# Union Pacific System

Union Pacific Railroad Company
The St. Joseph and Grand Island Railway Company

**Central Division** 

# EMPLOYES' 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.

## CONDENSED TIME-TABLE

#### WESTWARD

2						SI	ECOND C	LASS		FIRST	CLASS			
							<i>σ</i> ,	269 Time Freight	25 Time Freight	137 Passenger	1 Passenger	3 Passenger	Distance from St. Joseph	Time-Table No. 13 June 9, 1929
			MAR	INTERNIT	GAOSIL	<b>M</b>	THIN,	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dis	STATIONS
							la la constant	7.20PM		8-00am	Company of the same			KANSAS CITY
		EXPLY YAYA BU	I A W		CHIEFE Stell		Lugh 6	11.10PM	MARKE	10.10		- 457-		TOPEKA
	HI HI								7.00PM		9.00PM	8.15AM	0.0	ST. JOSEPH
				e pris plane di la comi				(83)	9.25PM		10.50PM	9.56AM	42.6	HIAWATHA
								12.01AM	The same	10.20AM			189.0	MENOKEN
							P. Carlotte	5.05	3.30AM	12.55PM 1.20	1.40AM 2.00	12.45PM 1.15	113.2	MARYSVILLE
						The state of the s				2.50PM			150.7	BEATRICE
					MILES THE					4.35PM			210.0	VALPARAISO
								8.25AM			3.41	2.50	153.0	FAIRBURY
			Matthews Up -	7				2.30PM			6.12	5.40	227.3	HASTINGS
											7.00AM	6.45PM	251.7	GRAND ISLAND
								4.00AM			8.59PM	7.15AM	667.3	DENVER
											1.32AM	1.32AM	952.0	GRANGER
								1.25PM			6.20AM	6.20AM	1097.4	OGDEN
								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	#	

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.

(8.30) 13.3

G. L. WHIPPLE,
General Superintendent Transportation.

(34.20)

(47.05)

### CONDENSED TIME-TABLE

### EASTWARD

ALE NORTH THE	-	Tariff sur-on L	FIRST	CLASS	IIvma (	SECOND C	LASS	U je Bladad o										
Time-Table No. 13 June 9, 1929	Distance from Grand Island	4 Passenger	2 Passenger	138 Passenger	26 Time Freight	270 Time Freight	1.000		r. •									
STATIONS	, QQ	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily												
KANSAS CITY				6.20PM		4.00AM												
TOPEKA				4.20		12.30AM	The state of							-				
ST. JOSEPH	251.7	5.30PM	8.15AM		4.00AM								-			•		
HIAWATHA	209.1	3.53	6.35		12.30AM									_				
MENOKEN				4.00	12.50%	11.50PM								_				
MARYSVILLE	138,5	1.20 12.50PM	4.00 3.40	1.10 12.40PM	7.45PM													
BEATRICE		12.00114	3.40	11.05AM	1110111	4.20												
VALPARAISO				9.10AM						-		_	-	_			-	-
FAIRBURY	98.7	11.04AM	2.05AM			12.35PM	00.0				_			_				
HASTINGS	24.4	8.25	11.40PM			8.35AM					-	-		_				
GRAND ISLAND	0.0	7.25AM			E   1   1   1   1   1   1   1   1   1	0.50AM	RIGA											
DENVER		3.45PM				7.50PM	A (0 A)								,			2
GRANGER		3.22AM				1.36PM	SALA						-					
OGDEN		10.40PM				12.01AM					-	_						
TAKET IN		Leave Daily	3.36	A STATE OF THE PARTY OF THE PAR	Leave Daily		Ab Ole											

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

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						
0 0183 01	Wat Close v	SE	COND CLA	\SS			IRST CLAS	SS		B	Ti	me-Table No. 1
in face and on of water, interlocking seales and on one and one of water, interlocking states and ones.		25 Time Freight	187 Mixed	17 Local Freight	269 Time Freight	1 Passenger	577 Motor Passenger	137 Passenger	3 Passenger	Distance from St. Joseph		June 9, 1929
ings lead for the control of the con				- D.1	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Dist	130	STATIONS
v = = = = = = = = = = = = = = = = = = =					2015	9.00PM	138	- 18	8.15AM	0.0	DN-R	ST. JOSEPH
WFTOP		7.00PM	· ·	6.55AM	PARTY I	ALSO II	Passylvaina*1	Province	Property		DN-R 7	TERMINAL YARD
		1,0011	-	0.00,11				atual areas		0.2	C. B. & C	0.2 CROSSINGU. T. CROSS
5,231 P		7.05		s 7.05		9.08	ST AND DES	A CONTRACTOR	s 8.22	1.4	D	ELWOOD
1,508 P		7.20		s 7.25	MARINE ST	s 9.15	Mana		s 8.30	5.4	D	WATHENA
3,026 P		7.30		s 7.46	MADE .81	9.22	OK P	TALCOUR !	s 8.37	9.0		BLAIR
1000 2						ADG. Do.		MO LA	THE PARTY OF THE P	12.0		APPLETON
2,266 P		7.55		s 8.08		s 9.35	THE REAL	00.0	s 8.50	13.8	D	TROY
I .					MINER PL	A JOH	THE PARTY OF THE P			15.2	C	.B. & Q CROSSING
1,408 P		8.07		8.28	80.2	9.44	with the	CAS. B	8.58	17.5		DOUBLE
633 P		8.11		s 8.35		9.47	TATALAL.		s 9.01	19.0		MORAY
,358 P		8.18		f 8.48		9.53	PULLY L. IN	13.44	s 9.07	21.9		STOUT
,321 WP		8.28		s 9.04	WIE E 351	s10.00		MACA 18	s 9.14	24.8	D	SEVERANCE
,731		8.39		s 9.13	eyer.s	110.10		PROPERTY SALES	s 9.23	28.9	D	LEONA
3,545		8.51		s 9.34	- In Victoria	s10.22		William Will	s 9.34	34.1	D	75.2 ROBINSON 4.6
1,254		9.01		f10.02	MACHE A	10.30		PAUL	1 9.42	38.7		MANVIL
T .					PHPE, LITT				THE PARTY OF	42.1	M	IO. PAC. CROSSING
2,134 WY		9.25		<b>*10.45</b>	PER LEVALE	s10.50		THE STATE OF	s 9.56	42.6	DN	HIAWATHA
1,078		9.50		811.25	REAL PROPERTY.	f11.05	Analy marrie	(total content	s10.12	50.1	D	HAMLIN
1,412		10.05		■11.53AM	THE STATE	s11.15	Wile .		s10.21	53.9	D	MORRILL
1,246 F		10.40		12.30PM		s11.35			s10.38	60.6	DN	SABETHA
920		10.55		f12.45		11.45			f10.44	64.2		PRICE
1,151		11.15PM	<b>†</b>	s 1.00		s11.55PM			s10.56	68.7	D	ONEIDA
2,697 WY		12.15AM		• 1.25		s12.15AM			s11.16	77.4	DN	SENECA
881		12.50		f 1.50		f12.30			s11.32	84.1	D	BAILEYVILLE  5.0
3,058	no 2 20	1.15		s 2.14		s12.42	Manua N	TENNING.	s11.45	89.1	D	AXTELL
1,694		1.35	Institut Citar	t 2.45	hermone.(	s12.54	advapaniae'l	. Z CREYAU	111.58AM	94.3		5.2 SUMMIT
2,625 W	and the same of th	1.55	1. 5. L	<b>3.20</b>	safet bour mileco	s 1.05	Sammer ?	CANAL STREET	s12.10PM	99.2	D	BEATTIE —— 5.9
1,939	A2 (5) (1) (1)	2.15	Tarris Indiana	s 3.50		f 1.17	platT bhi	I SELECTION	s12.20	105.1	D	HOME 2.5
P		2.30	12.05PM	4.00	4.10AM	1.23	6.45PM	12.40PM	12.30	107.6	DN	UPLAND
3,425	and office	2.50	f12.10	f 4.05	4.15	1.25	1 6.48	12.44	f12.34	108.9		1.3 CARDEN 4.3
WFTYOP		3.30AM		4.25PM	5.05AM	1.40AN	7.00PM	12.55PM	12.45PM	113.2	DN-R	MARYSVILLE
TO CARD TO SEE		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			113.2

							IRST SUB	DIVISI	ON			EASTWARD
Ti	ime-Table No. 13	8-9			FIRST CLAS	SS		TERRING.	BALD ON	SECONI	CLASS	
400000	June 9, 1929	Distance from Grand Island	Passenger  Arrive Daily		138 Passenger Arrive Daily	Passenger Arrive Daily	63S	Local Freight  Arrive Daily Ex. Sunday	188 Mixed Arrive Daily	Time Freight	26 Time Freight	
		051 5	=		- Hilly Dany		=	Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	
ON-R	ST. JOSEPH Un		8.15AM	1 100011100	1.40	5.30PM	MARCO EL T	BTOW				
	TERMINAL YARD Mk		2.17				Haltim	3.00PM	1		4.00AM	
. B. & Q.	CROSSING—U.T CROSSING  1.2 ELWOOD De	251.5	3.88	1.000.0	La 3.10		1 1000	Oka			7	
)	4.0		8.00			s 5.16		£ 2.45			3.50	
D	WATHENA Wa		8 7.52	#3.K.F	VA B DO	s 5.09	S	s 2.30		To be seen	3.27	
	BLAIR Br		7.46	TEDEST		s 5.00	S	s 2.15			3.05	
	APPLETON  1.8 Ry	239.7	98.0	38.7.20			I GRANT	DAT				
,	14		s 7.38	TOOR !	1 1 13	s 4.52	S	2.00		1-250	2.37	
C.	.B. & Q. CROSSING  2.3  DOUBLE	236.5										
	1.5	234.2	7.30			4.45		1.40			2.14	
7	MORAY 2.9	232.7	7.26	U LAK JRV B	it gride	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	79.1		1.20	
1	ROBINSON Hr	217.6	s 6.53			s 4.09	s	12.35			1.00	
	MANVIL	213.0	6.43	Treore :	7	f 4.00	f	12.15	manage of		12.45	
MC		209.6	gas	HDU I			THE RES	6463				
ON	HIAWATHA H	209.1	s 6.35	100.0	W 3_0.	s 3.53	S	12.05PM			12.30AM	
	HAMLIN Om	201.6	f 6.15	CONCE	A b tel	s 3.35	s	11.25AM			11.40PM	
	MORRILL Wb	197.8	1 6.07			s 3.27	s	11.10			11.15	
N	SABETHA S	191.1	s 5.55			s 3.15		10.38			10.40	
	7 3 6 PRICE 4.5	187.5	5.42			1 3.05		9.55			10.20	
		183.0	1 5.33	I SULAL N		s 2.56	s	9.30			10.05	
N	CONTRACT C	174.3	s 5.17	CLASS V	Trade	s 2.39		9.00			9.40	
A Top of	TO A TT TOSTSTITT TO C.	167.6	• 5.02			s 2.24		8.30			9.20	
		162.6	s 4.51	1745.73-1		s 2.14		8.10			9.05	
X	CTTACACTER	157.4	1 4.40	news .	Supplied to the same of the sa	t 2.04		7.35			8.50	
	BEATTIE B	152.5	s 4.29	The state of the s		s 1.53		7.20			8.30	
	15.9 HOME Ho	146.6	s 4.16		The state of the s	s 1.41		7.00			8.13	
N		144.1	4.10	7.40AM	_	1.35	Difference of the same of the	6.45	11.25AM	6.15PM	8.05	
Antico	CADDEN	142.8	4.08	t 7.37		f 1.30	f		f11.15	6.10	8.00	
N-R		138.5	4.00AM						11.00AM	5.50PM	7.45PM	
	113.2	The Property			Leave Daily					Leave Daily		
Thru '	Timege speed per hour	- 11	(4.15) 26.6	(0.10) 33.0	(0.15) 22.0	(4.10) 27.4		(8.30) 13.3	(0.25) 13.2	(0.25) 13.2	(8.15) 13.7	

	WESTWARD					SECOND	SUBDIV	ISION					
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			CLASS	SEC	OND CLA	SS		2	AD FI	RST CLAS	S	В	Time Table No.
Length of standings in feet and location of water, fuel, in ter I be plants, turningstrations, scales and telephones.		23 Mixed	165 C. B. & Q. Mixed	21 Mixed	133 C. B. & Q. Mixed	15 Local Freight	269 Time Freight	A Comment	19 C. B. & Q. Passenger	3 Passenger	1 Passenger	Distance from St. Joseph	Time-Table No. June 9, 1929
in in the plant of		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Allect as they	Leave Daily	Leave Daily	Leave Daily	Ö	STATIONS
WFTYO						6.10AM	6.00AM	MPIDS - B		1.15PM	2.00AM	113.2	DN-R MARYSVILLE
3,832			MADO.E.			6.25	6.15			s 1.32	2.17	118.3	D HERKIMER
4,871						• 6.40	6.27			s 1.42	2.26	122.5	D BREMEN
			· CRLE			-50.E		-01.0-			434	128.0	C. B. & Q. CROSSING
4,528 WT			1000			s 7.13	6.55	60.6		s 1.56	s 2.40	128.1	DN HANOVER
1,740			OCT.E			1 7.28	7.05	00.8		f 2.03	2.50	132.4	9 4.3 SPENCE 4.9 4.9
3,558						s 7.40	7.20			s 2.12	2.59	137.3	D HOLLENBERG  4.4  D STEELE CITY
3,929			NE-LE			• 8.10	7.38	20 - 4		s 2.22	s 3.08	141.7	D STEELE CITY  2.3  CLAYTON
						1						144.0	3.0
			21,3			UP		04.6			- 10 20 3	147.0	C. B. & Q. CROSSING
t,050 W			OU-E		12.40PM		7.58			s 2.34	s 3.21	147.1	D ENDICOTT
1,285			LUC. I.			01-1-1		Start 1				149.7	DUVAL 2.9
0.691 W			N. C. L.		1.00		-			0.50	7.41	152.6	C. R. I. & P. CROSSING
3,621 W			081		* 1.00 1.45	• 9.05	8.25	AL I		s 2.50	s 3.41	153.0	DN FAIRBURY  1.3  C. R. I. & P. CROSSING
			00.1							4 3 03	3.53	154.3	K. C. & O. JCT.
3,597 P					2.05PM	f 9.30	8.40			f 3.03	3.59	159.0	D POWELL
920 P			TRACE RI			10.30	8.50			s 3.08 s 3.21	s 4.08	161.4	D ALEXANDRIA
,907 W			THOSE II			*10.30 10.45	9.00			s 3.21	s 4.24	176.5	D BELVIDERE
3,959		_	81,11			*11.08	9.20	70.3		* 3.36	7.21	176.9	C. B. & Q. CROSSING
4,316 WF		_	05.01				9.51			s 3.53	s 4.38	183.9	DN CARLETON
±,010 WF			- be or			*11.40AM	10.25	AG. E. 1		3.03	100	191.1	C. & N. W. CROSSING
3,916			1000			812.20PM	11.15	- 68.6		s 4.09	s 4.57	191.1	D DAVENPORT
820		-	0.5.0			f12.40	11.25	95 8		f 4.18	5.05	196.3	SEDAN
			00,0			02.40	11.20	I B E			- 00.0-x	200.4	C. B. & Q. CROSSING
4,026 W			80.9			s 1.05	11.40AM	F1.5		s 4.30	s 5.15	200.6	D EDGAR
3,887 WYP		-	3.00PM		1 - 3 - 0 0 1 -	s 1.35	12.05PM	AG B	9.10PM	s 4.50	s 5.32	208.9	DN FAIRFIELD
P			3.07PM			1.43	12.15	ER	9.15PM	4.55	5.36	210.7	ALMA JCT.
1,674			T-EJ-S			f 1.50	12.30	12 1 1		f 5.01	5.41	213.7	ANAN
4,008			80.8	Name of the last	MAGE LI	s 2.10	12.50	44.1	TWO ENGLY	s 5.10	1 5.49	218.2	D GLENVIL
970			00.8	N DE-B	61.11	f 2.20	1.05	06.1	00,1	f 5.18	5.55	221.8	3.6 LEVEL 4.6
			MSER T	8.50±w	MADOULL	MAGE B		H08:1	tem C.A.	MOE.T.	M.CO.F.	226.4	C. & N. W. CROSSING
I			glia(1)	a Hotti mano.	yland avag	TYPE ATT		anna Dalla	Maril same	Maril even	girati nvesi	227.2	C. B. & Q. CROSSING
WFTYO		6.00PM		2.00PM		2.40PM	1.50PM	(1)		s 5.40	s 6.12	227.3	DN-R HASTINGS
742		£ 6.20		\$ 2.20	I STATE TO			1.45		f 5.50	6.20	231.3	FARMER 3.7
1,363		t 6.30		2.30						s 6.00	6.26	235.0	HANSEN 5.2
1,747 W	on the sale and the sales	s 6.50	and the same	s 2.50	merken to a			h. 1	*	s 6.10	f 6.33	240.2	D DONIPHAN  3.1 ————————————————————————————————————
918	alter all	£ 6.58	The state of the s	1 2.58						f 6.15	6.38	243.3	HASPUR 2.0 —— RIVER
417		£ 7.03		f 3.03						f 6.20	6.41	245.3	2.2 —
1,878 Y		£ 7.08		1 3.08						f 6.25	6.45	247.5	SCHIMMER 2.0
					•							249.5	BELT LINE CROSSIN
WFTO		7.30PM		3.30PM						6.45PM	7.00AM	251.7	DN-R GRAND ISLAND
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily	Arrive Daily	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		Average speed per

Except that No. 24 is superior to No. 23.

							SE	COND S	SUBDIVI	SION		in the		EASTWARD
	Time-Table No. 1	3	g_		FIRST	CLASS	GRAME	Albania.	SECONE	CLASS	SEE CINI	CHOIR		DRAWTERWEST PLANS
	June 9, 1929		Distance from Grand Island	C. B. & Q. Passenger	4 Passenger	2 Passenger	D CLASS	16 Local Freight	166 C. B. & Q. Mixed	22 Mixed	270 Time Freight	134 C. B. & Q. Mixed	24 Mixed	THE ASSET
	STATIONS		Dist	Arrive Daily	Arrive Daily	Arrive Daily	- 28	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	y I g
DN-		Ms	138.5		12.50PM	3.40AM	Line Indi	4.00PM			4.20PM			Sent Maria Control of the Control of
D	HERKIMER	Ki	133.4		s12.30	s 3.20	The same of	f 3.15	Total Control		*3.30		<i>(</i> *)	
D	4.2 BREMEN 5.5	Wn	129.2		s12.17	8 3.12	PRESE.	1 2.45	TO THE		3.18	-	- 18 JM	
	C. B. & Q. CROSSING		123.7				100	1 18						TEG 1 P GISE X
DN	HANOVER 4.3	Ha	123.6		*12.05PM	• 3.00	1,01	s 1.56			2.45			500 T   0x0 T
	SPĒNCE 4.9		119.3		f11.50AM	2.50		f 1.30			2.20		6.119	NE-0 1 08-F 1
D	HOLLENBERG	Ку	114.4		s11.42	s 2.42		1 1.20			2.12	4	F 0.03 (8)	SEG MOORE BY SERVICE B
D	STEELE CITY	Sc	110.0		s11.31	8 2.33	plus C et	s 1.00			1.35			Cold delited - Linch section 1
	CLAYTON		107.7		I I I I I		, In the	No.			and and	1		
	C. B. & Q. CROSSING		104.7					1 E			and the secondary	gardian.		
D	ENDICOTT 2.6	Nd	104.6		<b>811.20</b>	s 2.21		s12.20PM			1.20	12.30PM		
	DUVAL 29 ——		102.0				ema sod	1.4201010		do temen		TO RECOVER		THE BUILD OF SHIPS AND LEWIS SHIPS IN THE SHIPS SHIPS AND SHIPS AN
1-	C. R. I. & P. CROSSINGS		99.1						4,4 ,1341, 103	Transmitted dis		V. C.	MERCHANNE BY	THE PROPERTY OF THE PROPERTY O
DN	FAIRBURY	Q	98.7		s11.04	s 2.05		11.59AM			1.00	s12.10PM		
	C. R. I. & P. CROSSING		97.4						31					
D	K. C. & O. JCT.		92.7		f10.47	1.44		f11.05			12.13	11.45AM		
D	6.0 —	Ow	90.3		s10.41	1.40		10.58	All	PK	12.05PM	Walter C		GRAWISTA E
D	ALEXANDRIA 9.1 BELVIDERE	A V	84.3		s10.30	s 1.31	andin y	10.45			11.45AM			SECOND CLASS PRODES CLASS
	0.4	V1	75.2	-1.07	s10.05	• 1.16		s10.15		4-14-6	11.08	Am 1 To 1		AND
	C. B. & Q. CROSSING		74.8								CEL JUANS			
DN	CARLETON 7.2	C	67.8	- dayler	s_9.51	s 1.02		9.51			10.25			
_	C. & N. W. CROSSING		60.6	Table 9	ma typicani		11-7-0	A VALUE OF		-	Ample 47		THE RES	SECTION AND SECURITY OF THE PARTY OF THE PAR
D	DAVENPORT  5.2 ——— SEDAN	Do	60.6	- 1000 17		s12.48		9.15			9.55			99.01 to 99.8 1 (0.01 to 00 V
-	4.1		55.4	- 1	f 9.24	12.38		9.00			9.40			DE DOUBLE LA SEL SERVICION TO S
D	C.B. & Q. CROSSING  0.2  EDGAR	0-	51.3	- 200				1 5 2 3						ALDEL ELAS TORREST
DN	8.3 —	Sg	51.1	- 311		s12.31		8.45		Total Control	9.32	- M		50 Hal (2.8 a)   (4.8)   (6.8 a)   (7.8 a)
	FAIRFIELD  1.8  ALMA JCT.	Fd		6.55AM		s 12.16		8.20	8.15AM		9.15			
	3.0 ANAN		38.0	6.48AM	8.55	12.10		8.15	8.05AM		9.09			
D	GLENVIL	Gv	33.5		f 8.50	12.05AM		8.00			9.01			20.141 20.831 20.131 20.031
	3.6 LEVEL		29.9	- 10.00		*11.58PM		7.50			8.52			SHILL CRAST DISTRIBUTED TO THE THE PROPERTY OF
	C. & N. W. CROSSING		25.3		f 8.35	11.50	1	7.40			8.45		1 02 1	CALL BOY DOOR DOOR DOOR DOOR DOOR DOOR DOOR DO
	C. B. & Q. CROSSING		24.5	200	- 000		1902	E E E E						BOATA CONS. DOMEST BROKE IN THE PROPERTY OF THE
DN-F	0.1	An	24.4	- C-k	s 8.25	s11.40	na .	7 20	1 4 12	0.20.		-1		80.65 00.8 1 20 E 08.00 . T 001
	4.0 — FARMER		20.4		f 8.04	11.24		7.30AM		9.30AM	8.35AM	14	5.30PM	
	HANSEN		16.7		s 7.58	11.18	10.5-	1 801		f 9.10 f 9.00	-	-	f 5.05	NA 14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
D	DONIPHAN	Dv	11.5		s 7.48	s11.10		18.1	11				1 4.55	ASSESSED ASS
	HASPUR		8.4		f 7.41	11.05	HEAD	CACO.		s 8.45 f 8.35		- Anima	s 4.40	34 81 to 14.8bu 14.4 to 63.8.4 1
	2.0 ———— RIVER		6.4		f 7.38	11.02	EXECUTE:						f 4.20	
	SCHIMMER		4.2	(48.4)	f 7.34	10.58		lus e		f 8.30 f 8.25			f 4.15	The state of the s
	BELT LINE CROSSING		2.2		- 101			1		1 6.20	-		f 4.10	10 m
-	GRAND ISLAND	Ge	0.0		7.25AM	10.50PM	- X			8.15AM	-		4.007	
	138.5	-		Leave Daily	Leave Daily		I	eave Daily	Leave Daily		Leave Daily	Leave Daily	4.00PM Leave Daily	
T)	ru Timeerage speed per hour			(9.7) 15.6	(5.25) 25.7	(4.50) 28.3	, 1	(8.30)						
A	erage speed per hour	••••		15.6	25.7	West	tward tra	(8.30) 13.4 ins are s	(0.10) 11.3 <b>uperior</b> t	(1.15) 19.5 to trains (	(7.50) 14.6 of the sar	(0,45) 16,0 ne class i	(1.30) 16.4 n the oppo	nosite direction — See Rule 72
										Except t	hat No. 24	is superio	r to No. 23.	posite direction.—See Rule 72.
TO SEE T														

		WESTWARI			HIGHLAND BRANCH			ASTWARD	ALCOHOL: N
ngga- ca- riel,		SECOND CLA	ss	from	Time-Table No. 13	Lom	SEC	OND CLASS	5 8 att 6
Lengto of stimungs in feet and location of water, fuel, in ter 10 eV in 10 plants, turming stations, scales and telephones.		33 Mixed	31 Mixed	Distance fr St. Josep	June 9, 1929	Distance from Highland	30 Mixed	32 Mixed	
tion tion the telephine		Leave Daily		-	STATIONS		Arrive Daily	Arrive Daily	
858 P		4.36PM	9.15AM	21.9	STOUT	7.1	9.05AM	4.25PM	Albert 1
31	• • • • • • • • • • • • • • • • • • • •	1 4.40	t 9.21	22.8	RYAN	6.2	f 8.51	1 4.16	
52		1 4.46	1 9.28	25.1	RATCLIFF	3.9	1 8.43	1 4.10	A
91		t 4.50	1 9.32	26.5	MARCELL	2.5	f 8.38	f 4.04	
V 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		Average speed per hour		(0.35) 12.2	(0,35) 12,2	Difference of the second
			3.				3	4	

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.

			WESTWARI			IOP	EKA BRANCH			EASTWA	ND .			1.00
	SECOND CLASS		FIRST CLA	SS			MACH- 111-			FI	RST CLASS	L + OEK	Ex m = 13	SECOND CLASS
in feet and loca- tion of water, fuel, in terl ook in g plants turningsta- tions, scales and telephones.	187 Mixed	269 Time Freight	577 Motor Passenger	137 Passenger	stance from Menoken	Ti	me-Table No. 13 June 9, 1929	3	Distance from Marysville	578 Motor Passenger	138 Passenger	188 Mixed	270 Time Freight	TOTAL STATE OF THE
tion the training the training the training the training training the training train	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Die		STATIONS		Q I	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	
P	7.20A	12.01AM	4.00PM	10.20AM	0.0	DN-R	MENOKEN	Mx	75.8	10.20AM	4.00PM	4.40PM	11.50PM	
898 WP	t 7.40	12.20	s 4.17	110.36	8.3	D	GROVE	Ov	67.5	s 9.58	f 3.36	f 4.17	11.15	
655 P	s 8.00	12.37	s 4.33	s10.50	15.8	D	7.5 ————————————————————————————————————	De	60.0	s 9.43	s 3.21	s 3.21	10.45	
779 WP	• 8.20	12.56	s 4.48	s11.02	22.6	DN	EMMETT 5.4	Gc	53.2	s 9.29	s 3.08	s 2.50	10.15	
244 P	f 8.35	1.10	f. 5.00	f11.12	28.0		AIKINS		47.8	f 9.18	1 2.56	f 2 25	9.50	
169					29.1		KNOLL 8.3		46.7					
816 WFTP	s 9.00	s 1.55	s 5.22	s11.32	37.4	DN	ONAGA	Ga	38.4	s 9.00	s 2.38	s 2.05	s 9.10	
715 P	f 9.45	2.10	s 5.33	111.42	41.5	D	DULUTH 4.8	Dh	34.3	f 8.40	t 2.22	f 1.25	8.40	
359 P	f10.00	2.30	f 5.43	11.51	46.3		NOLAN 3.2		29.5	f 8.30	2.13	t 1.10	8.25	
796 WP	s10·15	2.50	s 5.51	s11.56AM	49.5	D	LILLIS	Is	26.3	s 8.23	s 2.06	s 1.00	8.05	
360 P	f10.30	3.05	f 6.00	£12.03PM	54.3		SULLIVAN		21.5	f 8.13	f 1.58	f12.40	7.45	
					58.6		M. P. CROSSING		17.2	PEARSE ST		La La Laborat		The second second
707 WP	s11.20	3.30	s 6.15	s12.14	58.8	DN	FRANKFORT	Fn	17.0	s 8.03	s 1.49	s12.14PM	7.25	
412 P	£11.45A	3.50	s 6.30	s12.25	64.3	D	WINIFRED	Wi	11.5	s 7.51	s 1.36	f11.45AM	6.30	
. P.	12.05P	4.10AM	6.45PM	12.40PM	70.2	DN-R	UPLAND	Sj	5.6	7.40AM	1.25PM	11.25AM	6.15PM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			(70.2)			Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	

			WE	STWAR	)		MANHATTAN BRAN	СН			EASTWARD			
ngs sta- snd	SECOND CLASS	STATE OF STATE	FIRST	CLASS		8.	m. m.11. 37. 40	1 8		FIRST	CLASS	ABILIO OMBOGIA	SECOND CLASS	
in feet and lose tion of water fuel in the tall of water fuel in the 1 oc kin in the fuel fuel in the fuel fuel fuel fuel fuel fuel fuel fue	050.00   00.	Local Freight Leave Daily Ex. Sunday	541 Motor Passenger Leave Daily Ex. Sunday	137 Passenger Leave Daily	579 Motor Passenger Leave Daily Ex. Sunday	Distance from Manhattan	Time-Table No. 13 June 9, 1929 STATIONS	Distance from Valley	Motor Passenger Arrive Daily Ex. Sunday	138 Passenger Arrive Daily	580 Motor Passenger Arrive Daily Ex. Sunday	Local Freight Arrive Daily Ex. Sunday		
		Ex. Sunday	Ex. Sunday		Ex. Sunday		STATIONS		Ex. Sunday		Ex. Sunday	Ex. Sunday		WANTED VALUE
WFT		5.00AM	2.35PM		7.45AM	0.0	DN-R MANHATTAN Mh	189.4	12.15PM		3.45PM	3.30PM		The state of
903		f				4.0	CASEMENT 0.8	185.4	101 10			f		
265		f	f		f .	4.8	ROCKY FORD	184.6	f		f	f		
530		s 5.30	s 2.53		s 8.08	10.6	D STOCKDALE Dz	178.8	s11.50AM		s 3.18	f 2.53		
633 W	A Company	<b>s</b> 6.00	s 3.03		8.21	16.5	D GARRISON CROSSING Gx	172.9	s11.39		s 3.03	• 2.30		
	*		der l			16.5	U. P. CROSSING	172.9				85 9 1		
307		s 6.30	• 3.15		s 8.34	21.8	D RANDOLPH Fh	167.6	s11.26		s 2.43	s 2.00		
		f 00.83	f		f EGLE :	25.8	MARIADAHL	163.6	f			t en gra		
198 W		• 7.00	s 3.30	is a second	s 8.49	28.7	D CLEBURNE Ne	160.7	s11.14		s 2.29	s 1.30		
203		f 7.15	f 3.38		f 8.59	33.1	FLORENA	156.3	f11.06		f 2.18	f 1.00		
		06.8 0			Total -	36.7	M. P. CROSSING	152.7	THEBT			THE RESERVE OF THE PERSON OF T		
705		• 7.45	<b>3.50</b>		s 9.12	38.1	D IRVING Vn	151.3	s10.55		s 2.07	s12.30		
31		08.0				39.3	ALLEY	150.1				00.014		
16 W		s 9.00	s 4.04		s 9.25	42.7	D BLUE RAPIDS Pd	146.7	s10.46		s 1.57	s12.15PM		
520		f 9.40	s 4.19		s 9.40	49.4	D SCHROYER Ry	140.0	s10.31		s 1.42	f11.15AM		
WFTO		10.05	4.35	1.20PM	9.55AM	55.3	DN-R MARYSVILLE Ms	134.1	s10.20 10.05	12.40PM		s10.20		
944		f11.50	f 5.04	f 1.32		61.3	HULL	128.1	f 9.48	f12.21		f 9.35		
061		f11.59AM	s 5.09	s 1.36	ar.c.	63.5	D MARIETTA Ar	125.9	s 9.44	s12.17		t 9.25		
33		*12.13PM	s 5.13	s 1.40		65.0	D OKETO Kt	124.4	s 9.40	s12.13		s 9.15		
94		s 1.00	s 5.27	s 1.52	45 17 2	71.4	D BARNESTON Nr	118.0	s 9.26	s12.01PM		s 8.50		
308		Total Personal	Delige To The Control of the Control	The state of	Lean	75.1	BADGER	114.3	Erota Salat					<del></del>
I		MATERIAL PROPERTY.	8		TRAIT !	76.3	C. B. & Q. CROSSING	113.1	FEEST	THE STATE OF THE S				
40		De.	8 1		0101	77.0	STONE SIDING	112.4						
48 W		1.30	5.45	2.05	nt oil	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		s 9.05	s11.40		s 8.25		
48 W		f 1.40	t 5.55	2.15		79.1	O.7 BLUE SPRINGS JCT	110.3	f 9.00	11.35		f 8.15		
58		f 1.55		s 2.25	PA CT	83.7	D HOLMESVILLE Sx	105.7	s 8.50	s11.25		f 8.00		
			1.01			91.8	C. B. & Q. CROSSING	97.6	0.00	311.20		7 0.00		
			C .		05 77	92.2	C. R. I. & P. CROSSING	97.2		Tella Fellina				
WFTO		2.30PM	6.30PM	2.45PM		92.6	DN-R BEATRICE BY	-	8 30 4	11.05AM		7.30AM		
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				92.6		-	Leave Daily		Leave Daily Ex. Sunday		

19				TWARD	1.00	LEAV			f) FI	RST CLASS		SECO	OND CLASS	
No.	in g and a sud			FIRST		from		from	516	181				
No.	and water lock turning scales ones.			paintr	Motor	ance	June 9, 1929	ance		Terretor	and the last of th	Mixed	Mixed	
	in feet tion of inter tion of inter plants, tions, telepho			Sellent of the land	Total Control	Dista	STATIONS	Dist	Arrive Daily	pleffy at 5	Arri Ex.	ive Daily Sunday	Arrive Daily Ex. Sunday	
			Ex Sunday	100.0	9.05AM	0.0		Rh 166.2	5.10PM				7.30PM	PICTO
		3.30%				1.5		164.7	0					
	000		3.			3.0	KNOX	163.2			4-111			
		ES.E.		81.6	AND STATE	5.3		160.9	80.8 e	T. W. JE L.	En:E +		0E.8_0	
	691			E0.5 1	1 9.25	7.0	HUND	159.2	1 4.45	- 0 6,2	EU.E .		f 6.30	
						11.2	PLEASANT RIDGE	155.0	f 4.32				f 6.00	
				E # . 2 . 4	s 9.49	15.4	D EASTON	On 150.8	s 4.20		arrent.		s 5.40	
100   100					f10.00	19.7		146.5	f 4.08		- 1 Only		f 5.00	
11				610 C a		24.4	D WINCHESTER	Wc 141.8	s 3.58	Kery F	DE E N		s 4.40	
				ST TO T	f10.28	29.4		136.8	f 3.45		85 E 1		f 3.59	
113.10   113.10   113.00   113.00   113.00   13.00	w					35.4	DN VALLEY FALLS Jt.Tk.withS.F.	Gh 130.8	s 3.30				в 3.30	
12.30   112.45   111.71   4.52   111.71   4.52   111.72   4.52	615			10.00			HALF MOUND	125.8	f 3.12		10812		f 2.45	
10						43.8		Gr 122.4	s 3 01				s 2.30	
10				Ta.s -			LARKINBURG	120.0	s 2.55		40.04		s 2.08	
11.05   11.27   10.05   11.27   10.05   11.28   11.28   11.28   11.28   11.28   11.28   11.28   11.28   11.28   11.28   11.28   12.28   11.28   11.28   12.2				24,1.42		48.1	BEVARD	118.1	f 2.51		01.0		f 2.00	
11.40				ROE I RECLEVE		50.9		115.3	f 2.45	(m60_f = 1	181		f 1.50	
Sin				TEN		55.4	D HOLTON	Hn 110.8	s 2.35	PARED HOUR	1 5.00		s 1.30	
1988   1.3.00   1.2.16Fm   09.5   09.5   0.50Liber   1.0.00   1.0.				. 71.6			D CIRCLEVILLE	Cv 103.1	s 2.16	00.1	1901 A. V.		s12.45	
1938 W 1 3.35				113		69.5	D SOLDIER	Jo 96.7	s 1.58	TOWN IN	E) 5 -		812.16PM	
Fig. 2   Fig. 3   Fig. 4   F				PITO S		76.3	D HAVENSVILLE	Hv 89.9	s 1.39	EEFF D	173		\$11.55AM	
10.55   10.5						78.8	SAVANNAH	87.4	f 1.30				f11.40	
1862			8 00AM					Ga 83.7	s 1.22			6.00PM	11.30AM	
1946 W		1.301					D WHEATON	Qd 75.3			8	5.30		
10.15   2.24   105.3   D FOSTORIA PAGE   2.12   13PM   4.20   4		05.6		MAGAL			D BLAINE	Jg 70.8	s12.30		8	5.00	DE I	
10.15     2.34     10.7       10.8     2.62     116.8     2.62     116.8     117.8       11.43	_	8.08		D.Ja.			D FOSTORIA	Fa 62.9	s12.13PM	- 01-0 =	400 7 4 5	4.20		
1479 Y		51.63		- 0b		109.7	D OLSBURG	Ug 56.5	s11.58AM	61.45	s	3.50		
117.8   U.P. CROSSING   48.4   11.39   3.03   11.78   11.20   11.20   12.40   11.20   12.40   11.37   12.40   11.20   12.40   11.37   12.40		00-8-1		100			GARRISON	49.4	s11.43	88-8 +	10.5	3.15	THE PARTY OF THE P	
10.55			-			117.8		48.4						
11.20	713 W		<b>10.55</b>		s 3.03	117.8	D GARRISON CROSSING	Gx 48.4	s11.39		s	3.03		
1890 W	<u> </u>	7.30.0		1400.0		124.0	WALSBURG	42.5	f11.20	mak-al-	POE i	1.40	(1) (S) (S) (S) (S) (S) (S) (S) (S) (S) (S	
133   134.7   1393   134.7   1391   1393   134.7   1391   147.4   147.5   147.7   147.7   149		plant made		hotil girthii la con			D LEONARDVILLE	D 37.6	s11.05		8	1.20	off strongers	
1393     12.30						134.7	LASITA	31.8	f10.49		f	12.45		
1117 W			_				D GREEN	Gw 27.	s10.37		s1	2.30P		
1117 W								18.8	3					
1117 W							U. P. CROSSING	18.	7					
859  8 3.00  8 5.07  155.4  10 10 10 10 10 10 10 10 10 10 10 10 10 1	1117 W		8 2 15	10	s 4.50		D CLAY CENTER	Ca 18.	s10.17		s ]	11.45AN	4	
461  f 3.20  f 5.17  160.3  WFY  3.50PM  Arrive Daily							D IDANA	Dy 10.8	s 9.52		's]	10.35		
WFY 3.50PM 5.30PM 166.2 D-R MILTONVALE Mv 0.0 9.30AM 10.00AM  Arrive Daily Arrive Daily Arrive Daily Ex Sunday Ex Su	• -			TECH DE NO			BROWNDALE	5.9	f 9.41		11	10.15		
Arrive Daily Arrive Daily Leave Daily Leave Daily Ex Sunday Ex Sunday				A CONTRACTOR		166.2		Mv 0.0	9.30AM			10.00AN		
		Arrive Daily Ex. Sunday		Tage I	,		166.2		Leave Daily	- 44	Le E:	eave Daily x. Sunday	Leave Daily Ex. Sunday	

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."

		SECOND CLA	SS	The state of the state of	FIRST CLA	SS						FI	RST CLASS			SECON	D CLASS	
in feet and location of water, fuel, in terlook in glants, furningstations, scales and telephones.	Si voli	Title smire Ni	177	175	549 Motor Passenger	547 Motor Passenger	Distance from Junction City-	lang d	Time-Table No. 13 June 9, 1929		istance from Concordia	548 Motor Passenger	550 Motor Passenger	176 Mixed	178 Mixed	nontracque	in molton	G south
tion Plan			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	A-5		STATIONS	,	Q	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	IN LABOR.		in the second se
WFTYO	Andon eskil hon	FINITE STATE OF STATE		6.15AM	of L B. da Santo.	3.35PM	0.0	DN-R	JUNCTION CITY	Jn	70.5	11.55AM	Automatical States	6.30PM	440164	A CONTRACTOR OF THE PARTY		
182				f 6.40		s 3.53	8.1	D	ALIDA	Ad	62.4	s11.33		s 5.35				
162		M C AND TO LOS		s 7.00	and the same	s 4.03	13.6	D	5.5 MILFORD	Mr	56.9	s11.23	Jacob Alde	s 5.10		N- 172 A		Current Fibrille 5
230 W	The state of the s	retinal mosterial		s 7.25		s 4.14	19.4	D	WAKEFIELD	Wf	51.1	s11.12	SECTION AND ADDRESS OF	• 4.45		MALLEY.		- Picion I
614				1 7.40	ali Eremit a	1 4.22	23.0		3.6 ————————————————————————————————————		47.5	f11.04	Beginners SCI Instituti	1 4.22	VIII.	Page Contact		
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148		A ROWN T		s 8.30		s 4.50	33.4	D	CLAY CENTER	<sub>i</sub> Ca	37.1	s10.43	200	s 3.00	MARK WITH	E MARIE		
166 W	ALL HERES	in the second		s 9.15		s 5.05	41.2	D	MORGANVILLE	Mg	29.3	s10.23		2 05	R. wante	and the same		
315	evall, hit	Dall D	LALE DE LA LA	s 9.57	All de la	s 5.20	49.1	D	CLIFTON 0.8	Cf	21.4	s10.07	ASTRO-	s 1.45	*	TOTAL S		
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				The same of the sa	Barrier v	er salası i	54.7		M. P. CROSSING		15.8	no na		man de la lace				A SHELL STREET
041 W		EEE THE WO	43.3	s10.35		s 5. <b>3</b> 5	55.6	D	CLYDE 7.7	Су	14.9	s 9.51		s 1.25		AND THE RESERVE		La Room Plan
063 Y		COXICE DI	11.53AM	<b>\$11.05</b>	8.50AM	s 5.51	63.3	R	LAWRENCEBURG	Thursday,	7.2	s 9.35	6.36PM	s 1.05	12.50PM	Market .		matel leaves
206		E TOWNSHIP VS.A	(2) 0.1	M. A. M. applica	to the second		66.7		BROSSEAU	ald.	3.8	bian usadw	Street I			P133-61	HOMEN'S	ansim branch
	CALIBO (CNA)	10,40	.2.1	ESS AT REAL PROPERTY.	milit artispen		69.9	Sec.	3.2 C. B. & Q. CROSSING		0.6	o mach	Sillion	Grand Charlet	smind			Harry miles I
983 WY	Berna oberna	Library Daniel Constitution		11.35AM	9.05AM	6.06PM	70.5	D-R	CONCORDIA	Nd	0.0	9.20AM	6.21PM	12.35PM	12.20PM			alogan 1914
	or and the second	E 19.77 Made	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			70.5			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			The Later Later

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ng, ng, ng, and	4.11 92.13	SECOND CLASS	FIRST CLASS	8 50		Ti me-Table No. 13	В	FIRST CLASS	SECOND CLASS
in feet and loca- tluo of water, fuel, In ter lock ing plants, turningsta- tions, scales and telephones.	di La-6 l'estenio.	175	547 Motor Passenger	June 9, 1929		June 9, 1929		548 Motor Passenger	176 Mixed
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063 Y	Bills 195Q A ST	12.50PM	6.36PM	0.0	R	LAWRENCEBURG	17.1	8.50AM	11.53AM
554	musi tert. O egyo la com	f 1.00	8 6.40	2.3	123	HOLLIS Ho	14.8	8 8.46	f11.45
	ALC agoileouth - 1		manufacture, applica	2.7		C. B. & Q. CROSSING	14.4		Control of the contro
555	the second section of the	s 1.25	8 6 52	7.5	D	TALMO Rn	9.6	8 8.34	f11.30
WFT	med bigordayan .	2.15PM	7.15PM	17.1	D-R	BELLEVILLE Bi	0.0	8.15AM	11 OOAM
	anni ri Distri	Arrive Daily Ex. Sunday	Arrive Daily		lome 3/1	17.1	Land Maria	Leave Daily	Leave Daily Ex. Sunday

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 sh R. V. Owens, General Supervisor of	
Kansas City, Mo	
St. Joseph	
Sabetha	
Seneca	
Marysville	
Hanover	J. Mesing
Fairbury	
Fairfield	
Hastings	
Grand Island	
Leavenworth	Lavery Jewelry Co.
Onaga	J. D. Crum
Miltonvale	Paul Lange
Manhattan	R. C. Smith
Beatrice	
Junction City	
Belleville	Elmer Fry
3 (R). Standard clocks are located as sl	nown below:
St. Joseph	
St. Joseph	Terminal Yard Office
St. Joseph	Round House Shop Office
Highland	Telegraph Office
Hiawatha	

(R). Standard clocks are located as	s snown below:
St. Joseph	Union Depot Telegraph Office
St. Joseph	Terminal Vard Office
St. Joseph	Round House Shop Office
Highland	Tolograph Office
Uiamatha	Talamanh Office
Hiawatha	Telegraph Office
Marysville	Telegraph Omce
Marysville	Dispatcher's Office
Marysville	Yard Office
Marysville	Roundhouse
Fairbury	Telegraph Office
Hastings	
Hastings	Roundhouse
Grand Island	
Grand Island	Roundhouse
Grand Island	Vard Office
Grand IslandLeavenworth	Union Depot Tolograph Office
Omage	Tolograph Office
Onaga	Telegraph Office
Miltonvale	Telegraph Omce
Garrison Crossing	Telegraph Office
Manhattan	Telegraph Office
Beatrice	Telegraph Office
Junction City	Telegraph Office
Belleville	Telegraph Office
	Telegraph Office
THE RESERVE STATE OF THE RESERVE OF THE RESERVE OF	

- 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;

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 2	Any station. West of Hiawatha.	U. P. trains Nos. 7, 25 and 27. St. Joseph or beyond.
ADDIT	IONAL FLAG STOPS	TO DISCHARGE REVENUE PASSENGERS.
TRAIN	STOPS	PASSENGERS FROM
1 2	West of Hiawatha. Any station.	St. Joseph. 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. Jet.—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
At Upland
At Hastings

—all trains;
—all Topeka Branch trains;
—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:

Buaulons.			
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 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 recoveried in like manner."

The Missouri State Law governing movem ent 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.

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 appropaching simultaneously, the one of the older road shall have the right to cross firs it, 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, n or 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 st ops 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.		18 78 3
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.		
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.		
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.	

- 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 "Frt." includes mixed trains and light engines with or

Location	Spe Miles Ho	imum eed s Per our Frt.	Remarks
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	700	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.	hosta i	in the	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 58.2 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 67.2 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— MP 100.4 and MP 112.6 MP 132.8 and MP 133.6 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 179.5 MP 179.4 and MP 179.5

152 (R) Continued

Location	Maxi Spe Miles Ho Psgr.	ed Per	r Remarks		
Leavenworth Western -	35	25	The state of the s		
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—  MP 1.1 and MP 5.4 MP 77.4 and MP 79.4 MP 8.2 and MP 21.0 MP 81.0 and MP 101.7 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 113.4 MP 30.6 and MP 31.8 MP 116.0 and MP 117.5 MP 33.2 and MP 36.0 MP 120.6 and MP 120.0 MP 40.3 and MP 40.9 MP 121.9 and MP 123.4 MP 50.0 and MP 50.2 MP 126.2 and MP 131.6 MP 55.1 and MP 55.2 MP 135.9 and MP 137.5 MP 55.1 and MP 55.9 MP 138.0 and MP 140.2 MP 65.0 and MP 70.9 MP 142.4 and MP 140.2 MP 65.0 and MP 70.9 MP 146.6 and MP 147.5 MP 73.7 and MP 73.8 MP 156.4 and MP 156.5 MP 74.7 and MP 74.9 MP 165.4 and MP 165.5 MP 76.1 and MP 74.9 MP 165.4 and MP 165.5 MP 76.1 and MP 76.3		
Junction City Branch.	35	30	educate for the state of the st		
Junction City Branch.	40		Motor trains.		
Junction City Branch.	5	5	Between slow boards located 50 fee 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 a 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
- 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. For C. R. I. & P. For Union Terminal At Hiawatha-M. P. 42.1: For main track For diverging track At Hastings-M. P. 227.2: For main track For diverging track

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 a head. 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 **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; -Eastward and westward; Seneca Carleton -Eastward and westward; -Eastward and westward. Onaga

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.

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		Oculist
St. Joseph		District Surgeon
Wathena		District Surgeon
Severance		District Surgeon
Robinson	V. C. Van Voorhis	District Surgeon
Hiawatha		District Surgeon
Beattie		District Surgeon
		District Surgeon
Marysville	J. W. Randall	District Surgeon
Marysville	F. H. Rhoades	
Hanover		District Surgeon
Fairbury		District Surgeon
Carleton		District Surgeon
Fairfield		District Surgeon
Hastings	C. B. Calbreath	District Surgeon
Hastings		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
$\operatorname{Holton}$	C. W. Reynolds	District Surgeon
Onaga	W. P. Wilson	District Surgeon
Green		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		District Surgeon
Clay Center		District Surgeon
Morganville	C. C. Stillman	District Surgeon
Clifton		District Surgeon
Concordia		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 Severance M.P. 25.74 Hiawatha Hiawatha Sabetha Sabetha Sabetha M.P. 76.22 Seneca Beattie Marysville M.P. 114.40 Hanover Clayton Endicott Duvall Fairbury Alexandria Carleton Carleton Edgar Fairfield Fairfield Hastings Doniphan	Watertank spout Wolf River Bridge Standpipe east of depot. Standpipe west of depot. Standpipe west of depot. Standpipe west of depot. Coal chute. Nemaha River Bridge. Standpipe. Standpipe. Standpipe. Blue River Bridge. Water tank spout. Overhead tramway Sand plant Standpipe. Sand Tipple. Water tank spout. Water tank spout. Coal chute. Standpipe. Standpipe west of depot. Standpipe. Standpipe.	Side. Side. Side. Side. Side and top. Side. Side. Side. Side and top. Side. Top. Side. Top. Side and top. Side. Side. Side. Side. Side.
Manhattan Branch. M.P. 100.50 Blue Springs Jct M.P. 123.26. M.P. 124.29 M.P. 135.10. M.P. 139.37. M.P. 146.03. M.P. 167.97. M.P. 180.67.	Water tank spout Bridge Bridge Bridge Bridge Bridge Bridge Bridge Bridge	Side. Side and top. Side. Side. Side. Side. Side. Side. Side. Side. Side.
Wakefield. M.P. 22.41 Morganville. M.P. 48.20 M.P. 51.07 M.P. 63.34 M.P. 65.42 Clyde. Concordia	Bridge Bridge Bridge Bridge Bridge Bridge Bridge Bridge Bridge	Side and top. Side. Side and top. Side and top. Side. Side. Side Top. Side and top.

#### 899. Continued.

ge	Side.
ge	Side and top.
er tank spout ge & S.F. Bridge ge ge ge rhead bridge er tank spout ge er tank spout ge er tank spout ge ddpipe er tank spout	Side and top. Side. Side. Side and top. Top. Side and top. Side. Top. Side. Side. Side. Side. Side. Side. Side. Side and top. Top. Top. Top. Side.
	ge

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.

	Marysville to Beatrice		Menoken to Marysville	Hanover to Hastings	Marysville to Hanover	F MAND	Hamlin to Marysville	Double to Hamlin	St. Joseph to Double	Numbers (Inclusive)	Type of Engine
				2050	1070		980	1150	980	50 to 51	C 57 $\frac{19}{30}$ 144
	2070		2070	2690	1430	A BENEFIT		250	Tuj l	201 to 358	$C 57 \frac{22}{30} 187$
	1895	Sh-At	1895	2455	1300	THAT IN	1180	1400	1180	400 to 499	$C 57 \frac{21}{30} \frac{162}{171}$
EXI	2500		2500	3000	1600					1900 to 1949	$K 57 - \frac{23\frac{3}{4}}{30} 206$
"E"	2600	1/1/2	2600	3200	1650					2200 to 2320	$   \begin{array}{c cccccccccccccccccccccccccccccccccc$
"C", "E", "P" "S", "T", "MC", "MK", "TTT"	VSW3 to 1		3400	4400	2290					5000 to 5089	$\begin{array}{cccc}  & 29\frac{1}{2} & 285 \\  & 30 & 295 \end{array}$
"TTT"EXAMPLE: Consolidrivers, cylinders 21 in									A L		ZE Ze
drivers, cylinders 21 in and weighing 162,000 C 57	Beatrice to Marysville	Aikins to Menoken	Marysville to Aikins	Hastings to Hanover	Hanover to Marysville	Marysville to Hiawatha	Hiawatha to Stout	Stout to Double	Double to St. Joseph	Numbers (Inclusive)	Type of Engine
				2750	1060	975	1850	900	1600	50 to 51	C 57 $\frac{19}{30}$ 144
	2070	3900	2330	3560	1410				V	201 to 358	$C 57 = \frac{22}{30} = \frac{187}{191}$
	1895	3550	2140	3250	1290	1175	2140	1090	1900	400 to 499	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
	2500	4300	2575	3960	1600			A in	Dougla	1900 to 1949	$\times 57 - \frac{23\frac{3}{4}}{30} 206$
	2650	4300	2760	4200	1650				- 7	2200 to 2320	$\times$ 63 $\frac{26}{28}$ $\frac{214}{228}$
	No.	4900	3800	5500	2300		Tra. 3/4	The state of		5000 to 5089	$\begin{array}{cccccccccccccccccccccccccccccccccccc$

#### CION

dation Engines. Гуре. eelers. Type.

Engine having 57 inch eter and 30 inch stroke, on drivers:

