



UNION PACIFIC RAILROAD COMPANY
EASTERN DISTRICT



KANSAS DIVISION

**TIME-TABLE
No. 13**

**Effective Sunday,
January 20, 1952**

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

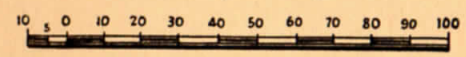
Be Careful Today

FOR EMPLOYEES ONLY

EASTERN DISTRICT
KANSAS DIVISION

CORRECTED TO MAR. 20, 1948

Scale of Miles



| WESTWARD | | | SECOND CLASS | | | | | FIRST SUBDIVISION | | | | | Time-Table No. 13 |
|---|------------------------|---------------------------|------------------------|------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------------|------------------------|------------------------------|-------------------|
| 155 Time Freight | 471 Time Freight | 165 Mixed | 357 Time Freight | 277 Time Freight | 147 Local Freight | 149 Local Freight | 159 Local Freight | 79 A.T.&S.F. Mixed | 565 C.R.I.&P. Mixed | 187 Mixed | 355 Time Freight | STATIONS | |
| Daily | Daily | Daily Except Sunday | Daily | Daily | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | Monday, Wednesday, Friday | Daily | DN-R UNION STATION US | |
| 7.00PM | 6.00PM | | 12.01PM | 6.00AM | 5.00AM | | | | | | 12.05AM | ARMSTRONG YL | |
| 7.05 | 6.05 | | 12.03 | 6.05 | 5.05 | | | | | | 12.07 | DN-R TERMINAL JCT.YLJC | |
| 7.10 | 6.08 | | 12.05 | 6.10 | 5.10 | | | | | | 12.09 | C.R.I. & P. JCT. YL | |
| | | | | 6.20 ¹⁴⁷ | 6.20 ²⁷⁷ | | | | | | | DN KAW JCT. YL KW | |
| | | | | | | | | | | | | MUNCIE | |
| | | | | | | | | | | | | D BONNER SPRINGS BW | |
| | | | | | | | | | | | | DN A.T.&S.F. CROSS. BN | |
| | | | | | | | | | | | | LORING | |
| | | | | | | | | | | | | LINWOOD | |
| | | | | | | | | | | | | DN LAWRENCE YL DA | |
| | | | | | | | | | | | | WILLIAMSTOWN | |
| | | | | | | | | | | | | D PERRY KY | |
| | | | | | | | | | | | | GRANTVILLE | |
| | | | | | | | | | | | | DN A.T.&S.F. CROSS. X | |
| | | | | | | | | | | | | DN-R TOPEKA YL OT | |
| | | | | | | | | | | | | C.R.I. & P. CROSS. | |
| | | | | | | | | | | | | DN WEST TOPEKA YL CH | |
| | | | | | | | | | | | | DN MENOKEN YL MX | |
| | | | | | | | | | | | | D SILVER LAKE SI | |
| | | | | | | | | | | | | D ROSSVILLE RV | |
| | | | | | | | | | | | | DN ST. MARYS SY | |
| | | | | | | | | | | | | D BELVUE BV | |
| | | | | | | | | | | | | DN WAMEGO WA | |
| | | | | | | | | | | | | ST. GEORGE | |
| | | | | | | | | | | | | DN MANHATTAN YL MH | |
| | | | | | | | | | | | | C.R.I. & P. CROSS. | |
| | | | | | | | | | | | | EUREKA LAKE | |
| | | | | | | | | | | | | EAST FUNSTON YL | |
| | | | | | | | | | | | | D FORT RILEY FT | |
| | | | | | | | | | | | | DN-R JUNCTION CITY JN | |
| | | | | | | | | | | | | KANSAS FALLS | |
| | | | | | | | | | | | | D CHAPMAN CM | |
| | | | | | | | | | | | | D DETROIT DR | |
| | | | | | | | | | | | | DN ABILENE YL AB | |
| | | | | | | | | | | | | A.T. & S.F. CROSS. | |
| | | | | | | | | | | | | WEST ABILENE YL | |
| | | | | | | | | | | | | SAND SPRING | |
| | | | | | | | | | | | | D SOLOMON YL SK | |
| | | | | | | | | | | | | NEW CAMBRIA | |
| | | | | | | | | | | | | EAST SALINA YL | |
| | | | | | | | | | | | | DN-R SALINA YL | |
| | | | | | | | | | | | | SC | |
| | | | | | | | | | | | | A | |
| (8.10) 22.4 | (2.20) 29.8 | (0.35) 24.5 | (1.59) 35.1 | (2.15) 30.9 | (6.20) 10.3 | (6.30) 10.8 | (4.50) 9.7 | (1.00) 19.9 | (1.00) 19.9 | (0.20) 9.3 | (1.55) 36.3 | Thru time | |
| | | | | | | | | | | | | Average speed per hour | |
| 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, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. | | | | | | | | | | | | | |
| For stations not shown on schedule pages.—See Page 23. | | | | | | | | | | | | | |

| WESTWARD | | | FIRST CLASS | | | | | FIRST SUBDIVISION | | | | | Time-Table No. 13 |
|---|--------------------------------|-------------------------------|---|----------------------|---------------------|---------------------|---|---------------------------|---------------------------------|-----------|------------------------|--|-------------------|
| 37 Passenger | 43 C.R.I. & P. Passenger | 3 C.R.I. & P. Passenger | 507 C.R.I. & P. Rocket Passenger | 9 Passenger | 39 Passenger | 69 Passenger | 509 C.R.I. & P. Rocket Passenger | 537 Motor Passenger | 139 C.R.I. & P. Passenger | Mill Post | STATIONS | | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | DN-R UNION STATION US | | |
| 11.30PM | | | | 9.30PM | 6.30PM | 9.15AM | | 8.00AM | | 0.0 | KANSAS CITY, KAN. | | |
| 11.28 | | | | 9.35 | 6.37 | 9.23 | | 8.06 | | 2.5 | DN-R TERMINAL JCT.YLJC | | |
| 11.40 | 11.17PM | 11.06PM | 9.51PM | 9.36 | 6.38 | 9.25 | 8.56AM | 8.08 | 8.07AM | 3.3 | C.R.I. & P. JCT. YL | | |
| 11.42 | 11.19 | 11.08 | 9.52 | 9.37 | 6.40 | 9.27 | 8.58 | 8.10 | 8.09 | 4.2 | DN KAW JCT. YL KW | | |
| 11.44 | 11.21 | 11.10 | 9.53 | 9.38 | 6.42 | 9.29 | 9.00 | 8.12 | 8.11 | 5.1 | MUNCIE | | |
| 11.51PM | 11.27 | 11.15 | 9.57 | 9.42 | 6.47 | 9.33 | 9.04 | 8.17 | 8.16 | 9.6 | D BONNER SPRINGS BW | | |
| 12.01AM | 11.36 | 11.23 | 10.04 | 9.49 | 6.53 | 9.40 | 9.11 | 8.31 | 8.24 | 17.6 | DN A.T.&S.F. CROSS. BN | | |
| | | | | | | | | | | 18.0 | LORING | | |
| 12.05 | 11.40 | 11.26 | 10.07 | 9.52 | 6.56 | 9.43 | 9.14 | 8.36 | 8.27 | 20.7 | LINWOOD | | |
| 12.14 | 11.47PM | 11.33 | 10.14 | 9.58 | 7.02 | 9.50 | 9.21 | 8.47 | 8.34 ¹⁴⁷ | 28.3 | DN LAWRENCE YL DA | | |
| 12.30 | 12.01AM | 11.45 | 10.24 | 10.09 | 7.16 | 10.05 | 9.34 | 9.05 | 8.45 | 39.6 | WILLIAMSTOWN | | |
| 12.40 | 12.10 | 11.53 | | | 7.24 | | | 9.17 | 8.55 | 48.8 | D PERRY KY | | |
| 12.43 | 12.14 | 11.56PM | 10.35 | 10.20 | 7.27 | 10.16 | 9.46 ¹⁴⁷ | 9.22 | 8.58 | 52.1 | GRANTVILLE | | |
| 12.53 | 12.23 | 12.03AM | 10.43 | 10.28 | 7.36 | 10.24 | 9.55 | 9.43 | 9.07 | 61.3 | DN A.T.&S.F. CROSS. X | | |
| | | | | | | | | | | 67.5 | DN-R TOPEKA YL OT | | |
| 1.15 | 12.40AM | 12.10AM | 10.52PM | 10.37 | 7.51 | 10.50 | 10.05AM | 10.00 | 9.15AM | 68.0 | C.R.I. & P. CROSS. | | |
| | | | | | | | | | | 68.2 | DN WEST TOPEKA YL CH | | |
| 1.19 | | | | 10.39 | 7.54 ¹⁷¹ | 10.53 | | 10.03 | | 68.9 | DN MENOKEN YL MX | | |
| 1.25 | | | | 10.44 | 7.59 | 10.57 | | 10.10AM | | 72.9 | D SILVER LAKE SI | | |
| 1.30 | | | | 10.49 | 8.05 | 11.04 | | | | 78.7 | D ROSSVILLE RV | | |
| 1.36 | | | | 10.54 | 8.10 | 11.11 | | | | 84.0 | DN ST. MARYS SY | | |
| 1.45 | | | | 11.01 | 8.20 | 11.21 | | | | 91.6 | D BELVUE BV | | |
| 1.51 | | | | 11.06 | 8.26 | 11.28 | | | | 97.8 | DN WAMEGO WA | | |
| 1.58 | | | | 11.12 ¹⁵⁴ | 8.34 | 11.37 | | | | 104.7 | ST. GEORGE | | |
| 2.07 | | | | 11.18 | 8.40 | 11.45AM | | | | 111.5 | DN MANHATTAN YL MH | | |
| 2.20 | | | | 11.27 | 8.50 ³⁸ | 12.05PM | | | | 119.3 | C.R.I. & P. CROSS. | | |
| | | | | | | | | | | 119.4 | EUREKA LAKE | | |
| 2.30 | | | | 11.35 | 9.07 | 12.15 | | | | 125.9 | EAST FUNSTON YL | | |
| 2.37 | | | | 11.40 | 9.15 | 12.21 | | | | 131.6 | D FORT RILEY FT | | |
| 2.45 | | | | 11.45 | 9.25 ¹⁵⁴ | 12.27 | | | | 135.7 | DN-R JUNCTION CITY JN | | |
| 2.55 | | | | 11.50 ¹⁵⁵ | 9.35 | 12.35 | | | | 139.5 | KANSAS FALLS | | |
| 3.15 | | | | 11.55 PM | 9.45 | 12.45 | | | | 146.4 | D CHAPMAN CM | | |
| 3.24 | | | | 12.03AM | 9.53 | 12.54 | | | | 152.8 | D DETROIT DR | | |
| 3.30 | | | | 12.08 | 10.00 | 1.03 | | | | 158.5 | DN ABILENE YL AB | | |
| 3.37 ¹⁰ | | | | 12.13 | 10.07 | 1.11 | | | | 163.7 | A.T. & S.F. CROSS. | | |
| 3.50 | | | | 12.18 | 10.17 | 1.20 ¹⁵⁸ | | | | 164.5 | WEST ABILENE YL | | |
| | | | | | | | | | | 164.7 | SAND SPRING | | |
| 3.52 | | | | 12.19 | 10.19 | 1.22 | | | | 168.1 | D SOLOMON YL SK | | |
| 3.56 | | | | 12.22 | 10.23 | 1.25 | | | | 172.8 | NEW CAMBRIA | | |
| 4.00 | | | | 12.26 | 10.28 | 1.31 | | | | 180.4 | EAST SALINA YL | | |
| 4.09 | | | | 12.33 | 10.37 | 1.44 | | | | 184.6 | DN-R SALINA YL | | |
| 4.13 | | | | 12.36 | 10.42 | 1.49 | | | | 186.6 | SC | | |
| A 4.25AM | | | | A 12.40AM | A 10.55PM | A 2.00PM | | | | | A | | |
| | | | | | | | | | | | | | |
| (4.55) 38.0 | (1.23) 46.8 | (1.04) 60.7 | (1.01) 63.6 | (3.10) 58.9 | (4.25) 42.2 | (4.45) 39.3 | (1.09) 56.3 | (2.10) 33.6 | (1.08) 57.1 | | Thru time | | |
| | | | | | | | | | | | | 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 38 are superior to No. 69.—See Rule S-72. | | | | | | | | | | | | | |
| On double track, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. | | | | | | | | | | | | | |
| 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 Jet. | | | | | | | | | | | | | |
| 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. 13 January 20, 1952 | | 4 | 10 | 508 | 40 | 538 | 140 | 70 | 510 | 38 | 44 |
| STATIONS | | C. R. I. & P. Passenger | Passenger | C. R. I. & P. Rocket Passenger | Passenger | Motor Passenger | C. R. I. & P. Passenger | Passenger | C. R. I. & P. Rocket Passenger | Passenger | C. R. I. & P. Passenger |
| DN-R UNION STATION US | | A 6.45AM | | A 10.30AM | A 6.00PM | | A 7.30PM | | A 11.15PM | | |
| KANSAS CITY, KAN. | | 6.30 | | 10.17 | 5.45 | | 7.16 | | 10.53 | | |
| DN-R TERMINAL JCT. YL JC | | A 1.10AM | | A 8.27AM | 10.14 | 5.42 | A 6.48PM | 7.12 | A 7.37PM | 10.51 | A 12.32AM |
| C. R. I. & P. JCT. YL | | 1.08 | | 8.25 | 10.12 | 5.40 | 6.46 | 7.10 | 7.35 | 10.49 | 12.30 |
| DN KAW JCT. YL KW | | 1.06 | | 8.24 | 10.10 | 5.38 | 6.44 | 7.08 | 7.33 | 10.47 | 12.28 |
| MUNICIE | | 1.01 | | 8.20 | 10.04 | 5.32 | 6.39 | 7.03 | 7.29 | 10.43 | 12.23 |
| D BONNER SPRINGS BW | | 12.53 | | 8.13 | 9.56 | 5.18 | 6.31 | 6.55 | 7.21 | 10.35 | 12.14 |
| DN A.T. & S.F. CROSS. BN | | | | | | | | | | | |
| LORING | | 12.50 | | 8.10 | 9.53 | 5.13 | 6.27 | 6.52 | 7.17 | 10.32 | 12.11 |
| LINWOOD | | 12.43 | | 8.03 | 9.46 | 5.00 | 6.19 | 6.45 | 7.09 | 10.25 | 12.03AM |
| DN LAWRENCE YL DA | | 12.31 | | 7.52 | 9.35 ¹⁴⁸ | 4.43 | 6.07 | 6.34 | 6.58 | 10.15 | 11.50PM |
| WILLIAMSTOWN | | 12.23 | | | 9.25 | 4.29 | 5.58 | 6.24 | | 10.05 | 11.38 |
| D PERRY KY | | 12.20 | | 7.41 | 9.22 | 4.23 | 5.55 | 6.21 | 6.46 | 10.02 | 11.35 |
| GRANTVILLE | | 12.12 | | 7.33 | 9.13 | 4.10 | 5.46 | 6.12 | 6.38 | 9.54 | 11.24 |
| DN A.T. & S.F. CROSS. X | | | | | | | | | | | |
| DN-R TOPEKA YL OT | | 12.04AM | | 7.26AM | 9.05 | 4.00 | 5.38PM | 6.05 | 6.30PM | 9.46 | 11.15PM |
| O. R. I. & P. CROSS. | | | | | | | | | | | |
| DN WEST TOPEKA YL CH | | | | 5.24 | 8.55 | 3.40 | | 5.58 | | 9.39 | |
| DN MENOKEN YL MX | | | | 5.19 | 8.50 | 3.30PM | | 5.48 | | 9.34 | |
| D SILVER LAKE SI | | | | 5.14 ¹⁴⁹ | 8.45 | | | 5.41 | | 9.28 ¹⁵⁵ | |
| D ROSSVILLE RV | | | | 5.09 | 8.40 | | | 5.33 | | 9.23 | |
| DN ST. MARYS SY | | | | 5.03 | 8.32 | | | 5.20 | | 9.16 | |
| D BELVUE BV | | | | 4.58 | 8.23 | | | 5.08 | | 9.10 | |
| DN WAMEGO WA | | | | 4.52 | 8.16 ¹⁵⁰ | | | 5.00 | | 9.04 | |
| ST. GEORGE | | | | 4.45 | 8.07 | | | 4.48 | | 8.58 | |
| DN MANHATTAN YL MH | | | | 4.37 | 7.58 ¹⁴⁹ | | | 4.40 | | 8.50 ³⁹ | |
| O. R. I. & P. CROSS. | | | | | | | | | | | |
| EUREKA LAKE | | | | 4.27 | 7.47 | | | 4.23 | | 8.30 | |
| EAST FUNSTON YL | | | | 4.22 | 7.41 | | | 4.15 | | 8.25 | |
| D FORT RILEY FT | | | | 4.17 | 7.37 | | | 4.10 | | 8.20 | |
| DN-R JUNCTION CITY | | | | 4.12 | 7.31 | | | 4.00 | | 8.15 ¹⁵⁴ | |
| KANSAS FALLS | | | | 4.05 | 7.23 | | | 3.50 | | 8.00 | |
| D OHAPMAN CM | | | | 3.50 | 7.14 | | | 3.39 | | 7.43 | |
| D DETROIT DR | | | | 3.43 | 7.09 | | | 3.32 | | 7.37 | |
| DN ABILENE YL AB | | | | 3.37 ³⁷ | 7.03 | | | 3.23 | | 7.31 | |
| A. T. & S. F. CROSS. | | | | 3.32 | 6.58 ¹⁵⁰ | | | 3.15 | | 7.25 | |
| WEST ABILENE YL | | | | 3.29 | 6.53 | | | 3.10 | | 7.19 | |
| SAND SPRING | | | | 3.27 | 6.49 | | | 3.06 | | 7.16 | |
| D SOLOMON YL SK | | | | 3.23 | 6.45 ¹⁵⁵ | | | 3.01 | | 7.12 | |
| NEW CAMBRIA | | | | 3.16 | 6.37 | | | 2.52 | | 7.03 | |
| EAST SALINA YL | | | | 3.12 | 6.33 | | | 2.48 | | 6.58 | |
| DN-R SALINA YL | | | | 3.10 ¹⁵⁵ | 6.30AM | | | 2.45PM | | 6.55PM | |
| (186.6) | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| Thru time..... | (1.06) | (3.35) | (1.01) | (4.00) | (2.30) | (1.10) | (4.45) | (1.07) | (4.20) | (1.17) | |
| Average speed per hour..... | 58.8 | 52.1 | 63.6 | 46.7 | 29.2 | 48.5 | 39.3 | 57.9 | 43.1 | 50.4 | |

| FIRST SUBDIVISION | | SECOND CLASS | | | | | EASTWARD | | | | | |
|---------------------------------------|--------|-----------------|---------------------------|---------------------------|-----------------------------------|---------------------------|---------------------------|---------------------|---------------------------|------------------------|----------------------|-----------------|
| Time-Table No. 13 January 20, 1952 | | 472 | 166 | 148 | 188 | 150 | 566 | 356 | 158 | 80 | 358 | 154 |
| STATIONS | | 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 |
| 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 |
| MUNICIE | | | | | | | | | | | | |
| D BONNER SPRINGS BW | | | | | | | | | | | | |
| DN A.T. & S.F. CROSS. BN | | | | | | | | | | | | |
| LORING | | | | | | | | | | | | |
| LINWOOD | | | | | | | | | | | | |
| DN LAWRENCE YL DA | | | | 9.35 ⁴⁰ | | | | | | | | |
| 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 |
| O. R. I. & P. CROSS. | | | | | | | | | | | | |
| DN WEST TOPEKA YL CH | | 5.50 | | | A 9.25AM | A 11.10AM | | 1.50 ³⁵⁷ | | 8.55 ¹⁵⁸ | 12.55 | |
| DN MENOKEN YL MX | | 6.40AM | | | 9.10AM | 10.57 ⁶⁰ | | 1.40PM | | 8.45PM | 12.40 | |
| D SILVER LAKE SI | | | | | | 10.30 | | | | | 12.20 | |
| D ROSSVILLE RV | | | | | | 9.55 | | | | | 12.05AM | |
| DN ST. MARYS SY | | | | | | 9.30 | | | | | 11.45PM | |
| D BELVUE BV | | | | | | 8.45 | | | | | 11.25 | |
| DN WAMEGO WA | | | | | | 8.16 ⁴⁰ | | | | | 11.12 ⁰ | |
| ST. GEORGE | | | | | | 7.20 ¹⁴⁹ | | | | | 10.40 | |
| DN MANHATTAN YL MH | | | | | | 6.50 | | | | | 10.30 ¹⁵⁵ | |
| O. R. I. & P. CROSS. | | | | | | | | | | | | |
| EUREKA LAKE | | | | | | 6.00 | | | | | 9.50 | |
| EAST FUNSTON YL | | | | | | 5.42 | | | | | 9.35 | |
| D FORT RILEY FT | | | | | | 5.30 | | | | | 9.25 ³⁹ | |
| DN-R JUNCTION CITY | | | | | | | | | | | 8.50 ³⁸ | |
| KANSAS FALLS | | | | | | 5.20AM | | A 2.50PM | | | 7.45 | |
| D OHAPMAN CM | | | | | | | | 2.19 | | | 7.15 | |
| D DETROIT DR | | | | | | | | 2.08 | | | 7.05 | |
| DN ABILENE YL AB | | | | | | | | 1.45 | | | 6.55 | |
| A. T. & S. F. CROSS. | | | | | | | | 1.20 ⁶⁰ | | | 6.40 | |
| WEST ABILENE YL | | | | | | | | | | | | |
| SAND SPRING | | | | | | | | A 9.50AM | | 1.07 | A 4.55PM | 6.35 |
| D SOLOMON YL SK | | | | | | | | | | f 1.00 | f 4.45 | 6.30 |
| NEW CAMBRIA | | | | | | | | | | f 12.45 | f 4.35 | 6.22 |
| EAST SALINA YL | | | | | | | | | | 9.10 | 4.25 ¹⁶⁵ | 6.10 |
| DN-R SALINA YL | | | | | | | | | | 9.00AM | 12.10 | 4.15PM |
| (186.6) | | Daily | Daily Except Sunday | Daily Except Sunday | Tuesday, Thursday, Saturday | Daily Except Sunday | Daily Except Sunday | Daily | Daily Except Sunday | Daily | Daily | Daily |
| Thru time..... | (2.20) | (0.40) | (6.50) | (0.15) | (5.50) | (0.50) | (3.20) | (2.49) | (0.40) | (4.15) | (11.00) | |
| Average speed per hour..... | 30.2 | 21.5 | 9.6 | 16.0 | 12.1 | 23.9 | 21.1 | 16.7 | 29.9 | 16.6 | 16.9 | |

WESTWARD

SECOND SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 13
January 20, 1952

| Car capacity of sidings, etc. See Rule 6(A), Page 25. | SECOND CLASS | | | FIRST CLASS | | | |
|---|-----------------------|----------------------------------|---------------------------------|--------------------------|--------------------------|-------------------------|----------|
| | 369 Mixed Daily | 157 Local Freight Daily | 155 Time Freight Daily | 69 Passenger Daily | 37 Passenger Daily | 9 Passenger Daily | |
| | | | | | | | |
| WCT YEP | | 7.30 AM | 5.30 AM | | 2.50 PM | 4.50 AM | 12.45 AM |
| 63 P | | f 7.45 | 5.40 | f 3.00 ¹⁵⁴ | 4.59 | 12.53 | |
| 121 P | | s 7.55 | 5.50 | s 3.10 | 5.05 | 12.58 | |
| 39 P | | f 8.01 | 5.58 | f 3.15 | 5.09 | 1.01 | |
| P | | f 8.04 | 6.01 | f 3.17 | 5.11 | 1.03 | |
| 46 P | | f 8.10 | 6.10 | f 3.22 | 5.17 | 1.07 | |
| 58 WTP | | s 8.35 | 6.20 | s 3.32 | 5.26 | 1.15 | |
| WB 105 ES 105 WP | | s 9.15 ¹⁵⁶ | 6.30 | s 3.45 | 5.37 | 1.22 | |
| I | | | | | | | |
| 87 P | | f 9.30 | 6.42 | f 3.56 | 5.47 | 1.30 | |
| 69 P | | s 9.45 | 6.55 | s 4.06 | 6.00 | 1.38 | |
| 73 WCP | | s 10.15 | 7.15 | s 4.15 | 6.07 | 1.43 | |
| 52 P | | s 10.35 | 7.30 ¹⁵⁶ | s 4.24 | 6.15 | 1.49 | |
| 51 P | | f 10.45 | 7.40 | f 4.30 | 6.21 | 1.53 ¹⁰ | |
| 76 WP | | s 11.50 AM | 8.15 | s 4.40 | 6.35 ¹⁵⁶ | 1.58 | |
| 62 P | | f 12.06 PM | 8.23 | f 4.44 | 6.41 | 2.02 | |
| 119 WP | | s 12.30 | 8.30 | s 4.50 | 6.48 | 2.07 | |
| 27 P | | f 12.40 | 8.36 | f 5.00 ³⁸ | 6.51 | 2.10 | |
| P | | s 1.00 | 8.45 | s 5.10 | 6.55 | 2.14 | |
| 48 P | | f 1.15 | 8.55 | f 5.15 | 7.02 | 2.19 | |
| 144 WP | | s 2.00 | 9.30 | s 5.20 | 7.08 | 2.24 | |
| 39 P | | f 2.10 | 9.40 | f 5.40 | 7.27 | 2.31 | |
| 52 P | | f 2.20 | 9.50 | f 5.45 | 7.32 | 2.35 | |
| WCT OYEP | | A 6.01 PM | A 2.45 PM | A 11.00 AM | A 6.00 PM | 8.00 | 2.49 |
| 62 P | | f 6.12 | | | 7.38 | 2.04 | |
| 52 P | | f 6.20 | | | 7.45 | 2.09 | |
| 50 WP | | s 6.50 | | | 8.00 | 2.17 | |
| 42 P | | f 7.03 | | | 8.10 | 2.24 | |
| 24 P | | f 7.12 | | | f 8.17 ³⁷⁰ | 2.30 | |
| 51 P | | f 7.22 | | | s 8.27 | 2.37 | |
| 67 WP | | f 7.33 | | | f 8.37 | 2.44 | |
| 44 P | | f 7.41 | | | s 8.45 | 2.49 | |
| 50 P | | f 7.53 | | | s 8.57 | 2.57 | |
| 42 P | | f 8.01 | | | 9.04 | 3.02 | |
| 56 WCTP | | s 8.50 | | | s 9.20 | 3.08 | |
| 51 P | | f 9.04 | | | f 9.30 | 3.16 | |
| 48 P | | f 9.15 | | | f 9.39 | 3.23 | |
| 44 WTP | | f 9.30 | | | s 9.47 | 3.28 | |
| 40 P | | f 9.45 | | | f 9.58 | 3.36 | |
| 41 P | | f 10.00 | | | f 10.13 | 3.47 | |
| 53 P | | 10.10 ¹⁰ | | | 10.18 | 3.51 | |
| WCT 34 YEP | | A 10.20 PM | | | A 10.25 AM | A 3.55 AM | |

(4.19) (7.15) (5.30) (3.10) (6.35) (4.10) Thru time
29.3 16.1 21.2 36.9 36.9 58.4 Average speed per hour

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.

SECOND SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 13
January 20, 1952

STATIONS

| |
|---------------------------|
| DN-R SALINA YL SC |
| 0.6 |
| A. T. & S. F. CROSSING |
| 7.6 |
| BAVARIA |
| 6.8 |
| D BROOKVILLE RK |
| 4.0 |
| ARCOLA |
| 1.9 |
| TERRA COTTA |
| 4.3 |
| CARNEIRO |
| 7.6 |
| D KANOPOLIS KA |
| 4.5 |
| DN ELLSWORTH YL WO |
| 0.7 |
| ST. L. & S. F. CROSSING |
| 7.1 |
| D BLACK WOLF BK |
| 8.4 |
| D WILSON WN |
| 6.6 |
| D DORRANCE DO |
| 7.0 |
| D BUNKER HILL BH |
| 5.8 |
| HOMER |
| 4.1 |
| DN RUSSELL YL RU |
| 3.4 |
| BALTA |
| 5.7 |
| D GORHAM GJ |
| 3.1 |
| WALKER |
| 4.1 |
| D VICTORIA VC |
| 5.2 |
| TOULON |
| 5.8 |
| DN HAYS YL HA |
| 5.3 |
| YOCEMENTO |
| 3.4 |
| HOG BACK |
| 4.5 |
| CT DN-R ELLIS YL RT MT |
| 5.1 |
| RIGA |
| 5.3 |
| D OGALLAH OG |
| 8.6 |
| DN WAKBENEY W |
| 7.7 |
| VODA |
| 5.8 |
| D COLLYER JY |
| 7.5 |
| D QUINTER QN |
| 7.6 |
| D BUFFALO PARK BP |
| 5.4 |
| D GRAINFIELD GF |
| 8.9 |
| D GRINNELL GD |
| 6.0 |
| CAMPUS |
| 6.2 |
| DN OAKLEY YL OQ |
| 8.7 |
| D MONUMENT MU |
| 7.5 |
| D PAGE CITY PG |
| 5.4 |
| D WINONA GW |
| 9.4 |
| McALLASTER |
| 12.7 |
| D WALLACE A |
| 4.5 |
| SOMENA |
| 4.2 |
| DN-R SHARON SPRINGS YL PS |

(243.2)

STATIONS

| |
|---------------------------|
| DN-R SALINA YL SC |
| 0.6 |
| A. T. & S. F. CROSS. |
| 7.6 |
| BAVARIA |
| 6.8 |
| D BROOKVILLE RK |
| 4.0 |
| ARCOLA |
| 1.9 |
| TERRA COTTA |
| 4.3 |
| CARNEIRO |
| 7.6 |
| D KANOPOLIS KA |
| 4.5 |
| DN ELLSWORTH YL WO |
| 0.7 |
| ST. L. & S. F. CROSS. |
| 7.1 |
| D BLACK WOLF BK |
| 8.4 |
| D WILSON WN |
| 6.6 |
| D DORRANCE DO |
| 7.0 |
| D BUNKER HILL BH |
| 5.8 |
| HOMER |
| 4.1 |
| DN RUSSELL YL RU |
| 3.4 |
| BALTA |
| 5.7 |
| D GORHAM GJ |
| 3.1 |
| WALKER |
| 4.1 |
| D VICTORIA VC |
| 5.2 |
| TOULON |
| 5.8 |
| DN HAYS YL HA |
| 5.3 |
| YOCEMENTO |
| 3.4 |
| HOG BACK |
| 4.5 |
| DN-R ELLIS YL RT CT MT |
| 5.1 |
| RIGA |
| 5.3 |
| D OGALLAH OG |
| 8.6 |
| DN WAKBENEY W |
| 7.7 |
| VODA |
| 5.8 |
| D COLLYER JY |
| 7.5 |
| D QUINTER QN |
| 7.6 |
| D BUFFALO PARK BP |
| 5.4 |
| D GRAINFIELD GF |
| 8.9 |
| D GRINNELL GD |
| 6.0 |
| CAMPUS |
| 6.2 |
| DN OAKLEY YL OQ |
| 8.7 |
| D MONUMENT MU |
| 7.5 |
| D PAGE CITY PG |
| 5.4 |
| D WINONA GW |
| 9.4 |
| McALLASTER |
| 12.7 |
| D WALLACE A |
| 4.5 |
| SOMENA |
| 4.2 |
| DN-R SHARON SPRINGS YL PS |

(243.2)

| Mile Post | FIRST CLASS | | | SECOND CLASS | | |
|-----------|-----------------|--------------------|----------------------|-------------------------|--------------|------------------------|
| | 70 Passenger | 38 Passenger | 10 Passenger | 156 Local Freight | 370 Mixed | 154 Time Freight |
| 186.6 | A 2.20 PM | A 6.45 PM | A 3.07 AM | A 12.15 PM | | A 3.40 PM |
| 187.2 | | | | | | |
| 194.8 | f 2.00 | 6.36 | 2.53 | f 11.01 AM | | 3.00 ⁶⁰ |
| 201.4 | s 1.50 | 6.31 | 2.48 | s 10.50 | | 2.42 |
| 205.4 | f 1.42 | 6.27 | 2.44 | f 10.40 | | 2.34 |
| 207.3 | f 1.40 | 6.25 | 2.42 | f 10.37 | | 2.31 |
| 211.6 | f 1.35 | 6.20 | 2.38 | f 10.30 | | 2.25 |
| 219.2 | s 1.25 | 6.10 | 2.30 | s 10.15 | | 2.10 |
| 223.7 | s 1.17 | 6.04 | 2.25 | s 9.15 ¹⁵⁷ | | 2.00 |
| 224.4 | | | | | | |
| 231.5 | f 1.03 | 5.50 | 2.16 | s 8.55 | | 1.34 |
| 239.9 | s 12.50 | 5.40 | 2.08 | s 8.40 | | 1.20 |
| 246.4 | s 12.39 | 5.33 | 2.03 | s 8.00 | | 1.10 |
| 253.4 | s 12.29 | 5.26 | 1.58 | s 7.30 ¹⁵⁵ | | 12.57 |
| 259.2 | f 12.20 | 5.19 | 1.53 ⁰ | f 7.00 | | 12.50 |
| 263.3 | s 12.15 | 5.12 | 1.48 | s 6.35 ³⁷ | | 12.45 |
| 266.7 | f 12.06 PM | 5.08 | 1.44 | f 6.05 | | 12.37 |
| 272.4 | s 11.59 AM | 5.03 | 1.39 | s 5.55 | | 12.30 ¹⁵⁷ |
| 275.5 | f 11.55 | 5.00 ⁶⁰ | 1.36 | f 5.48 | | 12.25 |
| 279.6 | s 11.49 | 4.56 | 1.33 | s 5.40 | | 12.19 |
| 284.8 | f 11.41 | 4.51 | 1.29 | f 5.30 | | 12.12 |
| 290.1 | s 11.35 | 4.45 | 1.24 | s 5.20 | | 12.05 PM |
| 295.4 | f 11.26 | 4.35 | 1.18 | f 5.05 | | 11.58 AM |
| 298.8 | f 11.21 | 4.31 | 1.15 | f 4.58 | | 11.52 |
| 303.3 | 11.15 AM | 4.25 | 1.10 | 4.50 AM | A 9.45 AM | 11.45 AM |
| 308.4 | | 3.15 | 12.01 AM | | | |
| 313.7 | | 3.01 | 11.53 PM | | | |
| 322.3 | | 2.54 | 11.48 | | | |
| 330.0 | | 2.45 | 11.40 | | | |
| 335.8 | | 2.36 | 11.32 | | | |
| 343.3 | | 2.30 | 11.28 | | | |
| 350.9 | | 2.23 | 11.21 | | | |
| 356.3 | | 2.15 | 11.15 | | | |
| 365.2 | | 2.10 | 11.10 | | | |
| 371.2 | | 2.02 | 11.02 | | | |
| 377.4 | | 1.57 | 10.57 | | | |
| 386.1 | | 1.50 | 10.51 | | | |
| 393.6 | | 1.38 | 10.44 | | | |
| 399.0 | | 1.31 | 10.38 | | | |
| 408.4 | | 1.26 | 10.33 | | | |
| 421.1 | | 1.17 | 10.25 | | | |
| 425.6 | | 1.17 | 10.25 | | | |
| 429.8 | | 1.05 | 10.14 | | | |
| | | 1.01 | 10.10 ³⁶⁹ | | | |
| | | 12.55 PM | 10.05 PM | | | |
| | Daily | Daily | Daily | Daily | Daily | Daily |

Thru time..... (3.05) (4.50) (4.02) (7.25) (5.00) (3.55)
Average speed per hour..... 38.0 50.3 60.3 15.7 25.3 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.

WESTWARD

THIRD SUBDIVISION

| Can capacity of cars, etc. See Rate (A), Page 24. | SECOND CLASS | | | | FIRST CLASS | | | STATIONS |
|--|-----------------------------------|---------------------------------|-----------------------------------|----------------------|---------------------|---|--------------------|---------------------------------|
| | 97 | 25 | 91 | 369 | 37 | 7 | 9 | |
| | C. R. I. & P. Freight Daily | C. R. I. & P. Mixed Daily | C. R. I. & P. Freight Daily | Mixed Daily | Passenger Daily | C. R. I. & P. Rocket Passenger Daily | Passenger Daily | |
| WCT 24 YEP | | | | 11.10 ^{PM} | 10.35 ^{AM} | | 3.58 ^{AM} | DN-R SHARON SPRINGS YL PS |
| 61 F | | | | 11.18 | 10.41 | | 4.02 | 4.0 SUNLAND |
| 62 WP | | | | 11.30 | 10.52 | | 4.09 | 8.0 WESKAN MO |
| 41 F | | | | 11.40 | 11.00 | | 4.14 | 6.4 OHEMUNG |
| 42 F | | | | 11.48 | 11.06 | | 4.18 | 4.9 ARAPAHOE |
| 50 F | | | | 11.56 ^{PM} | 11.12 | | 4.23 | 5.1 SALIS |
| 54 WP | | | | 12.20 ^{AM} | 11.21 | | 4.27 | 4.8 DN CHEYENNE WELLS CW |
| 58 F | | | | 12.30 | 11.28 | | 4.32 | 5.1 ASCALON |
| 58 F | | | | 12.40 | 11.36 | | 4.37 | 5.4 FIRST VIEW |
| 52 F | | | | 12.50 | 11.47 ³⁸ | | 4.45 | 8.8 ARENA |
| 58 WCTP | | | | 1.10 | 11.54 ^{AM} | | 4.50 | 5.4 KIT CARSON KC |
| 58 F | | | | 1.20 ³⁷⁰ | 12.02 ^{PM} | | 4.56 | 6.3 SORRENTO |
| 51 F | | | | 1.30 | 12.10 | | 5.01 | 6.4 WILD HORSE |
| 52 F | | | | 1.40 | 12.18 | | 5.07 | 7.2 AROYA |
| 52 F | | | | 1.54 | 12.29 | | 5.16 | 10.4 BOYERO |
| 98 WP | | | | 2.15 | 12.37 | | 5.23 | 8.8 CLIFFORD |
| WC 82 TYP | | | | 2.30 | 12.47 | | 5.32 | 9.2 DN-R HUGO YL HU |
| 119 F | | | | 3.15 | 12.57 | | 5.35 | 6.2 BAGDAD |
| 81 WP | | | | 3.28 | 1.05 | | 5.41 | 6.2 LAKE |
| 47 F | | | | 3.38 | 1.12 | | 5.47 | 2.6 (C. R. I. & P. Crossing) |
| | | | | 3.55 | 1.18 | | 5.55 | 0.1 DN-R LIMON YL MN |
| | | | | 10.25 ³⁷⁰ | 3.45 ^{PM} | 6.10 ^{AM} | | LIMON JUNCTION YL |
| 51 F | | | | 10.40 | 3.57 | 6.36 ⁰² | 4.08 | 6.0 RIVER BEND |
| 50 F | | | | 11.15 | 4.10 | 6.50 | 4.20 | 6.6 CEDAR POINT |
| 51 F | | | | 11.23 ⁹⁶ | 4.16 | 6.58 | 4.27 | 8.9 BUICK |
| 52 F | | | | 11.32 | 4.25 | 7.15 ⁷ | 4.35 | 5.1 AGATE AX |
| 24 F | | | | 11.40 ^{PM} | 4.34 | 7.30 | 4.44 | 5.9 LOWLAND |
| WS 28 ES 50 WCTP | | | | 12.15 ^{AM} | 4.46 | 7.50 | 5.05 | 6.1 DN DEER TRAIL DX |
| 51 F | | | | 12.57 | 5.07 | 8.10 | 5.20 ⁰² | 5.9 PEORIA |
| 52 F | | | | 1.40 | 5.19 | 8.30 | 5.30 | 6.5 BYERS BY |
| 58 WP | | | | 2.10 | 5.30 | 8.55 | 5.40 | 5.9 STRASBURG SR |
| 49 F | | | | 2.40 | 5.39 | 9.27 ³⁸ | 5.50 | 6.4 BENNETT BT |
| 51 F | | | | 3.00 | 5.46 | 9.45 | 6.00 | 4.8 MANILA |
| 50 WP | | | | 3.25 | 5.53 | 10.00 | 6.13 | 4.7 WATKINS |
| 52 F | | | | 3.55 | 6.03 | 10.25 | 6.24 | 6.6 MESA |
| | | | | | | | | 3.1 MAGEE |
| 84 F | | | | 4.16 ⁰² | 6.12 | 10.40 | 6.32 | 2.5 SABLE SB |
| 72 YP | | | | 4.45 | 6.16 | 10.45 | 6.37 | 2.7 ROYDALE |
| | | | | A 5.00 ^{AM} | | A 10.48 ^{AM} | | 0.8 DN SANDOWN JCT. SW |
| 75 F | | | | | 6.18 | | 6.40 | 0.8 SANDOWN |
| WCTP | | | | A 6.25 ^{PM} | | A 6.50 ^{AM} | | 3.9 PULLMAN YL |

Time-Table No. 13
January 20, 1952

BLOCK SIGNALS

(208.4)

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

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

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

THIRD SUBDIVISION

EASTWARD

| Can capacity of cars, etc. See Rate (A), Page 24. | FIRST CLASS | | | SECOND CLASS | | | | STATIONS |
|--|-------------|--------------------------------------|-----------|--------------------------|-------|--------------------------|------------------------|---------------------------------|
| | 38 | 8 | 10 | 92 | 370 | 96 | 26 | |
| | Passenger | C. R. I. & P. Rocket Passenger | Passenger | C. R. I. & P. Freight | Mixed | C. R. I. & P. Freight | C. R. I. & P. Mixed | |
| | | | | | | | | DN-R SHARON SPRINGS YL PS |
| | | | | | | | | 4.0 SUNLAND |
| | | | | | | | | 8.0 WESKAN MO |
| | | | | | | | | 6.4 OHEMUNG |
| | | | | | | | | 4.9 ARAPAHOE |
| | | | | | | | | 5.1 SALIS |
| | | | | | | | | 4.8 DN CHEYENNE WELLS CW |
| | | | | | | | | 5.1 ASCALON |
| | | | | | | | | 5.4 FIRST VIEW |
| | | | | | | | | 8.8 ARENA |
| | | | | | | | | 5.4 KIT CARSON KC |
| | | | | | | | | 6.3 SORRENTO |
| | | | | | | | | 6.4 WILD HORSE |
| | | | | | | | | 7.2 AROYA |
| | | | | | | | | 10.4 BOYERO |
| | | | | | | | | 8.8 CLIFFORD |
| | | | | | | | | 9.2 DN-R HUGO YL HU |
| | | | | | | | | 6.2 BAGDAD |
| | | | | | | | | 6.2 LAKE |
| | | | | | | | | 2.6 (C. R. I. & P. Crossing) |
| | | | | | | | | 0.1 DN-R LIMON YL MN |
| | | | | | | | | LIMON JUNCTION YL |
| | | | | | | | | 6.0 RIVER BEND |
| | | | | | | | | 6.6 CEDAR POINT |
| | | | | | | | | 8.9 BUICK |
| | | | | | | | | 5.1 AGATE AX |
| | | | | | | | | 5.9 LOWLAND |
| | | | | | | | | 6.1 DN DEER TRAIL DX |
| | | | | | | | | 5.9 PEORIA |
| | | | | | | | | 6.5 BYERS BY |
| | | | | | | | | 5.9 STRASBURG SR |
| | | | | | | | | 6.4 BENNETT BT |
| | | | | | | | | 4.8 MANILA |
| | | | | | | | | 4.7 WATKINS |
| | | | | | | | | 6.6 MESA |
| | | | | | | | | 3.1 MAGEE |
| | | | | | | | | 2.5 SABLE SB |
| | | | | | | | | 2.7 ROYDALE |
| | | | | | | | | 0.8 DN SANDOWN JCT. SW |
| | | | | | | | | 0.8 SANDOWN |
| | | | | | | | | 3.9 PULLMAN YL |

Time-Table No. 13
January 20, 1952

BLOCK SIGNALS

(208.4)

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

WESTWARD

FOURTH SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 13
January 20, 1952

Table with columns for Car capacity, Local Freight, Time Freight, and Motor Passenger for various stations including MENOKEN, GROVE, DELIA, EMMETT, AIKINS, ONAGA, DULUTH, NOLAN, LILLIS, SULLIVAN, M. P. CROSSING, FRANKFORT, WINIFRED, UPLAND, GARDEN, MARYSVILLE, HERKIMER, BREMEN, O. B. & Q. CROSS., HANOVER, HOLLENBERG, STEELE CITY, ENDICOTT, FAIRBURY, ALEXANDRIA, BELVIDERE, CARLETON, DAVENPORT, EDGAR, FAIRFIELD, GLENVIL, LEVEL, M. P. CROSSING, DONIPHAN, and GRAND ISLAND.

FOURTH SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 13
January 20, 1952

Table with columns for Motor Passenger, Local Freight, Time Freight, and Motor Passenger for various stations including MENOKEN, GROVE, DELIA, EMMETT, AIKINS, ONAGA, DULUTH, NOLAN, LILLIS, SULLIVAN, M. P. CROSSING, FRANKFORT, WINIFRED, UPLAND, GARDEN, MARYSVILLE, HERKIMER, BREMEN, O. B. & Q. CROSS., HANOVER, HOLLENBERG, STEELE CITY, ENDICOTT, FAIRBURY, ALEXANDRIA, BELVIDERE, CARLETON, DAVENPORT, EDGAR, FAIRFIELD, GLENVIL, LEVEL, M. P. CROSSING, DONIPHAN, and GRAND ISLAND.

Westward trains are superior to trains of the same class in the opposite direction, except that No. 358 is superior to No. 217, Nos. 472, 258 and 358 are superior to No. 187, and Nos. 256, 258 and 270 are superior to No. 215.—See Rule 8-72. For stations not shown on schedule pages.—See Page 23.

Westward trains are superior to trains of the same class in the opposite direction, except that No. 358 is superior to No. 217, Nos. 472, 356 and 358 are superior to No. 187, and Nos. 256, 258 and 270 are superior to No. 215.—See Rule 8-72. For stations not shown on schedule pages.—See Page 23.

| WESTWARD | | | ST. JOSEPH BRANCH | | | EASTWARD | | |
|---|-------------------------------|---------------------------------|---------------------------------------|-----------|------------------------|----------------------|--|--|
| Car capacity of sidings, etc. See Rule 6(A), Page 23. | SECOND CLASS | FIRST CLASS | Time-Table No. 13 January 20, 1952 | Mile Post | FIRST CLASS | SECOND CLASS | | |
| | 217 Local Freight Daily | 543 Motor Passenger Daily | | | 544 Motor Passenger | 218 Local Freight | | |
| | | | STATIONS | | | | | |
| Y | | 8.30AM | DN-R ST. JOSEPH YL UN | 0.0 | 4.20PM | | | |
| WCTP | 6.35PM | | DN-R TERMINAL YARD YL MK | | | A 11.00PM | | |
| 16 P | 7.10 | 9.05 | DN-R TROY YL RO | 18.9 | 3.50 | 10.10 | | |
| 24 P | 7.19 | 9.10 | DOUBLE | 17.6 | 3.40 | 9.50 | | |
| 11 P | 7.28 | 9.18 | MORAY | 19.1 | 3.37 | 9.40 | | |
| 22 P | 7.29 | 9.18 | STOUT | 22.0 | 3.32 | 9.30 | | |
| 42 WP | 7.35 | 9.23 | SEVERANCE | 24.8 | 3.27 | 9.20 | | |
| 34 | 7.43 | 9.30 | LEONA | 28.9 | 3.21 | 9.05 | | |
| 31 | 7.53 | 9.38 | ROBINSON HR | 34.2 | 3.13 | 8.55 | | |
| AI | | | M. P. CROSSING | 42.2 | | | | |
| 40 WT | 8.30 ¹⁸ | 10.00 | DN HIAWATHA YL H | 42.7 | 3.00 | 8.30 ²¹⁷ | | |
| 16 | 8.48 | 10.14 | HAMLIN | 50.2 | 2.48 | 7.80 | | |
| 27 | 8.52 | 10.21 | MORRILL WB | 54.1 | 2.37 | 7.20 | | |
| 35 WC | 9.10 | 10.36 | D SABBETHA YL S | 60.7 | 2.25 | 7.00 | | |
| 29 | 9.30 | 10.52 | ONEIDA | 68.8 | 2.06 | 6.00 | | |
| 30 W | 9.50 | 11.08 | DN SENeca YL SN | 77.5 | 1.51 | 5.40 | | |
| 28 | 10.05 | 11.22 | D BAILEYVILLE CU | 84.2 | 1.41 | 4.50 | | |
| 45 | 10.15 | 11.32 | D AXTELL FR | 89.2 | 1.33 | 4.30 | | |
| 10 | 10.27 | 11.42 | SUMMIT | 94.4 | 1.24 | 4.05 | | |
| 37 | 10.39 | 11.51AM | D BEATTIE B | 99.3 | 1.16 | 3.55 | | |
| | 10.53 | 12.03PM | D HOME HO | 105.2 | 1.05 | 3.35 | | |
| P | A 11.00PM | A 12.08PM | DN-R UPLAND YL Z | 107.8 | 1.00PM | 3.25PM | | |
| | | | (107.8) | | Daily | Daily | | |

(4.25) (3.38) Thru Time (3.20) (7.35)
 24.4 29.7 Average speed per hour 32.3 14.2

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

| WESTWARD | | HIGHLAND BRANCH | | EASTWARD | |
|---|---------------------------------------|-----------------|-----------|--------------|-------------|
| Car capacity of sidings, etc. See Rule 6(A), Page 23. | Time-Table No. 13 January 20, 1952 | | Mile Post | | |
| | SECOND CLASS | FIRST CLASS | | SECOND CLASS | FIRST CLASS |
| | STATIONS | | | | |
| 22 P | | STOUT | 0.0 | | |
| 8 | | RATOLIFF | 3.2 | | |
| 10 P | D-R | HIGHLAND HG | 7.2 | | |
| | | (7.2) | | | |

| WESTWARD | | LEAVENWORTH BRANCH | | EASTWARD | |
|---|-------------------------------------|---------------------------------------|-----------|---------------------|--|
| Car capacity of sidings, etc. See Rule 6(A), Page 23. | SECOND CLASS | Time-Table No. 13 January 20, 1952 | Mile Post | SECOND CLASS | |
| | 171 Mixed Daily Except Sunday | STATIONS | | 172 Mixed | |
| 6 | | KNOX YL | 8.0 | | |
| | | CORRAL | 1.5 | | |
| WT | 11.00AM | DN-R LEAVENWORTH YL RH | 0.0 | A 8.45AM | |
| 73 | f 11.08 | COCHRANE | 4.0 | f 8.25 | |
| | | ALFA | 4.2 | | |
| | f 11.12 | LANSING | 5.4 | f 8.20 | |
| | f 11.22 | FAIRMOUNT | 10.5 | f 8.06 | |
| 10 | s 11.55AM | D TONGANOXIE NX | 21.2 | s 7.40 | |
| 13 | f 12.20PM | REX | 31.5 | f 7.10 | |
| 24 P | f 12.25 | BISMARCK GROVE YL | 33.0 | f 7.05 | |
| CS 106 WCTP | A 12.30PM | DN-R LAWRENCE YL DA | 34.8 | 7.00AM | |
| | | (37.3) | | Daily Except Sunday | |

(1.80) (1.45) Thru Time (1.45) (1.45)
 22.8 Average speed per hour 19.6

Westward trains are superior to trains of the same class in the opposite direction, except that No. 172 is superior to No. 171.— See Rule S-72.

| WESTWARD | | U. S. HOSPITAL BRANCH | | EASTWARD | |
|---|---------------------------------------|-----------------------|-----------|--------------|-------------|
| Car capacity of sidings, etc. See Rule 6(A), Page 23. | Time-Table No. 13 January 20, 1952 | | Mile Post | | |
| | SECOND CLASS | FIRST CLASS | | SECOND CLASS | FIRST CLASS |
| | STATIONS | | | | |
| 84 P | | SABLE | 0.0 | | |
| | | BUNELL | 1.6 | | |
| | | (1.6) | | | |

The time shown at Cochrane and Leavenworth is for information only. Trains are governed by Missouri Pacific Time-Table and Rules while using their tracks between Cochrane and Leavenworth. At Cochrane, eastward, Leavenworth Branch trains will be governed by signal indication of Missouri Pacific color light block signal located 247 feet westward from junction switch. At Cochrane, westward, Leavenworth Branch trains will be governed by signal indication of Missouri Pacific color light block signal located near junction switch. Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

| WESTWARD | | | MANHATTAN BRANCH | | | EASTWARD | | |
|---|---|---------------------------------------|------------------|---------------------|----------------------|----------|--|--|
| Car capacity of sidings, etc. See Rule 6(A), Page 23. | SECOND CLASS | Time-Table No. 13 January 20, 1952 | Mile Post | SECOND CLASS | | | | |
| | 173 Local Freight Daily Except Sunday | 471 Time Freight Daily | | 472 Time Freight | 174 Local Freight | | | |
| | | STATIONS | | | | | | |
| WCT | | DN-R MANHATTAN YL MH | 189.4 | A 3.15PM | | | | |
| 17 | f 7.00AM | CASEMENT | 185.4 | f | | | | |
| 29 | s 7.25 | STOCKDALE | 178.8 | f 2.30 | | | | |
| W | f 7.45 | GARRISON | 172.9 | f 2.15 | | | | |
| 34 | s 8.10 | D RANDOLPH FH | 167.6 | s 1.55 | | | | |
| 28 | s 8.30 | OLMBURNE | 160.7 | s 1.35 | | | | |
| 20 | f 8.40 | FLORENA | 156.8 | f 1.25 | | | | |
| | | M. P. CROSSING | 152.7 | | | | | |
| 33 | s 9.05 | D IRVING VN | 151.3 | s 1.10 | | | | |
| | | BRISCO | 149.0 | | | | | |
| 75 W | s 10.00 | D BLUE RAPIDS YL PD | 146.7 | s 12.50 | | | | |
| | f 10.15 | SCHROYER | 140.0 | f 12.30 | | | | |
| WCTP | A 10.30AM | DN-R MARYSVILLE YL MS | 134.2 | A 2.30AM | 12.15PM | | | |
| 40 P | | MARIETTA | 125.9 | 2.05 | | | | |
| 76 P | | D OKETO KT | 124.4 | 2.00 | | | | |
| 23 P | | D BARNESTON NR | 118.0 | 1.50 | | | | |
| 101 P | | BADGER | 114.3 | | | | | |
| AI | | C. B. & Q. CROSSING | 113.1 | | | | | |
| 22 P | | D BLUE SPRINGS BS | 110.8 | 1.35 | | | | |
| 25 P | | HOLMESVILLE | 105.7 | 1.25 | | | | |
| | | C. R. I. & P. CROSSING | 97.2 | | | | | |
| WCTP | | DN-R BEATRICE YL BX | 96.8 | 1.00AM | | | | |
| | | (92.6) | | Daily | Daily Except Sunday | | | |

(3.80) (1.45) Thru Time (1.80) (3.00)
 15.8 21.4 Average speed per hour 24.9 18.4

| WESTWARD | | McPHERSON BRANCH | | EASTWARD | |
|---|---|---------------------------------------|-----------|----------------------|--|
| Car capacity of sidings, etc. See Rule 6(A), Page 23. | SECOND CLASS | Time-Table No. 13 January 20, 1952 | Mile Post | SECOND CLASS | |
| | 181 Local Freight Daily Except Sunday | STATIONS | | 182 Local Freight | |
| WCTP | | DN-R SALINA YL SC | 0.0 | A 2.00PM | |
| | | A. T. & S. F. CROSSING | 0.5 | | |
| | | C. R. I. & P. CROSSING | 0.6 | | |
| | | M. P. CROSSING | 0.6 | | |
| 3 | | WESLEYAN | 2.9 | 1.35 | |
| 32 | f 8.10 | MENTOR | 8.0 | f 1.25 | |
| 29 | s 8.20 | D ASSARIA RI | 12.2 | s 1.10 | |
| 18 | f 8.35 | BRIDGEPORT | 15.8 | f 12.50 | |
| | | M. P. CROSSING | 20.7 | | |
| 28 | s 9.15 | D LINDSBOG DN | 20.9 | s 12.31 | |
| 21 | f 9.28 | JOHNSTOWN | 26.7 | f 12.09PM | |
| 30 | f 9.40 | HILTON | 30.3 | f 11.45AM | |
| | | A. T. & S. F. CROSSING | 35.1 | | |
| 26 WT | A 10.00AM | DN-R McPHERSON YL MF | 35.4 | 11.30AM | |
| | | (35.4) | | Daily Except Sunday | |

(2.00) (2.30) Thru Time (2.30) (2.30)
 17.7 Average speed per hour 14.1

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

| WESTWARD | | | | JUNCTION CITY BRANCH | | | | EASTWARD | | | |
|---|--|---|-------------------------------------|----------------------|------|---------------------|--------------|--------------|--|--|--|
| SECOND CLASS | | | | Time-Table No. 13 | | | | SECOND CLASS | | | |
| | | | | January 20, 1952 | | | | | | | |
| | | | | STATIONS | | | | | | | |
| Car capacity of sidings, etc. See Rule 6(A), Page 23. | | | 175 Mixed Daily Except Sunday | Mile Post | | | 176 Mixed | | | | |
| WCITY | | | 3.35AM | 0.0 | DN-R | JUNCTION CITY YL JN | 6.30PM | | | | |
| 23 | | f | 8.55 | 8.1 | | ALIDA | 6.10 | | | | |
| 42 | | s | 4.15 | 18.6 | D | MILFORD MR | 5.55 | | | | |
| 17 w | | s | 4.35 | 19.4 | D | WAKEFIELD WF | 5.40 | | | | |
| 15 | | f | 4.57 | 27.9 | | BROUGHTON | 5.17 | | | | |
| 30 w | | s | 6.20 | 88.4 | D | OLAY CENTER YL CA | 5.00 | | | | |
| 4 | | | | 34.2 | | DEHYD | | | | | |
| 14 | | f | 6.45 | 41.1 | | IDANA | 2.25 | | | | |
| 9 | | f | 6.55 | 46.0 | | BROWDALE | 2.12 | | | | |
| 15 Y | | s | 8.15 | 51.9 | D-R | MILTONVALE YL MV | 2.00 | | | | |
| | | | | 52.1 | | M. V. JUNCTION YL | 1.42 | | | | |
| | | | | 72.1 | | C. O. JUNCTION YL | 1.02 | | | | |
| CWY | | A | 9.05AM | 72.6 | D-R | CONCORDIA YL ND | 1.00PM | | | | |

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

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

| WESTWARD | | | | SOLOMON BRANCH | | | | EASTWARD | | | |
|---|--|---|-------------------------------------|-------------------|-----|------------------------|--------------|--------------|--|--|--|
| SECOND CLASS | | | | Time-Table No. 13 | | | | SECOND CLASS | | | |
| | | | | January 20, 1952 | | | | | | | |
| | | | | STATIONS | | | | | | | |
| Car capacity of sidings, etc. See Rule 6(A), Page 23. | | | 166 Mixed Daily Except Sunday | Mile Post | | | 165 Mixed | | | | |
| 77 Y | | | 7.30AM | 0.0 | D-R | SOLOMON YL SK | 4.00PM | | | | |
| 40 | | | | 6.5 | | NILES XN | 3.45 | | | | |
| 33 | | s | 7.45 | 9.0 | D | VERDI | 3.35 | | | | |
| 30 | | f | 7.55 | 14.7 | D | BENNINGTON BN | 3.20 | | | | |
| 55 | | s | 8.10 | 20.9 | | LINDSEY | 3.05 | | | | |
| 18 | | f | 8.25 | 28.3 | D | MINNEAPOLIS YL MI | 2.55 | | | | |
| 16 w | | s | 8.40 | 23.7 | | A. T. & S. F. CROSSING | | | | | |
| | | | | 24.4 | | ALFMIL | | | | | |
| 18 | | f | 8.55 | 29.1 | | SUMNERVILLE | 2.30 | | | | |
| 33 | | s | 9.15 | 34.7 | D | DELPHOS DF | 2.15 | | | | |
| 30 | | s | 9.35 | 41.6 | D | GLASCO GK | 1.50 | | | | |
| 33 | | s | 9.55 | 46.8 | D | SIMPSON BE | 1.30 | | | | |
| 25 | | s | 10.10 | 49.8 | | ASHEVILLE | 1.20 | | | | |
| | | | | 57.2 | | M. P. CROSSING | | | | | |
| 34 wrc | | A | 10.45AM | 57.4 | D-R | BELOIT YL BL | 1.00PM | | | | |

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

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

| WESTWARD | | | | PLAINVILLE BRANCH | | | | EASTWARD | | | | |
|---|--|---|---|-------------------------------|---------------------------------|----------------------|------|------------------------|---------------------------------|-------------------------------|---|---------------------------------------|
| SECOND CLASS | | | | Time-Table No. 13 | | | | FIRST CLASS | | | | |
| | | | | January 20, 1952 | | | | | | | | |
| | | | | STATIONS | | | | | | | | |
| Car capacity of sidings, etc. See Rule 6(A), Page 23. | | | 185 Local Freight Daily Except Sunday | 183 Local Freight Daily | 533 Motor Passenger Daily | Mile Post | | | 534 Motor Passenger Daily | 184 Local Freight Daily | 186 Local Freight Daily Except Sunday | 190 Local Freight Saturday Only |
| WCITY | | | | 8.45AM | 7.30AM | 0.0 | DN-R | SALINA YL SC A | 2.30PM | | | |
| 24 | | f | 8.52 | | f | 7.36 | | TRENTON | 2.15 | | | 12.15 |
| 28 | | f | 8.58 | | f | 7.40 | | SHIPTON | 2.10 | | | 12.07 |
| 13 | | f | 9.04 | | f | 7.46 | | MARYDEL | 2.04 | | | 12.01AM |
| 29 | | s | 9.10 | | s | 7.52 | D | CULVER CU | 1.59 | | | 11.55PM |
| 42 | | s | 9.30 | | s | 8.05 | D | TESCOTT SX | 1.48 ¹⁸⁴ | | | 11.35 |
| 49 w | | s | 9.50 | | s | 8.16 | D | BEVERLY VY | 1.38 | | | 11.21 |
| 21 | | f | 10.00 | | f | 8.21 | | SHADY BEND | 1.33 | | | 11.15 |
| | | | | | | | | QUARTZITE | | | | |
| | | | | | | | | A. T. & S. F. CROSSING | | | | |
| 32 | | s | 10.40 | | s | 8.38 | D | LINCOLN CENTER NC | 1.13 | | | 10.55 |
| 53 | | s | 11.05 ¹⁸⁴ | | s | 8.50 | D | VESPER VS | 12.59 | | | 10.40 |
| 44 w | | s | 11.45AM | | s | 9.02 | D | SYLVAN GROVE YL YG | 12.49 | | | 10.25 |
| | | | | | | | | WOLF CREEK | | | | |
| 47 | | s | 12.33 ⁵³⁴ | | s | 9.22 | D | LUCAS QS | 12.33 ¹⁸³ | | | 9.59 |
| 39 | | s | 1.15 | | s | 9.41 | D | LURAY AU | 12.17 | | | 9.35 |
| 43 | | s | 1.40 | | s | 9.53 ¹⁸⁴ | D | WALDO OW | 12.08PM | | | 9.20 |
| 27 w | | s | 2.10 | | s | 10.10 | D | PARADISE VM | 11.53AM | | | 9.00 |
| 38 | | s | 2.40 | | s | 10.27 | D | NATOMA NO | 11.41 | | | 8.40 |
| 28 | | s | 3.05 | | f | 10.45 | | CODELL | 11.27 | | | 8.20 |
| 28 WCYZ | | A | 8.00AM | | A | 3.30PM | DN-R | PLAINVILLE YL VN | 11.10 ⁵³⁴ | | | 8.00PM |
| 37 | | s | 8.20 | | s | 11.35 | D | ZURLOH ZU | 10.55 | | | 2.00 |
| 33 | | s | 8.40 | | s | 11.52AM | D | PALCO PO | 10.40 | | | 1.40 |
| 22 | | s | 9.00 | | s | 12.03PM | | DAMAR | 10.25 | | | 1.20 |
| 23 w | | s | 9.20 | | s | 12.15 ¹⁸⁶ | D | BOGUE BG | 10.10 | | | 1.00 |
| 36 Y | | s | 9.52 ⁵³⁴ | | s | 12.35 | D | HILL CITY YL CI | 9.52 ¹⁸⁵ | | | 12.35 ⁵³³ |
| 28 | | s | 10.25 | | s | 12.50 | D | PENOKKE PK | 9.40 | | | 11.50AM |
| 26 w | | s | 10.40 | | s | 1.03 | D | MORLAND MD | 9.30 | | | 11.30 |
| 27 | | s | 11.00 ¹⁸⁶ | | s | 1.16 | | STUDLEY | 9.20 | | | 11.00 ¹⁸⁶ |
| 29 | | s | 11.20 | | s | 1.30 | | TASCO | 9.05 | | | 10.40 |
| 27 w | | s | 11.45AM | | s | 1.48 | D | HOXIE KZ | 8.50 | | | 10.10 |
| 23 | | f | 12.10PM | | f | 2.05 | | SEGUIN | 8.30 | | | 9.00 |
| 30 w | | s | 12.35 | | s | 2.20 | D | MENLO MZ | 8.15 | | | 8.35 |
| 28 | | f | 1.00 | | s | 2.35 | | HALFORD | 7.58 | | | 8.10 |
| 26 PWY | | s | 1.40 | | s | 3.00 | D | COLBY YL CB | 7.40 ¹⁸⁶ | | | 7.40 ⁵³⁴ |
| 30 | | f | 1.50 | | f | 3.10 | | ALTAIR | 7.26 | | | 6.55 |
| 15 | | f | 1.55 | | f | 3.18 | | MINGO | 7.20 | | | 6.45 |
| 30 | | f | 2.08 | | f | 3.28 | | SPOCA | 7.10 | | | 6.30 |
| PWCY | | A | 2.30PM | | A | 3.45PM | DN-R | OAKLEY YL OQ | 7.00AM | | | 6.15AM |

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

Westward trains are superior to trains of the same class in the opposite direction, except that No. 534 is superior to No. 533 from Oakley to Plainville.—See Rule S-72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

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

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

- Designation "Str."** —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
- Designation "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 | Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. 30 On curves. 25 | | | | |
| When caboose is handled in train consisting of passenger train equipment. | | | 50 | | | | | | |
| U. P. Mallet, Ten-Wheeler and Consolidation type engines. | | | 35 | 35 | Within yard limits protected by continuous block signal system. 60 50 50 25 | | | | |
| U. P. 7000 class engines. | | | 75 | 50 | | | | | |
| U. P. 3800 and 3900 class engines. | | | 60 | 50 | Within yard limits not protected by continuous block signal system. 50 40 40 25 | | | | |
| U. P. 4000 class engines. | | | 45 | 45 | | | | | |
| U. P. 5000 and 9000 class engines. | | | 50 | 50 | Passing fueling stations. 50 50 40 25 | | | | |
| MacArthur type engines with 63-in. drivers. | | | 55 | 50 | When using No. 14 turn-outs. 25 20 20 20 | | | | |
| MacArthur type engines with 57-in. drivers. | | | 35 | 35 | When using other cross-overs or turn-outs. 15 15 15 15 | | | | |
| 0-6-0 and 0-8-0 type yard engines. | | | 20 | 20 | Exceptions: 9000 class engines, forward movement. 10 10 9000 class engines, backward movement. 6 6 All other engines, backward movement. 10 10 | | | | |
| Light engines. | | | | 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 | | | | |
| Diesel-Electric switch engines in road service. | | | 35 | 35 | | | | | |
| Diesel-Electric locomotives running light, dynamic brake not in operation. | | | | 35 | Over spring switches, where movement is over facing point switch, except at Topeka and Carden. 20 20 20 20 | | | | |
| Steam engines running backward. | 20 | 20 | 20 | 20 | | | | | |
| When more than 50% of the tonnage is gravel. | | | | 30 | Jordan spreaders and other machines of spreader type, when in operation. 15 | | | | |
| Trains handling scale test cars: On main line. 30 On branch lines. 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. Highland Branch. Junction City Branch. Solomon Branch beyond M. P. 23. McPherson Branch beyond M. P. 21. Plainville Branch between Colby and Plainville. 25 | | | | |
| Trains handling air-dump cars. | | | | 35 | | | | | |
| Trains handling CNW jeep ore cars. | | | | 30 | 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 | | | | |
| 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. 40 40 40 40 Backing up light. | 40 | 40 | 40 | 40 | On side tracks laid with rail weighing 60 pounds or less. 5 5 | | | | |
| Trains handling wrecking derricks: Derricks with 6-wheel trucks. 40 Derricks with 4-wheel trucks. 35 (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.) | | | | | On wye tracks, except those portions used as main track. 5 5 5 5 | | | | |

FIRST SUBDIVISION

| Location | Miles Per Hour | | | | Location | Miles Per Hour | | | |
|--|----------------|----------|-------|------|---|----------------|----------|-------|------|
| | Str. | DE-Psgr. | Psgr. | Frt. | | Str. | DE-Psgr. | Psgr. | Frt. |
| Maximum speed. | 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 |
| Between Mile Posts— Terminal Jct. , over turn-outs from U. P. main tracks to K. C. T. main tracks. 30 30 30 25 | 30 | 30 | 30 | 25 | St. George 117.8 and 118.2 | 70 | 60 | 60 | 45 |
| Muncie 13.2 and 13.4 | 75 | 65 | 65 | 50 | 119.1 and 119.4 | 30 | 30 | 30 | 25 |
| 16.3 and 17.2 | 70 | 60 | 60 | 50 | Manhattan 121.9 and 122.0 | 70 | 60 | 60 | 45 |
| Bonner Springs 17.9 and 18.0 | 30 | 30 | 30 | 30 | 123.1 and 123.5 | 40 | 35 | 35 | 25 |
| 20.2 and 20.4 | 75 | 65 | 65 | 50 | 124.7 and 125.3 | 60 | 50 | 50 | 40 |
| Loring 21.4 and 21.8 | 75 | 65 | 65 | 50 | Eureka Lake 129.2 and 129.3 | 70 | 60 | 60 | 45 |
| 23.6 and 23.9 | 75 | 65 | 65 | 50 | East Funston 132.5 and 132.7 | 70 | 60 | 60 | 45 |
| 27.5 and 27.7 | 75 | 65 | 65 | 50 | 133.7 and 137.1 | 50 | 40 | 40 | 25 |
| Linwood 33.1 and 33.4 | 75 | 65 | 65 | 50 | Junction City , over inspection pit in main track. 25 25 25 25 | 25 | 25 | 25 | 25 |
| 36.5 and 36.9 | 60 | 50 | 50 | 40 | 141.0 and 141.4 | 70 | 60 | 60 | 45 |
| Lawrence , within city limits. 30 30 30 25 | 30 | 30 | 30 | 25 | 143.6 and 145.2 | 40 | 35 | 35 | 25 |
| 39.5 and 39.9 | 30 | 30 | 30 | 25 | Kansas Falls 148.7 and 148.9 | 70 | 60 | 60 | 45 |
| 42.4 and 43.0 | 75 | 65 | 65 | 50 | 150.0 and 150.2 | 70 | 60 | 60 | 45 |
| Grantville 65.7 and 66.2 | 75 | 65 | 65 | 50 | Ablene , between Oplena and Elm Streets. 30 30 30 25 | 30 | 30 | 30 | 25 |
| 67.5 and 67.9 | 30 | 30 | 30 | 25 | Ablene , over A. T. & S. F. Crossing. 30 30 30 25 | 30 | 30 | 30 | 25 |
| Topeka , over Quincy Street and Kansas Avenue. 12 12 12 12 | 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 | 25 | 25 | 25 | 25 | 167.9 and 168.3 | 50 | 45 | 45 | 35 |
| Rossville , within city limits. 45 45 45 45 | 45 | 45 | 45 | 45 | Sand Spring 169.3 and 169.5 | 70 | 60 | 60 | 45 |
| St. Marys , within city limits. 25 25 25 25 | 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 between Salina and Ellis. 75 75 75 50 | Between Mile Posts— Bavaria 198.4 and 198.7 | 70 | 60 | 60 | 45 |
| Maximum speed between Ellis and Sharon Springs. 75 75 65 45 | 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 | 210.0 and 211.1 | 40 | 35 | 35 | 25 |

SECOND SUBDIVISION (Continued)

| Location | Miles Per Hour | | | | Location | Miles Per Hour | | | |
|---|----------------|----------|-------|-------|--|----------------|----------|-------|-------|
| | Str. | DE-Psgr. | Psgr. | Frnt. | | Str. | DE-Psgr. | Psgr. | Frnt. |
| Between Mile Posts— Carneiro 211.3 and 212.8 | 50 | 40 | 40 | 25 | Between Mile Posts— Yocemento 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 | Ellis , over inspection pits in main track. | 25 | 25 | 25 | 25 |
| Kanopolis 221.9 and 222.4 | 40 | 35 | 35 | 25 | 304.3 and 307.0 | 60 | 50 | 50 | 40 |
| Ellsworth , over St. L. & S. F. Crossing. | 20 | 20 | 20 | 20 | Riga 311.4 and 311.8 | 70 | 60 | 60 | 45 |
| 224.6 and 225.0 | 60 | 50 | 50 | 40 | Wakeeney 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 | Voda 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 |
| Black Wolf 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 | Collyer 336.6 and 337.0 | 55 | 45 | 45 | 35 |
| 238.4 and 239.5 | 70 | 60 | 60 | 45 | Oakley 383.4 and 384.3 | 70 | 60 | 60 | 45 |
| Wilson , No. 38 within city limits. | | | 40 | | Winona 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 |
| Dorrance 249.5 and 250.0 | 60 | 50 | 50 | 40 | McAllaster 419.6 and 420.5 | 70 | 60 | 60 | 45 |
| Bunker Hill 256.4 and 256.9 | 70 | 60 | 60 | 45 | Wallace 424.9 and 425.0 | 70 | 60 | 60 | 45 |
| Balta 270.1 and 270.4 | 70 | 60 | 60 | 45 | | | | | |
| Victoria , 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. 4000, 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 | Cedar Point Siding | 5 | 5 | 5 | 5 |
| C. R. I. & P. 2600 and 2700 class engines. | | | 40 | 40 | Deer Trail 587.2 and 589.8 | 60 | 50 | 50 | 40 |
| Between Mile Posts— Chemung 450.8 and 451.1 | 70 | 60 | 60 | 45 | Byers 598.9 and 601.5 | 70 | 60 | 60 | 45 |
| Arapahoe 454.5 and 454.6 | 70 | 60 | 60 | 45 | Strasburg 605.2 and 607.0 | 70 | 60 | 60 | 45 |
| Aroya 512.4 and 512.7 | 70 | 60 | 60 | 45 | Watkins 619.3 and 620.5 | 70 | 60 | 60 | 45 |
| Bagdad 543.9 and 544.9 | 70 | 60 | 60 | 45 | Denver , over grade crossings within city limits. | 35 | 35 | 35 | 25 |
| 546.2 and 546.6 | 70 | 60 | 60 | 45 | | | | | |
| River Bend 558.8 and 559.3 | 55 | 45 | 45 | 35 | | | | | |

FOURTH SUBDIVISION

| Location | Miles Per Hour | | Location | Miles Per Hour | |
|--|----------------|----------|---|----------------|-------|
| | Psgr. | Frnt. | | Psgr. | Frnt. |
| Maximum speed: On straight track, between Menoken and Upland. On straight track, between Upland and Hastings. | 65 65 | 50 45 | Between Mile Posts— 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-electric locomotive be- tween Menoken and Hastings. | | 50 | 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, 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 | Fairbury C. R. I. & P. Crossing M. P. 154.4 | 25 | 25 |
| Between Mile Posts— Emmett 26.5 and 26.9 | 50 | 45 | 155.1 and 155.3 | 50 | 45 |
| Alkins 36.7 and 37.1 | 50 | 45 | 164.9 and 166.3 | 50 | 45 |
| Onaga 39.4 and 42.9 | 50 | 45 | 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 115.7 and 116.2 | 50 | 45 | 181.7 and 182.0 | 50 | 45 |
| Herkimer 118.6 and 119.1 | 50 | 45 | Carleton 184.5 and 184.7 | 50 | 45 |
| 121.1 and 126.9 | 50 | 45 | 187.9 and 189.1 | 50 | 40 |
| Hanover C. B. & Q. Crossing M. P. 128.1 | 35 | 25 | Davenport C. & N. W. Crossing M. P. 191.2 | 35 | 35 |
| 129.7 and 129.9 | 50 | 45 | Edgar C. B. & Q. Crossing M. P. 200.5 | 35 | 35 |
| 133.4 and 133.9 | 50 | 45 | Hastings M. P. Crossing M. P. 227.3 | 35 | 25 |
| 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 20 | At Mile Posts— 100.5 112.5 113.5 | 25 |
| Between Leavenworth and Corral: On straight track. On curves. | 15 10 | Manhattan , over Poynts Avenue and a trainman must act as crossing watchman. | 3 |
| Between Corral and Knox | 5 | Junction City Branch. Maximum speed— Motor trains. 35 Steam trains. 25 Trains handling outfit cars. 20 | |
| Manhattan Branch. Between Beatrice and Marysville. | 40 | Between M. P. 19.7 and 20.0. | 10 10 |
| Between Marysville and Manhattan— Motor trains. 25 Steam trains. 20 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. |
| Solomon Branch. Maximum speed— Motor trains. Steam trains. Trains handling outfit cars. | 35 | 25 20 | St. Joseph Branch. Maximum speed, between Troy and M. P. 45 and between M. P. 65 and Upland. | 35 | 35 |
| McPherson Branch. Maximum speed. Trains handling outfit cars. | | 25 20 | 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 |
| Plainville Branch. 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 | Between Mile Posts— 6.7 and 6.8; 14.5 and 14.8 17.8 and 25.2; 32.6 and 33.3 39.1 and 41.7; 44.2 and 44.7 47.1 and 47.3; 48.3 and 48.6 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 | | U. S. Hospital Branch. Maximum speed— On straight track. On curves. Trains handling outfit cars. Over Bridge 0.09. | 30 15 5 | 30 15 5 |
| Between Colby and Oakley— Motor trains. | 40 | | | | |
| 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 | | | |
| Highland Branch. | | 10 | | | |

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

| NAME | TITLE | PLACE | TERRITORY | NAME | TITLE | PLACE | TERRITORY |
|-------------------------|------------------|----------------------|---|-----------------------------|-----------------------|-----------------------|--|
| Douglas L. Gamette | Medical Director | Los Angeles, Cal. | System. | O. Earl Whitell | Oculist & Aurist | St. Joseph, Mo. | St. Joseph. |
| Graham J. Owens | Surgeon | Kansas City, Mo. | N. to and including Marysville. W. to and including Plainville. W. to and including Ellis. Kansas City. | Orval L. Smith | Surgeon | St. Marys, Kan. | Roseville to Wamego. |
| Irvin M. Birenboim | Aurist | Kansas City, Mo. | Kansas City. | R. E. Cheney | Oculist & Aurist | Salina, Kan. | Salina. |
| Andrew W. McAister, 3rd | Oculist | Kansas City, Mo. | Kansas City. | Ernest E. Harvey | Surgeon | Salina, Kan. | Solomon to Brookville; Salina to Tescott and McPherson Branch. |
| H. H. Owens | Surgeon | Kansas City, Mo. | Kansas City. | Max S. Lake | Oculist & Aurist | Salina, Kan. | Salina. |
| Samuel E. Roberts | Aurist | Kansas City, Mo. | Kansas City. | J. K. Harvey | Surgeon | Salina, Kan. | Solomon to Brookville; Salina to Tescott and McPherson Branch. |
| Donald J. Smith | Surgeon | Kansas City, Mo. | Kansas City. | John C. Mitchell | Surgeon | Salina, Kan. | Solomon and Brookville; Salina and Tescott. |
| E. E. Anderson | Oculist & Aurist | Kansas City, Kan. | Kansas City. | E. L. Vermillion | Surgeon | Salina, Kan. | Solomon to Brookville; Salina to Tescott and McPherson Branch. |
| Harvey W. Lloyd | Surgeon | Kansas City, Kan. | Kansas City to Lawrence. | S. N. Chaffee | Surgeon | Solomon, Kan. | Abilene to Salina and Solomon to Minneapolis. |
| J. Warren Hanley | Surgeon | Kansas City, Kan. | Bonner Springs to Linwood. | B. A. Higgins | Surgeon | Sylvan Grove, Kan. | Salina to Plainville. |
| C. J. Mullens | Oculist | Kansas City, Kan. | Kansas City. | G. A. Lessender | Surgeon | Tonganoxie, Kan. | Leavenworth to Lawrence. |
| L. G. Heins | Surgeon | Abilene, Kan. | Chapman to Solomon. | John W. Cavanaugh | Surgeon | Topeka, Kan. | Perry to Silver Lake. |
| V. J. Vaughn | Surgeon | Axtell, Kan. | Axtell and vicinity. | H. H. Mathews | Surgeon | Topeka, Kan. | Perry to Silver Lake. |
| Roger P. Weltmer | Surgeon | Beloit, Kan. | Beloit to Glasco. | A. W. Butcher | Surgeon | Wakefield, Kan. | Junction City to Clay Center. |
| W. W. Weltmer | Surgeon | Beloit, Kan. | Beloit to Glasco. | Benj. Brunner, Jr. | Surgeon | Wamego, Kan. | Belyue to Manhattan. |
| K. M. Rottloff | Surgeon | Ellsworth, Kan. | Brookville to Wilson. | J. G. Swails | Surgeon | Wathens, Kan. | St. Joseph to Severance. |
| E. M. Greenlee | Surgeon | Chapman, Kan. | Junction City to Abilene. | Wm. M. Greig | District Surgeon | Denver, Colo. | N. to and including Warren. E. to, but not including Ellis. E. to, but not including Plainville. E. to and including Ovid. Denver. |
| G. W. Bale | Surgeon | Clay Center, Kan. | Wakefield to Miltonvale. | John S. Benwell | Surgeon | Denver, Colo. | Denver. |
| Porter & Haughey | Surgeons | Concordia, Kan. | Concordia to Miltonvale. | T. E. Beyer and J. R. Blair | Aurists | Denver, Colo. | Denver. |
| Albert L. Bonfanti | Surgeon | Ellis, Kan. | Hays to Wakeeney. | L. Scott Frank | Surgeon | Denver, Colo. | Denver. |
| G. A. Surface | Surgeon | Ellis, Kan. | Hays to Wakeeney. | A. T. Haley | Surgeon | Denver, Colo. | Denver. |
| H. St. C. O'Donnell | Surgeon | Ellsworth, Kan. | Brookville to Wilson. | Ivan E. Hix | Oculist | Denver, Colo. | Denver. |
| D. W. Bolton | Surgeon | Frankfort, Kan. | Marysville to Frankfort. | H. W. Stuver | Surgeon | Denver, Colo. | Denver Emergency Station. |
| M. A. Brawley | Surgeon | Frankfort, Kan. | Marysville to Frankfort. | Willis L. Bennett | Surgeon | Denver, Colo. | Denver. |
| William M. Brewer | Surgeon | Hays, Kan. | Russell to Ellis. | Alfred E. Whitehouse | Surgeon | Byers, Colo. | Hugo to Denver. |
| Lloyd W. Reynolds | Surgeon | Hays, Kan. | Russell to Hays. | L. N. Meyers | Surgeon | Cheyenne Wells, Colo. | Sharon Springs to Hugo. |
| Ray Meidinger | Surgeon | Hiawatha, Kan. | Leona to Hamlin. | J. L. Jensen | Surgeon | Colby, Kan. | Hoxie to Oakley. |
| Robert L. Corder | Surgeon | Highland, Kan. | Highland. | Vernon A. Vesper | Surgeon | Hill City, Kan. | Plainville to Hoxie. |
| F. W. O'Donnell | Surgeon | Junction City, Kan. | Manhattan to Chapman and Junction City to Wakefield. | Bernard B. Gloeckler | Surgeon | Hugo, Colo. | Cheyenne Wells to Bennett. |
| Harry O'Donnell | Surgeon | Junction City, Kan. | Manhattan to Chapman and Junction City to Wakefield. | Robert F. Harvey | Surgeon | Limon, Colo. | Hugo to Byers. |
| H. P. Jones | Surgeon | Lawrence, Kan. | Linwood to Perry and Lawrence to Tonganoxie. | Gordon B. Sakavee | Surgeon | Oakley, Kan. | Oakley, Grainfield and Oakley to Hoxie. |
| G. R. Combs | Surgeon | Leavenworth, Kan. | Leavenworth to Tonganoxie and Knox. | C. M. Miller | Surgeon | Oakley, Kan. | Grinnell to Winona and Oakley to Colby. |
| L. A. Kerr | Surgeon | Lincoln Center, Kan. | Salina to Luray. | Benj. S. Morris | Surgeon | Quinter, Kan. | Ellis to Oakley. |
| C. R. Lytle | Surgeon | McPherson, Kan. | McPherson to Lindsborg. | M. L. Brakebill | Surgeon | Sharon Springs, Kan. | Winona to Cheyenne Wells. |
| R. G. Schoonhoven | Surgeon | Manhattan, Kan. | Wamego to Junction City and Manhattan to Garrison. | F. J. Bies | Surgeon | Ellis to Quinter. | Ellis to Quinter. |
| R. L. McAllister | Surgeon | Marysville, Kan. | Beattie to Hanover and Blue Rapids to Barneston. | Lynn T. Hall | Dist. Medical Officer | Omaha, Neb. | E. to and including Council Bluffs. W. to and including North Platte. S. to, but not including Marysville. |
| J. W. Randall | Surgeon | Marysville, Kan. | Beattie to Hanover and Blue Rapids to Barneston. | W. T. Wildhaber | Surgeon | Beatrice, Neb. | Pickrell to Blue Springs. |
| F. E. Harvey | Surgeon | Minneapolis, Kan. | Beloit to Minneapolis. | Volney D. Douglas | Surgeon | Carlton, Neb. | Alexandria to Fairfield. |
| V. R. Parker | Surgeon | Natoma, Kan. | Sylvan Grove to Plainville. | D. O. Hughes | Surgeon | Fairbury, Neb. | Steele City to Alexandria. |
| E. S. Fleckensiein | Surgeon | Onaga, Kan. | Frankfort to Delia. | W. H. Hombach | Surgeon | Grand Island, Neb. | Hastings to Grand Island. |
| Eugene A. Walsh | Surgeon | Onaga, Kan. | Frankfort to Delia. | E. G. Johnson | Surgeon | Grand Island, Neb. | Hastings to Grand Island. |
| C. J. Bliss | Surgeon | Perry, Kan. | Perry to Topeka. | K. F. McDermott | Surgeon | Grand Island, Neb. | Hastings to Grand Island. |
| E. C. Petterson | Surgeon | Plainville, Kan. | Lincoln Center to Hill City. | R. D. Martin | Oculist & Aurist | Grand Island, Neb. | Grand Island. |
| Clyde S. Smith | Surgeon | Roseville, Kan. | Topeka to Wamego. | Daniel S. Roccaforte | Surgeon | Hanover, Kan. | Marysville to Steele City. |
| Walter J. Pettijohn | Surgeon | Russell, Kan. | Wilson to Hays. | O. A. Koebel | Surgeon | Hastings, Neb. | Fairfield to Grand Island. |
| F. N. White | Surgeon | Russell, Kan. | Wilson to Hays. | C. F. Uridil | Surgeon | Hastings, Neb. | Fairfield to Grand Island. |
| A. H. Haynes | Surgeon | Sabetha, Kan. | Morrill to Baileyville. | | | | |
| Owen W. D. Craig | Surgeon | St. Joseph, Mo. | St. Joseph. | | | | |
| Samuel E. Senor | Surgeon | St. Joseph, Mo. | St. Joseph. | | | | |

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

6. The following letters placed before figures of a schedule indicate:
 a—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 | Y—wye |
| I—interlocking | Z—track scales |
| O—oil | AI—automatic interlocking signals |
| P—dispatcher's telephone | CS—center siding |
| T—turntable | ES—eastward siding |
| W—water | WS—westward siding |
| X—cross-over | RCS—remote control switch |

FOLLOWING STATIONS NOT SHOWN ON SCHEDULE PAGES

| Location | Mile Post | Car Capacity of Siding, etc. See Rule 6(A) | Switch Connection | Location | Mile Post | Car Capacity of Siding, etc. See Rule 6(A) | Switch Connection |
|----------------------------|-----------|--|-------------------|-----------------------------|-----------|--|-------------------|
| (FIRST SUBDIVISION) | | | | (FOURTH SUBDIVISION) | | | |
| Edwardsville (1) | 14.0 | 52 XWP | Both | Spence (4) | 132.5 | 17 P | East |
| Forest Lake (1) | 15.0 | 43 XP | East | Powell (4) | 161.5 | P | |
| Sunflower | 16.7 | 14 XP | Both | Sedan (4) | 196.4 | 12 P | Both |
| Lenape (1) | 23.5 | 36 XP | Both | Anan (4) | 213.8 | 10 P | West |
| Midland (1) | 43.2 | 25 XP | Both | Hansen (4) | 235.1 | 26 P | Both |
| Buck Creek (1) | 46.1 | 34 XP | Both | River (4) | 245.4 | 6 P | Both |
| Medina | 53.6 | 17 X | Both | Westwood | 248.7 | 35 | West |
| Newman (1) | 55.9 | 31 XP | Both | | | | |
| Kiro (2) | 75.2 | 35 P | Both | | | | |
| Swamp Angel | 114.8 | 6 | East | | | | |
| Ogdensburg (3) | 130.3 | 22 P | Both | | | | |
| Funston | 133.6 | 131 P | Both | | | | |

- (1) Flag stop for 537-538.
 (2) Flag stop for 69.
 (3) Flag stop for 69-70.
 (4) 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 |
| Manhattan | Yard Office |
| Manhattan | Telegraph Office |
| Junction City | Engineer's Wash Room |
| Junction City | Telegraph Office |
| Salina | 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, 36th Street | Register Room |
| Denver, 36th Street | Telegraph Office |
| Denver, 29th Street | Yard Office |
| Denver | Conductor's Room, Freight Station |
| Denver, 23rd 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 |
| Marysville | Roundhouse Shop Office |
| Marysville | Telegraph Office |
| Marysville | Dispatcher's Office |
| Marysville | Yard Office |
| Marysville | Roundhouse |
| Marysville | Waiting Room, Passenger Station |
| Hastings | Yard Office |
| Grand Island | Telegraph Office |
| Grand Island | Roundhouse |
| Grand Island | Telegraph Office |
| Beatrice | Telegraph Office |
| Beatrice | Roundhouse |
| Concordia | Telegraph Office |