

UNION PACIFIC RAILROAD COMPANY
EASTERN DISTRICT



KANSAS DIVISION

TIME-TABLE
No. 18

Effective Sunday,
January 10, 1954

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

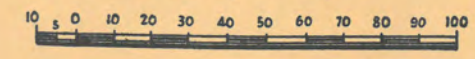
Safety Is
No Accident

FOR EMPLOYEES ONLY

EASTERN DISTRICT
KANSAS DIVISION

CORRECTED TO MAR. 20, 1948

Scale of Miles



CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS					FIRST CLASS					Time-Table No. 18 January 10, 1954
					69 Passenger	9 Streamliner Passenger	543 Motor Passenger	39 Passenger	17 Passenger		STATIONS
369 Mixed										STATIONS
Daily										
					11.30 PM	9.30 PM		9.15 AM	8.30 AM	CT KANSAS CITY, MO.
					11.38 PM	9.35		9.23	8.35	KANSAS CITY, KAN.
					1.15 AM	10.37	11.30 AM	11.05 AM	9.38	TOPEKA
					2.20	11.30	A 1.45 PM (Marysville)	12.20 PM	10.38	MANHATTAN
					3.10	11.59 PM		1.00	11.02	JUNCTION CITY
					4.35	12.49 AM		A 2.15 PM	11.54 AM	SALINA
					A 8.00 AM	8.00			2.05 PM	CT ELLIS
					7.30 AM	8.09			1.14	MT SHARON SPRINGS
					11.30 AM	4.09			3.14	HUGO
					2.42 PM	5.45			4.50	DENVER
					A 6.30 PM	7.55			7.00	GRANGER
						8.25 AM			7.30 PM	OGDEN
						A 8.35 PM			A 4.25 AM	(1229.5 via Cheyenne) (1217.1 via Borie)
(11.00) 30.6					(8.30) 35.7	(24.05) 50.5	(2.15) 35.7	(5.00) 37.3	(20.55) 51.2	..... Thru Time Average speed per hour

E. HICKS
General Manager

G. A. CUNNINGHAM
General Superintendent

H. E. SHUMWAY
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.
E. E. HENDERSON, Ass't Terminal Superintendent.... Kansas City, Mo.
C. F. RIVES, Assistant Terminal Superintendent..... Kansas City, Mo.
B. E. JAYNES, Trainmaster..... Marysville, Kan.
W. E. ROSS, Trainmaster..... Salina, Kan.
J. L. CONNOLLY, Assistant Trainmaster..... Junction City, Kan.
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.
W. R. BENNETT, Road Foreman of Engines..... Marysville, Kan.
P. G. MARTIN, Division Engineer..... Kansas City, Mo.
L. J. OVERMAN, General Roadmaster..... Kansas City, Mo.
R. V. SMITH, Safety Representative..... 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

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

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

C. A. VICK ROY, Chief Train Dispatcher..... Denver, Colo.
E. E. CRUTCHFIELD, Assistant Chief Train Dispatcher.... Denver, Colo.
J. F. BARRETT, 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.
J. D. MILEY, 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"	28.6
36"	100.	52"	69.2	1' 8"	52.9	2'30"	27.
37"	97.3	53"	67.9	1' 9"	52.1	2'45"	25.5
38"	94.7	54"	66.6	1'10"	51.4	3'	24.
39"	92.3	55"	65.4	1'11"	50.7	3'30"	22.7
40"	90.	56"	64.2	1'12"	50.	4'	21.5
41"	87.8	57"	63.1	1'15"	48.	5'	20.
42"	85.7	58"	62.	1'20"	45.	6'	18.8
43"	83.7	59"	61.	1'25"	42.3	7'	17.6
44"	81.8	1'	60.	1'30"	40.	8'	16.5
45"	80.	1'01"	59.	1'35"	37.9	10'	15.

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 18 January 10, 1954	Mile Post	FIRST CLASS					SECOND CLASS						
		10 Streamliner Passenger	40 Passenger	544 Motor Passenger	70 Passenger	18 Passenger							
STATIONS													
KANSAS CITY, MO. CT	0.0	A 7.15 AM				A 8.10 PM	A 10.30 PM						
KANSAS CITY, KAN.	2.5	6.56	11.16			7.47	10.10						
TOPEKA	68.0	5.53	10.05	A 4.10 PM		6.15	8.55						
MANHATTAN	119.8	5.08	8.58	2.00 PM (Marysville)		4.55	7.55						
JUNCTION CITY	189.6	4.32	8.31			4.15	7.30						
SALINA	186.6	3.23	7.30 AM			8.00 PM	6.25						
ELLIS CT	808.8	1.21				11.15 AM	4.05						
SHARON SPRINGS MT	429.8	12.12 AM					2.55			A 9.45 AM			
HUGO	585.5	10.14 PM					12.42 PM			4.45 AM			
DENVER Lv	640.4	8.39					10.51 AM			11.50 PM			
GRANGER Ar		6.50					9.00			6.50 PM			
OGDEN MT		6.20 PM					8.10 AM						
(1229.5 via Cheyenne) (1217.1 via Borie)		6.50 AM					10.30 PM						
Thru Time.....		(23.25)	(4.00)	(2.10)	(8.55)	(23.00)				(14.55)			
Average speed per hour.....		51.9	46.7	37.1	34.0	46.6				21.6			

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.	18	{ Cheyenne Wells. Winona. Grainfield. Quinter. Russell.	Denver or beyond.	Salina and East where scheduled to stop.
17	Lawrence.	St. Louis, Mo., or beyond.	Denver or beyond.	10	{ Russell. Ellsworth.	Denver or beyond.	Topeka, Kansas City or beyond.
17	{ Abilene. Ellsworth. Russell.	Kansas City or beyond, or Topeka.	Denver or beyond.	10	{ Abilene. Lawrence.	Denver or beyond.	Kansas City or beyond.
139	Lawrence.		Hutchinson and regular stop points west of Hutchinson, excepting California.	10	{ Lawrence.	Denver or beyond.	St. Louis, Mo., or beyond.
509	Lawrence.	Tri-Cities, Des Moines, or beyond.	Wichita or beyond.	508	{ Lawrence.	Wichita or beyond.	Des Moines or beyond.
9	Lawrence.	St. Louis, Mo., or beyond.	Abilene, Denver, or beyond.	40	{ Solomon. Detroit. Belvue. Lawrence.	Any Station.	Any Station.
507	Lawrence.	Des Moines or beyond.	Wichita or beyond.	140	{ Lawrence.	Hutchinson and regular stop points beyond, excepting California.	.....
69	Any Station.		Denver or beyond.	510	{ Lawrence.	Wichita or beyond.	Tri-Cities, Des Moines or beyond.
69	Solomon.	Any point destined to points on Solomon Branch.	Denver or beyond.	44	{ Lawrence.	Herington or beyond, excepting California.	Englewood or Chicago.
9	Abilene.	Kansas City or beyond	Denver or beyond.	18	{ Wilson.	Denver or beyond.	Topeka, Kansas City or beyond
9	{ Ellsworth. Russell.	Lawrence, or Topeka, Kansas City or beyond, or Topeka.	Denver or beyond.	18	{ Ft. Riley. St. Marys. Wamego.	Denver or beyond.	Kansas City or beyond.

WESTWARD

SECOND CLASS

FIRST SUBDIVISION

Table with columns for train numbers (155, 165, 149, 159, 79, 565), days, and stations. Includes 'Time-Table No. 18 January 10, 1954' and 'STATIONS' list.

(8.10) 22.4 (0.39) 22.0 (6.15) 11.4 (4.50) 9.7 (1.00) 19.9 (1.00) 19.9

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 166 is superior to Nos. 79 and 565.—See Rule S-72. Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka. For stations not shown on schedule pages.—See Page 23.

WESTWARD

FIRST CLASS

FIRST SUBDIVISION

Table with columns for train numbers (69, 43, 3, 507, 9, 543, 39, 509, 17, 139), days, and stations. Includes 'Time-Table No. 18 January 10, 1954' and 'STATIONS' list.

(4.50) 38.6 (1.13) 53.2 (1.04) 60.7 (1.01) 63.6 (3.15) 57.4 (0.10) 29.4 (5.00) 37.3 (1.09) 56.3 (3.20) 56.0 (1.08) 57.1

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 18 are superior to No. 39.—See Rule S-72. Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka. Time shown at Union Station and Kansas City, Kans., is for information only. Trains are governed by Kansas City Terminal Railroad Time-Table and Rules while using their tracks between Union Station and Terminal Jct. For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages.—See Page 23.

FIRST SUBDIVISION		FIRST CLASS										EASTWARD	
Time-Table No. 18 January 10, 1954		4	10	508	40	544	140	70	510	18	44		
STATIONS		C. R. I. & P. Passenger	Streamliner Passenger	C. R. I. & P. Rocket Passenger	Passenger	Motor Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Rocket Passenger	Passenger	C. R. I. & P. Passenger		
DN-R UNION STATION US			A 7.15AM		A 11.30AM			A 8.10PM		A 10.30PM			
KANSAS CITY, KAN.	0.8		6.56		11.16			7.47		10.10			
DN-R TERMINAL JCT. YL JC	0.9	A 1.10AM	6.55	A 8.27AM	11.14		A 6.03PM	7.45	A 7.37PM	10.09	A 10.18PM		
C. R. I. & P. JCT. YL	0.9		1.08		8.25		6.01	7.42	7.35	10.07	10.16		
DN KAW JCT. YL KW	4.4		1.06		8.24		5.59	7.39	7.33	10.05	10.14		
MUNCIE	8.0		1.01		8.20		5.54	7.34	7.29	10.00	10.09		
D BONNER SPRINGS BW	0.6		12.53		8.13		5.46	7.25	7.21	9.52	10.01		
DN A.T. & S.F. CROSS. BN	2.7												
LORING	7.6		12.50		8.10		5.42	7.19	7.17	9.49	9.58		
LINWOOD	11.8		12.43		8.03		5.34	7.09 ⁵¹⁰	7.09 ⁷⁰	9.41	9.51		
DN LAWRENCE YL DA	9.2				10.35		5.22	6.56	6.58	9.30	9.39		
WILLIAMSTOWN	8.3		12.23		10.25		5.12	6.43		9.16	9.28		
D PERRY KY	9.2		12.20		10.22		5.09	6.37	6.46	9.13	9.25		
GRANTVILLE	6.2		12.12		10.13		5.00	6.23	6.38	9.03	9.14		
DN A.T. & S.F. CROSS. X	0.5												
DN-R TOPEKA YL OT	0.2	12.04AM	5.53	7.26AM	10.05	A 4.10PM	4.52PM	6.15	6.30PM	8.55	9.05PM		
O. R. I. & P. CROSS.	4.7												
MENOMEN	5.8				9.55	4.00PM		5.57		8.39			
D SILVER LAKE SI	5.3		5.40		9.50 ¹⁷		5.51		8.33				
D ROSSVILLE RV	7.6		5.35 ¹⁴⁹		9.40		5.41		8.28				
DN ST. MARYS SY	6.2		5.29		9.32 ¹⁵⁰		5.30		8.21				
D BELVUE BV	6.9		5.24		9.23		5.20		8.15				
DN WAMAGO WA	6.8		5.18		9.16		5.13		8.09				
ST. GEORGE	7.8		5.11		9.07		5.03		8.03				
DN MANHATTAN YL MH	0.1		5.03		8.58 ¹⁴⁹		4.55		7.55				
O. R. I. & P. CROSS.	6.5												
MURKKA LAKE	5.7		4.47		8.47		4.38		7.45				
EAST FUNSTON	4.1		4.42		8.41		4.30		7.40				
D FORT RILEY FT	3.8		4.37		8.37		4.25		7.35				
DN-R JUNCTION CITY	6.9		4.32		8.31		4.15		7.30				
KANSAS FALLS	5.9		4.25		8.23		4.05		7.20				
D CHAPMAN CM	6.2		3.56		8.09		3.47		7.06				
D DETROIT DR	5.2		3.50		8.03		3.38		7.00				
DN ABILENE YL AB	0.8		3.45 ⁶⁹		7.58 ¹⁵⁹		3.30		6.55 ¹⁵⁴				
A. T. & S. F. CROSS.	0.2												
WEST ABILENE YL	3.4		3.43		7.53		3.25		6.49				
SAND SPRING	4.2		3.40		7.49		3.21		6.46				
D SOLOMON YL SK	8.1		3.36		7.45		3.16		6.42				
NEW CAMBRIA	4.2		3.29		7.37 ⁷⁹		3.07		6.33				
EAST SALINA YL	2.0		3.25		7.33		3.03		6.28				
DN-R SALINA YL	155		3.23AM		7.30AM		3.00PM		6.25PM				
(186.6)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
Thru time.....	(1.06)	(3.52)	(1.01)	(4.00)	(0.10)	(1.11)	(5.10)	(1.07)	(4.05)	(1.13)			
Average speed per hour.....	58.8	48.3	63.6	46.7	29.4	54.7	36.1	57.9	45.7	53.2			

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 18 are superior to No. 39.—See Rule S-72.
 Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka.
 Time shown at Union Station and Kansas City, Kans., is for information only. Trains are governed by Kansas City Terminal Railroad Time-Table and Rules while using their tracks between Union Station and Terminal Jct.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.
 For stations not shown on schedule pages.—See Page 23.

FIRST SUBDIVISION		SECOND CLASS						EASTWARD	
Time-Table No. 18 January 10, 1954		150	166	566	158	80	154		
STATIONS		Local Freight	Mixed	C. R. I. & P. Mixed	Local Freight	A. T. & S. F. Mixed	Time Freight		
DN-R UNION STATION US									
ARMSTRONG YL	0.8						A 5.00AM		
DN-R TERMINAL JCT. YL JC	0.9						2.50		
C. R. I. & P. JCT. YL	0.9						2.45		
DN KAW JCT. YL KW	4.4						2.40		
MUNCIE	8.0								
D BONNER SPRINGS BW	0.6								
DN A.T. & S.F. CROSS. BN	2.7								
LORING	7.6								
LINWOOD	11.8								
DN LAWRENCE YL DA	9.2								
WILLIAMSTOWN	8.3								
D PERRY KY	9.2								
GRANTVILLE	6.2								
DN A.T. & S.F. CROSS. X	0.5								
DN-R TOPEKA YL OT	0.2	A 10.50AM					1.05		
O. R. I. & P. CROSS.	4.7								
MENOMEN	5.8		10.40				12.40		
D SILVER LAKE SI	5.3		10.30				12.20		
D ROSSVILLE RV	7.6		9.55 ¹⁷				12.05AM		
DN ST. MARYS SY	6.2		9.32 ¹⁴⁹				11.45AM		
D BELVUE BV	6.9		8.45				11.27		
DN WAMAGO WA	6.8		8.16				11.12 ⁹		
ST. GEORGE	7.8		7.20 ¹⁴⁹				10.40		
DN MANHATTAN YL MH	0.1		6.50				10.30 ¹³⁵		
O. R. I. & P. CROSS.	6.5								
MURKKA LAKE	5.7		5.00				9.50		
EAST FUNSTON	4.1		5.42				9.35		
D FORT RILEY FT	3.8		5.30				9.25		
DN-R JUNCTION CITY	6.9		5.20AM		A 2.50PM		8.50		
KANSAS FALLS	5.9				2.19		7.30		
D CHAPMAN CM	6.2				2.05		7.20		
D DETROIT DR	5.2				1.45		7.10		
DN ABILENE YL AB	0.8				1.32 ³⁹		6.55 ¹⁸		
A. T. & S. F. CROSS.	0.2								
WEST ABILENE YL	3.4			A 9.50AM	11.34AM	A 4.55PM	6.35		
SAND SPRING	4.2				11.29 ¹⁷	4.45	6.30		
D SOLOMON YL SK	8.1		A 7.20AM		9.30 ¹⁵⁹	11.10	4.35	6.22	
NEW CAMBRIA	4.2		7.00 ⁵⁶⁵		9.10	10.50	4.25	6.10	
EAST SALINA YL	2.0		6.50		9.00AM	10.40	4.15PM	6.03	
DN-R SALINA YL	155		6.40AM			10.30AM		6.00PM	
(186.6)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru time.....	(5.30)	(0.40)	(0.50)	(4.20)	(11.00)				
Average speed per hour.....	13.0	21.6	23.9	10.9	29.9				

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 166 is superior to Nos. 79 and 565.—See Rule S-72.
 Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka.
 For stations not shown on schedule pages.—See Page 23.

SECOND SUBDIVISION

WESTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 3.	SECOND CLASS			FIRST CLASS		
	157 Local Freight	155 Time Freight	369 Mixed	17 Passenger	69 Passenger	9 Streamliner Passenger
	Daily	Daily	Daily	Daily	Daily	Daily
WCT YEP	7.30AM	5.30AM		11.54AM	4.35AM	12.49AM
68 P	f 7.45	5.40		12.01PM	f 4.45	12.56
121 P	s 7.55	5.50		12.06	s 4.53	1.01
42 P	f 8.01	5.58		12.09	f 4.58	1.04
P	f 8.04	6.01		12.11	f 5.00	1.06
46 P	f 8.10	6.10		12.15	f 5.06	1.10
88 WYP	s 8.35	6.20		12.23	s 5.16	1.18
WS 105 ES 105 WY	s 9.15 ¹⁸⁶	6.30		12.29	s 5.26	1.24
I						
87 P	f 9.30	6.42		12.38	f 5.36	1.31
69 P	s 9.45	6.55		12.46 ⁷⁰	s 5.48	1.39
78 WCP	s 10.15	7.15		12.51	s 5.56	1.44
52 P	s 10.35	7.30 ¹⁵⁶		12.57 ¹⁵⁴	s 6.05	1.50
51 P	f 10.45	7.40		1.02	f 6.11	1.55
76 WP	s 11.50AM	8.15		1.07	s 6.23 ¹⁵⁶	2.00 ¹⁰
62 P	f 12.06 ¹⁴⁴	8.23		1.11	f 6.28	2.04
119 P	s 12.30	8.30		1.16	s 6.35	2.09
27 P	f 12.40	8.36		1.19	f 6.38	2.12
P	s 1.00	8.45		1.23	s 6.42	2.16
48 P	f 1.28 ¹⁷	8.55		1.28 ¹⁵⁷	f 6.49	2.21
144 WP	s 2.00	9.30		1.36	s 6.55	2.29
89 P	f 2.10	9.40		1.43	f 7.10	2.36
53 P	f 2.20	9.50		1.46	f 7.15	2.39
WCT OTEP	A 2.45PM	A 11.00AM	7.30AM	2.05 1.14	A 8.00AM	3.00 2.09
63 P			f 7.41	1.20		2.15
59 P			f 7.49	1.25		2.20
50 WP			s 8.10	1.33		2.28
42 P			f 8.21 ³⁷⁰	1.40		2.35
34 P			f 8.29	1.46		2.41
51 P			f 8.40	1.53		2.48
67 WP			f 8.50	1.59 ¹⁸		2.55
44 P			f 9.01	2.04		3.00
50 P			f 9.14	2.12		3.08
42 P			f 9.22	2.17		3.13
56 WCP			s 9.50	s 2.24		s 3.20
51 P			f 10.03	2.32		3.28
43 P			f 10.13	2.39		3.35
44 WYP			f 10.20	2.44		3.40
40 P			f 10.32	2.52		3.48
41 P			f 10.49	3.03		3.59
53 P			10.55	3.07		4.03
WCT 24 YEP			A 11.01AM	A 3.12PM		A 4.07AM

(7.15) (5.30) (3.31) (4.18) (3.25) (4.18) Thru time
16.1 21.2 36.0 56.6 34.2 56.6 Average speed per hour

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

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

SECOND SUBDIVISION

EASTWARD

Time-Table No. 18 January 10, 1954	FIRST CLASS			SECOND CLASS		
	70 Passenger	18 Passenger	10 Streamliner Passenger	156 Local Freight	370 Mixed	154 Time Freight
	Daily	Daily	Daily	Daily	Daily	Daily
DN-R SALINA YL SC 0 8	A 2.20PM	A 6.15PM	A 3.20PM	A 11.15AM		A 3.40PM
A. T. & S. F. CROSSING 7 8						
BAVARIA 6 8	f 2.00	6.03	3.03	f 11.00		3.00
D BROOKVILLE RK 4 0	s 1.50	5.57	2.58	s 10.50		2.42
ARCOLA 1 9	f 1.42	5.53	2.55	f 10.40		2.34
TERRA COTTA 4 8	f 1.40	5.51	2.53	f 10.87		2.31
CARNEIRO 7 8	f 1.35	5.48	2.49	f 10.30		2.25
D KANOPOLIS KA 4 5	s 1.25	5.37	2.41	s 10.15		2.10
DN ELLSWORTH YL WO 0 7	s 1.17	s 5.32	2.36	s 9.15 ¹⁵⁷		2.00
ST. L. & S. F. CROSS. 7 1						
BLACK WOLF BK 8 4	f 12.58	5.24	2.27	s 8.55		1.34
D WILSON WN 6 5	s 12.46 ¹⁷	5.15	2.20	s 8.40		1.20
D DORRANCE DO 7 0	s 12.34	5.09	2.15	s 8.00		1.10
D BUNKER HILL BH 5 8	s 12.25	5.02	2.10	s 7.30 ¹⁵⁶		12.57 ¹⁷
HOMER 4 1	f 12.18	4.56	2.05	f 6.59		12.50
DN RUSSELL YL RU 3 4	s 12.13	s 4.51	2.00 ⁹	s 6.23 ⁶⁰		12.45
BALTA 5 7	f 12.06 ¹⁵⁷	4.45	1.54	f 6.05		12.37
D GORHAM GJ 3 1	s 11.59AM	4.40	1.49	s 5.55		12.30 ¹⁵⁷
WALKER 4 1	f 11.55	4.37	1.46	f 5.48		12.25
D VICTORIA VC 5 2	s 11.49	4.33	1.43	s 5.40		12.19
TOULON 5 8	f 11.41	4.28	1.39	f 5.30		12.12
DN HAYS YL HA 5 8	s 11.35	s 4.23	1.34	s 5.20		12.05PM
YOCEMENTO 3 4	f 11.26	4.14	1.28	f 5.05		11.58AM
HOG BACK 4 5	f 11.21	4.10	1.25	f 4.58		11.52
DN-R ELLIS YL RT CT 5 1	11.15AM	4.05	1.21	4.50AM		11.45AM
RIGA 5 3	s 2.55	2.55	12.12	A 9.45AM		
D OGALLAH OG 8 6		2.44	12.03AM	f 9.15		
DN WAKEBNEY W 7 7		2.38	11.59PM	f 9.05		
VODA 5 8		s 2.28	11.52	s 8.45		
D COLLYER JY 7 5		2.19	11.43	f 8.21 ³⁶⁹		
D QUINTER QN 7 6		2.13	11.38	f 8.10		
D BUFFALO PARK BP 5 4		2.06	11.31	f 8.01		
D GRAINFIELD GF 8 9		1.59 ¹⁷	11.25	f 7.45		
D GRINNELL GD 6 0		1.54	11.20	f 7.35		
CAMPUS 6 2		1.46	11.12	f 7.15		
DN OAKLEY YL OQ 8 7		1.40	11.07	f 7.02		
MONUMENT MU 7 5		s 1.33	11.01	s 6.50		
D PAGE CITY PG 5 4		1.22	10.53	f 6.05		
D WINONA GW 9 4		1.17	10.47	f 5.52		
McALLASTER 12 7		1.12	10.42	f 5.40		
D WALLACE A 4 5		1.03	10.34	f 5.23		
SOMENA 4 2		12.52	10.23	f 5.05		
DN-R SHARON SPRINGS YL PS (243.2)		12.47	10.19	4.55		
		12.42PM	10.14PM	4.45AM		

Thru time (3.05) (4.33) (4.06) (6.25) (5.00) (3.55)
Average speed per hour 38.0 53.4 59.3 18.2 25.3 29.8

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

No. 10 will make hand to hand exchange of mail at Russell.

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

WESTWARD

THIRD SUBDIVISION

Car capacity of this train, see Page 2B.	SECOND CLASS			FIRST CLASS			
		83	369	81	17	7	9
		C. R. I. & P. Freight Daily	Mixed Daily	C. R. I. & P. Freight Daily	Passenger Daily	C. R. I. & P. Rocket Passenger Daily	Streamliner Passenger Daily
24 WC			11.30AM		3.14PM	4.09AM	
81 P			11.37		3.19	4.14	
62 WP			11.50		3.26	4.21	
41 P			11.59AM		3.31	4.26	
42 P			12.13 ¹⁸ PM		3.35	4.30	
50 P			12.22		3.40	4.35	
54 WP			12.37		3.44	4.39	
53 P			12.45		3.49	4.44	
53 P			12.53		3.54	4.49	
52 P			1.04		4.02	4.57	
58 WCYP			1.17		4.07	5.02	
55 P			1.26		4.13	5.08	
51 P			1.35		4.18	5.13	
52 P			1.45		4.24	5.19	
53 P			1.59		4.33	5.28	
95 WP			2.11		4.40	5.35	
82 WC			2.24		4.49	5.44	
119 P			2.42		4.50	5.45	
81 WP			2.51		4.57	5.52	
81 WP			2.59		5.03	5.59	
47 P			3.12		5.09	6.08	
			5.30PM		6.15AM		
51 P			5.50		6.33	6.51AM	
100 P			6.05 ⁵²		6.48	7.05	
81 P			6.15		6.58	7.10	
100 P			6.25		7.15 ⁷	7.31	
24 P			6.35		7.28	7.44	
WS 28 } WCYP ES 50 }			6.50		7.45	8.12	
51 P			7.05		8.01	8.30	
52 P			7.35 ¹⁰		8.15	8.48	
58 WP			7.55		8.35 ⁵²	9.00	
100 P			8.10		8.45	9.10	
51 P			8.18 ³⁷⁰		8.58	9.25	
100 WP			8.35		9.25 ¹⁸	9.50	
52 P			8.50		9.40	10.00	
84 P			9.00		9.52	10.20	
72 YP			9.05		10.03 ⁸⁴	10.30	
			10.00PM		10.15AM		
75 P					5.28	6.00	
WCOTYPE			5.45PM		6.40PM	7.35AM	

(4.30) (6.15) (4.00) (3.26) (1.25) (3.26) Thru time
18.5 33.3 20.8 60.7 61.8 60.7 Average speed per hour

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

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

THIRD SUBDIVISION

EASTWARD

Mile Post	FIRST CLASS			SECOND CLASS		
	18	8	10	84	82	370
	Passenger	C. R. I. & P. Rocket Passenger	Streamliner Passenger	C. R. I. & P. Freight	C. R. I. & P. Freight	Mixed
429.8	A12.37PM		A10.11PM			A 3.40AM
433.8	12.32		10.04			3.30
441.8	12.24		9.57			f 3.18
448.2	12.18		9.52			3.02
453.1	12.13 ³⁶⁹		9.48			f 2.53
458.2	12.08		9.44			2.44
463.0	12.03PM		9.40			# 2.35
468.1	11.58AM		9.36			2.13
473.5	11.53		9.32			f 2.05
482.3	11.44		9.24			1.50
487.7	11.39		9.20			# 1.30
494.0	11.32		9.15			1.20
500.4	11.26		9.10			f 12.55
507.6	11.19		9.04			f 12.40
518.0	11.09		8.55			f 12.20
526.3	11.01		8.48			f 12.05AM
535.5	10.51		8.39			11.50PM
541.7	10.48		8.38			11.20
547.9	10.42		8.28			11.06
550.5	10.36		8.23			10.57
550.5	10.33		8.20			# 10.50
550.6		A 2.13PM		A 12.45PM	A 7.30PM	
556.6	10.25	2.07	8.11	12.30	6.20	f 10.15
563.2	10.19	2.02	8.05	12.20PM	6.05 ⁸³	f 10.06
567.1	10.15	1.59	8.00	11.55AM	5.45	f 9.59
572.2	10.10	1.54	7.56	11.45	5.32 ¹⁷	f 9.50
578.1	10.04	1.49	7.51	11.32	5.15	9.40
584.2	9.58	1.43	7.46	11.20	5.05	# 9.28
590.1	9.52	1.38	7.41	11.13	4.55	9.07
596.6	9.46	1.33	7.35 ⁸³	11.05	4.45	f 8.57
602.5	9.41	1.28	7.30	10.58	4.35 ³⁶⁹	f 8.46
608.9	9.35	1.23	7.25	10.50	4.20	f 8.34
618.7	9.30	1.19	7.21	10.42	4.12	8.18 ⁸³
618.4	9.25 ⁸¹	1.15	7.17	10.35	4.02	f 8.10
625.0	9.19	1.10	7.11	10.22	3.50	7.59
628.1						
630.5	9.14	1.05	7.06	10.10	3.40	7.50
638.2	9.11	1.02	7.03	10.03 ⁸¹	3.33	7.46
634.0	9.10	1.01	7.01	10.00AM	3.30PM	7.44
634.3	9.09	1.00	7.00			7.43
638.2	9.05AM	12.55PM	6.55PM			7.35PM

Thru time..... (3.32) (1.18) (3.16) (2.45) (4.00) (8.05)
Average speed per hour..... 59.0 67.4 63.8 30.3 20.8 25.8

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

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

WESTWARD

FOURTH SUBDIVISION

Car capacity of freight, etc. See Rule 5(A), Page 22.	SECOND CLASS				FIRST CLASS			Mile Post	Time-Table No. 18 January 10, 1954	STATIONS
	217 Local Freight	223 Local Freight	543 Motor Passenger		Daily	Daily	Daily			
	Daily	Daily	Daily							
									MENOKEN	
							11.40AM	0.0	GROVE	
130 F							11.52AM	7.9	DELIA IA	
40 F							12.06PM	15.8	EMMETT GC	
130 WF							12.15	22.2	AIKINS	
149 F							12.25	27.6	ONAGA GA	
130 WF							12.40	37.1	NOLAN	
180 F								46.0	LILLIS	
37 F							1.02	49.2	SULLIVAN	
130 F							1.09	54.0	M. P. CROSSING	
PAI								58.8	FRANKFORT FN	
130 WF							1.16	58.6	WINIFRED	
130 F							1.26	64.0	UPLAND	
184 F							1.36	69.9 (107.9)	DN-R MARYSVILLE YL MS	
WCTYP							1.45	75.4 (113.9)	HERKIMER KI	
F							2.00	118.4	BREMEN	
125 F							2.15	118.4	O. B. & Q. CROSS.	
PAI							2.25	122.6	HANOVER HA	
126 WTF							2.35	128.2	HOLLENBERG	
150 F							2.48	137.4	STERLE CITY	
60 F							2.57	141.8	RUDY	
130 P								144.8	O. B. & Q. CROSS.	
PAI								147.1	ENDICOTT ND	
30 F							3.07	147.1	O. R. I. & P. CROSS.	
P								152.7	FAIRBURY Q	
WF 130 WF							3.20	158.1	O. R. I. & P. CROSS.	
PAI								154.4	HEDRIX	
140 F								159.1	ALEXANDRIA A	
133 WF							3.45	167.8	BELVIDERE VI	
132 F							4.00	176.8	O. B. & Q. CROSS.	
PAI								177.0	CARLETON YL C	
130 WCF							4.14	184.0	O. & N. W. CROSS.	
PAI								191.2	DAVENPORT DO	
135 F							4.29	191.2	O. B. & Q. CROSS.	
PAI								200.6	EDGAR SG	
130 WF							4.42	200.7	FAIRFIELD FD	
130 P							4.55	209.0	GLENVIL GV	
130 P							5.10	218.8	LEVEL	
103 F								221.9	M. P. CROSSING	
PAI								226.4	O. B. & Q. CROSS.	
PI								227.2	DN-R HASTINGS YL AN	
WCTYP								227.4	DONIPHAN DV	
35 WF								240.8	BELT LINE CROSS.	
WCTYP								249.6	DN-R GRAND ISLAND YL GE	
								251.8	(213.9)	

(0.25) (0.59) (6.45) Thru time
13.2 24.8 31.7 Average speed per hour

Between Hastings and Grand Island, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
For stations not shown on schedule pages.—See Page 23.

FOURTH SUBDIVISION

EASTWARD

Car capacity of freight, etc. See Rule 5(A), Page 22.	SECOND CLASS			FIRST CLASS		Mile Post	Time-Table No. 18 January 10, 1954	STATIONS
	224 Local Freight	218 Local Freight	544 Motor Passenger					
	Daily	Daily	Daily	Daily				
								MENOKEN
							4.00PM	GROVE
D							3.49	DELIA IA
D							3.39	EMMETT GC
D							3.29	AIKINS
D							3.20	ONAGA GA
							3.05	NOLAN
							2.41	LILLIS
							2.35	SULLIVAN
							2.27	M. P. CROSSING
D							2.27	FRANKFORT FN
							2.17	WINIFRED
							2.08	UPLAND
DN-R							2.00	MARYSVILLE YL MS
D							1.10	HERKIMER KI
D							12.45	BREMEN
							12.37	O. B. & Q. CROSS.
D							12.25	HANOVER HA
							12.13	HOLLENBERG
							12.05PM	STERLE CITY
								RUDY
								O. B. & Q. CROSS.
D							11.55AM	ENDICOTT ND
								O. R. I. & P. CROSS.
D							11.45	FAIRBURY Q
								O. R. I. & P. CROSS.
D							11.20	ALEXANDRIA A
D							11.08	BELVIDERE VI
								O. B. & Q. CROSS.
D							10.58	CARLETON YL C
								O. & N. W. CROSS.
D							10.45	DAVENPORT DO
D							10.32	O. B. & Q. CROSS.
D							10.20	EDGAR SG
D							10.20	FAIRFIELD FD
D							10.05	GLENVIL GV
								LEVEL
								M. P. CROSSING
								O. B. & Q. CROSS.
DN-R							9.50	HASTINGS YL AN
D							9.20	DONIPHAN DV
								BELT LINE CROSS.
DN-R							9.00AM	GRAND ISLAND YL GE
								(213.9)

CENTRALIZED TRAFFIC CONTROL

Thru time..... (7.00) (1.00) (0.20)
Average speed per hour..... 30.6 24.4 16.5

Between Hastings and Grand Island, 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.

WESTWARD		ST. JOSEPH BRANCH		EASTWARD	
SECOND CLASS		Time-Table No. 18	Mile Post	SECOND CLASS	
		January 10, 1954			
		217 Local Freight Daily		218 Local Freight	
STATIONS					
Y		DN-B ST. JOSEPH YL UN	0.0		
WTFR		DN-B TERMINAL YARD YL MK		A 11.00AM	
16 P		13.9			
11 P		DN-B TROY YL RO	13.9	10.10	
42 P		5.2 MORAY	19.1	9.40	
34		5.7 SEVERANCE	24.8	9.20	
31		4.1 LEONA	28.9	9.05	
AI		D ROBINSON HR	34.2	8.55	
40 WT		8.0 M. P. CROSSING	42.2		
16		0.6 DN HIAWATHA YL H	42.7	8.30 ²¹⁷	
27		7.5 HAMLIN	50.2	7.30	
35 W		D MORRILL WB	54.1	7.20	
29		6.6 D SABBETHA YL S	60.7	7.00	
30 W		8.1 ONEIDA	68.8	6.00	
28		8.7 DN SENEOCA YL SN	77.5	5.40	
45		6.7 BAILYVILLE	84.2	4.50	
10		D AXTELL FR	89.2	4.30	
37		5.0 SUMMIT	94.4	4.05	
		4.9 D BEATTIE B	99.3	3.55	
		5.9 D HOME HO	105.2	3.35	
		2.6 UPLAND YL	107.8	3.25PM	
		(107.8)		Daily	
	(4.25)	..... Thru Time.....		(7.25)	
	24.4	..... Average speed per hour.....		14.2	

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

WESTWARD		U. S. HOSPITAL BRANCH		EASTWARD		WESTWARD		LEAVENWORTH BRANCH		EASTWARD	
		Time-Table No. 18	Mile Post	SECOND CLASS		Time-Table No. 18	Mile Post	SECOND CLASS			
		January 10, 1954				January 10, 1954					
				171 Mixed				172 Mixed			
				Daily Except Sunday							
STATIONS											
84 P		SABLE	0.0			KNOX YL	8.0				
		1.6 BUNELL	1.6			1.5 CORRAL	1.5				
		(1.6)				1.5 COCHRANE	4.0	A 8.45AM			
						4.0 LEAVENWORTH YL RH	0.0	f 8.25			
						0.2 ALFA	4.2				
						1.2 LANSING	5.4	f 8.20			
						5.1 FAIRMOUNT	10.5	f 8.06			
						10.7 TONGANOXIE NX	21.2	s 7.40			
						10.3 REX	31.6	f 7.10			
						1.5 BISMARCK GROVE YL	33.0	f 7.05			
						1.3 LAWRENCE YL DA	34.8	7.00AM			
						(37.3)		Daily Except Sunday			
	(1.30)	..... Thru Time.....		(1.45)				..... Average speed per hour.....		19.6	
	22.8										

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 Cochran and Leavenworth is for information only. Trains are governed by Missouri Pacific Time-Table and Rules while using their tracks between Cochran and Leavenworth. At Cochran, 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 Cochran, westward, Leavenworth Branch trains will be governed by signal indication of Missouri Pacific color light block signal located near junction switch.

WESTWARD		MANHATTAN BRANCH		EASTWARD	
SECOND CLASS		Time-Table No. 18	Mile Post	SECOND CLASS	
		January 10, 1954			
		173 Local Freight		472 Time Freight	
		Daily Except Sunday		174 Local Freight	
		471 Time Freight		Daily	
STATIONS					
WCT		DN-R MANHATTAN YL MH	189.4		A 3.15PM
17		4.0 CASEMENT	185.4		f
29		6.8 STOCKDALE	178.8		f 2.30
		5.9 GARRISON	172.9		f 2.15
34		D RANDOLPH FH	167.6		s 1.55
28		6.9 CLEBURNE	160.7		s 1.35
20		4.4 FLORENA	156.8		f 1.25
		8.6 M. P. CROSSING	152.7		
33		1.4 D IRVING VN	151.3		s 1.10
		2.3 BRISCO	149.0		
75 W		2.3 D BLUE RAPIDS YL PD	143.7		s 12.50
WCTFR		12.5 DN-R MARYSVILLE YL MB	134.2	A 6.30AM	12.15PM
26 P		8.3 MARIETTA	125.9		6.05
88 P		1.5 D OKETO KT	124.4		6.00
25 P		3.7 D BARNESTON NR	118.0		5.50
101 P		3.7 BADGER	114.8		
AI		1.2 C. B. & Q. CROSSING	113.1		
22 P		2.8 D BLUE SPRINGS BS	110.3		5.35
P		4.6 HOLMESVILLE	105.7		5.25
		8.5 C. E. I. & P. CROSSING	97.2		
		0.4 DN-R BEATRICE YL BX	96.8		5.00AM
		(92.6)		Daily	Daily Except Sunday
	(5.30)	..... Thru Time.....		(1.30)	(3.00)
	15.8	..... Average speed per hour.....		24.9	18.4

WESTWARD		McPHERSON BRANCH		EASTWARD	
SECOND CLASS		Time-Table No. 18	Mile Post	SECOND CLASS	
		January 10, 1954			
		181 Local Freight		182 Local Freight	
		Daily Except Sunday		Daily	
STATIONS					
WCTFR		DN-R SALINA YL BC	0.0	A 2.00PM	
		0.6 A. T. & S. F. CROSSING	0.6		
		0.1 O. R. I. & P. CROSSING	0.6		
		0.0 M. P. CROSSING	0.6		
		2.3 WESLEYAN	2.9	1.35	
8		5.1 MENTOR	8.0	f 1.25	
32		4.2 D ASSARIA RI	12.2	s 1.10	
29		3.6 BRIDGEPORT	15.8	f 12.50	
18		4.9 M. P. CROSSING	20.7		
		0.2 D LINDSBURG DN	20.9	s 12.31	
28		5.8 JOHNSTOWN	26.7	f 12.09PM	
21		3.6 HILTON	30.8	f 11.45AM	
30		4.8 A. T. & S. F. CROSSING	35.1		
		0.3 D-R McPHERSON YL MF	35.4	11.30AM	
		(35.4)		Daily Except Sunday	
	(2.30)	..... 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.—See Rule S-72.

WESTWARD				JUNCTION CITY BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 18 January 10, 1954				SECOND CLASS					
175				STATIONS				176					
Mixed								Mixed					
Daily Except Sunday								Daily Except Sunday					
WCTE			3.35AM	DN-R	JUNCTION CITY	YL JN	0.0A	6.30PM					
28		f	3.55		ALIDA		8.1f	6.10					
42		s	4.15	D	MILFORD	MR	13.6s	5.55					
17 w		s	4.35	D	WAKEFIELD	WF	19.4s	5.40					
15		f	4.57		BROUGHTON		27.9f	5.17					
30 w		s	6.20	D	OLAY CENTER	YL CA	88.4s	5.00					
4					DEHYD		84.2						
14		f	6.45		IDANA		41.1f	2.25					
9		f	6.55		BROWDALE		46.0f	2.12					
15 Y		s	8.15	D-R	MILTONVALE	YL MV	61.9s	2.00					
			8.17		M. V. JUNCTION	YL	62.1	1.42					
			9.02		C. O. JUNCTION	YL	72.1	1.02					
CWT		A	9.05AM	D-R	CONCORDIA	YL ND	72.5	1.00PM					

(5.30) Thru Time (5.30)
 13.2 Average speed per hour 13.2

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					
SECOND CLASS				Time-Table No. 18 January 10, 1954				SECOND CLASS					
166				STATIONS				165					
Mixed								Mixed					
Mondays, Wednesdays, Fridays								Mondays, Thursdays, Saturdays					
77 Y			7.30AM	D-R	SOLOMON	YL SK	0.0	A 11.30AM					
40		s	7.45	D	NILES	XN	8.6	11.15					
33		f	7.55		VERDI		9.0	11.05					
55		s	8.10	D	BENNINGTON	BN	14.7	10.50					
18		f	8.25		LINDSEY		20.9	10.35					
16 w		s	8.40	D	MINNEAPOLIS	YL MI	23.3	10.25					
					A. T. & S. F. CROSSING		23.7						
7					ALF MIL		24.4						
18		f	8.55		SUMNERVILLE		29.1	10.00					
33		s	9.15	D	DELPHOS	DF	34.7	9.45					
30		s	9.35	D	GLASCO	GK	41.6	9.20					
33		s	9.55	D	SIMPSON	BE	46.8	9.00					
25		s	10.10		ASHEVILLE		49.8	8.50					
					M. P. CROSSING		57.2						
34 wrc		A	10.45AM	D-R	BELOIT	YL BL	57.4	8.30AM					

(3.15) Thru Time (3.00)
 17.7 Average speed per hour 19.1

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

WESTWARD				PLAINVILLE BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 18 January 10, 1954				FIRST CLASS					
185				STATIONS				534					
Local Freight								Motor Passenger					
Daily Except Sunday								Daily					
WCTE			8.45AM	DN-R	SALINA	YL SC	0.0A	2.30PM					
24		f	8.52		TRENTON		8.4f	2.15					
28		f	8.58		SHIPTON		6.0f	2.10					
13		f	9.04		MARYDEL		9.0f	2.04					
29		s	9.10	D	CULVER	CU	11.8s	1.59					
42		s	9.30	D	TRESCOTT	SX	18.5s	1.48 ¹⁸⁴					
49 w		s	9.50	D	BEVERLY	VY	23.8s	1.38					
21		f	10.00		SHADY BEND		26.4f	1.33					
21					QUARTZITE		82.9						
					A. T. & S. F. CROSSING		83.8						
32		s	10.40	D	LINCOLN CENTER	NC	94.1s	1.13					
53		s	11.05	D	VESPER	VE	40.7s	12.59					
44 w		s	11.45 ¹⁸⁴	D	SYLVAN GROVE	YL YG	46.9s	12.49					
					WOLF CREEK		52.4						
47		s	12.33 ⁵³⁴	D	LUCAS	QS	56.0s	12.33 ¹⁸³					
39		s	1.15	D	LURAY	AU	65.4s	12.17					
48		s	1.40	D	WALDO	OW	71.6s	12.08 ¹⁸³					
27 w		s	2.10	D	PARADISE	VM	79.2s	11.53 ¹⁸³					
38		s	2.40	D	NATOMA	NO	87.0s	11.41					
28		s	3.05		CODELL		95.1f	11.27					
28 wcy		A	8.00AM	DN-R	PLAINVILLE	YL VN	108.5	11.15 ¹⁸³					
37		s	8.15	D	ZURICH	ZU	110.4s	11.00					
38		s	8.35	D	PALOO	PO	117.8s	10.40					
22		s	8.45		DAMAR		122.7s	10.25					
23 w		s	9.05	D	BOGUE	BG	129.3s	10.10					
36 Y		s	9.40 ⁵³⁴	D	HILL CITY	YL CH	138.0s	9.55					
28		s	10.05	D	PHOENIX	PK	144.7s	9.40 ¹⁸⁵					
26 w		s	10.40	D	MORLAND	MD	150.2s	9.30					
27		s	11.00 ¹⁸⁶		STUDLEY		155.4s	9.20					
29		s	11.20		TABOO		162.5s	9.10					
27 w		s	11.45AM	D	HOXIE	KZ	170.4s	8.55					
23		f	12.10PM		SINGUIN		179.1f	8.40					
30 w		s	12.35	D	MEMLO	MZ	186.2s	8.23					
28		f	1.00		HALFORD		194.0s	8.08					
26 PWY		s	1.40	D	COLBY	YL CB	203.5s	7.55					
30		f	1.50		ALTAIR		208.9f	7.40 ¹⁸⁶					
15		f	1.55		MINGO		212.5f	7.26					
20		f	2.08		SPIGA		218.0f	7.20					
PWCT		A	2.30PM	DN-R	OAKLEY	YL OQ	224.7	7.10					

(8.20) Thru Time (7.30)
 20.1 Average speed per hour 30.0

(6.45) Thru Time (6.30)
 15.3 Average speed per hour 15.9

(8.15) Thru Time (8.15)
 27.6 Average speed per hour 14.7

(5.00) Thru Time (5.00)
 20.7 Average speed per hour 20.7

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.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 East leg of wye at Oakley and at Colby are Plainville Branch main track.

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

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

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.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	75	50	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track.			30
Inspection bus cars.		40	40	On curves.			25
When caboose is handled in train consisting of passenger train equipment.		50		Trains handling scale test cars: On main line.			30
Within yard limits protected by continuous block signal system.	60	50	25	On branch lines.			20
Within yard limits not protected by continuous block signal system.	50	40	25	Trains handling CNW, CMSt.P&P or GN jeep ore cars.			30
Passing fueling stations.	50	40	25	Trains handling air-dump cars.			35
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	When using No. 14 turn-outs.	25	20	20
Diesel-Electric locomotives running light, dynamic brake not in operation.			35	When using other cross-overs or turn-outs. Exceptions: 9000 class engines, forward movement.	15	15	15
Diesel-Electric switch engines in road service.		35	35	9000 class engines, backward movement.		10	10
Diesel-Electric locomotives 1500 to 1563, inclusive.		50	50	All other engines, backward movement.	10	6	10
U. P. 7000 and 7800 class engines.		75	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
U. P. 3800 and 3900 class engines.		60	50	Over spring switches, where movement is over facing point switch.	20	20	20
U. P. 5000 and 9000 class engines.		50	50	Railroad crossings, not otherwise specified, where governed by automatic interlocking signals, between the two home signals governing movement over the crossing.	20	20	20
U. P. 4000 class engines.		45	45	On wye tracks, except those portions used as main track.	5	5	5
MacArthur type engines with 63-in. drivers.		55	50	Jordan spreaders and other machines of spreader type, when in operation.			15
MacArthur type engines with 57-in. drivers.		35	35	On side tracks laid with rail weighing 60 pounds or less.		5	5
U. P. Mallet, Ten-Wheeler and Consolidation type engines.		35	35	Wedge snow plows 05, 06, 07 and 08 may be operated on all main lines and branches, except as follows: St. Joseph Branch—Elwood to Troy. Junction City Branch. Solomon Branch beyond M. P. 23. McPherson Branch beyond M. P. 21. Plainville Branch between Colby and Plainville.			25
0-6-0 and 0-8-0 type yard engines.		20	20				
Steam engines running backward.	20	20	20				
Light engines.			45				
When more than 50% of the tonnage is gravel.			30				
Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed between Kansas City and Topeka. Topeka and Salina.	75 79	75 75	50 50	Between Mile Posts— Belvue 99.7 and 99.8.	70	60	45
Freight trains handled by Diesel-Electric locomotive between Kansas City and Menoken.			55	104.6 and 105.0.	35	35	35
Between Mile Posts— Terminal Jct. , over turn-outs from U. P. main tracks to K. C. T. main tracks.	30	30	25	Wamego 105.4 and 107.0.	70	60	45
Muncie 13.2 and 13.4.	75	65	50	St. George 117.8 and 118.2.	70	60	45
16.3 and 17.2.	70	60	50	119.1 and 119.4.	30	30	25
Bonner Springs 17.9 and 18.0.	30	30	30	Manhattan 121.9 and 122.0.	70	60	45
20.2 and 20.4.	75	65	50	123.1 and 123.5.	40	35	25
Loring 21.4 and 21.8.	75	65	50	124.7 and 125.3.	60	50	40
23.6 and 23.9.	75	65	50	Eureka Lake 129.2 and 129.3.	70	60	45
25.3 and 25.5.	75	65	50	East Funston 132.5 and 132.7.	70	60	45
27.5 and 27.7.	75	65	50	133.7 and 137.1.	50	40	25
Linwood 30.8 and 30.9.	75	65	50	Junction City 141.0 and 141.4.	70	60	45
33.1 and 33.4.	75	65	50	143.6 and 145.2.	40	35	25
36.5 and 36.9.	60	50	40	Kansas Falls 148.7 and 148.9.	70	60	45
Lawrence , within city limits.	30	30	25	150.0 and 150.2.	70	60	45
39.5 and 39.9.	30	30	25	Abilene , between Oplena and Elm Streets.	30	30	25
42.4 and 43.0.	75	65	50	Abilene , over A. T. & S. F. Crossing.	30	30	25
Grantville 65.7 and 66.2.	75	65	50	165.9 and 166.1.	70	60	45
67.5 and 67.9.	30	30	25	167.9 and 168.3.	50	45	35
Topeka , over Quincy Street and Kansas Avenue.	12	12	12	Sand Spring 169.3 and 169.5.	70	60	45
68.0 and 69.4.	20	20	20	Solomon 173.3 and 173.5.	50	40	25
Menoken , through turn-out.	25	20	20	New Cambria 181.2 and 181.3.	70	60	45
Rossville , within city limits.	45	45	45				
St. Marys , within city limits.	25	25	25				
94.7 and 95.0.	70	60	45				

SECOND SUBDIVISION

Maximum speed.	79	75	50	Between Mile Posts— 203.9 and 208.0.	70	60	45
Maximum speed, mixed trains.			50	Terra Cotta 208.4 and 209.4.	60	50	40
Between Mile Posts— Salina , over A. T. & S. F. Crossing.	30	30	25	210.0 and 211.1.	40	35	25
190.7 and 190.8.	70	60	45	Carneiro 211.3 and 212.8.	50	40	25
Bavaria 198.4 and 198.7.	70	60	45	213.1 and 215.3.	40	35	25
Brookville 201.7 and 202.2.	70	60	45	215.5 and 216.1.	50	40	25

SECOND SUBDIVISION (Continued)

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

THIRD SUBDIVISION

Maximum speed between Sharon Springs and Salis. Salis and Kit Carson. Kit Carson and Hugo. Hugo and Pullman.	70 79 70 79	65 75 65 75	45 50 45 50	Between Mile Posts— River Bend 553.8 and 559.3.	55	45	35
Maximum speed, mixed trains.			50	561.3 and 562.0.	70	60	45
Freight engines not otherwise shown.		45		562.9 and 567.2.	60	50	40
Between Mile Posts— Chemung 450.8 and 451.1.	70	60	45	562.9 and 567.2, with U. P. 2200, 2300 and 2400 class engines.		40	40
Arapahoe 454.5 and 454.6.	70	60	45	562.9 and 567.2, with U. P. 5000 class engines.		30	30
Aroya 512.4 and 512.7.	70	60	45	Cedar Point Siding.	5	5	5
Bagdad 543.9 and 544.9.	70	60	45	Deer Trail 587.2 and 589.8.	60	50	40
546.2 and 546.6.	70	60	45	Byers 598.9 and 601.5.	70	60	45
				Strasburg 605.2 and 607.0.	70	60	45
				Watkins 619.3 and 620.5.	70	60	45
				Denver , over grade crossings within city limits.	35	35	25

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Maximum speed: On straight track, between Menoken and Upland. On straight track, between Upland and Hastings.	65 65	50 45	Between Mile Posts— 135.0 and 135.2	50	45
On curves, where not otherwise restricted.	60	45	136.1 and 136.5	50	40
Freight trains handled by Diesel-electric locomotive between Menoken and Hastings.		50	Hollenberg 140.1 and 140.3	25	25
Light engines.		35	140.8 and 141.6	25	25
Over Bridges 7.09 and 8.70: 9000 class engines must not be doubleheaded over these bridges: 5000 class engines doubleheaded. 9000 class engines single.	25 25	25 25	Steele City 142.2 and 142.6	50	45
Between Mile Posts— Emmett 26.5 and 26.9	50	45	Endicott C. B. & Q. Crossing M. P. 147.1	35	35
Aikins 36.7 and 37.1	50	45	Fairbury C. R. I. & P. Crossing M. P. 152.7 and M. P. 153.9	20	20
Onaga 39.4 and 42.9	50	45	C. R. I. & P. Crossing M. P. 154.4	25	25
Frankfort M. P. Crossing M. P. 53.3	30	30	155.1 and 155.3	50	45
Winifred 67.9 and 68.2	50	45	164.9 and 166.3	50	45
Marysville Through turn-out to passenger main track—east end yard west of Elm Street. 115.7 and 116.2	10 50	10 45	175.5 and 175.9	50	45
Herkimer 118.6 and 119.1	50	45	Belvidere C. B. & Q. Crossing M. P. 177.0	35	35
121.1 and 126.9	50	45	181.7 and 182.0	50	45
Hanover , within city limits. C. B. & Q. Crossing M. P. 128.1	25 25	25 25	Carleton 184.5 and 184.7	50	45
129.7 and 129.9	50	45	187.9 and 189.1	50	40
133.4 and 133.9	50	45	Davenport C. & N. W. Crossing M. P. 191.2	35	35

BRANCHES

Leavenworth Branch. Between Lawrence and Leavenworth. Trains handling outfit cars.	25 20		Between Mile Posts— 107.3 and 107.6 110.3 and 111.6 118.8 and 120.0		30
Between Leavenworth and Corral: On straight track. On curves.	15 10		At Mile Posts— 100.5 112.5 113.5		25
Between Corral and Knox	5		Manhattan , over Poynts Avenue and a trainman must act as crossing watchman.		3
Manhattan Branch. Between Beatrice and Marysville.	40		Junction City Branch. Maximum speed— Steam trains. Trains handling outfit cars.	25	25 20
Between Marysville and Manhattan— Steam trains. Trains handling outfit cars.	25 20		Between M. P. 19.7 and 20.0.	10	10
Light engines, between Beatrice and Marysville.	35				

BRANCHES—Continued

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Solomon Branch. Maximum speed— Steam trains. Trains handling outfit cars.	25	25 20	St. Joseph Branch. Maximum speed, between Troy and M. P. 50 and between M. P. 65 and Upland.	35	35
McPherson Branch. Maximum speed. Trains handling outfit cars.		25 20	Maximum speed, between M. P. 50 and M. P. 65.	30	30
Salina, between Prescott Street and Union Station.		10	Trains handling outfit cars.		20
Plainville Branch. Between Salina and Menlo— Motor trains. Steam trains.	40 30	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 50.3 and 65.8; 57.9 and 58.4 66.5 and 67.2; 72.2 and 72.5 73.4 and 75.3; 77.0 and 83.0 99.4 and 101.3; 104.0 and 107.2	25	25
Over Broadway By-Pass, Salina	10	10	U. S. Hospital Branch. Maximum speed— On straight track. On curves. Trains handling outfit cars. Over Bridge 0.09.	30 15	30 15
Trains handling outfit cars.		20			20 5
Between Menlo and Colby— Motor trains. Steam trains.	35 25	25			
Between Colby and Oakley— Motor trains. Steam trains.	40 30	30			
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			
Between Mile Posts— 139.6 and 139.9.	25	25			

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE	NAME	TITLE	PLACE
Spencer Wright...	Medical Director	Salt Lake City, Utah	J. W. Randall...	Surgeon	Marysville, Kan.	John S. Benwell...	Surgeon	Denver, Colo.
Graham J. Owens.	District Surgeon	Kansas City, Mo.	Robert M. Thomas...	Surgeon	Marysville, Kan.	T. E. Beyer and J. R. Blair...	Aurists	Denver, Colo.
Irvin M. Birenboim.	Aurist	Kansas City, Mo.	Weir Pierson...	Surgeon	McPherson, Kan.	A. T. Haley...	Oculist	Denver, Colo.
Andrew W. McAlester, 3rd...	Oculist	Kansas City, Mo.	F. E. Harvey...	Surgeon	Minneapolis, Kan.	Ivan E. Hix...	Oculist	Denver, Colo.
H. H. Owens...	Surgeon	Kansas City, Mo.	C. S. Fleckenstein...	Surgeon	Onaga, Kan.	Robert M. Maul...	Surgeon	Denver, Colo.
Samuel E. Roberts...	Aurist	Kansas City, Mo.	Eugene A. Walsh...	Surgeon	Onaga, Kan.	H. W. Stuver...	Surgeon	Denver, Colo.
Donald J. Smith...	Surgeon	Kansas City, Mo.	C. J. Bliss...	Surgeon	Plainville, Kan.	L. N. Meyers...	Surgeon	Cheyenne Wells, Colo.
E. E. Anderson...	Oculist & Aurist	Kansas City, Mo.	E. C. Patterson...	Surgeon	Roseville, Kan.	J. L. Jenson...	Surgeon	Colby, Kan.
J. Warren Manley...	Surgeon	Kansas City, Kan.	Clyde S. Smith...	Surgeon	Russell, Kan.	Vernon A. Vesper...	Surgeon	Hill City, Kan.
C. J. Mullen...	Oculist	Kansas City, Kan.	Walter J. Pettijohn...	Surgeon	Russell, Kan.	John Rapp...	Surgeon	Hoxie, Kan.
L. G. Heins...	Surgeon	Kansas City, Kan.	F. N. White...	Surgeon	Russell, Kan.	Neuschwander...	Surgeon	Hugo, Colo.
V. J. Vaughn...	Surgeon	Abilene, Kan.	A. H. Haynes...	Surgeon	Sabetha, Kan.	Bernard B. Gloeckler...	Surgeon	Hugo, Colo.
Roger P. Weltmer...	Surgeon	Axtell, Kan.	Clemens Rucker...	Oculist & Aurist	St. Joseph, Mo.	D. J. Romeo...	Surgeon	Limon, Colo.
W. W. Weltmer...	Surgeon	Beloit, Kan.	Owen W. D. Craig...	Surgeon	St. Joseph, Mo.	J. O. Clanin...	Surgeon	Limon, Colo.
K. M. Rothluff...	Surgeon	Beloit, Kan.	Samuel E. Senor...	Oculist & Aurist	St. Joseph, Mo.	James J. Marchbanks...	Surgeon	Oakley, Kan.
G. G. Greenlee...	Surgeon	Bonner Springs, Kan.	O. Earl Whitsell...	Oculist & Aurist	St. Joseph, Mo.	Gordon B. Sekavec...	Surgeon	Oakley, Kan.
G. W. Bale...	Surgeon	Chapman, Kan.	Orval L. Smith...	Surgeon	St. Marys, Kan.	Benj. S. Morris...	Surgeon	Quinter, Kan.
Porter & Haughey...	Surgeons	Clay Center, Kan.	R. E. Cheney...	Oculist & Aurist	Salina, Kan.	M. L. Brakebill...	Surgeon	Sharon Springs, Kan.
G. A. Surface...	Surgeon	Concordia, Kan.	Kenneth L. Druet...	Surgeon	Salina, Kan.	Glen E. Martin...	Surgeon	Wakeeney, Kan.
H. St. C. O'Donnell...	Surgeon	Ellis, Kan.	Ernest E. Harvey...	Surgeon	Salina, Kan.	Arnold McDermott...	District Surgeon	Omaha, Neb.
D. W. Bolton...	Surgeon	Ellsworth, Kan.	Max S. Lake...	Oculist & Aurist	Salina, Kan.	Robert M. Taylor...	Oculist & Aurist	Beatrice, Neb.
M. A. Brawley...	Surgeon	Frankfort, Kan.	John C. Mitchell...	Surgeon	Salina, Kan.	W. T. Wildhaber...	Surgeon	Beatrice, Neb.
William M. Brewer...	Surgeon	Frankfort, Kan.	S. N. Chaffee...	Surgeon	Solomon, Kan.	Volney D. Douglas...	Surgeon	Carleton, Neb.
Lloyd W. Reynolds...	Surgeon	Hays, Kan.	B. A. Higgins...	Surgeon	Sylvan Grove, Kan.	Forest A. Mountford...	Surgeon	Davenport, Neb.
Ray Meidinger...	Surgeon	Hays, Kan.	Willard J. Howland...	Surgeon	Topeka, Kan.	D. O. Hughes...	Surgeon	Fairbury, Neb.
F. W. O'Donnell...	Surgeon	Junction City, Kan.	John W. Cavanaugh...	Surgeon	Topeka, Kan.	E. C. Johnson...	Surgeon	Grand Island, Neb.
Harry O'Donnell...	Surgeon	Junction City, Kan.	Harold W. Powers...	Oculist & Aurist	Topeka, Kan.	K. F. McDermott...	Surgeon	Grand Island, Neb.
Russell Frink...	Surgeon	Leavenworth, Kan.	L. G. Schwartz...	Surgeon	Wakefield, Kan.	R. D. Martin...	Oculist & Aurist	Grand Island, Neb.
G. R. Combs...	Surgeon	Lincoln Center, Kan.	A. W. Butcher...	Surgeon	Wamego, Kan.	J. A. Proffitt...	Oculist & Aurist	Grand Island, Neb.
L. A. Kerr...	Surgeon	Lindsborg, Kan.	Benj. Bruner, Jr...	Surgeon	Wathena, Kan.	Jack A. Haley...	Surgeon	Hanover, Kan.
William Holwerda...	Surgeon	Manhattan, Kan.	J. G. Swails...	Surgeon	Wilson, Kan.	Clyde L. Kleager...	Surgeon	Hastings, Neb.
R. G. Schoonhoven...	Surgeon	Manhattan, Kan.	Frank A. Dlabal...	Surgeon	Wilson, Kan.	O. A. Kostal...	Surgeon	Hastings, Neb.
			Wm. M. Greig...	District Surgeon	Denver, Colo.			
			Willis L. Bennett...	Surgeon	Denver, Colo.			

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)				(FOURTH SUBDIVISION)			
Edwardsville (1).....	14.0	52 XWP	Both	Spence (3).....	132.5	17 P	East
Forest Lake (1).....	15.0	43 XP	Both	Powell (3).....	161.5	P	.....
Sunflower.....	16.7	14 XP	Both	Sedan (3).....	196.4	12 P	Both
Lenape (1).....	23.5	36 XP	Both	Anan (3).....	213.8	10 P	West
Midland (1).....	43.2	25 XP	Both	Hansen (3).....	235.1	26 P	Both
Buck Creek (1).....	46.1	28 XP	Both	River (3).....	245.4	6 P	Both
Medina.....	53.6	17 X	Both	Westwood.....	248.7	35	West
Newman (1).....	55.9	31 XP	Both				
Kiro (2).....	75.2	35 P	Both				
Swamp Angel.....	114.8	6	Both				
Ogdensburg (1).....	130.3	22 P	Both				
Funston.....	133.6	131 P	Both				

- (1) Flag stop for 39-70.
- (2) Flag stop for 39.

- (3) Flag stop for 543-544.

Standard Clocks Are Located as Shown Below

Kansas City	Union Station	Pullman	Roundhouse, Engine
Kansas City	Dispatcher's Office	Denver, 36th Street	Register Room
Armstrong	Yard Office	Denver, 36th Street	Telegraph Office
Armstrong	Roundhouse	Denver, 29th Street	Yard Office
Armstrong	Receiving Track	Denver	Conductor's Room, Freight Station
Terminal Junction.....	Telegraph Office	Denver, 13rd Street	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
Topeka	Yard Office	Plainville	Telegraph Office
Manhattan	Telegraph Office	Leavenworth	Telegraph Office
Manhattan	Engineer's Wash Room	St. Joseph	Union Depot Telegraph Office
Junction City	Telegraph Office	St. Joseph	Terminal Yard Office
Junction City	Crew Dispatcher's Office	St. Joseph	Roundhouse Shop Office
Salina	Register Room, Union Station	Marysville	Telegraph Office
Salina	Telegraph Office, Union Station	Marysville	Dispatcher's Office
Salina	Chief Dispatcher's Office	Marysville	Yard Office
Salina	Dispatcher's Office	Marysville	Roundhouse
Salina	Yard Office	Marysville	Waiting Room, Passenger Station
Salina	Roundhouse	Hastings	Yard Office
Salina	Telegraph Office	Grand Island	Telegraph Office
Ellis	Telegraph Office	Grand Island	Roundhouse
Oakley	Telegraph Office	Grand Island	Yard Office
Sharon Springs	Telegraph Office	Beatrice	Telegraph Office
Hugo	Telegraph Office	Concordia	Roundhouse
Limon	Telegraph Office		Telegraph Office
Pullman	Yard Office		