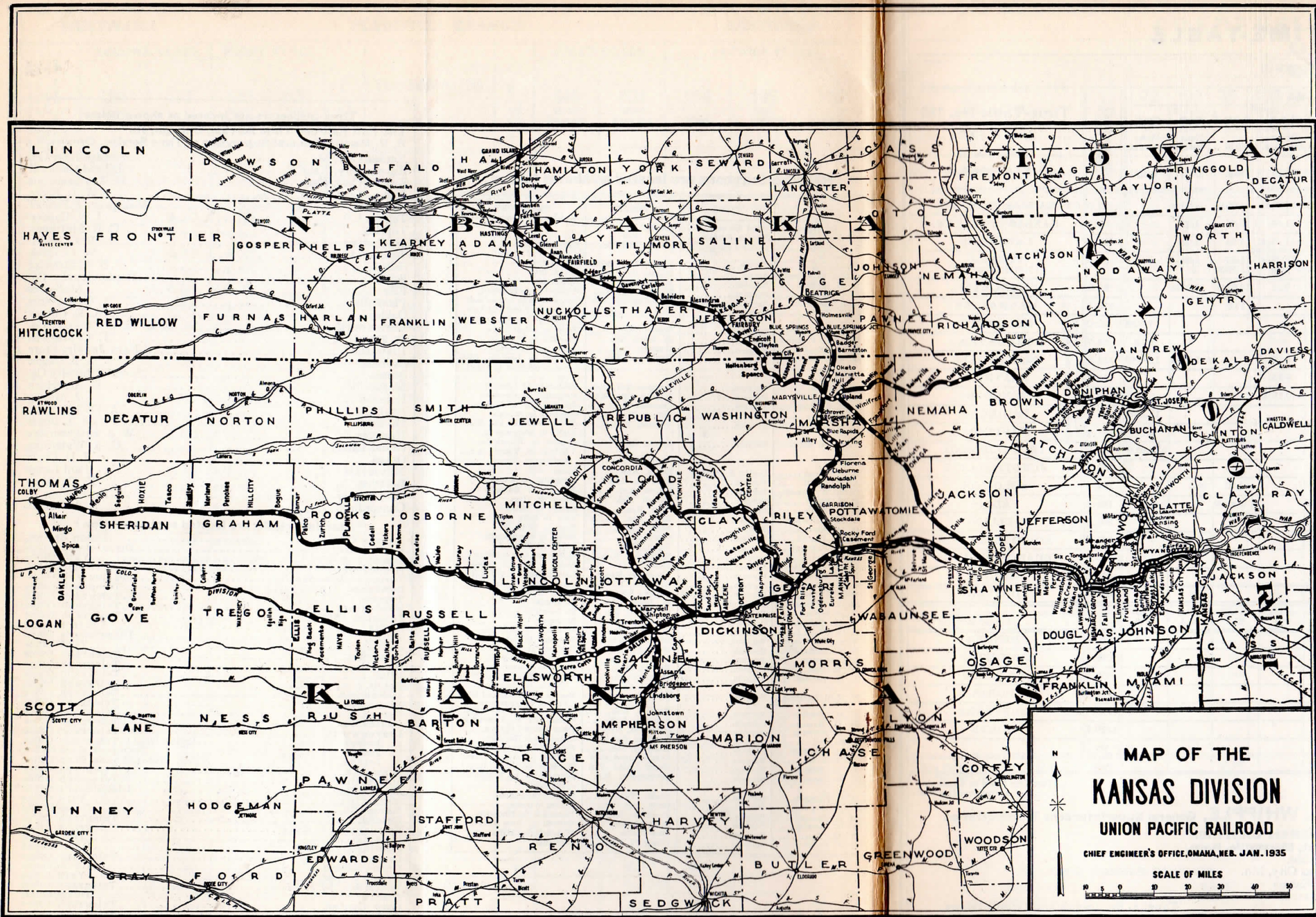




UNION PACIFIC RAILROAD COMPANY
EASTERN DISTRICT



Kansas Division

**TIME-TABLE
NO. 166**

**Effective Sunday,
June 6, 1937**

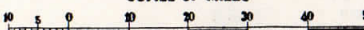
At 12:01 A. M. Central Time



**MAP OF THE
KANSAS DIVISION
UNION PACIFIC RAILROAD**

CHIEF ENGINEER'S OFFICE, OMAHA, NEB. JAN. 1935

SCALE OF MILES



FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS				FIRST CLASS									Distance from Kansas City	Time-Table No. 166 June 6, 1937	
155 Time Freight	333 Mixed	319 Time Freight	543 Mixed	37 Passenger	23 Passenger	21 Passenger	541 Motor Passenger	99 Stream- liner Pass.	105 Stream- liner Pass.	333 Mixed	537 Motor Passenger	501 Motor Passenger		Distance from St. Joseph	STATIONS
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
													0.0	CT KANSAS CITY, MO.	
7.00 PM								5.00 PM	11.00 AM	10.00 AM	8.00 AM		2.5	KANSAS CITY, KAN.	
								5.05	11.05	10.08	8.07		39.6	LAWRENCE	
								5.42	11.42 AM	10.59	9.08		68.0	TOPEKA (North Topeka)	
9.00								6.12 Con (105)	12.08 PM 6.15	11.30 11.55 AM	9.58		72.9	MENOKEN	
9.06								6.18	6.21	12.01 PM	10.08 AM		119.3	MANHATTAN	
10.35 PM							6.00 PM	7.02		1.05			0.0	ST. JOSEPH	
			7.30 AM									7.50 PM	42.7	HIAWATHA	
			9.35 AM									9.15	113.3	MARYSVILLE	
			12.40 PM 1.00				A 7.35 PM		8.07		A 12.35 PM	11.40 PM	150.7	BEATRICE	
									9.15				190.4	LINCOLN	
									A 10.15 PM				153.1	FAIRBURY	
			2.40									12.58 AM	227.4	HASTINGS	
			5.05									3.00	251.8	GRAND ISLAND	
			A 6.00 PM									A 3.55 AM	139.5	JUNCTION CITY	
12.05 AM					3.20	10.20		7.30		2.10			172.3	SOLOMON	
1.00					4.14	10.58		8.09		3.10			186.6	SALINA	
1.30 4.30	4.00 PM				4.45 4.50	11.20 PM		A 8.30 PM		A 3.40 PM			303.3	MT ELLIS	
A 10.30 AM	7.15				7.07	12.50 AM							377.4	OAKLEY	
	9.22				8.54	2.19							429.8	SHARON SPRINGS	
	11.00 PM				10.06 AM	3.25							535.5	HUGO	
	2.10 AM				12.31 PM	5.40							640.4	DENVER	
	A 5.55 AM				A 3.10 PM	8.00 AM									
(15.30)	(14.55)		(10.30)		(16.20) 39.2	(13.30) 47.4	(1.35) 84.9	(3.30) 53.3	(5.08) 43.9	(5.40) 32.9	(4.35) 32.4	(8.05) 27.0		 Thru Time	
														 Average speed per hour	
6.30 AM		6.05 PM		5.45 PM		8.25 AM							640.4	DENVER	
6.57		6.33		6.08		8.55							659.5	BRIGHTON	
7.35		7.08		6.34		9.27							686.5	LA SALLE	
A 9.30 AM				A 7.55 PM									743.5	BORIE	
		A 9.05 PM				11.20 11.40 AM							746.4	CHEYENNE	
						A 11.50 PM							1229.5	OGDEN	
													via Chey- enne	(1217.1 via Borie)	
(3.00)	(3.00)		(2.10) 47.6		(29.20) 41.9									 Thru Time Based on Kansas City	
														 Average speed per hour	

N. A. WILLIAMS, General Manager

G. L. WHIPPLE, General Superintendent Transportation

C. P. CAHILL, Superintendent, Kansas City, Mo.
D. GRESHAM, Assistant Superintendent, Marysville, Kans.
W. O. HORNE, Trainmaster, Kansas City, Mo.
R. GASKILL, Terminal Trainmaster, Kansas City, Mo.
W. C. SATTERFIELD, Trainmaster, Salina, Kansas
G. J. MULICK, Trainmaster, Marysville, Kansas

Eastern Subdivision and Leavenworth Branch

J. H. QUIGLEY, Chief Train Dispatcher
G. R. CARR, Night Chief Train Dispatcher
J. E. JOHNSON
J. L. CHANDLEY
D. E. FRASER
C. A. SCHUCHMAN

Western Subdivision and Branches

C. F. WYNNE, Chief Train Dispatcher
R. WOODARD
I. T. BROYLES
G. A. STEBBINS
W. W. WILSON

Train Dispatchers,
Salina, Kans.

Topeka, St. Joseph and Grand Island Subdivisions and Branches

J. F. LEWIS, Chief Train Dispatcher.
E. C. KAUFFMAN, Night Chief Train Dispatcher
E. R. MERRIMAN
L. L. HARRISON
A. L. GARMAN
L. E. MANION
R. A. ROBERTS

Train Dispatchers,
Marysville, Kans.

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 166
June 6, 1937

STATIONS

KANSAS CITY, MO.	746.4	A 7.15AM	A10.30AM		A 1.38PM	A 3.45PM		A 5.55PM	A 8.10PM							
KANSAS CITY, KAN.	743.9	7.01	10.22		1.32	3.32		5.40	7.54					A 4.00PM	A 2.00AM	A 5.00AM
LAWRENCE	706.8	6.16	9.46		12.56	2.45		4.35	7.01							
TOPEKA (North Topeka)	678.4	5.40	9.18		12.30 12 20	2.15		3.50	6.20 5.55					11.00AM	11.10PM	11.50PM
MENOKEN	673.5	5.27	9.09		12.10PM	2.01		3.30	5.39					10.40	10.40	11.05
MANHATTAN	627.1	4.35	8.22			1.05	A12.15PM		4.30							9.15 ✓
ST. JOSEPH	251.8									A 5.00AM			A 3.00PM			
HIAWATHA	209.1									3.15			1.10PM			
MARYSVILLE	138.5				10.33AM		10 40AM	1.10PM	12.40AM			10.35AM 10.00	8.35AM	8.35 8.20		
BEATRICE					9.31											
LINCOLN					8.30AM											
FAIRBURY	98.7								11.08PM			8.40		7.02		
HASTINGS	24.4								9.00			6.40		5.05PM		
GRAND ISLAND	0.0								8 20PM			5.40AM				
JUNCTION CITY	606.9	4.05	7.55			12.30PM			3.50							8.00
SOLOMON	574.1	3.13	7.16			11.27AM			2.50							6.22
SALINA	559.8	2.55	7.00AM			11.05			2.30PM		A 2.10PM					6.00PM
ELLIS CT	443.1	12.25AM				8.30					9.30AM					6.00AM
OAKLEY	369.0	9.49PM				5.22					4.44					
SHARON SPRINGS	316.6	8.45				4.20					2.50AM					
HUGO	210.9	6.41				2.10AM					11.10PM					
DENVER	106.0	4.30PM				11.50PM					6.45PM					
Thru Time..... Average speed per hour.....		(13.45) 46.6	(3.30) 53.3		(5.08) 43.9	(14.46) 41.5	(1.35) 34.9	(4.45) 31.2	(5.40) 32.9	(8.40) 25.2		(18.25)	(9.20)	(7.25)	(8.55)	(23.00)
DENVER	106.0			A10.30AM		11.35PM					A 7.15PM					A 3.00AM
BRIGHTON	86.9			9.57		11.02										2.05
LA SALLE	59.9			9.22		10.31					5.17					1.10AM
BORIE	9.5			8.00AM												11.00PM
CHEYENNE	0.0					9.10PM					3.45PM					
OGDEN MT	483.1															
(1217.1 via Borie)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time Based on Kansas City.....
Average speed per hour.....(2.30)
41.2(17.35)
42.4

(3.30)

(4.00)

MILEAGE KANSAS DIVISION

Main Line..... 498.47
Branches..... 661.57

Total..... 1,160.04

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
30"	120.	46"	78.3	1' 2"	58.	1' 40"	36.
31"	116.1	47"	76.6	1' 3"	57.1	1' 45"	34.3
32"	112.5	48"	75.	1' 4"	56.2	1' 50"	32.7
33"	109.1	49"	73.5	1' 5"	55.3	1' 55"	31.3
34"	105.9	50"	72.	1' 6"	54.5	2'	30.
35"	102.9	51"	70.6	1' 7"	53.7	2' 15"	26.6
36"	100.	52"	69.2	1' 8"	52.9	2' 30"	24.
37"	97.3	53"	67.9	1' 9"	52.1	2' 45"	21.8
38"	94.7	54"	66.6	1' 10"	51.4	3'	20.
39"	92.3	55"	65.4	1' 11"	50.7	3' 30"	17.1
40"	90.	56"	64.2	1' 12"	50.	4'	15.
41"	87.8	57"	63.1	1' 13"	49.	5'	12.
42"	85.7	58"	62.	1' 14"	48.	6'	10.
43"	83.7	59"	61.	1' 15"	47.	7'	8.6
44"	81.8	1'	60.	1' 16"	46.	8'	7.5
45"	80.	1' 01"	59.	1' 17"	45.	9'	6.

EASTERN SUBDIVISION

EASTWARD

Time-Table No. 166

June 6, 1937

STATIONS

DN-R UNION STATION	U _s	A 7.15AM			A 10.30AM	A 1.38PM	A 3.45PM		A 5.55PM		A 8.10PM	
KANSAS CITY, KANS.		S 7.01			f 10.22	f 1.32	s 3.32		s 5.40		s 7.54	
DN-R TERMINAL JCT.	J _c	6.59AM	A 7.08AM	A 8.25AM	10.20AM	1.30PM	3.30PM	A 4.10PM	5.37PM	A 6.55PM	7.49PM	A 8.05PM
C. R. I. & P. JCT.		6.57	7.05	8.23	10.18	1.28	3.28	4.08	5.33	6.52	7.47	8.02
MUNOIE		6.49	6.58	8.16	10.13	1.24	3.19	3.57	f 5.24	6.45	7.41	7.53
D EDWARDSVILLE	R _s						3.13	3.50	f 5.17	6.40	7.36	7.47
FOREST LAKE									f			
SUNFLOWER												
D BONNER SPRINGS	B _w	6.40	6.48	8.07	10.06	1.17	3.09	3.45	f 5.10	6.35	f 7.31	7.42
DN A. T. & S. F. CROSS.	B _n											
LORING		6.36	6.44	8.04	10.03	1.14	3.06	3.42	f 5.04	6.31	7.25	7.39
LENAPE		6.33	6.40	8.01	10.01	1.12	3.03	3.39	f 5.00	6.26	7.21	7.36
FRUITLAND												
D LINWOOD	W _d	6.28	6.35	7.57	9.57	1.08	2.58	3.34	f 4.53	6.21	7.15	7.31
FALL LEAF		6.24	6.30	7.53	9.54	1.04	2.54	3.29	f 4.46	6.16	7.10	7.27
DN LAWRENCE	D _a	s 6.16	s 6.20	7.45	s 9.46	s 12.56	s 2.45	s 3.20	s 4.35	6.08	s 7.01	f 7.18
MIDLAND									f			
BUCK CREEK		6.04	6.12	7.38	9.38	12.48	2.37	3.12	f 4.24	5.57	6.51	7.09
D WILLIAMSTOWN	W _x								f 4.20			
D PERRY	K _y	5.58	6.07	7.31	9.33	12.43	2.31	3.06	f 4.15	5.52	f 6.41	7.03
MEDINA									f			
NEWMAN		5.53	6.03	7.27	9.30	12.40	2.27	3.02	f 4.09	5.48	6.36	6.59
GRANTVILLE		5.48	5.58	7.21	9.25	12.36	2.22	2.57	f 4.01	5.43	6.30	6.53
DN A. T. & S. F. CROSS. X												
DN-R TOPEKA	O _t	s 5.40	s 5.50AM	s 7.13AM	s 9.18	12.30 12.20	s 2.15	s 2.50PM	s 3.50	s 5.35PM	6.20 5.55	s 6.45PM
(North Topeka)												
C. R. I. & P. CROSSING												
RUBY												
DN MENOKEN	M _x	5.27			9.09	12.10PM	2.01		3.30PM		5.39	
KIRO												
D SILVER LAKE	S _i	5.21			9.03		1.55				f 5.29	
KINGSVILLE												
D ROSSVILLE	R _v	5.16			8.58		1.49				f 5.19	
DN ST. MARY	S _y	5.07			8.51		s 1.40				s 5.11	
D BELVUE	B _v	5.00			8.45		1.32				f 5.01	
DN WAMEGO	W _a	4.52			f 8.38		s 1.23				s 4.50	
ST. GEORGE		4.44			8.30		1.14				f 4.40	
DN-R MANHATTAN	M _b	s 4.35			s 8.22		s 1.05				s 4.30	
C. R. I. & P. CROSSING												
EUREKA LAKE		4.22			8.10		12.50				4.10	
D OGDENSBURG	O _b						12.45				f 4.05	
FUNSTON		4.17			8.05		12.44				4.03	
D FORT RILEY	F _t	4.12			8.01		s 12.38				s 3.58	
DN-R JUNCTION CITY	J _n	4.05AM			7.55AM		12.30PM				3.50PM	
(139.5)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time... (3.10) (1.18) (1.12) (2.35) (1.18) (3.15) (1.20) (2.25) (1.20) (4.20) (1.20)
 Average speed per hour... 44.1 49.8 53.9 54.0 55.2 42.9 48.5 29.7 48.5 32.2 48.5

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 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.
 No. 22 will stop at any station between Ellis and Kansas City to discharge revenue passengers from Denver or West, also at Ft. Riley to pick up revenue passengers for Kansas City and Leavenworth and to discharge revenue passengers from Ellis and West, and at Wamego to discharge or pick up revenue passengers, and at St. Mary to pick up revenue passengers for Kansas City.
 No. 100 will stop at Lawrence to discharge revenue passengers from points West of Liberal and to pick up revenue passengers for Chicago and beyond.
 No. 106 will stop on flag at St. Mary to pick up or discharge revenue passengers from or to any regular or flag stop for this train.
 No. 24 will stop at any station between Ellis and Kansas City to discharge revenue passengers from West of Denver.
 No. 44 will stop at Lawrence to pick up revenue passengers for Chicago and Englewood.
 See Page 4 for information about sidings, water, fuel, interlocking plants, etc. See Page 7 as to distance from Denver.

EASTERN SUBDIVISION

EASTWARD

Time-Table No. 166

June 6, 1937

STATIONS

DN-R UNION STATION U _s	640.4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													</
-----------------------------------	-------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----

Thru Time... (1.59) (1.45) (3.00) (5.20) (1.40) (0.20) (3.30) (1.55) (3.20) (9.00)
 Average speed per hour... 32.1 36.5 21.4 13.2 38.3 11.4 19.1 20.4 33.2 21.1 15.2

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 See Page 4 for information about sidings, water, fuel, interlocking plants, etc.

WESTWARD						WESTERN SUBDIVISION						Distance from Kansas City	Time-Table No. 166 June 6, 1937	
SECOND CLASS						FIRST CLASS					STATIONS			
333	165	159	565	79	155	21	99	333	531	23			DN-R JUNCTION CITY Jn	
Mixed	Mixed	Local Freight	C. R. I. & P. Mixed	Santa Fe Mixed	Time Freight	Passenger	Streamliner Passenger	Mixed	Motor Passenger	Passenger				KANSAS FALLS 6.9
Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily				
		5.00AM			12.05AM	10.20PM	7.30PM	2.10PM		3.20AM	189.5	DETROIT (Enterprise) Dr 6.2		
		f 5.20			12.18	10.29	7.39	f 2.20		3.29	146.4	DN ABILENE Ab 5.2		
		s 5.40			12.25	10.35	f 7.45	s 2.28		f 3.40	152.8	A. T. & S. F. CROSSING 0.8		
		s 5.55			12.35	10.41	7.51	f 2.37		f 3.48	158.5	WEST ABILENE 0.2		
		6.20 8.30			12.45	10.47	s 7.58	s 2.48		s 3.58	163.7	SAND SPRING 3.4		
											164.5	D-R SOLOMON Sn 4.2		
		8.35	7.40AM	6.45AM	12.47	10.49	8.00	2.50		4.00	164.7	NEW CAMBRIA 8.1		
		f 8.50		f 6.55	12.52	10.53	8.04	f 2.57		4.05	168.1	EAST SALINA 4.2		
	1.20PM	s 9.15	f 8.00	f 7.16	1.00	10.58	f 8.09	s 3.10	11.30AM	s 4.14	172.8	DN-R SALINA Dispr A 2.0		
	1.32	f 9.30	8.18	7.28	1.12	11.06	8.18	f 3.20	f 11.48	4.24	180.4	A. T. & S. F. CROSSING 0.6		
	1.45	9.40	A 8.30AM	A 7.35AM	1.20	11.10	8.23	3.25	11.54AM	4.28	184.6	BAVARIA 6.6		
4.00PM	A 2.30PM	A 10.00AM			1.30 4.30	s 11.20	A 8.30PM	A 3.40PM	A 12.01PM	4.45 4.50	186.6	D BROOKVILLE Rk 4.0		
											187.2	ARCOLA 1.9		
f 4.10					4.45	11.29				5.01	194.8	TERRA COTTA 2.5		
s 4.20					5.00	11.36				5.11	201.4	HILL SPUR 1.8		
f 4.25					5.07	11.40				5.16	205.4	D CARNEIRO Hi 5.0		
f 4.29					5.10	11.42				5.18	207.8	MOUNT ZION 2.6		
											209.8	D KANOPOLIS Ka 4.5		
f 4.37					5.20	11.48				5.25	211.6	DN ELLSWORTH Wo 0.7		
f 4.46						11.56				5.34	216.6	ST. L. & S. F. CROSSING 7.1		
s 4.52					5.40	11.59PM				5.40	219.2	D BLACK WOLF Bk 8.4		
s 5.10					6.07	12.10AM				s 5.52	223.7	D WILSON Wn 6.5		
											224.4	D DORRANCE Do 7.0		
f 5.25					6.22	12.19				6.02	231.5	D BUNKER HILL Bh 5.8		
s 5.40					6.37	12.29				f 6.15	239.9	HOMER 4.1		
s 5.52					6.52	12.35				6.24	246.4	DN RUSSELL Ru 5.7		
s 6.05					7.05	12.43				6.34	253.4	BALTA 3.4		
f 6.13					7.15	12.49				6.40	259.2	D GORHAM Gj 8.1		
s 6.25					7.35	12.53				s 6.50	263.8	WALKER 4.1		
f 6.32					8.10	12.57				6.55	266.7	D VICTORIA Vc 5.2		
s 6.40					8.25	1.03				7.02	272.4	TOULON 5.3		
f 6.48					8.35	1.06				7.05	275.5	DN HAYS Hy 5.8		
s 6.58					9.00	1.10				7.12	279.6	YOCEMENTO 3.4		
f 7.07					9.15	1.15				7.20	284.8	HOG BACK 4.5		
s 7.20					9.30	1.21				s 7.33	290.1	DN-R ELLIS Rt 4.5		
f 7.28					9.48	1.27				7.39	295.4			
f 7.35					10.00	1.31				7.44	298.8			
A 8.00PM					A 10.30AM	A 1.45AM				A 8.00AM	303.8			
(4.00) 29.1	(1.10) 11.8	(5.00) 9.4	(0.50) 24.0	(0.50) 24.0	(10.25) 15.8	(3.25) 47.9	(1.00) 47.1	(1.30) 31.4	(0.31) 27.7	(4.40) 35.1	Thru Time.....			
											Average speed per hour.....			
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.														
Except that No. 24 is superior to No. 531 and No. 370 is superior to No. 155.														
No. 23 will stop at any station between Kansas City and Salina to pick up revenue passengers for Denver and beyond, and at Victoria to pick up revenue passengers for Denver and beyond and to discharge revenue passengers from Kansas City.														
See Page 9 for information about sidings, water, fuel, interlocking plants, etc.														

WESTERN SUBDIVISION											EASTWARD																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
FIRST CLASS											SECOND CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
22 Passenger											100 Streamliner Passenger											24 Passenger											170 Passenger											532 Motor Passenger											166 Mixed											566 C. R. I. & P. Mixed											158 Local Freight											80 Santa Fe Mixed											154 Time Freight											370 Mixed																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Time-Table No. 166 June 6, 1937											Distance from Denver											STATIONS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									

WESTWARD										TOPEKA SUBDIVISION										
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS					FIRST CLASS			Distance from Menoken	Time-Table No. 166 June 6, 1937										
			187	543	217	501	105	537		Block Signals	STATIONS									
			Mixed	Mixed	Local Freight	Motor Passenger	Passenger	Motor Passenger												
			Monday Wednesday Friday	Daily	Daily	Daily	Daily	Daily												
	P		7.20AM				6.21PM	10.08AM	0.0	DN-R	MENOKEN					Mx				
3748	P		f 7.40				6.32	f 10.25	7.9	D	7.9 GROVE					Ov				
4505	P		s 8.00				6.41	s 10.37	15.5	D	7.6 DELIA					Ia				
4632	WP		s 8.20				6.49	s 10.50	22.2	DN	6.7 EMMETT					Go				
7475	P		f 8.30				6.56	f 11.00	27.6		5.4 AIKINS									
4671	WP		s 9.00				7.07	s 11.24	37.1	DN	9.5 ONAGA					Ga				
6173	P		f 9.39				7.13	f 11.30	41.2		4.1 DULUTH									
1209	P		f 10.05				7.19	f 11.40	45.9		4.7 NOLAN									
4646	P		s 10.25				7.23	s 11.45	49.2	D	8.3 LILLIS					Is				
5655	P		f 11.03				7.29	f 11.52AM	54.0		4.8 SULLIVAN									
	A								58.8		4.3 M. P. CROSSING									
3537	WP		s 11.15				7.35	s 12.02PM	58.5	DN	0.2 FRANKFORT					Fa				
5762	P		f 11.30				7.42	s 12.12	64.0	D	5.5 WINIFRED					Wi				
	P		11.40	12.27PM	11.00PM	11.20PM	7.51	12.22	69.9	DN	5.9 UPLAND					Sj				
WB6910 EB4276	P		f 11.45AM	f 12.29	11.05	11.23	7.52	12.24	71.1		1.2 CARDEN									
	WFTYOP		A 12.15PM	A 12.40PM	A 11.15PM	A 11.35PM	A 8.03PM	A 12.35PM	75.4	DN-R	4.3 MARYSVILLE					Ms				
(75.4)																				

WESTWARD				EASTWARD			
LEAVENWORTH BRANCH							
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS	Distance from Leavenworth	Time-Table No. 166 June 6, 1937	Distance from Lawrence	SECOND CLASS		
	171 Mixed Daily Except Sunday				172 Mixed		
		8.0		87.8			
183		1.5		85.8			
24473 WFO	11.00AM	0.0	DN-R LEAVENWORTH Rh	84.8	A 8.45AM		
3572	f 11.08	4.0	COCHRANE	80.8	f 8.25		
1612	s 11.12	5.4	D LANSING Sg	28.9	s 8.20		
607	f 11.22	10.5	FAIRMOUNT	23.8	f 8.06		
70	f 11.30	14.5	HOOE	19.8	f 7.56		
644	f 11.37	17.2	BIG STRANGER	17.1	f 7.50		
457	f 11.42	19.0	MOORE	15.8	f 7.46		
518	s 11.55AM	21.2	D TONGANOXIE Nx	18.1	s 7.40		
378	f 12.07PM	25.8	RENO	8.5	f 7.17		
971	f 12.15	29.5	SIX CORNERS	4.8	f 7.10		
640	f	31.5	REX	2.8	f		
1051 Pf		38.0	BISMARCK GROVE	1.8	f		
C 5150 WFTO	A 12.30PM	84.8	DN-R LAWRENCE Da	0.0	7.00AM		
			(37.3)		Daily Except Sunday		
	(1.30) 22.8		Thru Time.....	(1.45) 19.6			
			Average speed per hour.....				
At Cochrane, eastward, Leavenworth Branch trains will be governed by signal indication of Missouri Pacific color light block signal located 247 feet westward from junction switch. At Cochrane, westward, Leavenworth Branch trains will be governed by signal indication of Missouri Pacific color light block signal, located near junction switch. The time shown at Cochrane and Leavenworth is for information. Trains are governed by Missouri Pacific R. R. time-table and rules while using their tracks between Cochrane and Leavenworth.							

WESTWARD				EASTWARD			
JUNCTION CITY BRANCH							
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS	FIRST CLASS	Distance from Junction City	Time-Table No. 166 June 6, 1937	Distance from Concordia	FIRST CLASS	SECOND CLASS
	175 Mixed Daily Except Sunday	507 Motor Passenger Daily				506 Motor Passenger	176 Mixed
WFTYO	1.30AM	7.30PM	0.0	DN-R JUNCTION CITY Jn	72.5	A 7.45AM	A 7.00PM
1167	s 1.55	s 7.47	8.1	D ALIDA Ad	64.4	s 7.20	s 6.35
2146	s 2.15	s 7.57	18.6	D MILFORD Mr	58.9	s 7.10	s 6.20
2503 W	s 2.35	s 8.08	19.4	D WAKEFIELD Wf	53.1	s 6.58	s 6.05
464	f 2.45	f 8.16	23.0	GATESVILLE	49.5	f 6.48	f 5.52
893	f 2.57	s 8.25	27.9	BROUGHTON	44.6	s 6.40	f 5.42
967 FW	s 3.45	s 8.40	33.4	D CLAY CENTER Ca	39.1	s 6.30	s 5.30
858	f 4.02	s 8.56	41.1	D IDANA Dy	31.4	s 6.15	f 4.45
311	f 4.11	f 9.05	46.0	BROWDALE	26.5	f 6.05	f 4.30
1280 Y	s 5.00	s 9.18	51.9	D-R MILTONVALE Mv	20.6	s 5.55	s 4.15
	5.05	9.20	52.1	M. V. JUNCTION	20.4	5.53	4.08
	5.50	9.57	72.1	C. O. JUNCTION	0.4	5.17	3.32
833 FWY	A 6.00AM	A 10.00PM	72.5	D CONCORDIA Nd	0.0	5.15AM	3.30PM
				(72.5)		Daily	Daily Except Sunday
	(4.30) 15.7	(2.30) 29.0		Thru Time.....	(2.30) 29.0	(3.30) 20.7	
				Average speed per hour.....			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 The time shown at M. V. Junction and C. O. Junction is for information.
 Union Pacific trains are governed by A.T. & S.F. time-table and rules while using their track between M.V. Junction and C.O. Junction.

WESTWARD				EASTWARD			
SOLOMON BRANCH							
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS	FIRST CLASS	Distance from Solomon	Time-Table No. 166 June 6, 1937	Distance from Beloit	FIRST CLASS	SECOND CLASS
	166 Mixed Daily Except Sunday	532 Motor Passenger Daily Except Sunday				531 Motor Passenger	165 Mixed
3765 WY	1.30AM	4.55PM	0.0	D-R SOLOMON Sn	57.4	A 11.25AM	A 1.20PM
1537	s 1.45	s 5.07	6.5	D NILES Xn	50.9	s 11.05	s 1.00
1491	f 1.55	f 5.13	9.0	VERDI	48.4	f 10.57	f 12.50
2716	s 2.15	s 5.25	14.7	D BENNINGTON Bn	42.7	s 10.48	s 12.35
772	f 2.35	f 5.37	20.9	LINDSEY	36.5	f 10.36	f 12.18
896 W	s 3.10	s 5.45	23.8	D MINNEAPOLIS Mi	34.1	s 10.30	s 12.10PM
			28.7	A. T. & S. F. CROSSING	38.7		
866	f 3.30	f 5.56	29.1	SUMNERVILLE	28.8	f 10.17	f 11.50AM
1649	s 4.00	s 6.08	34.7	D DELPHOS Df	22.7	s 10.07	s 11.35
1068	s 4.30	s 6.23	41.6	D GLASCO Gk	15.8	s 9.52	s 11.15
1675	s 5.00	s 6.35	46.8	D SIMPSON Be	10.6	s 9.41	s 10.55
1233	s 5.20	s 6.42	49.8	ASHERVILLE	7.6	s 9.35	s 10.48
			57.2	M. P. CROSSING	0.2		
1663 WFT	A 8.00AM	A 7.00PM	57.4	D-R BELOIT Bl	0.0	9.20AM	10.30AM
				(57.4)		Daily Except Sunday	Daily Except Sunday
	(6.30) 8.9	(2.05) 27.5		Thru Time.....	(2.05) 27.5	(2.50) 20.2	
				Average speed per hour.....			

WESTWARD				EASTWARD			
McPHERSON BRANCH							
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS	FIRST CLASS	Distance from Salina	Time-Table No. 166 June 6, 1937	Distance from McPherson	FIRST CLASS	SECOND CLASS
	181 Mixed Daily Except Sunday						182 Mixed
8081 WFTYO	8.00AM		0.0	DN-R SALINA Dispr A Sc	85.4		A 2.00PM
			0.5	A. T. & S. F. CROSSING	84.9		
			0.6	C. R. I. & P. CROSSING	84.8		
			0.6	M. P. CROSSING	84.8		
			2.9	WESLEYAN	82.5		
1579	f 8.20		8.0	MENTOR	27.4		f 1.25
1433	s 8.35		12.2	D ASSARIA Ri	28.2		s 1.10
778	f 8.45		15.8	BRIDGEPORT	19.6		f 12.50
			20.7	M. P. CROSSING	14.7		
1166	s 9.15		20.9	D LINDSBORG Dn	14.5		s 12.31
870	f 9.28		26.7	JOHNSTOWN	8.7		f 12.09PM
1416	f 9.40		30.8	HILTON	5.1		f 11.45AM
			35.1	A. T. & S. F. CROSSING	0.8		
1349 WT	A 10.00AM		35.4	D-R McPHERSON Mf	0.0		11.30AM
				(35.4)			Daily Except Sunday
	(2.00) 17.7			Thru Time.....		NOTE—Combination ear for No. 181 leaves Union Station, Salina, at 7:40 AM	(2.30) 14.1
				Average speed per hour.....			

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

WESTWARD				PLAINVILLE BRANCH				EASTWARD				
Length of sidings in feet and location of water, fuel, telegraph, and telephone.	SECOND CLASS		FIRST CLASS		Distance from Salina	Time-Table No. 166 June 6, 1937	Distance from Oakley	FIRST CLASS		SECOND CLASS		
	185 Local Freight	183 Mixed	545 Motor Passenger	533 Motor Passenger				546 Motor Passenger	534 Motor Passenger	184 Mixed	186 Local Freight	190 Mixed
	Monday Wednesday Friday	Daily	Daily	Daily								
	STATIONS											
8081 WFTYO		5.00AM	4.30PM		0.0	DN-R SALINA Dispr A	224.7	A 10.30AM		A 5.30PM		A 5.00AM
1164		f 5.10	f 4.36		8.4	3.4 TRENTON	221.8	f 10.15		f 5.00		4.30
1357		f 5.18	f 4.40		6.0	2.6 SHIPTON	218.7	f 10.10		f 4.53		4.20
604		f 5.27	f 4.45		9.0	3.0 MARYDEL	215.7	f 10.04		f 4.45		4.10
2559		s 5.40	s 4.50		11.5	2.5 D CULVER Cu	213.2	s 9.59		f 4.35		4.00
2050		s 6.00	s 5.02		18.5	7.0 D TESCOTT Sx	206.2	s 9.45		f 4.20		3.40
2541 W		s 6.20	s 5.12		28.8	5.3 D BEVERLY Vy	200.9	s 9.34		f 4.05		3.20
581		f 6.30	s 5.16		26.4	2.6 SHADY BEND	198.8	s 9.29		f 3.55		3.10
					32.9	6.5 QUARTZITE	191.8					
					88.8	0.9 A. T. & S. F. CROSS'G	190.9					
1745		s 7.00	s 5.30		84.1	0.3 D LINCOLN CEN. No	190.6	s 9.14		f 3.30		2.50
2651		s 7.25	s 5.42		40.7	6.6 D VESPER Vs	184.0	s 9.02		f 3.05		2.35
2190 W		s 7.50	s 5.55		46.9	6.2 DSYLVAN GROVE Ys	177.8	s 8.50		s 2.50		2.20
2297		s 8.33	s 6.15		56.0	9.1 D LUCAS Qs	168.7	s 8.33		f 2.25		1.55
2567		s 9.00	s 6.35		65.4	9.4 D LURAY Au	159.8	s 8.15		f 2.00		1.30
2146		s 9.20	s 6.46		71.5	6.1 D WALDO Ow	158.2	s 8.03		f 1.48		1.15
1851 WY		s 9.45	s 7.02		79.2	7.7 D PARADISE Vm	145.5	s 7.46		s 1.30		12.55
1823		s 10.10	s 7.20		87.0	7.3 D NATOMA No	187.7	s 7.30		f 1.10		12.35
					89.9	2.9 VICKERS	184.8					
1358		s 10.30	s 7.38		95.1	5.2 CODELL	129.6	s 7.14		f 12.50		12.15AM
1377 WFYOP	11.15AM	A 11.00AM	A 8.00PM	3.00PM	108.5	8.4 DN-RPLAINVILLE Vn	121.2	7.00AM	A 12.30PM	12.35PM	A 2.30PM	11.55PM
	s 11.35	(6.00) 17.2		s 3.13	110.4	6.9 D ZURICH Zu	114.8		s 12.08PM	Daily Except Saturday	s 1.40	10.25
1782	s 11.53AM			s 3.27	117.8	7.4 D PALCO Po	106.9		s 11.53AM		s 1.18	10.00
P	s 12.20PM			s 3.35	122.7	4.9 DAMAR	102.0		s 11.42	(4.55) 21.1	s 1.00	9.40
1808	s 12.40			s 3.46	129.8	6.6 D BOGUE Bg	95.4		s 11.28		s 12.40	9.15
2219 YP	s 1.10			s 4.02	188.0	8.7 D HILL CITY Ci	86.7		s 11.12		s 12.15PM	8.50
	s 1.30			s 4.16	144.7	6.7 D PENOKEE Pk	80.0		s 11.00		s 11.50AM	8.30
1462 WP	s 1.50			s 4.28	150.2	6.5 D MORLAND Md	74.5		s 10.50		s 11.30	8.10
1793	s 2.10			s 4.38	155.4	5.2 STUDLEY	69.8		s 10.40		s 11.00	7.50
P	s 2.30			s 4.51	162.5	7.1 TASCO	62.2		s 10.25		s 10.40	7.25
1785 WP	s 2.55	154		s 5.10	170.4	7.9 D HOXIE Ks	54.8		s 10.10	155	s 10.10	7.00
	f 3.20	Local Freight		s 5.27	179.1	8.7 SEGUIN	45.6		s 9.50	Local Freight	f 9.00	6.30
1783 W	s 3.45	Daily Except Sunday		s 5.40	186.2	7.1 D MENLO Ms	88.5		s 9.35		s 8.35	6.10
P	f 4.10			s 5.55	194.0	7.8 HALFORD	80.7		s 9.18		f 8.10	5.55
1754 WYP	A 4.50PM	3.00AM		s 6.15	208.5	9.5 D COLBY Cb	21.2		s 9.00	A 7.15AM	7.45 AM	5.00PM
		3.10		f 6.27	208.9	5.4 ALTAIR	15.8		f 8.46	6.40		
P		f 3.20		s 6.35	212.5	3.6 MINGO	12.2		s 8.40	f 6.30		
		3.30		f 6.45	218.0	5.5 SPICA	6.7		f 8.30	6.15		
2839 WFYP	A 4.00AM		A 7.00PM	224.7	DN-R OAKLEY Oq	6.7 0.0			8.20AM	6.00AM		
					(224.7)			Daily	Daily	Daily Except Sunday	Tuesday Thursday	Saturday Only
	(5.35) 17.9	(1.00) 21.2	(3.30) 29.6	(4.00) 30.3	 Thru Time.....			(3.30) 29.6	(4.10) 29.0	(1.15) 17.0	(6.45) 14.8	(12.00) 16.9
	 Average speed per hour.....											

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

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

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
John R. Nilsson....	Chief Surgeon.....	Omaha, Neb.	
C. R. Kennedy.....	District Surgeon....	Omaha, Neb.	
M. J. Owens.....	Division Surgeon....	Kansas City, Mo.	Kansas Division.
Andrew W. McAlester.....	Oculist.....	Kansas City, Mo.	Kansas City.
Samuel E. Roberts.....	Aurist.....	Kansas City, Mo.	Kansas City.
H. H. Owens.....	Surgeon.....	Kansas City, Mo.	Kansas City.
R. C. Lowman.....	Surgeon.....	Kansas City, Kan.	Kansas City to Lawrence.
L. B. Mellott.....	Surgeon.....	Bonner Springs, Kan.	Bonner Springs to Linwood.
E. R. Keith.....	Surgeon.....	Lawrence, Kan.	Linwood to Perry and Lawrence to Tonganoxie.
H. B. Hogeboom.....	Surgeon.....	Topeka, Kan.	Perry to Silver Lake.
Frederick P. Riley.....	Surgeon.....	St. Mary, Kan.	Rossville to Wamego.
Benj. Brunner.....	Surgeon.....	Wamego, Kan.	Belvue to Manhattan.
H. T. Groody.....	Surgeon.....	Manhattan, Kan.	Wamego to Junction City and Manhattan to Garri-son.
L. R. King.....	Surgeon.....	Junction City, Kan.	Manhattan to Chapman.
A. E. O'Donnell.....	Surgeon.....	Junction City, Kan.	Manhattan to Chapman.
G. G. Greenlee.....	Surgeon.....	Chapman, Kan.	Junction City to Abilene.
L. G. Heins.....	Surgeon.....	Abilene, Kan.	Chapman to Solomon.
J. R. Loudon.....	Surgeon.....	Solomon, Kan.	Abilene to Salina and Solomon to Minneapolis.
Harvey & Seltz.....	Surgeon.....	Salina, Kan.	Solomon to Brookville; Salina to Tescott and McPherson Branch.
R. E. Cheney.....	Oculist & Aurist....	Salina, Kan.	Salina.
A. O'Donnell.....	Surgeon.....	Ellsworth, Kan.	Brookville to Wilson.
Carter & Turgeon.....	Surgeon.....	Wilson, Kan.	Ellsworth to Russell.
P. S. Hawes.....	Surgeon.....	Russell, Kan.	Wilson to Hays.
C. D. Blake.....	Surgeon.....	Hays, Kan.	Russell to Ellis.
A. M. McDermott.....	Surgeon.....	Ellis, Kan.	Hays to Ellis.
G. A. Surface.....	Surgeon.....	Ellis, Kan.	Hays to Ellis.
W. B. Newton.....	Surgeon.....	Glasco, Kan.	Beloit to Minneapolis.
M. R. Spessard.....	Surgeon.....	Beloit, Kan.	Beloit to Glasco.
C. R. Lytle.....	Surgeon.....	McPherson, Kan.	McPherson to Lindsborg.
C. D. Vermillion.....	Surgeon.....	Tescott, Kan.	Salina to Lincoln Center.
M. J. Miller.....	Surgeon.....	Plainville, Kan.	Lincoln Center to Hill City.
I. B. Parker.....	Surgeon.....	Hill City, Kan.	Plainville to Hoxie.
Wm. F. Deal.....	Surgeon.....	Oakley, Kan.	Oakley to Hoxie.
H. K. Wallace.....	Asst. Surgeon.....	St. Joseph, Mo.	St. Joseph.
W. J. Hansen.....	Surgeon.....	St. Joseph, Mo.	St. Joseph.
B. W. Tadlock.....	Oculist & Aurist....	St. Joseph, Mo.	St. Joseph.
J. G. Swails.....	Surgeon.....	Wathena, Kan.	St. Joseph to Severance.
V. C. Van Voorhis.....	Surgeon.....	Robinson, Kan.	Severance to Hiawatha.
G. C. McKnight.....	Surgeon.....	Hiawatha, Kan.	Robinson to Hamlin.
Sam Murdock.....	Surgeon.....	Sabetha, Kan.	Morrill to Baileyville.
W. E. Ham.....	Surgeon.....	Beattie, Kan.	Axtell to Marysville.
J. W. Randell.....	Surgeon.....	Marysville, Kan.	Beattie to Hanover and Blue Rapids to Barneston.
N. Paul Anderson.....	Surgeon.....	Marysville, Kan.	Beattie to Hanover and Blue Rapids to Barneston.
F. H. Rhoades.....	Surgeon.....	Hanover, Kan.	Marysville to Steele City.
D. O. Hughes.....	Surgeon.....	Fairbury, Neb.	Steele City to Alexandria.
C. C. Snowden.....	Surgeon.....	Davenport, Neb.	Davenport to Fairfield.
J. R. Bell.....	Surgeon.....	Fairfield, Neb.	Davenport to Hastings.
C. B. Calbreath.....	Surgeon.....	Hastings, Neb.	Fairfield to Grand Island.
P. D. Ryder.....	Surgeon.....	Grand Island, Neb.	Hastings to Grand Island.
E. G. Johnson.....	Surgeon.....	Grand Island, Neb.	Hastings to Grand Island.
G. R. Combs.....	Surgeon.....	Leavenworth, Kan.	Leavenworth to Tonganoxie and Knox.
R. C. Leinbach.....	Surgeon.....	Onaga, Kan.	Onaga to Della.
W. R. Frisbey.....	Surgeon.....	Della, Kan.	Topeka to Onaga.
M. A. Brawley.....	Surgeon.....	Frankfort, Kan.	Marysville to Frankfort.
P. W. Buckley.....	Surgeon.....	Beatrice, Neb.	Pickrell to Blue Springs.
Q. W. Bale.....	Surgeon.....	Clay Center, Kan.	Wakefield to Miltonvale.
J. N. Porter.....	Surgeon.....	Concordia, Kan.	Concordia.

Time Inspectors are located as shown below:

The Ball Railroad Time Service, Chicago, Ill.
R. V. Owens, General Supervisor of Time Service, Omaha.

Kansas City, Mo.	Mace-Ryer Co.
Kansas City, Kans.	J. Fred Gambrill
Kansas City, Kans.	N. A. Fasenmyer
Kansas City, Kans.	W. L. Foote
Lawrence	Makepeace & Strobel
Topeka	I. N. Cassidy
Topeka	C. R. Matthews
Manhattan	R. C. Smith
Junction City	W. G. Glick
Salina	B. A. Strickler
Salina	Raplee Jewelry Co.
Ellis	Mulheims
Plainville	A. G. Seaverns
Oakley	A. E. Cheney
Leavenworth	E. H. Lavery Jewelry Co.
St. Joseph	E. C. Maxwell
Hiawatha	Haas Jewelry Store
Sabetha	A. J. Geiger
Seneca	Sperling Jewelry Co.
Marysville	H. Ackerman
Hanover	J. Mesing
Fairbury	A. D. Ackerman
Fairfield	M. L. Jones
Hastings	W. J. Breckenridge
Grand Island	C. A. Waterman
Onaga	J. D. Crum
Miltonvale	Paul Lange
Beatrice	K. C. Koons
Clay Center	A. Buchmann, Jr.
Concordia	E. A. Gaston

Standard clocks are located as shown below:

Kansas City	Union Station
Kansas City	Dispatcher's Office
Armstrong	Yard Office
Armstrong	Roundhouse
Terminal Junction	Telegraph Office
Lawrence	Telegraph Office
Topeka	Telegraph Office
Manhattan	Telegraph Office
Junction City	Telegraph Office
Salina	Union Station
Salina	Dispatcher's Office
Salina	Yard Office
Ellsworth	Telegraph Office
Russell	Telegraph Office
Ellis	Telegraph Office
Beloit	Telegraph Office
McPherson	Telegraph Office
Plainville	Telegraph Office
Colby	Telegraph Office
Oakley	Telegraph Office
Leavenworth	Telegraph Office
St. Joseph	Union Depot
St. Joseph	Terminal Yard Office
St. Joseph	Roundhouse Shop Office
Hiawatha	Telegraph Office
Marysville	Telegraph Office
Marysville	Dispatcher's Office
Marysville	Yard Office
Marysville	Roundhouse
Fairbury	Telegraph Office
Fairfield	Telegraph Office
Hastings	Yard Office
Hastings	Roundhouse
Grand Island	Telegraph Office
Grand Island	Roundhouse
Grand Island	Yard Office
Beatrice	Telegraph Office
Beatrice	Roundhouse
Clay Center	Telegraph Office
Miltonvale	Telegraph Office
Concordia	Telegraph Office