

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY
ST. JOSEPH & GRAND ISLAND RAILWAY COMPANY

Central Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday May 31, 1925

at 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.

CONDENSED TIME TABLE.

KANSAS CITY, ST. JOSEPH AND OGDEN—EASTWARD.

Time Table No. 9 May 31, 1925	Distance from Grand Island	FIRST CLASS			SECOND CLASS					
		4 Passenger	2 Passenger	138 Passenger	26 Time Freight	270 Time Freight				
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
KANSAS CITY				6.20PM		4.00AM				
TOPEKA				4.20		12.30AM				
ST. JOSEPH	251.7	5.30PM	8.45AM		4.00AM					
HIAWATHA	209.1	3.48	7.00		12.30AM					
MENOKE	183.3			4.00		11.50PM				
MARYSVILLE	113.1	1.10 12.50PM	4.20 4.00	1.20 1.00PM	7.45PM	5.50 4.20				
BEATRICE	150.5			11.25AM						
OMAHA	272.5			7.05AM						
FAIRBURY	98.7	11.04AM	2.25AM			12.35PM				
HASTINGS	24.4	8.10	11.47PM			8.20AM				
GRAND ISLAND	0.0	7.00AM	10.45PM							
DENVER		4.15PM	11.30AM			7.50PM				
GRANGER		2.26AM	2.26AM			1.36PM				
OGDEN		9.25PM	9.25PM			12.01AM				
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				

Through time 44.05 34.20 11.15 (8.15) (99 Hrs.)
 Average speed per hour 27.3 13.7

CENTRAL DIVISION

C. E. HEDRIX, Superintendent..... Marysville, Kans.

J. T. DAWSON
Train Master

First Sub-division.....	} Marysville, Kans.
Highland Branch.....	
Leavenworth Western Branch.....	
Topeka Branch.....	
Junction City Branch.....	

H. A. RIEBOW,
Train Master

Second Sub-division.....	} Marysville, Kans.
Manhattan Branch.....	

A. L. GARMAN, Chief Dispatcher..... Marysville, Kans.

TRAIN DISPATCHERS

E. R. MERRIMAN..... Marysville, Kansas
L. L. HARRISON..... Marysville, Kansas
J. F. LEWIS..... Marysville, Kansas
L. E. MANION..... Marysville, Kansas
O. T. BELL..... Marysville, Kansas
E. C. KAUFFMAN..... Marysville, Kansas

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

FIRST SUBDIVISION—St. Joseph and Marysville—WESTWARD.

Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS								FIRST CLASS				Distance from St. Joseph	Time Table No. 9						
														May 31, 1925						
														STATIONS						
Y									25 Time Freight Leave Daily	187 Mixed Leave Daily Ex. Sunday	269 Time Freight Leave Daily	17 Way Freight Leave Daily Ex. Sunday	577 Motor Passenger Leave Daily Ex. Sunday	137 Passenger Leave Daily	1 Passenger Leave Daily	3 Passenger Leave Daily	DN-R	ST. JOSEPH U. D. UN		
WFTOP									7.00PM			6.55AM			6.10PM	8.15AM	0.0	DN-R	TERMINAL YARD MK	
5,231	P									7.05			s 7.05			6.18	s 8.22	0.2	C. B. & Q. CROSSING--U. T. CROSSING	
1,494	P									7.20			s 7.25		s 6.26	s 8.30	1.4	D	ELWOOD DE	
3,026	P									7.30			s 7.40		6.32	s 8.38	5.4	D	WATHENA WA	
																	9.0		BLAIR BR	
2,266	P									7.55			s 8.08		s 6.43	s 8.51	12.0		APPLETON	
	I																13.8	D	TROY RY	
1,408	P									8.07			8.28		6.51	8.59	15.2		C. B. & Q. CROSSING	
633	P									8.11			s 8.35		6.54	s 9.03	17.5		DOUBLE	
2,358	P									8.18			f 8.48		6.59	s 9.10	19.0		MORAY	
3,333	WP									8.28			s 9.05		s 7.05	s 9.17	21.9		STOUT	
2,731										8.39			s 9.26		f 7.13	s 9.26	24.8	D	SEVERANCE Z	
3,545										8.51			s 9.50		s 7.23	s 9.37	28.9	D	LEONA	
1,254										9.01			f 10.02		7.31	f 9.46	34.1	D	ROBINSON HR	
	I																38.7		MANVIL	
2,134	WY									9.25			s 10.45		s 7.48	s 10.00	42.1		MO. PAC. CROSSING	
1,078										9.50			s 11.25		f 8.01	s 10.17	42.6	DN	HIAWATHA H	
1,419										10.10			s 11.53AM		s 8.09	s 10.26	50.1	D	HAMLIN OM	
1,246	F									11.10			s 12.30PM		s 8.26	s 10.43	53.9	D	MORRILL WB	
1,842										11.40PM			f 12.45		8.36	f 10.49	60.6	DN	SABETHA S	
620										12.10AM			s 1.00		s 8.44	s 11.01	64.2		PRICE	
1,151										12.40			s 1.25		s 9.04	s 11.21	68.7	D	ONEIDA X	
2,697	WY									1.00			f 1.50		f 9.18	s 11.37	77.4	DN	SENECA SN	
881										1.15			s 2.05		s 9.31	s 11.50AM	84.1	D	BAILEYVILLE CU	
3,058										1.35			f 2.45		s 9.41	f 12.03PM	89.1	D	AXTELL FR	
2,995										1.55			s 3.20		s 9.52	s 12.15	94.3		SUMMIT	
2,625	W									2.15			s 3.50		f 10.07	s 12.25	99.2	D	BEATTIE	
1,939										2.30	12.05PM	4.10AM	4.00	6.45PM	10.13	12.35	105.1	D	HOME HO	
	P									2.50	f 12.10	4.28	f 4.05	f 6.48	12.49	10.16	f 12.39	107.6	DN	UPLAND SJ
3,425										3.45AM	12.30PM	5.05AM	4.25PM	7.00PM	1.00PM	10.30PM	12.50PM	108.9		CARDEN
	WFTYO									Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	113.1	DN-R	MARYSVILLE MS

(8.45) 12.9 (0.25) 13.2 (0.55) 6.0 (9.30) 11.9 (0.15) 22.0 (0.15) 22.0 (4.20) 26.1 (4.35) 24.7 Time over Subdivision
 Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule 27. 72

FIRST SUBDIVISION—St. Joseph and Marysville—EASTWARD.

Time Table No. 9 May 31, 1925	Distance from Grand Island	FIRST CLASS				SECOND CLASS																				
		2	4	578	138	18	188	270	26																	
		Passenger Arrive Daily	Passenger Arrive Daily	Motor Passenger Arrive Daily Ex. Sunday	Passenger Arrive Daily	Way Freight Arrive Daily Ex. Sunday	Mixed Arrive Daily Ex. Sunday	Time Freight Arrive Daily	Time Freight Arrive Daily																	
DN-R ST. JOSEPH U. D. UN		8.45AM	5.30PM																							
DN-R TERMINAL YARD MK	251.7					3.00PM			4.00AM																	
C. B. & Q. CROSSING—U.T. CROSSING	251.5																									
D ELWOOD DE	250.8	8.37	s 5.16			f 2.45			3.50																	
D WATHENA WA	246.3	s 8.30	s 5.09			s 2.30			3.27																	
BLAIR BR	242.7	8.16	s 5.00			s 2.15			3.05																	
APPLETON	239.7																									
D TROY RY	237.9	s 8.08	s 4.52			s 2.00			2.37																	
C. B. & Q. CROSSING	236.5																									
DOUBLE	234.2	7.57	4.43			1.40			2.14																	
MORAY	232.7	7.53	s 4.39			f 1.35			2.05																	
STOUT	229.8	7.46	s 4.33			f 1.15			1.50																	
SEVERANCE Z	226.9	s 7.40	s 4.26			s 1.05			1.37																	
LEONA N	222.8	s 7.30	s 4.17			s 12.50			1.20																	
ROBINSON HR	217.6	s 7.20	s 4.07			s 12.35			1.00																	
MANVIL	213.0	7.09	f 3.56			f 12.15			12.45																	
MO. PAC. CROSSING	209.6																									
DN HIAWATHA H	209.1	s 7.00	s 3.48			s 12.05PM			12.30																	
HAMLIN OM	201.6	f 6.39	s 3.30			s 11.25AM			12.01AM																	
MORRILL WB	197.8	f 6.31	s 3.22			s 11.10			11.41PM																	
DN SABETHA S	191.1	s 6.19	s 3.08			s 10.43			11.10																	
PRICE	187.5	6.06	f 2.56			f 9.55			10.50																	
D ONEIDA X	183.0	f 5.57	s 2.47			s 9.30			10.30																	
DN SENECA N	174.3	s 5.40	s 2.30			s 9.00			9.50																	
BAILEYVILLE CU	167.6	s 5.22	s 2.15			s 8.30			9.18																	
D AXTELL FR	162.6	s 5.12	s 2.05			s 8.10			9.02																	
SUMMIT	157.4	f 5.00	f 1.54			f 7.35			8.48																	
BEATTIE B	152.5	s 4.49	s 1.42			s 7.20			8.30																	
D HOME HO	146.6	s 4.36	s 1.30			s 7.00			8.13																	
DN UPLAND SJ	144.1	4.31	1.21	7.40AM	1.35PM	6.45	11.25AM	6.15PM	8.05																	
CARDEN	142.8	4.28	s 1.18	f 7.37	1.30	f 6.40	f 11.15	6.10	8.00																	
DN-R MARYSVILLE MS	138.6	4.20AM	1.10PM	7.30AM	1.20PM	6.30AM	11.00AM	5.50PM	7.45PM																	
113.1		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily																	

Time over Subdivision.....	(4.25)	(4.20)	(0.10)	(0.15)	(8.30)	(0.25)	(0.25)	(8.15)
Average Speed per Hour.....	25.2	26.1	33.0	22.0	13.3	13.2	13.2	13.7

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

SECOND DIVISION—Marysville and Grand Island—WESTWARD

Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS										FIRST CLASS			Distance from St. Joseph	Time Table No. 9 May 31, 1925				
	23		21		169		133		15		269		161		1	3	STATIONS		
	Mixed	Mixed	Mixed	Mixed	C. B. & Q. Mixed	C. B. & Q. Mixed	Way Freight	Time Freight	C. B. & Q. Passenger	Passenger	Passenger	Leave Daily Ex. Sunday	Leave Daily		Leave Daily	Leave Daily	Leave Daily	DN-R	
WFTYO	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	113.1	DN-R	MARYSVILLE	MS
3,832																118.3	D	5.2 HERKIMER	KI
2,816																122.5	D	4.2 BREMEN	WN
4,528 WT																128.0		5.5 C. B. & Q. CROSSING	
1,733																128.1	DN	0.1 HANOVER	HA
3,554																132.4		4.3 SPENCE	
3,924																137.3	D	4.9 HOLLENBERG	KY
4,050 W																141.7	D	4.4 STEELE CITY	SC
2,898 W																144.0		2.3 CLAYTON	
3,893 P																147.0		3.0 C. B. & Q. CROSSING	
923 P																147.1	D	0.1 ENDICOTT	ND
3,804 W																152.6		5.5 C. R. I. & P. CROSSINGS	
3,963																153.0	DN	0.4 FAIRBURY	
4,311 WF																154.3		1.3 C. R. I. & P. CROSSING	
3,916																159.0		4.7 K. C. & O. JCT.	
815																161.4	D	2.4 POWELL	OW
4,022 W																167.4	D	6.0 ALEXANDRIA	A
3,884 WY																176.5	D	9.1 BELVIDERE	VI
1,668																178.8		0.3 C. B. & Q. CROSSING	
4,002																183.9	DN	7.1 CARLETON	C
964																191.1		7.2 C. & N. W. CROSSING	
I																191.1	D	0.0 DAVENPORT	DO
WFTYO																196.3		5.2 SEDAN	
742																200.4		4.1 C. B. & Q. CROSSING	
1,363																200.6	D	0.2 EDGAR	SG
1,747 W																208.9	DN	8.3 FAIRFIELD	FD
918																210.7		1.8 ALMA JCT.	
417																213.7		3.0 ANAN	
1,878 Y																218.2	D	4.5 GLENVIL	GV
WFTO																221.8		3.6 LEVEL	
																226.4		4.6 C. & N. W. CROSSING	
																227.2		0.8 C. B. & Q. CROSSING	
																227.3	DN-R	0.1 HASTINGS	AN
																231.3		4.0 FARMER	
																235.0	D	3.7 HANSEN	HS
																240.2	D	5.2 DONIPHAN	DV
																243.3		3.1 HASPUR	
																245.3		2.0 RIVER	
																247.5		2.2 SCHIMMER	
																249.5		2.0 BELT LINE CROSSING	
																251.7	DN-R	2.2 GRAND ISLAND	GE
																		138.6	

(1.30)	(1.20)	(0.10)	(1.35)	(8.30)	(7.50)	(0.10)	(5.05)	(5.35)	Time over Subdivision
16.3	18.3	10.8	7.5	13.4	14.6	10.8	27.0	24.8	Average Speed per Hour

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

SECOND SUBDIVISION—Marysville and Grand Island—EASTWARD.

Time Table No. 9			FIRST CLASS										SECOND CLASS									
May 31, 1925			4		2		162		16		270		134		170		22		24			
STATIONS			Passenger	Passenger	C. B. & Q. Passenger	Wav. Freight	Time Freight	C. B. & Q. Mixed	C. B. & Q. Mixed	Mixed	Mixed											
Distance from Grand Island			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday								
DN-R	MARYSVILLE	MS	138.6	12.50PM	4.00AM		4.00PM	4.20PM														
D	HERKIMER	KI	133.4	s 12.30	s 3.43		f 3.15	3.30														
D	BREMEN	WN	129.2	s 12.17	s 3.35		f 2.45	3.18														
	C. B. & Q. CROSSING		123.7																			
DN	HANOVER	HA	123.6	s 12.05PM	s 3.22		1.45	2.45														
	SPENCE		119.3	f 11.50AM	3.09		f 1.30	2.20														
D	HOLLENBERG	KY	114.4	s 11.42	s 3.00		s 1.20	2.03														
D	STEELE CITY	SC	110.0	s 11.31	s 2.50		s 1.00	1.20														
	CLAYTON		107.7																			
	C. B. & Q. CROSSING		104.7																			
D	ENDICOTT	ND	104.6	s 11.20	s 2.40		s 12.30	1.00	12.40PM													
	C. R. I. & P. CROSSINGS		99.1																			
DN	FAIRBURY	Q	98.7	s 11.04	s 2.25		s 12 01PM	12.35	s 12.20PM													
	C. R. I. & P. CROSSING		97.4																			
	K. C. & O. JCT.		92.7	f 10.47	2.07		f 11.05AM	12.13	11.57AM													
D	POWELL	OW	90.3	s 10.41	2.02		s 10.58	12.05PM														
D	ALEXANDRIA	A	84.3	s 10.30	s 1.52		s 10.45	11.45AM														
D	BELVIDERE	VI	75.2	s 10.05	s 1.35		s 10.15	11.08														
	C. B. & Q. CROSSING		74.9																			
DN	CARLETON	C	67.8	s 9.51	s 1.20		s 9.51	10.25														
	C. & N. W. CROSSING		60.6																			
D	DAVENPORT	DO	60.6	s 9.33	s 1.00		s 9.15	9.56														
	SEDAN		55.4	f 9.21	12.51		f 9.00	9.40														
	C. B. & Q. CROSSING		51.3																			
D	EDGAR	SG	51.1	s 9.13	s 12.43		s 8.45	9.28														
DN	FAIRFIELD	FD	42.8	s 8.52	s 12.26	10.02AM	s 8.20	9 04	9.40AM													
	ALMA JCT.		41.0	8.42	12.18	9.52AM	8.10	8.58	9.25AM													
	ANAN		38.0	f 8.36	12.13		f 8.00	8.50														
D	GLENVIL	GV	33.5	s 8.29	s 12.05AM		7.50	8.40														
	LEVEL		29.9	f 8.20	11.56PM		f 7.40	8.30														
	C. & N. W. CROSSING		25.3																			
	C. B. & Q. CROSSING		24.5																			
DN-R	HASTINGS	AN	24.4	s 8.10	s 11.47		7.30AM	8.20AM					9.30AM	3.00PM								
	FARMER		20.4	f 7.45	11.26								f 9.10	f 2.40								
D	HANSEN	HS	16.7	s 7.38	11.19								f 9.00	f 2.30								
D	DONIPHAN	DV	11.5	s 7.26	s 11.09								s 8.45	s 2.20								
	HASPUR		8.4	f 7.19	11.03								f 8.35	f 2.05								
	RIVER		6.4	f 7.14	10.59								f 8.30	f 2.00								
	SCHIMMER		4.2	f 7.10	10.55								f 8.25	f 1.55								
	BELT LINE CROSSING		2.2																			
DN-R	GRAND ISLAND	GE	0.0	7.00AM	10.45PM								8.15AM	1.45PM								
	138.6			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday								
	Time over Subdivision		(5.50)	(5.15)	(0.10)	(8.30)	(8.00)	(0.43)	(0.15)	(1.15)	(1.15)											
	Average Speed per Hour		23.8	26.4	10.8	13.1	14.3	16.7	7.2	19.5	19.5											

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

		WESTWARD				HIGHLAND BRANCH				EASTWARD						
Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.		SECOND CLASS				Distance from St. Joseph	Time Table No. 9 May 31, 1925				Distance from Highland	SECOND CLASS				
		33		31			STATIONS					30		32		
		Mixed	Mixed					Mixed	Mixed							
		Leave Daily	Leave Daily							Arrive Daily	Arrive Daily					
2358	WP			4.36PM	9.15AM	21.9	STOUT				7.1	9.05AM	4.25PM			
331		f 4.40	f 9.21			22.9	1.0 RYAN				6.1	f 8.51	f 4.16			
652		f 4.46	f 9.28			25.1	2.2 RATCLIFF				3.9	f 8.43	f 4.10			
291		f 4.50	f 9.32			26.4	1.3 MARCELL				2.6	f 8.38	f 4.04			
W	FTP			5.00PM	9.45AM	29.0	D-R	HIGHLAND		HG	0.0	8.30AM	3.50PM			
				Arrive Daily	Arrive Daily			7.1				Leave Daily	Leave Daily			
				(0.24)	(0.30)		..... Time over Subdivision.....				(0.35)	(0.35)				
				17.7	14.2		..... Average Speed per Hour.....				12.2	12.2				
				4	3		..... Connecting with.....				3	4				

Westward trains are Superior to trains of the same class in the opposite direction.—See Rule 72.
 Except that No. 30 is superior to No. 31, and No. 32 is superior to No. 33.

		WESTWARD				TOPEKA BRANCH				EASTWARD						
Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.		SECOND CLASS		FIRST CLASS		Distance from Menoken	Time Table No. 9 May 31, 1925				Distance from Marysville	FIRST CLASS		SECOND CLASS		
		187	269	577	137		STATIONS					578	138	188	270	
		Mixed	Time Freight	Motor Passenger	Passenger							Motor Passenger	Passenger	Mixed	Time Freight	
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily					Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			
	P			7.20AM	12.01AM	0.0	DN-R	MENOKEN		MX	75.7	10.20AM	4.00PM	4.40PM	11.50PM	
3898	WP	f 7.40	12.20	s 4.17	f 10.38	8.3	D	8.3 GROVE		OV	67.4	s 9.58	f 3.38	f 4.17	11.15	
3220	P	s 8.00	12.37	s 4.33	f 10.54	15.8	D	7.5 DELIA		DE	59.9	s 9.43	f 3.23	s 3.40	10.45	
3689	WP	s 8.20	12.56	s 4.48	s 11.08	22.6	DN	6.8 EMMETT		GC	53.1	s 9.29	s 3.10	s 3.10	10.15	
3244	P	f 8.35	1.10	f 5.00	f 11.18	28.0		5.4 AIKINS			47.7	f 9.18	f 2.59	f 2.40	9.50	
1169						29.1		1.1 KNOLL			46.6					
3279	WFTP	s 9.00	s 1.55	s 5.22	s 11.35	37.4	DN	8.3 ONAGA		GA	38.3	s 9.00	s 2.42	s 2.15	s 9.10	
3715	P	f 9.45	2.10	s 5.33	f 11.45	41.5	D	4.1 DULUTH		DH	34.2	f 8.40	f 2.30	f 1.25	8.40	
1359	P	f 10.00	2.30	f 5.43	11.53	46.3		4.8 NOLAN			29.4	f 8.30	2.21	f 1.10	8.25	
2202	WP	s 10.15	2.50	s 5.51	f 11.59AM	49.5	D	3.2 LILLIS		IS	26.2	s 8.23	f 2.14	s 1.00	8.05	
1360	P	f 10.30	3.05	f 6.00	f 12.07PM	54.3		4.8 SULLIVAN			21.4	f 8.13	f 2.06	f 12.40	7.45	
						58.6		4.3 M. P. CROSSING			17.1					
3702	WP	s 11.20	3.30	s 6.15	s 12.18	58.8	DN	0.2 FRANKFORT		FN	16.9	s 8.03	s 1.57	s 12.18PM	7.25	
3409	P	s 11.45AM	3.50	s 6.30	f 12.30	64.3	D	5.5 WINIFRED		WI	11.4	s 7.51	f 1.45	s 11.45AM	6.30	
	P	12.05PM	4.10AM	6.45PM	12.45PM	70.2	DN-R	5.9 UPLAND		SJ	5.5	7.40AM	1.35PM	11.25AM	6.15PM	
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			(70.2)				Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	
		(4.45)	(4.09)	(2.45)	(2.25)		..... Time over Subdivision.....				(2.40)	(2.25)	(5.15)	(5.35)		
		14.8	16.8	25.5	28.4		..... Average speed per hour.....				26.3	28.4	13.4	13.0		

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

		WESTWARD				MANHATTAN BRANCH		EASTWARD					
		SECOND CLASS		FIRST CLASS				FIRST CLASS		SECOND CLASS			
Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	WFT	173	141	137	579	Distances from Manhattan	Time Table No. 9		Distances from Valley	142	138	580	174
		Way Freight	Passenger	Passenger	Motor Passenger		May 31, 1925			Passenger	Passenger	Motor Passenger	Way Freight
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	STATIONS		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
		5.00AM	2.25PM		7.45AM	0.0	DN-R	MANHATTAN MH	189.4	12.15PM		3.45PM	4.45PM
	903	f			f	4.1		4.1 CASEMENT	185.3				f
		f	f		f	4.8		0.7 ROCKY FORD	184.6	f		f	f
	1530	s 5.40	s 2.49		s 8.08	10.6	D	5.8 STOCKDALE DZ	178.8	s 11.50AM		s 3.18	f 3.30
	1474 W	s 6.20	s 3.05		s 8.21	16.5	D	5.9 GARRISON CROSSING GX	172.9	s 11.39		s 3.05	s 3.05
						16.5		0.0 U. P. CROSSING	172.9				
	2603	s 6.50	s 3.16		s 8.34	21.8	D	5.3 RANDOLPH FH	167.6	s 11.26		s 2.42	s 2.25
		f	f		f	25.8		4.0 MARIADAH	163.6	f			f
	1481 W	s 7.30	s 3.32		s 8.49	28.7	D	2.9 CLEBURNE NE	160.7	s 11.13		s 2.29	s 2.00
	1203	f 7.44	f 3.42		f 8.59	33.2		4.5 FLORENA	156.2	f 11.03		f 2.18	f 1.15
						36.7		3.5 M. P. CROSSING	152.7				
	1705	s 8.15	s 3.55		s 9.12	38.1	D	1.4 IRVING VN	151.3	s 10.52		s 2.07	s 12.45
	716 W	s 8.55	s 4.12		s 9.25	42.7	D	4.6 BLUE RAPIDS PD	146.7	s 10.42		s 1.57	s 12.15PM
	1520	f 9.40	s 4.27		s 9.40	49.4	D	6.7 SCHROYER RY	140.0	s 10.27		s 1.42	f 11.15AM
	WFTO	s 10.10	s 4.50	1.20PM	9.55AM	55.2	DN-R	5.8 MARYSVILLE MS	134.2	s 10.15	1.00PM	1.30PM	s 10.15
	1945	f 11.40AM	f 5.04	f 1.32		61.3		6.1 HULL	128.1	f 9.51	f 12.45		f 9.35
	2061	f 12.05PM	s 5.09	s 1.36		63.5	D	2.2 MARIETTA AR	125.9	s 9.46	s 12.40		f 9.25
	1732	s 12.36	s 5.13	s 1.40		65.0	D	1.5 OKETO KT	124.4	s 9.42	s 12.36		s 9.15
	1694	s 1.20	s 5.27	s 1.53		71.4	D	6.4 BARNESTON NR	118.0	s 9.28	s 12.22		s 8.50
	808					75.1		3.7 BADGER	114.3				
	I					76.3		1.2 C. B. & Q. CROSSING	113.1				
	340					77.0		0.7 STONE SIDING	112.4				
	1248 W	2.10	5.45	2.10		79.0		2.0 BLUE SPRINGS JCT.	110.4	9.12	12.05		8.30
	Y	s 2.25	s 5.50	s 2.15		79.6	D	0.6 BLUE SPRINGS BS	111.0	s 9.07	s 12.01PM		s 8.25
	1248 W	f 2.40	f 5.55	2.20		79.0		0.6 BLUE SPRINGS JCT	110.4	f 9.00	11.55AM		f 8.15
	1358	f 3.00	s 6.07	s 2.30		83.7	D	4.7 HOLMESVILLE SX	105.7	s 8.50	s 11.45		f 8.00
						91.8		8.1 C. B. & Q. CROSSING	97.6				
						92.2		0.4 C. R. I. & P. CROSSING	97.2				
	WFTO	3.30PM	6.30PM	2.45PM		92.6	DN-R	0.4 BEATRICE BX	96.8	8.30AM	11.25AM		7.30AM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday			92.6		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(10.30) 8.8	(4.05) 22.6	(1.25) 26.4	(2.10) 25.5			Time over Subdivision.....		(3.45) 24.7	(1.35) 23.9	(2.15) 24.5	(9.15) 10.0
								Average speed per hour.....					

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

WESTWARD LEAVENWORTH WESTERN BRANCH EASTWARD

Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS		Distances from Leavenworth	Time Table No. 9 May 31, 1925	Distances from Miltonvale	FIRST CLASS		SECOND CLASS								
	193		191		515	521				522	516	192	194							
	Mixed		Mixed		Motor Passenger	Motor Passenger				Motor Passenger	Motor Passenger	Mixed	Mixed							
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	STATIONS	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday									
WFTO							DN-R UNION DEPOT LEAVENWORTH } JTR RH													
333			8.30AM		5.30PM		1.5 CORRAL			9.50AM		10.30PM								
					5.35		1.5 KNOX													
							2.3 A. T. & S. F. CROSSING													
691							1.7 HUND				f 9.25	f 9.30								
537							4.2 PLEASANT RIDGE				f 9.13	f 9.00								
1034 W							4.2 EASTON ON			s 9.00	s 8.40									
723							4.3 LEE			f 8.48	f 8.00									
1500 W							4.7 WINCHESTER WC			s 8.38	s 7.40									
1174							5.0 BOYLE			f 8.25	f 6.59									
							6.0 VALLEY FALLS Jct. with S.F. GH			s 8.10	s 6.30									
							4.9 HALF MOUND			f 7.51	f 5.55									
615							3.5 ARRINGTON GR			s 7.41	s 5.40									
1054							2.4 LARKINBURG			s 7.35	s 5.18									
914							1.9 BEVARD			f 7.31	f 5.10									
429							2.8 DRAKE			f 7.25	f 5.00									
844							4.4 HOLTON HN			s 7.15	s 4.45									
939 WY							7.8 CIRCLEVILLE CV			s 6.56	s 3.55									
831							6.4 SOLDIER JO			s 6.36	s 3.30									
1898							6.8 HAVENSVILLE HV			s 6.16	s 2.55									
1958 W							2.5 SAVANNAH			f 6.05	f 2.40									
699							3.7 ONAGA GA			11.25AM	s 5.56	2.30PM	6.00PM							
3279 WFT							8.4 WHEATON QD			s 11.05	s 5.35		s 5.30							
1562							5.0 BLAINE JG			s 10.50	s 5.22		s 5.00							
1667 W							7.4 FOSTORIA FA			s 10.34	s 5.06		s 4.20							
2162							6.4 OLSBURG UG			s 10.17	s 4.48		s 3.50							
612 W							7.1 GARRISON			s 9.55	4.25AM		s 3.15							
1479 FY							1.0 U. P. CROSSING													
							0.0 GARRISON CROSSING GX			s 9.50			s 3.05							
855 W							6.2 WALSBURG			f 9.29			f 1.40							
743							4.6 LEONARDVILLE D			s 9.15			s 1.20							
1684 W							6.1 LASITA			f 8.55			f 12.45							
715							4.4 GREEN GW			s 8.40			s 12.25PM							
1393							8.3 C. R. I. & P. CROSSING													
							0.1 U. P. CROSSING													
1117 W							0.2 CLAY CENTER CA			s 8.18			s 11.45AM							
859							7.7 IDANA DY			s 7.50			s 10.35							
461							4.8 BROWDALE			f 7.37			f 10.15							
WFY							6.0 MILTONVALE MV			7.25AM			10.00AM							
							166.2													

(7.50) 10.7
(8.00) 10.2
(5.40) 20.5
(4.20) 19.3
..... Time over Subdivision
(4.00) 20.9
(5.25) 21.4
(8.00) 10.3
(8.00) 10.4
..... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Leavenworth Western Branch trains while using Joint Tracks at Valley Falls will be governed by A. T. & S. F. time table and rules. A. T. & S. T. time table reads—
 All trains will run under control between junction switches at Valley Falls, expecting to find the main track being used by other trains.—

WESTWARD

JUNCTION CITY BRANCH

EASTWARD

Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS				FIRST CLASS		Distances from Junction City	Time Table No. 9 May 31, 1925	Distances from Concordia	FIRST CLASS		SECOND CLASS	
		177	175		129	127				128	130	176	178
		Mixed	Mixed		Passenger	Passenger				Passenger	Passenger	Mixed	Mixed
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
WFTYO			6.15AM			3.25PM	0.0	DN-R JUNCTION CITY JN	70.5	11.55AM		6.30PM	
							5.0	5.0 KAW SPUR	65.5				
1183		f 6.40			s 3.44		8.1	D ALIDA AD	62.4	s 11.30		s 5.35	
2162		s 7.00			s 3.58		13.6	D MILFORD MR	56.9	s 11.17		s 5.10	
2230 W		s 7.25			s 4.12		19.4	D WAKEFIELD WF	51.1	s 11.03		s 4.45	
614		f 7.40			f 4.21		23.0	3.6 GATESVILLE	47.5	f 10.50		f 4.21	
1043		s 7.55			s 4.31		27.9	4.9 BROUGHTON	42.6	s 10.42		f 3.50	
913							31.5	3.6 RELOCK	39.0				
							33.1	1.6 U. P. CROSSING	37.4				
2148		s 8.30			s 4.50		33.3	D CLAY CENTER CA	37.2	s 10.25		s 3.20	
2469 W		s 9.05			s 5.10		41.2	D MORGANVILLE MG	29.3	s 10.05		s 2.20	
615		s 9.47			s 5.30		49.1	D CLIFTON CF	21.4	s 9.47		s 1.55	
3327		s 9.59			s 5.34		49.9	D VINING VG	20.6	s 9.43		s 1.50	
							54.7	4.8 M. P. CROSSING	15.8				
2041 W		s 10.35			s 5.49		55.6	D CLYDE CY	14.9	s 9.30		s 1.30	
1063 Y		11.53AM	s 11.05		8.13AM	s 6.09	63.2	R LAWRENCEBURG	7.3	s 9.12	7.09PM	s 1.05	12.50PM
206							66.7	3.5 BROSSEAU	3.8				
							69.9	3.2 C. B. & Q. CROSSING	0.6				
983 WY		12.20PM	11.35AM		8.38AM	6.30PM	70.5	D-R CONCORDIA ND	0.0	8.53AM	6.49PM	12.35PM	12.20PM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily		70.5		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(0.27) 16.2	(5.20) 13.2		(0.25) 17.5	(3.05) 22.9		..... Time over Subdivision.....		(3.02) 22.9	(0.20) 21.9	(5.55) 11.9	(0.30) 14.6
								..... Average speed per hour.....					

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

WESTWARD

BELLEVILLE BRANCH

EASTWARD

Length of passing tracks in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS		Distances from Lawrenceburg	Time Table No. 9 May 31, 1925	Distances from Belleville	FIRST CLASS		SECOND CLASS	
		175		127				128	176		
		Mixed		Passenger				Passenger	Mixed		
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily Ex. Sunday		
1063 Y		12.50PM		7.09PM	0.0	R LAWRENCEBURG	16.8	8.13AM		11.53AM	
1358		f 1.00		s 7.15	2.1	2.1 HOLLIS HO	14.7	s 8.03		f 11.45	
					2.4	0.3 C. B. & Q. CROSSING	14.4				
1555		s 1.25		s 7.30	7.2	D TALMO RN	9.6	s 7.51		f 11.30	
WFT		2.15PM		7.56PM	16.8	D-R BELLEVILLE BI	0.0	7.30AM		11.00AM	
		Arrive Daily Ex. Sunday		Arrive Daily		16.8		Leave Daily		Leave Daily Ex. Sunday	
		(1.25) 12.0		(0.46) 22.2		..... Time over Subdivision.....		(0.43) 23.7		(0.53) 19.2
						..... Average speed per hour.....				

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

Train arriving Lawrenceburg as No. 128 on Belleville Branch will run as No. 129 Lawrenceburg to Concordia and as No. 128 Concordia to Junction City.
 Train arriving Lawrenceburg as No. 176 on Belleville Branch will run as No. 177 Lawrenceburg to Concordia and as No. 176 Concordia to Junction City.
 Train arriving Concordia as No. 175 on Junction City Branch will run as No. 178 Concordia to Lawrenceburg and as No. 175 Lawrenceburg to Belleville.
 Train arriving Concordia as No. 127 on Junction City Branch will run as No. 130 Concordia to Lawrenceburg and as No. 127 Lawrenceburg to Belleville.

CENTRAL DIVISION

SPECIAL RULES

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

W. F. Hayes, General Supervisor of Time Service	Omaha
Kansas City, Mo.....	J. H. Mace Jewelry Co.
St. Joseph.....	Rohwedder-Freyman Jewelry Co.
Highland.....	Orval Kerdle
Hiawatha.....	L. D. Willett
Seneca.....	Walter Sperling
Marysville.....	H. Ackerman
Fairbury.....	A. Ackerman
Fairfield.....	M. L. Jones
Hastings.....	J. H. Riffe
Grand Island.....	B. E. Jolls
Grand Island.....	J. A. Michelson
Leavenworth.....	Ed. Fraser
Onaga.....	J. D. Crumm
Miltonvale.....	Paul Lange
Manhattan.....	O. H. Shide
Beatrice.....	K. C. Koons
Junction City.....	W. G. Glick
Belleville.....	Elmer Fry and Son

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

St. Joseph.....	Union Depot Telegraph Office
St. Joseph.....	Terminal Yard Office
St. Joseph.....	Round House Shop Office
Highland.....	Telegraph Office
Hiawatha.....	Telegraph Office
Marysville.....	Telegraph Office
Marysville.....	Dispatcher's Office
Marysville.....	Yard Office
Fairbury.....	Telegraph Office
Hastings.....	Yard Office
Hastings.....	Roundhouse
Grand Island.....	Telegraph Office
Grand Island.....	Roundhouse
Grand Island.....	Yard Office
Leavenworth.....	Union Depot Telegraph Office
Onaga.....	Telegraph Office
Miltonvale.....	Telegraph Office
Garrison Crossing.....	Telegraph Office
Manhattan.....	Telegraph Office
Beatrice.....	Telegraph Office
Junction City.....	Telegraph Office
Belleville.....	Telegraph Office

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

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

- (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
1	Any station.	U. P. trains Nos. 13, 14, 25 and 26.
2	West of Hiawatha.	St. Joseph and beyond.
ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.		
TRAIN	STOPS	PASSENGERS FROM
1	West of Hiawatha.	St. Joseph.
2	Any station.	U. P. trains Nos. 13, 14, 25 and 26.

83 (R). Trains are not required to receive clearance card (Form 2643) as per Rule 83 (A), as follows:

- At Stout, all trains;
- At K. C. & O. Jct., eastward C. B. & Q. trains after receiving clearance card at Helvey;
- At Lawrenceburg, all trains;
- At Garrison, Nos. 516 and 521.

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

- At Menoken, all trains;
- At Upland, all trains;
- At Hastings, all first class trains.

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

St. Joseph	Fairbury	Blue Rapids	Leavenworth
Terminal Yard	Carleton	Garrison Crossing	Easton
Elwood	Fairfield	Manhattan	Holton
Hiawatha	Hastings	Lawrenceburg	Onaga
Sabetha	Grand Island	Belleville	Garrison
Seneca	Beatrice	Concordia	Miltonvale
Marysville	Blue Springs	Clay Center	
Hanover	Marysville	Junction City	

98 (R). The Nebraska State Law governing movement of trains over railroad crossings at grade is as follows:

"All railroad trains (and engines without trains), shall come to a full stop at least 200 feet, and not more than 800 feet, from the crossing of the other railroads, and the engineer shall sound two long blasts of the whistle before starting forward, except where said railroads maintain semaphore and gate, with torpedo attachments, and when the signals indicate the crossing to be clear, no stop need be made.

When trains (or engines without trains) approach a crossing simultaneously, the one on 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 and signal indicates that track is clear.

Every engineer violating the provisions of the two preceding sections, shall for each offense, forfeit one hundred dollars to be recovered in the name of the State of Nebraska for the benefit of the school fund; and the person, persons, or corporations on which road such offense is committed shall forfeit for each offense so committed, the sum of two hundred dollars to be recovered in like manner."

The Missouri State Law governing movement of trains over railroad crossings at grade is as follows:

"Every company operating a railroad shall cause all trains on such railroad to come to a full stop not less than ten nor more than sixty rods before reaching any railroad junction or crossing at grade, unless such stoppage is rendered unnecessary by an interlocking plant or other device approved by the written order of the railroad and warehouse commissioners, or by the court upon appeal. Any company violating any of the provisions of this section shall forfeit not less than twenty dollars nor more than one hundred dollars, to be recovered in a civil action before any justice of the peace of the county in which such violation occurs, upon the complaint of any person; said fine to be paid into the school fund of said county."

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 derauling 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
Terminal Yard (M.P. 0.2)	C.B.&Q. U.T.		
Troy (M.P. 15.2)	C.B.&Q.	St. J.&G.I.	Interlocked semaphore signal.
Hiawatha (M.P. 42.1)	Mo. Pac.	STJ & GI	Interlocking Plant.
Hanover (M.P. 128.0)	C.B.&Q.	St. J. & G. I. trains have precedence over C. B. & Q. trains going toward Wymore. C. B. & Q. trains going toward Concordia have precedence over St. J. & G. I. trains moving in either direction.	
Endicott (M.P. 147.0)	C.B.&Q.	C.B.&Q.	Gate.
Fairbury (M.P. 152.6)	C.R.I.&P.	St.J.&G.I.	
Fairbury (M.P. 154.3)	C.R.I.&P.	St.J.&G.I.	
Belvidere (M.P. 176.8)	C.B.&Q.	St.J.&G.I.	
Davenport (M.P. 191.1)	C.&N.W.	St.J.&G.I.	
Edgar (M.P. 200.4)	C.B.&Q.	St.J.&G.I.	
Hastings (M.P. 226.4)	C.&N.W.	St.J.&G.I.	
Hastings (M.P. 227.2)	C.B.&Q.	C.B.&Q.	Interlocking Plant.
Belt Line Crossing (M. P. 249.5)	Belt Line	St.J.&G.I.	Semaphore and Gate.
Hund (M.P. 5.3)	A.T.&S.F.	U.P.	
Clay Center (M.P. 147.4)	C.R.I.&P.	U.P.	
Frankfort (M.P. 58.6)	Mo. Pac.	Mo. Pac.	
Garrison Crossing (M.P. 172.9)	Manhattan and L. W. Branches.	Manhattan Branch.	
Irving (M.P. 152.7)	Mo. Pac.	Mo. Pac.	All trains must send a flagman ahead and not proceed until crossing is known to be clear.
Stone Siding (M.P. 113.1)	C.B.&Q.		Interlocking Plant.
Beatrice (M.P. 97.6)	C.B.&Q.	U.P.	
Beatrice (M.P. 97.2)	C.R.I.&P.	U.P.	
Clay Center (M.P. 33.3)	Junction City & L. W. Branches.	Junction City Branch.	
Clyde (M.P. 54.7)	Mo. Pac.	Mo. Pac.	
Concordia (M.P. 69.9)	C.B.&Q.	Southward C. B. & Q. trains have precedence over U.P. trains moving in either direction. U.P. trains moving in either direction have precedence over northward C.B.&Q. trains.	
Hollis (M.P. 2.4)	C.B.&Q.	C.B.&Q.	

CENTRAL DIVISION

SPECIAL RULES

98 (T). Eastward C. B. & Q. trains must not occupy main track at Alma Junction until authority has been received by telephone from Fairfield telegraph office.

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.

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 Stout, west passing track switch, for Highland;
At Lawrenceburg, switch at east leg of wye, for Concordia.

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

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Fr.	
At any point.	45	35	
At any point.	35	..	With caboose.
At any point.	..	35	Light engines with or without caboose.
At any point.	20	20	Engines backing up with or without cars.
At any point.	30	30	Passing coaling stations.
At any point.	35	..	400 class engines.
Within yard limits.	30	15	Speed must be as much slower as rules or conditions may require.
At any point.	5	5	On tracks laid with rail weighing less than 60 pounds per yard.
Between Fairfield and Alma Junction.	..	..	All trains must be prepared to stop.
First Subdivision.	35	25	Account curves of 4 degrees or over as follows: Between— Between— MP 4.9 and MP 5.2 MP 53.9 and MP 56.2 MP 8.6 and MP 14.8 MP 57.9 and MP 58.4 MP 17.8 and MP 25.2 MP 66.8 and MP 67.2 MP 40.8 and MP 41.8 MP 73.6 and MP 75.2 MP 44.2 and MP 44.5 MP 82.1 and MP 82.3 MP 48.3 and MP 48.6 MP 101.1 and MP 101.3
Second Subdivision.	15	15	Between slow boards east of Steele City.
Second Subdivision.	15	15	Between slow boards east of Powell.
Second Subdivision.	35	25	Account curves of 4 degrees or over as follows: Between MP 140.8 and MP 141.7 MP 226.8 and MP 227.0
Highland Branch.	20	20	
Topeka Branch.	10	10	Between slow boards over Big Dutch Creek Fill. M. P. 43½.

152 (R) Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Fr.	
Manhattan Branch.	35	30	
Manhattan Branch.	15	15	Between slow boards one mile west of Manhattan.
Manhattan Branch.	15	15	Between slow boards near M. P. 102 and 103.
Manhattan Branch.	..	..	Between Blue Springs Jct. and Blue Springs Jct., be prepared to stop.
Manhattan Branch.	30	25	Account curves of 4 degrees or over as follows: Between— Between— MP 100.4 and MP 112.6 MP 132.8 and MP 133.0 MP 118.8 and MP 120.0 MP 137.0 and MP 137.4 MP 121.1 and MP 122.1 MP 162.2 and MP 162.4 MP 128.7 and MP 129.2 MP 179.4 and MP 179.9
Leavenworth Western Branch.	35	25	
Leavenworth Western Branch.	10	10	Between slow boards near M. P. 4.0.
Leavenworth Western Branch.	25	20	Account curves of 4 degrees or over as follows: Between— Between— MP 1.1 and MP 5.4 MP 77.4 and MP 79.3 MP 8.2 and MP 21.0 MP 81.0 and MP 101.9 MP 24.0 and MP 24.3 MP 103.7 and MP 107.7 MP 25.3 and MP 25.5 MP 109.0 and MP 110.0 MP 26.5 and MP 26.9 MP 111.9 and MP 113.3 MP 30.6 and MP 31.8 MP 116.0 and MP 117.7 MP 33.2 and MP 36.0 MP 120.6 and MP 120.9 MP 40.3 and MP 40.9 MP 121.9 and MP 123.5 MP 50.0 and MP 50.2 MP 126.2 and MP 131.6 MP 52.5 and MP 53.2 MP 135.9 and MP 137.1 MP 55.1 and MP 55.9 MP 138.0 and MP 140.3 MP 62.2 and MP 62.6 MP 142.4 and MP 142.6 MP 65.0 and MP 70.9 MP 146.6 and MP 147.9 MP 72.1 and MP 72.3 MP 156.4 and MP 156.7 MP 73.7 and MP 73.8 MP 160.6 and MP 163.4 MP 74.7 and MP 74.9 MP 165.4 and MP 165.7 MP 76.1 and MP 76.3
Junction City Branch.	35	25	
Junction City Branch.	5	5	Between slow boards located 50 feet each side of Court St., Clay Center.
Junction City Branch.	10	10	Between slow boards near M. P. 19.5.
Belleville Branch.	35	25	

674 (R). To indicate the route to be used through interlocking plants, the following engine and motor whistle signals will be used: (The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds):

At St. Joseph—over Missouri River Bridge:
For St. J. & G. I. — o
For C. R. I. & P. — o —
For Union Terminal o — o
At Hiawatha—M. P. 42.1:
For main track —
For diverging track — o

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

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

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

Where a crossing watchman is on duty, trainmen must not give signal for highway traffic to come ahead.

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

6000 pounds for each empty or loaded car weighing less than 40,000 pounds (including light weight of car);

3000 pounds for each empty or loaded car weighing between 40,000 and 50,000 pounds (including light weight of car).

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:

Severance or Stout —Eastward and westward, except that No. 25 or No. 25's train when running extra, and No. 26 or No. 26's train when running extra, may inspect at Hiawatha;

Seneca —Eastward and westward;

Fairbury or Endicott —Eastward;

Fairbury —Westward;

Carleton —Eastward and westward;

Onaga —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:

Topeka Branch, near M. P. 28—Eastward and westward;

Topeka Branch, near M. P. 46—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.....
St. Joseph.....	C. H. Wallace.....	Division Surgeon.....
St. Joseph.....	H. K. Wallace.....	District Surgeon.....
St. Joseph.....	B. W. Tadlock.....	Oculist.....
St. Joseph.....	W. J. Hansen.....	District Surgeon.....
Wathena.....	J. G. Swailes.....	District Surgeon.....
Severance.....	S. H. Blakeley.....	District Surgeon.....
Robinson.....	V. C. Van Voorhis.....	District Surgeon.....
Hiawatha.....	G. C. McKnight.....	District Surgeon.....
Beattie.....	W. E. Ham.....	District Surgeon.....
Marysville.....	J. L. Hausman.....	District Surgeon.....
Marysville.....	J. W. Randall.....	District Surgeon.....
Hanover.....	F. H. Rhoades.....	District Surgeon.....
Fairbury.....	H. E. Potter.....	District Surgeon.....
Carleton.....	J. G. W. Westerhoff.....	District Surgeon.....
Fairfield.....	J. R. Bell.....	District Surgeon.....
Hastings.....	C. B. Calbreath.....	District Surgeon.....
Hastings.....	J. V. Beghtol.....	District Surgeon.....
Grand Island.....	E. G. Johnson.....	District Surgeon.....
Grand Island.....	F. D. Ryder.....	District Surgeon.....
Grand Island.....	H. C. Wengert.....	Oculist.....
Leavenworth.....	G. R. Combs.....	District Surgeon.....
Easton.....	C. A. Laffon.....	District Surgeon.....
Valley Falls.....	M. F. Marks.....	District Surgeon.....
Holton.....	C. W. Reynolds.....	District Surgeon.....
Onaga.....	W. P. Wilson.....	District Surgeon.....
Green.....	W. R. Morton.....	District Surgeon.....
Delia.....	W. R. Frisbey.....	District Surgeon.....
Frankfort.....	M. A. Brawley.....	District Surgeon.....
Manhattan.....	H. T. Groody.....	District Surgeon.....
Oketo.....	O. P. Wood.....	District Surgeon.....
Beatrice.....	C. S. Curry.....	District Surgeon.....
Clay Center.....	Morgan and Morgan.....	District Surgeon.....
Morganville.....	C. C. Stillman.....	District Surgeon.....
Clifton.....	D. C. Tyler.....	District Surgeon.....
Concordia.....	W. F. Sawhill.....	District Surgeon.....
Belleville.....	W. I. McFarland.....	District Surgeon.....
Havensville.....	J. E. McManis.....	District Surgeon.....
Wakefield.....	D. O. Jackson.....	District Surgeon.....

CENTRAL DIVISION

SPECIAL RULES

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 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	Automobiles	Cotton
Varnish	Sisal Fibre	Rubber	Turpentine

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

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

Any car tagged with Form 4725 reading, "Handle only at rear end of train."

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

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

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

888 (A). While passing through cities and towns, there must be no failure to keep sharp lookout ahead on both sides of the engine. Firemen 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). 200 and 300 class engines must not go on first bridge west of Onaga on Leavenworth Western Branch.

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 train 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.

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

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

Class	Engine Numbers	St. Joseph to Double	Double to Hamlin	Hamlin to Marysville	Marysville to Bremen	Bremen to Carleton	Carleton to Grand Island	Grand Island to Steele City	Steele City to Hanover	Hanover to Herkimer	Herkimer to Marysville	Marysville to Hiawatha	Hiawatha to Stout	Stout to Double	Double to St. Joseph	Menoken and Aikins		Aikins and Marysville		
		Westward	Westward	Westward	Westward	Westward	Westward	Eastward	Eastward	Eastward	Eastward	Eastward	Eastward	Eastward	Eastward	Westward	Eastward	Westward	Eastward	
T 63	18/26 99	30	500	920	500	540	1260	1130	1680	1520	540	1070	540	1070	420	850	1880	1880	1250	1250
M 57	20/26 135	40	850	1550	850	900	2120	1900	2820	2550	900	1800	900	1800	710	1420	2790	2790	1860	1860
C 57	19/30 144	50	910	1670	910	970	2280	2040	3050	2750	980	1950	980	1950	760	1530	3000	3000	2000	2000
T 61	20/28 134	1250	850	1550	850	900	2120	1900	2840	2560	910	1810	910	1810	710	1430	2800	2800	1550	1550
C 57	21/30 172	400	1080	1970	1080	1150	2700	2410	3600	3250	1150	2300	1150	2300	900	1800	3550	3550	1950	1950
C 57	22/30 187	201-358					1260	2960	2650	3950	3560	1260	2520				3900	3900	2200	2200

CLASSIFICATION OF ENGINES

- C. Consolidated Engine.
- T. Ten Wheelers.
- M. Moguls.
- A. Atlantic Type.
- P. Pacific Type.
- S. Switch.
- E. Eight Wheelers.
- T.W. Twelve Wheelers.

THE FOLLOWING BRIDGES WILL NOT CLEAR A MAN ON TOP OF A CAR:

Highway, overhead, at M. P. 15, between Troy and C. B. & Q. Crossing;
 Over Wolfe River near M. P. 26, between Severance and Leona;
 Over Blue River at west end of Marysville Yard.

