5.4 D WINONA GW	
41 P	f 10.49		2.10	3.38	9.4 McALLASTER	
34 YSP	A 11.01 <sup>AM</sup>		2.21	3.48	12.7 D WALLACE A	
			A 2.29 <sup>PM</sup>	A 3.56 <sup>AM</sup>	8.7 DN-R SHARON SPRINGS YL PS	

(7.15) (7.51) (4.15) (4.11) ..... Thru time  
16.1 31.0 57.0 58.0 ..... 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 revenue passengers.—See Page 3.

SECOND SUBDIVISION

EASTWARD

Cur. capacity of car. See note on Page 3.	FIRST CLASS		SECOND CLASS		STATIONS	
	18 Passenger	10 Passenger	154 Lead Freight	370 Mixed	Time-Table No. 37 October 25, 1964	
	Daily	Daily	Daily	Daily	STATIONS	
DN-R	6.50PM	4.50AM	11.05AM	2.00PM	186.6	A SALINA YL SC A
63 P	f 6.50	f 4.50	11.05	2.00	187.2	0.6 A. T. & S. F. CROSS.
121 P	s 6.55	s 4.55	11.10	2.05	194.8	7.6 BAVARIA
42 P	f 6.58	f 4.58	11.15	2.10	201.4	6.6 D BROOKVILLE RK
P	f 7.01	f 4.61	11.20	2.15	205.4	4.0 ARCOLA
46 P	f 7.04	f 4.64	11.25	2.20	207.3	1.9 TERRA COTTA
58 TP	s 7.08	s 4.68	11.30	2.25	211.6	4.3 CARNIRO
WB 106 EB 106 P	s 7.15 <sup>14</sup>	s 4.75	11.35	2.30	219.2	7.6 D KANOPOLIS KA
					4.5 DN ELLSWORTH YL WO	
37 P	f 7.30	f 4.90	11.45	2.40	223.7	0.7 ST. L. & S. F. CROSS.
69 P	s 7.45	s 5.05	11.55	2.50	224.4	7.1 BLACK WOLF
73 P	s 7.58	s 5.18	12.05	2.60	231.5	8.4 D WILSON WN
53 P	s 8.10	s 5.30	12.15	2.70	239.9	6.5 D DORRANCE DO
51 P	f 8.14	f 5.34	12.20	2.75	246.4	7.0 BUNKER HILL
76 P	s 8.25	s 5.45	12.25	2.80	258.4	5.8 HOMER
62 P	f 8.36	f 5.56	12.30	2.85	259.2	4.1 DN RUSSELL YL RU
119 P	s 8.45	s 5.65	12.35	2.90	268.8	3.4 BALTA
27 P	s 8.55	s 5.75	12.40	2.95	269.7	5.7 D GORHAM GJ
P	s 9.05	s 5.85	12.45	3.00	272.4	4.1 WALKER
48 P	f 9.15	f 5.95	12.50	3.05	275.5	5.2 D VICTORIA VC
144 P	s 9.25	s 6.05	12.55	3.10	279.6	5.8 TOULON
29 P	f 9.35	f 6.15	1.00	3.15	284.8	5.3 DN HAYS YL HA
52 P	f 9.45	f 6.25	1.05	3.20	290.1	3.4 YOCCUMENTO
D	A 9.55 <sup>PM</sup>	8.00	1.10	3.25	295.4	4.5 HOG BACK
62 P	f 10.05		1.15	3.30	298.8	5.1 CT DN-R ELLIS YL RT
52 P	f 10.15		1.20	3.35	308.3	5.3 RIGA
50 P	s 10.25		1.25	3.40	308.4	8.6 OGALLAH
42 P	f 10.35		1.30	3.45	313.7	7.7 D WAKENNEY W
34 P	f 10.45		1.35	3.50	322.3	5.8 VODA
51 P	f 10.55		1.40	3.55	330.0	7.5 D COLLYER JY
67 P	f 11.05		1.45	3.60	335.3	7.6 D QUINTER QN
44 P	f 11.15		1.50	3.65	343.3	7.6 D BUFFALO PARK BP
50 P	f 11.25		1.55	3.70	350.9	5.4 D GRAINFIELD GF
42 P	f 11.35		1.60	3.75	356.3	8.9 D GRINNELL GD
56 DTP	s 11.45		1.65	3.80	365.2	6.0 CAMPUS
51 P	f 11.55		1.70	3.85	371.2	6.2 DN OAKLEY YL OQ
43 P	f 12.05		1.75	3.90	377.4	8.7 D MONUMENT MU
44 P	f 12.15		1.80	3.95	386.1	7.5 PAGE CITY
40 P	f 12.25		1.85	4.00	398.6	5.4 D WINONA GW
41 P	f 12.35		1.90	4.05	399.0	9.4 McALLASTER
34 YSP	A 11.01 <sup>AM</sup>		1.95	4.10	408.4	12.7 D WALLACE A
			A 2.29 <sup>PM</sup>	A 3.56 <sup>AM</sup>	421.1	8.7 DN-R SHARON SPRINGS YL PS

(7.15) (7.51) (4.15) (4.05) ..... Thru time  
16.1 31.0 57.2 59.5 ..... 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 3.

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 37  
October 25, 1964

Car capacity of train, etc. See Rule 72(A), Page 3.	STATIONS			
	369	17	7	9
	Mixed Daily	Passenger Daily	C. R. I. & P. Passenger Daily	Passenger Daily
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
48 P	12.06PM	2.58		4.21
50 P	12.13	3.03		4.25
54 P	12.30	3.08		4.29
58 P	12.53 <sup>18</sup>	3.18		4.37
58 P	1.05	3.26		4.44
58 YP	1.15	3.30		4.48
58 P	1.26	3.35		4.53
61 P	1.35	3.40		4.58
80 P	1.45	3.46		5.04
83 P	1.59	3.55		5.14
95 P	2.11	4.02		5.21
83 YP	2.24 2.42	4.11 4.13		5.29 5.30
3 P	2.51	4.19		5.36
31 P	2.59	4.25		5.41
47 P	3.12	4.30		5.50
51 P	3.22	4.36	6.57AM	5.57
100 P	3.32	4.42	7.12	6.03
51 P	3.37	4.46	7.17	6.07
100 P	3.44	4.50	7.22	6.12
24 P	3.52	4.55	7.27	6.17
WB 81 EB 89	4.01	5.00	7.33	6.23
51 P	4.10	5.05	7.38	6.29
58 P	4.20	5.10	7.43	6.35
58 P	4.30	5.15	7.49	6.40
100 P	4.40	5.20	7.56	6.46
51 P	4.48	5.24	8.00	6.50
100 P	4.55	5.28	8.05	6.54
58 P	5.05	5.33	8.10	6.59
84 P	5.14	5.38	8.14	7.03
100 YP	5.18	5.42	8.16	7.06
75 P	5.20	5.44	8.17	7.09
DT 75	5.21	5.45	8.18	7.10
DT 75	A 5.30PM	A 5.52PM	A 8.24AM	A 7.17AM

STATIONS

DN-R SHARON SPRINGS YL PS	4.0
SUNLAND	8.0
D WESKAN MO	6.4
CHEMUNG	4.9
ARAPAHOE	5.1
SALIS	4.8
D CHEYENNE WELLS CW	10.5
FIRST VIEW	8.8
ARENA	5.4
D KIT CARSON KC	6.3
SORRENTO	6.4
WILD HORSE	7.2
AROYA	10.4
BOYERO	8.8
CLIFFORD	9.2
DN-R HUGO YL HU	6.2
BAGDAD	6.2
LAKE	2.6
(C. R. I. & P. Crossing) LIMON YL MN	0.1
LIMON JUNCTION YL	6.0
RIVER BEND	6.8
CEDAR POINT	3.9
BUICK	5.1
D AGATE AX	5.9
LOWLAND	6.1
DN DEER TRAIL DX	5.9
PEORIA	6.5
D BYERS BY	5.9
D STRASBURG SR	6.4
D BENNETT BT	4.8
MANILA	4.7
WATKINS	6.6
MESA	8.1
MAGHE	2.5
SABLE	2.7
ROYDALE	0.8
DN SANDOWN JCT. SW	0.8
SANDOWN	3.9
PULLMAN YL	

(208.4)

Thru time..... (8.00) 34.7  
Average speed per hour..... (3.17) 63.5 (1.27) 60.4 (3.19) 63.8

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.

THIRD SUBDIVISION

EASTWARD

Time-Table No. 37  
October 25, 1964

FIRST CLASS

SECOND CLASS

Mile Post	STATIONS			
	18	8	10	370
	Passenger	C. R. I. & P. Passenger	Passenger	Mixed
429.8	A 1.32PM		A 11.40PM	A 3.40AM
433.8	1.26		11.34	3.30
441.8	1.19		11.27	3.15
448.2	1.14		11.22	3.02
455.1	1.10		11.18	2.55
458.2	1.06		11.14	2.48
463.0	1.02		11.10	2.40
475.5	12.53 <sup>300</sup>		11.02	2.20
482.3	12.46		10.55	2.05
487.7	12.41		10.51	1.55
494.0	12.36		10.46	1.40
500.4	12.31		10.41	1.30
507.6	12.25		10.35	1.19
518.0	12.17		10.27	1.05
526.3	12.10		10.20	12.52
535.5	12.01PM 11.59AM		10.11 10.10	12.40 12.10AM
541.7	11.53		10.01	11.55PM
547.9	11.48		9.55	11.45
550.5	11.45		9.50	11.40
550.6		A 1.08PM		
556.6	11.39	1.03	9.44	11.25
568.2	11.33	12.58	9.38	11.15
567.1	11.29	12.55	9.34	11.07
572.2	11.25	12.51	9.29	10.58
578.1	11.20	12.46	9.24	10.48
584.2	11.15	12.41	9.18	10.40
590.1	11.09	12.36	9.13	10.32
596.6	11.03	12.31	9.07	10.22
602.5	10.57	12.26	9.02	10.12
608.9	10.51	12.21	8.57	10.01
618.7	10.47	12.17	8.53	9.52
618.4	10.43	12.13	8.49	9.45
625.0	10.37	12.07	8.43	9.35
628.1				
630.5	10.32	12.02PM	8.37	9.25
633.2	10.29	11.59AM	8.33	9.19
634.0	10.28	11.58	8.32	9.16
634.3	10.27	11.57	8.31	9.15
638.2	10.20AM	11.50AM	8.25PM	9.01PM
	Daily	Daily	Daily	Daily

(208.4)

Thru time..... (8.12) 65.1 (1.18) 67.4 (3.15) 64.1 (6.89) 31.3  
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

217  
Local  
Freight

Mile Post  
Daily

Time-Table No. 37  
October 25, 1964

STATIONS

	MENOKEN	7.9
	GROVE	7.9
	DELIA	15.5
D	EMMETT	22.2
	AIKINS	27.6
D	ONAGA	37.1
	NOLAN	46.0
	LILLIS	49.2
	SULLIVAN	54.0
	M. P. CROSSING	58.3
D	FRANKFORT	58.5
	WINIFRED	64.0
	UPLAND	69.9 (107.8)
	DN-R MARYSVILLE YL MB	75.4 (113.3)
D	HERKIMER	118.4
	BREMEN	122.6
	C. B. & Q. CROSS.	128.1
D	HANOVER	128.2
	HOLLENBERG	137.4
	STEELE CITY	141.8
	RUDY	144.3
	C. B. & Q. CROSS.	147.1
	ENDICOTT	147.1
	C. R. I. & P. CROSS.	152.7
D	FAIRBURY	153.1
	C. R. I. & P. CROSS.	154.4
	HEDRIX	159.1
D	ALEXANDRIA	167.5
D	BELVIDERE	176.6
	C. B. & Q. CROSS.	177.0
D	CARLETON	184.0
	C. & N. W. CROSS.	191.2
D	DAVENPORT	191.2
	C. B. & Q. CROSS.	200.5
D	EDGAR	200.7
D	FAIRFIELD	209.0
D	GLENVIL	218.3
	LEVEL	221.9
	M. P. CROSSING	226.4
	C. B. & Q. CROSS.	227.2
	DN-R HASTINGS YL AN	227.4
D	DONIPHAN	240.8
	BELT LINE CROSS.	249.6
DN-R	GRAND ISLAND YL GE	251.8

CENTRALIZED TRAFFIC CONTROL

(218.9)

(0.13) Thru time  
25.4 Average speed per hour

Car capacity of  
freight cars, see  
Rule 6(A), Page  
23.

YKF	
130 F	
40 F	
130 F	
149 F	
130 F	
130 F	
37 F	
120 F	
PAI	
130 F	
130 F	
124 F	
DN-R	
F	
135 F	
PAI	
126 F	
150 F	
10 F	
130 F	
PAI	
30 F	
F	
130 F	
PAI	
140 F	
133 F	
132 F	
PAI	
130 F	
PAI	
135 F	
PAI	
130 F	
130 F	
130 F	
60 F	
PAI	
FX	
YKFD	
25 F	
YKFD	

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

218  
Local  
Freight

Daily

Time-Table No. 37  
October 25, 1964

STATIONS

	MENOKEN	7.9
	GROVE	7.9
	DELIA	15.5
D	EMMETT	22.2
	AIKINS	27.6
D	ONAGA	37.1
	NOLAN	46.0
	LILLIS	49.2
	SULLIVAN	54.0
	M. P. CROSSING	58.3
D	FRANKFORT	58.5
	WINIFRED	64.0
	UPLAND	69.9 (107.8)
	DN-R MARYSVILLE YL MB	75.4 (113.3)
D	HERKIMER	118.4
	BREMEN	122.6
	C. B. & Q. CROSS.	128.1
D	HANOVER	128.2
	HOLLENBERG	137.4
	STEELE CITY	141.8
	RUDY	144.3
	C. B. & Q. CROSS.	147.1
	ENDICOTT	147.1
	C. R. I. & P. CROSS.	152.7
D	FAIRBURY	153.1
	C. R. I. & P. CROSS.	154.4
	HEDRIX	159.1
D	ALEXANDRIA	167.5
D	BELVIDERE	176.6
	C. B. & Q. CROSS.	177.0
D	CARLETON	184.0
	C. & N. W. CROSS.	191.2
D	DAVENPORT	191.2
	C. B. & Q. CROSS.	200.5
D	EDGAR	200.7
D	FAIRFIELD	209.0
D	GLENVIL	218.3
	LEVEL	221.9
	M. P. CROSSING	226.4
	C. B. & Q. CROSS.	227.2
	DN-R HASTINGS YL AN	227.4
D	DONIPHAN	240.8
	BELT LINE CROSS.	249.6
DN-R	GRAND ISLAND YL GE	251.8

CENTRALIZED TRAFFIC CONTROL

(218.9)

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		JUNCTION CITY BRANCH				EASTWARD	
Car capacity of sidings, etc. See Rule 6(A), Page 22.	SECOND CLASS		Time-Table No. 37 October 25, 1964	Mile Post	SECOND CLASS		
	175 Local Frt.				176 Local Frt.		
	Mon., Wed., Fri.				Tues., Thurs., Sat.		
			<b>STATIONS</b>				
TTED	5.00AM	DN-R	JUNCTION CITY YL JN	0.0	A 11.00AM		
23	f 5.20		8.1 ALIDA	8.1	f 10.40		
42	s 5.40	D	5.8 MILFORD MR	13.6	s 10.25		
17	s 6.00	D	8.5 WAKEFIELD WF	19.4	s 10.10		
15	f 6.22		8.5 BROUGHTON	27.9	f 9.47		
30	s 7.45	D	0.8 CLAY CENTER CA	33.4	s 9.30		
4			8.9 DEHYD	34.2			
14	f 8.05		4.9 IDANA	41.1	f 8.25		
9	f 8.15		5.9 BROWDALE	46.0	f 8.12		
15 Y	s 9.35	D-R	0.2 MILTONVALE MV	51.9	s 8.00		
	9.37		20.0 M. V. JUNCTION YL	52.1	7.42		
	10.42		0.4 C. O. JUNCTION YL	72.1	7.02		
Y	A 10.45AM	D-R	0.4 CONCORDIA YL ND	72.5	7.00AM		

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

Time shown at M. V. Junction and C. O. Junction are for information only.  
 Between M. V. Junction and C. O. Junction, trains are governed by Operating Rules, time-table and special instructions of AT&SF Ry.

WESTWARD		SOLOMON BRANCH				EASTWARD	
Car capacity of sidings, etc. See Rule 6(A), Page 22.	SECOND CLASS		Time-Table No. 37 October 25, 1964	Mile Post	SECOND CLASS		
			<b>STATIONS</b>				
77 Y		D-R	SOLOMON SK	0.0			
40		D	6.5 NILES XN	6.5			
33			2.5 VERDI	9.0			
30		D	5.7 BENNINGTON BN	14.7			
55			6.2 LINDSEY	20.9			
18		D	2.4 MINNEAPOLIS MI	23.3			
16			0.4 A. T. & S. F. CROSSING	23.7			
7			0.7 ALFMIL	24.4			
18			4.7 SUMNERVILLE	29.1			
33		D	5.6 DELPHOS DF	34.7			
30		D	6.9 GLASCO GK	41.6			
33		D	5.2 SIMPSON BE	46.8			
25			3.0 ASHERVILLE	49.8			
			7.4 M. P. CROSSING	57.2			
34		D-R	0.2 BELOIT YL BL	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 sidings, etc. See Rule 6(A), Page 22.	SECOND CLASS		Time-Table No. 37 October 25, 1964	Mile Post	SECOND CLASS		
	185 Local Frt.	183 Local Frt.			184 Local Frt.	186 Local Frt.	
	Tues., Thurs., Sat.	Mon., Wed., Fri.			Tues., Thurs., Sat.	Mon., Wed., Fri.	
			<b>STATIONS</b>				
TTED		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	8.0 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		
40		s 5.24	5.3 BEVERLY VY	23.8	f 11.32		
		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 LINCOLN CENTER NC	34.1	f 11.11		
53		s 6.03	6.8 VESPER	40.7	f 10.58		
44		s 6.17	6.2 SYLVAN GROVE YG	46.9	f 10.45		
			5.5 WOLF CREEK	52.4			
47		s 6.37	3.8 LUCAS QS	56.0	f 10.25		
39		s 6.57	9.4 LURAY AU	65.4	f 10.05		
43		s 7.11	8.1 WALDO OW	71.5	f 9.50		
27		s 7.28	7.7 PARADISE VM	79.2	f 9.34		
38		s 7.45	7.8 NATOMA NO	87.0	f 9.18		
28		s 8.03	8.1 CODELL	95.1	f 9.02		
28 Y		7.45AM	8.4 DN-R PLAINVILLE YL VN	108.5	8.45AM	A 1.30PM	
37		s 8.16	6.9 ZURICH	110.4	s 1.00		
33		s 8.40	7.4 PALCO PO	117.8	s 12.50		
22		s 9.00	4.9 DAMAR	122.7	s 12.40		
23		s 9.15	6.6 BOGUE BQ	129.3	s 12.25		
36 Y		s 10.00	8.7 HILL CITY CI	138.0	s 12.05PM		
28		s 10.20	6.7 PENOKEE PK	144.7	s 11.42AM		
26		s 10.40	5.5 MORLAND MD	150.2	s 11.20		
27		s 11.00	5.2 STUDLEY	155.4	s 11.00		
20		s 11.20	7.1 TASCOC	162.5	s 10.40		
27		s 11.45AM	7.9 HOXIE KZ	170.4	s 10.10		
33		f 12.10PM	8.7 BERGUIN	179.1	f 9.00		
30		s 12.35	7.1 MENLO	186.2	s 8.35		
28		f 1.00	7.8 HALFORD	194.0	f 8.10		
26 PY		s 1.42	9.5 COLBY CB	203.5	s 7.40		
30		f 2.02	5.4 ALTAIR	208.9	f 7.00		
15		f 2.10	3.6 MINGO	212.5	f 6.50		
30		f 2.25	5.5 SPICA	218.0	f 6.30		
DPY		A 2.45PM	8.7 DN-R OAKLEY YL OQ	224.7		6.15AM	

(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 "Psgr."**—Train with diesel locomotive and all passenger train equipment.  
**Designation "Frt."**—Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.  
 When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.  
 Referring to Rule 10 (J). When two or three speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above; lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

**GENERAL**

Location	Miles Per Hour	
	Psg.	Frt.
Maximum speed.	79	60
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30
When caboose is handled in train consisting of passenger train equipment.	60	
When using No. 14 turnouts.	25	20
When using other cross-overs or turnouts.	15	15
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20
Within yard limits protected by continuous block signal system, where not otherwise restricted. (This in no way modifies requirements of Rule 93.)	60	35
Within yard limits not protected by continuous block signal system.	50	25
Diesel road freight and road-switch locomotives. Gas turbine locomotives.	65	65
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35	35
	50	50
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30
Multiple unit engine when controlled from other than leading unit.	30	30
Diesel locomotive running light dynamic brake not in operation, on descending grade in excess of 1%.		35
When more than 50% of tonnage is gravel or ore.		40
When 50% or more of tonnage is grain.		40
Train handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight train on curves and other restricted locations must be complied with.)	40	35
		20
Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main line. On branch lines.	30	20
<b>Note</b> —Wedge snow plows 900005-900007-900008 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	
	Psg.	Frt.
Trains handling UP ore cars 26,000 to 26,499 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
On inside tracks at stations indicated below, account rail weighing 60 pounds or less.	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 Johnston —Siding Hilton —Siding McPherson —Junk Yard Business Stock		
<b>JUNCTION CITY BRANCH:</b> Miltonvale —Coal Spur		

**FIRST SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Maximum speed.	79	60	Between Mile Posts— Belvue 99.7 and 99.8.	70	50
Between Mile Posts— Terminal Jct., 3.28 and 3.30.	30	25	104.6 and 104.8.	35	35
<b>Muncie</b> 13.2 and 13.4.	75	55	<b>Wamego</b> 105.4 and 107.0.	70	50
16.3 and 17.2.	70	55	<b>St. George</b> 117.8 and 118.2.	70	50
<b>Bonner Springs</b> 17.9 and 18.0.	30	30	119.1 and 119.4.	30	25
20.2 and 20.5.	75	55	<b>Manhattan</b> 121.9 and 122.0.	70	50
<b>Loring</b> 21.4 and 21.8.	75	55	123.1 and 123.5.	40	25
23.6 and 23.9.	75	55	124.7 and 125.3.	60	45
25.4 and 25.7.	75	55	<b>Eureka Lake</b> 129.2 and 129.3.	70	50
27.5 and 27.8.	75	55	<b>East Funston</b> 132.5 and 132.7.	70	50
<b>Linwood</b> 30.8 and 30.9.	75	55	133.7 and 137.2.	50	30
33.1 and 33.4.	75	55	<b>Junction City</b> 141.0 and 141.5.	70	50
36.5 and 36.9.	60	45	143.6 and 145.3.	40	25
<b>Lawrence, within city limits.</b>	30	25	<b>Kansas Falls</b> 148.7 and 148.9.	70	50
39.5 and 39.9.	30	25	150.0 and 150.2.	70	50
42.5 and 43.1.	70	55	<b>Chapman, within city limits.</b>	40	40
<b>Grantville</b> 65.7 and 66.3.	75	55	<b>Ablene, between Oplena and Elm Streets.</b>	30	25
67.4 and 67.9.	30	25	<b>Ablene, over A. T. &amp; S. F. Crossing.</b>	30	25
<b>Topeka, over Quincy Street and Kansas Avenue.</b>	12	12	165.9 and 166.2.	70	50
68.0 and 69.4.	20	20	167.9 and 168.3.	50	35
<b>Rossville, within city limits.</b>	45	45	<b>Sand Spring</b> 169.3 and 169.6.	70	50
<b>St. Marys, within city limits.</b>	25	25	<b>Solomon</b> 173.3 and 173.5.	50	30
94.7 and 95.0.	70	50	<b>New Cambria</b> 181.2 and 181.3.	70	50

**SECOND SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Maximum speed.	79	60	Between Mile Posts— 203.9 and 208.1.	70	50
Between Mile Posts— Salina, over A. T. & S. F. Crossing.	30	25	<b>Terra Cotta</b> 208.4 and 209.4.	60	45
190.7 and 190.9.	70	50	210.0 and 211.1.	40	25
<b>Bavaria</b> 198.4 and 198.7.	70	50	<b>Carnelro</b> 211.3 and 212.8.	50	30
<b>Brookville</b> 201.7 and 202.2.	70	50	213.1 and 215.1.	40	25
			215.5 and 216.1.	50	30

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frts.		Pagr.	Frts.
Between Mile Posts— <b>Kanopolis</b> 221.9 and 222.4.	40	25	Between Mile Posts— <b>Yocemento</b> 296.5 and 296.9.	70	50
<b>Ellsworth</b> , over St. L. & S. F. Crossing. 224.6 and 225.0.	20	20	297.5 and 297.8.	70	50
225.6 and 225.8.	60	45	<b>Ellis</b> 304.3 and 307.0.	55	40
228.2 and 228.5.	70	50	<b>Riga</b> 311.4 and 311.8.	70	50
230.6 and 230.9.	70	50	<b>Wakeeney</b> Between first crossing west and second crossing east of depot.	40	25
<b>Black Wolf</b> 231.7 and 233.0.	60	45	323.3 and 324.0.	55	40
235.0 and 236.2.	50	35	<b>Voda</b> 330.2 and 330.6.	70	50
238.4 and 239.5.	50	35	331.7 and 332.1.	60	45
<b>Wilson</b> , No. 18 within city limits.	40		335.0 and 335.5.	60	45
<b>Wilson</b> , within city limits.		45	<b>Collyer</b> 336.6 and 337.0.	55	40
242.3 and 242.8.	70	50	<b>Oakley</b> 383.4 and 384.3.	70	50
<b>Dorrance</b> 249.5 and 250.0.	60	45	<b>Winona</b> 401.3 and 401.8.	70	50
<b>Bunker Hill</b> 256.4 and 257.0.	70	50	405.5 and 405.8.	60	45
<b>Balta</b> 270.1 and 270.5.	70	50	<b>McAllaster</b> 419.6 and 420.5.	70	50
<b>Victoria</b> , within city limits.	50	40	<b>Wallace</b> 424.9 and 425.0.	70	50
<b>Hays</b> , within city limits.	35	35			

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frts.		Pagr.	Frts.
Maximum speed.	60	60	Between Mile Posts— <b>Hanover</b> Within city limits.	25	25
Light engines.		35	134.1 and 134.9.	55	55
Between Mile Posts— <b>Menoken</b> 4.1 and 4.3.	55	55	135.0 and 135.2.	50	50
6.0 and 6.2.	55	55	136.1 and 136.5.	50	50
7.2 and 7.4.	55	55	<b>Hollenberg</b> 140.0 and 140.3.	50	50
<b>Grove</b> 8.8 and 9.0.	55	55	140.7 and 141.7.	35	35
<b>Emmett</b> 26.5 and 26.9.	50	50	<b>Steele City</b> 142.2 and 142.7.	50	50
<b>Alkins</b> 33.6 and 33.9.	55	55	145.3 and 145.5.	50	50
36.7 and 37.1.	50	50	<b>Fairbury</b> C. R. I. & P. Crossing M. P. 152.7 and 154.1.	20	20
<b>Onaga</b> 39.3 and 40.9.	50	50	C. R. I. & P. Crossing M. P. 154.4.	25	25
42.0 and 42.8.	50	50	155.1 and 155.4.	50	50
43.4 and 45.6.	55	55	156.2 and 156.5.	55	55
<b>Nolan</b> 48.2 and 49.0.	55	55	157.5 and 157.9.	55	55
<b>Lillis</b> 56.6 and 56.9.	55	55	160.0 and 160.3.	55	55
57.6 and 57.8.	55	55	163.5 and 163.8.	55	55
M. P. Crossing M. P. 58.3.	30	30	164.9 and 166.3.	50	50
58.3 and 58.8.	30	30	<b>Alexandria</b> 175.5 and 175.9.	50	50
<b>Winifred</b> 67.9 and 68.2.	50	50	<b>Belvidere</b> C. B. & Q. Crossing M. P. 177.0.	35	35
<b>Upland</b> 110.1 and 110.8.	45	45	177.2 and 177.4.	55	55
111.3 and 111.5.	50	50	181.7 and 182.0.	55	55
<b>Marysville</b> Through turn-out to passenger main track—east end yard west of Elm Street.	10	10	<b>Carleton</b> 184.5 and 184.8.	55	55
<b>Marysville</b> Freight trains entering and moving through yard tracks.		10	185.3 and 185.9.	55	55
115.7 and 116.2.	55	55	187.9 and 189.5.	50	50
<b>Herkimer</b> 118.6 and 119.1.	50	50	190.0 and 190.5.	55	55
121.1 and 126.9.	50	50	C. & N. W. Crossing M. P. 191.2.	35	35
			<b>Hastings</b> M. P. 226.7 Fourth Subdivision to M. P. 2.1 Hastings Branch.	20	20
			<b>Hastings</b> , 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	
	Psg.	Fr.		Psg.	Fr.
<b>Leavenworth Branch.</b> 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	<b>Plainville Branch.</b> Maximum speed.	30	30
Between Corral and Knox.	5	5	1100 class diesel engines.	25	25
<b>Manhattan Branch.</b> 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 Bestwall.	20	20	At Mile Posts—		
Light engines, between Beatrice and Marysville.	35	35	51.7 75.7 77.7	} 30	25
Between Mile Posts—			61.9 76.3 83.8		
100.2 and 100.5.	25	25	73.4 76.6 95.8		
107.3 and 107.6.			74.5 77.2 98.0		
110.3 and 111.6.	30	30	Between Mile Posts—		
118.8 and 120.0.			139.6 and 139.9.	25	25
At Mile Posts—	25	25	Over East Leg of Wye, Colby.	10	10
112.5 113.5			<b>St. Joseph Branch.</b>		
Manhattan, over Poynts Avenue and a trainman must act as crossing watchman.	3	3	Maximum speed, between Troy and M. P. 50 and between M. P. 65 and Upland.	35	35
<b>Junction City Branch.</b> Between Junction City and Miltonvale.	20	20	Trains handling outfit cars.		20
Between M. P. 19.7 and 20.0.	10	10	Between Mile Posts—		
<b>Solomon Branch.</b> Maximum speed. Trains handling outfit cars.	25	25 20	6.7 and 6.8; 14.5 and 14.8	} 25	25
<b>McPherson Branch.</b> Maximum speed. Trains handling outfit cars.	25	25 20	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		
			<b>U. S. Hospital Branch.</b>		
			Maximum speed—	20	20
			On straight track.	15	15
			On curves.		5
			Over Bridge 0.09.		

**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.	M. M. Halley	Surgeon	Topeka, Kan.
W. P. Bunting	Aurist	Kansas City, Mo.	H. L. Songer	Surgeon	Lincoln, Kan.	F. J. Bice	Surgeon	Wakeeney, Kan.
John B. Rufe	Oculist	Kansas City, Mo.	William Holwerda	Surgeon	Lindsborg, Kan.	J. J. Hamilton	Surgeon	Wakeeney, Kan.
H. H. Owens	Surgeon	Kansas City, Mo.	J. A. Falchid	Surgeon	Manhattan, Kan.	J. G. Swails	Surgeon	Wathena, Kan.
R. L. Owens	Surgeon	Kansas City, Mo.	B. D. Hughes	Surgeon	Marysville, Kan.	Frank A. Dibbal	Surgeon	Wilson, Kan.
R. Dean Applegate	Surgeon	Kansas City, Mo.	Robert M. Thomas	Surgeon	Marysville, Kan.	J. S. Benwell	District Surgeon	Denver, Colo.
Leland E. Stanley	Surgeon	Kansas City, Kan.	Walter Pierson	Surgeon	McPherson, Kan.	Willis L. Bennett	Physician	Denver, Colo.
J. Warren Manley	Physician	Kansas City, Kan.	H. S. Foutz	Surgeon	Minneapolis, Kan.	J. H. Bechtold	Surgeon	Denver, Colo.
C. J. Mullen	Oculist	Kansas City, Kan.	J. J. Marchbanks	Surgeon	Oakley, Kan.	J. B. Blair	Aurist	Denver, Colo.
L. G. Heins	Surgeon	Abilene, Kan.	Gordon B. Sekavee	Surgeon	Oakley, Kan.	A. T. Haly	Surgeon	Denver, Colo.
Roger P. Weltmer	Surgeon	Beloit, Kan.	C. S. Fleckenstein	Surgeon	Onaga, Kan.	A. P. Ley	Oculist	Denver, Colo.
W. W. Weltmer	Surgeon	Beloit, Kan.	Eugene A. Walsh	Surgeon	Onaga, Kan.	Robert M. Maul	Surgeon	Denver, Colo.
E. W. Mitts	Surgeon	Bonner Springs, Kan.	A. M. Pederson	Surgeon	Plainville, Kan.	E. A. O'Dell	Surgeon	Denver, Colo.
F. D. Taylor	Surgeon	Clay Center, Kan.	Vale Page	Surgeon	Plainville, Kan.	L. N. Meyers	Surgeon	Cheyenne Wells, Colo.
H. R. Custer	Surgeon	Colby, Kan.	C. C. Gunter	Surgeon	Quinter, Kan.	B. F. Courtney	Surgeon	Hugo, Colo.
L. E. Haughey	Surgeon	Concordia, Kan.	H. W. Hietserman	Surgeon	Quinter, Kan.	J. O. Clanin	Surgeon	Limon, Colo.
G. A. Surface	Surgeon	Ellis, Kan.	Walter J. Pettijohn	Surgeon	Russell, Kan.	Arnold McDermott	District Surgeon	Omaha, Nebr.
G. L. Ward	Surgeon	Ellis, Kan.	F. N. White	Surgeon	Russell, Kan.	Robert W. Taylor	Oculist & Aurist	Beatrice, Neb.
H. St. C. O'Donnell	Surgeon	Ellisworth, Kan.	Owen W. D. Craig	Surgeon	St. Joseph, Mo.	W. T. Wildhaber	Surgeon	Beatrice, Neb.
D. W. Bolton	Surgeon	Frankfort, Kan.	Samuel E. Senor	Surgeon	St. Joseph, Mo.	Forest A. Mountford	Surgeon	Davonport, Neb.
M. A. Brawley	Surgeon	Frankfort, Kan.	O. Earl Whitsett	Oculist & Aurist	St. Joseph, Mo.	D. O. Hughes	Surgeon	Fairbury, Neb.
R. D. Warren	Physician	Hanover, Kan.	Orval L. Smith	Surgeon	St. Marys, Kan.	E. G. Johnson	Surgeon	Grand Island, Neb.
William M. Brewer	Surgeon	Hays, Kan.	B. E. Cheney	Aurist	Salina, Kan.	K. F. McDermott	Surgeon	Grand Island, Neb.
Lloyd W. Reynolds	Surgeon	Hays, Kan.	Kenneth L. Druet	Physician	Salina, Kan.	C. H. Magliore	Surgeon	Grand Island, Neb.
Ray Meidinger	Surgeon	Hiawatha, Kan.	C. E. Scott	Surgeon	Salina, Kan.	Leo M. Adams	Surgeon	Grand Island, Neb.
John Rapp	Surgeon	Hoxie, Kan.	Max S. Lake	Oculist	Salina, Kan.	J. A. Proffitt	Oculist & Aurist	Grand Island, Neb.
Neuenschwander	Surgeon	Hoxie, Kan.	John C. Mitchell	Surgeon	Salina, Kan.	Clyde L. Kleager	Surgeon	Hastings, Neb.
H. L. Bunker, Jr.	Surgeon	Junction City, Kan.	C. M. Barnes	Surgeon	Seneca, Kan.	O. A. Kostal	Surgeon	Hastings, Neb.
Harry O'Donnell	Surgeon	Junction City, Kan.	J. J. Chung	Physician	Sharon Springs, Kan.			
Russell Frink	Surgeon	Lawrence, Kan.	Phillip L. Stevens	Surgeon	Tonganoxie, 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:  
 D—diesel oil station;  
 F—turbine fuel station;  
 I—interlocking;  
 O—fuel oil station;  
 P—telephone;  
 T—turntable;
- X—cross-over;  
 Y—wye;  
 Z—track scales;  
 AI—automatic interlocking;  
 CS—center siding;  
 ES—eastward siding;  
 WS—westward siding.

**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
<b>(FIRST SUBDIVISION)</b>				<b>(FOURTH SUBDIVISION)</b>			
Edwardsville (1)	14.0	52 XP	Both	Spence	132.5	17 P	East
Forest Lake (1)	15.0	43 XP	Both	Sedan	196.4	12 P	Both
Sunflower	16.7	14 XP	Both	Anan	213.8	10 P	West
Lenape (1)	23.5	36 XP	Both	Hansen	235.1	26 P	Both
Midland (1)	43.2	25 XP	Both	Westwood	248.7	35	Both
Buck Creek (1)	46.1	28 XP	Both				
Newman (1)	55.9	31 XP	Both				
Kiro	75.2	35 P	Both	Sid (McPherson Branch)	5.31	18	West
Swamp Angel	114.8	6	Both				
Ogdensburg (1)	130.3	22 P	Both				
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
Kansas City	Dispatcher's Office	Denver, 36th Street	Dispatcher's Office
Armstrong	Yard Office	Denver, 29th Street	Register Room
Armstrong	Roundhouse	Denver	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	Telegraph Office	Leavenworth	Telegraph Office
Topeka	Engineer's Wash Room	St. Joseph	Terminal Yard Office
Topeka	Yard 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	Roundhouse
Sharon Springs	Telegraph Office	Hugo	Telegraph Office
		Limon	Telegraph Office
		Pullman	Yard Office