

UNION PACIFIC RAILROAD COMPANY
Eastern District

Kansas Division

Special Rules
No. 9

Effective Monday,
AUGUST 1, 1949

Superseding Special Rules No. 8.

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

H. E. SHUMWAY,
General Manager

V. W. SMITH,
General Superintendent

W. O. HORNE,
Superintendent

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

83 (S). All trains may register by registering ticket at Topeka passenger depot. Information required by Rule S-83 at Topeka will be given to U. P. westward freight trains by train order at West Topeka.

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

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

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

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

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

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

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

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

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

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

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

Clearance received at Union Station or Terminal Jct. by the only section of a regular train will establish identity of such train to the end of its run on First Subdivision.

Example: A clearance received at Union Station addressed "C&E No. 37" will establish identity of this train Union Station to Junction City.

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

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

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

Union Station	—all westward trains;
Terminal Jct.	—all westward trains;
Topeka passenger depot	—all westward U. P. passenger trains and all eastward C. R. I. & P. passenger trains;
Topeka C. R. I. & P. tower	—all eastward C. R. I. & P. freight trains;
Junction City	—all trains;
Abilene C. R. I. & P. depot	—all westward C. R. I. & P. trains;
Abilene A. T. & S. F. depot	—all westward A. T. & S. F. trains;
Salina passenger depot	—all trains;
Ellis	—all trains;
Hugo	—all trains;
36th Street	—all second-class and extra trains going to Kansas Division;
Concordia	—all eastward trains;
Plainville	—all trains;
Colby	—all trains between 7 A. M. and 7 P. M. daily except Sunday;
Hastings passenger depot	—all first-class trains;
Hastings yard office	—all trains except first-class trains;
Marysville	—all trains;
Troy	—all westward trains;
Leavenworth	—all westward trains.

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

96 (T).

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

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

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

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98 (R). Continued.

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

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

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

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

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

Last paragraph of Rule 99 is changed to read:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

At Kaw Jct.:	
C. R. I. & P. eastward trains, for diverging track.....	— 0
At Bonner Springs, over A. T. & S. F. Crossing:	
For switch for eastward trains to enter siding.....	— 0
At Topeka, over A. T. & S. F. Crossing:	
For main track switch to east yard and rip track.....	— 0
For Rock Island—Curtis Street connection.....	0 0 0
For Golden Belt Elevator tracks.....	— 0 0
For Santa Fe interchange tracks.....	— 0 0
For cross-over, 700 feet east of crossing.....	— 0
At Menoken:	
Westward trains, for main track.....	—
Westward trains, for diverging track.....	— 0
At Hastings (M. P. 227.2):	
For main track.....	—
For diverging track.....	— 0

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

Terminal Junction	Arapahoe
Kaw Junction	Wild Horse
Monument	Aroya
Page City	

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

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

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

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

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

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

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

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

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

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

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

802 (S). Trainmen, enginemen, yardmen, agents and other employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the regulations and instructions governing the handling of them.

Placards on Cars

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

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

Switching Cars Containing Explosives or Poison Gas

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

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

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

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

Switching of Cars Containing Dangerous Articles

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

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

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

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

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

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

Position in Freight Train or Mixed Train of Cars Containing Explosives

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

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

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

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

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

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

Continued opposite side.

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

Position in Train of Loaded Placarded Tank Car

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

805 (R). Rule 805 is cancelled.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

876 (R). Rule 876 is cancelled.

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

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

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

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

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

896 (R). Continued.

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

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

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

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

800 class engines must not go on the following tracks:

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

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

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

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

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

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

Topeka —No. 1 track in east yard.

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

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

896 (R). Continued.

Sharon Springs —No. 1 and No. 2 repair tracks and house track;
Roydale —Wye track;
—Trackage to Rocky Mountain Arsenal;
Denver —East end of wrecker track;
—Stock car cleaning tracks;
—Outside creamery track;
—East end of repair tracks at 23rd Street viaduct;
Onaga —Old L. K. & W. house track;
Marysville —East leg of wye;
Hanover —West end of stock track, No. 6 track and yard tracks south of passing track;
Fairbury —Mill track from Third Street west to west switch;
—Loop track;
—Beer spur;
—Alfalfa spur;
—City Light Plant spur;
—Auto dock spur;
—Business track from east switch to Fifth Street;
Hastings —City Light Plant spur.

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

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

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

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

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

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

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

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

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

Continued opposite side.

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

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

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

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

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

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

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

900 (S). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks.

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

Location	Structure or obstruction	Clearance of engine or car is close at—
At all stations.....	Mail cranes.....	Side.
First Subdivision.		
M. P. 0.88.....	Bridge.....	Sides and top on both tracks.
Kansas City, Kans.....	Standpipe.....	Side on westward track.
Kansas City, Kans.....	Tenth Street Viaduct...	Top on both tracks.
M. P. 6.87.....	Bridge.....	Sides on both tracks.
M. P. 11.38.....	Bridge.....	Sides on both tracks.
M. P. 25.46.....	Bridge.....	Sides on both tracks.
M. P. 27.86.....	Bridge.....	Sides on both tracks.
M. P. 34.35.....	Bridge.....	Sides on both tracks.
M. P. 35.95.....	Bridge.....	Sides on both tracks.
Lawrence.....	Standpipe east of depot..	Side on eastward track.
Perry.....	Standpipe west of depot..	Side on westward track.
M. P. 52.60.....	Bridge.....	Sides on both tracks.
M. P. 60.88.....	Bridge.....	Sides on both tracks.
M. P. 66.76.....	Bridge.....	Sides on both tracks.
Topeka.....	Standpipe east of passenger station.....	Side on eastward track.
West Topeka.....	Train order delivery crane.....	Side.
M. P. 84.29.....	Bridge.....	Sides.
M. P. 96.72.....	Bridge.....	Sides.
M. P. 97.13.....	Bridge.....	Sides.
M. P. 97.28.....	Bridge.....	Sides.
M. P. 99.66.....	Bridge.....	Sides and top.
Wamego.....	Standpipe west of depot..	Side.
M. P. 117.61.....	Bridge.....	Sides.
M. P. 137.18.....	Bridge.....	Sides and top.
M. P. 151.55.....	Bridge.....	Sides.
Abilene.....	Standpipe west of depot..	Side.
M. P. 173.62.....	Bridge.....	Sides and top.
M. P. 181.12.....	Bridge.....	Sides.
Salina.....	Standpipe.....	Side.
Salina.....	Coal chute.....	Side and top.
Second Subdivision.		
M. P. 187.12.....	Bridge.....	Sides.
M. P. 195.06.....	Bridge.....	Sides and top.
M. P. 201.94.....	Bridge.....	Sides.
M. P. 202.44.....	Bridge.....	Sides.
Dorrance.....	Coal chute.....	Side and top.
Dorrance.....	Standpipe.....	Side.
M. P. 274.01.....	Bridge.....	Sides.
M. P. 285.04.....	Bridge.....	Sides.
M. P. 290.62.....	Bridge.....	Sides and top.
Buffalo Park.....	Standpipe.....	Side.
Oakley.....	Standpipe west of depot..	Side.
M. P. 405.61.....	Bridge.....	Side.
M. P. 427.80.....	Bridge.....	Side.
Sharon Springs.....	Standpipe east of depot..	Side.

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

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

Continued opposite side

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

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

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

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

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

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

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

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

M. P. 210.5 Second Subdivision

M. P. 216.7 Second Subdivision

M. P. 75.5 Plainville Branch

—Westward;

—Eastward;

—Eastward and westward.

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

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

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

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

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

Total weight of trains, exclusive of locomotive and tender, which the different classes of locomotives will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Locomotive	Numbers (Inclusive)	Kansas City to Salina	Salina to Ellsworth	Ellsworth to Ellis	Ellis to Denver	St. Joseph to Double	Double to Hamlin	Hamlin to Marysville	Menoken to Marysville	Marysville to Hanover	Hanover to Hastings	Marysville to Beatrice	
C 57 $\frac{22}{30}$	190	201 to 358	3500	1300	1800	1500			2070	1430	2690	2070	
C 57 $\frac{21}{30}$	162 171	400 to 498	2500	1000	1500	1350	1180	1400	1180	1895	1300	2455	1895
MacA 57 $\frac{23\frac{1}{2}}{30}$	206 210	1900 to 1949	4200	1500	2000	2000			2500	1600	3000	2500	
MacA 63 $\frac{26}{28}$	212 228	2200 to 2320	4500	1700	2200	2000			2600	1650	3200	3400	
MacA 63 $\frac{26}{30}$	222	2480 to 2499	4800	1900	2400	2200			2700	1800	3300	2700	
SA-C 59 $\frac{23-23}{30}$	475	3500 to 3569			3500								
4-6-6-4 $\frac{3}{69}$ $\frac{21-21}{4}$ $\frac{406}{5}$ $\frac{404}{32}$ $\frac{407}{407}$	406 404 407	3930 to 3949 3950 to 3969 3975 to 3999			3200								
TTT 63 $\frac{29\frac{1}{2}}{30}$	286 311	5000 to 5089	5500	2400	3000	2700			3400	2290	4400	4500	
UP 67 $\frac{27}{31-32}$	368 372	9000 to 9087	6500		3200				4500	3200	5200	6300	
FEF 77 $\frac{24\frac{1}{2}}{32}$	266	800 to 819	5480	1900	3000	1940	2130	2130	1820	2910	1940	3530	2950
FEF 80 $\frac{25}{32}$	266	820 to 844											
P 77 $\frac{22}{28}$	149	2800 to 2859	3000	1050	1550				1800	1100	2000	1800	
P 77 $\frac{25}{26}$	163 165 167 184 193	2860 to 2899 2900 to 2911 3114 to 3138 3218 to 3227	3720	1220	1610	1250	1460	1460	1270	1990	1840	2400	2010
MT 73 $\frac{29}{28}$	256 261	7000 to 7038 7850 to 7869	4770	1590	2060	1500	1870	1870	1640	2550	1710	3100	2580

EXPLANATION

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

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

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

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

Total weight of trains, exclusive of locomotive and tender, which the different classes of locomotives will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Locomotive	Numbers (Inclusive)	Denver to Ellis	Ellis to Ellsworth	Ellsworth to Salina	Salina to Kansas City	Marysville to Hiawatha	Hiawatha to Stout	Stout to Double	Double to St. Joseph	Hastings to Hanover	Hanover to Maryeville	Marysville to Aikins	Aikins to Menoken	Beatrice to Marysville
C 57 $\frac{22}{30}$ 190	201 to 358	1500	3000	1300	4500					3560	1410	2330	3900	2070
C 57 $\frac{21}{30}$ 162 171	400 to 498	1350	2200	1000	3200	1175	2140	1090	1900	3250	1290	2140	3550	1895
MacA 57 $\frac{23\frac{1}{2}}{30}$ 206 210	1900 to 1949	1800	3000	1500	4500					3960	1600	2575	4300	2500
MacA 63 $\frac{26}{28}$ 212 228	2200 to 2320	2000	3800	1800	6500					4200	1650	2760	4300	3400
MacA 63 $\frac{26}{30}$ 222	2480 to 2499	2200	4000	2000	5800					4500	1700	2900	4500	2800
SA-C 59 $\frac{23-23}{30}$ 475	3500 to 3569	3500												
4-6-6-4 3 21-21 406 69 4 404 5 32 407	3930 to 3949 3950 to 3969 3975 to 3999	3200												
TTT 63 $\frac{29\frac{1}{2}}{30}$ 286 311	5000 to 5089	2700	5000	2500	8000					5500	2300	3800	4900	4500
UP 67 $\frac{27}{31-32}$ 368 372	9000 to 9087	3200			8500					6500	3200	4800	6000	6300
FEF 77 $\frac{24\frac{1}{2}}{32}$ 266	800 to 819	1780	4500	2300	5480	1780	5160	1640	2130	6200	2030	2480	3400	2200
FEF 80 $\frac{25}{32}$ 266	820 to 844													
P 77 $\frac{22}{28}$ 149	2800 to 2859		2600	1050	3700					3000	1100	2100	3300	1700
P 77 $\frac{25}{26}$ 163 165 167 184 193	2860 to 2899 2900 to 2911 3114 to 3138 3218 to 3227	1300	2700	1100	4000	1220	3500	1120	1460	4250	1400	2300	3300	1800
MT 73 $\frac{29}{28}$ 256 261	7000 to 7038 7850 to 7869	1650	4000	2000	4770	1590	4500	1460	1870	5410	1800	3200	3350	1920

EXPLANATION

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

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

$\frac{21}{30}$ 162