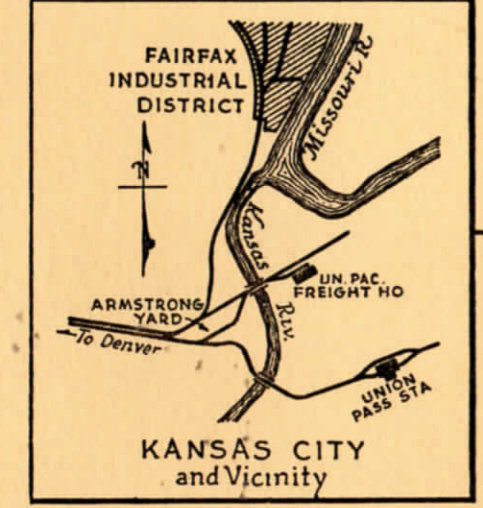
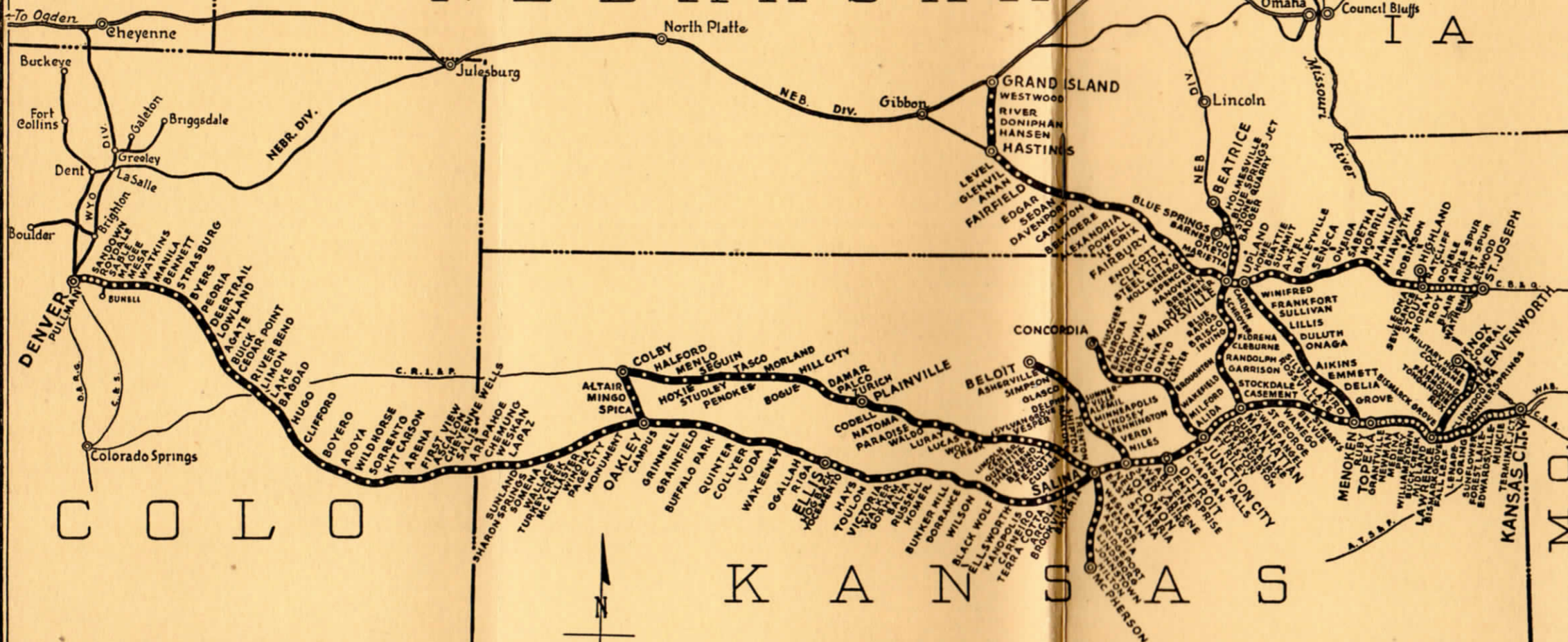


WYO

NEBRASKA

IA



UNION PACIFIC RAILROAD COMPANY
EASTERN DISTRICT



KANSAS DIVISION

TIME-TABLE No. 20

Effective Sunday,
SEPTEMBER 26, 1954

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

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY

OTTO C. PERRY
#3 FOX STREET
DENVER 23, COLORADO
13 MAY 55

EASTERN DISTRICT
KANSAS DIVISION

CORRECTED TO MAR. 20, 1948

Scale of Miles



FIRST SUBDIVISION		FIRST CLASS					EASTWARD				
Time-Table No. 20 September 26, 1954		10	508	40	544	70	140	510	18	44	4
STATIONS		Streamliner Passenger	C. R. I. & P. Rocket Passenger	Passenger	Motor Passenger	Passenger	C. R. I. & P. Passenger	C. R. I. & P. Rocket Passenger	Passenger	C. R. I. & P. Passenger	C. R. I. & P. Passenger
BLOCK SIGNALS	DN-R UNION STATION US	A 7.15AM		A11.30AM		A 7.00PM		A10.30PM			
	KANSAS CITY, KAN.	6.56		11.16		6.33		10.10			
	DN-R TERMINAL JCT. YL JC	6.55	A 8.27AM	11.14		6.31	A 7.03PM	A 7.20PM	10.09	A10.18PM	A12.46AM
	C. R. I. & P. JCT. YL	6.53	8.25	11.12		6.29	7.01	7.18	10.07	10.16	12.44
	DN KAW JCT. YL KW	6.51	8.24	11.10		6.27	6.59	7.16	10.05	10.14	12.43
	MUNCIE	6.47	8.20	11.04		f 6.22	6.54	7.12	10.00	10.09	12.39
	D BONNER SPRINGS BW	6.40	8.13	10.56		s 6.13	6.46	7.04	9.52	10.01	12.32
	DN A. T. & S. F. CROSS. BN										
	LORING	6.37	8.10	10.53		f 6.08	6.42	7.01	9.49	9.58	12.29
	LINWOOD	6.30	8.03	10.46		f 5.58	6.35	6.54	9.41	9.51	12.22
	DN LAWRENCE YL DA	6.19	7.52	s10.35		s 5.46	6.23	6.43	s 9.30	9.39	12.10AM
	WILLIAMSTOWN			10.25		f 5.34			9.16	9.28	
	D PERRY KY	6.08	7.41	10.22		s 5.29	6.10	6.31	9.13	9.25	11.59PM
	GRANTVILLE	6.00	7.33	10.13		f 5.17	6.02	6.23	9.03	9.14	11.51
	DN A. T. & S. F. CROSS. X										
	DN-R TOPEKA YL OT	s 5.53	s 7.26AM	s10.05	A 4.10PM	s 5.10	s 5.55PM	s 6.15PM	s 8.55	s 9.05PM	s11.43PM
	C. R. I. & P. CROSS.										
	MENOKEN	5.45		9.55	4.00PM	4.57			8.39		
	D SILVER LAKE SI	5.40		9.50 ¹⁷		s 4.51			8.33		
	D ROSSVILLE RV	5.35 ¹⁴⁹		9.40		s 4.41			8.28		
	DN ST. MARYS SY	5.29		s 9.32 ¹⁵⁰		s 4.30			8.21		
	D BELVUE BV	5.24		9.23		f 4.20			8.15		
	DN WAMEGO WA	5.18		s 9.16		s 4.13			8.09		
	ST. GEORGE	5.11		9.07		s 4.03			8.03		
	DN MANHATTAN YL MH	s 5.03		s 8.58 ¹⁴⁹		s 3.55			s 7.55		
C. R. I. & P. CROSS.											
EUREKA LAKE	4.47		8.47					7.45			
EAST FUNSTON	4.42		f 8.41		f 3.30			7.40			
D FORT RILEY FT	4.37		s 8.37		s 3.25			7.35			
DN-R YL JN	4.32		8.31					7.30			
JUNCTION CITY	4.25		8.23		3.15			7.20			
KANSAS FALLS	4.03		8.14		f 2.54			7.11			
D CHAPMAN CM	3.56		s 8.09		s 2.47			7.06			
DETROIT	3.50		8.03		s 2.38			7.00			
DN ABILENE YL AB	3.45 ⁶⁰		s 7.58 ¹⁵⁹		s 2.30			s 6.55 ¹⁵⁴			
A. T. & S. F. CROSS.											
WEST ABILENE YL	3.43		7.53		2.25			6.47			
SAND SPRING	3.40		7.49		2.21			6.44			
D SOLOMON YL SK	3.36		7.45		s 2.16			6.40			
NEW CAMBRIA	3.29		7.37 ⁷⁹		f 2.07			6.32			
EAST SALINA YL	3.25		7.33		2.03			6.28			
DN-R SALINA YL SC	3.23AM		7.30AM		2.00 ³⁹ PM			6.25PM			
(186.6)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Thru time.....	(3.52)	(1.01)	(4.00)	(0.10)	(5.00)	(1.08)	(1.05)	(4.05)	(1.13)	(1.03)	
Average speed per hour.....	48.3	63.6	46.7	29.4	37.3	57.1	59.7	45.7	53.2	61.6	

FIRST SUBDIVISION		SECOND CLASS					EASTWARD					
Time-Table No. 20 September 26, 1954		150	166	158	566	80	154					
STATIONS		Local Freight	Mixed	Local Freight	C. R. I. & P. Mixed	A. T. & S. F. Mixed	Time Freight				Car capacity of sidings, etc. See Rule 8(A), Page 22.	
BLOCK SIGNALS	DN-R UNION STATION US										F	
	ARMSTRONG YL						A 5.00AM				WCTZY	
	DN-R TERMINAL JCT. YL JC						2.50				XP	
	C. R. I. & P. JCT. YL						2.45				X	
	DN KAW JCT. YL KW						2.40				XP	
	MUNCIE										CS 104	
	D BONNER SPRINGS BW										CS 61	
	DN A. T. & S. F. CROSS. BN										IP	
	LORING										CS 103	
	LINWOOD										CS 103	
	DN LAWRENCE YL DA										WC	
	WILLIAMSTOWN										CS 96	
	D PERRY KY										TXEP	
	GRANTVILLE										XP	
	DN A. T. & S. F. CROSS. X										CS 103	
	DN-R TOPEKA YL OT	A10.50AM						1.05				CS 102
	C. R. I. & P. CROSS.											XIF
	MENOKEN	f10.40						12.40				WS 202
	D SILVER LAKE SI	f10.30						12.20				WCT
	D ROSSVILLE RV	s 9.55 ¹⁷						12.05AM				ES 122
	DN ST. MARYS SY	s 9.32 ⁴⁰						11.45PM				XP
	D BELVUE BV	f 8.45						11.27				74
	DN WAMEGO WA	s 8.16						11.12 ⁹				77
	ST. GEORGE	f 7.20 ¹⁴⁹						10.40				80
	DN MANHATTAN YL MH	s 6.50						10.30 ¹⁵⁵				83
C. R. I. & P. CROSS.											85	
EUREKA LAKE	f 6.00						9.50				88	
EAST FUNSTON	f 5.42						9.35				89	
D FORT RILEY FT	s 5.30						9.25				90	
DN-R YL JN	5.20AM						8.50				91	
JUNCTION CITY					A 1.00 ³⁹ PM		7.45				92	
KANSAS FALLS					f12.30		7.30				93	
D CHAPMAN CM					s12.20		7.20				94	
DETROIT					s12.10PM		7.10				95	
DN ABILENE YL AB					s11.25AM		6.55 ¹⁸				96	
A. T. & S. F. CROSS.											97	
WEST ABILENE YL					10.40	A 11.26AM	A 4.55PM	6.35			98	
SAND SPRING					10.35	11.01	f 4.45	6.30			99	
D SOLOMON YL SK	A 7.20AM				s10.30	f10.50	f 4.35	6.22			100	
NEW CAMBRIA	7.00				f10.20	10.40	4.25	6.10			101	
EAST SALINA YL	6.50				10.10	10.30AM	4.15PM	6.03			102	
DN-R SALINA YL SC	6.40AM				10.00AM			6.00PM			103	
(186.6)	Daily Except Sunday	Mondays, Wednesdays, Fridays	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily				104	
Thru time.....	(5.30)	(0.40)	(3.00)	(0.56)	(0.40)	(11.00)					105	
Average speed per hour.....	13.0	21.5	15.7	21.3	29.9	16.9					106	

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 18 are superior to No. 39.—See Rule S-72.
 Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka.
 Time shown at Union Station and Kansas City, Kans., is for information only. Trains are governed by Kansas City Terminal Railroad Time-Table and Rules while using their tracks between Union Station and Terminal Jct.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

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

WESTWARD

SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			FIRST CLASS		
	157 Local Freight	155 Time Freight	369 Mixed	17 Passenger	69 Passenger	9 Streamliner Passenger
	Daily	Daily	Daily	Daily	Daily	Daily
WCT YZP	7.30AM	3.20 ¹⁰ AM		11.54AM	4.35AM	12.49AM
63 P	f 7.45	3.30		12.01PM	f 4.44	12.56
121 P	s 7.55	3.40		12.06	s 4.50	1.01
42 P	f 8.01	3.48		12.09	f 4.55	1.04
P	f 8.04	3.51		12.11	f 4.57	1.06
46 P	f 8.10	4.00		12.15	f 5.01	1.10
58 WTP	s 8.35	4.10		12.23	s 5.12	1.18
WS 105 FS 105 WP	s 9.15 ¹⁵⁶	4.20		12.29 ⁷⁰	s 5.25	1.24
I						
37 P	f 9.30	4.32		12.38	f 5.34	1.31
69 P	s 9.45	4.48		12.46	s 5.47	1.39
73 WCP	s 9.58	4.59		12.51	s 5.54	1.44
52 P	s 10.10	5.20		12.57 ¹⁵⁴	s 6.02	1.50
51 P	f 10.30	5.30		1.02	f 6.07	1.55
76 WP	s 11.40 ⁷⁰ AM	5.40		1.07	s 6.21 ¹⁵⁶	2.00 ¹⁰
62 P	f 12.06 ¹⁵⁴ PM	5.48		1.11	f 6.25	2.04
119 P	s 12.30 ¹⁵⁴	5.56 ¹⁵⁶		1.16	s 6.32	2.09
27 P	f 12.40	6.02		1.19	f 6.35	2.12
P	s 1.00	6.12		1.23	s 6.42	2.16
48 P	f 1.28 ¹⁵⁷	6.20		1.28 ¹⁵⁷	f 6.49	2.21
144 WP	s 2.00	6.30		1.36	s 6.55	2.29
39 P	f 2.10	6.38		1.43	f 7.10	2.36
52 P	f 2.20	6.45		1.46	f 7.15	2.39
WCT OYZP	A 2.45PM	A 7.45AM	7.30AM	2.01	A 8.00AM	3.00
62 P			f 7.41	1.16		2.15
52 P			f 7.49	1.21		2.20
50 WP			s 8.10 ³⁷⁰	1.29		2.28
42 P			f 8.21	1.36		2.35
34 P			f 8.29	1.42		2.41
51 P			f 8.40	1.49		2.48
67 WP			f 8.50	1.56		2.55
44 P			f 9.01	2.01 ¹⁸		3.00
50 P			f 9.14	2.09		3.08
42 P			f 9.22	2.15		3.13
56 WCTP			s 9.50	2.23	s 3.20	
51 P			f 10.03	2.32		3.28
43 P			f 10.13	2.39		3.35
44 WTP			f 10.20	2.44		3.40
40 P			f 10.32	2.52		3.48
41 P			f 10.49	3.03		3.59
53 P			10.55	3.07		4.03
WCT 34 YZP			A 11.01AM	A 3.12PM	A 4.07AM	

Time-Table No. 20
September 26, 1954

STATIONS

DN-R SALINA YL SC A
0.6
A. T. & S. F. CROSSING
7.6
BAVARIA
6.6
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
BLACK WOLF
8.4
D WILSON WN
6.5
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
5.3
DN HAYS YL HA
5.3
YOCEMENTO
3.4
HOG BACK
4.5
CT MT DN-R ELLIS YL RT
5.1
RIGA
5.3
D OGALLAH OG
8.6
DN WAKEENEY 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

BLOCK SIGNALS

(7.15) (4.25) (3.31) (4.18) (3.25) (4.18) Thru time
16.1 26.4 36.0 56.6 34.2 56.6 Average speed per hour

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

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

SECOND SUBDIVISION

EASTWARD

Time-Table No. 20
September 26, 1954

STATIONS

Mile Post	FIRST CLASS			SECOND CLASS		
	70 Passenger	18 Passenger	10 Streamliner Passenger	156 Local Freight	370 Mixed	154 Time Freight
186.6	A 1.40PM	A 6.15PM	A 3.20 ¹⁵⁵ AM	A 11.15AM		A 3.40PM
187.2						
184.8	f 1.14	6.03	3.03	f 11.00		3.00
201.4	s 1.04	5.57	2.58	s 10.50		2.42
205.4	f 12.54	5.53	2.55	f 10.40		2.34
207.3	f 12.52	5.51	2.53	f 10.37		2.31
211.6	f 12.47	5.48	2.49	f 10.30		2.25
219.2	s 12.37	5.37	2.41	s 10.15		2.10
223.7	s 12.29 ¹⁷	5.32	2.36	s 9.15 ¹⁵⁷		2.00
224.4						
231.5	f 12.19	5.24	2.27	s 8.55		1.34
239.9	s 12.11	5.15	2.20	s 8.40		1.20
246.4	s 12.01PM	5.09	2.15	s 8.00		1.10
253.4	s 11.53AM	5.02	2.10	s 7.30		12.57 ¹⁷
259.2	f 11.45	4.56	2.05	f 6.59		12.50
263.3	s 11.40 ¹⁵⁷	4.51	2.00 ⁹	s 6.21 ⁶⁹		12.45
266.7	f 11.33	4.45	1.54	f 6.05		12.37
272.4	s 11.27	4.40	1.49	s 5.56 ¹⁵⁵		12.30 ¹⁵⁷
275.5	f 11.23	4.37	1.46	f 5.38		12.25
279.6	s 11.18	4.33	1.43	s 5.31		12.19
284.8	f 11.10	4.28	1.39	f 5.23		12.12
290.1	s 11.04	4.23	1.34	s 5.15		12.05PM
295.4	f 10.55	4.14	1.28	f 5.05		11.58AM
298.8	f 10.50	4.10	1.25	f 4.58		11.52
303.3	10.45AM	4.05	1.21	4.50AM	A 9.15AM	11.45AM
308.4		2.55	12.12			
313.7		2.48	12.03AM		f 8.50	
322.3		2.43	11.59PM		f 8.35	
330.0		s 2.34	11.52	s 8.10 ³⁶⁹		
335.8		2.25	11.43	f 7.42		
343.3		2.20	11.38	f 7.33		
350.9		2.13	11.31	f 7.20		
356.3		2.06	11.25	f 7.07		
365.2		2.01 ¹⁷	11.20	f 6.59		
371.2		1.47	11.12	f 6.45		
377.4		1.41	11.07	f 6.35		
386.1		s 1.34	11.01	s 6.25		
393.6		1.23	10.53	f 5.42		
399.0		1.16	10.47	f 5.30		
408.4		1.11	10.42	f 5.20		
421.1		1.02	10.34	f 5.05		
425.6		12.50	10.23	f 4.47		
429.8		12.45	10.19	4.39		
		12.40PM	10.14PM	4.30AM		
	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

Thru time..... (2.55) (4.35) (4.06) (6.25) (4.45) (3.55)
Average speed per hour..... 40.0 53.1 59.3 18.2 26.6 29.8

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

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

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

WESTWARD

THIRD SUBDIVISION

Car capacity of sidings, etc. See Rule S(A), Page 22.	SECOND CLASS			FIRST CLASS			Time-Table No. 20 September 26, 1954
	83	369	81	17	7	9	
	C. R. I. & P. Freight	Mixed	C. R. I. & P. Freight	Passenger	C. R. I. & P. Rocket Passenger	Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	
34 WC YZP		11.30AM		3.14PM		4.09AM	
61 P		11.37		3.19		4.14	
62 WP		11.50		3.26		4.21	
41 P		11.59AM		3.31		4.26	
42 P		12.12PM		3.35		4.30	
50 P		12.22		3.40		4.35	
54 WP		12.37		3.44		4.39	
53 P		12.45		3.49		4.44	
53 P		12.53		3.54		4.49	
52 P		1.04		4.02		4.57	
58 WCTP		1.17		4.07		5.02	
53 P		1.26		4.13		5.08	
51 P		1.35		4.18		5.13	
52 P		1.45		4.24		5.19	
52 P		1.59		4.33		5.28	
95 WP		2.11		4.40		5.35	
82 WCTP		2.24		4.49		5.44	
119 P		2.42		4.50		5.45	
31 WP		2.51		4.57		5.52	
47 P		2.59		5.03		5.59	
47 P		3.12		5.09		6.08	
51 P		5.30PM		6.15AM		6.51AM	
100 P		5.50	f 3.22	6.33		6.15	
51 P		6.05 ⁸²	f 3.32	6.48		6.22	
100 P		6.15	f 3.37	6.58		6.26	
24 P		6.25	f 3.44	7.15 ⁷		6.31	
WS 28 ES 50 WCTP		6.35	3.52	7.28		6.36	
51 P		6.50	s 4.01	7.45		6.42	
52 P		7.05	f 4.16	8.01		6.48	
58 WP		7.35 ¹⁰	f 4.27	8.15		6.54	
100 P		7.55	f 4.35 ⁸²	8.30		7.00	
51 P		8.10	f 4.45	8.45		7.06	
100 WP		8.18 ³⁷⁰	4.53	8.58		7.10	
52 P		8.35	f 5.01	9.25 ¹⁸		7.14	
84 P		8.50	5.11	9.40		7.19	
72 YP		9.00	5.20	9.52		7.23	
75 P		9.05	5.25	10.03 ⁸⁴		7.26	
WCOTYPZ		10.00PM	5.27	10.15AM		7.27	
			5.28			7.28	
			5.45PM			7.35AM	

(4.30) 18.5 (6.15) 33.3 (4.00) 20.8 (3.26) 60.7 (1.25) 61.8 (3.26) 60.7 Thru time 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

Time-Table No. 20 September 26, 1954	Mile Post	FIRST CLASS			SECOND CLASS		
		18	8	10	84	82	370
		Passenger	C. R. I. & P. Rocket Passenger	Streamliner Passenger	C. R. I. & P. Freight	C. R. I. & P. Freight	Mixed
		Daily	Daily	Daily	Daily	Daily	Daily
DN-R SHARON SPRINGS YL PS	429.8	A12.35PM		A10.11PM		A 3.40AM	
SUNLAND	433.8	12.31		10.04		3.30	
D WESKAN MO	441.8	12.23		9.57		f 3.18	
CHEMUNG	448.2	12.17		9.52		3.02	
ARAPAHOE	453.1	12.12 ³⁰⁰		9.48		f 2.53	
SALIS	458.2	12.07		9.44		2.44	
DN CHEYENNE WELLS CW	463.0	12.02PM		9.40		s 2.35	
ASCALON	468.1	11.57AM		9.36		2.13	
FIRST VIEW	473.5	11.52		9.32		f 2.05	
ARENA	482.3	11.43		9.24		1.50	
D KIT CARSON KC	487.7	11.38		9.20		s 1.30	
SORRENTO	494.0	11.32		9.15		1.20	
WILD HORSE	500.4	11.26		9.10		f 12.55	
AROYA	507.6	11.19		9.04		f 12.40	
BOYERO	518.0	11.09		8.55		f 12.20	
CLIFFORD	526.3	11.01		8.48		f 12.05AM	
DN-R HUGO YL HU	535.5	10.51		8.39		11.50PM	
BAGDAD	541.7	10.42		8.28		11.06	
LAKE	547.9	10.36		8.23		10.57	
DN-R (C. R. I. & P. Crossing) LIMON YL MN	550.5	s 10.33		s 8.20		s 10.50	
LIMON JUNCTION YL	550.6		A 2.13PM		A 12.45PM	A 7.30PM	
RIVER BEND	556.6	10.25	2.07	8.11	12.30	6.20	
CEDAR POINT	563.2	10.19	2.02	8.05	12.20PM	6.05 ⁸³	
BUICK	567.1	10.15	1.59	8.00	11.55AM	5.45	
D AGATE AX	572.2	10.10	1.54	7.56	11.45	5.32 ¹⁷	
LOWLAND	578.1	10.04	1.49	7.51	11.32	5.15	
DN DEER TRAIL DX	584.2	9.58	1.43	7.46	11.20	5.05	
PEORIA	590.1	9.52	1.38	7.41	11.13	4.55	
D BYERS BY	596.6	9.46	1.33	7.35 ⁸³	11.05	4.45	
D STRASBURG SR	602.5	9.41	1.28	7.30	10.58	4.35 ³⁶⁹	
DN BENNETT BT	608.9	9.35	1.23	7.25	10.50	4.20	
MANILA	613.7	9.30	1.19	7.21	10.42	4.12	
WATKINS	618.4	9.25 ⁸¹	1.15	7.17	10.35	4.02	
MESA	625.0	9.19	1.10	7.11	10.22	3.50	
MAGEE	628.1						
D SABLE SB	630.5	9.14	1.05	7.06	10.10	3.40	
ROYDALE	633.2	9.11	1.02	7.03	10.03 ⁸¹	3.33	
DN SANDOWN JCT. SW	634.0	9.10	1.01	7.01	10.00AM	3.30PM	
SANDOWN	634.3	9.09	1.00	7.00		7.43	
PULLMAN YL	638.2	9.05AM	12.55PM	6.55PM		7.35PM	

Thru time Average speed per hour (3.30) 59.5 (1.18) 67.4 (3.16) 63.8 (2.45) 30.3 (4.00) 20.8 (8.05) 25.8

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

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

WESTWARD

FOURTH SUBDIVISION

Car capacity of seating etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Mile Post
	217 Local Freight	223 Local Freight	543 Motor Passenger		
	Daily	Daily	Daily		
P			11.40AM	0.0	
130 P			f 11.52AM	7.9	
40 P			s 12.03PM	15.5	
130 WP			s 12.15	22.2	
149 P			f 12.25	27.6	
130 WP			s 12.40	37.1	
130 P				46.0	
37 P			s 1.02	49.2	
130 P			f 1.09	54.0	
PAI				58.3	
130 WP			s 1.16	58.5	
130 P			s 1.26	64.0	
134 P		11.00PM	1.36	69.9 (107.3)	
WCTYPZ		A 11.25PM	1.45 2.00	75.4 (113.3)	
P			s 2.15	118.4	
125 P			s 2.25	122.6	
PAI				128.1	
126 WTP			s 2.35	128.2	
150 P			s 2.48	137.4	
60 P			s 2.57	141.8	
130 P				144.3	
PAI				147.1	
30 P			s 3.07	147.1	
P				152.7	
130 WP			s 3.20	153.1	
PAI				154.4	
140 P				159.1	
133 WP			s 3.45	167.5	
132 P			s 4.00	176.6	
PAI				177.0	
130 WCP			s 4.14	184.0	
PAI				191.2	
135 P			s 4.29	191.2	
PAI				200.5	
130 WP			s 4.42	200.7	
130 P			s 4.55	209.0	
130 P			s 5.10	218.3	
103 P				221.9	
PAI				226.4	
12				227.2	
WCTYZP		12.01AM	s 5.35	227.4	
35 WP		12.30	s 5.55	240.3	
WCTZP		A 1.00AM	A 6.25PM	249.6	
				251.8	

Time-Table No. 20
September 26, 1954

STATIONS

MENOKEN	7.9
GROVE	7.6
DELIA IA	6.7
EMMETT GC	5.4
AIKINS	9.5
ONAGA GA	8.9
NOLAN	3.2
LILLIS	4.8
SULLIVAN	4.3
M. P. CROSSING	0.2
FRANKFORT FN	5.5
WINIFRED	5.9
UPLAND	5.5
DN-R MARYSVILLE YL MS	5.1
HERKIMER KI	4.2
BREMEN	5.5
C. B. & Q. CROSS.	0.1
HANOVER HA	9.2
HOLLENBERG	4.4
STEELE CITY	2.5
RUDY	2.8
C. B. & Q. CROSS.	0.0
ENDICOTT ND	5.6
C. R. I. & P. CROSS.	0.4
FAIRBURY Q	1.3
C. R. I. & P. CROSS.	4.7
HEDRIX	8.4
ALEXANDRIA A	9.1
BELVIDERE VI	0.4
C. B. & Q. CROSS.	7.0
CARLETON YL C	7.2
C. & N. W. CROSS.	0.0
DAVENPORT DO	9.3
C. B. & Q. CROSS.	0.2
EDGAR SG	8.3
FAIRFIELD FD	9.3
GLENVIL GV	3.6
LEVEL	4.5
M. P. CROSSING	0.8
C. B. & Q. CROSS.	0.2
DN-R HASTINGS YL AN	12.9
DONIPHAN DV	9.3
BELT LINE CROSS.	2.2
DN-R GRAND ISLAND YL GE	(213.9)

CENTRALIZED TRAFFIC CONTROL

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

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

FOURTH SUBDIVISION

EASTWARD

Car capacity of seating etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Mile Post
	224 Local Freight	218 Local Freight	544 Motor Passenger		
	Daily	Daily	Daily		
P			4.00PM	0.0	
130 P			f 3.49	7.9	
40 P			s 3.39	15.5	
130 WP			s 3.29	22.2	
149 P			f 3.20	27.6	
130 WP			s 3.05	37.1	
130 P				46.0	
37 P			s 2.41	49.2	
130 P			f 2.34	54.0	
PAI				58.3	
130 WP			s 2.27	58.5	
130 P			s 2.17	64.0	
134 P			2.08	69.9 (107.3)	
WCTYPZ			2.00 1.10	75.4 (113.3)	
P			s 12.45	118.4	
125 P			s 12.37	122.6	
PAI				128.1	
126 WTP			s 12.25	128.2	
150 P			s 12.13	137.4	
60 P			s 12.05PM	141.8	
130 P				144.3	
PAI				147.1	
30 P			s 11.55AM	147.1	
P				152.7	
130 WP			s 11.45	153.1	
PAI				154.4	
140 P				159.1	
133 WP			s 11.20	167.5	
132 P			s 11.08	176.6	
PAI				177.0	
130 WCP			s 10.58	184.0	
PAI				191.2	
135 P			s 10.45	191.2	
PAI				200.5	
130 WP			s 10.32	200.7	
130 P			s 10.20	209.0	
130 P			f 10.05	218.3	
103 P				221.9	
PAI				226.4	
12				227.2	
WCTYZP		A 2.40AM	s 9.50	227.4	
35 WP		1.56	f 9.20	240.3	
WCTZP		1.40AM	9.00AM	249.6	
		Daily	Daily	251.8	

Time-Table No. 20
September 26, 1954

STATIONS

MENOKEN	7.9
GROVE	7.6
DELIA IA	6.7
EMMETT GC	5.4
AIKINS	9.5
ONAGA GA	8.9
NOLAN	3.2
LILLIS	4.8
SULLIVAN	4.3
M. P. CROSSING	0.2
FRANKFORT FN	5.5
WINIFRED	5.9
UPLAND	5.5
DN-R MARYSVILLE YL MS	5.1
HERKIMER KI	4.2
BREMEN	5.5
C. B. & Q. CROSS.	0.1
HANOVER HA	9.2
HOLLENBERG	4.4
STEELE CITY	2.5
RUDY	2.8
C. B. & Q. CROSS.	0.0
ENDICOTT ND	5.6
C. R. I. & P. CROSS.	0.4
FAIRBURY Q	1.3
C. R. I. & P. CROSS.	4.7
HEDRIX	8.4
ALEXANDRIA A	9.1
BELVIDERE VI	0.4
C. B. & Q. CROSS.	7.0
CARLETON YL C	7.2
C. & N. W. CROSS.	0.0
DAVENPORT DO	9.3
C. B. & Q. CROSS.	0.2
EDGAR SG	8.3
FAIRFIELD FD	9.3
GLENVIL GV	3.6
LEVEL	4.5
M. P. CROSSING	0.8
C. B. & Q. CROSS.	0.2
DN-R HASTINGS YL AN	12.9
DONIPHAN DV	9.3
BELT LINE CROSS.	2.2
DN-R GRAND ISLAND YL GE	(213.9)

CENTRALIZED TRAFFIC CONTROL

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

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

WESTWARD				JUNCTION CITY BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 20 September 26, 1954	Mile Post	SECOND CLASS					
		175 Mixed				176 Mixed					
		Daily Except Sunday									
WCTYZ		3.35AM	DN-R	JUNCTION CITY YL JN	0.0	A	6.30PM				
23	f	3.55		8.1 ALIDA	8.1	f	6.10				
42	s	4.15	D	5.5 MILFORD MR	13.6	s	5.55				
17 w	s	4.35	D	5.8 WAKEFIELD WF	19.4	s	5.40				
15	f	4.57		8.5 BROUGHTON	27.9	f	5.17				
30 w	s	6.20	D	5.5 CLAY CENTER YL CA	33.4	s	5.00				
4				0.8 DEHYD	34.2						
14	f	6.45		6.9 IDANA	41.1	f	2.25				
9	f	6.55		4.9 BROWDALE	46.0	f	2.12				
15 y	s	8.15	D-R	5.9 MILTONVALE YL MV	51.9	s	2.00				
		8.17		0.2 M. V. JUNCTION YL	52.1		1.42				
		9.02		20.0 C. O. JUNCTION YL	72.1		1.02				
CWY	A	9.05AM	D-R	0.4 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			
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 20 September 26, 1954	Mile Post	SECOND CLASS					
		166 Mixed				165 Mixed					
		Mondays, Wednesdays, Fridays									
77 y		7.30AM	D-R	SOLOMON YL SK	0.0	A	11.30AM				
40	s	7.45	D	6.5 NILES XN	6.5	s	11.15				
33	f	7.55		2.5 VERDI	9.0	f	11.05				
55	s	8.10	D	5.7 BENNINGTON BN	14.7	s	10.50				
18	f	8.25		6.2 LINDSEY	20.9	f	10.35				
16 w	s	8.40	D	2.4 MINNEAPOLIS YL MI	23.3	s	10.25				
				0.4 A. T. & S. F. CROSSING	23.7						
7				0.7 ALFMIL	24.4						
18	f	8.55		4.7 SUMNERVILLE	29.1	f	10.00				
33	s	9.15	D	5.6 DELPHOS DF	34.7	s	9.45				
30	s	9.35	D	6.9 GLASCO GK	41.6	s	9.20				
33	s	9.55	D	5.2 SIMPSON BE	46.8	s	9.00				
25	s	10.10		3.0 ASHERVILLE	49.8	s	8.50				
				7.4 M. P. CROSSING	57.2						
34 wtc	A	10.45AM	D-R	0.2 BELOIT YL BL	57.4		8.30AM				
				(57.4)			Tuesdays, Thursdays, Saturdays				

(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				
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 20 September 26, 1954	Mile Post	FIRST CLASS						
	185 Local Freight	183 Local Freight				533 Motor Passenger						
	Daily Except Sunday	Daily				Daily						
WCTYZ		8.45AM		DN-R	SALINA YL SC A	0.0	A	1.35PM				
24	f	8.52		3.4 TRENTON	3.4	f	1.29					
28	f	8.58		2.6 SHIPTON	6.0	f	1.25					
13	f	9.04		3.0 MARYDEL	9.0	f	1.20					
29	s	9.10		2.5 CULVER CU	11.5	s	1.16					
42	s	9.30		7.0 TESCOTT SX	18.5	s	1.06					
49 w	s	9.50		5.3 BEVERLY VY	23.8	s	12.56					
21	f	10.00		2.6 SHADY BEND	26.4	f	12.52					
21				6.5 QUARTZITE	32.9							
				0.9 A. T. & S. F. CROSSING	33.8							
32	s	10.40		0.3 LINCOLN CENTER NC	34.1	s	12.40					8.55
53	s	11.20 ¹⁸⁴		6.8 VESPER VS	40.7	s	12.25					8.40
44 w	s	11.45AM		6.2 SYLVAN GROVE YL YG	46.9	s	12.15					8.25
				5.5 WOLF CREEK	52.4							
47	s	12.01 ⁵³⁴ PM		3.6 LUCAS QS	56.0	s	12.01 ¹⁸³ PM					7.59
39	s	1.15		9.4 LURAY AU	65.4	s	11.45AM					7.35
43	s	1.40		6.1 WALDO OW	71.5	s	11.35					7.20
27 w	s	2.10		7.7 PARADISE VM	79.2	s	11.22					7.00
38	s	2.40		7.8 NATOMA NO	87.0	s	11.10					6.40
28	s	3.05		8.1 CODELL	95.1	f	10.55					6.20
28 wcy	A	8.00AM		8.4 PLAINVILLE YL VN	103.5	A	1.30PM					6.00PM
37	s	8.20		6.9 ZURICH ZU	110.4	s	10.10					1.00
33	s	8.40		7.4 PALCO PO	117.8	s	9.55					12.50
22	s	9.00		4.9 DAMAR	122.7	s	9.40					12.40
23 w	s	9.25 ⁵³⁴		6.6 BOGUE BG	129.3	s	9.25 ¹⁸⁵					12.30
36 y	s	10.00		8.7 HILL CITY YL CI	138.0	s	9.10					12.05 ⁵³³ PM
28	s	10.20		6.7 PENOKEE PK	144.7	s	9.00					11.30AM
26 w	s	10.40		5.5 MORLAND MD	150.2	s	8.50					11.20
27	s	11.00 ¹⁸⁶		5.2 STUDLEY	155.4	s	8.40					11.00 ¹⁸⁵
29	s	11.20		7.1 TASCO	162.5	s	8.25					10.40
27 w	s	11.45AM		7.9 HOXIE KZ	170.4	s	8.10					10.10
23	f	12.10PM		8.7 SEGUIN	179.1	f	7.53					9.00
30 w	s	12.35		7.1 MENLO MZ	186.2	s	7.38					8.35
28	f	1.00		7.8 HALFORD	194.0	s	7.25					8.10
26 PWY	s	1.40		9.5 COLBY YL CB	203.5	s	7.10					7.40
30	f	1.50		5.4 ALTAIR	208.9	f	6.56					7.00
15	f	1.55		3.6 MINGO	212.5	f	6.50 ¹⁸⁶					6.50 ⁵³⁴
30	f	2.08		5.5 SPICA	218.0	f	6.40					6.30
PWCY	A	2.30PM		6.7 OAKLEY YL OQ	224.7	A	6.30AM					6.15AM
				(224.7)			Daily					Daily Except Sunday
							Daily					Saturday Only

(6.30) (6.45) (8.15) Thru time..... (7.05) (4.30) (7.15) (5.00)
20.1 15.3 27.6 Average speed per hour..... 31.7 23.0 16.7 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.

OTTO C. PERRY
#3 FOX STREET
DENVER 23, COLORADO

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

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

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

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

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

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 30 miles per hour.

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

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

GENERAL

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

FIRST SUBDIVISION

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

SECOND SUBDIVISION

Maximum speed.	79	75	50	Between Mile Posts— 203.9 and 208.0.	70	60	45
Freight trains handled by Diesel road power.			55	Terra Cotta 208.4 and 209.4.	60	50	40
Maximum speed, mixed trains.			50	210.0 and 211.1.	40	35	25
Between Mile Posts— Salina , over A. T. & S. F. Crossing.	30	30	25	Carneiro 211.3 and 212.8.	50	40	25
190.7 and 190.8.	70	60	45	213.1 and 215.3.	40	35	25
Bavaria 198.4 and 198.7.	70	60	45	215.5 and 216.1.	50	40	25
Brookville 201.7 and 202.2.	70	60	45				

SECOND SUBDIVISION (Continued)

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

THIRD SUBDIVISION

Maximum speed between Sharon Springs and Salis. Salis and Kit Carson. Kit Carson and Hugo. Hugo and Pullman.	70	65	45	Between Mile Posts— River Bend 558.8 and 559.3.	55	45	35
Freight trains handled by Diesel road power.			55	561.3 and 562.0.	70	60	45
Maximum speed, mixed trains.			50	562.9 and 567.2.	60	50	40
Freight engines not otherwise shown.		45		562.9 and 567.2, with U. P. 2200, 2300 and 2400 class engines.		40	40
Between Mile Posts— Chemung 450.8 and 451.1.	70	60	45	562.9 and 567.2, with U. P. 5000 class engines.		30	30
Arapahoe 454.5 and 454.6.	70	60	45	Cedar Point Siding.	5	5	5
Aroya 512.4 and 512.7.	70	60	45	Deer Trail 587.2 and 589.8.	60	50	40
Bagdad 543.9 and 544.9.	70	60	45	Byers 598.9 and 601.5.	70	60	45
546.2 and 546.6.	70	60	45	Strasburg 605.2 and 607.0.	70	60	45
				Watkins 619.3 and 620.5.	70	60	45
				Denver , over grade crossings within city limits.	35	35	25

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
Maximum speed: On straight track, between Menoken and Upland. On straight track, between Upland and Hastings.	65	50	Between Mile Posts— Hollenberg 140.1 and 140.3.	25	25
On curves, where not otherwise restricted.	60	45	140.8 and 141.6.	25	25
Freight trains handled by Diesel road power.		55	Steele City 142.2 and 142.6.	50	45
Light engines.		35	Endicott C. B. & Q. Crossing M. P. 147.1.	35	35
Over Bridges 7.09 and 8.70: 9000 class engines must not be doubleheaded over these bridges: 5000 class engines doubleheaded. 9000 class engines single.	25	25	Fairbury C. R. I. & P. Crossing M. P. 152.7 and M. P. 153.9.	20	20
Between Mile Posts— Emmett 26.5 and 26.9.	50	45	C. R. I. & P. Crossing M. P. 154.4.	25	25
Aikins 36.7 and 37.1.	50	45	155.1 and 155.3.	50	45
Onaga 39.4 and 42.9.	50	45	164.9 and 166.3.	50	45
Frankfort M. P. Crossing M. P. 58.3.	30	30	175.5 and 175.9.	50	45
Winifred 67.9 and 68.2.	50	45	Belvidere C. B. & Q. Crossing M. P. 177.0.	35	35
Marysville Through turn-out to passenger main track—east end yard west of Elm Street.	10	10	181.7 and 182.0.	50	45
115.7 and 116.2.	50	45	Carleton 184.5 and 184.7.	50	45
Herkimer 118.6 and 119.1.	50	45	187.9 and 189.1.	50	40
121.1 and 126.9.	50	45	Davenport C. & N. W. Crossing M. P. 191.2.	35	35
Hanover , within city limits.	25	25	Edgar C. B. & Q. Crossing M. P. 200.5.	35	35
C. B. & Q. Crossing M. P. 128.1.	25	25	Hastings M. P. Crossing M. P. 226.4.	35	25
129.7 and 129.9.	50	45	M. P. 226.7 Fourth Subdivision to M. P. 2.1 Hastings Branch.	20	20
133.4 and 133.9.	50	45	C. B. & Q. Crossing M. P. 227.2.	20	20
135.0 and 135.2.	50	45	Between Hastings and Grand Island.	35	30
136.1 and 136.5.	50	40	Motor trains, between Hastings and Grand Island.	40	

BRANCHES

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

BRANCHES—Continued

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

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; 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 (3).....	132.5	17 P	East
Forest Lake (1).....	15.0	43 XP	Both	Powell (3).....	161.5	P
Sunflower.....	16.7	14 XP	Both	Sedan (3).....	196.4	12 P	Both
Lenape (1).....	23.5	36 XP	Both	Anan (3).....	213.8	10 P	West
Midland (1).....	43.2	25 XP	Both	Hansen (3).....	235.1	26 P	Both
Buck Creek (1).....	46.1	28 XP	Both	River (3).....	245.4	6 P	Both
Medina.....	53.6	17 X	Both	Westwood.....	248.7	35	West
Newman (1).....	55.9	31 XP	Both				
Kiro (2).....	75.2	35 P	Both				
Swamp Angel.....	114.8	6	Both				
Ogdenburg (1).....	130.3	22 P	Both				
Funston.....	133.6	131 P	Both				

(1) Flag stop for 39-70.
(2) Flag stop for 39.
(3) Flag stop for 543-544.

Union Pacific Railroad Employees Hospital Association Physicians and Surgeons Are Located as Shown Below:

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

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
Armstrong.....	Receiving Track	Denver.....	Conductor's Room, Freight Station
Terminal Junction.....	Telegraph Office	Denver, 23rd Street.....	Register Room
Lawrence.....	Telegraph Office	Denver.....	Dispatcher's Office
Topeka.....	Telegraph Office	Denver.....	"U. D." Telegraph Office
Topeka.....	Engineer's Wash Room	Beloit.....	Telegraph Office
Topeka.....	Yard Office	Plainville.....	Telegraph Office
Manhattan.....	Telegraph Office	Leavenworth.....	Telegraph Office
Manhattan.....	Engineer's Wash Room	St. Joseph.....	Union Depot Telegraph Office
Junction City.....	Telegraph Office	St. Joseph.....	Terminal Yard Office
Junction City.....	Crew Dispatcher's Office	St. Joseph.....	Engineer's Locker Room
Salina.....	Register Room, Union Station	Marysville.....	Telegraph Office
Salina.....	Telegraph Office, Union Station	Marysville.....	Dispatcher's Office
Salina.....	Chief Dispatcher's Office	Marysville.....	Yard Office
Salina.....	Dispatcher's Office	Marysville.....	Roundhouse
Salina.....	Yard Office	Marysville.....	Waiting Room, Passenger Station
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