

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Kansas Division

EMPLOYEES' TIME TABLE

To Take Effect Sunday, May 31, 1925

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



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

METRO SYSTEM COMPANY

CONDENSED TIME TABLE.

KANSAS CITY AND CHEYENNE—WESTWARD.

SECOND CLASS			FIRST CLASS										Distance from Kansas City	Time Table No. 121 May 31, 1925
155 Time Freight	269 Time Freight	157 Freight	109 Passenger	101 Passenger	21 Passenger	105 Passenger	105 Passenger	577 Motor Passenger	103 Passenger	107 Passenger	137 Passenger	169 Passenger		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
				10.00 ^{AM}	6.15 ^{PM}	4.25 ^{PM}			10.40 ^{AM}		8.00 ^{AM}	1.00 ^{PM}	0.0	
	7.20 ^{AM}	6.15 ^{PM}		10.07	6.22	4.32			10.47		8.07	1.07	2.5	
	9.15	8.00		10.58	7.13	5.45			11.47 ^{AM}		9.13	2.15	89.6	
	11.10	9.40		11.40	7.55	6.41		3.40 ^{PM}	12.40 ^{PM}	10.35 ^{AM}	10.10	3.05	67.8	
	11.50 ^{AM}	10.00 ^{AM}		11.50 ^{AM}	8.07	6.55		3.55 ^{PM}	12.50 ^{PM}	10.55 ^{AM}	10.20 ^{AM}	3.15	72.5	
				12.10 ^{AM}										
				12.57 ^{AM}	9.20	8.35				2.20	12.18 ^{PM}	4.30	119.4	
				3.30	1.40	10.10	9.10 ^{AM}			3.15	1.00 ^{PM}	5.40	189.5	
				6.05	2.29	10.59				4.25		6.57	172.3	
				8.15 ^{AM}	3.55	11.35 ^{AM}				4.50		8.00	186.6	
					5.30	11.30 ^{AM}				5.20		8.00	186.6	
				6.00 ^{AM}	6.00 ^{AM}	6.30	2.15 ^{PM}			8.50		12.15 ^{PM}	303.3	
				10.00 ^{AM}		7.40	4.20			11.05 ^{AM}		3.00 ^{PM}	377.8	
				2.00 ^{PM}		8.55 ^{AM}	5.55	6.45 ^{AM}		12.50 ^{AM}			429.7	
				9.15 ^{AM}		12.10 ^{AM}	8.55 ^{AM}	10.25 ^{AM}		3.45			595.4	
				11.35 ^{AM}		6.00 ^{PM}	3.30 ^{PM}	12.30 ^{PM}		7.00			640.3	
				12.40 ^{AM}		6.40	2.02	4.35		8.36			659.4	
				2.10		7.20	2.40	5.20		9.34			686.7	
				6.50 ^{AM}			4.40 ^{PM}			7.43.4			743.4	
						6.30 ^{PM}		7.40 ^{PM}		11.45 ^{AM}			746.3	
													1217.0	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
(98.50) 11.9	(4.80) 15.1	(23.45) 12.7	(3.90) 30.2	(15.30) 35.4	(37.45) 32.2	(4.45) 28.3	(12.55) 34.5	(0.15) 13.5	(26.05) 25.4	(2.25) 28.6	(11.00) 27.0	(5.00) 26.1	Time	
													Average speed per hour	

MILEAGE SOUTHERN DISTRICT.

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

H. J. PLUMHOF,
General Superintendent.

W. M. JEFFERS,
General Manager.

G. L. WHIPPLE,
General Superintendent Transportation.

CONDENSED TIME TABLE.

KANSAS CITY AND CHEYENNE—EASTWARD.

Time Table No. 121 May 31, 1925	Distance from Cheyenne	FIRST CLASS								SECOND CLASS			
		22 Passenger	106 Passenger	106 Passenger	578 Motor Passenger	126 Passenger	104 Passenger	108 Passenger	138 Passenger	170 Passenger	270 Time Freight	154 Time Freight	154 Time Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
KANSAS CITY, MO.	746.3	8.45 ^{AM}		11.40 ^{AM}		1.00 ^{PM}	4.10 ^{PM}		6.20 ^{PM}	9.10 ^{PM}			
KANSAS CITY, KAS.	743.8	8.32		11.26		12.49 ^{PM}	4.00		6.10	9.00	5.05 ^{AM}	5.30 ^{AM}	
LAWRENCE	706.7	7.32		10.15		11.52 ^{PM}	3.00		5.05	7.50	2.20	2.45	
TOPEKA	678.8	6.50		9.18	10.30 ^{AM}	11.10	2.20	4.15 ^{PM}	4.20	7.01	12.30 ^{AM}	1.05	
MENOKEN	673.8	6.36		8.58	10.20 ^{AM}	10.55	2.07	3.55	4.00	6.27	11.50 ^{AM}	12.25 ^{AM}	
MARYSVILLE	0.0								1.20 ^{PM}				
BEATRICE	0.0								11.25 ^{AM}				
OMAHA	0.0								7.05 ^{AM}				
MANHATTAN	626.9	5.32		7.40		9.52	1.02	2.35		5.15		9.30 ^{AM}	
JUNCTION CITY	606.8	5.00		7.00 ^{AM}		9.20	12.25 ^{PM}	1.45 ^{PM}		4.25		8.00	
SOLOMON	574.0	3.41				8.02	11.15 ^{PM}			2.38		5.10	
SALINA	569.7	3.30				7.30	10.50			2.15		4.00 ^{PM}	
ELLIS	448.0	12.10 ^{AM}				4.35	7.45			10.20 ^{AM}		8.00 ^{AM}	
OAKLEY	369.0	8.40 ^{AM}				1.30	4.80			6.45 ^{AM}		12.20 ^{AM}	
SHARON SPRINGS	316.6	7.05	6.30 ^{AM}			12.05 ^{AM}	3.15					8.00 ^{AM}	
HUGO	210.9	4.25	3.10 ^{AM}			8.50 ^{AM}	12.30 ^{AM}					11.10 ^{AM}	
DENVER	106.0	1.15	11.15 ^{AM}			5.30	9.30 ^{AM}				5.00 ^{AM}	4.00 ^{AM}	
BRIGHTON	86.9	11.35 ^{AM}	9.33			3.45	5.52				2.55		
LA SALLE	59.6	10.52	8.40			2.55	4.50				1.15 ^{AM}		
BORIE	0.0	9.15 ^{AM}									10.00 ^{AM}		
CHEYENNE	0.0		6.45 ^{AM}			1.15 ^{PM}	2.55 ^{PM}						
ODDEN	0.0	6.40 ^{AM}											
(1217.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Time		(77.05) 34.0	(11.45) 26.9	(4.40) 29.9	(0.15) 28.2	(22.45) 34.6	(24.25) 30.6	(2.20) 23.7	(11.15) 27.3	(13.20) 26.1	(5.15) 13.8	(7.00) 15.0	(48.50) 13.2

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

Eastern Sub-Division and Branches
R. S. JOHNSON, Chief Train Dispatcher, Kansas City, Mo.
C. P. WYNNE, Night Chief Train Dispatcher, Kansas City, Mo.
J. E. JOHNSON, Dispatcher, Kansas City, Mo.
C. A. SCHUCHMAN, Dispatcher, Kansas City, Mo.
D. E. FRASER, Dispatcher, Kansas City, Mo.
G. R. CARR, Relief Dispatcher, Kansas City, Mo.

Western Sub-Division and Branches
J. H. QUIGLEY, Chief Train Dispatcher, Salina, Kans.
R. WOODARD, Dispatcher, Salina, Kans.
I. T. BROYLES, Dispatcher, Salina, Kans.
G. A. STEBBINS, Dispatcher, Salina, Kans.
W. O. HORNE, Relief Dispatcher, Salina, Kans.

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

EASTERN SUBDIVISION—Kansas City and Junction City—WESTWARD.

EASTERN SUBDIVISION—Kansas City and Junction City—EASTWARD.

SECOND CLASS															FIRST CLASS															Time Table No. 121 May 31, 1925		
99	95	997	269	157	91	93	187	149	147	23	1	101	21	39	105	577	31	3	25	103	17	107	11	137	169	STATIONS						
C.R.I.&P. Freight	C.R.I.&P. Freight	C.R.I.&P. Freight	Freight	Freight	C.R.I.&P. Freight	C.R.I.&P. Freight	Freight	Way Freight	Way Freight	C.R.I.&P. Passenger	C.R.I.&P. Passenger	Passenger	Passenger	C.R.I.&P. Passenger	Passenger	Motor Passenger	C.R.I.&P. Passenger	C.R.I.&P. Passenger	C.R.I.&P. Passenger	Passenger	C.R.I.&P. Passenger	Passenger	C.R.I.&P. Passenger	Passenger	Passenger	DN-R UNION STATION	US					
10.55 ^W	9.40 ^W	7.40 ^W	7.30	6.30	4.40 ^W	9.25 ^W			5.10	11.44	11.29	10.13	6.28	6.14	4.39		3.43	11.34	11.14	10.64	10.39		9.19	8.14	1.14	4.2	8.07	1.07	2.5	KANSAS CITY, KANS.		
11.15	10.00	8.00	7.45	6.43	4.58	9.42				11.51 ^W	11.36	10.20	6.35	6.21	4.49		3.50	11.41	11.21	11.01	10.46		9.29	8.23	1.24	0.8	8.07	1.07	2.5	ARMSTRONG		
																															ARMSTRONG	
																															TERMINAL JCT.	
																															C. R. I. & P. JCT.	
																															MUNICIPAL	
																															EDWARDSVILLE	
																															EDWARDSVILLE	
																															FOREST LAKE	
																															BONNER SPRINGS	
																															A. T. & S. F. CROSSING	
																															LORING	
																															LENAPE	
																															FRUITLAND	
																															LINWOOD	
																															FALL LEAF	
																															LAWRENCE	
																															MIDLAND	
																															BUCK CREEK	
																															WILLIAMSTOWN	
																															PERRY	
																															MEDINA	
																															NEWMAN	
																															GRANTVILLE	
																															A. T. & S. F. CROSSING	
																															TOPEKA	
																															TOPEKA JCT.	
																															C. R. I. & P. CROSSING	
																															RUBY	
																															MEROKEN	
																															KIRO	
																															SILVER LAKE	
																															KINGSVILLE	
																															ROSSVILLE	
																															ST. MARY	
																															BELLEVUE	
																															WAMBOO	
																															ST. GEORGE	
																															MANHATTAN	
																															C. R. I. & P. CROSSING	
																															EUREKA LAKE	
																															ODDENSBURG	
																															CAMP FUNSTON	
																															FORT RILEY	
																															JUNCTION CITY	

FIRST CLASS															SECOND CLASS										
24	2	32	40	22	106	578	126	104	18	12	26	108	138	4	170	98	150	148	92	188	994	94	270	154	
C.R.I.&P. Passenger	C.R.I.&P. Passenger	C.R.I.&P. Passenger	C.R.I.&P. Passenger	Passenger	Passenger	Motor Passenger	Passenger	Passenger	C.R.I.&P. Passenger	C.R.I.&P. Passenger	C.R.I.&P. Passenger	Passenger	Passenger	C.R.I.&P. Passenger	Passenger	C.R.I.&P. Freight	Way Freight	Way Freight	C.R.I.&P. Freight	Mixed	C.R.I.&P. Freight	C.R.I.&P. Freight	Time Freight	Time Freight	
8.45 ^W	7.05 ^W	7.20 ^W	8.16 ^W	8.20 ^W	11.23 ^W		12.45	3.54 ^W	4.05 ^W	4.36 ^W	4.45 ^W		6.04 ^W	6.50 ^W	8.56 ^W			1.00 ^W						5.05 ^W	5.30 ^W
8.32	7.05	7.20	8.16	8.20	11.23		12.45	3.54	4.05	4.36	4.45		6.04	6.50	8.56			1.00						5.05	5.30
6.50 ^W	7.05 ^W	7.20 ^W	8.16 ^W	8.20 ^W	11.23 ^W		12.45	3.54 ^W	4.05 ^W	4.36 ^W	4.45 ^W		6.04 ^W	6.50 ^W	8.56 ^W			1.00 ^W						5.05 ^W	5.30 ^W
6.46	7.01	7.16	8.11	8.25	11.21		12.42	3.50	4.01	4.31	4.41		6.00	6.40	8.52			1.00						5.05	5.30
6.36	6.51	7.06	8.00	8.15	11.10		12.34	3.41	3.49	4.18	4.24		5.47	6.35	8.42									5.05	5.30
6.26	6.41	6.56	7.50	8.04	10.53		12.23	3.31	3.38	4.04	4.12		5.37	6.23	8.29									5.05	5.30
6.26	6.41	6.56	7.50	8.04	10.53		12.23	3.31	3.38	4.04	4.12		5.37	6.23	8.29									5.05	5.30
6.16	6.31	6.46	7.40	7.54	10.40		12.13	3.21	3.27	3.93	4.02		5.26	6.12	8.15									5.05	5.30
6.08	6.23	6.38	7.33	7.47	10.33		12.06	3.15	3.21	3.47	3.56		5.20	6.05	8.07									5.05	5.30
6.00	6.15	6.30	7.27	7.42	10.26		12.01 ^W	3.10	3.16	3.41	3.50		5.15	6.00	8.01									5.05	5.30
5.51	6.06	6.21	7.18	7.32	10.15		11.52 ^W	3.00	3.05	3.30	3.40		5.05	5.48	7.50									5.05	5.30
5.41	5.56	6.11	7.08	7.18	10.04		11.38	2.47	2.53	3.21	3.31		4.53	5.39	7.32									5.05	5.30
5.33	5.48	6.03	7.00	7.10	9.44		11.30	2.40	2.45	3.14	3.24		4.46	5.32	7.22									5.05	5.30
5.27	5.42	5.57	6.55	7.06	9.36		11.26	2.35	2.40	3.09	3.19		4.40	5.27	7.18									5.05	5.30
5.19	5.34	5.49	6.48	6.59	9.28		11.19	2.29	2.34	3.03	3.14		4.31	5.20	7.11									5.05	5.30
5.09	5.24	5.39	6.39	6.50	9.18		11.10	2.20	2.25	2.94	3.04		4.15 ^W	5.00	7.01									5.05	5.30
5.08	5.23	5.38	6.38	6.44	9.08		11.03	2.15	2.23 ^W	2.93 ^W	3.03 ^W		4.05	4.10	6.06 ^W									5.05	5.30
5.08	5.23	5.38	6.38	6.44	9.08		11.03	2.15	2.23	2.93	3.03		4.05	4.10	6.06									5.05	5.30
5.08	5.23	5.38	6.38	6.44	9.08		11.03	2.15	2.23	2.93	3.03		4.05	4.10	6.06									5.05	5.30
5.08	5.23	5.38	6.38	6.44	9.08		11.03	2.15	2.23	2.93	3.03		4.05	4.10	6.06									5.05	5.30
5.08	5.23	5.38	6.38	6.44	9.08		11.03	2.15	2.23	2.93	3.03		4.05	4.10	6.06										

WESTWARD

WESTERN SUBDIVISION—Junction City and Ellis.

EASTWARD

Table with columns for Second Class (151, 159, 157) and First Class (21, 103, 111, 169, 101) for Westward, and First Class (22, 126, 104, 170, 112) and Second Class (152, 154, 158) for Eastward. Includes Time Table No. 121 May 31, 1925 and stations from Junction City to Ellis.

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

WESTWARD

LEAVENWORTH BRANCH

EASTWARD

Table with columns for Second Class (171) and First Class (575) for Westward, and First Class (576) and Second Class (172) for Eastward. Includes Time Table No. 121 May 31, 1925 and stations from Leavenworth to Lawrence.

At Cochrane, eastward, Leavenworth Branch trains will secure train and block rights before passing the derail, located 350 feet westward from junction switch. At Cochrane, westward, Leavenworth Branch trains will be governed by lower arm of two-arm signal, located near junction switch. The time shown between Cochrane and Leavenworth is for information only. Trains will be governed by Missouri Pacific R. R. time table and rules while using their tracks between Cochrane and Leavenworth.

WESTWARD

SOLOMON BRANCH

EASTWARD

Table with columns for Second Class (165) and First Class (131) for Westward, and First Class (132) and Second Class (166) for Eastward. Includes Time Table No. 121 May 31, 1925 and stations from Solomon to Beloit.

At Cochrane, eastward, Leavenworth Branch trains will secure train and block rights before passing the derail, located 350 feet westward from junction switch. At Cochrane, westward, Leavenworth Branch trains will be governed by lower arm of two-arm signal, located near junction switch. The time shown between Cochrane and Leavenworth is for information only. Trains will be governed by Missouri Pacific R. R. time table and rules while using their tracks between Cochrane and Leavenworth.

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

KANSAS DIVISION SPECIAL RULES

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

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

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

Location	Maximum Speed Miles Per Hour		Remarks
	Pggr.	Frt.	
At any point.	60	35	
At any point.	35		With caboose.
At any point.	20	20	Engines backing up with or without cars.
At any point.	30	30	Passing coaling stations.
Within yard limits.	30	15	Speed must be as much slower as rules or conditions may require.
At any point.	25	25	Troop trains in which freight equipment is handled.
At any point.	5	5	On business tracks account of rail weighing less than 60 pounds per yard.
At any point.	35	35	C.R.I. & P. 2500 and 2600 class engines.
Topeka.	5	5	Over Kansas Avenue Crossing.
Topeka.	5	5	In Material Yard.
Allison Spur (M.P. 117.5).	5	5	
Manhattan.	8	8	Over switch at end of double track.
Eastern Subdivision.	35	25	Account curves of 4 degrees or over as follows: Between MP 123.12 and MP 123.46 MP 136.69 and MP 137.17
Junction City.	15	15	Over Sixth Street Crossing.
Junction City.	8	8	Over switch at end of double track.
Enterprise Spur.	10	10	
Salina.	25	25	Over S. & S. F. Crossing.
Between M.P. 206 1/2 and M.P. 214 1/2.	30	25	
Western Subdivision.	35	25	Account curves of 4 degrees or over as follows: Between MP 143.60 and MP 143.81 MP 173.34 and MP 173.56 MP 210.02 and MP 211.09 MP 213.08 and MP 213.25 MP 213.45 and MP 213.59 MP 214.29 and MP 215.27 MP 221.89 and MP 222.16 MP 222.27 and MP 222.39 MP 232.24 and MP 232.37 MP 232.55 and MP 232.77 MP 234.95 and MP 235.15 MP 295.77 and MP 295.95
Leavenworth Branch.	35	25	
Solomon Branch.	35	25	
McPherson Branch.	35	25	
McPherson Branch.	10	10	At Salina, between Prescott St. and Union Station.
Plainville Branch.	35	25	
Sylvan Grove, Lucas, Paradise, Natoma, Co-dell, Plainville.	5	5	On passing tracks, account of rail weighing less than 60 pounds per yard.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Railroad Surgeons are located as shown below:

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

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

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

KANSAS DIVISION SPECIAL RULES

865 (A). Continued.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

KANSAS DIVISION

SPECIAL RULES

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

Bridges and Viaducts	Track Numbers
Santa Fe Bridge at Rock Creek	2-3
Big Blue River Bridge	2-3
18th Street Viaduct	1-2-3-4
Prospect Avenue Viaduct	Bench Track 4750
Olive Street Viaduct	Bench Track 260
Brooklyn Avenue Viaduct	Bench Track 260
Vine Street Viaduct	1-2-3-4-5
Paseo Avenue Viaduct	1-2-3-4-5-5004
Tracy Avenue Viaduct	Bench Track 5030-265-263
Forest Avenue Viaduct	262-2-31-2-5
Troost Avenue Viaduct	Bench Track 264-263
	Buttermilk 5111
Harrison Street Viaduct	262-1-2-3-4-5
Campbell Street Viaduct	Bench Track 264-5130-51-5144-5142
Charlotte Street Viaduct	Bench Track 264
McGee Street Viaduct	1-2-27-21-19-10-731-706
Grand Avenue Viaduct	30-27-25-23-21-19-17-10
	Tracks under South Span 40-45
Main Street	Broadway Yard 751-755
	Train Shed 18-30-23-27-26-25-24-23-22-21-20-19-17-16-15-14-13-12-11-10-40-41-274
Broadway	1-2-3-26-27-25-24-23-22-21-20-19-18-17-11-10
	Express Track 52-54-55-56-57-53-59
Train Sheds	Terminal Warehouse 5711
	11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26
Pennsylvania Avenue Viaduct	1-2-27-23-5-6-7-8 Track South of South
	Pier 52 Power House 66
Allen Avenue Viaduct	Eastbound 51, Westbound 59
St. Louis Avenue Clearances same as shown above, on Armourdale Junction to St. Louis Avenue Lines	
St. Louis Avenue (New Structure)	All Tracks
Twelfth Street Viaduct (New)	Eastbound 71, Westbound 70
Allen Avenue (Temporary Viaduct)	Eastbound 71, Westbound 70

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

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

OBSTRUCTIONS THAT WILL NOT CLEAR A MAN ON SIDE OF TRAINS

Bridges and Viaducts	Track Numbers
Big Blue River Bridge	2-3
Olive Street Viaduct	4
Woodland Avenue Viaduct	Bench Track 260
Vine Street Viaduct	2
Campbell Street Viaduct	2
McGee Street Viaduct	706
Broadway Viaduct	Express Tracks 57-53-59
	Term. Warehouse 5711
Industry	5710-5700
St. Louis Avenue (New Structure)	East Track
Allen Avenue (Temporary Viaduct)	Eastbound 71, Westbound 70
Montgomery Ward & Company	5145-5142
Hallwell Cement Company	5160
Kaw River Bridge	Single Track 2
Pennsylvania Avenue Viaduct	281-5710-5700
Harding Creamery Company	5714

Location and description of certain buildings, tracks, etc., that under certain conditions will not clear a man on side or top of car

EASTERN SUB-DIVISION

Kansas City, Mo.—Track in alley between 10th St. and Union Ave.; track in alley between 10th St. and 11th St.; James St. Viaduct, all tracks; track centers in alley between 10th and Union Ave.; platforms at K. C. Mo., Freight House, on tracks, 12th Street; 515, 6, 7, 8, 9 and 10.

Armstrong, Kan.—Dook at K. C. Packing Box Co. Plant, Armourdale; Overhead Iceing Shed, Icing Shed Posts; at Swift & Co. Plant, on tracks 1, 2, 3, 4 and 5. Tracks are too close to afford clearance for men to ride on side of car. Tracks to carry ice buckets will not afford proper clearance for men on top of above-mentioned tracks. Platform at City Ice Co. Plant, 13th and Muncie; Boiler House; Blacksmith Shop; Coach Shed; Oil House; Storeroom platform, Seventh Street Viaduct, too close to clear man riding on top of high car, on tracks "Half"; Main Line, No. 1 and No. 2; Scale Tracks Nos. 2 and 3; Receiving Tracks 4 and 5; this viaduct protected on both sides by talltale. Tenth Street Viaduct, all tracks too close to clear man riding on top of high car; over tracks; Long and Short New; Main Lines No. 1 and No. 2; Rabbit Tracks 1, 2 and 3. This viaduct protected by electric lighted "Low Bridge" signs.

Edwardsville—Stock yard loading platform.

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

Loring—Crusher tracks, stock yard loading platform.

Lenape—Stock yard loading platform.

Linwood—Stock yard loading platform.

Fall Leaf—Stock yard loading platform.

Bismarck Grove—Stock yard loading platform.

Lawrence—Stock yard loading platform.

Midland—Stock yard loading platform.

Buck Creek—Stock yard loading platform.

Williamstown—Stock yard loading platform.

Perry—Elevator, stock yard loading platform.

Newman—Stock yard loading platform.

Grantville—Stock yard loading platform.

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

Menoken—Stock yard loading platform.

Kiro—Elevator, stock yard loading platform.

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

Kingsville—Stock yard loading platform.

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

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

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

Wamego—Mill Spur, stock yard loading platform.

St. George—Stock yard loading platform.

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

Eureka Lake—Stock yard loading platform.

Opdenburg—Stock yard loading platform.

Pawnee Flats—Platform.

Fort Riley—Granary.

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

WESTERN SUB-DIVISION

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

Kansas Falls—Business track, stock yard loading platform.

Chapman—Business track, stock yard loading platform.

Detroit—Stock yard loading platform.

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

New Canaan—Stock yard loading platform.

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

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

Brookville—Elevator, coal and sand bin.

Terra Cotta—Stock yard loading platform.

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

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

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

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

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

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

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

Gerham—Buildings on north track, stock yard loading platform.

Walker—Stock yard loading platform.

Victoria—Stock yard loading platform.

Toulon—Elevator, east one.

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

Yocemento—Coal shed and west elevator.

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

LEAVENWORTH BRANCH

Six Corners—Stock yard loading platform.

Reno—Stock yard loading platform.

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

Moore—Stock yard loading platform.

Fairmount—Stock yard loading platform.

SOLOMON BRANCH

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

Verdi—Buildings on siding, stock yard loading platform.

Bennington—Coal shed, elevator.

Lindsay—Elevator and coal shed, stock yard loading platform.

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

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

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

Simpson—Buildings on siding, stock yard loading platform.

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

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

McPHERSON BRANCH

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

Mentor—Elevator, stock yard loading platform.

Assaria—All buildings, stock yard loading platform.

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

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

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

Johnstown—Loading platform, stock yard loading platform.

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

PLAINVILLE BRANCH

Trenton—Stock yard loading platform.

Shipton—West elevator, stock yard loading platform.

Culver—East elevator, stock yard loading platform.

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

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

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

Lincoln Center—Elevators, stock yard loading platform.

Vesper—All buildings, stock yard loading platform.

Sylvan Grove—West coal shed, other buildings.

Lucas—All buildings, stock yard loading platform.

Luray—West coal shed, west elevator, stock yard loading platform.

Waldo—Company coal platform, coal sheds, middle elevator, stock yard loading platform.

Paradise—West coal shed, east elevator.

Natoma—Middle elevator, stock yard loading platform, east coal shed.

Codell—East elevator, stock yard loading platform.

Plainville—Elevator's north track; mill and coal shed, house track; company coal bin; stock yard loading platform; elevator on house track, first west of depot.

RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

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

KANSAS CITY AND ELLIS

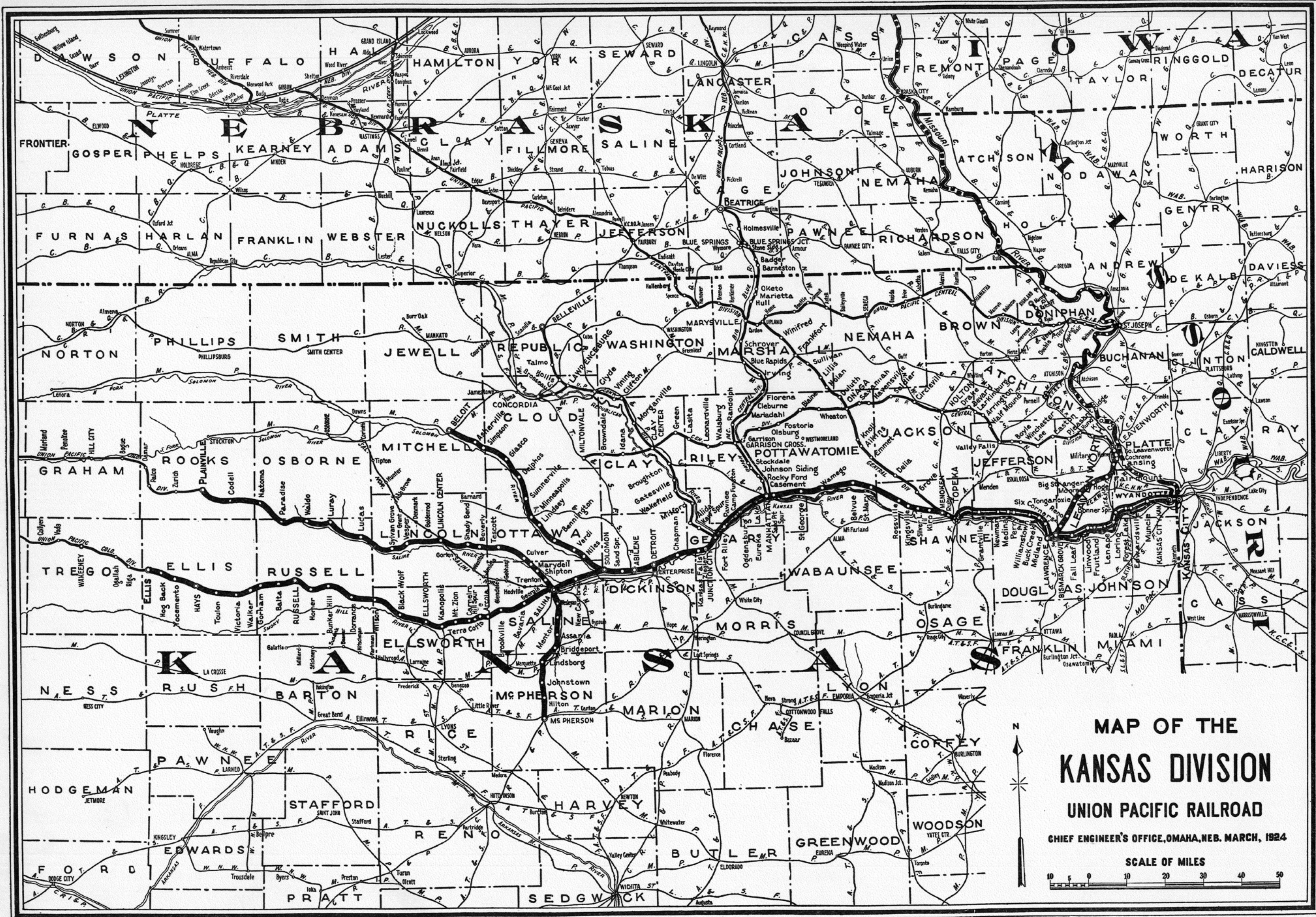
CLASSIFICATION	ENGINE NUMBERS	KANSAS CITY AND SALINA		SALINA AND ELLSWORTH		ELLSWORTH AND ELLIS		
		WESTWARD	EASTWARD	WESTWARD	EASTWARD	WESTWARD	EASTWARD	
E 62	18 62	900 - 930	1100	1300	450	450	600	1100
T 57	19 103	1225 - 1246	1400	1600	650	650	750	1250
T 69	19 103	1220 - 1247	1200	1450	500	500	650	1100
T 69	20 103	1300 - 1316	1275	1550	550	550	690	1100
T 62	20 103	1306 - 1311	1450	1650	660	660	760	1250
T 61	20 134	1250 - 1289	2200	2500	760	760	900	1400
C 57	21 162	402 - 468	2500	3200	1000	1000	1500	2200
C 67	22 191	200 - 300	3500	4500	1300	1300	1800	3000
F 70	22 148	2800 - 2849	3000	3700	1050	1050	1550	2600

CLASS

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

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

21
C-57—161
30



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

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

