



UNION PACIFIC RAILROAD COMPANY  
EASTERN DISTRICT



KANSAS DIVISION

# TIME-TABLE No. 22

Effective Sunday,  
**OCTOBER 30, 1955**

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

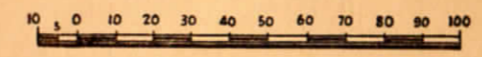
Safety Gains  
Where Courtesy Reigns

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. 22 October 30, 1955
369 Mixed								<b>STATIONS</b>
Daily								
				69 Passenger	9 Streamliner Passenger	39 Passenger	17 Passenger	
				Daily	Daily	Daily	Daily	
				11.00 PM	9.40 PM	9.15 AM	8.00 AM	CT KANSAS CITY, MO.
				11.08 PM	9.45	9.28	8.05	KANSAS CITY, KAN.
				12.45 AM	10.47	11.05 AM	9.08	TOPEKA
				1.45	11.40 PM	12.20 PM	10.08	MANHATTAN
				2.85	12.09 AM	1.00	10.82	JUNCTION CITY
				A 3.40 AM	12.59	A 2.00 PM	11.24 AM	SALINA
					3.10		1.81 PM	CT ELLIS
					2.19		12.40	MT
					4.19		2.44	SHARON SPRINGS
					5.55		4.20	HUGO
					6.05		7.00 PM	Ar DENVER
					8.35 AM		A 4.20 AM	Lv GRANGER
					A 8.80 PM			MT OGDEN
								(1229.5 via Cheyenne) (1217.1 via Borie)
(15.05) 30.1				(4.40) 40.0	(23.50) 51.1	(4.45) 39.3	(21.20) 50.2	..... Thru time ..... Average speed per hour

**E. H. BAILEY**  
General Manager

**G. A. CUNNINGHAM**  
General Superintendent

**H. E. SHUMWAY**  
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. E. HENDERSON**, Ass't Terminal Superintendent..... Kansas City, Mo.  
**C. F. RIVES**, Assistant Terminal Superintendent..... Kansas City, Mo.  
**B. E. JAYNES**, Trainmaster..... Marysville, Kan.  
**B. C. MURPHY**, Trainmaster..... Salina, Kan.  
**J. L. CONNOLLY**, Assistant Trainmaster..... Junction City, 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.  
**W. R. BENNETT**, Road Foreman of Engines..... Marysville, Kan.  
**P. G. MARTIN**, Division Engineer..... Kansas City, Mo.  
**L. J. OVERMAN**, General Roadmaster..... Kansas City, Mo.  
**R. V. SMITH**, Safety and Courtesy Representative... 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

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

## CONDENSED TIME-TABLE

### EASTWARD

Time-Table No. 22 October 30, 1955	Mile Post	FIRST CLASS				SECOND CLASS							
		10 Streamliner Passenger	40 Passenger	70 Passenger	18 Passenger								
<b>STATIONS</b>													
KANSAS CITY, MO. CT	0.0	A 7.05 AM	A 11.30 AM	A 7.00 PM	A 10.80 PM								
KANSAS CITY, KAN.	2.5	6.46	11.16	6.38	10.10								
TOPEKA	68.0	5.43	10.05	5.10	9.00								
MANHATTAN	119.3	4.53	8.58	8.57	8.05								
JUNCTION CITY	189.5	4.22	8.31	8.25	7.40								
SALINA	186.6	8.18	7.30 AM	2.20 PM	6.40					A 2.00 PM			
ELLIS CT		1.16			4.25					10.45 AM			
ELLIS MT	803.8	12.06 AM			8.16					9.15			
SHARON SPRINGS	429.8	10.10 PM			12.50 PM					4.80			
HUGO	535.5	8.30			11.02 AM					12.40 AM			
DENVER Lv		6.40			9.15					8.15 PM			
DENVER Ar	640.4	6.05 PM			8.45 AM								
GRANGER					11.10 PM								
OGDEN MT		6.45 AM											
(1229.5 via Cheyenne) (1217.1 via Borie)		Daily	Daily	Daily	Daily					Daily			
Thru Time.....		(23.20)	(4.00)	(4.40)	(22.20)					(16.45)			
Average speed per hour.....		52.1	46.7	40.0	48.0					27.9			

#### 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.	18	Cheyenne Wells. Winona. Grainfield. Quinter. Russell.	Denver or beyond.	Salina and East where scheduled to stop.
17	Lawrence.	St. Louis, Mo., or beyond.	Denver or beyond.	10	Ellsworth.	Denver or beyond.	Topeka, Kansas City or beyond.
17	Ft. Riley	.....	Denver or beyond.	10	Abilene.	Denver or beyond.	Kansas City or beyond.
17	Abilene.	Kansas City or beyond.	Denver or beyond.	10	Lawrence.	Denver or beyond.	St. Louis, Mo., or beyond.
17	Ellsworth.	Kansas City or beyond, or Topeka.	Denver or beyond.	508	Lawrence.	Wichita or beyond.	Des Moines or beyond.
17	Wakeeney	Topeka and East.	Denver or beyond.	40	Solomon.	Any Station.	Any Station.
139	Lawrence.	.....	Hutchinson and regular stop points west of Hutchinson, excepting California.	140	Belvue. Lawrence.	Hutchinson and regular stop points beyond, excepting California.	.....
9	Lawrence.	Tri-Cities, Des Moines, or beyond.	Wichita or beyond.			Wichita or beyond.	Tri-Cities, Des Moines or beyond.
507	Lawrence.	St. Louis, Mo., or beyond.	Abilene, Denver, or beyond.	44	Lawrence.	Herington or beyond, excepting California.	Englewood or Chicago.
69	Any Station.	Des Moines or beyond.	Wichita or beyond.	18	Wilson.	Denver or beyond.	Topeka, Kansas City or beyond.
69	Solomon.	Any point destined to points on Solomon Branch.	Denver or beyond.	18	Ft. Riley.	Denver or beyond.	Kansas City or beyond.
9	Abilene.	Kansas City or beyond	Denver or beyond.	18	St. Marys. Wamego.	Denver or beyond.	.....
9	Ellsworth.	Kansas City or beyond, or Topeka.	Denver or beyond.				

WESTWARD				SECOND CLASS				FIRST SUBDIVISION				Time-Table No. 22 October 30, 1955											
				155	147	165	149	159	565	79	STATIONS												
				Time Freight	Local Freight	Mixed	Local Freight	Local Freight	C. R. I. & P. Mixed	A. T. & S. F. Mixed													
				Daily	Daily Except Sunday	Mondays, Wednesdays, Fridays	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday													
											B. S. DN-R UNION STATION US												
											C. T. C. ARMSTRONG YL 0.8												
											C. T. C. TERMINAL JCT. YL 0.9												
				7.00PM	2.00PM						C. T. C. C. R. I. & P. JCT. YL 0.7												
				7.05	2.05						C. T. C. DN-R KAW JCT. YL KW 4.6												
				7.10	2.10						C. T. C. MUNCIE 8.0												
					4.00						C. T. C. D BONNER SPRINGS BW 0.5												
											C. T. C. DN A. T. & S. F. CROSS. BN 2.7												
											C. T. C. LORING 7.6												
											C. T. C. LINWOOD 11.3												
											C. T. C. DN LAWRENCE YL DA 9.2												
											C. T. C. WILLIAMSTOWN 3.3												
											C. T. C. D PERRY KY 9.2												
											C. T. C. GRANTVILLE 6.2												
											C. T. C. DN A. T. & S. F. CROSS. X 0.5												
				8.35	A 8.00PM		4.15AM				C. T. C. DN-R TOPEKA YL OT 0.2												
											C. T. C. C. R. I. & P. CROSS. 4.7												
				9.07			f 4.30				C. T. C. MENOKEN 5.8												
				9.20			f 5.10				C. T. C. D SILVER LAKE SI 5.3												
				9.34			f 5.25 <sup>10</sup>				C. T. C. D ROSSVILLE RV 7.6												
				9.44			s 6.10				C. T. C. D ST. MARYS SY 6.2												
				9.54			f 6.35				C. T. C. D BELVUE BV 6.9												
				10.04			s 7.00				C. T. C. D WAMEGO WA 6.8												
				10.15			f 7.20 <sup>150</sup>				C. T. C. ST. GEORGE 7.8												
				10.30 <sup>154</sup>			s 8.58 <sup>40</sup>				C. T. C. DN MANHATTAN YL MH 0.1												
											C. T. C. C. R. I. & P. CROSS. 6.5												
				10.45			f 9.25				C. T. C. EUREKA LAKE 5.7												
				10.55			f 9.40				C. T. C. EAST FUNSTON 4.1												
				11.05			s 10.21 <sup>17</sup>				C. T. C. D FORT RILEY FT 3.8												
				11.38 <sup>PM</sup>							C. T. C. DN-R YL JN 3.8												
				12.45 <sup>AM</sup>			A 10.30AM	5.10AM			C. T. C. JUNCTION CITY 6.9												
				12.55			f 5.25				C. T. C. KANSAS FALLS 5.9												
				1.05			s 5.58				C. T. C. D CHAPMAN CM 6.2												
				1.15			s 6.15				C. T. C. DETROIT 5.2												
				1.25			s 7.58 <sup>40</sup>				C. T. C. DN ABILENE YL AB 0.8												
								8.35	8.30AM	7.10AM	C. T. C. A. T. & S. F. CROSS. 0.2												
				1.27							C. T. C. WEST ABILENE YL 3.4												
				1.33			f 8.50	8.40	f 7.18		C. T. C. SAND SPRING 4.2												
				1.40			s 9.30	f 8.50	f 7.25		C. T. C. D SOLOMON YL SK 8.1												
				1.52			f 9.45	9.01	7.37 <sup>40</sup>		C. T. C. NEW CAMBRIA 4.2												
				2.00			12.25	9.55 <sup>80</sup>	A 9.30AM	A 8.10AM	C. T. C. EAST SALINA YL 2.0												
				A 2.05AM			A 12.40PM	A 10.00 <sup>158</sup>			C. T. C. DN-R SALINA YL SC A 2.0												

(186.6)

(7.05)	(6.00)	(0.30)	(6.15)	(4.50)	(1.00)	(1.00)	.....	Thru time
25.9	10.8	22.0	11.4	9.7	19.9	19.9	.....	Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 166 is superior to Nos. 79 and 565.—See Rule 72.  
 Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka.  
 For stations not shown on schedule pages.—See Page 23.

WESTWARD				FIRST CLASS				FIRST SUBDIVISION				Time-Table No. 22 October 30, 1955											
				69	3	507	9	39	139	17	43	STATIONS											
				Passenger	C. R. I. & P. Passenger	C. R. I. & P. Rocket Passenger	Streamliner Passenger	Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Passenger												
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily												
												B. S. DN-R UNION STATION US											
												C. T. C. KANSAS CITY, KAN. 0.8											
												C. T. C. TERMINAL JCT. YL 0.9											
												C. T. C. C. R. I. & P. JCT. YL 0.7											
												C. T. C. DN-R KAW JCT. YL KW 4.6											
												C. T. C. MUNCIE 8.0											
												C. T. C. D BONNER SPRINGS BW 0.5											
												C. T. C. DN A. T. & S. F. CROSS. BN 2.7											
												C. T. C. LORING 7.6											
												C. T. C. LINWOOD 11.3											
												C. T. C. DN LAWRENCE YL DA 9.2											
												C. T. C. WILLIAMSTOWN 3.3											
												C. T. C. D PERRY KY 9.2											
												C. T. C. GRANTVILLE 6.2											
												C. T. C. DN A. T. & S. F. CROSS. X 0.5											
												C. T. C. DN-R TOPEKA YL OT 0.2											
												C. T. C. C. R. I. & P. CROSS. 4.7											
												C. T. C. MENOKEN 5.8											
												C. T. C. D SILVER LAKE SI 5.3											
												C. T. C. D ROSSVILLE RV 7.6											
												C. T. C. D ST. MARYS SY 6.2											
												C. T. C. D BELVUE BV 6.9											
												C. T. C. D WAMEGO WA 6.8											
												C. T. C. ST. GEORGE 7.8											
												C. T. C. DN MANHATTAN YL MH 0.1											
												C. T. C. C. R. I. & P. CROSS. 6.5											
												C. T. C. EUREKA LAKE 5.7											
												C. T. C. EAST FUNSTON 4.1											
												C. T. C. D FORT RILEY FT 3.8											
												C. T. C. DN-R YL JN 3.8											
												C. T. C. JUNCTION CITY 6.9											
												C. T. C. KANSAS FALLS 5.9											
												C. T. C. D CHAPMAN CM 6.2											
												C. T. C. DETROIT 5.2											
												C. T. C. DN ABILENE YL AB 0.8											
												C. T. C. A. T. & S. F. CROSS. 0.2											
												C. T. C. WEST ABILENE YL 3.4											
												C. T. C. SAND SPRING 4.2											
												C. T. C. D SOLOMON YL SK 8.1											
												C. T. C. NEW CAMBRIA 4.2											
												C. T. C. EAST SALINA YL 2.0											
												C. T. C. DN-R SALINA YL SC A 2.0											

(186.6)

(4.40)	(1.09)	(1.01)	(3.15)	(4.45)	(1.00)	(3.20)	(1.17)	.....	Thru time
40.0	56.3	63.6	67.4	39.3	60.3	56.0	50.4	.....	Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 10 is superior to No. 69 and No. 70 is superior to No. 39.—See Rule 72.  
 Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka.  
 Time shown at Union Station and Kansas City, Kans., is for information only. Trains are governed by Kansas City Terminal Railroad Time-Table and Rules while using their tracks between Union Station and Terminal Jct.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3. For stations not shown on schedule pages.—See Page 23.

FIRST SUBDIVISION

FIRST CLASS

EASTWARD

Time-Table No. 22

October 30, 1955

STATIONS

DN-R UNION STATION US

KANSAS CITY, KAN.

TERMINAL JCT. YL

C. R. I. & P. JCT. YL

DN-R KAW JCT. YL KW

MUNCIE

D BONNER SPRINGS BW

DN A. T. & S. F. CROSS. BN

LORING

LINWOOD

DN LAWRENCE YL DA

WILLIAMSTOWN

D PERRY KY

GRANTVILLE

DN A. T. & S. F. CROSS. X

DN-R TOPEKA YL OT

O. R. I. & P. CROSS.

MENOKEN

D SILVER LAKE SI

D ROSSVILLE RV

D ST. MARYS SY

D BELVUE BV

D WAMEGO WA

ST. GEORGE

DN MANHATTAN YL MH

C. R. I. & P. CROSS.

EUREKA LAKE

EAST FUNSTON

D FORT RILEY FT

DN-R JUNCTION CITY YL JN

KANSAS FALLS

D CHAPMAN CM

DETROIT

DN ABILENE YL AB

A. T. & S. F. CROSS.

WEST ABILENE YL

SAND SPRING

D SOLOMON YL SK

NEW CAMBRIA

EAST SALINA YL

DN-R SALINA YL

Table with columns for time and passenger types (Streamliner, Rocket, Passenger, C.R.I. & P. Passenger) for various stations. Includes a 'DOUBLE TRACK' label on the right side of the table.

FIRST SUBDIVISION

SECOND CLASS

EASTWARD

Time-Table No. 22

October 30, 1955

STATIONS

DN-R UNION STATION US

ARMSTRONG YL

TERMINAL JCT. YL

C. R. I. & P. JCT. YL

DN-R KAW JCT. YL KW

MUNCIE

D BONNER SPRINGS BW

DN A. T. & S. F. CROSS. BN

LORING

LINWOOD

DN LAWRENCE YL DA

WILLIAMSTOWN

D PERRY KY

GRANTVILLE

DN A. T. & S. F. CROSS. X

DN-R TOPEKA YL OT

O. R. I. & P. CROSS.

MENOKEN

D SILVER LAKE SI

D ROSSVILLE RV

D ST. MARYS SY

D BELVUE BV

D WAMEGO WA

ST. GEORGE

DN MANHATTAN YL MH

C. R. I. & P. CROSS.

EUREKA LAKE

EAST FUNSTON

D FORT RILEY FT

DN-R JUNCTION CITY YL JN

KANSAS FALLS

D CHAPMAN CM

DETROIT

DN ABILENE YL AB

A. T. & S. F. CROSS.

WEST ABILENE YL

SAND SPRING

D SOLOMON YL SK

NEW CAMBRIA

EAST SALINA YL

DN-R SALINA YL

Table with columns for time and freight types (Local Freight, Mixed, A. T. & S. F. Mixed, Local Freight, C. R. I. & P. Mixed, Time Freight, Local Freight) for various stations. Includes a 'DOUBLE TRACK' label on the right side of the table.

Car capacity of sidings, etc. See Rule 6(A), Page 23.

Summary table showing thru time and average speed per hour for various stations.

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 10 is superior to No. 69 and No. 70 is superior to No. 39.—See Rule 72. Rules 251 to 254 inclusive apply between Terminal Jct. and Topeka. Time shown at Union Station and Kansas City, Kan., 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 additional stops to discharge or pick up revenue passengers.—See Page 3.

Summary table showing thru time and average speed per hour for various stations.

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 365.—See Rule 72. Rules 251 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 freight cars, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		STATIONS	
	157 Local Freight	369 Mixed	17 Passenger	9 Streamliner Passenger	Time-Table No. 22	
	Daily	Daily	Daily	Daily	October 30, 1955	
ODWCT YEP	7.30AM	4.10AM	11.24AM	12.59AM	DN-R SALINA YL SC A	
63 P	f 7.45	f 4.20	11.31	1.06	0.6 A. T. & S. F. CROSSING	
121 P	s 7.55	s 4.30	11.36	1.11	7.6 BAVARIA	
42 P	f 8.01	f 4.38	11.39	1.14	8.6 D BROOKVILLE RK	
P	f 8.04	f 4.41	11.41	1.16	4.0 ARCOLA	
46 P	f 8.10	f 4.50	11.45	1.20	1.9 TERRA COTTA	
58 YP	s 8.35	s 5.03	11.53	1.27	4.3 CARNEIRO	
WS 105 ES 105 WP	s 9.15 <sup>156</sup>	s 5.15	11.59AM	1.32	7.6 D KANOPOLIS KA	
I					4.5 DN ELLSWORTH YL WO	
37 P	f 9.30	f 5.27	12.08PM	1.39	0.7 ST. L. & S. F. CROSSING	
69 P	s 9.45	s 5.40	12.16 <sup>370</sup>	1.46	7.1 BLACK WOLF	
73 CP	s 9.58	s 5.50	12.21	1.51	8.4 D WILSON WN	
52 P	s 10.10	s 6.02	12.27	1.57	6.5 D DORRANCE DO	
51 P	f 10.30	f 6.07	12.32	2.02 <sup>10</sup>	7.0 D BUNKER HILL BH	
76 WP	s 11.42 <sup>370</sup>	s 6.25 <sup>156</sup>	12.37	2.07	5.8 HOMER	
62 P	f 12.06PM	f 6.30	12.41	2.11	4.1 DN RUSSELL YL RU	
119 P	s 12.30	s 6.40	12.46	2.16	3.4 BALTA	
27 P	f 12.49 <sup>17</sup>	f 6.44	12.49 <sup>157</sup>	2.19	5.7 D GORHAM GJ	
P	s 1.00	s 6.50	12.53	2.23	3.1 WALKER	
48 P	f 1.28	f 7.04	12.58	2.28	4.1 D VICTORIA VC	
144 WP	s 2.00	s 7.10	1.06	2.37	5.2 DN HAYS YL HA	
39 P	f 2.10	f 7.30	1.13	2.44	5.3 YOCEMENTO	
52 P	f 2.20	f 7.35	1.16	2.47	3.4 HOG BACK	
DWCT OYEP	A 2.45PM	8.00 7.30	1.31 12.40	3.10 2.19	4.5 CT MT DN-R ELLIS YL RT	
62 P	f 7.41		12.46	2.25	5.1 RIGA	
52 P	f 7.49		12.51	2.30	5.3 OGALLAH	
50 P	s 8.10 <sup>370</sup>		12.59	2.38	8.6 DN WAKBENEY W	
42 P	f 8.21		1.06	2.45	7.7 VODA	
34 P	f 8.29		1.12	2.51	5.8 D COLLYER JY	
51 P	f 8.40		1.19	2.58	7.5 D QUINTER QN	
67 WP	f 8.50		1.26	3.05	7.6 D BUFFALO PARK BP	
44 P	f 9.01		1.31	3.10	5.4 D GRAINFIELD GF	
50 P	f 9.14		1.39	3.18	8.9 D GRINNELL GD	
42 P	f 9.22		1.45 <sup>18</sup>	3.23	6.0 CAMPUS	
56 DWCTPO	s 9.50		1.53	3.30	6.2 DN OAKLEY YL OQ	
51 P	f 10.03		2.02	3.38	8.7 D MONUMENT MU	
43 P	f 10.13		2.09	3.45	7.5 D PAGE CITY PG	
44 WYP	f 10.20		2.14	3.50	5.4 D WINONA GW	
40 P	f 10.32		2.22	3.58	9.4 McALLASTER	
41 P	f 10.49		2.33	4.09	12.7 D WALLACE A	
53 P	10.55		2.37	4.13	4.5 SOMENA	
OWCT 34 YEP	A 11.01AM		A 2.42PM	A 4.17AM	4.2 DN-R SHARON SPRINGS YL PS	

(7.15) (7.51) (4.18) (4.18) Thru time  
16.1 31.0 56.6 56.6 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that No. 370 is superior to No. 157.—See Rule 72.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

**SECOND SUBDIVISION**

**EASTWARD**

Car capacity of freight cars, etc. See Rule 6(A), Page 23.	FIRST CLASS		SECOND CLASS		STATIONS	
	18 Passenger	10 Streamliner Passenger	156 Local Freight	370 Mixed	Time-Table No. 22	
	Daily	Daily	Daily	Daily	October 30, 1955	
ODWCT YEP	6.30PM	3.15AM	11.15AM	2.00PM	DN-R SALINA YL SC A	
63 P	f 6.19	3.00	f 11.00	f 1.35	0.6 A. T. & S. F. CROSS.	
121 P	s 6.13	2.55	s 10.50	s 1.26	7.6 BAVARIA	
42 P	f 6.09	2.52	f 10.40	f 1.19	8.6 D BROOKVILLE RK	
P	f 6.07	2.50	f 10.37	f 1.16	4.0 ARCOLA	
46 P	f 6.04	2.46	f 10.30	f 1.10	1.9 TERRA COTTA	
58 YP	s 5.55	2.38	s 10.15	s 1.00	4.3 CARNEIRO	
WS 105 ES 105 WP	s 5.50	2.33	s 9.15 <sup>157</sup>	s 12.50	7.6 D KANOPOLIS KA	
I					4.5 DN ELLSWORTH YL WO	
37 P	f 5.40	2.24	s 8.55	f 12.30	0.7 ST. L. & S. F. CROSS.	
69 P	s 5.32	2.17	s 8.40	s 12.16 <sup>17</sup>	7.1 BLACK WOLF	
73 CP	s 5.26	2.12	s 8.00	s 12.04PM	8.4 D WILSON WN	
52 P	s 5.20	2.07	s 7.30	s 11.56AM	6.5 D DORRANCE DO	
51 P	f 5.14	2.02 <sup>9</sup>	f 6.59	f 11.47 <sup>157</sup>	7.0 D BUNKER HILL BH	
76 WP	s 5.10	1.53	s 6.25 <sup>369</sup>	s 11.42 <sup>157</sup>	5.8 HOMER	
62 P	f 5.04	1.49	f 6.05	f 11.36	4.1 DN RUSSELL YL RU	
119 P	s 4.59	1.44	s 5.56	s 11.30	3.4 BALTA	
27 P	f 4.56	1.41	f 5.38	f 11.25	5.7 D GORHAM GJ	
P	s 4.53	1.38	s 5.31	s 11.20	3.1 WALKER	
48 P	f 4.48	1.34	f 5.23	f 11.11	4.1 D VICTORIA VC	
144 WP	s 4.43	1.29	s 5.15	s 11.05	5.2 DN HAYS YL HA	
39 P	f 4.34	1.23	f 5.05	f 10.54	5.3 YOCEMENTO	
52 P	f 4.30	1.20	f 4.58	f 10.50	3.4 HOG BACK	
DWCT OYEP	4.25 3.15	1.16 12.06AM	4.50AM	10.45 9.15	4.5 CT MT DN-R ELLIS YL RT	
62 P	f 2.58	11.59PM	f 8.35		5.1 RIGA	
52 P	s 2.53	11.55	f 8.25		5.3 OGALLAH	
50 P	s 2.40	11.48	s 8.10 <sup>369</sup>		8.6 DN WAKBENEY W	
42 P	s 2.33	11.40	f 7.42		7.7 VODA	
34 P	s 2.26	11.35	f 7.33		5.8 D COLLYER JY	
51 P	s 2.17	11.28	f 7.20		7.5 D QUINTER QN	
67 WP	s 2.08	11.22	f 7.07		7.6 D BUFFALO PARK BP	
44 P	s 2.01	11.17	f 6.59		5.4 D GRAINFIELD GF	
50 P	s 1.51	11.09	f 6.45		8.9 D GRINNELL GD	
42 P	1.45 <sup>17</sup>	11.04	f 6.35		6.0 CAMPUS	
56 DWCTPO	s 1.38	10.57	s 6.25		6.2 DN OAKLEY YL OQ	
51 P	s 1.30	10.49	f 5.42		8.7 D MONUMENT MU	
43 P	s 1.24	10.43	f 5.30		7.5 D PAGE CITY PG	
44 WYP	s 1.19	10.38	f 5.20		5.4 D WINONA GW	
40 P	s 1.10	10.30	f 5.05		9.4 McALLASTER	
41 P	12.59	10.19	f 4.47		12.7 D WALLACE A	
53 P	12.55	10.15	4.39		4.5 SOMENA	
OWCT 34 YEP	12.50PM	10.10PM	4.30AM		4.2 DN-R SHARON SPRINGS YL PS	

Thru time . . . . . (4.40) (4.05)  
Average speed per hour . . . . . 52.2 59.6 (6.25) (8.30)  
18.2 28.6

Westward trains are superior to trains of the same class in the opposite direction, except that No. 370 is superior to No. 157.—See Rule 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 seating, etc. See Rule 6(A), Page 22.	SECOND CLASS		FIRST CLASS		
	83	369	17	7	9
	C. R. I. & P. Freight	Mixed	Passenger	C. R. I. & P. Rocket Passenger	Streamliner Passenger
	Daily	Daily	Daily	Daily	Daily
OWC 34 YEP		11.30AM		2.44PM	4.19AM
61 P		11.36		2.49	4.24
62 WP		11.47		2.56	4.31
41 P		11.54AM		3.01	4.36
42 P		f12.04PM		3.05	4.40
50 P		<b>12.15</b> <sup>1H</sup>		3.10	4.45
54 WP		s12.37		3.14	4.49
53 P		12.45		3.19	4.54
53 P		f12.53		3.24	4.59
52 P		1.04		3.32	5.07
58 WOTP		s 1.17		3.37	5.12
53 P		1.26		3.43	5.18
51 P		f 1.35		3.48	5.23
52 P		f 1.45		3.54	5.29
52 P		f 1.59		4.03	5.38
95 WP		2.11		4.10	5.45
ODWC 82 TTP		2.24		4.19	5.54
119 P		2.42		4.20	5.55
31 P		2.51		4.27	6.02
47 P		2.59		4.33	6.09
47 P		s 3.12		s 4.39	s 6.18
51 P		5.30PM			6.51AM
100 P		f 3.22		4.46	6.58
51 P		f 3.32		4.53	7.05
100 P		f 3.37		4.57	7.10
24 P		f 3.44		5.02	7.15
WS 28 ES 50 WCP		f 3.52		5.07	7.20
51 P		s 4.01		5.13	7.27
52 P		7.05		5.19	7.33
58 WP		f 4.27		5.25	7.39
100 P		f 4.35		5.31	7.45
51 P		f 4.45		5.37	7.51
100 P		f 4.53		5.42	7.55
52 P		f 5.01		5.46	7.59
P		8.50		5.52	8.04
84 P		9.00		5.57	8.08
72 YP		9.05		6.00	8.10
P		A <b>9.15</b> <sup>370</sup>		6.01	8.11
75 P		5.28		6.02	8.12
DWCOTYPZ		A 5.45PM		A 6.10PM	A 8.16AM
				A 7.45AM	

Time-Table No. 22

October 30, 1955

STATIONS

DN-R SHARON SPRINGS YL PS	4.0		
SUNLAND	8.0		
D WESKAN MO	6.4		
CHEMUNG	4.9		
ARAPAHOE	5.1		
SALIS	4.8		
DN CHEYENNE WELLS CW	5.1		
ASCALON	5.4		
FIRST VIEW	8.8		
ARENA	5.4		
D KIT CARSON KC	6.3		
SORRENTO	6.4		
WILD HORSE	7.2		
AROYA	10.4		
BOYERO	8.3		
CLIFFORD	9.2		
DN-R HUGO YL HU	6.2		
BAGDAD	6.2		
LAKE	2.6		
(C. R. I. & P. Crossing)			
DN-R LIMON YL MN	0.1		
LIMON JUNCTION YL	6.0		
RIVER BEND	6.6		
CEDAR POINT	3.9		
BUICK	5.1		
D AGATE AX	5.9		
LOWLAND	6.1		
DN DEER TRAIL DX	5.9		
PEORIA	6.5		
D BYERS BY	5.9		
D STRASBURG SR	6.4		
DN BENNETT BT	4.8		
MANILA	4.7		
WATKINS	6.6		
MESA	3.1		
MAGEE	2.5		
D SABLE SB	2.7		
ROYDALE	0.8		
DN SANDOWN JCT. SW	0.3		
SANDOWN	3.9		
PULLMAN YL			

BLOCK SIGNALS

(208.4)

(3.45) (6.15) (3.26) (1.25) (3.26) ..... Thru time  
22.2 33.3 60.7 61.8 60.7 ..... Average speed per hour

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

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

THIRD SUBDIVISION

EASTWARD

Car capacity of seating, etc. See Rule 6(A), Page 22.	FIRST CLASS		SECOND CLASS	
	18	8	10	84
	Passenger	C. R. I. & P. Rocket Passenger	Streamliner Passenger	C. R. I. & P. Freight
	Daily	Daily	Daily	Daily
DN-R SHARON SPRINGS YL PS	429.8	A12.42PM	A10.07PM	A 3.40AM
SUNLAND	488.8	12.37	10.01	3.30
D WESKAN MO	441.8	12.30	9.54	f 3.15
CHEMUNG	448.2	12.25	9.49	3.02
ARAPAHOE	453.1	12.20	9.45	f 2.55
SALIS	458.2	<b>12.15</b> <sup>369</sup>	9.41	2.48
DN CHEYENNE WELLS CW	463.0	12.09	9.37	s 2.40
ASCALON	468.1	12.03PM	9.32	2.28
FIRST VIEW	473.5	11.59AM	9.28	f 2.20
ARENA	482.3	11.51	9.20	2.05
D KIT CARSON KC	487.7	11.47	9.16	s 1.55
SORRENTO	494.0	11.41	9.10	1.40
WILD HORSE	500.4	11.35	9.04	f 1.30
AROYA	507.6	11.29	8.57	f 1.19
BOYERO	518.0	11.19	8.47	f 1.05
CLIFFORD	526.3	11.11	8.39	f12.52
DN-R HUGO YL HU	535.5	11.02	8.30	12.40
BAGDAD	541.7	10.58	8.29	12.10AM
LAKE	547.9	10.52	8.19	11.55PM
(C. R. I. & P. Crossing)				
DN-R LIMON YL MN	550.5	s10.43	s 8.11	s11.40
LIMON JUNCTION YL	550.6		A 2.13PM	A12.45PM
RIVER BEND	556.6	10.37	2.07	8.02
CEDAR POINT	563.2	10.31	2.02	7.56
BUICK	567.1	10.26	1.59	7.52
D AGATE AX	572.2	10.22	1.54	7.47
LOWLAND	578.1	10.17	1.49	7.42
DN DEER TRAIL DX	584.2	10.12	1.43	7.36
PEORIA	590.1	10.06	1.38	7.31
D BYERS BY	596.6	10.00	1.33	<b>7.25</b> <sup>83</sup>
D STRASBURG SR	602.5	9.55	1.28	7.20
DN BENNETT BT	608.9	9.49	1.23	7.15
MANILA	613.7	9.45	1.19	7.11
WATKINS	618.4	9.41	1.15	7.07
MESA	625.0	9.35	1.10	7.01
MAGEE	628.1			
D SABLE SB	630.5	9.30	1.05	6.55
ROYDALE	633.2	9.27	1.02	6.52
DN SANDOWN JCT. SW	634.0	9.26	1.01	6.51
SANDOWN	634.3	9.25	1.00	6.50
PULLMAN YL	638.2	9.20AM	12.55PM	6.45PM
		Daily	Daily	Daily

BLOCK SIGNALS

(208.4)

Thru time..... (3.22) (1.18) (3.22) (2.45) (6.39)  
Average speed per hour..... 61.9 67.4 61.9 30.3 31.3

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

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

WESTWARD

FOURTH SUBDIVISION

FOURTH SUBDIVISION

EASTWARD

SECOND CLASS

SECOND CLASS

Car capacity of sidings, etc. See Rule 6(A), Page 23.

Time-Table No. 22

Time-Table No. 22

October 30, 1955

October 30, 1955

217  
Local  
Freight

218  
Local  
Freight

Mile Post

Daily

STATIONS

STATIONS

Table with columns for train type (P, WP, PAI, WCP, WCFD), time, and mile post. Includes entries like 130 P, 40 P, 130 WP, etc.

Station list for Westward: MENOKEN, GROVE, DELIA IA, EMMETT GC, AIKINS, ONAGA GA, NOLAN, LILLIS, SULLIVAN, M. P. CROSSING, FRANKFORT FN, WINIFRED, UPLAND, MARYSVILLE YL MS, HERKIMER KI, BREMEN, C. B. & Q. CROSS., HANOVER HA, HOLLENBERG, STEELE CITY, RUDY, ENDICOTT ND, FAIRBURY Q, HEDRIX, ALEXANDRIA A, BELVIDERE VI, CARLETON C, DAVENPORT DO, EDGAR SG, FAIRFIELD FD, GLENVIL GV, LEVEL, M. P. CROSSING, DONIPHAN DV, BELT LINE CROSS., GRAND ISLAND YL GE.

Station list for Eastward: MENOKEN, GROVE, DELIA IA, EMMETT GC, AIKINS, ONAGA GA, NOLAN, LILLIS, SULLIVAN, M. P. CROSSING, FRANKFORT FN, WINIFRED, UPLAND, MARYSVILLE YL MS, HERKIMER KI, BREMEN, C. B. & Q. CROSS., HANOVER HA, HOLLENBERG, STEELE CITY, RUDY, ENDICOTT ND, FAIRBURY Q, HEDRIX, ALEXANDRIA A, BELVIDERE VI, CARLETON C, DAVENPORT DO, EDGAR SG, FAIRFIELD FD, GLENVIL GV, LEVEL, M. P. CROSSING, DONIPHAN DV, BELT LINE CROSS., GRAND ISLAND YL GE.

Table with columns for train type (P, WP, PAI, WCP, WCFD), time, and mile post. Includes entries like 130 P, 40 P, 130 WP, etc.

(0.25) Thru time  
13.2 Average speed per hour

Thru time... (0.20)  
Average speed per hour... 16.5

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

Between Hastings and Grand Island, westward trains are superior to trains of the same class in the opposite direction.—See Rule 71.  
For stations not shown on schedule pages.—See Page 23.

WESTWARD			ST. JOSEPH BRANCH			EASTWARD		
SECOND CLASS			Time-Table No. 22 October 30, 1955	SECOND CLASS				
Car capacity of sidings, etc. See Rule 6(A), Page 23.	217 Local Freight	Daily		Mile Post	218 Local Freight	Daily		
Y			DN-R	ST. JOSEPH YL	UN	0.0		
WTZP		6.35PM	DN-R	TERMINAL YARD YL	MK		A 11.00PM	
16	F	7.10	DN-R	TROY YL	RO	13.9	10.10	
11	P	7.23		MORAY		19.1	9.40	
42	P	7.35		SEVERANCE		24.8	9.20	
34		7.43		LEONA		28.9	9.05	
31		7.53	D	ROBINSON	HR	34.2	8.55	
AI				M. P. CROSSING		42.2		
40	WT	8.30 <sup>218</sup>	DN	HIAWATHA YL	H	42.7	8.30 <sup>217</sup>	
16		8.43		HAMLIN		50.2	7.30	
27		8.52	D	MORRILL	WB	54.1	7.20	
35	W	9.10	D	SABETHA YL	S	60.7	7.00	
29		9.30		ONEIDA		68.8	6.00	
30	W	9.50	DN	BENECA YL	SN	77.5	5.40	
28		10.05		BAILEYVILLE		84.2	4.50	
45		10.15	D	AXTELL	FR	89.2	4.30	
10		10.27		SUMMIT		94.4	4.05	
37		10.39	D	BRATTIE	B	99.8	3.55	
		10.53	D	HOME	HO	105.2	3.35	
P		A 11.00PM		UPLAND YL		107.8	3.25PM	
				(107.8)			Daily	

(4.25) ..... Thru time ..... (7.35)  
24.4 ..... Average speed per hour ..... 14.2

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

WESTWARD			MANHATTAN BRANCH			EASTWARD		
SECOND CLASS			Time-Table No. 22 October 30, 1955	SECOND CLASS				
Car capacity of sidings, etc. See Rule 6(A), Page 23.	173 Local Freight	471 Time Freight		Mile Post	174 Local Freight	472 Time Freight		
WCT		7.00AM	DN-R	MANHATTAN YL	MH	189.4	A 6.30AM	
17		f		CASEMENT		185.4	f	
29		s 7.25		STOCKDALE		178.8	f 6.00	
34		f 7.45	D	RANDOLPH	FH	187.6	s 5.30	
28		s 8.30		CLEBURNE		180.7	s 5.10	
20		f 8.40		FLORENA		156.3	f 4.58	
33		s 9.05		M. P. CROSSING		152.7		
75		s 10.00	D	IRVING	VN	151.3	s 4.45	
DNWCTZP		A 10.30AM		BRISCO		149.0		
26	P		D	BLUE RAPIDS YL	PD	146.7	s 4.30	
88	P	1.25	DN-R	MARYVILLE YL	MS	134.2	4.00AM A 6.30AM	
25	P	1.35		MARIETTA		125.9		6.05
101	P	1.50	D	OKETO	KT	124.4		6.00
AI			D	BARNESTON	NR	118.0		5.50
22	P	2.05		BADGER		114.3		
P		2.15		C. B. & Q. CROSSING		113.1		
WCTZP		A 2.45AM	D	BLUE SPRINGS	BS	110.3		5.35
				HOLMESVILLE		105.7		5.25
				C. R. I. & P. CROSSING		97.2		
			DN-R	BEATRICE YL	BX	96.8		5.00AM
				(92.6)			Daily Except Sunday	Daily

(3.30) ..... Thru time ..... (2.30)  
15.8 ..... Average speed per hour ..... 22.1 (1.30) 24.9

WESTWARD			U. S. HOSPITAL BRANCH			EASTWARD		
SECOND CLASS			Time-Table No. 22 October 30, 1955	SECOND CLASS				
Car capacity of sidings, etc. See Rule 6(A), Page 23.	171 Mixed	Daily Except Sunday		Mile Post	172 Mixed	Daily Except Sunday		
84	P			SABLE		0.0		
				BUNELL		1.6		
				(1.6)				

WESTWARD			LEAVENWORTH BRANCH			EASTWARD		
SECOND CLASS			Time-Table No. 22 October 30, 1955	SECOND CLASS				
Car capacity of sidings, etc. See Rule 6(A), Page 23.	171 Mixed	Daily Except Sunday		Mile Post	172 Mixed	Daily Except Sunday		
6				KNOX YL		3.0		
				CORRAL		1.5		
73	WT	11.00AM	DN-R	LEAVENWORTH YL	RH	0.0	A 8.45AM	
		f 11.08		COCHRANE		4.0	f 8.25	
				ALFA		4.2		
		f 11.12		LANSING		5.4	f 8.20	
		f 11.22		FAIRMOUNT		10.5	f 8.06	
10		s 11.55AM	D	TONGANOXIE	NX	21.2	s 7.40	
13		f 12.20PM		REX		31.5	f 7.10	
24	P	f 12.25		BISMARCK GROVE YL		38.0	f 7.05	
CS106	WCTZP	A 12.30PM	DN-R	LAWRENCE YL	DA	34.3	7.00AM	
				(37.3)			Daily Except Sunday	

(1.30) ..... Thru time ..... (1.45)  
22.8 ..... Average speed per hour ..... 19.6

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

WESTWARD			McPHERSON BRANCH			EASTWARD		
SECOND CLASS			Time-Table No. 22 October 30, 1955	SECOND CLASS				
Car capacity of sidings, etc. See Rule 6(A), Page 23.	181 Local Freight	Daily Except Sunday		Mile Post	182 Local Freight	Daily Except Sunday		
ODWCTZ		6.30AM	DN-R	SALINA YL	SC	0.0	A 2.00PM	
				A. T. & S. F. CROSSING		0.5		
				C. R. I. & P. CROSSING		0.6		
				M. P. CROSSING		0.6		
3		6.40		WESLEYAN		2.9	1.35	
32		f 6.50		MENTOR		8.0	f 1.25	
29		s 7.05	D	ASSARIA	RI	12.2	s 1.10	
18		f 7.15		BRIDGEPORT		15.8	f 12.50	
				M. P. CROSSING		20.7		
28		s 7.45	D	LINDSBORG	DN	20.9	s 12.31	
21		f 7.58		JOHNSTOWN		26.7	f 12.09PM	
30		f 8.10		HILTON		30.3	f 11.45AM	
				A. T. & S. F. CROSSING		35.1		
26	T	A 9.00AM	D-R	McPHERSON YL	MF	35.4	11.30AM	
				(35.4)			Daily Except Sunday	

(2.30) ..... Thru time ..... (2.30)  
14.1 ..... Average speed per hour ..... 14.1

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



WESTWARD			JUNCTION CITY BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 22 October 30, 1955	Mile Post	SECOND CLASS		176 Mixed	
		175 Mixed Daily Except Sunday						
OWCTYZD		3.35AM	DN-R	JUNCTION CITY YL JN	0.0	A	6.30PM	
23	f	3.55		ALIDA	8.1	f	6.10	
42	s	4.15	D	MILFORD MR	13.6	s	5.55	
17	s	4.35	D	WAKFIELD WF	19.4	s	5.40	
15	f	4.57		BROUGHTON	27.9	f	5.17	
30	s	6.20	D	CLAY CENTER YL CA	33.4	s	5.00	
4				DEHYD	34.2			
14	f	6.45		IDANA	41.1	f	2.25	
9	f	6.55		BROWDALE	46.0	f	2.12	
15 Y	s	8.15	D-R	MILTONVALE YL MV	51.9	s	2.00	
		8.17		M. V. JUNCTION YL	52.1		1.42	
		9.02		C. O. JUNCTION YL	72.1		1.02	
CY	A	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		
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 22 October 30, 1955	Mile Post	SECOND CLASS		165 Mixed	
		166 Mixed Mondays, Wednesdays, Fridays						
77 Y		7.30AM	D-R	SOLOMON YL SK	0.0	A	11.30AM	
33	s	7.45	D	NILES XN	6.5	s	11.15	
30	f	7.55		VERDI	9.0	f	11.05	
55	s	8.10	D	BENNINGTON BN	14.7	s	10.50	
18	f	8.25		LINDSEY	20.9	f	10.35	
16 W	s	8.40	D	MINNEAPOLIS YL MI	23.3	s	10.25	
				A. T. & S. F. CROSSING	23.7			
7				ALP MIL	24.4			
18	f	8.55		SUMNERVILLE	29.1	f	10.00	
33	s	9.15	D	DELPHOS DF	34.7	s	9.45	
30	s	9.30 <sup>165</sup>	D	GLANCO GK	41.6	s	9.30 <sup>166</sup>	
33	s	9.55	D	SIMPSON BE	46.8	s	9.00	
25	s	10.10		ASHEVILLE	49.8	s	8.50	
				M. P. CROSSING	57.2			
34 WTC	A	10.45AM	D-R	BELOIT YL BL	57.4		8.30AM	
				(57.4)			Mondays, Wednesdays, Fridays	

(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 72.

WESTWARD			PLAINVILLE BRANCH			EASTWARD				
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 22 October 30, 1955	Mile Post	FIRST CLASS		534 Motor Passenger			
	185 Local Freight	183 Local Freight			533 Motor Passenger	184 Local Freight		186 Local Freight	190 Local Freight	
OWCTYZD		8.45AM		0.0	A	1.35PM	A	1.15PM	A	11.00PM
24	f	8.52		TRENTON	3.4	f	1.20		f	1.01
28	f	8.58		SHIPTON	6.0	f	1.17		f	12.55
13	f	9.04		MARYDEL	9.0	f	1.13		f	12.50
29	s	9.10	D	CULVER CU	11.5	s	1.08		f	12.45
42	s	9.30	D	TESCOTT SX	18.5	s	12.57		f	12.30
49	s	9.50	D	BEVERLY VY	23.8	s	12.46		f	12.15
21	f	10.00		SHADY BEND	26.4	f	12.39		f	12.10PM
21				QUARTZITE	32.9					
				A. T. & S. F. CROSSING	33.8					
32	s	10.40	D	LINCOLN CENTER NC	34.1	s	12.27		f	11.45AM
53	s	10.55	D	VESPER VS	40.7	s	12.15		f	11.32
44	s	11.20 <sup>184</sup>	D	SYLVAN GROVE YL YG	46.9	s	12.05 PM		f	11.20 <sup>183</sup>
				WOLF CREEK	52.4					
47	s	11.50 <sup>534</sup>	D	LUCAS QB	56.0	s	11.50 <sup>183</sup>		f	10.35
39	s	1.15 PM	D	LURAY AU	65.4	s	11.35		f	10.15
43	s	1.40	D	WALDO OW	71.5	s	11.23		f	10.00
27 W	s	2.10	D	PARADISE VM	79.2	s	11.10		f	9.30 <sup>533</sup>
38	s	2.40	D	NATOMA NO	87.0	s	10.57		f	9.15
28	s	3.05		CODELL	95.1	f	10.45		f	9.00
28 CY	A	8.00AM	DN-R	PLAINVILLE YL VN	103.5	A	10.30 <sup>533</sup>		A	1.30PM
37	s	8.20	D	ZURICH ZU	110.4	s	10.00		s	1.00
83	s	8.40	D	PALCO PO	117.8	s	9.45		s	12.50
22	s	9.00		DAMAR	122.7	s	9.30		s	12.40
23	s	9.15 <sup>534</sup>	D	BOGUE BG	129.3	s	9.15 <sup>185</sup>		s	12.30
36 Y	s	10.00	D	HILL CITY YL CI	138.0	s	9.00		s	12.05PM
28	s	10.20	D	PENOKEE PK	144.7	s	8.51		s	11.42 <sup>533</sup>
26	s	10.40	D	MORLAND MD	150.2	s	8.41		s	11.20
27	s	11.00 <sup>186</sup>		STUDLEY	155.4	s	8.31		s	11.00 <sup>185</sup>
29	s	11.20		TASCO	162.5	s	8.18		s	10.40
27	s	11.45AM	D	HOXIE KZ	170.4	s	8.05		s	10.10
23	f	12.10PM		BROUIN	179.1	f	7.52		f	9.00
30 W	s	12.35	D	MENLO MZ	186.2	s	7.40		s	8.35
28	f	1.00		HALFORD	194.0	s	7.25		f	8.10
26 FY	s	1.42 <sup>533</sup>	D	COLBY YL CB	203.5	s	7.10		s	7.40
30	f	2.02		ALTAIR	208.9	f	6.56		f	7.00
15	f	2.10		MINGO	212.5	f	6.50 <sup>186</sup>		f	6.50 <sup>534</sup>
30	f	2.25		SPICA	218.0	f	6.40		f	6.30
ODPWOT	A	2.45PM	DN-R	OAKLEY YL OQ	224.7		6.30AM			6.15AM
				(224.7)			Daily		Daily	Daily Except Sunday

(6.45) ..... Thru time..... (7.05)  
18.0 ..... Average speed per hour..... 31.7

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 72.

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

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

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

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

**Designation "Psgr."** —Train with steam locomotive and all passenger train equipment; train with diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

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

When diesel 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.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." 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. On curves.			30 25	
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30					
Inspection bus cars.		40	40	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25	
When caboose is handled in train consisting of passenger train equipment.		60						
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					
Passing fueling stations.	50	40	25	Trains handling U. P. ore cars Nos. 8000 to 8499 under load or empty.			45	
Maximum speed for diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40		Trains handling air-dump cars.			35
Diesel locomotives running light, dynamic brake not in operation.			35	When using No. 14 turn-outs.		25	20	20
Diesel switch engines in road service.		35	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	15	15	
Diesel locomotives 1500 to 1563, inclusive.		50	50			10	6	6
U. P. 7000 and 7800 class engines.		75	50			10	10	10
U. P. 3800 and 3900 class engines.		60	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20	
U. P. 5000 and 9000 class engines.		50	50			20	20	20
U. P. 4000 class engines.		45	45	Over spring switches, where movement is over facing point switch.	20	20	20	
MacArthur type engines with 63-in. drivers.		55	50			5	5	5
MacArthur type engines with 57-in. drivers.		35	35	On wye tracks, except those portions used as main track.			15	
U. P. Mallet, Ten-Wheeler and Consolidation type engines.		35	35		Jordan spreaders and other machines of spreader type, when in operation.			5
0-6-0 and 0-8-0 type yard engines.		20	20	On side tracks laid with rail weighing 60 pounds or less.		5	5	
Steam engines running backward.	20	20	20		Wedge snow plows 05, 06, 07 and 08 may be operated on all main lines and branches, except as follows: St. Joseph Branch—Elwood to Troy. Junction City Branch. Solomon Branch beyond M. P. 23. McPherson Branch beyond M. P. 21. Plainville Branch between Colby and Plainville.			25
Light engines.			45					
When more than 50% of the tonnage is gravel.			30					
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— <b>Belvue</b> 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— <b>Terminal Jct.</b> , 3.28 and 3.30.	30	30	25	<b>Wamego</b> 105.4 and 107.0.	70	60	45
<b>Muncie</b> 13.2 and 13.4.	75	65	50	<b>St. George</b> 117.8 and 118.2.	70	60	45
16.3 and 17.2.	70	60	50	119.1 and 119.4.	30	30	25
<b>Bonner Springs</b> 17.9 and 18.0.	30	30	30	<b>Manhattan</b> 121.9 and 122.0.	70	60	45
20.2 and 20.4.	75	65	50	123.1 and 123.5.	40	35	25
<b>Loring</b> 21.4 and 21.8.	75	65	50	124.7 and 125.3.	60	50	40
23.6 and 23.9.	75	65	50	<b>Eureka Lake</b> 129.2 and 129.3.	70	60	45
25.3 and 25.5.	75	65	50	<b>East Funston</b> 132.5 and 132.7.	70	60	45
27.5 and 27.7.	75	65	50	133.7 and 137.1.	50	40	25
<b>Linwood</b> 30.8 and 30.9.	75	65	50	<b>Junction City</b> 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	<b>Kansas Falls</b> 148.7 and 148.9.	70	60	45
<b>Lawrence</b> , within city limits.	30	30	25	150.0 and 150.2.	70	60	45
39.5 and 39.9.	30	30	25	<b>Abilene</b> , between Oplena and Elm Streets.	30	30	25
42.4 and 43.0.	75	65	50	<b>Abilene</b> , over A. T. & S. F. Crossing.	30	30	25
<b>Grantville</b> 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
<b>Topeka</b> , over Quincy Street and Kansas Avenue.	12	12	12	<b>Sand Spring</b> 169.3 and 169.5.	70	60	45
68.0 and 69.4.	20	20	20	<b>Solomon</b> 173.3 and 173.5.	50	40	25
<b>Menoken</b> , through turn-out.	25	20	20	<b>New Cambria</b> 181.2 and 181.3.	70	60	45
<b>Rossville</b> , within city limits.	45	45	45				
<b>St. Marys</b> , 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	<b>Terra Cotta</b> 208.4 and 209.4.	60	50	40
Maximum speed, mixed trains.			50	210.0 and 211.1.	40	35	25
Between Mile Posts— <b>Salina</b> , over A. T. & S. F. Crossing.	30	30	25	<b>Carneiro</b> 211.3 and 212.8.	50	40	25
190.7 and 190.8.	70	60	45	213.1 and 215.3.	40	35	25
<b>Bavaria</b> 198.4 and 198.7.	70	60	45	215.5 and 216.1.	50	40	25
<b>Brookville</b> 201.7 and 202.2.	70	60	45				

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
Between Mile Posts— <b>Kanopolis</b> 221.9 and 222.4.	40	35	25	Between Mile Posts— <b>Ellis</b> , over inspection pits in main track. 304.3 and 307.0.	25	25	25
<b>Ellsworth</b> , over St. L. & S. F. Crossing. 224.6 and 225.0.	20	20	20	<b>Riga</b> 311.4 and 311.8.	70	60	45
225.6 and 225.8.	70	60	45	<b>Wakeeney</b> 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	<b>Voda</b> 330.2 and 330.6.	70	60	45
230.6 and 230.9.	60	50	40	331.7 and 332.1.	60	50	40
<b>Black Wolf</b> 231.7 and 233.0.	50	40	30	335.0 and 335.4.	60	50	40
235.0 and 236.2.	50	40	30	<b>Collyer</b> 336.6 and 337.0.	55	45	35
238.4 and 239.5.	70	60	45	<b>Oakley</b> 383.4 and 384.3.	70	60	45
<b>Wilson</b> , No. 18 within city limits.		40		<b>Winona</b> 401.3 and 401.8.	70	60	45
<b>Wilson</b> , within city limits.			45	405.5 and 405.8.	60	50	40
242.3 and 242.7.	70	60	45	<b>McAllaster</b> 419.6 and 420.5.	70	60	45
<b>Dorrance</b> 249.5 and 250.0.	60	50	40	<b>Wallace</b> 424.9 and 425.0.	70	60	45
<b>Bunker Hill</b> 256.4 and 256.9.	70	60	45				
<b>Balta</b> 270.1 and 270.4.	70	60	45				
<b>Victoria</b> , within city limits.	50	50	40				
<b>Yocemento</b> 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— <b>River Bend</b> 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— <b>Chemung</b> 450.8 and 451.1.	70	60	45	562.9 and 567.2, with U. P. 5000 class engines.		30	30
<b>Arapahoe</b> 454.5 and 454.6.	70	60	45	<b>Cedar Point Siding.</b>	5	5	5
<b>Aroya</b> 512.4 and 512.7.	70	60	45	<b>Deer Trail</b> 587.2 and 589.8.	60	50	40
<b>Bagdad</b> 543.9 and 544.9.	70	60	45	<b>Byers</b> 598.9 and 601.5.	70	60	45
546.2 and 546.6.	70	60	45	<b>Strasburg</b> 605.2 and 607.0.	70	60	45
				<b>Watkins</b> 619.3 and 620.5.	70	60	45
				<b>Denver</b> , over grade crossings within city limits.	35	35	25

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	50	Between Mile Posts— <b>Hanover—Cont.</b> 135.0 and 135.2.	50	45
On curves, where not otherwise restricted.	60	45	136.1 and 136.5.	50	40
Freight trains handled by diesel road power.		55	<b>Hollenberg</b> 140.1 and 140.3.	25	25
Light engines.		35	140.8 and 141.6.	25	25
Between Mile Posts— <b>Emmett</b> 26.5 and 26.9.	50	45	<b>Steele City</b> 142.2 and 142.6.	50	45
<b>Aikins</b> 36.7 and 37.1.	50	45	<b>Fairbury</b> C. R. I. & P. Crossing M. P. 152.7 and M. P. 153.9.	20	20
<b>Onaga</b> 39.4 and 42.9.	50	45	C. R. I. & P. Crossing M. P. 154.4.	25	25
<b>Frankfort</b> M. P. Crossing M. P. 58.3.	30	30	155.1 and 155.3.	50	45
<b>Winifred</b> 67.9 and 68.2.	50	45	164.9 and 166.3.	50	45
<b>Marysville</b> Through turn-out to passenger main track—east end yard west of Elm Street.	10	10	175.5 and 175.9.	50	45
<b>Marysville</b> , freight trains entering and moving through yard tracks.		6	<b>Belvidere</b> C. B. & Q. Crossing M. P. 177.0.	35	35
115.7 and 116.2.	50	45	181.7 and 182.0.	50	45
<b>Herkimer</b> 118.6 and 119.1.	50	45	<b>Carleton</b> , Passing fueling station.	45	45
121.1 and 126.9.	50	45	184.5 and 184.7.	50	45
<b>Hanover</b> , within city limits.	25	25	187.9 and 189.1.	50	40
129.7 and 129.9.	50	45	<b>Hastings</b> M. P. 226.7 Fourth Subdivision to M. P. 2.1 Hastings Branch.	20	20
133.4 and 133.9.	50	45	<b>Hastings</b> , freight trains entering and moving through yard tracks.		6
			Between Hastings and Grand Island.	35	30

BRANCHES

<b>Leavenworth Branch.</b> 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		25	25
Between Corral and Knox.	5	5	<b>Manhattan</b> , over Poyntz Avenue and a trainman must act as crossing watchman.		3	3
<b>Manhattan Branch.</b> Between Beatrice and Marysville.	40	40	<b>Junction City Branch.</b> Maximum speed— Steam and diesel trains. Trains handling outfit cars.		25	25
<b>Badger</b> , C. B. & Q. Crossing M. P. 113.1.	20	20	Between M. P. 19.7 and 20.0.		10	10
Between Marysville and Manhattan— Steam and diesel trains. Trains handling outfit cars.	25	25				
Light engines, between Beatrice and Marysville.	35	35				

**BRANCHES—Continued**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
<b>Solomon Branch.</b> Maximum speed— Steam and diesel trains. Trains handling outfit cars.	25	25 20	<b>St. Joseph Branch.</b> Maximum speed, between Troy and M. P. 50 and between M. P. 65 and Upland.	35	35
<b>McPherson Branch.</b> 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
<b>Plainville Branch.</b> Motor trains. Steam and diesel 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	<b>U. S. Hospital Branch.</b> 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			
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			

**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.	P. S. Combs	Surgeon	Leavenworth, Kan.	Harold W. Powers	Oculist & Aurist	Topeka, Kan.
Irvin M. Birenboim	Aurist	Kansas City, Mo.	H. L. Songer	Surgeon	Lincoln Center, Kan.	L. G. Schwartz	Surgeon	Topeka, Kan.
Andrew W. McAlester, 3rd	Oculist	Kansas City, Mo.	William Holwerda	Surgeon	Lindsborg, Kan.	F. J. Bica	Surgeon	Wamego, Kan.
H. H. Owens	Surgeon	Kansas City, Mo.	R. G. Schoonhoven	Surgeon	Manhattan, Kan.	Glen E. Martin	Surgeon	Wamego, Kan.
R. L. Owens	Surgeon	Kansas City, Mo.	J. W. Randall	Surgeon	Marysville, Kan.	Benj. Brunner, Jr.	Surgeon	Wamego, Kan.
Donald J. Smith	Surgeon	Kansas City, Mo.	Robert M. Thomas	Surgeon	Marysville, Kan.	J. G. Swails	Surgeon	Wathena, Kan.
J. Warren Manley	Physician	Kansas City, Kan.	Weir Pierson	Surgeon	McPherson, Kan.	Frank A. Dihal	Surgeon	Wilson, Kan.
C. J. Mullen	Oculist	Kansas City, Kan.	James J. Marchbanks	Surgeon	Oakley, Kan.	J. S. Benwell	District Surgeon	Denver, Colo.
L. G. Heins	Surgeon	Abilene, Kan.	Gordon B. Sekavee	Surgeon	Oakley, Kan.	Willis L. Bennett	Physician	Denver, Colo.
Roger P. Weltmer	Surgeon	Beloit, Kan.	C. S. Fleckenstein	Surgeon	Onaga, Kan.	J. H. Bechtold	Surgeon	Denver, Colo.
W. W. Weltmer	Surgeon	Beloit, Kan.	Eugene A. Walsh	Surgeon	Onaga, Kan.	J. R. Blair	Aurist	Denver, Colo.
K. M. Bostluff	Surgeon	Bonnet Springs, Kan.	C. J. Bliss	Surgeon	Perry, Kan.	A. T. Haley	Surgeon	Denver, Colo.
G. G. Greenlee	Surgeon	Chapman, Kan.	E. C. Patterson	Surgeon	Plainville, Kan.	Ivan E. Hix	Oculist & Aurist	Denver, Colo.
G. W. Bale	Surgeon	Clay Center, Kan.	C. C. Gunter	Surgeon	Quinter, Kan.	Robert M. Maul	Surgeon	Denver, Colo.
J. L. Jenson	Surgeon	Colby, Kan.	H. W. Hiesterman	Surgeon	Quinter, Kan.	H. W. Stuver	Surgeon	Denver, Colo.
L. E. Haugby	Surgeon	Concordia, Kan.	Clyde S. Smith	Surgeon	Rossville, Kan.	L. N. Meyers	Surgeon	Cheyenne Wells, Colo.
G. A. Surface	Surgeon	Ellis, Kan.	Walter J. Pettijohn	Surgeon	Russell, Kan.	D. J. Romeo	Surgeon	Hugo, Colo.
C. B. Replogle	Surgeon	Ellis, Kan.	F. N. White	Surgeon	Russell, Kan.	J. O. Cianin	Surgeon	Limon, Colo.
G. L. Ward	Surgeon	Ellis, Kan.	Clemens Rucker	Oculist & Aurist	Sabeths, Kan.	Arnold McDermott	District Surgeon	Omaha, Neb.
H. St. C. O'Donnell	Surgeon	Ellsworth, Kan.	Owen W. D. Craig	Surgeon	St. Joseph, Mo.	Robert W. Taylor	Oculist & Aurist	Beatrice, Neb.
D. W. Bolton	Surgeon	Frankfort, Kan.	Samuel E. Senor	Surgeon	St. Joseph, Mo.	W. T. Wildhaber	Surgeon	Beatrice, Neb.
M. A. Brawley	Surgeon	Frankfort, Kan.	O. Earl Whitell	Oculist & Aurist	St. Marys, Kan.	Volney D. Douglas	Surgeon	Carlisle, Neb.
G. L. Mowry	Surgeon	Hanover, Kan.	R. E. Cheney	Oculist & Aurist	Salina, Kan.	Forest A. Mountford	Surgeon	Davenport, Neb.
William M. Brower	Surgeon	Hays, Kan.	Kenneth L. Druet	Physician	Salina, Kan.	D. O. Hughes	Surgeon	Fairbury, Neb.
Lloyd W. Reynolds	Surgeon	Hays, Kan.	Ernest E. Harvey	Surgeon	Salina, Kan.	E. G. Johnson	Surgeon	Grand Island, Neb.
Ray Meidinger	Surgeon	Hill City, Kan.	Max S. Lake	Surgeon	Salina, Kan.	K. F. McDermott	Surgeon	Grand Island, Neb.
Vernon A. Vesper	Surgeon	Hill City, Kan.	John C. Mitchell	Oculist & Aurist	Salina, Kan.	C. H. Maggiore	Surgeon	Grand Island, Neb.
John Rapp	Surgeon	Hoxie, Kan.	C. M. Barnes	Surgeon	Sharon Springs, Kan.	L. E. Imes	Surgeon	Grand Island, Neb.
Neuenschwander	Surgeon	Junction City, Kan.	M. L. Brakebill	Surgeon	Tonganoxie, Kan.	J. A. Proffitt	Oculist & Aurist	Grand Island, Neb.
F. W. O'Donnell	Surgeon	Junction City, Kan.	Philip L. Stevens	Surgeon	Topeka, Kan.	Clyde L. Kleager	Surgeon	Hastings, Neb.
Harry O'Donnell	Surgeon	Lawrence, Kan.	John W. Cavanaugh	Surgeon	Topeka, Kan.	O. A. Kostal	Surgeon	Hastings, Neb.
Russell Frink	Surgeon	Lawrence, Kan.						

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

6. The following letters placed before figures of a schedule indicate:  
 s—regular stop;  
 f—flag stop to receive or discharge traffic;  
 A—arrive.
- 6 (A). The following letters placed in column with station name in time-table indicate:  
 D —day operator;  
 N —night operator;  
 DN—day and night operator;  
 R —train register;  
 YL—yard limits.

- The following letters placed in columns provided in time-table indicate:  
 C—coaling station;  
 D—diesel oil station;  
 F—turbine fuel station;  
 I—interlocking;  
 O—fuel oil station;  
 P—telephone;  
 T—turntable;  
 W—water station;
- X—cross-over;  
 Y—wye;  
 Z—track scales;  
 AI—automatic interlocking;  
 CS—center siding;  
 ES—eastward siding;  
 WS—westward siding.

**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>(FOURTH SUBDIVISION)</b>			
Edwardsville (1)	14.0	52 XP	Both	Spence	132.5	17 P	East
Forest Lake (1)	15.0	43 XP	Both	Powell	161.5	P	.....
Sunflower	16.7	14 XP	Both	Sedan	196.4	12 P	Both
Lenape (1)	23.5	36 XP	Both	Anan	213.8	10 P	West
Midland (1)	43.2	25 XP	Both	Hansen	235.1	26 P	Both
Buck Creek (1)	46.1	28 XP	Both	River	245.4	6 P	Both
Medina	53.6	17 X	Both	Westwood	248.7	35	Both
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.

**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
Denver	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