

WESTWARD				SECOND CLASS				FIRST SUBDIVISION				Time-Table No. 12 April 29, 1951	STATIONS
155 Time Freight	471 Time Freight	165 Mixed	357 Time Freight	277 Time Freight	147 Local Freight	149 Local Freight	159 Local Freight	565 C. R. I. & P. Mixed	79 A. T. & S. F. Mixed	187 Mixed	355 Time Freight		
Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Monday, Wednesday, Friday	Daily		
7.00PM	6.00PM		12.01PM	6.00AM	5.00AM						12.05AM		
7.05	6.05		12.03	6.05	5.05						12.07		
7.10	6.08		12.05	6.10	5.10						12.09		
				6.20 ¹⁴⁷	6.20 ²⁷⁷								
						8.34 ¹³⁹							
						9.05 ⁵³⁷							
						9.50 ⁵⁰⁰							
						10.24 ⁵⁹							
8.35	7.40		1.30	7.40	11.20AM						1.40		
8.55 ³⁵⁸	7.54 ³⁹		1.50 ³⁵⁶	7.55		4.15AM				4.00AM	1.50		
9.07	A 8.20PM		A 2.00PM	A 8.15AM		f 4.30				A 4.20AM	A 2.00AM		
9.28 ³⁸						f 5.14 ¹⁰							
9.34						f 5.36							
9.44						s 6.10							
9.54						f 6.35							
10.04						s 7.00							
10.15						f 7.20 ¹⁵⁰							
10.30 ¹⁵⁴						s 7.58 ⁴⁰							
10.45						f 9.25							
10.55						f 9.40							
11.05						s 10.25							
11.15PM ⁹													
1.15AM						A 10.45AM	5.10AM						
1.25						f 5.25							
1.35						s 5.58							
1.45						s 6.15							
1.55						s 6.58 ⁴⁰							
1.57							8.35	7.55AM	7.10AM				
2.03						f 8.50	8.05	f 7.20					
2.10		4.10PM				s 9.15	f 8.10	f 7.30					
2.22		4.25 ⁸⁰				f 9.30	8.30	7.40					
2.30		4.35				9.40	A 8.40AM	A 8.10AM					
A 3.10AM ¹⁰	A 4.45PM					A 10.00AM							

Time-Table No. 12
April 29, 1951

STATIONS

DN-R UNION STATION US

ARMSTRONG YL
0.8

DN-R TERMINAL JCT. YL JC
0.9

C. R. I. & P. JCT. YL
0.9

DN KAW JCT. YL KW
4.4

MUNCIE
8.0

D BONNER SPRINGS BW
0.5

DN A. T. & S. F. CROSS. BN
2.7

LORING
7.6

LINWOOD
11.3

DN LAWRENCE YL DA
9.2

WILLIAMSTOWN
3.3

D PERRY KY
9.2

GRANTVILLE
6.2

DN A. T. & S. F. CROSS. X
0.5

DN-R TOPEKA YL OT
0.2

C. R. I. & P. CROSS.
0.7

DN WEST TOPEKA YL CH
4.0

DN MENOKEN YL MX
5.8

D SILVER LAKE SI
5.3

D ROSSVILLE RV
7.6

DN ST. MARYS SY
6.2

D BELVUE BV
6.9

DN WAMEGO WA
6.8

ST. GEORGE
7.8

DN MANHATTAN YL MH
0.1

C. R. I. & P. CROSS.
6.5

EUREKA LAKE
5.7

EAST FUNSTON YL
4.1

D FORT RILEY FT
3.8

DN-R YL JN

JUNCTION CITY
6.9

KANSAS FALLS
5.9

D CHAPMAN CM
6.2

D DETROIT DR
5.2

DN ABILENE YL AB
0.8

A. T. & S. F. CROSS.
0.2

WEST ABILENE YL
3.4

SAND SPRING
4.2

D SOLOMON YL SK
8.1

NEW CAMBRIA
4.2

EAST SALINA YL
2.0

DN-R SALINA YL SC A

DOUBLE TRACK

BLOCK SIGNALS

(8.10) 22.4 (2.20) 29.8 (0.35) 24.5 (1.50) 35.1 (2.15) 30.9 (6.20) 10.3 (6.30) 10.8 (4.50) 9.7 (0.45) 26.5 (1.00) 19.9 (0.20) 9.3 (1.55) 36.3

..... Thru time
..... 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 S-72.

On double track, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.

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

WESTWARD				FIRST CLASS				FIRST SUBDIVISION				Time-Table No. 12 April 29, 1951	STATIONS
37 Passenger	43 C. R. I. & P. Passenger	3 C. R. I. & P. Passenger	507 C. R. I. & P. Rocket Passenger	9 Passenger	39 Passenger	69 Passenger	509 C. R. I. & P. Rocket Passenger	537 Motor Passenger	139 C. R. I. & P. Passenger	Mill Post			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
11.30PM				9.30PM	6.30PM	9.15AM		8.00AM		0.0			
11.38				9.35	6.37	9.23		8.06		2.5			
11.40	11.17PM	11.06PM	9.51PM	9.36	6.38	9.25	9.04AM	8.08	8.07AM	3.8			
11.42	11.19	11.08	9.52	9.37	6.40	9.27	9.06	8.10	8.09	4.2			
11.44	11.21	11.10	9.53	9.38	6.42	9.29	9.08	8.12	8.11	5.1			
11.51PM	11.27	11.15	9.57	9.42	6.47	9.33	9.12	8.17	8.16	9.5			
12.01AM	11.36	11.23	10.04	9.49	6.53	9.40	9.19	8.31	8.24	17.5			
										18.0			
12.05	11.40	11.26	10.07	9.52	6.56	9.43	9.22	8.36	8.27	20.7			
12.14	11.47PM	11.33	10.14	9.58	7.02	9.50	9.28	8.47	8.34 ¹⁴⁷	28.3			
12.30	12.01AM	11.45	10.24	10.09	7.16	10.05	9.39	9.05 ¹⁴⁷	8.45	39.6			
12.40	12.10	11.53			7.24			9.17	8.55	48.8			
12.43	12.14	11.56PM	10.35	10.20	7.27	10.16	9.50 ¹⁴⁷	9.22	8.58	52.1			
12.53	12.23	12.03AM	10.43	10.28	7.36	10.24 ¹⁴⁷	9.58	9.43	9.07	61.3			
										67.5			
1.15	A 12.40AM	A 12.10AM	A 10.52PM	10.37	7.51	10.50	A 10.05AM	10.00	A 9.15AM	68.0			
										68.2			
1.19				10.39	7.54 ⁴⁷¹	10.53		10.03		68.9			
1.25				10.44	7.59	10.57 ¹⁵⁰		A 10.10AM		72.9			
1.30				10.49	8.05	11.04				78.7			
1.36				10.54	8.10	11.11				84.0			
1.45				11.01	8.20	11.21				91.6			
1.51				11.06	8.26	11.28				97.8			
1.58				11.12 ¹⁵⁴	8.34	11.37				104.7			
2.07				11.18	8.40	11.45AM				111.5			
				11.27	8.50 ³⁸	12.05PM				119.3			
										119.4			
2.30				11.35	9.07	12.15				125.9			
2.37				11.40	9.15	12.21				131.6			
				11.45	9.25 ¹⁵⁴	12.27				135.7			
2.55				11.50 ¹⁵⁵	9.35	12.35				139.5			
3.15				11.55PM	9.45	12.45				146.4			
3.24				12.03AM	9.53	12.54				152.3			
3.30				12.08	10.00	1.03				158.5			
3.37 ¹⁰				12.13	10.07	1.11				163.7			
3.50				12.18	10.17	1.20 ¹⁵⁸				164.5			
										164.7			
3.52				12.19	10.19	1.22				168.1			
3.56				12.22	10.23	1.25				172.3			
4.00				12.26	10.28	1.31				180.4			
4.09				12.33	10.37	1.44				184.6			
4.13				12.36	10.42	1.49				186.6			
A 4.25AM				A 12.40AM	A 10.55PM	A 2.00PM							

DOUBLE TRACK

BLOCK SIGNALS

(4.55) 38.0 (1.23) 46.8 (1.04) 60.7 (1.01) 63.6 (3.10) 58.9 (4.25) 42.2 (4.45) 39.3 (1.01) 63.6 (2.10) 33.6 (1.08) 57.1

..... Thru time
..... Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 38 are superior to No. 69.—See Rule S-72.

On double track, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.

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. 12 April 29, 1951	4 C. R. I. & P. Passenger	10 Passenger	508 C. R. I. & P. Rocket Passenger	40 Passenger	538 Motor Passenger	140 C. R. I. & P. Passenger	510 C. R. I. & P. Rocket Passenger	70 Passenger	38 Passenger	44 C. R. I. & P. Passenger
DN-R UNION STATION US		A 6.45AM		A 10.30AM	A 6.00PM			A 7.30PM	A 11.15PM	
KANSAS CITY, KAN.		6.30		10.17	5.45			7.16	10.53	
DN-R TERMINAL JCT. YL JC	A 1.10AM	6.29	A 8.27AM	10.14	5.42	A 6.48PM	A 7.01PM	7.12	10.51	A 12.32AM
C. R. I. & P. JCT. YL		1.08		8.25	10.12			6.59	7.10	10.49
DN KAW JCT. YL KW		1.06		8.24	10.10			6.58	7.08	10.47
MUNOIE		1.01		8.20	10.04			6.54	7.03	10.43
D BONNER SPRINGS BW		12.53		8.13	9.56			6.51	6.31	6.47
DN A. T. & S. F. CROSS. BN										
LORING		12.50		8.10	9.53			6.52	6.27	6.44
LINWOOD		12.43		8.03	9.46			6.45	6.19	6.37
DN LAWRENCE YL DA		12.31		7.52	9.35 ¹⁴⁸			6.34	6.07	6.26
WILLIAMSTOWN		12.23			9.25			6.24	5.58	6.15
D PERRY KY		12.20			9.22			6.21	5.55	6.15
GRANTVILLE		12.12			9.13			6.12	5.46	6.07
DN A. T. & S. F. CROSS. X										
DN-R TOPEKA YL OT		12.04AM		7.26AM	9.05			6.05	5.38PM	6.00PM
C. R. I. & P. CROSS.										
DN WEST TOPEKA YL CH		5.24		8.55	3.40			5.58	9.39	
DN MENOKEN YL MX		5.19		8.50	3.30PM			5.48	9.34	
D SILVER LAKE SI		5.14 ¹⁴⁹		8.45				5.41	9.28 ¹⁵⁵	
D ROSSVILLE RV		5.09		8.40				5.33	9.23	
DN ST. MARYS SY		5.03		8.32				5.20	9.16	
D BELVUE BV		4.58		8.23				5.08	9.10	
DN WAMEGO WA		4.52		8.16 ¹⁵⁰				5.00	9.04	
ST. GEORGE		4.45		8.07				4.48	8.58	
DN MANHATTAN YL MH		4.37		7.58 ¹⁴⁹				4.40	8.50 ³⁹	
C. R. I. & P. CROSS.										
EUREKA LAKE		4.27		7.47				4.23	8.30	
EAST FUNSTON YL		4.22		7.41				4.15	8.25	
D FORT RILEY FT		4.17		7.37				4.10	8.20	
DN-R JUNCTION CITY YL JN		4.12		7.31				4.00	8.15 ¹⁵⁴	
KANSAS FALLS		3.50		7.14				3.39	7.43	
D CHAPMAN CM		3.43		7.09				3.32	7.37	
D DETROIT DR		3.37 ³⁷		7.03				3.23	7.31	
DN ABILENE YL AB		3.32		6.58 ¹⁵⁰				3.15	7.25	
A. T. & S. F. CROSS.										
WEST ABILENE YL		3.29		6.53				3.10	7.19	
SAND SPRING		3.27		6.49				3.06	7.16	
D SOLOMON YL SK		3.23		6.45				3.01	7.12	
NEW CAMBRIA		3.16		6.37				2.52	7.03	
EAST SALINA YL		3.12		6.33				2.48	6.58	
DN-R SALINA YL		3.10 ¹⁵⁵		6.30AM				2.45PM	6.55PM	
(186.6)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru time..... (1.08) (3.35) (1.01) (4.00) (2.30) (1.10) (1.01) (4.45) (4.20) (1.17)
 Average speed per hour..... 58.8 52.1 63.6 46.7 29.2 48.5 63.6 39.3 43.1 50.4

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 38 are superior to No. 69.—See Rule S-72.

On double track, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.

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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. 12 April 29, 1951	472 Time Freight	166 Mixed	148 Local Freight	188 Mixed	150 Local Freight	566 C. R. I. & P. Mixed	356 Time Freight	158 Local Freight	80 A. T. & S. F. Mixed	358 Time Freight	154 Time Freight	Car capacity of freight, etc. See Page 24.	
DN-R UNION STATION US												P	
ARMSTRONG YL	A 8.00AM		A 3.20PM				A 5.00PM			A 1.00AM	A 5.00AM	WCTEY	
DN-R TERMINAL JCT. YL JC	7.20		3.05				4.10			10.40PM	2.50	XP	
C. R. I. & P. JCT. YL	7.18		3.00				4.05			10.33	2.45	X	
DN KAW JCT. YL KW	7.15		2.55PM				4.00			10.30	2.40	XP	
MUNOIE												CS 104 XP	
D BONNER SPRINGS BW												CS 61 P	
DN A. T. & S. F. CROSS. BN												IP	
LORING												CS 108 XP	
LINWOOD												CS 108 XP	
DN LAWRENCE YL DA			9.35AM									CS 96 TXEP	
WILLIAMSTOWN												XP	
D PERRY KY												CS 108 XWP	
GRANTVILLE												CS 102 P	
DN A. T. & S. F. CROSS. X												XIP	
DN-R TOPEKA YL OT	5.55		8.30AM				2.30			9.00	1.05		
C. R. I. & P. CROSS.													
DN WEST TOPEKA YL CH	5.50			A 9.25AM	A 11.10AM		1.50 ³⁸⁷			8.55 ¹⁵⁸	12.55	WS 202 WCT ES 122 XEP	
DN MENOKEN YL MX	5.40AM			9.10AM	10.57 ⁶⁰		1.40PM			8.45PM	12.40	RCS 117 XP	
D SILVER LAKE SI					10.30						12.20	74 P	
D ROSSVILLE RV					9.55						12.05AM	80 WP	
DN ST. MARYS SY					9.30						11.45PM	88 P	
D BELVUE BV					8.45						11.25	78 P	
DN WAMEGO WA					8.16 ⁴⁰						11.12 ⁹	85 WP	
ST. GEORGE					7.20 ¹⁴⁰						10.40	78 P	
DN MANHATTAN YL MH					6.50						10.30 ¹⁵⁵	190 WTP CS 71 C	
C. R. I. & P. CROSS.													
EUREKA LAKE					6.00						9.50	118 P	
EAST FUNSTON YL					5.42						9.35	132 P	
D FORT RILEY FT					5.30						9.25 ³⁹	119 P	
DN-R JUNCTION CITY YL JN							5.20AM				8.50 ³⁸	77 WCT 151 YEP	
KANSAS FALLS							A 2.50PM				7.15	83 P	
D CHAPMAN CM							2.08				7.05	130 P	
D DETROIT DR							1.45				6.55	72 P	
DN ABILENE YL AB							1.20 ⁶⁹				6.40	112 WP	
A. T. & S. F. CROSS.												I	
WEST ABILENE YL							A 11.35AM			1.07	A 4.55PM	6.35	
SAND SPRING										f 1.00	f 4.45	6.30	86 P
D SOLOMON YL SK		A 7.20AM					f 11.20			s 12.45	f 4.35	6.22	WS 77 ES 40 YP
NEW CAMBRIA		6.55					11.05			f 12.20	4.25 ¹⁰⁵	6.10	85 P
EAST SALINA YL		6.45					10.45AM			12.10	4.15PM	6.03	P
DN-R SALINA YL		6.40AM								12.01PM		6.00PM	WCT YEP
(186.6)	Daily	Daily Except Sunday	Daily Except Sunday	Tuesday, Thursday, Saturday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily		

Thru time..... (2.20) (0.40) (6.50) (0.15) (5.50) (0.50) (3.20) (2.49) (0.40) (4.15) (11.00)
 Average speed per hour..... 30.2 21.5 9.6 16.0 12.1 23.9 21.1 16.7 29.9 16.6 16.9

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

On double track, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.

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

WESTWARD

SECOND SUBDIVISION

Car capacity of train, etc. See Rate Book, Page 24.	SECOND CLASS			FIRST CLASS		
	369 Mixed	157 Local Freight	155 Time Freight	69 Passenger	37 Passenger	9 Passenger
	Daily	Daily	Daily	Daily	Daily	Daily
WCT YEP		7.30 ^{AM}	5.30 ^{AM}		2.50 ^{PM}	12.45 ^{AM}
63 P		f 7.45	5.40	f 3.00 ¹⁵⁴	4.59	12.53
131 P		s 7.55	5.50	s 3.10	5.05	12.58
39 P		f 8.01	5.58	f 3.15	5.09	1.01
P		f 8.04	6.01	f 3.17	5.11	1.03
46 P		f 8.10	6.10	f 3.22	5.17	1.07
58 WTP		s 8.35	6.20	s 3.32	5.26	1.15
WB 105 EB 105 WP		s 9.15 ¹⁵⁶	6.30	s 3.45	5.37	1.22
I						
37 P		f 9.30	6.42	f 3.56	5.47	1.30
69 P		s 9.45	6.55	s 4.06	6.00	1.38
73 WCP		s 10.15	7.15	s 4.15	6.07	1.43
52 P		s 10.35	7.30 ¹⁵⁶	s 4.24	6.15	1.49
51 P		f 10.45	7.40	f 4.30	6.21	1.53 ¹⁰
78 WP		s 11.50 ^{AM}	8.15	s 4.40	6.35 ¹⁵⁶	1.58
62 P		f 12.06 ^{PM}	8.23	f 4.44	6.41	2.02
119 WP		s 12.30	8.30	s 4.50	6.48	2.07
37 P		f 12.40	8.36	f 5.00 ³⁸	6.51	2.10
P		s 1.00	8.45	s 5.10	6.55	2.14
48 P		f 1.15	8.55	f 5.15	7.02	2.19
144 WP		s 2.00	9.30	s 5.20	7.08	2.24
39 P		f 2.10	9.40	f 5.40	7.27	2.31
53 P		f 2.20	9.50	f 5.45	7.32	2.35
WCT OTEP		6.01 ^{PM}	A 2.45 ^{PM}	A 6.00 ^{PM}	8.00	2.49
63 P		f 6.12			7.30	1.58
53 P		f 6.20			7.38	2.04
50 WP		s 6.50			7.45	2.09
43 P		f 7.03			8.00	2.17
34 P		f 7.12			8.10	2.24
51 P		f 7.22			8.17 ³⁷⁰	2.30
67 WP		f 7.33			8.27	2.37
44 P		f 7.41			8.37	2.44
50 P		f 7.53			8.45	2.49
43 P		f 8.01			8.57	2.57
56 WCP		s 8.50			9.04	3.02
51 P		f 9.04			9.20	3.08
43 P		f 9.15			9.30	3.16
44 WTP		f 9.30			9.39	3.23
40 P		f 9.45			9.47	3.28
41 P		f 10.00			9.58	3.36
53 P		10.10 ¹⁰			10.13	3.47
WCT 34 YEP		A 10.20 ^{PM}			10.18	3.51
					A 10.25 ^{AM}	A 3.55 ^{AM}

(4.19) (7.15) (5.30) (3.10) (6.35) (4.10)
29.3 16.1 21.2 36.9 36.9 58.4

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 38 are superior to No. 69.—

See Rule S-72.

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

No. 37 will reduce speed to 25 M.P.H. daily except Mondays and holidays, at Gerham, to permit exchange of mail.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 12 April 29, 1951	FIRST CLASS			SECOND CLASS		
	70 Passenger	38 Passenger	10 Passenger	156 Local Freight	370 Mixed	154 Time Freight
	Passenger	Passenger	Passenger	Local Freight	Mixed	Time Freight
DN-R SALINA YL SC 0.6 A	186.6	A 2.20 ^{PM}	A 6.45 ^{PM}	A 3.07 ^{AM}		A 12.15 ^{PM}
A. T. & S. F. CROSSING 7.6	187.2					A 3.40 ^{PM}
BAVARIA 8.6	194.8	f 2.00	6.36	2.53		f 11.01 ^{AM}
D BROOKVILLE RK 4.0	201.4	s 1.50	6.31	2.48		s 10.50
ARCOLA 1.9	205.4	f 1.42	6.27	2.44		f 10.40
TERRA COTTA 4.3	207.3	f 1.40	6.25	2.42		f 10.37
CARNEIRO 7.6	211.6	f 1.35	6.20	2.38		f 10.30
D KANOPOLIS KA 4.5	219.2	s 1.25	6.10	2.30		s 10.15
DN ELLSWORTH YL WO 0.7	223.7	s 1.17	6.04	2.25		s 9.15 ¹⁵⁷
ST. L. & S. F. CROSSING 7.1	224.4					
D BLACK WOLF BK 8.4	231.5	f 1.03	5.50	2.16		s 8.55
D WILSON WN 6.5	239.9	s 12.50	5.40	2.08		s 8.40
D DORRANCE DO 7.0	246.4	s 12.39	5.33	2.03		s 8.00
D BUNKER HILL BH 5.8	258.4	s 12.29	5.26	1.58		s 7.30 ¹⁵⁵
DN RUSSELL YL RU 4.1	259.2	f 12.20	5.19	1.53 ⁹		f 7.00
BALTA 3.4	263.8	s 12.15 ¹⁵⁷	5.12	1.48		s 6.35 ³⁷
D GORHAM GJ 3.1	266.7	f 12.06 ^{PM}	5.08	1.44		f 6.05
WALKER 4.1	272.4	s 11.59 ^{AM}	5.03	1.39		s 5.55
D VICTORIA VC 3.1	275.5	f 11.55	5.00 ⁶⁹	1.36		f 5.48
TOULON 4.1	279.6	s 11.49	4.56	1.33		s 5.40
DN HAYS YL HA 5.3	284.8	f 11.41	4.51	1.29		f 5.30
YOCEMENTO 5.3	290.1	s 11.35	4.45	1.24		s 5.20
HOG BACK 4.5	295.4	f 11.26	4.35	1.18		f 5.05
CT DN-R ELLIS YL RT 5.1	298.8	f 11.21	4.31	1.15		f 4.58
RIGA 5.3	308.3	11.15 ^{AM}	4.25	1.10		4.50 ^{AM}
D OGALLAH OG 8.6	308.4		3.15	12.01 ^{AM}		A 9.45 ^{AM}
DN WAKEBNEY W 7.7	313.7		3.01	11.53 ^{PM}		f 9.15
VODA 5.8	322.8		2.54	11.48		f 9.05
D COLLYER JY 7.5	330.0		2.45	11.40		s 8.45
D QUINTER QN 7.6	335.8		2.36	11.32		f 8.30
D BUFFALO PARK BP 5.4	343.3		2.30	11.28		f 8.17 ³⁷
D GRAINFIELD GY 8.9	350.9		2.23	11.21		f 8.01
D GRINNELL GD 6.0	356.8		2.15	11.15		f 7.45
CAMPUS 3.2	365.2		2.10	11.10		f 7.35
DN OAKLEY YL OQ 3.7	371.2		2.02	11.02		f 7.15
MONUMENT MU 7.5	377.4		1.57	10.57		f 7.02
D PAGE CITY PG 5.4	386.1		1.50	10.51		s 6.50
D WINONA GW 9.4	393.6		1.38	10.44		f 6.05
McALLASTER 12.7	399.0		1.31	10.38		f 5.52
D WALLACE A 4.5	408.4		1.26	10.33		f 5.40
SOMENA 4.2	421.1		1.17	10.25		f 5.23
DN-R SHARON SPRINGS YL PS 4.2	425.6		1.05	10.14		f 5.05
	429.8		1.01	10.10 ³⁶⁹		4.55
			12.55 ^{PM}	10.05 ^{PM}		4.45 ^{AM}

(243.2) (3.05) (4.50) (4.02) (7.25) (5.00) (3.55)
Average speed per hour 38.0 50.3 60.3 15.7 25.3 29.8

Thru time.....

Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 38 are superior to No. 69.—

See Rule 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 Coaches, etc. See Rule 6(A), Page 24.	SECOND CLASS				FIRST CLASS			STATIONS
	97		25		91		369	
	C. R. I. & P. Freight	C. R. I. & P. Mixed	C. R. I. & P. Freight	C. R. I. & P. Mixed	Passenger	C. R. I. & P. Rocket Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Time-Table No. 12 April 29, 1951
								DN-R SHARON SPRINGS YL PS
WCT				11.10PM	10.35AM		3.58AM	4.0
84 YFP				11.18	10.41		4.02	SUNLAND
61 F				11.30	10.52		4.09	8.0
62 WF				11.40	11.00		4.14	D WESKAN MO
41 F				11.48	11.06		4.18	6.4
42 F				11.56PM	11.12		4.23	CHEMUNG
80 F				12.20AM	11.21		4.27	4.8
54 WF				12.30	11.28		4.32	ARAPAHOE
53 F				12.40	11.36		4.37	5.1
52 F				12.50	11.47 ³⁸		4.45	SALIS
58 WCTP				1.10	11.54AM		4.50	4.8
53 F				1.20 ³⁷⁰	12.02PM		4.56	DN CHEYENNE WELLS CW
51 F				1.30	12.10		5.01	5.1
52 F				1.40	12.18		5.07	ASCALON
52 F				1.54	12.29		5.16	6.4
95 WF				2.15	12.37		5.23	FIRST VIEW
82 WCTP				2.30	12.47		5.32	8.8
119 F				3.15	12.57		5.35	ARENA
81 WF				3.28	1.05		5.41	6.4
47 F				3.38	1.12		5.47	D KIT CARSON KC
				3.55	1.18		5.55	8.8
				10.25 ³⁷⁰ PM	3.45PM	6.10AM		SORRENTO
51 F				10.40	3.57	6.36 ⁰²	4.08	6.4
50 F				11.15	4.10	6.50	4.20	7.2
51 F				11.23 ⁰⁶	4.16	6.58	4.27	AROYA
52 F				11.32	4.25	7.15 ⁷	4.35	10.4
24 F				11.40PM	4.34	7.30	4.44	BOYERO
WS 28 ES 50 WCTP				12.15AM	4.46	7.50	5.05	8.8
51 F				12.57	5.07	8.10	5.20	CLIFFORD
52 F				1.40	5.19	8.30	5.30	9.2
58 WF				2.10	5.30	8.55	5.40	DN-R HUGO YL HU
49 F				2.40	5.39	9.27 ³⁸	5.50	6.2
51 F				3.00	5.46	9.45	6.00	BAGDAD
80 WF				3.25	5.53	10.00	6.13	6.2
52 F				3.55	6.03	10.25	6.24	LAKE
								2.6
84 F				4.16 ⁰²	6.12	10.40	6.32	(C. R. I. & P. Crossing) LIMON YL MN
72 YFP				4.45	6.16	10.45	6.37	0.1
				A 5.00AM		A 10.48AM		LIMON JUNCTION YL
75 F					6.18		6.40	6.0
WCTP					A 6.25PM		A 6.50AM	6.8
								RIVER BEND
								6.6
								CEDAR POINT
								8.9
								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
								D BENNETT BT
								4.8
								D MANILA
								4.7
								D WATKINS
								6.6
								MESA
								3.1
								D MAGEE
								2.5
								D SABLE SB
								2.7
								ROYDALE
								0.8
								DN SANDOWN JCT. SW
								0.3
								SANDOWN
								3.9
								PULLMAN YL
								(208.4)

(6.35) (2.40) (4.38) (7.40) (4.28) (1.25) (3.29) Thru time
12.7 32.9 18.1 40.7 61.8 59.8 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

Mile Post	FIRST CLASS			SECOND CLASS				
	38	8	10	92	370	96	26	
	Passenger	C. R. I. & P. Rocket Passenger	Passenger	C. R. I. & P. Freight	Mixed	C. R. I. & P. Freight	C. R. I. & P. Mixed	
								Time-Table No. 12 April 29, 1951
								DN-R SHARON SPRINGS YL PS
429.8	12.45PM		10.01PM		3.40AM			4.0
SUNLAND	12.38		9.54		3.30			8.0
D WESKAN MO	12.30		9.47		3.18			6.4
CHEMUNG	12.24		9.42		3.02			4.8
ARAPAHOE	12.19		9.38		2.53			5.1
SALIS	12.14		9.34		2.44			4.8
DN CHEYENNE WELLS CW	12.08		9.30		2.35			5.1
ASCALON	12.01PM		9.26		2.13			6.4
FIRST VIEW	11.55AM		9.22		2.05			8.8
ARENA	11.47 ³⁷		9.14		1.50			6.4
D KIT CARSON KC	11.40		9.10		1.30			8.8
SORRENTO	11.34		9.05		1.20 ³⁶⁰			6.4
WILD HORSE	11.28		9.00		12.55			7.2
AROYA	11.22		8.54		12.40			10.4
BOYERO	11.12		8.45		12.20			8.8
CLIFFORD	11.05		8.38		12.05AM			9.2
DN-R HUGO YL HU	10.55		8.30		11.50PM			6.2
BAGDAD	10.48		8.27		11.20			6.2
LAKE	10.41		8.20		11.06			6.2
(C. R. I. & P. Crossing) LIMON YL MN	10.34		8.15		10.57			2.6
DN-R LIMON YL MN	10.30		8.12		10.50			0.1
LIMON JUNCTION YL								6.0
RIVER BEND	10.21	A 2.23PM	8.05	A 6.51 ⁷	10.25 ⁰⁷	A 11.50PM	A 1.30AM	6.8
CEDAR POINT	10.15	2.17	7.59	6.36 ⁰¹	10.15	11.40	1.10	8.9
BUICK	10.10	2.12	7.54	6.26	10.06	11.30	12.58	5.1
D AGATE AX	10.05	2.09	7.54	6.15 ⁰	9.59	11.23 ⁰⁷	12.50	5.9
LOWLAND	10.05	2.04	7.50	5.55	9.50	11.10	12.40	6.1
DN DEER TRAIL DX	9.59	1.59	7.45	5.44	9.40	10.55	12.27	5.9
PEORIA	9.52	1.53 ³⁷	7.40	5.30	9.28	10.45	12.15AM	6.5
D BYERS BY	9.46	1.48	7.35	5.20 ³⁶⁰	9.07	10.25	11.50PM	6.5
STRASBURG SR	9.40	1.42	7.29	5.10	8.57	10.15	11.40	6.4
BENNETT BT	9.34	1.37	7.24	5.01	8.46	10.05	11.30	4.8
MANILA	9.27 ⁰¹	1.32	7.19	4.52	8.34	9.56	11.20	4.7
WATKINS	9.22	1.28	7.15	4.44	8.18	9.48	11.12	6.6
MESA	9.17	1.24	7.11	4.36	8.10	9.40	11.03	3.1
D MAGEE	9.10	1.18	7.05	4.25	7.59	9.27	10.51	2.5
SABLE SB	9.04	1.13	7.00	4.16 ⁰⁷	7.50	9.17	10.42	2.7
ROYDALE	9.01	1.10	6.57	4.11	7.46	9.12	10.38	0.8
DN SANDOWN JCT. SW				4.09AM		9.10PM		0.3
SANDOWN	9.00	1.09	6.55		7.43		10.35	3.9
PULLMAN YL	8.55AM	1.05PM	6.50PM		7.35PM		10.10PM	(208.4)

Thru time..... (3.50) (1.18) (3.11) (2.42) (8.05) (2.40) (3.20)
Average speed per hour..... 54.4 67.4 65.5 31.0 25.8 31.4 26.3

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

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

WESTWARD

FOURTH SUBDIVISION

Car capacity of sidings, etc. See Rule 8(A), Page 23.	SECOND CLASS										FIRST CLASS		Mile Post
	217 Local Freight	471 Time Freight	357 Time Freight	277 Time Freight	187 Mixed	215 Local Freight	355 Time Freight	223 Local Freight	543 Motor Passenger	537 Motor Passenger	Time-Table No. 12 April 29, 1951		
	Daily	Daily	Daily	Daily	Monday, Wednesday, Friday	Daily	Daily	Daily	Daily				
P		8.20 ^{PM}	2.00 ^{PM}	8.15 ^{AM}	4.20 ^{AM}		2.00 ^{AM}			10.10 ^{AM}	0.0		
124 P		8.32 ³⁵⁸	2.11	8.26	4.45		2.11			10.21	7.9		
98 P		8.42	2.22	8.37 ¹⁸⁸	5.20 ⁴⁷²		2.22			10.33	15.6		
95 WP		8.52	2.31	8.46	6.15		2.31			10.44	22.2		
149 P		9.00	2.40 ³⁵⁸	8.55	6.50		2.40			10.54	27.6		
130 WP		9.13	2.53	9.08	8.15		2.53			11.09	37.1		
P		9.23	3.00	9.15	8.30		3.00			11.17	41.2		
130 P		9.30	3.07	9.22	9.00		3.07			11.26	46.0		
37 P		9.35	3.12	9.27	9.10		3.12			11.31	49.2		
130 P		9.47	3.19	9.34	9.20		3.19			11.38	54.0		
AI											58.8		
130 WP		9.53	3.27	9.42 ¹⁸⁷	9.42 ²⁷⁷		3.27			11.47	58.5		
130 P		10.03	3.35	9.50	10.30		3.35			11.57 ³⁵⁸	64.0		
P		11.00 ^{PM}	10.15	3.48	10.03	10.45				12.08 ^{PM}	69.9		
184 P		11.15	10.20	3.52	10.07	10.55				12.10	71.1		
WCITYP	A11.25 ^{PM}	A10.35 ^{PM}	4.15	10.30	11.15 ^{AM}	6.15 ^{AM}	4.15 ¹⁸⁸			12.20	75.4		
76 P			4.45	11.15 ²¹⁶		6.30	4.30			12.35 ⁵⁴⁴	79.8		
97 P			4.52	11.22		6.40	4.45			1.00	118.4		
AI											122.6		
101 WTP			5.04	11.35 ⁵⁴⁴		6.55	5.04			1.15	128.1		
114 P			5.18 ²⁵⁸	11.50		7.15	5.18			1.30	128.2		
79 P			5.27	11.58 ^{AM}		7.30	5.27			1.40	141.8		
AI											147.1		
128 P			5.36	12.10 ^{PM}		7.45	5.36			1.50	147.1		
WS 121 ES 100 WP			5.49	12.30		8.40	5.50			2.05	152.7		
AI											153.1		
120 P			5.59	12.40		8.57 ²⁵⁸	6.01			2.15	154.4		
128 WP			6.12	12.55		9.10	6.14			2.30	159.1		
130 P			6.24	1.05		9.30	6.27			2.47	167.5		
AI											178.6		
150 WCP			6.45	1.25		10.02 ⁵⁴⁴	6.47			3.00	177.0		
AI											184.0		
124 P			7.04	1.40		10.45	7.00			3.20	191.2		
AI											191.2		
130 WP			7.23	1.55		11.05	7.15 ²¹⁶			3.39 ²⁵⁸	200.5		
118 P			7.40	2.10		11.20	7.40 ²⁵⁶			3.54	200.7		
128 P			7.59	2.25		11.45	7.59			4.10	209.0		
103 P			8.08	2.35		11.50 ^{AM}	8.08			4.15	218.8		
AI											221.9		
I											226.5		
WCITYP			A 8.30 ^{PM}	A 3.00 ^{PM}		A 12.20 ^{PM}	A 8.30 ^{AM}			12.01 ^{AM}	227.8		
37 WP							12.30			5.00	227.4		
WCITYP							A 1.00 ^{AM}			A 5.30 ^{PM}	240.8		
											249.6		
											251.8		

BLOCK SIGNALS

(213.9)

Westward trains are superior to trains of the same class in the opposite direction, except that No. 355 is superior to No. 217, Nos. 472, 356 and 358 are superior to No. 187, and Nos. 256, 258 and 270 are superior to No. 215.—See Rule S-72.
For stations not shown on schedule pages.—See Page 23.

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 12 April 29, 1951	SECOND CLASS										Mile Post		
	544 Motor Passenger	538 Motor Passenger	224 Local Freight	472 Time Freight	188 Mixed	216 Local Freight	256 Time Freight	356 Time Freight	218 Local Freight	258 Time Freight		358 Time Freight	270 Time Freight
	STATIONS												
DN-R MENOKEN YL MX		A 3.30 ^{PM}		A 5.40 ^{AM}	A 9.10 ^{AM}			A 1.40 ^{PM}			A 8.45 ^{PM}		
GROVE		f 3.12		5.30	8.55			1.16			8.32		
D DELIA IA		s 3.00		5.20 ¹⁸⁷	8.37 ²⁷⁷			1.05			8.20		
DN EMMETT GC		s 2.49		5.11	8.10			12.56			8.09		
DN EMMETT GC		f 2.40 ³⁵⁷		5.03	7.40			12.48			8.01		
DN ONAGA GA		s 2.25		4.48	7.20			12.35			7.46		
DULUTH		f 2.15		4.42	6.30			12.29			7.40		
NOLAN		2.08		4.35	6.18			12.23			7.32		
D LILLIS IS		s 2.03		4.30	6.10			12.18			7.26		
SULLIVAN		f 1.55		4.23	5.55			12.11			7.17		
M. P. CROSSING													
DN FRANKFORT FN		s 1.49		4.16	5.40			12.04 ^{PM}			7.10		
WINIFRED		s 1.39		4.08	5.00			11.57 ^{AM}			7.02		
DN UPLAND YL Z		A 1.00 ^{PM}	1.30	3.56	4.35			11.46	A 3.25 ^{PM}		6.50		
CARDEN		f 12.58	1.28	3.52 ³⁵⁶	4.30			11.42	3.20		6.45		
DN-R MARYSVILLE YL MB		12.50 ⁵⁴³	1.20 ^{PM}										
D HERKIMER KI		s 12.01 ^{PM}		3.30 ^{AM}	4.15 ³⁵⁵	A 11.30 ^{AM}	A 11.00 ²⁷⁷	11.30 ^{AM}	3.05 ^{PM}	A 6.00 ^{PM}	6.30 ^{PM}	A 2.00 ^{AM}	
D BREMEN WN		s 11.50 ^{AM}						11.15	10.33		5.50	1.50	
C. B. & Q. CROSS.								11.05	10.25		5.44	1.44	
DN HANOVER YL HA		s 11.35 ²⁷⁷						10.50	10.08		5.32	1.32	
HOLLENBERG		s 11.21						10.24	9.45		5.18 ³⁵⁷	1.18	
D STEELE CITY SC		s 11.14						10.14	9.38		5.12	1.12	
C. B. & Q. CROSS.													
D ENDICOTT ND		s 11.05						10.00	9.30		5.05	1.05	
C. R. I. & P. CROSS.													
DN FAIRBURY YL Q		s 10.55						9.40	9.15		4.55	12.55	
C. R. I. & P. CROSS.													
HEDRIX		10.37						9.05	8.57 ²¹⁶		4.45	12.45	
D ALEXANDRIA A		s 10.26						8.44 ²⁵⁶	8.44 ²¹⁶		4.33	12.33	
D BELVIDERE VI		s 10.13						8.20	8.32		4.20	12.20	
C. B. & Q. CROSS.													
DN CARLETON YL C		s 10.02 ²¹⁵						8.00	8.20		4.10	12.10	
C. & N. W. CROSS.													
D DAVENPORT DO		s 9.52						7.40	8.10		4.00	12.01 ^{AM}	
C. B. & Q. CROSS.													
D EDGAR SG		s 9.35						7.15 ³⁵⁶	7.55		3.39 ⁵⁴³	11.45 ^{PM}	
DN FAIRFIELD FD		s 9.23						7.05	7.40 ³⁵⁶		3.28	11.33	
D GLENVIL GV		f 9.09						6.30	7.27		3.15	11.20	
LEVEL		f 9.02						6.20	7.20		3.10	11.15	
M. P. CROSSING													
C. B. & Q. CROSS.													
DN-R HASTINGS YL AN		s 8.55		A 2.40 ^{AM}				6.05 ^{AM}	7.00 ^{AM}		3.00 ²⁷⁷	11.00 ^{PM}	
D DONIPHAN DV		f 8.17		1.56									
BELT LINE CROSS.													
DN-R GRAND ISLAND YL GE		8.00 ^{AM}		1.40 ^{AM}									

BLOCK SIGNALS

(213.9)

Westward trains are superior to trains of the same class in the opposite direction, except that No. 355 is superior to No. 217, Nos. 472, 356 and 358 are superior to No. 187, and Nos. 256, 258 and 270 are superior to No. 215.—See Rule S-72.
For stations not shown on schedule pages.—See Page 23.

WESTWARD				JUNCTION CITY BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 12 April 29, 1951				SECOND CLASS					
175				Mile Post				176					
Mixed								Mixed					
Daily Except Sunday				STATIONS				Daily Except Sunday					
WCYZ			3.35AM	DN-R	JUNCTION CITY YL JN	0.0	A	6.30PM					
23		f	3.55		8.1 ALIDA	8.1	f	6.10					
42		s	4.15	D	5.5 MILFORD MR	18.6	s	5.55					
17	w	s	4.35	D	5.8 WAKEFIELD WF	19.4	s	5.40					
15		f	4.57		8.5 BROUGHTON	27.9	f	5.17					
30	w	s	6.20	D	5.5 CLAY CENTER YL CA	88.4	s	5.00					
4					0.8 DEHYD	84.2							
14		f	6.45		6.9 IDANA	41.1	f	2.25					
9		f	6.55		4.9 BROWDALE	46.0	f	2.12					
15	r	s	8.15	D-R	5.9 MILTONVALE YL MV	51.8	s	2.00					
					0.2								
			8.17		M. V. JUNCTION YL	52.1		1.42					
					20.0								
			9.02		C. O. JUNCTION YL	72.1		1.02					
					0.4								
OWT		A	9.05AM	D-R	CONCORDIA YL ND	72.5		1.00PM					

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

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

WESTWARD				SOLOMON BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 12 April 29, 1951				SECOND CLASS					
166				Mile Post				165					
Mixed								Mixed					
Daily Except Sunday				STATIONS				Daily Except Sunday					
77	Y		7.30AM	D-R	SOLOMON YL SK	0.0	A	4.00PM					
40					6.5 NILES XN	6.5	s	3.45					
38		s	7.45	D	2.5 VERDI	9.0	f	3.35					
30		f	7.55		5.7 BENNINGTON BN	14.7	s	3.20					
55		s	8.10	D	6.2 LINDSEY	20.9	f	3.05					
18		f	8.25		2.4 MINNEAPOLIS YL MI	23.8	s	2.55					
16	w	s	8.40	D	0.4 A. T. & S. F. CROSSING	23.7							
					0.7 ALPMIL	24.4							
7					4.7 SUMNERVILLE	29.1	f	2.80					
18		f	8.55		5.8 DELPHOS DF	34.7	s	2.15					
33		s	9.15	D	6.9 GLASCO GK	41.6	s	1.50					
30		s	9.35	D	5.2 SIMPSON BE	46.8	s	1.30					
33		s	9.55	D	3.0 ASHERVILLE	49.8	s	1.20					
25		s	10.10		7.4 M. P. CROSSING	57.2							
					0.2								
34	wrc	A	10.45AM	D-R	BELOIT YL BL	57.4		1.00PM					

(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					
SECOND CLASS				Time-Table No. 12 April 29, 1951				FIRST CLASS					
185				Mile Post				533					
Local Freight								Motor Passenger					
Daily Except Sunday				STATIONS				Daily					
WCYZ			8.45AM	DN-R	SALINA YL BC A	0.0	A	2.30PM					
24		f	8.52		3.4 TRENTON	8.4	f	2.15					
28		f	8.58		2.6 SHIPTON	6.0	f	2.10					
13		f	9.04		3.0 MARYDEL	9.0	f	2.04					
29		s	9.10	D	2.5 CULVER CU	11.5	s	1.59					
42		s	9.30	D	7.0 TESCOTT SX	18.5	s	1.48 ¹⁸⁴					
49	w	s	9.50	D	5.8 BEVERLY VY	23.8	s	1.38					
21		f	10.00		2.6 SHADY BEND	26.4	f	1.33					
21					6.5 QUARTZITE	32.9							
					0.9 A. T. & S. F. CROSSING	33.8							
32		s	10.40	D	0.8 LINCOLN CENTER NC	34.1	s	1.13					
53		s	11.05 ¹⁸⁴	D	6.6 VESPER VS	40.7	s	12.59					
44	w	s	11.45AM	D	6.2 SYLVAN GROVE YL YG	46.9	s	12.49					
					5.5 WOLF CREEK	52.4							
47		s	12.33PM	D	3.6 LUCAS QS	56.0	s	12.33 ¹⁸³					
39		s	1.15	D	9.4 LURAY AU	65.4	s	12.17					
43		s	1.40	D	6.1 WALDO OW	71.5	s	12.08PM					
27	w	s	2.10	D	7.7 PARADISE VM	79.2	s	11.53AM					
38		s	2.40	D	7.8 NATOMA NO	87.0	s	11.41					
28		s	3.05		8.1 CODELL	95.1	f	11.27					
					8.4								
28	WCYZ	A	8.00AM	DN-R	PLAINVILLE YL VN	103.5	A	2.30PM					
					6.9								
37		s	8.20	D	7.4 ZURICH ZU	110.4	s	10.55					
33		s	8.40	D	7.4 PALCO PO	117.8	s	10.40					
22		s	9.00		4.9 DAMAR	122.7	s	10.25					
23	w	s	9.20	D	6.6 BOGUE BG	129.3	s	10.10					
36	Y	s	9.52 ⁵³⁴	D	8.7 HILL CITY YL CI	138.0	s	9.52 ¹⁸⁵					
28		s	10.25	D	6.7 PENOKEE PK	144.7	s	9.40					
26	w	s	10.40	D	5.5 MORLAND MD	150.2	s	9.30					
27		s	11.00 ¹⁸⁰		5.2 STUDLEY	155.4	s	9.20					
29		s	11.20		7.1 TASCO	162.5	s	9.05					
27	w	s	11.45AM	D	7.9 HOXIE KZ	170.4	s	8.50					
23		f	12.10PM		8.7 SEGUIN	179.1	f	8.30					
30	w	s	12.35	D	7.1 MENLO MZ	186.2	s	8.15					
28		f	1.00		7.8 HALFORD	194.0	s	7.58					
26	pwY	s	1.40	D	9.5 COLBY YL CB	203.5	s	7.40 ¹⁸⁶					
30		f	1.50		5.4 ALTAIR	208.9	f	7.26					
15		f	1.55		3.6 MINGO	212.5	f	7.20					
30		f	2.08		5.5 SPICA	218.0	f	7.10					
					6.7								
PWCY		A	2.30PM	DN-R	OAKLEY YL OQ	224.7		7.00AM					

(6.30) 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 "DE-Psgr."—Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

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

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

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

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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

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

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Inspection bus cars.			40	40	Trains handling company roadway machines on their own wheels, except wrecking derricks: On straight track. 30 On curves. 25				
When caboose is handled in train consisting of passenger train equipment.			50						
U. P. Mallet, Ten-Wheeler and Consolidation type engines.			35	35	Within yard limits protected by continuous block signal system 60 50 50 25				
U. P. 7000 class engines.			75	50					
U. P. 3800 and 3900 class engines.			60	50	Within yard limits not protected by continuous block signal system. 50 40 40 25				
U. P. 4000 class engines.			45	45					
U. P. 5000 and 9000 class engines.			50	50	Passing fueling stations. 50 50 40 25				
MacArthur type engines with 63-in. drivers.			55	50	When using No. 14 turn-outs. 25 20 20 20				
MacArthur type engines with 57-in. drivers.			35	35	When using other cross-overs or turn-outs. Exceptions: 9000 class engines, forward movement. 10 10 9000 class engines, backward movement. 6 6 All other engines, backward movement. 10 10				
0-6-0 and 0-8-0 type yard engines.			20	20					
Light engines.				45					
Diesel-Electric switch engines in road service.			35	35	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement. 20 20 20 20				
Diesel-Electric locomotives running light, dynamic brake not in operation.				35	Over spring switches, where movement is over facing point switch, except at Topeka and Carden. 20 20 20 20				
Steam engines running backward.	20	20	20	20					
When more than 50% of the tonnage is gravel.				30	Jordan spreaders and other machines of spreader type, when in operation. 15				
Trains handling scale test cars: On main line. 30 On branch lines. 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. Highland Branch. Junction City Branch. Solomon Branch beyond M. P. 23. McPherson Branch beyond M. P. 21. Plainville Branch between Colby and Plainville. 25				
Trains handling air-dump cars.				35					
Trains handling CNW jeep ore cars.				30					
Trains handling loaded wooden Hart convertible cars.				25	Railroad crossings, not otherwise specified, where governed by automatic interlocking signals, between the two home signals governing movement over the crossing. 20 20 20 20				
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. 40 Backing up light. 40	40	40	40	40					
Trains handling wrecking derricks: Derricks with 6-wheel trucks. 40 Derricks with 4-wheel trucks. 35 (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)					On side tracks laid with rail weighing 60 pounds or less. 5 5				
					On wye tracks, except those portions used as main track. 5 5				

FIRST SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Maximum speed.	75	75	75	50	Between Mile Posts— Belvue 99.7 and 99.8	70	60	60	45
Freight trains handled by Diesel-electric locomotive between Kansas City and Menoken.				55	104.6 and 105.0	35	35	35	35
C. R. I. & P. engines 5000 to 5064, incl., and 5100 to 5109, incl., between Kansas City and Topeka.			65	50	Wamego 105.4 and 107.0	70	60	60	45
Between Mile Posts— Terminal Jct., over turn-outs from U. P. main tracks to K. C. T. main tracks.	30	30	30	25	St. George 117.8 and 118.2	70	60	60	45
Muncie 13.2 and 13.4	75	65	65	50	119.1 and 119.4	30	30	30	25
16.3 and 17.2	70	60	60	50	Manhattan 121.9 and 122.0	70	60	60	45
Bonner Springs 17.9 and 18.0	30	30	30	30	123.1 and 123.5	40	35	35	25
20.2 and 20.4	75	65	65	50	124.7 and 125.3	60	50	50	40
Loring 21.4 and 21.8	75	65	65	50	Eureka Lake 129.2 and 129.3	70	60	60	45
23.6 and 23.9	75	65	65	50	East Funston 132.5 and 132.7	70	60	60	45
27.5 and 27.7	75	65	65	50	133.7 and 137.1	50	40	40	25
Linwood 33.1 and 33.4	75	65	65	50	Junction City, over inspection pit in main track.	25	25	25	25
36.5 and 36.9	60	50	50	40	141.0 and 141.4	70	60	60	45
Lawrence, within city limits.	30	30	30	25	143.6 and 145.2	40	35	35	25
39.5 and 39.9	30	30	30	25	Kansas Falls 148.7 and 148.9	70	60	60	45
42.4 and 43.0	75	65	65	50	150.0 and 150.2	70	60	60	45
Grantville 65.7 and 66.2	75	65	65	50	Ablene, between Oplena and Elm Streets.	30	30	30	25
67.5 and 67.9	30	30	30	25	Ablene, over A. T. & S. F. Crossing.	30	30	30	25
Topeka, over Quincy Street and Kansas Avenue.	12	12	12	12	165.9 and 166.1	70	60	60	45
Menoken, on siding and through turn-out at east end of siding.	25	25	25	25	167.9 and 168.3	50	45	45	35
Rossville, within city limits.	45	45	45	45	Sand Spring 169.3 and 169.5	70	60	60	45
St. Marys, within city limits.	25	25	25	25	Solomon 173.3 and 173.5	50	40	40	25
94.7 and 95.0	70	60	60	45	New Cambria 181.2 and 181.3	70	60	60	45

SECOND SUBDIVISION

Maximum speed between Salina and Ellis.	75	75	75	50	Between Mile Posts— Bavaria 198.4 and 198.7	70	60	60	45
Maximum speed between Ellis and Sharon Springs.	75	75	65	45	Brookville 201.7 and 202.2	70	60	60	45
Maximum speed, mixed trains.				50	203.9 and 208.0	70	60	60	45
Between Mile Posts— Salina, over A. T. & S. F. Crossing.	30	30	30	25	Terra Cotta 208.4 and 209.4	60	50	50	40
190.7 and 190.8	70	60	60	45	210.0 and 211.1	40	35	35	25

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Fr.		Str.	DE-Psgr.	Psgr.	Fr.
Between Mile Posts— Carnelro 211.3 and 212.8	50	40	40	25	Between Mile Posts— Yocemento 295.8 and 296.0	50	40	40	30
213.1 and 215.3	40	35	35	25	297.5 and 297.7	70	60	60	45
215.5 and 216.1	50	40	40	25	Ellis, over inspection pits in main track.	25	25	25	25
Kanopolis 221.9 and 222.4	40	35	35	25	304.3 and 307.0	60	50	50	40
Ellsworth, over St. L. & S. F. Crossing.	20	20	20	20	Riga 311.4 and 311.8	70	60	60	45
224.6 and 225.0	60	50	50	40	Wakeoney Between first crossing west and second crossing east of depot.	40	40	40	25
225.6 and 225.8	70	60	60	45	323.3 and 324.0	70	60	60	45
228.4 and 228.7	70	60	60	45	Voda 330.2 and 330.6	70	60	60	45
230.6 and 230.9	60	50	50	40	331.7 and 332.1	60	50	50	40
Black Wolf 231.7 and 233.0	50	40	40	30	335.0 and 335.4	60	50	50	40
235.0 and 236.2	50	40	40	30	Collyer 336.6 and 337.0	55	45	45	35
238.4 and 239.5	70	60	60	45	Oakley 383.4 and 384.3	70	60	60	45
Wilson, No. 38 within city limits.			40		Winona 401.3 and 401.8	70	60	60	45
242.3 and 242.7	70	60	60	45	405.5 and 405.8	60	50	50	40
Dorrance 249.5 and 250.0	60	50	50	40	McAllaster 419.6 and 420.5	70	60	60	45
Bunker Hill 256.4 and 256.9	70	60	60	45	Wallace 424.9 and 425.0	70	60	60	45
Balta 270.1 and 270.4	70	60	60	45					
Victoria, within city limits.	50	50	50	40					

THIRD SUBDIVISION

Maximum speed.	75	75	65	45	Between Mile Posts— 561.3 and 562.0	70	60	60	45
Maximum speed, mixed trains.				50	562.9 and 567.2	60	50	50	40
Freight engines not otherwise shown.			45		562.9 and 567.2, with U. P. 2200, 2300 and 2400 and C. R. I. & P. 2300 class engines.			40	40
C. R. I. & P. 4000, 5000 and 5100 class engines.			50	45	562.9 and 567.2, with U. P. 5000 and C. R. I. & P. 4000 and 5000 class engines.			30	30
C. R. I. & P. 2300 class engines.			50	40	Cedar Point Siding	5	5	5	5
C. R. I. & P. 2600 and 2700 class engines.			40	40	Deer Trail 587.2 and 589.8	60	50	50	40
Between Mile Posts— Chemung 450.8 and 451.1	70	60	60	45	Byers 598.9 and 601.5	70	60	60	45
Arapahoe 454.5 and 454.6	70	60	60	45	Strasburg 605.2 and 607.0	70	60	60	45
Aroya 512.4 and 512.7	70	60	60	45	Watkins 619.3 and 620.5	70	60	60	45
Bagdad 543.9 and 544.9	70	60	60	45	Denver, over grade crossings within city limits.	35	35	35	25
546.2 and 546.6	70	60	60	45					
River Bend 558.8 and 559.3	55	45	45	35					

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Maximum speed: On straight track, between Menoken and Upland. On straight track, between Upland and Hastings.	65 65	50 45	Between Mile Posts— Hollenberg 140.1 and 140.3	25	25
On curves, where not otherwise restricted.	60	45	140.8 and 141.6	25	25
Freight trains handled by Diesel-electric locomotive be- tween Menoken and Hastings.		50	Steele City 142.2 and 142.6	50	45
Light engines.		35	Endicott C. B. & Q. Crossing M. P. 147.1	35	35
Over Bridges 7.09, 8.70 and 34.45: 9000 class engines must not be doubleheaded over these bridges: 5000 class engines doubleheaded. 9000 class engines single.	25 25	25 25	Fairbury C. R. I. & P. Crossing M. P. 154.4	25	25
Between Mile Posts— Emmett 26.5 and 26.9	50	45	155.1 and 155.3	50	45
Alkins 36.7 and 37.1	50	45	164.9 and 166.3	50	45
Onaga 39.4 and 42.9	50	45	175.5 and 175.9	50	45
Winifred 67.9 and 68.2	50	45	Belvidere C. B. & Q. Crossing M. P. 177.0	35	35
Marysville 115.7 and 116.2	50	45	181.7 and 182.0	50	45
Herkimer 118.6 and 119.1	50	45	Carleton 184.5 and 184.7	50	45
121.1 and 126.9	50	45	187.9 and 189.1	50	40
Hanover C. B. & Q. Crossing M. P. 128.1	35	25	Davenport C. & N. W. Crossing M. P. 191.2	35	35
129.7 and 129.9	50	45	Edgar C. B. & Q. Crossing M. P. 200.5	35	35
133.4 and 133.9	50	45	Hastings M. P. Crossing M. P. 227.3	35	25
135.0 and 135.2	50	45	Between Hastings and Grand Island.	35	30
136.1 and 136.5	50	40	Motor trains, between Hastings and Grand Island.	40	

BRANCHES

Leavenworth Branch. Between Lawrence and Leavenworth. Trains handling outfit cars.	25 20	At Mile Posts— 100.5 112.5 113.5	25
Between Leavenworth and Corral: On straight track. On curves.	15 10	Manhattan, over Poyntz Avenue and a trainman must act as crossing watchman.	3
Between Corral and Knox	5	Junction City Branch. Maximum speed— Motor trains. Steam trains. Trains handling outfit cars.	35 25 20
Manhattan Branch. Between Beatrice and Marysville.	40	Between M. P. 19.7 and 20.0.	10 10
Between Marysville and Manhattan— Motor trains. Steam trains. Trains handling outfit cars.	25 20	At Mile Posts— 7.4 23.1 48.4 7.5 23.5 47.1 10.6 23.9 48.1 12.4 25.5 48.4 12.9 25.7 48.6 15.6 42.3 48.9	25 25
Light engines, between Beatrice and Marysville.	35		
Between Mile Posts— 101.5 and 107.6 110.3 and 111.6 118.8 and 122.1 128.7 and 129.2	30		

