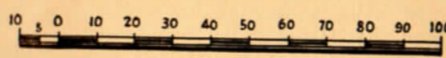


**EASTERN DISTRICT
KANSAS DIVISION**

CORRECTED TO MAR.20.1948

Scale of Miles



**UNION PACIFIC RAILROAD COMPANY
EASTERN DISTRICT**



KANSAS DIVISION

**TIME-TABLE
No. 5**

**Effective Sunday,
March 13, 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. 5 March 13, 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	6.30 PM	10.00 AM	8.00 AM	GT KANSAS CITY, MO.	
		11.88 PM		9.25	6.38	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 12.30 PM (Marysville)	MANHATTAN	
		8.20		11.45 PM	10.00	2.10		JUNCTION CITY	
		5.05		12.35 AM	A 11.15 PM	4.00		SALINA	
		7.50		2.45		A 7.30 PM		CT ELLIS	
	7.15 PM	7.20		1.50				MT SHARON SPRINGS	
	1.15 AM	10.25 AM		8.52				HUGO	
	6.15	12.50 PM		5.32				DENVER	
	11.45 AM	8.30		7.25				BORIE	
		6.30		7.45				CHEYENNE	
		7.40 PM		A 7.20 PM				MT OGDEN	
				A 6.35 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) 33.0 Thru 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.

MILEAGE

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

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

CONDENSED TIME-TABLE

EASTWARD

Time-Table No 5 March 13, 1949	Mile Post	FIRST CLASS					SECOND CLASS	
		10 Passenger	40 Passenger	538 Motor Passenger	70 Passenger	18 Passenger	38 Passenger	370 Mixed
STATIONS								
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	7.38	11.37	5.45	7.55		11.12	
TOPEKA	68.0	6.30	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		2.40 PM		7.00	
ELLIS CT	808.8	2.20			11.15 AM		4.35	
MT SHARON SPRINGS	429.8	11.20 PM					8.20	A 10.05 AM
HUGO	585.5	9.45					12.55 PM	4.10
DENVER Lv	640.4	8.00					10.55 AM	12.10 AM
BORIE Ar	748.5	7.45			8.10 AM		7.45	6.50 PM
CHEYENNE	746.4				5.45 AM		6.20 AM	
MT OGDEN							7.15 PM	
(1229.5 via Cheyenne) (1217.1 via Borie)		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.	Chicago or Englewood.	Regular stop points in Kansas and all points beyond Tucumcari, excepting California.	38	Cheyenne Wells. Winona. Grainfield.	Denver or beyond.	Salina and East where scheduled to stop.
509	Lawrence.	Tri-Cities, Des Moines, or beyond.	Wichita or beyond.	10	Russell. Ellsworth.	Denver or beyond.	Topeka, Kansas City or beyond.
39	Belvue.	Any Station.	Any Station.	10	Abilene.	Denver or beyond.	Kansas City or beyond.
9	Lawrence.	St. Louis, Mo., or beyond.	Denver or beyond.	10	Lawrence.	Denver or beyond.	St. Louis, Mo., or beyond.
139	Lawrence.		Hutchinson and regular stop points west of Hutchinson, excepting California.	140	Lawrence.	Hutchinson and regular stop points beyond, excepting California.	
37	Any Station.		Denver or beyond.	40	Belvue.	Any station.	Any station.
37	Solomon.	Any point destined to points on Solomon Branch.	Denver or beyond.	510	Lawrence.	Wichita or beyond.	Tri-Cities, Des Moines or beyond.
9	Abilene.	Kansas City or beyond.	Denver or beyond.	44	Lawrence.	Herington or beyond, excepting California.	Englewood or Chicago.
9	Ellsworth. Russell. Arapahoe.	Kansas City or beyond, or Topeka.	Denver or beyond.	38	{St. Marys. Wamego.}	Denver or beyond.	
37	First View.	Any Station.	Any Station.				

FIRST SUBDIVISION		FIRST CLASS											EASTWARD	
Time-Table No. 5 March 13, 1949		140	10	18	508	40	532	538	70	44	510	38	4	
		C. R. I. & P. Passenger	Passenger	C. R. I. & P. Passenger	C. R. I. & P. Rocket Passenger	Passenger	Motor Passenger	Motor Passenger	Passenger	C. R. I. & P. Passenger	C. R. I. & P. Rocket Passenger	Passenger	C. R. I. & P. Passenger	
STATIONS														
DN-R UNION STATION US			A 7.45AM			A 11.45AM		A 6.00PM	A 8.15PM				A 11.30PM	
KANSAS CITY, KAN.			7.33			11.37		5.45	7.55				11.12	
DN-R TERMINAL JCT. YL JC		A 6.10AM	7.32	A 8.02AM	A 8.28AM	11.35		5.42	7.51	A 9.37PM	A 10.34PM	11.09	A 12.45AM	
C. R. I. & P. JCT. YL		6.08	7.30	8.00	8.26	11.33		5.40	7.49	9.35	10.32	11.07	12.43	
DN KAW JCT. YL KW		6.06	7.28	7.58	8.24	11.31		5.38	7.47	9.33	10.31	11.05	12.41	
MUNOIE		6.00	7.24	7.53	8.21	11.25		5.32	7.40	9.28	10.27 ³⁵⁸	11.00	12.35	
D BONNER SPRINGS BW		5.52	7.17	7.45	8.14	11.17		5.18	7.31	9.19	10.21	10.52	12.28	
DN A. T. & S. F. CROSS. BN														
LORING		5.49	7.14	7.42	8.11	11.14		5.13	7.28	9.16	10.18	10.49	12.25	
LINWOOD		5.41	7.07	7.35	8.04	11.07 ¹⁴⁸		5.00	7.20	9.08	10.11	10.43	12.18	
DN LAWRENCE YL DA		5.28	6.56	f 7.23	7.53	10.55		4.43	7.05	8.55	10.00	10.33	12.05AM	
WILLIAMSTOWN		5.15	6.47	7.11	7.44	10.45		4.29	6.48	8.43	9.51	10.23	11.56PM	
D PERRY KY		5.12	6.44	7.08	7.41	10.42		4.23	6.45	8.40	9.48	10.20	11.53	
GRANTVILLE		5.02	6.37	6.58	7.33	10.33		4.10	6.35	8.29	9.40	10.13	11.43	
DN A. T. & S. F. CROSS. X														
DN-R TOPEKA YL OT		s 4.53AM	s 6.30	s 6.50AM	s 7.28AM	s 10.25		4.00	6.25	s 8.20PM	s 9.35PM	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		3.30 ³⁵⁰	5.57			9.44		
D SILVER LAKE SI			6.17			10.01		5.48				9.36		
D ROSSVILLE RV			6.12			9.55 ¹⁵⁰		5.40				9.31 ¹⁵⁵		
DN ST. MARYS SY			6.06 ¹⁴⁹			f 9.45		5.27				9.22		
D BELVUE BV			6.01			9.35		5.15				9.15		
DN WAMEGO WA			5.55			s 9.28		5.07				9.07		
ST. GEORGE			5.48			9.19		4.55				8.59 ³⁰		
DN MANHATTAN YL MH			s 5.40			s 9.10 ¹⁴⁹		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		4.16				8.31		
D FORT RILEY FT			5.20			s 8.48		4.10				8.26		
DN-R JUNCTION CITY YL JN			5.15			8.40		4.00				8.20		
KANSAS FALLS			5.10 ¹⁵⁹			8.30		3.50				8.05 ¹⁵⁴		
D CHAPMAN CM			5.00			8.18		3.39				7.55		
D DETROIT DR			4.55			f 8.12		3.32				7.47		
DN ABILENE YL AB			4.49			f 8.06		3.23				7.41		
A. T. & S. F. CROSS.			4.44			s 8.00 ¹⁵⁰		3.15				7.35		
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	2.58 ⁹⁰				7.20		
NEW CAMBRIA			4.27 ³⁷			7.37	f 8.30 ⁵⁶⁵	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 Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	
Thru time.....	(1.17)	(3.25)	(1.12)	(1.00)	(4.15)	(0.30)	(2.30)	(5.35)	(1.17)	(0.59)	(4.30)	(1.10)		
Average speed per hour.....	50.4	54.6	53.9	64.7	43.0	28.6	29.2	33.4	50.4	65.8	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 Jet.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

FIRST SUBDIVISION		SECOND CLASS											EASTWARD	
Time-Table No. 5 March 13, 1949		472	166	148	188	150	566	356	158	80	358	154		
		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	Car capacity of sidings, etc. See Rule 9(A), Page 23.	
STATIONS														
DN-R UNION STATION US													P	
ARMSTRONG YL		A 8.00AM		A 3.20PM				A 5.00PM			A 1.00AM	A 5.00AM	WCTZY	
DN-R TERMINAL JCT. YL JG		7.20		3.05				4.10			10.50PM	3.10	XP	
C. R. I. & P. JCT. YL		7.18		3.00				4.05			10.43	3.05	X	
DN KAW JCT. YL KW		7.15		2.55PM				4.00			10.40	3.00	XP	
MUNOIE											10.27 ⁵¹⁰		CS 104 XP	
D BONNER SPRINGS BW													CS 61 P	
DN A. T. & S. F. CROSS. BN													XIP	
LORING													CS 103 XP	
LINWOOD				11.07AM ⁴⁰									CS 103 XP	
DN LAWRENCE YL DA													CS 96 TXZF	
WILLIAMSTOWN													XP	
D PERRY KY													CS 103 XWP	
GRANTVILLE													CS 102 XP	
DN A. T. & S. F. CROSS. X													XIP	
DN-R TOPEKA YL OT		5.55		8.30AM				2.30			9.00	1.05		
C. R. I. & P. CROSS.														
DN WEST TOPEKA YL CH		5.50			A 9.25AM	A 11.00AM		1.50 ³⁵⁷			8.55 ¹⁵⁵	12.55	WS 202 WCT ES 122 XZF	
DN MENOKEN YL MX		5.40AM			9.10AM	10.45		1.40PM			8.45PM	12.40	117 XP RCS	
D SILVER LAKE SI						f 10.30						12.20	74 P	
D ROSSVILLE RV						s 9.55 ⁴⁰						12.05AM	80 WP	
DN ST. MARYS SY						s 9.30						11.45PM	83 P	
D BELVUE BV						f 8.45						11.25	73 P	
DN WAMEGO WA						s 8.15						11.02 ⁹	85 WP	
ST. GEORGE						f 7.20 ¹⁴⁹						10.40	78 P	
DN MANHATTAN YL MH						s 6.50						10.25 ¹⁵⁵	190 WTP CS 71 C	
C. R. I. & P. CROSS.														
EUREKA LAKE						f 6.00						9.45	118 P	
EAST FUNSTON						f 5.42						9.25 ³⁹	132 P	
D FORT RILEY FT						s 5.30						9.10	119 P	
DN-R JUNCTION CITY YL JN						5.20AM					A 2.50PM	9.00 ³⁸	WCT 151 YZF	
KANSAS FALLS						f 2.19 ⁶⁹						7.35	83 P	
D CHAPMAN CM						s 2.05						7.25	WS 43 ES 52 P	
D DETROIT DR						s 1.45						7.15	72 P	
DN ABILENE YL AB						s 1.30						7.05	WS 26 ES 87 WP	
A. T. & S. F. CROSS.													I	
WEST ABILENE YL						A 11.35AM		1.07	A 5.55PM			7.00		
SAND SPRING								f 1.00	f 5.45			6.55	36 P	
D SOLOMON YL SK			A 7.10AM			f 11.20		s 12.45	f 5.35			6.45	WS 77 ES 40 YP	
NEW CAMBRIA			6.45			11.05		f 12.20	5.25			6.30	85 P	
EAST SALINA YL			6.35			10.45AM		12.10	5.15PM			6.19	P	
DN-R SALINA YL			6.30AM								12.01PM	6.15PM	WCT YZP	
(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	16.0	12.5	23.9	21.1	16.7	20.9	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 6(A), Page 23.	SECOND CLASS			FIRST CLASS			Time-Table No. 5 March 13, 1949
	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	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	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	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	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	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 OYEP		7.15PM	A 3.45PM	A 11.00AM	A 7.30PM	7.50	2.45
62 P		f 7.35				7.28	1.56
52 P		f 7.50				f 7.35	2.01
50 WP		s 8.20				s 7.50	2.10
42 P		f 8.35				8.00³⁷⁰	2.17
34 P		f 8.50				f 8.07	2.23
51 P		s 9.10				s 8.17	2.30
67 WP		f 9.25				f 8.27	2.37
44 P		f 9.35				s 8.35	2.42
50 P		f 9.55				s 8.47	2.50
42 P		f 10.05				8.54	2.55
56 WCTP		s 10.40				s 9.10	3.02
51 P		f 10.58				f 9.20	3.10
43 P		f 11.10				f 9.29	3.17
44 WYP		f 11.20				s 9.37	3.22
40 P		f 11.40 ¹⁰				f 9.48	3.30
41 P		f 12.01AM				f 10.03	3.41
53 P		12.10				10.08	3.45
WCT 34 YZP		A 12.45AM				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) 57.4 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

Time-Table No. 5 March 13, 1949	Mile Post	FIRST CLASS			SECOND CLASS		
		70	38	10	554	370	154
		Passenger	Passenger	Passenger	Local Freight	Mixed	Time Freight
DN-R SALINA YL SC A	186.6	A 2.20PM	A 6.50PM	A 4.15AM	A 1.50PM	A 3.45PM	
A. T. & S. F. CROSSING	187.2						
BAVARIA	194.8	f 2.00	6.43	4.08	f 1.27	3.23	
D BROOKVILLE RK	201.4	s 1.50	6.37	4.02	s 1.15	3.13	
ARCOLA	205.4	f 1.42	6.33	3.59	f 1.08	3.08	
CARNEIRO	211.6	f 1.35	6.26	3.52	f 12.55	2.55	
D KANOPOLIS KA	219.2	s 1.25	6.16	3.43	s 12.40	2.40	
DN ELLSWORTH YL WO	223.7	s 1.17	6.10	3.38	s 12.15PM	2.30	
ST. L. & S. F. CROSS.	224.4						
D BLACK WOLF BK	231.5	f 1.03	5.58	3.29	s 11.35AM	2.00	
D WILSON WN	239.9	s 12.50	5.48	3.20	s 11.15	1.45	
D DORRANCE DO	246.4	s 12.39	5.43	3.15	s 10.30	1.35	
D BUNKER HILL BH	253.4	s 12.29	5.36 ⁶⁰	3.09	s 10.05	1.23	
HOMER	259.2	f 12.20 ⁵⁵⁵	5.30	3.04	f 9.50	1.13	
DN RUSSELL YL RU	263.3	s 12.15	5.25	3.00	s 8.35 ¹⁵⁵	1.05 ⁵⁵⁵	
BALTA	266.7	f 12.06PM	5.18	2.55	f 7.58	12.55	
D GORHAM GJ	272.4	s 11.59AM	5.13	2.50	s 7.48	12.47	
WALKER	275.5	f 11.55	5.10	2.47	f 7.42	12.40	
D VICTORIA VC	279.6	s 11.49	5.06	2.44	s 7.34	12.32	
TOULON	284.8	f 11.41	5.00	2.40	f 7.24 ³⁷	12.22	
DN HAYS YL HA	290.1	s 11.35	4.55	2.35	s 6.50	12.15	
YOCEMENTO	295.4	f 11.26	4.45	2.28 ⁹	f 6.20	12.01PM	
HOG BACK	298.8	f 11.21	4.40	2.24	f 6.10	11.54AM	
DN-R ELLIS YL RT CT MT	303.3	11.15AM	4.35	2.20	6.00AM	A 10.05AM	
RIGA	308.4		3.20	1.15		11.45AM	
D OGALLAH OG	313.7		3.14	1.08	f 9.10		
DN WAKEENEY W	322.3		3.08	1.03	f 8.50		
VODA	330.0		s 2.58	12.55	s 8.20		
D COLLYER JY	335.8		2.48	12.47	f 8.00 ³⁷		
D QUINTER QN	343.3		2.42	12.43	f 7.30		
D BUFFALO PARK BP	350.9		2.34	12.36	s 7.10		
D GRAINFIELD GF	356.3		2.26	12.30	f 6.50		
D GRINNELL GD	365.2		2.21	12.25	f 6.40		
CAMPUS	371.2		2.12	12.17	f 6.20		
DN OAKLEY YL OQ	377.4		2.05	12.12	f 6.05		
MONUMENT MU	386.1		s 1.53	12.06AM	s 5.50		
D PAGE CITY PG	393.6		1.44	11.59PM	f 5.18		
D WINONA GW	399.0		1.36	11.53	f 5.08		
McALLASTER	408.4		1.30	11.48	f 5.00		
D WALLACE A	421.1		1.20	11.40 ³⁶⁰	f 4.44		
SOMENA	425.6		1.07	11.29	f 4.28		
DN-R SHARON SPRINGS YL PS	429.8		1.02	11.25	f 4.20		
			12.55PM	11.20PM	4.10AM		

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

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 38 are superior to No. 60.— 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 Daily	Mixed Daily	C. R. I. & P. Freight Daily	C. R. I. & P. Passenger Daily	Passenger Daily	C. R. I. & P. Rocket Passenger Daily	Passenger Daily
WCT							
34 YFP		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 WCTP		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		5.12 ³⁶⁹
95 WP		5.29			12.29		5.19
82 TYP		5.45			12.40		5.29
		6.15			12.50		5.32
119 P		6.30			12.59		5.39
31 WP		6.40			1.06		5.45
47 P		s 6.50			s 1.13		s 5.51
		10.25PM	6.51 ⁷	6.10AM	3.30PM	6.51 ⁹²	
51 P		f 10.40 ³⁷⁰	f 7.20	f 6.36 ⁹²	3.40	1.21	6.58
50 P		11.15	f 7.35	6.50	3.48	1.30	7.05
51 P		11.23	f 7.45	6.58	3.54	1.35	7.10
52 P		11.32	f 8.00	7.15 ⁷	3.59	1.40	7.15 ⁹¹
24 P		11.40PM	8.10	7.30	4.06	1.46	7.20
52 WCTP		12.25AM	s 8.25	7.50	4.13	1.58 ⁸	7.27
51 P		1.10	f 8.45	8.10	4.20	2.06 ²⁶	7.33
52 P		1.40	f 9.00	8.30	4.27	2.14	7.39
58 WP		2.10	f 9.34 ³⁸	8.55	4.34	2.21	7.45
49 P		2.40	f 9.55	9.27 ¹³	4.41	2.28	7.51
51 P		3.00	10.05	9.45	4.46	2.33	7.55
50 WP		3.25	f 10.20	10.00	4.51	2.38	7.59
52 P		3.55	10.30	10.25	4.59	2.45	8.04
84 P		4.16 ⁹²	10.45	10.40	5.05	2.50	8.08
72 YP		4.45	10.50	10.45	5.09	2.53	8.10
49 P		5.00	10.55	10.48	5.12	2.55	8.11
WCTYPZ		A 5.30AM	A 11.05AM	A 11.00AM	A 5.20PM	A 3.03PM	A 8.16AM
					A 7.18AM		

Time-Table No. 5
March 13, 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
6.6
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

(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. 5 March 13, 1949	Mile Post	FIRST CLASS				SECOND CLASS		
		38	8	26	10	92	370	96
		Passenger	C. R. I. & P. Rocket Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Freight	Mixed	C. R. I. & P. Freight
DN-R SHARON SPRINGS YL PS	429.8	A 12.45PM			A 11.17PM			A 3.40AM
4.0								
SUNLAND	433.8	12.41			11.13			3.20
8.0								
D WESKAN MO	441.8	12.32			11.06			f 2.55
6.4								
CHEMUNG	448.2	12.26			11.00			2.47
4.9								
ARAPAHOE	453.1	12.21			10.56			f 2.40
5.1								
SALIS	458.2	12.16			10.52			2.30 ³⁶⁹
4.8								
DN CHEYENNE WELLS CW	463.0	12.11			10.48			s 2.20
5.1								
ASCALON	468.1	12.06			10.43			2.07
5.4								
FIRST VIEW	473.5	12.01PM			10.38			f 2.00
8.8								
ARENA	482.3	11.51AM			10.31			1.45
5.4								
D KIT CARSON KC	487.7	11.45 ³⁷			10.26			s 1.35
6.3								
SORRENTO	494.0	11.39			10.21			1.15
6.4								
WILD HORSE	500.4	11.33			10.16			f 1.05
7.2								
AROYA	507.6	11.26			10.10			f 12.55
10.4								
BOYERO	518.0	11.16			10.01			f 12.40
8.3								
CLIFFORD	526.3	11.08			9.54			f 12.25
9.2								
DN-R HUGO YL HU	535.5	10.55			9.45			12.10AM
6.2		10.50			9.42			11.50PM
BAGDAD	541.7	10.42			9.36			11.35
6.2								
LAKE	547.9	10.36			9.30			11.22
2.6								
(C. R. I. & P. Crossing)								
DN-R LIMON YL MN	550.5	s 10.32			s 9.27			s 11.15
0.1								
LIMON JUNCTION YL	550.6		A 2.30PM	A 2.50PM				A 6.51 ³⁶⁹ AM
6.0								A 2.00AM
RIVER BEND	556.6	10.22	2.24	2.43	9.20			6.36 ⁹¹ f 10.40 ⁹⁷
6.6								1.30
CEDAR POINT	563.2	10.15	2.18	2.36	9.14			6.26 f 10.25
3.9								1.15
BUICK	567.1	10.10	2.14	2.31	9.09			6.10 ⁹ f 10.15
5.1								1.01
D AGATE AX	572.2	10.05	2.09	2.26	9.05			5.55 f 10.04
5.9								12.50
LOWLAND	578.1	9.59	2.04	2.20	9.00			5.44 9.50
6.1								12.40
DN DEER TRAIL DX	584.2	9.52	1.58 ³⁷	2.14	8.55			5.30 s 9.40
5.9								12.25 ⁹⁷
PEORIA	590.1	9.46	1.51	2.06 ³⁷	8.50			5.21 9.27
6.6								12.05AM
D BYERS BY	596.6	9.40	1.46	1.58	8.44			5.11 f 9.15
5.9								11.55PM
D STRASBURG SR	602.5	9.34 ³⁶⁹	1.41	1.52	8.39			5.02 f 9.00
6.4								11.46
D BENNETT BT	608.9	9.27 ⁹¹	1.36	1.45	8.34 ³⁷⁰			4.52 f 8.34 ¹⁰
4.8								11.36
MANILA	613.7	9.22	1.32	1.40	8.30			4.44 8.15
4.7								11.28
WATKINS	618.4	9.17	1.28	1.35	8.26			4.36 f 8.08
6.6								11.20
MESA	625.0	9.10	1.21	1.28	8.20			4.25 7.57
5.5								11.07
SABLE	630.5	9.04	1.16	1.22	8.15			4.16 ⁹⁷ 7.47
2.7								10.57
ROYDALE	633.2	9.01	1.13	1.18	8.12			4.11 7.42
1.1								10.52
SANDOWN	634.3	9.00	1.11	1.16	8.10			4.09 7.40
3.9								10.50
PULLMAN YL	638.2	8.55AM	1.05PM	1.10PM	8.05PM			4.00AM 7.30PM
								10.40PM

..... Thru time..... (3.50) (1.25) (1.40) (3.12) (2.51) (8.10) (3.20)
..... Average speed per hour..... 54.4 61.8 52.6 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			ST. JOSEPH BRANCH			EASTWARD				
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 5 March 13, 1949	Mile Post	FIRST CLASS		SECOND CLASS	
		217 Local Freight Daily		543 Motor Passenger Daily				544 Motor Passenger		218 Local Freight
Y				8.30AM	DN-R	0.0	A 4.45PM			
WCTEP		6.35PM			DN-R				A 11.00PM	
16 P		7.10		9.05	DN-R	13.9	4.15		10.10	
24 P		7.19		9.10		17.6	4.02		9.50	
22 P		7.29		9.20		22.0	3.49		9.30	
42 WP		7.35		9.26		24.8	3.44		9.20	
34		7.43		9.35		28.9	3.36		9.05	
31		7.53		9.45	D	34.2	3.25		8.55	
AI						42.2				
40 WY		8.30 ²¹⁸		10.15	DN	42.7	3.13		8.30 ²¹⁷	
27		8.52		10.40	D	54.1	2.47		7.20	
35 WC		9.10		11.00	D	60.7	2.37		7.00	
29		9.30		11.15		68.8	2.13		6.00	
30 W		9.50		11.30	DN	77.5	2.00		5.40	
28		10.05		11.45	D	84.2	1.45		4.50	
45		10.15		11.55AM	D	89.2	1.36		4.30	
37		10.39		12.17PM	D	99.3	1.16		3.55	
		10.53		12.30	D	105.2	1.05		3.35	
P		A 11.00PM		A 12.35PM	DN-R	107.8	1.00PM		3.25PM	
						(107.8)	Daily		Daily	

(4.25) 24.4 Thru Time (3.45) 28.7 (7.35) 14.2
 (4.05) 20.4 Average speed per hour (28.7) 14.2

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

WESTWARD		HIGHLAND BRANCH		EASTWARD				
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 5 March 13, 1949	Mile Post	SECOND CLASS	
		171 Mixed Daily Except Sunday		172 Mixed				181 Mixed Daily Except Sunday
22 P					DN-R	0.0		
8						3.2		
10 P					D-R	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. 5 March 13, 1949	Mile Post	SECOND CLASS	
		171 Mixed Daily Except Sunday		172 Mixed				181 Mixed Daily Except Sunday
84 P					D-R	0.0		
						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. 5 March 13, 1949	Mile Post	SECOND CLASS	
		173 Local Freight Daily Except Sunday		471 Time Freight Daily				472 Time Freight
WCT		7.00AM			DN-R	189.4		A 3.15PM
29		7.25				178.8		f 2.30
34		8.10			D	187.6		8 1.55
28		8.30				180.7		8 1.35
33		9.05			D	151.3		8 1.10
75 W		10.00			D	146.7		8 12.50
WCTEP		A 10.30AM		2.50AM	DN-R	134.2	A 2.30AM	12.15PM
76 P				3.25	D	124.4	2.00	
				3.40	D	118.0	1.50	
101 P						114.3		
AI						113.1		
22 P				3.55	D	110.3	1.35	
						97.2		
WCTEP				A 4.35AM	DN-R	96.8	1.00AM	
						(92.6)	Daily	Daily Except Sunday

(3.30) 15.8 (1.45) 21.4 Thru Time (1.30) 24.9 (3.00) 18.4
 Average speed per hour (24.9) 18.4

WESTWARD		LEAVENWORTH BRANCH		EASTWARD		WESTWARD		McPHERSON BRANCH		EASTWARD			
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 5 March 13, 1949	Mile Post	SECOND CLASS		Time-Table No. 5 March 13, 1949	Mile Post	SECOND CLASS		
		171 Mixed Daily Except Sunday		172 Mixed				181 Mixed Daily Except Sunday				182 Mixed	
6					DN-R	0.0	A 8.45AM		WCTYZ	8.00AM	DN-R	0.0	A 2.00PM
73		f 11.08				4.0	f 8.25					0.5	
10		8 11.55AM			D	21.2	8 7.40					0.1	
CS 106 WCTEP		A 12.30PM			DN-R	34.3	7.00AM					0.0	
						(37.3)	Daily Except Sunday					0.0	
												0.6	
												0.6	
												8.0	f 1.25
												12.2	8 1.10
												20.7	
												20.9	8 12.31PM
												30.8	f 11.45AM
												35.1	
												35.4	11.30AM
												(35.4)	Daily Except Sunday

(1.30) 22.8 Thru Time (1.45) 19.6
 Average speed per hour (19.6)

(2.00) 17.7 Thru Time (2.30) 14.1
 Average speed per hour (14.1)

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. 5 March 13, 1949	Mile Post	FIRST CLASS		SECOND CLASS	
	175 Mixed Daily Except Sunday		507 Motor Passenger Daily				506 Motor Passenger		176 Mixed	
WCTE	3.25AM		2.10PM		DN-R JUNCTION CITY YL JN	0.0	8.30AM	A 6.30PM		
42	B 4.05		S 2.34		D MILFORD MR	13.6	S 8.00	S 5.55		
17 w	B 4.25		S 2.44		D WAKEFIELD WF	19.4	S 7.48	S 5.40		
30 w	B 5.50		S 3.10		D CLAY CENTER YL CA	88.4	S 7.20	S 5.00		
15 Y	S 6.45 ⁵⁰⁰		S 3.50 ¹⁷⁶		D-R MILTONVALE YL MV	81.9	S 6.45 ¹⁷⁵	S 3.50 ⁵⁰⁷		
	6.47		3.52		M. V. JUNCTION YL	82.1	6.35	3.38		
	7.25		4.25		C. O. JUNCTION YL	72.1	6.03	3.02		
CWY	A 7.30AM		A 4.30PM		D-R CONCORDIA YL ND	72.5	6.00AM	3.00PM		
	(4.05) 17.8		(2.20) 31.1		Thru Time.....		(2.30) 29.0	(3.30) 20.7		

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. 5 March 13, 1949	Mile Post	FIRST CLASS		SECOND CLASS	
	166 Mixed Daily Except Sunday		532 Motor Passenger Daily Except Sunday				531 Motor Passenger		165 Mixed	
77 Y	7.30AM		8.55AM		D-R SOLOMON YL SK	0.0	A 2.45PM	A 4.00PM		
33	S 7.45		S 9.07		D NILES XN	6.5	S 2.22	S 3.45		
30	f 7.55		f 9.12		D VERDI	9.0	f 2.15	f 3.35		
55	S 8.10		S 9.21		D BENNINGTON BN	14.7	S 2.07	S 3.20		
16 w	S 8.40		S 9.42		D MINNEAPOLIS YL MI	23.3	S 1.50	S 2.55		
					A. T. & S. F. CROSSING	23.7				
33	S 9.15		S 10.05		D DELPHOS DF	34.7	S 1.25	S 2.15		
	S 9.35		S 10.20		D GLASCO GK	41.6	S 1.10	S 1.50		
33	S 9.55		S 10.35		D SIMPSON BE	46.8	S 12.59	S 1.30		
25	S 10.10		S 10.45		D ASHERVILLE	49.8	S 12.54	S 1.20		
					M. P. CROSSING	57.2				
34 WTC	A 10.45AM		A 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) 27.8	(3.00) 19.1		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
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	Register Room
Kansas City Dispatcher's Office	Denver, 36th Street Telegraph Office	Telegraph Office
Armstrong Yard Office	Denver, 29th Street Yard Office	Yard Office
Armstrong Roundhouse	Denver, 29th Street Conductor's Room, Freight Station	Conductor's Room, Freight Station
Terminal Junction Telegraph Office	Denver, 23rd Street Dispatcher's Office	Dispatcher's Office
Lawrence Telegraph Office	Denver "U. D." Telegraph Office	"U. D." Telegraph Office
Topeka Telegraph Office	Denver Telegraph Office	Telegraph Office
Topeka Engineer's Wash Room	Beloit Telegraph Office	Telegraph Office
Topeka Yard Office	Plainville Telegraph Office	Telegraph Office
Manhattan Telegraph Office	Leavenworth Telegraph Office	Telegraph Office
Manhattan Engineer's Wash Room	St. Joseph Union Depot Telegraph Office	Union Depot Telegraph Office
Junction City Telegraph Office	St. Joseph Terminal Yard Office	Terminal Yard Office
Junction City Crew Dispatcher's Office	St. Joseph Roundhouse Shop	Roundhouse Shop
Salina Union Station	Marysville Telegraph Office	Telegraph Office
Salina Dispatcher's Office	Marysville Dispatcher's Office	Dispatcher's Office
Salina Yard Office	Marysville Yard Office	Yard Office
Salina Roundhouse	Marysville Roundhouse	Roundhouse
Ellis Telegraph Office	Hastings Yard Office	Yard Office
Oakley Telegraph Office	Grand Island Telegraph Office	Telegraph Office
Sharon Springs Telegraph Office	Grand Island Roundhouse	Roundhouse
Hugo Telegraph Office	Grand Island Yard Office	Yard Office
Limon Telegraph Office	Beatrice Telegraph Office	Telegraph Office
Pullman Yard Office	Beatrice Roundhouse	Roundhouse
Pullman Roundhouse, Engine Dispatcher's Office	Concordia Telegraph Office	Telegraph Office

WESTWARD			PLAINVILLE BRANCH			EASTWARD				
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 5 March 13, 1949	Mile Post	FIRST CLASS		SECOND CLASS	
	185 Local Freight Daily Except Sunday		183 Mixed Daily				533 Motor Passenger Daily		534 Motor Passenger	
WCTE	8.45AM		7.30AM		DN-R SALINA YL SC	0.0	A 2.30PM	A 3.15PM		
24	f 8.52		f 7.36		D TRENTON	3.4	f 1.59	f 2.36		
28	f 8.58		f 7.40		D SHIPTON	6.0	f 1.55	f 2.26		
29	S 9.08		S 7.52		D OULVER CU	11.5	S 1.48	f 2.02		
42	S 9.30		S 8.05		D TESCOTT SX	18.5	S 1.37 ¹⁸⁴	f 1.37 ⁵³⁴		
49 w	S 9.50		S 8.16		D BEVERLY VY	23.8	S 1.27	f 1.10		
					A. T. & S. F. CROSSING	38.8				
32	S 10.40		S 8.38		D LINCOLN CENTER NC	34.1	S 1.13	f 12.40		
53	S 11.05		S 8.50		D VESPER VS	40.7	S 12.59	f 12.05PM		
44 w	S 11.45 ¹⁸⁴		S 9.02		D SYLVAN GROVE YL YG	46.9	S 12.49	f 11.45 ¹⁸³		
47	S 12.33 ⁵³⁴		S 9.22		D LUCAS QS	56.0	S 12.33 ¹⁸³	f 10.45		
39	S 1.15		S 9.41		D LURAY AU	65.4	S 12.17	f 10.15		
43	S 1.40		S 9.53 ¹⁸⁴		D WALDO OW	71.6	S 12.08PM	f 9.53 ⁵³³		
27 w	S 2.10		S 10.10		D PARADISE VM	79.2	S 11.53AM	f 9.34		
38	S 2.40		S 10.27		D NATOMA NO	87.0	S 11.41	f 9.18		
28	S 3.05		S 10.45		D CODELL	95.1	S 11.27	f 9.02		
28 WCTE	8.00AM		A 3.30PM		DN-R PLAINVILLE YL VN	108.5	11.15 ⁵³⁴ 11.20	8.45AM		
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 9.52 ¹⁸⁵	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 TESCO	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		
PWCT	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		Thru Time.....		(7.30) 30.0	(6.30) 15.9		
					Average speed per hour.....			(8.15) 14.7		

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.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Inspection bus cars.			40	40	Trains handling company roadway machines on their own wheels: On straight track.				30
When caboose is handled in train consisting of passenger train equipment.			50		On curves.				25
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	Within yard limits not protected by continuous block signal system.	50	40	40	25
U. P. 4000 class engines.			45	45	Passing fueling stations.	50	50	40	25
U. P. 5000 and 9000 class engines.			50	50	When using cross-overs or turn-outs. Exceptions: 9000 class engines, forward movement.	15	15	15	15
MacArthur type engines with 63-in. drivers.			55	50	9000 class engines, backward movement.			10	10
MacArthur type engines with 57-in. drivers.			35	35	All other engines, backward movement.	10	10	10	10
0-6-0 and 0-8-0 type yard engines.			20	20	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20	20
Light engines.				45	Over spring switches, where movement is over facing point switch, except at Topeka and Carden.	20	20	20	20
Steam engines running backward.*	20	20	20	20	Jordan spreaders and other machines of spreader type, when in operation.				15
When more than 50% of the tonnage is gravel.				30	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
Trains handling scale test cars: On main line.				30	On side tracks laid with rail weighing 60 pounds or less.			5	5
On branch lines.				20	On wye tracks, except those portions used as main track.	5	5	5	5
Trains handling loaded wooden Hart convertible cars.				25					
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					

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.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	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					
Warnego 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 be- tween 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
Alkins 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	
	Psg.	Fr.		Psg.	Fr.
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		Upland, through junction switch.	25	25
Between Colby and Oakley— Motor trains.	40		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
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	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	BonnerSprgs., 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. Pettjohn	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 Wakeeney.
F. J. Bice	Surgeon	Wakeeney, 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.	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	LincolnCenter, 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 Horia.
J. L. Jensen	Surgeon	Colby, Kan.	Hoxie to Oakley.
C. M. Miller	Surgeon	Oakley, Kan.	Oakley to Colby.
Sanuel 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	Wathena, 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. Maggiore	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. Fleckenstein	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 —wye
 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		Both
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	Alfml	24.4	7	East
(ST. JOSEPH BRANCH)				(SUMNERVILLE 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.
 (11) Flag stop for 533-534-185-186.

- (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.