

UNION PACIFIC SYSTEM

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

Central Division

EMPLOYEES' TIME-TABLE



To Take Effect Sunday, June 1, 1930

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.

CONDENSED TIME-TABLE

WESTWARD

| SECOND CLASS | | | | | | | | | | | | FIRST CLASS | | | Distance from St. Joseph | Time-Table No. 14 June 1, 1930 | |
|--------------|--|--|--|--|--|--|--|--|--|--|--|-----------------------|------------------|----------------|--------------------------|-----------------------------------|----------------|
| | | | | | | | | | | | | 25 Time Freight | 137 Passenger | 1 Passenger | | | 3 Passenger |
| | | | | | | | | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |
| | | | | | | | | | | | | | 8.00AM | | | | |
| | | | | | | | | | | | | | 10.10 | | | | |
| | | | | | | | | | | | | 7.00PM | | 9.00PM | 8.15AM | 0.0 | TOPEKA |
| | | | | | | | | | | | | 9.25PM | | 10.50PM | 9.56AM | 42.6 | ST. JOSEPH |
| | | | | | | | | | | | | | 10.20AM | | | 189.0 | HIAWATHA |
| | | | | | | | | | | | | 3.30AM | 12.55PM 1.20 | 1.30AM 1.50 | 12.45PM 1.16 | 113.2 | MENOKEN |
| | | | | | | | | | | | | | 2.50PM | | | 150.5 | MARYSVILLE |
| | | | | | | | | | | | | | 4.35PM | | | 210.0 | BEATRICE |
| | | | | | | | | | | | | | | 3.31 | 2.50 | 153.0 | VALPARAISO |
| | | | | | | | | | | | | | | 6.02 | 5.40 | 227.3 | FAIRBURY |
| | | | | | | | | | | | | | | 6.55AM | 6.45PM | 251.7 | HASTINGS |
| | | | | | | | | | | | | | | 9.15PM | 7.15AM | 667.3 | GRAND ISLAND |
| | | | | | | | | | | | | | | 1.32AM | 1.32AM | 952.0 | DENVER |
| | | | | | | | | | | | | | | 6.15AM | 6.15AM | 1097.4 | GRANGER |
| | | | | | | | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | OGDEN |

(8.30) 13.3 (8.35) 28.5 (34.15) (47.00) 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..... | 251.66 |
| Branches..... | 423.23 |
| Total..... | 674.89 |
| COLORADO DIVISION | |
| Main Line..... | 638.55 |
| Branches..... | 239.82 |
| Total..... | 878.37 |
| GRAND TOTAL | |
| Main Line..... | 1195.89 |
| Branches..... | 894.93 |
| Total..... | 2090.92 |

N. A. WILLIAMS,
General Manager.

W. H. GUILD,
General Superintendent.

G. L. WHIPPLE,
General Superintendent Transportation.

CONDENSED TIME-TABLE

EASTWARD

| Time-Table No. 14 June 1, 1930 | Distance from Grand Island | FIRST CLASS | | | SECOND CLASS | | | | | | | | | | | | | | | | |
|-----------------------------------|-------------------------------|-----------------|----------------|------------------|-----------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | 4 Passenger | 2 Passenger | 138 Passenger | 26 Time Freight | | | | | | | | | | | | | | | | |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | | | | | | | | | | |
| STATIONS | | | | | | | | | | | | | | | | | | | | | |
| KANSAS CITY | | | | 6.20PM | | | | | | | | | | | | | | | | | |
| TOPEKA | | | | 4.20 | | | | | | | | | | | | | | | | | |
| ST. JOSEPH | 251.7 | 5.30PM | 8.15AM | | 4.00AM | | | | | | | | | | | | | | | | |
| HIAWATHA | 209.1 | 3.53 | 6.35 | | 12.30AM | | | | | | | | | | | | | | | | |
| MENOKEN | | | | 4.00 | | | | | | | | | | | | | | | | | |
| MARYSVILLE | 138.5 | 1.20 12.50PM | 4.00 3.40 | 1.10 12.40PM | 7.45PM | | | | | | | | | | | | | | | | |
| BEATRICE | | | | 11.05AM | | | | | | | | | | | | | | | | | |
| VALPARAISO | | | | 9.10AM | | | | | | | | | | | | | | | | | |
| FAIRBURY | 98.7 | 11.04AM | 2.06AM | | | | | | | | | | | | | | | | | | |
| HASTINGS | 24.4 | 8.25 | 11.40PM | | | | | | | | | | | | | | | | | | |
| GRAND ISLAND | 0.0 | 7.25AM | 10.50PM | | | | | | | | | | | | | | | | | | |
| DENVER | | 3.45PM | 7.00AM | | | | | | | | | | | | | | | | | | |
| GRANGER | | 3.32AM | 3.32AM | | | | | | | | | | | | | | | | | | |
| OGDEN | | 10.55PM | 10.55PM | | | | | | | | | | | | | | | | | | |
| | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | | | | | | | | | | | | |

Thru Time..... 41.35 32.20 9.10 (8.15)
 Average speed per hour..... 26.7 26.7 13.7

| 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 |

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.
C. B. LISHER, Train Dispatcher.....Marysville, Kans.

WESTWARD

FIRST SUBDIVISION

| Length of add- ings in feet and location of water, fuel, ice, telegraph plants, turning sta- tions, scales and telephones. | SECOND CLASS | | | | FIRST CLASS | | | | Distance from St. Joseph | Time-Table No. 14 | | |
|--|-----------------------|---------------------------|---------------------------|------------------------|------------------------|---------------------------|---------------------------|------------------|-----------------------------|-------------------|-------------------------------------|--|
| | 25 Time Freight | | 187 Mixed | 17 Local Freight | 269 Time Freight | 1 Passenger | 577 Motor Passenger | 137 Passenger | | 3 Passenger | June 1, 1930 | |
| | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | | Leave Daily | STATIONS | |
| Y | | | | | | | | | 0.0 | DN-R | ST. JOSEPH Un | |
| WFTOP | | | | | | | | | | DN-R | TERMINAL YARD Mk | |
| | | | | | | | | | 0.2 | | C. B. & Q. CROSSING--U. T. CROSSING | |
| 5,231 P | | | | | | | | | 1.4 | D | ELWOOD De | |
| 1,508 WP | | | | | | | | | 5.4 | D | WATHENA Wa | |
| 3,026 P | | | | | | | | | 9.0 | | BLAIR Br | |
| | | | | | | | | | 12.0 | | APPLETON | |
| 2,266 P | | | | | | | | | 13.8 | D | TROY Ry | |
| I | | | | | | | | | 15.2 | | C. B. & Q. CROSSING | |
| 1,408 P | | | | | | | | | 17.5 | | DOUBLE | |
| 633 P | | | | | | | | | 19.0 | | MORAY | |
| 2,358 P | | | | | | | | | 21.9 | | STOUT | |
| 3,321 WP | | | | | | | | | 24.8 | D | SEVERANCE | |
| 2,731 | | | | | | | | | 28.9 | D | LEONA | |
| 3,545 | | | | | | | | | 34.1 | D | ROBINSON Hr | |
| 1,254 | | | | | | | | | 38.7 | | MANVIL | |
| I | | | | | | | | | 42.1 | | MO. PAC. CROSSING | |
| 2,134 WY | | | | | | | | | 42.6 | DN | HIAWATHA H | |
| 1,078 | | | | | | | | | 50.1 | D | HAMLIN Om | |
| 1,412 | | | | | | | | | 53.9 | D | MORRILL Wb | |
| 1,246 F | | | | | | | | | 60.6 | DN | SABETHA S | |
| 1,842 | | | | | | | | | 64.2 | | PRICE | |
| 920 | | | | | | | | | 68.7 | D | ONEIDA Ni | |
| 1,151 | | | | | | | | | 77.4 | DN | SENECA Sn | |
| 2,697 WY | | | | | | | | | 84.1 | D | BAILEYVILLE Cu | |
| 881 | | | | | | | | | 89.1 | D | AXTELL Fr | |
| 3,058 | | | | | | | | | 94.3 | | SUMMIT | |
| 1,694 | | | | | | | | | 99.2 | D | BEATTIE | |
| 2,625 W | | | | | | | | | 105.1 | D | HOME Ho | |
| 1,939 | | | | | | | | | 107.6 | DN | UPLAND Sj | |
| P | | | | | | | | | 108.9 | | CARDEN | |
| 3,425 P | | | | | | | | | 113.2 | DN-R | MARYSVILLE Ms | |
| WFTYOP | | | | | | | | | | | | |

(8.30) 13.3 (0.25) 13.2 (9.30) 11.9 (0.55) 6.0 (4.30) 25.2 (0.15) 22.0 (0.15) 22.0 (4.30) 25.0 Thru Time
..... Average speed per hour

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

FIRST SUBDIVISION

EASTWARD

Time-Table No. 14

June 1, 1930

| STATIONS | Distance from Grand Island | FIRST CLASS | | | | SECOND CLASS | | | | | | | | | | | | | | | | | | | |
|------------------------------------|----------------------------|----------------|----------------------------|------------------|----------------|----------------------------|----------------------------|------------------------|-----------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | 2 Passenger | 578 Motor Passenger | 138 Passenger | 4 Passenger | 18 Local Freight | 188 Mixed | 270 Time Freight | 26 Time Freight | | | | | | | | | | | | | | | | |
| | | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | | | | | | | | | | | | | | | | |
| DN-R ST. JOSEPH Un | 251.7 | 8.15AM | | | 5.30PM | | | | | | | | | | | | | | | | | | | | |
| DN-R TERMINAL YARD Mk | | | | | | 3.00PM | | | 4.00AM | | | | | | | | | | | | | | | | |
| C. B. & Q. CROSSING—U. T. CROSSING | 251.5 | | | | | | | | | | | | | | | | | | | | | | | | |
| D ELWOOD De | 250.3 | 8.00 | | | s 5.16 | f 2.45 | | | 3.50 | | | | | | | | | | | | | | | | |
| D WATHENA Wa | 246.3 | s 7.52 | | | s 5.09 | s 2.30 | | | 3.27 | | | | | | | | | | | | | | | | |
| BLAIR Br | 242.7 | 7.46 | | | s 5.00 | s 2.15 | | | 3.05 | | | | | | | | | | | | | | | | |
| APPLETON | 239.7 | | | | | | | | | | | | | | | | | | | | | | | | |
| D TROY Ry | 237.9 | s 7.38 | | | s 4.52 | s 2.00 | | | 2.37 | | | | | | | | | | | | | | | | |
| C. B. & Q. CROSSING | 236.5 | | | | | | | | | | | | | | | | | | | | | | | | |
| DOUBLE | 234.2 | 7.30 | | | 4.45 | 1.40 | | | 2.14 | | | | | | | | | | | | | | | | |
| MORAY | 232.7 | 7.26 | | | s 4.41 | f 1.35 | | | 2.05 | | | | | | | | | | | | | | | | |
| STOUT | 229.8 | 7.20 | | | s 4.35 | f 1.15 | | | 1.50 | | | | | | | | | | | | | | | | |
| SEVERANCE Z | 226.9 | s 7.14 | | | s 4.28 | s 1.05 | | | 1.37 | | | | | | | | | | | | | | | | |
| LEONA N | 222.8 | s 7.04 | | | s 4.19 | s 12.50 | | | 1.20 | | | | | | | | | | | | | | | | |
| ROBINSON Hr | 217.6 | s 6.53 | | | s 4.09 | s 12.35 | | | 1.00 | | | | | | | | | | | | | | | | |
| MANVIL | 213.0 | 6.43 | | | f 4.00 | f 12.15 | | | 12.45 | | | | | | | | | | | | | | | | |
| MO. PAC. CROSSING | 209.6 | | | | | | | | | | | | | | | | | | | | | | | | |
| DN HIAWATHA H | 209.1 | s 6.35 | | | s 3.53 | s 12.05PM | | | 12.30AM | | | | | | | | | | | | | | | | |
| D HAMLIN Om | 201.6 | f 6.15 | | | s 3.35 | s 11.25AM | | | 11.40PM | | | | | | | | | | | | | | | | |
| D MORRILL Wb | 197.8 | f 6.07 | | | s 3.27 | s 11.10 | | | 11.10 | | | | | | | | | | | | | | | | |
| DN SABETHA S | 191.1 | s 5.55 | | | s 3.15 | s 10.38 | | | 10.40 | | | | | | | | | | | | | | | | |
| PRICE | 187.5 | 5.42 | | | f 3.05 | f 9.55 | | | 10.20 | | | | | | | | | | | | | | | | |
| D ONEIDA Ni | 183.0 | f 5.33 | | | s 2.56 | s 9.30 | | | 10.05 | | | | | | | | | | | | | | | | |
| DN SENECA Sn | 174.3 | s 5.17 | | | s 2.39 | s 9.00 | | | 9.40 | | | | | | | | | | | | | | | | |
| D BAILEYVILLE Cu | 167.6 | s 5.02 | | | s 2.24 | s 8.30 | | | 9.20 | | | | | | | | | | | | | | | | |
| D AXTELL Fr | 162.6 | s 4.51 | | | s 2.14 | s 8.10 | | | 9.05 | | | | | | | | | | | | | | | | |
| SUMMIT | 157.4 | f 4.40 | | | f 2.04 | f 7.35 | | | 8.50 | | | | | | | | | | | | | | | | |
| D BEATTIE B | 152.5 | s 4.29 | | | s 1.53 | s 7.20 | | | 8.30 | | | | | | | | | | | | | | | | |
| D HOME Ho | 146.6 | s 4.16 | | | s 1.41 | s 7.00 | | | 8.13 | | | | | | | | | | | | | | | | |
| DN UPLAND Sj | 144.1 | 4.10 | 7.40AM | 1.25PM | 1.35 | 6.45 | 11.25AM | 6.15PM | 8.05 | | | | | | | | | | | | | | | | |
| CARDEN | 142.8 | 4.08 | f 7.37 | 1.20 | f 1.30 | f 6.40 | f 11.15 | 6.10 | 8.00 | | | | | | | | | | | | | | | | |
| DN-R MARYSVILLE Ms | 138.5 | 4.00AM | 7.30AM | 1.10PM | 1.20PM | 6.30AM | 11.00AM | 5.50PM | 7.45PM | | | | | | | | | | | | | | | | |
| 113.2 | | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | | | | | | | | | | | | | | | | |

| | | | | | | | | |
|-----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| Thru Time..... | (4.15) | (0.10) | (0.15) | (4.10) | (8.30) | (0.25) | (0.25) | (8.15) |
| Average speed per hour..... | 26.6 | 33.0 | 22.0 | 27.4 | 13.3 | 13.2 | 13.2 | 13.7 |

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, refrigerator, baggage, mail, seats and telephone. | SECOND CLASS | | | | | | | | | | | | FIRST CLASS | | | Distance from St. Joseph | STATIONS | |
|--|-------------------------|------------|-------------|------------|-------------------------|------------|-------------|------------|---------------------|--------------|---------------------|--------------|----------------------------|--------------|----------------|--------------------------|-----------------------------|----------------|
| | 165 C. B. & Q. Mixed | | 23 Mixed | | 133 C. B. & Q. Mixed | | 21 Mixed | | 15 Local Freight | | 269 Time Freight | | 35 C. B. & Q. Passenger | | 3 Passenger | | | 1 Passenger |
| | Leave Daily | Ex. Sunday | Leave Daily | Ex. Sunday | Leave Daily | Ex. Sunday | Leave Daily | Ex. Sunday | Leave Daily | Ex. Sunday | Leave Daily | Ex. Sunday | Leave Daily | Ex. Sunday | Leave Daily | | | Leave Daily |
| WFTYOP | | | | | | | | | | 6.10AM | 6.00AM | | | 1.15PM | 1.50AM | 113.2 | DN-R MARYSVILLE Ms | |
| 3,832 P | | | | | | | | | | s 6.25 | 6.15 | | | s 1.32 | 2.07 | 118.3 | 5.1 HERKIMER Ki | |
| 4,871 P | | | | | | | | | | s 6.40 | 6.27 | | | s 1.42 | 2.16 | 122.5 | 4.2 BREMEN Wn | |
| | | | | | | | | | | | | | | | | 128.0 | 5.5 C. B. & Q. CROSSING | |
| 4,528 WTP | | | | | | | | | | s 7.13 | 6.55 | | | s 1.56 | s 2.30 | 128.1 | 0.1 HANOVER Ha | |
| 1,740 P | | | | | | | | | | f 7.28 | 7.05 | | | f 2.03 | 2.38 | 132.4 | 4.3 SPENCE | |
| 3,558 P | | | | | | | | | | s 7.40 | 7.20 | | | s 2.12 | s 2.45 | 137.3 | 4.9 HOLLENBERG Ky | |
| 3,929 P | | | | | | | | | | s 8.10 | 7.38 | | | s 2.22 | s 2.55 | 141.7 | 4.4 STEELE CITY Sc | |
| | | | | | | | | | | | | | | | | 144.0 | 2.3 CLAYTON | |
| | | | | | | | | | | | | | | | | 147.0 | 3.0 C. B. & Q. CROSSING | |
| 4,050 WP | | | | | | | | | | | | | | s 2.34 | s 3.09 | 147.1 | 0.1 ENDICOTT Nd | |
| 1,366 | | | | | | | | | | 12.40PM | s 8.35 | 7.58 | | | | 149.7 | 2.6 DUVAL | |
| | | | | | | | | | | | | | | | | 152.6 | 2.9 C. R. I. & P. CROSSINGS | |
| 3,621 WP | | | | | | | | | | | | | | s 2.50 | s 3.31 | 153.0 | 0.4 FAIRBURY Q | |
| 4,359 | | | | | | | | | | s 1.00 | s 9.05 | 8.25 | | | | 154.3 | 1.3 C. R. I. & P. CROSSING | |
| | | | | | | | | | | 2.05PM | | | | f 3.03 | 3.43 | 159.0 | 4.7 K. C. & O. JCT. | |
| 6,002 P | | | | | | | | | | | | | | s 3.08 | 3.49 | 161.4 | 2.4 POWELL Ow | |
| 920 P | | | | | | | | | | | | | | s 3.21 | s 3.58 | 167.4 | 6.0 ALEXANDRIA A | |
| 3,907 WP | | | | | | | | | | s 10.30 | 9.00 | | | s 3.38 | s 4.14 | 176.5 | 9.1 BELVIDERE Vi | |
| 3,959 P | | | | | | | | | | s 11.08 | 9.20 | | | | | 176.9 | 0.4 C. B. & Q. CROSSING | |
| | | | | | | | | | | | | | | s 3.53 | s 4.28 | 183.9 | 7.0 DN CARLETON C | |
| 4,316 WFP | | | | | | | | | | s 11.40AM | 9.51 | 10.25 | | | | 191.1 | 7.2 C. & N. W. CROSSING | |
| | | | | | | | | | | | | | | s 4.09 | s 4.47 | 191.1 | 0.0 DN DAVENPORT Do | |
| 3,916 P | | | | | | | | | | | | | | f 4.18 | 4.55 | 196.3 | 5.2 SEDAN | |
| 820 P | | | | | | | | | | | | | | | | 200.4 | 4.1 C. B. & Q. CROSSING | |
| | | | | | | | | | | | | | | s 4.30 | s 5.05 | 200.6 | 0.2 DN EDGAR Sg | |
| 4,026 WP | | | | | | | | | | s 1.05 | 11.40AM | | | s 4.50 | s 5.22 | 208.9 | 8.3 DN FAIRFIELD F | |
| 3,887 WYP | | | | | | | | | | 10.05PM | s 1.40 | 12.05PM | 2.23PM | 4.55 | 5.26 | 210.7 | 1.8 DN ALMA JCT. | |
| | | | | | | | | | | 10.12PM | | 1.48 | 12.15 | | | 213.7 | 3.0 ANAN | |
| | | | | | | | | | | | | f 1.54 | 12.30 | f 5.01 | 5.31 | 218.2 | 4.5 DN GLENVIL Gv | |
| 1,674 P | | | | | | | | | | | | s 2.10 | 12.50 | s 5.10 | s 5.39 | 218.2 | 3.6 LEVEL | |
| 4,008 P | | | | | | | | | | | | f 2.20 | 1.05 | f 5.18 | 5.45 | 221.8 | 4.6 C. & N. W. CROSSING | |
| | | | | | | | | | | | | | | | | 226.4 | 0.8 C. B. & Q. CROSSING | |
| | | | | | | | | | | | | | | | | 227.2 | 0.1 DN-R HASTINGS An | |
| WFTYOP | | | | | | | | | | | | | | s 5.40 | s 6.02 | 227.3 | 4.0 FARMER | |
| 742 | | | | | | | | | | 3.00PM | f 11.15 | 2.40PM | 1.50PM | f 5.50 | 6.10 | 231.3 | 3.7 HANSEN | |
| 1,363 P | | | | | | | | | | | f 3.15 | | | s 6.00 | 6.16 | 235.0 | 5.2 DN DONIPHAN Dv | |
| | | | | | | | | | | | f 3.25 | | | s 6.10 | f 6.23 | 240.2 | 3.1 HASPUR | |
| 1,747 WP | | | | | | | | | | | s 3.40 | | | f 6.15 | 6.28 | 243.3 | 2.0 RIVER | |
| 918 P | | | | | | | | | | | f 3.45 | | | f 6.20 | 6.31 | 245.3 | 2.2 SCHIMMER | |
| 417 P | | | | | | | | | | | f 3.50 | | | f 6.25 | 6.35 | 247.5 | 2.0 BELT LINE CROSSING | |
| 1,878 YP | | | | | | | | | | | f 3.55 | | | | | 249.5 | 2.2 DN-R GRAND ISLAND Ge | |
| | | | | | | | | | | | | | | | | 251.7 | 138.5 | |
| WFTOP | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | 4.30PM | 12.30PM | | | | | | | |
| | | | | | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | |
| | | | | | | | | | | (0.7) 15.6 | (1.30) 16.4 | (1.25) 7.3 | (1.30) 16.4 | (8.30) 13.4 | (7.50) 14.6 | (0.7) 15.6 | (5.30) 25.2 | (5.00) 27.9 |

Time-Table No. 14
June 1, 1930

| STATIONS | | |
|----------|--------------|----|
| DN-R | MARYSVILLE | Ms |
| D | HERKIMER | Ki |
| D | BREMEN | Wn |
| DN | HANOVER | Ha |
| D | HOLLENBERG | Ky |
| D | STEELE CITY | Sc |
| D | ENDICOTT | Nd |
| DN | FAIRBURY | Q |
| D | POWELL | Ow |
| D | ALEXANDRIA | A |
| D | BELVIDERE | Vi |
| DN | CARLETON | C |
| D | DAVENPORT | Do |
| DN | FAIRFIELD | F |
| D | GLENVIL | Gv |
| DN-R | HASTINGS | An |
| D | DONIPHAN | Dv |
| DN-R | GRAND ISLAND | Ge |

Nebraska Division motor passenger train No. 517 is due to leave Hastings 6.20 A.M. daily except Sunday. This train will use freight lead between passenger station and yard office Hastings.

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.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 14

June 1, 1930

FIRST CLASS

SECOND CLASS

| STATIONS | Distance from Grand Island | FIRST CLASS | | | SECOND CLASS | | | | | | | | | | | | | | | |
|----------------------------------|----------------------------|--------------|-------------------------|--------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|--------------|--|--|--|--|--|--|--|--|------------------|
| | | 4 Passenger | 36 C. B. & Q. Passenger | 2 Passenger | 16 Local Freight | 22 Mixed | 270 Time Freight | 134 C. B. & Q. Mixed | 24 Mixed | 166 C. B. & Q. Mixed | | | | | | | | | | 274 Time Freight |
| | | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | | | | | | | | | |
| DN-R MARYSVILLE Ms 138.5 | | 12.50PM | | 3.40AM | | 4.00PM | | 4.20PM | | | 7.50PM | | | | | | | | | |
| D 5.1 HERKIMER Ki 138.4 | | s12.30 | | s 3.20 | | f 3.15 | | 3.30 | | | 7.40 | | | | | | | | | |
| D 4.2 BREMEN Wn 129.2 | | s12.17 | | s 3.12 | | f 2.45 | | 3.18 | | | 7.30 | | | | | | | | | |
| 5.5 C. B. & Q. CROSSING 123.7 | | | | | | | | | | | | | | | | | | | | |
| DN 0.1 HANOVER Ha 123.6 | | s12.05PM | | s 3.00 | | s 1.56 | | 2.45 | | | 7.10 | | | | | | | | | |
| 4.3 SPENCE 119.3 | | f11.50AM | | 2.51 | | f 1.30 | | 2.20 | | | 6.57 | | | | | | | | | |
| D 4.9 HOLLENBERG Ky 114.4 | | s11.42 | | s 2.45 | | f 1.20 | | 2.12 | | | 6.50 | | | | | | | | | |
| D 4.4 STEELE CITY Sc 110.0 | | s11.31 | | s 2.34 | | s 1.00 | | 1.35 | | | 6.40 | | | | | | | | | |
| 2.3 CLAYTON 107.7 | | | | | | | | | | | | | | | | | | | | |
| 3.0 C. B. & Q. CROSSING 104.7 | | | | | | | | | | | | | | | | | | | | |
| D 0.1 ENDICOTT Nd 104.6 | | s11.20 | | s 2.22 | | s12.20PM | | 1.20 | 12.30PM | | 6.30 | | | | | | | | | |
| 2.6 DUVAL 102.0 | | | | | | | | | | | | | | | | | | | | |
| 2.9 C. R. I. & P. CROSSINGS 99.1 | | | | | | | | | | | | | | | | | | | | |
| DN 0.4 FAIRBURY Q 98.7 | | s11.04 | | s 2.06 | | s11.59AM | | 1.00 | s12.10PM | | 6.15 | | | | | | | | | |
| 1.3 C. R. I. & P. CROSSING 97.4 | | | | | | | | | | | | | | | | | | | | |
| 4.7 K. C. & O. JCT. 92.7 | | f10.47 | | 1.44 | | f11.05 | | 12.13 | 11.45AM | | 6.00 | | | | | | | | | |
| D 2.4 POWELL Ow 90.3 | | s10.41 | | 1.40 | | f10.58 | | 12.05PM | | | 5.55 | | | | | | | | | |
| D 6.0 ALEXANDRIA A 84.3 | | s10.30 | | s 1.31 | | s10.45 | | 11.45AM | | | 5.44 | | | | | | | | | |
| D 9.1 BELVIDERE Vi 75.2 | | s10.05 | | s 1.16 | | s10.15 | | 11.08 | | | 5.26 | | | | | | | | | |
| 0.4 C. B. & Q. CROSSING 74.8 | | | | | | | | | | | | | | | | | | | | |
| DN 7.0 CARLETON C 67.8 | | s 9.51 | | s 1.02 | | s 9.51 | | 10.25 | | | 5.10 | | | | | | | | | |
| 7.2 C. & N. W. CROSSING 60.6 | | | | | | | | | | | | | | | | | | | | |
| D 0.0 DAVENPORT Do 60.6 | | s 9.34 | | s12.48 | | s 9.15 | | 9.55 | | | 4.48 | | | | | | | | | |
| 5.2 SEDAN 55.4 | | f 9.24 | | 12.38 | | f 9.00 | | 9.40 | | | 4.38 | | | | | | | | | |
| 4.1 C. B. & Q. CROSSING 51.3 | | | | | | | | | | | | | | | | | | | | |
| D 0.2 EDGAR Sg 51.1 | | s 9.16 | | s12.31 | | s 8.45 | | 9.32 | | | 4.30 | | | | | | | | | |
| DN 8.3 FAIRFIELD Fd 42.8 | | s 9.00 | 7.40AM | s12.16 | | s 8.22 | | 9.16 | | 1.40PM | 4.00 | | | | | | | | | |
| 1.8 ALMA JCT. 41.0 | | 8.55 | 7.33AM | 12.10 | | 8.15 | | 9.09 | | 1.20PM | 3.52 | | | | | | | | | |
| 3.0 ANAN 38.0 | | f 8.50 | | 12.05AM | | f 8.00 | | 9.01 | | | 3.45 | | | | | | | | | |
| D 4.5 GLENVIL Gv 33.5 | | s 8.43 | | s11.58PM | | s 7.50 | | 8.52 | | | 3.37 | | | | | | | | | |
| 3.6 LEVEL 29.9 | | f 8.35 | | 11.50 | | f 7.40 | | 8.45 | | | 3.30 | | | | | | | | | |
| 4.6 C. & N. W. CROSSING 25.3 | | | | | | | | | | | | | | | | | | | | |
| 0.8 C. B. & Q. CROSSING 24.5 | | | | | | | | | | | | | | | | | | | | |
| DN-R 0.1 HASTINGS An 24.4 | | s 8.25 | | s11.40 | | 7.30AM | 9.30AM | 8.35AM | | 2.30PM | 3.15PM | | | | | | | | | |
| 4.0 FARMER 20.4 | | f 8.04 | | 11.24 | | f 9.10 | | | | f 1.50 | | | | | | | | | | |
| 3.7 HANSEN 16.7 | | s 7.58 | | 11.18 | | f 9.00 | | | | f 1.40 | | | | | | | | | | |
| D 5.2 DONIPHAN Dv 11.5 | | s 7.48 | | s11.10 | | s 8.45 | | | | s 1.30 | | | | | | | | | | |
| 3.1 HASPUR 8.4 | | f 7.41 | | 11.05 | | f 8.35 | | | | f 1.20 | | | | | | | | | | |
| 2.0 RIVER 6.4 | | f 7.38 | | 11.02 | | f 8.30 | | | | f 1.15 | | | | | | | | | | |
| 2.2 SCHIMMER 4.2 | | f 7.34 | | 10.58 | | f 8.25 | | | | f 1.10 | | | | | | | | | | |
| 2.0 BELT LINE CROSSING 2.2 | | | | | | | | | | | | | | | | | | | | |
| DN-R 2.2 GRAND ISLAND Ge 0.0 | | 7.25AM | | 10.50PM | | | 8.15AM | | 1.00PM | | | | | | | | | | | |
| 138.5 | | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | | | | | | | | | |

| | | | | | | | | | | |
|------------------------|--------|-------|--------|--------|--------|--------|--------|--------|--------|--------|
| Thru Time | (5.25) | (9.7) | (4.50) | (8.30) | (1.15) | (7.45) | (0.45) | (1.30) | (0.20) | (4.35) |
| Average speed per hour | 25.7 | 15.6 | 28.3 | 13.4 | 19.5 | 14.7 | 16.0 | 16.4 | 5.6 | 24.9 |

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.

Nebraska Division motor passenger train No. 518 is due to leave Newmarch 5.44 P. M. and arrive Hastings 6.00 P.M. daily except Sunday. This train will use freight lead between yard office and passenger station Hastings.

| | | WESTWARD | | | | HIGHLAND BRANCH | | | | EASTWARD | | | | | | | |
|------|-----|--------------|--|---------------------------|----------------|----------------------------------|-----------------------------------|-----------------|--|----------------|------------------------|--------------|--------|-------------|--|--|--|
| | | SECOND CLASS | | | | Distance from St. Joseph | Time-Table No. 14 June 1, 1930 | | | | Distance from Highland | SECOND CLASS | | | | | |
| | | 33 Mixed | | 31 Mixed | | | STATIONS | | | | | 30 Mixed | | 32 Mixed | | | |
| | | Leave Daily | | Leave Daily | | | | | | Arrive Daily | | Arrive Daily | | | | | |
| 2358 | P | | | 4.36PM | 9.15AM | 21.9 | STOUT | | | | 7.1 | 9.05AM | 4.25PM | | | | |
| 331 | | | | f 4.40 | f 9.21 | 22.8 | 0.9 RYAN | | | | 6.2 | f 8.51 | f 4.16 | | | | |
| 652 | | | | f 4.46 | f 9.28 | 25.1 | 2.3 RATCLIFF | | | | 3.9 | f 8.43 | f 4.10 | | | | |
| 291 | | | | f 4.50 | f 9.32 | 26.5 | 1.4 MARCELL | | | | 2.5 | f 8.38 | f 4.04 | | | | |
| W | FTP | | | 5.00PM | 9.45AM | 29.0 | D-R | HIGHLAND | | Hg | 0.0 | 8.30AM | 3.50PM | | | | |
| | | | | Arrive Daily | Arrive Daily | 7.1 | | | | | 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. 14 June 1, 1930 | | | | Distance from Marysville | FIRST CLASS | | SECOND CLASS | | | | | |
| | | 187 Mixed | | 269 Time Freight | | | STATIONS | | | | | 578 Motor Passenger | | 138 Passenger | | 188 Mixed | | 270 Time Freight | |
| | | Leave Daily Ex. Sunday | | Leave Daily | | | | | | Arrive Daily Ex. Sunday | | Arrive Daily | | Arrive Daily Ex. Sunday | | Arrive Daily | | | |
| | P | | | 7.20AM | 12.01AM | 0.0 | DN-R | MENOKEN | | Mx | 75.8 | 10.20AM | 4.00PM | | 4.40PM | 11.50PM | | | |
| 3898 | WP | | | f 7.40 | 12.20 | 8.3 | D | 8.3 GROVE | | Ov | 67.5 | s 9.58 | f 3.36 | | f 4.17 | 11.15 | | | |
| 4655 | P | | | s 8.00 | 12.37 | 15.8 | D | 7.5 DELIA | | De | 60.0 | s 9.43 | s 3.21 | | s 3.21 | 10.45 | | | |
| 4367 | WP | | | s 8.20 | 12.56 | 22.6 | DN | 6.8 EMMETT | | Ge | 53.2 | s 9.29 | s 3.08 | | s 2.50 | 10.15 | | | |
| 3244 | P | | | f 8.35 | 1.10 | 28.0 | | 5.4 AIKINS | | | 47.8 | f 9.18 | f 2.56 | | f 2.25 | 9.50 | | | |
| 1169 | P | | | | | 29.1 | | 1.1 KNOLL | | | 46.7 | | | | | | | | |
| 4816 | WFTP | | | s 9.00 | s 1.55 | 37.4 | DN | 8.3 ONAGA | | Ga | 38.4 | s 9.00 | s 2.38 | | s 2.05 | s 9.10 | | | |
| 3715 | P | | | f 9.45 | 2.10 | 41.5 | D | 4.1 DULUTH | | Dh | 34.3 | f 8.40 | f 2.22 | | f 1.25 | 8.40 | | | |
| 1359 | P | | | f 10.00 | 2.30 | 46.3 | | 4.8 NOLAN | | | 29.5 | f 8.30 | 2.13 | | f 1.10 | 8.25 | | | |
| 4796 | WP | | | s 10.15 | 2.50 | 49.5 | D | 3.2 LILLIS | | Is | 26.3 | s 8.23 | s 2.08 | | s 1.00 | 8.05 | | | |
| 1360 | P | | | f 10.30 | 3.05 | 54.3 | | 4.8 SULLIVAN | | | 21.5 | f 8.13 | f 2.00 | | f 12.40 | 7.45 | | | |
| | I | | | | | 58.6 | | 4.3 M. P. CROSSING | | | 17.2 | | | | | | | | |
| 3707 | WP | | | s 11.20 | 3.30 | 58.8 | DN | 0.2 FRANKFORT | | Fn | 17.0 | s 8.03 | s 1.52 | | s 12.14PM | 7.25 | | | |
| 3412 | P | | | f 11.45AM | 3.50 | 64.3 | D | 5.5 WINIFRED | | Wi | 11.5 | s 7.51 | s 1.37 | | f 11.45AM | 6.30 | | | |
| | P | | | 12.05PM | 4.10AM | 70.2 | DN-R | 5.9 UPLAND | | Sj | 5.6 | 7.40AM | 1.25PM | | 11.25AM | 6.15PM | | | |
| | | | | Arrive Daily Ex. Sunday | Arrive Daily | (70.2) | | | | | Leave Daily Ex. Sunday | Leave Daily | Leave Daily Ex. Sunday | | Leave Daily | | | | |
| | | | | (4.45) 14.8 | (4.09) 16.8 | Thru Time..... | | | | (2.40) 26.3 | (2.35) 27.3 | | | (5.15) 13.4 | (5.35) 13.0 | | | | |
| | | | |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. | WESTWARD | | | EASTWARD | | |
|--|-------------------------------|-------------------------------|-----------------|-----------------|-----------------------------|-----------------------------|
| | SECOND CLASS | | FIRST CLASS | FIRST CLASS | | SECOND CLASS |
| | 191 | 193 | 515 | 516 | 194 | 192 |
| | Mixed | Mixed | Motor Passenger | Motor Passenger | Mixed | Mixed |
| | Lv. Tuesday Thursday Saturday | Lv. Tuesday Thursday Saturday | Leave Daily | Arrive Daily | Ar. Monday Wednesday Friday | Ar. Monday Wednesday Friday |
| WFTO | 8.30AM | | 9.05AM | 5.10PM | | 7.30PM |
| 333 | | | 9.10 | | | |
| 691 | f 8.55 | | f 9.25 | f 4.45 | | f 6.30 |
| 437 | f 9.15 | | f 9.37 | f 4.32 | | f 6.00 |
| 1034 | s 9.49 | | s 9.49 | s 4.20 | | s 5.40 |
| 723 | f 10.10 | | f 10.00 | f 4.08 | | f 5.00 |
| 1500 W | s 10.40 | | s 10.15 | s 3.58 | | s 4.40 |
| 1174 | f 11.00 | | f 10.28 | f 3.45 | | f 3.59 |
| W | s 11.45AM | | s 10.48 | s 3.30 | | s 3.30 |
| 615 | f 12.10PM | | f 11.00 | f 3.12 | | f 2.45 |
| 1054 | s 12.30 | | s 11.09 | s 3.01 | | s 2.30 |
| 914 | s 12.45 | | s 11.17 | s 2.55 | | s 2.08 |
| 429 | f 12.50 | | f 11.21 | f 2.51 | | f 2.00 |
| 844 | f 1.05 | | f 11.27 | f 2.45 | | f 1.50 |
| 939 WY | s 1.30 | | s 11.42 | s 2.35 | | s 1.30 |
| 831 | s 2.16 | | s 11.59AM | s 2.16 | | s 12.45 |
| 1898 | s 3.00 | | s 12.16PM | s 1.58 | | s 12.16PM |
| 1958 W | s 3.35 | | s 12.34 | s 1.39 | | s 11.55AM |
| 699 | f 3.50 | | f 12.40 | f 1.30 | | f 11.40 |
| 4816 WFT | 4.30PM | 8.00AM | s 12.55 | s 1.22 | 6.00PM | 11.30AM |
| 1562 | | s 8.40 | s 1.15 | s 1.02 | | |
| 1846 W | | s 9.20 | s 1.40 | s 12.42 | | s 5.30 |
| 2162 | | s 9.50 | s 1.54 | s 12.30 | | s 5.00 |
| 612 W | | s 10.15 | s 2.14 | s 12.13PM | | s 4.20 |
| 1479 Y | | s 10.45 | s 2.34 | s 11.58AM | | s 3.50 |
| 713 W | | s 10.55 | s 2.52 | s 11.43 | | s 3.15 |
| 743 | | s 11.20 | s 3.03 | s 11.39 | | s 3.03 |
| 1689 W | | s 11.37AM | f 3.22 | f 11.20 | | f 1.40 |
| 733 | | f 12.02PM | s 3.36 | s 11.05 | | s 1.20 |
| 1393 | | s 12.30 | f 3.52 | f 10.49 | | f 12.45 |
| 1117 W | | s 2.15 | s 4.11 | s 10.37 | | s 12.30PM |
| 859 | | s 3.00 | s 4.50 | s 10.17 | | s 11.45AM |
| 461 | | f 3.20 | s 5.07 | s 9.52 | | s 10.35 |
| WFY | | 3.50PM | f 5.17 | f 9.41 | | f 10.15 |
| | | | 5.30PM | 9.30AM | | 10.00AM |
| | Ar. Tuesday Thursday Saturday | Ar. Tuesday Thursday Saturday | Arrive Daily | Leave Daily | Lv. Monday Wednesday Friday | Lv. Monday Wednesday Friday |

Time-Table No. 14
June 1, 1930
STATIONS

| | |
|--|-------|
| DN-R LEAVENWORTH Rh | 166.2 |
| 1.5 CORRAL | 164.7 |
| 1.5 KNOX | 163.2 |
| 2.3 A. T. & S. F. CROSSING | 160.9 |
| 1.7 HUND | 159.2 |
| 4.2 PLEASANT RIDGE | 155.0 |
| D 4.2 EASTON On | 150.8 |
| 4.3 LEE | 146.5 |
| D 4.7 WINCHESTER We | 141.8 |
| 5.0 BOYLE | 136.8 |
| DN 6.0 VALLEY FALLS Jt.Tk.with S.F. Gh | 130.8 |
| 5.0 HALF MOUND | 125.8 |
| D 3.4 ARRINGTON Gr | 122.4 |
| 2.4 LARKINBURG | 120.0 |
| 1.9 BEVARD | 118.1 |
| 2.8 DRAKE | 115.3 |
| D 4.5 HOLTON Hn | 110.8 |
| D 7.7 CIRCLEVILLE Cv | 103.1 |
| 6.4 SOLDIER Jo | 96.7 |
| D 6.8 HAVENSVILLE Hv | 89.9 |
| 2.5 SAVANNAH | 87.4 |
| 3.7 ONAGA Ga | 83.7 |
| DN-R 8.4 WHEATON Qd | 75.3 |
| 5.0 BLAINE Jg | 70.3 |
| D 7.4 FOSTORIA Fa | 62.9 |
| D 6.4 OLSBURG Ug | 56.5 |
| 7.1 GARRISON | 49.4 |
| 1.0 U. P. CROSSING | 48.4 |
| D 0.0 GARRISON CROSSING Gx | 48.4 |
| 6.2 WALSBURG | 42.2 |
| D 4.6 LEONARDVILLE D | 37.6 |
| 6.1 LASITA | 31.5 |
| D 4.4 GREEN Gw | 27.1 |
| 8.3 C. R. I. & P. CROSSING | 18.8 |
| 0.1 U. P. CROSSING | 18.7 |
| D 0.2 CLAY CENTER Ca | 18.5 |
| D 7.7 IDANA Dy | 10.8 |
| 4.9 BROWNDAL | 5.9 |
| D-R 5.9 MILTONVALE Mv | 0.0 |
| 166.2 | |

(8.00) 10.3 (7.50) 10.7 (8.25) 20.4 Thru. Time (7.40) 21.7 (8.00) 10.4 (8.00) 10.3
..... Average speed per hour

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. | WESTWARD | | | | JUNCTION CITY BRANCH | | EASTWARD | | | | |
|--|---|---|---------------------------------------|---------------------------------------|-----------------------------|-----------------------------------|-------------------------|--|--|--|--|
| | SECOND CLASS | | FIRST CLASS | | Distance from Junction City | Time-Table No. 14 June 1, 1930 | Distance from Concordia | FIRST CLASS | | SECOND CLASS | |
| | 177 Mixed Leave Daily Ex. Sunday | 175 Mixed Leave Daily Ex. Sunday | 549 Motor Passenger Leave Daily | 547 Motor Passenger Leave Daily | | | | 548 Motor Passenger Arrive Daily | 550 Motor Passenger Arrive Daily | 176 Mixed Arrive Daily Ex. Sunday | 178 Mixed Arrive Daily Ex. Sunday |
| WFTYO | | | | | 0.0 | DN-R JUNCTION CITY Jn | 70.5 | 11.55AM | | 6.30PM | |
| 1182 | | f 6.40 | | s 3.53 | 8.1 | D ALIDA Ad | 62.4 | s 11.33 | | s 5.35 | |
| 2162 | | s 7.00 | | s 4.03 | 13.6 | D MILFORD Mr | 56.9 | s 11.23 | | s 5.10 | |
| 2230 W | | s 7.25 | | s 4.14 | 19.4 | D WAKEFIELD Wf | 51.1 | s 11.12 | | s 4.45 | |
| 614 | | f 7.40 | | f 4.22 | 23.0 | GATESVILLE | 47.5 | f 11.04 | | f 4.22 | |
| 1043 | | s 7.55 | | s 4.32 | 27.9 | BROUGHTON | 42.6 | s 10.54 | | f 3.50 | |
| 911 | | | | | 31.5 | RELOCK | 39.0 | | | | |
| 2148 | | s 8.30 | | s 4.50 | 33.1 | U. P. CROSSING | 37.4 | | | | |
| 2466 W | | s 9.15 | | s 5.05 | 33.4 | D CLAY CENTER lCa | 37.1 | s 10.43 | | s 3.00 | |
| 1615 | | s 9.57 | | s 5.20 | 41.2 | D MORGANVILLE Mg | 29.3 | s 10.23 | | s 2.05 | |
| 3325 | | f 10.04 | | f 5.22 | 49.1 | D CLIFTON Cf | 21.4 | s 10.07 | | s 1.45 | |
| 2041 W | | s 10.35 | | s 5.35 | 49.9 | VINING | 20.6 | f 10.04 | | f 1.40 | |
| 1063 Y | 11.53AM | s 11.05 | | s 5.51 | 54.7 | M. P. CROSSING | 15.8 | | | | |
| 206 | | | | | 55.6 | D CLYDE Cy | 14.9 | s 9.51 | | s 1.25 | |
| 983 WY | 12.20PM | 11.35AM | 9.05AM | 6.06PM | 63.3 | R LAWRENCEBURG | 7.2 | s 9.35 | 6.36PM | s 1.05 | 12.50PM |
| | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | 66.7 | BROSSEAU | 3.8 | | | | |
| | (0.27) 16.2 | (5.20) 13.2 | (0.15) 29.3 | (2.31) 28.1 | 69.9 | C. B. & Q. CROSSING | 0.6 | | | | |
| | | | | | 70.5 | D-R CONCORDIA Nd | 0.0 | 9.20AM | 6.21PM | 12.35PM | 12.20PM |
| | | | | | | 70.5 | | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday |
| | | | | | | | | (2.35) 27.5 | (0.15) 29.3 | (5.55) 11.9 | (0.30) 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. | WESTWARD | | BELLEVILLE BRANCH | | EASTWARD | | | | | | |
|--|---|---------------------------------------|--|--|----------------------------|-----------------------------------|--------------------------|----------------|--|---------------------------|--|
| | SECOND CLASS | | FIRST CLASS | | Distance from Lawrenceburg | Time-Table No. 14 June 1, 1930 | Distance from Belleville | FIRST CLASS | | SECOND CLASS | |
| | 175 Mixed Leave Daily Ex. Sunday | 547 Motor Passenger Leave Daily | 548 Motor Passenger Arrive Daily | 176 Mixed Arrive Daily Ex. Sunday | | | | | | | |
| 1063 Y | | | | | 0.0 | R LAWRENCEBURG | 17.1 | 8.50AM | | 11.53AM | |
| 1358 | | f 1.00 | | s 6.40 | 2.3 | HOLLIS Ho | 14.8 | s 8.46 | | f 1.45 | |
| 1555 | | s 1.25 | | s 6.52 | 2.7 | C. B. & Q. CROSSING | 14.4 | | | | |
| WFT | | 2.15PM | | 7.15PM | 7.5 | D TALMO Rn | 9.6 | s 8.34 | | f 1.30 | |
| | | Arrive Daily Ex. Sunday | | Arrive Daily | 17.1 | D-R BELLEVILLE Bi | 0.0 | 8.15AM | | 11.00AM | |
| | | | | | | | | Leave Daily | | Leave Daily Ex. Sunday | |
| | | (1.25) 12.0 | | (0.39) 26.3 | | | | (0.35) 29.3 | | (0.53) 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. |
| Topeka..... | I. N. Cassidy |
| 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 |
| Clay Center..... | A. Buchmann, Jr. |
| Belleville..... | C. E. Riddlebarger |

3 (R). Standard clocks are located as shown below:

| | |
|------------------------|------------------------------|
| St. Joseph..... | Union Depot Telegraph Office |
| St. Joseph..... | Terminal Yard Office |
| St. Joseph..... | Roundhouse 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 |
| Beatrice..... | Roundhouse |
| 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.

Switch lights will not be kept burning at night and trains must approach all facing point switches prepared to stop and must know that the switches are in proper position before passing over them at all stations on the Leavenworth Western Branch, except at Leavenworth, Onaga, Garrison Crossing and Miltonvale.

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."

10 (r). By day and by night, a red, yellow, or green light is displayed on color light block signals. See Rule 526 (A).

The indication of these lights is as follows:

| Color | Indication |
|---------|--|
| Red. | Stop. |
| Yellow. | Approach next signal prepared to stop. |
| Green. | Proceed. |

17 (C). When rules require headlight to be displayed, electric headlights on road engines must 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.

27 (A). In block signal limits, trains will not be required to stop for a switch light not burning at night, when it can be seen that the switch is in proper position.

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

| TRAIN | STOPS | PASSENGERS FOR |
|-------|-------------------|-------------------------------------|
| 1 | Any station. | U. P. trains Nos. 7, 17, 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. |

83 (R). Clearance card (Form 2643) must be received as follows:
 At Hastings —by all trains;
 At Hastings —Trains 1, 2, 3, and 4 will register and receive train orders and clearance cards at passenger station.

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. Jet.—eastward C. B. & Q. trains after receiving clearance card at Helvey;
 At Lawrenceburg —all trains.

83 (S). Trains must register by registering ticket (Form 2642) as follows:

At Menoken —all trains;
 At Upland —all Topeka Branch 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 derailing 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.

98 (R). Continued.

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. | Automatic crossing protection. |
| 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 (G). When a train encounters any dangerous defect in roadway or track, or is stopped by a block signal under circumstances which would 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, except that permissive block signals in horizontal position will be reported at first stop, or open telegraph office, or summit of grade, if no previous opportunity for reporting.

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 train dispatcher.

103 (A). Cars must not be handled ahead of engine between stations, except in work train service, or, when necessary to take them to or from a spur. When this is done, it must be for no greater distance than necessary, and the movement must be at slow speed, with air brakes cut in and operative on cars ahead of the engine.

In switching with an engine equipped with footboards, when there are no cars ahead of the engine, a yardman or trainman (and not more than one) must ride on leading footboard of engine in direction the engine is moving, except where the movement is not over a crossing and the switches to be passed over can be plainly seen to be properly lined.

Employees are prohibited from riding:

- (a) On engine footboard between engine and cars when cars are being pushed or pulled, except when necessary to make cut between engine and first car;
- (b) On leading footboard while coupling engine to cars;
- (c) On engine pilots;
- (d) On deadwood, drawbars, brake beams, journal boxes, and brake wheels;
- (e) On ends of cars containing loads which may shift.

103 (B). Engines must not be run under any coal mine tipple, nor over hoppers at coal chutes. Air must be working on all cars when putting up coal and before starting up incline leading to beet trestles at sugar factories.

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 "Frt." includes mixed trains and light engines with or without caboose. Freight engines used in passenger service on branches, must not exceed the speed specified for those engines in freight service.)

| Location | Maximum Speed Miles Per Hour | | Remarks |
|--------------------------------------|------------------------------|------|--|
| | Psg. | Frt. | |
| At any point. | 45 | 45 | |
| At any point. | 20 | 20 | Engines backing up. |
| Within yard limits. | 40 | 25 | 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. 437 and 447, at Little Dutch Creek and Big Dutch Creek Fills. |
| Manhattan Branch. | 40 | | Motor trains, between Manhattan and Marysville. |
| Manhattan Branch. | 35 | 30 | Between Manhattan and Marysville. |

152 (R). Continued.

| Location | Maximum Speed Miles Per Hour | | Remarks |
|-----------------------------|------------------------------|------|--|
| | Psg. | Frt. | |
| Manhattan Branch. | 15 | 15 | Between slow boards near MP 102 and 103. |
| Manhattan Branch. | 35 | 25 | Account curves of 4 degrees or over as follows: Between— Between— MP 100.1 and MP 100.5 MP 132.8 and MP 133.0 MP 102.0 and MP 107.6 MP 137.0 and MP 137.4 MP 110.3 and MP 112.6 MP 162.2 and MP 162.4 MP 118.8 and MP 122.1 MP 179.4 and MP 179.9 MP 128.7 and MP 129.2 |
| 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 165.5 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, 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) must be given before the train proceeds.

509 (G). On single track, when a light engine, or a motor train with only one trainman, is stopped by a block signal under conditions making it necessary to send a flagman ahead to comply with Rule 509 (A) or 509 (E), after placing one torpedo one-fourth mile from rear of train, it may proceed at slow speed, not exceeding six miles an hour, expecting to find a train in the block, broken rail, obstruction, or switch not properly set, without sending a flagman ahead.

509 (H). When a train is stopped by a block signal at a meeting or passing point on single track under conditions making it necessary to send a flagman ahead to comply with Rules 509 (A) or 509 (E), if the engineman of the train which is stopped is verbally informed by a trainman of the train on the siding that his train has more cars than the siding will hold, the train which is to use the main track may proceed at slow speed not exceeding six miles an hour to next signal, expecting to find a train in the block, broken rail, obstruction, or switch not properly set, without sending a flagman ahead.

525. If a Home Block Signal fails to indicate "stop" or a Distant Block Signal fails to indicate "caution" when a block is entered, a member of the crew must be left at the signal; the train dispatcher must be notified from the first available point of communication and report must be sent to the superintendent by wire. The employe left at the signal must stop and notify all trains moving in the direction governed by that signal and must remain there until relieved by an employe of the Signal Department or by instructions from the proper officer.

525 (A). If a Home Block Signal fails to indicate "stop," or a Distant Block Signal fails to indicate "caution," when a light engine, or a motor train with only one trainman, enters a block, the train dispatcher must be notified from the first available point of communication, and report must be sent to the superintendent by wire.

526 (A). By day or by night, if the light is not burning on a color light block signal, trains and engines must stop and be governed by Rules 509 (A), 509 (B), and 509 (E), on single track, and by Rule 509 (C) on double track.

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) Employes with annual pass or with trip pass so endorsed.
- (c) Passengers with revenue tickets when presented for passage on:

Trains

Freight, except those consisting mostly of stock

Between Stations

In Kansas (See last paragraph hereof)
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). When one or more cars are being switched or pushed over a road crossing not protected by a watchman or employe assigned as such, or, when a road engine, with or without cars, is backing over such a crossing at a station, a member of the crew must precede the movement and act as crossing watchman, and he must not get on front end of the leading car or on rear of tank until it has passed over the crossing.

When a train is parted to clear a public crossing, or is standing near such crossing, a trainman must act as crossing watchman when a train or engine is approaching on a siding or main track.

When a crossing watchman is on duty, trainmen must not give signal for highway traffic to come ahead.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 24 on Form I216, "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;

CENTRAL DIVISION

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:

| NAME | TITLE | PLACE | TERRITORY |
|------------------------|----------------------|---------------------|---|
| John R. Nilsson | Chief Surgeon | Omaha, Nebr. | |
| C. H. Wallace | Division Surgeon | St. Joseph, Mo. | Central Division. |
| H. K. Wallace | Asst. Surgeon | St. Joseph, Mo. | St. Joseph. |
| W. J. Hansen | Local Surgeon | St. Joseph, Mo. | St. Joseph. |
| B. W. Tadlock | Oculist & Aurist | St. Joseph, Mo. | St. Joseph. |
| J. G. Swails | District Surgeon | Wathena, Kans. | St. Joseph to Stout. |
| S. H. Blakely | District Surgeon | Severance, Kans. | Stout to Robinson. |
| V. C. Van Voorhis | District Surgeon | Robinson, Kans. | Severance to Hiawatha. |
| G. C. McKnight | District Surgeon | Hiawatha, Kans. | Robinson to Hamlin. |
| W. E. Ham | District Surgeon | Beattie, Kans. | Axtell to Marysville. |
| J. L. Hausman | District Surgeon | Marysville, Kans. | Beattie to Hanover and Blue Rapids to Barneston. |
| J. W. Randell | District Surgeon | Marysville, Kans. | Beattie to Hanover and Blue Rapids to Barneston. |
| F. H. Rhoades | District Surgeon | Hanover, Kans. | Marysville to Steele City. |
| H. E. Potter | District Surgeon | Fairbury, Neb. | Steele City to Alexandria. |
| J. G. W. Westerhoff | District Surgeon | Carleton, Neb. | Alexandria to Davenport. |
| C. C. Snowden | District Surgeon | Davenport, Neb. | Davenport to Fairfield. |
| J. R. Bell | District Surgeon | Fairfield, Neb. | Davenport to Hastings. |
| J. V. Beghtol | District Surgeon | Hastings, Neb. | Fairfield to Grand Island. |
| C. B. Calbreath | District Surgeon | Hastings, Neb. | Fairfield to Grand Island. |
| F. D. Ryder | District Surgeon | Grand Island, Neb. | Hastings to Grand Island. |
| E. G. Johnson | District Surgeon | Grand Island, Neb. | Hastings to Grand Island. |
| H. C. Wengert | Oculist & Aurist | Grand Island, Neb. | Grand Island. |
| G. R. Combs | District Surgeon | Leavenworth, Kans. | Leavenworth to Tonganoxie and Easton. |
| J. M. Marks | District Surgeon | Valley Falls, Kans. | Winchester to Holton. |
| C. W. Reynolds | District Surgeon | Holton, Kans. | Valley Falls to Soldier. |
| J. E. McManis | District Surgeon | Havensville, Kans. | Onaga to Holton. |
| W. P. Wilson | District Surgeon | Onaga, Kans. | Havensville to Garrison and Delia. |
| W. R. Morton | District Surgeon | Green, Kans. | Leonardville to Clay Center. |
| W. R. Frisbey | District Surgeon | Delia, Kans. | Topeka to Onaga. |
| H. T. Groody | District Surgeon | Manhattan, Kans. | Manhattan to Garrison. |
| O. P. Wood | District Surgeon | Oketo, Kans. | Marysville to Blue Springs. |
| M. A. Brawley | District Surgeon | Frankfort, Kans. | Marysville to Frankfort. |
| C. S. Curry | District Surgeon | Beatrice, Neb. | Pickrell to Blue Springs. |
| D. O. Jackson | District Surgeon | Wakefield, Kans. | Junction City to Clay Center. |
| E. C. Morgan | District Surgeon | Clay Center, Kans. | Wakefield to Morganville and Green to Miltonvale. |
| C. C. Stillman | District Surgeon | Morganville, Kans. | Clay Center to Clifton. |
| J. S. Scott | District Surgeon | Clifton, Kans. | Clifton to Clyde. |
| W. F. Sawhill | District Surgeon | Concordia, Kans. | Concordia to Clyde. |
| H. D. Thomas | District Surgeon | Belleville, Kans. | Belleville to Clyde. |

865 (A). Trainmen, enginemen, yardmen, 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 pick-up, and local set-out trains not nearer than the second car from the engine, electric locomotive, motor car, or caboose when placing them near the middle of the train would require additional switching at way stations.

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 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, occupied or unoccupied;

SPECIAL RULES

865 (B). Continued.

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."

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 timetable Rule 865 (C))

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 live stock or perishables, 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.

865 (C). When not used on head end of train, helper engine must be cut in ahead of caboose, and when there are wooden underframe cars or drover cars on the rear end, the helper engine must be cut in ahead of them.

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.

887 (R). When helper engine is picked up or cut off at Hanover or Bremen, air test must be made as required by Air Brake Rule 1041.

888 (A). While passing through cities, towns, and yards 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. |
| Endicott | Standpipe | Side. |
| Duval | Sand Tipple | Side and Top. |
| Fairbury | Water tank spout | Side and top. |
| Fairbury | Alfalfa Mill | Side. |

899. Continued.

| Location | Structure or Obstruction | Clearance of Engine or Car is Close at— |
|-----------------------|--------------------------|---|
| 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. |
| Schimmer | Sand loading tipple | Top. |
| 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. |
| 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.

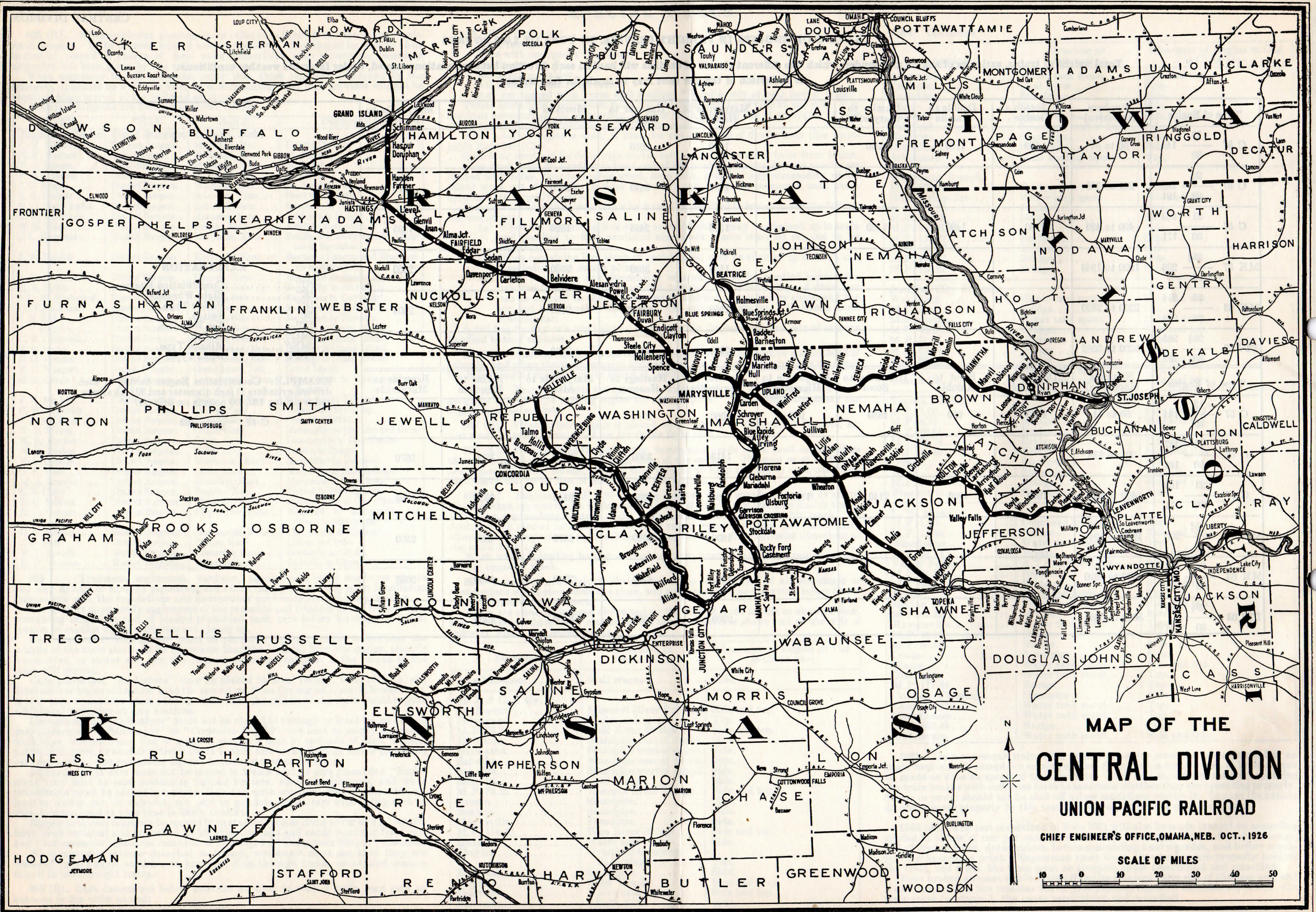
| Type of Engine | Numbers (Inclusive) | St. Joseph to Double | Double to Hamlin | Hamlin to Marysville | | Marysville to Hanover | Hanover to Hastings | Menoken to Marysville | | Marysville to Beatrice |
|--|---------------------|----------------------|------------------|----------------------|------------------------|-----------------------|---------------------|-----------------------|-------------------|------------------------|
| 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 $\frac{23\frac{1}{2}}{30}$ 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 | 2070 |
| C 57 $\frac{21}{30}$ 162 171 | 400 to 499 | 1900 | 1090 | 2140 | 1175 | 1290 | 3250 | 2140 | 3550 | 1895 |
| MK 57 $\frac{23\frac{1}{2}}{30}$ 206 | 1900 to 1949 | | | | | 1600 | 3960 | 2575 | 4300 | 2500 |
| MK 63 $\frac{26}{28}$ 214 228 | 2200 to 2320 | | | | | 1650 | 4200 | 2760 | 4300 | 2650 |
| 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

