

**UNION PACIFIC RAILROAD COMPANY**  
**EASTERN DISTRICT**



**KANSAS DIVISION**

**TIME-TABLE**  
**No. 7**

**Effective Sunday,**  
**May 28, 1950**

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

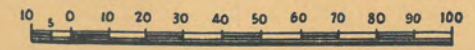
*Be Careful Today*

**FOR EMPLOYEES ONLY**

**EASTERN DISTRICT**  
**KANSAS DIVISION**

CORRECTED TO MAR.20.1948

Scale of Miles





# CONDENSED TIME-TABLE

## WESTWARD

SECOND CLASS				FIRST CLASS					Time-Table No. 7 May 28, 1950	STATIONS
369 Mixed				37 Passenger	9 Passenger	39 Passenger	69 Passenger	537 Motor Passenger		
Daily				Daily	Daily	Daily	Daily	Daily		
				11.80PM	9.80PM	6.80PM	10.00AM	8.00AM	CT KANSAS CITY, MO.	
				11.88PM	9.85	6.88	10.08	8.06	KANSAS CITY, KAN.	
				1.15AM	10.88	7.58	11.45AM	10.00AM	TOPEKA	
				2.25	11.27	8.45	1.10PM	A 12.15PM (Marysville)	MANHATTAN	
				8.15	11.55PM	9.27	1.50		JUNCTION CITY	
				4.45	12.45AM	A 10.80PM	8.40		SALINA	
				7.50	2.58		A 6.50PM		CT ELLIS	
				7.20	1.58				MT SHARON SPRINGS	
				10.25AM	8.58				HUGO	
				12.50PM	5.85				DENVER	
				A 8.15AM	8.80	7.25			Ar DENVER	
					5.30	7.45			Lv BORIE	
					7.40PM				CHEYENNE	
					A 6.85AM	A 10.00AM			MT OGDEN	
									(1229.5 via Cheyenne) (1217.1 via Borie)	
		(13.14) 25.5		(32.05) 37.9	(13.30) 55.3	(4.00) 46.7	(8.50) 34.3	(4.15) 34.9	..... Thru Time Average speed per hour	

**H. E. SHUMWAY**  
General Manager

**V. W. SMITH**  
General Superintendent

**A. D. HANSON**  
Genl. Supt. Transportation

**W. O. HORNE**, Superintendent..... Kansas City, Mo.  
**H. B. JOPLING**, Assistant Superintendent..... Kansas City, Mo.  
**T. P. ARGUBRIGHT**, Terminal Superintendent..... Kansas City, Mo.  
**E. F. WOOD**, Assistant Terminal Superintendent..... Kansas City, Mo.  
**B. E. JAYNES**, Trainmaster..... Marysville, Kan.  
**J. C. KENEFICK**, Trainmaster..... Salina, Kan.  
**H. T. SNYDER**, Master Mechanic..... Denver, Colo.  
**R. H. BYRD**, Road Foreman of Engines..... Kansas City, Kan.  
**N. W. McCURDY**, Road Foreman of Engines..... Denver, Colo.  
**R. M. JOLLEY**, Division Engineer..... Kansas City, Mo.  
**L. J. OVERMAN**, General Roadmaster..... Kansas City, Mo.

**FIRST SUBDIVISION, BETWEEN KANSAS CITY AND JUNCTION CITY, AND BRANCHES**  
**D. GRESHAM**, Chief Train Dispatcher..... Kansas City, Mo.  
**G. R. CARR**, Assistant Chief Train Dispatcher..... Kansas City, Mo.  
**G. T. COYNE**, Assistant Chief Train Dispatcher..... Kansas City, Mo.

**FIRST SUBDIVISION, BETWEEN JUNCTION CITY AND SALINA, SECOND SUBDIVISION, BETWEEN SALINA AND ELLIS, AND BRANCHES**  
**C. F. WYNNE**, Chief Train Dispatcher..... Salina, Kan.  
**H. I. MARKLE**, Assistant Chief Train Dispatcher..... Salina, Kan.

**SECOND SUBDIVISION, BETWEEN ELLIS AND SHARON SPRINGS, THIRD SUBDIVISION, AND BRANCHES**  
**C. A. VICK ROY**, Chief Train Dispatcher..... Denver, Colo.  
**E. E. CRUTCHFIELD**, Assistant Chief Train Dispatcher.... Denver, Colo.  
**S. G. TWEDT**, Assistant Chief Train Dispatcher..... Denver, Colo.

**FOURTH SUBDIVISION, AND BRANCHES**  
**E. C. KAUFFMAN**, Chief Train Dispatcher..... Marysville, Kan.  
**E. R. MERRIMAN**, Assistant Chief Train Dispatcher.... Marysville, Kan.  
**C. O. BUTTERFIELD**, Assistant Chief Train Dispatcher.. Marysville, Kan.

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
30"	120.	46"	78.3	1' 2"	58.	1' 40"	36.
31"	116.1	47"	76.6	1' 3"	57.1	1' 45"	34.3
32"	112.5	48"	75.	1' 4"	56.2	1' 50"	32.7
33"	109.1	49"	73.5	1' 5"	55.3	1' 55"	31.3
34"	105.9	50"	72.	1' 6"	54.5	2'	30.
35"	102.9	51"	70.6	1' 7"	53.7	2' 15"	26.6
36"	100.	52"	69.2	1' 8"	52.9	2' 30"	24.
37"	97.3	53"	67.9	1' 9"	52.1	2' 45"	21.8
38"	94.7	54"	66.6	1' 10"	51.4	3'	20.
39"	92.3	55"	65.4	1' 11"	50.7	3' 30"	17.1
40"	90.	56"	64.2	1' 12"	50.	4'	15.
41"	87.8	57"	63.1	1' 15"	48.	5'	12.
42"	85.7	58"	62.	1' 20"	45.	6'	10.
43"	83.7	59"	61.	1' 25"	42.3	7'	8.6
44"	81.8	1'	60.	1' 30"	40.	8'	7.5
45"	80.	1' 01"	59.	1' 35"	37.9	10'	6.

**MILEAGE**

Main Line.....	899.44
Branches.....	598.56
<b>Total.....</b>	<b>1498.00</b>

# CONDENSED TIME-TABLE

## EASTWARD

Time-Table No. 7 May 28, 1950	Mile Post	FIRST CLASS					SECOND CLASS						
		10 Passenger	40 Passenger	538 Motor Passenger	70 Passenger	38 Passenger	370 Mixed						
STATIONS													
KANSAS CITY, MO. CT	0.0	A 7.45 AM	A 10.30 AM	A 6.00 PM	A 8.00 PM	A 11.15 PM							
KANSAS CITY, KAN.	2.5	7.88	10.17	5.45	7.40	10.57							
TOPEKA	68.0	6.80	9.05	4.00	6.25	9.50							
MANHATTAN	119.8	5.40	7.58	1.20 PM (Marysville)	4.45	8.45							
JUNCTION CITY	189.5	5.15	7.81		4.00	8.15							
SALINA	186.6	4.20	6.80 AM		2.40 PM	6.55							
ELLIS CT MT	808.8	2.20	1.15 AM		11.15 AM	4.80							
SHARON SPRINGS	429.8	11.20 PM				12.55 PM					A 10.05 AM		
HUGO	585.5	9.45				10.55 AM					6.80		
DENVER Lv Ar	640.4	8.00				8.00					8.00 AM		
BORIE	743.6	7.45				5.35 AM					10.45 PM		
CHEYENNE	746.4	5.40 PM											
OGDEN MT						7.10 PM							
(1229.5 via Cheyenne) (1217.1 via Borie)		Daily	Daily	Daily	Daily	Daily					Daily		
Thru Time.....		(13.05)	(4.00)	(4.40)	(8.45)	(27.05)					(11.20)		
Average speed per hour.....		57.0	46.7	31.8	34.7	44.9					29.7		

**On First Subdivision between Terminal Junction and end of double track, Topeka:**  
 The operation of trains with the current of traffic will be governed by rules 251, 253 and 254.  
 When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 When instructed by train dispatcher to clear a train, such train must be cleared not less than ten minutes.

## WESTWARD CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS EASTWARD

Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
43	Lawrence.	Chicago or Englewood.	Regular stop points in Kansas and all points beyond Tucumcari, excepting California.	37	Arapahoe. First View. Cheyenne Wells.	Any Station.	Any Station.
139	Lawrence.	.....	Hutchinson and regular stop points west of Hutchinson, excepting California.	38	Winona. Grainfield. Quinter. Russell. Ellsworth. Lawrence.	Denver or beyond.	Salina and East where scheduled to stop.
509	Lawrence.	Tri-Cities, Des Moines, or beyond.	Wichita or beyond.	10	Lawrence.	Denver or beyond.	Topeka, Kansas City or beyond.
39	{Belvue. Chapman. Detroit. Solomon. Lawrence.}	Any Station.	Any Station.	10	Abilene. Lawrence.	Denver or beyond.	Kansas City or beyond. St. Louis, Mo., or beyond.
9	Lawrence.	St. Louis, Mo., or beyond.	Denver or beyond.	140	Lawrence.	Hutchinson and regular stop points beyond, excepting California.	.....
37	Any Station.	.....	Denver or beyond.	40	Belvue. Lawrence.	Any station. Wichita or beyond.	Any station. Tri-Cities, Des Moines or beyond.
37	Solomon.	Any point destined to points on Solomon Branch.	.....	510	Lawrence.	Wichita or beyond.	Englewood or Chicago.
9	Abilene.	Kansas City or beyond.	Denver or beyond.	44	Lawrence.	Herington or beyond, excepting California.	.....
9	{Ellsworth. Russell.}	Kansas City or beyond, or Topeka.	Denver or beyond.	38	{St. Marys. Wamego.}	Denver or beyond.	.....





FIRST SUBDIVISION		FIRST CLASS						EASTWARD				
Time-Table No. 7	4	140	10	508	40	538	510	70	44	38		
May 28, 1950	C. R. I. & P. Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Rocket Passenger	Passenger	Motor Passenger	C. R. I. & P. Rocket Passenger	Passenger	C. R. I. & P. Passenger	Passenger		
STATIONS												
DN-R UNION STATION US			A 7.45AM		A 10.30AM	A 6.00PM		A 8.00PM		A 11.15PM		
KANSAS CITY, KAN.			7.33		10.17	5.45		7.40		10.57		
DN-R TERMINAL JCT. YL JC	A 1.15AM	A 3.10AM	7.32	A 8.30AM	10.14	5.42	A 7.04PM	7.36	A 9.37PM	10.54		
C. R. I. & P. JCT. YL	1.13	3.08	7.30	8.28	10.12	5.40	7.02	7.34	9.35	10.52		
DN KAW JCT. YL KW	1.11	3.06	7.28	8.26	10.10	5.38	7.00	7.32	9.33	10.50		
MUNOIE	1.05	3.00	7.24	8.22	10.04	f 5.32	6.56	7.27	9.28	10.45		
D BONNER SPRINGS BW	12.57	2.51	7.17	8.15	9.56	s 5.18	6.49	7.19	9.19	10.37		
DN A. T. & S. F. CROSS. BN												
LORING	12.54	2.47	7.14	8.12	9.53	f 5.13	6.46	7.16	9.16	10.34		
LINWOOD	12.47	2.38	7.07	8.05	9.46	s 5.00	6.39	7.08	9.08	10.28		
DN LAWRENCE YL DA	12.34	2.25	6.56	7.54	s 9.35 <sup>148</sup>	f 4.43	6.28	s 6.58	8.55	s 10.18		
WILLIAMSTOWN	12.25	2.12			9.25	f 4.29		6.46	8.43	10.08		
D PERRY KY	12.22	2.09	6.45	7.42	9.22	s 4.23	6.16	6.43	8.40	10.05		
GRANTVILLE	12.12	1.59	6.37	7.33	9.13	f 4.10	6.07	6.33	8.29	9.58		
DN A. T. & S. F. CROSS. X												
DN-R TOPEKA YL OT	s 12.04AM	s 1.50AM	s 6.30	s 7.26AM	s 9.05	s 4.00	s 6.00PM	s 6.25	s 8.20PM	s 9.50		
C. R. I. & P. CROSS.												
DN WEST TOPEKA YL CH			6.27		8.55	3.40		6.10		9.35		
DN MENOKEN YL MX			6.22		8.50	3.30PM		5.57		9.30		
D SILVER LAKE SI			6.17		8.45			s 5.48		9.24 <sup>155</sup>		
D ROSSVILLE RV			6.12		8.40			s 5.40		9.19		
DN ST. MARYS SY			6.06 <sup>149</sup>		8.32			s 5.27		9.12		
D BELVUE BV			6.01		8.23			f 5.15		9.06		
DN WAMEGO WA			5.55		s 8.16 <sup>150</sup>			s 5.07		9.00		
ST. GEORGE			5.48		8.07			s 4.55		8.54		
DN MANHATTAN YL MH			s 5.40		s 7.58 <sup>149</sup>			s 4.45		s 8.45 <sup>39</sup>		
C. R. I. & P. CROSS.												
EUREKA LAKE			5.30		7.47			4.25		8.30		
EAST FUNSTON			5.25		f 7.41			f 4.16		8.25		
D FORT RILEY FT			5.20		s 7.37			s 4.10		8.20		
DN-R JUNCTION CITY YL JN			5.15		7.31			4.00		8.15		
KANSAS FALLS			5.10 <sup>159</sup>		7.23			3.50		8.00 <sup>154</sup>		
D CHAPMAN CM			5.00		7.14			f 3.39		7.50		
D CHAPMAN CM			4.55		f 7.09			s 3.32		7.42		
D DETROIT DR			4.49		f 7.03			s 3.23		7.36		
DN ABILENE YL AB			4.44		s 6.58 <sup>159</sup>			s 3.15		7.30		
A. T. & S. F. CROSS.												
WEST ABILENE YL			4.41		6.53			3.10		7.23		
SAND SPRING			4.38		6.49			3.06		7.20		
D SOLOMON YL SK			4.34		s 6.45			s 2.58		7.15		
NEW CAMBRIA			4.27		6.37			f 2.49 <sup>69</sup>		7.05		
EAST SALINA YL			4.23		6.33			2.43		7.00		
DN-R SALINA YL			4.20 <sup>37</sup>		6.30AM			2.40PM		6.55PM		
(186.6)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
Thru time.....	(1.11)	(1.20)	(3.25)	(1.04)	(4.00)	(2.30)	(1.04)	(5.20)	(1.17)	(4.20)		
Average speed per hour.....	34.7	48.5	34.6	60.7	46.7	29.2	60.7	35.0	30.4	43.1		

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 38 are superior to No. 60.—See Rule S-72.  
 On double track, operation of trains with current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.  
 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. 7	472	166	148	188	150	566	356	158	80	358	154	
May 28, 1950	Time Freight	Mixed	Local Freight	Mixed	Local Freight	C. R. I. & P. Mixed	Time Freight	Local Freight	A. T. & S. F. Mixed	Time Freight	Time Freight	
STATIONS												
DN-R UNION STATION US												
ARMSTRONG YL	A 8.00AM		A 3.20PM				A 5.00PM			A 1.00AM	A 5.00AM	
DN-R TERMINAL JCT. YL JC	7.20		3.05				4.10			10.40PM	2.50	
C. R. I. & P. JCT. YL	7.18		3.00				4.05			10.33	2.45	
DN KAW JCT. YL KW	7.15		2.55PM				4.00			10.30	2.40	
MUNOIE												
D BONNER SPRINGS BW												
DN A. T. & S. F. CROSS. BN												
LORING												
LINWOOD												
DN LAWRENCE YL DA			9.35AM									
WILLIAMSTOWN												
D PERRY KY												
GRANTVILLE												
DN A. T. & S. F. CROSS. X												
DN-R TOPEKA YL OT	5.55		8.30AM				2.30			9.00	1.05	
C. R. I. & P. CROSS.												
DN WEST TOPEKA YL CH	5.50		A 9.25AM	A 11.00AM			1.50 <sup>357</sup>			8.55 <sup>155</sup>	12.55	
DN MENOKEN YL MX	5.40AM		9.10AM	f 10.45			1.40PM			8.45PM	12.40	
D SILVER LAKE SI				f 10.30							12.20	
D ROSSVILLE RV				s 9.55							12.05AM	
DN ST. MARYS SY				s 9.30							11.45PM	
D BELVUE BV				f 8.45							11.25	
DN WAMEGO WA				s 8.16 <sup>40</sup>							11.12 <sup>9</sup>	
ST. GEORGE				f 7.20 <sup>149</sup>							10.40	
DN MANHATTAN YL MH				s 6.50							10.25 <sup>155</sup>	
C. R. I. & P. CROSS.												
EUREKA LAKE				f 6.00							9.45	
EAST FUNSTON				f 5.42							9.25	
D FORT RILEY FT				s 5.30							9.11 <sup>89</sup>	
DN-R JUNCTION CITY YL JN				5.20AM			A 2.50PM				8.50 <sup>38</sup>	
KANSAS FALLS							f 2.19				7.35	
D CHAPMAN CM							s 2.08 <sup>69</sup>				7.25	
D DETROIT DR							s 1.45				7.15	
DN ABILENE YL AB							s 1.30				7.05	
A. T. & S. F. CROSS.												
WEST ABILENE YL					A 11.35AM		1.07		A 4.55PM		7.00	
SAND SPRING							f 1.00		f 4.45		6.55	
D SOLOMON YL SK		A 7.20AM					f 11.20		s 12.45		f 4.35	
NEW CAMBRIA		6.55					11.05		f 12.20		4.25 <sup>165</sup>	
EAST SALINA YL		6.45					10.45AM		12.10		4.15PM	
DN-R SALINA YL		6.40AM							12.01PM		6.15PM	
(186.6)	Daily	Daily Except Sunday	Daily Except Sunday	Tuesday, Thursday, Saturday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	
Thru time.....	(2.20)	(0.40)	(6.50)	(0.15)	(5.40)	(0.50)	(3.20)	(2.49)	(0.40)	(4.15)	(10.45)	
Average speed per hour.....	30.2	21.5	9.6	16.0	12.5	23.9	21.1	16.7	29.9	16.6	17.1	

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.  
 On double track, operation of trains with current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.  
 For stations not shown on schedule pages.—See Page 23.

WESTWARD				SECOND SUBDIVISION			
Car capacity of sidings etc. See Rule 8(A), Page 23.	SECOND CLASS			FIRST CLASS			Time-Table No. 7 May 28, 1950
	369	555	155	69	37	9	
	Mixed	Local Freight	Time Freight	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	
WCT YEP		7.30AM	5.30AM	3.40 <sup>154</sup> PM	4.45AM	12.45AM	DN-R SALINA YL SC
63 P		f 7.45	5.40	f 3.50	4.55	12.53	A. T. & S. F. CROSSING
121 P		s 7.55	5.50	s 4.02	5.01	12.58	BAVARIA
39 P		f 8.01	5.58	f 4.07	5.05	1.01	D BROOKVILLE RK
46 P		f 8.10	6.10	f 4.16	5.13	1.09	ARCOLA
58 WYP		s 8.35	6.20	s 4.25	5.25	1.18	CARNEIRO
WS 105 ES 105 WP		s 9.15	6.30	s 4.35	s 5.37	1.26	D KANOPOLIS KA
I							DN ELLSWORTH YL WO
37 P		f 9.30	6.42	f 4.46	5.47	1.34	ST. L. & S. F. CROSSING
69 P		s 9.45	6.55	s 4.58	s 6.00	1.42	D BLACK WOLF BK
73 WCP		s 10.15	7.15	s 5.06	6.07	1.47	D WILSON WN
52 P		s 10.35	7.30	s 5.15	6.15	1.53	D DORRANCE DO
51 P		f 10.45	7.40	f 5.25 <sup>38</sup>	6.20	1.58	D BUNKER HILL BH
76 WP		s 11.50AM	8.15 <sup>554</sup>	s 5.40	s 6.35	2.03	HOMER
62 P		f 12.06PM	8.23	f 5.44	6.41	2.07	DN RUSSELL YL RU
119 WP		s 12.30	8.30	s 5.52	6.48	2.12	BALTA
27 P		f 12.40	8.36	f 5.58	6.51 <sup>554</sup>	2.15	D GORHAM GJ
P		s 1.00	8.45	s 6.05	f 6.55	2.18	WALKER
48 P		f 1.15	8.55	f 6.13	7.02	2.23	D VICTORIA VC
144 WP		s 2.00	9.30	s 6.30	s 7.07	2.32 <sup>10</sup>	TOULON
39 P		f 2.10	9.40	f 6.37	7.25	2.38	DN HAYS YL HA
52 P		f 2.20	9.50	f 6.42	7.30	2.42	YOCEMENTO
WCT OZEP		7.01PM	A 2.45PM	A 6.50PM	7.50	2.53	HOG BACK
62 P		f 7.12	A 11.00AM	A 7.20	7.20	1.58	CT DN-R ELLIS YL RT
52 P		f 7.20			7.28	2.04	RIGA
50 WP		s 7.50			f 7.35	2.09	D OGALLAH OG
42 P		f 8.03			s 7.50	2.17	DN WAKBENEY W
34 P		f 8.12				2.24	VODA
51 P		f 8.22			f 8.07	2.30	D COLLYER JY
67 WP		f 8.33			s 8.17	2.37	D QUINTER QN
44 P		f 8.41			f 8.27	2.44	D BUFFALO PARK BP
50 P		f 8.53			s 8.35 <sup>370</sup>	2.49	D GRAINFIELD GF
42 P		f 9.01			s 8.47	2.57	D GRINNELL GD
56 WCTP		s 9.50			s 8.54	3.02	CAMPUS
51 P		f 10.04			s 9.10	3.08	DN OAKLEY YL OQ
43 P		f 10.15			f 9.20	3.16	D MONUMENT MU
44 WYP		f 10.23			f 9.29	3.23	D PAGE CITY PG
40 P		f 10.35			s 9.37	3.28	D WINONA GW
41 P		f 10.50			f 9.48	3.36	McALLASTER
53 P		10.57			f 10.03	3.47	D WALLACE A
WCT 34 YEP		A 11.05PM			A 10.15AM	A 3.55AM	DN-R SHARON SPRINGS YL PS

(4.04) 31.2 (7.15) 16.1 (5.30) 21.2 (3.10) 36.9 (6.30) 37.4 (4.10) 38.4

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 38 are superior to No. 69.— See Rule S-72.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
 No. 37 will reduce speed to 25 M.P.H. daily except Mondays and holidays, at Gorham, to permit exchange of mail.  
 For stations not shown on schedule pages.—See Page 23.

SECOND SUBDIVISION				EASTWARD			
Time-Table No. 7 May 28, 1950	Mile Post	FIRST CLASS			SECOND CLASS		
		70	38	10	554	370	154
		Passenger	Passenger	Passenger	Local Freight	Mixed	Time Freight
DN-R SALINA YL SC	186.6	A 2.20PM	A 6.45PM	A 4.15AM	A 12.15PM	A 3.40 <sup>69</sup> PM	
A. T. & S. F. CROSS.	187.2						
BAVARIA	194.8	f 2.00	6.38	4.08	f 12.01PM	2.50	
D BROOKVILLE RK	201.4	s 1.50	6.32	4.02	s 11.50AM	2.40	
ARCOLA	205.4	f 1.42	6.28	3.59	f 11.40	2.34	
CARNEIRO	211.6	f 1.35	6.21	3.52	f 11.30	2.25	
D KANOPOLIS KA	219.2	s 1.25	6.11	3.43	s 11.15	2.10	
DN ELLSWORTH YL WO	223.7	s 1.17	6.05	3.38	s 11.00	2.00	
ST. L. & S. F. CROSS.	224.4						
D BLACK WOLF BK	231.5	f 1.03	5.53	3.29	s 10.00	1.34	
D WILSON WN	239.9	s 12.50	5.43	3.20	s 9.45 <sup>555</sup>	1.20	
D DORRANCE DO	246.4	s 12.39	5.38	3.15	s 9.00	1.10	
D BUNKER HILL BH	253.4	s 12.29	5.31	3.09	s 8.35	12.57	
HOMER	259.2	f 12.20	5.25 <sup>69</sup>	3.04	f 8.25	12.50	
DN RUSSELL YL RU	263.8	s 12.15	5.20	3.00	s 8.15 <sup>155</sup>	12.45	
BALTA	266.7	f 12.06 <sup>555</sup>	5.13	2.55	f 7.10	12.37	
D GORHAM GJ	272.4	s 11.59AM	5.08	2.49	s 7.01	12.30 <sup>555</sup>	
WALKER	275.5	f 11.55	5.05	2.46	f 6.51 <sup>37</sup>	12.25	
D VICTORIA VC	279.6	s 11.49	5.01	2.42	s 6.40	12.19	
TOULON	284.8	f 11.41	4.55	2.37	f 6.30	12.12	
DN HAYS YL HA	290.1	s 11.35	4.50	2.32 <sup>9</sup>	s 6.20	12.05PM	
YOCEMENTO	295.4	f 11.26	4.40	2.27	f 6.05	11.58AM	
HOG BACK	298.8	f 11.21	4.35	2.24	f 5.58	11.52	
DN-R ELLIS YL RT	303.8	11.15AM	4.30	2.20	5.50AM	11.45AM	
RIGA	308.4		3.15	1.15			
D OGALLAH OG	318.7		3.06	1.08		A 10.05AM	
DN WAKBENEY W	322.8		3.00	1.03	f 9.43		
VODA	330.0		2.50	12.55	f 9.35		
D COLLYER JY	335.8		2.40	12.47	s 9.20		
D QUINTER QN	348.8		2.34	12.43	f 9.08		
D BUFFALO PARK BP	350.9		2.26	12.36	f 9.00		
D GRAINFIELD GF	356.8		2.18	12.30	f 8.51		
D GRINNELL GD	365.2		2.13	12.25	f 8.42		
CAMPUS	371.2		2.04	12.17	f 8.35 <sup>37</sup>		
DN OAKLEY YL OQ	377.4		1.58	12.12	f 8.13		
D MONUMENT MU	386.1		1.50	12.06AM	f 8.05		
D PAGE CITY PG	393.6		1.39	11.59PM	s 7.55		
D WINONA GW	399.0		1.32	11.53	f 7.32		
McALLASTER	408.4		1.27	11.48	f 7.22		
D WALLACE A	421.1		1.17	11.40	f 7.15		
SOMENA	425.6		1.06	11.29	f 7.01		
DN-R SHARON SPRINGS YL PS	429.8		1.01	11.25	f 6.45		
			12.55PM	11.20PM	f 6.38		
		Daily	Daily	Daily	Daily	Daily	

Thru time..... (3.05) (4.50) (3.55) (6.25) (3.35) (3.55)  
 Average speed per hour..... 38.0 50.3 62.1 18.2 35.3 29.8

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 38 are superior to No. 69.— 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.  
 For stations not shown on schedule pages.—See Page 23.



WESTWARD

THIRD SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS			Time-Table No. 7 May 28, 1950
	25	97	91	369	37	7	9	
	C. R. I. & P. Mixed	C. R. I. & P. Freight	C. R. I. & P. Freight	Mixed	Passenger	C. R. I. & P. Rocket Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
34 WCT Y2P				12.10AM	10.25AM		3.58AM	
61 P				12.18	10.30		4.02	
62 WP				12.30	10.40		4.09	
41 P				12.40	10.48		4.14	
42 P				12.48	10.54		4.18	
50 P				12.56	11.00		4.23	
54 WP				1.20	11.08		4.27	
53 P				1.30	11.15		4.32	
58 P				1.40	11.23		4.37 <sup>370</sup>	
52 P				1.50	11.32		4.45	
58 WCTP				2.10	11.45 <sup>38</sup>		4.50	
53 P				2.20	11.57AM		4.56	
51 P				2.30	12.03PM		5.01	
52 P				2.40	12.10		5.07	
52 P				2.54	12.20		5.16	
95 WP				3.15 <sup>370</sup>	12.29		5.23	
82 TYP				3.30	12.40		5.32	
119 P				4.15	12.50		5.35	
31 WP				4.28	12.59		5.41	
47 P				4.38	1.06		5.47	
				4.55	1.13		5.55	
				11.50 <sup>96</sup> PM	10.25PM		6.51 <sup>92</sup> AM	
51 P				12.04AM	10.40		6.36 <sup>92</sup> f 5.08	
50 P				12.16	11.15		6.50 f 5.20	
51 P				12.22	11.23 <sup>96</sup>		6.58 f 5.27	
52 P				12.40 <sup>26</sup>	11.32		7.15 <sup>7</sup> f 5.35	
24 P				12.55	11.40PM		7.30 5.44 <sup>92</sup>	
52 WCTP				1.10 <sup>370</sup>	12.15AM		7.50 s 6.05	
51 P				1.28	12.57 <sup>370</sup>		8.10 f 6.20	
52 P				1.40 <sup>97</sup>	1.40 <sup>25</sup>		8.30 f 6.30	
58 WP				1.52	2.10		8.55 f 6.43 <sup>9</sup>	
49 P				2.05	2.40		9.27 <sup>38</sup> f 6.55	
51 P				2.15	3.00		9.45 f 7.04	
50 WP				2.25	3.25		10.00 f 7.13	
52 P				2.38	3.55		10.25 7.24	
84 P				2.48	4.16 <sup>99</sup>		10.40 7.32	
72 YP				2.53	4.45		10.45 7.37	
49 P				2.56	5.00		10.48 7.40	
WCTYPZ				3.05AM	5.30AM		11.00AM 7.50AM	
							3.03PM 8.16AM 7.18AM	

(3.15) (7.05) (4.50) (7.40) (4.38) (1.25) (3.20) ..... Thru time  
26.9 12.4 18.1 27.2 45.0 61.8 62.5 ..... 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.  
For stations not shown on schedule pages.—See Page 23.

THIRD SUBDIVISION

EASTWARD

Time-Table No. 7 May 28, 1950	Mile Post	FIRST CLASS			SECOND CLASS			
		38	8	10	92	96	26	370
		Passenger	C. R. I. & P. Rocket Passenger	Passenger	C. R. I. & P. Freight	C. R. I. & P. Freight	C. R. I. & P. Mixed	Mixed
		Daily	Daily	Daily	Daily	Daily	Daily	Daily
DN-R SHARON SPRINGS YL PS	429.8	A12.45PM		A11.15PM			A 6.00AM	
SUNLAND	433.8	12.41		11.09			5.35	
D WESKAN MO	441.8	12.32		11.02			f 5.22	
CHEMUNG	448.2	12.26		10.57			5.13	
ARAPAHOE	453.1	12.21		10.53			f 5.07	
SALIS	458.2	12.16		10.49			5.01	
DN CHEYENNE WELLS CW	463.0	12.11		10.45			s 4.55	
ASCALON	468.1	12.06		10.41			4.47	
FIRST VIEW	473.5	12.01PM		10.37			f 4.37 <sup>9</sup>	
ARENA	482.3	11.51AM		10.29			4.17	
D KIT CARSON KC	487.7	11.45 <sup>37</sup>		10.25			s 4.10	
SORRENTO	494.0	11.39		10.20			3.55	
WILD HORSE	500.4	11.33		10.15			f 3.47	
AROYA	507.6	11.26		10.09			f 3.38	
BOYERO	518.0	11.16		10.00			f 3.25	
OLIFFORD	523.3	11.08		9.53			f 3.15 <sup>369</sup>	
DN-R HUGO YL HU	535.5	10.55		9.45			3.00	
BAGDAD	541.7	10.42		9.35			2.20	
LAKE	547.9	10.36		9.30			2.10	
(C. R. I. & P. Crossing)								
DN-R LIMON YL MN	550.5	10.32		9.27			s 2.05	
LIMON JUNCTION YL	550.6			A 2.23PM			A 6.51 <sup>7</sup> AM A 11.50 <sup>25</sup> PM A 1.30AM	
RIVER BEND	556.6	10.22		2.17			6.36 <sup>91</sup> 11.40 1.10 f 1.52	
CEDAR POINT	563.2	10.15		2.12			6.26 11.30 12.58 f 1.42	
BUICK	567.1	10.10		2.09			6.12 <sup>9</sup> 11.23 <sup>37</sup> 12.50 f 1.35	
D AGATE AX	572.2	10.05		2.04			5.55 11.10 12.40 <sup>25</sup> f 1.28	
LOWLAND	578.1	9.59		1.59			5.44 <sup>369</sup> 10.55 12.27 <sup>97</sup> 1.20	
D DEER TRAIL DX	584.2	9.52		1.53 <sup>37</sup>			5.30 10.45 12.15 <sup>97</sup> AM s 1.10 <sup>25</sup>	
PHORIA	590.1	9.46		1.48			5.21 10.25 11.50PM 12.57 <sup>97</sup>	
D BYERS BY	596.6	9.40		1.42			5.11 10.15 11.40 f 12.48	
D STRASBURG SR	602.5	9.34		1.37			5.02 10.05 11.30 f 12.40	
DN BENNETT BT	608.9	9.27 <sup>91</sup>		1.32			4.52 9.56 11.20 f 12.32	
MANILA	618.7	9.22		1.28			4.44 9.48 11.12 12.26	
WATKINS	618.4	9.17		1.24			4.36 9.40 11.03 f 12.20	
MESA	625.0	9.10		1.18			4.25 9.27 10.51 12.05AM	
SABLE	630.5	9.04		1.13			4.16 <sup>97</sup> 9.17 10.42 11.55PM	
ROYDALE	633.2	9.01		1.10			4.11 9.12 10.38 11.50	
SANDOWN	634.3	9.00		1.09			4.09 9.10 10.35 11.48	
PULLMAN YL	638.2	8.55AM		1.05PM			4.00AM 8.48PM 10.08PM 11.40PM	

Thru time..... (3.50) (1.18) (3.10) (2.51) (3.02) (3.22) (6.20)  
Average speed per hour..... 54.4 67.4 65.8 30.8 28.9 26.0 32.9

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.  
For stations not shown on schedule pages.—See Page 23.







WESTWARD				JUNCTION CITY BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 7 May 28, 1950				SECOND CLASS					
175 Mixed Daily Except Sunday				STATIONS				176 Mixed					
WCTE			3.35AM	DN-R	JUNCTION CITY YL JN	0.0	6.30PM						
42			4.15	D	MILFORD MR	13.6	5.55						
17 w			4.35	D	WAKEFIELD WF	19.4	5.40						
30 w			6.20	D	CLAY CENTER YL CA	28.4	5.00						
15 y			8.15	D-R	MILTONVALE YL MV	31.9	2.00						
			8.17		M. V. JUNCTION YL	52.1	1.42						
			9.02		C. O. JUNCTION YL	72.1	1.02						
CWY			9.05AM	D-R	CONCORDIA YL ND	72.5	1.00PM						
					(72.5)								
			(5.30) 13.2		Thru Time	(5.30) 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. 7 May 28, 1950				SECOND CLASS					
166 Mixed Daily Except Sunday				STATIONS				165 Mixed					
77 y			7.30AM	D-R	SOLOMON YL SK	0.0	4.00PM						
40			7.45	D	NILES XN	6.5	3.45						
30			7.55	f	VERDI	9.0	3.35						
55			8.10	D	BENNINGTON BN	14.7	3.20						
16 w			8.40	D	MINNEAPOLIS YL MI	23.3	2.55						
					A. T. & S. F. CROSSING	23.7							
33			9.15	D	DELPHOS DF	34.7	2.15						
			9.35	D	GLASCO GK	41.6	1.50						
33			9.55	D	SIMPSON BE	46.8	1.30						
25			10.10		ASHERVILLE	49.8	1.20						
					M. P. CROSSING	57.2							
34 WTC			10.45AM	D-R	BELOIT YL BL	57.4	1.00PM						
					(57.4)								
			(3.15) 17.7		Thru Time	(3.00) 19.1							

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.

**Standard Clocks Are Located as Shown Below**

Kansas City	Union Station	Pullman	Roundhouse, Engine Dispatcher's Office
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
Terminal Junction	Telegraph Office	Denver	Conductor's Room, Freight Station
Lawrence	Telegraph Office	Denver, 23rd Street	Register Room
Topeka	Telegraph Office	Denver	Dispatcher's Office
Topeka	Engineer's Wash Room	Denver	"U. D." Telegraph Office
Topeka	Yard Office	Beloit	Telegraph Office
Manhattan	Telegraph Office	Plainville	Telegraph Office
Manhattan	Engineer's Wash Room	Leavenworth	Telegraph Office
Junction City	Telegraph Office	St. Joseph	Union Depot Telegraph Office
Junction City	Crew Dispatcher's Office	St. Joseph	Terminal Yard Office
Salina	Register Room, Union Station	St. Joseph	Roundhouse Shop Office
Salina	Telegraph Office, Union Station	Marysville	Telegraph Office
Salina	Chief Dispatcher's Office	Marysville	Dispatcher's Office
Salina	Dispatcher's Office	Marysville	Yard Office
Salina	Yard Office	Marysville	Roundhouse
Salina	Roundhouse	Hastings	Yard Office
Ellis	Telegraph Office	Grand Island	Telegraph Office
Oakley	Telegraph Office	Grand Island	Roundhouse
Sharon Springs	Telegraph Office	Grand Island	Yard Office
Hugo	Telegraph Office	Beatrice	Telegraph Office
Limon	Telegraph Office	Beatrice	Roundhouse
Pullman	Yard Office	Concordia	Telegraph Office

WESTWARD				PLAINVILLE BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 7 May 28, 1950				FIRST CLASS					
185 Local Freight Daily Except Sunday				STATIONS				533 Motor Passenger Daily					
WCTE			8.45AM	DN-R	SALINA YL SA	0.0	2.30PM						
24			8.52	f	TRENTON	3.4	1.59						
28			8.58	f	SHIPTON	2.8	1.55						
29			9.08	s	CULVER CU	5.5	1.48						
42			9.30	s	TESCOTT SX	7.0	1.37 <sup>184</sup>						
49 w			9.50	s	BEVERLY VY	8.3	1.27						
					A. T. & S. F. CROSSING	10.0							
32			10.40	s	LINCOLN CENTER NC	0.3	1.13						
53			11.05	s	VESPER VS	6.8	12.59						
44 w			11.45 <sup>184</sup>	s	SYLVAN GROVE YL YG	6.2	12.49						
47			12.33 <sup>184</sup>	s	LUCAS QS	9.9	12.33 <sup>183</sup>						
39			1.15	s	LURAY AU	9.4	12.17						
43			1.40	s	WALDO OW	6.1	12.08PM						
27 w			2.10	s	PARADISE VM	7.7	11.53AM						
36			2.40	s	NATOMA NO	7.8	11.41						
28			3.05	s	CODELL	8.1	11.27						
28 WCTE			8.00AM	A	PLAINVILLE YL VN	8.4	11.15 <sup>533</sup>						
37			8.20	s	ZURICH ZU	8.9	10.55						
23			8.40	s	PALCO PO	7.4	10.40						
22			9.00	s	DAMAR	4.9	10.25						
28 w			9.20	s	BOGUE BG	6.6	10.10						
36 y			9.52 <sup>534</sup>	s	HILL CITY YL CI	8.7	9.52 <sup>186</sup>						
28			10.25	s	PENOKEE PK	6.7	9.40						
28 w			10.40	s	MORLAND MD	5.5	9.30						
27			11.00 <sup>186</sup>	s	STUDLEY	5.2	9.20						
29			11.20	s	TASCO	7.1	9.05						
27 w			11.45AM	s	HOXIE KZ	7.9	8.50						
26			12.10PM	f	SEGUIN	8.7	8.30						
30 w			12.35	s	MENLO MZ	7.1	8.15						
28			1.00	s	HALFORD	7.8	7.58						
26 PWY			1.40	s	COLBY YL CB	9.5	7.40 <sup>186</sup>						
30			1.50	f	ALTAIR	5.4	7.26						
30			2.08	f	SPICA	9.1	7.10						
PWCT			2.30PM	A	OAKLEY YL OQ	6.7	7.00AM						
					(224.7)								
			(6.30) 20.1		Thru Time	(7.30) 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.

For stations not shown on schedule pages.—See Page 23.



**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 "DE-Psgr."**—Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
- 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.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Inspection bus cars.			40	40	Within yard limits protected by continuous block signal system	60	50	50	25
When caboose is handled in train consisting of passenger train equipment.			50		Within yard limits not protected by continuous block signal system.	50	40	40	25
U. P. Mallet, Ten-Wheeler and Consolidation type engines.			35	35	Passing fueling stations.	50	50	40	25
U. P. 7000 class engines.			75	50	When using cross-overs or turn-outs. Exceptions: 9000 class engines, forward movement. 9000 class engines, backward movement. 800 class engines with 14-wheel tender. Back-up movement.	15	15	15	15
U. P. 3800 and 3900 class engines.			60	50	All other engines, backward movement	10	10	10	10
U. P. 4000 class engines.			45	45	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20	20
U. P. 5000 and 9000 class engines.			50	50	Over spring switches, where movement is over facing point switch, except at Topeka and Carden.	20	20	20	20
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	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. Highland Branch. 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	Railroad crossings, not otherwise specified, where governed by automatic interlocking signals, between the two home signals governing movement over the crossing.	20	20	20	20
Light engines.				45	On side tracks laid with rail weighing 60 pounds or less.			5	5
Diesel-Electric switch engines in road service.			35	35	On wye tracks, except those portions used as main track.	5	5	5	5
Diesel-Electric locomotives running light, dynamic brake not in operation.				35					
Steam engines running backward.	20	20	20	20					
When more than 50% of the tonnage is gravel.				30					
Trains handling scale test cars: On main line. On branch lines.				30 20					
Trains handling loaded wooden Hart convertible cars.				25					
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	40 40					
Trains handling company roadway machines on their own wheels: On straight track. On curves.				30 25					
Trains handling air-dump cars.				35					

**FIRST SUBDIVISION**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Maximum speed, between Kansas City and Mile Post 163.	75	75	75	50	Between Mile Posts— Belvue 99.7 and 99.8	70	60	60	45
Freight trains handled by Diesel-electric locomotive between Kansas City and Menoken.				55	104.6 and 105.0	35	35	35	35
C. R. I. & P. engines 5000 to 5064, incl., and 5100 to 5109, incl., between Kansas City and Topeka.			65	50	Wamego 105.4 and 107.0	70	60	60	45
Maximum speed, between Mile Post 163 and Salina.	75	75	65	45	St. George 117.8 and 118.2	70	60	60	45
Between Mile Posts— Terminal Jct., over turn-outs from U. P. main tracks to K. C. T. main tracks.	30	30	30	25	119.1 and 119.4	30	30	30	25
Muncie 13.2 and 13.4	75	65	65	50	Manhattan 121.9 and 122.0	70	60	60	45
16.3 and 17.2	70	60	60	50	123.1 and 123.5	40	35	35	25
Bonner Springs 17.9 and 18.0	30	30	30	30	124.7 and 125.3	60	50	50	40
20.2 and 20.4	75	65	65	50	Eureka Lake 129.2 and 129.3	70	60	60	45
Loring 21.4 and 21.8	75	65	65	50	East Funston 132.5 and 132.7	70	60	60	45
23.6 and 23.9	75	65	65	50	133.7 and 137.1	50	40	40	25
27.5 and 27.7	75	65	65	50	Junction City, over inspection pit in main track.	25	25	25	25
Linwood 33.1 and 33.4	75	65	65	50	141.0 and 141.4	70	60	60	45
36.5 and 36.9	60	50	50	40	143.6 and 145.2	40	35	35	25
Lawrence, within city limits.	30	30	30	25	Kansas Falls 148.7 and 148.9	70	60	60	45
39.5 and 39.9	30	30	30	25	150.0 and 150.2	70	60	60	45
42.4 and 43.0	75	65	65	50	Chapman 152.8 and 152.9	70	60	60	45
Grantville 65.7 and 66.2	75	65	65	50	Abilene, between Oplena and Elm Streets.	30	30	30	25
67.5 and 67.9	30	30	30	25	Abilene, over A. T. & S. F. Crossing	30	30	30	25
Topeka, over Quincy Street and Kansas Avenue.	12	12	12	12	165.9 and 166.1	70	60	60	45
Menoken, on siding and through turn-out at east end of siding.	25	25	25	25	167.9 and 168.3	50	45	45	35
Rossville, within city limits.	45	45	45	45	Sand Spring 169.3 and 169.5	70	60	60	45
St. Marys, within city limits	25	25	25	25	Solomon 173.3 and 173.5	50	40	40	25
94.7 and 95.0	70	60	60	45	New Cambria 181.2 and 181.3	70	60	60	45

**SECOND SUBDIVISION**

Maximum speed.	75	75	65	45	Between Mile Posts— Brookville 201.7 and 202.2	70	60	60	45
Maximum speed, mixed trains.				50	203.9 and 208.0	70	60	60	45
Between Mile Posts— Salina, over A. T. & S. F. Crossing.	30	30	30	25	Terra Cotta 208.4 and 209.4	60	50	50	40
190.7 and 190.8	70	60	60	45	210.0 and 211.1	40	35	35	25
Bavaria 198.4 and 198.7	70	60	60	45					



**SECOND SUBDIVISION (Continued)**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.		Str.	DE-Psgr.	Psgr.	Fr.
Between Mile Posts— <b>Carneiro</b> 211.3 and 212.8	50	40	40	25	Between Mile Posts— <b>Yocemento</b> 295.8 and 296.0	50	40	40	30
213.1 and 215.3	40	35	35	25	297.5 and 297.7	70	60	60	45
215.5 and 216.1	50	40	40	25	<b>Ellis</b> , over inspection pits in main track.	25	25	25	25
<b>Kanopolis</b> 221.9 and 222.4	40	35	35	25	304.3 and 307.0	60	50	50	40
<b>Ellsworth</b> , over St. L. & S. F. Crossing.	30	30	30	25	<b>Riga</b> 311.4 and 311.8	70	60	60	45
224.6 and 225.0	60	50	50	40	<b>Wakeeney</b> Between first crossing west and second crossing east of depot.	40	40	40	25
225.6 and 225.8	70	60	60	45	323.3 and 324.0	70	60	60	45
228.4 and 228.7	70	60	60	45	<b>Voda</b> 330.2 and 330.6	70	60	60	45
230.6 and 230.9	60	50	50	40	331.7 and 332.1	60	50	50	40
<b>Black Wolf</b> 231.7 and 233.0	50	40	40	30	335.0 and 335.4	60	50	50	40
235.0 and 236.2	50	40	40	30	<b>Collyer</b> 336.6 and 337.0	55	45	45	35
238.4 and 239.5	70	60	60	45	<b>Oakley</b> 383.4 and 384.3	70	60	60	45
<b>Wilson</b> , No. 38 Saturday only.			40		<b>Winona</b> 401.3 and 401.8	70	60	60	45
242.3 and 242.7	70	60	60	45	405.5 and 405.8	60	50	50	40
<b>Dorrance</b> 249.5 and 250.0	60	50	50	40	<b>McAllaster</b> 419.6 and 420.5	70	60	60	45
<b>Bunker Hill</b> 256.4 and 256.9	70	60	60	45	<b>Wallace</b> 424.9 and 425.0	70	60	60	45
<b>Balta</b> 270.1 and 270.4	70	60	60	45					
<b>Victoria</b> , within city limits.	50	50	50	40					

**THIRD SUBDIVISION**

Maximum speed.	75	75	65	45	Between Mile Posts— 561.3 and 562.0	70	60	60	45
Maximum speed, mixed trains.				50	562.9 and 567.2	60	50	50	40
Freight engines not otherwise shown.			45		562.9 and 567.2, with U. P. 2200, 2300 and 2400 and C. R. I. & P. 2300 class engines.			40	40
C. R. I. & P. 5000 and 5100 class engines.			50	45	562.9 and 567.2, with U. P. 5000 and C. R. I. & P. 4000 and 5000 class engines.			30	30
C. R. I. & P. 2300 class engines.			50	40	<b>Cedar Point Siding</b>	5	5	5	5
C. R. I. & P. 2600, 2700 and 4000 class engines.			40	40	<b>Deer Trail</b> 587.2 and 589.8	60	50	50	40
Between Mile Posts— <b>Chemung</b> 450.8 and 451.1	70	60	60	45	<b>Byers</b> 598.9 and 601.5	70	60	60	45
<b>Arapahoe</b> 454.5 and 454.6	70	60	60	45	<b>Strasburg</b> 605.2 and 607.0	70	60	60	45
<b>Aroya</b> 512.4 and 512.7	70	60	60	45	<b>Watkins</b> 619.3 and 620.5	70	60	60	45
<b>Bagdad</b> 543.9 and 544.9	70	60	60	45	<b>Denver</b> , over grade crossings within city limits.	35	35	35	25
546.2 and 546.6	70	60	60	45					
<b>River Bend</b> 558.8 and 559.3	55	45	45	35					

**FOURTH SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Fr.		Pagr.	Fr.
Maximum speed: On straight track, between Menoken and Upland. On straight track, between Upland and Hastings.	65 65	50 45	Between Mile Posts— <b>Hollenberg</b> 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-electric locomotive between Menoken and Hastings.		50	<b>Steele City</b> 142.2 and 142.6	50	45
Light engines.		35	<b>Endicott</b> C. B. & Q. Crossing M. P. 147.1	35	35
Over Bridges 7.09, 8.70 and 34.45: 9000 class engines must not be doubleheaded over these bridges: 5000 class engines doubleheaded. 9000 class engines single.	25 25	25 25	<b>Fairbury</b> C. R. I. & P. Crossing M. P. 154.4	25	25
Between Mile Posts— <b>Emmett</b> 26.5 and 26.9	50	45	155.1 and 155.3	50	45
<b>Alkins</b> 36.7 and 37.1	50	45	164.9 and 166.3	50	45
<b>Onaga</b> 39.4 and 42.9	50	45	175.5 and 175.9	50	45
<b>Winifred</b> 67.9 and 68.2	50	45	<b>Belvidere</b> C. B. & Q. Crossing M. P. 177.0	35	35
<b>Upland</b> , through junction switch.	25	25	181.7 and 182.0	50	45
<b>Marysville</b> 115.7 and 116.2	50	45	<b>Carleton</b> 184.5 and 184.7	50	45
<b>Herkimer</b> 118.6 and 119.1	50	45	187.9 and 189.1	50	40
121.1 and 126.9	50	45	<b>Davenport</b> C. & N. W. Crossing M. P. 191.2	35	35
<b>Hanover</b> C. B. & Q. Crossing M. P. 128.1	35	25	<b>Edgar</b> C. B. & Q. Crossing M. P. 200.5	35	35
129.7 and 129.9	50	45	<b>Hastings</b> M. P. Crossing M. P. 227.3	35	25
133.4 and 133.9	50	45	Between Hastings and Grand Island.	35	30
135.0 and 135.2	50	45	Motor trains, between Hastings and Grand Island.	40	
136.1 and 136.5	50	40	<b>Grand Island</b> , on main track between Walnut and Eddy Streets.	20	20

**BRANCHES**

<b>Leavenworth Branch.</b> Between Lawrence and Leavenworth. Trains handling outfit cars.	25 20	At Mile Posts— 100.5 112.5 113.5	25
Between Leavenworth and Corral: On straight track. On curves.	15 10	<b>Manhattan</b> , over Poyntz Avenue and a trainman must act as crossing watchman.	3
Between Corral and Knox	5	<b>Junction City Branch.</b> Maximum speed— Motor trains. Steam trains. Trains handling outfit cars.	35 25 25 20
<b>Manhattan Branch.</b> Between Beatrice and Marysville.	40	Between M. P. 19.7 and 20.0.	10 10
Between Marysville and Manhattan— Motor trains. Steam trains. Trains handling outfit cars.	25 20	At Mile Posts— 7.4 23.1 46.4 7.5 23.5 47.1 10.6 23.9 48.1 12.4 25.5 48.4 12.9 25.7 48.6 15.6 42.3 48.9	25 25
Light engines, between Beatrice and Marysville.	35		
Between Mile Posts— 101.5 and 107.6 110.3 and 111.6 118.8 and 122.1 128.7 and 129.2	30		



BRANCHES—Continued

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
<b>Solomon Branch.</b> Maximum speed— Motor trains. Steam trains. Trains handling outfit cars.	35	25	<b>St. Joseph Branch.</b> Maximum speed, between Troy and M. P. 45 and between M. P. 65 and Upland.	35	35
<b>McPherson Branch.</b> Maximum speed. Trains handling outfit cars.		25	Motor trains, between Troy and M. P. 45 and between M. P. 65 and Upland.	45	
Salina, between Prescott Street and Union Station.		10	Maximum speed, between M. P. 45 and M. P. 65.	30	30
<b>Plainville Branch.</b> Between Salina and Morland— Motor trains. Steam trains.	40	30	Motor trains, between M. P. 45 and M. P. 65.	40	
Trains handling outfit cars.		20	Trains handling outfit cars.		20
Between Morland and Oakley— Steam trains.	25	25	<b>Between Mile Posts—</b> 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 53.0 and 56.6; 57.9 and 58.4 66.5 and 67.2; 72.2 and 72.5 73.4 and 75.3; 82.1 and 82.3 99.4 and 101.3	35	25
Between Morland and Colby— Motor trains.	35		<b>Upland, through junction switch.</b>	25	25
Between Colby and Oakley— Motor trains.	40		<b>U. S. Hospital Branch.</b> Maximum speed— On straight track. On curves. Trains handling outfit cars.	30	15
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		15	30
<b>Highland Branch.</b>		10		15	20

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

PLACE	NAME	TITLE	TERRITORY	PLACE	NAME	TITLE	TERRITORY
Los Angeles, Cal.	Douglas L. Gamette	Medical Director	System.	Kansas City, Kan.	C. J. Mullen	Oculist	Kansas City.
Abilene, Kan.	L. G. Heins	Surgeon	Chapman to Solomon.	Kansas City, Kan.	E. E. Anderson	Oculist & Aurist	Kansas City.
Axtell, Kan.	B. J. Vaughn	Surgeon	Sabetha to Home.	Lawrence, Kan.	H. P. Jones	Surgeon	Linwood to Perry and Lawrence to Tonganoxie.
Beatrice, Neb.	W. T. Wildhaber	Surgeon	Pickrell to Blue Springs.	Leavenworth, Kan.	G. R. Combs	Surgeon	Leavenworth to Tonganoxie and Knox.
Beloit, Kan.	W. W. Weltmer	Surgeon	Beloit to Glasco.	Limon, Colo.	R. P. Harvey	Surgeon	Hugo to Eysers.
Beloit, Kan.	R. P. Weltmer	Surgeon	Beloit to Glasco.	Lincoln Center, Kan.	L. A. Kerr	Surgeon	Salina to Luray.
Bonner Sprgs., Kan.	K. M. Rottluff	Surgeon	Bonner Springs to Linwood.	Manhattan, Kan.	R. G. Schoonhoven	Surgeon	Wamego to Junction City and Manhattan to Garrison.
Carleton, Neb.	V. D. Douglas	Surgeon	Alexandria to Fairfield.	Marysville, Kan.	J. W. Randell	Surgeon	Beattie to Hanover and Blue Rapids to Barneston.
Chapman, Kan.	G. G. Greenlee	Surgeon	Junction City to Abilene.	Marysville, Kan.	R. L. McAllister	Surgeon	Beattie to Hanover and Blue Rapids to Barneston.
Cheyenne Wells, Colo.	L. N. Meyers	Surgeon	Sharon Springs to Hugo.	Minneapolis, Kan.	F. E. Harvey	Surgeon	Beloit to Minneapolis.
Clay Center, Kan.	G. W. Bale	Surgeon	Wakefield to Miltonvale.	McPherson, Kan.	C. R. Lytle	Surgeon	McPherson to Lindsborg.
Colby, Kan.	J. L. Jensen	Surgeon	Hoxie to Oakley.	Natoma, Kan.	V. R. Parker	Surgeon	Sylvan Grove to Plainville.
Concordia, Kan.	Porter & Haughey	Surgeons	Concordia to Miltonvale.	Oakley, Kan.	G. B. Sekavee	Surgeon	Oakley, Grainfield and Oakley to Denver.
Denver, Colo.	W. M. Greig	Surgeon	Denver District.	Oakley, Kan.	C. M. Miller	Surgeon	Oakley, Grainfield and Oakley to Hoxie.
Denver, Colo.	A. T. Haley	Surgeon	Denver.	Omaha, Neb.	Lynn T. Hall	Dist. Med. Officer	Omaha District.
Denver, Colo.	H. W. Stuver	Surgeon	Denver Emergency Station.	Onaga, Kan.	C. S. Fleckenstein	Surgeon	Frankfort to Delia.
Denver, Colo.	J. S. Benwell	Surgeon	Denver.	Onaga, Kan.	E. A. Walsh	Surgeon	Frankfort to Delia.
Denver, Colo.	L. S. Frank	Surgeon	Denver.	Perry, Kan.	C. J. Bliss	Surgeon	Perry to Topeka.
Denver, Colo.	T. E. Beyer and J. R. Blair	Aurists	Denver.	Plainview, Kan.	E. C. Peterson	Surgeon	Lincoln Center to Hill City.
Denver, Colo.	J. E. Hix	Oculist	Denver.	Quinter, Kan.	B. S. Morris	Surgeon	Ellis to Oakley.
Denver, Colo.	R. W. Danielson	Oculist	Denver.	Roseville, Kan.	C. S. Smith	Surgeon	Topeka to Wamego.
Denver, Colo.	J. C. Long	Oculist	Denver.	Russell, Kan.	F. N. White	Surgeon	Wilson to Hays.
Ellis, Kan.	G. A. Surface	Surgeon	Hays to Wakeeney.	Russell, Kan.	W. J. Pettijohn	Surgeon	Wilson to Hays.
Ellis, Kan.	A. L. Bonfanti	Surgeon	Hays to Wakeeney.	Sabetha, Kan.	A. H. Haynes	Surgeon	Morrill to Baileyville.
Ellsworth, Kan.	H. St. C. O'Donnell	Surgeon	Brookville to Wilson.	St. Joseph, Mo.	S. E. Senor	Surgeon	St. Joseph.
Fairbury, Neb.	D. O. Hughes	Surgeon	Steele City to Alexandria.	St. Joseph, Mo.	O. E. Whitell	Oculist & Aurist	St. Joseph.
Frankfort, Kan.	M. A. Brawley	Surgeon	Marysville to Frankfort.	St. Marys, Kan.	O. L. Smith	Surgeon	Rossville to Wamego.
Frankfort, Kan.	D. W. Bolton	Surgeon	Marysville to Frankfort.	Salina, Kan.	J. K. Harvey	Surgeon	Solomon to Brookville: Salina to Tecott and McPherson Branch.
Grand Island, Neb.	E. G. Johnson	Surgeon	Hastings to Grand Island.	Salina, Kan.	E. L. Vermillion	Surgeon	Solomon to Brookville: Salina to Tecott and McPherson Branch.
Grand Island, Neb.	K. F. McDermott	Surgeon	Hastings to Grand Island.	Salina, Kan.	E. E. Harvey	Surgeon	Solomon to Brookville: Salina to Tecott and McPherson Branch.
Grand Island, Neb.	W. H. Hombach	Surgeon	Hastings to Grand Island.	Salina, Kan.	J. C. Mitchell	Surgeon	Solomon to Brookville: Salina to Tecott and McPherson Branch.
Grand Island, Neb.	R. D. Martin	Oculist & Aurist	Hastings to Grand Island.	Salina, Kan.	R. E. Cheney	Oculist & Aurist	Salina.
Hanover, Kan.	D. S. Roccaforte	Surgeon	Marysville to Steele City.	Salina, Kan.	M. S. Lake	Oculist & Aurist	Salina.
Hastings, Neb.	O. A. Kostal	Surgeon	Fairfield to Grand Island.	Salina, Kan.	M. L. Brakebill	Surgeon	Winona to Cheyenne Wells.
Hays, Kan.	W. M. Brewer	Surgeon	Russell to Ellis.	Solomon, Kan.	S. N. Chaffee	Surgeon	Abilene to Salina and Solomon to Minneapolis.
Hays, Kan.	L. W. Reynolds	Surgeon	Russell to Ellis.	Sylvan Grove, Kan.	B. A. Higgins	Surgeon	Salina to Plainville.
Hiawatha, Kan.	R. Meidinger	Surgeon	Leona to Hamlin.	Tonganoxie, Kan.	G. A. Lessender	Surgeon	Leavenworth to Lawrence.
Hill City, Kan.	B. A. Vesper	Surgeon	Plainville to Hoxie.	Topeka, Kan.	H. H. Mathews	Surgeon	Perry to Silver Lake.
Hugo, Colo.	B. B. Gloeckler	Surgeon	Cheyenne Wells to Bennett.	Wakeeney, Kan.	F. J. Bice	Surgeon	Ellis to Quinter.
Junction City, Kan.	F. W. O'Donnell	Surgeon	Manhattan to Chapman and Junction City to Wakefield.	Wakefield, Kan.	A. W. Butcher	Surgeon	Junction City to Clay Center.
Junction City, Kan.	H. O'Donnell	Surgeon	Manhattan to Chapman and Junction City to Wakefield.	Wamego, Kan.	B. Brunner, Jr.	Surgeon	Belvue to Manhattan.
Kansas City, Mo.	G. J. Owens	Dist. Surgeon	Kansas City District.	Watens, Kan.	J. G. Swails	Surgeon	St. Joseph to Severance.
Kansas City, Mo.	A. W. McAlester	Oculist	Kansas City.				
Kansas City, Mo.	H. I.	Aurist	Kansas City.				
Kansas City, Mo.	S. E. Roberts	Aurist	Kansas City.				
Kansas City, Mo.	F. S. Forman	Aurist	Kansas City.				
Kansas City, Mo.	H. H. Owens	Surgeon	Kansas City.				
Kansas City, Kan.	J. W. Manley	Surgeon	Kansas City.				
Kansas City, Kan.	H. L. Lloyd	Surgeon	Kansas City to Lawrence.				

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
<b>(FIRST SUBDIVISION)</b>				<b>(MANHATTAN BRANCH)</b>			
Edwardsville (1)	14.0	52 XWP	Both	Casement (5)	185.4	17	Both
Forest Lake (1)	15.0	43 XP	East	Garrison (5)	172.9	W	Both
Sunflower	16.7	14 XP	Both	Florena (5)	156.3	108	Both
Lenape (1)	23.5	36 XP	Both	Brisco	149.0	44	Both
Fall Leaf (1)	32.5	P	Both	Schroyer (5)	140.0		Both
Midland (1)	43.2	25 XP	Both	Marietta	125.9	41 P	Both
Buck Creek (1)	46.1	34 XP	Both	Holmesville	105.7	25 P	Both
Medina	53.6	17 X	Both	<b>(LEAVENWORTH BRANCH)</b>			
Newman (1)	55.9	31 XP	Both	Corral	1.5		Both
Ruby	71.0	27	East	Alfa	4.2	2	East
Kiro (2)	75.2	35 P	Both	Lansing (6)	5.4		Both
Swamp Angel	114.8	6	East	Fairmount (6)	10.5		Both
Ogdenburg (3)	130.3	22 P	Both	Rex (6)	31.5	13	Both
Funston	133.6	131 P	Both	Bismarck Grove (6)	33.0	24 P	Both
<b>(SECOND SUBDIVISION)</b>				<b>(McPHERSON BRANCH)</b>			
Terra Cotta (3)	207.3	34 P	Both	Wesleyan	2.9	3	East
<b>(THIRD SUBDIVISION)</b>				<b>(JUNCTION CITY BRANCH)</b>			
Magee	628.1	18 P	Both	Alida (8)	8.1	23	West
<b>(FOURTH SUBDIVISION)</b>				<b>(SOLOMON BRANCH)</b>			
Spence (4)	132.5	31 P	East	Broughton (8)	27.9	15	Both
Clayton	144.1	10	West	Dehyd	34.2	4	East
Powell (4)	161.5	P	Both	Idana (8)	41.1	14	Both
Sedan (4)	196.4	12 P	Both	Browndale (8)	46.0	9	Both
Anan (4)	213.8	10 P	West	<b>(PLAINVILLE BRANCH)</b>			
River (4)	245.4	6 P	Both	Lindsey (9)	20.9	18	Both
Westwood	248.7	35	West	Alfmil	24.4	7	East
<b>(ST. JOSEPH BRANCH)</b>				<b>(PLAINVILLE BRANCH)</b>			
Moray (4)	19.1	11 P	Both	Marydel (10)	9.0	13	Both
Hamlin (4)	50.2	16	Both	Shady Bend (10)	26.4	21	Both
Summit (4)	94.4	10	Both	Quartzite	32.9	21	West
				Wolf Creek	52.4	86	Both
				Mingo (11)	212.5	15	Both

- (1) Flag stop for 537-538.
- (2) Flag stop for 69.
- (3) Flag stop for 69-70.
- (4) Flag stop for 543-544.
- (5) Flag stop for 173-174.
- (6) Flag stop for 171-172.
- (7) Flag stop for 181-182.
- (8) Flag stop for 175-176.
- (9) Flag stop for 165-166.
- (10) Flag stop for 533-534-183-184.
- (11) Flag stop for 533-534-185-186.