

UNION PACIFIC RAILROAD COMPANY
EASTERN DISTRICT



KANSAS DIVISION

TIME-TABLE
No. 18

Effective Sunday,
January 10, 1954

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

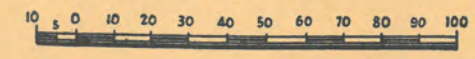
Safety Is
No Accident

FOR EMPLOYEES ONLY

EASTERN DISTRICT
KANSAS DIVISION

CORRECTED TO MAR. 20, 1948

Scale of Miles



WESTWARD

SECOND CLASS

FIRST SUBDIVISION

Table with columns for train numbers (155, 165, 149, 159, 79, 565), time of departure, and station names (DN-B UNION STATION, ARMSTRONG YL, etc.).

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

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

WESTWARD

FIRST CLASS

FIRST SUBDIVISION

Table with columns for train numbers (69, 43, 3, 507, 9, 543, 39, 509, 17, 139), time of departure, and station names (DN-B UNION STATION, KANSAS CITY, KAN., etc.).

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

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

FIRST SUBDIVISION		FIRST CLASS										EASTWARD	
Time-Table No. 18 January 10, 1954		4	10	508	40	544	140	70	510	18	44		
STATIONS		C. R. I. & P. Passenger	Streamliner Passenger	C. R. I. & P. Rocket Passenger	Passenger	Motor Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Rocket Passenger	Passenger	C. R. I. & P. Passenger		
DN-R UNION STATION US			A 7.15AM		A 11.30AM			A 8.10PM		A 10.30PM			
KANSAS CITY, KAN.	0.8		6.56		11.16			7.47		10.10			
DN-R TERMINAL JCT. YL JC	0.9	A 1.10AM	6.55	A 8.27AM	11.14		A 6.03PM	7.45	A 7.37PM	10.09	A 10.18PM		
C. R. I. & P. JCT. YL	0.9		1.08		8.25		6.01	7.42	7.35	10.07	10.16		
DN KAW JCT. YL KW	4.4		1.06		8.24		5.59	7.39	7.33	10.05	10.14		
MUNCIE	8.0		1.01		8.20		5.54	7.34	7.29	10.00	10.09		
D BONNER SPRINGS BW	0.6		12.53		8.13		5.46	7.25	7.21	9.52	10.01		
DN A.T. & S.F. CROSS. BN	2.7												
LORING	7.6		12.50		8.10		5.42	7.19	7.17	9.49	9.58		
LINWOOD	11.8		12.43		8.03		5.34	7.09 ⁵¹⁰	7.09 ⁷⁰	9.41	9.51		
DN LAWRENCE YL DA	9.2				10.35		5.22	6.56	6.58	9.30	9.39		
WILLIAMSTOWN	8.3		12.23		10.25		5.12	6.43		9.16	9.28		
D PERRY KY	9.2		12.20		10.22		5.09	6.37	6.46	9.13	9.25		
GRANTVILLE	8.2		12.12		10.13		5.00	6.23	6.38	9.03	9.14		
DN A.T. & S.F. CROSS. X	0.5												
DN-R TOPEKA YL OT	0.2	s 12.04AM	s 5.53	s 7.26AM	s 10.05	A 4.10PM	s 4.52PM	s 6.15	s 6.30PM	s 8.55	s 9.05PM		
O. R. I. & P. CROSS.	4.7												
MENOKEN	5.8				9.55	4.00PM		5.57		8.39			
D SILVER LAKE SI	5.3		5.45		9.50 ¹⁷			5.51		8.33			
D ROSSVILLE RV	7.6		5.40		9.40			5.41		8.28			
DN ST. MARYS SY	6.2		5.35 ¹⁴⁹		9.32 ¹⁵⁰			5.30		8.21			
D BELVUE BV	6.9		5.29		9.23			5.20		8.15			
DN WAMAGO WA	6.8		5.24		9.16			5.13		8.09			
ST. GEORGE	7.8		5.18		9.07			5.03		8.03			
DN MANHATTAN YL MH	0.1		5.11		8.58 ¹⁴⁹			4.55		7.55			
O. R. I. & P. CROSS.	6.5		s 5.03										
MURKLA LAKE	5.7				8.47			4.38		7.45			
EAST FUNSTON	4.1		4.47		8.41			4.30		7.40			
D FORT RILEY FT	3.8		4.42		8.37			4.25		7.35			
DN-R JUNCTION CITY	6.9		4.37		8.31			4.15		7.30			
KANSAS FALLS	5.9		4.32		8.23			4.05		7.20			
D CHAPMAN CM	6.2		4.25		8.14			3.54		7.11			
D DETROIT DR	5.2		4.03		8.09			3.47		7.06			
DN ABILENE YL AB	0.8		3.56		8.03			3.38		7.00			
A. T. & S. F. CROSS.	0.2		3.50		7.58 ¹⁵⁹			3.30		6.55 ¹⁵⁴			
WEST ABILENE YL	3.4		3.45 ⁶⁹		7.53			3.25		6.49			
SAND SPRING	4.2		3.43		7.49			3.21		6.46			
D SOLOMON YL SK	8.1		3.40		7.45			3.16		6.42			
NEW CAMBRIA	4.2		3.36		7.37 ⁷⁹			3.07		6.33			
EAST SALINA YL	2.0		3.29		7.33			3.03		6.28			
DN-R SALINA YL	SC A		3.23 ¹⁵⁵		7.30AM			3.00PM		6.25PM			
(186.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
Thru time.....	(1.06)	(3.52)	(1.01)	(4.00)	(0.10)	(1.11)	(5.10)	(1.07)	(4.05)	(1.13)			
Average speed per hour.....	58.8	48.3	63.6	46.7	29.4	54.7	36.1	57.9	45.7	53.2			
On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 18 are superior to No. 39.—See Rule S-72.													
Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka.													
Time shown at Union Station and Kansas City, Kans., is for information only. Trains are governed by Kansas City Terminal Railroad Time-Table and Rules while using their tracks between Union Station and Terminal Jct.													
For conditional stops to discharge or pick up revenue passengers.—See Page 3.													
For stations not shown on schedule pages.—See Page 23.													

FIRST SUBDIVISION		SECOND CLASS						EASTWARD	
Time-Table No. 18 January 10, 1954		150	166	566	158	80	154		
STATIONS		Local Freight	Mixed	C. R. I. & P. Mixed	Local Freight	A. T. & S. F. Mixed	Time Freight		
DN-R UNION STATION US									
ARMSTRONG YL	0.8						A 5.00AM		
DN-R TERMINAL JCT. YL JC	0.9						2.50		
C. R. I. & P. JCT. YL	0.9						2.45		
DN KAW JCT. YL KW	4.4						2.40		
MUNCIE	8.0								
D BONNER SPRINGS BW	0.6								
DN A.T. & S.F. CROSS. BN	2.7								
LORING	7.6								
LINWOOD	11.8								
DN LAWRENCE YL DA	9.2								
WILLIAMSTOWN	8.3								
D PERRY KY	9.2								
GRANTVILLE	8.2								
DN A.T. & S.F. CROSS. X	0.5								
DN-R TOPEKA YL OT	0.2	A 10.50AM					1.05		
O. R. I. & P. CROSS.	4.7								
MENOKEN	5.8	f 10.40					12.40		
D SILVER LAKE SI	5.3	f 10.30					12.20		
D ROSSVILLE RV	7.6	s 9.55 ¹⁷					12.05AM		
DN ST. MARYS SY	6.2	s 9.32 ¹⁴⁹					11.45AM		
D BELVUE BV	6.9	f 8.45					11.27		
DN WAMAGO WA	6.8	s 8.16					11.12 ⁹		
ST. GEORGE	7.8	f 7.20 ¹⁴⁹					10.40		
DN MANHATTAN YL MH	0.1	s 6.50					10.30 ¹³⁵		
O. R. I. & P. CROSS.	6.5								
MURKLA LAKE	5.7	f 5.00					9.50		
EAST FUNSTON	4.1	f 5.42					9.35		
D FORT RILEY FT	3.8	s 5.30					9.25		
DN-R JUNCTION CITY	6.9	5.20AM			A 2.50PM		8.50		
KANSAS FALLS	5.9				f 2.19		7.45		
D CHAPMAN CM	6.2				s 2.05		7.30		
D DETROIT DR	5.2				s 1.45		7.20		
DN ABILENE YL AB	0.8				s 1.32 ³⁹		7.10		
A. T. & S. F. CROSS.	0.2						6.55 ¹⁸		
WEST ABILENE YL	3.4			A 9.50AM	11.34AM	A 4.55PM	6.35		
SAND SPRING	4.2				11.29 ¹⁷	f 4.45	6.30		
D SOLOMON YL SK	8.1	A 7.20AM	f 9.30 ¹⁵⁹	11.10	f 4.35	6.22			
NEW CAMBRIA	4.2	7.00 ⁵⁶⁵	9.10	f 10.50	4.25	6.10			
EAST SALINA YL	2.0	6.50	9.00AM	10.40	4.15PM	6.03			
DN-R SALINA YL	SC A			10.30AM		6.00PM			
(186.6)		Daily Except Sunday	Mondays, Wednesdays, Fridays	Daily Except Sunday	Daily Except Sunday	Daily			
Thru time.....	(5.30)	(0.40)	(0.50)	(4.20)	(0.40)	(11.00)			
Average speed per hour.....	13.0	21.6	23.9	10.9	29.9	18.9			
On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 166 is superior to Nos. 79 and 565.—See Rule S-72.									
Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka.									
For stations not shown on schedule pages.—See Page 23.									

WESTWARD

SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A), Page 3.	SECOND CLASS			FIRST CLASS		
	157 Local Freight	155 Time Freight	369 Mixed	17 Passenger	69 Passenger	9 Streamliner Passenger
	Daily	Daily	Daily	Daily	Daily	Daily
WCT YEP	7.30AM	5.30AM		11.54AM	4.35AM	12.49AM
68 P	f 7.45	5.40		12.01PM	f 4.45	12.56
121 P	s 7.55	5.50		12.06	s 4.53	1.01
42 P	f 8.01	5.58		12.09	f 4.58	1.04
P	f 8.04	6.01		12.11	f 5.00	1.06
46 P	f 8.10	6.10		12.15	f 5.06	1.10
88 WTP	s 8.35	6.20		12.23	s 5.16	1.18
W8 105 E8 105 W	s 9.15 ¹⁸⁶	6.30		12.29	s 5.26	1.24
I						
87 P	f 9.30	6.42		12.38	f 5.36	1.31
69 P	s 9.45	6.55		12.46 ⁷⁰	s 5.48	1.39
78 WCP	s 10.15	7.15		12.51	s 5.56	1.44
52 P	s 10.35	7.30 ¹⁵⁶		12.57 ¹⁵⁴	s 6.05	1.50
51 P	f 10.45	7.40		1.02	f 6.11	1.55
76 WP	s 11.50AM	8.15		1.07	s 6.23 ¹⁵⁶	2.00 ¹⁰
62 P	f 12.06 ¹⁴⁴	8.23		1.11	f 6.28	2.04
119 P	s 12.30	8.30		1.16	s 6.35	2.09
27 P	f 12.40	8.36		1.19	f 6.38	2.12
P	s 1.00	8.45		1.23	s 6.42	2.16
48 P	f 1.28 ¹⁷	8.55		1.28 ¹⁵⁷	f 6.49	2.21
144 WP	s 2.00	9.30		1.36	s 6.55	2.29
89 P	f 2.10	9.40		1.43	f 7.10	2.36
53 P	f 2.20	9.50		1.46	f 7.15	2.39
WCT OTW	A 2.45PM	A 11.00AM	7.30AM	2.05 1.14	A 8.00AM	3.00 2.09
63 P			f 7.41	1.20		2.15
59 P			f 7.49	1.25		2.20
50 WP			s 8.10	1.33		2.28
42 P			f 8.21 ³⁷⁰	1.40		2.35
34 P			f 8.29	1.46		2.41
51 P			f 8.40	1.53		2.48
67 WP			f 8.50	1.59 ¹⁸		2.55
44 P			f 9.01	2.04		3.00
50 P			f 9.14	2.12		3.08
42 P			f 9.22	2.17		3.13
56 WCP			s 9.50	2.24		3.20
51 P			f 10.03	2.32		3.28
43 P			f 10.13	2.39		3.35
44 WTP			f 10.20	2.44		3.40
40 P			f 10.32	2.52		3.48
41 P			f 10.49	3.03		3.59
53 P			10.55	3.07		4.03
WCT 24 YEP			A 11.01AM	A 3.12PM		A 4.07AM

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

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

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

SECOND SUBDIVISION

EASTWARD

Time-Table No. 18
January 10, 1954

STATIONS			
DN-R	SALINA	YL	BC
	0 8		A
	A. T. & S. F. CROSSING		
	7 8		
	BAVARIA		
D	BROOKVILLE	RK	
	6 8		
	ARCOLA		
	4 0		
	TERRA COTTA		
	1 9		
	CARNERO		
D	KANOPOLIS	KA	
	4 8		
DN	ELLSWORTH	YL	WO
	0 7		
	ST. L. & S. F. CROSSING		
	7 1		
	BLACK WOLF		
D	WILSON	WN	
	8 4		
D	DORRANCE	DO	
	6 5		
D	BUNKER HILL	BH	
	7 0		
	HOMER		
	5 8		
DN	RUSSELL	YL	RU
	4 1		
	BALTA		
	3 4		
D	GORHAM	GJ	
	5 7		
	WALKER		
	3 1		
D	VICTORIA	VC	
	4 1		
	TOULON		
	5 2		
DN	HAYS	YL	HA
	5 8		
	YOCEMENTO		
	3 4		
	HOG BACK		
	4 5		
CT MT	DN-R	ELLIS	YL
		RT	CT
		MT	
	5 1		
	RIGA		
	5 3		
D	OGALLAH	OG	
	8 6		
DN	WAKEBNEY	W	
	7 7		
	VODA		
	5 8		
D	COLLYER	JY	
	7 5		
D	QUINTER	QN	
	7 6		
D	BUFFALO PARK	BP	
	5 4		
D	GRAINFIELD	GF	
	8 9		
D	GRINNELL	GD	
	6 0		
	CAMPUS		
	6 2		
DN	OAKLEY	YL	OQ
	8 7		
D	MONUMENT	MU	
	7 5		
D	PAGE CITY	PG	
	5 4		
D	WINONA	GW	
	9 4		
	McALLASTER		
	12 7		
D	WALLACE	A	
	4 5		
	SOMENA		
	4 2		
DN-R	SHARON SPRINGS	YL	PS

(243.2)

Time-Table No. 18
January 10, 1954

Miles Point	FIRST CLASS			SECOND CLASS		
	70 Passenger	18 Passenger	10 Streamliner Passenger	156 Local Freight	370 Mixed	154 Time Freight
	Daily	Daily	Daily	Daily	Daily	Daily
186.6	A 2.20PM	A 6.15PM	A 3.20PM			
187.2				A 11.15AM		A 3.40PM
194.8	f 2.00	6.03	3.03			
201.4	s 1.50	5.57	2.58	f 11.00		3.00
205.4	f 1.42	5.53	2.55	s 10.50		2.42
207.8	f 1.40	5.51	2.53	f 10.40		2.34
211.6	f 1.35	5.48	2.49	f 10.30		2.25
219.2	s 1.25	5.37	2.41	s 10.15		2.10
228.7	s 1.17	5.32	2.36	s 9.15 ¹⁵⁷		2.00
231.5	f 12.58	5.24	2.27			
239.9	s 12.46 ¹⁷	5.15	2.20	s 8.55		1.34
248.4	s 12.34	5.09	2.15	s 8.40		1.20
253.4	s 12.25	5.02	2.10	s 8.00		1.10
259.2	f 12.18	4.56	2.05	s 7.30 ¹⁵⁶		12.57 ¹⁷
263.8	s 12.13	4.51	2.00 ⁹	f 6.59		12.50
266.7	f 12.06 ¹⁵⁷	4.45	1.54	s 6.23 ⁶⁰		12.45
272.4	s 11.59AM	4.40	1.49	f 6.05		12.37
275.5	f 11.55	4.37	1.46	s 5.55		12.30 ¹⁵⁷
279.6	s 11.49	4.33	1.43	f 5.48		12.25
284.8	f 11.41	4.28	1.39	s 5.40		12.19
290.1	s 11.35	4.23	1.34	f 5.30		12.12
295.4	f 11.26	4.14	1.28	s 5.20		12.05PM
298.8	f 11.21	4.10	1.25	f 5.05		11.58AM
303.3	11.15AM	4.05	1.21	f 4.58		11.52
308.4		2.55	12.12	s 4.50AM		11.45AM
318.7		2.44	12.03AM	A 9.45AM		
322.3		2.38	11.59PM	f 9.15		
330.0		2.28	11.52	f 9.05		
335.6		2.19	11.43	s 8.45		
343.3		2.13	11.38	f 8.21 ³⁶⁹		
350.9		2.06	11.31	f 8.10		
356.8		2.00	11.25	f 8.01		
365.2		1.54	11.20	f 7.45		
371.2		1.46	11.12	f 7.35		
377.4		1.40	11.07	f 7.15		
386.1		1.33	11.01	f 7.02		
398.6		1.22	10.53	s 6.50		
399.0		1.17	10.47	f 6.05		
408.4		1.12	10.42	f 5.52		
421.1		1.03	10.34	f 5.40		
425.6		1.00	10.23	f 5.23		
429.8		12.47	10.19	f 5.05		
		12.42PM	10.14PM	4.55		
				4.45AM		

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

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

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

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

WESTWARD

THIRD SUBDIVISION

Car capacity of this train, see Page 2A, Page 2B.	SECOND CLASS			FIRST CLASS			
		83	369	81	17	7	9
		C. R. I. & P. Freight Daily	Mixed Daily	C. R. I. & P. Freight Daily	Passenger Daily	C. R. I. & P. Rocket Passenger Daily	Streamliner Passenger Daily
24 WC			11.30AM		3.14PM	4.09AM	
81 P			11.37		3.19	4.14	
62 WP			11.50		3.26	4.21	
41 P			11.59AM		3.31	4.26	
42 P			12.13 ¹⁸ PM		3.35	4.30	
50 P			12.22		3.40	4.35	
54 WP			12.37		3.44	4.39	
53 P			12.45		3.49	4.44	
53 P			12.53		3.54	4.49	
52 P			1.04		4.02	4.57	
58 WCYP			1.17		4.07	5.02	
55 P			1.26		4.13	5.08	
51 P			1.35		4.18	5.13	
52 P			1.45		4.24	5.19	
53 P			1.59		4.33	5.28	
95 WP			2.11		4.40	5.35	
82 WC			2.24		4.49	5.44	
119 P			2.42		4.50	5.45	
81 WP			2.51		4.57	5.52	
47 P			2.59		5.03	5.59	
			3.12		5.09	6.08	
			5.30PM		6.15AM		
51 P			5.50		6.33	6.51	
100 P			6.05 ⁵²		6.48	7.05	
81 P			6.15		6.58	7.10	
100 P			6.25		7.15 ⁷	7.31	
24 P			6.35		7.28	7.44	
WS 28 } WCYP ES 50 }			6.50		7.45	8.01	
51 P			7.05		8.01	8.17	
52 P			7.35 ¹⁰		8.15	8.31	
58 WP			7.55		8.30	8.46	
100 P			8.10		8.45	8.61	
51 P			8.18 ³⁷⁰		8.58	9.14	
100 WP			8.35		9.25 ¹⁸	9.41	
52 P			8.50		9.40	9.56	
84 P			9.00		9.52	10.08	
72 YP			9.05		10.03 ⁸⁴	10.19	
			10.00PM		10.15AM	10.31	
75 P					5.28	6.14	
WCOTYPE			5.45PM		6.40PM	7.35AM	

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

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

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

THIRD SUBDIVISION

EASTWARD

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

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

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

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

WESTWARD

FOURTH SUBDIVISION

Car capacity of freight, etc. See Rule 4(A), Page 22.	SECOND CLASS				FIRST CLASS		Mile Post	Time-Table No. 18 January 10, 1954	STATIONS
	217 Local Freight	223 Local Freight	543 Motor Passenger						
	Daily	Daily	Daily						
						11.40AM	0.0	MENOKEN	
130 F						11.52AM	7.9	GROVE	
40 F						12.06PM	15.8	DELIA IA	
130 WF						12.15	22.2	EMMETT GC	
149 F						12.25	27.6	AIKINS	
130 WF						12.40	37.1	ONAGA GA	
180 F							46.0	NOLAN	
37 F						1.02	49.2	LILLIS	
130 F						1.09	54.0	SULLIVAN	
PAI							58.8	M. P. CROSSING	
130 WF						1.16	58.8	FRANKFORT FN	
130 F						1.26	64.0	WINIFRED	
184 F						1.36	69.9 (107.9)	UPLAND	
WCTYP						1.45	75.4 (113.9)	DN-R MARYSVILLE YL MS	
F						2.00		HERKIMER KI	
125 F						2.15	118.4	BREMEN	
PAI						2.25	122.6	O. B. & Q. CROSS.	
126 WTF						2.35	128.2	HANOVER HA	
150 F						2.48	137.4	HOLLENBERG	
60 F						2.57	141.8	STERLE CITY	
130 P							144.8	RUDY	
PAI							147.1	O. B. & Q. CROSS.	
30 F						3.07	147.1	ENDICOTT ND	
P							152.7	O. R. I. & P. CROSS.	
WF 130 WF						3.20	158.1	FAIRBURY Q	
PAI							154.4	O. R. I. & P. CROSS.	
140 F							159.1	HEDRIX	
133 WF						3.45	167.8	ALEXANDRIA A	
132 F						4.00	176.8	BELVIDERE VI	
PAI							177.0	O. B. & Q. CROSS.	
130 WCF						4.14	184.0	CARLETON YL C	
PAI							191.2	O. & N. W. CROSS.	
135 F						4.29	191.2	DAVENPORT DO	
PAI							200.6	O. B. & Q. CROSS.	
130 WF						4.42	200.7	EDGAR SG	
130 P						4.55	209.0	FAIRFIELD FD	
130 P						5.10	218.8	GLENVIL GV	
103 F							221.9	LEVEL	
PAI							226.4	M. P. CROSSING	
PI							227.2	O. B. & Q. CROSS.	
WCTYP						5.35	227.4	DN-R HASTINGS YL AN	
35 WF						5.55	240.8	DONIPHAN DV	
WCTYP							249.6	BELT LINE CROSS.	
							251.8	DN-R GRAND ISLAND YL GE	

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

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

FOURTH SUBDIVISION

EASTWARD

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

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

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

WESTWARD				ST. JOSEPH BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 18 January 10, 1954				SECOND CLASS					
				STATIONS									
Y			217 Local Freight Daily	DN-B	ST. JOSEPH	YL UN	0.0						
WTFP			6.35PM	DN-B	TERMINAL YARD	YL MK	13.9	A	11.00PM				
16 P			7.10	DN-B	TROY	YL RO	18.9		10.10				
11 P			7.23		5.2								
42 P			7.35		MORAY		19.1		9.40				
34			7.43		SEVERANCE		24.8		9.20				
31			7.53		LEONA		28.9		9.05				
AI				D	ROBINSON	HR	34.2		8.55				
40 WT			8.30 ²¹⁸		M. P. CROSSING		42.2						
16			8.48	DN	HIAWATHA	YL H	42.7		8.30 ²¹⁷				
27			8.52		HAMLIN		50.2		7.30				
35 W			9.10	D	MORRILL	WB	54.1		7.20				
29			9.30	D	SABETHA	YL S	60.7		7.00				
30 W			9.50		ONEIDA		68.8		6.00				
28			10.05	DN	SENBOA	YL SN	77.5		5.40				
45			10.15		BAILEYVILLE		84.2		4.50				
10			10.27	D	AXTELL	FR	89.2		4.30				
37			10.39		SUMMIT		94.4		4.05				
			10.53	D	BEATTIE	B	99.3		3.55				
			A 11.00PM	D	HOME	HO	105.2		3.35				
					UPLAND	YL	107.8		3.25PM				
					(107.8)				Daily				

(4.25) Thru Time..... (7.25)
24.4 Average speed per hour..... 14.2

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

WESTWARD				U. S. HOSPITAL BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 18 January 10, 1954				SECOND CLASS					
				STATIONS									
84 P					SABLE		0.0						
					BUNELL		1.6						
					(1.6)								

WESTWARD				LEAVENWORTH BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 18 January 10, 1954				SECOND CLASS					
				STATIONS									
					KNOX	YL	8.0						
					CORRAL		1.5						
					LEAVENWORTH	YL RH	0.0	A	8.45AM				
					COCHRANE		4.0	f	8.25				
					ALFA		4.2						
					LANSING		5.4	f	8.20				
					FAIRMOUNT		10.5	f	8.06				
					TONGANOXIE	NX	21.2	s	7.40				
					REX		31.6	f	7.10				
					BISMARCK GROVE	YL	33.0	f	7.05				
					LAWRENCE	YL DA	34.8		7.00AM				
					(37.8)				Daily Except Sunday				

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

Westward trains are superior to trains of the same class in the opposite direction, except that No. 172 is superior to No. 171.—See Rule S-72.
The time shown at Cochrane and Leavenworth is for information only. Trains are governed by Missouri Pacific Time-Table and Rules while using their tracks between Cochrane and Leavenworth. At Cochrane, eastward, Leavenworth Branch trains will be governed by signal indication of Missouri Pacific color light block signal located 247 feet westward from junction switch. At Cochrane, westward, Leavenworth Branch trains will be governed by signal indication of Missouri Pacific color light block signal located near junction switch.

WESTWARD				MANHATTAN BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 18 January 10, 1954				SECOND CLASS					
				STATIONS									
					MANHATTAN	YL MH	189.4						
					CASEMENT		185.4						
					STOCKDALE		178.8						
					GARRISON		172.9						
					RANDOLPH	FH	167.6						
					CLUBBURNE		160.7						
					FLORENA		156.8						
					M. P. CROSSING		152.7						
					IRVING	VN	151.3						
					BRISCO		149.0						
					BLUE RAFFIDS	YL PD	143.7						
					MARYSVILLE	YL MB	134.2	A	6.30AM				
					MARIETTA		125.9		6.05				
					OKETO	KT	124.4		6.00				
					BARNESTON	NR	118.0		5.50				
					BADGER		114.8						
					C. B. & Q. CROSSING		113.1						
					BLUE SPRINGS	BS	110.3		5.35				
					HOLMESVILLE		105.7		5.25				
					C. E. I. & P. CROSSING		97.2						
					BEATRICE	YL BX	96.8		5.00PM				
					(92.6)				Daily				

(5.20) Thru Time..... (1.30)
15.8 Average speed per hour..... 24.9

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

WESTWARD				JUNCTION CITY BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 18 January 10, 1954				SECOND CLASS					
Car capacity of seating, etc. See Rule 6 (A), Page 23.	WCTE	175 Mixed Daily Except Sunday	Mile Post	STATIONS	Mile Post	176 Mixed	WCTE	175 Mixed Daily Except Sunday	Mile Post	STATIONS	Mile Post	176 Mixed	WCTE
28	f	3.55		ALIDA	8.1	f	6.10	8.1	f	6.10	8.1	f	6.10
42	s	4.15	D	MILFORD MR	13.6	s	5.55	13.6	s	5.55	13.6	s	5.55
17 w	s	4.35	D	WAKEFIELD WF	19.4	s	5.40	19.4	s	5.40	19.4	s	5.40
15	f	4.57		BROUGHTON	27.9	f	5.17	27.9	f	5.17	27.9	f	5.17
30 w	s	6.20	D	OLAY CENTER YL CA	88.4	s	5.00	88.4	s	5.00	88.4	s	5.00
4				DEHYD	84.2			84.2			84.2		
14	f	6.45		IDANA	41.1	f	2.25	41.1	f	2.25	41.1	f	2.25
9	f	6.55		BROWDALE	46.0	f	2.12	46.0	f	2.12	46.0	f	2.12
15 Y	s	8.15	D-R	MILTONVALE YL MV	61.9	s	2.00	61.9	s	2.00	61.9	s	2.00
				M. V. JUNCTION YL	62.1		1.42	62.1		1.42	62.1		1.42
				C. O. JUNCTION YL	72.1		1.02	72.1		1.02	72.1		1.02
CWT	A	9.05M	D-R	CONCORDIA YL ND	72.5	A	1.00PM	72.5	A	1.00PM	72.5	A	1.00PM

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

The time shown at M. V. Junction and C. O. Junction is for information only.
 Trains are governed by A. T. & S. F. Time-Table and Rules while using their tracks between M. V. Junction and C. O. Junction.

WESTWARD				SOLOMON BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 18 January 10, 1954				SECOND CLASS					
Car capacity of seating, etc. See Rule 6 (A), Page 23.	WCTE	166 Mixed Mondays, Wednesdays, Fridays	Mile Post	STATIONS	Mile Post	165 Mixed	WCTE	166 Mixed Mondays, Wednesdays, Fridays	Mile Post	STATIONS	Mile Post	165 Mixed	WCTE
33	s	7.45	D	NILES XN	8.6	s	11.15	8.6	s	11.15	8.6	s	11.15
30	f	7.55		VERDI	9.0	f	11.05	9.0	f	11.05	9.0	f	11.05
55	s	8.10	D	BENNINGTON BN	14.7	s	10.50	14.7	s	10.50	14.7	s	10.50
18	f	8.25		LINDSEY	20.9	f	10.35	20.9	f	10.35	20.9	f	10.35
16 w	s	8.40	D	MINNEAPOLIS YL MI	23.3	s	10.25	23.3	s	10.25	23.3	s	10.25
				A. T. & S. F. CROSSING	23.7			23.7			23.7		
7				ALF MIL	24.4			24.4			24.4		
18	f	8.55		SUMNERVILLE	29.1	f	10.00	29.1	f	10.00	29.1	f	10.00
33	s	9.15	D	DELPHOS DF	34.7	s	9.45	34.7	s	9.45	34.7	s	9.45
30	s	9.35	D	GLASCO GK	41.6	s	9.20	41.6	s	9.20	41.6	s	9.20
33	s	9.55	D	SIMPSON BE	46.8	s	9.00	46.8	s	9.00	46.8	s	9.00
25	s	10.10		ASHEVILLE	49.8	s	8.50	49.8	s	8.50	49.8	s	8.50
				M. P. CROSSING	57.2			57.2			57.2		
34 wrc	A	10.45M	D-R	BELOIT YL BL	57.4	A	8.30AM	57.4	A	8.30AM	57.4	A	8.30AM

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

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

WESTWARD				PLAINVILLE BRANCH				EASTWARD								
SECOND CLASS				Time-Table No. 18 January 10, 1954				SECOND CLASS								
Car capacity of seating, etc. See Rule 6 (A), Page 23.	WCTE	185 Local Freight Daily Except Sunday	Mile Post	STATIONS	Mile Post	183 Local Freight Daily	WCTE	533 Motor Passenger Daily	Mile Post	STATIONS	Mile Post	534 Motor Passenger Daily	WCTE	184 Local Freight Daily	186 Local Freight Daily	190 Local Freight Saturday Only
24	f	8.52		TRENTON	8.4	f	2.15	8.4	f	2.15	8.4	f	2.15	8.4	f	2.15
28	f	8.58		SHIPTON	6.0	f	2.10	6.0	f	2.10	6.0	f	2.10	6.0	f	2.10
13	f	9.04		MARYDEL	9.0	f	2.04	9.0	f	2.04	9.0	f	2.04	9.0	f	2.04
29	s	9.10	D	CULVER CU	11.8	s	1.59	11.8	s	1.59	11.8	s	1.59	11.8	s	1.59
42	s	9.30	D	TRESCOTT SX	18.5	s	1.48 ¹⁸⁴	18.5	s	1.48 ¹⁸⁴	18.5	s	1.48 ¹⁸⁴	18.5	s	1.48 ¹⁸⁴
49 w	s	9.50	D	BEVERLY VY	23.8	s	1.38	23.8	s	1.38	23.8	s	1.38	23.8	s	1.38
21	f	10.00		SHADY BEND	26.4	f	1.33	26.4	f	1.33	26.4	f	1.33	26.4	f	1.33
21				QUARTZITE	82.9			82.9			82.9			82.9		
				A. T. & S. F. CROSSING	83.8			83.8			83.8			83.8		
32	s	10.40	D	LINCOLN CENTER NC	84.1	s	1.13	84.1	s	1.13	84.1	s	1.13	84.1	s	1.13
53	s	11.05	D	VESPER VE	40.7	s	12.59	40.7	s	12.59	40.7	s	12.59	40.7	s	12.59
44 w	s	11.45 ¹⁸⁴	D	SYLVAN GROVE YL YG	46.9	s	12.49	46.9	s	12.49	46.9	s	12.49	46.9	s	12.49
				WOLF CREEK	52.4			52.4			52.4			52.4		
47	s	12.33 ⁵³⁴	D	LUCAS OS	56.0	s	12.33 ¹⁸³	56.0	s	12.33 ¹⁸³	56.0	s	12.33 ¹⁸³	56.0	s	12.33 ¹⁸³
39	s	1.15	D	LURAY AU	65.4	s	12.17	65.4	s	12.17	65.4	s	12.17	65.4	s	12.17
48	s	1.40	D	WALDO OW	71.5	s	12.08 ¹⁸³	71.5	s	12.08 ¹⁸³	71.5	s	12.08 ¹⁸³	71.5	s	12.08 ¹⁸³
27 w	s	2.10	D	PARADISE VM	79.2	s	11.53M	79.2	s	11.53M	79.2	s	11.53M	79.2	s	11.53M
38	s	2.40	D	NATOMA NO	87.0	s	11.41	87.0	s	11.41	87.0	s	11.41	87.0	s	11.41
28	s	3.05		CODELL	95.1	s	11.27	95.1	s	11.27	95.1	s	11.27	95.1	s	11.27
28 wcy	A	8.00M	DN-R	PLAINVILLE YL VN	108.5	A	3.30PM	108.5	A	3.30PM	108.5	A	3.30PM	108.5	A	3.30PM
37	s	8.15	D	ZURICH ZU	110.4	s	10.40	110.4	s	10.40	110.4	s	10.40	110.4	s	10.40
38	s	8.35	D	PALOO PO	117.8	s	10.25	117.8	s	10.25	117.8	s	10.25	117.8	s	10.25
22	s	8.45		DAMAR	122.7	s	10.10	122.7	s	10.10	122.7	s	10.10	122.7	s	10.10
23 w	s	9.05	D	BOGUE BG	129.3	s	9.55	129.3	s	9.55	129.3	s	9.55	129.3	s	9.55
36 Y	s	9.40 ⁵³⁴	D	HILL CITY YL CH	138.0	s	9.40 ¹⁸⁵	138.0	s	9.40 ¹⁸⁵	138.0	s	9.40 ¹⁸⁵	138.0	s	9.40 ¹⁸⁵
28	s	10.05	D	PHOENIX PK	144.7	s	9.30	144.7	s	9.30	144.7	s	9.30	144.7	s	9.30
26 w	s	10.40	D	MORLAND MD	150.2	s	9.20	150.2	s	9.20	150.2	s	9.20	150.2	s	9.20
27	s	11.00 ¹⁸⁶		STUDLEY	155.4	s	9.10	155.4	s	9.10	155.4	s	9.10	155.4	s	9.10
29	s	11.20		TABOO	162.5	s	8.55	162.5	s	8.55	162.5	s	8.55	162.5	s	8.55
27 w	s	11.45M	D	HOXIE KZ	170.4	s	8.40	170.4	s	8.40	170.4	s	8.40	170.4	s	8.40
23	f	12.10PM		SQUIN	179.1	f	8.23	179.1	f	8.23	179.1	f	8.23	179.1	f	8.23
30 w	s	12.35	D	MENLO MZ	186.2	s	8.08	186.2	s	8.08	186.2	s	8.08	186.2	s	8.08
28	f	1.00		HALFORD	194.0	f	7.55	194.0	f	7.55	194.0	f	7.55	194.0	f	7.55
26 PWY	s	1.40	D	COLBY YL CB	203.5	s	7.40 ¹⁸⁶	203.5	s	7.40 ¹⁸⁶	203.5	s	7.40 ¹⁸⁶	203.5	s	7.40 ¹⁸⁶
30	f	1.50		ALTAIR	208.9	f	7.26	208.9	f	7.26	208.9	f	7.26	208.9	f	7.26
15	f	1.55		MINGO	212.5	f	7.20	212.5	f	7.20	212.5	f	7.20	212.5	f	7.20
20	f	2.08		SPOCA	218.0	f	7.10	218.0	f	7.10	218.0	f	7.10	218.0	f	7.10
PWCT	A	2.30PM	DN-R	OAKLEY YL OQ	224.7	A	7.00M	224.7	A	7.00M	224.7	A	7.00M	224.7	A	7.00M

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

Westward trains are superior to trains of the same class in the opposite direction, except that No. 534 is superior to No. 533 from Oakley to Plainville.—See Rule S-72.

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

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

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

Designation "Psgr." —Train with steam locomotive and all passenger train equipment.

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

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

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

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

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

GENERAL

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

FIRST SUBDIVISION

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

SECOND SUBDIVISION

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

SECOND SUBDIVISION (Continued)

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

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

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

BRANCHES

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

BRANCHES—Continued

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Solomon Branch. Maximum speed— Steam trains. Trains handling outfit cars.	25	25 20	St. Joseph Branch. Maximum speed, between Troy and M. P. 50 and between M. P. 65 and Upland.	35	35
McPherson Branch. Maximum speed. Trains handling outfit cars.		25 20	Maximum speed, between M. P. 50 and M. P. 65.	30	30
Salina, between Prescott Street and Union Station.		10	Trains handling outfit cars.		20
Plainville Branch. Between Salina and Menlo— Motor trains. Steam trains.	40 30	30	Between Mile Posts— 6.7 and 6.8; 14.5 and 14.8 17.8 and 25.2; 32.6 and 33.3 39.1 and 41.7; 44.2 and 44.7 47.1 and 47.3; 48.3 and 48.6 50.3 and 65.8; 57.9 and 58.4 66.5 and 67.2; 72.2 and 72.5 73.4 and 75.3; 77.0 and 83.0 99.4 and 101.3; 104.0 and 107.2	25	25
Over Broadway By-Pass, Salina	10	10	U. S. Hospital Branch. Maximum speed— On straight track. On curves. Trains handling outfit cars. Over Bridge 0.09.	30 15	30 15
Trains handling outfit cars.		20			20 5
Between Menlo and Colby— Motor trains. Steam trains.	35 25	25			
Between Colby and Oakley— Motor trains. Steam trains.	40 30	30			
At Mile Posts— 51.7 75.7 77.7 61.9 76.3 83.8 73.4 76.6 95.8 74.5 77.2 98.0		30 25			
Between Mile Posts— 139.6 and 139.9.	25	25			

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

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

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6 (A))

6. The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive.

6 (A). The following letters placed in column with station name in time-table indicate:

- D —day operator
- N —night operator
- DN—day and night operator
- R —train register
- YL—yard limits

The following letters placed in columns provided in time-table indicate:

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

FOLLOWING STATIONS NOT SHOWN ON SCHEDULE PAGES

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

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

- (3) Flag stop for 543-544.

Standard Clocks Are Located as Shown Below

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