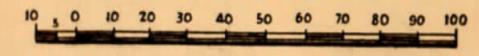


**EASTERN DISTRICT
 KANSAS DIVISION**

CORRECTED TO MAR. 20, 1948

Scale of Miles



**UNION PACIFIC RAILROAD COMPANY
 EASTERN DISTRICT**



KANSAS DIVISION

**TIME-TABLE
 No. 18**

**Effective Sunday,
 January 10, 1954**

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

*Safety Is
 No Accident*

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS				FIRST CLASS					Time-Table No. 18 January 10, 1954	
369 Mixed				69 Passenger	9 Streamliner Passenger	543 Motor Passenger	39 Passenger	17 Passenger		
Daily				Daily	Daily	Daily	Daily	Daily		
				11.30 PM	9.30 PM		9.15 AM	8.30 AM	CT KANSAS CITY, MO.	
				11.38 PM	9.35		9.28	8.35	KANSAS CITY, KAN.	
				1.15 AM	10.37	11.80 AM	11.05 AM	9.38	TOPEKA	
				2.20	11.80	A 1.45 PM (Marysville)	12.20 PM	10.38	MANHATTAN	
				8.10	11.59 PM		1.00	11.02	JUNCTION CITY	
				4.35	12.49 AM		A 2.15 PM	11.54 AM	SALINA	
				A 8.00 AM	8.00			2.05 PM	CT ELLIS	
				7.30 AM	9.09			1.14	MT SHARON SPRINGS	
				11.30 AM	4.09			8.14	HUGO	
				2.42 PM	5.45			4.50	Ar DENVER	
				A 6.30 PM	8.25 AM			7.80 PM	Lv GRANGER	
					A 8.35 PM			A 4.25 AM	MT OGDEN	
									(1229.5 via Cheyenne) (1217.1 via Borie)	
				(11.00) 30.6	(8.30) 35.7	(24.05) 50.5	(2.15) 38.7	(5.00) 37.3	(20.55) 51.2Thru Time Average speed per hour

E. HICKS
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.
W. E. ROSS, 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 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.
J. D. MILEY, 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"	53.	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"	28.6
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. 18 January 10, 1954	Mile Post	FIRST CLASS					SECOND CLASS	
		10 Streamliner Passenger	40 Passenger	544 Motor Passenger	70 Passenger	18 Passenger	370 Mixed	
KANSAS CITY, MO. CT	0.0	A 7.15 AM	A 11.30 AM		A 8.10 PM	A 10.30 PM		
KANSAS CITY, KAN.	2.6	6.53	11.16		7.47	10.10		
TOPEKA	68.0	5.53	10.05	A 4.10 PM (Marysville)	6.15	8.55		
MANHATTAN	119.8	5.03	8.53	2.00 PM (Marysville)	4.55	7.55		
JUNCTION CITY	189.5	4.32	8.31		4.15	7.30		
SALINA	188.6	8.23	7.30 AM		8.00 PM	6.25		
ELLIS CT	808.3	1.21			11.15 AM	4.05		
SHARON SPRINGS MT	429.8	12.12 AM				2.55	A 9.45 AM	
HUGO	525.5	10.14 PM				12.42 PM	4.45 AM	
DENVER Lv	640.4	8.39				10.51 AM	11.50 PM	
GRANGER Ar		6.50				9.00	6.50 PM	
OGDEN MT		6.20 PM				8.10 AM		
(1229.5 via Cheyenne) (1217.1 via Borie)		6.50 AM				10.30 PM		
		Daily	Daily	Daily	Daily	Daily	Daily	
Thru Time.....		(23.25)	(4.00)	(2.10)	(8.55)	(23.00)	(14.55)	
Average speed per hour.....		51.9	46.7	37.1	34.0	46.6	21.6	

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.	Denver or beyond.	Salina and East where scheduled to stop.
17	Lawrence.	St. Louis, Mo., or beyond.	Denver or beyond.	10	Winona.	Denver or beyond.	Topeka, Kansas City or beyond.
17	Abilene.	Kansas City or beyond.	Denver or beyond.	10	Grainfield.	Denver or beyond.	Kansas City or beyond.
17	Ellsworth.	Kansas City or beyond, or Topeka.	Denver or beyond.	10	Quinter.	Denver or beyond.	St. Louis, Mo., or beyond.
139	Lawrence.		Hutchinson and regular stop points west of Hutchinson, excepting California.	508	Russell.	Wichita or beyond.	Des Moines or beyond.
509	Lawrence.	Tri-Cities, Des Moines, or beyond.	Wichita or beyond.	40	Ellsworth.	Any Station.	Any Station.
9	Lawrence.	St. Louis, Mo., or beyond.	Abilene, Denver, or beyond.	140	Abilene.	Hutchinson and regular stop points beyond, excepting California.	
507	Lawrence.	Des Moines or beyond.	Wichita or beyond.	510	Lawrence.	Wichita or beyond.	Tri-Cities, Des Moines or beyond.
69	Any Station.		Denver or beyond.	44	Lawrence.	Herington or beyond, excepting California.	Englewood or Chicago.
69	Solomon.	Any point destined to points on Solomon Branch.		18	Wilson.	Denver or beyond.	Topeka, Kansas City or beyond
9	Abilene.	Kansas City or beyond	Denver or beyond.	18	Ft. Riley.	Denver or beyond.	Kansas City or beyond.
9	Ellsworth.	Lawrence, or Topeka.	Denver or beyond.	18	St. Marys.	Denver or beyond.	
	Russell.	Kansas City or beyond, or Topeka.	Denver or beyond.		Wamego.	Denver or beyond.	

WESTWARD

SECOND CLASS

FIRST SUBDIVISION

Table with columns for train numbers (155, 165, 149, 159, 79, 565) and their respective schedules. Includes 'Time-Table No. 18 January 10, 1954' and 'STATIONS'.

STATIONS list for the left schedule, including Union Station, Armstrong YL, Terminal Jct., Lawrence YL, etc.

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.

WESTWARD

FIRST CLASS

FIRST SUBDIVISION

Table with columns for train numbers (69, 43, 3, 507, 9, 543, 39, 509, 17, 139) and their respective schedules. Includes 'Time-Table No. 18 January 10, 1954' and 'STATIONS'.

STATIONS list for the right schedule, including Union Station, Kansas City, Lawrence YL, etc.

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.

FIRST SUBDIVISION		FIRST CLASS					EASTWARD				
Time-Table No. 18 January 10, 1954		4	10	508	40	544	140	70	510	18	44
STATIONS		C. R. I. & P. Passenger	Streamliner Passenger	C. R. I. & P. Rocket Passenger	Passenger	Motor Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Rocket Passenger	Passenger	C. R. I. & P. Passenger
DN-R UNION STATION US			A 7.15AM		A 11.30AM			A 8.10PM		A 10.30PM	
KANSAS CITY, KAN.			6.56		11.16			7.47		10.10	
DN-R TERMINAL JCT. YL JC		A 1.10AM	6.55	A 8.27AM	11.14		A 6.03PM	7.45	A 7.37PM	10.09	A 10.18PM
C. R. I. & P. JCT. YL		1.08	6.53	8.25	11.12		6.01	7.42	7.35	10.07	10.16
DN KAW JCT. YL KW		1.06	6.51	8.24	11.10		5.59	7.39	7.33	10.05	10.14
MUNOIE		1.01	6.47	8.20	11.04		5.54	7.34	7.29	10.00	10.09
D BONNER SPRINGS BW		12.53	6.40	8.13	10.56		5.46	7.25	7.21	9.52	10.01
DN A. T. & S. F. CROSS. BN											
LOBING		12.50	6.37	8.10	10.53		5.42	7.19	7.17	9.49	9.58
LINWOOD		12.43	6.30	8.03	10.46		5.34	7.09 ⁵¹⁰	7.09 ⁷⁰	9.41	9.51
DN LAWRENCE YL DA		12.31	6.19	7.52	10.35		5.22	6.56	6.58	9.30	9.39
WILLIAMSTOWN		12.23			10.25		5.12	6.43		9.16	9.28
D PERRY KY		12.20	6.08	7.41	10.22		5.09	6.37	6.46	9.13	9.25
GRANTVILLE		12.12	6.00	7.33	10.13		5.00	6.23	6.38	9.03	9.14
DN A. T. & S. F. CROSS. X											
DN-R TOPEKA YL OT		12.04AM	5.53	7.26AM	10.05	A 4.10PM	4.52PM	6.15	6.30PM	8.55	9.05PM
O. R. I. & P. CROSS.											
MENOKEN			5.45		9.55	4.00PM		5.57		8.39	
D SILVER LAKE SI			5.40		9.50 ¹⁷			5.51		8.33	
D ROSSVILLE RV			5.35 ¹⁴⁰		9.40			5.41		8.28	
DN ST. MARYS SY			5.29		9.32 ¹⁵⁰			5.30		8.21	
D BELVUE BV			5.24		9.23			5.20		8.15	
DN WAMEGO WA			5.18		9.16			5.13		8.09	
ST. GEORGE			5.11		9.07			5.03		8.03	
DN MANHATTAN YL MH			5.03		8.58 ¹⁴⁰			4.55		7.55	
O. R. I. & P. CROSS.											
EUREKA LAKE			4.47		8.47			4.38		7.45	
EAST FUNSTON			4.42		8.41			4.30		7.40	
D FORT RILEY FT			4.37		8.37			4.25		7.35	
DN-R JUNCTION CITY YL JN			4.32		8.31			4.15		7.30	
KANSAS FALLS			4.25		8.23			4.05		7.20	
D CHAPMAN CM			4.03		8.14			3.54		7.11	
D DETROIT DR			3.56		8.09			3.47		7.06	
DN ABILENE YL AB			3.50		8.03			3.38		7.00	
A. T. & S. F. CROSS.			3.45 ⁶⁰		7.58 ¹⁵⁰			3.30		6.55 ¹⁵⁴	
WEST ABILENE YL			3.43		7.53			3.25		6.49	
SAND SPRING			3.40		7.49			3.21		6.46	
D SOLOMON YL SK			3.36		7.45			3.16		6.42	
NEW CAMBRIA			3.29		7.37 ⁷⁰			3.07		6.33	
EAST SALINA YL			3.25		7.33			3.03		6.28	
DN-R SALINA YL			3.23 ¹⁵⁵		7.30AM			3.00PM		6.25PM	

Thru time..... (1.06) (3.52) (1.01) (4.06) (0.10) (1.11) (5.10) (1.07) (4.05) (1.13)
Average speed per hour..... 58.8 48.8 63.6 46.7 29.4 54.7 36.1 57.9 45.7 53.2

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

FIRST SUBDIVISION		SECOND CLASS					EASTWARD				
Time-Table No. 18 January 10, 1954		150	166	566	158	80	154				
STATIONS		Local Freight	Mixed	C. R. I. & P. Mixed	Local Freight	A. T. & S. F. Mixed	Time Freight				
DN-R UNION STATION US											
ARMSTRONG YL						A 5.00AM					
DN-R TERMINAL JCT. YL JC						2.50					
C. R. I. & P. JCT. YL						2.45					
DN KAW JCT. YL KW						2.40					
MUNOIE											
D BONNER SPRINGS BW											CS 104 XP
DN A. T. & S. F. CROSS. BN											CS 61 P
LOBING											CS 108 XP
LINWOOD											CS 108 XP
DN LAWRENCE YL DA											CS 96 TRXP
WILLIAMSTOWN											XP
D PERRY KY											CS 108 XWP
GRANTVILLE											CS 102 P
DN A. T. & S. F. CROSS. X											XP
DN-R TOPEKA YL OT		A 10.50AM				1.05					WS 302 WCT ES 122 XP
O. R. I. & P. CROSS.											
MENOKEN		10.40				12.40					117 XP
D SILVER LAKE SI		10.30				12.20					74 P
D ROSSVILLE RV		9.55 ¹⁷				12.05AM					80 WP
DN ST. MARYS SY		9.32 ¹⁴⁰				11.45PM					83 P
D BELVUE BV		8.45				11.27					73 P
DN WAMEGO WA		8.16				11.12 ⁹					85 WP
ST. GEORGE		7.20 ¹⁴⁰				10.40					78 P
DN MANHATTAN YL MH		6.50				10.30 ¹⁵⁸					190 WTP CS 71 C
O. R. I. & P. CROSS.											
EUREKA LAKE		6.00				9.50					118 P
EAST FUNSTON		5.42				9.36					132 P
D FORT RILEY FT		5.30				9.25					119 P
DN-R JUNCTION CITY YL JN		5.20AM			A 2.50PM	8.50					130 WCT
KANSAS FALLS					2.19	7.45					151 TRP
D CHAPMAN CM					2.05	7.20					82 P
D DETROIT DR					1.45	7.10					140 P
DN ABILENE YL AB					1.32 ³⁰	6.55 ¹⁸					72 P
A. T. & S. F. CROSS.											112 WP
WEST ABILENE YL			A 9.50AM		11.34AM	A 4.55PM	6.35				I
SAND SPRING					11.29 ¹⁷	4.45	6.30				36 P
D SOLOMON YL SK		A 7.20AM	9.30 ¹⁵⁰		11.10	4.35	6.22				WS 77 ES 40 TP
NEW CAMBRIA		7.00 ⁵⁰⁵	9.10		10.50	4.25	6.10				85 P
EAST SALINA YL		6.50	9.00AM		10.40	4.15PM	6.03				P
DN-R SALINA YL		6.40AM			10.30AM		6.00PM				WCT YRP

Thru time..... (5.30) (0.40) (0.50) (4.20) (0.40) (11.00)
Average speed per hour..... 13.0 21.5 23.9 10.9 29.9 10.9

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

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 units, etc. See Rule 6(A), Page 3.	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 YEP	7.30AM	5.30AM		11.54AM	4.35AM	12.49AM
03 P	f 7.45	5.40		12.01PM	f 4.45	12.56
121 P	s 7.55	5.50		12.06	s 4.53	1.01
42 P	f 8.01	5.58		12.09	f 4.58	1.04
P	f 8.04	6.01		12.11	f 5.00	1.06
46 P	f 8.10	6.10		12.15	f 5.06	1.10
58 WTP	s 8.35	6.20		12.23	s 5.16	1.18
WB 105 ES 105 WP	s 9.15 ¹⁵⁶	6.30		12.29	s 5.26	1.24
I						
37 P	f 9.30	6.42		12.38	f 5.36	1.31
69 P	s 9.45	6.55		12.46 ⁷⁰	s 5.48	1.39
73 WCP	s 10.15	7.15		12.51	s 5.56	1.44
53 P	s 10.35	7.30 ¹⁵⁶		12.57 ¹⁵⁴	s 6.05	1.50
51 P	f 10.45	7.40		1.02	f 6.11	1.55
76 WP	s 11.50 ⁷⁰	8.15		1.07	s 6.23 ¹⁵⁶	2.00 ¹⁰
63 P	f 12.06 ¹⁵⁴	8.23		1.11	f 6.28	2.04
119 P	s 12.30	8.30		1.16	s 6.35	2.09
27 P	f 12.40	8.36		1.19	f 6.38	2.12
P	s 1.00	8.45		1.23	s 6.42	2.16
48 P	f 1.28 ¹⁵⁷	8.55		1.28 ¹⁵⁷	f 6.49	2.21
144 WP	s 2.00	9.30		1.36	s 6.55	2.29
89 P	f 2.10	9.40		1.43	f 7.10	2.36
52 P	f 2.20	9.50		1.46	f 7.15	2.39
WCT OTEP	A 2.45PM	A 11.00AM	7.30AM	2.05 1.14	A 8.00AM	3.00 2.09
63 P		f 7.41		1.20		2.15
82 P		f 7.49		1.25		2.20
80 WP		s 8.10		1.33		2.28
43 P		f 8.21 ³⁷⁰		1.40		2.35
34 P		f 8.29		1.46		2.41
51 P		f 8.40		1.53		2.48
67 WP		f 8.50		1.59 ¹⁸		2.55
44 P		f 9.01		2.04		3.00
50 P		f 9.14		2.12		3.08
43 P		f 9.22		2.17		3.13
56 WCTP		s 9.50		2.24		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 24 YEP		A 11.01AM		A 3.12PM		A 4.07AM

(7.15) (5.30) (3.31) (4.18) (3.25) (4.18) Thru time
16.1 21.2 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. 18
January 10, 1954

STATIONS

DN-R SALINA YL BC
A. T. & S. F. CROSSING
BAVARIA
D BROOKVILLE RK
ARCOLA
TERRA COTTA
CARNEIRO
D KANOPOLIS KA
DN ELLSWORTH YL WO
ST. L. & S. F. CROSSING
BLACK WOLF
D WILSON WN
D DORRANCE DO
D BUNKER HILL BH
HOMER
DN RUSSELL YL RU
BALTA
D GORHAM GJ
WALKER
D VICTORIA VC
TOULON
DN HAYS YL HA
YOCEMENTO
HOG BACK
CT MT DN-R ELLIS YL RT
RIGA
D OGALLAH OG
DN WAKENNEY W
VODA
D COLLYER JY
D QUINTER QN
D BUFFALO PARK BP
D GRAINFIELD GF
D GRINNELL GD
CAMPUS
DN OAKLEY YL OQ
D MONUMENT MU
D PAGE CITY PG
D WINONA GW
McALLASTER
D WALLACE A
SOMENA
DN-R SHARON SPRINGS YL PS

BLOCK SIGNALS

(243.2)

Time-Table No. 18
January 10, 1954

STATIONS

Stations	Mile Post	70 Passenger	18 Passenger	10 Streamliner Passenger	156 Local Freight	370 Mixed	154 Time Freight
DN-R SALINA YL BC	186.6	A 2.20PM	A 6.15PM	A 3.20PM	A 11.15AM		A 3.40PM
A. T. & S. F. CROSS.	187.2						
BAVARIA	194.8	f 2.00	6.03	3.03	f 11.00		3.00
D BROOKVILLE RK	201.4	s 1.50	5.57	2.58	s 10.50		2.42
ARCOLA	205.4	f 1.42	5.53	2.55	f 10.40		2.34
TERRA COTTA	207.3	f 1.40	5.51	2.53	f 10.37		2.31
CARNEIRO	211.6	f 1.35	5.48	2.49	f 10.30		2.25
D KANOPOLIS KA	219.2	s 1.25	5.37	2.41	s 10.15		2.10
DN ELLSWORTH YL WO	223.7	s 1.17	5.32	2.36	s 9.15 ¹⁵⁷		2.00
ST. L. & S. F. CROSS.	224.4						
D BLACK WOLF BK	231.5	f 12.58	5.24	2.27	s 8.55		1.34
D WILSON WN	239.9	s 12.46 ¹⁷	5.15	2.20	s 8.40		1.20
D DORRANCE DO	246.4	s 12.34	5.09	2.15	s 8.00		1.10
D BUNKER HILL BH	253.4	s 12.25	5.02	2.10	s 7.30 ¹⁵⁴		12.57 ¹⁷
HOMER	259.2	f 12.18	4.56	2.05	f 6.59		12.50
DN RUSSELL YL RU	263.3	s 12.13	4.51	2.00 ⁹	s 6.23 ⁶⁹		12.45
BALTA	266.7	f 12.06 ¹⁵⁷	4.45	1.54	f 6.05		12.37
D GORHAM GJ	272.4	s 11.59AM	4.40	1.49	s 5.55		12.30 ¹⁵⁷
WALKER	275.5	f 11.55	4.37	1.46	f 5.48		12.25
D VICTORIA VC	279.5	s 11.49	4.33	1.43	s 5.40		12.19
TOULON	284.8	f 11.41	4.28	1.39	f 5.30		12.12
DN HAYS YL HA	290.1	s 11.35	4.23	1.34	s 5.20		12.05PM
YOCEMENTO	295.4	f 11.26	4.14	1.28	f 5.05		11.58AM
HOG BACK	298.8	f 11.21	4.10	1.25	f 4.58		11.52
DN-R ELLIS YL RT	308.3	11.15AM	4.05	1.21	4.50AM	A 9.45AM	11.45AM
RIGA	308.4		2.44	12.03AM		f 9.15	
D OGALLAH OG	313.7		2.38	11.59PM		f 9.05	
DN WAKENNEY W	322.3		2.28	11.52		s 8.45	
VODA	330.0		2.19	11.43		f 8.21 ³⁶⁹	
D COLLYER JY	335.8		2.13	11.38		f 8.10	
D QUINTER QN	343.3		2.06	11.31		f 8.01	
D BUFFALO PARK BP	350.9		1.59 ¹⁷	11.25		f 7.45	
D GRAINFIELD GF	356.3		1.54	11.20		f 7.35	
D GRINNELL GD	365.2		1.46	11.12		f 7.15	
CAMPUS	371.2		1.40	11.07		f 7.02	
DN OAKLEY YL OQ	377.4		s 1.33	11.01		s 6.50	
D MONUMENT MU	386.1		1.22	10.53		f 6.05	
D PAGE CITY PG	393.6		1.17	10.47		f 5.52	
D WINONA GW	399.0		1.12	10.42		f 5.40	
McALLASTER	406.4		1.03	10.34		f 5.23	
D WALLACE A	421.1		12.52	10.23		f 5.05	
SOMENA	425.6		12.47	10.19		4.55	
DN-R SHARON SPRINGS YL PS	429.8		12.42PM	10.14PM		4.45AM	

BLOCK SIGNALS

(243.2)

Thru time..... (3.05) (4.33) (4.06)
Average speed per hour..... 38.0 53.4 59.3 (6.25) (5.00) (3.55)
18.2 23.3 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 6(A), Page 24.	SECOND CLASS			FIRST CLASS		
	83	369	81	17	7	9
	C. R. I. & P. Freight Daily	Mixed Daily	C. R. I. & P. Freight Daily	Passenger Daily	C. R. I. & P. Rocket Passenger Daily	Streamliner Passenger Daily
WC						
84 YFP		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		12.13 ¹⁸ PM		3.35		4.30
80 P		12.22		3.40		4.35
64 WP		12.37		3.44		4.39
63 P		12.45		3.49		4.44
68 P		12.53		3.54		4.49
69 P		1.04		4.02		4.57
58 WCTP		1.17		4.07		5.02
63 P		1.26		4.13		5.08
61 P		1.35		4.18		5.13
62 P		1.45		4.24		5.19
62 P		1.59		4.33		5.28
95 WP		2.11		4.40		5.35
WC		2.24		4.49		5.44
82 YFP		2.42		4.50		5.45
119 P		2.51		4.57		5.52
21 WP		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	3.22 6.33	5.16 6.58	6.15	
61 P		6.05 ⁸²	3.32 6.48	5.23 7.05	6.22	
100 P		6.15	3.37 6.58	5.27 7.10	6.26	
24 P		6.25	3.44 7.15 ⁷	5.32 ⁸² 7.15 ⁸¹	6.31	
WS 28 ES 50 WCTP		6.35	3.52 7.28	5.37 7.20	6.36	
61 P		6.50	4.01 7.45	5.43 7.27	6.42	
62 P		7.05	4.16 8.01	5.49 7.33	6.48	
68 WP		7.35 ¹⁰	4.27 8.15	5.55 7.39	6.54	
100 P		7.55	4.35 ⁸² 8.30	6.01 7.45	7.00	
61 P		8.10	4.45 8.45	6.07 7.51	7.06	
100 WP		8.18 ³⁷⁰	4.53 8.58	6.12 7.55	7.10	
62 P		8.35	5.01 9.25 ¹⁸	6.16 7.59	7.14	
P		8.50	5.11 9.40	6.22 8.04	7.19	
84 P		9.00	5.20 9.52	6.27 8.08	7.23	
72 YP		9.05	5.25 10.03 ⁸⁴	6.30 8.10	7.26	
P		10.00PM	5.27 10.15AM	6.31 8.11	7.27	
75 P			5.28	6.32	8.12	7.28
WCOTPE			5.45PM	6.40PM	8.16AM	7.35AM

(4.30) (6.15) (4.00) (3.26) (1.25) (3.20) Thru time
18.5 33.3 20.8 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 S-72.

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

THIRD SUBDIVISION

EASTWARD

Time-Table No. 18
January 10, 1954

STATIONS	Mile Post	FIRST CLASS			SECOND CLASS		
		18 Passenger	8 C. R. I. & P. Rocket Passenger	10 Streamliner Passenger	84 C. R. I. & P. Freight	82 C. R. I. & P. Freight	370 Mixed
DN-R SHARON SPRINGS YL PS	429.8	12.37PM		10.11PM		3.40AM	
SUNLAND	438.8	12.32		10.04		3.30	
D WESKAN MO	441.8	12.24		9.57		3.18	
OHEMUNG	448.2	12.18		9.52		3.02	
ARAPAHOE	453.1	12.13 ³⁶⁹		9.48		2.53	
SALIS	458.2	12.08		9.44		2.44	
DN OHEYENNE WELLS CW	468.0	12.03PM		9.40		2.35	
ASCALON	468.1	11.58AM		9.36		2.13	
FIRST VIEW	478.5	11.53		9.32		2.05	
ARENA	482.3	11.44		9.24		1.50	
D KIT CARSON KC	487.7	11.39		9.20		1.30	
SORRENTO	494.0	11.32		9.15		1.20	
WILD HORSE	500.4	11.26		9.10		12.55	
AROYA	507.6	11.19		9.04		12.40	
BOYERO	518.0	11.09		8.55		12.20	
CLIFFORD	526.3	11.01		8.48		12.05AM	
DN-R HUGO YL HU	535.5	10.51		8.39		11.50PM	
BAGDAD	541.7	10.48		8.38		11.20	
LAKE	547.9	10.42		8.28		11.06	
(C. R. I. & P. Crossing)							
DN-R LIMON YL MN	550.5	10.33		8.20		10.50	
LIMON JUNCTION YL	550.6		2.13PM		12.45PM	7.30PM	
RIVER BEND	556.6	10.25	2.07	8.11	12.30	6.20 10.15	
CEDAR POINT	568.2	10.19	2.02	8.05	12.20PM	6.05 ⁸³ 10.06	
BUICK	567.1	10.15	1.59	8.00	11.55AM	5.45 9.59	
D AGATE AX	572.2	10.10	1.54	7.56	11.45	5.32 ¹⁷ 9.50	
LOWLAND	578.1	10.04	1.49	7.51	11.32	5.15 9.40	
DN DEER TRAIL DX	584.2	9.58	1.43	7.46	11.20	5.05 9.28	
PHORIA	590.1	9.52	1.38	7.41	11.13	4.55 9.07	
D BYERS BY	596.6	9.46	1.33	7.35 ⁸³	11.05	4.45 8.57	
D STRASBURG SR	602.5	9.41	1.28	7.30	10.58	4.35 ³⁶⁹ 8.46	
D BENNETT BT	608.9	9.35	1.23	7.25	10.50	4.20 8.34	
MANILA	613.7	9.30	1.19	7.21	10.42	4.12 8.18 ⁸³	
WATKINS	618.4	9.25 ⁸¹	1.15	7.17	10.35	4.02 8.10	
MESA	625.0	9.19	1.10	7.11	10.22	3.50 7.59	
MAGEE	628.1						
D SABLE SB	630.5	9.14	1.05	7.06	10.10	3.40 7.50	
ROYDALE	633.2	9.11	1.02	7.03	10.03 ⁸¹	3.33 7.46	
DN SANDOWN JCT. SW	634.0	9.10	1.01	7.01	10.00AM	3.30PM 7.44	
SANDOWN	634.8	9.09	1.00	7.00		7.43	
PULLMAN YL	638.2	9.05AM	12.55PM	6.55PM		7.35PM	

Thru time..... (3.32) (1.18) (3.16)
Average speed per hour..... 59.0 67.4 63.8 (2.45) (4.00) (8.05)
30.3 20.8 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

SECOND CLASS

FIRST CLASS

Time-Table No. 18
January 10, 1954

Table with columns for station names, train numbers (217, 223, 543), and times. Includes a 'Mile Post' column and a 'CENTRALIZED TRAFFIC CONTROL' section.

STATIONS list for Westward: MENOKEN, GROVE, DELIA, EMMETT, AIKINS, ONAGA, NOLAN, LILLIS, SULLIVAN, M. P. CROSSING, FRANKFORT, WINIFRED, UPLAND, DN-R MARYSVILLE, HERKIMER, BREMEN, C. B. & Q. CROSS., HANOVER, HOLLENBERG, STEELE CITY, RUDY, ENDICOTT, O. R. I. & P. CROSS., FAIRBURY, C. R. I. & P. CROSS., HEDRIX, ALEXANDRIA, BELVIDERE, CARLETON, C. & N. W. CROSS., DAVENPORT, EDGAR, FAIRFIELD, GLENVIL, LEVEL, M. P. CROSSING, DONIPHAN, BELT LINE CROSS., GRAND ISLAND.

(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

FIRST CLASS

SECOND CLASS

Time-Table No. 18
January 10, 1954

Table with columns for station names, train numbers (544, 224, 218), and times. Includes a 'Mile Post' column and a 'CENTRALIZED TRAFFIC CONTROL' section.

STATIONS list for Eastward: MENOKEN, GROVE, DELIA, EMMETT, AIKINS, ONAGA, NOLAN, LILLIS, SULLIVAN, M. P. CROSSING, FRANKFORT, WINIFRED, UPLAND, DN-R MARYSVILLE, HERKIMER, BREMEN, C. B. & Q. CROSS., HANOVER, HOLLENBERG, STEELE CITY, RUDY, ENDICOTT, O. R. I. & P. CROSS., FAIRBURY, C. R. I. & P. CROSS., HEDRIX, ALEXANDRIA, BELVIDERE, CARLETON, C. & N. W. CROSS., DAVENPORT, EDGAR, FAIRFIELD, GLENVIL, LEVEL, M. P. CROSSING, DONIPHAN, BELT LINE CROSS., GRAND ISLAND.

Thru time (7.00) 30.6 (1.00) 24.4 (0.20) 16.5 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.

WESTWARD		JUNCTION CITY BRANCH			EASTWARD	
Car capacity of sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 18 January 10, 1954	Mile Post	SECOND CLASS	
		175 Mixed Daily Except Sunday			176 Mixed	
			STATIONS			
WOTR		3.35AM	DN-R JUNCTION CITY YL JN	0.0A	6.30PM	
23		f 3.55	8.1 ALIDA	8.1f	6.10	
42		s 4.15	5.6 MILFORD MR	18.6s	5.55	
17 w		s 4.35	5.8 WAKEFIELD WF	19.4s	5.40	
15		f 4.57	8.5 BROUGHTON	27.9f	5.17	
30 w		s 6.20	5.5 OLAY CENTER YL CA	38.4s	5.00	
4			0.8 DEHYD	34.2		
14		f 6.45	6.9 IDANA	41.1f	2.25	
9		f 6.55	4.9 BROWDALE	46.0f	2.12	
15 r		s 8.15	0.2 D-R MILTONVALE YL MV	51.9s	2.00	
			20.0 M. V. JUNCTION YL	52.1	1.42	
			0.4 C. O. JUNCTION YL	72.1	1.02	
CWT		A 9.05AM	D-R CONCORDIA YL ND	72.5	1.00PM	
			(72.6)			

(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. 18 January 10, 1954	Mile Post	SECOND CLASS	
		166 Mixed Mondays, Wednesdays, Fridays			165 Mixed	
			STATIONS			
77 r		7.30AM	D-R SOLOMON YL SK	0.0	A 11.30AM	
40		s 7.45	6.6 NILMS XN	6.6	s 11.15	
38		f 7.55	2.6 VERDI	9.0	f 11.05	
30		s 8.10	5.7 BENNINGTON BN	14.7	s 10.50	
55		f 8.25	6.2 LINDSBY	20.9	f 10.35	
18		s 8.40	2.4 MINNEAPOLIS YL MI	23.8	s 10.25	
16 w			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	6.6 DELPHOS DF	34.7	s 9.45	
30		s 9.35	6.9 GLASCO GK	41.6	s 9.20	
33		s 9.55	5.2 SIMPSON BE	46.8	s 9.00	
25		s 10.10	8.0 ASHEVILLE	49.8	s 8.50	
			7.4 M. P. CROSSING	57.2		
34 WTC		A 10.45AM	D-R BELOIT YL BL	57.4	8.30AM	
			(57.4)			

(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. 18 January 10, 1954	Mile Post	FIRST CLASS				
		185 Local Freight Daily Except Sunday			183 Local Freight Daily	533 Motor Passenger Daily	534 Motor Passenger	184 Local Freight	186 Local Freight
			STATIONS						
WOTR		8.45AM	DN-R SALINA YL	0.0A	2.30PM				A 11.00PM
24		f 8.52	3.4 TRENTON	3.4f	2.15			f 2.43	10.15
28		f 8.58	2.6 SHIPTON	6.0f	2.10			f 2.33	10.07
13		f 9.04	8.0 MARYDEL	9.0f	2.04			f 2.23	10.01
20		s 9.10	2.5 OULVER CU	11.5s	1.59			f 2.08	9.55
42		s 9.30	7.0 TESCOOTT BX	18.5s	1.48 ¹⁸⁴			f 1.48 ¹⁸⁴	9.35
49 w		s 9.50	6.3 BEVERLY VY	23.8s	1.38			f 1.15	9.21
21		f 10.00	2.6 SHADY BEND	26.4f	1.33			f 1.05	9.15
21			6.5 QUARTZITE	32.9					
			0.9 A. T. & S. F. CROSSING	33.8					
32		s 10.40	0.8 D LINCOLN CENTER NC	34.1s	1.13			f 12.40	8.55
53		s 11.05	6.6 D VESPER VS	40.7s	12.59			f 12.05PM	8.40
44 w		s 11.45AM ¹⁸⁴	6.2 D SYLVAN GROVE YL YG	46.9s	12.49			f 11.45AM ¹⁸³	8.25
			5.6 WOLF CREEK	52.4					
47		s 12.33PM ⁵³⁴	8.6 D LUCAS QS	56.0s	12.33 ¹⁸³			f 10.45	7.59
39		s 1.15	9.4 D LURAY AU	65.4s	12.17			f 10.15	7.35
43		s 1.40	8.1 D WALDO OW	71.8s	12.08PM			f 9.52 ⁵³³	7.20
27 w		s 2.10	7.7 D PARADISE VM	79.2s	11.53AM			f 9.34	7.00
38		s 2.40	7.8 D NATOMA NO	87.0s	11.41			f 9.18	6.40
28		s 3.05	8.1 D ODELL	95.1s	11.27			f 9.02	6.20
28 WOT		8.00AM	8.4 DN-R PLAINVILLE YL VN	108.5	11.15 ⁵³³			8.45AM	A 2.30PM
			6.9	11.30	11.00				6.00PM
37		s 8.15	6.9 D EURICH ZU	110.4s	10.40				s 2.00
33		s 8.35	7.4 D PALOO PO	117.8s	10.25				s 1.40
22		s 8.45	4.9 DAMAR	122.7s	10.10				s 1.20
23 w		s 9.05	6.6 D BOGUE BG	129.8s	9.55				s 1.00
36 r		s 9.40 ⁵³⁴	8.7 D HILL CITY YL CH	138.0s	9.40 ¹⁸⁵				s 12.35PM ⁵³³
28		s 10.05	6.7 D PENOKER PK	144.7s	9.30				s 11.50AM
26 w		s 10.40	5.5 D MORLAND MD	150.2s	9.20				s 11.30
27		s 11.00 ¹⁸⁶	6.2 D STUDLEY	155.4s	9.10				s 11.00 ¹⁸⁶
29		s 11.20	7.1 D TABOO	162.5s	8.55				s 10.40
27 w		s 11.45AM	7.9 D HOXIE KZ	170.4s	8.40				s 10.10
23		f 12.10PM	8.7 D SQUIN	179.1f	8.23				f 9.00
30 w		s 12.35	7.1 D MENLO MZ	186.2s	8.08				s 8.35
28		f 1.00	7.8 D HALFORD	194.0f	7.55				f 8.10
26 FWY		f 1.40	9.5 D COLBY YL CB	208.5f	7.40 ¹⁸⁶				s 7.40 ⁵³⁴
30		f 1.50	5.4 D ALTAIR	208.9f	7.26				f 6.55
15		f 1.55	8.6 D MINGO	212.6f	7.20				f 6.45
30		f 2.08	5.5 D SPICA	218.0f	7.10				f 6.30
FWCY		A 2.30PM	6.7 DN-R OAKLEY YL OQ	224.7	7.00AM				6.15AM
			(224.7)						

(6.30) (6.45) (8.15) Thru Time (7.30) (6.30) (8.15) (5.00)
 20.1 15.3 27.6 Average speed per hour 30.0 15.9 14.7 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.

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 20 miles per hour.

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

Where rules, special rules or bulletins 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. On curves.			30 25
Inspection bus cars.		40	40	Trains handling scale test cars: On main line. On branch lines.			30 20
When caboose is handled in train consisting of passenger train equipment.		50		Trains handling CNW, CMSt.P&P or GN jeep ore cars.			30
Within yard limits protected by continuous block signal system.	60	50	25	Trains handling air-dump cars.			35
Within yard limits not protected by continuous block signal system.	50	40	25	When using No. 14 turn-outs.	25	20	20
Passing fueling stations.	50	40	25	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 6 10	15 10 6 10	15 10 6 10
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 40	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 running light, dynamic brake not in operation.			35	Over spring switches, where movement is over facing point switch.	20	20	20
Diesel-Electric switch engines in road service.		35	35	Railroad crossings, not otherwise specified, where governed by automatic interlocking signals, between the two home signals governing movement over the crossing.	20	20	20
Diesel-Electric locomotives 1500 to 1563, inclusive.		50	50	On wye tracks, except those portions used as main track.	5	5	5
U. P. 7000 and 7800 class engines.		75	50	Jordan spreaders and other machines of spreader type, when in operation.			15
U. P. 3800 and 3900 class engines.		60	50	On side tracks laid with rail weighing 60 pounds or less.		5	5
U. P. 5000 and 9000 class engines.		50	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
U. P. 4000 class engines.		45	45				
MacArthur type engines with 63-in. drivers.		55	50				
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				
Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35				

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-Electric locomotive between Kansas City and Menoken.			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
Maximum speed, mixed trains.			50	Terra Cotta 208.4 and 209.4.	60	50	40
Between Mile Posts— Salina , over A. T. & S. F. Crossing.	30	30	25	210.0 and 211.1.	40	35	25
190.7 and 190.8.	70	60	45	Carneiro 211.3 and 212.8.	50	40	25
Bavaria 198.4 and 198.7.	70	60	45	213.1 and 215.3.	40	35	25
Brookville 201.7 and 202.2.	70	60	45	215.5 and 216.1.	50	40	25

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
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.	70	60	45
230.6 and 230.9.	60	50	40	331.7 and 332.1.	60	50	40
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 79 70 79	65 75 65 75	45 50 45 50	Between Mile Posts— River Bend 558.8 and 559.3.	55	45	35
Maximum speed, mixed trains.			50	561.3 and 562.0.	70	60	45
Freight engines not otherwise shown.		45		562.9 and 567.2.	60	50	40
Between Mile Posts— Chemung 450.8 and 451.1.	70	60	45	562.9 and 567.2, with U. P. 2200, 2300 and 2400 class engines.		40	40
Arapahoe 454.5 and 454.6.	70	60	45	562.9 and 567.2, with U. P. 5000 class engines.	30	30	
Aroya 512.4 and 512.7.	70	60	45	Cedar Point Siding.	5	5	5
Bagdad 543.9 and 544.9.	70	60	45	Deer Trail 587.2 and 589.8.	60	50	40
546.2 and 546.6.	70	60	45	Byers 598.9 and 601.5.	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.	Frnt.		Psgr.	Frnt.
Maximum speed: On straight track, between Menoken and Upland. On straight track, between Upland and Hastings.	65 65	50 45	Between Mile Posts— 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-electric locomotive between Menoken and Hastings.		50	Hollenberg 140.1 and 140.3	25	25
Light engines.		35	140.8 and 141.6	25	25
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	25 25	Steele City 142.2 and 142.6	50	45
Between Mile Posts— Emmett 26.5 and 26.9	50	45	Endicott C. B. & Q. Crossing M. P. 147.1	35	35
Aikins 36.7 and 37.1	50	45	Fairbury C. R. I. & P. Crossing M. P. 152.7 and M. P. 153.9	20	20
Onaga 39.4 and 42.9	50	45	C. R. I. & P. Crossing M. P. 154.4	25	25
Frankfort M. P. Crossing M. P. 58.3	30	30	155.1 and 155.3	50	45
Winifred 67.9 and 68.2	50	45	164.9 and 166.3	50	45
Marysville Through turn-out to passenger main track—east end yard west of Elm Street.	10	10	175.5 and 175.9	50	45
115.7 and 116.2	50	45	Belvidere C. B. & Q. Crossing M. P. 177.0	35	35
Herkimer 118.6 and 119.1	50	45	181.7 and 182.0	50	45
121.1 and 126.9	50	45	Carleton 184.5 and 184.7	50	45
Hanover , within city limits. C. B. & Q. Crossing M. P. 128.1	25	25	187.9 and 189.1	50	40
129.7 and 129.9	50	45	Davenport C. & N. W. Crossing M. P. 191.2	35	35
133.4 and 133.9	50	45	Edgar C. B. & Q. Crossing M. P. 200.5	35	35
			Hastings M. P. Crossing M. P. 226.4	35	25
			C. B. & Q. Crossing M. P. 227.2	35	25
			Between Hastings and Grand Island.	35	30
			Motor trains, between Hastings and Grand Island.	40	

BRANCHES

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

