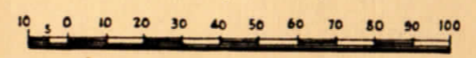


EASTERN DISTRICT

KANSAS DIVISION

CORRECTED TO MAR.20.1948

Scale of Miles



UNION PACIFIC RAILROAD COMPANY
EASTERN DISTRICT



KANSAS DIVISION

TIME-TABLE
No. 3

Effective Sunday,
January 16, 1949

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

Be Careful Today

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS				FIRST CLASS				Time-Table No. 3 January 16, 1949	STATIONS
369 Mixed	37 Passenger	17 Passenger	9 Passenger	39 Passenger	69 Passenger	537 Motor Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	11.80 PM		9.20 PM	6.80 PM	10.00 AM	8.00 AM	CT KANSAS CITY, MO		
	11.88 PM		9.25	6.88	10.08	8.08	KANSAS CITY, KAN		
	1.15 AM		10.28	8.05	11.45 AM	10.00 AM	TOPEKA		
	2.25		11.17	9.10	1.15 PM	A 12.80 PM (Marysville)	MANHATTAN		
	3.20		11.45 PM	10.00	2.10		JUNCTION CITY		
	5.05		12.85 AM	A 11.15 PM	4.00		SALINA		
	7.15 PM		2.45		A 7.80 PM		CT ELLIS		
	1.15 AM		1.50				MT SHARON SPRINGS		
	6.15		10.25 AM	8.52			HUGO		
	11.45 AM		12.50 PM	5.32			DENVER		
			8.80	5.10 PM	7.25		BORIE		
			5.80	A 7.20 PM	7.45		CHEYENNE		
			7.40 PM				MT OGDEN		
			A 6.85 AM				(1229.5 via Cheyenne) (1217.1 via Borie)		
(16.30) 20.4	(32.05) 37.9	(2.10) 47.6	(13.40) 54.6	(4.45) 39.3	(9.30) 31.9	(4.30) 33.0Thru Time Average speed per hour		

H. E. SHUMWAY
General Manager

E. HICKS
General Superintendent

A. D. HANSON
Genl. Supt. Transportation

W. O. HORNE, Superintendent.....Kansas City, Mo.
H. B. JOPLING, Assistant Superintendent.....Kansas City, Mo.
T. P. ARGUBRIGHT, Terminal Superintendent.....Kansas City, Mo.
B. E. JAYNES, Trainmaster.....Marysville, Kan.
M. V. DOUGHERTY, Trainmaster.....Salina, Kan.
J. C. KENEFICK, Assistant Trainmaster.....Kansas City, Mo.
H. T. SNYDER, Master Mechanic.....Denver, Colo.
R. H. BYRD, Road Foreman of Engines.....Kansas City, Kan.
N. W. McCURDY, Road Foreman of Engines.....Denver, Colo.
R. M. JOLLEY, Division Engineer.....Kansas City, Mo.
L. J. OVERMAN, General Roadmaster.....Kansas City, Mo.

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

D. GRESHAM, Chief Train Dispatcher.....Kansas City, Mo.
G. R. CARR, 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

C. F. WYNNE, Chief Train Dispatcher.....Salina, Kan.
H. I. MARKLE, Assistant Chief Train Dispatcher.....Salina, Kan.

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

C. A. VICK ROY, Chief Train Dispatcher.....Denver, Colo.
E. E. CRUTCHFIELD, Assistant Chief Train Dispatcher.....Denver, Colo.
K. G. PRICE, Assistant Chief Train Dispatcher.....Denver, Colo.

FOURTH SUBDIVISION, AND BRANCHES

E. C. KAUFFMAN, Chief Train Dispatcher.....Marysville, Kan.
E. R. MERRIMAN, Assistant Chief Train Dispatcher.....Marysville, Kan.
C. O. BUTTERFIELD, Assistant Chief Train Dispatcher.....Marysville, Kan.

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
80"	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.

MILEAGE

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

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS					SECOND CLASS				
		10 Passenger	40 Passenger	538 Motor Passenger	70 Passenger	18 Passenger	38 Passenger	370 Mixed			
KANSAS CITY, MO. CT	0.0	A 7.45 AM	A 11.45 AM	A 6.00 PM	A 8.15 PM	A 11.30 PM					
KANSAS CITY, KAN.	2.5	7.33	11.37	5.45	7.55	11.13					
TOPEKA	68.0	8.80	10.25	4.00	6.25	10.05					
MANHATTAN	119.8	5.40	9.10	1.20 PM (Marysville)	4.45	8.50					
JUNCTION CITY	189.5	5.15	8.40		4.00	8.20					
SALINA	186.6	4.20	7.30 AM		3.40 PM	7.00					
ELLIS CT	308.3	2.20			11.15 AM	4.35					
SHARON SPRINGS	429.8	1.15 AM				8.20			A 10.05 AM		
HUGO	585.5	11.20 PM				12.55 PM			4.10		
DENVER Lv	640.4	8.00				10.55 AM			12.10 AM		
BORIE Ar	743.6	7.45				8.60			6.50 PM		
CHEYENNE	746.4	5.40 PM				7.45					
OGDEN MT						6.20 AM					
						7.15 PM					
(1229.5 via Cheyenne) (1217.1 via Borie)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....		(13.05)	(4.15)	(4.40)	(9.00)	(2.25)	(27.15)	(15.15)			
Average speed per hour.....		57.0	43.9	31.8	33.7	42.7	44.7	22.1			

On First Subdivision between Terminal Junction and end of double track, Topeka:
 The operation of trains with the current of traffic will be governed by rules 251, 253 and 254.
 When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.
 When instructed by train dispatcher to clear a train, such train must be cleared not less than ten minutes.

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
43	Lawrence.		Hutchinson or points beyond where scheduled to stop, except California, Colorado, or beyond.	38	Cheyenne Wells. Winona. Grainfield.	Denver or beyond.	Salina and East where scheduled to stop.
3	Lawrence.		Hutchinson or points beyond where scheduled to stop, except California, Colorado, or beyond.	10	Russell. Ellsworth.	Denver or beyond.	Topeka, Kansas City or beyond.
509	Lawrence.	Tri-Cities, Des Moines, or beyond.	Wichita or beyond.	10	Abilene.	Denver or beyond.	Kansas City or beyond.
39	Belvue.	Any Station.	Any Station.	10	Lawrence.	Denver or beyond.	St. Louis, Mo., or beyond.
17	Lawrence.	Kansas City, Mo., or on CRI&P beyond.	Regular scheduled stops.	18	Lawrence.	Regular scheduled stops.	Kansas City, Mo., or on CRI&P beyond.
9	Lawrence.	St. Louis, Mo., or beyond.	Denver or beyond.	40	Belvue.	Any station.	Any station.
37	Any Station.		Denver or beyond.	510	Lawrence.	Wichita or beyond.	Tri-Cities, Des Moines or beyond.
37	Solomon.	Any point destined to points on Solomon Branch.		44	Lawrence.	Herington or beyond, except from California.	Chicago or Englewood.
9	Abilene.	Kansas City or beyond.	Denver or beyond.	38	(St. Marys. Wamego.)	Denver or beyond.	
9	(Ellsworth Russell.)	Kansas City or beyond, or Topeka.	Denver or beyond.	4	Lawrence.	Tucumcari or West, except from California.	Chicago or Englewood.
37	(Arapahoe. First View.)	Any Station.	Any Station.				

FIRST SUBDIVISION				FIRST CLASS				EASTWARD								
Time-Table No. 3 January 16, 1949				10	18	140	508	40	532	538	510	70	44	38	4	
STATIONS				Passenger	C. R. I. & P. Passenger	C. R. I. & P. Passenger	C. R. I. & P. Rocket Passenger	Passenger	Motor Passenger	Motor Passenger	C. R. I. & P. Rocket Passenger	Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Passenger	
DN-R UNION STATION US				A 7.45AM				A 11.45AM				A 8.15PM			A 11.30PM	
KANSAS CITY, KAN.				7.33				s 11.37				s 7.55			11.12	
DN-R TERMINAL JCT. YL JC				7.32	A 7.47AM	A 8.14AM	A 8.19AM	11.35		5.42	A 7.09PM	7.51	A 9.37PM	11.09	A 12.45AM	
C. R. I. & P. JCT. YL				7.30	7.45	8.12	8.17	11.33		5.40	7.07	7.49	9.35	11.07	12.43	
DN KAW JCT. YL KW				7.28	7.43	8.10	8.15	11.31		5.38	7.06	7.47	9.33	11.05	12.41	
MUNCIE				7.24	7.38	8.04	8.12	11.25		f 5.32	7.02	7.40	9.28	11.00	12.35	
D BONNER SPRINGS BW				7.17	7.30	7.56	8.06	11.17		s 5.18	6.56	7.31	9.19	10.52	12.28	
DN A.T. & S.F. CROSS. BN																
LORING				7.14	7.27	7.53	8.03	11.14		f 5.13	6.53	7.28	9.16	10.49	12.25	
LINWOOD				7.07	7.20	7.45	7.56	11.07 ¹⁴⁸		s 5.00	6.46	7.20	9.08	10.43	12.18	
DN LAWRENCE YL DA				6.56	7.08	7.32	7.45	s 10.55		s 4.43	6.35	s 7.05	8.55	s 10.33	12.05AM	
WILLIAMSTOWN				6.47	6.56	7.22	7.36	10.45		f 4.29	6.26	6.48	8.43	10.23	11.56PM	
D PERRY KY				6.44	6.53	7.19	7.33	10.42		s 4.23	6.23	6.45	8.40	10.20	11.53	
GRANTVILLE				6.37	6.43	7.09	7.25	10.33		f 4.10	6.15	6.35	8.29	10.13	11.43	
DN A.T. & S.F. CROSS. X																
DN-R TOPEKA YL OT				s 6.30	s 6.35AM	s 7.00AM	s 7.20AM	s 10.25		s 4.00	s 6.10PM	s 6.25	s 8.20PM	s 10.05	s 11.35PM	
C. R. I. & P. CROSS.																
DN WEST TOPEKA YL CH				6.27				10.15		3.40		6.10		9.49		
DN MENOKEN YL MX				6.22				10.10 ⁵³⁷		3.30PM		5.57		9.44		
D SILVER LAKE SI				6.17				10.01				s 5.48		9.36		
D ROSSVILLE RV				6.12				9.55 ¹⁵⁰				s 5.40		9.31 ¹⁵⁵		
DN ST. MARYS SY				6.06 ¹⁴⁹				f 9.45				s 5.27		9.22		
D BELVUE BV				6.01				9.35				f 5.15		9.15		
DN WAMEGO WA				5.55				s 9.28				s 5.07		9.07		
ST. GEORGE				5.48				9.19				s 4.55		8.59 ³⁹		
DN MANHATTAN YL MH				s 5.40				s 9.10 ¹⁴⁹				s 4.45		8.50		
C. R. I. & P. CROSS.																
EUREKA LAKE				5.30				8.59				4.25		8.36		
EAST FUNSTON				5.25				f 8.53				f 4.16		8.31		
D FORT RILEY FT				5.20				s 8.48				s 4.10		8.26		
DN-R JUNCTION CITY YL JN				5.15 ¹⁵⁹				8.40				4.00		8.20		
KANSAS FALLS				5.00				8.30				3.50		8.05 ¹⁵⁴		
D CHAPMAN CM				4.55				f 8.12				s 3.32		7.47		
D DETROIT DR				4.49				f 8.06				s 3.23		7.41		
DN ABILENE YL AB				4.44				s 8.00 ¹⁵⁰				s 3.15		7.35		
A. T. & S. F. CROSS.																
WEST ABILENE YL				4.41				7.55 ⁵⁶⁵				3.10		7.28		
SAND SPRING				4.38				7.51 ⁷⁹				3.06		7.25		
D SOLOMON YL SK				4.34				s 7.46	A 8.45AM			s 2.58 ⁶⁹		7.20		
NEW CAMBRIA				4.27 ³⁷				7.37	f 8.30 ⁵⁶⁵			f 2.49		7.10		
EAST SALINA YL				4.23				7.33	8.20			2.43		7.05		
DN-R SALINA YL				4.20AM				7.30AM	8.15AM			2.40PM		7.00PM		
(186.6)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Thru time.....	(3.25)	(1.12)	(1.14)	(0.59)	(4.15)	(0.30)	(2.30)	(0.59)	(5.35)	(1.17)	(4.30)	(1.10)				
Average speed per hour.....	54.6	53.9	52.4	65.8	43.0	28.6	29.2	65.8	33.4	50.4	41.5	58.3				

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 38 are superior to Nos. 531 and 69.—See Rule S-72.
On double track, operation of trains with current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.
Clearance must be received by all trains at Junction City.
Time shown at Union Station and Kansas City, Kans., is for information only. Trains are governed by Kansas City Terminal Railroad Time-Table and Rules while using their tracks between Union Station and Terminal Jct.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 23.

FIRST SUBDIVISION	SECOND CLASS						EASTWARD				Car capacity of sidings, etc. See Rule 6(A), Page 23.	
	472	166	148	188	150	566	356	158	80	358		154
Time-Table No. 3 January 16, 1949	Time Freight	Mixed	Local Freight	Mixed	Local Freight	C. R. I. & P. Mixed	Time Freight	Local Freight	A. T. & S. F. Mixed	Time Freight	Time Freight	
STATIONS												
DN-R UNION STATION US												
ARMSTRONG YL												
DN-R TERMINAL JCT. YL JC												
C. R. I. & P. JCT. YL												
DN KAW JCT. YL KW												
MUNCIE												
D BONNER SPRINGS BW												
DN A.T. & S.F. CROSS. BN												
LORING												
LINWOOD												
DN LAWRENCE YL DA												
WILLIAMSTOWN												
D PERRY KY												
GRANTVILLE												
DN A.T. & S.F. CROSS. X												
DN-R TOPEKA YL OT												
C. R. I. & P. CROSS.												
DN WEST TOPEKA YL CH												
DN MENOKEN YL MX												
D SILVER LAKE SI												
D ROSSVILLE RV												
DN ST. MARYS SY												
D BELVUE BV												
DN WAMEGO WA												
ST. GEORGE												
DN MANHATTAN YL MH												
C. R. I. & P. CROSS.												
EUREKA LAKE												
EAST FUNSTON												
D FORT RILEY FT												
DN-R JUNCTION CITY YL JN												
KANSAS FALLS												
D CHAPMAN CM												
D DETROIT DR												
DN ABILENE YL AB												
A. T. & S. F. CROSS.												
WEST ABILENE YL												
SAND SPRING												
D SOLOMON YL SK												
NEW CAMBRIA												
EAST SALINA YL												
DN-R SALINA YL												
(186.6)	Daily	Daily Except Sunday	Daily Except Sunday	Tuesday, Thursday, Saturday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	
Thru time.....	(2.20)	(0.40)	(6.50)	(0.15)	(5.40)	(0.50)	(3.20)	(2.49)	(0.40)	(4.15)	(10.45)	
Average speed per hour.....	30.2	21.5	9.6	18.0	12.5	23.9	21.1	16.7	29.9	16.6	17.1	

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
On double track, operation of trains with current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.
Clearance must be received by all trains at Junction City.
For stations not shown on schedule pages.—See Page 23.

WESTWARD

SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 8(A), Page 23.	SECOND CLASS			FIRST CLASS		
	369	555	155	69	37	9
	Mixed Daily	Local Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily
WCT YZP		7.30AM	5.30AM	4.00PM	5.05AM	12.35AM
63 P		f 7.50	5.45	f 4.10	5.14	12.43
121 P		s 8.10	5.55	s 4.22	5.20	12.48
39 P		f 8.18	6.00	f 4.27	5.25	12.51
46 P		f 8.40	6.12	f 4.36	5.36	12.59
58 WYP		s 9.05	6.25	s 4.45	5.47	1.08
WS 105 ES 105 WP		s 10.00	7.00	s 4.55	s 5.57	1.16
I						
37 P		f 10.25	7.15	f 5.06	6.07	1.24
69 P		s 11.15	7.35	s 5.18	s 6.20	1.32
73 WCP		s 11.45AM	7.50	s 5.26	6.28	1.37
52 P		s 12.05PM	8.10	s 5.36 ³⁸	6.37	1.43
51 P		f 12.20 ⁷⁰	8.17	f 5.48	6.45	1.48
76 WP		s 1.05 ⁵⁴	8.35 ⁵⁴	s 5.58	s 6.57	1.53
62 P		f 1.17	8.42	f 6.03	7.03	1.57
119 WP		s 1.35	8.55	s 6.12	7.10	2.02
27 P		f 1.45	9.01	f 6.18	7.13	2.05
P		s 2.00	9.10	s 6.25	f 7.17	2.08
48 P		f 2.15	9.20	f 6.33	7.24 ⁵⁴	2.13
144 WP		s 3.00	10.00	s 6.40	s 7.29	2.20
39 P		f 3.15	10.15	f 6.50	7.36	2.28 ¹⁰
52 P		f 3.25	10.25	f 6.55	7.40	2.32
WCT OYZP		A 7.15PM	A 3.45PM	A 7.30PM	7.50	2.45
62 P		f 7.35	A 11.00AM		7.20	1.50
52 P		f 7.50			7.28	1.56
50 WP		s 8.20			f 7.35	2.01
42 P		f 8.35			s 7.50	2.10
34 P		f 8.50			8.00 ³⁷⁰	2.17
51 P		s 9.10			f 8.07	2.23
67 WP		f 9.25			s 8.17	2.30
44 P		f 9.35			f 8.27	2.37
50 P		f 9.55			s 8.35	2.42
42 P		f 10.05			s 8.47	2.50
56 WCP		s 10.40			8.54	2.55
51 P		f 10.58			s 9.10	3.02
43 P		f 11.10			f 9.20	3.10
44 WYP		f 11.20			f 9.29	3.17
40 P		f 11.40 ¹⁰			s 9.37	3.22
41 P		f 12.01AM			f 9.48	3.30
53 P		12.10			f 10.03	3.41
WCT 34 YZP		A 12.45AM			10.08	3.45
					A 10.15AM	A 3.49AM

(5.30) 23.0 (8.15) 14.1 (5.30) 21.2 (3.30) 33.3 (6.10) 39.4 (4.14) 37.4 Thru time Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 38 are superior to No. 69.— See Rule S-72. Clearance must be received by all trains at Ellis. For conditional stops to discharge or pick up revenue passengers.—See Page 3. No. 37 will reduce speed to 25 M.P.H. daily except Mondays and holidays, at Gorham, to permit exchange of mail. For stations not shown on schedule pages.—See Page 23.

SECOND SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 8(A), Page 23.	FIRST CLASS			SECOND CLASS		
	70	38	10	554	370	154
	Passenger	Passenger	Passenger	Local Freight	Mixed	Time Freight
WCT YZP		6.50PM	4.15AM	1.50PM		3.45PM
63 P		f 2.00	6.43	f 1.27		3.23
121 P		s 1.50	6.37	s 1.15		3.13
39 P		f 1.42	6.33	f 1.08		3.08
46 P		f 1.35	6.26	f 12.55		2.55
58 WYP		s 1.25	6.16	s 12.40		2.40
WS 105 ES 105 WP		s 1.17	6.10	s 12.15PM		2.30
I						
37 P		f 1.03	5.58	s 11.35AM		2.00
69 P		s 12.50	5.48	s 11.15 ⁵⁵		1.45
73 WCP		s 12.39	5.43	s 10.30		1.35
52 P		s 12.29	5.36 ⁶⁹	s 10.05		1.23
51 P		f 12.20 ⁵⁵	5.30	f 9.50		1.13
76 WP		s 12.15	5.25	s 8.35 ⁵⁵		1.05 ⁵⁵
62 P		f 12.06PM	5.18	f 7.58		12.55
119 WP		s 11.59AM	5.13	s 7.48		12.47
27 P		f 11.55	5.10	f 7.42		12.40
P		s 11.49	5.06	s 7.34		12.32
48 P		f 11.41	5.00	f 7.24 ³⁷		12.22
144 WP		s 11.35	4.55	s 6.50		12.15
39 P		f 11.26	4.45	f 6.20		12.01PM
52 P		f 11.21	4.40	f 6.10		11.54AM
WCT OYZP		11.15AM	4.35	6.00AM	A 10.05AM	11.45AM
62 P			3.20			
52 P			3.14			f 9.10
50 WP			3.08			f 8.50
42 P			2.58			s 8.20
34 P			2.48			f 8.00 ³⁷
51 P			2.42			f 7.30
67 WP			2.34			s 7.10
44 P			2.26			f 6.50
50 P			2.21			f 6.40
42 P			2.12			f 6.20
56 WCP			2.05			f 6.05
51 P			2.05			s 5.50
43 P			1.53			f 5.18
44 WYP			1.44			f 5.08
40 P			1.36			f 5.00
41 P			1.30			f 4.44
53 P			1.20			f 4.28
WCT 34 YZP			1.07			4.20
			1.02			4.10AM
			12.55PM			
			11.20PM			

(3.05) 38.0 (4.55) 49.5 (3.55) 62.1 (7.50) 14.9 (5.55) 21.4 (4.00) 29.2 Thru time Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 38 are superior to No. 69.— See Rule S-72. Clearance must be received by all trains at Ellis. 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. For stations not shown on schedule pages.—See Page 23.

WESTWARD

THIRD SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS			
		97	369	91	25	37	7	9
		C. R. I. & P. Freight	Mixed	C. R. I. & P. Freight	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Rocket Passenger	Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
WCT 34 YZP		1.15AM			10.25AM		3.52AM	
61 P		1.25			10.30		3.57	
62 WP		f 1.55			s 10.40		4.05	
41 P		2.05			10.48		4.10	
42 P		f 2.20			10.54		4.14	
50 P		2.30 ³⁷⁰			11.00		4.19	
54 WP		s 3.00			s 11.08		4.23	
53 P		3.15			11.15		4.28	
53 P		f 3.30			11.23		4.33	
52 P		3.45			11.32		4.41	
58 WCYP		s 3.55			s 11.45 ³⁸		4.46	
53 P		4.20			11.57AM		4.52	
51 P		f 4.35			12.03PM		4.57	
52 P		f 4.50			12.10		5.03	
52 P		f 5.12 ⁹			12.20		5.12 ³⁶⁰	
95 WP		5.29			12.29		5.19	
82 TYP		5.45			12.40		5.29	
119 P		6.15			12.50		5.32	
31 WP		6.30			12.59		5.39	
47 P		s 6.50			s 1.13		s 5.51	
51 P		10.25PM	6.51 ⁷	6.10AM	3.30PM	6.51 ⁹²	5.58	
50 P		10.40 ³⁷⁰	f 7.20	6.36 ⁹²	3.40	1.21	6.58	
51 P		11.15	f 7.35	6.50	3.48	1.30	7.05	
52 P		11.23	f 7.45	6.58	3.54	1.35	7.10	
24 P		11.32	f 8.00	7.15 ⁷	3.59	1.40	7.15 ⁹¹	
52 WCYP		11.40PM	8.10	7.30	4.06	1.46	7.20	
51 P		12.25 ⁹⁶	s 8.25	7.50	4.13	1.58 ⁸	7.27	
52 P		1.10	f 8.45	8.10	4.20	2.06 ²⁶	7.33	
58 WP		1.40	f 9.00	8.30	4.27	2.14	7.39	
49 P		2.10	f 9.34 ³⁸	8.55	4.34	2.21	7.45	
51 P		2.40	f 9.55	9.27 ³⁴	4.41	2.28	7.51	
50 WP		3.00	10.05	9.45	4.46	2.33	7.55	
52 P		3.25	f 10.20	10.00	4.51	2.38	7.59	
84 P		3.55	10.30	10.25	4.59	2.45	8.04	
72 YP		4.16 ⁹²	10.45	10.40	5.05	2.50	8.08	
49 P		4.45	10.50	10.45	5.09	2.53	8.10	
WCOTYPZ		5.00	10.55	10.48	5.12	2.55	8.11	
		A 5.30AM	A 11.05AM	A 11.00AM	A 5.20PM	A 3.03PM	A 8.16AM	

(7.05) 12.4 (9.50) 21.2 (4.50) 18.1 (1.50) 47.8 (4.88) 45.0 (1.25) 61.8 (3.26) 60.7

Time-Table No. 3
January 16, 1949

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
DN CHEYENNE WELLS CW	5.1
ASCALON	5.4
FIRST VIEW	8.8
ARENA	5.4
D KIT CARSON KC	6.3
SORRENTO	6.4
WILD HORSE	7.2
AROYA	10.4
BOYERO	8.3
CLIFFORD	9.2
DN-R HUGO YL HU	6.2
BAGDAD	6.2
LAKE	2.6
(C. R. I. & P. Crossing)	
DN-R LIMON YL MN	0.1
LIMON JUNCTION YL	6.0
RIVER BEND	6.6
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	5.5
SABLE	2.7
ROYDALE	1.1
SANDOWN	3.9
PULLMAN YL	

BLOCK SIGNALS

(208.4)

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

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

Clearance must be received by all trains at Hugo.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 23.

THIRD SUBDIVISION

EASTWARD

Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS				SECOND CLASS		
		38 Passenger	8 C. R. I. & P. Rocket Passenger	26 C. R. I. & P. Passenger	10 Passenger	92 C. R. I. & P. Freight	370 Mixed	96 C. R. I. & P. Freight
STATIONS								
DN-R SHARON SPRINGS YL PS	429.8	A 12.45PM			A 11.17PM			A 3.40AM
SUNLAND	433.8	12.41			11.13			3.20
D WESKAN MO	441.8	12.32			11.06			f 2.55
CHEMUNG	448.2	12.26			11.00			2.47
ARAPAHOE	453.1	12.21			10.56			f 2.40
SALIS	458.2	12.16			10.52			2.30 ³⁶⁰
DN CHEYENNE WELLS CW	463.0	12.11			10.48			s 2.20
ASCALON	468.1	12.06			10.43			2.07
FIRST VIEW	473.5	12.01PM			10.38			f 2.00
ARENA	482.3	11.51AM			10.31			1.45
D KIT CARSON KC	487.7	11.45 ³⁷			10.26			s 1.35
SORRENTO	494.0	11.39			10.21			1.15
WILD HORSE	500.4	11.33			10.16			f 1.05
AROYA	507.6	11.26			10.10			f 12.55
BOYERO	518.0	11.16			10.01			f 12.40
CLIFFORD	526.3	11.08			9.54			f 12.25
DN-R HUGO YL HU	535.5	10.55			9.45			12.10AM
BAGDAD	541.7	10.42			9.36			11.50PM
LAKE	547.9	10.36			9.30			11.35
(C. R. I. & P. Crossing)								11.22
DN-R LIMON YL MN	550.5	s 10.32			s 9.27			s 11.15
LIMON JUNCTION YL	550.6		A 2.30PM	A 2.50PM				A 6.51 ³⁶⁹
RIVER BEND	556.6	10.22	2.24	2.43	9.20			A 2.00AM
CEDAR POINT	563.2	10.15	2.18	2.36	9.14			6.36 ⁹¹
BUICK	567.1	10.10	2.14	2.31	9.09			f 10.25
D AGATE AX	572.2	10.05	2.09	2.26	9.05			6.26
LOWLAND	578.1	9.59	2.04	2.20	9.00			f 10.15
DN DEER TRAIL DX	584.2	9.52	1.58 ³⁷	2.14	8.55			1.01
PEORIA	590.1	9.46	1.51	2.06 ³⁷	8.50			5.55
D BYERS BY	596.6	9.40	1.46	1.58	8.44			f 10.04
D STRASBURG SR	602.5	9.34 ³⁶⁹	1.41	1.52	8.39			12.50
D BENNETT BT	608.9	9.27 ⁹¹	1.36	1.45	8.34 ³⁷⁰			5.44
MANILA	613.7	9.22	1.32	1.40	8.30			9.50
WATKINS	618.4	9.17	1.28	1.35	8.26			12.40
MESA	625.0	9.10	1.21	1.28	8.20			5.30
SABLE	630.5	9.04	1.16	1.22	8.15			s 9.40
ROYDALE	633.2	9.01	1.13	1.18	8.12			12.05AM
SANDOWN	634.3	9.00	1.11	1.16	8.10			5.21
PULLMAN YL	638.2	8.55AM	1.05PM	1.10PM	8.05PM			9.15
(208.4)		Daily	Daily	Daily	Daily			11.55PM

BLOCK SIGNALS

Thru time..... (3.50) (1.25) (1.40) (3.12) (2.51) (8.10) (3.20)
Average speed per hour..... 54.4 61.8 62.6 65.1 30.8 25.5 26.3

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

Clearance must be received by all trains at Hugo.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 23.

WESTWARD

FOURTH SUBDIVISION

Table with 12 columns for train classes (217, 471, 359, 357, 277, 187, 215, 355, 223, 543, 537) and 12 rows for stations (DN-R MENOKEN YL MX to DN-R GRAND ISLAND YL GE). Includes 'STATIONS' and 'Time-Table No. 3 January 16, 1949'.

Westward trains are superior to trains of the same class in the opposite direction, except that No. 358 is superior to No. 217, Nos. 472, 356 and 358 are superior to No. 187, and Nos. 356, 358 and 270 are superior to No. 215.—See Rule S-72. Clearance must be received by all trains at Marysville.

FOURTH SUBDIVISION

EASTWARD

Table with 12 columns for train classes (544, 538, 224, 472, 188, 216, 356, 218, 358, 270) and 12 rows for stations (DN-R MENOKEN YL MX to DN-R GRAND ISLAND YL GE). Includes 'STATIONS' and 'Time-Table No. 3 January 16, 1949'. Vertical text 'BLOCK SIGNALS' is present between columns.

Westward trains are superior to trains of the same class in the opposite direction, except that No. 358 is superior to No. 217, Nos. 472, 356 and 358 are superior to No. 187, and Nos. 356, 358 and 270 are superior to No. 215.—See Rule S-72. Clearance must be received by all trains at Marysville.

WESTWARD				ST. JOSEPH BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS		SECOND CLASS		
		217 Local Freight Daily		543 Motor Passenger Daily				544 Motor Passenger		218 Local Freight	
					STATIONS						
Y				8.30AM	DN-R ST. JOSEPH YL UN	0.0	A 4.45PM				
WCTZP		6.35PM			DN-R TERMINAL YARD YL MK				A 11.00PM		
16 P		7.10	s	9.05	DN-R TROY YL RO	13.9	s 4.15		10.10		
24 P		7.19		9.10	DOUBLE	17.6	4.02		9.50		
22 P		7.29	f	9.20	STOUT	22.0	f 3.49		9.30		
42 WP		7.35	s	9.26	SEVERNANCE	24.8	s 3.44		9.20		
34		7.43	s	9.35	LEONA	28.9	s 3.36		9.05		
31		7.53	s	9.45	ROBINSON HR	34.2	s 3.25		8.55		
AI					M. P. CROSSING	42.2					
40 WY		8.30 ²¹⁸	s	10.15	DN HIAWATHA YL H	42.7	s 3.13		8.30 ²¹⁷		
27		8.52	s	10.40	D MORRILL WB	54.1	s 2.47		7.20		
35WC		9.10	s	11.00	D SABBETHA YL S	60.7	s 2.37		7.00		
29		9.30	s	11.15	ONEIDA	68.8	s 2.13		6.00		
30 W		9.50	s	11.30	DN SENECA YL SN	77.5	s 2.00		5.40		
28		10.05	s	11.45	D BAILLYVILLE CU	84.2	s 1.45		4.50		
45		10.15	s	11.55AM	D AXTELL FR	89.2	s 1.36		4.30		
37		10.39	s	12.17PM	D BEATTIE B	99.3	s 1.16		3.55		
		10.53	s	12.30	D HOME HO	105.2	s 1.05		3.35		
P		A 11.00PM		A 12.35PM	DN-R UPLAND YL Z	107.8	1.00PM		3.25PM		
					(107.8)		Daily		Daily		

(4.25) 24.4 (4.05) 26.4 Thru Time (3.45) 28.7 (7.35) 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				HIGHLAND BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS		SECOND CLASS		
		171 Mixed		172 Mixed				171 Mixed		172 Mixed	
					STATIONS						
22 P					STOUT	0.0					
8					RATOLIFF	3.2					
10 P					D-R HIGHLAND HG	7.2					
					(7.2)						

WESTWARD				U. S. HOSPITAL BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS		SECOND CLASS		
		171 Mixed		172 Mixed				171 Mixed		172 Mixed	
					STATIONS						
84 P					SABLE	0.0					
					BUNELL	1.6					
					(1.6)						

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

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

Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD				MANHATTAN BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS		SECOND CLASS		
		173 Local Freight		471 Time Freight				472 Time Freight		174 Local Freight	
					STATIONS						
WCT		7.00AM			DN-R MANHATTAN YL MH	189.4			A 3.15PM		
29	s	7.25			STOCKDALE	178.8		f 2.30			
34	s	8.10			D RANDOLPH FH	167.6		s 1.55			
28	s	8.30			CLEBURNE	160.7		s 1.35			
					M. P. CROSSING	162.7					
33	s	9.05			D IRVING VN	161.3		s 1.10			
75 W	s	10.00			D BLUE RAPIDS YL PD	146.7		s 12.50			
WCTZP		A 10.30AM		2.50AM	DN-R MARYSVILLE YL MS	134.2		A 2.30AM	12.15PM		
76 P				3.25	D OKETO KT	124.4		2.00			
P				3.40	D BARNESTON NR	118.0		1.50			
101 P					BADGER	114.3					
AI					C. B. & Q. CROSSING	113.1					
22 P				3.55	D BLUE SPRINGS BS	110.3		1.35			
					C. R. I. & P. CROSSING	97.2					
WCTZP				A 4.35AM	DN-R BEATRICE YL BX	96.8		1.00AM			
					(92.6)			Daily	Daily Except Sunday		

(8.30) 15.8 (1.45) 21.4 Thru Time (1.30) 24.9 (3.00) 18.4
..... Average speed per hour.....

WESTWARD				LEAVENWORTH BRANCH				EASTWARD				McPHERSON BRANCH				EASTWARD												
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS		SECOND CLASS		Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS		SECOND CLASS								
		171 Mixed		172 Mixed				171 Mixed		172 Mixed			181 Mixed		181 Mixed				182 Mixed		181 Mixed		182 Mixed		182 Mixed			
					STATIONS																							
WTC		11.00AM			DN-R KNOX YL	3.0				WCTYZ		8.00AM			DN-R SALINA YL SC	0.0					A 2.00PM							
73	f	11.08			DN-R LEAVENWORTH YL RH	4.0			A 8.45AM					A. T. & S. F. CROSSING	0.5													
10	s	11.55AM			D COCHRANE	17.2			f 8.25					O. R. I. & P. CROSSING	0.6													
CS 106 WCTZP		A 12.30PM			D TONGANOXIE NX	13.1			s 7.40					M. P. CROSSING	0.6													
					DN-R LAWRENCE YL DA	34.3			7.00AM					D MENTOR	8.0						f 1.25							
					(37.3)				Daily Except Sunday					D ASSARIA RI	12.2						s 1.10							
									(1.30) 22.8 Thru Time (1.45) 19.6 Average speed per hour.....					D M. P. CROSSING	20.7													
														D LINDSBORG DN	20.9						s 12.31PM							
														D HILTON	30.3						f 11.45AM							
														A. T. & S. F. CROSSING	35.1													
														D McPHERSON YL MF	35.4						11.30AM							
														(35.4)							Daily Except Sunday							

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 S-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.

NOTE—Combination car for No. 181 leaves Union Station, Salina, at 7.40 A. M. For stations not shown on schedule pages.—See Page 23. Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD			JUNCTION CITY BRANCH			EASTWARD				
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS		SECOND CLASS	
	Mixed	Daily Except Sunday	507 Motor Passenger	Daily			506 Motor Passenger	176 Mixed		
					STATIONS					
WOTYZ	3.25AM		2.10PM		DN-R JUNCTION CITY YL JN	0.0	8.30AM		A 6.30PM	
42	4.05		2.34		D MILFORD MR	13.6	8.00		S 5.55	
17 w	4.25		2.44		D WAKEFIELD WF	19.4	7.48		S 5.40	
30 w	5.50		3.10		D CLAY CENTER YL CA	38.4	7.20		S 5.00	
15 Y	6.45 ⁵⁰⁶		3.50 ¹⁷⁶		D-R MILTONVALE YL MV	51.9	6.45 ¹⁷⁶		S 3.50 ⁵⁰⁷	
	6.47		3.52		M. V. JUNCTION YL	52.1	6.35		S 3.38	
	7.25		4.25		C. O. JUNCTION YL	72.1	6.03		S 3.02	
CWY	7.30AM		4.30PM		D-R CONCORDIA YL ND	72.5	6.00AM		S 3.00PM	

(4.05) 17.8 (2.20) 31.1 Thru Time (2.30) 29.0 (3.30) 20.7
Average speed per hour.....
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				
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS		SECOND CLASS	
	Mixed	Daily Except Sunday	532 Motor Passenger	Daily Except Sunday			531 Motor Passenger	165 Mixed		
					STATIONS					
77 Y	7.30AM		8.55AM		D-R SOLOMON YL SK	0.0	A 2.45PM		A 4.00PM	
33	7.45		9.07		D NILUIS XN	6.5	S 2.22		S 3.45	
30	7.55		9.12		D VERDI	9.0	f 2.15		f 3.35	
55	8.10		9.21		D BENNINGTON BN	14.7	S 2.07		S 3.20	
16 w	8.40		9.42		D MINNEAPOLIS YL MI	23.3	S 1.50		S 2.55	
					A. T. & S. F. CROSSING	23.7				
33	9.15		10.05		D DELPHOS DF	34.7	S 1.25		S 2.15	
	9.35		10.20		D GLASSO GK	41.6	S 1.10		S 1.50	
33	9.55		10.35		D SIMPSON BE	46.8	S 12.59		S 1.30	
25	10.10		10.45		D ASHERVILLE	49.8	S 12.54		S 1.20	
					M. P. CROSSING	57.2				
34 wrc	10.45AM		11.05AM		D-R BELOIT YL BL	57.4	12.40PM		1.00PM	

(3.15) 17.7 (2.10) 26.5 Thru Time (2.05) 27.6 (3.00) 19.1
Average speed per hour.....
Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
For stations not shown on schedule pages.—See Page 23.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

- ### Standard Clocks Are Located as Shown Below
- | | |
|--|--|
| Kansas City Union Station | Denver, 36th Street Register Room |
| Kansas City Dispatcher's Office | Denver, 36th Street Telegraph Office |
| Armstrong Yard Office | Denver, 29th Street Yard Office |
| Armstrong Roundhouse | Denver Conductor's Room, Freight Station |
| Terminal Junction Telegraph Office | Denver Register Room |
| Lawrence Telegraph Office | Denver Dispatcher's Office |
| Topeka Telegraph Office | Denver "U. D." Telegraph Office |
| Topeka Engineer's Wash Room | Beloit Telegraph Office |
| Manhattan Yard Office | Plainville Telegraph Office |
| Manhattan Telegraph Office | Leavenworth Telegraph Office |
| Junction City Engineer's Wash Room | St. Joseph Union Depot Telegraph Office |
| Junction City Telegraph Office | St. Joseph Terminal Yard Office |
| Salina Crew Dispatcher's Office | St. Joseph Roundhouse Shop Office |
| Salina Union Station | Marysville Telegraph Office |
| Salina Dispatcher's Office | Marysville Dispatcher's Office |
| Salina Yard Office | Marysville Yard Office |
| Salina Roundhouse | Marysville Roundhouse |
| Ellis Telegraph Office | Hastings Yard Office |
| Oakley Telegraph Office | Grand Island Telegraph Office |
| Sharon Springs Telegraph Office | Grand Island Roundhouse |
| Hugo Telegraph Office | Grand Island Yard Office |
| Limon Telegraph Office | Beatrice Telegraph Office |
| Pullman Yard Office | Beatrice Roundhouse |
| Pullman Roundhouse, Engine Dispatcher's Office | Concordia Telegraph Office |

WESTWARD			PLAINVILLE BRANCH			EASTWARD					
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS		SECOND CLASS		
	185 Local Freight	183 Mixed		533 Motor Passenger			534 Motor Passenger	184 Mixed	186 Local Freight	190 Local Freight	
					STATIONS						
WOTYZ		8.45AM		7.30AM	DN-R SALINA YL SC	0.0	A 2.30PM		A 3.15PM		A 1.00AM
24	f 8.52		f 7.36		D TRENTON	3.4	f 1.59		f 2.36		12.15
28	f 8.58		f 7.40		D SHIPTON	6.0	f 1.55		f 2.26		12.07AM
29	S 9.08		S 7.52		D CULVER CU	11.5	S 1.48		f 2.02		11.55PM
42	S 9.30		S 8.05		D TESCOTT SX	18.5	S 1.37 ¹⁸⁴		f 1.37 ⁵³⁴		11.35
49 w	S 9.50		S 8.16		D BEVERLY VY	23.8	S 1.27		f 1.10		11.21
					A. T. & S. F. CROSSING	33.8					
32	S 10.40		S 8.38		D LINCOLN CENTER NC	34.1	S 1.13		f 12.40		10.55
53	S 11.05		S 8.50		D VESPER VR	40.7	S 12.59		f 12.05PM		10.40
44 w	S 11.45 ¹⁸⁴		S 9.02		D SYLVAN GROVE YL YG	46.9	S 12.49		f 11.45 ¹⁸³		10.25
47	S 12.33 ⁵³⁴		S 9.22		D LUCAS QS	56.0	S 12.33 ¹⁸³		f 10.45		9.59
39	S 1.15		S 9.41		D LURAY AU	65.4	S 12.17		f 10.15		9.35
43	S 1.40		S 9.53		D WALDO OW	71.5	S 12.08PM		f 9.53 ⁵³³		9.20
27 w	S 2.10		S 10.10		D PARADISE VM	79.2	S 11.53AM		f 9.34		9.00
38	S 2.40		S 10.27		D NATOMA NO	87.0	S 11.41		f 9.18		8.40
28	S 3.05		S 10.45		D CODELL	95.1	S 11.27		f 9.02		8.20
					A. T. & S. F. CROSSING	103.5	S 11.15 ⁵³⁴				
28 wrc	8.00AM	A 3.30PM	11.20		DN-R PLAINVILLE YL VN	103.5	11.10		8.45AM	A 2.30PM	8.00PM
37	S 8.20		S 11.35		D ZURICH ZU	110.4	S 10.55		S 2.00		
33	S 8.40		S 11.52AM		D PALCO PO	117.8	S 10.40		S 1.40		
22	S 9.00		S 12.03PM		D DAMAR	122.7	S 10.25		S 1.20		
28 w	S 9.20		S 12.15		D BOGUE BG	129.3	S 10.10		S 1.00		
36 Y	S 9.52 ⁵³⁴		S 12.35		D HILL CITY YL CI	138.0	S 9.52 ¹⁸⁶		S 12.35 ⁵³³		
28	S 10.25		S 12.50		D PENOKEE PK	144.7	S 9.40		S 11.50AM		
28 w	S 10.40		S 1.03		D MORLAND MD	150.2	S 9.30		S 11.30		
27	S 11.00 ¹⁸⁶		S 1.16		D STUDLEY	155.4	S 9.20		S 11.00 ¹⁸⁵		
29	S 11.20		S 1.30		D TASCOC	162.5	S 9.05		S 10.40		
27 w	S 11.45AM		S 1.48		D HOXIE KZ	170.4	S 8.50		S 10.10		
28	f 12.10PM		f 2.05		D SEGUIN	179.1	f 8.30		f 9.00		
30 w	S 12.35		S 2.20		D MENLO MZ	186.2	S 8.15		S 8.35		
28	f 1.00		S 2.35		D HALFORD	194.0	S 7.58		f 8.10		
26 PWY	S 1.40		S 3.15		D COLBY YL CB	203.5	S 7.40 ¹⁸⁶		S 7.40 ⁵³⁴		
30	f 1.50		f 3.25		D ALTAIR	208.9	f 7.26		f 6.55		
30	f 2.08		f 3.43		D SPICA	218.0	f 7.10		f 6.30		
PWCY	A 2.30PM		A 4.00PM		DN-R OAKLEY YL OQ	224.7	7.00AM				6.15AM

(6.30) 20.1 (6.45) 15.3 (8.30) 26.4 Thru Time (7.30) 30.0 (6.30) 15.9 (8.15) 14.7 (5.00) 20.7
Average speed per hour.....
Westward trains are superior to trains of the same class in the opposite direction, except that No. 534 is superior to No. 533 from Oakley to Plainville.—See Rule S-72.

East leg of wye at Oakley and at Colby are Plainville Branch main track.

For stations not shown on schedule pages.—See Page 23.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

- Designation "Str."** —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
- Designation "DE-Psgr."**—Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
- Designation "Psgr."** —Train with steam locomotive and all passenger train equipment.
- Designation "Frt."** —Train with freight cars; train with caboose only; locomotive without cars.

When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psg.	Frt.		Str.	DE-Psgr.	Psg.	Frt.
Inspection bus cars.			40	40	Trains handling company roadway machines on their own wheels: On straight track. On curves.				30 25
When caboose is handled in train consisting of passenger train equipment.			50						
U. P. Mallet, Ten-Wheeler and Consolidation type engines.			35	35	Within yard limits protected by continuous block signal system.	60	50	50	25
U. P. 3800 and 3900 class engines.			60	50					
U. P. 4000 class engines.			45	45	Within yard limits not protected by continuous block signal system.	50	40	40	25
U. P. 5000 and 9000 class engines.			50	50					
MacArthur type engines with 63-in. drivers.			55	50	Passing fueling stations.	50	50	40	25
MacArthur type engines with 57-in. drivers.			35	35	When using cross-overs or turn-outs. Exceptions: 9000 class engines, forward movement. 9000 class engines, backward movement. All other engines, backward movement.	15	15	15	15
0-6-0 and 0-8-0 type yard engines.			20	20				10	10
Light engines.				45		10	10	10	10
Steam engines running backward.	20	20	20	20	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.				
When more than 50% of the tonnage is gravel.				30			20	20	20
Trains handling scale test cars: On main line. On branch lines.				30 20	Over spring switches, where movement is over facing point switch, except at Topeka and Carden.				
Trains handling loaded wooden Hart convertible cars.				25			20	20	20
Maximum speed for Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	40	Jordan spreaders and other machines of spreader type, when in operation.				15
					Railroad crossings, not otherwise specified, where governed by automatic interlocking signals, between the two home signals governing movement over the crossing.	20	20	20	20
					On side tracks laid with rail weighing 60 pounds or less.			5	5
					On wye tracks, except those portions used as main track.	5	5	5	5

FIRST SUBDIVISION

Maximum speed, between Kansas City and St. Marys.	75	75	75	50	C. R. I. & P. engines 5000 to 5064, incl., and 5100 to 5109, incl., between Kansas City and Topeka.			65	50
Freight trains handled by Diesel-electric locomotive between Kansas City and Menoken.				55	Maximum speed, between St. Marys and Salina.	75	75	65	45

FIRST SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psg.	Frt.		Str.	DE-Psgr.	Psg.	Frt.
Between Mile Posts— Terminal Jct., over turn-outs from U. P. main tracks to K. C. T. main tracks.	30	30	30	25	Between Mile Posts— St. George 117.8 and 118.2	70	60	60	45
Muncie 13.2 and 13.4	75	65	65	50	119.1 and 119.4	30	30	30	25
16.3 and 17.2	70	60	60	50	Manhattan 121.9 and 122.0	70	60	60	45
Bonner Springs 17.9 and 18.0	30	30	30	30	123.1 and 123.5	40	35	35	25
20.2 and 20.4	75	65	65	50	124.7 and 125.3	60	50	50	40
Loring 21.4 and 21.8	75	65	65	50	Eureka Lake 129.2 and 129.3	70	60	60	45
23.6 and 23.9	75	65	65	50	East Funston 132.5 and 132.7	70	60	60	45
27.5 and 27.7	75	65	65	50	133.7 and 137.1	50	40	40	25
Linwood 33.1 and 33.4	75	65	65	50	Junction City, over inspection pit in main track.	25	25	25	25
36.5 and 36.9	60	50	50	40	141.0 and 141.4	70	60	60	45
Lawrence, within city limits.	30	30	30	25	143.6 and 145.2	40	35	35	25
39.5 and 39.9	30	30	30	25	Kansas Falls 148.7 and 148.9	70	60	60	45
42.4 and 43.0	75	65	65	50	150.0 and 150.2	70	60	60	45
Grantville 65.7 and 66.2	75	65	65	50	Chapman 152.8 and 152.9	70	60	60	45
67.5 and 67.9	30	30	30	25	Abilene, between Oplena and Elm Streets.	30	30	30	25
Topeka, over Quincy Street and Kansas Avenue.	12	12	12	12	Abilene, over A. T. & S. F. Crossing.	30	30	30	25
Menoken, on siding and through turn-out at east end of siding.	25	25	25	25	165.9 and 166.1	70	60	60	45
Rossville, within city limits.	45	45	45	45	167.9 and 168.3	50	45	45	35
St. Marys, within city limits.	25	25	25	25	Sand Spring 169.3 and 169.5	70	60	60	45
94.7 and 95.0	70	60	60	45	Solomon 173.3 and 173.5	50	40	40	25
Belvue 99.7 and 99.8	70	60	60	45	New Cambria 181.2 and 181.3	70	60	60	45
104.6 and 105.0	35	35	35	35					
Wamego 105.4 and 107.0	70	60	60	45					

SECOND SUBDIVISION

Maximum speed.	75	75	65	45	Between Mile Posts— Brookville 201.7 and 202.2	70	60	60	45
Maximum speed, mixed trains.				50	203.9 and 208.0	70	60	60	45
Between Mile Posts— Salina, over A. T. & S. F. Crossing.	30	30	30	25	Terra Cotta 208.4 and 209.4	60	50	50	40
190.7 and 190.8	70	60	60	45	210.0 and 211.1	40	35	35	25
Bavaria 198.4 and 198.7	70	60	60	45					

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.		Str.	DE-Psgr.	Psgr.	Fr.
Between Mile Posts— Carneiro 211.3 and 212.8	50	40	40	25	Between Mile Posts— Yocemento 295.8 and 296.0	50	40	40	30
213.1 and 215.3	40	35	35	25	297.5 and 297.7	70	60	60	45
215.5 and 216.1	50	40	40	25	Ellis , over inspection pits in main track.	25	25	25	25
Kanopolis 221.9 and 222.4	40	35	35	25	304.3 and 307.0	60	50	50	40
Ellsworth , over St. L. & S. F. Crossing.	30	30	30	25	Riga 311.4 and 311.8	70	60	60	45
224.6 and 225.0	60	50	50	40	Wakeeney Between first crossing west and second crossing east of depot.	40	40	40	25
225.6 and 225.8	70	60	60	45	323.3 and 324.0	70	60	60	45
228.4 and 228.7	70	60	60	45	Voda 330.2 and 330.6	70	60	60	45
230.6 and 230.9	60	50	50	40	331.7 and 332.1	60	50	50	40
Black Wolf 231.7 and 233.0	50	40	40	30	335.0 and 335.4	60	50	50	40
235.0 and 236.2	50	40	40	30	Collyer 336.6 and 337.0	55	45	45	35
238.4 and 239.5	70	60	60	45	Oakley 383.4 and 384.3	70	60	60	45
Wilson , No. 38 Saturday only.			40		Winona 401.3 and 401.8	70	60	60	45
242.3 and 242.7	70	60	60	45	405.5 and 405.8	60	50	50	40
Dorrance 249.5 and 250.0	60	50	50	40	McAllaster 419.6 and 420.5	70	60	60	45
Bunker Hill 256.4 and 256.9	70	60	60	45	Wallace 424.9 and 425.0	70	60	60	45
Balta 270.1 and 270.4	70	60	60	45					
Victoria , within city limits.	50	50	50	40					

THIRD SUBDIVISION

Maximum speed.	75	75	65	45	Between Mile Posts— 561.3 and 562.0	70	60	60	45
Maximum speed, mixed trains.				50	562.9 and 567.2	60	50	50	40
Freight engines not otherwise shown.			45		562.9 and 567.2, with U. P. 2200, 2300 and 2400 and C. R. I. & P. 2300 class engines.			40	40
C. R. I. & P. 2300 class engines.			50	40	562.9 and 567.2, with U. P. 5000 and C. R. I. & P. 4000 and 5000 class engines.			30	30
C. R. I. & P. 2600, 2700, 4000 and 5000 class engines.			40	40	Cedar Point Siding	5	5	5	5
Between Mile Posts— Chemung 450.8 and 451.1	70	60	60	45	Deer Trail 587.2 and 589.8	60	50	50	40
Arapahoe 454.5 and 454.6	70	60	60	45	Byers 598.9 and 601.5	70	60	60	45
Aroya 512.4 and 512.7	70	60	60	45	Strasburg 605.2 and 607.0	70	60	60	45
Bagdad 543.9 and 544.9	70	60	60	45	Watkins 619.3 and 620.5	70	60	60	45
546.2 and 546.6	70	60	60	45	Denver , over grade crossings within city limits.	35	35	35	25
River Bend 558.8 and 559.3	55	45	45	35					

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Maximum speed: On straight track.	65	45	Between Mile Posts— Hollenberg 140.1 and 140.3	25	25
On curves, where not otherwise restricted.	60	45	140.8 and 141.6	25	25
Freight trains handled by Diesel-electric locomotive between Menoken and Hastings.		50	Steele City 142.2 and 142.6	50	45
Light engines.		35	Endicott C. B. & Q. Crossing M. P. 147.1	35	35
Over Bridges 7.09, 8.70 and 34.45: 9000 class engines must not be doubleheaded over these bridges: 5000 class engines doubleheaded. 9000 class engines single.	25	25	Fairbury C. R. I. & P. Crossing M. P. 154.4	25	25
Between Mile Posts— Emmett 26.5 and 26.9	50	45	155.1 and 155.3	50	45
Aikins 36.7 and 37.1	50	45	164.9 and 166.3	50	45
Onaga 39.4 and 42.9	50	45	175.5 and 175.9	50	45
Winifred 67.9 and 68.2	50	45	Belvidere C. B. & Q. Crossing M. P. 177.0	35	35
Upland , through junction switch.	25	25	181.7 and 182.0	50	45
Marysville 115.7 and 116.2	50	45	Carleton 184.5 and 184.7	50	45
Herkimer 118.6 and 119.1	50	45	187.9 and 189.1	50	40
121.1 and 126.9	50	45	Davenport C. & N. W. Crossing M. P. 191.2	35	35
Hanover C. B. & Q. Crossing M. P. 128.1	35	25	Edgar C. B. & Q. Crossing M. P. 200.5	35	35
129.7 and 129.9	50	45	Hastings M. P. Crossing M. P. 227.3	35	25
133.4 and 133.9	50	45	Between Hastings and Grand Island.	35	30
135.0 and 135.2	50	45	Motor trains, between Hastings and Grand Island.	40	
136.1 and 136.5	50	40	Grand Island , on main track between Walnut and Eddy Streets.	20	20

BRANCHES

Leavenworth Branch. Between Lawrence and Leavenworth.	25	At Mile Posts— 100.5 112.5 113.5	25
Between Leavenworth and Corral: On straight track. On curves.	15 10	Manhattan, over Poyntz Avenue and a trainman must act as crossing watchman.	3
Between Corral and Knox.	5	Junction City Branch. Maximum speed— Motor trains. Steam trains.	35 25 25
Manhattan Branch. Between Beatrice and Marysville.	40	Between M. P. 19.7 and 20.0.	10 10
Between Marysville and Manhattan— Motor trains. Steam trains.	25	At Mile Posts— 7.4 23.1 46.4 7.5 23.5 47.1 10.6 23.9 48.1 12.4 25.5 48.4 12.9 25.7 48.6 15.6 42.3 48.9	25 25
Light engines, between Beatrice and Marysville.	35		
Between Mile Posts— 101.5 and 107.6 110.3 and 111.6 118.8 and 122.1 128.7 and 129.2	30		

BRANCHES—Continued

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Solomon Branch. Maximum speed— Motor trains. Steam trains.	35	25	Highland Branch.		10
McPherson Branch. Maximum speed.		25	St. Joseph Branch. Maximum speed, between Troy and M. P. 45 and between M. P. 65 and Upland.	35	35
Salina, between Prescott Street and Union Station.		10	Motor trains, between Troy and M. P. 45 and between M. P. 65 and Upland.	45	
Plainville Branch. Between Salina and Morland— Motor trains. Steam trains.	40	30	Maximum speed, between M. P. 45 and M. P. 65.	30	30
Between Morland and Oakley— Steam trains.	25	25	Motor trains, between M. P. 45 and M. P. 65.	40	
Between Morland and Colby— Motor trains.	35				
Between Colby and Oakley— Motor trains.	40				
At Mile Posts— 51.7 75.7 77.7 61.9 76.3 83.8 73.4 76.6 95.8 74.5 77.2 98.0		30	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 53.0 and 56.6; 57.9 and 58.4 66.5 and 67.2; 72.2 and 72.5 73.4 and 75.3; 82.1 and 82.3 99.4 and 101.3	35	25
			Upland, through junction switch.	25	25

Union Pacific Railroad Employees Hospital Association Physicians And Surgeons Are Located As Shown Below:

NAME	TITLE	PLACE	TERRITORY
Lynn T. Hall.....	Dist. Med. Officer	Omaha, Neb.	Omaha District.
Graham Owens.....	District Surgeon.	Kansas City, Mo.	Kansas City District.
Andrew W. McAlester, 3rd.....	Oculist.....	Kansas City, Mo.	Kansas City.
Samuel E. Roberts.....	Aurist.....	Kansas City, Mo.	Kansas City.
Frank S. Forman.....	Aurist.....	Kansas City, Mo.	Kansas City.
H. H. Owens.....	Surgeon.....	Kansas City, Mo.	Kansas City.
J. Warren Manley.....	Surgeon.....	Kansas City, Kan.	Kansas City.
Harvey L. Lloyd.....	Surgeon.....	Kansas City, Kan.	Kansas City to Lawrence.
C. J. Mullen.....	Oculist.....	Kansas City, Kan.	Kansas City.
K. M. Rottluff.....	Surgeon.....	Bonner Springs, Kan.	Bonner Springs to Linwood.
H. P. Jones.....	Surgeon.....	Lawrence, Kan.	Linwood to Perry and Lawrence to Tonganoxie.
H. H. Mathews.....	Surgeon.....	Topeka, Kan.	Perry to Silver Lake.
Frederick P. Riley.....	Surgeon.....	St. Marys, Kan.	Rossville to Wamego.
Benj. Brunner, Jr.....	Surgeon.....	Wamego, Kan.	Belvue to Manhattan.
R. G. Schoonhoven.....	Surgeon.....	Manhattan, Kan.	Wamego to Junction City and Manhattan to Garrison.
F. W. O'Donnell.....	Surgeon.....	Junction City, Kan.	Manhattan to Chapman and Junction City to Wakefield.
Harry O'Donnell.....	Surgeon.....	Junction City, Kan.	Manhattan to Chapman and Junction City to Wakefield.
G. G. Greenlee.....	Surgeon.....	Chapman, Kan.	Junction City to Abilene.
L. G. Heins.....	Surgeon.....	Abilene, Kan.	Chapman to Solomon.
S. N. Chaffee.....	Surgeon.....	Solomon, Kan.	Abilene to Salina and Solomon to Minneapolis.
J. K. Harvey.....	Surgeon.....	Salina, Kan.	Solomon to Brookville; Salina to Tescott and McPherson Branch.
E. L. Vermillion.....	Surgeon.....	Salina, Kan.	Solomon to Brookville; Salina to Tescott and McPherson Branch.
R. E. Cheney.....	Oculist & Aurist.	Salina, Kan.	Salina.
A. O'Donnell.....	Surgeon.....	Ellsworth, Kan.	Brookville to Wilson.
F. N. White.....	Surgeon.....	Russell, Kan.	Wilson to Hays.
Walter J. Pettijohn.....	Surgeon.....	Russell, Kan.	Wilson to Hays.
William M. Brewer.....	Surgeon.....	Hays, Kan.	Russell to Ellis.
Lloyd W. Reynolds.....	Surgeon.....	Hays, Kan.	Russell to Hays.
G. A. Surface.....	Surgeon.....	Ellis, Kan.	Hays to Wakeceny.
F. J. Bice.....	Surgeon.....	Wakeceny, Kan.	Ellis to Quinter.
Benj. S. Morris.....	Surgeon.....	Quinter, Kan.	Ellis to Oakley.
C. M. Miller.....	Surgeon.....	Oakley, Kan.	Grinnell to Winona and Oakley to Colby.
M. L. Brakebill.....	Surgeon.....	Sharon Spgs., Kan.	Winona to Cheyenne Wells.
L. N. Meyers.....	Surgeon.....	Cheyenne Wells, Colo.	Cheyenne Wells to Sharon Springs to Hugo.

NAME	TITLE	PLACE	TERRITORY
Bernard B. Gloeckler.....	Surgeon.....	Hugo, Colo.	Cheyenne Wells to Bennett.
Robert P. Harvey.....	Surgeon.....	Limon, Colo.	Hugo to Byers.
Wm. M. Greig.....	District Surgeon.	Denver, Colo.	Denver District.
A. T. Haley.....	Surgeon.....	Denver, Colo.	Denver.
H. W. Stuver.....	Surgeon.....	Denver, Colo.	Denver Emergency Station.
John S. Benwell.....	Surgeon.....	Denver, Colo.	Denver.
T. E. Beyer and J. R. Blair.....	Aurists.....	Denver, Colo.	Denver.
J. E. Hix.....	Oculist.....	Denver, Colo.	Denver.
R. W. Danielson.....	Oculist.....	Denver, Colo.	Denver.
J. C. Long.....	Oculist.....	Denver, Colo.	Denver.
F. E. Harvey.....	Surgeon.....	Minneapolis, Kan.	Beloit to Minneapolis.
W. W. Weltmer.....	Surgeon.....	Beloit, Kan.	Beloit to Glasco.
Roger P. Weltmer.....	Surgeon.....	Beloit, Kan.	Beloit to Glasco.
C. R. Lytle.....	Surgeon.....	McPherson, Kan.	McPherson to Lindsborg.
L. A. Kerr.....	Surgeon.....	Lincoln Center, Kan.	Salina to Luray.
B. A. Higgins.....	Surgeon.....	Sylvan Grove, Kan.	Salina to Plainville.
V. R. Parker.....	Surgeon.....	Natoma, Kan.	Sylvan Grove to Plainville.
E. C. Petterson.....	Surgeon.....	Plainville, Kan.	Lincoln Center to Hill City.
Vernon A. Vesper.....	Surgeon.....	Hill City, Kan.	Plainville to Horie.
J. L. Jensen.....	Surgeon.....	Colby, Kan.	Horie to Oakley.
C. M. Miller.....	Surgeon.....	Oakley, Kan.	Oakley to Colby.
Samuel E. Senor.....	Surgeon.....	St. Joseph, Mo.	St. Joseph.
W. J. Hansen.....	Surgeon.....	St. Joseph, Mo.	St. Joseph.
B. W. Tadlock.....	Oculist & Aurist.	St. Joseph, Mo.	St. Joseph.
J. G. Swails.....	Surgeon.....	Wathens, Kan.	St. Joseph to Severance.
P. E. Conrad.....	Surgeon.....	Hiawatha, Kan.	Leona to Hamlin.
A. H. Haynes.....	Surgeon.....	Sabetha, Kan.	Morrill to Baileyville.
J. W. Randell.....	Surgeon.....	Marysville, Kan.	Beattie to Hanover and Blue Rapids to Barneston.
O. G. Hutchison.....	Oculist & Aurist.	Marysville, Kan.	Marysville.
R. L. McAllister.....	Surgeon.....	Marysville, Kan.	Beattie to Hanover and Blue Rapids to Barneston.
H. G. Hurtig.....	Surgeon.....	Hanover, Kan.	Marysville to Steele City.
D. O. Hughes.....	Surgeon.....	Fairbury, Neb.	Steele City to Alexandria.
Volney D. Douglas.....	Surgeon.....	Carleton, Neb.	Alexandria to Fairfield.
O. A. Kostal.....	Surgeon.....	Hastings, Neb.	Fairfield to Grand Island.
E. G. Johnson.....	Surgeon.....	Grand Island, Neb.	Hastings to Grand Island.
C. H. Maggione.....	Surgeon.....	Grand Island, Neb.	Hastings to Grand Island.
R. D. Martin.....	Oculist & Aurist.	Grand Island, Neb.	Grand Island.
G. R. Combs.....	Surgeon.....	Leavenworth, Kan.	Leavenworth to Tonganoxie and Knox.
C. S. Flockenstein.....	Surgeon.....	Onaga, Kan.	Frankfort to Delia.
M. A. Brawley.....	Surgeon.....	Frankfort, Kan.	Marysville to Frankfort.
W. T. Wildhaber.....	Surgeon.....	Beatrice, Neb.	Pickrell to Blue Springs.
A. W. Butcher.....	Surgeon.....	Wakefield, Kan.	Junction City to Clay Center.
G. W. Bale.....	Surgeon.....	Clay Center, Kan.	Wakefield to Miltonvale.
Porter & Haughey.....	Surgeons.....	Concordia, Kan.	Concordia to Miltonvale.

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—coal
I—interlocking
O—oil
P—dispatcher's telephone
T—turntable
W—water
X—cross-over
Y —weye
Z —track scales
AI —automatic interlocking signals
CS —center siding
ES —eastward siding
WS —westward siding
RCS—remote control switch

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)				(MANHATTAN BRANCH)			
Edwardsville (1).....	14.0	52 XWP	Both	Casement (5).....	185.4	17	Both
Forest Lake (1).....	15.0	43 XP	East	Garrison (5).....	172.9	W	Both
Sunflower.....	16.7	14 XP	Both	Florena (5).....	156.3	108	Both
Lenape (1).....	23.5	36 XP	Both	Brisco.....	149.0	44	Both
Fall Leaf (1).....	32.5	P	Both	Schroyer (5).....	140.0		Both
Midland (1).....	43.2	25 XP	Both	Marietta.....	125.9	41 P	Both
Buck Creek (1).....	46.1	34 XP	Both	Holmesville.....	105.7	25 P	Both
Medina.....	53.6	17 X	Both	(LEAVENWORTH BRANCH)			
Newman (1).....	55.9	31 XP	Both	Corral.....	1.5		East
Ruby.....	71.0	27	East	Alfa.....	4.2	2	East
Kiro (2).....	75.2	35 P	Both	Lansing (6).....	5.4		Both
Swamp Angel.....	114.8	6	East	Fairmount (6).....	10.5		Both
Ogdensburg (3).....	130.3	22 P	Both	Rex (6).....	31.5	13	Both
Funston.....	133.6	131 P	Both	Bismarck Grove (6).....	33.0	24 P	Both
(SECOND SUBDIVISION)				(McPHERSON BRANCH)			
Terra Cotta (3).....	207.3	34 P	Both	Wesleyan.....	2.9	3	East
(THIRD SUBDIVISION)				(JUNCTION CITY BRANCH)			
Magee.....	628.1	18 P	Both	Alida (8).....	8.1	23	West
(FOURTH SUBDIVISION)				(SOLOMON BRANCH)			
Spence (4).....	132.5	31 P	East	Broughton (8).....	27.9	15	Both
Clayton.....	144.1	10	West	Dehyd.....	34.2	4	East
Powell (4).....	161.5	14 P	Both	Idana (8).....	41.1	14	Both
Sedan (4).....	196.4	12 P	Both	Browndale (8).....	46.0	9	Both
Anan (4).....	213.8	10 P	West	(PLAINVILLE BRANCH)			
River (4).....	245.4	6 P	Both	Lindsey (9).....	20.9	18	Both
Westwood.....	248.7	35	West	Alfmil.....	24.4	7	East
(ST. JOSEPH BRANCH)				(PLAINVILLE BRANCH)			
Moray (4).....	19.1	11 P	Both	Marydel (10).....	9.0	13	Both
Hamlin (4).....	50.2	16	Both	Shady Bend (10).....	26.4	21	Both
Summit (4).....	94.4	10	Both	Quartzite.....	32.9	21	West
				Wolf Creek.....	52.4	86	Both
				Mingo (11).....	212.5	15	Both

- (1) Flag stop for 537-538.
(2) Flag stop for 69.
(3) Flag stop for 69-70.
(4) Flag stop for 543-544.
(5) Flag stop for 173-174.
(6) Flag stop for 171-172.
(7) Flag stop for 181-182.
(8) Flag stop for 506-507-175-176.
(9) Flag stop for 531-532-165-166.
(10) Flag stop for 533-534-183-184.
(11) Flag stop for 533-534-185-186.