

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



**KANSAS DIVISION**

**TIME-TABLE**  
**No. 8**

**Effective Sunday,**  
**July 2, 1950**

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

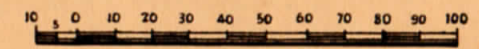
*Be Careful Today*

**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. 8 July 2, 1950
					37	9	39	69	537	
					Passenger	Passenger	Passenger	Passenger	Motor Passenger	STATIONS
369										CT KANSAS CITY, MO. KANSAS CITY, KAN.
Mixed					Daily	Daily	Daily	Daily	Daily	
Daily					11.45 PM	9.30 PM	6.30 PM	10.00 AM	8.00 AM	TOPEKA
					11.58 PM	9.35	6.38	10.08	8.06	MANHATTAN
					1.30 AM	10.38	7.58	11.45 AM	10.00 AM	JUNCTION CITY
					2.35	11.27	8.45	1.10 PM	A 12.15 PM (Marysville)	SALINA
					8.20	11.55 PM	9.27	1.50		CT ELLIS
					4.45	12.45 AM	A 10.30 PM	3.40		MT SHARON SPRINGS
					7.50	2.58		A 6.50 PM		HUGO
					7.20	1.58				Ar DENVER
					10.25 AM	8.58				BORIE
					12.45 PM	5.35				MT CHEYENNE
					7.01 PM					OGDEN
					12.10 AM					(1229.5 via Cheyenne) (1217.1 via Borie)
					4.15					
					A 8.15 AM					
(13.14) 25.5					(31.50) 38.2	(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. KENEFFICK**, 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.

#### MILEAGE

Main Line..... 899.44  
 Branches..... 598.56  
 Total..... 1498.00

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
80"	120.	46"	78.3	1' 2"	58.	1'40"	36.
81"	116.1	47"	76.6	1' 3"	57.1	1'45"	34.3
82"	112.5	48"	75.	1' 4"	56.2	1'50"	32.7
83"	109.1	49"	73.5	1' 5"	55.3	1'55"	31.3
84"	105.9	50"	72.	1' 6"	54.5	2'	30.
85"	102.9	51"	70.6	1' 7"	53.7	2'15"	26.6
86"	100.	52"	69.2	1' 8"	52.9	2'30"	24.
87"	97.3	53"	67.9	1' 9"	52.1	2'45"	21.8
88"	94.7	54"	66.6	1'10"	51.4	3'	20.
89"	92.3	55"	65.4	1'11"	50.7	3'30"	17.1
90"	90.	56"	64.2	1'12"	50.	4'	15.
91"	87.8	57"	63.1	1'15"	48.	5'	12.
92"	85.7	58"	62.	1'20"	45.	6'	10.
93"	83.7	59"	61.	1'25"	42.3	7'	8.6
94"	81.8	1'	60.	1'30"	40.	8'	7.5
95"	80.	1'01"	59.	1'35"	37.9	10'	6.

## CONDENSED TIME-TABLE

### EASTWARD

Time-Table No. 8 July 2, 1950	Mile Post	FIRST CLASS					SECOND CLASS				
		10	40	538	70	38					
		Passenger	Passenger	Motor Passenger	Passenger	Passenger					
STATIONS											
KANSAS CITY, MO. CT	0.0	A 7.45 AM	A 10.30 AM	A 6.00 PM	A 8.00 PM	A 10.15 PM					
KANSAS CITY, KAN.	2.5	7.88	10.17	5.45	7.40	9.59					
TOPEKA	68.0	6.80	9.05	4.00	6.25	8.55					
MANHATTAN	119.8	5.40	7.58	1.20 PM (Marysville)	4.45	7.55					
JUNCTION CITY	189.5	5.15	7.31		4.00	7.30					
SALINA	186.6	4.20	6.30 AM		2.40 PM	6.25					
ELLIS CT	808.8	2.20			11.15 AM	4.05					
SHARON SPRINGS MT	429.8	1.15 AM				2.55	A 10.05 AM				
HUGO	585.5	11.20 PM				12.40 PM	6.30				
DENVER Lv	840.4	9.45				10.50 AM	8.00 AM				
BORIE Ar	743.5	8.00				8.50	10.45 PM				
CHEYENNE	746.4	7.45				8.00					
OGDEN MT		5.40 PM				5.35 AM					
(1229.5 via Cheyenne) (1217.1 via Borie)						7.10 PM					
		Daily	Daily	Daily	Daily	Daily	Daily				
Thru Time		(13.05)	(4.00)	(4.40)	(8.45)	(26.05)	(11.20)				
Average speed per hour		57.0	46.7	31.8	34.7	46.7	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.	Any Station.	Any Station.
139	Lawrence.		Hutchinson and regular stop points west of Hutchinson, excepting California.	38	First View.	Denver or beyond.	Salina and East where scheduled to stop.
				10	Chapman.		
509	Lawrence.	Tri-Cities, Des Moines, or beyond.	Wichita or beyond.	10	Wells.	Denver or beyond.	Topeka, Kansas City or beyond.
				10	Winona.		
39	Belvue.	Any Station.	Any Station.	10	Grainfield.	Denver or beyond.	Kansas City or beyond.
				10	Quinter.		
9	Lawrence.	St. Louis, Mo., or beyond.	Denver or beyond.	140	Russell.	Hutchinson and regular stop points beyond, excepting California.	Any station.
				37	Ellsworth.		
37	Any Station.	Any point destined to points on Solomon Branch.	Denver or beyond.	510	Lawrence.	Wichita or beyond.	Tri-Cities, Des Moines or beyond.
				37	Solomon.		
9	Abilene.	Kansas City or beyond.	Denver or beyond.	44	Lawrence.	Herington or beyond, excepting California.	Englewood or Chicago.
				9	Ellsworth.		
	Russell.	Kansas City or beyond, or Topeka.	Denver or beyond.	38	St. Marys.	Denver or beyond.	

WESTWARD		SECOND CLASS					FIRST SUBDIVISION					Mile Post	Time-Table No. 8 July 2, 1950	
Car capacity of sidings, etc. See Rule 6(A), Page 23.	155 Time Freight Daily	471 Time Freight Daily	165 Mixed Daily Except Sunday	357 Time Freight Daily	277 Time Freight Daily	147 Local Freight Daily Except Sunday	149 Local Freight Daily Except Sunday	159 Local Freight Daily Except Sunday	187 Mixed Monday, Wednesday, Friday	355 Time Freight Daily	Time-Table No. 8 July 2, 1950		STATIONS	
											0.0	DN-R UNION STATION US		
											2.5	ARMSTRONG YL		
											3.3	DN-R TERMINAL JCT. YLJC		
											4.2	C. R. I. & P. JCT. YL		
											5.1	DN KAW JCT. YL KW		
											9.5	MUNCIE		
											17.5	D BONNER SPRINGS BW		
											18.0	DN A. T. & S. F. CROSS. BN		
											20.7	LORING		
											28.3	LINWOOD		
											39.6	DN LAWRENCE YL DA		
											48.8	WILLIAMSTOWN		
											52.1	D PERRY KY		
											61.3	GRANTVILLE		
											67.5	DN A. T. & S. F. CROSS. X		
											68.0	DN-R TOPEKA YL OT		
											68.2	C. R. I. & P. CROSS.		
											68.9	DN WEST TOPEKA YL CH		
											72.9	DN MENOKEN YL MX		
											78.7	D SILVER LAKE SI		
											84.0	D ROSSVILLE RV		
											91.6	DN ST. MARYS SY		
											97.8	D BELVUE BV		
											104.7	DN WAMEGO WA		
											111.5	ST. GEORGE		
											119.3	DN MANHATTAN YL MH		
											119.4	C. R. I. & P. CROSS.		
											125.9	EUREKA LAKE		
											131.6	EAST FUNSTON		
											135.7	D FORT RILEY FT		
											139.5	DN-R JUNCTION CITY YL JN		
											146.4	KANSAS FALLS		
											152.3	D CHAPMAN CM		
											158.5	D DETROIT DR		
											163.7	DN ABILENE YL AB		
											164.5	A. T. & S. F. CROSS.		
											164.7	WEST ABILENE YL		
											168.1	SAND SPRING		
											172.3	D SOLOMON YL SK		
											180.4	NEW CAMBRIA		
											184.6	EAST SALINA YL		
											186.6	DN-R SALINA YL		

WESTWARD		FIRST CLASS					FIRST SUBDIVISION					Mile Post	Time-Table No. 8 July 2, 1950	
Car capacity of sidings, etc. See Rule 6(A), Page 23.	37 Passenger Daily	3 C. R. I. & P. Passenger Daily	507 C. R. I. & P. Rocket Passenger Daily	9 Passenger Daily	39 Passenger Daily	69 Passenger Daily	509 C. R. I. & P. Rocket Passenger Daily	537 Motor Passenger Daily	139 C. R. I. & P. Passenger Daily	43 C. R. I. & P. Passenger Daily	Time-Table No. 8 July 2, 1950		STATIONS	
											0.0	DN-R UNION STATION US		
											2.5	ARMSTRONG YL		
											3.3	DN-R TERMINAL JCT. YLJC		
											4.2	C. R. I. & P. JCT. YL		
											5.1	DN KAW JCT. YL KW		
											9.5	MUNCIE		
											17.5	D BONNER SPRINGS BW		
											18.0	DN A. T. & S. F. CROSS. BN		
											20.7	LORING		
											28.3	LINWOOD		
											39.6	DN LAWRENCE YL DA		
											48.8	WILLIAMSTOWN		
											52.1	D PERRY KY		
											61.3	GRANTVILLE		
											67.5	DN A. T. & S. F. CROSS. X		
											68.0	DN-R TOPEKA YL OT		
											68.2	C. R. I. & P. CROSS.		
											68.9	DN WEST TOPEKA YL CH		
											72.9	DN MENOKEN YL MX		
											78.7	D SILVER LAKE SI		
											84.0	D ROSSVILLE RV		
											91.6	DN ST. MARYS SY		
											97.8	D BELVUE BV		
											104.7	DN WAMEGO WA		
											111.5	ST. GEORGE		
											119.3	DN MANHATTAN YL MH		
											119.4	C. R. I. & P. CROSS.		
											125.9	EUREKA LAKE		
											131.6	EAST FUNSTON		
											135.7	D FORT RILEY FT		
											139.5	DN-R JUNCTION CITY YL JN		
											146.4	KANSAS FALLS		
											152.3	D CHAPMAN CM		
											158.5	D DETROIT DR		
											163.7	DN ABILENE YL AB		
											164.5	A. T. & S. F. CROSS.		
											164.7	WEST ABILENE YL		
											168.1	SAND SPRING		
											172.3	D SOLOMON YL SK		
											180.4	NEW CAMBRIA		
											184.6	EAST SALINA YL		
											186.6	DN-R SALINA YL		

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 8-72.

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.

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

FIRST SUBDIVISION

FIRST CLASS

EASTWARD

Time-Table No. 8  
July 2, 1950

STATIONS

Table with columns for stations and arrival/departure times for various passenger classes.

DOUBLE TRACK

BLOCK SIGNALS

Thru time... (1.11) (1.20) (3.25) (1.04) (4.00) (2.30) (1.04) (5.20) (1.17) (3.50)  
Average speed per hour... 54.7 48.5 54.6 60.7 46.7 29.2 60.7 35.0 50.4 48.7

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, 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 steps 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. 8  
July 2, 1950

STATIONS

Table with columns for stations and arrival/departure times for various passenger classes.

DOUBLE TRACK

BLOCK SIGNALS

Thru time... (2.20) (0.40) (6.50) (0.15) (5.40) (0.50) (3.20) (2.49) (0.40) (4.15) (11.00)  
Average speed per hour... 30.2 21.5 9.6 16.0 12.5 23.9 21.1 16.7 29.9 16.6 16.9

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 166 is superior to Nos. 79 and 565.—See Rule S-72.  
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.

Car capacity of sidings, etc. See Rule 1(A), Page 21.

WESTWARD

SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			FIRST CLASS			Time-Table No. 8 July 2, 1950
	369 Mixed Daily	555 Local Freight Daily	155 Time Freight Daily	69 Passenger Daily	37 Passenger Daily	9 Passenger Daily	
WCT YEP		7.30AM	5.30AM	3.40 <sup>154</sup> PM	4.45AM	12.45AM	
68 P		f 7.45	5.40	f 3.50	4.55	12.53	
121 P		s 7.55	5.50	s 4.02	5.01	12.58	
39 P		f 8.01	5.58	f 4.07	5.05	1.01	
46 P		f 8.10	6.10	f 4.16	5.13	1.09	
58 WTP		s 8.35	6.20	s 4.25	5.25	1.18	
WS 105 ES 105 WP		s 9.15	6.30	s 4.35	5.37	1.26	
I							
37 P		f 9.30	6.42	f 4.46	5.47	1.34	
69 P		s 9.45	6.55	s 4.58	6.00	1.42	
73 WCP		s 10.15	7.15	s 5.09 <sup>38</sup>	6.07	1.47	
52 P		s 10.35	7.30	s 5.18	6.15	1.53	
51 P		f 10.45	7.40	f 5.25	6.20	1.58	
76 WP		s 11.50AM	8.15 <sup>554</sup>	s 5.40	6.35	2.03	
62 P		f 12.06 <sup>70</sup> PM	8.23	f 5.44	6.41	2.07	
119 WP		s 12.30 <sup>154</sup>	8.30	s 5.52	6.48	2.12	
27 P		f 12.40	8.36	f 5.58	6.51 <sup>584</sup>	2.15	
P		s 1.00	8.45	s 6.05	7.02	2.23	
48 P		f 1.15	8.55	f 6.13	7.02	2.23	
144 WP		s 2.00	9.30	s 6.30	7.07	2.32 <sup>10</sup>	
39 P		f 2.10	9.40	f 6.37	7.25	2.38	
52 P		f 2.20	9.50	f 6.42	7.30	2.42	
WCT OYEP		7.01PM	A 2.45PM	A 6.50PM	7.50	2.53	
82 P		f 7.12			7.28	2.04	
52 P		f 7.20			f 7.35	2.09	
50 WP		s 7.50			s 7.50	2.17	
42 P		f 8.03			8.00	2.24	
34 P		f 8.12			f 8.07	2.30	
51 P		f 8.22			s 8.17	2.37	
87 WP		f 8.33			f 8.27 <sup>170</sup>	2.44	
44 P		f 8.41			s 8.35	2.49	
50 P		f 8.53			s 8.47	2.57	
42 P		f 9.01			8.54	3.02	
56 WCTP		s 9.50			s 9.10	3.08	
51 P		f 10.04			f 9.20	3.16	
43 P		f 10.15			f 9.29	3.23	
44 WTP		f 10.23			s 9.37	3.28	
40 P		f 10.35			f 9.48	3.36	
41 P		f 10.50			f 10.03	3.47	
53 P		10.57			10.08	3.51	
WCT 34 YEP		A 11.05PM			A 10.15AM	A 3.55AM	

(4.04) (7.15) (5.30) (3.10) (6.30) (4.10) ..... Thru time  
31.2 16.1 21.2 36.9 37.4 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 8-72.  
For conditional stops to discharge or pick up revenue passengers.—See Page 2.  
No. 27 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

Car capacity of sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS			SECOND CLASS			Time-Table No. 8 July 2, 1950
	70 Passenger Daily	38 Passenger Daily	10 Passenger Daily	554 Local Freight Daily	370 Mixed Daily	154 Time Freight Daily	
DN-R SALINA YL SC A	186.6	A 2.20PM	A 6.15PM	A 4.15AM	A 12.15PM	A 3.40 <sup>69</sup> PM	
A. T. & S. F. CROSSING	187.2						
BAVARIA	194.8	f 2.00	6.03	4.08	f 12.01PM	2.50	
D BROOKVILLE BK	201.4	s 1.50	5.57	4.02	s 11.50AM	2.40	
ARCOLA	205.4	f 1.42	5.53	3.59	f 11.40	2.34	
CARNEIRO	211.6	f 1.35	5.46	3.52	f 11.30	2.25	
D KANOPOLIS KA	219.2	s 1.25	5.37	3.43	s 11.15	2.10	
DN ELLSWORTH YL WO	223.7	s 1.17	5.32	3.38	s 11.00	2.00	
ST. L. & S. F. CROSSING	224.4						
D BLACK WOLF BK	231.5	f 1.03	5.24	3.29	s 10.00	1.34	
D WILSON WN	239.9	s 12.50	5.15	3.20	s 9.45 <sup>555</sup>	1.20	
D DORRANCE DO	246.4	s 12.39	5.09 <sup>69</sup>	3.15	s 9.00	1.10	
D BUNKER HILL BH	253.4	s 12.29	5.02	3.09	s 8.35	12.57	
HOMER	259.2	f 12.20	4.56	3.04	f 8.25	12.50	
DN RUSSELL YL RU	263.3	s 12.15	4.51	3.00	s 8.15 <sup>155</sup>	12.45	
BALTA	266.7	f 12.06 <sup>555</sup> PM	4.45	2.55	f 7.10	12.37	
D GORHAM GJ	272.4	s 11.59AM	4.40	2.49	s 7.01	12.30 <sup>555</sup>	
WALKER	275.5	f 11.55	4.37	2.46	f 6.51 <sup>37</sup>	12.25	
D VICTORIA VC	279.6	s 11.49	4.33	2.42	s 6.40	12.19	
TOULON	284.8	f 11.41	4.28	2.37	f 6.30	12.12	
DN HAYS YL HA	290.1	s 11.35	4.23	2.32 <sup>9</sup>	s 6.20	12.05PM	
YOCEMENTO	295.4	f 11.26	4.14	2.27	f 6.05	11.58AM	
HOG BACK	298.8	f 11.21	4.10	2.24	f 5.58	11.52	
DN-R ELLIS YL RT CT MT	303.3	11.15AM	4.05	2.20	5.50AM	A 10.05AM	11.45AM
RIGA	308.4		2.55	1.15			
D OGALLAH OG	313.7		2.43	1.08	f 9.38		
DN WAKEBNEY W	322.8		2.37	1.03	f 9.29		
VODA	330.0		s 2.26	12.55	s 9.15		
D COLLYER JY	335.8		2.17	12.47	f 8.59		
D QUINTER QN	343.8		2.11	12.43	f 8.51		
D BUFFALO PARK BP	350.9		2.04	12.36	f 8.40		
D GRAINFIELD GF	356.8		1.57	12.30	f 8.27 <sup>37</sup>		
D GRINNELL GD	365.2		1.52	12.25	f 8.20		
CAMPUS	371.2		1.44	12.17	f 8.08		
DN OAKLEY YL OQ	377.4		1.39	12.12	f 7.59		
MONUMENT MU	386.1		s 1.33	12.06AM	s 7.50		
D PAGE CITY PG	393.6		1.22	11.59PM	f 7.26		
D WINONA GW	399.0		1.15	11.53	f 7.17		
McALLASTER	408.4		1.10	11.48	f 7.10		
D WALLACE A	421.1		1.01	11.40	f 6.58		
SOMENA	425.6		12.49	11.29	f 6.43		
DN-R SHARON SPRINGS YL PS	429.8		12.45	11.25	6.37		
			12.40PM	11.20PM	6.30AM		

(243.2) (3.05) (4.35) (3.55) (6.25) (3.35) (3.55)  
Average speed per hour..... 38.0 53.1 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 8-72.  
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 9(A), Page 21.	SECOND CLASS				FIRST CLASS		
	25	97	91	369	37	7	9
	C. R. I. & P. Mixed Daily	C. R. I. & P. Freight Daily	C. R. I. & P. Freight Daily	Mixed Daily	Passenger Daily	C. R. I. & P. Rocket Passenger Daily	Passenger Daily
WCT 84 YEP				12.10AM	10.25AM		3.58AM
61 F				12.18	10.30		4.02
62 WF				12.30	10.40		4.09
41 F				12.40	10.47		4.14
42 F				12.48	10.53		4.18
50 F				12.56	10.59		4.23
54 WF				1.20	11.06		4.27
58 F				1.30	11.12		4.32
53 F				1.40	11.17		4.37 <sup>370</sup>
52 F				1.50	11.25		4.45
58 WCTP				2.10	11.35 <sup>38</sup>		4.50
53 F				2.20	11.45		4.56
51 F				2.30	11.53AM		5.01
52 F				2.40	12.02PM		5.07
52 F				2.54	12.15		5.16
95 WF				3.15 <sup>370</sup>	12.25		5.23
WC 82 TYP				3.30	12.35		5.32
119 F				4.15	12.45		5.35
31 WF				4.28	12.52		5.41
47 F				4.38	12.59		5.47
				4.55	1.08		5.55
	11.50 <sup>98</sup> PM	10.25PM	6.10AM			6.51 <sup>92</sup> AM	
51 F	12.04AM	10.40	6.36 <sup>92</sup>	5.08	1.17	6.58	6.02
50 F	12.16	11.15	6.50	5.20	1.25	7.05	6.09
51 F	12.22	11.23 <sup>96</sup>	6.58	5.27	1.30	7.10	6.12 <sup>92</sup>
52 F	12.40 <sup>26</sup>	11.32	7.15 <sup>7</sup>	5.35	1.37	7.15 <sup>91</sup>	6.17
24 F	12.55	11.40PM	7.30	5.44 <sup>92</sup>	1.44	7.20	6.22
52 WCTP	1.10 <sup>370</sup>	12.15AM	7.50	6.05	1.53 <sup>8</sup>	7.27	6.27
51 F	1.28	12.57 <sup>370</sup>	8.10	6.20	2.02	7.33	6.32
52 F	1.40 <sup>97</sup>	1.40 <sup>25</sup>	8.30	6.30	2.10	7.39	6.37
58 WF	1.52	2.10	8.55	6.43 <sup>9</sup>	2.18	7.45	6.43 <sup>369</sup>
49 F	2.05	2.40	9.27 <sup>38</sup>	6.55	2.26	7.51	6.49
51 F	2.15	3.00	9.45	7.04	2.32	7.55	6.53
50 WF	2.25	3.25	10.00	7.13	2.38	7.59	6.57
52 F	2.38	3.55	10.25	7.24	2.45	8.04	7.04
84 F	2.48	4.16 <sup>92</sup>	10.40	7.32	2.50	8.08	7.09
72 YP	2.53	4.45	10.45	7.37	2.53	8.10	7.12
49 F	2.56	5.00	10.48	7.40	2.55	8.11	7.13
WCOTYP	A 3.05AM	A 5.30AM	A 11.00AM	A 7.50AM	A 3.03PM	A 8.16AM	A 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

Mile Post	FIRST CLASS			SECOND CLASS	
	38	8	10	92	96
	Passenger	C. R. I. & P. Rocket Passenger	Passenger	C. R. I. & P. Freight	C. R. I. & P. Freight
DN-R SHARON SPRINGS YL PS	429.8	A 12.35PM	A 11.15PM		A 6.00AM
SUNLAND	433.8	12.30	11.09		5.35
D WESKAN MO	441.8	12.22	11.02		f 5.22
OHEMUNG	448.2	12.16	10.57		5.13
ARAPAHOE	453.1	12.12	10.53		f 5.07
SALIS	458.2	12.07	10.49		5.01
DN CHEYENNE WELLS CW	463.0	12.02PM	10.45		s 4.55
ASCALON	468.1	11.56AM	10.41		4.47
FIRST VIEW	473.5	11.51	10.37		f 4.37 <sup>9</sup>
ARENA	482.8	11.41	10.29		4.15
D KIT CARSON KC	487.7	11.35 <sup>37</sup>	10.25		s 4.08
SORRENTO	494.0	11.29	10.20		3.54
WILD HORSE	500.4	11.23	10.15		f 3.46
AROYA	507.6	11.17	10.09		f 3.37
BOYERO	518.0	11.07	10.00		f 3.25
CLIFFORD	526.3	10.59	9.53		f 3.15 <sup>369</sup>
DN-R HUGO YL HU	535.5	10.50	9.45		3.00
BAGDAD	541.7	10.45	9.42		2.30
LAKE	547.9	10.38	9.35		2.20
(C. R. I. & P. Crossing)					2.10
DN-R LIMON YL MN	550.5	10.29	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> AM
RIVER BEND	556.6	10.21	2.17	9.20	A 1.30AM
CEDAR POINT	563.2	10.15	2.12	9.14	f 1.52
BUICK	567.1	10.10	2.09	9.09	6.26
D AGATE AX	572.2	10.05	2.04	9.05	11.40
LOWLAND	578.1	9.59	1.59	9.00	11.30
D DEER TRAIL DX	584.2	9.52	1.53 <sup>37</sup>	8.55	12.58
PEORIA	590.1	9.46	1.48	8.50	12.50
D BYERS BY	596.6	9.40	1.42	8.44	12.48
D STRASBURG SR	602.5	9.34	1.37	8.39	12.40
DN BENNETT BT	608.9	9.27 <sup>91</sup>	1.32	8.34	12.32
MANILA	618.7	9.22	1.28	8.30	12.26
WATKINS	618.4	9.17	1.24	8.26	12.20
MESA	625.0	9.10	1.18	8.20	12.05AM
SABLE	630.5	9.04	1.13	8.15	12.05AM
ROYDALE	638.2	9.01	1.10	8.12	11.55PM
SANDOWN	634.3	9.00	1.09	8.10	11.50
PULLMAN YL	638.2	8.55AM	1.05PM	8.05PM	11.48

Thru time.....	(3.40)	(1.18)	(3.10)	(2.51)	(3.02)	(3.22)	(6.20)
Average speed per hour.....	56.8	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				ST. JOSEPH BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 8 July 2, 1950	Mile Post	FIRST CLASS		SECOND CLASS		
	217 Local Freight	Daily	543 Motor Passenger	Daily			544 Motor Passenger	218 Local Freight			
					<b>STATIONS</b>						
Y				8.30AM	DN-R ST. JOSEPH YL UN	0.0	A 4.20PM				
WCTEP	6.35PM				DN-R TERMINAL YARD YL MK				A 11.00PM		
16 F	7.10		9.05		DN-R TROY YL RO	18.9	3.50		10.10		
24 F	7.19		9.10		DOUBLE	17.6	3.40		9.50		
22 F	7.29		9.18		STOUT	22.0	3.32		9.30		
42 WF	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	34.2	3.13		8.55		
AI					M. P. CROSSING	42.2					
40 WF	8.30 <sup>218</sup>		10.00		HLAWATHA	42.7	3.00		8.30 <sup>217</sup>		
27	8.52		10.21		MORRILL	54.1	2.37		7.20		
35 WO	9.10		10.36		SABETHA	60.7	2.25		7.00		
29	9.30		10.52		ONEIDA	68.8	2.06		6.00		
30 W	9.50		11.08		SENCOA	77.5	1.51		5.40		
28	10.05		11.22		BAILLYVILLE	84.2	1.41		4.50		
45	10.15		11.32		AXTELL	89.2	1.33		4.30		
37	10.39		11.51AM		BEATTIE	99.3	1.16		3.55		
	10.53		12.03PM		HOME	105.2	1.05		3.35		
F	A 11.00PM		A 12.08PM		UPLAND	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.	SECOND CLASS		FIRST CLASS		Time-Table No. 8 July 2, 1950	Mile Post	FIRST CLASS		SECOND CLASS		
	171 Mixed	Daily Except Sunday	181 Mixed	Daily Except Sunday			172 Mixed	182 Mixed			
					<b>STATIONS</b>						
22 F					STOUT	0.0					
8					RATOLIFF	3.2					
10 F					HIGHLAND	7.2					
					(7.2)						

WESTWARD				U. S. HOSPITAL BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 8 July 2, 1950	Mile Post	FIRST CLASS		SECOND CLASS		
	171 Mixed	Daily Except Sunday	181 Mixed	Daily Except Sunday			172 Mixed	182 Mixed			
					<b>STATIONS</b>						
84 F					SABLE	0.0					
					BUNELL	1.6					
					(1.6)						

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

Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

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

WESTWARD				MANHATTAN BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 8 July 2, 1950	Mile Post	FIRST CLASS		SECOND CLASS		
	173 Local Freight	471 Time Freight	544 Motor Passenger	218 Local Freight			472 Time Freight	174 Local Freight			
					<b>STATIONS</b>						
WCT					MANHATTAN	189.4			A 3.15PM		
29	7.00AM				STOCKDALE	178.8			f 2.30		
34	7.25				BANDOLPH	167.6			s 1.55		
28	8.10				OLEBURNE	160.7			s 1.35		
					M. P. CROSSING	152.7					
33	9.05				IRVING	151.3			s 1.10		
75 W	10.00				BLU RAPIDS	146.7			s 12.50		
WCTEP	A 10.30AM	2.50AM			MARYSVILLE	134.2	A 2.30AM		12.15PM		
76 F					OKETO	124.4	2.00				
					BARNSTON	118.0	1.50				
101 F					BADGER	114.3					
AI					C. B. & Q. CROSSING	113.1					
22 F					BLUE SPRINGS	110.3	1.35				
					C. R. I. & P. CROSSING	97.2					
WCTEP		A 4.35AM			BEATRICE	96.8	1.00AM		Daily	Daily Except Sunday	
					(92.6)						

(3.30) (1.45) Thru Time..... (1.30) (3.00)  
15.8 21.4 ..... Average speed per hour..... 24.9 18.4

WESTWARD LEAVENWORTH BRANCH				EASTWARD				WESTWARD McPHERSON BRANCH				EASTWARD							
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 8 July 2, 1950	Mile Post	FIRST CLASS		SECOND CLASS		Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 8 July 2, 1950	Mile Post	SECOND CLASS	
	171 Mixed	Daily Except Sunday	181 Mixed	Daily Except Sunday			172 Mixed	182 Mixed	181 Mixed	Daily Except Sunday		182 Mixed	Daily Except Sunday	181 Mixed	Daily Except Sunday			182 Mixed	Daily Except Sunday
					<b>STATIONS</b>														
73	11.00AM				KNOX	8.0													
10	11.08				LEAVENWORTH	0.0	A 8.45AM				WCTYZ	8.00AM	DN-R SALINA	0.0	A 2.00PM				
CS 106 WCTEP	A 12.30PM				COCHRANE	4.0	f 8.25						A. T. & S. F. CROSSING	0.5					
					TONGANOXIE	21.2	s 7.40						C. R. I. & P. CROSSING	0.6					
					LAWRENCE	34.3	7.00AM						M. P. CROSSING	0.8					
					(37.3)		Daily Except Sunday						MENTOR	8.0	f 1.25				
	(1.30)						(1.45)						ASSARIA	12.2	s 1.10				
	22.8						19.6						M. P. CROSSING	20.7					
													LINDSBORG	20.9	s 12.31PM				
													HILTON	30.3	f 11.45AM				
													A. T. & S. F. CROSSING	35.1					
													McPHERSON	35.4	11.30AM				
													(35.4)						

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

The time shown at Cochrane and Leavenworth is for information only. Trains are governed by Missouri Pacific Time-Table and Rules while using their tracks between Cochrane and Leavenworth.

At Cochrane, eastward, Leavenworth Branch trains will be governed by signal indication of Missouri Pacific color light block signal located 247 feet westward from junction switch.

At Cochrane, westward, Leavenworth Branch trains will be governed by signal indication of Missouri Pacific color light block signal located near junction switch.

NOTE—Combination car for No. 181 leaves Union Station, Salina, at 7.40 A. M. For stations not shown on schedule pages.—See Page 23.



WESTWARD				JUNCTION CITY BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 8 July 2, 1950				SECOND CLASS					
175 Mixed Daily Except Sunday				Mile Post				176 Mixed					
STATIONS													
WOTTE			3.35AM	DN-R	JUNCTION CITY	YL JN	0.0A	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	51.9	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)			Daily Except Sunday					

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

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

WESTWARD				SOLOMON BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 8 July 2, 1950				SECOND CLASS					
166 Mixed Daily Except Sunday				Mile Post				165 Mixed					
STATIONS													
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					
56			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		ASHLEVILLE		49.8	1.20					
					M. P. CROSSING		57.2						
34 WTC			10.45AM	D-R	BELOIT	YL BL	57.4	1.00PM					
					(57.4)			Daily Except Sunday					

(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.  
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. 8 July 2, 1950				FIRST CLASS						
185 Local Freight				Mile Post				533 Motor Passenger						
STATIONS														
WOTTE			8.45AM	DN-R	SALINA	YL BC	0.0A	2.30PM						
34			8.52	f	TRENTON		3.4	1.59						
28			8.58	f	SHIPTON		6.0	1.55						
29			9.08		CULVER	CU	11.5	1.48						
42			9.30		TESCOTT	SX	18.5	1.37 <sup>184</sup>						
49 w			9.50	D	BEVERLY	VY	23.8	1.27						
					A. T. & S. F. CROSSING		33.8							
33			10.40		LINCOLN CENTER	NC	34.1	1.13						
53			11.05	D	VESPER	VS	40.7	12.59						
44 w			11.45 <sup>184</sup>	D	SYLVAN GROVE	YL YG	46.9	12.49						
47			12.33 <sup>534</sup>	D	LUCAS	OS	56.0	12.33 <sup>183</sup>						
39			1.15	D	LURAY	AU	66.4	12.17						
43			1.40	D	WALDO	OW	71.5	12.08PM						
27 w			2.10	D	PARADISE	VM	79.2	11.53AM						
38			2.40	D	NATOMA	NO	87.0	11.41						
26			3.05		CODELL		95.1	11.27						
28 WOTTE			8.00AM	A	3.30PM	DN-R	PLAINVILLE	YL VN	103.5	11.15 <sup>533</sup> 11.10	8.45AM	A	2.30PM	8.00PM
37			8.20	D	ZURICH	ZU	110.4	10.55						
33			8.40	D	PALOO	PO	117.8	10.40						
23			9.00		DAMAR		122.7	10.25						
28 w			9.20	D	BOGUE	BG	129.8	10.10						
36 y			9.52 <sup>534</sup>	D	HILL CITY	YL CI	138.0	9.52 <sup>185</sup>						
28			10.25	D	PRYOR	PK	144.7	9.40						
28 w			10.40	D	MORLAND	MD	150.2	9.30						
27			11.00 <sup>186</sup>		STUDLEY		155.4	9.20						
29			11.20		TABOO		162.5	9.05						
27 w			11.45AM	D	HOKIE	KZ	170.4	8.50						
28			12.10PM	f	SEGUIN		179.1	8.30						
30 w			12.35	D	MENLO	MZ	186.2	8.15						
28			1.00		HALFORD		194.0	7.58						
26 PWY			1.40	D	COLBY	YL CB	208.5	7.40 <sup>186</sup>						
30			1.50	f	ALTIR		208.9	7.26						
30			2.08	f	SPOGA		218.0	7.10						
PWCT			2.30PM	A	3.45PM	DN-R	OAKLEY	YL OQ	224.7	7.00AM			6.15AM	
					(224.7)			Daily		Daily		Daily Except Sunday	Saturday Only	

(6.30) Thru Time ..... (8.15)  
20.1 Average speed per hour ..... 27.6

(7.30) Thru Time ..... (6.30)  
30.0 Average speed per hour ..... 15.9

(8.15) Thru Time ..... (8.15)  
14.7 Average speed per hour ..... 14.7

(5.00) Thru Time ..... (5.00)  
20.7 Average speed per hour ..... 20.7

Westward trains are superior to trains of the same class in the opposite direction, except that No. 534 is superior to No. 533 from Oakley to Plainville.—See Rule 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.	15	15	15	15
U. P. 3800 and 3900 class engines.			60	50	Exceptions:				
U. P. 4000 class engines.			45	45	9000 class engines, forward movement.			10	10
U. P. 5000 and 9000 class engines.			50	50	9000 class engines, backward movement.			6	6
MacArthur type engines with 63-in. drivers.			55	50	800 class engines with 14-wheel tender.			5	5
MacArthur type engines with 57-in. drivers.			35	35	Back-up movement.				
0-6-0 and 0-8-0 type yard engines.			20	20	All other engines, backward movement.	10	10	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	Over spring switches, where movement is over facing point switch, except at Topeka and Carden.	20	20	20	20
Diesel-Electric locomotives running light, dynamic brake not in operation.				35	Jordan spreaders and other machines of spreader type, when in operation.				15
Steam engines running backward.	20	20	20	20	Wedge snow plows 05, 06, 07 and 08 may be operated on all main lines and branches, except as follows:				
When more than 50% of the tonnage is gravel.				30	St. Joseph Branch—Elwood to Troy.				
Trains handling scale test cars:					Highland Branch.				
On main line.				30	Junction City Branch.				
On branch lines.				20	Solomon Branch beyond M. P. 23.				
Trains handling loaded wooden Hart convertible cars.				25	McPherson Branch beyond M. P. 21.				
Maximum speed for Diesel-electric locomotives in road or helper service:					Plainville Branch between Colby and Plainville.				25
Backing up shoving a train.					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
(Speed of train being helped will govern.)					On side tracks laid with rail weighing 60 pounds or less.			5	5
Backing up pulling train.	40	40	40	40	On wye tracks, except those portions used as main track.	5	5	5	5
Backing up light.				40					
Trains handling company roadway machines on their own wheels:				30					
On straight track.				25					
On curves.									
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	Ablene, between Oplena and Elm Streets.	30	30	30	25
67.5 and 67.9	30	30	30	25	Ablene, 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.	Psg.	Fr.		Str.	DE-Psgr.	Psg.	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	
	Psg.	Fr.		Psg.	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 be- tween 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	
	Psg.	Fr.		Psg.	Fr.
<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>Upland, through junction switch.</b>	25	25
Between Morland and Colby— Motor trains.	35		<b>U. S. Hospital Branch.</b> Maximum speed— On straight track. On curves. Trains handling outfit cars.	30	30
Between Colby and Oakley— Motor trains.	40			15	15
At Mile Posts—					20
51.7 75.7 77.7	}	30	25		
61.9 76.3 83.8					
73.4 76.6 95.8					
74.5 77.2 98.0					
<b>Highland Branch.</b>		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.	Samuel E. Senor	Surgeon	St. Joseph, Mo.	St. Joseph.
Graham J. Owens	District Surgeon	Kansas City, Mo.	N. to and including Marysville. W. to and including Plainville. W. to and including Ellis. Kansas City.	O. Earl Whitsell	Oculist & Aurist	St. Joseph, Mo.	St. Joseph.
Frank S. Forman	Aurist	Kansas City, Mo.		Orval L. Smith	Surgeon	St. Mary, Kan.	Rossville to Wamego.
Andrew W. McAlester, 3rd	Oculist	Kansas City, Mo.	Kansas City.	R. E. Cheney	Oculist & Aurist	Salina, Kan.	Salina.
H. H. Owens	Surgeon	Kansas City, Mo.	Kansas City.	Ernest E. Harvey	Surgeon	Salina, Kan.	Solomon to Brookville: Salina to Tecott and McPherson Branch.
Samuel E. Roberts	Aurist	Kansas City, Mo.	Kansas City.	Max S. Lake	Oculist & Aurist	Salina, Kan.	Salina.
E. E. Anderson	Oculist & Aurist	Kansas City, Kan.	Kansas City.	J. K. Harvey	Surgeon	Salina, Kan.	Solomon to Brookville: Salina to Tecott and McPherson Branch.
Harvey L. Lloyd	Surgeon	Kansas City, Kan.	Kansas City to Lawrence.	John C. Mitchell	Surgeon	Salina, Kan.	Solomon and Brookville: Salina and Tecott.
J. Warren Manley	Surgeon	Kansas City, Kan.	Kansas City.	E. L. Vermillion	Surgeon	Salina, Kan.	Solomon to Brookville: Salina to Tecott and McPherson Branch.
C. J. Mullen	Oculist	Kansas City, Kan.	Kansas City.	S. N. Chaffee	Surgeon	Solomon, Kan.	Solomon to Brookville: Salina to Tecott and McPherson Branch.
L. G. Heins	Surgeon	Abilene, Kan.	Abilene to Solomon.	B. A. Higgins	Surgeon	Sylvan Grove, Kan.	Salina to Plainville.
V. J. Vaughn	Surgeon	Axtell, Kan.	Axtell and vicinity.	G. A. Lessender	Surgeon	Tonganoxie, Kan.	Leavenworth to Lawrence.
Roger P. Weltmer	Surgeon	Beloit, Kan.	Beloit to Glasco.	H. H. Mathews	Surgeon	Topeka, Kan.	Perry to Silver Lake.
W. W. Weltmer	Surgeon	Beloit, Kan.	Beloit to Glasco.	A. W. Butcher	Surgeon	Wakefield, Kan.	Junction City to Clay Center.
K. M. Rottluff	Surgeon	Bonner Springs, Kan.	Bonner Springs to Linwood.	Benj. Brunner, Jr.	Surgeon	Wamego, Kan.	Belvue to Manhattan.
G. G. Greenlee	Surgeon	Chapman, Kan.	Junction City to Abilene.	J. G. Swails	Surgeon	Wathena, Kan.	St. Joseph to Severance.
G. W. Bales	Surgeon	Clay Center, Kan.	Wakefield to Miltonvale.	Wm. M. Greig	District Surgeon	Denver, Colo.	N. to and including Warren, E. to, but not including Ellis. E. to and including Ovid. Denver.
Porter & Haughey	Surgeons	Concordia, Kan.	Concordia to Miltonvale.	John S. Benwell	Surgeon	Denver, Colo.	
Albert L. Bonfanti	Surgeon	Ellis, Kan.	Hays to Wakekeney.	T. E. Beyer and J. R. Blair	Aurists	Denver, Colo.	Denver.
G. A. Surface	Surgeon	Ellis, Kan.	Hays to Wakekeney.	L. Scott Frank	Surgeon	Denver, Colo.	Denver.
H. St. C. O'Donnell	Surgeon	Ellsworth, Kan.	Brookville to Wilson.	A. T. Haley	Surgeon	Denver, Colo.	Denver.
D. W. Bolton	Surgeon	Frankfort, Kan.	Marysville to Frankfort.	Ivan E. Hix	Oculist	Denver, Colo.	Denver.
M. A. Brawley	Surgeon	Frankfort, Kan.	Marysville to Frankfort.	H. W. Stuver	Surgeon	Denver, Colo.	Denver Emergency Station.
William M. Brewer	Surgeon	Hays, Kan.	Russell to Ellis.	J. L. Meyers	Surgeon	Denver, Colo.	Sharon Springs to Hugo.
Lloyd W. Reynolds	Surgeon	Hays, Kan.	Russell to Hays.	Y. L. Jensen	Surgeon	Colby, Kan.	Hoxie to Oakley.
Ray Meidinger	Surgeon	Hiawatha, Kan.	Leona to Hamlin.	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 P. Harvey	Surgeon	Limon, Colo.	Hugo to Byers.
H. P. Jones	Surgeon	Lawrence, Kan.	Linwood to Perry and Lawrence to Tonganoxie.	Gordon B. Sekavec	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. Bice	Surgeon	Wamekeney, Kan.	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. Randell	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	Carleton, Neb.	Alexandria to Fairfield.
V. R. Parker	Surgeon	Natoma, Kan.	Sylvan Grove to Plainville.	D. O. Hughes	Surgeon	Fairbury, Neb.	Steele City to Alexandria.
C. S. Fleckenstein	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. C. 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. Peterson	Surgeon	Plainville, Kan.	Lincoln Center to Hill City.	R. D. Martin	Oculist & Aurist	Grand Island, Neb.	Grand Island.
Clyde S. Smith	Surgeon	Rossville, 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. Kostal	Surgeon	Hastings, Neb.	Fairfield to Grand Island.
F. N. White	Surgeon	Russell, Kan.	Wilson to Hays.				
A. H. Haynes	Surgeon	Sabetha, Kan.	Morrill to Baileyville.				

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		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
Powell (4)	161.5	P		Dehyd	34.2	4	East
Sedan (4)	196.4	12 P	Both	Idana (8)	41.1	14	Both
Anan (4)	213.8	10 P	West	Browndale (8)	46.0	9	Both
River (4)	245.4	6 P	Both	<b>(PLAINVILLE BRANCH)</b>			
Westwood	248.7	35	West	Marydel (10)	9.0	13	Both
<b>(ST. JOSEPH BRANCH)</b>				<b>(ST. JOSEPH BRANCH)</b>			
Moray (4)	19.1	11 P	Both	Shady Bend (10)	26.4	21	Both
Hamlin (4)	50.2	16	Both	Quartzite	32.9	21	West
Summit (4)	94.4	10	Both	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.