



**UNION PACIFIC RAILROAD COMPANY
EASTERN DISTRICT**



Safety Is No Accident

KANSAS DIVISION

**TIME-TABLE
No. 19**

**Effective Sunday,
April 25, 1954**

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

*Careful Handling
Prevents Damage*

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

EASTWARD

| Time-Table No. 19 April 25, 1954 | Mile Post | FIRST CLASS | | | | | SECOND CLASS | | | | | | |
|---|-----------|--------------------------------|-----------------|---------------------------|-----------------|-----------------|--------------|--|--|--|--|--|--|
| | | 10 Streamliner Passenger | 40 Passenger | 544 Motor Passenger | 70 Passenger | 18 Passenger | 370 Mixed | | | | | | |
| STATIONS | | | | | | | | | | | | | |
| KANSAS CITY, MO. CT | 0.0 | A 7.15 AM | A 11.30 AM | | A 7.00 PM | A 10.30 PM | | | | | | | |
| KANSAS CITY, KAN. | 2.5 | 6.55 | 11.16 | | 6.33 | 10.10 | | | | | | | |
| TOPEKA | 68.0 | 5.53 | 10.05 | A 4.10 PM | 5.10 | 8.55 | | | | | | | |
| MANHATTAN | 110.8 | 5.03 | 8.58 | 2.00 PM (Marysville) | 3.55 | 7.55 | | | | | | | |
| JUNCTION CITY | 139.5 | 4.32 | 8.31 | | 3.15 | 7.30 | | | | | | | |
| SALINA | 156.6 | 8.28 | 7.30 AM | | 2.00 PM | 6.25 | | | | | | | |
| ELLIS CT MT | 808.8 | 1.21 12.13 AM | | | 10.45 AM | 4.05 2.55 | A 9.15 AM | | | | | | |
| SHARON SPRINGS | 429.8 | 10.14 PM | | | | 12.40 PM | 4.30 AM | | | | | | |
| HUGO | 535.5 | 8.39 | | | | 10.51 AM | 11.50 PM | | | | | | |
| DENVER Lv Ar | 640.4 | 6.50 6.20 PM | | | | 9.00 8.10 AM | 7.00 PM | | | | | | |
| GRANGER | | | | | | 10.30 PM | | | | | | | |
| OGDEN MT | | 6.50 AM | | | | | | | | | | | |
| (1229.5 via Cheyenne) (1217.1 via Borie) | | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | |
| Thru Time..... | | (23.25) | (4.00) | (2.10) | (8.15) | (23.00) | (14.15) | | | | | | |
| Average speed per hour..... | | 51.9 | 46.7 | 37.1 | 36.8 | 46.6 | 23.2 | | | | | | |

WESTWARD

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

EASTWARD

| Train | At | Discharge Passengers From | Pick Up Passengers Destined To | Train | At | Discharge Passengers From | Pick Up Passengers Destined To |
|-------|--------------------------|---|--|-------|--|--|--|
| 43 | Lawrence. | Chicago or Englewood. | Regular stop points in Kansas and all points beyond Tucuman, excepting California. | 18 | Cheyenne Wells. Winona. Grainfield. Quinter. | Denver or beyond. | Salina and East where scheduled to stop. |
| 17 | Lawrence. | St. Louis, Mo., or beyond. | Denver or beyond. | 10 | Russell. | Denver or beyond. | Topeka, Kansas City or beyond. |
| 17 | Abilene. | Kansas City or beyond. | Denver or beyond. | 10 | Ellsworth. | Denver or beyond. | Kansas City or beyond. |
| 17 | Ellsworth. Russell. } | Kansas City or beyond, or Topeka. | Denver or beyond. | 10 | Abilene. | Denver or beyond. | St. Louis, Mo., or beyond. |
| 139 | Lawrence. | | Hutchinson and regular stop points west of Hutchinson, excepting California. | 10 | Lawrence. | Denver or beyond. | Des Moines or beyond. |
| 509 | Lawrence. | Tri-Cities, Des Moines, or beyond. | Wichita or beyond. | 503 | Lawrence. | Wichita or beyond. | |
| 9 | Lawrence. | St. Louis, Mo., or beyond. | Abilene, Denver, or beyond. | 40 | Solomon. Detroit. Belvue. Lawrence. | Any Station. | Any Station. |
| 507 | Lawrence. | Des Moines or beyond. | Wichita or beyond. | 140 | Lawrence. | Hutchinson and regular stop points beyond, excepting California. | |
| 69 | Any Station. | | Denver or beyond. | 510 | Lawrence. | Wichita or beyond. | Tri-Cities, Des Moines or beyond. |
| 69 | Solomon. | Any point destined to points on Solomon Branch. | | 44 | Lawrence. | Herington or beyond, excepting California. | Englewood or Chicago. |
| 9 | Abilene. | Kansas City or beyond Lawrence, or Topeka. | Denver or beyond. | 18 | Wilson. | Denver or beyond. | Topeka, Kansas City or beyond. |
| 9 | Ellsworth. Russell. } | Kansas City or beyond, or Topeka. | Denver or beyond. | 18 | Ft. Riley. | Denver or beyond. | Kansas City or beyond. |
| | | | | 18 | St. Marys. Wamego. } | Denver or beyond. | |

WESTWARD

FIRST CLASS

FIRST SUBDIVISION

Time-Table No. 19
April 25, 1954

STATIONS

| | |
|----------------------------|-------|
| DN-R UNION STATION UN | 0.0 |
| KANSAS CITY, KAN. | 2.8 |
| DN-R TERMINAL JCT. VJCU | 3.8 |
| C. R. I. & P. JCT. VL | 4.2 |
| DN KAW JCT. VL KW | 5.1 |
| MUNOIN | 9.5 |
| D BOSNER SPRINGS BW | 17.5 |
| DN A. T. & S. P. CROSS. BN | 18.0 |
| LOBING | 20.7 |
| LINWOOD | 28.3 |
| DN LAWRENCE VL DA | 29.6 |
| WILLIAMSTOWN | 48.8 |
| D FERRY KY | 52.1 |
| GRANTVILLE | 61.3 |
| DN A. T. & S. P. CROSS. X | 67.5 |
| DN-R TOPEKA VL OT | 68.0 |
| C. R. I. & P. CROSS. | 68.2 |
| MENOKEN | 72.0 |
| D SILVER LAKE SI | 78.7 |
| D ROSSVILLE RV | 84.0 |
| DN ST. MARYS SY | 91.6 |
| D BELVUS BV | 97.8 |
| DN WAMGO WA | 104.7 |
| ST. GEORGE | 111.5 |
| DN MANHATTAN VL ME | 119.3 |
| C. R. I. & P. CROSS. | 119.4 |
| HURKA LAKE | 126.9 |
| HAST FUNSTON | 131.6 |
| D FORT RILEY FT | 135.7 |
| DN-R JUNCTION CITY VL JN | 139.5 |
| KANSAS FALLS | 149.4 |
| D OMAHA OM | 162.3 |
| DETROIT | 168.5 |
| DN ABILENE VL AB | 168.7 |
| A. T. & S. P. CROSS. | 164.5 |
| WEST ABILENE VL | 164.7 |
| SAND SPRING | 168.1 |
| D SOLOMON VL SH | 172.3 |
| NEW CAMBRIA | 180.4 |
| EAST SALINA VL | 184.6 |
| DN-R SALINA VL SA | 186.6 |

BLOCK SIGNALS

C. T. C.

BLOCK SIGNALS

| 69 | 3 | 507 | 9 | 543 | 39 | 509 | 17 | 139 | 43 | Mile Post |
|----------------------|-------------------------|--------------------------------|-----------------------|-----------------|-------------------------|--------------------------------|----------------------|-------------------------|-------------------------|-----------|
| Passenger | C. R. I. & P. Passenger | C. R. I. & P. Rocket Passenger | Streamliner Passenger | Motor Passenger | Passenger | C. R. I. & P. Rocket Passenger | Passenger | C. R. I. & P. Passenger | C. R. I. & P. Passenger | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| 11.30PM | | | 9.30PM | | 9.15AM | | 8.30AM | | | 0.0 |
| 11.38 | | | 9.35 | | 9.23 | | 8.35 | | | 2.8 |
| 11.40 | 11.31PM | 9.51PM | 9.36 | | 9.25 | 8.56AM | 8.36 | 8.07AM | 12.03AM | 3.8 |
| 11.42 | 11.33 | 9.52 | 9.37 | | 9.27 | 8.58 | 8.37 | 8.09 | 12.05 | 4.2 |
| 11.44 | 11.35 | 9.53 | 9.38 | | 9.29 | 9.00 | 8.38 | 8.11 | 12.07 | 5.1 |
| 11.49 | 11.40 | 9.57 | 9.42 | | f 9.33 | 9.04 | 8.42 | 8.16 | 12.12 | 9.5 |
| 11.56 | 11.48 | 10.04 | 9.49 | | s 9.43 | 9.11 | 8.49 | 8.24 | 12.20 | 17.5 |
| 11.59PM | 11.51 | 10.07 | 9.52 | | f 9.46 | 9.14 | 8.52 | 8.27 | 12.24 | 18.0 |
| 12.07AM | 11.58PM | 10.14 | 9.58 | | f 9.55 | 9.21 | 8.58 | 8.34 | 12.31 | 20.7 |
| 12.30 | 12.10AM | 10.24 | 10.09 | | s 10.15 | 9.34 | 9.09 | 8.45 | 12.44 | 28.3 |
| 12.38 | 12.18 | | | | f 10.26 | | | 8.55 | 12.53 | 29.6 |
| 12.41 | 12.21 | 10.35 | 10.20 | | s 10.31 | 9.46 | 9.20 | 8.58 | 12.57 | 48.8 |
| 12.49 | 12.28 | 10.43 | 10.28 | | f 10.40 | 9.55 | 9.28 | 9.07 | 1.06 | 52.1 |
| 1.15 | 12.35AM | 10.52PM | 10.37 | 11.30AM | s 11.05 | 10.05AM | 9.38 | 9.15AM | 1.20AM | 61.3 |
| 1.25 | | | 10.44 | 11.40AM | | | | | | 67.5 |
| 1.30 | | | 10.49 | | 11.12 | | 9.45 | | | 68.0 |
| 1.36 | | | 10.54 | | s 11.19 | | 9.50 ⁴⁰ | | | 68.2 |
| f 1.45 | | | 11.01 | | s 11.26 | | 9.55 ¹⁵⁰ | | | 72.0 |
| 1.51 | | | 11.06 | | f 11.36 | | 10.02 | | | 78.7 |
| f 1.58 | | | 11.12 ¹⁵⁴ | | f 11.43 | | 10.08 | | | 84.0 |
| 2.07 | | | 11.18 | | s 11.52AM | | 10.14 | | | 91.6 |
| s 2.20 | | | 11.30 | | s 12.01PM | | 10.21 | | | 97.8 |
| 2.30 | | | 11.38 | | f 12.30 | | 10.41 | | | 104.7 |
| 2.37 | | | 11.43 | | f 12.36 | | 10.46 | | | 111.5 |
| s 2.45 | | | 11.48 | | s 12.42 | | 10.51 | | | 119.3 |
| 2.55 | | | 11.54 ¹⁵⁵ | | 12.50 | | 10.57 | | | 119.4 |
| 3.10 | | | 11.59 PM | | 1.00 ¹⁵⁸ | | 11.02 | | | 126.9 |
| 3.19 | | | 12.07AM | | f 1.09 | | 11.10 | | | 131.6 |
| 3.25 | | | 12.12 | | s 1.15 | | 11.15 | | | 135.7 |
| 3.32 | | | 12.17 | | s 1.21 | | 11.20 | | | 139.5 |
| s 3.45 ¹⁰ | | | 12.22 | | s 1.32 | | 11.25 ¹⁵³ | | | 149.4 |
| 3.47 | | | 12.23 | | 1.34 | | 11.26 ⁵⁶⁰ | | | 162.3 |
| 3.51 | | | 12.26 | | f 1.37 | | 11.29 | | | 168.5 |
| 3.55 | | | 12.30 | | s 1.42 | | 11.33 | | | 168.7 |
| 4.04 | | | 12.37 | | f 1.50 | | 11.40 | | | 164.5 |
| 4.08 | | | 12.40 | | 1.54 | | 11.44 | | | 164.7 |
| A 4.20AM | | | 12.45AM | | A 2.00 ⁷⁰ PM | | 11.50AM | | | 168.1 |

(4.50) 88.6 (1.04) 60.7 (1.01) 63.6 (3.15) 57.4 (0.10) 29.4 (4.45) 39.3 (1.00) 66.3 (3.20) 56.0 (1.08) 57.1 (1.17) 50.4

..... Three times
..... Average speed per hour

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 8-72.
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. 19

April 25, 1954

| 10 | 508 | 40 | 544 | 70 | 140 | 510 | 18 | 44 | 4 |
|--------------------------|--------------------------------------|-----------|--------------------|-----------|----------------------------|--------------------------------------|-----------|----------------------------|----------------------------|
| Streamliner Passenger | C. R. I. & P. Rocket Passenger | Passenger | Motor Passenger | Passenger | C. R. I. & P. Passenger | C. R. I. & P. Rocket Passenger | Passenger | C. R. I. & P. Passenger | C. R. I. & P. Passenger |

STATIONS

| STATIONS | 10 | 508 | 40 | 544 | 70 | 140 | 510 | 18 | 44 | 4 |
|----------------------------|---------------------|----------|---------------------|----------|-----------------------|----------|----------|---------------------|-----------|-----------|
| DN-R UNION STATION US | A 7.15AM | | A 11.30AM | | A 7.00PM | | | A 10.30PM | | |
| KANSAS CITY, KAN. | 6.56 | | 11.16 | | 6.33 | | | 10.10 | | |
| DN-R TERMINAL JCT. YLJC | 6.55 | A 8.27AM | 11.14 | | 6.31 | A 6.55PM | A 7.35PM | 10.09 | A 10.18PM | A 11.47PM |
| C. R. I. & P. JCT. YL | 6.53 | 8.25 | 11.12 | | 6.29 | 6.53 | 7.33 | 10.07 | 10.16 | 11.45 |
| DN KAW JCT. YL KW | 6.51 | 8.24 | 11.10 | | 6.27 | 6.51 | 7.31 | 10.05 | 10.14 | 11.44 |
| MUNCIE | 6.47 | 8.20 | 11.04 | | 6.22 | 6.46 | 7.27 | 10.00 | 10.09 | 11.40 |
| D BONNER SPRINGS BW | 6.40 | 8.13 | 10.56 | | 6.13 | 6.38 | 7.19 | 9.52 | 10.01 | 11.33 |
| DN A. T. & S. F. CROSS. BN | | | | | | | | | | |
| LOBING | 6.37 | 8.10 | 10.53 | | 6.08 | 6.34 | 7.16 | 9.49 | 9.58 | 11.30 |
| LINWOOD | 6.30 | 8.03 | 10.46 | | 5.58 | 6.26 | 7.09 | 9.41 | 9.51 | 11.23 |
| DN LAWRENCE YL DA | 6.19 | 7.52 | 10.35 | | 5.46 | 6.14 | 6.58 | 9.30 | 9.39 | 11.11 |
| WILLIAMSTOWN | | | 10.25 | | 5.34 | 6.04 | | 9.16 | 9.28 | 11.03 |
| D PERRY KY | 6.08 | 7.41 | 10.22 | | 5.29 | 6.01 | 6.46 | 9.13 | 9.25 | 11.00 |
| GRANTVILLE | 6.00 | 7.33 | 10.13 | | 5.17 | 5.52 | 6.38 | 9.03 | 9.14 | 10.52 |
| DN A. T. & S. F. CROSS. X | | | | | | | | | | |
| DN-R TOPEKA YL OT | 5.53 | 7.26AM | 10.05 | A 4.10PM | 5.10 | 5.44PM | 6.30PM | 8.55 | 9.05PM | 10.44PM |
| C. R. I. & P. CROSS. | | | | | | | | | | |
| MENOKEN | 5.45 | | 9.55 | 4.00PM | 4.57 | | | 8.39 | | |
| D SILVER LAKE BI | 5.40 | | 9.50 ¹⁷ | | 4.51 | | | 8.33 | | |
| D ROSSVILLE RV | 5.35 ¹⁴⁹ | | 9.40 | | 4.41 | | | 8.28 | | |
| DN ST. MARYS SY | 5.29 | | 9.32 ¹⁵⁰ | | 4.30 | | | 8.21 | | |
| D BELVOIR BV | 5.24 | | 9.23 | | 4.20 | | | 8.15 | | |
| DN WABAGO WA | 5.18 | | 9.16 | | 4.13 | | | 8.09 | | |
| ST. GEORGE | 5.11 | | 9.07 | | 4.03 | | | 8.03 | | |
| DN MANHATTAN YL MH | 5.03 | | 8.58 ¹⁴⁹ | | 3.55 | | | 7.55 | | |
| O. R. I. & P. CROSS. | | | | | | | | | | |
| SUBSKA LAKE | 4.47 | | 8.47 | | 3.38 | | | 7.45 | | |
| EAST FUNSTON | 4.42 | | 8.41 | | 3.30 | | | 7.40 | | |
| D FORT RILEY FT | 4.37 | | 8.37 | | 3.25 | | | 7.35 | | |
| DN-R JUNCTION CITY | 4.32 | | 8.31 | | 3.15 | | | 7.30 | | |
| KANSAS FALLS | 4.25 | | 8.23 | | 3.05 | | | 7.20 | | |
| D OKAPMAN CM | 3.56 | | 8.09 | | 2.47 | | | 7.06 | | |
| DETROIT | 3.50 | | 8.03 | | 2.38 | | | 7.00 | | |
| DN ABILENE YL AB | 3.45 ⁶⁹ | | 7.58 ¹⁵⁰ | | 2.30 | | | 6.55 ¹⁵⁴ | | |
| A. T. & S. F. CROSS. | | | | | | | | | | |
| WEST ABILENE YL | 3.43 | | 7.53 | | 2.25 | | | 6.47 | | |
| SAND SPRING | 3.40 | | 7.49 | | 2.21 | | | 6.44 | | |
| D SOLOMON YL SK | 3.36 | | 7.45 | | 2.16 | | | 6.40 | | |
| NEW CAMBRIA | 3.29 | | 7.37 ⁷⁰ | | 2.07 | | | 6.32 | | |
| EAST SALINA YL | 3.25 | | 7.33 | | 2.03 | | | 6.28 | | |
| DN-R SALINA YL | 3.23AM | | 7.30AM | | 2.00 ³⁹ PM | | | 6.25PM | | |
| (180.6) | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |

BLOCK SIGNALS

DOUBLE TRACK

C. T. C.

BLOCK SIGNALS

Thru time..... (3.52) (1.01) (4.00) (0.10) (5.00) (1.11) (1.05) (4.05) (1.13) (1.03)
 Average speed per hour..... 48.3 83.6 46.7 29.4 37.3 54.7 59.7 45.7 53.2 61.6

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 8-72.

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.

WESTWARD

SECOND SUBDIVISION

Time-Table No. 19

April 25, 1954

| Car capacity of motors, etc. See Rule 6(A), Page 28. | 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 |
| WET TR | 7.30AM | 3.20AM ¹⁰ | | 11.54AM | 4.35AM | 12.49PM |
| 02 P | f 7.45 | 3.30 | | 12.01PM | f 4.44 | 12.56 |
| 121 P | s 7.55 | 3.40 | | 12.06 | s 4.50 | 1.01 |
| 43 P | f 8.01 | 3.48 | | 12.09 | f 4.55 | 1.04 |
| P | f 8.04 | 3.51 | | 12.11 | f 4.57 | 1.06 |
| 46 P | f 8.10 | 4.00 | | 12.15 | f 5.01 | 1.10 |
| 86 WTP | s 8.35 | 4.10 | | 12.23 | s 5.12 | 1.18 |
| WB 103 WB 106 W2 | s 9.15 ¹⁵⁴ | 4.20 | | 12.29 ⁷⁰ | s 5.25 | 1.24 |
| P | | | | | | |
| 87 P | f 9.30 | 4.32 | | 12.38 | f 5.34 | 1.31 |
| 89 P | s 9.45 | 4.48 | | 12.46 | s 5.47 | 1.39 |
| 78 WTP | s 9.58 | 4.59 | | 12.51 | s 5.54 | 1.44 |
| 82 P | s 10.10 | 5.20 | | 12.57 ¹⁵⁴ | s 6.02 | 1.50 |
| 51 P | f 10.30 | 5.30 | | 1.02 | f 6.07 | 1.55 |
| 76 W2 | s 11.40 ⁷⁸ | 5.40 | | 1.07 | s 6.21 ¹⁵⁶ | 2.00 ¹⁰ |
| 63 P | f 12.06 ^{PM} | 5.48 | | 1.11 | f 6.25 | 2.04 |
| 119 P | s 12.30 ¹⁵⁴ | 5.56 ¹⁵⁶ | | 1.16 | s 6.32 | 2.09 |
| 97 P | f 12.40 | 6.02 | | 1.19 | f 6.35 | 2.12 |
| P | s 1.00 | 6.12 | | 1.23 | s 6.42 | 2.16 |
| 48 P | f 1.28 ¹⁷ | 6.20 | | 1.28 ¹⁵⁷ | f 6.49 | 2.21 |
| 144 W2 | s 2.00 | 6.30 | | 1.36 | s 6.55 | 2.29 |
| 39 P | f 2.10 | 6.38 | | 1.43 | f 7.10 | 2.36 |
| 59 P | f 2.20 | 6.45 | | 1.46 | f 7.15 | 2.39 |
| WET OTW | A 2.45 ^{PM} | A 7.45 ^{AM} | 7.30 ^{AM} | 2.01 | A 8.00 ^{AM} | 3.00 |
| 02 P | | | f 7.41 | 1.16 | | 2.15 |
| 03 P | | | f 7.49 | 1.21 | | 2.20 |
| 80 W2 | | | s 8.10 ³⁷⁰ | 1.29 | | 2.28 |
| 43 P | | | f 8.21 | 1.36 | | 2.35 |
| 84 P | | | f 8.29 | 1.42 | | 2.41 |
| 51 P | | | f 8.40 | 1.49 | | 2.48 |
| 67 W2 | | | f 8.50 | 1.56 | | 2.55 |
| 44 P | | | f 9.01 | 2.01 ¹⁸ | | 3.00 |
| 86 P | | | f 9.14 | 2.09 | | 3.08 |
| 43 P | | | f 9.22 | 2.15 | | 3.13 |
| 88 WTP | | | s 9.50 | 2.23 | | 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 |
| 83 P | | | 10.55 | 3.07 | | 4.03 |
| WET 84 TR | | | A 11.01 ^{AM} | A 3.12 ^{PM} | | A 4.07 ^{PM} |

STATIONS

| | | | |
|----------|-------------------------|------|----|
| DN-R | SALINA | YL | SC |
| | 0.0 | | A |
| | A. T. & S. F. CROSSING | | |
| | 7.0 | | |
| | BAVARIA | | |
| | 6.0 | | |
| D | BROOKVILLE | RY | |
| | 4.0 | | |
| | ARCOLA | | |
| | 1.0 | | |
| | TERRA GOTTA | | |
| | 4.3 | | |
| | CARNERO | | |
| | 7.0 | | |
| D | KANOPOLIS | KA | |
| | 4.5 | | |
| DN | ELLSWORTH | YL | WO |
| | 0.7 | | |
| | ST. L. & S. F. CROSSING | | |
| | 7.1 | | |
| | BLACK WOLF | | |
| | 8.4 | | |
| D | WILSON | WN | |
| | 6.8 | | |
| D | DORRANON | DO | |
| | 7.0 | | |
| D | BURKE HILL | BE | |
| | 8.8 | | |
| | HOMER | | |
| | 4.1 | | |
| DN | RUSSELL | YL | RU |
| | 8.4 | | |
| | BALTA | | |
| | 8.7 | | |
| D | GORNAM | GJ | |
| | 8.1 | | |
| | WALKER | | |
| | 4.1 | | |
| D | VICTORIA | VC | |
| | 5.2 | | |
| | TOULON | | |
| | 8.3 | | |
| DN | HAYS | YL | HA |
| | 8.3 | | |
| | TOORHENTO | | |
| | 8.4 | | |
| | HOG BACK | | |
| | 4.0 | | |
| OT MT | DN-R | ELLS | YL |
| | 8.1 | | RT |
| | RIGA | | |
| | 8.2 | | |
| D | OGALLAL | OG | |
| | 8.0 | | |
| DN | WAKENEY | W | |
| | 7.7 | | |
| | VODA | | |
| | 8.8 | | |
| D | COLLYER | JY | |
| | 7.5 | | |
| D | QUINTER | QN | |
| | 7.6 | | |
| D | BUFFALO PARK | BP | |
| | 8.4 | | |
| 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 | |
| | 0.4 | | |
| | McALLASTER | | |
| | 12.7 | | |
| D | WALLACE | A | |
| | 4.5 | | |
| | SOMNER | | |
| | 4.2 | | |
| DN-R | SHARON SPRINGS | YL | PS |

BLOCK SIGNALS

(243.2)

(7.15) 16.1 (4.25) 26.4 (3.31) 36.0 (4.18) 56.6 (3.25) 34.2 (4.18) 56.6

..... Three times
..... 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. 19

April 25, 1954

Mile Post

FIRST CLASS

SECOND CLASS

70
Passenger

18
Passenger

10
Streamliner
Passenger

156
Local
Freight

370
Mixed

154
Time
Freight

STATIONS

| STATIONS | Mile Post | 70 Passenger | 18 Passenger | 10 Streamliner Passenger | 156 Local Freight | 370 Mixed | 154 Time Freight |
|---------------------------|-----------|------------------------|--------------------|--------------------------|-----------------------|-----------------------|----------------------|
| DN-R SALINA YL SC A | 186.0 | A 1.40PM | A 6.15PM | A 3.20 ¹⁵⁵ AM | | | A 3.40PM |
| A. T. & S. F. CROSS. | 187.2 | | | | | | |
| BAVARIA | 194.8 | f 1.14 | 6.03 | 3.03 | f 11.00 | | 3.00 |
| D BROOKVILLE RK | 201.4 | * 1.04 | 5.57 | 2.58 | * 10.50 | | 2.42 |
| ARCOLA | 205.4 | f 12.54 | 5.53 | 2.55 | f 10.40 | | 2.34 |
| TERRA COTTA | 207.3 | f 12.52 | 5.51 | 2.53 | f 10.37 | | 2.31 |
| CARNEIRO | 211.6 | f 12.47 | 5.48 | 2.49 | f 10.30 | | 2.25 |
| D KANOPOLIS KA | 219.2 | * 12.37 | 5.37 | 2.41 | * 10.15 | | 2.10 |
| DN ELLSWORTH YL WO | 228.7 | * 12.29 ¹⁷ | 5.32 | 2.36 | * 9.15 ¹⁸⁷ | | 2.00 |
| ST. L. & S. F. CROSS. | 234.4 | | | | | | |
| BLACK WOLF | 231.8 | f 12.19 | 5.24 | 2.27 | * 8.55 | | 1.34 |
| D WILSON WN | 239.9 | * 12.11 | 5.15 | 2.20 | * 8.40 | | 1.20 |
| D DORRANCE DO | 246.4 | * 12.01PM | 5.09 | 2.15 | * 8.00 | | 1.10 |
| D BUNKER HILL BH | 253.4 | * 11.53AM | 5.02 | 2.10 | * 7.30 | | 12.57 ¹⁷ |
| HOMER | 259.2 | f 11.45 | 4.56 | 2.05 | f 6.59 | | 12.50 |
| DN RUSSELL YL RU | 263.3 | * 11.40 ¹⁶⁷ | 4.51 | 2.00 ⁹ | * 6.21 ⁶⁹ | | 12.45 |
| BALTA | 266.7 | f 11.33 | 4.45 | 1.54 | f 6.05 | | 12.37 |
| D GORHAM GJ | 272.4 | * 11.27 | 4.40 | 1.49 | * 5.56 ¹⁵⁵ | | 12.36 ¹⁸⁷ |
| WALKER | 275.5 | f 11.23 | 4.37 | 1.46 | f 5.38 | | 12.25 |
| D VICTORIA VC | 279.6 | * 11.18 | 4.33 | 1.43 | * 5.31 | | 12.19 |
| TOULON | 284.8 | f 11.10 | 4.28 | 1.39 | f 5.23 | | 12.12 |
| DN HAYS YL HA | 290.1 | * 11.04 | 4.23 | 1.34 | * 5.15 | | 12.05PM |
| YOCHEMTO | 295.4 | f 10.55 | 4.14 | 1.28 | f 5.05 | | 11.58AM |
| HOG BACK | 298.2 | f 10.50 | 4.10 | 1.25 | f 4.58 | | 11.52 |
| DN-R ELLIS YL RT CT MT | 302.3 | 10.45AM | 4.05 2.55 | 1.21 12.12 | 4.50AM | A 9.15AM | 11.45AM |
| RIGA | 306.4 | | 2.48 | 12.03AM | | f 8.50 | |
| D OGALLAH OG | 313.7 | | 2.43 | 11.59PM | | f 8.35 | |
| DN WAKENNEY W | 322.3 | | 2.34 | 11.52 | | * 8.10 ³⁰⁹ | |
| VODA | 330.0 | | 2.25 | 11.43 | | f 7.42 | |
| D COLLYER JY | 335.8 | | 2.20 | 11.38 | | f 7.33 | |
| D QUINCY QN | 343.3 | | 2.13 | 11.31 | | f 7.20 | |
| D BUFFALO PARK BP | 350.9 | | 2.06 | 11.25 | | f 7.07 | |
| D GRAINFIELD GF | 356.3 | | 2.01 ¹⁷ | 11.20 | | f 6.59 | |
| D GRINNELL GD | 365.2 | | 1.47 | 11.12 | | f 6.45 | |
| CAMPUS | 371.2 | | 1.41 | 11.07 | | f 6.35 | |
| DN OAKLEY YL OQ | 377.4 | | 1.34 | 11.01 | | * 6.25 | |
| D MONUMENT MU | 386.1 | | 1.23 | 10.53 | | f 5.42 | |
| D PAGE CITY PG | 393.6 | | 1.16 | 10.47 | | f 5.30 | |
| D WINONA GW | 399.0 | | 1.11 | 10.42 | | f 5.20 | |
| McALLASTER | 406.4 | | 1.02 | 10.34 | | f 5.05 | |
| D WALLACE A | 421.1 | | 12.50 | 10.23 | | f 4.47 | |
| SOMENA | 425.6 | | 12.45 | 10.19 | | 4.39 | |
| DN-R SHARON SPRINGS YL PS | 429.8 | | 12.40PM | 10.14PM | | 4.30AM | |

(243.2)

Daily

Daily

Daily

Daily

Daily

Daily

Thru time.....
Average speed per hour.....

(2.55)
40.0

(4.35)
53.1

(4.00)
59.3

(6.25)
16.2

(4.45)
20.6

(3.55)
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

Time-Table No. 19
April 25, 1954

SECOND CLASS

FIRST CLASS

Car capacity of
sidings, etc. See
Rule 6(A),
Page 25.

| Car capacity of sidings, etc. See Rule 6(A), Page 25. | 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 |
| WC | | | | | | |
| 84 YSF | | 11.30AM | | 3.14PM | | 4.09AM |
| 81 F | | 11.37 | | 3.19 | | 4.14 |
| 62 WF | | 11.50 | | 3.26 | | 4.21 |
| 41 F | | 11.59AM | | 3.31 | | 4.26 |
| 42 F | | 12.12 ¹⁸ PM | | 3.35 | | 4.30 |
| 80 F | | 12.22 | | 3.40 | | 4.35 |
| 84 WF | | 12.37 | | 3.44 | | 4.39 |
| 53 F | | 12.45 | | 3.49 | | 4.44 |
| 88 F | | 12.53 | | 3.54 | | 4.49 |
| 52 F | | 1.04 | | 4.02 | | 4.57 |
| 59 WCYP | | 1.17 | | 4.07 | | 5.02 |
| 88 F | | 1.26 | | 4.13 | | 5.08 |
| 51 F | | 1.35 | | 4.18 | | 5.13 |
| 52 F | | 1.45 | | 4.24 | | 5.19 |
| 52 F | | 1.59 | | 4.33 | | 5.28 |
| 95 WF | | 2.11 | | 4.40 | | 5.35 |
| WC | | 2.24 | | 4.49 | | 5.44 |
| 82 YTF | | 2.42 | | 4.50 | | 5.45 |
| 119 F | | 2.51 | | 4.57 | | 5.52 |
| 81 WF | | 2.59 | | 5.03 | | 5.59 |
| 47 F | | 3.12 | | 5.09 | | 6.08 |
| 51 F | | 5.30PM | 6.15AM | | 6.51AM | |
| 100 F | | 5.50 | 6.33 | 5.16 | 6.58 | 6.15 |
| 81 F | | 6.05 ⁸² | 6.48 | 5.23 | 7.05 | 6.22 |
| 100 F | | 6.15 | 6.58 | 5.27 | 7.10 | 6.26 |
| 84 F | | 6.25 | 7.15 ⁷ | 5.32 ⁸² | 7.15 ⁸¹ | 6.31 |
| WS 28 ES 50 | WCYP | 6.35 | 7.28 | 5.37 | 7.20 | 6.36 |
| 51 F | | 6.50 | 7.45 | 5.43 | 7.27 | 6.42 |
| 52 F | | 7.05 | 8.01 | 5.49 | 7.33 | 6.48 |
| 58 WF | | 7.35 ¹⁰ | 8.15 | 5.55 | 7.39 | 6.54 |
| 100 F | | 7.55 | 8.30 | 6.01 | 7.45 | 7.00 |
| 51 F | | 8.10 | 8.45 | 6.07 | 7.51 | 7.06 |
| 100 WF | | 8.18 ³⁷⁰ | 8.58 | 6.12 | 7.55 | 7.10 |
| 52 F | | 8.35 | 9.25 ¹⁸ | 6.16 | 7.59 | 7.14 |
| F | | 8.50 | 9.40 | 6.22 | 8.04 | 7.19 |
| 84 F | | 9.00 | 9.52 | 6.27 | 8.08 | 7.23 |
| 73 YF | | 9.05 | 10.03 ⁸⁴ | 6.30 | 8.10 | 7.26 |
| F | | 10.00PM | 10.15AM | 6.31 | 8.11 | 7.27 |
| 75 F | | 5.28 | | 6.32 | 8.12 | 7.28 |
| WCOTYPS | | 5.45PM | | 6.40PM | 8.16AM | 7.35AM |

STATIONS

| | | |
|------|--------------------------|-------|
| DN-R | SHARON SPRINGS | YL PS |
| | 4.0 | |
| | SUNLAND | |
| | 8.0 | |
| D | WESKAM | MO |
| | 6.4 | |
| | CHEMUNG | |
| | 4.9 | |
| | ARAPAHOE | |
| | 5.1 | |
| | SALIS | |
| | 4.8 | |
| DN | CHEYENNE WELLS | CW |
| | 5.1 | |
| | ASCALON | |
| | 6.4 | |
| | FIRST VIEW | |
| | 8.8 | |
| | ARHNA | |
| | 5.4 | |
| D | KIT CARSON | KC |
| | 6.8 | |
| | SORRENTO | |
| | 6.4 | |
| | WILD HORSE | |
| | 7.2 | |
| | AROYA | |
| | 10.4 | |
| | BOYERO | |
| | 8.8 | |
| | CLIFFORD | |
| | 9.2 | |
| DN-R | HUGO | YL HU |
| | 6.2 | |
| | BAGDAD | |
| | 8.2 | |
| | LAKN | |
| | 2.6 | |
| DN-R | (C. R. I. & P. Crossing) | YL MN |
| | LIMON | |
| | 0.1 | |
| | LIMON JUNCTION | YL |
| | 6.0 | |
| | RIVER BEND | |
| | 6.6 | |
| | CEDAR POINT | |
| | 8.9 | |
| | BUICK | |
| D | AGATE | AX |
| | 5.9 | |
| | LOWLAND | |
| | 8.1 | |
| DN | DEER TRAIL | DX |
| | 5.9 | |
| | PEORIA | |
| D | BYERS | BY |
| | 5.9 | |
| D | STRASBURG | SR |
| | 6.4 | |
| DN | BENNETT | BT |
| | 4.8 | |
| | MANILA | |
| | 4.7 | |
| | WATKINS | |
| | 6.6 | |
| | MESA | |
| | 3.1 | |
| | MAGEE | |
| D | SABLE | SB |
| | 2.6 | |
| | ROYDALE | |
| | 2.7 | |
| DN | SANDOWN JCT. | SW |
| | 0.8 | |
| | SANDOWN | |
| | 0.8 | |
| | FULLMAN | YL |
| | 3.9 | |

BLOCK SIGNALS

(108.4)

(4.30) (6.15) (4.00) (3.26) (1.25) (3.26) Thru time
18.6 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-7.2.

For conditional stops to discharge or pick up revenue passengers.—See Page 8.

THIRD SUBDIVISION

EASTWARD

Time-Table No. 19

April 25, 1954

| STATIONS | Mile Post | FIRST CLASS | | | SECOND CLASS | | | | | |
|----------------------------------|-----------|----------------------|---|--------------------------------|--------------------------------|--------------------------------|--------------|--|---|--------------------|
| | | 18 Passenger | 8 C. R. I. & P. Rocket Passenger | 10 Streamliner Passenger | 84 C. R. I. & P. Freight | 82 C. R. I. & P. Freight | 370 Mixed | | | |
| DN-R SHARON SPRINGS YL P5 5.0 | 429.8 | A12.35PM | | A10.11PM | | | | | | A 3.40AM |
| SUNLAND 5.4 | 433.8 | 12.31 | | 10.04 | | | | | | 3.30 |
| D WESKAN MO 5.8 | 441.8 | 12.23 | | 9.57 | | | | | f | 3.18 |
| OHNMUNG 6.2 | 446.2 | 12.17 | | 9.52 | | | | | | 3.02 |
| ARAPAHOE 6.6 | 458.1 | 12.12 ³⁰⁰ | | 9.48 | | | | | f | 2.53 |
| SALIS 7.0 | 456.2 | 12.07 | | 9.44 | | | | | | 2.44 |
| DN OHBYENNE WELLS CW 7.4 | 468.0 | 12.02PM | | 9.40 | | | | | * | 2.35 |
| ASCALON 7.8 | 466.1 | 11.57AM | | 9.36 | | | | | | 2.13 |
| FIRST VIEW 8.2 | 478.6 | 11.52 | | 9.32 | | | | | f | 2.05 |
| ARMMA 8.6 | 482.8 | 11.43 | | 9.24 | | | | | | 1.50 |
| D KIT CARSON KC 9.0 | 487.7 | 11.38 | | 9.20 | | | | | * | 1.30 |
| SORRENTO 9.4 | 494.0 | 11.32 | | 9.15 | | | | | | 1.20 |
| WILD HORSE 9.8 | 500.4 | 11.26 | | 9.10 | | | | | f | 12.55 |
| AROTA 10.2 | 507.6 | 11.19 | | 9.04 | | | | | f | 12.40 |
| BOYNEO 10.6 | 518.0 | 11.09 | | 8.55 | | | | | f | 12.20 |
| OLIFFORD 11.0 | 526.3 | 11.01 | | 8.48 | | | | | f | 12.05AM |
| DN-R HUGO YL HU 11.4 | 535.5 | 10.51 | | 8.39 | | | | | | 11.50PM |
| BAGDAD 11.8 | 541.7 | 10.42 | | 8.38 | | | | | | 11.20 |
| LAKE 12.2 | 547.9 | 10.36 | | 8.28 | | | | | | 11.06 |
| (C. R. I. & P. Crossing) 12.6 | | | | 8.23 | | | | | | 10.57 |
| DN-R LIMON YL MN 13.0 | 550.5 | 10.33 | | 8.20 | | | | | * | 10.50 |
| LIMON JUNCTION YL 13.4 | 550.6 | | A 2.13PM | | A12.45PM | A 7.30PM | | | | |
| RIVER BEND 13.8 | 556.6 | 10.25 | 2.07 | 8.11 | 12.30 | 6.20 | f | | | 10.15 |
| CEDAR POINT 14.2 | 563.2 | 10.19 | 2.02 | 8.05 | 12.20PM | 6.05 ⁸³ | f | | | 10.06 |
| BUICK 14.6 | 567.1 | 10.15 | 1.59 | 8.00 | 11.55AM | 5.45 | f | | | 9.59 |
| D AGATH AX 15.0 | 572.2 | 10.10 | 1.54 | 7.56 | 11.45 | 5.32 ¹⁷ | f | | | 9.50 |
| LOWLAND 15.4 | 578.1 | 10.04 | 1.49 | 7.51 | 11.32 | 5.15 | | | | 9.40 |
| DN DEER TRAIL DX 15.8 | 584.2 | 9.58 | 1.43 | 7.46 | 11.20 | 5.05 | * | | | 9.28 |
| PEORIA 16.2 | 590.1 | 9.52 | 1.38 | 7.41 | 11.13 | 4.55 | | | | 9.07 |
| D BYERS BY 16.6 | 596.6 | 9.46 | 1.33 | 7.35 ⁸³ | 11.05 | 4.45 | f | | | 8.57 |
| D STRASBURG SR 17.0 | 602.5 | 9.41 | 1.28 | 7.30 | 10.58 | 4.35 ³⁰⁰ | f | | | 8.46 |
| DN BENNETT BT 17.4 | 608.9 | 9.35 | 1.23 | 7.25 | 10.50 | 4.20 | f | | | 8.34 |
| MANILA 17.8 | 613.7 | 9.30 | 1.19 | 7.21 | 10.42 | 4.12 | | | | 8.18 ⁸³ |
| WATKINS 18.2 | 618.4 | 9.25 ⁸¹ | 1.15 | 7.17 | 10.35 | 4.02 | f | | | 8.10 |
| MESA 18.6 | 626.0 | 9.19 | 1.10 | 7.11 | 10.22 | 3.50 | | | | 7.59 |
| MAGEN 19.0 | 628.1 | | | | | | | | | |
| D SABLE SB 19.4 | 630.5 | 9.14 | 1.05 | 7.06 | 10.10 | 3.40 | | | | 7.50 |
| ROYDALE 19.8 | 633.2 | 9.11 | 1.02 | 7.03 | 10.03 ⁸¹ | 3.33 | | | | 7.46 |
| DN SANDOWN JCT. HW 20.2 | 634.0 | 9.10 | 1.01 | 7.01 | 10.00AM | 3.30PM | | | | 7.44 |
| SANDOWN 20.6 | 634.3 | 9.09 | 1.00 | 7.00 | | | | | | 7.43 |
| PULLMAN YL 21.0 | 638.2 | 9.05AM | 12.55PM | 6.55PM | | | | | | 7.35PM |
| (208.4) | | Daily | Daily | Daily | Daily | Daily | Daily | | | |

Thru time.....
Average speed per hour.....

(3.30) (1.18) (3.16) (2.45) (4.00) (8.05)
59.5 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

SECOND CLASS

FIRST CLASS

Time-Table No. 19

April 25, 1954

Car capacity of
sidings, etc. See
Table (A),
Page 22.

217
Local
Freight

Daily

223
Local
Freight

Daily

543
Meter
Passenger

Daily

Mile Post

STATIONS

| Car Capacity | 217 Local Freight | 223 Local Freight | 543 Meter Passenger | Mile Post |
|--------------|-------------------|-------------------|---------------------|-----------------|
| | | | 11.40AM | 0.0 |
| 130 P | | | 11.52AM | 7.9 |
| 40 P | | | 12.03PM | 15.8 |
| 130 WP | | | 12.15 | 22.2 |
| 149 P | | | 12.25 | 27.6 |
| 130 WP | | | 12.40 | 37.1 |
| 180 P | | | | 46.0 |
| 37 P | | | 1.02 | 49.2 |
| 130 P | | | 1.09 | 54.0 |
| PAI | | | | 58.8 |
| 130 WP | | | 1.16 | 58.8 |
| 128 P | | | 1.26 | 64.0 |
| 184 P | | | 1.36 | 69.9 (197.8) |
| WCYEP | | | 1.45 | 75.4 (112.3) |
| P | | 11.00PM | 2.00 | |
| 125 P | | 11.25PM | 2.15 | 118.4 |
| PAI | | | 2.25 | 122.6 |
| 126 WTP | | | | 128.1 |
| 180 P | | | 2.35 | 128.3 |
| 60 P | | | 2.48 | 137.4 |
| 130 P | | | 2.57 | 141.3 |
| PAI | | | | 144.8 |
| 30 P | | | | 147.1 |
| P | | | 3.07 | 147.1 |
| 130 WP | | | | 152.7 |
| PAI | | | 3.20 | 153.1 |
| 140 P | | | | 154.4 |
| 133 WP | | | 3.45 | 159.1 |
| 132 P | | | 4.00 | 167.6 |
| PAI | | | | 176.6 |
| 130 WCP | | | 4.14 | 177.0 |
| PAI | | | | 184.0 |
| 135 P | | | 4.29 | 191.2 |
| PAI | | | | 191.2 |
| 130 WP | | | 4.42 | 200.8 |
| 130 P | | | 4.42 | 200.7 |
| 130 P | | | 4.55 | 200.7 |
| 103 P | | | 5.10 | 209.0 |
| PAI | | | | 218.8 |
| PI | | | | 221.9 |
| WCYEP | | | | 221.9 |
| 35 WP | | 12.01AM | 5.35 | 226.4 |
| | | 12.30 | 5.55 | 227.2 |
| WCYEP | | A 1.00AM | A 6.25PM | 227.4 |
| | | | | 240.3 |
| | | | | 249.6 |
| | | | | 251.8 |

CENTRALIZED TRAFFIC CONTROL

| | |
|-------------------------|---------|
| WENOKEN | 7.9 |
| GROVE | 7.6 |
| D DELIA IA | 8.7 |
| D HEMMETT GC | 5.4 |
| AIKINS | 9.5 |
| D ONAGA GA | 8.9 |
| NOLAN | 3.2 |
| LILLIS | 4.8 |
| SULLIVAN | 4.3 |
| M. P. CROSSING | 0.2 |
| D FRANKFORT FM | 5.5 |
| WINIFRED | 5.9 |
| UPLAND | 5.5 |
| DN-R MARVILLE VL MS | 5.1 |
| D HERRIKER KI | 4.2 |
| BREMEN | 5.6 |
| O. B. & Q. CROSS. | 0.1 |
| D HANOVER HA | 9.2 |
| HOLLENBERG | 4.4 |
| STEELE CITY | 2.5 |
| RUDY | 2.8 |
| O. B. & Q. CROSS. | 0.0 |
| D ENDICOTT ND | 5.6 |
| O. R. I. & P. CROSS. | 0.4 |
| D FAIRBURY Q | 1.3 |
| O. R. I. & P. CROSS. | 4.7 |
| HEDRIX | 8.4 |
| D ALEXANDRIA A | 9.1 |
| D BELVIDERE VI | 0.4 |
| O. B. & Q. CROSS. | 7.0 |
| D CARLETON VL C | 7.2 |
| O. & N. W. CROSS. | 0.0 |
| D DAVENPORT DO | 9.3 |
| O. B. & Q. CROSS. | 0.2 |
| D EDGAR SG | 8.3 |
| D FAIRFIELD FD | 9.3 |
| D GLENVIL GV | 3.6 |
| LEVEL | 4.5 |
| M. P. CROSSING | 0.8 |
| O. B. & Q. CROSS. | 0.2 |
| DN-R HASTINGS VL AN | 12.0 |
| D DONIPHAN DV | 9.8 |
| BELT LINE CROSS. | 2.2 |
| DN-R GRAND ISLAND VL GE | (213.9) |

(0.25)
13.2

(0.59)
24.8

(0.45)
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

Time-Table No. 19

April 25, 1954

FIRST CLASS

SECOND CLASS

544
Meter
Passenger

224
Local
Freight

218
Local
Freight

STATIONS

| | | |
|------|----------------------|----------|
| | MEMOKEN | A 4.00PM |
| | 7.8 | |
| | GROVE | f 3.49 |
| | 7.6 | |
| D | DELIA IA | s 3.39 |
| | 6.7 | |
| D | HMMETT GC | s 3.29 |
| | 6.4 | |
| | AIKINS | f 3.20 |
| | 9.5 | |
| D | ONAGA GA | s 3.05 |
| | 8.9 | |
| | NOLAN | |
| | 8.2 | |
| | LILLIS | s 2.41 |
| | 4.8 | |
| | SULLIVAN | f 2.34 |
| | 4.3 | |
| | M. F. CROSSING | |
| | 0.2 | |
| D | FRANKFORT FN | s 2.27 |
| | 6.5 | |
| | WINIFRED | s 2.17 |
| | 6.9 | |
| | UPLAND | 2.08 |
| | 5.5 | A 3.25PM |
| DN-R | MARYSVILLE YL ME | 2.00 |
| | 5.1 | 1.10 |
| | | 3.05PM |
| D | HEBKIMER KI | s12.45 |
| | 4.2 | |
| | BREMEN | s12.37 |
| | 6.5 | |
| | C. B. & Q. CROSS. | |
| | 0.1 | |
| D | HANOVER HA | s12.25 |
| | 9.2 | |
| | HOLLNBERG | s12.13 |
| | 4.4 | |
| | STEELE CITY | s12.05PM |
| | 2.5 | |
| | RUDY | |
| | 2.8 | |
| | C. B. & Q. CROSS. | |
| | 0.0 | |
| D | INDICOTT ND | s11.55AM |
| | 5.0 | |
| | C. R. I. & F. CROSS. | |
| | 0.4 | |
| D | FAIRBURY Q | s11.45 |
| | 1.2 | |
| | C. R. I. & F. CROSS. | |
| | 4.7 | |
| | HENDRIX | |
| | 3.4 | |
| D | ALEXANDRIA A | s11.20 |
| | 9.1 | |
| D | BELVIDERE VI | s11.08 |
| | 0.4 | |
| | C. B. & Q. CROSS. | |
| | 7.0 | |
| D | CARLETON YL C | s10.58 |
| | 7.2 | |
| | C. & N. W. CROSS. | |
| | 0.0 | |
| D | DAVENPORT DO | s10.45 |
| | 9.3 | |
| | C. B. & Q. CROSS. | |
| | 0.2 | |
| D | EDGAR SG | s10.32 |
| | 8.3 | |
| D | FAIRFIELD FD | s10.20 |
| | 9.5 | |
| D | GLENVIL GV | f10.05 |
| | 8.6 | |
| | LEVEL | |
| | 4.6 | |
| | M. F. CROSSING | |
| | 0.8 | |
| | C. B. & Q. CROSS. | |
| | 0.3 | |
| DN-R | HASTINGS YL AN | s 9.50 |
| | 12.9 | A 2.40AM |
| D | DONIPHAN DV | f 9.20 |
| | 9.3 | 1.56 |
| | BELT LINE CROSS. | |
| | 2.2 | |
| DN-R | GRAND ISLAND YL GE | 9.00AM |
| | | 1.40AM |
| | (313.9) | Daily |
| | Daily | Daily |
| | Daily | Daily |

CENTRALIZED TRAFFIC CONTROL

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

Between Hastings and Grand Island, westward trains are superior to trains of the same class in the opposite direction.—See Rule 8-72.
 For stations not shown on schedule pages.—See Page 23.

WESTWARD

MANHATTAN BRANCH

EASTWARD

| Car capacity of freight, etc. See Rule 6 (A), Page 23. | SECOND CLASS | | | Time-Table No. 19 April 25, 1954 | Mile Post | SECOND CLASS | | | |
|---|--------------|------------------------|---------------------|-------------------------------------|-----------|------------------------|------------------------|---------------------|--|
| | | 173 Local Freight | 471 Time Freight | | | | 174 Local Freight | 472 Time Freight | |
| | | Daily Except Sunday | Daily | | | | Daily Except Sunday | Daily | |
| | | | | STATIONS | | | | | |
| WOT | | 7.00 ^M | | DN-R MANHATTAN YL MH | 189.4 | A 6.30 ^M | | | |
| 17 | f | | | 4.0 CABELMENT | 185.4 | f | | | |
| 29 | # | 7.25 | | 5.8 STOCKDALE | 178.8 | f 6.00 | | | |
| W | f | 7.45 | | 5.9 GARRISON | 172.9 | f 5.45 | | | |
| 24 | # | 8.10 | | 8.3 D RANDOLPH FH | 167.8 | # 5.30 | | | |
| 28 | # | 8.30 | | 6.9 CLEBURNE | 160.7 | # 5.10 | | | |
| 20 | f | 8.40 | | 4.4 FLORENA | 156.3 | f 4.58 | | | |
| 33 | # | 9.05 | | 3.6 M. P. CROSSING | 152.7 | | | | |
| 78 W | # | 10.00 | | 1.4 D IRVING VN | 151.3 | # 4.45 | | | |
| WOTEP | A | 10.30 ^M | 2.50 ^M | 2.3 BRISCO | 149.0 | | | | |
| 26 F | | | 3.15 | 2.3 D BLUE RAPIDS YL PD | 146.7 | # 4.30 | | | |
| 88 F | | | 3.25 | 12.5 DN-R MARYSVILLE YL MS | 134.2 | 4.00 ^M | A 6.30 ^M | | |
| 25 F | | | 3.40 | 8.8 MARIETTA | 126.0 | | 6.05 | | |
| 101 F | | | | 1.5 D OKETO KY | 124.4 | | 6.00 | | |
| AI | | | | 6.4 D BARNESTON NR | 118.0 | | 5.50 | | |
| 22 F | | | 3.55 | 3.7 BADGER | 114.3 | | | | |
| F | | | 4.05 | 1.2 O. B. & Q. CROSSING | 113.1 | | | | |
| WOTEP | A | 4.35 ^M | | 2.8 D BLUE SPRINGS BS | 110.3 | | 5.35 | | |
| | | | | 4.6 HOLMESVILLE | 106.7 | | 5.25 | | |
| | | | | 8.5 O. E. I. & P. CROSSING | 97.2 | | | | |
| | | | | 0.4 DN-R BEATRICE YL BX | 96.8 | | 5.00 ^M | | |
| | | | | (92.6) | | Daily Except Sunday | Daily | | |

(3.80) (1.45) Thru Time (2.30) (1.30)
 18.8 21.4 Average speed per hour 22.1 24.9

WESTWARD

McPHERSON BRANCH

EASTWARD

| Car capacity of freight, etc. See Rule 6 (A), Page 23. | SECOND CLASS | | | Time-Table No. 19 April 25, 1954 | Mile Post | SECOND CLASS | | | |
|---|--------------|------------------------|-------------------|-------------------------------------|-----------|------------------------|------------------------|--|--|
| | | 181 Local Freight | | | | | 182 Local Freight | | |
| | | Daily Except Sunday | | | | | Daily Except Sunday | | |
| | | | | STATIONS | | | | | |
| WOTTX | | | 6.30 ^M | DN-R SALINA YL ^{SC} A | 0.0 | A 2.00 ^{PM} | | | |
| 3 | | | 6.40 | 0.5 A. T. & S. F. CROSSING | 0.5 | | | | |
| 33 | f | 6.50 | | 0.1 O. R. I. & P. CROSSING | 0.6 | | | | |
| 29 | # | 7.05 | | 0.0 M. P. CROSSING | 0.6 | | | | |
| 18 | f | 7.15 | | 2.3 WESLEYAN | 2.9 | 1.35 | | | |
| 28 | # | 7.45 | | 5.1 MENTOR | 8.0 | f 1.25 | | | |
| 21 | f | 7.58 | | 4.2 D ASSARIA RI | 12.2 | # 1.10 | | | |
| 30 | f | 8.10 | | 3.6 BRIDGEPORT | 15.8 | f 12.50 | | | |
| 35 W | A | 9.00 ^M | | 4.9 M. P. CROSSING | 20.7 | | | | |
| | | | | 0.2 D LINDSBORG DN | 20.9 | # 12.31 | | | |
| | | | | 5.8 JOHNSTOWN | 26.7 | f 12.09 ^{PM} | | | |
| | | | | 3.6 HILTON | 30.3 | f 11.45 ^M | | | |
| | | | | 4.8 A. T. & S. F. CROSSING | 35.1 | | | | |
| | | | | 0.8 D-R McPHERSON YL MF | 35.4 | 11.30 ^M | | | |
| | | | | (35.4) | | Daily Except Sunday | | | |

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

Westward trains are superior to trains of the same class in the opposite direction, except that No. 174 is superior to No. 173.—See Rule S-72.

WESTWARD

JUNCTION CITY BRANCH

EASTWARD

| Car capacity of railcars, etc. See Rule 6 (A), Page 22. | SECOND CLASS | | | Time-Table No. 19 April 25, 1954 | | | Mile Post | SECOND CLASS | | | |
|--|--------------|--|---------------------------------|-------------------------------------|---------------|----------------|-----------|--------------|------------------------|--|--|
| | | | 175 | | | | | 176 | | | |
| | | | Mixed Daily Except Sunday | STATIONS | | | | | Mixed | | |
| | | | 3.35M | DN-R | JUNCTION CITY | YL JN | 0.0A | 6.30M | | | |
| WETA | | | f 3.55 | | 8.1 | ALIDA | 8.1f | 6.10 | | | |
| 23 | | | s 4.15 | D | 5.5 | MILFORD | MR | 13.0s | 5.55 | | |
| 42 | | | s 4.35 | D | 5.8 | WAKEFIELD | WF | 19.4s | 5.40 | | |
| 17 w | | | f 4.57 | | 8.5 | BROUGHTON | | 27.0f | 5.17 | | |
| 15 | | | s 6.20 | D | 0.8 | CLAY CENTER | YL CA | 38.4s | 5.00 | | |
| 30 w | | | | | 0.9 | DNHYD | | 34.2 | | | |
| 4 | | | f 6.45 | | 4.0 | IDANA | | 41.1f | 2.25 | | |
| 14 | | | f 6.55 | | 5.0 | BROWDALE | | 46.0f | 2.12 | | |
| 9 | | | s 8.15 | D-R | 0.2 | MILTONVALE | YL MV | 51.9s | 2.00 | | |
| 15 y | | | 8.17 | | 20.0 | M. V. JUNCTION | YL | 52.1 | 1.42 | | |
| | | | 9.02 | | 0.4 | C. O. JUNCTION | YL | 72.1 | 1.02 | | |
| | | | A 9.05M | D-R | | CONCORDIA | YL ND | 72.5 | 1.00M | | |
| | | | | | (72.5) | | | | Daily Except Sunday | | |

(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

| Car capacity of railcars, etc. See Rule 6 (A), Page 22. | SECOND CLASS | | | Time-Table No. 19 April 25, 1954 | | | Mile Post | SECOND CLASS | | | |
|--|--------------|--|---|-------------------------------------|--------|------------------------|-----------|--------------|--------------------------------------|--|--|
| | | | 166 | | | | | 165 | | | |
| | | | Mixed Mondays, Wednesdays, Fridays | STATIONS | | | | | Mixed | | |
| 77 y | | | 7.30M | D-R | | SOLOMON | YL SK | 0.0 | A 11.30M | | |
| 40 | | | s 7.45 | D | 6.5 | NILES | XN | 6.5 | s 11.15 | | |
| 83 | | | f 7.55 | | 2.5 | VERDI | | 9.0 | f 11.05 | | |
| 30 | | | s 8.10 | D | 5.7 | BENNINGTON | BN | 14.7 | s 10.50 | | |
| 55 | | | f 8.25 | | 6.2 | LINDSEY | | 20.9 | f 10.35 | | |
| 18 | | | s 8.40 | D | 2.4 | MINNEAPOLIS | YL MI | 23.3 | s 10.25 | | |
| 16 w | | | | | 0.4 | A. T. & S. F. CROSSING | | 23.7 | | | |
| | | | | | 0.7 | ALFMIL | | 24.4 | | | |
| 7 | | | f 8.55 | | 4.7 | SUMNERVILLE | | 29.1 | f 10.00 | | |
| 18 | | | s 9.15 | D | 5.3 | DELPHOS | DF | 34.7 | s 9.45 | | |
| 83 | | | s 9.35 | D | 6.9 | GLASCO | GK | 41.6 | s 9.20 | | |
| 30 | | | s 9.55 | D | 5.2 | SIMPSON | BE | 46.8 | s 9.00 | | |
| 33 | | | s 10.10 | | 3.0 | ASHERVILLE | | 49.8 | s 8.50 | | |
| 25 | | | | | 7.4 | M. P. CROSSING | | 57.2 | | | |
| | | | A 10.45M | D-R | 0.2 | BELOIT | YL BL | 57.4 | 8.30M | | |
| 34 wro | | | | | (57.4) | | | | Tuesdays, Thursdays, Saturdays | | |

(5.15) Thru Time (5.00)
17.7 Average speed per hour 19.1

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 8-72.

WESTWARD

PLAINVILLE BRANCH

EASTWARD

| Car capacity of train, etc. See Rule 8(A), Page 21. | SECOND CLASS | | FIRST CLASS | Time-Table No. 19 April 25, 1954 | Mile Post | FIRST CLASS | SECOND CLASS | | | |
|---|---------------------------|-------------------------|-------------------------------|-------------------------------------|-----------|-------------------------------|-------------------------|---------------------------|-------------------------|------------------|
| | 185 Local Freight | 183 Local Freight | 533 Motor Passenger | | | 534 Motor Passenger | 184 Local Freight | 186 Local Freight | 190 Local Freight | |
| | Daily Except Sunday | Daily | Daily | | | | | | | |
| | | 8.45AM | 7.00AM | DN-R SALINA YL SC | 0.0 | 1.35PM | | 1.15PM | | 11.00PM |
| 24 | f 8.52 | | f 7.06 | 3.4 TRENTON | 3.4 | f 1.29 | | f 1.01 | | 10.15 |
| 25 | f 8.58 | | f 7.10 | 2.6 SHIPTON | 6.0 | f 1.25 | | f 12.55 | | 10.07 |
| 18 | f 9.04 | | f 7.16 | 3.0 MARYDEL | 9.0 | f 1.20 | | f 12.50 | | 10.01 |
| 29 | s 9.10 | | s 7.22 | 2.5 OULVER OV | 11.6 | s 1.16 | | f 12.45 | | 9.55 |
| 43 | s 9.30 | | s 7.35 | 7.0 TROOTT SX | 18.5 | s 1.06 | | f 12.30 | | 9.35 |
| 49 W | s 9.50 | | s 7.46 | 8.3 BEVERLY VY | 25.3 | s 12.56 | | f 12.15 | | 9.21 |
| 21 | f 10.00 | | f 7.51 | 2.6 SHADY BEND | 26.4 | f 12.52 | | f 12.10PM | | 9.15 |
| 21 | | | | 0.5 QUARTZITE | 32.9 | | | | | |
| | | | | 0.0 A. T. & S. P. CROSSING | 33.5 | | | | | |
| 33 | s 10.40 | | s 8.08 | 0.5 D LINCOLN CENTER NC | 34.1 | s 12.40 | | f 11.45AM | | 8.55 |
| 55 | s 11.20 | | s 8.20 | 6.6 D VESPER VS | 40.7 | s 12.25 | | f 11.20 ¹⁸³ | | 8.40 |
| 44 W | s 11.45 AM | | s 8.32 | 6.2 D SYLVAN GROVE YL YS | 45.9 | s 12.15 | | f 11.05 | | 8.25 |
| | | | | 5.5 WOLF CREEK | 52.4 | | | | | |
| 47 | s 12.01 ⁵³⁴ PM | | s 8.52 | 3.0 D LUCAS OS | 56.8 | s 12.01 ¹⁸³ PM | | f 10.35 | | 7.59 |
| 39 | s 1.15 | | s 9.11 | 9.4 D LUNAY AU | 65.2 | s 11.45AM | | f 10.15 | | 7.35 |
| 43 | s 1.40 | | s 9.23 | 6.1 D WALDO OW | 71.5 | s 11.35 | | f 10.00 | | 7.20 |
| 27 W | s 2.10 | | s 9.40 | 7.7 D PARADISE VM | 79.5 | s 11.22 | | f 9.40 ⁵³³ | | 7.00 |
| 33 | s 2.40 | | s 9.57 | 7.3 D NATOMA NO | 87.0 | s 11.10 | | f 9.20 | | 6.40 |
| 28 | s 3.05 | | f 10.15 | 8.1 D CODELL | 93.1 | f 10.55 | | f 9.02 | | 6.20 |
| 28 WCT | 8.00AM | A 3.30PM | 10.45 ⁵³⁴ 11.00 | 8.4 DN-R PLAINVILLE YL VM | 103.5 | 10.45 ⁵³³ 10.30 | | 8.45AM | A 1.30PM | 6.00PM |
| 37 | s 8.20 | | s 11.13 | 6.9 D SWIRION ZC | 110.4 | s 10.10 | | s 1.00 | | |
| 33 | s 8.40 | | s 11.28 | 7.4 D PALOO PO | 117.2 | s 9.55 | | s 12.50 | | |
| 22 | s 9.00 | | s 11.38 | 4.9 D DALAR | 122.7 | s 9.40 | | s 12.40 | | |
| 23 W | s 9.25 ⁵³⁴ | | s 11.48AM | 3.6 D BOQUE BQ | 129.8 | s 9.25 ¹⁸⁵ | | s 12.30 | | |
| 34 Y | s 10.00 | | s 12.05 ¹⁸⁶ PM | 3.7 D HILL CITY YL OI | 133.9 | s 9.10 | | s 12.05 ⁵³³ PM | | |
| 28 | s 10.20 | | s 12.20 | 6.7 D PERKINS PE | 144.7 | s 9.00 | | s 11.30AM | | |
| 26 W | s 10.40 | | s 12.33 | 8.5 D MORLAND MD | 150.5 | s 8.50 | | s 11.20 | | |
| 27 | s 11.00 ¹⁸⁶ | | s 12.46 | 8.2 D STUDLEY | 155.4 | s 8.40 | | s 11.00 ¹⁸⁵ | | |
| 29 | s 11.20 | | s 1.00 | 7.1 D TASSO | 162.5 | s 8.25 | | s 10.40 | | |
| 27 W | s 11.45AM | | s 1.18 | 7.9 D MOXIE KI | 170.4 | s 8.10 | | s 10.10 | | |
| 23 | f 12.10PM | | f 1.35 | 8.7 D SEGUIN | 179.1 | f 7.53 | | f 9.00 | | |
| 20 W | s 12.35 | | s 1.50 | 7.1 D MENLO MZ | 186.2 | s 7.38 | | s 8.35 | | |
| 28 | f 1.00 | | s 2.05 | 7.8 D HALFORD | 194.0 | s 7.25 | | f 8.10 | | |
| 26 FWY | s 1.40 | | s 2.30 | 8.5 D OOLBY YL OI | 202.2 | s 7.10 | | s 7.40 | | |
| 20 | f 1.50 | | f 2.40 | 8.4 D ALTAIR | 209.9 | f 6.56 | | f 7.00 | | |
| 15 | f 1.55 | | f 2.48 | 8.6 D MINGO | 212.6 | f 6.50 ¹⁸⁶ | | f 6.50 ⁵³⁴ | | |
| 20 | f 2.05 | | f 2.58 | 8.5 D SPICA | 216.0 | f 6.40 | | f 6.30 | | |
| FWOT | A 2.30PM | | A 3.15PM | 8.7 DN-R GARLEY YL OI | 224.7 | 6.30AM | | 6.15AM | | Saturday Only |

| | | | | | | | |
|--------|--------|--------|----------------------------------|--------|--------|--------|--------|
| (6.30) | (6.45) | (8.15) |Thru Time..... | (7.05) | (4.30) | (7.15) | (8.00) |
| 20.1 | 18.3 | 27.6 |Average speed per hour..... | 31.7 | 23.0 | 16.7 | 28.7 |

Westward trains are superior to trains of the same class in the opposite direction, except that No. 534 is superior to No. 533 from Oakley to Plainville.—See Rule 8-72.

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. | Psg. | Frt. | | Str. | Psg. | 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 dead steam locomotives: With a side rod or main rod removed. | | | 15 |
| Within yard limits protected by continuous block signal system. | 60 | 50 | 25 | With side rods and main rods in place. | | | 25 |
| Within yard limits not protected by continuous block signal system. | 50 | 40 | 25 | Trains handling scale test cars: On main line. | | | 30 |
| Passing fueling stations. | 50 | 40 | 25 | On branch lines. | | | 20 |
| 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 | Trains handling CNW, CMSt.P&P or GN jeep ore cars. | | | 30 |
| Diesel-Electric locomotives running light, dynamic brake not in operation. | | | 35 | Trains handling air-dump cars. | | | 35 |
| Diesel-Electric switch engines in road service. | | 35 | 35 | When using No. 14 turn-outs. | 25 | 20 | 20 |
| Diesel-Electric locomotives 1500 to 1503, inclusive. | | 50 | 50 | When using other cross-overs or turn-outs. Exceptions: 9000 class engines, forward movement. | 15 | 15 | 15 |
| U. P. 7000 and 7800 class engines. | | 75 | 50 | 9000 class engines, backward movement. | | 10 | 10 |
| U. P. 3800 and 3900 class engines. | | 60 | 50 | All other engines, backward movement. | 10 | 6 | 6 |
| U. P. 5000 and 9000 class engines. | | 50 | 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. 4000 class engines. | | 45 | 45 | Over spring switches, where movement is over facing point switch. | 20 | 20 | 20 |
| MacArthur type engines with 63-in. drivers. | | 55 | 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 |
| MacArthur type engines with 57-in. drivers. | | 35 | 35 | On wye tracks, except those portions used as main track. | 5 | 5 | 5 |
| U. P. Mallet, Ten-Wheeler and Consolidation type engines. | | 35 | 35 | Jordan spreaders and other machines of spreader type, when in operation. | | | 15 |
| 0-6-0 and 0-8-0 type yard engines. | | 20 | 20 | On side tracks laid with rail weighing 60 pounds or less. | | 5 | 5 |
| Steam engines running backward. | 20 | 20 | 20 | 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 |
| Light engines. | | | 45 | | | | |
| When more than 50% of the tonnage is gravel. | | | 30 | | | | |
| Trains handling wrecking derricks: Derricks with 6-wheel trucks. | | | 40 | | | | |
| Derricks with 4-wheel trucks. | | | 35 | | | | |
| For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.) | | | 20 | | | | |

FIRST SUBDIVISION

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|--|----------------|----------|----------|--|----------------|-------|-------|
| | Str. | Psgr. | Frnt. | | Str. | Psgr. | Frnt. |
| 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 road power. | | | 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 | Warrego 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 | 60 | 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 |
| Freight trains handled by Diesel road power. | | | 55 | Terra Cotta 208.4 and 209.4. | 60 | 50 | 40 |
| Maximum speed, mixed trains. | | | 50 | 210.0 and 211.1. | 40 | 35 | 25 |
| Between Mile Posts— Salina , over A. T. & S. F. Crossing. | 30 | 30 | 25 | Carnelro 211.3 and 212.8. | 50 | 40 | 25 |
| 190.7 and 190.8. | 70 | 60 | 45 | 213.1 and 215.3. | 40 | 35 | 25 |
| Bavaria 198.4 and 198.7. | 70 | 60 | 45 | 215.5 and 216.1. | 50 | 40 | 25 |
| Brookville 201.7 and 202.2. | 70 | 60 | 45 | | | | |

SECOND SUBDIVISION (Continued)

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|--|----------------|-------|-----|---|----------------|-------|-----|
| | Str. | Psgr. | Fr. | | Str. | Psgr. | Fr. |
| 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. | 60 | 50 | 40 |
| 225.6 and 225.8. | 60 | 50 | 40 | Wakeeney Between first crossing west and second crossing east of depot. 323.3 and 324.0. | 70 | 60 | 45 |
| 228.4 and 228.7. | 70 | 60 | 45 | Voda 330.2 and 330.6. | 40 | 40 | 25 |
| 230.6 and 230.9. | 60 | 50 | 40 | 331.7 and 332.1. | 55 | 45 | 35 |
| Black Wolf 231.7 and 233.0. | 50 | 40 | 30 | 335.0 and 335.4. | 70 | 60 | 45 |
| 235.0 and 236.2. | 50 | 40 | 30 | Collyer 336.6 and 337.0. | 60 | 50 | 40 |
| 238.4 and 239.5. | 70 | 60 | 45 | Oakley 383.4 and 384.3. | 60 | 50 | 40 |
| 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. | 70 | 60 | 45 | 405.5 and 405.8. | 60 | 50 | 40 |
| Bunker Hill 256.4 and 256.9. | 60 | 50 | 40 | 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 70 70 70 | 65 75 65 75 | 45 50 45 50 | Between Mile Posts— River Bend 558.8 and 559.3. | 55 | 45 | 35 |
| Freight trains handled by Diesel road power. | | | 55 | 561.3 and 562.0. | 70 | 60 | 45 |
| Maximum speed, mixed trains. | | | 50 | 562.9 and 567.2. | 60 | 50 | 40 |
| Freight engines not otherwise shown. | | 45 | | 562.9 and 567.2, with U. P. 2200, 2300 and 2400 class engines. | | 40 | 40 |
| Between Mile Posts— Chemung 450.8 and 451.1. | 70 | 60 | 45 | 562.9 and 567.2, with U. P. 5000 class engines. | | 30 | 30 |
| Arapahoe 454.5 and 454.6. | 70 | 60 | 45 | Cedar Point Sliding. | 5 | 5 | 5 |
| Aroya 512.4 and 512.7. | 70 | 60 | 45 | Deer Trail 587.2 and 589.8. | 60 | 50 | 40 |
| Bagdad 543.9 and 544.9. | 70 | 60 | 45 | Byers 598.9 and 601.5. | 70 | 60 | 45 |
| 546.2 and 546.6. | 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 | |
|--|----------------|----------|---|----------------|------|
| | Pagr. | Frñ. | | Pagr. | Frñ. |
| Maximum speed: On straight track, between Menoken and Upland. On straight track, between Upland and Hastings. | 65 65 | 50 45 | Between Mile Posts— Hollenberg 140.1 and 140.3 | 25 | 25 |
| On curves, where not otherwise restricted. | 60 | 45 | 140.8 and 141.6 | 25 | 25 |
| Freight trains handled by Diesel road power. | | 55 | Steele City 142.2 and 142.6 | 50 | 45 |
| Light engines. | | 35 | Endicott C. B. & Q. Crossing M. P. 147.1 | 35 | 35 |
| Over Bridges 7.09 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 | Fairbury C. R. I. & P. Crossing M. P. 152.7 and M. P. 153.9 | 20 | 20 |
| Between Mile Posts— Emmett 26.5 and 26.9 | 50 | 45 | C. R. I. & P. Crossing M. P. 154.4 | 25 | 25 |
| Alkins 36.7 and 37.1 | 50 | 45 | 155.1 and 155.3 | 50 | 45 |
| Onaga 39.4 and 42.0 | 50 | 45 | 164.9 and 166.3 | 50 | 45 |
| Frankfort M. P. Crossing M. P. 58.3 | 30 | 30 | 175.5 and 175.9 | 50 | 45 |
| Winifred 67.9 and 68.2 | 50 | 45 | Belvidere C. B. & Q. Crossing M. P. 177.0 | 35 | 35 |
| Marysville Through turn-out to passenger main track—east end yard west of Elm Street. | 10 | 10 | 181.7 and 182.0 | 50 | 45 |
| 115.7 and 116.2 | 50 | 45 | Carleton 184.5 and 184.7 | 50 | 45 |
| Herklmer 118.6 and 119.1 | 50 | 45 | 187.9 and 189.1 | 50 | 40 |
| 121.1 and 126.9 | 50 | 45 | Davenport C. & N. W. Crossing M. P. 191.2 | 35 | 35 |
| Hanover, within city limits. | 25 | 25 | Edgar C. B. & Q. Crossing M. P. 200.5 | 35 | 35 |
| C. B. & Q. Crossing M. P. 128.1 | 25 | 25 | Hastings M. P. Crossing M. P. 226.4 | 35 | 25 |
| 129.7 and 129.9 | 50 | 45 | M. P. 226.7 Fourth Subdivision to M. P. 2.1 Hastings Branch. | 20 | 20 |
| 133.4 and 133.9 | 50 | 45 | C. B. & Q. Crossing M. P. 227.2 | 20 | 20 |
| 135.0 and 135.2 | 50 | 45 | Between Hastings and Grand Island. | 35 | 30 |
| 136.1 and 136.5 | 50 | 40 | Motor trains, between Hastings and Grand Island. | 40 | |

BRANCHES

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

BRANCHES—Continued

| Location | Miles Per Hour | | Location | Miles Per Hour | |
|---|----------------|----------|---|----------------|---------------------|
| | Psg. | Fr. | | Psg. | Fr. |
| 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 | 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; 32.8 and 53.3 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 20 5 |
| Trains handling outfit cars. | | 20 | | | |
| 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 | 35 | | | |
| Between Mile Posts— 139.6 and 139.9. | 25 | 25 | | | |

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

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

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 |
|----------------------------|-----------|--|-------------------|
| (FIRST SUBDIVISION) | | | |
| Edwardsville (1)..... | 14.0 | 52 XWP | Both |
| Forest Lake (1)..... | 15.0 | 43 XP | Both |
| Sunflower..... | 16.7 | 14 XP | Both |
| Lenape (1)..... | 23.5 | 36 XP | Both |
| Midland (1)..... | 43.2 | 25 XP | Both |
| Buck Creek (1)..... | 46.1 | 28 XP | Both |
| Medina..... | 53.6 | 17 X | Both |
| 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 |

| Location | Mile Post | Car Capacity of Siding, etc. See Rule 6(A) | Switch Connection |
|-----------------------------|-----------|--|-------------------|
| (FOURTH SUBDIVISION) | | | |
| Spence (3)..... | 132.5 | 17 P | East |
| Powell (3)..... | 161.5 | P | |
| Sedan (3)..... | 196.4 | 12 P | Both |
| Anan (3)..... | 213.8 | 10 P | West |
| Hansen (3)..... | 235.1 | 26 P | Both |
| River (3)..... | 245.4 | 6 P | Both |
| Westwood..... | 248.7 | 35 | West |

- (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 |
| Kansas City | Dispatcher's Office |
| Armstrong | Yard Office |
| Armstrong | Roundhouse |
| Armstrong | Receiving Track |
| Terminal Junction..... | Telegraph Office |
| Lawrence | Telegraph Office |
| Topeka | Telegraph Office |
| Topeka | Engineer's Wash Room |
| Topeka | Engineer's Wash Office |
| Topeka | Yard Office |
| Manhattan | Telegraph Office |
| Manhattan | Engineer's Wash Room |
| Junction City | Telegraph Office |
| Junction City | Crew Dispatcher's Office |
| Salina | Register Room, Union Station |
| Salina | Telegraph Office, Union Station |
| Salina | Chief Dispatcher's Office |
| Salina | Dispatcher's Office |
| Salina | Yard Office |
| Salina | Roundhouse |
| Ellis | Telegraph Office |
| Oakley | Telegraph Office |
| Sharon Springs | Telegraph Office |
| Hugo | Telegraph Office |
| Limon | Telegraph Office |
| Pullman | Yard Office |

| | |
|---------------------------|--|
| Pullman | Roundhouse, Engine Dispatcher's Office |
| Denver, 16th Street | Register Room |
| Denver, 16th Street | Telegraph Office |
| Denver, 19th Street | Yard Office |
| Denver | Conductor's Room, Freight Station |
| Denver, 13rd Street | Register Room |
| Denver | Dispatcher's Office |
| Denver | "U. D." Telegraph Office |
| Beloit | Telegraph Office |
| Plainville | Telegraph Office |
| Leavenworth | Telegraph Office |
| St. Joseph | Union Depot Telegraph Office |
| St. Joseph | Terminal Yard Office |
| St. Joseph | Engineer's Locker Room |
| Marysville | Telegraph Office |
| Marysville | Dispatcher's Office |
| Marysville | Yard Office |
| Marysville | Roundhouse |
| Marysville | Waiting Room, Passenger Station |
| Mastings | Yard Office |
| Grand Island | Telegraph Office |
| Grand Island | Roundhouse |
| Grand Island | Yard Office |
| Beatrice | Telegraph Office |
| Beatrice | Roundhouse |
| Concordia | Telegraph Office |

