

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



**KANSAS DIVISION**

**TIME-TABLE**  
**No. 46**

**Effective Sunday,**  
**DECEMBER 7, 1969**

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

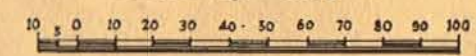
*Safety Gains*  
*Where Courtesy Reigns*

**FOR EMPLOYEES ONLY**

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

CORRECTED TO MAY 30, 1965

Scale of Miles









WESTWARD		FIRST CLASS		FIRST SUBDIVISION		FIRST CLASS		EASTWARD		
		9	117	Time Table No. 46 December 7, 1969		Mile Post	10	118		
Car capacity of sidings, etc. See Rule 6(A), Page 15		Passenger	Passenger				Passenger	Passenger		
		Daily	Daily	STATIONS						
	F	8.00PM	8.00AM	DN-R	UNION STATION US	0.0	A 9.15AM	A 10.00PM		
	DTZY	8.05	8.05	KANSAS CITY, KAN.		2.5	8.50	9.50		
	XP	8.06	8.11	0.8 TERMINAL JCT. YL		3.3	8.49	9.47		
	X	8.07	8.13	0.9 C. R. I. & P. JCT. YL		4.2	8.47	9.45		
	XP	8.08	8.15	0.7 DN-R KAW JCT. YL KW		4.9	8.45	9.38		
CS	83 XP	8.12	8.21	4.6 MUNCIE		9.5	8.41	9.33		
CS	51 P	8.19	8.29	8.0 D BONNER SPRINGS BW		17.5	8.34	9.25		
	IP			0.5 A. T. & S. F. CROSS.		18.0				
CS	86 XP	8.22	8.33	2.7 LORING		20.7	8.31	9.20		
CS	109 XP	8.28	8.41	7.6 LINWOOD		28.3	8.24	9.12		
CS	82 TXZP	s 8.39	s 8.54	11.3 DN LAWRENCE YL DA		39.0	s 8.13	s 9.00		
CS	110 XP	8.50	9.05	12.5 PERRY		52.1	8.02	8.46		
CS	88 P	8.58	9.13	9.2 GRANTVILLE		61.3	7.54	8.37		
	XIP			6.2 DN A. T. & S. F. CROSS. X		67.5				
WS	199 T	s 9.12	s 9.24	0.5 DN-R TOPEKA YL OT		68.0	s 7.47	s 8.30		
ES	105 DXZP			0.2 O. R. I. & P. CROSS.		68.2				
	107 VXP	9.19	9.29	4.7 MENOKEN		72.9	7.37	8.15		
	85 P	9.24	9.34	5.8 SILVER LAKE		78.7	7.32	8.09		
	119 P	9.29	9.40	5.3 D ROSSVILLE RV		84.0	7.27	8.03		
	69 P	9.36	9.47	7.0 D ST. MARYS SY		91.0	7.21	7.56		
	60 P	9.41	9.53	6.2 DELVUE		97.8	7.16	7.50		
	128 P	9.47	10.00	6.9 D WAMEGO WA		104.7	7.11	7.43		
	65 P	9.53	10.07	6.8 ST. GEORGE		111.5	7.04	7.36		
	114 P	s 10.05	s 10.21	7.8 DN MANHATTAN YL MH		119.3	s 6.57	s 7.28		
	100 P	10.13	10.29	0.1 C. R. I. & P. CROSS.		119.4				
	111 P	10.18	10.34	6.5 EUREKA LAKE		125.9	6.41	7.18		
	99 P	10.23	F 10.40	5.7 EAST FUNSTON		131.6	6.36	7.13		
	103 T	10.29	10.45	4.1 D FORT RILEY FT		135.7	6.31	7.07		
	128 DYZP	10.34	10.53	3.8 DN-R JUNCTION CITY YL JN		139.5	6.15	6.57		
	69 P	10.42	11.01	6.9 KANSAS FALLS		146.4	6.03	6.47		
	119 P	10.47	11.08	5.9 D CHAPMAN OM		152.3	5.56	6.41		
	58 P	10.52	11.14	6.2 DETROIT		158.5	5.51	6.35		
	106 P	10.57	s 11.24	5.2 DN ABILENE YL AB		163.7	5.46	s 6.30		
	I			0.8 A. T. & S. F. CROSS.		164.5				
	29 P	10.58	11.25	0.2 WEST ABILENE YL		164.7	5.44	6.23		
	WS	11.01	11.28	3.4 SAND SPRING		168.1	5.41	6.20		
	ES	11.05	11.33	4.2 D SOLOMON YL SK		172.3	5.37	6.16		
	70 P	11.12	11.41	8.1 NEW CAMBRIA		180.4	5.30	6.08		
	P	11.16	11.46	4.2 EAST SALINA YL		184.6	5.26	6.03		
	DY	A 11.20PM	A 11.50AM	2.0 DN-R SALINA YL SC		186.6	5.23AM	6.00PM		
	YZP			(186.6)			Daily	Daily		
		(3.20)	(3.50)	..... Thru time		(3.52)	(4.00)			
		56.0	48.7	..... Average speed per hour		48.2	46.7			

On single track, except in C.T.C. territory, westward trains are superior to trains of the same class in the opposite direction, See Rule 72.  
 Rules 251 to 254 inclusive apply between Kaw Jct. and Topeka.  
 Time shown at Union Station and at Kansas City, Kansas, is for information only. Between Union Station and Terminal Jct., trains and engines are governed by Operating Rules, time-table and special instructions of Kansas City Terminal Railroad.  
 For conditional stops to discharge or pick up revenue passengers—See Page 3.  
 For stations not shown on schedule pages—See Page 15.

WESTWARD		FIRST CLASS		SECOND SUBDIVISION		FIRST CLASS		EASTWARD		
		9	117	Time Table No. 46 December 7, 1969		Mile Post	118	10		
Car capacity of sidings, etc. See Rule 6(A), Page 15		Passenger	Passenger				Passenger	Passenger		
		Daily	Daily	STATIONS						
	DY	11.35PM	12.15PM	DN-R	SALINA YL SC	180.6	A 5.40PM	A 5.10AM		
	YZP			0.6 A. T. & S. F. CROSS.		187.2				
	51 P	11.42	12.26	7.6 BAVARIA		194.8	5.30	4.57		
	101 P	11.47	12.32	6.0 BROOKVILLE		201.4	5.24	4.52		
	34 P	11.50	12.35	4.0 ARCOLA		205.4	5.20	4.49		
	P	11.52	12.38	1.9 TERRA GOTTA		207.3	5.18	4.47		
	37 P	11.57PM	12.43	4.3 CARNEIRO		211.6	5.14	4.43		
	47 YP	12.04AM	12.52	7.6 D KANOPOLIS KA		219.2	5.07	4.36		
WS	84			4.5 DN ELLSWORTH YL WO		223.7	s 5.02	4.31		
ES	88 P	12.10	1.00	0.7 ST. L. & S. F. CROSS.		224.4				
	30 P	12.17	1.10	7.1 BLACK WOLF		231.5	4.52	4.23		
	55 P	12.25	1.20	8.4 D WILSON WN		239.9	4.45	4.15		
	60 P	12.30	1.26	6.5 DORRANCE		246.4	4.40	4.09		
	42 P	12.36	1.33	7.0 BUNKER HILL		253.4	4.33	4.04		
	62 P	12.46	1.43	9.9 DN RUSSELL YL RU		263.3	s 4.23	s 3.54		
	51 P	12.50	1.46	3.4 BALTA		266.7	4.18	3.47		
	100 P	12.55	1.51	5.7 D GORHAM GJ		272.4	4.13	3.42		
	21 P	12.58	1.54	3.1 WALKER		275.5	4.10	3.39		
	P	1.01	1.58	4.1 D VICTORIA VC		279.0	4.05	3.36		
	39 P	1.05	2.03	5.2 TOULON		284.8	4.00	3.31		
	121 P	s 1.10	s 2.12	5.3 DN HAYS YL HA		290.1	s 3.55	s 3.26		
	31 P	1.30	2.17	5.3 YOCEMENTO		295.4	3.48	3.17		
	42 P	1.33	2.20	3.4 HOG BACK		298.8	3.45	3.14		
	D	1.49	2.25	4.5 DN-R ELLIS YL RT MT		303.3	3.40	3.10		
	YZP	12.59	1.35	5.1 RIGA		308.4	2.25	1.54		
	51 P	1.06	1.41	5.3 OGALLAH		313.7	2.20	1.49		
	42 P	1.10	1.46	8.6 D WAKEENEY W		322.3	s 2.12	1.41		
	40 P	1.17	1.55	7.7 VODA		330.0	2.03 <sup>117</sup>	1.34		
	32 P	1.23	2.03 <sup>118</sup>	5.8 D COLLYER JY		336.8	1.50	1.28 <sup>9</sup>		
	28 P	1.28 <sup>10</sup>	2.09	7.5 D QUINTER QN		343.3	1.42	1.15		
	40 P	1.34	2.17	7.6 BUFFALO PARK		350.9	1.35	1.09		
	55 P	1.40	2.25	5.4 D GRAINFIELD GF		356.3	1.30	1.05		
	34 P	1.45	2.30	8.0 D GRINNELL GD		365.2	1.22	12.58		
	42 P	1.52	2.39	6.0 CAMPUS		371.2	1.16	12.51		
	34 P	1.57	2.45	6.2 DN OAKLEY YL OQ		377.4	s 1.10	s 12.45		
	46 DYP	s 2.08	s 2.55	8.7 MONUMENT		386.1	12.57	12.37		
	42 P	2.16	3.05	7.5 PAGE CITY		393.6	12.50	12.30		
	34 P	2.22	3.12	5.4 D WINONA GW		399.0	12.45	12.26		
	35 P	2.26	3.17	9.4 McALLASTER		408.4	12.35	12.18		
	30 P	2.34	3.26	12.7 WALLACE		421.1	12.23	12.07AM		
	33 P	2.44	3.40	8.7 DN-R SHARON SPRINGS YL PS		429.8	12.15PM	11.59PM		
	27 YZP	A 2.52AM	A 3.50PM	(243.2)			Daily	Daily		
		(4.17)	(4.35)	..... Thru time		(4.25)	(4.11)			
		56.8	53.0	..... Average speed per hour		53.2	58.0			

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		PLAINVILLE BRANCH				EASTWARD	
Car capacity of sidings, etc. See Rule 6(A), Page 15	SECOND CLASS		Time Table No. 46		Mile Post	SECOND CLASS	
	December 7, 1969		December 7, 1969			December 7, 1969	
	185 Local Freight	183 Local Freight	184 Local Freight	186 Local Freight		184 Local Freight	186 Local Freight
	Tuesday, Thursday, Saturday	Monday, Wednesday, Friday	STATIONS			Tuesday, Thursday, Saturday	Monday, Wednesday, Friday
TYZD		6.30AM	DN-R	SALINA YL SC	0.0	A 11.10AM	
17		f 6.37		TRENTON	3.4	f 10.45	
20		f 6.43		SHIPTON	6.0	f 10.35	
8		f 6.50		MARYDEL	9.0	f 10.28	
21 P		s 6.57		CULVER	11.5	f 10.22	
34 P		s 7.12	D	TESCOTT SX	18.5	f 10.05	
40 P		s 7.24		BEVERLY	23.8	f 9.48	
		f 7.30		SHADY BEND	26.4	f 9.40	
16				QUARTZITE	32.9		
				A. T. & S. F. CROSSING	33.8		
24 P		s 7.48	D	LINCOLN CENTER NC	34.1	f 9.11	
40		s 8.03		VESPER	40.7	f 8.58	
36 P		s 8.17		SYLVAN GROVE	46.9	f 8.45	
				WOLF CREEK	52.4		
39 P		s 8.37		LUCAS	56.0	f 8.25	
30 P		s 8.57	D	LURAY AU	65.4	f 8.05	
35		s 9.11		WALDO	71.5	f 7.50	
22 P		s 9.28		PARADISE	79.2	f 7.34	
29 P		s 9.45	D	NATOMA NO	87.0	f 7.18	
22		s 10.03		CODELL	95.1	f 7.02	
20 Y		5.45AM	A	PLAINVILLE YL VN	103.5	6.45AM	A 12.15PM
28		s 6.16		ZURICH	110.4	s 11.55AM	
26 P		s 6.40	D	PALCO PO	117.8	s 11.35	
15		s 7.00		DAMAR	122.7	s 11.25	
20 P		s 7.15	D	BOGUE BG	129.3	s 11.10	
24 PY		s 7.40	D	HILL CITY CI	138.0	s 10.50	
21		s 7.55		PENOKEE	144.7	s 10.30	
21 P		s 8.10	D	MORLAND MD	160.2	s 10.15	
21		s 8.25		STUDLEY	165.4	s 10.00	
21		s 8.40		TASCO	162.5	s 9.40	
20 P		s 9.25	D	HOXIE KZ	170.4	s 9.20	
21		f 10.00		SEGUIN	179.1	f 9.00	
29		s 10.15		MENLO	186.2	s 8.35	
20		s 10.35		HALFORD	194.0	f 8.10	
19 PY		s 11.05	D	COLBY CB	203.5	s 7.40	
21		f 11.15		ALTAIR	208.9	f 7.00	
22		f 11.20		MINGO	212.5	f 6.50	
26		f 11.35		SPICA	218.0	f 6.30	
DPV		A 11.45AM	DN-R	OAKLEY YL OQ	224.7		6.15AM
				(224.7)			
	(6.00) 20.2	(4.05) 25.3	..... Thru time.....		(4.25) 23.4	(6.00) 20.2	..... Average speed per hour.....

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

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

WESTWARD		LEAVENWORTH BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6(A), Page 15	Time Table No. 46		Mile Post	Time Table No. 46	
	December 7, 1969			December 7, 1969	
	STATIONS			STATIONS	
73		LEAVENWORTH YL RH	0.0		
		COCHRANE	4.0		
		ALFA	4.2		
		LANSING	5.4		
5		TONGANOXIE	21.2		
7		REX	31.5		
11 P		BISMARCK GROVE YL	33.0		
YZP		DN-R LAWRENCE YL DA	34.3		
		(34.3)			
Between Cochrane and Leavenworth, trains are governed by Operating Rules, time-table and special instructions of Missouri Pacific R. R.					
At Cochrane, eastward Leavenworth Branch trains are governed by indication of Missouri Pacific color light block signal 247 feet west of junction switch.					
At Cochrane, westward Leavenworth Branch trains are governed by indication of Missouri Pacific color light block signal near junction switch.					
WESTWARD		U. S. HOSPITAL BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6(A), Page 15	Time Table No. 46		Mile Post	Time Table No. 46	
	December 7, 1969			December 7, 1969	
	STATIONS			STATIONS	
P		SABLE YL	0.0		
		BUNELL YL	1.6		
		(1.6)			
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 15.					

WESTWARD		McPHERSON BRANCH		EASTWARD			
Car capacity of sidings, etc. See Rule 6(A), Page 15	SECOND CLASS		Time Table No. 46		Mile Post	SECOND CLASS	
	181 Local Freight		December 7, 1969			182 Local Freight	
	Daily Except Sunday		STATIONS			STATIONS	
DTYZ		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
24		f 6.50		MENTOR	8.0	f	1.25
22		s 7.05		ASSARIA	12.2	s	1.10
10		f 7.15		BRIDGEPORT	15.8	f	12.50
				M. P. CROSSING	20.7		
23 P		s 7.45	D	LINDSBORO DN	20.9	s	12.31
12		f 7.58		JOHNSTOWN	26.7	f	12.09PM
22		f 8.10		HILTON	30.3	f	11.45AM
				A. T. & S. F. CROSSING	35.1		
20		A 9.00AM	D-R	McPHERSON YL MF	35.4		11.30AM
				(35.4)			Daily Except Sunday
	(2.30) 14.1	..... Thru Time.....		(2.30) 14.1	..... Average speed per hour.....		
WESTWARD		SOLOMON BRANCH		EASTWARD			
Car capacity of sidings, etc. See Rule 6(A), Page 15	Time Table No. 46		Mile Post	Time Table No. 46			
	December 7, 1969			December 7, 1969			
	STATIONS			STATIONS			
V		D-R	SOLOMON SK	0.0			
			NILES	6.5			
24			VERDI	9.0			
23			DENNINGTON	14.7			
45 P			LINDSEY	20.9			
10			MINNEAPOLIS MI	23.3			
12 P		D	A. T. & S. F. CROSSING	23.7			
			ALFAMIL	24.4			
1			SUMNERVILLE	29.1			
11			DELPHOS DF	34.7			
26 P		D	GLASCO GK	41.6			
24 P		D	SIMPSON	46.8			
26 P			ASHERVILLE	49.8			
16			M. P. CROSSING	57.2			
26 P		D-R	BELOIT YL BL	57.4			
			(57.4)				



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

**Designation "Psgr."**—Train with diesel locomotive and all passenger train equipment.  
**Designation "Frt."**—Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars other than train movement.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.  
 Referring to Rule 10 (J). When two or three speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above; lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

**GENERAL**

Location	Miles Per Hour	
	Psg.	Frt.
Passenger trains handling 6 cars or less except No. 105 and No. 106.	70	
No. 117 and No. 118, when handling Frt. equipment on straight track. (Must be governed by speed restrictions specified for Frt. trains on curves and at other locations where speed is restricted by Time Table or Train Order.)	70	
All regularly assigned locals		50
All work trains.		50
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30
When using No. 20 turn-outs, unless a different speed is specified.	40	40
When using No. 14 turn-outs.	25	20
When using other turn-outs.	15	15
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20
Within yard limits protected by continuous block signal system.	60	35
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20
Road freight locomotives GP-7 units Nos. 100-129 inclusive. Other road freight locomotives.	65 75	65
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30
When multiple unit engine is controlled from other than leading unit.	30	30
Diesel locomotive running light dynamic brake not in operation, on descending grade in excess of 1%.		35
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 train on curves and other restricted locations must be complied with.)		40 35 20

**GENERAL**

Location	Miles Per Hour	
	Psg.	Frt.
Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main lines—tangent track. On main lines—curves On branch lines.		35 25 25
Trains handling ore cars UP 26000-26499 inclusive, loaded or empty.		50
Trains handling specially equipped cars for company wheels and axles, UP 99000-99014 inclusive and UP 99500-99962		50
Trains handling company scrap.		50
Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power (Slower speed must be observed where conditions require.)		35
Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track. On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through cross-overs or turn-outs.		40 10
Trains handling MCPX and MONX 23,000 series tank cars loaded with phosphorus.		50
Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.		35 45 45
Wye tracks, except those portions used as main track or siding.	6	6
On inside tracks at stations indicated below, account rail weighing 60 pounds or less.	5	5
<b>FIRST SUBDIVISION:</b> Fort Riley —House		
<b>SECOND SUBDIVISION:</b> Ellsworth —South Elevator Wilson —Mill Spur Bunker Hill —House		
<b>LEAVENWORTH BRANCH</b> —All sidings:		
<b>SOLOMON BRANCH</b> —All sidings.		
<b>PLAINVILLE BRANCH</b> —All sidings.		
<b>MCPHERSON BRANCH</b> —All sidings.		

**FIRST SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Maximum speed, except between Kaw Jct. & Newman.	79	60	Between Mile Posts— <b>Belvue</b> 99.7 and 99.8.	70	50
Between Kaw Jct. and Newman M. P. 55.9	79	65	104.6 and 104.8.	35	35
Between Mile Posts— <b>Terminal Jct.</b> , 3.28 and 3.30	30	25	<b>Wamego</b> 105.4 and 107.0.	70	50
<b>Muncie</b> 13.1 and 13.4	70	55	<b>St. George</b> 117.8 and 118.2.	70	50
16.3 and 17.2	65	50	119.1 and 119.4.	30	25
<b>Bonner Springs</b> 17.9 and 18.0	30	30	<b>Manhattan</b> 121.9 and 122.0. Manhattan, over Poyntz Avenue and a trainman must act as crossing watchman.	70	50
20.1 and 20.5	70	55	123.1 and 123.5.	40	25
<b>Loring</b> 21.4 and 21.8	70	55	124.7 and 125.3.	60	45
23.6 and 23.9	70	55	<b>Eureka Lake</b> 129.2 and 129.3.	70	50
25.3 and 25.6	70	55	<b>East Funston</b> 132.5 and 132.7.	70	50
26.3 and 26.6	70	55	133.7 and 137.2.	50	30
27.5 and 27.8	70	55	<b>Junction City</b> 141.0 and 141.5.	70	50
<b>Linwood</b> 30.8 and 31.0.	70	55	143.6 and 145.3.	40	25
33.1 and 33.4.	70	55	<b>Kansas Falls</b> 148.7 and 148.9.	70	50
36.5 and 36.9.	60	45	149.9 and 150.3.	70	50
<b>Lawrence</b> , within city limits.	30	25	<b>Chapman</b> , within city limits.	40	40
39.5 and 40.1.	30	25	<b>Abilene</b> , between Oplena and Elm Streets.	30	25
42.5 and 43.1.	70	55	<b>Abilene</b> , over A. T. & S. F. Crossing.	30	25
<b>Grantville</b> 65.7 and 66.3.	75	55	165.9 and 166.2.	70	50
<b>Topeka</b>			<b>Sand Spring</b> 167.9 and 168.3.	50	35
67.4 and 68.2.	15	15	169.3 and 169.6.	70	50
68.2 and 69.4.	20	20	<b>Solomon</b> 173.3 and 173.5.	50	30
<b>Silver Lake</b> , within city limits	50	45	<b>New Cambria</b> 181.2 and 181.3.	70	50
<b>Rossville</b> , within city limits.	45	45			
<b>St. Marys</b> , within city limits.	25	25			
94.7 and 95.0.	70	50			

**SECOND SUBDIVISION**

Location	Miles Per Hour	Location	Miles Per Hour
Maximum speed.	79 60	Between Mile Posts— 203.9 and 208.1.	70 50
Between Mile Posts— <b>Salina</b> , over Ohio Street Crossing. over A. T. & S. F. Crossing.	30 30 30 25	<b>Terra Cotta</b> 208.4 and 209.4.	60 45
190.7 and 190.9.	70 50	210.0 and 211.1.	40 25
<b>Bavaria</b> 198.4 and 198.7.	70 50	<b>Carnole</b> 211.3 and 212.8.	50 30
<b>Brookville</b> 201.7 and 202.2.	70 50	213.1 and 215.3.	40 25
		215.5 and 216.1.	50 30



SECOND SUBDIVISION (Continued)

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Between Mile Posts— <b>Kanopolis</b> 221.9 and 222.4.	40	25	Between Mile Posts— <b>Yocemento</b> 296.5 and 296.9.	70	50
<b>Ellsworth</b> , over St. L. & S. F. Crossing.	20	20	297.5 and 297.8.	70	50
224.6 and 225.0.	60	45	<b>Ellis</b> 304.3 and 307.0.	55	40
225.6 and 225.8.	70	50	<b>Riga</b> 311.4 and 311.8.	70	50
228.3 and 228.7.	70	50	<b>Wakeenoy</b> Between first crossing west and second crossing east of depot.	40	25
230.6 and 230.9.	60	45	323.3 and 324.0.	55	40
<b>Black Wolf</b> 231.7 and 233.0.	50	35	<b>Voda</b> 330.2 and 330.6.	70	50
235.0 and 236.2.	50	35	331.7 and 332.1.	60	45
238.4 and 239.6.	70	50	335.0 and 335.5.	60	45
<b>Wilson</b> , No. 17 within city limits	55		<b>Collyer</b> 336.5 and 337.1.	55	40
<b>Wilson</b> , No. 18 within city limits.	40		<b>Oakley</b> 383.4 and 384.3.	70	50
<b>Wilson</b> , within city limits.		45	<b>Winona</b> 401.3 and 401.8.	70	50
242.3 and 242.8.	70	50	405.5 and 405.8.	60	45
<b>Dorrance</b> 249.5 and 250.0.	60	45	<b>McAllaster</b> 419.6 and 420.5.	70	50
<b>Bunker Hill</b> 256.4 and 257.0.	70	50	<b>Wallace</b> 424.9 and 425.0.	70	50
<b>Balta</b> 270.1 and 270.5.	70	50			
<b>Victoria</b> , within city limits.	50	40			
<b>Hays</b> , within city limits.	35	35			

THIRD SUBDIVISION

Maximum speed.	79	60	Between Mile Posts— 561.3 and 562.1.	65	50
Between Mile Posts— <b>Weskan</b> 450.8 and 451.1.	70	50	562.9 and 567.2.	60	45
<b>Arapahoe</b> 454.5 and 454.6.	70	50	<b>Deer Trail</b> 587.2 and 589.8.	60	40
<b>Choyenne Wells</b> , within city limits.	50	50	<b>Byers</b> 598.9 and 601.5.	70	50
<b>Aroya</b> 512.4 and 512.7.	70	50	<b>Strasburg</b> 605.2 and 607.1.	70	50
<b>Lake</b> 543.9 and 544.9.	70	50	<b>Watkins</b> 619.3 and 620.5.	70	50
546.2 and 546.6.	70	50	<b>Sable</b> , over Peoria Street Crossing M. P. 631.60.	55	55
<b>River Bend</b> 558.6 and 559.3.	55	40	<b>Denver</b> , over grade crossings within city limits.	35	25

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Maximum speed.	65	65	Between Mile Posts— <b>Hanover</b> Within city limits.	35	35
Light engines.		35	134.1 and 134.9.	55	55
Between Mile Posts— <b>Menoken</b> 4.1 and 4.3.	55	55	135.0 and 135.2.	50	50
6.0 and 6.2.	55	55	136.1 and 136.5.	50	50
7.2 and 7.4.	55	55	<b>Hollenberg</b> 140.0 and 140.3.	50	50
<b>Grove</b> 8.8 and 9.0.	55	55	140.7 and 141.7.	35	35
<b>Emmett</b> 26.5 and 26.9.	50	50	<b>Steele City</b> 142.2 and 142.7.	50	50
<b>Aikins</b> 33.6 and 33.9.	55	55	145.3 and 145.5.	50	50
36.7 and 37.1.	50	50	<b>Endicott</b> C. B. & Q. Crossing M. P. 147.1.	40	40
<b>Onaga</b> 39.3 and 40.9.	50	50	<b>Fairbury</b> C. R. I. & P. Crossing M. P. 152.7 and 154.1.	20	20
42.0 and 42.8.	50	50	C. R. I. & P. Crossing M. P. 154.4.	25	25
43.4 and 45.6.	55	55	155.1 and 155.4.	50	50
<b>Nolan</b> 48.2 and 49.0.	55	55	156.2 and 156.5.	55	55
<b>Lillis</b> 56.6 and 56.9.	55	55	157.5 and 157.9.	55	55
57.6 and 57.8.	55	55	160.0 and 160.3.	55	55
M. P. Crossing M. P. 58.6.	30	30	163.5 and 163.8.	55	55
58.3 and 58.8.	30	30	164.9 and 166.3.	50	50
<b>Winifred</b> 67.9 and 68.2.	50	50	<b>Alexandria</b> 175.5 and 175.9.	50	50
<b>Upland</b> 110.1 and 110.8.	45	45	<b>Belvidere</b> C. B. & Q. Crossing M. P. 177.0.	35	35
111.3 and 111.5.	50	50	177.2 and 177.4.	55	55
<b>Marysville</b> Through turn-out to passenger main track— east end yard west of Elm Street.	10	10	181.7 and 182.0.	55	55
<b>Marysville</b> Freight trains entering and moving through yard tracks.		10	<b>Carleton</b> 184.5 and 184.8.	55	55
115.7 and 116.2.	55	55	185.3 and 185.9.	55	55
<b>Herkimer</b> 118.6 and 119.1.	50	50	187.9 and 189.5.	35	35
121.1 and 126.9.	50	50	190.0 and 190.5.	55	55
			C. & N. W. Crossing M. P. 191.2.	35	35
			<b>Edgar</b> C. B. & Q. Crossing M. P. 200.5.	40	40
			<b>Hastings</b> M. P. 226.7 Fourth Subdivision to M. P. 2.1 Hastings Branch.	20	20
			Between Hastings and Grand Island.	35	30



