

UNION PACIFIC RAILROAD COMPANY

KANSAS DIVISION.

EMPLOYEES' TIME TABLE.

To Take Effect Sunday, January 12, 1913,

At 1:05 A. M. "Central Time."

For the government and information of Employees only, and not intended for the use of the public.
The Company reserves the right to vary from this Time Table at pleasure.

CHARLES WARE,
General Manager.

W. D. LINCOLN,
Assistant General Manager.

KANSAS CITY AND CHEYENNE—WESTWARD.

2K

KANSAS CITY AND CHEYENNE—EASTWARD.

SR

EASTERN DISTRICT—Kansas City and Junction City—WESTWARD.

Length of passing tracks in feet and location of scales, water, fuel and turning stations and wyes.	SECOND CLASS				FIRST CLASS												Distances from Kansas City	Time Table No. 69	
	155 Time Freight	93 C., R. I. & P. Freight	157 Freight	159 Way Freight	1 C., R. I. & P. Passenger	23 C., R. I. & P. Passenger	31 C., R. I. & P. Passenger	39 C., R. I. & P. Passenger	109 Passenger	105 Passenger	27 C., R. I. & P. Passenger	3 C., R. I. & P. Passenger	103 Passenger	11 C., R. I. & P. Passenger	107 Passenger	35 C., R. I. & P. Passenger		January 12, 1913.	
	Leave Daily	Leave Daily	Leave Daily Exc. Sat. and Sunday	Leave Daily Exc. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	
					11.15 PM	10.30 PM	8.00 PM	6.10 PM	6.00 PM	4.10 PM	11.35 AM	11.05 AM	10.30 AM	10.10 AM	8.05 AM	7.55 AM	0.4	DN-R UNION DEPOT	0.4
	9.15 PM		6.50 PM	6.40 AM													1.8	DN-R KANSAS CITY	1.4
2WFOY									6.06	4.16			10.36		8.11		2.7	ARMSTRONG	0.9
	9.25	7.30 PM	7.00	6.50	11.25	10.40	8.10	6.20	6.10	4.20	11.45	11.15	10.40	10.20	8.15	8.05	8.8	DN C.R.I. & P. June	6.1
4,454	9.40	7.50	7.20	f	11.32	10.47	8.17	6.27	6.17	4.28	11.54 AM	11.24	10.49	10.29	8.25	8.12	13.3	MUNCIE	4.5
				s						4.36					8.34		14.3	D EDWARDSVILLE	1.0
										f					f		16.8	FOREST LAKE	2.5
3,458	10.00	8.10	7.40	s	11.43	10.57	8.27	6.37	6.27	4.43	12.06 PM	11.36	11.00	10.41	8.42	8.21	17.3	DN BONNER SPRINGS	0.5
				s													20.0	A.T. & S.F. CROSSING	2.7
				f						4.50					8.50		22.8	D LORING	2.8
				f						4.55					8.53		25.0	D LENAPE	2.2
				f						f					f		27.6	FRUITLAND	2.6
4,454	10.30	8.40	8.10	s	11.59 PM	11.10	8.40	6.51	6.41	5.05	12.20	11.52 AM	11.15	10.58	9.08	8.35	31.8	DN LINWOOD	4.2
				f						5.13					9.17		37.5	FALL LEAF	5.7
				f						f					f		38.9	BISMARCK GROVE	1.4
W4,504 E 2,983	10.55	9.17	8.55	s	12.13 AM	11.25	8.55	7.06	6.56	5.28	12.36	12.08 PM	11.32	11.13	9.31	8.49	42.4	DN LAWRENCE	3.5
				f						f					f		45.4	MIDLAND	3.0
				f						5.42					9.45		48.1	BUCK CREEK	2.7
				f						5.48					9.52		51.4	D WILLIAMSTOWN	3.3
4,461	11.30	10.00	9.30	s	12.28	11.42	9.12	7.21	7.11	5.54	12.52	12.22	11.48	11.30	9.59	9.04	52.8	DN PERRY	1.4
				f						f					f		55.2	MEDINA	2.4
				f						6.02					10.07		60.6	NEWMAN	5.4
4,451	11.55 PM	10.30	9.55	f	12.39	11.55 PM	9.25	7.33	7.23	6.12	1.04	12.34	11.59 AM	11.43	10.18	9.16	66.8	D GRANTVILLE	6.2
				s					7.31	6.21			12.07 PM		10.32		67.1	A.T. & S.F. CROSSING.	0.3
W7,955 E 5,024	12.10 AM	10.50 PM	10.40	s	12.50 AM	12.05 AM	9.35 PM	7.45 PM	7.35	6.30	1.15 PM	12.45 PM	12.15	11.55 AM	10.38	9.25 AM	67.7	DN-R TOPEKA	0.6
				s													71.9	C.R.I. & P. CROSSING.	4.2
3,988	12.30		10.55	f 11.08					7.45	6.42			12.26		10.49		74.6	D MENOKEN	2.7
	12.40		11.02	f 11.16					7.50	6.48			12.30		10.55		78.1	KIRO	3.5
2,927	1.00		11.15	s 11.30					7.55	6.55			12.36		11.03		80.7	D SILVER LAKE	2.6
	1.10		11.20	f 11.40 AM					8.00	7.00			12.40		11.11		83.4	KINGSVILLE	2.7
W2,854 E 2,611	1.30		11.40 PM	s 12.45 PM					8.05	7.06			12.45		11.18		91.0	DN ROSSVILLE	7.6
W2,695 E 3,530	1.50		12.01 AM	s 1.24					8.20	7.20			12.58		11.34		97.2	D ST. MARY	6.2
3,980	2.10		12.15	f 2.00					8.30	7.32			1.10		11.48 AM		104.2	D BELVUE	7.0
W2,233 E 4,580	2.30		12.32	s 2.30					8.42	7.44			1.24		12.03 PM		110.9	DN WAMEGO	6.7
2,686	3.00		12.47	f 3.00					8.54	7.56			1.36		12.18		118.8	D ST. GEORGE	7.9
W3,915 E 3,224	4.00		1.35	s 3.28					9.08	8.10			1.50		12.35		118.8	DN MANHATTAN	0.0
				s													125.1	C.R.I. & P. CROSSING.	6.3
5,664	4.50		2.10	f 3.50					9.22	8.22			2.03		12.50		129.7	EUREKA LAKE	4.6
2,799	5.31		2.30	f 4.05					9.32	8.30			2.10		1.00		135.1	DN OGDENSBURG	5.4
W2,392 E 2,165	6.30		2.50	f 4.20					9.42	8.40			2.22		1.10		138.9	D FORT RILEY	3.8
W3,221 E 3,400	7.00 AM		3.15 AM	4.40 PM					9.50 PM	8.55 PM			2.35 PM		1.30 PM			DN-R JUNCTION CITY	(138.9)
	Arrive Daily	Arrive Daily	Ar. Daily ex. Sun. & Mon.	Ar. Daily ex. Sunday.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			

(9.45) 14.2 (3.20) 19.3 (8.25) 16.5 (10.00) 13.8 (1.35) 42.4 (1.35) 42.4 (1.35) 42.4 (1.35) 42.4 (3.50) 36.2 (4.45) 29.3 (1.40) 40.3 (1.40) 40.3 (4.05) 33.5 (1.45) 38.7 (5.25) 25.6 (1.30) 44.8 Time over District
 Average speed per hour

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

No. 109 will stop at Ft. Riley to let off passengers holding tickets from Kansas City or Leavenworth, and for passengers holding tickets for Denver or points west of Denver.
 Nos. 105 and 107 will stop on signal at St. Mary College.

EASTERN DISTRICT—Kansas City and Junction City—EASTWARD.

FIRST CLASS

SECOND CLASS

Time Table No. 69
January 12, 1913.

STATIONS

DN-R UNION DEPOT	0.4
DN-R KANSAS CITY	1.4
ARMSTRONG	0.9
DN C. R. I. & P. Junc.	6.1
MUNCIE	4.5
D EDWARDSVILLE	1.0
FOREST LAKE	2.5
DN BONNER SPRINGS	0.5
A. T. & S. F. CROSSING	2.7
D LORING	2.8
D LENAPE	2.2
FRUITLAND	2.6
DN LINWOOD	4.2
FALL LEAF	5.7
BISMARCK GROVE	1.4
DN LAWRENCE	3.5
MIDLAND	3.0
BUCK CREEK	2.7
D WILLIAMSTOWN	3.3
DN PERRY	1.4
MEDINA	2.4
NEWMAN	5.4
D GRANTVILLE	6.2
A. T. & S. F. CROSSING	0.3
DN-R TOPEKA	0.6
C. R. I. & P. CROSSING	4.2
D MENOKEN	2.7
KIRO	3.5
D SILVER LAKE	2.6
KINGSVILLE	2.7
DN ROSSVILLE	7.6
D ST. MARY	6.2
D BELVUE	7.0
DN WAMEGO	6.7
D ST. GEORGE	7.9
DN MANHATTAN	0.0
C. R. I. & P. CROSSING	6.3
EUREKA LAKE	4.6
DN OGDENSBURG	5.4
D FORT RILEY	3.8
DN-R JUNCTION CITY	

(138.9)

Distances
from
Denver

Double Track

24	32	110	40	106	104	28	12	108	4	36	2	998	96	156	154	158
C. R. I. & P. Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Passenger	Passenger	Passenger	C. R. I. & P. Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Passenger	C. R. I. & P. Passenger	C. R. I. & P. Passenger	C. R. I. & P. Freight	C. R. I. & P. Freight	Freight	Time Freight	Way Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
639.8	6.25 AM	7.25 AM	9.15 AM	9.25 AM	10.25 AM	4.15 PM	4.20 PM	5.10 PM	7.50 PM	8.10 PM	9.30 PM	12.30 AM				
639.4														3.10 AM	5.55 AM	5.00 PM
638.0			9.06		10.18	4.03			7.40							
637.1	6.15	7.15	9.04	9.15	10.15	4.00	4.10	5.00	7.32	7.55	9.20	12.15	1.12 AM	2.40 AM	3.00	4.50 PM
631.0	6.04	7.07	8.55	9.07	10.05	3.52	4.02	4.52	7.25	7.45	9.08	12.03 AM	12.50	2.25	2.40	5.25
626.5					9.54				7.17							
625.5																
623.0	5.50	6.58	8.41	8.54	9.46	3.40	3.50	4.39	7.10	7.30	8.56	11.51 PM	12.25 AM	1.45	2.10	5.05
622.5																
619.8					9.39				7.01							
617.0					9.34				6.55							
614.8																
612.2	5.32	6.45	8.22	8.39	9.25	3.20	3.32	4.23	6.45	7.15	8.40	11.34	11.55 PM	1.00	1.40	4.30
608.0					9.16				6.30							
602.3																
600.9	5.12	6.30	8.08	8.23	9.06	3.05	3.15	4.08	6.20	7.00	8.22	11.17	11.17	12.23 AM	1.00	3.55
597.4																
594.4					8.52				6.05							
591.7					8.46				6.00							
588.4	4.52	6.15	7.50	8.07	8.40	2.47	2.53	3.51	5.52	6.43	8.05	10.58	10.30	11.45 PM	12.20 AM	3.20
587.0																
584.6					8.33				5.43							
579.2	4.37	6.04	7.36	7.55	8.25	2.32	2.40	3.40	5.32	6.30	7.50	10.45	9.55	11.20	11.50 PM	2.55
573.0					8.16	2.21			5.21							
572.7	4.25 AM	5.55 AM	7.25	7.45 AM	8.15	2.20	2.30 PM	3.30 PM	5.20	6.20 PM	7.40 PM	10.35 PM	9.35 PM	11.05 PM	11.20	2.30
572.1																
567.9			7.07		7.55	2.05			4.59						10.55	1.50
565.2			7.01		7.49	1.58			4.54						10.40	1.25
561.7			6.56		7.44	1.50			4.47						10.30	1.00
559.1			6.52		7.40	1.44			4.42						10.20	12.50
556.4			6.47		7.35	1.39			4.36						10.10	12.32
548.8			6.37		7.21	1.24			4.21						9.50	12.01 AM
542.6			6.27		7.08	1.10			4.08						9.32	11.45 PM
535.6			6.14		6.55	12.56			3.55						9.14	11.25
528.9			6.05		6.40	12.46			3.40						8.54	11.05
521.0			5.52		6.30	12.35			3.28						8.10	10.50
521.0																
514.7			5.40		6.15	12.19			3.16						7.05	10.35
510.1			5.31		6.05	12.14			3.07						6.50	10.20
504.7			5.22		5.53	12.07			2.58						6.40	10.05
500.9			5.15 AM		5.45 AM	12.01 PM			2.50 PM						6.30 PM	9.50 PM
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday

Time over District..... (2.00) (1.30) (4.00)
Average speed per hour..... 33.5 44.8 34.7

Westward Trains

are Superior to Trains of the same class in the Opposite Direction. See Rule 72.

No. 110 will stop at Ft. Riley to let off passengers holding tickets from Denver or points west of Denver, and for passengers holding tickets to Kansas City or Leavenworth.

SECOND CLASS

FIRST CLASS

January 12, 1913.

[DN-R JUNCTION CITY

	KANSAS FALLS	7.0
		5.8
D	CHAPMAN	6.2
D	DETROIT (Enterprise)	5.1
DN	ABILENE	0.9
	A. T. & S. F. CROSSING	3.5
	SAND SPRING	4.3
DN	SOLOMON	8.1
	NEW CAMBRIA	5.9
DN-R	SALINA	8.4
	BAVARIA	6.7
	BROOKVILLE	3.9
	ARCOLA	2.0
	TERRA COTTA	2.5
	HILL SPUR	1.8
	CARNEIRO	5.0
	MOUNT ZION	2.6
	KANOPOLIS	4.5
N	ELLSWORTH	0.6
	ST. L. & S. F. CROSSING	7.1
	BLACK WOLF	8.5
	WILSON	6.5
N	DORRANCE	7.0
	BUNKER HILL	5.8
	HOMER	4.1
	RUSSELL	3.4
	BALTA	5.7
	GORHAM	3.2
	WALKER	3.9
	VICTORIA	5.2
	TOULON	5.2
	HAYS	6.7
	YOCEMENTO	3.0
	HOG BACK	4.8
N-R	ELLIS	

(163.9)

.....Time over District
.....Average speed per hour

No. 103 will stop at Chapman to let off passengers holding tickets from Leavenworth and points east of Kansas City.

No. 109 will stop at Kanopolis to take on or let off passengers holding tickets for or from Topeka, Kansas City or Denver or points east of Kansas City or west of Denver.

Passenger trains must not exceed forty miles per hour, Mile Post 213½ to 214; Mile Post 221 to 222; Mile Post 231 to 233; Mile Post 234½ to 235½.

Freight trains must not exceed twenty-five miles per hour, Mile Post 213½ to 214; Mile Post 221 to 222; Mile Post 231 to 233; Mile Post 234½ to 235½; between Kanopolis and Terra Cotta they will not exceed thirty-five miles per hour. This will not permit of excessive speed at other points between Kanopolis and Terra Cotta where there is less degree of curvature and heavy down-grade.

WESTERN DISTRICT—Junction City and Ellis.—EASTWARD.

Time Table No. 69 January 12, 1913.		FIRST CLASS				SECOND CLASS															
STATIONS	Distances from Denver	110	104	108	112	156	166	154	158												
		Passenger	Passenger	Passenger	Passenger	Way Freight	Mixed	Time Freight	Way Freight												
		Arrive Daily	Arrive Daily	Ar. Daily	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily	Ar. Daily Ex. Sunday												
DN-R JUNCTION CITY	500.9	5.10 AM	11.55 AM	2.40 PM		7.45 PM	8.15 PM	9.00 PM	4.30 PM												
KANSAS FALLS	493.9	4.45	11.42	2.25		7.00	7.35	8.05	4.00												
D CHAPMAN	488.1	4.30	11.32	2.10		6.20	7.15	7.45	3.40												
D DETROIT (Enterprise)	481.9	4.18	11.22	2.00		6.05	6.40	7.25	3.12												
DN ABILENE	476.8	4.08	11.13	1.45		5.45	6.15	7.05	2.35												
A. T. & S. F. CROSSING	475.9																				
SAND SPRING	472.4	3.56	11.01	1.33		5.20	5.45	6.45	1.40												
DN SOLOMON	468.1	3.50	10.55	1.25	3.30 PM	5.00	5.30 PM	6.20	1.25												
NEW CAMBRIA	460.0	3.35	10.42	1.10	3.15	4.30		5.40	12.35												
DN-R SALINA	454.1	3.15	10.35	1.00 PM	3.00 PM	4.10		5.00	12.15 PM												
BAVARIA	445.7	2.54	10.07			3.20		3.45													
D BROOKVILLE	439.0	2.44	9.56			3.00		3.30													
ARCOLA	435.1	2.36	9.49			2.40		3.15													
TERRA COTTA	433.1	2.31	9.46			2.30		3.05													
HILL SPUR	430.6																				
D CARNEIRO	428.8	2.21	9.37			2.05		2.45													
MOUNT ZION	423.8	2.11	9.26			1.45		2.20													
D KANOPOLIS	421.2	2.04	9.21			1.20		2.10													
DN ELLSWORTH	416.7	1.53	9.13			1.00		1.45													
ST. L. & S. F. CROSSING	416.1																				
D BLACK WOLF	409.0	1.37	8.55			12.15 PM		1.05													
D WILSON	400.5	1.22	8.40			11.30 AM		12.45													
DN DORRANCE	394.0	1.11	8.27			10.30		12.15 PM													
D BUNKER HILL	387.0	12.59	8.14			9.45		11.20 AM													
HOMER	381.2	12.47	8.02			9.15		11.00													
D RUSSELL	377.1	12.40	7.55			8.45		10.45													
BALTA	373.7	12.34	7.45			8.15		10.25													
D GORHAM	368.0	12.25	7.36			7.45		10.10													
WALKER	364.8	12.19	7.31			7.31		9.55													
D VICTORIA	360.9	12.13	7.24			7.00		9.40													
TOULON	355.7	12.04 AM	7.14			6.40		9.25													
D HAYS	350.5	11.55 PM	7.05			6.17		9.10													
D YOCUMENTO	344.8	11.46	6.54			5.56		8.50													
HOG BACK	341.8	11.42	6.48			5.45		8.45													
DN-R ELLIS	337.0	11.35 PM	6.40 AM			5.30 AM		8.30 AM													
(163.9)		Leave Daily	Leave Daily	Lv. Daily	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Leave Daily	Lv. Daily Ex. Sunday												

Time over District..... (5.35) (5.15) (1.40) (3.30)
Average speed per hour..... 29.3 31.2 28.2 35.0

(14.15) (2.45) (12.30) (4.15)
11.5 13.4 13.1 11.0

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

No. 104 will stop at Chapman and Detroit for passengers holding tickets for points 150 miles or more beyond Kansas City.

No. 110 will stop at Kanopolis to take on or let off passengers holding tickets for or from Topeka, Kansas City or Denver or points east of Kansas City or west of Denver.

WESTWARD-LEAVENWORTH WEST **TOPEKA EASTWARD.**

Length of sidings in feet and lo- cation of scales, water, fuel and turning stations and wyes	SECOND CLASS				FIRST CLASS		Distances from Leavenworth	Time Table No. 69 January 12, 1913				Distances from Miltonvale	FIRST CLASS				SECOND CLASS			
	193		191		119			121		122			120		192		194			
	Mixed	Mixed	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Mixe	Mixed		Passenger	Passenger	Mixe	Mixed	Passenger	Passenger		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday								
24,473 OTFW		8.00 PM	5.40 PM				1.1	DN-R UNION DEPOT DN LEAVENWORTH		10.05 AM	2.00 AM									
626			5.48				1.5	C. R. I. & P. JUNCTION												
246							3.1	CORRAL												
							5.3	KNOX												
993							7.0	A. T. & S. F. CROSSING												
721		8.30	6.00				11.2	HUND		9.45	1.16									
1,315 W		8.55	6.12				15.3	PLEASANT RIDGE		9.25	12.55									
1009		9.25	6.22				19.7	EASTON		9.12	12.35									
2,895 W		9.50	6.32				24.4	LEE		9.00	12.05 AM									
1,464		10.30	6.45				29.4	WINCHESTER		8.47	11.30 PM									
318 W		10.45	6.55				35.4	BOYLE		8.32	10.45									
901		11.30	7.10				40.3	DN Valley Falls J. Tk. with S. F.		8.17	10.20									
1,316		11.55 PM	7.22				43.7	HALF MOUND		7.59	9.55									
1,205		12.10 AM	7.32				46.1	ARRINGTON		7.51	9.30									
713		12.30	7.42				48.0	LARKINBURG		7.44	9.15									
1,120		12.40	7.50				50.9	BEVARD		7.38	8.50									
		12.50	7.56				55.0	DRAKE		7.32	8.30									
6,596 YW							55.3	K. C. N. W. CROSSING												
1,514		1.30	8.10				62.9	HOLTON		7.20	8.10									
2,441		2.10	8.30				69.4	CIRCLEVILLE		7.03	7.30									
2,535 W		2.50	8.50				76.1	SOLDIER		6.47	7.00									
987		3.20	9.10				78.6	HAVENSVILLE		6.32	6.35									
10,388 W		3.40	9.20				82.1	SAVANNAH		6.23	6.15									
2,143		7.00 AM	9.30				90.7	ONAGA		6.15	6.00 PM	8.00 PM								
2,441 W		7.40	9.55				95.7	WHEATON		5.45		7.10								
2,745		8.20	10.15				103.0	BLAINE		5.38		6.30								
912 W		9.00	10.40				109.5	FOSTORIA		5.13		5.40								
1,702		9.30	11.00				113.0	OLSBURG		4.53		5.00								
4,573 YF		9.40	11.06				116.5	PETRO		4.42		4.30								
3,128 W		10.00	11.15 PM	2.35 PM			117.5	GARRISON	11.55 AM	4.35 AM		4.15								
1,028		10.40		2.50			123.7	GARRISON CROSSING	11.51			4.10								
1,974 W		11.30 AM	3.05	3.05			128.3	WALSBURG	11.30			3.05								
1,015		12.01 PM	3.20	3.20			134.4	LEONARDVILLE	11.19			2.45								
1,678		12.20	3.35	3.35			138.7	LASITA	11.02			2.20								
		12.50	3.50	3.50			147.0	GREEN	10.50			2.05								
							147.1	C. R. I. & P. CROSSING												
							147.3	U. P. R. R. CROSSING												
		1.30	4.15	4.15			155.0	CLAY CENTER	10.25			1.30								
		3.00	4.40	4.40			165.8	IDANA	9.55			12.45								
		3.30	5.10 PM	5.10 PM				MILTONVALE	9.30 AM			12.05 PM								
		4.10 PM						(165.8)												
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday								
	(9.10) 9.1	(8.00) 10.2	(5.35) 20.8	(2.25) 20.4				Time over District.....	(2.25) 20.4	(5.30) 21.1	(8.00) 10.2	(7.55) 10.5								
								Average speed per hour.....												
No train or engine, including switch engines, will be permitted on joint track north of Leavenworth Union Depot without an order or clearance. Leavenworth Western Branch trains when switching at Clay Center must protect themselves against trains of the Junction City Branch. Trains must not exceed a speed of six (6) miles per hour through city limits of Clay Center. All trains of Leavenworth Western Branch will protect themselves on Joint Track with A. T. & S. F. Ry. at Valley Falls. Leavenworth Western Branch trains using Joint Track at Valley Falls will be governed by the rules and regulations of the A. T. & S. F. Ry. current time table. On account of obstructed view trains approaching Havensville must be under complete control between farthest east and west switches at that point. Leavenworth Western Branch trains while on tracks at Onaga that are used jointly with the Topeka Branch, must protect themselves against trains of the Topeka Branch.																				

West-Bound Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

Nos. 191 and 192 will run between Leavenworth and Kansas City over M. P. Ry. No. 191 will leave Kansas City daily except Sunday at 5:50 P.M. No. 192 will arrive at Kansas City daily except Monday at 5:00 A.M.
Trains No. 120 and No. 121 are not required to get a clearance or train order at Garrison as per Rule 83a.

No train or engine, including switch engines, will be permitted on joint track north of Leavenworth Union Depot without an order or clearance.
Leavenworth Western Branch trains when switching at Clay Center must protect themselves against trains of the Junction City Branch. Trains must not exceed a speed of six (6) miles per hour through city limits of Clay Center.
All trains of Leavenworth Western Branch will protect themselves on Joint Track with A. T. & S. F. Ry. at Valley Falls.
Leavenworth Western Branch trains using Joint Track at Valley Falls will be governed by the rules and regulations of the A. T. & S. F. Ry. current time table.
On account of obstructed view trains approaching Havensville must be under complete control between farthest east and west switches at that point.
Leavenworth Western Branch trains while on tracks at Onaga that are used jointly with the Topeka Branch, must protect themselves against trains of the Topeka Branch.

WESTWARD-LEAVENWORTH WESTERN BRANCH- Leavenworth and Miltonvale-EASTWARD.

Length of sidings in feet and lo- cation of scales, water, fuel and turning stations and wyes	SECOND CLASS				FIRST CLASS				Distances from Leavenworth	Time Table No. 69 January 12, 1913		Distances from Miltonvale	FIRST CLASS		SECOND CL			
	193		191		119		121			122			120		192		194	
	Mixed		Mixed		Passenger		Passenger			Passenger			Passenger		Mixe		Mixed	
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday				
24,473 OTFW			8.00PM		5.40PM					DN-R DN	UNION DEPOT LEAVENWORTH	165.8		10.05AM		2.00AM		
								1.1		1.1	C. R. I. & P. JUNCTION	164.7						
626					5.48			1.5		0.4	CORRAL	164.3						
246								3.1		1.6	KNOX	162.7						
				s		s		5.3		2.2	A. T. & S. F. CROSSING	160.5		s		s		
993			f 8.30		f 6.00			7.0		1.7	HUND	158.8		f 9.45		f 1.15		
721			f 8.55		f 6.12			11.2		4.2	PLEASANT RIDGE	154.6		f 9.25		f 12.55		
1,315 W			s 9.25		s 6.22			15.3	D	4.1	EASTON	150.5		s 9.12		s 12.35		
1009			f 9.50		f 6.32			19.7		4.4	LEE	146.1		f 9.00		f 12.05AM		
2,895 W			s 10.30		s 6.45			24.4	D	4.7	WINCHESTER	141.4		s 8.47		s 11.30PM		
1,464			f 10.45		f 6.55			29.4		4.9	BOYLE	136.4		f 8.32		f 10.45		
318 W			s 11.30		s 7.10			35.4	DN	6.0	Valley Falls Jt. Tk. with S. F.	130.4		s 8.17		s 10.20		
901			f 11.55PM		f 7.22			40.3		4.9	HALF MOUND	125.5		f 7.59		f 9.55		
1,316			s 12.10AM		s 7.32			43.7	D	3.4	ARRINGTON	122.1		s 7.51		s 9.30		
1,205			s 12.30		s 7.42			46.1		2.4	LARKINBURG	119.7		s 7.44		s 9.15		
713			f 12.40		f 7.50			48.0		1.9	BEVARD	117.8		f 7.38		f 8.50		
1,120			f 12.50		f 7.56			50.9		2.9	DRAKE	114.9		f 7.32		f 8.30		
								55.0		4.1	K. C. N. W. CROSSING	110.8		s		s		
6,596 YW			s 1.30		s 8.10			55.3	D	0.3	HOLTON	110.5		s 7.20		s 8.10		
1,514			2.10		s 8.30			62.9	D	7.6	CIRCLEVILLE	102.9		s 7.03		s 7.30		
2,441			s 2.50		s 8.50			69.4	D	6.5	SOLDIER	96.4		s 6.47		s 7.00		
2,535 W			s 3.20		s 9.10			76.1	D	6.7	HAVENSVILLE	89.7		s 6.32		s 6.35		
987			f 3.40		f 9.20			78.6		2.5	SAVANNAH	87.2		f 6.23		f 6.15		
10,388 W			7.00AM	4.00AM	s 9.30			82.1	DR	3.5	ONAGA	83.7		s 6.15		6.00PM	8.00PM	
2,143			s 7.40		s 9.55			90.7	D	8.6	WHEATON	75.1		s 5.45		s 7.10		
2,441 W			s 8.20		s 10.15			95.7	D	5.0	BLAINE	70.1		s 5.38		s 6.30		
2,745			s 9.00		s 10.40			103.0		7.3	FOSTORIA	62.8		s 5.13		s 5.40		
912 W			s 9.30		s 11.00			109.5	D	6.5	OLSBURG	56.3		s 4.53		s 5.00		
1,762			f 9.40		f 11.06			113.0		3.5	PETRO	52.8		f 4.42		f 4.30		
4,573 YF			s 10.00		11.15PM	s 2.35PM		116.5	R	3.5	GARRISON	49.3	s 11.55AM	4.35AM		s 4.15		
3,128 W			s 10.40			s 2.50		117.5	D	1.0	GARRISON CROSSING	48.3	s 11.51			s 4.10		
1,028			f 11.30AM			f 3.05		123.7		6.2	WALSBURG	42.1	f 11.30			f 3.05		
1,974 W			s 12.01PM			s 3.20		128.3	D	4.6	LEONARDVILLE	37.5	s 11.19			s 2.45		
1,015			f 12.20			f 3.35		134.4		6.1	LASITA	31.4	f 11.02			f 2.20		
1,678			s 12.50			s 3.50		138.7	D	4.3	GREEN	27.1	s 10.50			s 2.05		
								147.0		8.3	C. R. I. & P. CROSSING	18.8	s			s		
								147.1		0.1	U. P. R. R. CROSSING	18.7	s			s		
								147.3	D	0.2	CLAY CENTER	18.5	s 10.25			s 1.30		
12,690			s 1.30 3.00			s 4.15		155.0	D	7.7	IDANA	10.8	s 9.55			s 12.45		
1,158			s 3.30			s 4.40		165.8	DR	10.8	MILTONVALE		9.30AM			12.05PM		
3,316 YFW			4.10PM			5.10PM				(165.8)			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		

No train or engine, including switch engines, will be permitted on joint track north of Leavenworth Union Depot without an order or clearance.

Leavenworth Western Branch trains when switching at Clay Center must protect themselves against trains of the Junction City Branch. Trains must not exceed a speed of six (6) miles per hour through city limits of Clay Center.

All trains of Leavenworth Western Branch will protect themselves on Joint Track with A. T. & S. F. Ry. at Valley Falls. Leavenworth Western Branch trains using Joint Track at Valley Falls will be governed by the rules and regulations of the A. T. & S. F. Ry. current time table.

On account of obstructed view trains approaching Havensville must be under complete control between farthest east and west switches at that point.

Leavenworth Western Branch trains while on tracks at Onaga that are used jointly with the Topeka Branch, must protect themselves against trains of the Topeka Branch.

West-Bound Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

Nos. 191 and 192 will run between Leavenworth and Kansas City over M. P. Ry. No. 191 will leave Kansas City daily except Sunday at 5:50 P.M. No. 192 will arrive at Kansas City daily except Monday at 5:00 A.M. Trains No. 120 and No. 121 are not required to get a clearance or train order at Garrison as per Rule 83a.

WESTWARD—TOPEKA BRANCH—Menoken and Onaga—EASTWARD.

Length of Sidings in feet and location of Water and Turn- ing Stations.	SECOND CLASS					FIRST CLASS					Distance from Menoken.	Time Table No. 69 January 12, 1913.		Distance from Marysville.	FIRST CLASS					SECOND CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	187 Mixed					117 Motor Passenger						STATIONS			118 Motor Passenger					188 Mixed																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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Westward Trains are superior to trains of the same class in the opposite direction. See Rule 72.

The above trains will be run between Topeka and Menoken as extras. No. 117 will leave Topeka 3.45 p. m.; No. 118 will arrive Topeka 11.00 a. m.; No. 187 will leave Topeka 11.15 p. m.; No. 188 will arrive Topeka 12.40 a. m.

Topeka Branch Trains while on tracks at Onaga that are used jointly with the Leavenworth Western Branch must protect themselves against trains of the Leavenworth Western Branch.

All Conductors and Enginemen must have a copy of Joint Time Table governing use of track between St. J. & G. I. Junction and Marysville.

At Marysville trains of this company when using the tracks of the St. J. & G. I. Ry. Co. will be governed by the time tables, rules and regulations of that company and must exercise the utmost care to avoid collision with any train or engine.

WESTWARD -LEAVENWORTH BRANCH—Leavenworth and Lawrence—EASTWARD.

Length of sidings in feet and lo- cation of scales, water, fuel and turning stations and wyes.	SECOND CLASS						FIRST CLASS		Distances from Leavenworth	Time Table No. 69 January 12, 1913.		Distances from Lawrence	FIRST CLASS		SECOND CLASS					
							171 Mixed	123 Motor Passenger					124 Motor Passenger	172 Mixed						
							Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday							
24,473 OTFW							4.00 PM	9.20 AM		DN-R UNION DEPOT } D LEAVENWORTH }	34.3	4.50 PM	11.55 AM							
						f	4.12	f	9.23	1.1	SO. LEAVENWORTH	33.2	f	4.47				11.50		
						s	4.17	s	9.30	4.0	DN-R LEAVENW' TH JCT.	30.3	s	4.40				11.40		
						s		s		5.2	K. C. N. W. CROSSING	29.1	s							
12,738						s	4.35	s	9.35	5.4	D LANSING	28.9	s	4.35				11.30		
1,022						s	4.55	s	9.50	10.5	FAIRMOUNT	23.8	s	4.19				11.10		
546						f	5.07	f	9.58	14.5	HOGUE	19.8	f	4.07				10.45		
1,073 W						f	5.19	f	10.05	17.5	BIG STRANGER	16.8	f	4.01				10.35		
905						f	5.25	f	10.12	19.0	MOORE	15.3	f	3.56				10.27		
91						s		s		21.1	K. C. N. W. CROSSING	13.2	s							
2,378						s	5.40	s	10.18	21.2	D TONGANOXIE	13.1	s	3.50				10.18		
820						f	6.00	s	10.32	25.8	RENO	8.5	s	3.37				9.40		
1,420						f	6.15	f	10.41	29.5	SIX CORNERS	4.8	f	3.26				9.25		
1,501						f		f		33.1	BISMARCK GROVE	1.2	f							
31,456 OTFW							6.30 PM	10.55 AM	34.3	DN-R LAWRENCE		3.15 PM	9.10 AM							
							Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(34.3)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday							

(2.30)
13.7

(1.35)
21.7

Time over District.....
Average speed per hour.....

(1.35)
21.7

(2.45)
12.5

Westward Trains are Superior to Trains of the same class in the Opposite Direction. See Rule 72.

All Conductors and Enginemen must have a copy of Joint Track Time Table, governing use of track between Leavenworth and Leavenworth Junction.

WESTWARD—MANHATTAN BRANCH—Manhattan and Beatrice—EASTWARD.

Length of sidings in feet and lo- cation of scales, water, fuel and turning stations and wyes.	SECOND CLASS						FIRST CLASS			Distances from Manhattan	FIRST CLASS			SECOND CLASS					
							173	141	125		126	142	174						
							Mixed Leave Daily Ex. Sunday	Motor Passenger Leave Daily Ex. Sunday	Passenger Leave Daily Ex. Sunday		Passenger Arrive Daily Ex. Sunday	Motor Passenger Arrive Daily Ex. Sunday	Mixed Arrive Daily Ex. Sunday						
27,667 TFW							8.00 AM	6.45 AM	2.10 PM		12.25 PM	7.45 PM	7.00 PM						
1,200						f				4.1									
2,970						s	8.30	7.10	2.35	10.5									
3,128 W						s	9.20	7.22	2.50	16.4									
3,180						s	9.55	7.35	3.01	21.7									
						f				25.7									
1,783 W						s	10.30	7.50	3.16	28.6									
2,625						f	11.02	8.00	3.27	32.9									
572						s				36.6									
2,003						s	11.30 AM	8.15	3.39	38.0									
9,117 W						s	12.01 PM	8.30	3.49	42.5									
1,811						s	12.20	8.45	4.04	49.2									
11,036 FW						s	1.00	9.05	4.19	55.0									
3,271						f	1.50	9.25	4.36	61.2									
2,353						s	2.05	9.41	4.42	63.4									
5,316						s	2.30	9.50	4.47	64.9									
3,756						s	3.00	10.05	5.06	71.3									
1,087										74.9									
						s				76.1									
3,576										76.9									
							3.45	10.25	5.20	78.9									
6,399 YW						s	4.20	10.30	5.25	79.5									
						s	4.40	10.35	5.31	78.9									
3,596						s	5.05	10.50	5.49	83.6									
						s				91.7									
						s				92.1									
19,758 TFW							6.00 PM	11.15 AM	6.15 PM	92.5									
							Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday										

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

At Blue Springs "Y" trains entering the yard must, when practicable, back in. All trains must approach each connection of the "Y" with the main line, under control, come to a full stop at 500 feet from switch, and know track is clear before proceeding.
At Marysville, trains of this company, when using the tracks of the St. J. & G. I. Ry. Co., will be governed by the time tables, rules and regulations of that company, and must exercise the utmost care to avoid collision with any train or engine.
All trains must be under perfect control when running between slow boards at Blumont one mile west of Manhattan.

WESTWARD—JUNCTION CITY BRANCH—Junction City to Concordia and Belleville—EASTWARD

Length of sidings in feet and lo- cation of scales, water, fuel and turning stations and wyes.	SECOND CLASS				FIRST CLASS				Distances from Junction City	Time Table No. 69 January 12, 1913.		Distances from Belleville	FIRST CLASS			SECOND CLASS					
					177 Mixed	175 Mixed		129 Passenger		127 Passenger			128 Passenger	130 Passenger		176 Mixed	178 Mixed				
					Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily Ex. Sunday		Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				
42,624 TOYFW						6.00 AM			2.55 PM		DN-R JUNCTION CITY	80.2	11.40 AM			8.50 PM					
1,467					f	6.30		f	3.15	8.1	8.1	ALIDA	72.1	s	11.24		s	8.00			
2,446					s	6.50		s	3.28	13.6	D	MILFORD	66.6	s	11.12		s	7.40			
2,803 W					s	7.30		s	3.42	19.4	D	WAKEFIELD	60.8	s	10.58		s	7.20			
2,873					f	7.40		f	3.51	23.1		GATESVILLE	57.1	f	10.48		f	6.55			
1,319					f	7.55		f	4.01	27.9		BROUGHTON	52.3	f	10.40		f	6.40			
					s			s		33.1		U. P. R. R. CROSSING	47.1	s			s				
12,690					s	8.55		s	4.15	33.3	D	CLAY CENTER	46.9	s	10.25		s	6.20			
3,017 W					s	9.17		s	4.37	41.2	D	MORGANVILLE	39.0	s	10.08		s	5.20			
2,105					s	9.29		s	4.55	49.1	D	CLIFTON	31.1	s	9.52		s	4.55			
3,892					s	9.48		s	5.00	49.9	D	VINING	30.3	s	9.48		s	4.35			
477					s			s		54.7		M. P. CROSSING	25.5	s			s				
3,758 W					s	10.25		s	5.15	55.6	D	CLYDE	24.6	s	9.34		s	4.15			
2,196 Y					2.45 PM	10.45 AM		8.28 AM	5.30	63.2	R	LAWRENCEBURG	17.0	s	9.17	6.30 PM	s	3.55	12.25 PM		
492										66.7		BROSSEAU	20.5								
275					s			s		69.9		C. B. & Q. CROSSING	23.7	s		s		s			
5,432 TW					3.15 PM	11.15 AM		8.53 AM	5.50	70.5	D-R	CONCORDIA	24.3		8.58	6.05 PM		3.25	11.55 AM		
2,196 Y						12.25 PM			6.30	63.2	R	LAWRENCEBURG	17.0	s	8.28		s	2.45			
1,644					f	12.35		f	6.34	65.4		HOLLIS	14.8	f	8.18		f	2.35			
					s			s		65.8		C. B. & Q. CROSSING	14.4	s			s				
1,840					f	1.00		s	6.49	70.6	D	TALMO	9.6	s	8.06		f	2.15			
4,806 TFW						1.50 PM			7.10 PM	80.2	D-R	BELLEVILLE			7.45 AM			1.50 PM			
					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(87.5)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				
					(0.30) 14.6	(7.50) 10.2		(0.25) 17.8	(4.15) 18.8		Time Over District	(3.55) 20.5	(0.25) 17.8			(7.00) 11.4	(0.30) 14.6				
											Average speed per hour										

Westward Trains are Superior to Trains of the same class in the Opposite Direction—See Rule 72.

Trains will not exceed six (6) miles per hour around Wakefield Bluff between markers.

WESTWARD—SOLOMON BRANCH—Solomon and Beloit—EASTWARD

Length of sidings in feet and lo- cation of scales, water, fuel and turning stations and wyes	SECOND CLASS						FIRST CLASS			Distances from Solomon	Time Table No. 69 January 12, 1913.		Distances from Beloit	FIRST CLASS		SECOND CLASS					
							179		131		STATIONS	132			180						
							Mixed	Passenger	Passenger			Mixed									
							Leave Daily Ex. Sunday		Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday							
14,485	YFW						8.00 AM		3.45 PM		DN-R SOLOMON	57.4	10.40 AM	5.00 PM							
1,978							8.30	s	4.01	6.5	D NILES	50.9	s 10.22	f 4.25							
1,927							8.45	f	4.07	9.1	2.6 VERDI	48.3	f 10.15	f 4.07							
3,134							9.15	s	4.21	14.7	D BENNINGTON	42.7	s 10.02	s 3.42							
1,153							9.49	f	4.35	20.9	6.2 LINDSEY	36.5	f 9.49	f 3.25							
6,958	W						11.00	s	4.45	23.3	D MINNEAPOLIS	34.1	s 9.40	s 3.10							
122								s		23.7	0.4 A. T. & S. F. CROSSING	33.7	s	s							
1,296							11.35 AM	f	5.02	29.1	5.4 SUMNERVILLE	28.3	f 9.21	f 2.25							
5,750							12.05 PM	s	5.16	34.6	D DELPHOS	22.8	s 9.10	s 2.05							
3,548	W						12.35	s	5.35	41.5	D GLASCO	15.9	s 8.53	s 1.35							
2,112							1.10	s	5.49	46.7	5.2 SIMPSON	10.7	s 8.41	s 1.10							
1,659							1.25	s	5.58	49.7	3.0 ASHERVILLE	7.7	s 8.33	s 12.55							
173								s		57.1	7.4 M. P. CROSSING	0.3	s	s							
4,482	TW						2.00 PM		6.15 PM	57.4	D-R BELOIT		8.15 AM	12.30 PM							
							Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday		(57.4)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday							
							(6.00) 9.6		(2.30) 23.0		Time over District.....		(2.25) 23.8	(4.30) 12.9							

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

WESTWARD—McPHERSON BRANCH—Salina and McPherson—EASTWARD.

Length of sidings in feet and lo- cation of scales, water, fuel and turning stations and wyes	SECOND CLASS					FIRST CLASS		Distances from Salina	Time Table No. 69 January 12, 1913.	Distances from McPherson	FIRST CLASS		SECOND CLASS				
						181 Mixed	133 Passenger				134 Passenger	182 Mixed					
						Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					
77,271 OTYFW						9.45 AM	4.25 PM		DN-R SALINA	35.5	9.15 AM	4.00 PM					
210						s	s	0.6	0.6	34.9	s	s					
211						s	s	0.7	A. T. & S. F. CROSSING	34.8	s	s					
351						s	s	0.7	0.1	34.8	s	s					
2,034						f 10.10	f 4.45	8.1	C. R. I. & P. CROSSING	34.8	s	s					
1,863						s 10.30	s 4.55	12.3	0.0	27.4	f 8.52	f 3.25					
1,213						s 10.45	s 5.03	16.0	MO. PAC. CROSSING	23.2	s 8.43	s 3.10					
191						s	s	20.8	7.4	19.5	s 8.35	s 2.55					
6,326 W						s 11.20	s 5.17	21.0	MENTOR	14.7	s	s					
1,297						f 11.30	f 5.28	26.8	4.2	14.5	s 8.23	s 2.30					
1,744						f 11.52 AM	f 5.38	30.4	D ASSARIA	8.7	f 8.10	f 2.00					
342						s	s	35.2	3.7	5.1	f 8.02	f 1.48					
6,329 TW						12.10 PM	5.50 PM	35.5	4.8	0.3	s	s					
						Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		MO. PAC. CROSSING		7.50 AM	1.30 PM					
									0.2		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					
									D LINDSBORG								
									5.8								
									JOHNSTOWN								
									3.6								
									HILTON								
									4.8								
									A. T. & S. F. CROSSING								
									0.3								
									McPHERSON								
									(35.5)								

(2.25)
14.7

(1.25)
25.1

..... Time over District.....
..... Average speed per hour.....

(1.25)
25.1

(2.30)
14.2

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

No. 182 has right over No. 133, McPherson to Salina.

WESTWARD-PLAINVILLE BRANCH-Salina and Plainville-EASTWARD.

SECOND CLASS						FIRST CLASS			FIRST CLASS			SECOND CLASS					
Length of sidings in feet and lo- cation of scales, water, fuel and turning stations and wyes.						183		135	Distances from Salina.	Time Table No. 69 January 12, 1913.							
						Mixed		Passenger				136		184			
						Leave Daily Ex. Sunday		Leave Daily		STATIONS		Arrive Daily		Arrive Daily Ex. Sunday			
77,271 OTYFW						8.50 AM		4.30 PM		DN-R	SALINA 3.7	225.2	10.15 AM	4.30 PM			
1,615						f 9.00		f 4.40	3.7		TRENTON 2.6	221.5	f 10.05	f 4.00			
1,808						f 9.08		f 4.46	6.3		SHIPTON 2.8	218.9	f 9.59	f 3.45			
1,054						f 9.17		f 4.53	9.1		MARYDEL 2.7	216.1	f 9.51	f 3.35			
1,835						s 9.43		s 5.00	11.8	D	CULVER 7.0	213.4	s 9.43	s 3.25			
4,598						s 10.40		s 5.17	18.8	D	TESCOTT 5.3	206.4	s 9.27	s 2.50			
1,802 W						s 11.05		s 5.30	24.1	D	BEVERLY 2.7	201.1	s 9.13	s 2.20			
1,303						f 11.15 AM		f 5.37	26.8		SHADY BEND 7.6	198.4	f 9.07	f 1.55			
4,525						s 12.10 PM		s 6.00	34.4	D	LINCOLN CENTER 6.5	190.8	s 8.50	s 1.30			
3,324						s 12.40		s 6.15	40.9	D	VESPER 6.3	184.3	s 8.30	s 12.40 PM			
5,008 W						s 1.25		s 6.30 6.50	47.2	D	SYLVAN GROVE 9.1	178.0	s 8.15	s 11.45 AM			
3,333						s 2.10		s 7.10	56.3	D	LUCAS 9.3	168.9	s 7.55	s 10.40			
2,297 W						s 3.00		s 7.30	65.6	D	LURAY 6.1	159.6	s 7.35	s 10.00			
4,356 F						s 3.30		s 7.45	71.7	D	WALDO 7.7	153.5	s 7.18	s 9.25			
3,399 W						s 4.10		s 8.05	79.4	D	PARADISE 7.8	145.8	s 6.58	s 8.45			
1,818						s 4.50		s 8.25	87.2	D	NATOMA 8.1	138.0	s 6.38 6.18	s 8.10			
1,796						s 5.30		s 8.45	95.3	D	CODELL 8.3	129.9	s 5.58	s 7.30			
8,096 YFW						6.10 PM		9.05 PM	103.6	D-R	PLAINVILLE	121.6	5.35 AM	7.00 AM			
						Arrive Daily Ex. Sunday		Arrive Daily		(103.6)			Leave Daily	Leave Daily Ex. Sunday			

(9.20)
11.1

(4.35)
22.6

.....Time over District.....
.....Average speed per hour.....

(4.40)
22.1

(9.30)
10.9

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

East leg of Y at Salina will be considered main track.

Special Rules.

Trains in Block Signal Districts will wait five minutes after flag-man has started, before proceeding through the block. (See Rule 504.)
All trains and engines must be under control while running between Kansas City Union Depot and C. R. I. & P. Junction and through Lawrence and Topeka.
West-bound First Class trains will leave a Registering Ticket at C. R. I. & P. Junction.
"Flying Switches" are prohibited except at stations where switches are connected only at one end. In such cases every precaution must be taken to prevent accident.
Empty flat, coal and outfit cars must be handled next to Caboose.
All Conductors and Enginemen must supply themselves with Joint Track Time Table governing use of track between Leavenworth Union Depot and Leavenworth Junction.

Freight trains with caboose or coach, except Main Line trains composed mostly of live stock, will carry passengers above the age of 15 years, or under 15 years when accompanied by parents, guardian or other competent person, between points where such trains stop. Conductors and Agents must notify passengers that freight trains will not be required to stop with caboose opposite platform for them to get off or on. Employees and caretakers of live stock and perishable freight may be carried on proper transportation.

Employees' annual passes will be honored on all freight trains between points at which they stop when traveling on company business.

RAILWAY CROSSINGS.

See General Rule No. 98.

At Garrison Crossing, trains of Leavenworth Western Branch, going East, have the right to the crossing ahead of trains of Manhattan Branch.

Trains of Manhattan Branch, going in either direction, have the right to the crossing ahead of trains of Leavenworth Western Branch going West. At Beatrice, Manhattan Branch trains have the right to the crossing ahead of C. B. & Q. Ry. trains. At Beatrice, Manhattan Branch trains have the right to the crossing ahead of C. R. I. & P. trains. This does not relieve trains from stopping for the crossing.

The normal position of the Union Pacific derailleurs and signals of the inter-locked crossing plant with the C. B. & Q. Ry. near Blue Springs is danger, and all trains must come to a

stop at home signals. Union Pacific trainmen are required to operate the plant as per Bulletin instructions.

All trains must send a flagman ahead at M. P. crossing, East of Irving, in addition to coming to a full stop, and not proceed until he gives a signal that the crossing is all clear.

Trains of C. B. & Q. Ry. going South have the right to the crossing ahead of trains of Junction City Branch going in either direction.

Trains of Junction City Branch going in either direction have the right to the crossing ahead of trains of C. B. & Q. Ry. going North.

This does not relieve trains from stopping for the Crossing.

ALL EAST BOUND TRAINS ON PLAINVILLE BRANCH MUST FLAG MAIN LINE CROSSING WHERE IT CONNECTS WITH, AND CROSSES, MAIN LINE, WEST OF SALINA PASSENGER STATION.

"A Kansas State Law for governing trains at Railroad Crossings of grade. Trains carrying passengers exclusively, or passengers, mail and express, shall be designated as first-class trains. Mixed freight and passenger trains, and all other trains, switch engines and engines without cars, shall be designated as second class trains."

"All trains and locomotives without cars shall come to a full stop at least two hundred (200) and not more than eight hundred (800) feet from any grade crossing of other roads, and if the way is clear, shall sound two blasts of the whistle before starting forward.

"First-class trains shall always have precedence over all other trains of any company at grade crossings, except where such precedence may be changed by written contract between crossing companies.

"Trains of the same class approaching simultaneously, the one of the older road shall have the right to cross first, and the last train to cross shall not start until the first train has cleared the crossing.

"Where a railroad crosses at grade the track of another within the yard limits of said other road and the track of such other road is not visible for at least five hundred (500) feet from the point of crossing, the crossing train shall send a flagman ahead from the point of stopping, before crossing.

"No train upon any road crossing the yard of another road shall stop on such crossing, after it has started forward to cross, nor until it has cleared such crossing by at least sixty (60) feet; provided this shall not apply where crossings are so near to depots, water tanks or other places where stops are required to be made as to render it impracticable.

"Roads have precedence at the following crossings: Bonner Springs, Topeka, Manhattan, Abilene, Ellsworth, Leavenworth, Lansing, Tonganoxie, Mile Post Fifty-Three (53), Holton, Clay Center, Minneapolis and Lindsborg, Union Pacific.

"Valley Falls and McPherson, A. T. & S. F. Railroad; Frankfort, Beloit and Clyde, Missouri Pacific Railroad; Marysville, St. J. & G. I. R. R.; Hollis, C. B. & Q. R. R."

J. O. BRINKERHOFF. Superintendent.
Kansas City, Mo.

R. L. DAVIS.....Assistant Superintendent, Kansas City, Mo.

J. ROBERTS.....	"	"	"	"	"
G. G. AUSTIN.....	"	"	"	"	"
N. K. CANDEE.....	"	"	"	"	"
C. A. MOORE.....	"	"	"	"	"
C. C. JACKSON.....	"	"	"	"	"
F. C. TYSON.....	"	"	"	"	"
H. E. RICHARDS...	"	"	"	"	Ellis, Kans.

H. L. BROWNSON..Chief Dispatcher, Kansas City, Mo.

J. E. JOHNSON.....Dispatcher, " " "

C. D. TOWNSLEY... " " "

C. A. SCHUCHMAN " " "

J. L. CHANDLEY.....Chief Dispatcher, Ellis, Kans.

G. A. STEBBINS.....Dispatcher, " "

R. WOODARD..... " " "

I. T. BROYLES..... " " "

KANSAS DIVISION.

RATING OF LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS.

Total weight of train, exclusive of engine and caboose, which the different classes of Locomotives will haul in each direction between the stations shown, under favorable weather conditions:
(A deduction of ten (10) per cent will be made for fast trains.)

KANSAS CITY AND ELLIS.

Class	Engine Numbers	KANSAS CITY AND SALINA		SALINA AND ELLSWORTH		ELLSWORTH AND ELLIS	
		WESTWARD	EASTWARD	WESTWARD	EASTWARD	WESTWARD	EASTWARD
E 62 — $\frac{18}{26}$ — 62	600 — 799	1100	1300	450	450	600	1100
T 57 — $\frac{19}{24}$ — 103	1429 — 1480	1400	1600	650	650	750	1250
T 69 — $\frac{19}{24}$ — 103	1400 — 1481	1200	1450	500	500	650	1100
T 69 — $\frac{20}{24}$ — 103	1800 — 1816	1275	1550	550	550	690	1100
T 62 — $\frac{20}{24}$ — 103	1806 — 1811	1450	1650	660	660	760	1250
T 62 — $\frac{20}{28}$ — 134	1705 — 1742	2500	2500	760	760	900	1400

CLASSIFICATION OF ENGINES.

"C"—Consolidation Engines.
 "T"—Ten Wheelers.
 "M"—Moguls.
 "A"—Atlantic Type.
 "P"—Pacific Type.
 "S"—Switch.
 "E"—Eight Wheelers.
 "TW"—Twelve Wheelers.

ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS.

KANSAS DIVISION	For each empty car or loaded car weighing less than 40,000 lbs. (including light weight of car)	For each empty or loaded car weighing between 40,000 and 50,000 lbs. (including light weight of car)
Kansas City and Junction City	6000 Lbs.	3000 Lbs.
Junction City and Brookville	6000 "	3000 "
Brookville and Ellsworth	3000 "	
Ellsworth and Ellis	6000 "	3000 "
Leavenworth and Lawrence	3000 "	
Manhattan and Beatrice	6000 "	3000 "
Junction City and Belleville	6000 "	3000 "
Solomon and Beloit	6000 "	3000 "
Salina and Plainville	6000 "	3000 "
Salina and McPherson	6000 "	3000 "

LIST OF SURGEONS.

A. F. JONAS, Chief Surgeon, Omaha, Neb.

SURGEON	PLACE	OFFICE	RESIDENCE	DISTRICT
Dr. J. W. Perkins, Division Surgeon...	Kansas City, Mo.	423, 424 & 425 Altman Bldg., S. E. Cor. 11th & Walnut. Tel. 636 Grand	1017 Penn St. Telephone 636 Main.	Kansas Division.
" M. J. Owens, Local Surgeon.....	Kansas City, Mo.	601 S. W. Boulevard.		Kansas City.
" G. E. Bellows, Oculist.....	Kansas City, Mo.	810-15 Rialto Bldg., 9th and Grand Ave. Tels. Home and Bell 5742 Main.	1810 E. 31st Street	Kansas City.
" R. C. LowmanDist. Surgeon.	Armstrong	7th and Cornell	7th and Cornell.....	Kansas City to Lawrence.
" T. R. Heath.....	Edwardsville	Edwardsville	Edwardsville	Armstrong to Bonner Springs.
" Fred Candler	Bonner Springs.....	Bonner Springs.....	Bonner Springs.....	Edwardsville to Linwood.
" J. W. Warring.....	Linwood	Linwood	Linwood	Bonner Springs to Lawrence.
" E. R. Keith	Lawrence	927 Mass. Street	17 E. Quincy Street.....	Linwood to Perry and Tonganoxie.
" A. C. Zimmerman	Perry	Perry	Perry	Lawrence to Topeka.
" H. B. Hogeboom.....	Topeka	513 Kansas Avenue.....	627 Taylor Street	Perry to Rossville.
" H. H. Miller.....	Rossville	Rossville	Rossville	Topeka to St. Mary.
" George Miller.....	St. Mary	St. Mary	St. Mary	Rossville to Belvue.
" O. R. Searl.....	Belvue	Belvue	Belvue	St. Mary to Wamego.
" E. L. Simonton.....	Wamego	Wamego	Wamego	Belvue to Manhattan.
" Moffitt & Lyman.....	Manhattan	Eames Block	718 Houston St	Wamego to Junc. City & Randolph.
" King & O'Donnell	Junction City	609 Washington St.....	224 N. Adams St	Manhattan to Chapman & Wakefield.
" J. J. O'Brien	Chapman.....	Chapman.....	Chapman.....	Junction City to Abilene.
" H. B. Felty	Abilene	Cor. 3d & Broadway.....	913 W. 3d St	Chapman to Solomon.
" C. A. Roberts	Solomon	Solomon	Solomon	Abilene to Salina and Minneapolis.
" Harvey & Seitz.....	Salina	Salina	Salina	Solomon to Brookville, McPherson & Tescott.
" W. E. Fowler.....	Brookville.....	Brookville	Brookville.....	Salina to Ellsworth.
" Hissem & O'Donnell	Ellsworth	Ellsworth	Ellsworth	Brookville to Wilson.
" A. E. O'Donnell.....	Wilson	Wilson	Wilson	Ellsworth to Russell.
" R. A. Stewart.....	Russell.....	Russell.....	Russell.....	Wilson to Hays.
" Geo. B. Snyder.....	Hays.....	Hays	Hays	Russell to Ellis.
" C. D. Blake	Ellis	Ellis	Ellis	Hays to Ellis.
" C. S. Marsh	Ellis	Ellis	Ellis	Ellis.
" W. B. Coe.....	Tonganoxie	Tonganoxie	Tonganoxie	Lawrence to Leavenworth.
" W. A. Adams.....	Easton	Easton	Easton	Leavenworth to Valley Falls.
" J. B. Armstead	Winchester.....	Winchester.....	Winchester.....	Leavenworth to Valley Falls.
" W. F. Marks	Valley Falls	Valley Falls	Valley Falls	Winchester to Arrington.
" C. W. Reynolds	Holton	Holton	Holton	Valley Falls to Holton.
" S. S. Reed	Soldier	Soldier	Soldier	Circleville to Havensville.
" J. E. McManis.....	Havensville	Havensville	Havensville	Soldier to Onaga.
" C. H. Koentz.....	Onaga	Onaga	Onaga	Havensville to Garrison.
" A. G. Henderson	Leonardville	Leonardville	Leonardville	Garrison to Green.
" R. J. Morton	Green	Green	Green	Leonardville to Clay Center.
" W. A. Farr.....	Miltonvale	Miltonvale	Miltonvale	Clay Center to Miltonvale.
" M. A. Brawley.....	Frankfort	Frankfort	Frankfort	Onaga to Marysville.
" B. F. Morgan	Clay Center	Clay Center	Clay Center	Miltonvale to Clay Center and Morganville.
" W. W. Walter.....	Leavenworth	Cor. 5th and Delaware Streets.....	Leavenworth	Leavenworth to Tonganoxie and Holton.
" W. R. Frisbey.....	Delia	Delia	Delia	Menoken to Onaga.
" A. Pearson	Wakefield	Wakefield	Wakefield	Junction City to Clay Center.
" C. C. Stillman	Morganville	Morganville	Morganville	Clay Center to Clifton.
" D. C. Tyler	Clifton	Clifton	Clifton	Morganville to Clyde.
" C. F. Leslie.....	Clyde	Clyde	Clyde	Clifton to Concordia and Belleville.
" Wm. Kamp.....	Belleville.....	Belleville.....	Belleville.....	Belleville to Clyde.
" S. C. Pigman	Concordia	Concordia	Concordia	Concordia to Clyde.
" J. F. Brewer	Minneapolis	Minneapolis	Minneapolis	Solomon to Glasco.
" Charles Stein	Glasco	Glasco	Glasco	Minneapolis to Beloit.
" D. S. O'Brien	Beloit	Beloit	Beloit	Beloit to Glasco.
" G. E. Berquist	Lindsborg	Lindsborg	Lindsborg	Salina to McPherson.
" A. Enberg	McPherson	McPherson	McPherson	McPherson to Lindsborg.
" C. D. Vermillion	Tescott	Tescott	Tescott	Salina to Lincoln Center.
" Alfred Hultner.....	Lincoln Center	Lincoln Center	Lincoln Center	Tescott to Plainville.
" P. L. Gaillardit.....	Plainville.....	Plainville.....	Plainville.....	Plainville to Lincoln Center.
" Wm. Hunter.....	Blue Rapids	Blue Rapids	Blue Rapids	Randolph to Marysville.
" J. L. Hausman	Marysville.....	Marysville.....	Marysville.....	Blue Rapids to Barneston.
" G. W. Strough.....	Barneston	Barneston	Barneston	Marysville to Beatrice.
" H. G. Schooling.....	Blue Springs	Blue Springs	Blue Springs	Barneston to Beatrice.
" G. H. Brash.....	Beatrice	Beatrice	Beatrice	Beatrice to Barneston.

When employes, passengers, or others are injured, call the nearest Company Surgeon.
 When necessary to call Surgeons, other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after arrival of the Company Surgeon.
 Any officer of the Company is authorized to call Company Surgeons to attend the injured.
 When injuries arise to tramps, boys, or other persons climbing on or jumping from moving trains, or to persons walking or lying on the tracks, such persons should be sent to their homes, or placed in charge of Local Relief Authorities, after immediate necessary attention has been rendered by the Company Surgeon.

NEBRASKA DIVISION	
Council Bluffs to Cheyenne—Main Line and Branches.....	1206.92 Miles
WYOMING DIVISION	
Cheyenne to Ogden—Main Line and Branches	534.27 Miles
KANSAS DIVISION	
Kansas City to Ellis—Main Line and Branches	974.62 Miles
COLORADO DIVISION	
Ellis to Cheyenne—Main Line and Branches	858.35 Miles
Total.....	<u>3574.16 Miles</u>

