

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
THE ST. JOSEPH AND GRAND ISLAND RAILWAY COMPANY

13

Central Division

EMPLOYEES' TIME-TABLE

To Take Effect Sunday, June 9, 1929

at 12:01 A. M. Central Time

For the government and information of employes only, and not intended for the use of the public.
The right is reserved to vary from this time-table at pleasure.



UNION PACIFIC RAILROAD COMPANY
JUN 6 1929
ST. JOSEPH, MO.

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS												FIRST CLASS			Distance from St. Joseph	Time-Table No. 13 June 9, 1929
						269 Time Freight	25 Time Freight	137 Passenger	1 Passenger	3 Passenger						
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
						7.20PM		8.00AM								
						11.10PM		10.10								
							7.00PM		9.00PM	8.15AM	0.0					
							9.25PM		10.50PM	9.56AM	42.6					
						12.01AM		10.20AM			189.0					
						5.05 6.00	3.30AM	12.55PM 1.20	1.40AM 2.00	12.45PM 1.15	113.2					
								2.50PM			150.7					
								4.35PM			210.0					
						8.25AM			3.41	2.50	153.0					
						2.30PM			6.12	5.40	227.3					
									7.00AM	6.45PM	251.7					
						4.00AM			8.59PM	7.15AM	667.3					
									1.32AM	1.32AM	952.0					
						1.25PM			6.20AM	6.20AM	1097.4					
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						

(91.05)

(8.30)
13.3

(8.35)
28.5

(34.20)

(47.05)

..... Thru Time
..... Average speed per hour

MILEAGE SOUTHERN DISTRICT

KANSAS DIVISION	
Main Line.....	305.78
Branches.....	231.88
Total.....	537.66
CENTRAL DIVISION	
Main Line.....	251.65
Branches.....	423.23
Total.....	674.88
COLORADO DIVISION	
Main Line.....	638.55
Branches.....	246.22
Total.....	884.77
GRAND TOTAL	
Main Line.....	1195.98
Branches.....	901.33
Total.....	2097.31

N. A. WILLIAMS,
General Manager.

W. H. GUILD,
General Superintendent.

G. L. WHIPPLE,
General Superintendent Transportation.

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 13 June 9, 1929	Distance from Grand Island	FIRST CLASS			SECOND CLASS														
		4	2	138	26	270													
		Passenger	Passenger	Passenger	Time Freight	Time Freight													
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily													
KANSAS CITY				6.20PM		4.00AM													
TOPEKA				4.20		12.30AM													
ST. JOSEPH	251.7	5.30PM	8.15AM			4.00AM													
HIAWATHA	209.1	3.53	6.35			12.30AM													
MENOKEN				4.00		11.50PM													
MARYSVILLE	138.5	1.20 12.50PM	4.00 3.40	1.10 12.40PM		7.45PM	5.50 4.20												
BEATRICE				11.05AM															
VALPARAISO				9.10AM															
FAIRBURY	98.7	11.04AM	2.05AM				12.35PM												
HASTINGS	24.4	8.25	11.40PM				8.35AM												
GRAND ISLAND	0.0	7.25AM	10.50PM																
DENVER		3.45PM	7.30AM				7.50PM												
GRANGER		3.22AM	3.22AM				1.36PM												
OGDEN		10.40PM	10.40PM				12.01AM												
		Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily												

Thru Time.....	41.50	32.35	9.10	(8.15)	(98.50)
Average speed per hour.....			26.7	13.7	

C. E. HEDRIX, Superintendent..... Marysville, Kans.
J. T. DAWSON, Trainmaster, First Subdivision, Highland, Leavenworth Western and Junction City Branches..... Marysville, Kans.
A. L. GARMAN, Trainmaster, Second Subdivision, Topeka and Manhattan Branches..... Marysville, Kans.
J. F. LEWIS, Chief Train Dispatcher..... Marysville, Kans.
D. GRESHAM, Night Chief Train Dispatcher..... Marysville, Kans.

E. R. MERRIMAN, Train Dispatcher..... Marysville, Kans.
L. L. HARRISON, Train Dispatcher..... Marysville, Kans.
L. E. MANION, Train Dispatcher..... Marysville, Kans.
E. C. KAUFFMAN, Train Dispatcher..... Marysville, Kans.
R. A. ROBERTS, Train Dispatcher..... Marysville, Kans.
R. W. ESTEP, Train Dispatcher..... Marysville, Kans.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
51''	70.6	1'25''	42.3
52''	69.2	1'30''	40
53''	67.9	1'40''	36
54''	66.6	1'45''	34.3
55''	65.4	1'50''	32.7
56''	64.2	2'	30
57''	63.1	2'10''	27.6
58''	62	2'15''	26.6
59''	61	2'20''	25.7
1'	60	2'30''	24
1' 1''	59	2'40''	22.5
1' 2''	58	2'45''	21.8
1' 3''	57.1	2'50''	21.2
1' 4''	56.2	3'	20
1' 5''	55.3	3' 9''	19
1' 6''	54.5	3'20''	18
1' 7''	53.7	3'31''	17
1' 8''	52.9	3'45''	16
1' 9''	52.1	4'	15
1'10''	51.4	5'	12
1'12''	50	6'	10
1'15''	48	7'30''	8
1'20''	45	10'	6

WESTWARD

FIRST SUBDIVISION

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS				Distance from St. Joseph	Time-Table No. 13				
										June 9, 1929				
	25 Time Freight	187 Mixed	17 Local Freight	269 Time Freight	1 Passenger	577 Motor Passenger	137 Passenger	3 Passenger		STATIONS				
Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily							
Y				9.00PM			8.15AM	0.0	DN-R	ST. JOSEPH	Un			
WFTOP	7.00PM		6.55AM						DN-R	TERMINAL YARD	Mk			
								0.2		C. B. & Q. CROSSING--U. T. CROSSING				
5,231	P		7.05	s 7.05		9.08	s 8.22	1.4	D	ELWOOD	De			
1,508	P		7.20	s 7.25		s 9.15	s 8.30	5.4	D	WATHENA	Wa			
3,026	P		7.30	s 7.46		9.22	s 8.37	9.0		BLAIR	Br			
								12.0		APPLETON				
2,266	P		7.55	s 8.08		s 9.35	s 8.50	13.8	D	TROY	Ry			
	I							15.2		C. B. & Q. CROSSING				
1,408	P		8.07			9.44		17.5		DOUBLE				
633	P		8.11	s 8.35		9.47	s 9.01	19.0		MORAY				
2,358	P		8.18	f 8.48		9.53	s 9.07	21.9		STOUT				
3,321	WP		8.28	s 9.04		s10.00	s 9.14	24.8	D	SEVERANCE	Z			
2,731			8.39	s 9.13		f10.10	s 9.23	28.9	D	LEONA	N			
3,545			8.51	s 9.34		s10.22	s 9.34	34.1	D	ROBINSON	H			
1,254			9.01	f10.02		10.30	f 9.42	38.7		MANVIL				
	I							42.1		MO. PAC. CROSSING				
2,134	WY		9.25	s10.45		s10.50	s 9.56	42.6	DN	HIAWATHA	H			
1,078			9.50	s11.25		f11.05	s10.12	50.1	D	HAMLIN	Om			
1,412			10.05	s11.53AM		s11.15	s10.21	53.9	D	MORRILL	Wb			
1,246	F		10.40	s12.30PM		s11.35	s10.38	60.6	DN	SABETHA	S			
1,842			10.55	f12.45		11.45	f10.44	64.2		PRICE				
920			11.15PM	s 1.00		s11.55PM	s10.56	68.7	D	ONEIDA	Ni			
1,151			12.15AM	s 1.25		s12.15AM	s11.16	77.4	DN	SENECA	Sn			
2,697	WY		12 50	f 1.50		f12.30	s11.32	84.1	D	BAILEYVILLE	Cu			
881			1.15	s 2.14		s12.42	s11.45	89.1	D	AXTELL	Fr			
3,058			1.35	f 2.45		s12.54	f11.58AM	94.3		SUMMIT				
1,694			1.55	s 3.20		s 1.05	s12.10PM	99.2	D	BEATTIE	B			
2,625	W		2.15	s 3.50		f 1.17	s12.20	105.1	D	HOME	Ho			
1,939			2.30	12.05PM	4.00	4.10AM	1.23	6.45PM	12.40PM	12.30	107.6	DN	UPLAND	Sj
3,425			2.50	f12.10	f 4.05	4.15	1.25	f 6.48	12.44	f12.34	108.9		CARDEN	
WFTYOP			3.30AM	12.30PM	4.25PM	5.05AM	1.40AM	7.00PM	12.55PM	12.45PM	113.2	DN-R	MARYSVILLE	Ms
			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				

(8.30)	(0.25)	(9.30)	(0.55)	(4.40)	(0.15)	(0.15)	(4.30)	..... Thru Time
13.3	13.2	11.9	6.0	24.2	22.0	22.0	25.0	..... Average speed per hour

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

WESTWARD

SECOND SUBDIVISION

Length of sidings in feet and location of water, fuel, in telelocking plants, turnings, scales and telephones.	SECOND CLASS						FIRST CLASS			Distance from St. Joseph	Time-Table No. 13 June 9, 1929		
	23	165	21	133	15	269	19	3	1		STATIONS		
	Mixed Leave Daily Ex. Sunday	C. B. & Q. Mixed Leave Daily Ex. Sunday	Mixed Leave Daily Ex. Sunday	C. B. & Q. Mixed Leave Daily Ex. Sunday	Local Freight Leave Daily Ex. Sunday	Time Freight Leave Daily	C. B. & Q. Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily				
WFTYO										113.2	DN-R	MARYSVILLE	Ms
3,832					6.10AM	6.00AM				118.3	D	HERKIMER	Ki
4,871					* 6.25	6.15				122.5	D	BREMEN	Wn
										128.0		C. B. & Q. CROSSING	
4,528 WT					* 7.13	6.55				128.1	DN	HANOVER	Ha
1,740					f 7.28	7.05				132.4		SPENCE	
3,558					* 7.40	7.20				137.3	D	HOLLENBERG	Ky
3,929					* 8.10	7.38				141.7	D	STEELE CITY	Sc
										144.0		CLAYTON	
4,050 W										147.0		C. B. & Q. CROSSING	
1,285										147.1	D	ENDICOTT	Nd
					12.40PM	* 8.35	7.58			149.7		DUVAL	
3,621 W										152.6		C. R. I. & P. CROSSINGS	
4,359					* 1.00	* 9.05	8.25			153.0	DN	FAIRBURY	Q
					1.45					154.3		C. R. I. & P. CROSSING	
3,597 P										159.0		K. C. & O. JCT.	
920 P					2.05PM	f 9.30	8.40			161.4	D	POWELL	Ow
3,907 W						f 9.45	8.50			167.4	D	ALEXANDRIA	A
3,959						* 10.30	9.00			176.5	D	BELVIDERE	Vi
						* 10.45	9.20			176.9		C. B. & Q. CROSSING	
4,316 WF						* 11.08				183.9	DN	CARLETON	C
							9 51 10.25			191.1		C. & N. W. CROSSING	
3,916										191.1	D	DAVENPORT	Do
820										196.3		SEDAN	
4,026 W										200.4		C. B. & Q. CROSSING	
3,887 WYP										200.6	D	EDGAR	Sg
										208.9	DN	FAIRFIELD	Fd
										210.7		ALMA JCT.	
1,674										213.7		ANAN	
4,008										218.2	D	GLENVIL	Gv
970										221.8		LEVEL	
										226.4		C. & N. W. CROSSING	
										227.2		C. B. & Q. CROSSING	
WFTYO										227.3	DN-R	HASTINGS	An
742					6.00PM	2.00PM	2.40PM	1.50PM		231.3		FARMER	
1,363					f 6.20	f 2.20				235.0		HANSEN	
1,747 W					f 6.30	f 2.30				240.2	D	DONIPHAN	Dv
918					* 6.50	* 2.50				243.3		HASPUR	
417					f 6.58	f 2.58				245.3		RIVER	
1,878 Y					f 7.03	f 3.03				247.5		SCHIMMER	
					f 7.08	f 3.08				249.5		BELT LINE CROSSING	
WFTO										251.7	DN-R	GRAND ISLAND	Ge
					7.30PM	3.30PM							
					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily					

(1.30) 16.4 (0.7) 15.6 (1.30) 16.4 (1.25) 7.3 (8.30) 13.4 (7.50) 14.6 (0.5) 22.5 (5.30) 25.2 (5.00) 27.9

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Except that No. 24 is superior to No. 23.

..... Thru Time
..... Average speed per hour

		WESTWARD				HIGHLAND BRANCH				EASTWARD									
		SECOND CLASS				Distance from St. Joseph	Time-Table No. 13 June 9, 1929				Distance from Highland	SECOND CLASS							
		33		31			STATIONS					30		32					
		Mixed		Mixed								Mixed		Mixed					
		Leave Daily		Leave Daily						Arrive Daily		Arrive Daily							
2358	P					21.9													
331						22.8	f 4.40	f 9.21		7.1	9.05AM	4.25PM							
652						25.1	f 4.46	f 9.28		6.2	f 8.51	f 4.16							
291						26.5	f 4.50	f 9.32		3.9	f 8.43	f 4.10							
W	FTP					29.0	5.00PM	9.45AM		2.5	f 8.38	f 4.04							
							5.00PM	9.45AM		0.0	8.30AM	3.50PM							
							Arrive Daily	Arrive Daily			Leave Daily	Leave Daily							
							(0.24) 17.7	(0.30) 14.2	..... Thru Time.....		(0.35) 12.2	(0.35) 12.2							
							4	3	.....Average speed per hour.....		3	4							
									.....Connecting with.....										

Westward trains are Superior to trains of the same class in the opposite direction.—See Rule 72.
 Except that No. 30 is superior to No. 31, and No. 32 is superior to No. 33.

		WESTWARD				TOPEKA BRANCH				EASTWARD								
		SECOND CLASS		FIRST CLASS		Distance from Menoken	Time-Table No. 13 June 9, 1929				Distance from Marysville	FIRST CLASS		SECOND CLASS				
		187		269			STATIONS					138		188		270		
		Mixed		Time Freight								Motor Passenger		Mixed		Time Freight		
		Leave Daily Ex. Sunday		Leave Daily						Arrive Daily Ex. Sunday		Arrive Daily		Arrive Daily Ex. Sunday		Arrive Daily		
	P					0.0	DN-R	MENOKEN	Mx	75.8	10.20AM	4.00PM	4.40PM	11.50PM				
3898	WP					8.3	D	GROVE	Ov	67.5	s 9.58	f 3.36	f 4.17	11.15				
4655	P					15.8	D	DELIA	De	60.0	s 9.43	s 3.21	s 3.21	10.45				
4779	WP					22.6	DN	EMMETT	Gc	53.2	s 9.29	s 3.08	s 2.50	10.15				
3244	P					28.0		AIKINS		47.8	f 9.18	f 2.56	f 2.25	9.50				
1169						29.1		KNOLL		46.7								
4816	WFTP					37.4	DN	ONAGA	Ga	38.4	s 9.00	s 2.38	s 2.05	s 9.10				
3715	P					41.5	D	DULUTH	Dh	34.3	f 8.40	f 2.22	f 1.25	8.40				
1359	P					46.3		NOLAN		29.5	f 8.30	2.13	f 1.10	8.25				
4796	WP					49.5	D	LILLIS	Is	26.3	s 8.23	s 2.06	s 1.00	8.05				
1360	P					54.3		SULLIVAN		21.5	f 8.13	f 1.58	f 12.40	7.45				
						58.6		M. P. CROSSING		17.2								
3707	WP					58.8	DN	FRANKFORT	Fn	17.0	s 8.03	s 1.49	s 12.14PM	7.25				
3412	P					64.3	D	WINIFRED	Wi	11.5	s 7.51	s 1.36	f 11.45AM	6.30				
	P					70.2	DN-R	UPLAND	Sj	5.6	7.40AM	1.25PM	11.25AM	6.15PM				
							(70.2)				Leave Daily Ex. Sunday		Leave Daily		Leave Daily Ex. Sunday		Leave Daily	
											(2.40) 26.3		(2.35) 27.3		(5.15) 13.4		(5.35) 13.0	
											..... Thru Time.....		.....Average speed per hour.....					

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

Length of sidings in feet and location of water, fuel, interlocking plants, turnouts, scales and telephones.	WESTWARD				Distance from Manhattan	MANHATTAN BRANCH				Distance from Valley	EASTWARD					
	SECOND CLASS		FIRST CLASS			Time-Table No. 13					FIRST CLASS		SECOND CLASS			
	173 Local Freight		541 Motor Passenger	137 Passenger		579 Motor Passenger	June 9, 1929				542 Motor Passenger	138 Passenger	580 Motor Passenger	174 Local Freight		
	Leave Daily	Ex. Sunday	Leave Daily	Ex. Sunday	Leave Daily	Leave Daily	Ex. Sunday	Leave Daily	Ex. Sunday	STATIONS	Arrive Daily	Ex. Sunday	Arrive Daily	Ex. Sunday	Arrive Daily	Ex. Sunday
WFT	5.00AM		2.35PM		7.45AM	0.0	DN-R	MANHATTAN	Mh	189.4	12.15PM		3.45PM		3.30PM	
903	f					4.0		CASEMENT		185.4				f		
265	f		f		f	4.8		ROCKY FORD		184.6	f		f	f		
1530	s 5.30		s 2.53		s 8.08	10.6	D	STOCKDALE	Dz	178.8	s 11.50AM		s 3.18		f 2.53	
1633	s 6.00		s 3.03		s 8.21	16.5	D	GARRISON CROSSING	Gx	172.9	s 11.39		s 3.03		s 2.30	
						16.5		U. P. CROSSING		172.9						
2607	s 6.30		s 3.15		s 8.34	21.8	D	RANDOLPH	Fh	167.6	s 11.26		s 2.43		s 2.00	
	f		f		f	25.8		MARIADAH		163.6	f			f		
1498	s 7.00		s 3.30		s 8.49	28.7	D	CLEBURNE	Ne	160.7	s 11.14		s 2.29		s 1.30	
1203	f 7.15		f 3.38		f 8.59	33.1		FLORENA		156.3	f 11.06		f 2.18		f 1.00	
						36.7		M. P. CROSSING		152.7						
1705	s 7.45		s 3.50		s 9.12	38.1	D	IRVING	Vn	151.3	s 10.55		s 2.07		s 12.30	
961						39.3		ALLEY		150.1						
3716	s 9.00		s 4.04		s 9.25	42.7	D	BLUE RAPIDS	Pd	146.7	s 10.46		s 1.57		s 12.15PM	
1520	f 9.40		s 4.19		s 9.40	49.4	D	SCHROYER	Ry	140.0	s 10.31		s 1.42		f 11.15AM	
WFTO	10.05 11.30		s 4.35 4.50		1.20PM 9.55AM	55.3	DN-R	MARYSVILLE	Ms	134.1	s 10.20 10.05	12.40PM	1.30PM		s 10.20	
1944	f 11.50		f 5.04		f 1.32	61.8		HULL		128.1	f 9.48	f 12.21		f 9.35		
2061	f 11.59AM		s 5.09		s 1.36	63.5	D	MARIETTA	Ar	125.9	s 9.44	s 12.17		f 9.25		
1733	s 12.13PM		s 5.13		s 1.40	65.0	D	OKETO	Kt	124.4	s 9.40	s 12.13		s 9.15		
1694	s 1.00		s 5.27		s 1.52	71.4	D	BARNESTON	Nr	118.0	s 9.26	s 12.01PM		s 8.50		
808						75.1		BADGER		114.3						
I						76.3		C. B. & Q. CROSSING		113.1						
340						77.0		STONE SIDING		112.4						
1248	1.30		5.45		2.05	79.1		BLUE SPRINGS JCT.		110.3	9.10	11.45AM		8.30		
Y	s 1.35		s 5.50		s 2.10	79.8	D	BLUE SPRINGS	Bs	111.0	s 9.05	s 11.40		s 8.25		
1248	f 1.40		f 5.55		2.15	79.1		BLUE SPRINGS JCT		110.3	f 9.00	11.35		f 8.15		
1358	f 1.55		s 6.07		s 2.25	83.7	D	HOLMESVILLE	Sx	105.7	s 8.50	s 11.25		f 8.00		
						91.8		C. B. & Q. CROSSING		97.6						
						92.2		C. R. I. & P. CROSSING		97.2						
WFTO	2.30PM		6.30PM		2.45PM	92.6	DN-R	BEATRICE	Bx	96.8	8.30AM	11.05AM		7.30AM		
	Arrive Daily		Arrive Daily		Arrive Daily			92.6			Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	Ex. Sunday		Ex. Sunday		Ex. Sunday						Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday		
	(9.30) 10.3		(3.55) 23.6		(1.25) 26.4			(2.10) 25.5	..... Thru Time		(3.45) 24.7	(1.35) 23.9	(2.15) 24.5	(8.00) 12.3		
									..... Average speed per hour							

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

WESTWARD

LEAVENWORTH WESTERN BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turntables, scales and telephones.	SECOND CLASS			FIRST CLASS			Distance from Leavenworth	Time-Table No. 13 June 9, 1929			Distance from Miltonvale	FIRST CLASS			SECOND CLASS		
	191		193	515		STATIONS		516		194		192					
	Mixed	Mixed	Mixed	Motor Passenger	Mixed			Motor Passenger	Mixed	Mixed		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday		
WFTO	8.30AM			9.05AM	0.0	DN-R LEAVENWORTH Rh	166.2	5.10PM					7.30PM				
333				9.10	1.5	1.5 CORRAL	164.7										
					3.0	1.5 KNOX	163.2										
					5.3	2.3 A. T. & S. F. CROSSING	160.9										
691	f 8.55			f 9.25	7.0	1.7 HUND	159.2	f 4.45					f 6.30				
437	f 9.15			f 9.37	11.2	4.2 PLEASANT RIDGE	155.0	f 4.32					f 6.00				
1034	s 9.49			s 9.49	15.4	4.2 EASTON On	150.8	s 4.20					s 5.40				
723	f 10.10			f 10.00	19.7	4.3 LEE	146.5	f 4.08					f 5.00				
1500 W	s 10.40			s 10.15	24.4	4.7 WINCHESTER Wc	141.8	s 3.58					s 4.40				
1174 W	f 11.00			f 10.28	29.4	5.0 BOYLE	136.8	f 3.45					f 3.59				
	s 11.45AM			s 10.48	35.4	6.0 DN VALLEY FALLS Jt.Tk.with S.F. Gh	130.8	s 3.30					s 3.30				
615	f 12.10PM			f 11.00	40.4	5.0 HALF MOUND	125.8	f 3.12					f 2.45				
1054	s 12.30			s 11.09	43.8	3.4 D ARRINGTON Gr	122.4	s 3.01					s 2.30				
914	s 12.45			s 11.17	46.2	2.4 LARKINBURG	120.0	s 2.55					s 2.08				
429	f 12.50			f 11.21	48.1	1.9 BEVARD	118.1	f 2.51					f 2.00				
844	f 1.05			f 11.27	50.9	2.8 DRAKE	115.3	f 2.45					f 1.50				
939 WY	s 1.30			s 11.42	55.4	4.5 D HOLTON Hn	110.8	s 2.35					s 1.30				
831	s 2.16			s 11.59AM	63.1	7.7 D CIRCLEVILLE Cv	103.1	s 2.16					s 12.45				
1898	s 3.00			s 12.16PM	69.5	6.4 D SOLDIER Jo	96.7	s 1.58					s 12.16PM				
1958 W	s 3.35			s 12.34	76.3	6.8 D HAVENSVILLE Hv	89.9	s 1.39					s 11.55AM				
699	f 3.50			f 12.40	78.8	2.5 SAVANNAH	87.4	f 1.30					f 11.40				
4816 WFT	4.30PM	8.00AM		s 12.55	82.5	3.7 DN-R ONAGA Ga	83.7	s 1.22				6.00PM	11.30AM				
1562		s 8.40		s 1.40	90.9	8.4 D WHEATON Qd	75.3	s 12.42				s 5.30					
1846 W		s 9.20		s 1.54	95.9	5.0 D BLAINE Jg	70.3	s 12.30				s 5.00					
2162		s 9.50		s 2.14	103.3	7.4 D FOSTORIA Fa	62.9	s 12.13PM				s 4.20					
612 W		s 10.15		s 2.34	109.7	6.4 D OLSBURG Ug	56.5	s 11.58AM				s 3.50					
1479 Y		s 10.45		s 2.52	116.8	7.1 GARRISON	49.4	s 11.43				s 3.15					
					117.8	1.0 U. P. CROSSING	48.4										
713 W		s 10.55		s 3.03	117.8	0.0 D GARRISON CROSSING Gx	48.4	s 11.39				s 3.03					
743		11.20		f 3.22	124.0	6.2 WALSBURG	42.2	f 11.20				f 1.40					
1689 W		s 11.37AM		s 3.36	128.6	4.6 D LEONARDVILLE D	37.6	s 11.05				s 1.20					
733		f 12.02PM		f 3.52	134.7	6.1 LASITA	31.5	f 10.49				f 12.45					
1393		s 12.30		s 4.11	139.1	4.4 D GREEN Gw	27.1	s 10.37				s 12.30PM					
					147.4	8.3 C. R. I. & P. CROSSING	18.8										
					147.5	0.1 U. P. CROSSING	18.7										
1117 W		s 2.15		s 4.50	147.7	0.2 D CLAY CENTER Ca	18.5	s 10.17				s 11.45AM					
859		s 3.00		s 5.07	155.4	7.7 D IDANA Dy	10.8	s 9.52				s 10.35					
461 WFY		f 3.20		f 5.17	160.3	4.9 BROWDALE	5.9	f 9.41				f 10.15					
		3.50PM		5.30PM	166.2	5.9 D-R MILTONVALE Mv	0.0	9.30AM				10.00AM					
	Arrive Daily	Arrive Daily		Arrive Daily		166.2		Leave Daily				Leave Daily	Leave Daily				
	Ex. Sunday	Ex. Sunday										Ex. Sunday	Ex. Sunday				

(8.00)
10.3

(7.50)
10.7

(8.25)
20.4

..... Thru. Time
..... Average speed per hour

(7.40)
21.7

(8.00)
10.4

(8.00)
10.3

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

Trains are governed by A. T. & S. F. time-table and rules while using joint track at Valley Falls.
A. T. & S. F. time-table rule reads: "All trains will run under control between junction switches at Valley Falls expecting to find the main track being used by other trains."

WESTWARD

JUNCTION CITY BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turnstiles, scales and telephones.	SECOND CLASS				FIRST CLASS				Distance from Junction City	Time-Table No. 13 June 9, 1929	Distance from Concordia	FIRST CLASS				SECOND CLASS			
	177		175		549		547					548		550		176		178	
	Mixed	Mixed	Mixed	Mixed	Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger				Motor Passenger	Motor Passenger	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
WFTYO								0.0	DN-R JUNCTION CITY Jn	11.55AM				6.30PM					
1182								8.1	D ALIDA Ad	11.33				5.35					
2162								13.6	D MILFORD Mr	11.23				5.10					
2230 W								19.4	D WAKEFIELD Wf	11.12				4.45					
614								23.0	GATESVILLE	11.04				4.22					
1043								27.9	BROUGHTON	10.54				3.50					
911								31.5	RELOCK										
								33.1	U. P. CROSSING										
2148								33.4	D CLAY CENTER Ca	10.43				3.00					
2466 W								41.2	D MORGANVILLE Mg	10.23				2.05					
1615								49.1	D CLIFTON Cf	10.07				1.45					
3325								49.9	VINING	10.04				1.40					
								54.7	M. P. CROSSING										
2041 W								55.6	D CLYDE Cy	9.51				1.25					
1063 Y								63.3	R LAWRENCEBURG	9.35	6.36PM			1.05	12.50PM				
206								66.7	BROSSEAU										
								69.9	C. B. & Q. CROSSING										
983 WY								70.5	D-R CONCORDIA Nd	9.20AM	6.21PM			12.35PM	12.20PM				
									70.5	Leave Daily	Leave Daily			Leave Daily	Leave Daily				
	(0.27)	(5.20)	(0.15)	(2.31) Thru Time.....				(2.35)	(0.15)	(5.55)	(0.30)							
	16.2	13.2	29.3	28.1 Average speed per hour.....				27.5	29.3	11.9	14.6							

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

WESTWARD

BELLEVILLE BRANCH

EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turnstiles, scales and telephones.	SECOND CLASS				FIRST CLASS				Distance from Lawrenceburg	Time-Table No. 13 June 9, 1929	Distance from Belleville	FIRST CLASS				SECOND CLASS			
	175		547		548		176												
	Mixed	Mixed	Motor Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Mixed	Mixed											
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
1063 Y								0.0	R LAWRENCEBURG	8.50AM				11.53AM					
1554								2.3	HOLLIS Ho	8.46				11.45					
								2.7	C. B. & Q. CROSSING										
1555								7.5	D TALMO Rn	8.34				11.30					
WFT								17.1	D-R BELLEVILLE Bi	8.15AM				11.00AM					
									17.1	Leave Daily				Leave Daily	Leave Daily				
	(1.25)	(0.39)	..... Thru Time.....				(0.35)	(0.53)										
	12.0	26.3	..... Average speed per hour.....				29.3	19.2										

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

Train arriving Lawrenceburg as No. 548 on Belleville Branch will run as No. 549 Lawrenceburg to Concordia and as No. 548 Concordia to Junction City.
 Train arriving Lawrenceburg as No. 176 on Belleville Branch will run as No. 177 Lawrenceburg to Concordia and as No. 176 Concordia to Junction City.
 Train arriving Concordia as No. 175 on Junction City Branch will run as No. 178 Concordia to Lawrenceburg and as No. 175 Lawrenceburg to Belleville.
 Train arriving Concordia as No. 547 on Junction City Branch will run as No. 550 Concordia to Lawrenceburg and as No. 547 Lawrenceburg to Belleville.

SPECIAL RULES

- 2 (R). Time Inspectors are located as shown below:
R. V. Owens, General Supervisor of Time Service.....**Omaha**
 Kansas City, Mo.....Mace-Ryer Co.
 St. Joseph.....Freyman Jewelry Co.
 Sabetha.....A. J. Geiger
 Seneca.....Martin-Welborn
 Marysville.....H. Ackerman
 Hanover.....J. Mesing
 Fairbury.....A. D. Ackerman
 Fairfield.....M. L. Jones
 Hastings.....W. J. Breckenridge
 Grand Island.....B. E. Jolls
 Leavenworth.....Lavery Jewelry Co.
 Onaga.....J. D. Crum
 Miltonvale.....Paul Lange
 Manhattan.....R. C. Smith
 Beatrice.....K. C. Koons
 Junction City.....W. G. Glick
 Belleville.....Elmer Fry

- 3 (R). Standard clocks are located as shown below:
 St. Joseph.....Union Depot Telegraph Office
 St. Joseph.....Terminal Yard Office
 St. Joseph.....Round House Shop Office
 Highland.....Telegraph Office
 Hiawatha.....Telegraph Office
 Marysville.....Telegraph Office
 Marysville.....Dispatcher's Office
 Marysville.....Yard Office
 Marysville.....Roundhouse
 Fairbury.....Telegraph Office
 Hastings.....Yard Office
 Hastings.....Roundhouse
 Grand Island.....Telegraph Office
 Grand Island.....Roundhouse
 Grand Island.....Yard Office
 Leavenworth.....Union Depot Telegraph Office
 Onaga.....Telegraph Office
 Miltonvale.....Telegraph Office
 Garrison Crossing.....Telegraph Office
 Manhattan.....Telegraph Office
 Beatrice.....Telegraph Office
 Junction City.....Telegraph Office
 Belleville.....Telegraph Office
 Topeka.....Telegraph Office

9 (R). Lights will not be kept burning at night in train order signals on the Manhattan, Leavenworth Western and Junction City Branches and trains will be governed by the day indication.

10 (h). At night, a yellow light on a dwarf signal, on a "call-on" signal, or on a "short-arm" signal of an interlocking plant, indicates "proceed at slow speed."

17 (C). When rules require headlight to be displayed, electric headlights will be dimmed under conditions outlined below, except in foggy or stormy weather or when other conditions make it inadvisable:

In yards where yard engines are employed and at stations where switching is being done;

- At meeting points, until the train to be met is clear of the main track;
 - When standing;
 - On two or more tracks when approaching trains running in opposite direction.
- These instructions do not supersede or modify those contained in Rules 17 and D-17.

28 (R). ADDITIONAL FLAG STOPS TO PICK UP REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FOR
1	Any station.	U. P. trains Nos. 7, 25 and 27.
2	West of Hiawatha.	St. Joseph or beyond.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
1	West of Hiawatha.	St. Joseph.
2	Any station.	U. P. trains Nos. 2, 3, 8, 15, 16, 18, 19, 20, 26, and 28

83 (R). Clearance card (Form 2643) must be received as follows:
 At Hastings —by all trains;
 At Marysville —by all Manhattan Branch trains;
 At Onaga —by all trains.
 Trains are not required to receive clearance card (Form 2643) as per Rule 83 (A), as follows:

At Stout —all trains;
 At K. C. & O. Jct.—eastward C. B. & Q. trains after receiving clearance card at Helvey;
 At Lawrenceburg —all trains;

83 (S). Trains will register by registering ticket (Form 2642) as follows:
 At Menoken —all trains;
 At Upland —all Topeka Branch trains;
 At Hastings —all first class trains.

83 (T). Eastward C. B. & Q. trains must not occupy main track at Alma Junction until authority has been received by telephone from Fairfield telegraph office.

93 (R). Yard limits are established, and defined by yard limit signs, at the following stations:

St. Joseph	Fairbury	Blue Rapids	Leavenworth
Terminal Yard	Carleton	Garrison Crossing	Easton
Elwood	Fairfield	Manhattan	Winchester
Hiawatha	Alma Jct.	Lawrenceburg	Holton
Sabetha	Hastings	Belleville	Onaga
Seneca	Grand Island	Concordia	Garrison
Upland	Beatrice	Clay Center	Miltonvale
Marysville	Blue Springs	Junction City	
Hanover	Marysville	Menoken	

98 (R). The Nebraska State Law governing movement of trains over railroad crossings at grade is as follows:

"All railroad trains (and engines without trains), shall come to a full stop at least 200 feet, and not more than 800 feet, from the crossing of the other railroads, and the engineer shall sound two long blasts of the whistle before starting forward, except where said railroads maintain semaphore and gate, with torpedo attachments, and when the signals indicate the crossing to be clear, no stop need be made.

When trains (or engines without trains) approach a crossing simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start until the first train has cleared the crossing and signal indicates that track is clear.

Every engineer violating the provisions of the two preceding sections, shall for each offense, forfeit one hundred dollars to be recovered in the name of the State of Nebraska for the benefit of the school fund; and the person, persons, or corporations on which road such offense is committed shall forfeit for each offense so committed, the sum of two hundred dollars to be recovered in like manner."

The Missouri State Law governing movement of trains over railroad crossings at grade is as follows:

"Every company operating a railroad shall cause all trains on such railroad to come to a full stop not less than ten nor more than sixty rods before reaching any railroad junction or crossing at grade, unless such stoppage is rendered unnecessary by an interlocking plant or other device approved by the written order of the railroad and warehouse commissioners, or by the court upon appeal. Any company violating any of the provisions of this section shall forfeit not less than twenty dollars nor more than one hundred dollars, to be recovered in a civil action before any justice of the peace of the county in which such violation occurs, upon the complaint of any person; said fine to be paid into the school fund of said county."

The Kansas State Law governing movement of trains over railroad crossings at grade is as follows:

"Trains carrying passengers exclusively, or passengers, mail, or express, shall be designated as first-class trains. Mixed freight and passenger trains, and all other trains, switch engines, and engines without cars, shall be designated as second-class trains.

All trains (and engines without cars) shall come to a full stop at least two hundred (200) and not more than eight hundred (800) feet from any grade crossing of other roads (except when such crossing is protected by interlocking device, gate, or derauling apparatus), and if the way is clear, shall sound two blasts of the whistle before starting forward.

First-class trains shall always have precedence over all other trains of any company at grade crossings, except where such precedence may be changed by written contract between crossing companies.

In case of trains of the same class approaching simultaneously, the one of the older road shall have the right to cross first, and the last train to cross shall not start until the first train has cleared the crossing.

Where a railroad crosses at grade the track of another within the yard limits of said other road and the track of such other road is not visible for at least five hundred (500) feet from the point of crossing, the crossing train shall send a flagman ahead from the point of stopping before crossing.

No train upon any road crossing the yard of another road shall stop on such crossing, after it has started forward to cross, nor until it has cleared such crossing by at least sixty (60) feet; provided, this shall not apply where crossings are so near to depots, water tanks or other places where stops are required to be made as to render it impracticable."

98 (S). RAILROAD CROSSINGS.

Location	Railroad Crossed	Trains Which Have Precedence	How Governed
Terminal Yard (M.P. 0.2)	C.B.&Q. U.T.		
Troy (M.P. 15.2)	C.B.&Q.	St. J.&G.I.	Interlocked semaphore signal.
Hiawatha (M.P. 42.1)	Mo. Pac.	St. J. & G. I.	Interlocking Plant.
Hanover (M.P. 128.0)	C.B.&Q.	St. J. & G. I. trains have precedence over C. B. & Q. trains going toward Wymore. C. B. & Q. trains going toward Concordia have precedence over St. J. & G. I. trains moving in either direction.	
Endicott (M.P. 147.0)	C.B.&Q.	C.B.&Q.	Gate.
Fairbury (M.P. 152.6)	C.R.I.&P.	St.J.&G.I.	
Fairbury (M.P. 154.3)	C.R.I.&P.	St.J.&G.I.	
Belvidere (M.P. 176.8)	C.B.&Q.	St.J.&G.I.	
Davenport (M.P. 191.1)	C.&N.W.	St.J.&G.I.	
Edgar (M.P. 200.4)	C.B.&Q.	St.J.&G.I.	
Hastings (M.P. 226.4)	C.&N.W.	St.J.&G.I.	
Hastings (M.P. 227.2)	C.B.&Q.	C.B.&Q.	Interlocking Plant.
Belt Line Crossing (M. P. 249.5)	Belt Line	St.J.&G.I.	Semaphore and Gate.
Hund (M.P. 5.3)	A.T.&S.F.	U.P.	
Clay Center (M.P. 147.4)	C.R.I.&P.	U.P.	
Frankfort (M.P. 58.6)	Mo. Pac.	Mo. Pac.	
Garrison Crossing (M.P. 172.9)	Manhattan and L. W. Branches.	Manhattan Branch.	
Irving (M.P. 152.7)	Mo. Pac.	Mo. Pac.	All trains must send a flagman ahead and not proceed until crossing is known to be clear.
Stone Siding (M.P. 113.1)	C.B.&Q.		Interlocking Plant.
Beatrice (M.P. 97.6)	C.B.&Q.	U.P.	
Beatrice (M.P. 97.2)	C.R.I.&P.	U.P.	
Clay Center (M.P. 33.3)	Junction City & L. W. Branches.	Junction City Branch.	
Clyde (M.P. 54.7)	Mo. Pac.	Mo. Pac.	
Concordia (M.P. 69.9)	C.B.&Q.	Southward C. B. & Q. trains have precedence over U.P. trains moving in either direction. U.P. trains moving in either direction have precedence over northward C.B.&Q. trains.	
Hollis (M.P.2.7)	C.B.&Q.	U. P. trains have precedence over eastward C.B.&Q. trains. Westward (south) C.B.&Q. trains have precedence over U.P. trains.	

SPECIAL RULES

101 (E). When a train encounters any dangerous defect in roadway or track, or is stopped by a block signal under circumstances which indicate a defect in track or signal apparatus (see Rules 101, 101 (A), 509, 510, and 808), the fact must be reported to the train dispatcher from the first point of communication, telephone booth, or telegraph office.

D-102 (A). If a train is parted or is doubling from any cause and the front portion passes any switch of a cross-over, siding or other route via which it would be possible for another train or engine to enter, it must not move against the current of traffic in returning to the rear portion, unless a flagman is protecting the return movement at any and all such switches, or unless the return movement has been authorized and protected by dispatcher.

103 (A). Cars must not be handled ahead of engine between stations, except in work train service at slow speed.

A trainman will ride rear of tank of a road engine backing up without cars while switching at stations or moving in yards.

103 (B). Engines must not be run over hoppers at coal chutes, and air must be working on all cars before starting to put up coal.

104 (R). Switches will be set normally,
At Stout, west passing track switch, for Highland;
At Lawrenceburg, switch at east leg of wye, for Concordia.

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:
(The speed shown under heading of "Psgr." includes mail and express trains, and under heading of "Frts." includes mixed trains and light engines with or without caboose.)

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frts.	
At any point.	45	35	
At any point.	30	30	With 5000 class engines.
At any point.	20	20	Engines backing up.
At any point.	35		400 class engines.
Within yard limits.	30	15	Speed must be as much slower as conditions may require.
At any point.	5	5	On tracks laid with rail weighing less than 60 pounds per yard.
Between Fairfield and Alma Junction.			All trains must be prepared to stop.
First Subdivision.	35	25	Account curves of 4 degrees or over as follows: Between— Between— MP 4.9 and MP 5.2 MP 53.9 and MP 56.2 MP 8.6 and MP 14.8 MP 57.9 and MP 58.4 MP 17.8 and MP 25.2 MP 66.8 and MP 67.2 MP 40.8 and MP 41.8 MP 73.6 and MP 75.2 MP 44.2 and MP 44.5 MP 82.1 and MP 82.3 MP 48.3 and MP 48.6 MP 101.1 and MP 101.3
Second Subdivision.	25	25	Between slow boards east of Steele City.
Highland Branch.	20	20	
Topeka Branch.	20	20	Between slow boards, M.P. 43½ and 44½, at Little Dutch Creek and Big Dutch Creek Fills.
Manhattan Branch	40		Motor trains.
Manhattan Branch.	35	30	
Manhattan Branch.	15	15	Between slow boards near M.P. 102 and 103.
Manhattan Branch.	30	25	Account curves of 4 degrees or over as follows: Between— Between— MP 100.4 and MP 112.6 MP 132.8 and MP 133.0 MP 118.8 and MP 120.0 MP 137.0 and MP 137.4 MP 121.1 and MP 122.1 MP 162.2 and MP 162.4 MP 128.7 and MP 129.2 MP 179.4 and MP 179.9

152 (R) Continued

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frts.	
Leavenworth Western Branch.	35	25	
Leavenworth Western Branch.	10	10	Between slow boards near M. P. 4.0.
Leavenworth Western Branch.	25	20	Account curves of 4 degrees or over as follows: Between— Between— MP 1.1 and MP 5.4 MP 77.4 and MP 79.3 MP 8.2 and MP 21.0 MP 81.0 and MP 101.9 MP 24.0 and MP 24.3 MP 103.7 and MP 107.7 MP 25.3 and MP 25.5 MP 109.0 and MP 110.0 MP 26.5 and MP 26.9 MP 111.9 and MP 113.3 MP 30.6 and MP 31.8 MP 116.0 and MP 117.7 MP 33.2 and MP 36.0 MP 120.6 and MP 120.9 MP 40.3 and MP 40.9 MP 121.9 and MP 123.5 MP 50.0 and MP 50.2 MP 126.2 and MP 131.6 MP 52.5 and MP 53.2 MP 135.9 and MP 137.1 MP 55.1 and MP 55.9 MP 138.0 and MP 140.3 MP 62.2 and MP 62.6 MP 142.4 and MP 142.6 MP 65.0 and MP 70.9 MP 146.6 and MP 147.9 MP 72.1 and MP 72.3 MP 156.4 and MP 156.7 MP 73.7 and MP 73.8 MP 160.6 and MP 163.4 MP 74.7 and MP 74.9 MP 165.4 and MP 165.7 MP 76.1 and MP 76.3
Junction City Branch.	35	30	
Junction City Branch.	40		Motor trains.
Junction City Branch.	5	5	Between slow boards located 50 feet each side of Court St., Clay Center.
Junction City Branch.	10	10	Between slow boards near M.P. 19.5.
Junction City Branch.	35	25	Account curves of 4 degrees or over as follows: Between— M.P. 7.37 and M.P. 7.47 M.P. 7.52 and M.P. 8.04 M.P. 10.52 and M.P. 10.57 M.P. 12.44 and M.P. 12.58 M.P. 12.90 and M.P. 12.92 M.P. 15.62 and M.P. 15.71 M.P. 19.68 and M.P. 19.74 M.P. 19.78 and M.P. 19.85 M.P. 25.49 and M.P. 25.56 M.P. 25.75 and M.P. 25.82
Belleville Branch.	35	30	
Belleville Branch.	40		Motor trains.

509 (E). Relative to Rule 509 (B), except in yard limits, flagman must be sent ahead at night, even though the next signal in advance is in plain view and the track can be seen to be clear.

509 (F). When a train is stopped by a block signal at "stop" position, on double track when ready to proceed as per Rule 509 (C) and on single track when the flagman is not to be sent ahead as per Rule 509 (B), two long sounds of the engine whistle (14b) will be given before the train proceeds.

674 (R). To indicate the route to be used through interlocking plants, the following engine and motor whistle signals will be used: (The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds):

At St. Joseph—over Missouri River Bridge:
For St. J. & G. I. — o
For C. R. I. & P. — o —
For Union Terminal o — o
At Hiawatha—M. P. 42.1:
For main track —
For diverging track — o
At Hastings—M. P. 227.2:
For main track —
For diverging track — o

713 (A). When passing through stations, and on double track when a train on the opposite track is being met or passed, a member of the crew must be stationed on the rear end of the rear car in position to give or receive necessary signals, except that when the train has an observation or special car, he must be on front platform of the rear car or on platform of the car next ahead. On passenger trains, the vestibule door must be open so that hot boxes or other defects may be detected.

720 (R). Passengers may be carried on freight trains between stations at which the trains stop, as follows:

- (a) Persons in charge of live stock or other freight when provided with proper transportation.
- (b) Employees with annual pass or with trip pass so endorsed.
- (c) Passengers with revenue tickets when presented for passage on:

Trains **Between Stations**
Freight, except those consisting In Kansas (See last paragraph hereof)
mostly of stock

Agents and conductors must notify passengers that freight trains will not be required to stop with caboose opposite platform for them to get on or off.

Within the State of Kansas on freight trains, passengers under 15 years of age must be accompanied by parent, guardian, or other competent person.

802 (A). At highway crossings where there is no crossing watchman on duty, a train man must go ahead and act as crossing watchman when one or more cars are being switched or pushed over crossing, and when a train is parted to clear, or is standing near such crossing, a trainman must act as crossing watchman when a train or engine is approaching on siding or main track.

Where a crossing watchman is on duty trainmen must not give signals for traffic to move over crossing.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 31 on Form 1216 "Conductor's Car and Tonnage Report":

6000 pounds for each empty or loaded car weighing less than 40,000 pounds (including light weight of car);

3000 pounds for each empty or loaded car weighing between 40,000 and 50,000 pounds (including light weight of car).

824 (R). In addition to making inspection of train as often as practicable as per Rule 824, every freight train must stop and must be inspected at the following points:

- Hiawatha —Eastward and westward;
- Seneca —Eastward and westward;
- Carleton —Eastward and westward;
- Onaga —Eastward and westward.

826 (R). When employes, passengers, or others are injured, call the nearest Railroad Surgeon. If the persons injured are not employes, they should be sent to their homes or placed in charge of Local Relief Authorities, after immediate necessary attention has been given by the Railroad Surgeon.

When necessary to call Surgeons, other than those regularly employed by the Railroad, it should be with the distinct understanding that their services will not be required after arrival of the Railroad Surgeon.

Railroad Surgeons are located as shown below:

PLACE	NAME	TITLE
Omaha	John R. Nilsson	Chief Surgeon
St. Joseph	C. H. Wallace	Division Surgeon
St. Joseph	H. K. Wallace	District Surgeon
St. Joseph	B. W. Tadlock	Oculist
St. Joseph	W. J. Hansen	District Surgeon
Wathena	J. G. Swailes	District Surgeon
Severance	S. H. Blakeley	District Surgeon
Robinson	V. C. Van Voorhis	District Surgeon
Hiawatha	G. C. McKnight	District Surgeon
Beattie	W. E. Ham	District Surgeon
Marysville	J. L. Hausman	District Surgeon
Marysville	J. W. Randall	District Surgeon
Hanover	F. H. Rhoades	District Surgeon
Fairbury	H. E. Potter	District Surgeon
Carleton	J. G. W. Westerhoff	District Surgeon
Fairfield	J. R. Bell	District Surgeon
Hastings	C. B. Calbreath	District Surgeon
Hastings	J. V. Beghtol	District Surgeon
Grand Island	E. G. Johnson	District Surgeon
Grand Island	F. D. Ryder	District Surgeon
Grand Island	H. C. Wengert	Oculist
Leavenworth	G. R. Combs	District Surgeon
Valley Falls	M. F. Marks	District Surgeon
Holton	C. W. Reynolds	District Surgeon
Onaga	W. P. Wilson	District Surgeon
Green	W. R. Morton	District Surgeon
Delia	W. R. Frisbey	District Surgeon
Frankfort	M. A. Brawley	District Surgeon
Manhattan	H. T. Groody	District Surgeon
Oketo	O. P. Wood	District Surgeon
Beatrice	C. S. Curry	District Surgeon
Clay Center	B. F. Morgan	District Surgeon
Morganville	C. C. Stillman	District Surgeon
Clifton	J. S. Scott	District Surgeon
Concordia	W. F. Sawhill	District Surgeon
Belleville	W. I. McFarland	District Surgeon
Havensville	J. E. McManis	District Surgeon
Wakefield	D. O. Jackson	District Surgeon

SPECIAL RULES

865 (A). Train men, engine men, yard men, agents, and other employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the regulations and instructions governing the handling of them.

Conductors must notify enginemen of the presence and location in the train of cars containing explosives and of loaded placarded tank cars before leaving the initial station or station where such cars are picked up.

Cars placarded "Explosives" must be placed in through freight trains near the middle of the train and must be not nearer than the 16th car from the engine, electric locomotive, or motor car, nor the 11th car from the caboose, if the length of the train will permit.

Cars placarded "Explosives" may be placed in local freight, local pickup, and local set-out trains not nearer than the second car from the engine, electric locomotive, or motor car, or caboose when placing them near the middle of the train would require additional switching at waystations.

Cars placarded "Explosives" must not be placed in through or local trains next to cars placarded "Inflammable" or "Corrosive Liquid", nor next to empty or loaded tank cars, wooden frame flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel, or similar articles liable to shift and break through end of placarded car; nor next to cars containing lighted heaters, stoves or lanterns.

Placarded tank cars must not be placed in trains next to cars placarded "Explosives" nor next to cars containing lighted heaters, stoves or lanterns, and when practicable must be placed not nearer than the sixth car from engine, electric locomotive or motor car, or caboose, nor next to Gondola or flat cars with lading such as logs, lumber, rails or pipe that is likely to shift.

Empty tank cars must not be moved from stations unless dome cover and all outlets have been replaced and wrenched tight, shipping tags and cards removed from car, and "Inflammable" placards removed or replaced by "Dangerous Empty" placards.

When placards become detached in transit, conductor must see that they are replaced upon arrival at the next terminal, if in through trains, or at first station stop if in local freight trains.

865 (B). Cars designated below must be handled in rear of train, and next to caboose in the order named:

- Drover Cars.
- Scale Test Cars,
- Cars with Emergency Drawbars,
- Outfit Cars,
- Emigrant Movables,
- All Wooden Underframe Cars.

Any car tagged with Form 4725 reading, "Handle only at rear end of train".

Drover cars, occupied or unoccupied, must be placed in trains next ahead of caboose.

Trains containing drover cars must not be pushed by an engine at the rear. If it becomes necessary, in an emergency, to clear main track by use of an engine at rear of the train, the drover cars must first be vacated.

When a helper engine is used, it must be cut in ahead of drover cars (See Item 865 (R), Consolidated Superintendent's Bulletin Orders.)

Switching must not be done with drover cars, except in handling to or from trains.

Live stock must be handled in head end of train when practicable, and stock cars loaded with scrap, boards, engine wood, long rods, bolts, or any commodity which might work out of openings in sides or ends of car, must not be moved until these openings are properly slatted.

Freight cars with bad order draw bars may be handled in trains under the following conditions.

- (a) When not containing live stock or perishables, may be chained up in train and handled to first available side track where must be set out to be repaired.
- (b) When containing perishables or live stock, may be chained up in train and handled to first repair point.
- (c) When containing any commodity or empty, may be handled behind the caboose to destination or to first terminal, provided the good draw bar can be coupled to the caboose and in addition is secured by chain and has air and hand brakes operative. On ascending grades a trainman must ride the car.

A red flag by day or a red light by night must be displayed on the rear of any car handled behind caboose.

877 (A). Employes must not go out on exterior of cab of, nor hang out from gangway or steps of, a moving engine for any purpose. When this is necessary the engine must be stopped.

888 (A). While passing through cities and towns, there must be no failure to keep sharp lookout ahead on both sides of the engine. Firemen must do this in preference to other duties, except that they must keep the fire in such condition that there will be no loss of efficiency of the engine.

898 (A). Enginemen will give two long and two short sounds of engine or motor whistle when approaching a train which is stopped on opposite track on double track, and when approaching a train which is on a siding on single or double track. On double track special care must be taken to sound warning signals, and particularly when train or engines are approaching highway crossings from opposite directions at the same time.

Work trains unloading ballast on double track, must stop when a train is passing on the opposite track.

899. Employes must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks.

Location	Structure or Obstruction	Clearance of Engine or Car is Close at—
At all stations.....	Mail cranes.....	Side.
St. J. & G. I. Ry.		
St. Joseph.....	Missouri River Bridge..	Side and top.
Severance.....	Watertank spout.....	Top.
M.P. 25.74.....	Wolf River Bridge.....	Side and top.
Hiawatha.....	Standpipe east of depot.	Side.
Hiawatha.....	Standpipe west of depot.	Side.
Sabetha.....	Standpipe east of depot.	Side.
Sabetha.....	Standpipe west of depot.	Side.
Sabetha.....	Coal chute.....	Side.
M.P. 76.22.....	Nemaha River Bridge..	Side and top.
Seneca.....	Standpipe.....	Side.
Beattie.....	Standpipe.....	Side.
Marysville.....	Standpipe.....	Side.
M.P. 114.40.....	Blue River Bridge.....	Side and top.
Hanover.....	Water tank spout.....	Side.
Clayton.....	Overhead tramway Sand plant.....	Top. Side.
Endicott.....	Standpipe.....	Side.
Duval.....	Sand Tipple.....	Top.
Fairbury.....	Water tank spout.....	Side and top.
Alexandria.....	Water tank spout.....	Side and top.
Carleton.....	Coal chute.....	Side.
Carleton.....	Standpipe.....	Side.
Edgar.....	Standpipe.....	Side.
Fairfield.....	Standpipe east of depot.	Side.
Fairfield.....	Standpipe west of depot.	Side.
Hastings.....	Standpipe.....	Side.
Doniphan.....	Standpipe.....	Side.
Manhattan Branch.		
M.P. 100.50.....	Bridge.....	Side.
Blue Springs Jct.....	Water tank spout.....	Side and top.
M.P. 123.26.....	Bridge.....	Side.
M.P. 124.29.....	Bridge.....	Side.
M.P. 135.10.....	Bridge.....	Side.
M.P. 139.37.....	Bridge.....	Side.
M.P. 146.03.....	Bridge.....	Side.
M.P. 167.97.....	Bridge.....	Side.
M.P. 180.67.....	Bridge.....	Side.
Junction City Branch.		
Wakefield.....	Water tank spout.....	Side and top.
M.P. 22.41.....	Bridge.....	Side.
Morganville.....	Water tank spout.....	Side and top.
M.P. 48.20.....	Bridge.....	Side and top.
M.P. 51.07.....	Bridge.....	Side.
M.P. 63.34.....	Bridge.....	Side.
M.P. 65.42.....	Bridge.....	Side and top.
Clyde.....	Water tank spout.....	Top.
Concordia.....	Water tank spout.....	Side and top.

899. Continued.

Location	Structure or Obstruction	Clearance of Engine or Car is Close at—
Topeka Branch.		
M.P. 7.09.....	Bridge.....	Side and top.
M.P. 8.70.....	Bridge.....	Side and top.
M.P. 20.51.....	Bridge.....	Side.
M.P. 21.74.....	Bridge.....	Side and top.
M.P. 34.45.....	Bridge.....	Side and top.
Onaga.....	Standpipe.....	Side.
Lillis.....	Standpipe.....	Side.
M.P. 58.13.....	Bridge.....	Side and top.
Frankfort.....	Standpipe.....	Side.
L. W. Branch.		
M.P. 1.69.....	Overhead bridge.....	Top.
M.P. 14.56.....	Bridge.....	Side and top.
Winchester.....	Water tank spout.....	Top.
M.P. 34.74.....	Bridge.....	Side and top.
Valley Falls.....	A.T. & S.F. Bridge.....	Side.
M.P. 36.23.....	Bridge.....	Side.
M.P. 44.16.....	Bridge.....	Side and top.
Holton.....	Overhead bridge.....	Top.
Holton.....	Water tank spout.....	Side and top.
M.P. 69.35.....	Bridge.....	Side.
Havensville.....	Water tank spout.....	Top.
M.P. 78.93.....	Bridge.....	Side.
M.P. 80.62.....	Bridge.....	Side.
Onaga.....	Standpipe.....	Side.
Blaine.....	Water tank spout.....	Side and top.
Olsburg.....	Water tank spout.....	Top.
M.P. 117.64.....	Bridge.....	Top.
Garrison Crossing.....	Standpipe.....	Side.
Leonardville.....	Water tank spout.....	Top.
Clay Center.....	Water tank spout.....	Top.
M.P. 150.49.....	Bridge.....	Side.
Miltonvale.....	Water tank spout.....	Side and top.

1051. On a passenger train, after engine or engine crew has been changed or an angle cock closed, except for cutting off cars from rear, a running test of brakes must be made as soon as speed of train permits. Such test should be made by applying the train brakes with sufficient force to ascertain whether they are operating properly. Steam or power should not be shut off unless conditions require it. In case the brakes do not operate properly in this test, the signal for brakes must be given.

1051 (A). The test prescribed in Rule 1051 will also be made (except on ascending grades in excess of one per cent) one mile from meeting points, railroad crossings, end of double track, drawbridges, before descending heavy grades, and before reaching any hazardous point. Engineman must know that brakes are properly holding the train, and if not, the train must be stopped, cause ascertained and remedied.

Rear brakeman must station himself on the retainer valve end of the rear car, and if air escapes from the retainer valve, give proceed signal; if air does not escape, the train must be stopped, the cause ascertained and remedied.

RATING OF ENGINES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions.
A deduction of ten per cent may be made for fast trains.

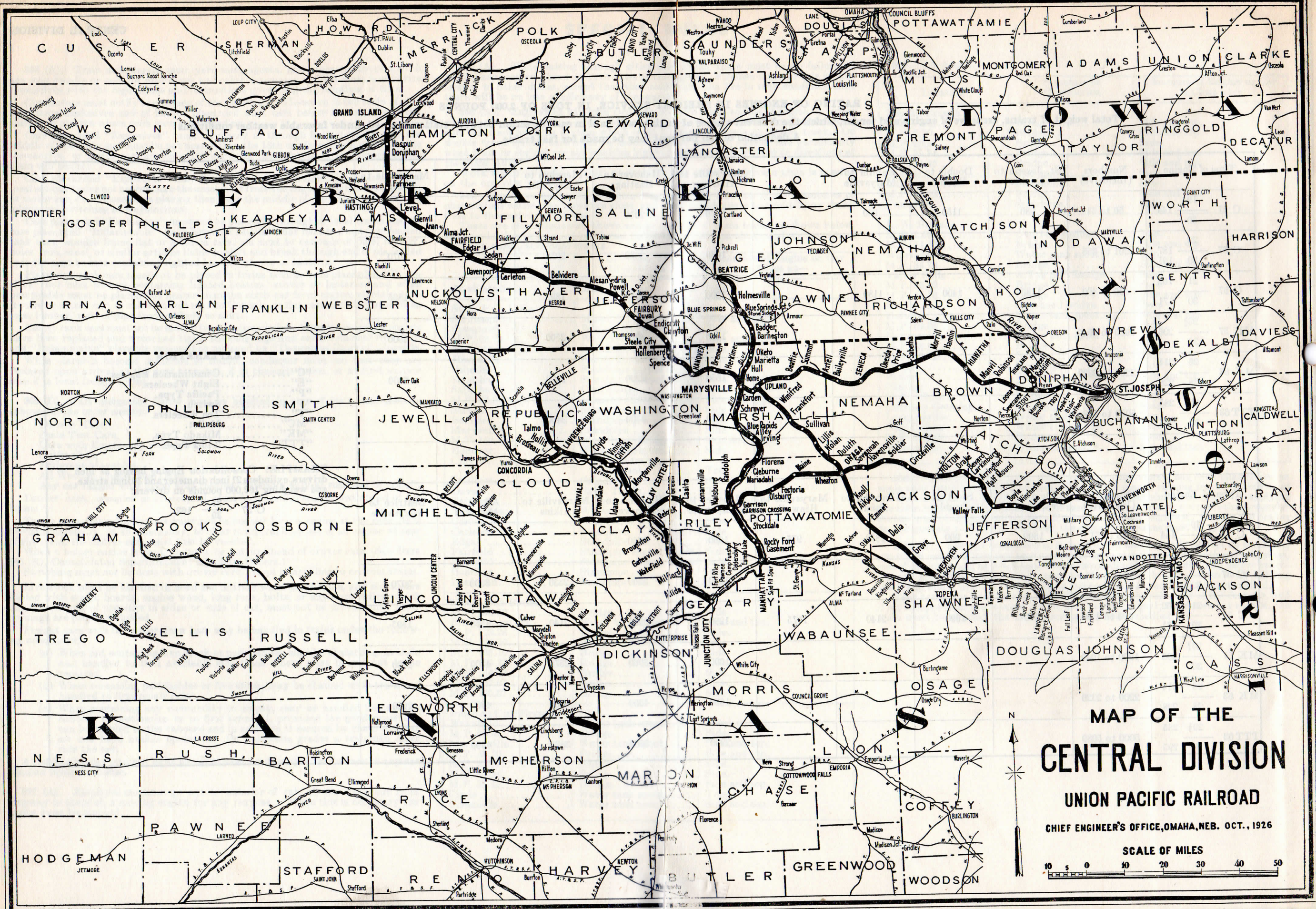
Type of Engine	Numbers (Inclusive)	St. Joseph to Double	Double to Hamlin	Hamlin to Marysville		Marysville to Hanover	Hanover to Hastings	Menoken to Marysville		Marysville to Beatrice
C 57	$\frac{19}{30}$ 144	50 to 51	980	1150	980	1070	2050			
C 57	$\frac{22}{30}$ 187 191	201 to 358				1430	2690	2070		2070
C 57	$\frac{21}{30}$ 162 171	400 to 499	1180	1400	1180	1300	2455	1895		1895
MK 57	$\frac{23\frac{3}{4}}{30}$ 206	1900 to 1949				1600	3000	2500		2500
MK 63	$\frac{26}{28}$ 214 228	2200 to 2320				1650	3200	2600		2600
TTT 63	$\frac{29\frac{1}{2}}{30}$ 285 295	5000 to 5089				2290	4400	3400		
Type of Engine	Numbers (Inclusive)	Double to St. Joseph	Stout to Double	Hiawatha to Stout	Marysville to Hiawatha	Hanover to Marysville	Hastings to Hanover	Marysville to Aikins	Aikins to Menoken	Beatrice to Marysville
C 57	$\frac{19}{30}$ 144	50 to 51	1600	900	1850	975	1060	2750		
C 57	$\frac{22}{30}$ 187 191	201 to 358					1410	3560	2330	3900
C 57	$\frac{21}{30}$ 162 171	400 to 499	1900	1090	2140	1175	1290	3250	2140	3550
MK 57	$\frac{23\frac{3}{4}}{30}$ 206	1900 to 1949					1600	3960	2575	4300
MK 63	$\frac{26}{28}$ 214 228	2200 to 2320					1650	4200	2760	4300
TTT 63	$\frac{29\frac{1}{2}}{30}$ 285 295	5000 to 5089					2300	5500	3800	4900

EXPLANATION

- "C".....Consolidation Engines.
- "E".....Eight Wheelers.
- "P".....Pacific Type.
- "S".....Switch.
- "T".....Ten Wheelers.
- "MC".....Mallet.
- "MK".....Mikado Type.
- "TTT".....2-10-2 Type.

EXAMPLE: Consolidation Engine having 57 inch drivers, cylinders 21 inch diameter and 30 inch stroke, and weighing 162,000 pounds on drivers:

$$C\ 57\ \frac{21}{30}\ 162$$



MAP OF THE CENTRAL DIVISION

UNION PACIFIC RAILROAD

CHIEF ENGINEER'S OFFICE, OMAHA, NEB. OCT., 1926

