

UNION PACIFIC RAILROAD COMPANY
EASTERN DISTRICT



KANSAS DIVISION

TIME-TABLE
No. 1

Effective Sunday,
February 29, 1948

At 12:01 A. M.

Central Time East of Ellis and on Plainville Branch;
Mountain Time West of Ellis

Be Careful Today

FOR EMPLOYEES ONLY

WESTWARD

C. O. BUTTERFIELD,
Assistant Chief Train Dispatcher.....Marysville, Kan.

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS						SECOND CLASS			
		10 Passenger	40 Passenger	538 Motor Passenger	70 Passenger	18 Passenger	38 Passenger	370 Mixed			
STATIONS											
KANSAS CITY, MO. CT	0.0	A 7.45 AM	A 11.45 AM	A 6.00 PM	A 8.15 PM		A 11.50 PM				
KANSAS CITY, KAN.	2.5	7.58	11.57	5.45	7.55		11.32				
TOPEKA	68.0	6.30	10.25	4.00	6.25		10.20				
MANHATTAN	119.8	5.35	9.10	1.20 PM (Marysville)	4.45		9.10				
JUNCTION CITY	189.5	5.10	8.40		4.00		8.35				
SALINA	186.6	4.15	7.30 AM		2.40 PM		7.10				
ELLIS CT	808.8	2.15			11.15 AM		4.40				
SHARON SPRINGS MT	429.8	1.10 AM					8.35	A 10.05 AM			
HUGO	585.5	11.15 PM					12.55 PM	4.10			
DENVER LV	640.4	9.40					10.58 AM	12.10 AM			
BORIE Ar	748.5	7.55				8.10 AM	8.50	6.50 PM			
CHEYENNE	746.4	7.40				5.45 AM	7.45				
OGDEN MT		5.30 PM					6.15 AM				
							6.50 PM				
(1229.5 via Cheyenne) (1217.1 via Borie)		Daily	Daily	Daily	Daily	Daily	Daily	Daily			

Thru Time.....	(13.05)	(4.15)	(4.40)	(9.00)	(2.25)	(28.00)	(15.15)
Average speed per hour.....	57.0	43.9	31.8	33.7	42.7	43.5	22.1

Standard clocks are located as shown below:

Kansas City	Union Station
Kansas City	Dispatcher's Office
Armstrong	Yard Office
Armstrong	Roundhouse
Terminal Junction	Telegraph Office
Lawrence	Telegraph Office
Topeka	Telegraph Office
Topeka	Engineer's Wash Room
Topeka	Yard Office
Manhattan	Telegraph Office
Manhattan	Engineer's Wash Room
Junction City	Telegraph Office
Junction City	Crew Dispatcher's Office
Salina	Union Station
Salina	Dispatcher's Office
Salina	Yard Office
Salina	Roundhouse
Ellis	Telegraph Office
Oakley	Telegraph Office
Sharon Springs	Telegraph Office
Hugo	Telegraph Office
Limon	Telegraph Office
Pullman	Yard Office
Pullman	Roundhouse, Engine Dispatcher's Office
Denver, 36th Street	Register Room
Denver, 36th Street	Telegraph Office
Denver, 29th Street	Yard Office
Denver	Conductor's Room, Freight Station
Denver, 23rd Street	Register Room
Denver	Dispatcher's Office
Denver	"U. D." Telegraph Office
Beloit	Telegraph Office
Plainville	Telegraph Office
Leavenworth	Telegraph Office
St. Joseph	Union Depot Telegraph Office
St. Joseph	Terminal Yard Office
St. Joseph	Roundhouse Shop Office
Marysville	Telegraph Office
Marysville	Dispatcher's Office
Marysville	Yard Office
Marysville	Roundhouse
Hastings	Yard Office
Grand Island	Telegraph Office
Grand Island	Roundhouse
Grand Island	Yard Office
Beatrice	Telegraph Office
Beatrice	Roundhouse
Concordia	Telegraph Office

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
30"	120.	48"	78.3	1' 2"	58.	1' 40"	26.
31"	116.1	47"	76.6	1' 3"	57.1	1' 45"	34.3
32"	112.5	46"	75.	1' 4"	56.2	1' 50"	32.7
33"	109.1	45"	73.5	1' 5"	55.3	1' 55"	31.8
34"	105.9	50"	72.	1' 6"	54.5	2'	30.
35"	102.9	51"	70.6	1' 7"	53.7	2' 15"	26.6
36"	100.	52"	69.2	1' 8"	52.9	2' 30"	24.
37"	97.3	53"	67.9	1' 9"	52.1	2' 45"	21.8
38"	94.7	54"	66.6	1' 10"	51.4	3'	20.
39"	92.3	55"	65.4	1' 11"	50.7	3' 30"	17.1
40"	90.	56"	64.2	1' 12"	50.	4'	15.
41"	87.8	57"	63.1	1' 15"	48.	5'	12.
42"	85.7	58"	62.	1' 20"	45.	6'	10.
43"	83.7	59"	61.	1' 25"	42.8	7'	8.6
44"	81.8	1'	60.	1' 30"	40.	8'	7.5
45"	80.	1' 01"	59.	1' 35"	37.9	10'	6.

MILEAGE

Main Line.....	899.44
Branches.....	598.56
Total.....	1498.00

On First Subdivision between Terminal Junction and end of double track, Topeka:

The operation of trains with the current of traffic will be governed by rules 251, 253 and 254.

When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.

The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.

When instructed by train dispatcher to clear a train, such train must be cleared not less than ten minutes.

WESTWARD										SECOND CLASS		FIRST SUBDIVISION		Mile Post	Time-Table No. 1	
Car Capacity of Coaches, etc., See Rules 251, 253, Page 27.	155 Time Freight	471 Time Freight	359 Time Freight	357 Time Freight	277 Time Freight	147 Local Freight	149 Local Freight	187 Mixed	355 Time Freight	February 29, 1948						
	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Monday Wednesday Friday	Daily	STATIONS						
P												0.0	DN-R UNION STATION US			
WCTRY												2.8	ARMSTRONG YL			
XP	7.00PM	6.00PM	1.30 PM	12.01PM	6.00AM	5.00AM			12.01 AM			3.3	DN-R TERMINAL JCT. YL JC			
X	7.05	6.05	1.33	12.03	6.05	5.05			12.03			4.2	C. R. I. & P. JCT. YL			
XP	7.10	6.08	1.35	12.05	6.10	5.10			12.05			5.1	DN KAW JCT. YL KW			
CS 104 XP					6.20 ¹⁴⁷	6.20 ²⁷⁷						9.8	MUNCIE			
XWP												14.0	EDWARDSVILLE			
XP												15.0	FOREST LAKE			
XP												16.7	SUNFLOWER			
CS 61 P						7.45 ⁴³						17.8	D BONNER SPRINGS BW			
XIP												18.0	DN A. T. & S. F. CROSS. BN			
CS 103 XP												20.7	LORING			
XP												23.5	LENAPE			
CS 103 XP												28.3	D LINWOOD WD			
P												32.5	FALL LEAF			
CS 106 WOT						9.05 ⁵³⁷						39.6	DN LAWRENCE YL DA			
XIP						9.25						43.2	MIDLAND			
XP												46.1	BUCK CREEK			
XP												48.8	WILLIAMSTOWN			
CS 103 XWP						10.06 ⁵⁰⁹						52.1	D PERRY KY			
X												53.6	MEDINA			
XP												55.9	NEWMAN			
CS 102 XP												61.3	GRANTVILLE			
XIP												67.5	DN A. T. & S. F. CROSS. X			
	8.40	7.40	3.05	1.30	7.40	11.20AM			1.30			68.0	DN-R TOPEKA YL OT			
												68.2	C. R. I. & P. CROSSING			
WS 202 WOT												68.9	DN WEST TOPEKA YL CH			
ES 122 XIP	9.00	8.10 ³⁹	3.20	1.50 ³⁵⁸	7.55		4.15AM	4.00AM	1.45			71.0	RUBY			
EOS												72.9	DN MENOKEN YL MX			
117 XP	9.15	A 8.20PM	A 3.30 PM	A 2.01PM	A 8.15AM		f 4.30	A 4.20AM	A 2.01 AM			75.2	KIRO			
P							f 4.40					78.7	D SILVER LAKE SI			
74 P	9.25						f 5.00					84.0	D ROSSVILLE RV			
80 WP	9.46 ³⁸						f 5.26					91.6	DN ST. MARYS SY			
88 P	10.16						s 6.01 ¹⁰					97.8	D BELVUE BV			
78 P	10.25						f 6.35					104.7	DN WAMEGO WA			
85 WP	10.35						s 7.00 ¹⁶⁰					111.5	ST. GEORGE			
78 P	10.50 ¹⁶⁴						f 7.55					114.8	SWAMP ANGEL			
190 WTP	11.27 ⁹						s 9.10 ⁴⁰					119.3	DN MANHATTAN YL MH			
CS 71 O												119.4	C. R. I. & P. CROSSING			
118 P	11.43						f 9.25					125.9	EUREKA LAKE			
P							f 9.35					130.3	OGDENSBURG			
132 P	11.53PM						f 9.40					131.6	EAST FUNSTON			
P							f 9.50					133.6	FUNSTON			
119 P	12.03AM						s 10.25					135.7	D FORT RILEY FT			
WOT	A 12.15AM						A 10.45AM					139.5	DN-R JUNCTION CITY YL JN			
YEP													(139.5)			
													 Thru Time			
													 Average speed per hour			
On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.																
On double track, operation of trains with current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.																

WESTWARD				FIRST CLASS				FIRST SUBDIVISION				Time-Table No. 1 February 29, 1948	
37	139	507	9	17	39	69	509	3	537	43	STATIONS		
Passenger	C. R. I. & P. Passenger	C. R. I. & P. Bookst. Passenger	Passenger	C. R. I. & P. Passenger	Passenger	Passenger	C. R. I. & P. Bookst. Passenger	C. R. I. & P. Passenger	Motor Passenger	C. R. I. & P. Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
11.30PM			9.30PM		6.30PM	10.00AM			8.00AM		DN-R UNION STATION US		
11.38			9.35		6.38	10.08			8.06		KANSAS CITY, KAN.		
11.40	10.52PM	9.46PM	9.36	8.18PM	6.40	10.10	9.21AM	8.46AM	8.08	7.28AM	DN-R TERMINAL JCT. YL JO		
11.42	10.54	9.48	9.38	8.20	6.42	10.12	9.23	8.48	8.10	7.30	C. R. I. & P. JCT. YL		
11.44	10.56	9.50	9.40	8.22	6.44	10.14	9.25	8.50	8.12	7.32	DN KAW JCT. YL KW		
11.49	11.01	9.53	9.43	8.26	6.49	10.19	9.28	8.55	8.17	7.37	MUNOIE		
									8.24		EDWARDSVILLE		
											FOREST LAKE		
											SUNFLOWER		
11.57PM	11.08	10.00	9.50	8.35	6.56	10.28	9.35	9.03	8.31	7.45 ¹⁴⁷	D BONNER SPRINGS BW		
											DN A. T. & S. F. CROSS. BN		
12.01AM	11.11	10.03	9.53	8.38	6.59	10.32	9.38	9.06	8.36	7.49	LORING		
12.04	11.14	10.06	9.55	8.41	7.02	10.35	9.40	9.09	8.40	7.52	LENAP		
12.10	11.19	10.10	9.59	8.45	7.06	10.39	9.44	9.13	8.47	7.58	D LINWOOD WD		
12.14	11.23	10.13	10.02	8.48	7.11	10.44	9.47	9.17	8.52	8.03	FALL LEAF		
12.25	11.33	10.20	10.10	9.00	7.25	10.55	9.55	9.25 ¹⁴⁷	9.05 ¹⁴⁷	8.13	DN LAWRENCE YL DA		
											MIDLAND		
12.32	11.40	10.26	10.16	9.08	7.32	11.02	10.01	9.31	9.13	8.21	BUCK ORHEK		
						11.05			9.17		WILLIAMSTOWN		
12.38	11.46	10.31	10.21	9.15	7.37	11.08	10.06 ¹⁴⁷	9.36	9.22	8.27	D PERRY KY		
									9.28		MEDINA		
											NEWMAN		
12.48	11.56PM	10.39	10.28	9.25	7.47	11.20	10.13	9.43 ¹⁴⁷	9.43 ³	8.37	GRANTVILLE		
											DN A. T. & S. F. CROSS. X		
1.05 ¹⁵⁴	12.10AM	10.45PM	10.38	9.40PM	8.05	11.45	10.20AM	9.50AM	10.00	8.50AM	DN-R TOPEKA YL OT		
											C. R. I. & P. CROSS.		
1.09			10.39		8.10 ¹⁴⁷	11.50			10.05		DN WEST TOPEKA YL CH		
1.15			10.44		8.15	11.55			10.10 ⁴⁰		RUBY		
						11.58AM					DN MENOKEN YL MX		
1.20			10.49		8.20	12.03PM					KIRO		
1.26			10.54		8.26	12.10					D SILVER LAKE SI		
1.35			11.01		8.34	12.20					D ROSSVILLE RV		
1.41			11.06 ¹⁵⁴		8.41	12.27					DN ST. MARYS SY		
1.48			11.12		8.50	12.39					D BELVUE BV		
1.57			11.18		8.57	12.47					DN WAMEGO WA		
2.10			11.27 ¹⁵⁵		9.10 ³⁸	1.05					ST. GEORGE		
											SWAMP ANGEL		
2.20			11.35		9.20	1.15					DN MANHATTAN YL MH		
						1.20					C. R. I. & P. CROSS.		
2.27			11.40		9.25 ¹⁵⁴	1.22					EUREKA LAKE		
											OGDENSBURG		
2.35			11.45		9.35	1.28					EAST FUNSTON		
2.50AM			11.52PM		9.50PM	1.40PM					FUNSTON		
											D FORT RILEY FT		
											DN-R JUNCTION CITY YL JN		
											(189.5)		
(3.20) 42.0	(1.18) 49.8	(0.59) 65.8	(3.22) 59.0	(1.22) 47.8	(3.20) 42.0	(3.40) 38.0	(0.59) 65.8	(1.04) 65.1	(2.10) 33.6	(1.22) 47.3	 Thru Time		
											 Average speed per hour		

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
On double track, operation of trains with current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.
Time shown at Union Station and Kansas City, Kans., is for information only. Trains are governed by Kansas City Terminal Railroad time-table and rules while using their tracks between Union Station and Terminal Jct.
For conditional stops to discharge or pick up revenue passengers, see Page 26.

FIRST SUBDIVISION		FIRST CLASS							EASTWARD			
Time-Table No. 1 February 20, 1948		10 Passenger	18 C. R. I. & P. Passenger	140 C. R. I. & P. Passenger	508 C. R. I. & P. Rocket Passenger	40 Passenger	538 Motor Passenger	510 C. R. I. & P. Rocket Passenger	70 Passenger	44 C. R. I. & P. Passenger	38 Passenger	4 C. R. I. & P. Passenger
STATIONS												
BLOCK SIGNALS	DN-R UNION STATION UB	A 7.45AM				A 11.45AM	A 6.00PM		A 8.15PM		A 11.50PM	
	KANSAS CITY, KAN.	7.33				11.37	5.45		7.55		11.32	
	DN-R TERMINAL JCT YL JC	7.32	A 7.47AM	A 8.14AM	A 8.19AM	11.35	5.42	A 7.09PM	7.51	A 9.37PM	11.29	A 12.45AM
	C. R. I. & P. JCT. YL	7.30	7.45	8.12	8.17	11.33	5.40	7.07	7.49	9.35	11.27	12.43
	DN KAW JCT. YL KW	7.28	7.43	8.10	8.15	11.31	5.38	7.06	7.47	9.33	11.25	12.41
	MUNOIE	7.24	7.38	8.04	8.12	11.25	5.32	7.02	7.40	9.28	11.20	12.35 ³⁵⁸
	EDWARDSVILLE						5.25					
	FOREST LAKE											
	SUNFLOWER											
	D BONNER SPRINGS BW	7.17	7.30	7.56	8.06	11.17	5.18	6.56	7.31	9.19	11.12	12.28
	DN A. T. & S. F. CROSS. BN											
	LORING	7.14	7.27	7.53	8.03	11.14	5.13	6.53	7.28	9.16	11.09	12.25
	LENAPE	7.11	7.24	7.50	8.00	11.11	5.08	6.50	7.25	9.13	11.06	12.22
	D LINWOOD WD	7.07	7.20	7.45	7.56	11.07 ¹⁴⁸	5.00	6.46	7.20	9.08	11.02	12.18
	FALL LEAF	7.03	7.16	7.41	7.53	11.03	4.53	6.43	7.13	9.03	10.58	12.14
	DN LAWRENCE YL DA	6.56	7.08	7.32	7.45	10.55	4.43	6.35	7.05	8.55	10.50	12.05AM
	MIDLAND											
	BUCK CREEK	6.49	6.59	7.24	7.38	10.47	4.33	6.28	6.51	8.46	10.41	11.57PM
	WILLIAMSTOWN						4.29					
	D PERRY KY	6.44	6.53	7.19	7.33	10.42	4.23	6.23	6.45	8.40	10.37	11.53
	MEDINA											
	NEWMAN	6.41	6.49	7.14	7.30	10.38	4.16	6.20	6.41	8.35	10.33	11.48
	GRANTVILLE	6.37	6.43	7.09	7.25	10.33	4.10	6.15	6.35	8.29	10.28	11.43
	DN A. T. & S. F. CROSS. X											
	DN-R TOPEKA YL OT	6.30	6.35AM	7.00AM	7.20AM	10.25	4.00	6.10PM	6.25	8.20PM	10.20	11.35PM
	O. R. I. & P. CROSS.											
	DN WEST TOPEKA YL CH	6.22				10.15	3.40		6.10		10.04	
	RUBY											
	DN MENOKEN YL MX	6.17				10.10 ⁵³⁷	3.30 ³⁵⁹		5.57		9.59	
	KIRO											
	D SILVER LAKE SI	6.12				10.01			5.48		9.51	
	D ROSSVILLE RV	6.07				9.55			5.40		9.46 ¹⁵⁵	
	DN ST. MARYS SY	6.01 ¹⁴⁹				9.45			5.27		9.39	
	D BELVUE BV	5.56				9.35			5.15		9.33	
	DN WAMEGO WA	5.50				9.28			5.07		9.26	
ST. GEORGE	5.43				9.19			4.55		9.19		
SWAMP ANGEL												
DN MANHATTAN YL MH	5.35 ¹⁵⁰				9.10 ¹⁴⁹			4.45		9.10 ³⁹		
O. R. I. & P. CROSS.												
EUREKA LAKE	5.25				8.59			4.25		8.51		
OGDENSBURG								4.20				
EAST FUNSTON	5.20				8.53			4.16		8.46		
FUNSTON												
D FORT RILEY FT	5.15				8.48			4.10		8.41		
DN-R JUNCTION CITY YL JN	5.10AM				8.40AM			4.00PM		8.35PM		
(189.5)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....		(2.35)	(1.12)	(1.14)	(0.59)	(8.05)	(2.30)	(0.59)	(4.15)	(1.17)	(3.15)	(1.10)
Average speed per hour.....		54.0	53.9	52.4	55.8	48.2	29.2	55.8	32.9	50.4	43.0	58.8

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 For conditional stops to discharge or pick up revenue passengers, see Page 26.

FIRST SUBDIVISION

SECOND CLASS

EASTWARD

Time-Table No. 1 February 29, 1948			Mile Post	148 Local Freight	150 Local Freight	472 Time Freight	188 Mixed	356 Time Freight	358 Time Freight	154 Time Freight		
STATIONS												
P	DN-R	UNION STATION US	0.0									
WCTRY		ARMSTRONG YL	2.6	A 3.20PM		A 11.55AM		A 3.30PM	A 1.00AM	A 5.00AM		
XP	DN-R	0.8 TERMINAL JCT. YL JC	3.8	3.05		11.20		3.20	12.50	3.10		
X		0.9 C. R. I. & P. JCT. YL	4.2	3.00		11.18		3.18	12.48	3.05		
XP	DN	0.9 KAW JCT. YL KW	5.1	2.55PM		11.15		3.15	12.45	3.00		
CS 104 XP		4.4 MUNCIE	9.6						12.35AM			
XWP		4.6 EDWARDSVILLE	14.0									
XP		1.0 FOREST LAKE	15.0									
XP		1.7 SUNFLOWER	16.7									
CS 61 P	D	0.8 BONNER SPRINGS BW	17.5									
XIP	DN	0.6 A. T. & S. P. CROSS. BN	18.0									
CS 103 XP		2.7 LOBING	20.7									
XP		2.8 LENAP	23.5									
CS 103 XP	D	4.8 LINWOOD WD	28.3	11.07AM								
P		4.2 FALL LEAF	32.5									
CS 106 WO	DN	7.1 LAWRENCE YL DA	39.6	10.30 ⁴⁰		10.30 ¹⁴⁸						
TXSP		3.6 MIDLAND	43.2									
XP		2.6 BUCK OREK	46.1									
XP		2.7 WILLIAMSTOWN	48.8									
CS 103 XWP	D	3.3 PERRY KY	52.1									
X		1.5 MEDINA	53.6									
XP		2.8 NEWMAN	55.9									
CS 102 XP		5.4 GRANTVILLE	61.3									
XIP	DN	6.2 A. T. & S. P. CROSS. X	67.5									
		0.5										
	DN-R	0.2 TOPEKA YL OT	68.0	8.30AM		9.45		2.00	11.25PM	1.05 ³⁷		
		0.7 C. B. I. & P. CROSS.	68.2									
WS 202 WOT	DN	0.7 WEST TOPEKA YL CH	68.9	A 9.30AM	9.40	A 9.45AM	1.50 ³⁵⁷	11.20	12.55			
ES 122 XSP		2.1 RUBY	71.0									
		1.9										
117 RCS	DN	2.3 MENOKEN YL MX	72.9	f 9.15	9.20AM	9.30AM	1.40PM	11.10PM	12.40			
XP		3.5 KIRO	75.2	f								
P	D	5.8 SILVER LAKE SI	78.7	f 9.00						12.20		
74 P	D	5.3 ROSSVILLE RV	84.0	s 8.45						12.10AM		
80 WP	DN	7.6 ST. MARYS SY	91.6	s 8.15						11.55PM		
83 P	D	6.2 BELVUE BV	97.8	f 7.30						11.35		
73 P	DN	6.8 WAMEGO WA	104.7	s 7.00 ¹⁴⁶						11.12 ⁹		
85 WP		6.8		f 6.05						10.50 ¹⁵⁵		
78 P		3.3 ST. GEORGE	111.5									
		4.6 SWAMP ANGEL	114.8									
190 WTP	DN	0.1 MANHATTAN YL MH	119.3	s 5.35 ¹⁰						10.10		
CS 71 C		6.6 O. R. I. & P. CROSS.	119.4									
		4.4 EUREKA LAKE	125.9	f 4.45						9.45		
P		1.3 OGDENSBURG	130.3	f 4.35								
132 P		2.0 EAST FUNSTON	131.6	f 4.27						9.25 ³⁹		
P		2.1 FUNSTON	133.6	f 4.20								
119 P	D	3.8 FORT RILEY FT	135.7	s 4.10						9.10		
151 WOT	DN-R	3.8 JUNCTION CITY YL JN	139.5		4.00AM					9.00PM		
YSP												
(139.5)				Daily Except Sunday	Daily Except Sunday	Daily	Tues., Thurs., Sat.	Daily	Daily	Daily		
Thru Time.....				(6.50)	(5.30)	(2.35)	(0.15)	(1.50)	(1.50)	(8.00)		
Average speed per hour.....				9.6	12.8	27.2	16.0	38.4	38.4	17.1		

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
On double track, operation of trains with current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.

WESTWARD

SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A), Page 27.	SECOND CLASS						FIRST CLASS					Time-Table No. 1 February 29, 1948
	165	159	79	565	555	155	9	39	531	69	37	
	Mixed	Local Freight	A. T. & R. F. Mixed	C. R. L. & P. Mixed	Local Freight	Time Freight	Passenger	Passenger	Motor Passenger	Passenger	Passenger	
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	STATIONS
161 WGT YEP		5.05 ¹⁰ AM				1.15AM	11.55PM	10.00PM		1.50PM	3.05AM	DN-R JUNCTION CITY YL JN
83 P		f 5.25				1.25	12.03AM	10.09		f 1.59	3.14	6.9 KANSAS FALLS
WS 43 P ES 52		s 5.58				1.35	12.08	f 10.16		s 2.08 ¹⁵⁸	3.21	5.9 D CHAPMAN CM
72 P		s 6.15				1.45	12.13	f 10.23		s 2.16	3.27	6.2 D DETROIT DR
WS 26 WP ES 57		s 8.00 ⁴⁰				1.55	12.18	s 10.33		s 2.25	s 3.37	5.2 DN ABILENE YL AB
I												0.8 A.T.&S.F. CROSSING
		8.35	8.25AM	7.55 ⁴⁰ AM		1.57	12.19	10.35		2.27	3.39	0.2 WEST ABILENE YL
26 P		f 8.50	f 8.35			2.03	12.22	10.39		f 2.31	3.43	3.4 SAND SPRING
WS 77 TP ES 40	4.10PM	s 9.15	f 8.45 ⁵³²	f 8.10		2.10	12.26	s 10.45	2.58 ⁷⁰ PM	s 2.37	3.49	4.2 D SOLOMON YL SN
85 P	4.25	f 9.30	9.00	8.30 ⁵³²		2.22	12.33	10.55	f 3.13 ⁸⁰	f 2.49 ⁷⁰	3.59	8.1 NEW CAMBRIA
P	4.35	9.40	A 9.10AM	A 8.40AM		2.30	12.36	11.00	3.23	2.55	4.04	4.2 EAST SALINA YL
WGT YEP	A 4.45PM ¹⁵⁴	A 10.00AM			7.30AM	3.30 ³⁷ 5.30 ¹⁰	12.45	A 11.15PM	A 3.30PM ⁶⁹	3.10 ⁵³¹ 3.45 ¹⁵⁴	4.07 ¹⁰ 4.30 ¹⁵⁵	2.0 DN-R SALINA YL A
												0.6 A.T.&S.F. CROSSING
63 P					f 7.50	5.45	12.53			f 3.55	4.39	7.6 BAVARIA
121 P					s 8.10	5.55	12.58			s 4.06	4.45	6.6 D BROOKVILLE BK
30 P					f 8.18	6.00	1.01			f 4.11	4.50	4.0 ARCOLA
P					f 8.21	6.03	1.03			f 4.13	4.52	1.9 TERRA COTTA
46 P					f 8.40	6.12	1.10			f 4.20	5.01	4.3 CARNHIRO
58 WTP					s 9.05	6.25	1.18			s 4.30	5.12	7.6 D KANOPOLIS KA
WS 105 WP ES 105					s 10.00	7.00	1.26			s 4.40	5.22	4.5 WO DN ELLSWORTH YL
I												0.7 ST.L.&S.F. CROSSING
37 P					f 10.25	7.15	1.34			f 4.52	5.32	7.1 D BLACK WOLF BK
69 P					s 11.15 ⁵⁵⁴	7.35	1.42			s 5.05	5.45	8.4 D WILSON WN
73 WGT					s 11.45AM	7.50	1.47			s 5.15	5.53	6.5 D DORRANCE DO
83 P					s 12.05PM	8.10	1.53			s 5.26	6.02	7.0 D BUNKER HILL BH
51 P					f 12.20 ⁷⁰	8.17	1.58			f 5.35 ³⁸	6.10	5.8 HOMER
76 WP					s 1.05 ¹⁵⁴	8.35	2.03			s 5.45	6.22	4.1 DN RUSSELL RU
63 P					f 1.17	8.42 ⁵⁵⁴	2.07			f 5.50	6.28	8.4 BALTA
119 WP					s 1.35	8.55	2.12			s 6.00	6.35	6.7 D GORHAM GJ
37 P					f 1.45	9.01	2.15			f 6.07	6.38	8.1 WALKER
P					s 2.00	9.10	2.18			s 6.15	6.42	4.1 D VICTORIA VC
48 P					f 2.15	9.20	2.23			f 6.23	6.49	6.2 TOULON
144 WP					s 3.00	10.00	s 2.30 ¹⁰			s 6.30	s 6.54 ⁵⁵⁴	5.8 DN HAYS HY
39 P					f 3.15	10.15	2.38			f 6.40	7.15	5.3 YOCHMENTO
52 P					f 3.25	10.25	2.42			f 6.45	7.20	8.4 HOG BACK
WGTTP					A 3.45PM	A 11.00AM	A 2.55AM			A 7.15PM	A 8.05AM	4.5 DN-R ELLIS YL RT
												(163.8)
	(0.35) 24.5	(4.55) 9.6	(0.45) 26.5	(0.45) 26.5	(8.15) 14.1	(9.45) 16.8	(3.00) 54.6	(1.15) 37.7	(0.32) 26.8	(5.25) 30.2	(5.00) 32.8	Thru Time.....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 38 are superior to Nos. 531 and 69.—See Rule S-72.

For conditional stops to discharge or pick up revenue passengers, see Page 26.

No. 37 will reduce speed to 25 MPH, daily except Monday and holidays, at Gorham, to permit exchange of mail.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 1

February 29, 1948

FIRST CLASS

SECOND CLASS

STATIONS	Mile Post	10	40	532	70	38	166	566	158	554	80	154
		Passenger	Passenger	Motor Passenger	Passenger	Passenger	Mixed	C. R. I. & P. Mixed	Local Freight	Local Freight	A. T. & S. F. Mixed	Time Freight
DN-R JUNCTION CITY YL	139.5	5.05 ¹⁵⁹	8.30 ^{AM}		A 3.50 ^{PM}	A 8.25 ^{PM}			A 2.50 ^{PM}			A 8.00 ^{PM}
KANSAS FALLS	146.4	4.55	8.18		f 3.39	8.05			f 2.20			7.50
D CHAPMAN CM	152.3	4.50	f 8.12		s 3.32	7.57			s 2.08 ⁶⁹			7.40
D DETROIT DR	158.6	4.44	f 8.06		s 3.23	7.51			s 1.45			7.30
DN ABILENE YL AB	163.7	4.39	s 8.00 ¹⁵⁹		s 3.15	7.45			s 1.30			7.20
A. T. & S. F. CROSS.	164.5											
WEST ABILENE YL	164.7	4.36	7.55 ⁵⁶⁵		3.10	7.38		A 11.35 ^{AM}	1.07		A 3.40 ^{PM}	7.15
SAND SPRING	168.1	4.33	7.51		3.06	7.35			f 1.00		f 3.32	7.10
D SOLOMON YL SN	172.3	4.29	s 7.46	A 8.45 ⁷⁹	s 2.58 ⁵³¹	7.30	A 7.10 ^{AM}	f 11.20	s 12.45		f 3.25	7.00
NEW CAMBRIA	180.4	4.22	7.37	f 8.30 ⁵⁶⁵	f 2.49 ⁶⁹	7.20	6.45	11.05	f 12.20		3.13 ⁶⁹	6.45
EAST SALINA YL	184.6	4.18	7.33	8.20	2.43	7.15	6.35	10.45 ^{AM}	12.10		2.30 ^{PM}	6.34
DN-R SALINA YL A	186.6	4.15 ³⁷	7.30 ^{AM}	8.15 ^{AM}	2.40	7.10	6.30 ^{AM}		12.01 ^{PM}	A 1.50 ^{PM}		6.30 ⁶⁹
A. T. & S. F. CROSS.	187.2				2.20	7.00						3.45 ¹⁶⁵
BAVARIA	194.8	4.03			f 2.00	6.49			f 1.27			3.23
D BROOKVILLE RK	201.4	3.57			s 1.50	6.43			s 1.15			3.13
AROLA	205.4	3.54			f 1.42	6.39			f 1.08			3.08
TERRA COTTA	207.8	3.52			f 1.40	6.37			f 1.05			3.05
CARNEIRO	211.6	3.47			f 1.35	6.32			f 12.55			2.55
D KANOPOLIS KA	219.2	3.38			s 1.25	6.21			s 12.40			2.40
DN ELLSWORTH YL	223.7	3.33			s 1.17	6.15			s 12.15 ^{PM}			2.30
ST. L. & S. F. CROSS.	224.4											
D BLACK WOLF BK	231.8	3.24			f 1.03	6.03			s 11.35 ^{AM}			2.00
D WILSON WN	239.9	3.15			s 12.50	5.53			s 11.15 ⁵⁶⁵			1.45
D DORRANCE DO	246.4	3.10			s 12.39	5.48			s 10.30			1.35
D BUNKER HILL BE	253.4	3.04			s 12.29	5.41			s 10.05			1.23
HOMER	259.2	2.59			f 12.20 ⁵⁶⁵	5.35 ⁶⁹			f 9.50			1.13
DN RUSSELL RU	263.3	2.55			s 12.15	5.30			s 9.40			1.05 ⁶⁵⁸
BALTA	266.7	2.50			f 12.06 ^{PM}	5.23			f 8.42 ¹⁵⁵			12.55
D GORHAM GJ	272.4	2.45			s 11.59 ^{AM}	5.18			s 8.15			12.47
WALKER	275.5	2.42			f 11.55	5.15			f 8.05			12.40
D VICTORIA VC	279.6	2.39			s 11.49	5.11			s 7.55			12.32
TOULON	284.8	2.35			f 11.41	5.05			f 7.40			12.22
DN HAYS HY	290.1	2.30 ⁹			s 11.35	5.00			s 6.54 ⁸⁷			12.15
YOCUMENTO	295.4	2.24			f 11.26	4.50			f 6.20			12.01 ^{PM}
HOG BACK	298.8	2.20			f 11.21	4.45			f 6.10			11.54 ^{AM}
DN-R ELLIS YL RT	303.3	2.15 ^{AM}			11.15 ^{AM}	4.40 ^{PM}			6.00 ^{AM}			11.45 ^{AM}
(163.8)		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily

Thru Time.....	(2.50)	(1.00)	(0.30)	(4.35)	(3.45)	(0.40)	(0.50)	(2.49)	(7.50)	(1.10)	(8.15)
Average speed per hour...	57.8	47.0	28.6	35.7	43.2	21.5	23.9	16.7	14.9	17.1	19.9

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 70 and 38 are superior to Nos. 531 and 69.—See Rule S-72.

For conditional stops to discharge or pick up revenue passengers, see Page 26.

WESTWARD					THIRD SUBDIVISION					EASTWARD				
Car capacity of sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS			FIRST CLASS		Time-Table No. 1 February 29, 1948				Mile Post	FIRST CLASS		SECOND CLASS	
	369 Mixed			37 Passenger	9 Passenger						38 Passenger	10 Passenger	370 Mixed	
	Daily			Daily	Daily						Daily		Daily	
45 WCTTF			7.15PM	7.20AM	2.00AM	STATIONS				303.3	A 3.35PM	A 1.10AM	A 10.05AM	
62 P			f 7.35	7.28	2.06	DN-R ELLIS YL RT				308.4	3.14	1.03	f 9.10	
52 P			f 7.50	f 7.35	2.11	RIGA				313.7	3.08	12.58	f 8.50	
50 WP			s 8.20	s 7.50	2.20	D OGALLAH OG				322.3	s 2.58	12.50	s 8.20	
42 P			f 8.35	8.00 ³⁷⁰	2.27	DN WAKEENEY W				330.0	2.48	12.42	f 8.00 ³⁷	
34 P			f 8.50	f 8.07	2.33	VODA				335.8	2.42	12.38	f 7.30	
51 P			s 9.10	s 8.17	2.40	D COLLYER JY				343.3	2.34	12.31	s 7.10	
67 WP			f 9.25	f 8.27	2.47	D QUINTER QN				350.9	2.26	12.25	f 6.50	
44 P			f 9.35	s 8.35	2.52	D BUFFALO PARK BP				356.3	2.21	12.20	f 6.40	
50 P			f 9.55	s 8.47	3.00	D GRAINFIELD GF				365.2	2.12	12.12	f 6.20	
42 P			f 10.05	8.54	3.05	D GRINNELL GD				371.2	2.05	12.07	f 6.05	
56 WCTF			s 10.40	s 9.10	3.12	CAMPUS				377.4	s 1.53	s 12.01AM	s 5.50	
51 P			f 10.55	f 9.20	3.20	DN OAKLEY YL OQ				386.1	1.44	11.54PM	f 5.18	
43 P			f 11.10	f 9.29	3.27	D MONUMENT MU				393.6	1.36	11.48	f 5.08	
44 WTP			f 11.43 ¹⁰	s 9.37	3.32	D PAGE CITY PG				399.0	1.30	11.43 ³⁶⁹	f 5.00	
40 P			f 11.59PM	f 9.48	3.40	D WINONA GW				408.4	1.20	11.35	f 4.44	
24 P			12.15AM	9.55	3.45	McALLASTER				414.5	1.14	11.30	4.36	
41 P			f 12.25	f 10.03	3.51	TURKEY CREEK				421.1	1.07	11.24	f 4.28	
53 P			12.35	10.08	3.55	D WALLACE A				425.6	1.02	11.20	4.20	
34 WCTTF			A 12.45AM	A 10.15AM	A 3.59AM	SOMENA				429.8	12.55PM	11.15PM	4.10AM	
						DN-R SHARON SPRINGS YLPS					Daily	Daily	Daily	
						(120.5)								
			(5.30) 23.0	(2.55) 43.4	(1.59) 63.8	 Thru Time					(2.40) 47.4	(1.55) 60.0	(5.55) 21.4	
						 Average speed per hour								

			(5.30) 23.0	(2.55) 43.4	(1.59) 63.8	 Thru Time			(2.40) 47.4	(1.55) 66.0	(5.14) 21.4													
						 Average speed per hour																		
WESTWARD												FIFTH SUBDIVISION												
Car capacity of sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS						FIRST CLASS						Time-Table No. 1 February 29, 1948						Mile Post					
	97 C. R. I. & P. Freight		369 Mixed		91 C. R. I. & P. Freight		37 Passenger		25 C. R. I. & P. Passenger		7 C. R. I. & P. Rocket Passenger									9 Passenger				
	Daily		Daily		Daily		Daily		Daily		Daily									Daily				
82	WCTTP			6.15 ^{AM}				12.50 ^{PM}					5.42 ^{AM}											
119	P			6.30				12.59					5.49											
31	WP			6.40				1.06					5.55											
47	P			6.50				1.13					6.01											
				10.25 ^{PM}	6.51 ⁹²	6.10 ^{AM}			12.55 ^{PM}	6.51 ³⁶⁹														
51	P			10.40 ³⁷⁰	f 7.20	6.36 ⁹²			1.21	1.03	6.58	6.08												
50	P			11.15	f 7.35	6.50			1.30	1.10	7.05	6.15												
51	P			11.23	f 7.45	6.58			1.35	1.15	7.10	6.20 ⁹²												
52	P			11.32	f 8.00	7.15 ⁷			1.40	1.20	7.15 ⁹¹	6.24												
24	P			11.40 ^{PM}	8.10	7.30			1.46	1.26	7.20	6.29												
52	WCTP			12.25 ^{AM} ⁹⁶	s 8.25	7.50			1.58 ⁸	1.32	7.27	6.35												
51	P			1.10	f 8.45	8.10			2.06 ²⁶	1.38	7.33	6.41												
52	P			1.40	f 9.00	8.30			2.14	1.46 ⁸	7.39	6.47												
58	WP			2.10	f 9.34 ³⁸	8.55			2.21	2.08	7.45	6.53												
49	P			2.40	f 9.55	9.27 ³⁸			2.28	2.15	7.51	6.59												
51	P			3.00	10.05	9.45			2.33	2.20	7.55	7.03												
50	WP			3.25	f 10.20	10.00			2.38	2.25	7.59	7.07												
52	P			3.55	10.30	10.25			2.45	2.32	8.04	7.14												
	P																							
84	P			4.16 ⁹²	10.45	10.40			2.50	2.38	8.08	7.19												
72	YP			4.45	10.50	10.45			2.53	2.42	8.10	7.22												
49	P			5.00	10.55	10.48			2.55	2.45	8.11	7.23												
WCOTPYZ				A 5.30 ^{AM}	A 11.05 ^{AM}	A 11.00 ^{AM}			A 3.03 ^{PM}	A 2.55 ^{PM}	A 8.16 ^{AM}	A 7.29 ^{AM}												
												BLOCK SIGNALS												
												DN-R HUGO YL HU												535.6
												BAGDAD												541.7
												LAKE												547.9
												(C.R.I. & P. Crossing)												
												DN-R LIMON YL MN												550.6
												LIMON JUNCTION YL												550.6
												RIVER BEND												566.6
												CEDAR POINT												563.2
												BUICK												567.1
												D AGATE AX												572.2
												LOWLAND												578.1
												DN DEER TRAIL DX												584.2
												PEORIA												590.1
												D BYERS BY												598.6
												D STRASBURG SR												602.6
												D BENNETT BT												608.9
												MANILA												613.7
												WATKINS												618.4
												MESA												626.0
												MAGEE												628.1
												SABLE												630.6
												ROYDALE												633.2
												SANDOWN												634.3
												PULLMAN YL												638.2
												(102.7)												

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
For conditional stops to discharge or pick up revenue passengers, see Page 26.

WESTWARD				FOURTH SUBDIVISION				EASTWARD			
Car capacity of seating, etc. See Rule 8(A), Page 27.	SECOND CLASS			FIRST CLASS		Time-Table No. 1 February 20, 1948	Mile Post	FIRST CLASS		SECOND CLASS	
	369 Mixed Daily			37 Passenger Daily	9 Passenger Daily			38 Passenger	10 Passenger	370 Mixed	
34 WCTTP		1.15AM		10.23AM	4.02AM	STATIONS	429.8	A 12.47PM	A 11.12PM	A 3.40AM	
61 P		1.25		10.30	4.07	DN-R SHARON SPRINGS YL PS	433.8	12.41	11.08	3.20	
41 P		1.35		10.35	4.12	SUNLAND	438.4	12.36	11.04	3.02	
62 WP	f	1.55	s	10.40	4.15	LAPAZ	441.8	12.32	11.01	f 2.55	
41 P		2.05		10.48	4.20	D WESKAN MO	448.2	12.26	10.55	2.47	
42 P	f	2.20		10.54	4.24	CHEMUNG	453.1	12.21	10.51	f 2.40	
50 P		2.30 ³⁷⁰		11.00	4.29	ARAPAHOE	458.2	12.16	10.47	2.30 ³⁶⁹	
54 WP	s	3.00	s	11.08	4.33	SALIS	463.0	12.11	10.43	s 2.20	
53 P		3.15		11.15	4.38	DN CHEYENNE WELLS CW	468.1	12.06	10.38	2.07	
53 P	f	3.30		11.23	4.43	ASCALON	473.5	12.01PM	10.33	f 2.00	
52 P		3.45		11.32	4.51	FIRST VIEW	482.3	11.51AM	10.26	1.45	
58 WCTP	s	3.55	s	11.45 ³⁸	4.56	ARENA	487.7	11.45 ³⁷	10.21	s 1.35	
53 P		4.20		11.57AM	5.02	D KIT CARSON KC	494.0	11.39	10.16	1.15	
51 P	f	4.35		12.03PM	5.07	SORRENTO	500.4	11.33	10.11	f 1.05	
52 P	f	4.50		12.10	5.13	WILD HORSE	507.6	11.26	10.05	f 12.55	
52 P	f	5.05		12.20	5.22	AROYA	518.0	11.16	9.56	f 12.40	
95 WP		5.29 ⁹		12.29	5.29 ³⁶⁹	BOYERO	526.3	11.08	9.49	f 12.25	
82 WCTTP	A	5.45AM	A	12.40PM	A 5.39AM	OLIFFORD	536.5	10.58AM	9.40PM	12.10AM	
						DN-R HUGO YL HU		Daily	Daily	Daily	
						(105.7)					
	(4.30)	(2.17)	(1.37)	Thru Time.....				(1.49)	(1.32)	(3.30)	
	23.9	46.3	64.4	Average speed per hour.....				58.2	68.9	30.2	

FIFTH SUBDIVISION										EASTWARD											
FIRST CLASS										SECOND CLASS											
Time-Table No. 1										92			370			96					
February 20, 1948										C. R. I. & P. Freight			Mixed			C. R. I. & P. Freight					
STATIONS										38			8			26			10		
										Passenger			C. R. I. & P. Rocket Passenger			C. R. I. & P. Passenger			Passenger		
Mile Post																					
82	WCTTP	DN-R	HUGO	YL	HU	536.5	A	10.51AM							A	9.37PM					
119	P		BAGDAD			541.7		10.42								9.31			A 11.50PM		
31	WP		LAKE			547.9		10.36								9.25			11.35		
47	P		(C.R.I. & P. Crossing)																11.22		
		DN-R	LIMON	YL	MN	550.5	s	10.32							s	9.22			s 11.15		
			LIMON JUNCTION	YL		550.6			A	2.30PM	A	2.50PM							A 6.51AM ³⁶⁹		
51	P		RIVER BEND			556.6		10.22		2.24		2.43				9.15			A 2.00AM		
50	P		CEDAR POINT			563.2		10.15		2.18		2.36				9.09			6.36 ⁹¹ f 10.40 ⁹⁷		
51	P		BUICK			567.1		10.10		2.14		2.31				9.04			6.26 f 10.25		
52	P	D	AGATE	AX		572.2		10.05		2.09		2.26				9.00			6.20 ⁹ f 10.15		
24	P		LOWLAND			578.1		9.59		2.04		2.20				8.55			6.00 f 10.04		
52	WCTP	DN	DEER TRAIL	DX		584.2		9.52		1.58 ³⁷		2.14				8.50			12.50		
51	P		PEORIA			590.1		9.46		1.51		2.06 ³⁷				8.45			5.46 f 9.50		
52	P	D	BYERS	BY		596.6		9.40		1.46 ²⁵		1.58 ²⁵				8.39			5.30 s 9.40		
58	WP	D	STRASBURG	SR		602.6		9.34 ³⁶⁹		1.41		1.52				8.34			12.25 ⁹⁷		
49	P	D	BENNETT	BT		608.9		9.27 ⁹¹		1.36		1.45				8.29			5.21 f 9.27		
51	P		MANILA			618.7		9.22		1.32		1.40				8.25			12.05AM		
50	WP		WATKINS			618.4		9.17		1.28		1.35				8.21 ³⁷⁰			5.11 f 9.15		
52	P		MESA			625.0		9.10		1.21		1.28				8.15			11.55PM		
	P		MAGEE			628.1													5.02 f 9.00		
84	P		SABLE			630.5		9.04		1.16		1.22				8.10			11.46		
72	TP		ROYDALE			633.2		9.01		1.13		1.18				8.07			4.52 f 8.45		
49	P		SANDOWN			634.8		9.00		1.11		1.16				8.05			4.44 f 8.35		
WCOTYPE			PULLMAN	YL		638.2		8.55AM		1.05PM		1.10PM				8.00PM			11.28		
			(102.7)					Daily		Daily		Daily				Daily			4.36 f 8.21 ¹⁰		
																			4.25 f 7.57		
																			4.16 ⁹⁷ 7.47		
																			10.57		
																			4.11 7.42		
																			10.52		
																			4.09 7.40		
																			10.50		
																			4.00AM 7.30PM 10.40PM		
																			Daily		
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Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

For conditional stops to discharge or pick up revenue passengers, see Page 26.

WESTWARD

SIXTH SUBDIVISION

Car capacity of seating cars. See Rule 6(A), Page 27.	SECOND CLASS							FIRST CLASS		Time-Table No. 1 February 29, 1948
	217 Local Freight	471 Time Freight	359 Time Freight	357 Time Freight	277 Time Freight	187 Mixed Monday Wednesday Friday	355 Time Freight	543 Motor Passenger	537 Motor Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
P		8.15PM	3.30 ⁵³⁸ PM	2.01PM	8.15 AM	4.20AM	2.01AM		10.10AM	BLOCK SIGNALS
124 P		8.27	3.41	2.11	8.26	f 4.45	2.11		f 10.21	
93 P		8.38	3.52	2.22	8.37 ¹⁸⁸	s 5.20 ⁴⁷²	2.22		s 10.33	
95 WP		8.48	4.01	2.31	8.46	s 6.15	2.31		s 10.44	
146 P		8.58	4.10	2.40 ⁵³⁸	8.55	f 6.50	2.40		f 10.54	
99 WP		9.13	4.23	2.53	9.08	s 8.15	2.53		s 11.09	
101 P		9.23	4.30	3.00	9.15	f 8.30	3.00		f 11.17	
94 P		9.35	4.42	3.12	9.27	s 9.10	3.12		s 11.31	
131 P		9.47 ³⁵⁸	4.49	3.19	9.34	f 9.20	3.19		f 11.38	
AL										
119 WP		9.53	4.57	3.27	9.42 ¹⁸⁷	s 9.42 ²⁷⁷	3.27		s 11.47 ³⁵⁶	
123 P		10.03	5.05	3.35	9.50	f 10.30	3.35		s 11.57AM	
P	11.00PM	10.15	5.18	3.48	10.03	10.55	3.48	12.35PM	12.07PM	
WS 184 ES 78 P	11.15	10.20	5.22	3.52	10.07	f 11.15	3.52 ⁴⁷²	f 12.37	12.09	
WOTTEP	A 11.25PM	A 10.35PM	A 5.45PM	A 4.15PM	A 10.30AM	A 11.30 ³⁵⁶ AM	A 4.15 ¹⁸⁸ AM	A 12.50 ⁵⁴⁴ PM	A 12.30PM	

(0.25) (2.20) (2.15) (2.14) (2.15) (7.10) (2.14) (0.15) (2.20) Thru Time
13.2 32.3 33.5 33.8 33.5 10.5 33.8 22.0 32.3 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that No. 358 is superior to No. 217, and Nos. 472, 356 and 358 are superior to No. 187.—See Rule S-72.

EASTWARD

Westward trains are superior to trains of the same class in the opposite direction, except that No. 358 is superior to No. 217, and Nos. 472, 356 and 358 are superior to No. 187.—See Rule S-72.

WESTWARD

SEVENTH SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS						FIRST CLASS		Time-Table No. 1 February 29, 1948	
	359 Time Freight	357 Time Freight	277 Time Freight	215 Local Freight	355 Time Freight	223 Local Freight	543 Motor Passenger	STATIONS		
	Daily	Daily	Daily	Monday, Wednesday, Friday	Daily	Daily	Daily			
WOTYEP	6.00PM	4.30PM	11.30 ²¹⁶ AM	6.15AM	4.30AM		1.05PM	DN-R	MARYSVILLE YL MB	
76 P	6.15	4.45	11.56 ⁵⁴⁴ AM	6.30	4.45		s 1.20	D	HERKIMER KI	
97 P	6.22	4.52	12.04PM	6.40	4.52		s 1.30	D	BREMEN WN	
AI									O. B. & Q. CROSSING	
101 WTP	6.34	5.04	12.20	6.55	5.04		s 1.50	DN	HANOVER YL HA	
81 P	6.41	5.11	12.27	7.05	5.11		f 1.58		SPENOE	
114 P	6.48	5.18	12.34	7.15	5.18		s 2.05	D	HOLLENBERG KY	
79 P	6.57	5.27	12.43	7.30	5.27		s 2.15	D	STEELE CITY SC	
AI									OLAYTON	
128 P	7.10 ³⁵⁸	5.36	12.52	7.45	5.36		s 2.25		O. B. & Q. CROSSING	
WS ES 121 WP 100	7.25	5.49	1.10	8.40	5.50		s 2.45	D	ENDICOTT ND	
AI									O. R. I. & P. CROSSING	
120 P	7.36	5.59	1.20	8.57 ³⁵⁸	6.01		f 2.55	DN	FAIRBURY YL Q	
14 P	7.40	6.03	1.24	9.17	6.05		s 3.00		O. R. I. & P. CROSSING	
128 WP	7.49	6.12	1.33	9.35	6.14		s 3.10		HEDRIX	
180 P	8.02	6.24 ³⁵⁸	1.46	10.00 ⁵⁴⁴	6.27		s 3.25	D	POWELL	
AI									ALEXANDRIA A	
180 WCP	8.12	6.45	2.00	10.18	6.47		s 3.40	D	BELVIDERE VI	
AI									O. B. & Q. CROSSING	
124 P	8.24	7.04	2.15	10.45	7.05		s 4.00	DN	CARLETON YL C	
12 P	8.33	7.13	2.24	10.53	7.14		f 4.09		O. & N. W. CROSSING	
AI								D	DAVENPORT DO	
130 WP	8.42	7.23	2.33	11.05	7.23 ²¹⁶		s 4.19		SEDAN	
118 P	8.49	7.40	2.50	11.20	7.40 ³⁵⁸		s 4.34		O. B. & Q. CROSSING	
10 P	8.59	7.50	3.00	11.30	7.50		f 4.41	D	EDGAR SG	
128 P	9.08	7.59	3.09	11.45	7.59		s 4.50	DN	FAIRFIELD FD	
108 P	9.17	8.08	3.18	11.50AM	8.08		f 4.55 ³⁵⁸		ANAN	
AI								DN	GLENVIL GV	
I									LEVEL	
WOTYEP	A 10.00PM	A 8.30PM	A 3.35PM	A 12.20PM	A 8.30 ⁵⁴⁴ AM	12.01AM	s 5.15		M. P. CROSSING	
26 P						12.15	f 5.32		O. B. & Q. CROSSING	
37 WP						12.30	s 5.47	DN-R	HASTINGS YL AN	
6 P						12.45	f 5.55		HANSEN	
WOTYEP						A 1.00AM	A 6.20PM	D	DONIPHAN DV	
									RIVER	
									WESTWOOD	
									BELT LINE CROSSING	
								DN-R	GRAND ISLAND YL GE	
									(138.5)	
	(4.00) 28.5	(4.00) 28.5	(4.05) 27.9	(6.05) 18.8	(4.00) 28.5	(0.59) 24.8	(5.15) 26.4	 Thru Time Average speed per hour		

BLOCK SIGNALS

(138.5)

(4.00)
28.5(4.00)
28.5(4.05)
27.9(6.05)
18.8(4.00)
28.5(0.59)
24.8(5.15)
26.4..... Thru Time
..... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 356, 358 and 270 are superior to No. 215.—See Rule S-72.

SEVENTH SUBDIVISION

EASTWARD

Time-Table No. 1

February 20, 1948

STATIONS

Mile Post

FIRST CLASS

SECOND CLASS

544
Motor
Passenger216
Local
Freight356
Time
Freight224
Local
Freight358
Time
Freight270
Time
FreightCar capacity See
sidings etc.
Rule 6(A), Page 27.

WOTTEP

78 P

97 P

AI

101 WTP

81 P

114 P

79 P

AI

128 P

WB 121 WTP

ES 100

AI

120 P

14 P

128 WTP

180 P

AI

180 WTP

AI

124 P

12 P

AI

180 WTP

118 P

10 P

128 P

102

103 P

AI

I

WOTTEP

26 P

37 WTP

6 P

WOTTEP

DN-R MARYSVILLE YL MB

5.1

D HERKIMER KI

4.2

D BREMEN WN

5.5

O. B. & Q. CROSSING

0.1

DN HANOVER YL HA

4.3

SPENOE

4.9

D HOLLENBERG KY

4.4

D STEELE CITY SC

2.8

CLAYTON

3.0

O. B. & Q. CROSSING

0.0

D ENDICOTT ND

5.6

O. R. I. & P. CROSSING

0.4

DN FAIRBURY YL Q

1.8

O. R. I. & P. CROSSING

4.7

HEDRIX

2.4

POWELL

6.0

D ALEXANDRIA A

9.1

D BELVIDERE VI

0.4

O. B. & Q. CROSSING

7.0

DN CARLETON YL C

7.2

O. & N. W. CROSSING

0.0

D DAVENPORT DO

5.2

SEDAN

4.1

O. B. & Q. CROSSING

0.2

D EDGAR EG

8.3

DN FAIRFIELD FD

4.8

ANAN

4.5

DN GLENVIL GV

3.6

LEVEL

4.6

M. P. CROSSING

0.8

O. B. & Q. CROSSING

0.1

DN-R HASTINGS YL AN

7.7

HANSEN

5.2

D DONIPHAN DV

5.1

RIVER

3.8

WESTWOOD

0.9

BELT LINE CROSSING

2.2

DN-R GRAND ISLAND YL GE

261.8

(138.5)

Daily

Tuesday,
Thursday,
Saturday

Daily

Daily

Daily

Daily

Thru Time.....
Average speed per hour.....(4.50)
28.6(5.25)
20.9(4.15)
26.9(1.00)
24.4(4.15)
26.9(3.40)
30.9

Westward trains are superior to trains of the same class in the opposite direction, except that Nos. 356, 358 and 270 are superior to No. 215.—See Rule S-72.

WESTWARD				EIGHTH SUBDIVISION				EASTWARD					
Car capacity of engine, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948				Mile Post	FIRST CLASS		SECOND CLASS	
		217 Local Freight		543 Motor Passenger							544 Motor Passenger		218 Local Freight
		Daily		Daily									
Y				8.30AM	DN-R	ST. JOSEPH	YL UN	0.0	A	4.45PM			
WCTEP		6.35PM			DN-R	TERMINAL YARD	YL MK					A 11.00PM	
16 P		7.10	S	9.05	D-R	TROY	YL RO	13.9	S	4.15		10.10	
24 P		7.19		9.10		DOUBLE		17.6		4.02		9.50	
10 P		7.23	f	9.14		MORAY		19.1	f	3.55		9.40	
22 P		7.29	f	9.20		STOUT		22.0	f	3.49		9.30	
42 WP		7.35	S	9.26		SEVERANCE		24.8	S	3.44		9.20	
34		7.43	S	9.35		LEONA		28.9	S	3.36		9.05	
31		7.53	S	9.45	D	ROBINSON	HR	34.2	S	3.25		8.55	
AI						MO. PAC. CROSSING		42.2					
40 WY		8.30 ²¹⁸	S	10.15	DN	HIAWATHA	YL H	42.7	S	3.13		8.30 ²¹⁷	
15		8.45	S	10.30		HAMLIN		50.2	S	2.53		7.30	
27		8.52	S	10.40	D	MORRILL	WB	54.1	S	2.47		7.20	
35WC		9.10	S	11.00	D	SABETHA	YL S	60.7	S	2.37		7.00	
29		9.30	S	11.15		ONEIDA		68.8	S	2.13		6.00	
30 W		9.50	S	11.30	DN	SENECA	YL SN	77.5	S	2.00		5.40	
28		10.05	S	11.45	D	BAILEYVILLE	CU	84.2	S	1.45		4.50	
45		10.15	S	11.55AM	D	AXTELL	FR	89.2	S	1.36		4.30	
6		10.27	f	12.05PM		SUMMIT		94.4	f	1.26		4.05	
37		10.39	S	12.17	D	BEATTIE	B	99.3	S	1.16		3.55	
36		10.53	S	12.30	D	HOME	HO	105.2	S	1.05		3.35	
P		A 11.00PM		A 12.35PM	DN-R	UPLAND	YL SJ	107.8		1.00PM		3.25PM	
									Daily		Daily		

(4.25)
24.4

(4.05)
26.4

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

(3.45)
28.7

(7.35)
14.2

Time shown at St. Joseph and Troy is for information only. Trains are governed by C.R.I.&P. Time-Table and Rules while using their tracks between Troy and St. Joseph.

WESTWARD					HIGHLAND BRANCH		EASTWARD				
Car capacity of sidings, etc. See Rule 6 (A), Page 27					Time-Table No. 1 February 29, 1948		Mile Post				
					STATIONS						
22	P				STOUT 3.2		0.0				
8					RATOLIFF 4.0		3.2				
10	P				D-R	HIGHLAND HG	7.2				
					(7.2)						

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

WESTWARD				MANHATTAN BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A), Page 27.	SECOND CLASS			Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS					
		173 Local Freight	471 Time Freight			472 Time Freight	174 Local Freight				
		Daily Except Sunday	Daily								
WOT		7.00AM		DN-R MANHATTAN YL MB	189.4		A 3.15PM				
14	f			4.0 CASEMENT	185.4	f					
29	s	7.25		6.6 STOCKDALE	178.8	f	2.30				
W	s	7.45		5.9 GARRISON	172.9	s	2.15				
84	s	8.10		6.3 RANDOLPH FH	167.6	s	1.55				
28	s	8.30		6.9 OLSBURNE	160.7	s	1.35				
20	f	8.40		4.4 FLORENA	156.3	f	1.25				
				3.6 M. P. CROSSING	152.7						
23	s	9.05		1.4 IRVING VN	151.3	s	1.10				
				2.3 BRISCO	149.0						
75 W	s	10.00		2.3 BLUE RAPIDS YL PD	146.7	s	12.50				
29	f	10.15		3.7 SOHROYER	140.0	f	12.30				
		10.30		8.8			12.15PM				
WCTEP		11.30AM ¹⁷⁴	2.50AM	DN-R MARYSVILLE YL MS	134.2	A 6.30AM	11.30AM ¹⁷³				
40 P	f	12.01PM	3.15	8.3 MARIETTA	128.9	6.05	f 11.00				
76 P	f	12.13	3.25	1.6 OKETO KT	124.4	6.00	f 10.55				
31 P	f	12.30	3.40	6.4 BARNESTON NR	118.0	5.50	f 10.40				
101 P				3.7 BADGER	114.8						
AI				1.2 O. B. & Q. CROSSING	113.1						
				0.7 STONE SIDING	112.4						
22 P	f	1.00	3.55	2.1 BLUE SPRINGS BS	110.3	5.35	f 10.25				
P	f	1.15	4.05	4.6 HOLMESVILLE	105.7	5.25	f 10.15				
				8.6 O. R. I. & P. CROSSING	97.2						
WCTEP	A	1.30PM	A 4.35AM	0.4 DN-R BEATRICE YL BX	96.8	5.00AM	10.00AM				
				(92.6)		Daily	Daily Except Sunday				
(6.30) 14.2				(1.45) 21.4	 Thru Time..... Average speed per hour....		(1.30) 24.9	(5.15) 17.7			

WESTWARD				U. S. HOSPITAL BRANCH				EASTWARD			
				Time-Table No. 1 February 29, 1948							
				STATIONS							
				SABLE				0.0			
				BUNNELL				1.6			
				(1.6)							

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

(1.30)	Thru Time.....	(1.45)
22.8	Average speed per hour.....	19.6

Westward trains are superior to trains of the same class in the opposite direction, except that No. 172 is superior to No. 171.—See Rule S-72.

The time shown at Cochrane and Leavenworth is for information only. Trains are governed by Missouri Pacific time-table and rules while using their tracks between Cochrane and Leavenworth.

At Cochrane, eastward, Leavenworth Branch trains will be governed by signal indication of Missouri Pacific color light block signal located 247 feet westward from junction switch.

At Cochrane, westward, Leavenworth Branch trains will be governed by signal indication of Missouri Pacific color light block signal located near junction switch.

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
The time shown at M. V. Junction and C. O. Junction is for information only.
Trains are governed by A. T. & S. F. time-table and rules while using their tracks between M. V. Junction and C. O. Junction.

WESTWARD				SOLOMON BRANCH				EASTWARD					
Car capacity of sidings, etc. See Rule 6 (A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948				Mile Post	FIRST CLASS		SECOND CLASS	
		166		532									
		Mixed		Motor Passenger									
		Daily Except Sunday		Daily Except Sunday									
STATIONS													
77 40 Y		7.30AM		8.55AM	D-R	SOLOMON	YL SN	0.0	A	2.45PM		A	4.00PM
33	S	7.45	S	9.07	D	NILES	XN	6.5	S	2.22		S	3.45
30	f	7.55	f	9.17		VERDI		9.0	f	2.15		f	3.35
55	S	8.10	S	9.21	D	BENNINGTON	BN	14.7	S	2.07		S	3.20
16	f	8.25	f	9.32		LINDSEY		20.9	f	1.55		f	3.05
16 W	S	8.40	S	9.42	D	MINNEAPOLIS	YL MI	23.8	S	1.50		S	2.55
						A. T. & S. P. CROSSING		23.7					
						ALFMIL		24.4					
15	f	8.55	f	9.53		SUMNERVILLE		29.1	f	1.35		f	2.30
33	S	9.15	S	10.05	D	DELPHOS	DF	34.7	S	1.25		S	2.15
	S	9.35	S	10.20	D	GLASCO	GK	41.6	S	1.10		S	1.50
33	S	9.55	S	10.35	D	SIMPSON	BE	46.8	S	12.59		S	1.30
25	S	10.10	S	10.45		ASHERVILLE		49.8	S	12.54		S	1.20
						M. P. CROSSING		57.2					
24 WTC	A	10.45AM	A	11.05AM	D-R	BELOIT	YL BL	57.4		12.40PM			1.00PM
									Daily Except Sunday			Daily Except Sunday	
		(3.15) 17.7	(2.10) 26.5		Thru Time.....				(2.05) 27.6		(3.00) 19.1		
					Average speed per hour.....								

WESTWARD				McPHERSON BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A), Page 27.	SECOND CLASS			Time-Table No. 1 February 29, 1948	Mile Post	SECOND CLASS					
			181					182			
			Mixed					Mixed			
			Daily Except Sunday								
	WOTTE		8.00AM			DN-R	SALINA YL SC A	0.0	A 2.00PM		
							0.5				
							0.1				
							0.0				
							2.8				
							5.1				
33		f 8.20		MENTOR	8.0	f 1.25					
29		S 8.35	D	ASSARIA RI	12.2	S 1.10					
15		f 8.45		BRIDGEPORT	15.8	f 12.50					
				4.9							
				M. P. CROSSING	20.7						
				0.2							
		S 9.15	D	LINDSBORG DN	20.9	S 12.31					
19		f 9.28		JOHNSTOWN	26.7	f 12.09PM					
30		f 9.40		HILTON	30.3	f 11.45AM					
				4.8							
				A. T. & S. P. CROSSING	35.1						
25 WT		A 10.00AM	D-R	McPHERSON YL MF	35.4	11.30AM					
						Daily Except Sunday					
				(35.4)							
(2.00)				 Thru Time.....			(2.30)				
17.7				 Average speed per hour.....			14.1				

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

NOTE—Combination car for No. 181 leaves Union Station, Salina, at 7.40 A. M.

WESTWARD				PLAINVILLE BRANCH				EASTWARD				
Car capacity of sidings, etc. See Rule 6(A), Page 27.	SECOND CLASS		FIRST CLASS		Time-Table No. 1 February 29, 1948		Mile Post	FIRST CLASS		SECOND CLASS		
	185 Local Freight	183 Mixed		533 Motor Passenger				534 Motor Passenger		184 Mixed	186 Local Freight	190 Mixed
	Daily Except Sunday	Daily		Daily								
	STATIONS											
WCYTS		8.45AM		8.00AM	DN-R	SALINA YL BC A	0.0A'	2.30PM		A 3.15PM		A 1.00AM
24	f	8.52	f	8.06		TRENTON 3.4	8.4f	1.59		f 2.36		12.15
28	f	8.58	f	8.10		SHIPTON 2.6	6.0f	1.55		f 2.26		12.07
13	f	9.03	f	8.15		MARYDEL 3.0	9.0f	1.51		f 2.16		12.01AM
29	s	9.08	s	8.20	D	CULVER 2.5 CU	11.5s	1.48		f 2.02		11.55PM
43	s	9.30	s	8.32	D	TESCOTT 7.0 SX	18.5s	1.37 ¹⁸⁴		f 1.37 ⁵³⁴		11.35
49 W	s	9.50	s	8.42	D	BEVERLY 5.3 VY	28.8s	1.27		f 1.10		11.21
11	f	10.00	s	8.46		SHADY BEND 2.6	26.4s	1.22		f 1.00		11.15
						QUARTZITE 6.5	32.9					
						A. T. & S. F. CROSSING 0.9	33.8					
33	s	10.40	s	9.00	D	LINCOLN CENTER 0.8 NC	34.1s	1.13		f 12.40		10.55
53	s	11.05 ¹⁸⁴	s	9.12	D	VESPER 6.6 VB	40.7s	12.59		f 12.05PM		10.40
44 W	s	11.45 ¹⁸⁴	s	9.24	D	SYLVAN GROVE 6.2 YL YG	48.9s	12.49		f 11.45 ¹⁸³		10.25
						WOLF CREEK 5.5	52.4					
47	s	12.33 ⁵³⁴	s	9.40	D	LUOAS 3.6 QS	56.0s	12.33 ¹⁸³		f 11.05		9.59
39	s	1.15	s	9.57 ¹⁸⁴	D	LURAY 9.4 AU	65.4s	12.17		f 10.35		9.35
43	s	1.40	s	10.10	D	WALDO 6.1 OW	71.5s	12.08PM		f 10.10 ⁵³³		9.20
27 W	s	2.10	s	10.25	D	PARADISE 7.7 VM	79.2s	11.53AM		f 9.45		9.00
38	s	2.40	s	10.40	D	NATOMA 8.1 NO	87.0s	11.41		f 9.25		8.40
38	s	3.05	s	10.56		CODELL 8.4	95.1s	11.27		f 9.05		8.20
23 WCYTS	8.00AM	A 3.30PM	11.15 ⁵³⁴ 11.20		DN-R	PLAINVILLE YL VN 6.9	103.6	11.15 ⁵³³ 11.10		8.45AM	A 2.30PM	8.00PM
37	s	8.20	s	11.35	D	ZURICH 7.4 ZU	110.4s	10.55		s 2.00		
33	s	8.40	s	11.52AM	D	PALCO 4.9 PO	117.8s	10.40		s 1.40		
23	s	9.00	s	12.03PM		DAMAR 6.6	122.7s	10.25		s 1.20		
28 W	s	9.20	s	12.15 ¹⁸⁶	D	BOGUN 8.7 BG	129.8s	10.10		s 1.00		
36 Y	s	9.52 ⁵³⁴	s	12.35 ¹⁸⁶	D	HILL CITY YL 6.7 CI	138.0s	9.52 ¹⁸⁶		s 12.35 ⁵³³		
28	s	10.25	s	12.50	D	PENOKKE 5.5 PK	144.7s	9.40		s 11.50AM		
28 W	s	10.40	s	1.03	D	MORLAND 5.2 MD	150.2s	9.30		s 11.30		
27	s	11.00 ¹⁸⁶	s	1.16		STUDLEY 7.1	155.4s	9.20		s 11.00 ¹⁸⁵		
29	s	11.20	s	1.30		TASCO 7.9	162.5s	9.05		s 10.40		
27 W	s	11.45AM	s	1.48	D	HOXIE 8.7 KZ	170.4s	8.50		s 10.10		
23	f	12.10PM	f	2.05		SEGUIN 7.1	179.1f	8.30		f 9.00		
30 W	s	12.35	s	2.20	D	MENLO 7.8 MZ	186.2s	8.15		s 8.35		
23	f	1.00	s	2.35		HALFORD 9.8	194.0s	7.58		f 8.10		
26 PWYTS	s	1.40	s	3.15	D	COLBY YL 5.4 CB	203.5s	7.40 ¹⁸⁶		s 7.40 ⁵³⁴		
30	f		f	3.25		ALTAIR 3.6	208.9f	7.26		f 6.55		
13 P	f	1.55	f	3.33		MINGO 5.6	212.5f	7.20		f 6.45		
30	f	2.08	f	3.43		SPOCA 6.7	218.0f	7.10		f 6.30		
PWOT	A 2.30PM		A 4.00PM		DN-R	OAKLEY YL 6.7 OQ	224.7	7.00AM			6.15AM	
						(224.7)		Daily		Daily	Daily Except Sunday	Saturday Only

(6.30)
20.1

(6.45)
15.3

(8.00)
28.0

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

(7.30)
30.0

(6.30)
15.9

(8.15)
14.7

(5.00)
20.7

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

East leg of wye at Oakley and at Colby are Plainville Branch main track.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

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

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

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

When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

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

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

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

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

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Inspection bus cars.			40	40	Trains handling company roadway machines on their own wheels: On straight track.				30
When caboose is handled in train consisting of passenger train equipment.			50		On curves.				25
U. P. Mallet, Ten-Wheeler and Consolidation type engines.			35	35	Within yard limits and passing fueling stations.	50	50	40	25
U. P. 3800 and 3900 class engines.			60	50	When using cross-overs or turn-outs.	15	15	15	15
U. P. 4000 class engines.			45	45	Exceptions: 9000 class engines, forward movement.			10	10
U. P. 5000 and 9000 class engines.			50	50	9000 class engines, backward movement.			6	6
MacArthur type engines with 63-in. drivers.			55	50	All other engines, backward movement.	10	10	10	10
MacArthur type engines with 57-in. drivers.			35	35	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20	20
0-6-0 and 0-8-0 type yard engines.			20	20	Over spring switches, where movement is over facing point switch, except at Topeka and Carden.	20	20	20	20
Light engines.				45	Jordan spreaders and other machines of spreader type, when in operation.				15
Steam engines running backward.	20	20	20	20	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movement over the crossing.	20	20	20	20
When more than 50% of the tonnage is gravel.				30	On side tracks laid with rail weighing 60 pounds or less.			5	5
Trains handling scale test cars: On main line.				30	On wye tracks, except those portions used as main track.	5	5	5	5
On branch lines.				20					
Trains handling gravel loaded in wooden Hart convertible cars.				30					
Maximum speed for Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.)									
Backing up pulling train.	40	40	40	40					
Backing up light.				40					

FIRST SUBDIVISION

Maximum speed, between Kansas City and St. Marys.	75	75	75	50	Maximum speed, between St. Marys and Junction City.	75	75	65	45
C. R. I. & P. engines 5000 to 5064, incl., and 5100 to 5109, incl., between Kansas City and Topeka.			65	50					

FIRST SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Pagr.	Pagr.	Frt.		Str.	DE-Pagr.	Pagr.	Frt.
Between Mile Posts— Terminal Jct., over turn-outs from U. P. main tracks to K. C. T. main tracks.	30	30	30	25	Between Mile Posts— Topeka, over Quincy Street and Kansas Avenue.	12	12	12	12
3.3 and 5.3	50	50	40	25	Topeka, from manually controlled dwarf signal until engine is over C. R. I. & P. crossing.	15	15	15	15
6.5 and 7.3	75	65	65	50	67.9 and 70.4	50	50	40	25
Muncie 11.4 and 11.6	75	75	70	50	71.6 and 73.2	50	50	40	25
11.9 and 12.1	75	75	70	50	Menoken, on siding and through turn-out at east end of siding.	25	25	25	25
13.2 and 13.4	75	70	65	50	Silver Lake 82.1 and 82.4	75	70	65	45
Edwardsville 16.3 and 16.6	75	70	65	50	Rossville, within city limits.	45	45	45	45
17.0 and 17.2	70	60	60	50	88.5 and 88.6	75	70	65	45
Bonner Springs 17.9 and 18.0	30	30	30	30	88.9 and 89.0	75	70	65	45
19.2 and 19.3	75	70	65	50	89.4 and 89.5	75	70	65	45
20.2 and 20.4	75	70	65	50	90.0 and 90.2	75	70	65	45
Loring 21.4 and 21.8	75	70	65	50	St. Marys, within city limits.	25	25	25	25
Lenape 23.6 and 23.9	75	70	65	50	94.7 and 95.0	60	55	55	45
25.4 and 25.5	75	70	70	50	Belvue 99.7 and 99.8	70	60	60	45
26.3 and 26.6	75	70	70	50	104.6 and 105.0	35	35	35	35
27.5 and 27.7	75	70	65	50	Wamego 105.4 and 105.6	70	60	60	45
Linwood 29.0 and 29.1	75	75	70	50	105.6 and 105.8	70	60	60	45
30.3 and 30.5	75	75	70	50	106.2 and 106.3	70	60	60	45
30.8 and 31.0	75	70	70	50	106.7 and 107.0	65	60	60	45
31.9 and 32.3	75	70	70	50	111.2 and 111.5	75	70	65	45
Fall Leaf 33.1 and 33.4	75	70	65	50	St. George 111.7 and 111.9	75	70	65	45
36.5 and 36.9	60	60	50	35	115.0 and 115.2	75	70	65	45
37.9 and 39.5	50	50	40	25	117.8 and 118.2	65	60	60	45
Lawrence, within city limits.	30	30	30	25	118.5 and 119.1	50	50	40	25
39.5 and 39.9	30	30	30	25	119.1 and 119.4	30	30	30	25
39.9 and 40.0	50	50	40	25	Manhattan 119.4 and 121.0	50	50	40	25
42.4 and 43.0	75	70	65	50	121.0 and 121.8	40	40	40	25
Medina 55.4 and 55.5	75	75	70	50	121.9 and 122.0	60	60	50	30
Grantville 64.0 and 64.4	75	70	70	50	122.5 and 122.6	75	70	65	45
65.7 and 66.2	70	65	60	50	123.1 and 123.5	40	35	35	25
66.6 and 67.5	50	50	40	25	124.7 and 125.3	55	45	45	35
67.5 and 67.9	30	30	30	25					

FIRST SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Between Mile Posts— Eureka Lake 129.2 and 129.3	70	60	60	45	Between Mile Posts— Fort Riley 135.9 and 136.4	50	40	40	25
Funston 132.5 and 132.7	70	60	60	45	136.5 and 137.1	50	40	40	25
133.0 and 133.4	75	70	65	45	137.7 and 139.0	50	50	40	25
133.7 and 133.9	50	40	40	25	139.0 and 139.5	50	40	40	25
134.6 and 134.8	50	40	40	25	Junction City, over inspection pit in main track.	25	25	25	25
135.0 and 135.6	50	40	40	25					

SECOND SUBDIVISION

Maximum speed, between Junction City and Ellis.	75	75	65	45	Account vehicular traffic: Wilson, Train 38, Saturday only.			40	
Between Mile Posts— Junction City 139.5 and 140.5	50	50	40	25	Between Mile Posts— Solomon 172.3 and 173.7	50	50	40	25
141.0 and 141.4	70	60	60	45	174.2 and 174.4	75	70	65	45
143.1 and 143.4	75	70	65	45	New Cambria 180.7 and 180.8	75	70	65	45
143.6 and 143.8	40	35	35	25	181.2 and 181.3	70	60	60	45
144.0 and 144.2	40	35	35	25	181.5 and 181.6	75	70	65	45
144.6 and 144.8	40	35	35	25	184.2 and 187.3	50	50	40	25
144.8 and 145.2	40	35	35	25	Salina, over A. T. & S. F. Crossing.	30	30	30	25
146.9 and 147.4	75	70	65	45	188.5 and 188.6	75	70	60	40
148.7 and 148.9	75	65	60	45	190.7 and 190.8	75	65	60	40
150.0 and 150.2	75	65	60	45	198.4 and 198.7	75	65	60	40
150.8 and 151.0	75	70	65	45	200.6 and 200.9	75	75	65	40
151.8 and 152.1	75	70	65	45	Brookville 201.7 and 202.2	75	65	60	40
Chapman 152.8 and 152.9	70	60	60	45	203.9 and 204.0	75	70	60	40
153.3 and 153.6	75	70	65	45	204.4 and 204.6	75	70	60	40
Detroit 158.7 and 159.0	75	70	65	45	204.7 and 205.2	75	65	60	40
162.6 and 165.3	50	50	40	25	Arcola 205.8 and 206.3	60	55	45	35
Abilene, between Oplena and Elm Streets.	30	30	30	25	206.7 and 207.1	75	65	60	40
Abilene, over A. T. & S. F. Crossing.	30	30	30	25	Terra Cotta 207.6 and 208.0	75	65	60	40
165.9 and 166.1	70	60	60	45	208.4 and 208.6	60	55	50	35
167.9 and 168.1	50	45	45	35	208.9 and 209.4	70	60	55	40
Sand Spring 168.1 and 168.3	50	45	45	35	210.0 and 211.1	40	40	35	25
169.3 and 169.5	75	65	60	45	Carnelro				
171.5 and 172.3	50	50	40	25					

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Between Mile Posts— Carnelro 211.3 and 212.8	50	45	40	25	Between Mile Posts— Black Wolf—Continued 236.7 and 236.8	75	65	60	40
213.1 and 213.6	40	40	35	25	237.7 and 237.8	75	65	60	40
214.3 and 215.3	40	40	35	25	238.4 and 238.5	70	65	60	40
215.5 and 216.1	50	45	40	25	238.9 and 239.1	75	65	60	40
216.7 and 217.1	70	60	55	40	239.3 and 239.5	75	65	60	40
218.3 and 218.5	75	70	65	40	Wilson 242.3 and 242.7	75	65	60	40
Kanopolis 219.4 and 219.6	75	70	65	40	243.8 and 244.0	75	70	65	40
220.1 and 220.3	75	70	65	40	244.4 and 244.6	75	70	65	40
221.9 and 222.4	40	35	35	25	Dorrance 247.2 and 247.4	75	65	60	40
222.4 and 223.1	50	50	40	25	248.2 and 248.6	75	65	60	40
223.1 and 223.2	40	40	40	25	249.5 and 250.0	60	55	50	40
223.2 and 223.9	50	50	40	25	250.8 and 251.3	75	70	65	40
Ellsworth, over St. L. & S. F. Crossing.	30	30	30	25	Bunker Hill 256.4 and 256.9	75	65	60	40
223.9 and 224.1	40	40	40	25	257.9 and 258.9	75	70	65	40
224.1 and 224.4	50	50	40	25	Balta 270.1 and 270.4	75	65	60	40
224.4 and 224.5	30	30	30	25	Walker 279.2 and 279.5	50	50	50	40
224.6 and 225.0	55	50	50	40	Victoria, within city limits.	50	50	50	40
225.6 and 225.8	70	60	55	40	280.0 and 280.9	75	70	65	40
227.1 and 227.4	75	70	60	40	Yocemento 295.4 and 295.7	75	70	60	40
228.2 and 228.7	75	65	60	40	295.8 and 296.0	50	40	40	30
229.7 and 229.9	75	75	65	40	296.5 and 296.9	75	70	60	40
230.6 and 230.9	60	55	50	40	297.5 and 297.7	75	65	60	40
Black Wolf 231.7 and 232.8	50	40	40	30	Hog Back 299.8 and 300.1	75	75	65	40
232.9 and 233.0	70	60	50	40	301.0 and 301.3	75	75	65	40
233.0 and 233.5	70	65	55	40	301.4 and 303.2	50	50	40	25
234.4 and 234.5	75	65	60	40	Ellis, over inspection pits in main track.	25	25	25	25
234.7 and 234.8	65	55	50	40					
235.0 and 235.6	45	45	40	30					
235.8 and 236.2	70	60	55	40					

THIRD SUBDIVISION

Maximum speed.	75	75	65	45	331.7 and 332.1	60	50	50	40
Maximum speed, mixed trains.				50	335.0 and 335.4	60	50	50	40
Freight engines not otherwise shown.			45		Collyer 336.6 and 337.0	55	45	45	35
Between Mile Posts— Ellis 304.3 and 307.0	55	45	45	40	Oakley 383.4 and 384.3	70	60	60	45
Riga 311.4 and 311.8	70	60	60	45	Winona 401.3 and 401.8	70	60	60	45
Wakeeney Between first crossing west and second crossing east of depot.	40	40	40	25	405.5 and 405.8	60	50	50	40
323.3 and 324.0	70	60	60	45	Turkey Creek 419.6 and 420.5	70	60	60	45
Veda 330.2 and 330.6	70	60	60	45	Wallace 424.9 and 425.0	70	60	60	45
					Somena				

FOURTH SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Maximum speed.	75	75	65	45	Arapahoe				
Maximum speed, mixed trains.				50	454.5 and 454.6	70	60	60	45
Freight engines not otherwise shown.			45		Aroya				
Between Mile Posts—					512.4 and 512.7	70	60	60	45
Chemung					Boyero				
450.8 and 451.1	70	60	60	45					

FIFTH SUBDIVISION

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

SIXTH SUBDIVISION

Maximum speed:					Over Bridges 7.09, 8.70 and 34.45:				
On straight track.			65	45	9000 class engines must not be double-headed with any engine over these bridges.				
On curves, where not otherwise restricted.			60	45	5000 class engines doubleheaded.			25	25
Light engines.				35	9000 class engines single.			25	25
Between Mile Posts—					Upland, through junction switch.			25	25
26.5 and 26.9									
36.7 and 37.1									
39.4 and 42.9			50	45					
67.9 and 68.2									

SEVENTH SUBDIVISION

Maximum speed:			65	45	Continued—				
On straight track.			60	45	Between Mile Posts—				
On curves, where not otherwise restricted.					142.2 and 142.6; 155.1 and 155.3			50	40
Light engines.				35	164.9 and 166.3; 175.5 and 175.9				
Between Mile Posts—					181.7 and 182.0; 184.5 and 184.7				
115.7 and 116.2; 118.6 and 119.1					187.9 and 189.1				
121.1 and 126.9; 129.7 and 129.9			50	40	Between Hastings and Grand Island.			35	30
133.4 and 133.9; 135.0 and 135.2					Motor trains, between Hastings and Grand Island.			40	
136.1 and 136.5; 140.1 and 140.3					Grand Island, on main track between Walnut and Eddy Streets.			20	20
140.8 and 141.6			25	25					

EIGHTH SUBDIVISION

Maximum speed, between Troy and M. P. 45 and between M. P. 65 and Upland.			35	35	Between Mile Posts—	Motor Trains	Steam Trains
Motor trains, between Troy and M. P. 45 and between M. P. 65 and Upland.			45		6.7 and 6.8; 14.5 and 14.8		
Maximum speed, between M. P. 45 and M. P. 65.			30	30	17.8 and 25.2; 32.6 and 33.3	35	25
Motor trains, between M. P. 45 and M. P. 65.			40		39.1 and 41.7; 44.2 and 44.7		
					47.1 and 47.3; 48.3 and 48.6		
					53.0 and 56.6; 57.9 and 58.4		
					66.5 and 67.2; 72.2 and 72.5		
					73.4 and 75.3; 82.1 and 82.3		
					99.4 and 101.3		
					Upland, through junction switch.	25	25

BRANCHES

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	DE-Psgr.	Psgr.	Frt.		Str.	DE-Psgr.	Psgr.	Frt.
Leavenworth Branch. Between Lawrence and Leavenworth.			25	25	Solomon Branch. Maximum speed— Motor trains. Steam trains.			35 25	25
Between Leavenworth and Knox.			5	5					
Manhattan Branch. Between Beatrice and Marysville.			50	40	McPherson Branch. Maximum speed.			25	25
Between Marysville and Manhattan— Motor trains. Steam trains.			35 25	25					
Light engines, between Beatrice and Marysville.				35	Salina, between Prescott Street and Union Station.			10	10
Between Mile Posts— 101.5 and 107.6 110.3 and 111.6 118.8 and 122.1 128.7 and 129.2			40	30	Plainville Branch. Between Salina and Plainville— Motor trains. Steam trains.			40 30	30
At Mile Posts— 100.5 112.5 113.5			35	25	Between Plainville and Oakley— Steam trains.			25	25
Manhattan, over Poynts Avenue and a trainman must act as crossing watchman.			3	3	Between Plainville and Morland— Motor trains.			40	
Junction City Branch. Maximum speed— Motor trains. Steam trains.			35 25	25	Between Morland and Colby— Motor trains.			35	
Between M. P. 19.7 and 20.0.			10	10	Between Colby and Oakley— Motor trains.			40	
At Mile Posts— 7.4 23.1 46.4 7.5 23.5 47.1 10.6 23.9 48.1 12.4 25.5 48.4 12.9 25.7 48.6 15.6 42.3 48.9			25	25	At Mile Posts— 51.7 75.7 77.7 61.9 76.3 83.8 73.4 76.6 95.8 74.5 77.2 98.0			30	25
					Highland Branch.			10	10

CONDITIONAL STOPS WESTWARD TRAINS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Subdivision	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
First.	43	Lawrence.	.....	Hutchinson or points beyond where scheduled to stop, except California, Colorado, or beyond.
First.	3	Lawrence.	.....	Hutchinson or points beyond where scheduled to stop, except California, Colorado, or beyond.
First.	509	Lawrence.	Tri-Cities, Des Moines, or beyond.	Wichita or beyond.
First.	39	Belvue.	Any Station.	Any Station.
First.	17	Lawrence.	Kansas City, Mo., or on CRI&P beyond.	Regular scheduled stops.
First.	9	Lawrence.	.....	Denver or beyond.
First.	37	Any Station.	.....	Denver or beyond.
Second.	37	Stations East of Salina.	.....	Denver or beyond.
Second.	9	Abilene.	Kansas City or beyond.	Denver or beyond.
Second.	9	{Ellsworth. Russell.	Kansas City or beyond, or Topeka.	Denver or beyond.
Fourth.	37	{Arapahoe. First View.	Any Station.	Any Station.

CONDITIONAL STOPS EASTWARD TRAINS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Subdivision	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
Fourth.	38	Cheyenne.	.....	Salina and East where scheduled to stop.
Third.	38	Wells.	Denver or beyond.	Salina and East where scheduled to stop.
Second.	10	{Grainfield. Russell.	Denver or beyond.	Topeka, Kansas City or beyond.
Second.	10	{Ellsworth.	.....	Kansas City or beyond.
First.	10	Abilene.	Denver or beyond.	.....
First.	10	Lawrence.	Denver or beyond.	.....
First.	18	Lawrence.	Regular scheduled stops.	Kansas City, Mo., or on CRI&P beyond.
First.	40	Belvue.	Any station.	Any station.
First.	510	Lawrence.	Wichita or beyond.	Tri-Cities, Des Moines or beyond.
First.	44	Lawrence.	Herington or beyond, except from California.	Chicago or Englewood.
First.	38	{St. Marys. Wamego.	Denver or beyond.	.....
First.	4	Lawrence.	Tucumcari or West, except from California	Chicago or Englewood.

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6 (A))

6. The following letters placed before figures of a schedule indicate:

s—regular stop;
f—flag stop to receive or discharge traffic;
A—arrive.

6 (A). The following letters placed in column with station name in time-table indicate:

D —day operator
N —night operator
DN—day and night operator
R —train register
YL —yard limits

The following letters placed in columns provided in time-table indicate:

C—coal
I—interlocking
O—oil
P—dispatcher's telephone
T—turntable
W—water
X—cross-over
Y —wye
Z —track scales
AI —automatic interlocking signals
CS —center siding
ES —eastward siding
WS —westward siding
RCS—remote control switch

Union Pacific Railroad Employees Hospital Association Physicians And Surgeons Are Located As Shown Below:

NAME	TITLE	PLACE	TERRITORY
Douglas L. Gamette	Medical Director	Salt Lake City, Utah	
Lynn T. Hall	Dist. Med. Officer	Omaha, Neb.	
M. J. Owens	Division Surgeon	Kansas City, Mo.	Kansas City to Ellis.
Andrew W. McAlester, 3rd	Oculist	Kansas City, Mo.	Kansas City.
Samuel E. Roberts	Aurist	Kansas City, Mo.	Kansas City.
Frank S. Forman	Aurist	Kansas City, Mo.	Kansas City.
H. H. Owens	Surgeon	Kansas City, Mo.	Kansas City.
Graham Owens	Surgeon	Kansas City, Mo.	Kansas City.
Louis T. Moore	Surgeon	Kansas City, Kan.	Kansas City to Lawrence.
Harvey L. Lloyd	Surgeon	Kansas City, Kan.	Kansas City to Lawrence.
C. J. Mullen	Oculist	Kansas City, Kan.	Kansas City.
K. M. Rottluff	Surgeon	Bonner Sprgs., Kan.	Bonner Springs to Linwood.
H. P. Jones	Surgeon	Lawrence, Kan.	Linwood to Perry and Lawrence to Tonganoxie.
H. H. Mathews	Surgeon	Topeka, Kan.	Perry to Silver Lake.
Frederick P. Riley	Surgeon	St. Marys, Kan.	Rossville to Wamego.
Benj. Brunner, Jr.	Surgeon	Wamego, Kan.	Belvue to Manhattan.
R. G. Schoonhoven	Surgeon	Manhattan, Kan.	Wamego to Junction City and Manhattan to Garrison.
F. W. O'Donnell	Surgeon	Junction City, Kan.	Manhattan to Chapman and Junction City to Wakefield.
A. E. O'Donnell	Surgeon	Junction City, Kan.	Manhattan to Chapman and Junction City to Wakefield.
G. G. Greenlee	Surgeon	Chapman, Kan.	Junction City to Abilene.
L. G. Heins	Surgeon	Abilene, Kan.	Chapman to Solomon.
S. N. Chaffee	Surgeon	Solomon, Kan.	Abilene to Salina and Solomon to Minneapolis.
J. K. Harvey	Surgeon	Salina, Kan.	Solomon to Brookville; Salina to Tescott and McPherson Branch.
E. L. Vermillion	Surgeon	Salina, Kan.	Solomon to Brookville; Salina to Tescott and McPherson Branch.
R. E. Cheney	Oculist & Aurist	Salina, Kan.	Salina.
A. O'Donnell	Surgeon	Ellsworth, Kan.	Brookville to Wilson.
Hawes & White	Surgeons	Russell, Kan.	Wilson to Hays.
William M. Brewer	Surgeon	Hays, Kan.	Russell to Ellis.
Lloyd W. Reynolds	Surgeon	Hays, Kan.	Russell to Hays.
G. A. Surface	Surgeon	Ellis, Kan.	Hays to Wakeeney.
C. D. Seigel	Surgeon	Ellis, Kan.	Hays to Wakeeney.
W. Y. Herrick	Surgeon	Wakeeney, Kan.	Ellis to Quinter.
Benj. S. Morris	Surgeon	Quinter, Kan.	Ellis to Oakley.
C. M. Miller	Surgeon	Oakley, Kan.	Grinnell to Winona and Oakley to Colby.
M. L. Brakebill	Surgeon	Sharon Spgs., Kan.	Winona to Cheyenne Wells.

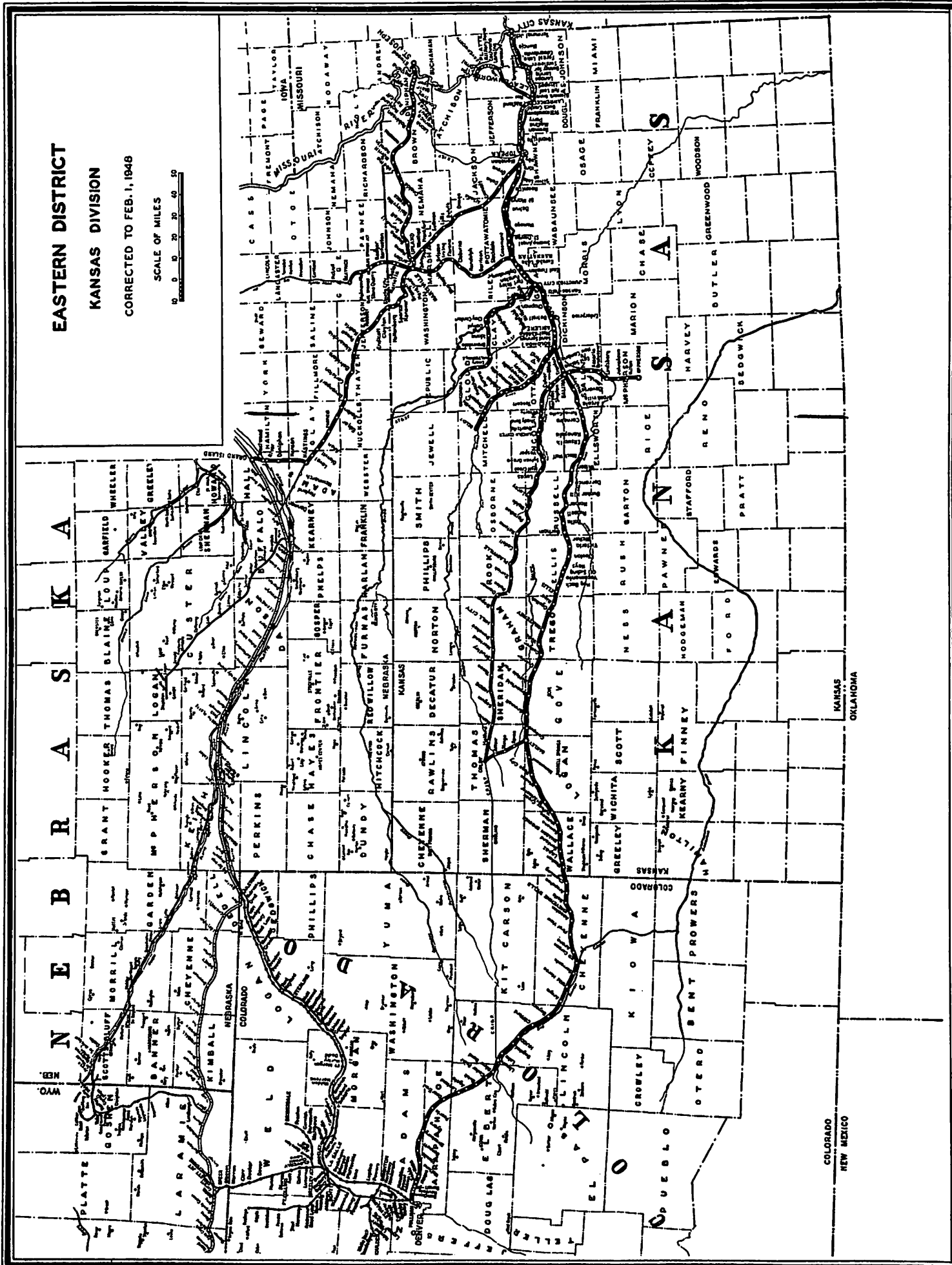
NAME	TITLE	PLACE	TERRITORY
L. N. Meyers	Surgeon	Cheyenne Wells, Colo.	Sharon Springs to Hugo.
Bernard B. Gloeckler	Surgeon	Hugo, Colo.	Cheyenne Wells to Bennett.
Wm. M. Greig	Division Surgeon	Denver, Colo.	Denver to Ellis.
A. T. Haley	Surgeon	Denver, Colo.	Denver.
H. W. Stuver	Surgeon	Denver, Colo.	Denver Emergency Station.
John S. Benwell	Surgeon	Denver, Colo.	Denver.
T. E. Beyer and J. R. Blair	Aurists	Denver, Colo.	Denver.
I. E. Hix	Oculist	Denver, Colo.	Denver.
R. W. Danielson	Oculist	Denver, Colo.	Denver.
J. C. Long	Oculist	Denver, Colo.	Denver.
F. E. Harvey	Surgeon	Minneapolis, Kan.	Beloit to Minneapolis.
W. W. Weltmer	Surgeon	Beloit, Kan.	Beloit to Glasco.
C. R. Lytle	Surgeon	McPherson, Kan.	McPherson to Lindsborg.
L. A. Kerr	Surgeon	Lincoln Center, Kan.	Salina to Luray.
B. A. Higgins	Surgeon	Sylvan Grove, Kan.	Salina to Plainville.
V. R. Parker	Surgeon	Natoma, Kan.	Sylvan Grove to Plainville.
E. C. Petterson	Surgeon	Plainville, Kan.	Lincoln Center to Hill City.
Vernon A. Vesper	Surgeon	Hill City, Kan.	Plainville to Hoxie.
J. L. Jensen	Surgeon	Colby, Kan.	Hoxie to Oakley.
C. M. Miller	Surgeon	Oakley, Kan.	Oakley to Colby.
Samuel E. Senor	Surgeon	St. Joseph, Mo.	St. Joseph.
W. J. Hansen	Surgeon	St. Joseph, Mo.	St. Joseph.
B. W. Tadlock	Oculist & Aurist	St. Joseph, Mo.	St. Joseph.
J. G. Swails	Surgeon	Wathena, Kan.	St. Joseph to Severance.
P. E. Conrad	Surgeon	Hiawatha, Kan.	Leona to Hamlin.
A. H. Hayes	Surgeon	Sabetha, Kan.	Morrill to Baileyville.
J. W. Randall	Surgeon	Marysville, Kan.	Beattie to Hanover and Blue Rapids to Barneston.
O. G. Hutchison	Oculist & Aurist	Marysville, Kan.	Marysville.
R. L. McAllister	Surgeon	Marysville, Kan.	Beattie to Hanover and Blue Rapids to Barneston.
H. G. Hurtig	Surgeon	Hanover, Kan.	Marysville to Steele City.
D. O. Hughes	Surgeon	Fairbury, Neb.	Steele City to Alexandria.
Volney D. Douglas	Surgeon	Carlton, Neb.	Alexandria to Fairfield.
O. A. Kostal	Surgeon	Hastings, Neb.	Fairfield to Grand Island.
E. G. Johnson	Surgeon	Grand Island, Neb.	Hastings to Grand Island.
C. H. Maggione	Surgeon	Grand Island, Neb.	Hastings to Grand Island.
R. D. Martin	Oculist & Aurist	Grand Island, Neb.	Grand Island.
G. R. Combs	Surgeon	Leavenworth, Kan.	Leavenworth to Tonganoxie and Knox.
C. S. Fleckenstein	Surgeon	Onaga, Kan.	Frankfort to Delia.
M. A. Brawley	Surgeon	Frankfort, Kan.	Marysville to Frankfort.
W. T. Wildhaber	Surgeon	Beatrice, Neb.	Pickrell to Blue Springs.
A. W. Butcher	Surgeon	Wakefield, Kan.	Junction City to Clay Center.
G. W. Bale	Surgeon	Clay Center, Kan.	Wakefield to Miltonvale.
L. E. Haughey	Surgeon	Concordia, Kan.	Concordia to Miltonvale.

EASTERN DISTRICT

KANSAS DIVISION

CORRECTED TO FEB. 1, 1948

SCALE OF MILES



UNION PACIFIC RAILROAD COMPANY
Eastern District

Kansas Division

Special Rules
No. 9

Effective Monday,
AUGUST 1, 1949

Superseding Special Rules No. 8.

**Employees whose duties are in any way affected
thereby, must have a copy of these rules with
them while on duty.**

H. E. SHUMWAY,
General Manager

V. W. SMITH,
General Superintendent

W. O. HORNE,
Superintendent

2 (R). Rules 2, 2 (A) and 2 (B) are cancelled.

Employees listed below and other employees as may be designated must, while on duty, have a reliable railroad grade watch* which must not vary more than 30 seconds from correct time.

(*A railroad grade watch is one equipped with a lever set.)

Safety Representatives	Flagmen
Trainmasters	Firemen
Assistant Trainmasters	Hostlers
Traveling Conductors	Outside Hostler Helpers
Road Foremen of Engines	Yardmasters
Traveling Firemen	Assistant Yardmasters
†Station Agents	Engine Foremen
†Operators	Switchtenders
Conductors	Engine Herders
Engineers	Such other employees as may be designated
Brakemen	

(†Except when assigned in offices where a standard clock is located.)

2 (S). Officers and employees must not make solicitation in connection with the sale of watches.

2 (T). Employees must present their watches to officers and supervisors upon request.

3 (R). Conductors and engineers of westward C. R. I. & P. first-class trains who have made and registered watch comparison at Phillipsburg or Goodland will not be required to make or register watch comparison at Limon.

7 (R). Conductors and engineers of trains or engines which operate in territory where they are governed by the rules of another railroad must know that they have equipment necessary to enable them to fully comply with such rules.

8 (R). Yellow flags by day and yellow lights by night will be used by switchtenders. Proceed signals as well as stop signals given by switchtenders must be answered.

10 (R). Rule 10 (H) is changed to read:

"Reduce Speed sign showing by figures the maximum speed permitted, placed on engineer's side of track, indicates that the track 2500 feet distant is in condition for a speed of not more than indicated by the sign. Example: 60-40-25 will indicate maximum speed of 60 MPH for streamline trains, 40 MPH for DE-Psgr. and Psgr. trains, 25 MPH for freight trains.

Resume Speed sign placed on engineer's side of track, indicates that the Reduce Speed location has been passed.

The entire trains must pass over the designated location at the specified speed.

Such speed restrictions will also be shown in time-table or superintendent's bulletin."

10 (S). Rule 10 (G) is changed as follows:

"Yellow signals will be placed one and one-fourth miles instead of one mile from the beginning of the slow track."

10 (T). Referring to Special Rule 10 (R), signs are located on engineer's side of track, except as follows:

Location	Direction	Sign	Located
MP 39.5 to 39.9	Westward	Reduce Speed	North of Leavenworth Branch track, Lawrence.
MP 104.6 to 105.0	Eastward	Resume Speed	South of siding, Wamego.
MP 132.5 to 132.7	Westward	Reduce Speed	On fireman's side.
MP 132.5 to 132.7	Westward	Resume Speed	North of running track, Funston.
MP 133.7 to 137.1	Westward	Reduce Speed	North of running track, Funston.
MP 173.3 to 173.5	Westward	Reduce Speed	North of siding, Solomon.
MP 238.4 to 239.5	Eastward	Reduce Speed	On fireman's side.
MP 323.3 to 324.0	Westward	Reduce Speed	North of siding, Wakeeney.
MP 424.9 to 425.0	Eastward	Reduce Speed	South of siding, Somena.

16 (R). Any interruptions or failures of radio equipment used in yard operation must be reported by engine foremen to yardmasters, who will promptly furnish manager of telegraph office complete information concerning such interruptions or failures.

Any interruptions or failures of radio equipment used in train operation must be reported by conductor to chief dispatcher and manager of telegraph office at point where chief dispatcher is located, from first open telegraph office, such report to contain complete information concerning such interruptions or failures.

17 (R). The following will govern use of oscillating red headlight:

When train becomes disabled or makes sudden stop due to unusual occurrence, or when an adjacent track is obstructed or there is possibility of it being obstructed, if red headlight is not set in motion automatically, engineer must immediately set it in motion by manual operation.

A train on adjacent track must stop before passing headlight and be governed by Rule 102.

When head end protection is required, engineer will immediately display red headlight. When occupying main track in meeting an opposing train, red headlight will be displayed until opposing train dims its headlight in accordance with Rule 17 (B), after which, if switch is lined to permit opposing train to enter siding, red headlight will be extinguished.

Engineer finding red headlight displayed by opposing train, must stop before passing headlight, ascertain the cause and be governed by conditions.

Display of red headlight does not relieve enginemen nor trainmen from protecting front of train in accordance with Rule 99, when required.

If red headlight has been set in motion automatically and necessity no longer exists, engineer must extinguish it.

When standing at terminals and red headlight is not required, it must be extinguished.

17 (S). Rule 17 (C) is cancelled.

First sentence of Rule 17 is changed to read: "Headlight must be displayed, burning bright, to the front of every train by day and night."

17 (T). Rule 17 (D) is changed to read:

"At night, when an engine is backing up without cars or backing up pulling cars, a white light must be displayed on rear of engine.

When a road engine without cars is standing or moving about yards at night under conditions not requiring the display of markers, a light must be displayed on rear of engine. A red light must be used when engine is so equipped."

17 (U). At night, oscillating white headlight must be set in motion passing through cities and towns and approaching and passing over public crossings at grade.

19 (R). Oscillating red rear end light on passenger trains will be designated as a night signal in accordance with Rule 9 and will be displayed from sunset to sunrise and when day signals cannot be seen due to weather or other conditions. Also at any time train is moving under circumstances in which it may be overtaken by another train.

Red rear end light must be extinguished when train is clear of main track and rear end protection is not required.

The displaying and extinguishing of red rear end light must be done by trainman.

Display of red rear end light does not relieve trainmen nor enginemen from complying with Rule 99 nor any other rule.

19 (S). When helper engine is behind caboose or last car, train markers will not be removed but an additional set of markers will be displayed on rear of helper engine.

19 (T). Rule 19 (C) is cancelled.

When the rear car in a train is not equipped to display prescribed markers, a red flag by day and a red light by night must be displayed on rear end of rear car, except that when a red light is not available, a marker lamp, displaying red light to rear must be wired or otherwise securely fastened to rear end of rear car.

19 (U). Between West Abilene and East Salina, A. T. & S. F. trains will display yellow instead of green lights in markers.

21 (R). When a train is equipped with indicators, white flags will not be displayed by extra trains.

24 (R). Wabash Diesel-electric locomotives 1001-1001A are not equipped with train indicators.

Trains handled by these locomotives will be identified by the locomotive numbers.

27 (R). Switch lights will not be used on:

Leavenworth Branch;
Manhattan Branch, between Marysville and Manhattan;
Highland Branch;
Solomon Branch;
McPherson Branch;
U. S. Hospital Branch.

Trains and engines must approach facing point switches on these branches prepared to stop if switch is not in normal position.

27 (S). At stations where reflectorized type switch lamps are in use, in case of headlight failure, or engine backing up, trains and engines must approach facing point switches at restricted speed.

28 (R). A green and white signal will be used to stop designated trains at conditional stops shown in time-table.

D-83 (R). Rule D-83 is modified as follows:

Where Rule 251 is in effect, a train must not leave its initial station, or a junction, until it has been ascertained whether all first-class trains due in the same direction have left.

83 (S). All trains may register by registering ticket at Topeka passenger depot.

Information required by Rule S-83 at Topeka will be given to U. P. westward freight trains by train order at West Topeka.

83 (T). C. R. I. & P. trains entering or leaving C. R. I. & P. yard at Kaw Jct. will register by registering ticket.

83 (U). Solomon is registering station for Nos. 165 and 166 only.

East Salina is registering station for Nos. 79, 159, 165 and 565 only.

Hastings passenger depot is registering station for Nos. 543 and 544 only.

83 (V). Information contained in train register at 36th Street may be accepted as applying at Pullman.

83 (W). Trains which do not originate at 36th Street need not receive information required by Rules S-83 or D-83 at that station and conductors of such trains may register by registering ticket.

83 (X). At Hiawatha, before fouling Missouri Pacific tracks by movement through a cross-over, flag protection as required by Rule 99 must be provided. In addition, information required by Rule S-83 and written line-up must be obtained from Missouri Pacific train dispatcher.

93 (R). When making movement between Sable and Bunell, engines must move expecting to find track occupied by U. S. Government engines.

95 (R). Where Rule 251 is in effect, the following will govern:

Clearance Form 2643 received by eastward train at Topeka or West Topeka will establish identity of train to the end of its run on First Subdivision. Sections will display green signals when clearance so indicates.

Clearance Form 2643 received by westward train at Union Station, Terminal Jct., or Kaw Jct. will establish identity of train to Topeka or West Topeka. Sections will display green signals when clearance so indicates.

Clearance received at Union Station or Terminal Jct. by the only section of a regular train will establish identity of such train to the end of its run on First Subdivision. Example: A clearance received at Union Station addressed "C&E No. 37" will establish identity of this train Union Station to Junction City.

Example: A clearance received at Union Station addressed "C&E First 37 Green Signals" will establish identity of this train and authorize display of green signals Union Station to end of double track, Topeka.

Example: A clearance received at Union Station addressed "C&E Second 37 No Signals" will establish identity of this train Union Station to end of double track, Topeka. Signals would not be displayed.

96 (R). Clearance must be received as follows:

Union Station
Terminal Jct.
Topeka passenger depot

Topeka C. R. I. & P. tower
Junction City
Abilene C. R. I. & P. depot
Abilene A. T. & S. F. depot
Salina passenger depot
Ellis
Hugo
36th Street

Concordia
Plainville
Colby

Hastings passenger depot
Hastings yard office
Marysville
Troy
Leavenworth

—all westward trains;
—all westward trains;
—all westward U. P. passenger trains and all eastward C. R. I. & P. passenger trains;
—all eastward C. R. I. & P. freight trains;
—all trains;
—all westward C. R. I. & P. trains;
—all westward A. T. & S. F. trains;
—all trains;
—all trains;
—all trains;
—all second-class and extra trains going to Kansas Division;
—all eastward trains;
—all trains;
—all trains between 7 A. M. and 7 P. M. daily except Sunday;
—all first-class trains;
—all trains except first-class trains;
—all trains;
—all westward trains;
—all westward trains.

96 (S). At Pullman, trains are not required to receive clearance as per Rule 96.

96 (T).

A Clearance Received At	By	Will Confer the Same Authority On	As When Received At
Junction City.	Westward trains.	First Subdivision.	Terminal Jct.
Junction City.	Eastward trains.	First Subdivision.	Salina.
Abilene C.R.I. & P. depot.	Westward C.R.I. & P. trains.	First Subdivision.	West Abilene.
Abilene A.T. & S.F. depot.	Westward A.T. & S.F. trains.	First Subdivision.	West Abilene.
Salina passenger depot.	Eastward C.R.I. & P. and A.T. & S.F. trains.	First Subdivision.	East Salina.
Ellis.	Westward trains.	Second Subdivision.	Salina.
Ellis.	Eastward trains.	Second Subdivision.	Sharon Springs.
Hugo.	Westward trains.	Wyoming Division.	Pullman.
Hugo.	Westward trains.	Third Subdivision.	Sharon Springs.
Hugo.	Eastward trains.	Third Subdivision.	Pullman.
Limon.	Westward C.R.I. & P. trains.	Wyoming Division.	Pullman.
36th Street.	Trains going to Kansas Division.	Kansas Division.	Pullman.
Denver.	Trains going to Kansas Division.	Kansas Division.	Pullman.
Marysville.	Westward trains.	Fourth Subdivision.	Menoken or Upland.
Marysville.	Eastward trains.	Fourth Subdivision.	Grand Island or Hastings.
Leavenworth.	Westward trains.	Leavenworth Branch.	Cochrane.
Concordia.	Eastward trains.	Junction City Branch.	Miltonvale.

98 (R). Trains and engines must be governed by the following at the railroad crossings indicated:

Location	Railroad Crossed	Trains Which Have Precedence	How Governed
11th & Santa Fe Sts., Kansas City, Mo.	St. L. & S.F.		Stop. Rules 98 and 98 (A).
Santa Fe St., Block 29, Kansas City, Mo.	M. P.		Stop. Rules 98 and 98 (A).
Between Eighth & Ninth Sts., Kansas City, Mo.	St. L. & S.F.		Stop. Rules 98 and 98 (A).
11th & Mulberry Sts., Kansas City, Mo.	C. B. & Q.		Stop. Rules 98 and 98 (A).
State Line Yard, Kansas City, Mo.	Yard track crosses yard tracks and M. P.		All movements stop clear of crossing unless proceed signal is received from switchtender and it is known that the crossing is clear.
Berger Ave. & Railroad St., Kansas City, Kans.	C. R. I. & P.		Stop. Rules 98 and 98 (A).
Kansas Ave. & Railroad St., Kansas City, Kans.	K. C. P. S. Co.		Stop. Rules 98 and 98 (A).
Minnesota Ave. & M. P. Bridge, Kansas City, Kans.	M. P.		Interlocking.
Minnesota Ave. & Second St., Kansas City, Kans.	M. P.		Stop. Rules 98 and 98 (A).
State Ave., East Block 16, Kansas City, Kans.	M. P.		Gates normally set against U. P.
State Ave. South, Opposite Block 16, Kansas City, Kans.	M. P.		Stop. Rules 98 and 98 (A).
North City Limits, Kansas City, Kans.	M. P.		Stop. Rules 98 and 98 (A).
Terminal Jct. (M. P. 3.3)	Westward Passenger Line crosses Eastward Freight Line.		Block signals, instructions and signal from telegrapher-switchtender. Special Rule 509 (R).
Sunflower. (Cement Plant Lead)	K. C. K. V. & W.		Stop. Rules 98 and 98 (A).
Topeka. (M. P. 68.2)	C. R. I. & P.	U. P.	Manually controlled dwarf signals.

Continued opposite side.

98 (R). Continued.

Location	Railroad Crossed	Trains Which Have Precedence	How Governed
Manhattan. (M. P. 119.4)	C. R. I. & P.	U. P.	Stop, send member of crew to crossing to give proceed signal when safe to proceed.
Salina. (M. P. 187.2)	A. T. & S. F.	U. P.	Block signals and gate.
Limon. (M. P. 550.5)	C. R. I. & P.	U. P.	Non-operative block signal displaying Stop indication.
Limon Jct. (M. P. 550.6)	C. R. I. & P.	U. P.	Dwarf signal.
Pullman (M. P. 2.2)	Outbound main track	Wyoming Division.	Block Signals. Special Rule 98 (S).
36th Street. (M. P. 1.8)	Outbound main track.	Westward.	Block Signals. Special Rule 98 (S).
Choctaw & Main Sts., Leavenworth.	L. T. & B. Co.		Interlocking.
Choctaw St. & Mo. River Bridge, Leavenworth.	L. T. & B. Co. C. G. W.		Interlocking.
Irving. (M. P. 152.7)	M. P.	M. P.	Stop, send member of crew to crossing to give proceed signal when safe to proceed.
Beatrice. (M. P. 97.2)	C. R. I. & P.	U. P.	Stop. Rules 98 and 98 (A).
Concordia.	A. T. & S. F.	A. T. & S. F.	Gate.
Enterprise. (M. P. 1.3)	A. T. & S. F.	A. T. & S. F.	Gate.
Minneapolis. (M. P. 23.7)	A. T. & S. F.	U. P.	Stop. Rules 98 and 98 (A).
Beloit. (M. P. 57.2)	M. P.	M. P.	Stop. Rules 98 and 98 (A).
Salina (M. P. 0.5), McPherson Branch.	A. T. & S. F.	U. P.	Stop. Rules 98 and 98 (A).
Salina (M. P. 0.6), McPherson Branch.	C. R. I. & P.	U. P.	Stop. Rules 98 and 98 (A).
Salina (M. P. 0.6), McPherson Branch.	M. P.	U. P.	Stop. Rules 98 and 98 (A).
Lindsborg. (M. P. 20.7)	M. P.	M. P.	Stop at switch target until gate has been set against M. P. When entire train has passed the target on opposite side of crossing, the gate must be set against U. P.

Continued on Page 5.

Location	Railroad Crossed	Trains Which Have Precedence	How Governed
McPherson. (M. P. 35.1)	A.T.&S.F.	A.T.&S.F.	Stop. Rules 98 and 98 (A).
Lincoln Center. (M. P. 33.8)	A.T.&S.F.	U. P.	Gate.
St. Joseph, Mo.	U. T. R. R.		Stop. Rules 98 and 98 (A).
Fairbury. (M. P. 152.7)	C.R.I.&P.	U. P.	Non-operative block signal displaying Stop indication.
Belt Line Crossing. (M. P. 249.6)	Belt Line.	U. P.	Semaphore and gate.

98 (S). All first-class trains must stop clear of cross-over at 36th Street unless proceed signal is received from switchtender and it is known that the switches are properly lined.

All Wyoming Division first-class trains and trains moving to or from Kansas Division must stop clear of cross-over at Pullman, unless proceed signal is received from switchtender and it is known that the switches are properly lined.

99 (R). Flagman in placing torpedoes as required by Rule 99, must place second set of torpedoes one and one-half miles instead of one and one-fourth miles from rear of train.

Last paragraph of Rule 99 is changed to read:

"Night signals—A white light, not less than ten torpedoes and six red fuses."

At night and during foggy or stormy weather, a lighted red fuse will be used for hand signals required by Rule 99.

99 (S). Rule 99 (F) is changed as follows:

Employee alone, who finds track or bridge unsafe for trains at normal speed, in placing torpedoes as required by Rule 99 (F), must place second set of torpedoes one and one-half miles instead of one and one-fourth miles from red flag or red light.

99 (T). Trains may be relieved from protecting against following extra trains by the use of Example (7) of train order Form E, only as follows:

Second Subdivision, between Ellis and Sharon Springs;
Third Subdivision;
Fourth Subdivision, between Hastings and Grand Island;
St. Joseph Branch, between Troy and Home; Solomon Branch;
Manhattan Branch; McPherson Branch;
Leavenworth Branch; Plainville Branch;
Junction City Branch; Highland Branch.

102 (R). In complying with Rule 102 (B), if no light is available to be placed on front end of cars left behind, when conditions make it necessary, a trainman must remain at front end of such cars to signal engineer when returning.

103 (R). When Diesel-electric locomotive is used, a yardman or trainman may ride on side steps or platform in direction locomotive is moving instead of on leading footboard.

103 (S). Where reference is made in Rule 103 (C) to rear of tender of engines, this requirement will also apply to rear end of Diesel-electric locomotives.

103 (T). At public crossing protected by crossing watchman and crossing gates, yard crews must know gates are down and crossing protected before making movement over the crossing with engine or car; otherwise crossing must be protected by member of crew.

103 (U). A yardman or trainman need not ride on leading footboard of engine as follows:

At Kansas City, continuous movements between Fairfax District and main running track at Armstrong;
At Junction City, main track movements;
At Salina, movements in train yard between Santa Fe and Ohio Streets;
At Ellis, main track movements;
Between Denver and Pullman, continuous main track movements;
At Marysville, between train yard and Elm Street;
At Hastings, between train yard and freight house yard.

104 (R). Switches will be set normally at:

Manhattan, Manhattan Branch main track switch just north of Poyntz Ave.—for passenger station;
Miltonvale, junction switch—for A. T. & S. F. main track;
Concordia, junction switch—for A. T. & S. F. main track;
Troy, junction switch—for C. R. I. & P. main track;
Stout, west end of siding—for Highland Branch main track.

104 (S). Where electric switch locks are in service, instructions for operating lock are inside of case.

105 (R). At Topeka, all westward U. P. second-class and extra trains will use north siding from end westward main track to west end of west long siding, or head out to main track through cross-over west of coal chute.

D-151 (R). Where Rule 251 is in effect no movement against the current of traffic may be made by a work extra unless full protection is provided against all trains, except when such work extra has been given right over all trains; and no movement against the current of traffic may be made by any other train unless full flag protection is provided against all trains, except when authorized by train order to move against the current of traffic.

152 (R). That part of last paragraph of Rule 93 reading, "(See Special Rule 152-R)" is changed to read, "See speed restrictions in time-table."

509 (R). At Terminal Jct., for movement to or from C. R. I. & P. yard, permission must first be obtained from telegrapher-switchtender and after switches are properly lined, trains must be governed by indication of signals.

Eastward trains and engines on old ice dock track must not pass Stop sign near east end of that track without permission from telegrapher-switchtender.

A westward train stopped by a dwarf signal, or an eastward train stopped by Signal 34, must not proceed until signal changes to Proceed indication or a proceed signal is received from telegrapher-switchtender given with a yellow flag or yellow light.

509 (S). At Kaw Jct., when dwarf signal governing westward movement from C. R. I. & P. yard, or lower unit of Signal 52, displays Stop indication, train or engine may proceed only on hand signal received from telegrapher-switchtender given with yellow flag or yellow light and after verbal explanation has been given by telegrapher-switchtender to trainman or engineer. This movement must be made at restricted speed.

509 (T). At Topeka, unless absolutely necessary, westward train must not occupy advance lighting section on west end of west long siding until ready to proceed. When necessary to occupy advance lighting section before ready to proceed and it is desired to permit movement of westward train on main track, the signaling may be transferred to permit movement by pressing push button on dwarf signal.

When dwarf signal displays Stop indication and there is no immediate conflicting train movement evident, spring switch must be opened for one minute; then closed to permit operation of release. After proper time interval, other conditions permitting, yellow indication will be displayed, which will permit movement at restricted speed.

If dwarf signal does not display yellow indication under above conditions, switch must be again opened and train must wait three minutes before moving to main track. Spring switch must not be lined and locked for main track until movement has been completed. Train must be governed by Rule 509.

509 (U). At Menoken, eastward First Subdivision trains must not use siding without permission from the train dispatcher. Trains entering or leaving siding at east end are governed by the indication of signals.

When necessary to operate dual control switch at east end of siding by hand, lever marked Motor must be reversed before switch may be hand operated. When movement over switch has been completed, switch must be lined for main track and lever restored to Motor position and locked. A train stopped by signals governing movement over this switch may proceed when permission is received from the train dispatcher if there is no conflicting train movement evident, and must be governed by Rule 509.

Eastward Fourth Subdivision trains are governed by Signal 06 at west end of siding. Upper unit governs movement on siding to dwarf signal at east end of siding. Lower unit governs movement to main track through west cross-over, when switches are properly lined.

An eastward train stopped by Signal 06 or a westward train stopped by dwarf signal 250 feet east of telegraph office must not proceed without permission from the telegrapher-leverman and must be governed by Rule 509.

When instructed by train dispatcher to use west cross-over at Menoken, westward trains enroute Fourth Subdivision receiving red-over-yellow indication on signal at east switch Menoken, may proceed at restricted speed on main track to west cross-over, if no eastward first-class train is due.

509 (V). Movements on Fort Riley siding and on Funston running track between west switch at East Funston and east switch at Fort Riley are governed by dwarf signals. All movements on these tracks must be made at restricted speed.

When a yellow light is displayed on governing dwarf signal, train or engine may proceed.

When a red light is displayed on governing dwarf signal or when dwarf signal is not visible, trains or engines must not enter these tracks, or move on these tracks, unless preceded by flagman.

Trains must not use Funston running track unless authorized by train dispatcher.

509 (W). An eastward train leaving Pullman or a westward train leaving Roydale will cause block signals between Pullman and Roydale to display restrictive indication. Trains using siding at Sandown should clear main track in sufficient time to avoid holding Stop signal against other trains, and siding should not be used by trains except in emergency. Switch indicator has been installed at west switch at Sandown. See Rule 521.

515 (R). Slide warning fence is in service at M.P. 22.3, west of Loring, and at M.P. 27.2, east of Linwood.

518 (R). At Hanover, Davenport, Edgar and Hastings, when dwarf signal displays Stop indication, or when light is not burning on dwarf signal, train or engine must stop, member of crew must be sent to crossing to give proceed signal when safe to proceed, and train or engine must be governed by Rule 509.

519 (R). All spring switches on single track are equipped with facing point locks.

605 (R). To indicate route to be used, following whistle signals will be used:

At Kaw Jct.:	
C. R. I. & P. eastward trains, for diverging track.....	— o
At Bonner Springs, over A. T. & S. F. Crossing:	
For switch for eastward trains to enter siding.....	— o
At Topeka, over A. T. & S. F. Crossing:	
For main track switch to east yard and rip track.....	— o
For Rock Island—Curtis Street connection.....	o o — o
For Golden Belt Elevator tracks.....	— o o —
For Santa Fe interchange tracks.....	— o — o
For cross-over, 700 feet east of crossing.....	— o —
At Menoken:	
Westward trains, for main track.....	—
Westward trains, for diverging track.....	— o
At Hastings (M. P. 227.2):	
For main track.....	—
For diverging track.....	— o

713 (R). A trainman must be stationed on rear of train in position to give or receive signals, when passing depot at the following stations:

Terminal Junction	Arapahoe
Kaw Junction	Wild Horse
Monument	Aroya
Page City	

719 (R). Passengers with tickets may be carried on freight trains between stations at which the trains stop, except trains consisting mostly of stock.

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

720 (R). That part of Rules 720 (C) and 1521 requiring authority from superintendent to permit women and children to remain in outfit cars during movement of such cars is cancelled.

721 (R). On multiple unit Diesel-electric locomotive, not more than four men may ride in cab of leading unit. On freight train when cab is occupied by four men, head brakeman will ride in cab of trailing unit.

When necessary for head brakeman to ride in the cab of trailing unit on multiple unit Diesel-electric freight locomotive, he must not occupy engineer's seat and must not tamper with or operate any of the switches or valves, nor place feet on dashboard or windshield.

Unauthorized persons, including deadhead train or engine crews, must not occupy cab of trailing unit of Diesel-electric locomotive on freight or passenger train.

733 (R). There is hazard of carbon monoxide fumes from exhaust of Diesel and gasoline engines and precautions must be taken to avoid possibility of accident therefrom.

Exhaust from such engines must not be located in close proximity of fresh air intake of passenger cars and care must be exercised at all times to see that there is sufficient ventilation where such engines are operated.

734 (R). Power transmission wires carrying 2300 volts are located on top cross-arm of signal pole line.

735 (R). Adjustments must not be attempted nor made in high voltage cabinets of Diesel-electric locomotives until engine has first been isolated and stopped and units have come to a stop.

802 (R). All persons are prohibited from riding in cars while being switched, which are in the process of loading or unloading. Part loads will not be switched unless properly broken down or properly braced to prevent contents falling and being damaged. Before switching with or moving cars which are in the process of loading or unloading, persons working in the car must be notified and trainmen and yardmen should see that cars are not switched with until cars are vacated.

802 (S). Trainmen, enginemen, yardmen, agents and other employees 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.

Placards on Cars

BE 589 (a). (1) A car requiring car certificates and "Explosives," "Dangerous" or "Poison Gas" placards under the provisions of these regulations shall not be transported unless such freight car is at all times placarded and certificated as required by these regulations. Placards lost in transit shall be replaced at next inspection point and those not required must be removed.

BE 589 (a). (2) At points where trains are inspected, cars placarded "Explosives" and adjacent cars shall be inspected; such cars shall continue in movement only when inspection shows them to be in condition for safe transportation.

Switching Cars Containing Explosives or Poison Gas

BE 589 (b). (1) A car placarded "Explosives" or placarded "Poison Gas" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives," or placarded "Poison Gas." No

Continued on Page 7.

freight car placarded "Explosives" or placarded "Poison Gas" shall be coupled into with more force than is necessary to complete the coupling.

BE 589 (b). (2) When transporting a car placarded "Explosives" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one non-placarded car.

BE 589 (b). (3) Closed cars placarded "Explosives" shall have doors closed before they are moved.

Switching of Cars Containing Dangerous Articles

BE 589 (c). (1) In switching operations where use of hand brakes is necessary, a placarded loaded tank car, or a draft which includes a placarded loaded tank car shall not be cut off until the preceding car or cars clear the ladder track and the draft containing the placarded loaded tank car, or a placarded loaded tank car shall in turn clear the ladder before another car is allowed to follow.

BE 589 (c). (2) In switching operations where hand brakes are used, it shall be determined by trial that a car placarded "Dangerous" or that a car occupied by a rider in a draft containing a car placarded "Dangerous" has its hand brakes in proper working condition before it is cut off.

Placement of Freight Cars Containing Explosives, in Yards, on Sidings, or Sidetracks

BE 589 (d). (1) Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossings, nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

Notice to Crews of Cars Containing Explosives in Freight Trains or Mixed Trains

BE 589 (e). (1) At all terminals or other places where trains are made up by crews other than road crew accompanying the outbound movement of cars, the railroad shall execute a consecutively numbered notice showing the location in the freight train or mixed train of every car placarded "Explosives". A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points other than terminals where train or engine crews are changed, the notice shall be transferred from crew to crew.

Position in Freight Train or Mixed Train of Cars Containing Explosives

BE 589 (f). (1) In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose, except:

(a) When the length of freight train or mixed train will not permit it to be so placed, it shall be placed near the middle of the train;

(b) When transported in a freight train made up in "blocks" or classifications, a car placarded "Explosives" shall be placed near the middle of the "block" or classification in which moving, but not nearer than the sixth car from both the engine or occupied caboose;

(c) When transported in a freight train or a mixed train performing pickup and/or setoff service, it shall be placed not nearer than the second car from both the engine or occupied caboose, except as provided in section 589 (i).

BE 589 (f). (2) In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" must not be handled next to:

1. Occupied passenger car, other than car occupied by gas handlers or military personnel accompanying shipments.
2. Occupied combination car, other than car occupied by gas handlers or military personnel accompanying shipments.

Continued opposite side.

3. Any car placarded "Dangerous".
4. Engine.
5. Any car placarded "Poison Gas".
6. Wooden underframe car (except on narrow gauge railroads).
7. Loaded flat car.
8. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
9. Car equipped with automatic refrigeration of the gas-burning type.
10. Car containing lighted heaters, stoves or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose except as provided in sec. 589 (i).

Position in Train of Loaded Placarded Tank Car

BE 589 (g). (1) (a) In a freight train or a mixed train, except a train consisting entirely of placarded loaded tank cars and as provided in sec. 589 (g) (2), a placarded loaded tank car shall when the length of the train permits, be not nearer than the sixth car from the engine, occupied caboose or passenger car.

BE 589 (g). (1) (b) When the length of the freight train or mixed train will not permit it to be so placed, it shall be not nearer than the second car from the engine, occupied caboose or passenger car.

BE 589 (g). (1) (c) When transported in a freight train engaged in "pickup" or "setoff" service, a placarded loaded tank car shall be not nearer than the second car from both engine or occupied caboose.

BE 589 (g). (2) In a freight train or mixed train either standing or during transportation thereof, a placarded loaded tank car must not be handled next to:

1. Occupied passenger car, other than gas handlers accompanying shipment.
2. Occupied combination car, other than gas handlers accompanying shipment.
3. Any car placarded "Explosives."
4. Engine (except when train consists only of placarded loaded tank cars).
5. Any car placarded "Poison Gas."
6. Wooden under-frame car (except on narrow gauge railroads).
7. Loaded flat cars.
8. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
9. Car equipped with automatic refrigeration of the gas-burning type.
10. Car containing lighted heaters, stoves, or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose (except when train consists only of placarded loaded cars).

Position in Freight Train or Mixed Train of Cars Placarded "Poison Gas" or Containing Poison Liquids Class A

BE 589 (h). (1) In a freight train or mixed train either standing or during transportation thereof, a car placarded "Poison Gas" or containing poison liquids, Class A, shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous."

Position in Freight Train or Mixed Train of Cars Placarded "Explosives" and "Poison Gas" or Containing Poison Liquids When Accompanied by Cars Carrying Gas Handling Crews

BE 589 (i). (1) A car placarded "Poison Gas" or containing poison liquids Class A in drums, tanks or bombs, or a car placarded both "Explosives" and "Poison Gas" shall at all times be next to and ahead of the car occupied by the gas handling crews, when accompanying such car.

BE 589 (i) (2) A car placarded "Explosives" shall at all times be next to and ahead of the car occupied by military personnel when accompanying such car.

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802 (S). Continued.

**Cars Containing Explosives or Poison Gas and Tank Cars
Placarded "Dangerous" in Passenger or Mixed Trains**

BE 589 (j). (1) Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.

BE 589 (j). (2) Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains except as provided in sec. 589 (i).

BE 589 (j). (3) When a car containing explosives, Class B, or dangerous articles other than explosives requiring labels (not including Class A poison gases or liquids) is moved in a mixed train and such car is not occupied by an employee of the carrier, placards must be applied to the car as required by these regulations.

BE 589 (k). (1) In a freight train or mixed train either standing or during transportation thereof, a car placarded "Dangerous-Class-D Poison" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

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

802 (T). Engines must not be moved over live rails of track scales and when moved over dead rails of track scales, a speed of five miles per hour must not be exceeded.

Sanders or injectors must not be used over track scales and engines or cars must not stand on dead rail over scale deck or platform of track scales.

Cars must not be violently stopped by impact, sudden application of brakes or by blocking wheels. After cars are weighed, they must not be moved over live rails if possible to avoid it. When making impact with cars on scales, speed must not exceed 2 MPH and 4 MPH must not be exceeded over scales in any case.

Cars on live rail must not be moved by other cars or engines moving on dead rail, or vice versa. Cars must not be moved over scale with one truck on live rail and other truck on dead rail.

802 (U). At Manhattan, before using cross-over from middle track south of Poyntz Avenue, it must be known that cross-over is not blocked by cars in process of unloading.

802 (V). Cars may be handled ahead of locomotive when necessary, between Stout and Highland.

802 (W). At Russell, before making switch movements, it must be known that cars on dock spur and house track do not foul north elevator track; also that cars on south side cross-over switch do not foul east end of south elevator track.

804 (R). Assistant Supervisor Oil-Gas-Electric Power is responsible for the proper sealing of cut-out cock controlling the safety control feature in air brake equipment of Diesel-electric road locomotives; however, engineer must know that cut-out cock is sealed in proper position when taking over Diesel-electric road locomotive and before departure of train from terminal.

804 (S). Cars equipped with roller bearings will start with much less effort than those otherwise equipped. When such cars are set out, either in yards or on line, hand brakes must be set if there is any possibility of their moving.

805 (R). Rule 805 is cancelled.

807 (R). Stock cars containing horses may be handled next to Diesel-electric locomotive.

807 (S). Open top or flat cars loaded with pipe, rail, lumber, poles or other lading which has tendency to shift must not be entrained immediately behind Diesel-electric locomotive.

807 (T). Last paragraph of Rule 807 is cancelled.

811 (R). On locomotive, tender and freight car wheels, flat spots two and one-half inches or longer, or if there are two or more adjoining spots each two inches or longer, and on passenger cars including streamline train equipment one inch or longer, are condemnable and when discovered in train, conductor or engineer must immediately report to chief dispatcher and be governed by his instructions.

811 (S). In addition to making inspection of train as often as practicable as per Rule 811, every freight train must stop and must be inspected at Kit Carson and Deer Trail, and at least one standing inspection must be made of every U. P. freight train between Bonner Springs and Frankfort and between Bonner Springs and Fort Riley.

866 (R). The Mechanical Department will be charged with responsibility, and enginemen relieved, of complying with the following operating rules and portions thereof:

- Rule 816;
- Rule 869, first paragraph;
- Rule 869 (A), first paragraph;
- Rule 884, first sentence;
- Rule 885, first sentence.

Engine crew will leave from roundhouse or designated point promptly when engine is available for service.

869 (R). Last sentence of first paragraph of Rule 869 is changed to read: "Engineer must know that engine is supplied with 12 torpedoes, 6 fuses, a red flag and equipment for train signals."

869 (S). Engines, other than helper engines, must not take water at Hanover.

870 (R). † Last sentence of Rule 870 is cancelled.

872 (R). When a Diesel-electric locomotive consisting of two "A" units operated rear end to rear end, with or without "B" unit or units, is to be moved by hostlers in yards or around enginehouses, locomotive must be operated from lead "A" unit according to direction in which movement is to be made.

874 (R). Second paragraph of Rule 874 is changed to read: "On Diesel-electric through passenger trains that make few or no stops, fireman will remain in control room at all times when train is in motion."

875 (R). Adequate spot fire to provide near maximum steam pressure must be maintained on oil-burning engines when not working steam to avoid fire box leakage.

875 (S). On Diesel-electric or steam locomotives in any service, at least one engineman must remain on locomotive until expiration of shift, assignment or completion of trip, except during lunch periods.

When a Diesel-electric locomotive is left unattended, reverse handle must be placed in neutral position and handle removed, independent brake set in full application position, field generator switch pulled and hand brake set on all units, regardless of number of units in the locomotive.

When Diesel-electric or steam locomotive is left unattended coupled to cars, hand brakes must be set on not less than 10 cars, number of cars permitting.

876 (R). Rule 876 is cancelled.

Engineers must not permit any unauthorized person to handle the locomotive. The fireman, when competent, may handle the locomotive when in road freight and yard service under the supervision of the engineer, the engineer being responsible. The fireman must not be permitted to handle the locomotive when in road passenger service, except in emergency.

890 (R). Before moving an engine and during movement of an engine in the vicinity of coal chutes, ash pits and servicing tracks, engineers and hostlers must sound whistle to warn men working about such tracks.

896 (R). (Tracks which may be used by 0-6-0 type or heavier engine may be used by Diesel-electric switch engine.)

Engines of any class must not go on the following tracks:

- | | |
|-------------|--|
| Muncie | —Over bridge on sand spur; |
| Forest Lake | —Alongside high sand piles on sand spur; |
| Sunflower | —Track No. 6, and Gypsum track; |
| St. Marys | —Over hopper hole, north of street crossing on College spur; |
| Manhattan | —Beyond clearance point on Ramey spur; |
| | —Hollenbeck spur; |
| Ellsworth | —Old creamery spur; |
| Yocemento | —Beyond elevator on track serving stock yards and elevator. |

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896 (R). Continued.

200 and 300 class and heavier engines must not go on the following tracks:

Salina —Industry track between Second and Third Streets from Elm to Ash Streets.

200 and 300 class engines may use following tracks, not exceeding 5 M.P.H.:

Beverly —House track;
Wolf Creek —Spur track;
Spica —House track.

800 class engines must not go on the following tracks:

Manhattan —Center siding;
Hugo —Yard tracks 1, 2 and 3. (If train with 800 class engine is required to take siding must use roundhouse lead.)

1900 class and heavier engines must not go on the following tracks:

Muncie —Business track;
Sunflower —Any track, except lead track, at Lone Star Cement Company plant;
Lawrence —River tracks;
St. Marys —College Spur, when engine is headed east;
Wamego —Mill spur;
Manhattan —Ice Plant and Perry Packing & Wholesale Co. spurs;
Junction City —Hogan Mill spur;
Irving —Missouri Pacific transfer.

2200 class and heavier engines must not go on the following tracks:

Topeka —Enginehouse tracks, east of cinder pit;
—Turn-out on tracks Nos. 3, 4, 5, 6 and 7 of material yard;
—Coach track;
—No. 1 house track;
St. Marys —College spur;
Manhattan —Team spur at freight house, house spur, and curve in middle track near Poyntz Ave.;
Ft. Riley —House and west hill tracks;
Abilene —Security Mill track;
Salina —Rip track, No. 10 track, old ice house track, curve at west end of coal chute track, east leg of McPherson Branch wye south of Shellabarger Mill track switch;
Ellsworth —Weber Mill spur;
Blue Rapids —Plaster Mill tracks Nos. 2 and 3 beyond frog of No. 3 track switch.

Union Pacific 2800 class and heavier, and C. R. I. & P. 2500 and 2600 class and heavier, engines must not go on the following tracks:

Topeka —No. 1 track in east yard.

5000 class and heavier engines must not go on the following tracks:

Muncie —Sand spur;
Bonner Springs —Business track;
Loring —Quarry tracks;
Lenape —Business track;
Linwood —Business and Tudhope tracks;
Midland —Business track;
Manhattan —Any side track east of C. R. I. & P. crossing on north side of main track, except Manhattan Branch main track as far as switch to Blue Valley track, west end of freight house track, and middle track from west switch to Houston street;
Kanopolis —West scale track, beyond mine building;
Ellsworth —St. L. & S. F. connection;
Black Wolf —Stock track;
Yocemento —Beyond elevator on spur;
Ellis —Wye track and tracks 2 and 3 in old yard;
Voda —Industry track;
Oakley —Enginehouse tracks;
Winona —Wye track;

Continued opposite side.

896 (R). Continued.

Sharon Springs —No. 1 and No. 2 repair tracks and house track;
Roydale —Wye track;
—Trackage to Rocky Mountain Arsenal;

Denver —East end of wrecker track;
—Stock car cleaning tracks;
—Outside creamery track;
—East end of repair tracks at 23rd Street viaduct;

Onaga —Old L. K. & W. house track;
Marysville —East leg of wye;
Hanover —West end of stock track, No. 6 track and yard tracks south of passing track;

Fairbury —Mill track from Third Street west to west switch;
—Loop track;
—Beer spur;
—Alfalfa spur;
—City Light Plant spur;
—Auto dock spur;
—Business track from east switch to Fifth Street;
—City Light Plant spur.

Hastings

5000 class engines must not exceed 5 M.P.H. on business track at Blue Springs.

Engines which are permitted to use following tracks must not exceed 5 M.P.H.:

Muncie —East of bridge on sand spur;
St. Marys —College Spur;
Solomon —Wye track (except 400 class and lighter engines must not exceed 15 M.P.H.);
Ellis —Nos. 2 and 3 tracks in old yard.

7000 class and heavier engines must not go on the following tracks:

Denver —Cross-over inbound to outbound switches Nos. 36 and 36(A) Tower B;
—All industry tracks including Blake and Market Street leads;
—Coach yard tracks;
—Freight house tracks and leads and cross-over leading thereto;
—Stake and train yards;
—All Pullman Shop tracks except engine tracks leading to and from turntable and transfer table;
—All coal storage tracks;
—Summit track.

7000 class engines may use the following tracks, but a speed of 5 M.P.H. must not be exceeded:

Voda —Industry track;
Winona —Wye track;
Sharon Springs —No. 1 and No. 2 repair tracks;
—House track.

9000 class and heavier engines must not go on the following tracks:

Armstrong —Wye track;
Manhattan —Center siding;
Salina —No. 7 turn-outs to repair and caboose tracks and McPherson Branch wye track;
Bavaria —Stock and elevator tracks;
Brookville —Elevator track;
Carneiro —Stock track;
Kanopolis —Wye track;
Black Wolf —Elevator track;
Wilson —North elevator track;
Bunker Hill —Stock track;
Homer —Elevator track;
Balta —Elevator track;
Victoria —Stock track;
Toulon —Elevator track;
Ellis —Wye track;

Continued on Page 10.

896 (R). Continued.

Oakley	—Wye track;
Sharon Springs	—Wye track;
Kit Carson	—Wye track;
Hugo	—Yard tracks 1, 2 and 3 and wye track;
Frankfort	—Mo.P. transfer and turn-out of west switch of industry track;
Upland	—Turn-out of west switch of cross-over from siding to main track, just west of depot;
Bremen	—East end of business track;
Hanover	—West end of stock track, all storage tracks, and turn-out of east switch of No. 6 track;
Spence	—Business track;
Hollenberg	—Business track;
Steele City	—Business track;
Alexandria	—Business track;
Belvidere	—Business track;
Carleton	—House, elevator and between west stock track switch and stock chute on stock track;
Davenport	—West end of business track;
Sedan	—Business track;
Edgar	—Business track;
Fairfield	—Freight house and business tracks, except that 9000 class engines may pick up stock from east end;
Anan	—Business track;
Glenvil	—Business track;
Hastings	—Freight house yard and storage tracks;
Marietta	—Business track;
Oketo	—All tracks except passing track;
Barneston	—Business track;
Blue Springs	—Beyond point 600 feet west of Bridge 110.75-S on lead to storage and business tracks;
Holmesville	—Turn-out of west switch of industry track;
Beatrice	—Turn-out of east switch of spur at M.P. 97.6.

9000 class engines must not exceed 5 MPH on business track at Endicott.

900 (R). Pennsylvania box cars, series 36987-37090, inclusive, inside length 60 feet 6 inches and height over running board 15 feet 2½ inches. The handling of these cars must be closely watched when movements made over yard, warehouse and industrial tracks and tracks adjacent to umbrella and train sheds at passenger stations, to know there is sufficient clearance.

These cars, when loaded to axle capacity, will have gross weight of 169,000 pounds for car and lading, and must not be moved over the following branch lines:

Leavenworth Branch	—Account rail;
Junction City Branch	—Account bridges;
Solomon Branch	—Account bridges;
McPherson Branch	—Account rail;
Highland Branch	—Account rail;
Plainville Branch	—Account rail.

They may be operated over main tracks and other branch lines, also passing and yard tracks ordinarily used by through freight trains.

If necessary to operate these cars on outside spur tracks on curves at Kansas City passenger terminal, care must be exercised on account of close clearance of umbrella sheds adjacent thereto. They will clear bay window of Penn Avenue interlocking tower 3 inches vertically and 3¼ inches horizontally.

900 (S). 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.

Snow plows must not exceed 5 M.P.H. on main track or siding by locations shown below account close clearance:

Location	Structure or obstruction	Clearance of engine or car is close at—
At all stations.....	Mail cranes.....	Side.
First Subdivision.		
M. P. 0.88.....	Bridge.....	Sides and top on both tracks.
Kansas City, Kans.	Standpipe.....	Side on westward track.
Kansas City, Kans.	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. 25.46.....	Bridge.....	Sides on both tracks.
M. P. 27.86.....	Bridge.....	Sides on both tracks.
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 eastward track.
Perry.....	Standpipe west of depot..	Side on westward track.
M. P. 52.60.....	Bridge.....	Sides on both tracks.
M. P. 60.88.....	Bridge.....	Sides on both tracks.
M. P. 66.76.....	Bridge.....	Sides on both tracks.
Topeka.....	Standpipe east of passenger station.....	Side on eastward track.
West Topeka.....	Train order delivery crane.....	Side.
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. 137.18.....	Bridge.....	Sides and top.
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.
Salina.....	Coal chute.....	Side and top.
Second Subdivision.		
M. P. 187.12.....	Bridge.....	Sides.
M. P. 195.06.....	Bridge.....	Sides and top.
M. P. 201.94.....	Bridge.....	Sides.
M. P. 202.44.....	Bridge.....	Sides.
Dorrance.....	Coal chute.....	Side and top.
Dorrance.....	Standpipe.....	Side.
M. P. 274.01.....	Bridge.....	Sides.
M. P. 285.04.....	Bridge.....	Sides.
M. P. 290.62.....	Bridge.....	Sides and top.
Buffalo Park.....	Standpipe.....	Side.
Oakley.....	Standpipe west of depot..	Side.
M. P. 405.61.....	Bridge.....	Side.
M. P. 427.80.....	Bridge.....	Side.
Sharon Springs.....	Standpipe east of depot..	Side.

Continued on Page 11

Location	Structure or obstruction	Clearance of engine or car is close at—
Third Subdivision.		
Sharon Springs.....	Standpipe west of depot.	Side.
Cheyenne Wells.....	Standpipe.....	Side.
M. P. 514.94.....	Bridge.....	Side.
M. P. 522.79.....	Bridge.....	Side.
Clifford.....	Standpipe.....	Side.
M. P. 534.63.....	Bridge.....	Side.
Hugo.....	Standpipe west of depot.	Side.
Agate.....	Train order delivery crane.	Side.
Deer Trail.....	Train order delivery crane.	Side.
Deer Trail.....	Standpipe.....	Side.
M. P. 592.09.....	Bridge.....	Side.
Byers.....	Train order delivery crane.	Side.
M. P. 602.15.....	Bridge.....	Side.
Strasburg.....	Train order delivery crane.	Side.
Strasburg.....	Standpipe.....	Side.
M. P. 607.80.....	Bridge.....	Side.
Bennett.....	Train order delivery crane.	Side.
Denver.....	Signals 22 and 24.....	Side.
Fourth Subdivision.		
Menoken.....	Train order delivery crane.	Side.
M. P. 7.09.....	Bridge.....	Sides and top.
M. P. 8.70.....	Bridge.....	Sides and top.
M. P. 20.51.....	Bridge.....	Sides.
Emmett.....	Train order delivery crane.	Side.
M. P. 34.45.....	Bridge.....	Sides and top.
Onaga.....	Train order delivery crane.	Side.
Marysville.....	Standpipe.....	Side.
Marysville.....	Coal chute.....	Side.
M. P. 114.40.....	Bridge.....	Sides and top.
M. P. 117.75.....	Bridge.....	Sides.
Hanover.....	Water tank spout.....	Side.
Edgar.....	Standpipe.....	Side.
Hastings.....	Standpipe.....	Side.
St. Joseph Branch.		
Severance.....	Water tank spout.....	Side and top.
M. P. 25.74.....	Bridge.....	Sides and top.
Hiawatha.....	Standpipe.....	Side.
Sabetha.....	Standpipe.....	Side.
Sabetha.....	Coal chute.....	Side.
M. P. 76.22.....	Bridge.....	Sides.
Seneca.....	Standpipe.....	Side.
Leavenworth Branch.		
M. P. 7.79.....	Bridge.....	Sides.
M. P. 14.01.....	Bridge.....	Sides.
M. P. 16.89.....	Bridge.....	Sides.
M. P. 26.27.....	Bridge.....	Sides.
M. P. 31.01.....	Bridge.....	Sides.
M. P. 1.69 (between Corral and Knox)....	Overhead hridge.....	Top

Continued opposite side

Location	Structure or obstruction	Clearance of engine or car is close at—
Manhattan Branch.		
M. P. 100.50.....	Bridge.....	Sides.
M. P. 109.23.....	Bridge.....	Sides.
M. P. 123.26.....	Bridge.....	Sides.
M. P. 124.29.....	Bridge.....	Sides.
Marysville.....	Standpipe.....	Side.
Marysville.....	Coal chute.....	Side.
M. P. 135.10.....	Bridge.....	Sides.
M. P. 139.37.....	Bridge.....	Sides.
M. P. 146.03.....	Bridge.....	Sides.
M. P. 162.85.....	Bridge.....	Sides.
M. P. 167.97.....	Bridge.....	Sides.
Garrison.....	Standpipe.....	Side.
M. P. 179.68.....	Bridge.....	Sides.
M. P. 180.67.....	Bridge.....	Sides.
M. P. 187.79.....	Overhead bridge.....	Sides and top.
Junction City Branch.		
Wakefield.....	Water tank spout.....	Side and top.
M. P. 22.41.....	Bridge.....	Sides.
Clay Center.....	Water tank spout.....	Side.
M. P. 36.19.....	Bridge.....	Sides.
Solomon Branch.		
M. P. 23.65.....	Bridge.....	Sides and top.
McPherson Branch.		
Between 8 poles west of M. P. 3 and 4 poles east of M. P. 4.	Anchor posts and tie wires west side of track.....	Side.
M. P. 21.42.....	Bridge.....	Top.
Plainville Branch.		
M. P. 1.16.....	Bridge.....	Sides.
M. P. 10.69.....	Bridge.....	Sides and top.
M. P. 33.36.....	Overhead bridge.....	Sides and top.
M. P. 33.45.....	Overhead bridge.....	Sides and top.
M. P. 33.66.....	Overhead bridge.....	Sides and top.
Bogue.....	Standpipe.....	Side.
M. P. 135.22.....	Bridge.....	Sides.
M. P. 139.67.....	Bridge.....	Sides.
M. P. 145.06.....	Bridge.....	Sides.
M. P. 145.91.....	Bridge.....	Sides.
M. P. 150.46.....	Bridge.....	Sides and top.
M. P. 151.49.....	Bridge.....	Sides and top.
M. P. 154.40.....	Bridge.....	Sides and top.
Hoxie.....	Standpipe.....	Side.
Menlo.....	Water tank spout.....	Side and top.
Colby.....	Standpipe.....	Side.

900 (T). Following are maximum clearances through all tracks except Track 10 at Denver Union Station:

From car floor to 14 feet above top of rail, maximum width must not exceed 12 feet.

From 14 feet above top of rail to 14½ feet above top of rail, maximum width must not exceed 10 feet.

From 14½ feet above top of rail to 15 feet above top of rail, maximum width must not exceed 8 feet.

15 feet above top of rail is maximum height for any car or load to clear umbrella train sheds.

Cars or loads exceeding the above dimensions must be handled through Denver Union Station on Track 10.

1030 (R). Where Sperry rail-detector car is working when temperature is below freezing, trains, engines and track cars must be operated at a safe speed, using sand where necessary to overcome slippery condition caused by use of calcium chloride solution used by rail car.

1035 (R). On passenger trains, running air test must be made at the following points:

M. P. 210.5 Second Subdivision
M. P. 216.7 Second Subdivision
M. P. 75.5 Plainville Branch

—Westward;
—Eastward;
—Eastward and westward.

1048 (R). When a helper locomotive is added to a train, except when operated as lead locomotive, brakes on such locomotive must be tested as prescribed by Rule 1040 (D), which covers test of brakes on one or more cars added to a train at any point subsequent to a terminal test of air brakes.

1244 (R). When Fairbanks-Morse Diesel units 700, 700-B and 701 are used together, the low braking range on dynamic brake must not under any circumstances be used at a speed in excess of 36 M.P.H.

Dynamic brake on locomotives 1360 to 1370 inclusive should be used only when handling single, and must not be used when double-heading with other power or handling trains.

1251 (R). When a helper locomotive is added to a train, except when operated as lead locomotive, brakes on such locomotive must be tested as prescribed by Rule 1242 (E), which covers test of brakes on one or more cars added to a train at any point subsequent to a terminal test of air brakes.

RATING OF LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS.

Total weight of trains, exclusive of locomotive and tender, which the different classes of locomotives 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 Locomotive	Numbers (Inclusive)	Kansas City to Salina	Salina to Ellsworth	Ellsworth to Ellis	Ellis to Denver	St. Joseph to Double	Double to Hamlin	Hamlin to Marysville	Menoken to Marysville	Marysville to Hanover	Hanover to Hastings	Marysville to Beatrice	
C 57 $\frac{22}{30}$	190	201 to 358	3500	1800	1800	1500				2070	1430	2690	2070
C 57 $\frac{21}{30}$	182 171	400 to 498	2500	1000	1500	1350	1180	1400	1180	1895	1800	2455	1895
MacA 57 $\frac{23\frac{1}{2}}{30}$	206 210	1900 to 1949	4200	1500	2000	2000				2500	1600	3000	2500
MacA 63 $\frac{26}{28}$	212 228	2200 to 2320	4500	1700	2200	2000				2600	1650	3200	3400
MacA 63 $\frac{26}{30}$	222	2480 to 2499	4800	1900	2400	2200				2700	1800	3300	2700
SA-C 59 $\frac{23-23}{30}$	475	3500 to 3569				3500							
4-6-6-4 $\frac{3}{69} \frac{21-21}{5} \frac{406}{404}$	406 404 407	3930 to 3949 3950 to 3969 3975 to 3999				3200							
TTT 63 $\frac{29\frac{1}{2}}{30}$	386 311	5000 to 5089	5500	2400	3000	2700				3400	2290	4400	4500
UP 67 $\frac{27}{31-32}$	368 373	9000 to 9087	6500			3200				4500	3200	5200	6300
FEF 77 $\frac{24\frac{1}{2}}{32}$	266	800 to 819											
FEF 80 $\frac{25}{32}$	266	820 to 844	5480	1900	3000	1940	2130	2130	1820	2010	1940	3530	2950
P 77 $\frac{23}{28}$	149	2800 to 2859	3000	1050	1550					1800	1100	2000	1800
P 77 $\frac{25}{26}$	163 165 167 184 193	2880 to 2899 2900 to 2911 3114 to 3138 3218 to 3227	3720	1220	1610	1250	1460	1460	1270	1990	1340	2400	2010
MT 73 $\frac{29}{28}$	256 261	7000 to 7038 7850 to 7869	4770	1590	2060	1500	1870	1870	1640	2550	1710	3100	2580

EXPLANATION

C.....Consolidation
MacA.....MacArthur
P.....Pacific
TTT.....2-10-2
UP.....4-12-2
FEF.....4-8-4
MT.....Mountain
SA-C.....Mallet

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

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

RATING OF LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS.

Total weight of trains, exclusive of locomotive and tender, which the different classes of locomotives 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 Locomotive	Numbers (Inclusive)	Denver to Ellis	Ellis to Ellsworth	Ellsworth to Salina	Salina to Kansas City	Marysville to Hiawatha	Hiawatha to Stout	Stout to Double	Double to St. Joseph	Hastings to Hanover	Hanover to Marysville	Marysville to Aikins	Aikins to Menoken	Beatrice to Marysville
C 57 $\frac{22}{30}$ 190	201 to 358	1500	3000	1300	4500					3560	1410	2330	3900	2070
C 57 $\frac{21}{30}$ 162 171	400 to 498	1350	2200	1000	3200	1175	2140	1090	1900	3250	1290	2140	3550	1895
MacA 57 $\frac{23\frac{1}{2}}{30}$ 206 210	1900 to 1949	1800	3000	1500	4500					3960	1600	2575	4300	2500
MacA 63 $\frac{26}{28}$ 212 228	2200 to 2320	2000	3800	1800	6500					4200	1650	2760	4300	3400
MacA 63 $\frac{26}{30}$ 222	2480 to 2499	2200	4000	2000	5800					4500	1700	2900	4500	2800
SA-C 69 $\frac{23-23}{30}$ 475	3500 to 3569	3500												
4-6-6-4 3 $\frac{21-21}{69}$ 406 4 404 5 32 407	3930 to 3949 3950 to 3969 3975 to 3999	3200												
TTT 63 $\frac{29\frac{1}{2}}{30}$ 288 311	5000 to 5089	2700	5000	2500	8000					5500	2300	3800	4900	4500
UP 67 $\frac{27}{31-32}$ 368 372	9000 to 9087	3200			8500					6500	3200	4800	6000	6300
FEF 77 $\frac{24\frac{1}{2}}{32}$ 266	800 to 819													
FEF 80 $\frac{25}{32}$ 266	820 to 844	1780	4500	2300	5480	1780	5160	1640	2130	6200	2030	2480	3400	2200
P 77 $\frac{22}{28}$ 149	2800 to 2859		2600	1050	3700					3000	1100	2100	3300	1700
P 77 $\frac{25}{26}$ 163 185 167 184 193	2880 to 2899 2900 to 2911 3114 to 3138 3218 to 3227	1300	2700	1100	4000	1220	3500	1120	1460	4250	1400	2300	3300	1800
MT 73 $\frac{29}{28}$ 256 261	7000 to 7038 7850 to 7869	1650	4000	2000	4770	1590	4500	1460	1870	5410	1800	3200	3350	1920

EXPLANATION

C.....Consolidation
MacA.....MacArthur
P.....Pacific
TTT.....2-10-2
UP.....4-12-2
FEF.....4-8-4
MT.....Mountain
SA-C.....Mallet

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

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