

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Kansas Division

EMPLOYEES' TIME TABLE

To Take Effect Sunday, May 31, 1925

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



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

METRO SYSTEM COMPANY

CONDENSED TIME TABLE.

KANSAS CITY AND CHEYENNE—WESTWARD.

| SECOND CLASS | | | FIRST CLASS | | | | | | | | | | Distance from Kansas City | Time Table No. 121 May 31, 1925 |
|---------------------|---------------------|---------------------|------------------|---------------------|---------------------|--------------------|------------------|------------------------|---------------------|---------------------|---------------------|---------------------|---------------------------|------------------------------------|
| 155 Time Freight | 269 Time Freight | 157 Freight | 109 Passenger | 101 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 | Leave Daily Ex. Sun. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | |
| | | | | 10.00 ^{AM} | 6.15 ^{PM} | 4.25 ^{PM} | | | 10.40 ^{AM} | | 8.00 ^{AM} | 1.00 ^{PM} | 0.0 | |
| | 7.20 ^{AM} | 6.15 ^{AM} | | 10.07 | 6.22 | 4.32 | | | 10.47 | | 8.07 | 1.07 | 2.5 | |
| | 9.15 | 8.00 | | 10.58 | 7.13 | 5.45 | | | 11.47 ^{AM} | | 9.13 | 2.15 | 89.6 | |
| | 11.10 | 9.40 | | 11.40 | 7.55 | 6.41 | | 3.40 ^{PM} | 12.40 ^{PM} | 10.35 ^{AM} | 10.10 | 3.05 | 67.8 | |
| | 11.50 ^{AM} | 10.00 ^{AM} | | 11.50 ^{AM} | 8.07 | 6.55 | | 3.55 ^{PM} | 12.50 ^{PM} | 10.55 ^{AM} | 10.20 ^{AM} | 3.15 | 72.5 | |
| | | | | | | | | | | | 1.20 ^{PM} | | 147.8 | |
| | | | | | | | | | | | 2.50 | | 185.3 | |
| | | | | | | | | | | | 7.00 ^{PM} | | 307.3 | |
| | | 12.10 ^{AM} | | 12.57 ^{AM} | 9.20 | 8.35 | | | | 2.20 | 12.18 ^{PM} | 4.30 | 119.4 | |
| | | 3.30 | | 1.40 | 10.10 | 9.10 ^{AM} | | | | 3.15 | 1.00 ^{PM} | 5.40 | 189.5 | |
| | | 6.05 | | 2.29 | 10.59 | | | | | 4.25 | | 6.57 | 172.3 | |
| | | 8.15 ^{AM} | | 3.05 | 11.30 ^{AM} | | | | | 4.50 | | 7.20 | 186.6 | |
| | | 8.00 ^{AM} | | 6.00 ^{AM} | 6.30 | 2.15 ^{AM} | | | | 8.50 | | 12.15 ^{PM} | 303.3 | |
| | | 10.00 ^{AM} | | | 7.40 | 4.20 | | | | 11.05 ^{AM} | | 3.00 ^{PM} | 377.8 | |
| | | 2.00 ^{PM} | | | 8.55 ^{AM} | 5.55 | | 6.45 ^{AM} | | 12.50 ^{AM} | | | 429.7 | |
| | | 9.15 ^{AM} | | | 12.10 ^{AM} | 8.55 ^{AM} | | 10.25 ^{AM} | | 3.45 | | | 595.4 | |
| | | 11.35 ^{AM} | | | 6.00 ^{AM} | 3.30 ^{AM} | | 12.30 ^{AM} | | 7.00 | | | 640.3 | |
| | | 12.40 ^{AM} | | | 6.40 | 2.02 | | 2.30 ^{AM} | | 4.35 | | | 659.4 | |
| | | 2.10 | | | 7.20 | 2.40 | | 4.35 | | 5.20 | | | 686.7 | |
| | | 6.50 ^{AM} | | | | 4.40 ^{AM} | | 7.40 ^{AM} | | 9.34 | | | 743.4 | |
| | | | | | 6.30 ^{AM} | | | 7.40 ^{AM} | | 11.45 ^{AM} | | | 746.3 | |
| | | | | | | | | | | | | | 1217.0 | |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sun. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | (1217.0) |
| (95.50) | (4.80) | (23.45) | (3.80) | (15.30) | (37.45) | (4.45) | (12.55) | (0.15) | (26.05) | (2.25) | (11.00) | (55.00) | | Time |
| 11.9 | 15.1 | 12.7 | 30.2 | 35.4 | 32.2 | 28.1 | 34.5 | 13.5 | 29.4 | 28.6 | 37.9 | 26.1 | | 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

H. J. PLUMHOF,
General Superintendent.

W. M. JEFFERS,
General Manager.

G. L. WHIPPLE,
General Superintendent Transportation.

CONDENSED TIME TABLE.

KANSAS CITY AND CHEYENNE—EASTWARD.

| Time Table No. 121 May 31, 1925 | Distance from Cheyenne | FIRST CLASS | | | | | | | | SECOND CLASS | | |
|------------------------------------|------------------------|---------------------|---------------------|-----------------------|------------------------|---------------------|---------------------|--------------------|--------------------|---------------------|---------------------|---------------------|
| | | 22 Passenger | 106 Passenger | 106 Passenger | 578 Motor Passenger | 126 Passenger | 104 Passenger | 108 Passenger | 138 Passenger | 170 Passenger | 270 Time Freight | 154 Time Freight |
| STATIONS | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sun. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| KANSAS CITY, MO. | 746.3 | 8.45 ^{AM} | | 11.40 ^{AM} | | 1.00 ^{PM} | 4.10 ^{PM} | | 6.20 ^{PM} | 9.10 ^{PM} | | |
| KANSAS CITY, KAS. | 743.8 | 8.32 | | 11.26 | | 12.49 ^{PM} | 4.00 | | 6.10 | 9.00 | 5.05 ^{AM} | 5.30 ^{AM} |
| LAWRENCE | 706.7 | 7.32 | | 10.15 | | 11.52 ^{PM} | 3.00 | | 5.05 | 7.50 | 2.20 | 2.45 |
| TOPEKA | 678.8 | 6.50 | | 9.18 | | 10.30 ^{AM} | 11.10 | 2.20 | 4.15 ^{AM} | 4.20 | 7.01 | 12.30 ^{AM} |
| MENOKEN | 673.8 | 6.36 | | 8.58 | | 10.20 ^{AM} | 10.55 | 2.07 | 3.55 | 4.00 | 6.27 | 11.50 ^{AM} |
| MARYSVILLE | 0.0 | | | | | | | | | 1.20 ^{PM} | | |
| BEATRICE | 0.0 | | | | | | | | | 11.25 ^{AM} | | |
| OMAHA | 0.0 | | | | | | | | | 7.05 ^{AM} | | |
| MANHATTAN | 626.9 | 5.32 | | 7.40 | | 9.52 | 1.02 | 2.35 | | | 5.15 | 9.30 ^{AM} |
| JUNCTION CITY | 606.8 | 5.00 | | 7.00 ^{AM} | | 9.20 | 12.25 ^{PM} | 1.45 ^{PM} | | | 4.25 | 8.00 |
| SOLOMON | 574.0 | 3.41 | | | | 8.02 | 11.15 ^{AM} | | | | 2.38 | 5.10 |
| SALINA | 559.7 | 3.05 | | | | 7.30 | 10.50 | | | | 2.15 | 4.00 ^{AM} |
| ELLIS | 448.0 | 12.10 ^{AM} | | | | 4.35 | 7.45 | | | | 10.20 ^{AM} | 8.00 ^{AM} |
| OAKLEY | 369.0 | 8.40 ^{AM} | | | | 1.30 | 4.80 | | | | 6.45 ^{AM} | 12.20 ^{AM} |
| SHARON SPRINGS | 316.6 | 7.05 | 6.30 ^{AM} | | | 12.05 ^{AM} | 3.15 | | | | | 8.00 ^{AM} |
| HUGO | 210.9 | 4.25 | 3.10 ^{AM} | | | 8.50 ^{AM} | 12.30 ^{AM} | | | | | 11.10 ^{AM} |
| DENVER | 106.0 | 1.15 | 11.15 ^{AM} | | | 5.30 | 9.30 ^{AM} | | | | 5.00 ^{AM} | 4.00 ^{AM} |
| BRIGHTON | 86.9 | 11.35 ^{AM} | 10.15 ^{AM} | | | 3.45 | 6.52 | | | | | 2.55 |
| LA SALLE | 59.6 | 10.52 | 8.40 | | | 2.55 | 4.50 | | | | | 1.15 ^{AM} |
| BORIE | 0.0 | 9.15 ^{AM} | | | | | | | | | | 10.00 ^{AM} |
| CHEYENNE | 0.0 | | 6.45 ^{AM} | | | 1.15 ^{AM} | 2.55 ^{AM} | | | | | |
| ODDEN | 0.0 | 6.40 ^{AM} | | | | | | | | | | |
| (1217.0) | | 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 | | (77.05) | (11.45) | (4.40) | (0.15) | (22.45) | (24.25) | (2.20) | (11.15) | (13.20) | (5.15) | (7.00) |
| Average speed per hour | | 34.0 | 26.9 | 29.9 | 28.2 | 34.6 | 30.6 | 23.7 | 27.3 | 26.1 | 13.8 | 13.2 |

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

Eastern Sub-Division and Branches

R. S. JOHNSON, Chief Train Dispatcher Kansas City, Mo.
C. F. WYNNE, Night Chief Train Dispatcher Kansas City, Mo.
J. E. JOHNSON, Dispatcher Kansas City, Mo.
C. A. SCHUCHMAN, Dispatcher Kansas City, Mo.
D. E. FRASER, Dispatcher Kansas City, Mo.
G. R. CARR, Relief Dispatcher Kansas City, Mo.

Western Sub-Division and Branches

J. H. QUIGLEY, Chief Train 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 |

WESTWARD

WESTERN SUBDIVISION—Junction City and Ellis.

EASTWARD

Table with columns for Second Class (151, 159, 157) and First Class (21, 103, 111, 169, 101) for the Western Subdivision. Includes Time Table No. 121 for May 31, 1925, listing stations from Junction City to Ellis with arrival and departure times.

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

WESTWARD

LEAVENWORTH BRANCH

EASTWARD

Table with columns for Second Class (171) and First Class (575) for the Leavenworth Branch. Includes Time Table No. 121 for May 31, 1925, listing stations from Leavenworth to Lawrence with arrival and departure times.

At Cochrane, eastward, Leavenworth Branch trains will secure train and block rights before passing the derail, located 350 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.

WESTWARD

SOLOMON BRANCH

EASTWARD

Table with columns for Second Class (165) and First Class (131) for the Solomon Branch. Includes Time Table No. 121 for May 31, 1925, listing stations from Solomon to Beloit with arrival and departure times.

At Cochrane, eastward, Leavenworth Branch trains will secure train and block rights before passing the derail, located 350 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.

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

| WESTWARD | | | | | | | | | | McPHERSON BRANCH | | | | | | | | | | EASTWARD | | | | | | | | | |
|---|--|--|--|--|---------------------|--|--|--|--|---------------------|--|--|--|--|-----------------------|--|--|--|--|----------|--|--|--|--|--|--|--|--|--|
| SECOND CLASS | | | | | FIRST CLASS | | | | | FIRST CLASS | | | | | SECOND CLASS | | | | | | | | | | | | | | |
| 181 Way Freight | | | | | 583 Motor Passenger | | | | | 581 Motor Passenger | | | | | 182 Way Freight | | | | | | | | | | | | | | |
| Leave Daily Ex. Sun. | | | | | Leave Daily | | | | | Leave Daily | | | | | Arrive Daily Ex. Sun. | | | | | | | | | | | | | | |
| Time Table No. 121 May 31, 1925 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STATIONS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8122 wvro 7.15M 4.55M 9.55M DN-R SALINA Dipe A 86.5 9.35M 2.15M 2.00M | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.6 A. T. & S. F. CROSSING 84.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.7 C. R. I. & P. CROSSING 84.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.7 M. P. CROSSING 84.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.9 WESLEYAN 92.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3618 7.40 6.16 10.16 8.1 MENTOR 27.4 9.05 1.45 1.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1473 8.10 5.26 10.26 12.3 D ASSABLA Ni 28.2 8.55 1.35 12.50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 816 8.45 6.35 10.34 16.0 BRIDGEPORT 19.5 8.45 1.25 12.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1904 9.15 6.50 10.48 21.0 D LINDSBORG Dn 14.5 8.33 1.13 12.01M | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1058 9.28 6.03 10.59 26.8 JOHNSTOWN 8.7 8.20 1.00 11.25M | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1518 9.39 6.12 11.10 30.4 HILTON 5.1 8.12 12.52 11.10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1489 wv 10.00M 6.30M 11.30M 35.5 D-R MCPHERSON Mf 8.00M 12.40M 10.50M | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (35.5) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.45 12.9 | | | | | 1.35 22.4 | | | | | 1.35 23.4 | | | | | 3.10 11.2 | | | | | | | | | | | | | | |
| Time.....Average speed per hour..... | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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

| WESTWARD | | | | | | | | | | PLAINVILLE BRANCH | | | | | | | | | | EASTWARD | | | | | | | | | |
|---|--|--|--|--|---------------|--|--|--|--|----------------------|--|--|--|--|---------------|--|--|--|--|-----------------------|--|--|--|--|-----------------|--|--|--|--|
| SECOND CLASS | | | | | FIRST CLASS | | | | | FIRST CLASS | | | | | SECOND CLASS | | | | | | | | | | | | | | |
| 183 Way Freight | | | | | 133 Passenger | | | | | 585 Motor Passenger | | | | | 134 Passenger | | | | | 586 Motor Passenger | | | | | 184 Way Freight | | | | |
| Leave Daily Ex. Sun. | | | | | Leave Daily | | | | | Leave Daily Ex. Sun. | | | | | Arrive Daily | | | | | Arrive Daily Ex. Sun. | | | | | | | | | |
| Time Table No. 121 May 31, 1925 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STATIONS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8122 wvro 8.30M 225.2 5.10M 8.10M DN-R SALINA Dipe A 225.2 9.45M 7.30M 1.30M | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1285 8.40 5.17 8.20 8.7 TRENTON 221.5 9.30 7.21 1.05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1508 8.50 5.21 8.25 8.3 SHIPTON 218.9 9.25 7.17 12.55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 774 9.00 5.26 8.30 9.1 MARYDEL 216.1 9.20 7.12 12.45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2598 9.15 5.31 8.37 11.8 D CULVER Cv 213.4 9.15 7.07 12.35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2093 9.50 5.44 8.59 18.8 D TESCOTT Ss 208.4 8.59 6.52 12.10M | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2190 10.15 5.56 9.15 24.1 D BEVERLY Vy 201.1 8.45 6.41 11.50M | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 623 10.25 6.01 9.22 26.8 SHADY BEND 198.4 8.39 6.35 11.35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1665 11.15 6.18 9.40 84.4 D LINCOLN CENTER Nc 100.8 8.24 6.18 11.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2891 11.55M 6.32 9.55 40.9 D VESPER Va 184.3 8.07 5.58 10.30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2240 wv 12.20M 6.46 10.10 47.5 D SYLVAN GROVE Ys 178.0 7.55 5.46 10.10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2070 12.45 7.05 10.30 65.8 D LUCAS Qs 169.9 7.35 5.27 9.35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2590 1.15 7.45 10.50 65.8 D LUDAY Av 159.6 7.04 5.10 8.55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2298 1.45 8.03 11.08 71.7 D WALDO Ow 153.5 6.51 4.57 8.20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1582 wv 2.15 8.25 11.28 79.4 D PARADISE Vm 145.8 6.33 4.37 7.45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1838 2.40 8.45 11.48 87.2 D NATOMA Nc 138.0 6.16 4.20 7.10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1478 3.10 9.05 12.08 95.8 D CODDLE C 129.9 5.58 4.05 6.35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1418 wvro 3.50M 9.40M 12.30M 105.6 DN-R PLAINVILLE Vn 121.6 5.40M 3.50M 6.00M | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (105.6) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.20 14.0 | | | | | 4.30 22.9 | | | | | 4.20 23.9 | | | | | 4.05 25.4 | | | | | 3.49 28.2 | | | | | 7.30 13.8 | | | | |
| Time.....Average speed per hour..... | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

- 2 (R). Time Inspectors are located as shown below:
W. F. Hayes, General Supervisor of Time Service, Omaha.
Kansas City, Mo. J. H. Mace Jewelry Co.
Kansas City, Kans. Fred Gambill
Kansas City, Kans. F. A. Fasemyer
Kansas City, Kans. E. Sedgwick
Lawrence. A. Marks
Topeka. E. G. Osborn
Manhattan. O. H. Shide
Junction City. W. G. Glick
Salina. B. A. Strickler
Ellsworth. Fred Kesler
Leavenworth. A. Mulheim & Sons
Beloit. Edward Fraser
Plainville. F. E. Shook
Lambert Bros.

- 3 (R). Standard clocks are located as shown below:
Kansas City. Union Station
Kansas City. Chief Dispatcher's Office
Kansas City. Dispatcher's Office
Kansas City. Yard Office
Armstrong. Round House
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
Leavenworth. Telegraph Office
Beloit. Telegraph Office
McPherson. Telegraph Office
Plainville. Telegraph Office

- 10 (b). At night, a yellow light on a Dwarf Signal, or on a "Call-on" or "Short-arm" Signal of an interlocking plant indicates "proceed at slow speed."
17 (C). When rules require headlight to be displayed, electric headlights will be dimmed under conditions outlined below, except in foggy or stormy weather or when other conditions make it inadvisable:
(a) In yards where switch engines are employed and at stations where switching is being done;
(b) At meeting points, until the 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 instructions do not supersede or modify those contained in Rules 17 and D-17.

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

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

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

| TRAIN | STOPS | PASSENGERS FROM |
|-------|-------------------|----------------------|
| 21 | St. Mary. | Kansas City. |
| 21 | Kanopolis. | Kansas City. |
| 104 | Bonner Springs. | West of New Cambria. |
| 105 | St. Mary College. | Any station. |
| 106 | St. Mary College. | Any station. |
| 107 | St. Mary College. | Any station. |
| 108 | St. Mary College. | Any station. |

KANSAS DIVISION

SPECIAL RULES

- 83 (R). At Terminal Jct., a clearance card received by the only section of westward second class trains, will confer the same authority as when received at their initial station.
Clearance card (Form 2643) must be received as follows:
Terminal Jct.—by all westward trains;
Topeka —by all U. P. trains at U. P. passenger station;
Topeka —by all eastward R. I. passenger trains, at R. I. passenger station;
Topeka —by all eastward R. I. freight trains, at R. I. yard office;
Manhattan —by all trains;
Salina —by all trains.
- 83 (S). Trains will register by registering ticket (Form 2642) as follows:
Terminal Jct.—all trains;
Topeka —all C. R. I. & P. trains.
- 83 (T). Ellsworth is registering station for Nos. 151 and 152 only.

- 93 (R). Yard limits are established, and defined by yard limit signs, at the following stations:
Armstrong Junction City Ellsworth Minneapolis
Lawrence Abilene Hays Beloit
Topeka Solomon Ellis McPherson
Manhattan Salina Tonganoxie Plainville

- 96 (R). The Kansas State Law governing movement of trains over railroad crossings at grade is as follows:
Trains carrying passengers exclusively, or passengers, mail, or express, shall be designated as first-class trains. Mixed freight and passenger trains, and all other trains, switch engines, and engines without cars, shall be designated as second-class trains.

All trains (and engines without cars) shall come to a full stop at least two hundred (200) and not more than eight hundred (800) feet from any grade crossing of other roads (except when such crossing is protected by interlocking device, gate, or derailling apparatus), and if the way is clear, shall sound two blasts of the whistle before starting forward.

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

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

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

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

98 (S). RAILROAD CROSSINGS.

| Location | Railroad Crossed | Trains Which Have Precedence | How Governed |
|----------------------------|------------------|------------------------------|--|
| Bonner Springs (M.P. 18.0) | A.T. & S.F. | U.P. | |
| Topeka (M.P. 67.5) | A.T. & S.F. | U.P. | Interlocking Plant. |
| Topeka (M.P. 68.2) | C.R.I. & P. | U.P. | |
| Manhattan (M.P. 119.4) | C.R.I. & P. | U.P. | |
| Enterprise Spur. | A.T. & S.F. | U.P. | |
| Abilene (M.P. 164.5) | A.T. & S.F. | U.P. | |
| Salina (M.P. 187.2) | S. & S.F. | U.P. | The gate is connected with signals 500 feet on each side of the crossing. If the signal is at stop position and no train is in sight on the Salina & Santa Fe within the limits of the stop boards which are located about 250 feet on each side of the crossing, flagman will be sent ahead to set gate against Salina & Santa Fe trains and then be governed by Rule 509 (A) or 509 (B). |
| Ellsworth (M.P. 224.4) | S.L. & S.F. | U.P. | |
| Minneapolis (M.P. 23.7) | A.T. & S.F. | U.P. | |
| Beloit (M.P. 57.1) | Mo. Pac. | Mo. Pac. | |
| Salina (M.P. 6.6) | A.T. & S.F. | U.P. | |
| McPherson Branch. | | | |
| Salina (M.P. 0.7) | C.R.I. & P. | U.P. | |
| McPherson Branch. | | | |
| Salina (M.P. 0.7) | Mo. Pac. | U.P. | |
| McPherson Branch. | | | |
| Lindsborg (M.P. 20.8) | Mo. Pac. | Mo. Pac. | All trains on Union Pacific track must stop at switch target until gate has been set across Missouri Pacific track. When entire train has passed the target on opposite side of crossing, the gate must be set across Union Pacific track. |
| McPherson (M.P. 35.2) | A.T. & S.F. | A.T. & S.F. | |
| Lincoln Center (M.P. 34.0) | S. & S.F. | U.P. | |

- 98 (T). At Terminal Jct., eastward trains leaving Union Pacific No. 2 track are not required to stop at stop board, when the switches are properly set for them.
At Manhattan, eastward trains and engines must stop before fouling No. 1 track at end of double track.
At Junction City, westward trains and engines must stop before fouling No. 2 track at end of double track.

99 (G). When passing through stations, and on double track when a train on the opposite track is being met or passed, a member of the crew must be stationed on the rear end of the rear car in position to give or receive necessary signals, except that when the train has an observation or special car, he must be on front platform of the rear car or on platform of the car next ahead. On passenger trains, the vestibule door must be open so that hot boxes or other defects may be detected.

101 (E). When a train encounters any dangerous defect in roadway or track, or is stopped by a block signal under circumstances which indicate a defect in track or signal apparatus (see Rules 101, 101 (A), 509, 510, and 808), the fact must be reported to the train dispatcher from the first point of communication, telephone booth, or telegraph office.

103 (A). A trainman will ride rear of tank of a road engine backing up without cars while switching at stations or moving in yards.

KANSAS DIVISION SPECIAL RULES

103 (B). Engines must not be run through hopper tracks at coal chutes, and air must be working on all cars before starting to put up coal.

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

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

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

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

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

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

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

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

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

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

For main track switch to east yard and rip track, — o — o
For Rock Island-Curtis Street connection, o o — o
For Golden Belt Elevator track, — o o — o
For Santa Fe interchange tracks, — o — o
For cross-over, 700 feet east of crossing, — o —

720 (R). Employes when traveling on company business and caretakers of live stock or freight, may be carried on freight trains between stations at which such trains stop, when provided with proper transportation. Freight trains, except trains consisting mostly of live stock, will carry passengers above the age of fifteen years, or under fifteen years when accompanied by parents, guardian, or other competent person, between points at which they stop. Agents and conductors must notify passengers that freight trains will not be required to stop with caboose opposite platform for them to get on or off.

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

When a train has been opened to clear a public crossing, a trainman must act as crossing watchman when a train or engine is passing on a siding or main track. Where a crossing watchman is on duty, trainmen must not give signal for highway traffic to come ahead.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 31 on Form 1216 "Conductor's Car and Tonnage Report."

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

824 (R). In addition to making inspection of train as often as possible as per Rule 824, every freight train must stop and must be inspected at the following points:

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

824 (S). On all trains, air test as required by Air Brake Rules 1016, 1017 and 1039 must be made at the following points:

Near M.P. 210, Western Subdivision—Eastward and westward;
Near M.P. 213, Western Subdivision—Eastward and westward;
Near M.P. 217, Western Subdivision—Eastward and westward;
Near M.P. 75, Plainville Branch —Eastward and westward.

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

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

Railroad Surgeons are located as shown below:

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

847 (A). Trainmen on passenger trains entering terminals where engine will be detached, will open steam heat valve at rear of train, and give signal as per Rule 16 (j) to engineman who will immediately shut off steam. The valve will be left open until closed by car inspector.

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

KANSAS DIVISION SPECIAL RULES

865 (A). Continued.

length from engine or caboose, but must not be placed next to cars placarded "Acid" or "Inflammable" in any train.

Tank cars placarded "Inflammable," when possible, must not be placed next to gondola or flat cars which are loaded with lumber, rails, pipe, or anything which is liable to shift.

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

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

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

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

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

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

Cars with emergency drawbars;
Outfit cars;
Emigrant movables;
All wooden underframe cars;

Any car tagged with Form 4725, reading, "Handle only at rear end of train." Live stock must be handled in head end of train when practicable, and stock cars loaded with scrap, boards, engine wood, long rods, bolts, or any commodity which might work out of openings in sides or ends of car, must not be moved until these openings are properly slatted.

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

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

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

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

888 (A). While passing through cities and towns, there must be no failure to keep sharp lookout ahead on both sides of the engine. Fireman must do this in preference to other duties, except that they must keep the fire in such condition that there will be no loss of efficiency of the engine.

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

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

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

898 (A). Enginemen will give two long and two short sounds of engine or motor whistle when approaching a train which is stopped on opposite track on double track, and when approaching a train which is on a siding on single or double track. On double track special care must be taken to sound warning signals, and particularly when trains or engines are approaching highway crossings from opposite directions at the same time.

Work trains unloading ballast on double track must stop when a train is passing on the opposite track.

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 | 262-2-31-2-5 |
| Troost Avenue Viaduct | Bench Track 264-263 |
| | Buttermilk 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 |
| | Tracks under South Span 40-45 |
| Main Street | Broadway Yard 751-755 |
| | Train Shed 18-30-23-27-26-25-24-23-22-21-20-19-17-16-15-14-13-12-11-10-40-41-274 |
| Broadway | 1-2-3-26-27-25-24-23-22-21-20-19-18-17-11-10 |
| | Express Track 52-54-55-56-57-53-59 |
| Train Sheds | Terminal Warehouse 5711 |
| | 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 51, Westbound 59 |
| 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 | 2 |
| 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 | 5145-5142 |
| Hallwell 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; 515, 6, 7, 8, 9 and 10.

Armstrong, Kan.—Dock at K. C. Packing Box Co. Plant, Armourdale; Overhead Iceing 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, 13th 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 talltale. 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.

Opdenburg—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 Canaan—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.

Gerham—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.

Lindsay—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.

Gasco—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 deraill 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.

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.

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

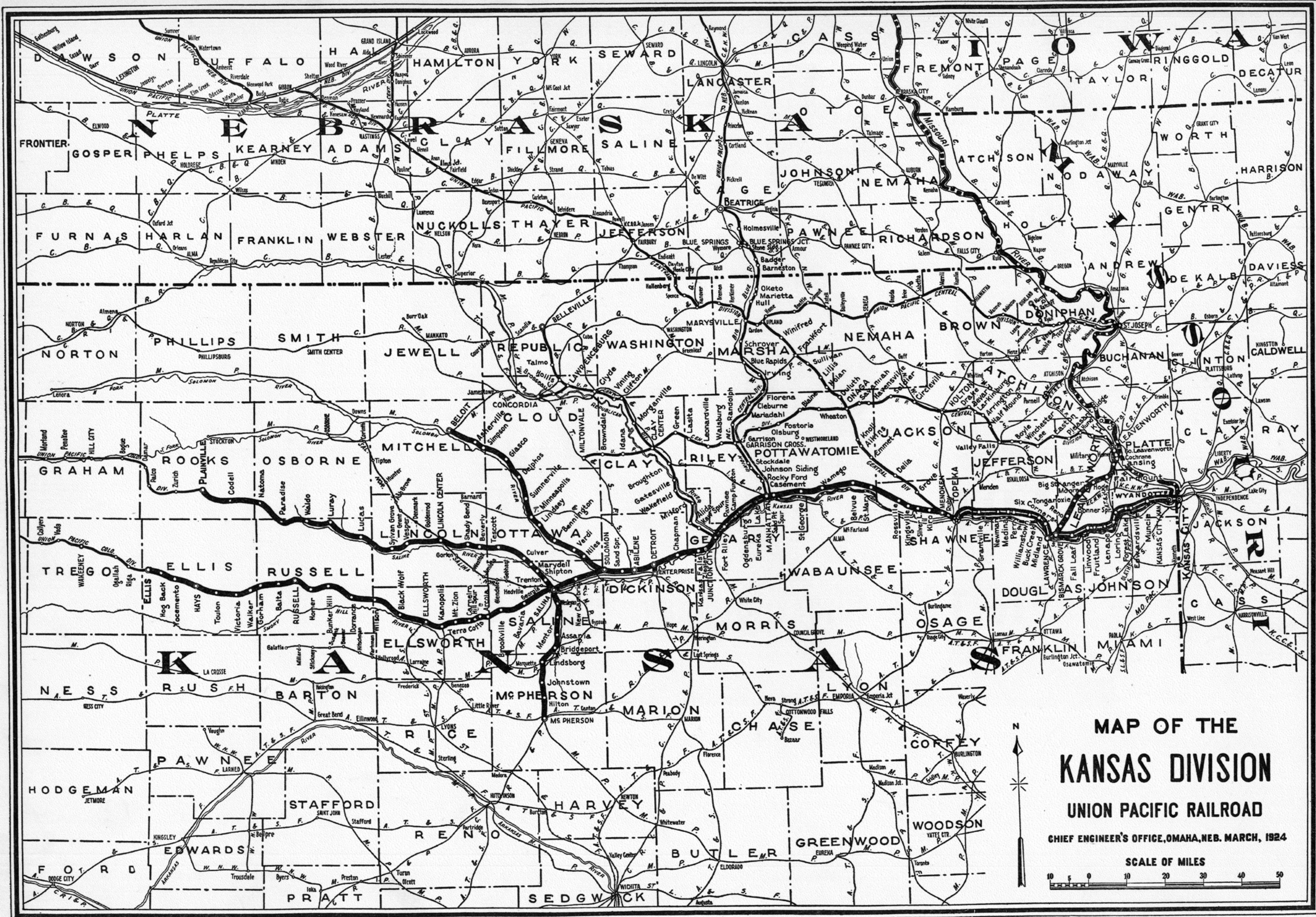
| CLASSIFICATION | ENGINE NUMBERS | KANSAS CITY AND SALINA | | SALINA AND ELLSWORTH | | ELLSWORTH AND ELLIS | | | |
|----------------|----------------|------------------------|-------------|----------------------|----------|---------------------|----------|------|------|
| | | WESTWARD | EASTWARD | WESTWARD | EASTWARD | WESTWARD | EASTWARD | | |
| E 62 | 18 26 | 62 | 900 - 930 | 1100 | 1300 | 450 | 450 | 600 | 1100 |
| T 57 | 19 24 | 103 | 1225 - 1246 | 1400 | 1600 | 650 | 650 | 750 | 1250 |
| T 69 | 19 24 | 103 | 1220 - 1247 | 1200 | 1450 | 500 | 500 | 650 | 1100 |
| T 69 | 20 24 | 103 | 1300 - 1316 | 1275 | 1550 | 550 | 550 | 690 | 1100 |
| T 62 | 20 24 | 103 | 1306 - 1311 | 1450 | 1650 | 660 | 660 | 760 | 1250 |
| T 61 | 20 28 | 134 | 1250 - 1289 | 2200 | 2500 | 760 | 760 | 900 | 1400 |
| C 57 | 21 30 | 162 | 402 - 468 | 2500 | 3200 | 1000 | 1000 | 1500 | 2200 |
| C 67 | 22 30 | 191 | 200 - 300 | 3500 | 4500 | 1300 | 1300 | 1800 | 3000 |
| F 79 | 22 28 | 148 | 2800 - 2849 | 3000 | 3700 | 1050 | 1050 | 1550 | 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



**MAP OF THE
KANSAS DIVISION
UNION PACIFIC RAILROAD**

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

SCALE OF MILES

