

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Kansas Division

EMPLOYEES' TIME TABLE

To Take Effect Sunday, May 16, 1926

12:01 A. M., "Central Time"



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

MILEAGE SOUTHERN DISTRICT.		
KANSAS DIVISION:		
Main line.	304.19	
Branches.	231.88	
Total	536.07	
CENTRAL DIVISION:		
Main line.	251.67	
Branches.	423.79	
Total	675.46	
COLORADO DIVISION:		
Main line.	638.53	
Branches.	247.29	
Total	885.82	
GRAND TOTAL:		
Main line.	1194.39	
Branches.	902.96	
Total	2097.35	

CONDENSED TIME TABLE.

KANSAS CITY AND CHEYENNE—WESTWARD.

SECOND CLASS			FIRST CLASS										Distance from Kansas City	Time Table No. 125 May 16, 1926	STATIONS
155 Time Freight	269 Time Freight	157 Freight	109 Passenger	101 Passenger	21 Passenger	105 Passenger	105 Passenger	577 Motor Passenger	103 Passenger	107 Motor Passenger	137 Passenger	169 Passenger			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
				10.00PM	6.15PM	4.25PM			10.40AM		8.00AM	1.00AM	0.0		KANSAS CITY, MO.
	7.20PM	6.15PM		10.07	6.22	4.32			10.47		8.07	1.07	2.5		KANSAS CITY, KAS.
	9.15	8.00		10.58	7.13	5.45			11.47AM		9.13	2.15	39.6		LAWRENCE
	11.10	9.40		11.40	7.55	6.41		3.40PM	12.40PM	10.35AM	10.10	3.05	67.8		TOPEKA
	11.50PM	10.00PM		11.50PM	8.07	6.55		3.55PM	12.50	10.55AM	10.20AM	3.15	72.5		MENOKEN
											1.20PM		147.8		MARYSVILLE
											2.50		185.3		BEATRICE
											7.00PM		307.3		OMAHA
		12.10AM		12.57AM	9.13	8.35			2.20	12.18PM		4.30	119.4		MANHATTAN
		3.30		1.40	10.00	9.10PM			3.15	1.00PM		5.40	139.5		JUNCTION CITY
		6.05		2.29	10.47				4.25			6.57	172.3		SOLOMON
		8.15AM		3.00 L 3.05	11.10 L 11.25PM				4.50 L 5.20			7.25 L 8.00AM	186.6		SALINA
6.00PM		6.00PM		5.30	1.55AM				8.50			12.15PM	303.3		ELLIS
10.00PM				7.40	4.20				11.05PM			3.00PM	377.3		OAKLEY
2.00AM				8.55AM	5.25				12.50AM				429.7		SHARON SPRINGS
9.00AM				12.10PM	8.20AM				3.45				535.4		HUGO
11.35PM			6.00PM	3.30PM	11.25AM L 1.30PM		4.00PM		7.00 L 8.00				640.3		DENVER
12.40AM			6.40		2.02		4.35		8.36				659.4		BRIGHTON
2.10			7.20		2.40		5.20		9.24				686.7		LA SALLE
7.20AM					4.40PM								743.4		BORIE
			9.30PM				7.40PM		11.45AM				746.3		CHEYENNE
					7.00AM								1217.9		OGDEN
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(1217.9)
(36.50) 11.	(4.30) 15.5	(23.45) 12.7	(3.30) 30.2	(18.30) 35.4	(37.45) 32.2	(4.45) 29.3	(3.40) 27.1	(0.15) 18.8	(26.05) 28.4	(2.25) 29.6	(11.00) 27.9	(15.00) 25.1	Time.....Average speed per hour.....		

W. M. JEFFERS,
General Manager.

H. J. PLUMHOF,
General Superintendent.

G. L. WHIPPLE,
General Superintendent Transportation.

CONDENSED TIME TABLE.

KANSAS CITY AND CHEYENNE—EASTWARD.

Time Table No. 125 May 16, 1926		Distances from Cheyenne	FIRST CLASS								SECOND CLASS		
			22 Passenger	106 Passenger	106 Passenger	578 Motor Passenger	126 Passenger	104 Passenger	108 Motor Passenger	138 Passenger	170 Passenger	270 Time Freight	154 Time Freight
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
KANSAS CITY, MO.		746.3	8.45AM		11.40AM		1.00PM	4.10PM		6.20PM	9.10PM		
KANSAS CITY, KAS.		743.8	8.32		11.26		12.49PM	4.00		6.10	9.00	5.05AM	5.30AM
LAWRENCE		706.7	7.30		10.15		11.52AM	3.00		5.05	7.50	2.20	2.45
TOPEKA		678.5	6.45		9.18	10.30AM	11.10	2.20	4.15PM	4.20	7.01	12.30AM	1.05
MENOKEN		673.8	6.29		8.58	10.20AM	10.55	2.07	3.55	4.00	6.27	11.50PM	12.25AM
MARYSVILLE		0.0								1.20PM			
BEATRICE		0.0								11.25 AM			
OMAHA		0.0								7.05AM			
MANHATTAN		626.9	5.18		7.40		9.52	1.02	2.35		5.15		9.30PM
JUNCTION CITY		606.8	4.40		7.00AM		9.20	12.25PM	1.45PM		4.25		8.00
SOLOMON		574.0	3.21				8.02	11.15AM			2.38		5.10
SALINA		559.7	L A 3.00 2.45AM			L A 7.40 7.35	L A 10.50 10.40	L A 10.50 10.40		L A 2.15 1.55PM			4.00PM
ELLIS		443.0	11.50PM				4.35	7.45			10.20AM		8.00AM
OAKLEY		389.0	8.25				1.30	4.30			6.45AM		12.01AM
SHARON SPRINGS		318.6	6.55				12.05AM	3.15					8.00PM
HUGO		210.9	4.25				8.50PM	12.30AM					12.05PM
DENVER		106.0	L A 1.15 12.15PM	10.15AM		L A 5.30 4.20	L A 9.30PM 8.30					5.00AM	4.00AM
BRIGHTON		86.9	11.30AM	9.33			3.45	5.52					2.55
LA SALLE		59.6	10.50	8.40			2.55	4.50					1.15AM
BORIE		0.0	9.15AM										10.00PM
CHEYENNE		0.0		6.45AM			1.15PM	2.55PM					
OGDEN		0.0	6.40PM										
(1217.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time.....			(37.05)	(3.30)	(4.40)	(0.10)	(22.45)	(24.15)	(2.30)	(11.15)	(13.25)	(5.15)	(7.00)
Average speed per hour.....			34.0	27.1	29.9	28.2	34.6	30.9	28.7	27.3	28.1	13.8	15.0
													(48.30)
													13.2

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. A. MOORE, Superintendent.....Kansas City, Mo.
J. L. CHANDLEY, Trainmaster, Eastern Sub-Division and Branches.....Kansas City, Mo.
C. P. CAHILL, Trainmaster, Western Sub-Division and Branches.....Salina, Kans.

Eastern Sub-Division and Branches

J. H. QUIGLEY, Chief Train Dispatcher.....Kansas City, Mo.
W. O. HORNE, Night Chief Train Dispatcher.....Kansas City, Mo.
J. E. JOHNSON, Dispatcher.....Kansas City, Mo.
C. A. SCHUCHMAN, Dispatcher.....Kansas City, Mo.
D. E. FRASER, Dispatcher.....Kansas City, Mo.
G. R. CARR, Relief Dispatcher.....Kansas City, Mo.

Western Sub-Division and Branches

C. F. WYNNE, Chief Train Dispatcher.....Salina, Kans.
R. WOODARD, Dispatcher.....Salina, Kans.
I. T. BROYLES, Dispatcher.....Salina, Kans.
G. A. STEBBINS, Dispatcher.....Salina, Kans.
D. GRESHAM, Relief Dispatcher.....Salina, Kans.

EASTERN SUBDIVISION—Kansas City and Junction City—WESTWARD.

Length of passing tracks in feet, location of water, fuel, interlocking plant, turning stations, scales and telephones.	SECOND CLASS										FIRST CLASS													Distances from Kansas City	Time Table No. 125 May 16, 1926			
	95	997	91	269	157	93	187	149	147	99	101	23	31	21	39	105	577	3	17	103	107	11	137		169	1		
	C. R. I. & P. Freight Leave Daily	C. R. I. & P. Freight Leave Daily	C. R. I. & P. Freight Leave Daily	Freight Leave Daily	Freight Leave Daily	C. R. I. & P. Freight Leave Daily	Mixed Lv. Daily Ex. Sun.	Way Freight Lv. Daily Ex. Sun.	Way Freight Lv. Daily Ex. Sun.	C. R. I. & P. Freight Leave Daily	Passenger Leave Daily	C. R. I. & P. Passenger Leave Daily	C. R. I. & P. Passenger Leave Daily	Passenger Leave Daily	C. R. I. & P. Passenger Leave Daily	Passenger Leave Daily	Motor Passenger Lv. Daily Ex. Sun.	C. R. I. & P. Passenger Leave Daily	C. R. I. & P. Passenger Leave Daily	Passenger Leave Daily	Motor Passenger Leave Daily	C. R. I. & P. Passenger Leave Daily	Passenger Leave Daily		Passenger Leave Daily	C. R. I. & P. Passenger Leave Daily		
P											10.00PM			6.15PM		4.25PM					10.40AM			8.00AM	1.00AM			
WFTOY				7.20PM	6.15PM				5.00AM		10.07			6.22		4.32					10.47			8.07	1.07	2.5		
P				7.25	6.25				5.05		10.10PM	9.25PM	8.10PM	6.25PM	6.10PM	4.35PM			11.30AM	11.10AM	10.50AM		9.15AM	8.10AM	1.10AM	12.05AM	3.3	
5077	10.13PM	8.55PM	8.13PM	7.30	6.30	9.25AM			5.10	12.08AM	10.13	9.28	8.13	6.28	6.13	4.39			11.33	11.13	10.54		9.18	8.14	1.14	12.08	4.2	
WP	10.33	9.35	8.35	7.45	6.43	9.42				12.28	10.20	9.35	8.20	6.35	6.21	4.49			11.41	11.21	11.01		9.26	8.23	1.24	12.15	9.5	
																4.56								8.29	1.31		14.0	
2998	10.53	10.00	8.57	8.10	6.58	10.05				12.48	10.29	9.45	8.30	6.44	6.31	5.03			11.51	11.30	11.11		9.35	8.36	1.37	12.24	17.6	
5000	11.05	10.13	9.10	8.22	7.10	10.17				1.00	10.33	9.50	8.35	6.48	6.36	5.08			11.57AM	11.35	11.17		9.41	8.42	1.42	12.29	20.7	
											10.36	9.53	8.38	6.51	6.40	5.12			12.01PM	11.39	11.21		9.45	8.46	1.46	12.33	23.5	
5000	11.23	10.41	9.30	8.43	7.25	10.35				1.25	10.41	9.58	8.43	6.56	6.45	5.21			12.06	11.44	11.27		9.51	8.54	1.53	12.39	28.3	
M 5159 S 2548	11.55PM	11.20	10.15	9.15	8.00	11.05				2.15	10.58	10.15	9.00	7.13	7.00	5.42			12.20	12.01PM	11.47		10.05	9.13	2.15	12.55	39.6	
																											43.2	
											11.07	10.24	9.09	7.22	7.09	5.52			12.32	12.12	11.57AM		10.14	9.23	2.23	1.05	46.1	
																5.57								9.27				48.7
	12.30AM	11.55PM	10.50	9.55	8.35	11.30AM				2.50	11.14	10.33	9.18	7.29	7.18	6.02			12.41	12.20	12.05PM		10.22	9.32	2.31	1.13	52.1	
																											53.6	
																6.10								9.40				55.9
	1.24	12.20AM	11.24	10.43	9.00	12.17PM				3.20	11.24	10.43	9.28	7.39	7.28	6.19			12.52	12.32	12.17		10.33	9.49	2.43	1.24	61.3	
																6.28								9.59				67.5
	1.47	12.43	11.48	11.10	9.35	12.48	7.00AM	6.00AM	11.45AM	3.44	11.40	10.54	9.39	7.55	7.39	6.41	3.40PM	1.03	12.42	12.40	10.35AM	10.44	10.10	3.05	1.34		67.8	
	1.50AM	12.45AM	11.50PM	11.15		12.50PM				3.45AM	11.41	10.55PM	9.40PM		7.40PM	6.45			1.04PM	12.43PM		10.36	10.45AM	10.11		1.35AM		68.1
																											68.2	
				11.50PM	10.00		7.20AM	6.29			11.50			8.07		6.55	3.55PM				12.50	10.55		10.20AM	3.15			71.1
					10.07			6.45			11.53			8.10		7.00					12.54	11.00			3.18			72.5
					10.15			7.00			11.57PM			8.14		7.06					12.59	11.06			3.22			75.4
					10.25			7.10			12.01AM			8.17		7.12					1.02	11.10			3.26			78.7
					10.35			7.25			12.04			8.20		7.19					1.06	11.15			3.30			81.3
					11.00			7.55			12.13			8.28		7.32					1.18	11.28			3.40			84.0
					11.15			8.18			12.20			8.35		7.45					1.36	11.38			3.50			91.6
					11.35			9.10			12.32			8.47		7.59					1.50	11.52AM			4.01			97.8
					11.50PM			10.02			12.42			8.57		8.10					2.00	12.02PM			4.11			104.7
					12.10AM			10.50AM			12.57			9.13		8.30					2.20	12.18			4.30			111.5
																											119.4	
					1.07						1.07			9.23		8.40					2.30	12.28			4.41			125.7
					1.20						1.12			9.29		8.47					2.37	12.35			4.50			130.3
					1.25						1.14			9.31		8.51					2.39	12.38			4.53			131.6
					1.45						1.20			9.36		8.58					2.45	12.44			5.01			135.7
					2.15AM			12.50PM			1.35AM			9.50PM		9.10PM					3.05PM	1.00PM			5.20AM			139.5
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(3.42)	(3.55)	(3.37)	(4.30)	(8.00)	(3.25)	(0.20)	(6.50)	(6.45)	(3.37)	(3.35)	(1.30)	(1.30)	(3.35)	(1.30)	(4.45)	(0.15)	(1.34)	(1.33)	(4.25)	(2.25)	(1.30)	(2.20)	(4.20)	(1.30)			

DN-R

UNION STATION

Us

DN-R

KANSAS CITY, KANS.

R

ARMSTRONG

DN-R

0.8

TERMINAL JCT.

J

DN-R

0.9

C. R. I. & P. JCT.

D

5.3

MUNCIE

Mu

D

4.5

EDWARDSVILLE

Rs

1.0

FOREST LAKE

1.5

SUNFLOWER

DN

1.1

BONNER SPRINGS

Bw

0.4

A. T. & S. F. CROSSING

2.7

LORING

D

2.9

LENAP

Na

2.2

FRUITLAND

DN

2.6

LINWOOD

Wd

4.2

FALL LEAF

DN

7.1

LAWRENCE

Da

3.6

MIDLAND

2.9

BUCK CREEK

D

2.6

WILLIAMSTOWN

Wx

DN

3.4

PERRY

Ky

1.5

MEDINA

2.3

NEWMAN

D

5.4

GRANTVILLE

Gv

DN

6.2

A.T.&S.F. CROSSING

X

DN-R

0.3

TOPEKA

Ot

0.8

TOPEKA JCT.

0.1

C. R. I. & P. CROSSING

2.9

RUBY

DN

1.4

MENOKEN

Mx

2.9

KIRO

D

3.3

SILVER LAKE

Sh

2.7

KINGSVILLE

DN

7.6

ROSSVILLE

Rv

D

6.2

ST. MARY

Sy

D

6.9

BELVUE

Bv

DN

6.3

WAMEGO

Wa

D

6.8

ST. GEORGE

Rg

DN-R

0.0

MANHATTAN

Mh

6.3

C. R. I. & P. CROSSING

D

4.6

EUREKA LAKE

1.3

OGDENSBURG

Ob

4.1

CAMP FUNSTON

D

3.8

FORT RILEY

Ft

DN-R

0.0

JUNCTION CITY

Jn

139.5

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Time

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.....

Average speed per hour

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Time Table No. 125		May 16, 1926	
STATIONS			
DN-R	UNION STATION	Ua	
KANSAS CITY, KANS.			
R	ARMSTRONG		
DN-R	TERMINAL JCT.	Jo	
C. R. I. & P. JCT.			
D	MUNCIE	Mu	
D	EDWARDSVILLE	Rs	
	FOREST LAKE		
	SUNFLOWER		
DN	BONNER SPRINGS	Bw	
	A. T. & S. F. CROSSING		
	LORING		
D	LENAPE	Na	
	FRUITLAND		
DN	LINWOOD	Wd	
	FALL LEAF		
DN	LAWRENCE	Da	
	MIDLAND		
	BUCK CREEK		
D	WILLIAMSTOWN	Wx	
DN	PERRY	Ky	
	MEDINA		
	NEWMAN		
D	GRANTVILLE	Gv	
DN	A.T. & S.F. CROSSING	X	
DN-R	TOPEKA	Ot	
	TOPEKA JCT.		
	C. R. I. & P. CROSSING		
	RUBY		
DN	MENOKEN	Mx	
	KIRO		
D	SILVER LAKE	Si	
	KINGSVILLE		
DN	ROSSVILLE	Rv	
D	ST. MARY	Sy	
D	BELVUE	Bv	
DN	WAMEGO	Wa	
D	ST. GEORGE	Rg	
DN-R	MANHATTAN	Mh	
	C. R. I. & P. CROSSING		
	EUREKA LAKE		
D	OGDENSBURG	Ob	
	CAMP FUNSTON		
D	FORT RILEY	Ft	
DN-R	JUNCTION CITY	Jn	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Time shown at Union Station is for information only. Trains will be governed by Kansas City Terminal Railroad time table and rules while using their tracks between Union Station and Terminal Jct.

EASTERN SUBDIVISION—Kansas City and Junction City—EASTWARD.

Time Table No. 125			FIRST CLASS															SECOND CLASS										
May 16, 1926																												
STATIONS																												
DN-R	UNION STATION	Us	640.3			8.45AM	11.40AM		1.00PM	4.10PM				6.20PM	9.10PM													
	KANSAS CITY, KANS.		637.8			s 8.32	s 11.26		s 12.49	s 4.00				s 6.10	s 9.00													
	ARMSTRONG		637.8																									
DN-R	TERMINAL JCT.	Jc	637.0	6.47AM	6.57AM	8.02AM	8.29AM	11.23AM	12.45	3.54PM	4.02PM	4.37PM		6.04PM	6.47PM	8.56PM	10.42PM			1.00PM						5.05AM	5.30AM	
	C. R. I. & P. JCT.		636.1	6.44	6.54	7.59	8.25	11.21	12.42	3.50	3.59	4.34		6.00	6.44	8.52	10.39	4.30AM		12.50PM	11.15AM	12.20PM		3.20AM	3.50AM	4.50	5.10	
D	MUNCIE	Mu	630.8	6.32	6.44	7.48	8.15	f 11.10	12.34	3.41	3.46	4.23		5.47	6.33	f 8.42	10.28	3.45		f	10.45	11.50AM		2.55	3.05	4.15	4.40	
D	EDWARDSVILLE	Rs	626.3				s 11.02			3.36	3.41	4.17		5.42	6.27	f 8.35				f								
	FOREST LAKE		625.3				f									f												
	SUNFLOWER		623.8																									
DN	BONNER SPRINGS	Bw	622.7	6.20	6.34	7.38	8.04	s 10.53	12.23	3.31	3.36	4.13		5.37	6.23	s 8.29	10.18	3.20		s	10.15	11.30		2.20	2.35	3.40	4.05	
	A. T. & S. F. CROSSING		622.3																									
	LORING		619.6	6.13	6.27	7.31	7.56	f 10.45	12.16	3.24	3.29	4.06		5.29	6.16	f 8.19	10.11	3.00		f	9.45	11.15		1.55	2.14	3.20	3.45	
D	LENAPE	Na	616.8	6.09	6.24	7.28	7.53	f 10.40	12.13	3.21	3.26	4.03		5.26	6.13	f 8.15	10.08			f		11.05						
	FRUITLAND		614.6				f													f								
DN	LINWOOD	Wd	612.0	6.00	6.15	7.19	7.46	s 10.33	12.06	3.15	3.19	3.54		5.20	6.04	f 8.07	9.59	2.40		s	9.25	10.50		1.35	1.54	3.00	3.25	
	FALL LEAF		607.8	5.55	6.10	7.14	7.41	f 10.25	12.01PM	3.10	3.14	3.49		5.15	5.59	f 8.01	9.54			f								
DN	LAWRENCE	Da	600.7	s 5.45	s 6.00	s 7.04	s 7.30	s 10.15	s 11.52AM	s 3.00	s 3.04	s 3.39		s 5.05	5.49	s 7.50	s 9.44	2.05		s	8.51	10.15		12.55	1.10	2.20	2.45	
	MIDLAND		597.1				f									f				f								
	BUCK CREEK		592.2	5.33	5.49	6.52	7.14	f 9.54		11.38	2.47	2.52	3.27		4.53	5.37	f 7.32	9.32			f							
D	WILLIAMSTOWN	Wx	591.6				s 9.49							f 4.50						f								
DN	PERRY	Ky	588.2	5.25	5.42	6.45	7.06	s 9.44		11.30	2.40	2.45	3.20		f 4.46	5.30	f 7.22	9.25	1.20		s	8.15	9.25		12.05AM	12.20AM	1.30	
	MEDINA		586.7				f									f					f							
	NEWMAN		584.4	5.21	5.38	6.41	7.01	f 9.36		11.26	2.35	2.41	3.16		f 4.40	5.26	7.18	9.21			f							
D	GRANTVILLE	Gv	579.0	5.15	5.32	6.35	6.55	s 9.28		11.19	2.29	2.35	3.10		f 4.31	5.20	7.11	9.15	12.50		f	7.48	9.00		11.30PM	11.50PM	1.00	
DN	A. T. & S. F. CROSSING	X	572.8				f 9.19									f 7.02												
DN-R	TOPEKA	Ot	572.5	5.05	5.24	6.25	s 6.45	s 9.18	10.30AM	s 11.10	s 2.20	2.25	3.00	4.15PM	s 4.20	5.10	s 7.01	9.05	12.24	12.30PM	6.00AM	7.20	8.43	5.00PM	10.58	11.29	12.30	
	TOPEKA JCT.		572.2	5.04AM	5.23AM	6.24AM	6.38	9.06	10.29	11.03	2.15	2.24PM	2.59PM	4.05	4.10	5.09PM	6.40	9.04PM	12.20AM			7.15AM	8.40AM		10.55PM	11.25PM	12.25AM	
	C. R. I. & P. CROSSING		572.1																									
	RUBY		569.2																									
DN	MENOKEN	Mr	567.8			6.29	f 8.58	10.20AM	10.55	2.07			f 3.55	4.00PM		6.27				f 11.45AM			4.40PM			11.50PM	12.00	
	KIRO		564.9			6.25	f 8.54		10.51	2.04			f 3.49			6.23				f 11.25							12.00	
D	SILVER LAKE	Si	561.6			6.21	s 8.49		10.47	2.00			s 3.44			6.18				f 11.06							11.50	
	KINGSVILLE		559.0			6.18	f 8.44		10.44	1.57			f 3.38			6.14				f 10.50							11.40	
DN	ROSSVILLE	Rv	556.3			6.15	s 8.39		10.41	1.54			s 3.34			f 6.10				s 10.41							11.30	
D	ST. MARY	Sy	548.7			s 6.05	s 8.28		f 10.32	1.44			s 3.22			s 5.58				s 10.05							11.00	
D	BELVUE	Bv	542.5			5.55	s 8.18		10.23	1.36			s 3.11			5.48				f 9.35							10.40	
DN	WAMEGO	Wa	535.6			s 5.44	s 8.05		s 10.12	s 1.25			s 3.00			s 5.37				s 9.10							10.20	
D	ST. GEORGE	Rg	528.8			5.30	s 7.52		10.02	1.13			s 2.47			5.27				f 8.30							9.55	
DN-R	MANHATTAN	Mh	520.9			s 5.18	s 7.40		s 9.52	s 1.02			s 2.35			s 5.15				s 8.00							9.30	
	C. R. I. & P. CROSSING		520.9																								9.00	
	EUREKA LAKE		514.6			5.03	f 7.27		9.40	12.48			f 2.16			4.52				f							8.45	
D	OGDENSBURG	Ob	510.0			4.57	s 7.21		9.35	12.42			f 2.09			s 4.45				f							8.35	
	CAMP FUNSTON		508.7			4.55	f 7.18		9.33	12.39			f 2.05			f 4.41				f							8.20	
D	FORT RILEY	Ft	504.6			s 4.50	s 7.11		s 9.28	s 12.33			s 1.55			s 4.35				f							8.00PM	
DN-R	JUNCTION CITY	Jn	500.8			4.40AM	7.00AM		9.20AM	12.25PM			1.45PM			4.25PM				5.30AM								
(139.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.	Leave Daily	Leave Daily	Lv. Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	
Time.....			(1.43)	(1.34)	(1.38)	(4.05)	(4.40)	(0.10)	(3.40)	(3.45)	(1.38)	(1.38)	(2.30)	(2.20)	(1.38)	(4.45)	(1.38)	(4.10)	(7.00)	(7.00)	(4.00)	(3.40)	(0.20)	(4.25)	(4.25)	(5.15)	(9.30)	
Average speed per hour.....			37.7	41.4	39.6	34.1	29.9	28.2	38.0	37.2	39.6	39.6	28.7	31.0	39.6	29.3	39.6	15.3	10.2	9.3	15.9	17.4	14.1	14.4	14.4	13.3	14.7	

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

Time shown at Union Station is for information only. Trains will be governed by Kansas City Terminal Railroad time table and rules while using their tracks between Union Station and Terminal Jct.

WESTWARD

WESTERN SUBDIVISION—Junction City and Ellis.

EASTWARD

Length of passing tracks in feet, location of water, fuel, interlock- ing plant, turning stations, scales and telephones.	SECOND CLASS					FIRST CLASS					Distances from Kansas City	Time Table No. 125 May 16, 1926		Distances from Denver	FIRST CLASS					SECOND CLASS						
				151 Way Freight	159 Way Freight	157 Freight	21 Passenger	103 Passenger	111 Motor Passenger	169 Passenger		101 Passenger				126 Passenger	104 Passenger	170 Passenger	112 Motor Passenger	22 Passenger	152 Way Freight	154 Time Freight	158 Way Freight			
				Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily Ex. Sun.			
W 2806 WFT					7.10AM	3.30AM	10.00PM	3.15PM		5.40AM	1.40AM	139.5	DN-R	JUNCTION CITY	Jn	500.8	9.15AM	12.15PM	4.15PM		4.30AM		7.00PM	1.15PM		
E 4725 YOP												144.5		ZIEGLER		495.8										
4088 P				f	7.25	4.10	10.09	3.26		f 5.51	1.49	143.4		KANSAS FALLS		493.9	8.52	12.01PM	f 3.50		4.10		6.30	f 12.50		
W 2363 WP				s	7.45	4.30	10.15	f 3.35		s 6.01	1.57	152.3	D	CHAPMAN	Cm	488.0	f 8.40	11.53AM	s 3.35		f 3.59		6.15	s 12.30		
E 1940				s	8.05	4.50	10.22	3.44		s 6.13	2.05	153.5	D	DETROIT (Enterprise)	Dr	481.8	8.31	11.45	s 3.20		3.49		6.00	s 12.10PM		
3557 P													DN	ABILENE	Ab	476.7	s 8.21	s 11.35	s 3.10		s 3.40		5.45	s 11.35		
W 1705 WP				s	8.21 11.35	5.25	s 10.34	s 4.00		s 6.30	2.16	163.6		A. T. & S. F. CROSSING		475.8										
E 3917												164.5		SAND SPRING		472.2	8.09	11.23	2.45		3.28		5.25	8.25		
1861					11.59AM	5.45	10.40	4.10		6.40	2.22	168.1	D	SOLOMON	Sn	468.0	s 8.02	s 11.15	s 2.38	4.10PM	f 3.21		5.10	s 8.02		
2105 WY				s	12.30PM	5.55	s 10.47	s 4.25	11.15AM	s 6.57	f 2.29	172.3		NEW CAMBRIA		459.9	7.50	11.00	f 2.25	f 3.55	3.10		4.35	f 7.40		
4131				f	12.45	6.20	10.57	4.35	f 11.30	f 7.12	2.39	180.4	DN-R	SALINA	Dispr A	453.7	7.40 7.35	10.50 10.40	2.15 1.55	3.45PM	2.45		4.00 3.00	7.25AM		
8122 WFT					1.00PM	6.45 8.15	11.25	5.20	11.45AM	7.25 8.00	3.00 3.05	186.6		S. & S. F. CROSSING		453.1										
E 3917												187.2	D	BAVARIA	Rv	445.5	7.22	10.31	s 1.45		2.33		2.42			
3102						8.40	11.35	5.40		s 8.14	3.15	194.8	D	BROOKVILLE	Rk	438.9	f 7.14	10.23	s 1.33		2.25		2.28			
2441						8.55	11.42	s 5.55		s 8.25	3.23	201.4		ARCOLA		434.9	7.09	10.18	f 1.22		2.20		2.18			
2150						9.05	11.47	6.07		f 8.30	3.28	205.4		TERRA COTTA		433.0	7.06	10.15	f 1.18		2.17		2.13			
						9.10	11.50	6.12		f 8.34	3.31	207.3		HILL SPUR		430.5										
							9.25	11.58PM	6.23	s 8.45	3.39	209.8	D	CARNEIRO	Hi	428.7	6.59	10.09	s 1.09		2.11		2.00			
							9.43	12.07AM	6.37	f 8.53	3.48	211.6		MOUNT ZION		428.7	6.49	10.03	f 1.00		2.02		1.45			
							9.58	12.11	s 6.44	s 8.58	3.52	216.6	D	KANOPOLIS	Ka	421.1	f 6.44	s 9.58	s 12.55		1.57		1.30			
										s 9.10	4.04	219.2	DN-R	ELLSWORTH	Wo	416.6	s 6.36	s 9.48	s 12.45		1.48	12.45PM	1.00			
					7.00AM	11.15	s 12.25	s 7.00				223.7		ST. L. & S. F. CROSSING		415.9										
				f	7.25	11.50AM	12.36	7.12		s 9.32	4.15	224.4	D	BLACK WOLF	Bk	408.8	6.21	9.32	s 12.29		1.34	f 11.50AM	12.35			
				s	7.50	12.15PM	12.47	s 7.26		s 9.55	4.29	231.5	D	WILSON	Wn	400.4	s 6.08	s 9.20	s 12.15		1.22	s 11.35	12.15PM			
				s	8.15	12.40	12.54	s 7.36		s 10.15	4.38	239.9	DN	DORRANCE	Do	393.9	f 5.58	9.08	s 12.05PM		1.12	s 11.15	11.25AM			
				s	8.35	1.30	1.02	s 7.47		s 10.30	4.47	246.4	D	BUNKER HILL	Bh	386.9	f 5.48	8.59	s 11.54AM		1.02	s 10.30	11.00			
				f	8.52	2.00	1.10	7.55		s 10.40	4.55	253.4		HOMER		381.1	5.38	8.52	f 11.44		12.54	f 10.10	10.40			
				s	9.50	2.30	f 1.18	s 8.07		s 10.50	5.05	259.2	DN	RUSSELL	Ru	377.0	s 5.33	s 8.45	s 11.37		s 12.48	s 9.50	10.20			
					10.10	2.55	1.23	8.14		f 10.56	5.10	263.3		BALTA		373.6	5.26	8.39	f 11.28		12.39	f 9.35	10.10			
				s	10.40	3.30	1.30	s 8.23		s 11.06	5.19	266.7	D	GORHAM	Gj	367.9	5.19	8.32	s 11.19		12.33	s 9.20	9.45			
				s	11.13	3.50	1.34	8.29		s 11.13	5.23	272.4	D	WALKER	Wr	364.8	5.14	8.27	s 11.13		12.29	f 9.05	9.35			
				s	11.30AM	4.10	1.39	s 8.38		s 11.22	5.28	275.5	D	VICTORIA	Ve	360.8	f 5.09	8.22	s 11.03		12.24	s 8.50	9.25			
				f	12.30PM	4.40	1.48	8.48		f 11.32	5.36	279.5		TOULON		355.5	5.02	8.15	f 10.53		12.18	f 8.33	9.10			
				s	1.10	5.00	s 2.02	s 9.03		s 11.56AM	5.50	284.8	DN	HAYS	Hy	350.4	s 4.55	s 8.07	s 10.45		s 12.11	s 8.07	8.55			
				f	1.40	5.15	2.10	9.13		f 12.06PM	5.58	289.9		YOCUMENTO		344.9	4.46	7.59	f 10.33		12.02AM	f 7.18	8.35			
				f	2.00	5.30	2.14	9.17		f 12.16	6.02	295.4		HOG BACK		341.5	4.42	7.55	f 10.28		11.58PM	f 7.10	8.20			
												298.8	DN-R	ELLIS	Rt	337.0	4.35AM	7.45AM	10.20AM		11.50PM	7.00AM	8.00AM			
2249 WFT				Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	303.3		(163.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily Ex. Sun.		
				(8.00) 10.0	(5.50) 8.1	(14.30) 11.3	(4.40) 35.1	(8.25) 25.5	(0.30) 28.6	(7.05) 23.1	(4.40) 35.1			Time.....			(4.40) 35.1	(4.30) 36.4	(5.55) 27.7	(0.25) 34.3	(4.40) 35.1	(5.45) 13.8	(11.00) 14.8	(5.50) 8.1		
														Average speed per hour.....												

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

WESTWARD

LEAVENWORTH BRANCH

EASTWARD

Length of passing tracks in feet, location of water, fuel, interlock- ing plant, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distances from Leavenworth	Time Table No. 125 May 16, 1926		Distances from Lawrence	FIRST CLASS		SECOND CLASS		
		171 Mixed		575 Motor Passenger					576 Motor Passenger		172 Mixed		
		Leave Daily Ex. Sun.		Leave Daily Ex. Sun.			STATIONS			Arrive Daily Ex. Sun.		Arrive Daily Ex. Sun.	
24473 WFTO		1.57PM		10.01AM		DN-R LEAVENWORTH Rh	34.3	5.15PM		12.30PM			
	f	2.02	f	10.04	0.9	SO. LEAVENWORTH	33.4	f 5.12		f 12.24			
3670 I	s	2.08	s	10.10	4.0	DN-R COCHRANE J	30.3	s 5.05		s 12.12			
1642	s	2.18	s	10.14	5.4	D LANSING Sg	28.9	s 5.00		s 12.05PM			
647	f	2.40	s	10.28	10.5	FAIRMOUNT	23.8	s 4.44		f 11.38AM			
50	f	2.52	f	10.36	14.5	HOGUE	19.8	f 4.32		f 11.18			
684 W	f	3.02	f	10.43	17.5	BIG STRANGER	16.8	f 4.26		f 11.10			
497	f	3.07	f	10.48	19.0	MOORE	15.3	f 4.22		f 11.05			
558	s	3.37	s	10.53	21.2	D TONGANOXIE Nx	13.1	s 4.17		s 10.53			
419	f	4.04	s	11.06	25.8	RENO	8.5	s 4.04		f 10.00			
1026	f	4.18	f	11.12	29.5	SIX CORNERS	4.8	f 3.58		f 9.45			
680					31.5	REX	2.8						
1501	f				33.1	BISMARCK GROVE	1.2	f		f			
M 4041 WFTO S 2548		5.00PM		11.25AM	34.3	DN-R LAWRENCE Da		3.48PM		9.30AM			
		Arrive Daily Ex. Sun.		Arrive Daily Ex. Sun.		(34.3)		Leave Daily Ex. Sun.		Leave Daily Ex. Sun.			

(3.03)
11.3(1.24)
24.5Time.....
Average speed per hour.....(1.27)
23.6(3.00)
11.2

At Cochrane, eastward, Leavenworth Branch trains will secure train and block rights before passing the derail, located 360 feet westward from junction switch.

At Cochrane, westward, Leavenworth Branch trains will be governed by lower arm of two-arm signal, located near junction switch. The time shown between Cochrane and Leavenworth is for information only. Trains will be governed by Missouri Pacific R. R. time and rules while using tracks between Cochrane and Leavenworth.

WESTWARD

SOLOMON BRANCH

EASTWARD

Length of passing tracks in feet, location of water, fuel, interlock- ing plant, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distances from Solomon	Time Table No. 125 May 16, 1926		Distances from Beloit	FIRST CLASS		SECOND CLASS			
		165 Mixed		131 Moto Passenger					132 Motor Passenger		166 Mixed			
		Leave Daily Ex. Sun.		Leave Daily			STATIONS			Arrive Daily		Arrive Daily Ex. Sun.		
2105 WY		8.15AM		4.30PM		D-R SOLOMON Sn	57.4	10.55AM				1.30PM		
1657	s	8.40	s	4.45	6.5	D NILES Xn	50.9	s 10.40		s	12.55			
1581	f	8.50	s	4.51	9.1	VERDI	48.3	s 10.34		f	12.40			
2750	s	9.20	s	5.05	14.7	D BENNINGTON Bg	42.7	s 10.20		s	12.20PM			
812	f	9.40	s	5.19	20.9	LINDSEY	36.5	s 10.06		f	11.50AM			
935 W	s	9.58	s	5.28	23.3	D MINNEAPOLIS Mi	34.1	s 9.58		s	11.30			
				23.7		A. T. & S. F. CROSSING	33.7							
906	f	11.00	f	5.43	29.1	SUMNERVILLE	28.3	f 9.43		f	11.00			
1699	s	11.45AM	s	5.57	34.6	D DELPHOS Df	22.8	s 9.33		s	10.40			
1107 W	s	12.15PM	s	6.13	41.5	D GLASCO Gk	15.9	s 9.17		s	10.15			
1715	s	12.45	s	6.25	46.7	D SIMPSON Be	10.7	s 9.06		s	10.00			
1273	s	1.15	s	6.31	49.7	D ASHERVILLE As	7.7	s 9.00		s	9.50			
				57.1		M. P. CROSSING	0.3							
1701 WFT		2.00PM		6.50PM	57.4	D-R BELOIT Bl		8.45AM			9.30AM			
		Arrive Daily Ex. Sun.		Arrive Daily		(57.4)		Leave Daily			Leave Daily Ex. Sun.			

(5.45)
9.9(2.20)
24.6Time.....
Average speed per hour.....(2.10)
26.4(4.00)
14.3

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

WESTWARD					McPHERSON BRANCH					EASTWARD				
Length of passing tracks in feet, location of water, fuel, interlocking plant, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distances from Salina	Time Table No. 125 May 16, 1926		Distances from McPherson	FIRST CLASS		SECOND CLASS			
	181 Way Freight		583 Motor Passenger	581 Motor Passenger		582 Motor Passenger	584 Motor Passenger		182 Way Freight					
	Leave Daily Ex. Sun.		Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily Ex. Sun.					
	STATIONS													
	Sc Dispr A													
8122 WFTTO	7.15AM		4.55PM	10.20AM		DN-R	SALINA		35.5	9.35AM	2.15PM	2.00PM		
					0.6		A. T. & S. F. CROSSING		34.9					
					0.7		C. R. I. & P. CROSSING		34.8					
					0.7		M. P. CROSSING		34.8					
					2.9		WESLEYAN		32.6					
1618	7.40		5.15	10.45	8.1		MENTOR		27.4	9.05	1.45	1.15		
	8.10		5.26	10.55	12.3	D	ASSARIA	Ri	23.2	8.55	1.35	12.50		
	8.45		5.35	11.04	16.0		BRIDGEPORT		19.5	8.45	1.25	12.25		
					20.8		M. P. CROSSING		14.7					
	9.15		5.50	11.18	21.0	D	LINDSBORG	Dn	14.5	8.33	1.13	12.01PM		
	9.28		6.03	11.29	26.8		JOHNSTOWN		8.7	8.20	1.00	11.29AM		
	9.39		6.12	11.40	30.4		HILTON		5.1	8.12	12.52	11.10		
					35.2		A. T. & S. F. CROSSING		0.3					
WT	10.00AM		6.30PM	11.59AM	35.5	D-R	McPHERSON	Mf		8.00AM	12.40PM	10.50AM		
	Arrive Daily Ex. Sun.		Arrive Daily	Arrive Daily			(35.5)		Leave Daily	Leave Daily		Leave Daily Ex. Sun.		
	(2.45) 12.9		(1.35) 22.4	(1.39) 21.5		Time.....				(1.35) 22.4	(1.35) 22.4	(3.10) 11.2		
	Average speed per hour.....													

WESTWARD				PLAINVILLE BRANCH				EASTWARD				
Length of passing tracks in feet, location of water, fuel, interlocking plant, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distances from Salina	Time Table No. 125 May 16, 1926		Distances from Oakley	FIRST CLASS		SECOND CLASS	
	183 Way Freight		585 Motor Passenger	133 Passenger			586 Motor Passenger		134 Passenger		184 Way Freight	
	Leave Daily Ex. Sun.		Leave Daily Ex. Sun.	Leave Daily			Arrive Daily Ex. Sun.		Arrive Daily		Arrive Daily Ex. Sun.	
	STATIONS											
8122 WFTTO	8.30AM		5.10PM	8.10AM		DN-R	SALINA	So Dispr A	225.2	10.15AM	7.00PM	1.30PM
1285	f 8.40		f 5.17	f 8.20	3.7		TRENTON		221.5	f 9.58	f 6.39	f 1.05
1508	f 8.48		f 5.21	f 8.25	6.3		SHIPTON		218.9	f 9.53	f 6.31	f 12.55
754	f 8.56		f 5.26	f 8.30	9.1		MARYDEL		216.1	f 9.47	f 6.26	f 12.45
2598	s 9.05		s 5.31	s 8.37	11.8	D	CULVER	Cu	213.4	s 9.41	s 6.20	s 12.35
2093	s 9.26		s 5.44	s 8.59	18.8	D	TESCOTT	Sx	206.4	s 9.26	s 6.07	s 12.10PM
2580	w s 10.15		s 5.56	s 9.15	24.1	D	BEVERLY	Vy	201.1	s 9.15	s 5.56	s 11.50AM
623	f 10.25		s 6.01	s 9.22	26.8		SHADY BEND		198.4	s 9.03	s 5.46	f 11.35
					34.0		S. & S. F. CROSSING		191.2			
1665	s 11.15		s 6.18	s 9.40	34.4	D	LINCOLN CENTER	Nc	190.8	s 8.45	s 5.31	s 11.15
2691	s 11.55AM		s 6.32	s 9.55	40.9	D	VESPER	Vs	184.3	s 8.30	s 5.15	s 10.30
2240 WFT	s 12.20PM		s 6.46	s 10.10	47.2	D	SYLVAN GROVE	Yg	178.0	s 8.13	s 5.03	s 10.10
2370	s 12.45		s 7.05	s 10.30	56.3	D	LUCAS	Qs	168.9	s 7.53	s 4.43	s 9.10
2590	w s 1.15		s 7.25	s 10.50	65.6	D	LURAY	Au	159.6	s 7.36	s 4.27	s 8.35
2256	s 1.45		s 7.45	s 11.08	71.7	D	WALDO	Ow	153.5	s 7.22	s 4.11	s 8.05
1382	w s 2.15		s 8.03	s 11.28	79.4	D	PARADISE	Vm	145.8	s 7.02	s 3.53	s 7.35
1938	s 2.40		s 8.25	s 11.48AM	87.2	D	NATOMA	No	138.0	s 6.45	s 3.36	s 7.05
1478	s 3.18		s 8.45	s 12.08PM	95.3	D	CODELL	C	129.9	s 6.30	s 3.18	s 6.45
1416 WFTO	3.50PM		s 9.05	s 12.30PM	103.6	DN-R	PLAINVILLE	Vn	121.6	6.15AM	3.00PM	6.15AM
	Arrive Daily Ex. Sun.		Arrive Daily Ex. Sun.	Arrive Daily			(103.6)		Leave Daily Ex. Sun.	Leave Daily		Leave Daily Ex. Sun.
	(7.20) 14.1		(4.30) 23.0	(4.20) 23.9		Time.....			(4.00) 25.9	(4.00) 25.9		(7.15) 14.3
						Average speed per hour.....						

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

SPECIAL RULES

2 (R). Time Inspectors are located as shown below:

W. F. Hayes, General Supervisor of Time Service, Omaha.
 Kansas City, Mo. J. H. Mace Jewelry Co.
 Kansas City, Kans. Fred Gambrill
 Kansas City, Kans. F. A. Fasenmyer
 Kansas City, Kans. E. Sedgwick
 Lawrence A. Marks
 Topeka I. N. Cassity
 Manhattan O. H. Shide
 Junction City W. G. Glick
 Salina B. A. Strickler
 Ellsworth Fred Kesler
 Ellis A. Mulheim & Sons
 Leavenworth Edward Fraser
 Beloit H. S. Ojers
 Plainville Lambert Bros.

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

Kansas City Union Station
 Kansas City Chief Dispatcher's Office
 Kansas City Dispatcher's Office
 Armstrong Yard Office
 Armstrong Round House
 Terminal Junction Telegraph Office
 Lawrence Telegraph Office
 Topeka Telegraph Office
 Manhattan Telegraph Office
 Junction City Telegraph Office
 Salina Union Station
 Salina Dispatcher's Office
 Salina Telegraph Office
 Ellsworth Telegraph Office
 Ellis Telegraph Office
 Leavenworth Telegraph Office
 Beloit Telegraph Office
 McPherson Telegraph Office
 Plainville Telegraph Office

9 (R). Lights will not be kept burning at night in train order signals and switch stands on the Solomon and McPherson Branches. At stations on those branches, trains will be governed by the day indication of train order signals, and must approach all facing point switches prepared to stop and must know that the switches are in proper position before passing over them.

10 (h). At night, a yellow light on a Dwarf Signal, or on a "Call-on" or "Short-arm" Signal of an interlocking plant indicates "proceed at slow speed."

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

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

At meeting points, until the train to be met is clear of the main track;

When standing;

On two or more tracks when approaching trains running in opposite direction.

These instructions do not supersede or modify those contained in Rules 17 and D-17.

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

TRAIN	STOPS	PASSENGERS FOR
21	Bonner Springs.	Denver.
22	Kanopolis.	Kansas City.
104	St. Mary.	East of Kansas City.
101	St. Mary.	West of New Cambria.
105	St. Mary College.	Any station.
106	St. Mary College.	Any station.
107	St. Mary College.	Any station.
108	St. Mary College.	Any station.
138	Bonner Springs.	Kansas City.

28 (R). Continued.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
101	St. Mary.	Kansas City.
101	Kanopolis.	Kansas City
104	Bonner Springs.	West of New Cambria.
105	St. Mary College.	Any station.
106	St. Mary College.	Any station.
107	St. Mary College.	Any station.
108	St. Mary College.	Any station.

83 (R). At Terminal Jct., a clearance card received by the only section of westward second class trains, will confer the same authority as when received at their initial station.

Clearance card (Form 2643) must be received as follows:

Terminal Jct.—by all westward trains;
 Topeka —by all U. P. trains at U. P. passenger station;
 Topeka —by all eastward R. I. passenger trains, at R. I. passenger station;
 Topeka —by all eastward R. I. freight trains, at R. I. yard office;
 Manhattan —by all trains;
 Salina —by all trains.

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

Terminal Jct.—all trains;
 Topeka —all C. R. I. & P. trains.

83 (T). Ellsworth is registering station for Nos. 151 and 152 only.

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

Armstrong	Junction City	Ellsworth	Minneapolis
Lawrence	Abilene	Hays	Beloit
Topeka	Solomon	Ellis	McPherson
Manhattan	Salina	Tonganoxie	Sylvan Grove
			Plainville

98 (R). 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.

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
Bonner Springs (M.P. 18.0)	A.T.&S.F.	U.P.	
Topeka (M.P. 67.5)	A.T.&S.F.		Interlocking Plant.
Topeka (M.P. 68.2)	C.R.I.&P.	U.P.	
Manhattan (M.P. 119.4)	C.R.I.&P.	U.P.	
Enterprise Spur.	A.T.&S.F.	U.P.	
Abilene (M.P. 164.5)	A.T.&S.F.	U.P.	
Salina (M.P. 187.2)	S.&S.F.	U.P.	The gate is connected with signals 500 feet on each side of the crossing. If the signal is at stop position and no train is in sight on the Salina & Santa Fe within the limits of the stop boards which are located about 250 feet on each side of the crossing, flagman will be sent ahead to set gate against Salina & Santa Fe trains and then be governed by Rule 509 (A) or 509 (B).
Ellsworth (M.P. 224.4)	S.L.&S.F.	U.P.	
Minneapolis (M.P. 23.7)	A.T.&S.F.	U.P.	
Beloit (M.P. 57.1)	Mo. Pac.	Mo. Pac.	
Salina (M.P. 0.6) McPherson Branch.	A.T.&S.F.	U.P.	
Salina (M.P. 0.7) McPherson Branch.	C.R.I.&P.	U.P.	
Salina (M.P. 0.7) McPherson Branch.	Mo. Pac.	U.P.	
Lindsborg (M.P. 20.8)	Mo. Pac.	Mo. Pac.	All trains on Union Pacific track must stop at switch target until gate has been set across Missouri Pacific track. When entire train has passed the target on opposite side of crossing, the gate must be set across Union Pacific track.
McPherson (M.P. 35.2)	A.T.&S.F.	A.T.&S.F.	
Lincoln Center (M.P. 34.0)	S.&S.F.	U.P.	

98 (T). At Terminal Jct., eastward trains leaving Union Pacific No. 2 track are not required to stop at stop board, when the switches are properly set for them.

At Manhattan, eastward trains and engines must stop before fouling No. 1 track at end of double track.

At Junction City, westward trains and engines must stop before fouling No. 2 track at end of double track.

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.

103 (A). 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 through hopper tracks at coal chutes, and air must be working on all cars before starting to put up coal.

SPECIAL RULES

- 104 (R). Switches will be set normally,
At Terminal Jct., for Kansas City Terminal High Line track;
At C. R. I. & P. Jct., for Union Pacific tracks;
At Menoken, the switch leading from Topeka Branch to the passing track in west end of yard will be set for Branch main track;
At Manhattan, end of double track switch, just west of Blue River Bridge 118.97, will be set for westward main track;
At Junction City, end of double track switch, opposite freight house, will be set for eastward main track.

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:

Location	Maximum Speed Miles Per Hour		Remarks
	Psgr.	Frts.	
At any point.	60	35	
At any point.	35		With caboose.
At any point.	20	20	Engines backing up with or without cars.
At any point.	30	30	Passing coaling stations.
Within yard limits.	30	15	Speed must be as much slower as rules or conditions may require.
At any point.	25	25	Troop trains in which freight equipment is handled.
At any point.	5	5	On business tracks account of rail weighing less than 60 pounds per yard.
At any point.	45	35	C.R.I. & P. 2500 and 2600 class engines.
At any point.	50	35	C. R. I. & P. 4000 class engines.
Topeka.	5	5	Over Kansas Avenue Crossing.
Topeka.	5	5	In Material Yard.
St. Mary.	20	20	Within city limits.
Allison Spur (M.P. 117.5).	5	5	
Manhattan.	8	8	Over switch at end of double track.
Eastern Subdivision.	35	25	Account curves of 4 degrees or over as follows: Between MP 123.12 and MP 123.46 MP 136.69 and MP 137.17
Junction City.	15	15	Over Sixth Street Crossing.
Junction City.	8	8	Over switch at end of double track.
Enterprise Spur.	10	10	
Salina.	25	25	Over S. & S. F. Crossing.
Between M.P. 206½ and M.P. 214½.	30	25	
Victoria.	15	15	Within city limits.
Western Subdivision.	35	25	Account curves of 4 degrees or over as follows: Between MP 143.60 and MP 143.81 MP 173.34 and MP 173.56 MP 210.02 and MP 211.09 MP 213.08 and MP 213.25 MP 213.45 and MP 213.59 MP 214.29 and MP 215.27 MP 221.89 and MP 222.16 MP 222.27 and MP 222.39 MP 232.24 and MP 232.37 MP 232.55 and MP 232.77 MP 234.95 and MP 235.15 MP 295.77 and MP 295.95
Leavenworth Branch.	35	25	
Solomon Branch.	35	25	
McPherson Branch.	35	25	
McPherson Branch.	10	10	At Salina, between Prescott St. and Union Station.
Plainville Branch.	35	25	
Sylvan Grove, Lucas, Paradise, Natoma, Cordell, Plainville.	5	5	On passing tracks, account of rail weighing less than 60 pounds per yard.

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

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

509 (R). When Home Block Signal 667 at Soldier Creek is at "stop" position, trains will be governed by single track Rules 509, 509 (A), and 509 (B).

509 (S). Home Signals at each end of Republican River Bridge are semi-automatic, and govern the track to the next automatic Home Block Signal governing in the direction in which the train is moving. When hand signals are given to pass them the person in charge of the train or engine must send a man ahead through the interlocking limits and be governed by Rule 509 (C) beyond that point.

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 employee 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 employee of the Signal Department or by instructions from the proper officer.

674 (R). To indicate the route to be used through the interlocking plant at Topeka (A. T. & S. F. Crossing), the following engine and motor whistle signals will be used: (The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.)

For main track switch to east yard and rip track, — o
For Rock Island-Curtis Street connection, o o — o
For Golden Belt Elevator track, — o o —
For Santa Fe interchange tracks, — o — o
For cross-over, 700 feet east of crossing, — 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). Employees when traveling on company business and caretakers of live stock or freight, may be carried on freight trains between stations at which such trains stop, when provided with proper transportation. Freight trains, except trains consisting mostly of live stock, will carry passengers above the age of fifteen years, or under fifteen years when accompanied by parents, guardian, or other competent person, between points at which they stop. 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.

802 (A). When one or more cars are being switched or pushed over a public crossing, a man must go ahead of them, or must act as crossing watchman.

When a train has been opened to clear a public crossing, a trainman must act as crossing watchman when a train or engine is passing on a siding or main track.

Where 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 31 on Form 1216 "Conductor's Car and Tonnage Report."

	For each empty or loaded car weighing less than 40,000 lbs. (including light weight of car).	For each empty or loaded car weighing between 40,000 and 50,000 lbs. (including light weight of car).
Between Kansas City and Brookville	6000 lbs.	3000 lbs.
Between Brookville and Ellsworth	3000 "	
Between Ellsworth and Ellis	6000 "	3000 "
Between Lawrence and Leavenworth	3000 "	
Between Solomon and Beloit	6000 "	3000 "
Between Salina and Plainville	6000 "	3000 "
Between Salina and McPherson	6000 "	3000 "

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:

Lawrence —Eastward and westward;
Wamego —Eastward;
Rossville —Westward;
Ellsworth —Eastward and westward;
Dorrance —Eastward and westward;

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

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

Railroad Surgeons are located as shown below:

PLACE	NAME	TITLE
Omaha.	A. F. Jonas.	Chief Surgeon
Kansas City, Mo.	M. J. Owens.	Division Surgeon
Kansas City, Mo.	J. H. Thompson.	Oculist
Kansas City, Mo.	Samuel E. Roberts.	Ear, Nose and Throat Specialist
Kansas City, Mo.	H. H. Owens.	District Surgeon
Kansas City, Kans.	R. C. Lowman.	District Surgeon
Bonner Springs.	Fred Candler.	District Surgeon
Linwood.	J. W. Warring.	District Surgeon
Lawrence.	E. R. Keith.	District Surgeon
Perry.	A. C. Zimmerman.	District Surgeon
Topeka.	H. B. Hogeboom.	District Surgeon
Rossville.	H. B. Miller.	District Surgeon
St. Mary.	George Miller.	District Surgeon
Wamego.	Benj. Brunner.	District Surgeon
Manhattan.	H. T. Groody.	District Surgeon
Junction City.	King & O'Donnell.	District Surgeon
Chapman.	J. J. O'Brien.	District Surgeon
Abilene.	H. B. Felty.	District Surgeon
Solomon.	Chas. B. Aplin.	District Surgeon
Salina.	Harvey & Seitz.	District Surgeon
Brookville.	W. E. Fowler.	District Surgeon
Ellsworth.	Hissem & O'Donnell.	District Surgeon
Wilson.	Carter & Turgeon.	District Surgeon
Russell.	F. S. Hawes.	District Surgeon
Hays.	C. D. Blake.	District Surgeon
Ellis.	D. R. Stoner.	District Surgeon
Ellis.	H. S. Durrett.	District Surgeon
Leavenworth.	G. R. Combs.	District Surgeon
Minneapolis.	J. F. Brewer.	District Surgeon
Glasco.	W. B. Newton.	District Surgeon
Beloit.	E. N. Daniels.	District Surgeon
McPherson.	A. Engberg.	District Surgeon
Tescott.	C. D. Vermillion.	District Surgeon
Plainville.	M. J. Miller.	District Surgeon

865 (A). Cars placarded "Explosives" must not be placed next to tank cars, wooden underframe cars, flat or gondola cars, nor next to cars loaded with pipe, lumber, iron, steel, or similar articles liable to break through end of the placarded car, nor next to cars containing lighted heaters, stoves, or lanterns. In through trains they must be placed near the middle of train at least 15 cars from the engine and at least 10 cars from the caboose if the length of the train will permit. In local trains in order to avoid unnecessary switching at stations, they may be placed not less than one car length from engine or caboose, but must not be placed next to cars placarded "Acid" or "Inflammable" in any train.

Tank cars placarded "Inflammable", if possible, must be placed in trains at least five cars from the engine and five cars from the caboose but must not be placed next to gondola or flat cars which are loaded with lumber, rails, pipe, or anything which is liable to shift. When length of train does not permit this, they must be placed as near the middle of train as practicable. Cars placarded "Inflammable" or "Chlorine Gas" must not be placed next to a car placarded "Explosives."

When placards become detached or are lost in transit, employee in charge of train must see that they are replaced upon arrival at next terminal if in a through train, or at the first station stop if in a local train.

SPECIAL RULES

865 (A). Continued.

Train and engine men, yardmasters, agents, or other employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with instructions and regulations governing the handling of them. Conductors must notify enginemen of the presence and location of cars containing explosives in the train before leaving the initial station or station where such cars are picked up.

Empty tank cars must not be moved from any station until all shipping cards and "Inflammable" and dome placards have been removed.

On account of danger of fire from sparks and other causes, cars loaded with commodities shown in list following must be placed at least 10 cars behind the engine:

Alfalfa Meal	Oil	Sewing Machines	Silk
Pianos	Emigrant Movables	Paint	Wagons
Hay and Straw	Furniture	Wool	Oakum
Vehicles	Hemp, Jute and	Automobiles	Cotton
Varnish	Sisal Fibre	Rubber	Turpentine

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

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."

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.

Cars with drawbars out, not containing perishable freight or live stock, must not be handled in revenue trains, but must be set out at first side track, except when a car has drawbar out of one end and can be handled in rear of train by good drawbar on other end, it may be taken to nearest repair point.

877 (A). Engine men must not go outside of cab or gangway or on the step to inspect any part of an engine while it is moving. When such inspection is necessary, the engine must be stopped.

886 (R). When it is known before stopping at Victoria that it will be necessary for an eastward passenger train to back in order to start it, speed will be reduced to permit the flagman to safely alight from the train at a sufficient distance west of the station to insure full protection. When it is discovered, after stopping, that the train must be backed in order to start it, the train must not be moved until it is known that the flagman is back a sufficient distance.

886 (S). Trains will take as little water as possible at Ellsworth and Russell.

887 (R). On all trains, air test as required by Air Brake Rules 1044 (A), 1051, 1051 (A) and 1068 (A) must be made at the following points:

M.P. 210.5 Western Subdivision—Eastward and westward;
 M.P. 213.3 Western Subdivision—Eastward and westward;
 M.P. 216.75 Western Subdivision—Eastward and westward;
 M.P. 74.5 Plainville Branch —Eastward and westward.

888 (A). While passing through cities and towns, there must be no failure to keep sharp lookout ahead on both sides of the engine. Fireman 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.

896 (R). An engine or high car must not be moved under the quarry track which leads from cement quarry to cement plant near Bonner Springs and crosses over the empty coal storage track at cement plant.

Union Pacific 2800 class and C. R. I. & P. 2500 and 2600 class engines must not use yard track No. 1 in east end of Topeka yard.

200 and 300 class engines must not use industry track between Second and Third Streets on Elm Street, Salina.

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 trains 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.
Eastern Subdivision.		
Armstrong.	Seventh Street Viaduct....	Top on No. 1 track.
M.P. 0.88.	Bridge.	Sides and top on both tracks.
Kansas City, Kansas.	Tenth Street Viaduct....	Top on both tracks.
M.P. 6.87.	Bridge.	Sides on both tracks.
M.P. 11.38.	Bridge.	Sides on both tracks.
M.P. 11.81.	Bridge.	Sides on both tracks.
Edwardsville.	Standpipe, east of depot....	Side on No. 2 track.
M.P. 25.46.	Bridge.	Sides on both tracks.
M.P. 27.86.	Bridge.	Sides on both tracks.
Linwood.	Standpipe, east of depot....	Side on No. 2 track.
Linwood.	Standpipe, west of depot....	Side on No. 1 track.
M.P. 34.35.	Bridge.	Sides on both tracks.
M.P. 35.95.	Bridge.	Sides on both tracks.
Lawrence.	Standpipe, east of depot....	Side on No. 2 track.
Perry.	Standpipe, east of depot....	Side on No. 2 track.

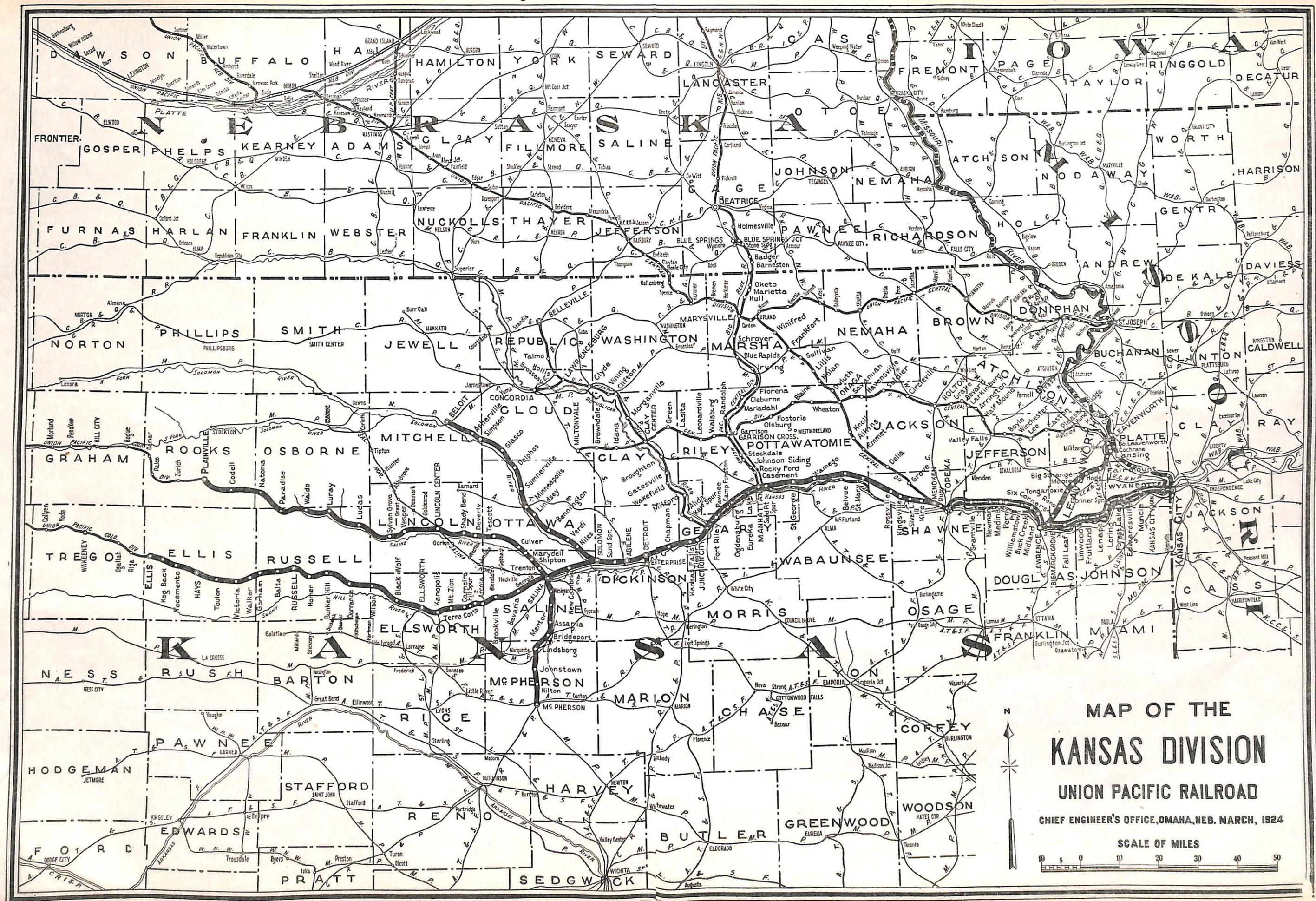
899. Continued.

Location	Structure or Obstruction	Clearance of Engine or Car is Close at—
Eastern Subdivision.		
Perry.	Standpipe, west of depot....	Side on No. 1 track.
M.P. 52.60.	Bridge.	Sides on both tracks.
M.P. 60.88.	Bridge.	Sides on both tracks.
M.P. 64.29.	Bridge.	Sides on both tracks.
M.P. 66.76.	Bridge.	Side on No. 2 track.
Topeka.	Standpipe, east of depot....	Side on No. 1 track.
Topeka.	Standpipe, west of depot....	Side on No. 2 track.
M.P. 84.29.	Bridge.	Sides.
M.P. 96.72.	Bridge.	Sides.
M.P. 97.13.	Bridge.	Sides.
M.P. 97.28.	Bridge.	Sides.
M.P. 99.66.	Bridge.	Sides and top.
Wamego.	Standpipe, west of depot....	Side.
M.P. 117.61.	Bridge.	Sides.
M.P. 118.97.	Bridge.	Sides.
Manhattan.	Standpipe, east of depot....	Side on No. 2 track.
Manhattan.	Standpipe, west of depot....	Side on No. 1 track.
M.P. 137.18.	Bridge.	Sides and top.
Western Subdivision.		
M.P. 151.55.	Bridge.	Sides.
Abilene.	Standpipe, west of depot....	Side.
M.P. 173.62.	Bridge.	Sides and top.
M.P. 181.12.	Bridge.	Sides.
Salina.	Standpipe.	Side.
M.P. 187.12.	Bridge.	Side.
M.P. 195.06.	Bridge.	Side and top.
M.P. 201.94.	Bridge.	Side.
M.P. 202.44.	Bridge.	Side.
M.P. 216.32.	Rock cut.	Side.
Ellsworth.	Standpipe.	Side.
Dorrance.	Standpipe.	Side.
M.P. 274.01.	Bridge.	Side.
M.P. 285.04.	Bridge.	Side.
M.P. 290.62.	Bridge.	Side and top.
Solomon Branch.		
Minneapolis.	Water tank ladder.....	Side.
McPherson Branch.		
M.P. 21.42.	Bridge.	Side and top.
Plainville Branch.		
M.P. 1.16.	Bridge.	Side.
M.P. 10.69.	Bridge.	Side and top.
M.P. 33.36.	Overhead wagon bridge....	Side and top.
M.P. 33.45.	Overhead wagon bridge....	Side and top.
Luray.	Standpipe.	Side.

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)	KANSAS CITY TO SALINA	SALINA TO ELLSWORTH	ELLSWORTH TO ELLIS	ELLIS TO ELLSWORTH	ELLSWORTH TO SALINA	SALINA TO KANSAS CITY	EXPLANATION
C 57 — 22 — 187 30 — 191	201 to 358	3500	1300	1800	3000	1300	4500	“A”.....Atlantic Type “C”.....Consolidation Engines “E”.....Eight Wheelers “M”.....Moguls “P”.....Pacific Type “S”.....Switch “T”.....Ten Wheelers “TW”.....Twelve 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
C 57 — 21 — 162 30 — 171	400 to 499	2500	1000	1500	2200	1000	3200	
E 62 — 18 — 62 26 — 62	900 to 930	1100	450	600	1100	450	1300	
T 57 — 19 — 103 24 — 103	1220 to 1242 1244 to 1247	1400	650	750	1250	650	1600	
T 69 — 19 — 103 24 — 103	1243	1200	500	650	1100	500	1450	
T 61 — 20 — 134 28 — 134	1250 to 1289	2200	760	900	1400	760	2500	
P 77 — 22 — 148 28 — 148	2800 to 2849	3000	1050	1550	2600	1050	3700	



MAP OF THE
KANSAS DIVISION
UNION PACIFIC RAILROAD

CHIEF ENGINEER'S OFFICE, OMAHA, NEB. MARCH, 1924

SCALE OF MILES

