

# UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

**Kansas Division**

# 1920 EMPLOYEES' TIME TABLE

**To Take Effect Sunday, September 28, 1924**

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



*Yard Sept  
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For the government and information of Employees only, and not intended for the use of the public.  
The right is reserved to vary from this Time Table at pleasure.

# CONDENSED TIME TABLE.

## KANSAS CITY AND CHEYENNE—WESTWARD.

SECOND CLASS			FIRST CLASS									Distances from Kansas City	Time Table No. 120 Sunday, September 28, 1924
155 Time Freight	269 Time Freight	157 Freight	109 Passenger	21 Passenger	105 Passenger	105 Passenger	577 Motor Passenger	103 Passenger	107 Passenger	137 Passenger	169 Passenger		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS
				6.15 <sup>PM</sup>	4.25 <sup>PM</sup>			10.40 <sup>AM</sup>		8.20 <sup>AM</sup>	1.00 <sup>AM</sup>	0.0	
	7.20 <sup>PM</sup>	6.15 <sup>PM</sup>		6.22	4.32			10.47		8.27	1.07	2.5	KANSAS CITY, KAS.
	9.15	8.03		7.13	5.45			11.52 <sup>AM</sup>		9.36	2.15	39.6	LAWRENCE
	11.10	9.40		7.55	6.50		3.40 <sup>PM</sup>	12.40 <sup>PM</sup>	11.00 <sup>AM</sup>	10.35	3.01	67.8	TOPEKA
	11.50 <sup>PM</sup>	10.00 <sup>PM</sup>		8.07	7.05		3.55 <sup>PM</sup>	12.50	11.10 <sup>AM</sup>	10.50 <sup>AM</sup>	3.10	72.5	MENOKEN
										2.25 <sup>PM</sup>		147.8	MARYSVILLE
										3.55		185.3	BEATRICE
										7.45 <sup>PM</sup>		307.3	OMAHA
		12.10 <sup>AM</sup>		9.20	8.35			2.15	12.55 <sup>PM</sup>		4.30	119.4	MANHATTAN
		3.30		10.10	9.10 <sup>PM</sup>			3.15	1.45 <sup>PM</sup>		5.40	139.5	JUNCTION CITY
		6.05		10.59				4.35			6.57	172.3	SOLOMON
		8.15 <sup>AM</sup>		11.40 <sup>PM</sup>				5.00 5.20			8.00 <sup>AM</sup>	186.6	SALINA
6.00 <sup>PM</sup>		6.00 <sup>PM</sup>		2.15 <sup>AM</sup>				8.50			12.15 <sup>PM</sup>	303.3	ELLIS
10.00 <sup>PM</sup>				4.20				11.05 <sup>PM</sup>			3.00 <sup>PM</sup>	377.3	OAKLEY
2.00 <sup>AM</sup>				5.55			6.45 <sup>AM</sup>	12.50 <sup>AM</sup>				429.7	SHARON SPRINGS
9.45 <sup>AM</sup>				8.55 <sup>AM</sup>			10.25 <sup>AM</sup>	3.55				535.4	HUGO
11.35 <sup>PM</sup>			6.00 <sup>PM</sup>	12.20 <sup>PM</sup> 1.30			2.30 <sup>PM</sup> 4.00	7.15 8.00				640.3	DENVER
12.40 <sup>AM</sup>			6.40	2.02			4.35	8.36				659.4	BRIGHTON
2.10			7.20	2.40			5.20	9.34				686.7	LA SALLE
6.50 <sup>AM</sup>				4.40 <sup>PM</sup>								743.4	BORIE
			9.30 <sup>PM</sup>				7.40 <sup>PM</sup>	11.45 <sup>AM</sup>				746.3	CHEYENNE
				7.30 <sup>AM</sup>								1217.9	OGDEN
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(1217.9)
(36.50) 11.9	(4.30) 18.1	(23.45) 12.7	(3.30) 30.2	(38.15) 33.0	(4.45) 29.3	(12.55) 24.5	(0.15) 18.8	(26.05) 23.4	(2.45) 27.4	(11.25) 26.9	(15.00) 25.1		Time.....
													Average speed per hour.....

### MILEAGE SOUTHERN DISTRICT.

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

**W. M. JEFFERS,**  
General Manager.

**H. J. PLUMHOF,**  
General Superintendent.

# CONDENSED TIME TABLE.

## KANSAS CITY AND CHEYENNE—EASTWARD.

Time Table No. 120 Sunday, September 28, 1924.	Distances from Cheyenne	FIRST CLASS								SECOND CLASS			
		22	106	106	578	110	104	108	138	170	270	154	154
		Passenger	Passenger	Passenger	Motor Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
KANSAS CITY, MO.	746.3	8.45AM		11.55AM				4.40PM		7.30PM	9.10PM		
KANSAS CITY, KAS.	743.8	8.35		11.45				4.32		7.20	9.00	5.05AM	
LAWRENCE	706.7	7.32		10.27				3.26		6.15	7.50	2.20	
TOPEKA	678.5	6.50		9.33	10.40AM			2.42	5.15PM	5.30	7.00	12.30AM	
MENOKEN	673.8	6.36		9.12	10.25AM			2.27	4.55	5.15	6.27	11.50PM	
MARYSVILLE	0.0									2.25			
BEATRICE	0.0									12.20PM			
OMAHA	0.0									7.50AM			
MANHATTAN	626.9	5.32		7.45				1.17	3.35		5.15	9.30PM	
JUNCTION CITY	606.8	5.00		7.00AM				12.35PM	2.45PM		4.25	8.00	
SOLOMON	574.0	3.41						11.26AM			2.38	5.10	
SALINA	559.7	3.20						11.05			2.20PM	4.00PM	
ELLIS	443.0	12.10AM						7.45			10.20AM	8.00AM	
OAKLEY	369.0	8.40PM						4.30			6.45AM	12.20AM	
SHARON SPRINGS	316.6	7.05	6.30PM					3.15				8.00PM	
HUGO	210.9	4.10	3.10PM					12.25AM				11.40AM	
DENVER	106.0	L 1.00 A 12.15PM	L 11.15AM A 10.15			5.45PM		L 9.10PM A 6.40			5.00AM	4.00AM	
BRIGHTON	86.9	11.35AM	9.33			4.57		5.52			3.55		
LA SALLE	59.6	10.52	8.40			4.00		4.50			2.15AM		
BORIE	0.0	9.15AM									10.00PM		
CHEYENNE	0.0		6.45AM			2.00PM		2.55PM					
OGDEN	0.0	6.40PM											
(1217.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
.....Time.....		(37.05)	(11.45)	(4.55)	(0.15)	(3.45)	(24.45)	(2.30)	(11.40)	(13.25)	(5.15)	(7.00)	(48.30)
.....Average speed per hour.....		34.0	26.9	28.3	18.8	28.2	30.1	28.7	26.3	28.1	13.8	15.0	13.2

G. O. BROPHY,  
Superintendent, KANSAS CITY, MO.

### Eastern Sub-Division and Branches

- J. L. CHANDLEY, TRAINMASTER, Kansas City, Mo.
- R. S. JOHNSON, DAY CHIEF DISPATCHER, Kansas City, Mo.
- C. F. WYNNE, NIGHT CHIEF DISPATCHER, Kansas City, Mo.
- J. E. JOHNSON, DISPATCHER, Kansas City, Mo.
- D. E. FRASER, DISPATCHER, Kansas City, Mo.
- G. R. CARR, DISPATCHER, Kansas City, Mo.
- D. GRESHAM, RELIEF DISPATCHER, Kansas City, Mo.
- W. M. STUART, RELIEF DISPATCHER, Kansas City, Mo.

### Western Sub-Division and Branches

- C. P. CAHILL, TRAINMASTER, Salina, Kans.
- J. H. QUIGLEY, DAY CHIEF DISPATCHER, Salina, Kans.
- R. WOODARD, DISPATCHER, Salina, Kans.
- I. T. BROYLES, DISPATCHER, Salina, Kans.
- G. A. STEBBINS, DISPATCHER, Salina, Kans.
- W. O. HORNE, RELIEF DISPATCHER, Salina, Kans.

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



EASTERN SUBDIVISION—Kansas City and Junction City—EASTWARD.

FIRST CLASS

SECOND CLASS

Time Table No. 120

Sunday, September 28, 1924

STATIONS	Distances from Denver	FIRST CLASS														SECOND CLASS							
		24 C. R. I. & P. Passenger	2 C. R. I. & P. Passenger	32 C. R. I. & P. Passenger	40 C. R. I. & P. Passenger	22 Passenger	106 Passenger	578 Motor Passenger	104 Passenger	26 C. R. I. & P. Passenger	12 C. R. I. & P. Passenger	4 C. R. I. & P. Passenger	108 Passenger	138 Passenger	170 Passenger	150 Way Freight	148 Way Freight	92 C. R. I. & P. Freight	98 C. R. I. & P. Freight	188 Mixed	994 C. R. I. & P. Freight	270 Time Freight	154 Time Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	
DN-R UNION STATION Us	640.3					8.45AM	11.55AM							7.30PM	9.10PM								
KANSAS CITY, KANS.	637.8					s 8.35	s 11.45							s 7.20	s 9.00								
R ARMSTRONG	637.8															1.00PM						5.05AM	5.30AM
DN-R TERMINAL JCT. Jc	637.0	6.50AM	7.05AM	7.20AM	8.15AM	8.32AM	11.42AM					4.30PM	4.35PM	5.05PM	5.30PM							4.55	5.15
C. R. I. & P. JCT.	636.1	6.46	7.01	7.16	8.11	8.28	11.38					4.26	4.31	5.01	5.26							3.20AM	4.50
D MUNCIE Mu	630.8	6.36	6.51	7.06	8.00	8.15	f 11.27					4.14	4.23	4.50	5.16							2.55	4.15
D EDWARDSVILLE Rs	626.3						s 11.18					4.08	4.17	4.44	5.10								4.40
FOREST LAKE	625.3						f																
DN BONNER SPRINGS Bw	622.7	6.26	6.41	6.56	7.50	8.04	s 11.10					4.02	4.12	4.39	5.04							2.20	3.40
A. T. & S. F. CROSSING	622.3																						4.05
LORING	619.6						f 11.01																
D LENAPE Na	616.8	6.16	6.31	6.46	7.40	7.54	f 10.54					3.50	4.03	4.27	4.53								
FRUITLAND	614.6						f																
DN LINWOOD Wd	612.0	6.08	6.23	6.38	7.33	7.47	s 10.46					3.43	3.55	4.21	4.46							1.35	3.00
FALL LEAF	607.8	6.00	6.15	6.30	7.27	7.42	f 10.37					3.38	3.49	4.15	4.40								3.25
DN LAWRENCE Da	600.7	s 5.51	s 6.06	s 6.21	s 7.18	s 7.32	s 10.27					s 3.26	s 3.40	s 4.06	4.29							12.55	2.20
MIDLAND	597.1						f																2.45
BUCK CREEK	594.2	5.41	5.56	6.11	7.08	7.18	f 10.09					3.13	3.31	3.56	4.20								
D WILLIAMSTOWN Wx	591.6						s 10.04																
DN PERRY Ky	588.2	5.33	5.48	6.03	7.00	7.10	s 9.59					3.05	3.23	3.48	4.13							12.10AM	1.30
MEDINA	586.7						f																2.00
NEWMAN	584.4	5.27	5.42	5.57	6.55	7.06	f 9.51					3.00	3.18	3.43	4.08								
D GRANTVILLE Gv	579.0	5.19	5.34	5.49	6.48	6.59	s 9.43					2.53	3.11	3.36	4.01							11.35PM	1.00
DN A. T. & S. F. CROSSING X	572.8						f 9.34																1.30
DN-R TOPEKA Ot	572.5	5.09	5.24	5.39	6.39	s 6.50	s 9.33	10.40AM	s 2.42	3.02	3.24	3.50	5.15PM	s 5.30	s 7.00							1.15PM	6.00AM
TOPEKA JCT.	572.2	5.08AM	5.23AM	5.38AM	6.38AM	6.44	9.20	10.36	2.36	3.01PM	3.23PM	3.49PM	5.05	5.23	6.35							11.05	12.30AM
C. R. I. & P. CROSSING	572.1																					11.02PM	1.00
RUBY	569.2																						
DN MENOKEN Mx	567.8					6.36	f 9.12	10.25AM	2.27					f 4.55	5.15PM	6.27					4.40PM	11.50PM	12.25
KIRO	564.9					6.32	f 9.06		2.23					f 4.49		6.23							12.01AM
D SILVER LAKE Si	561.6					6.28	s 9.00		2.19					s 4.44		6.18							11.50PM
KINGSVILLE	559.0					6.25	f 8.54		2.16					f 4.38		6.14							11.40
DN ROSSVILLE Rv	556.3					6.22	s 8.48		2.13					s 4.34		6.10							11.30
D ST. MARY Sy	548.7					s 6.13	s 8.35		2.02					s 4.22		5.58							11.00
D BELVUE Bv	542.5					6.04	s 8.25		1.53					s 4.11		5.48							10.40
DN WAMEGO Wa	535.6					s 5.53	s 8.13		1.42					s 4.00		5.37							10.20
D ST. GEORGE Rg	528.8					5.42	s 7.58		1.28					s 3.47		5.27							9.55
DN-R MANHATTAN Mh	520.9					s 5.32	s 7.45		1.17					s 3.35		5.15							9.30
C. R. I. & P. CROSSING	520.9																						
EUREKA LAKE	514.6					5.20	f 7.31		1.02					f 3.16		4.52							9.00
D OGDENSBURG Ob	510.0					5.15	s 7.25		12.55					f 3.09		4.45							8.45
CAMP FUNSTON	508.7					5.13	f 7.21		12.52					f 3.05		4.41							8.35
D FORT RILEY Ft	504.6					s 5.08	s 7.11		12.45					s 2.55		4.35							8.20
DN-R JUNCTION CITY Jn	500.8					5.00AM	7.00AM		12.35PM					2.45PM		4.25PM							8.00PM
(139.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time .....	(1.42)	(1.42)	(1.42)	(1.37)	(3.45)	(4.55)	(0.15)	(4.05)	(1.34)	(1.42)	(1.41)	(2.30)	(2.15)	(4.45)	(6.05)	(7.00)	(3.47)	(4.03)	(0.20)	(4.18)	(5.15)	(9.30)
Average speed per hour .....	38.1	38.1	38.1	40.1	37.2	28.3	18.8	34.2	41.3	38.1	38.5	28.7	32.2	29.3	11.8	9.3	16.4	15.7	14.1	15.1	13.8	14.4

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

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



WESTWARD

LEAVENWORTH BRANCH

EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		FIRST CLASS		Distances from Leavenworth	Time Table No. 120 Sunday, September 28, 1924.		Distances from Lawrence	FIRST CLASS		SECOND CLASS	
	171 Mixed		575 Motor Passenger			STATIONS			576 Motor Passenger		172 Mixed	
	Leave Daily Ex. Sun.		Leave Daily Ex. Sun.			Arrive Daily Ex. Sun.			Arrive Daily Ex. Sun.			
24473 wpto	f 1.57PM		f 10.01AM		DN-R LEAVENWORTH Rh	34.3	5.15PM		12.30PM			
	f 2.02		f 10.04	0.9	SO. LEAVENWORTH	33.4	f 5.12	f	12.24			
4022 i	s 2.08		s 10.10	4.0	DN-R COCHRANE J	30.3	s 5.05	s	12.12			
2046	s 2.18		s 10.14	5.4	D LANING Sg	28.9	s 5.00	s	12.05PM			
1023	s 2.40		s 10.28	10.5	FAIRMOUNT	23.8	s 4.44	s	11.38AM			
446	f 2.52		f 10.36	14.5	HOGUE	19.8	f 4.32	f	11.18			
1073 w	f 3.02		f 10.43	17.5	BIG STRANGER	16.8	f 4.26	f	11.10			
905	f 3.07		f 10.48	19.0	MOORE	15.3	f 4.22	f	11.05			
958	s 3.37		s 10.53	21.2	D TONGANOXIE Nx	13.1	s 4.17	s	10.53			
821	R 4.04		s 11.06	25.8	RENO	8.5	s 4.04	s	10.00			
1436	f 4.18		f 11.12	29.5	SIX CORNERS	4.8	f 3.58	f	9.45			
1090				31.5	REX	2.8						
1501	f			33.1	BISMARCK GROVE	1.2	f					
4512 wpto 2970	5.00PM		11.25AM	34.3	DN-R LAWRENCE Da		3.48PM		9.30AM			
	Arrive Daily Ex. Sun.		Arrive Daily Ex. Sun.		(34.3)		Leave Daily Ex. Sun.		Leave Daily Ex. Sun.			
	(3.03) 11.3		(1.24) 24.5		.....Time.....		(1.27) 23.6		(3.00) 11.2			
					.....Average speed per hour.....							

At Cochrane, eastward, Leavenworth Branch trains will secure train and block rights before passing the derail, located 360 feet westward from junction switch.  
 At Cochrane, westward, Leavenworth Branch trains will be governed by lower arm of two-arm signal, located near junction switch.  
 The time shown between Cochrane and Leavenworth is for information only. Trains will be governed by Missouri Pacific R. R. time table and rules while using their tracks between Cochrane and Leavenworth.

WESTWARD

SOLOMON BRANCH

EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		FIRST CLASS		Distances from Solomon	Time Table No. 120 Sunday, September 28, 1924.		Distances from Beloit	FIRST CLASS		SECOND CLASS	
	165 Mixed		131 Passenger			STATIONS			132 Passenger		166 Mixed	
	Leave Daily Ex. Sun.		Leave Daily			Arrive Daily			Arrive Daily			
2508 wt	f 8.15AM		f 4.40PM		D-R SOLOMON Sn	57.4	11.15AM		1.30PM			
1987	s 8.40		s 4.55	6.5	D NILES Xn	50.9	s 11.00	s	12.55			
1941	f 8.55		s 5.01	9.1	VERDI	48.3	s 10.54	f	12.40			
3166	s 9.30		s 5.15	14.7	D BENNINGTON Bg	42.7	s 10.40	s	12.20PM			
1222	f 9.50		s 5.29	20.9	LINDSEY	36.5	s 10.26	f	11.50AM			
1346 w	s 10.18		s 5.38	23.3	D MINNEAPOLIS Mi	34.1	s 10.18	s	11.30			
122				23.7	A. T. & S. F. CROSSING	33.7						
1316	f 11.00		f 5.53	29.1	SUMNERVILLE	28.3	f 10.03	f	11.00			
2099	s 11.45AM		s 6.07	34.6	D DELPHOS Df	22.8	s 9.53	s	10.40			
1518 w	s 12.15PM		s 6.23	41.5	D GLASCO Gk	15.9	s 9.37	s	10.15			
2125	s 12.45		s 6.35	46.7	D SIMPSON Be	10.7	s 9.26	s	10.00			
1882	s 1.15		s 6.41	49.7	D ASHERVILLE As	7.7	s 9.20	s	9.50			
173				57.1	M. P. CROSSING	0.3						
2113 wpt	2.00PM		7.00PM	57.4	D-R BELOIT Bl		9.05AM		9.30AM			
	Arrive Daily Ex. Sun.		Arrive Daily		(57.4)		Leave Daily		Leave Daily Ex. Sun.			
	(5.45) 9.9		(2.20) 24.6		.....Time.....		(2.10) 26.4		(4.00) 14.3			
					.....Average speed per hour.....							

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

**WESTWARD**

**McPHERSON BRANCH**

**EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS			FIRST CLASS		Distances from Salina	Time Table No. 120 Sunday, September 28, 1924.				Distances from McPherson	FIRST CLASS		SECOND CLASS	
	181 Way Freight	583 Motor Passenger	581 Motor Passenger	STATIONS				582 Motor Passenger	584 Motor Passenger	182 Way Freight					
				Leave Daily Ex. Sun.	Leave Daily		Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	
8532 wftro	7.15AM	5.05PM	9.55AM	DN-R	SALINA	35.5	9.35AM	2.15PM	2.00PM						
210				0.6	A. T. & S. F. CROSSING	34.9									
211				0.7	C. R. I. & P. CROSSING	34.8									
351				0.7	M. P. CROSSING	34.8									
348				2.9	WESLEYAN	32.6									
2028	f 7.40	s 5.25	s 10.15	8.1	MENTOR	27.4	s 9.05	s 1.45	f 1.15						
1892	s 8.10	s 5.36	s 10.25	12.3	D ASSARIA	23.2	s 8.55	s 1.35	s 12.50						
1227	s 8.45	s 5.45	s 10.34	16.0	BRIDGEPORT	19.5	s 8.45	s 1.25	s 12.25						
191				20.8	M. P. CROSSING	14.7									
1600	s 9.15	s 6.00	s 10.48	21.0	D LINDSEBORG	14.5	s 8.33	s 1.13	s 12.01PM						
1318	f 9.28	f 6.13	f 10.59	26.8	JOHNSTOWN	8.7	f 8.20	f 1.00	f 11.25AM						
1866	f 9.39	f 6.22	f 11.10	30.4	HILTON	5.1	f 8.12	f 12.52	f 11.10						
342				35.2	A. T. & S. F. CROSSING	0.3									
1215	wf 10.00AM	6.40PM	11.30AM	35.5	D-R MCPHERSON		8.00AM	12.40PM	10.50AM						

(2.45) (1.35) (1.35) ..... Time..... (1.35) (1.35) (3.10)  
12.9 22.4 22.4 ..... Average speed per hour..... 22.4 22.4 11.2

Eastward trains and engines must send a flagman ahead at M. P. Crossing, Salina, and not proceed until crossing is known to be clear.

**WESTWARD**

**PLAINVILLE BRANCH**

**EASTWARD**

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS			FIRST CLASS		Distances from Salina	Time Table No. 120 Sunday, September 28, 1924.				Distances from Oakley	FIRST CLASS		SECOND CLASS	
	183 Way Freight	133 Passenger	585 Motor Passenger	STATIONS				134 Passenger	586 Motor Passenger	184 Way Freight					
				Leave Daily Ex. Sun.	Leave Daily		Leave Daily Ex. Sun.					Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	
8532 wftro	8.30AM	5.10PM	8.10AM	DN-R	SALINA	225.2	9.45AM	7.30PM	1.30PM						
1814	f 8.40	f 5.17	f 8.20	3.7	TRENTON	221.5	f 9.30	f 7.21	f 1.05						
1807	f 8.50	f 5.21	f 8.25	6.3	SHIPTON	218.9	f 9.25	f 7.17	f 12.55						
1054	f 9.00	f 5.26	f 8.30	9.1	MARYDEL	216.1	f 9.20	f 7.12	f 12.45						
3009	s 9.15	s 5.31	s 8.37	11.8	D CULVER	213.4	s 9.15	s 7.07	s 12.35						
2500	s 9.50	s 5.44	s 8.59	18.8	D TESCOTT	206.4	s 8.59	s 6.52	s 12.10PM						
3091	w 10.15	s 5.56	s 9.15	24.1	D BEVERLY	201.1	s 8.45	s 6.41	s 11.50AM						
1303	f 10.25	s 6.01	s 9.22	26.8	SHADY BEND	198.4	s 8.39	s 6.35	f 11.35						
				34.0	S. & S. F. CROSSING	191.2									
1999	s 11.15	s 6.18	s 9.40	34.4	D LINCOLN CENTER	190.8	s 8.24	s 6.18	s 11.15						
3000	s 11.55AM	s 6.32	s 9.55	40.9	D VESPER	184.3	s 8.07	s 5.58	s 10.30						
2540	wf 12.20PM	s 6.46	s 10.10	47.2	D SYLVAN GROVE	178.0	s 7.55	s 5.46	s 10.10						
3333	s 12.45	s 7.05	s 10.30	56.3	D LUCAS	168.9	s 7.35	s 5.27	s 9.35						
3016	w 1.15	s 7.45	s 10.50	65.6	D LURAY	159.6	s 7.04	s 5.10	s 8.55						
2596	s 1.45	s 8.03	s 11.08	71.7	D WALDO	153.5	s 6.51	s 4.57	s 8.20						
2550	w 2.15	s 8.25	s 11.28	79.4	D PARADISE	145.8	s 6.33	s 4.37	s 7.45						
2274	s 2.40	s 8.45	s 11.48AM	87.2	D NATOMA	138.0	s 6.16	s 4.20	s 7.10						
1808	s 3.10	s 9.05	s 12.08PM	95.3	D CODELL	129.9	s 5.58	s 4.05	s 6.35						
1817	wftro 3.50PM	9.40PM	12.30PM	103.6	DN-R PLAINVILLE	121.6	5.40AM	3.50PM	6.00AM						

(7.20) (4.30) (4.20) ..... Time..... (4.05) (3.40) (7.30)  
14.0 22.9 23.9 ..... Average speed per hour..... 25.4 28.2 13.8

East leg of Wye at Salina is Plainville Branch main track.

Westward Trains are Superior to Trains of the same class in the Opposite Direction.—See Rule 72.

# KANSAS DIVISION

## SPECIAL RULES

### PASSENGER TRAINS

1. Passenger trains will stop on signal, for revenue passengers, as follows:
  - (a) At Bonner Springs, No. 104, to let off, from west of New Cambria; No. 21, to take on, for Denver.
  - (b) At Lawrence, No. 3 and No. 4, to let off or take on from or to St. Louis and points east Allerton and points north and for points Hutchinson and west where scheduled to stop, except points in California.
  - (c) At St. Mary College, Nos. 105, 106, 107 and 108.
  - (d) At St. Mary, No. 21, to let off, from Kansas City, and to take on, for west of New Cambria.
  - (e) At Kanopolis, No. 22, to take on, for Kansas City; No. 21, to let off, from Kansas City.

### FREIGHT TRAINS

2. Freight trains with caboose or coach, except main line trains composed mostly of live stock, will carry passengers above the age of fifteen years, or under fifteen years when accompanied by parents, guardian, or other competent person, between points where such trains stop. Conductors and agents must notify passengers that freight trains will not be required to stop with caboose opposite platform for them to get off or on. Employees, when traveling on company business, caretakers of live stock or perishable freight, may be carried on a freight train between stations at which it stops, when provided with proper transportation.
  - (a) In trains of 35 or more cars, wooden underframe cars of less than 80,000 pounds capacity (and those of heavier capacity when their condition makes it necessary) must be handled on rear of train, except that when such trains are received from the Central Division, they may be handled through to destination as received from them.
  - (b) Empty wooden flat cars, outfit cars, emigrant movables, cars equipped with emergency couplers and emergency drawbars, and cars tagged with Form 4725 "Handle only on rear of Train" must be handled in rear of train ahead of caboose. Outfit cars should be handled first ahead of caboose, but when outfit cars and cars equipped with emergency drawbars are handled in the same train, the latter will be handled next to caboose.

### FREIGHT TRAIN INSPECTION

3. In addition to making inspection of trains as often as possible as per Rule 824, every freight train must stop and be inspected at following stations:
 

**EASTERN SUB-DIVISION**  
 Eastward and Westward—Lawrence.  
 Eastward—Wamego.  
 Westward—Rossville.

**WESTERN SUB-DIVISION**  
 Eastward and Westward—Dorrance, Ellsworth.

### AUTOMATIC BLOCK SIGNALS

4. If a Home Block Signal fails to indicate stop or a Distant Block Signal fails to indicate caution when a block is entered, a member of the crew must be left at the signal; the Train Dispatcher must be notified from the first available point of communication and report must be sent to the Superintendent by wire. The employe left at the signal must stop and notify all trains moving in the direction governed by that signal and must remain there until relieved by an employe of the Signal Department or by official instructions.
  - (a) Home signals at each end of Republican River bridge are semi-automatic, and govern the track to the next automatic Home Block Signal governing in the direction in which the train is moving. When hand signals are given to pass them the person in charge of the train or engine must send a man ahead through the interlocking limits and be governed by Rule 509 (C) beyond that point.
  - (b) In connection with observance of Home Block Signal at Stop position, Rule 509 (b). AT NIGHT, the flagman shall be sent ahead, whether the next signal is in plain view and the track seen to be clear or not.
  - (c) On double track when a train is stopped by Home Block Signal at Stop position, Rule 509 (c). When conditions are such that the train will do no more than stop and then start, Engineer will whistle off before starting. This applies on single track also when the flagman is not to be sent ahead.

- (d) Train and engine men must take quick action in notifying Dispatcher in case of signal failures.
- (e) Referring to Rules 101, 101 (a), 509, 510 and 808, Rules and Instructions of the Operating Department: When a train encounters any dangerous defect in roadway or track, or is stopped by a block signal under circumstances which indicate a defect in track or signal apparatus, the fact must be reported to Dispatcher as per Rule 510 from first point of communication, telephone booth or telegraph office.

### INTERLOCKING PLANTS

#### TOPEKA.

5. Distant signal for eastward main track is located at east end of Topeka station platform. Distant signal for westward main track is on mast of automatic block signal No. 667 at Soldier Creek. When home arm on signal No. 667 indicates "STOP," trains will be governed by Rule 509-A.
 

The above is a single track rule, but is necessary on account of the cross-over between the two main tracks, whereby a train or engine can be handled against current of traffic from the eastbound to westbound main track through interlocking plant at this point.

Home signal governing westward trains is located approximately 770 feet east of the crossing. Home signal governing eastward trains is located approximately 460 feet west of the crossing. The top arm governs main track, through movements; the lower arm governs diverging routes and slow speed movements. Dwarf signals govern movements against the current of traffic, and off the connections listed below.

Push button is located in box on staff of distant signal at east end of Topeka station platform and when a passenger train is delayed at that point for any reason, conductors will push this button when ready to go so Towerman will have track properly lined up for train.

This plant will also control switches to the following connections:  
 Main track switch to east yard and rip track, whistle signal for which will be one long and one short blast, thus: \_\_\_\_\_;  
 Rock Island-Curtis Street connection, whistle signal for which will be two short and one long blast, thus: \_\_\_\_\_;  
 Golden Belt Elevator, whistle signal for which will be one long, two short and one long blast, thus: \_\_\_\_\_;  
 Santa Fe interchange tracks, whistle signal for which will be one long, one short, one long and one short blast, thus: \_\_\_\_\_;  
 Cross-over between main tracks 700 feet east of crossing, whistle signal for which will be one long and one short and one long blast, thus: \_\_\_\_\_

(a) Effective March 20th, 1924, night proceed indication on dwarf signals and call-on or short-arm signals at Interlocking Plants. Rule 10 (c) will be changed to yellow. See Rule 10 (b).

### DIVISION SPEED RESTRICTIONS

6. The speed shown below must not be exceeded:
  - (a) 60 miles an hour by passenger trains;
  - (b) 35 " " " " freight trains;
  - (c) 35 " " " " passenger trains with cabooses;
  - (d) 30 " " " " all trains, under coaling stations;
  - (e) 30 " " " " trains moving against current of traffic;
  - (f) 25 " " " " troop trains in which freight equipment is handled;
  - (g) 20 " " " " engines backing up with or without cars.
  - (h) 15 " " " " trains using cross-overs, or turn-outs.
  - (i) All trains must be under control through sidings and interlocking plants.
  - (j) Within yard limits a maximum speed of 30 miles an hour by first-class trains, and 15 " " " " all other trains and engines, must not be exceeded. Speed will be as much slower as rules or conditions may otherwise require.
  - (k) On account of rails weighing less than 60 pounds per yard, a speed of 5 miles an hour must not be exceeded on all business tracks.

### SUB-DIVISION SPEED RESTRICTIONS

#### EASTERN SUB-DIVISION

7. The speed shown below must not be exceeded:
  - (a) 5 miles an hour at Topeka over Kansas Ave. Crossing and in Material Yard;
  - (b) 5 miles an hour by C. R. I. & P. 2500 and 2600 class engines on any U. P. track;

- (c) On account of curves of 4 degrees or more, passenger trains must not exceed 35 miles an hour, and freight trains 25 miles an hour, as follows:
 

Between Mile Posts 123.12 and 123.46	" " " " 123.46 " 136.69	" " " " 136.69 " 137.17
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#### WESTERN SUB-DIVISION

8. The speed shown below must not be exceeded:
  - (a) 15 miles an hour over 6th Street Crossing, Junction City;
  - (b) 10 " " " " on Enterprise Spur;
  - (c) 25 " " " " over S. & S. F. Crossing at Salina;
  - (d) Passenger trains 30 miles and freight trains 25 miles an hour between Mile Post 206½ and Mile Post 214½;
  - (e) On account of curves of 4 degrees or more passenger trains 35 miles an hour and freight trains 25 miles an hour, as follows:
 

Between Mile Posts 143.60 and 143.81	" " " " 173.34 " 173.56	" " " " 210.02 " 211.09	" " " " 213.08 " 213.25	" " " " 213.45 " 213.59	" " " " 214.29 " 215.27	" " " " 221.89 " 222.16	" " " " 222.27 " 222.39	" " " " 232.24 " 232.37	" " " " 232.55 " 232.77	" " " " 234.95 " 235.15	" " " " 235.77 " 235.95
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#### BRANCHES

9. On account of rails weighing less than 60 pounds per yard, a speed of 5 miles an hour must not be exceeded on all business tracks on the Leavenworth, Solomon, McPherson and Plainville Branches, and on passing tracks at Sylvan Grove, Lucas, Paradise, Natoma, Codell and Plainville.

The speed shown below must not be exceeded:

	MILES PER HOUR	
	Passenger Trains	Freight Trains
Leavenworth Branch. . . . .	30	20
Solomon Branch. . . . .	35	25
McPherson Branch. . . . .	35	25
(a) Between Prescott St. and Union Station, Salina. . . . .	10	10
Plainville Branch. . . . .	35	25

10.
  - (1) Live stock must be handled on head end of train when practicable to do so.
  - (2) Scale Test Cars 03146 and 03147 must be handled on rear of train, just ahead of the caboose.
  - (3) Train and engine men, yardmasters and agents, or other employes, who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the instructions and regulations covering the handling of such commodities. Conductors must notify Engineer of the presence and location of cars containing explosives, in the train, before leaving the initial station, or station where such cars may be picked up.
  - (4) When placards become detached, or lost in transit, employe in charge of train must see they are replaced upon arrival at next terminal, if in a through train; at the first station stop, if in a local train.
 

Cars placarded "Explosives" must be placed in through trains near the middle of the train and at least 15 cars from the engine and at least 10 cars from the caboose, if the length of the train will permit. To avoid unnecessary switching at any station, cars placarded "Explosives" may be placed in local freight trains not closer than one car length from the engine or caboose, but must not be placed next to cars placarded "Acid" or "Inflammable," in either local or through trains. Tank cars placarded "Inflammable" must be placed in trains, if possible, at least 5 cars from the engine and 5 cars from the caboose; when the length of the train does not permit this, they must be placed as near the middle of the train as practicable.

Cars placarded "Explosives" must not be placed next to tank cars, wooden underframe, flat or gondola cars, nor next to carloads of pipe, lumber, iron, steel or similar articles liable to break through the end of the placarded car, nor next to cars containing lighted heaters, stoves or lanterns.

# KANSAS DIVISION

## SPECIAL RULES

- When possible, tank cars placarded "Inflammable" must not be placed next to gondolas, or flat cars, loaded with lading liable to shift, such as lumber, rails, pipe, etc.
- EMPTY tank cars must not be moved from any station until all shipping cards and inflammable and dome placards have been removed from the car.
- Following is list of commodities which, account danger of fire from sparks and other causes, must be placed at least 10 cars behind the engine:
- |                   |                 |            |
|-------------------|-----------------|------------|
| Alfalfa Meal      | Furniture       | Rubber     |
| Pianos            | Hemp, Jute and  | Silk       |
| Hay and Straw     | Sisal Fibre     | Wagons     |
| Vehicles          | Sewing Machines | Oakum      |
| Varnish           | Paint           | Cotton     |
| Oil               | Wool            | Turpentine |
| Emigrant Movables | Automobiles     |            |
- (5) Tracks known as lead tracks in various yards must be kept clear at all times, when possible to do so. Whenever necessary to block them, proper notice must be given train and engine men on inbound and outbound trains, by Yardmaster, Agent or Operator. This does not relieve train and engine men from a proper observance of yard rules and they will be held strictly accountable for yard accidents on lead tracks, as well as on any other track in yard, whether this information is received or not.
  - (6) Trainmen must use every effort to keep unauthorized persons off their train, and when unable to do so peaceably, notify Chief Dispatcher by wire so that officers may be called to assist.
  - (7) In addition to instructions carried in Rule 710, trainmen must not go between cars while they are moving for any purpose whatsoever, and must not crawl out of cupola windows to get on top of caboose, but will use end ladders provided for that purpose.
  - (8) Caboose must not be kicked, but must be handled with engine to a stop.
  - (9) The poling of cars is prohibited by switch or road crews.
  - (10) Air must be coupled up on all cars before starting to put up coal at all coal chutes.
  - (11) Trainmen will not move stock cars loaded with scrap, boards, engine wood, long rods, bolts, etc., or any commodity which might work out of lower openings until these openings are properly slatted.
  - (12) Employees alighting from moving trains, or cars, or walking alongside of same, getting off cars, or engines, or engine tanks, must be very careful to avoid personal injury while doing so.
  - (13) All super-heated engines must be operated with partly open or cracked throttle while drifting. On passenger trains Engineers will place independent or straight air brake valve in application position after engine has been coupled onto train and blue flag placed in position, or, when taking coal or water, or when Engineer leaves engine cab for any purpose; this also applies to freight trains. On engines not equipped with independent or straight air brake valve, Engineer must personally see that throttle valve is properly closed, reverse lever placed on center of quadrant and latched and cylinder cocks opened while standing.
  - (14) Engineers or Firemen will not move engine or any part of machinery on engine, without knowledge of location of other member of engine crew.
  - (15) In passing through towns Firemen will give their attention to looking ahead, and must have their fires in such condition that they can do so without loss of efficiency of the engine. They will only be relieved from this duty when it is necessary to shovel coal into the firebox. There must be no failure to keep sharp lookout ahead on both sides of engine, when passing through town or city limits. On double track, special care must be exercised in sounding of warning signals, particularly when trains or engines from opposite direction are approaching crossing at the same time.
  - (16) When rules require headlights to be displayed, electric headlights on engines will be dimmed under conditions outlined below, except in foggy or stormy weather, or when other conditions make it inadvisable:
    - (a) In yards where switch engines are employed and at stations where other engines are switching;
    - (b) At meeting points until train to be met is clear of the main track;
    - (c) When standing.
    - (d) On two or more tracks when approaching trains running in opposite direction. These directions do not supersede or modify those contained in Rule 17 and D-17.
  - (17) When ash pans are blow out, the door of the firebox must be closed entirely, and the pan blower valve opened gently before turning on full force.
  - (18) Engineer must stop train immediately when steam hose bursts or becomes disconnected or something is noticed dragging on train.
  - (19) Trainmen must provide themselves with proper wearing apparel to permit of their going out in severe storms and staying out as long as necessary. Conductors are responsible for knowing their brakemen are so equipped.

- (20) Trainmen will ride rear of tanks of locomotives backing up while switching at stations or moving in yards.
- (21) Conductors must know that blue signals are down on both ends of the train before giving Engineer a proceed signal. Blue flags must be removed from the rear end before they are removed from the engine.
- (22) Trainmen on passenger trains entering terminals, where engine will be detached, will open steam heat valve, at rear of train, and signal Engineer, as per Rule 16-J, who will immediately shut off steam, and leave valve open until steam line is thoroughly blown out.
- (23) Trainmen will keep their lights in electric lanterns burning until switching movements are completed before putting them out. The use of electric lanterns for any other than a white light is unauthorized.
- (24) Flagmen will see that rear door of the rear Pullman on train is locked when it is necessary for him to leave rear end of train.
- (25) Train and engine men, in charge of trains which are stopped on passing tracks, for the purpose of meeting or passing trains, must stand well into the clear of the main track to avoid possible personal injuries.
- (26) Switchmen will ride on front footboards of switch engines in direction engines are moving, either on yard or main tracks, when no cars ahead, to enable them to observe position of switches or other conditions, for which they will be held responsible jointly with Engineer. Not more than one yard man shall ride in this position.
- (27) Engineers will sound two long and two short blasts of the whistle when approaching a train on a passing track or one that may be stopped on opposite main track.
- (28) Car or cars switched or shoved over public crossing must be preceded by a member of the crew handling such cars or crossing protected by a member of the crew flagging same.
- (29) Grade crossings must be cut when trains are standing on passing tracks or main tracks for any purpose and trainmen must be on hand to flag such crossings when any trains are passing on the main track or passing track.
- (30) When necessary to protect against being moved or coupled into, certain bad order cars on repair tracks with other cars, some of which it may be necessary to move, a red flag by day and red light by night will be displayed on such cars, to indicate they must not under any circumstances be moved or coupled into.
- (31) Wire reports must be made to Superintendent of each case where passenger train is not properly heated to afford comfort to passengers, giving full particulars and cause of lack of heat.
- (32) Engines must not run through hopper track on coal chutes.
- (33) Each employee governed by Hours of Service Law must register for himself on Federal Register and such information must agree with time slips. Employees must advise superior officers of time their service expires, giving ample time to relieve them at expiration of their service, to comply with requirements of the law.
- (34) In working local cars at stations where Agents are not on duty, Conductor will leave in Waybill Box seals removed from cars, showing number of seal applied and Conductor's name.
- (35) Trainmen must not remove keys from brake shoes for the purpose of using them for making repairs to equipment, etc. Keys must under no circumstances be removed except when necessary to change brake shoes.
- (36) During seasons of the year when steam heat is used in passenger train equipment, when for any reason it becomes necessary to cut engine off of train, steam must be shut off and train line blown out before engine is detached from train.
- (37) Flagmen on passenger trains passing all stations will be in position on rear end of rear car of trains not carrying observation cars, and head end of observation cars on observation car trains, except at night when same are unoccupied, when will be on rear end of rear car ahead of private cars, with door open to detect any hot boxes, or other defects, and to receive any signals which might be given.
- (38) Trainmen will permit passengers to place in parcel racks in coaches and chair cars such parcels and grips as can be properly and safely accommodated therein.
 

If racks are not so constructed that parcels and grips can be safely accommodated, or if grips, parcels, etc., are of such shape as cannot be safely accommodated in the racks, they will explain to passengers the danger of and have such articles placed on the floor, but not in aisle of car where passengers or others could stumble and fall over them.
- (39) No cars will be gassed after dark except in case of extreme emergency and then only when using flashlight or electric lanterns.
- (40) Work trains unloading ballast on double tracks must stop when trains are passing on opposite track.

- (41) When it is known approaching Victoria Station that it will be necessary for passenger trains to make back-up movement in order to start train, engine men should decrease speed of train in order to permit flagman to alight from train in safety, a sufficient distance west of station to insure proper protection. If it is found after making station stop that train cannot be started without making back-up movement, proper protection must be given train.
- (42) Conductors will report promptly by wire to Superintendent and Trainmaster all cases of rough handling of trains in their charge between terminals, also all rough handling of trains by road or switch engines at terminals that may come to their attention, and all cases of excessive whistling or other noise made by trains going by or around passenger trains, or passenger stations.
- (43) Trains should take as little water as possible for locomotive use at Ellsworth and Russell.
- (44) As a precaution against personal injuries to passengers, trainmen will use the words—"Watch Your Step," as passengers are stepping down on step box from step of car.
- (45) When passengers are, for any reason, carried by station at which they should have left train, they should not be discharged between stations, but should be discharged where they can receive proper care. If this cannot be otherwise accomplished, train should be backed to station.
- (46) To avoid confusion, trainmen will refrain from giving "Come Ahead" signals to vehicles or pedestrians on highways at point where crossing watchmen are located.
- (47) Account liability of personal injury, enginemen will discontinue practice of getting outside of cab or gangway, or down on steps, of locomotives while in motion, in order to observe some part of engine. If there is anything about the locomotive which it is desired to inspect, engine should be stopped for that purpose.

### SUB-DIVISIONS

#### 11. EASTERN SUB-DIVISION.

- (1) At Terminal Jct., eastward trains leaving Union Pacific No. 2 track, are not required to stop at "stop" board, when the switches are properly set for them. Switches will be set normally,
  - (a) At Terminal Jct., for Kansas City Terminal High Line track;
  - (b) At C. R. I. & P. Jct., for Union Pacific tracks.
- (2) Trains will register by register ticket (Form 2642) as follows:
  - (a) At Terminal Jct., all trains;
  - (b) At Topeka, all C. R. I. & P. trains.
- (3) Clearance card (Form 2643) must be received as follows:
  - (a) At Terminal Jct., by all westward trains;
  - (b) At Topeka,
    - By all U. P. trains at U. P. passenger station;
    - " " Eastward R. I. passenger trains, at R. I. passenger station;
    - " " " R. I. freight trains, at R. I. yard office;
  - (c) At Manhattan, by all trains;
  - (d) At Terminal Jct., a clearance card received by the only section of westward second class trains, will confer the same authority as when received at their initial station.
- (4) The switch leading from Topeka Branch main track to the passing track in the west end of Menoken yard will be set normally for the Branch main track.
- (5) The normal position of end of double track switch just west of Blue River bridge 118.97 at Manhattan is for westward main track, and, of end of double track switch opposite freight house at Junction City, for eastward main track. At Manhattan, eastward trains and engines, and at Junction City, westward trains and engines will stop before fouling opposite main track and move over these switches at slow speed not exceeding eight miles an hour.
- (6) Do not attempt to move engine or high car under the quarry track which leads from cement quarry to cement plant near Bonner Springs and crosses over the empty coal storage track at cement plant.
- (7) Union Pacific 2800 class and C. R. I. & P. 2500 and 2600 class engines must not use yard track No. 1 east end of Topeka, Kansas, Yard.

#### 12. WESTERN SUB-DIVISION.

- (1) Trains must not leave Salina without a clearance card (Form 2643). Ellsworth is registering station for Nos. 151 and 152 only.
- (2) Running test of air brakes must be made on all trains before descending grade near M. P. 210, 212 and 216.
- (3) 200 and 300 class engines must not use industry track between Second and Third Streets on Elm Street, Salina, Kansas.

#### 13. PLAINVILLE BRANCH.

- (1) On Plainville Branch, running test of air brakes must be made on all trains before descending grade near Mile Post 75.

# KANSAS DIVISION

## SPECIAL RULES

### OBSTRUCTIONS ON KANSAS CITY TERMINAL RAILS THAT WILL NOT CLEAR A MAN ON TOP OF TRAIN

Bridges and Viaducts	Track Numbers
Santa Fe Bridge at Rock Creek.....	2-3
Big Blue River Bridge.....	2-3
18th Street Viaduct.....	1-2-3-4
Prospect Avenue Viaduct.....	Bench Track 4750
Olive Street Viaduct.....	Bench Track 260
Brooklyn Avenue Viaduct.....	Bench Track 260
Vine Street Viaduct.....	1-2-3-4-5
Paseo Avenue Viaduct.....	1-2-3-4-5-5004
Tracy Avenue Viaduct.....	Bench Track 5030-265-263
Forest Avenue Viaduct.....	262-2-31-2-3
Troost Avenue Viaduct.....	Bench Track 264-263 Sutermeister 5111
Harrison Street Viaduct.....	262-1-2-3-4-5
Campbell Street Viaduct.....	Bench Track 264-5130-51-5144-5142
Charlotte Street Viaduct.....	Bench Track 264
McGee Street Viaduct.....	1-2-27-21-19-10-731-706
Grand Avenue Viaduct.....	30-27-25-23-21-19-17-10
Main Street.....	Tracks under South Span 40-45 Broadway Yard 751-755 Train Shed 18-30-29-27-26-25-24-23-22-21- 20-19-17-16-15-14-13-12-11-10-40-41-274
Broadway.....	1-2-30-27-25-24-23-22-21-20-19-18-17-11-10 Express Track 52-54-55-56-57-58-59 Terminal Warehouse 5711
Train Sheds.....	11-12-13-14-15-16-17-18-19-20-21-22-23-24- 25-26
Pennsylvania Avenue Viaduct.....	1-2-27-23-5-6-7-8 Track South of South Pier 52 Power House 66
Allen Avenue Viaduct.....	Eastbound 81, Westbound 80
St. Louis Avenue Clearances same as shown above, on Armourdale Junction to St. Louis Avenue Lines	
St. Louis Avenue (New Structure).....	All Tracks
Twelfth Street Viaduct (New).....	Eastbound 71, Westbound 70
Allen Avenue (Temporary Viaduct).....	Eastbound 71, Westbound 70

NOTE: There are steps down the banks and walks across the Burlington Connection Tracks No. 70 and 71 at grade at following points. Trains will keep sharp lookout for pedestrians crossing tracks at these and other points on these tracks.

17th Street.....	Two Walks
14th Street.....	One Walk
Near Allen Avenue.....	One Walk
Southwest Warehouse Company.....	5144-5142
Banner Coal Company.....	5160
North Broadway Viaducts.....	All Tracks

### OBSTRUCTIONS THAT WILL NOT CLEAR A MAN ON SIDE OF TRAINS

Bridges and Viaducts	Track Numbers
Big Blue River Bridge.....	2-3
Olive Street Viaduct.....	4
Woodland Avenue Viaduct.....	Bench Track 260
Vine Street Viaduct.....	2
Campbell Street Viaduct.....	1
McGee Street Viaduct.....	706
Broadway Viaduct.....	Express Tracks 57-58-59 Term. Warehouse 5711
Industry.....	5710-5700
St. Louis Avenue (New Structure).....	East Track
Allen Avenue (Temporary Viaduct).....	Eastbound 71, Westbound 70
Montgomery Ward & Company.....	5144-5142
Halliwel Cement Company.....	5160
Kaw River Bridge.....	Single Track 2
Pennsylvania Avenue Viaduct.....	281-5710-5700
Harding Creamery Company.....	5714

### Location and Description of Certain Buildings, Tracks, etc., That Under Certain Conditions Will Not Clear a Man on Side or Top of Car

#### EASTERN SUB-DIVISION

**Kansas City, Mo.**—Track in alley between 10th St. and Union Ave.; track in alley between 10th St. and 11th St.; James St. Viaduct, all tracks; track centers in alley between 10th and Union Ave.; platforms at K. C., Mo., Freight House, on tracks, 12th Street; 5½, 6, 7, 8, 9 and 10.

**Armstrong, Kan.**—Dock at K. C. Packing Box Co. Plant, Armourdale; Overhead Icing Shed, Icing Shed Posts; at Swift & Co. Plant, on tracks 1, 2, 3, 4 and 5. Tracks are too close to afford clearance for men to ride on side of car. Tracks to carry ice buckets will not afford proper clearance for men on top of above-mentioned tracks. Platform at City Ice Co. Plant, 18th and Muncie; Boiler House; Blacksmith Shop; Coach Shed; Oil House; Storeroom platform. Seventh Street Viaduct, too close to clear man riding on top of high car, on tracks "Half"; Main Line, No. 1 and No. 2; Scale Tracks Nos. 2 and 3; Receiving Tracks 4 and 5; this viaduct protected on both sides by telltale. Tenth Street Viaduct, all tracks too close to clear man riding on top of high car; over tracks; Long and Short New; Main Lines No. 1 and No. 2; Rabbit Tracks 1, 2 and 3. This viaduct protected by electric lighted "Low Bridge" signs.

**Edwardsville**—Stock yard loading platform.

**Bonner Springs**—Coal shed, first east of elevator; stock yard loading platform. Trolley wires over tracks at cement plant, near Bonner Springs.

**Loring**—Crusher tracks, stock yard loading platform.

**Lenape**—Stock yard loading platform.

**Linwood**—Stock yard loading platform.

**Fall Leaf**—Stock yard loading platform.

**Bismarck Grove**—Stock yard loading platform.

**Lawrence**—Stock yard loading platform.

**Midland**—Stock yard loading platform.

**Buck Creek**—Stock yard loading platform.

**Williamstown**—Stock yard loading platform.

**Perry**—Elevator, stock yard loading platform.

**Newman**—Stock yard loading platform.

**Grantville**—Stock yard loading platform.

**Topeka**—Kaw Mill tracks, Watson Spur, Mid-Continent Mill siding, Mid-Continent Mill Spur, coal shed west of engine house, Thomas Lumber Co. Spur, Forbes Bros. coal shed, material yard, old retort building, rail platform, cement house, paint shop, stock yard loading platform and trolley wires over Kansas Ave.

**Menoken**—Stock yard loading platform.

**Kiro**—Elevator, stock yard loading platform.

**Silver Lake**—Buildings on house track, stock yard loading platform.

**Kingsville**—Stock yard loading platform.

**Rossville**—Buildings on south track; coal shed, mill spur; stock yard loading platform.

**St. Mary**—South business track, elevator, coal shed, stock yard loading platform.

**Belvue**—Business track, all buildings; stock yard loading platform.

**Wamego**—Mill Spur, stock yard loading platform.

**St. George**—Stock yard loading platform.

**Manhattan**—Blue Valley Mill track, freight house and platform, electric light spurs.

**Eureka Lake**—Stock yard loading platform.

**Ogdensburg**—Stock yard loading platform.

**Pawnee Flats**—Platform.

**Fort Riley**—Granary.

**Junction City**—Freight depot; warehouse, west spur; Dixon spur; Hogan Mill spur, stock yard loading platform.

#### WESTERN SUB-DIVISION

**Ziegler**—Loading bridge over track at rock quarry and spouts at quarry.

**Kansas Falls**—Business track, stock yard loading platform.

**Chapman**—Business track, stock yard loading platform.

**Detroit**—Stock yard loading platform.

**Abilene**—Freight platform, north and south track, stock yard loading platform.

**New Cambria**—Stock yard loading platform.

**Salina**—Buildings on Shellabarger Mill track; buildings on Butzer Spur.

**Bavaria**—Buildings on south track, stock yard loading platform.

**Brookville**—Elevator, coal and sand bin.

**Terra Cotta**—Stock yard loading platform.

**Kanopolis**—Independent Salt Co. buildings; Royal Salt buildings; Crystal Salt buildings; Mo. Pac. connection buildings; stock yard loading platform.

**Ellsworth**—Buildings on north business track; stock yard loading platform.

**Black Wolf**—Buildings on north industry track, east of depot; stock yard loading platform.

**Wilson**—Buildings on north business track; buildings on south business track; stock yard loading platform.

**Dorrance**—Business track, stock yard loading platform; roof of coal shed.

**Bunker Hill**—Buildings on business track, stock yard loading platform.

**Russell**—North and south business track; Russell Mill; stock yard loading platform.

**Gorham**—Buildings on north track, stock yard loading platform.

**Walker**—Stock yard loading platform.

**Victoria**—Stock yard loading platform.

**Toulon**—Elevator, east one.

**Hays**—Buildings on north and south tracks, curbing of platform of passenger station.

**Yocemento**—Coal shed and west elevator.

**Ellis**—Buildings on south spur, stock yard loading platform.

#### LEAVENWORTH BRANCH

**Six Corners**—Stock yard loading platform.

**Reno**—Stock yard loading platform.

**Tonganoxie**—Buildings on mill spur, stock yard loading platform.

**Moore**—Stock yard loading platform.

**Fairmount**—Stock yard loading platform.

#### SOLOMON BRANCH

**Niles**—First elevator west of depot, other buildings, stock yard loading platform.

**Verdi**—Buildings on siding, stock yard loading platform.

**Bennington**—Coal shed, elevator.

**Lindsey**—Elevator and coal shed, stock yard loading platform.

**Minneapolis**—East stock yard loading platform, buildings on Hill track, buildings on elevator track, track centers, mill spur, west stock yard loading platform.

**Delphos**—East mill platform; storehouse; Lord's Mill; coal house; track centers, Lord's Mill track; east stock yard loading platform; west stock yard loading platform.

**Glasco**—House track, west elevator; house track, both coal sheds; stock yard loading platform.

**Simpson**—Buildings on siding, stock yard loading platform.

**Asherville**—Elevator, coal shed, stock yard loading platform.

**Beloit**—Coal platform, east coal shed on house track, frame building east of Mill St., stone building east of Mill St., coal shed and office south track, elevator, stock yard loading platform.

#### McPHERSON BRANCH

**Salina**—Platform International Harvester spur; Lee Mercantile buildings; Lee Hardware buildings; elevator and coal sheds, west business track; Eberhardt spur; cold storage, all buildings; north building, Western Star Mill spur; new freight depot; transfer platform; cars spotted just inside of derail on east end of Alfalfa spur will not clear man on side of car on McPherson Branch, main track; street car trolley wires over McPherson Branch, main track, Walnut Street.

**Mentor**—Elevator, stock yard loading platform.

**Assaria**—All buildings, stock yard loading platform.

**Bridgeport**—Coal sheds, all; all elevators; stock yard loading platform.

**Lindsborg**—All buildings on mill elevator spur; coal shed, west spur; track centers, three tracks.

**Hilton**—South elevator, stock yard loading platform, north coal shed.

**Johnstown**—Loading platform, stock yard loading platform.

**McPherson**—Water works buildings, broom corn platform, stock yard loading platform.

#### PLAINVILLE BRANCH.

**Trenton**—Stock yard loading platform.

**Shipton**—West elevator, stock yard loading platform.

**Culver**—East elevator, stock yard loading platform.

**Tescott**—Elevator, other buildings, stock yard loading platform.

**Beverly**—Buildings on house track, stock yard loading platform.

**Shady Bend**—Elevator on spur, stock yard loading platform.

**Lincoln Center**—Elevators, stock yard loading platform.

**Vesper**—All buildings, stock yard loading platform.

**Sylvan Grove**—West coal shed, other buildings.

# KANSAS DIVISION

## SPECIAL RULES

Lucas—All buildings, stock yard loading platform.  
Luray—West coal shed, west elevator, stock yard loading platform.  
Waldo—Company coal platform, coal sheds, middle elevator, stock yard loading platform.  
Paradise—West coal shed, east elevator.  
Natoma—Middle elevator, stock yard loading platform, east coal shed.  
Codell—East elevator, stock yard loading platform.  
Plainville—Elevator's north track; mill and coal shed, house track; company coal bin; stock yard loading platform; elevator on house track, first west of depot.

### RAILROAD CROSSINGS

See Rule 98

A Kansas State Law for governing trains at Railroad Crossings at grade: "Trains carrying passengers exclusively, or passengers, mail and express, shall be designated as first-class trains. Mixed freight and passenger trains, and all other trains, switch engines and engines without cars, shall be designated as second-class trains."

All trains and locomotives without cars shall come to a full stop at least two hundred (200) and not more than eight hundred (800) feet from any grade crossing of other roads, and if the way is clear, shall sound two blasts of the whistle before starting forward.

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

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

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

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

The gate at Salina & Santa Fe R. R. crossing, just west of Salina, is connected with the signals located 500 feet on each side of crossing. Trains will approach prepared to stop, expecting to find crossing occupied, and if the signal is at stop position and no train is in sight on the Salina & Santa Fe R. R. within the limits of "STOP" boards, located about 250 feet each side of crossing, flagman will be sent ahead

to set gate against Salina & Santa Fe trains and then be governed by Rule 509 (a) or 509 (b).

Missouri Pacific crossing at Lindsborg, Kan., is protected with a gate set normally across Union Pacific track, which control home signals on Missouri Pacific, and derails with switch targets 100 feet in advance of derails on Union Pacific.

All trains and engines on Union Pacific track must stop at switch target until trainman sets gate across Missouri Pacific track. When entire train or engine has passed target on opposite side of crossing, the gate must be restored to normal position.

Union Pacific track is bonded between switch targets and controls an electric lock connected with pipe line at the gate, which becomes effective when gate is reversed and track is occupied within limits of switch targets. If any unusual strain is noted when starting to move gate from the reverse position, it indicates the pipe line is locked, due to cars not clear of bonded track or derangement of the apparatus.

If apparatus is out of order, place gate in the full reverse position, unlock Union Pacific switch lock on side of the electric lock facing Missouri Pacific track, and raise small cover which protects a releasing lever. Turn lever to the right as far as it will go (about  $\frac{1}{4}$ th turn), which releases the lock. Set gate in normal position, then turn lock-releasing lever back to normal position and replace cover.

#### Union Pacific Trains Have Precedence at the Following Crossings:

A. T. & S. F. Crossing, Bonner Springs.  
C. R. I. & P. Crossing, Topeka.  
C. R. I. & P. Crossing, Manhattan.  
A. T. & S. F. Crossing, Abilene.  
S. L. & S. F. Crossing, Ellsworth.  
A. T. & S. F. Crossing, Minneapolis.  
A. T. & S. F. Crossing, Salina.  
C. R. I. & P. Crossing, Salina.  
M. P. Crossing, Salina.  
Salina & Santa Fe Crossing, Lincoln Center.  
A. T. & S. F. Crossing, Enterprise Spur.

At the following crossings trains will be governed by position of signals and crossing gates, respectively:

A. T. & S. F. Crossing, Topeka.  
Salina & Santa Fe Crossing, Salina.  
M. P. Crossing, Lindsborg.

#### Foreign Road Trains Have Precedence at the Following Crossings:

M. P. Crossing, Beloit.  
A. T. & S. F. Crossing, McPherson.

## RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

Total weight of train, exclusive of engine and caboose, which the different classes of Locomotives will haul in each direction between the stations shown, under favorable weather conditions: (A deduction of ten (10) per cent will be made for fast trains.)

### KANSAS CITY AND ELLIS

CLASSIFICATION	ENGINE NUMBERS	KANSAS CITY AND SALINA		SALINA AND ELLSWORTH		ELLSWORTH AND ELLIS	
		WESTWARD	EASTWARD	WESTWARD	EASTWARD	WESTWARD	EASTWARD
E 62 — 18 — 62 26	900 - 930	1100	1300	450	450	600	1100
T 57 — 19 — 103 24	1225 - 1246	1400	1600	650	650	750	1250
T 69 — 19 — 103 24	1220 - 1247	1200	1450	500	500	650	1100
T 69 — 20 — 103 24	1300 - 1316	1275	1550	550	550	690	1100
T 62 — 20 — 103 24	1306 - 1311	1450	1650	660	660	760	1250
T 61 — 20 — 134 28	1250 - 1289	2200	2500	760	760	900	1400
C 57 — 21 — 161 30	402 - 468	2500	3200	1000	1000	1700	2200
C 57 — 22 — 187 30	200 - 300	3500	4500	1500	1500	2200	3000
P 79 — 22 — 148 28	2800 - 2849	3000	3700	1250	1250	1950	2600

### CLASS

"E"—Eight Wheelers, "C"—Consolidation Engines.  
 "A"—Atlantic Type, "TW"—Twelve Wheelers.  
 "P"—Pacific Type, "S"—Switch.  
 "T"—Ten Wheelers, "MK"—Mikado Type.  
 "M"—Moguls, "TTT"—Two-Ten-Two.

Example: — Consolidation Engine having 57-inch drivers, cylinders 21-inch diameter and 30-inch stroke, and weighing 161,000 pounds on drivers:

21  
C—57—161  
30

### ALLOWANCE FOR EMPTY OR UNDER-LOADED CARS

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

**TIME SERVICE**

W. F. Hayes, General Supervisor of Time Service,  
Omaha, Neb.

**LOCATION OF LOCAL TIME INSPECTORS**

- J. H. Mace Jewelry Co.....  
.....1122 Grand Ave., Kansas City, Mo.
- J. H. Mace Jewelry Co.....  
.....Union Station, Kansas City, Mo.
- Fred Gambrill.....  
.....705½ Central Ave., Kansas City, Kans.
- F. A. Fasnmyer.....  
.....511 Minnesota Ave., Kansas City, Kans.
- E. Sedgwick...1109 Kansas Ave., Kansas City, Kans.
- A. Marks.....Lawrence, Kans.
- E. G. Osborn.....Topeka, Kans.
- O. H. Shide.....Manhattan, Kans.
- W. G. Glick.....Junction City, Kans.
- B. A. Strickler.....Salina, Kans.
- Fred Kesler.....Ellsworth, Kans.
- A. Mulheim & Sons.....Ellis, Kans.
- Edward Fraser.....Leavenworth, Kans.
- F. E. Shook.....Beloit, Kans.
- Lambert Bros.....Plainville, Kans.

**LOCATION OF STANDARD CLOCKS**

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

## NAME AND LOCATION UNION PACIFIC HOSPITALS

St. Mary's Hospital—2800 Main St., Kansas City, Mo.  
St. John's Hospital—Salina, Kans.

### LIST OF SURGEONS

A. F. JONAS, Chief Surgeon, Omaha, Neb.

NAME	TITLE	PLACE	DISTRICT
DR. M. J. OWENS.....	Division Surgeon.....	817 Rialto Bldg., Kansas City, Mo.....	Kansas Division.
" J. H. THOMPSON.....	Oculist.....	406 Bryant Bldg., Kansas City, Mo.....	Kansas City.
" SAMUEL E. ROBERTS.....	Ear, Nose and Throat Specialist.....	1812 Fed. Res. Bk. Bldg., Kansas City, Mo.....	Kansas Division
" P. H. OWENS.....	Local Surgeon.....	Kansas City, Mo.....	Kansas City.
" R. C. LOWMAN.....	" ".....	218 Portsmouth Bldg. Kansas City, Kans.....	Kansas City to Lawrence.
" FRED CANDLER.....	" ".....	Bonner Springs.....	Edwardsville to Linwood.
" J. W. WARRING.....	" ".....	Linwood.....	Bonner Springs to Lawrence.
" E. R. KEITH.....	" ".....	Lawrence.....	Linwood to Perry and Tonganoxie.
" A. C. ZIMMERMAN.....	" ".....	Perry.....	Lawrence to Topeka.
" H. B. HOGEBOOM.....	" ".....	Topeka.....	Perry to Rossville.
" H. B. MILLER.....	" ".....	Rossville.....	Topeka to St. Mary.
" GEORGE MILLER.....	" ".....	St. Mary.....	Rossville to Belvue.
" BENJ. BRUNNER.....	" ".....	Wamego.....	Belvue to Manhattan.
" H. J. GROODY.....	" ".....	Manhattan.....	Wamego to Junction City.
" KING & O'DONNELL.....	" ".....	Junction City.....	Manhattan to Chapman.
" J. J. O'BRIEN.....	" ".....	Chapman.....	Junction City to Abilene.
" H. B. FELTY.....	" ".....	Abilene.....	Chapman to Solomon.
" CHAS. B. ALPIN.....	" ".....	Solomon.....	Abilene to Salina and Minneapolis.
" HARVEY & SEITZ.....	" ".....	Salina.....	Solomon to Brookville, McPherson, and Tescott.
" W. E. FOWLER.....	" ".....	Brookville.....	Salina to Ellsworth.
" HISSEM & O'DONNELL.....	" ".....	Ellsworth.....	Brookville to Wilson.
DRS. CARTER & TURGEON.....	" ".....	Wilson.....	Ellsworth to Russell.
DR. R. A. STEWART.....	" ".....	Russell.....	Wilson to Hays.
" C. D. BLAKE.....	" ".....	Hays.....	Russell to Ellis.
" D. R. STONER.....	" ".....	Ellis.....	Hays to Ellis.
" H. S. DURRETT.....	" ".....	Ellis.....	Ellis.
" G. R. COMBS.....	" ".....	Leavenworth.....	Leavenworth to Tonganoxie.
" J. F. BREWER.....	" ".....	Minneapolis.....	Solomon to Glasco.
" W. B. NEWTON.....	" ".....	Glasco.....	Glasco to Simpson.
" E. N. DANIELS.....	" ".....	Beloit.....	Simpson to Beloit.
" A. ENGBERG.....	" ".....	McPherson.....	McPherson to Lindsborg.
" C. D. VERMILLION.....	" ".....	Tescott.....	Salina to Lincoln Center.
" M. J. MILLER.....	" ".....	Plainville.....	Plainville to Natoma.

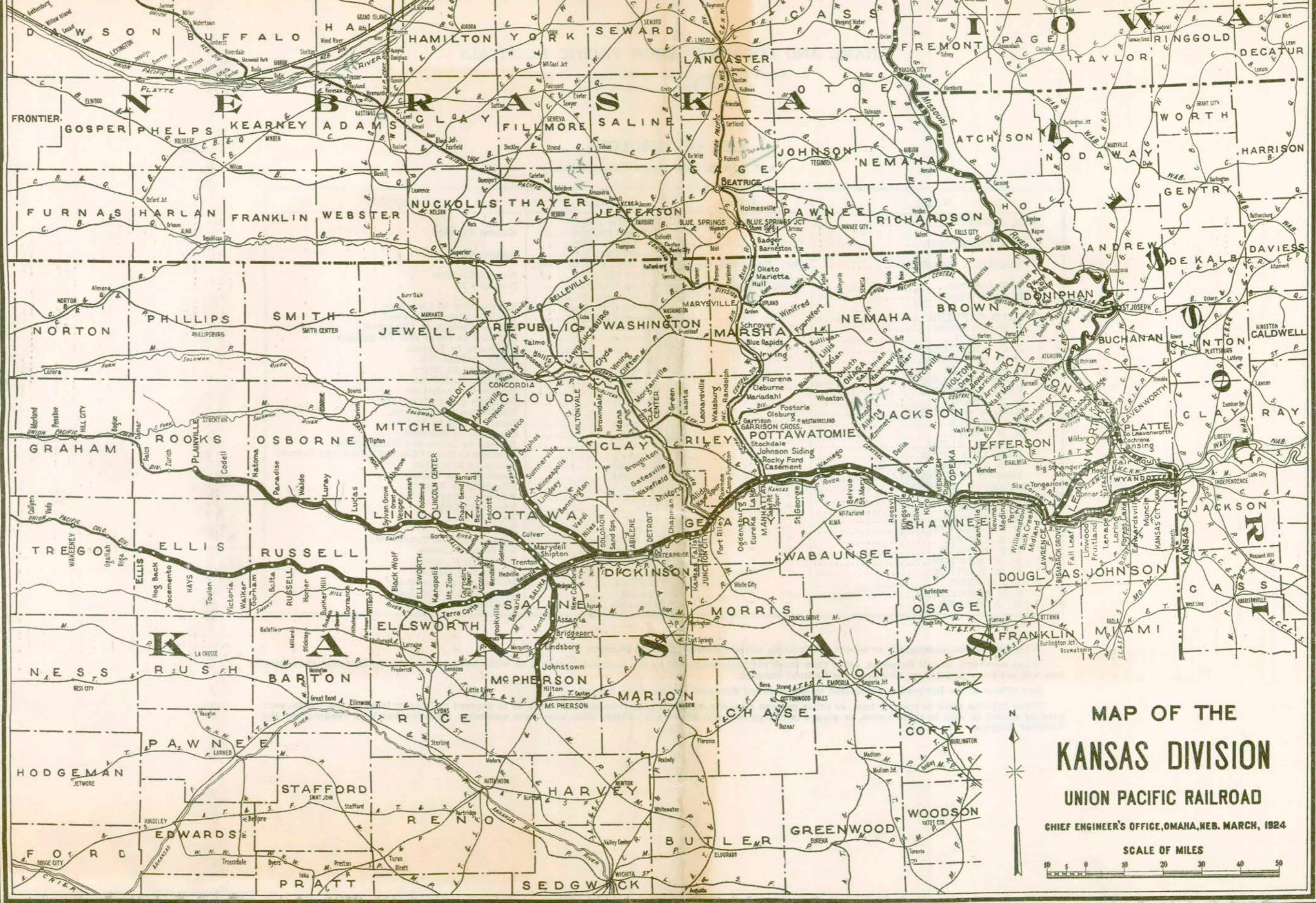
When employees, passengers, or others are injured, call the nearest Railroad Surgeon.

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

Any officer of the Railroad is authorized to call Railroad Surgeons to attend the injured.

When injuries arise to tramps, boys, or other persons climbing on or jumping from moving trains, or to persons walking or lying on the tracks, such persons should be sent to their homes, or placed in charge of Local Relief Authorities, after immediate necessary attention has been rendered by the Railroad Surgeon.

*Topike to  
Noy's will  
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No. 10  
Kansas  
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**MAP OF THE  
KANSAS DIVISION  
UNION PACIFIC RAILROAD**  
CHIEF ENGINEER'S OFFICE, OMAHA, NEB. MARCH, 1924  
SCALE OF MILES  
0 10 20 30 40 50