

# UNION PACIFIC RAILROAD COMPANY Eastern District



KANSAS DIVISION

TIME-TABLE No. 48

Effective Monday, May 1, 1972

At 12:01 A.M.

Central Time East of Ellis and on Plainville Branch

Mountain Time West of Ellis

Safety Gains
Where Courtesy Reigns

FOR EMPLOYES ONLY

# O. A. DURRANT General Manager

# J. BOWEN Ganl. Supt. Transportation

#### S. D. GATCHELL General Superintendent

R. E. ORRICK, Superintendent Kansas City, Kan.
M. L. SAMUELSON, Assistant Superintendent Kansas City, Kan.
P. D. HARE, Terminal Superintendent Kansas City, Kan.
T. L. WATTS, Assistant Terminal Superintendent Kansas City, Kan.
J. R. CARDEN, Assistant Terminal Superintendent Kansas City, Kan.
R. E. MAIN, Terminal Trainmaster Kansas City, Kan.
D. W. SMITH, Trainmaster Kansas City, Kan.
G. R. ORME, Trainmaster Marysville, Kan.
J. A. SON, Trainmaster Salina, Kan.
M. S. BOWERS, Road Foreman of Engines Kansas City, Kan.
W. S. BALL, Jr., Road Foreman of Engines Kansas City, Kan.
C. H. HOPPENSTEDT, Road Foreman of Engines Marysville, Kan.
W. N. STOCKTON, Division Engineer Kansas City, Kan.
R. C. KOVAR, General Roadmaster Kansas City, Kan.
J. L. SLANE, Asst. Supt. of Safety and Courtesy Kansas City, Kan.

# KANSAS CITY - JUNCTION CITY

H. W. LANDRETH, Chief Train Dispatcher		100	 010			Kansas City, Kan.
L. D. OGLE, Assistant Chief Train Dispatcher				-		Kansas City, Kan.
R. W. GRAFF, Assistant Chief Train Dispatcher		0			6	Kansas City, Kan.

#### MENOKEN - GRAND ISLAND

W. V. MYERS, Chief Train Dispatcher		 Kansas City, Kan.
V. E. MEINECKE, Assistant Chief Train	Dispatcher	 Kansas City, Kan.

#### JUNCTION CITY - DENVER

J. W. SMITH, Chief Train Dispatcher		1 60%	2.5	600	2	Kansas City, Kan.
P. L. MOBLEY, Assistant Chief Train [	Dispatcher	1 61	100	100		Kansas City, Kan.

TIME PER MILE	МРН	TIME PER MILE	МРН
40"	90.	1' 8"	52.9
41"	87.8	1' 9"	52.1
42"	85.7	1'10"	51.4
43"	83.7	1'11"	50.7
44"	81.8	1'12"	50.
45"	80.	1'15"	48.
46"	78.3	1'20"	45.
47"	76.6	1'25"	42.3
48"	75.	1'30"	40.
49"	73.5	1'35"	37.9
50"	72.	1'40"	36.
51"	70.6	1'45"	34.3
52"	69.2	1'50"	32.7
53"	67,9	1'55"	31.3
54"	66.6	2'	30.
55"	65.4	2'15"	26.6
56"	64.2	2'30"	24.
57"	63.1	2'45"	21.8
58"	62.	3'	20.
59"	61.	3'30"	17.1
1'	60.	4'	15.
1'1"	59.	5'	12.
1'2"	58.	6'	10.
1'3''	57.1	7'	8.6
1'4''	56.2	8'	7.5
1'5"	55.3	10'	6.
1'6"	54.5		
1'7"	53.7		

#### MILEAGE

Main Line		¥	۰	×	٠								100	4	852,30
Branches						¥	ē			12	+			ě	511.90
Total	*						1/6	0							1364,20

# **LOCATION OF STANDARD CLOCKS**

Kansas City, Kans
Armstrong
Armstrong
Fairfax District North Yard Office
Fairfax District
Kaw Junction
Lawrence
Topeka
Topeka
Topeka
Junction City
Salina
Salina Telegraph Office, Union Station
Salina
Salina , , , ,
Ellis
Oakley Telegraph Office
Sharon Springs
A STATE OF THE STA

Denver, 36th Street Register Room
Denver, 29th Street Yard Office
Denver Conductor's Room, Freight Station Hastings Yard Office
Grand Island Telegraph Office
Grand Island Engine Dispatcher's Office 

# SYMBOLS AND ABBREVIATIONS

- 6. The following letters, placed before the time in a schedule, indicate:
- s regular stop;
- f flag stop to receive or discharge traffic;
- A arrive,
- 6 (A). The following letters, placed in column with station name, in time-table
  - D day operator; R train register;
  - N night operator; YL yard limits.

- 6 (8). The following letters, placed in column provided in the time-table, indicate:
  - A automatic interlocking;
  - F fueling station;
  - I manual interlocking; P - dispatcher's telephone;
  - T turntable;
  - X cross-over;
  - Y wye.

# SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Frt."-

Designation "Psgr." - Train with Diesel locomotive and all passenger train equipment,

Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars; other than train equipment.

# GENERAL

Location	Miles Per Hour	Location	Miles Per Hou					
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	Trains handling wrecking derricks: -American Hoist derricks 903045, 903046 and 903047						
When using No. 20 turnouts, unless a different speed is specified.	40	Other derricks with 6-wheel trucks, Derricks with 4-wheel trucks, For first five miles after leaving initial terminal with	60 40 35					
When using No. 14 turnouts,	25	derricks not equipped with roller bearings.	20					
When using other turnouts.	15	(All slower speeds applying to freight trains on curves and other restricted locations must be complied with,)						
Facing point movement over spring switches not protected by signals, unless advised by train order that switch has been spiked.	20	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks):						
Within yard limits protected by continuous block signal system.	35	On main lines — tangent track, On main lines — curves, On branch lines.	35 25 25					
Within yard limits not protected by continuous block signal system.	20	Self-propelled cranes, pile drivers, weed burners and similar						
On tracks other than main tracks unless a different speed is specified.	15	equipment moving under own power.  (Slower speed must be observed where conditions require.)	35					
Road freight locomotives GP-7 units Nos. 100-129 inclusive. Other road freight locomotives.	65	Jordan spreaders and other machines of spreader type, when in operation with wings extended.						
Yard switch locomotives in road service: 1000-1100 class, 1800 class,	35 50	Trains handling diesel units dead in train: Yard-switch units of any type, Foreign line, government, export or commercial units other than yard-switch type,	35 45					
Car body type unit backing up light or backing up as leading unit at front of train.	30	Union Pacific road-switch units of Alco or Baldwin type.  Wye tracks, except those portions used as main track or	45					
When multiple unit engine is controlled from other than leading unit.	30	rains handling specially equipped cars for company wheels	6					
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.	35	and axles: UP 99000 - 99014 inclusive and						
Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.	50	On inside tracks at stations indicated below.	5					
Trains handling continuous welded rail or continuous lengths of jointed rail:  On unrestricted track.  On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH.  Through crossovers or turnouts.	40	DENVER CUT-OFF, SALINA SUBDIVISION.  Fort Riley —House Ellsworth —South Elevator Wilson —Mill Spur Bunker Hill —House  LEAVENWORTH BRANCH—All sidings.						
Trains handling UP ore cars 26000 to 26499, under load or empty.	40	PLAINVILLE BRANCH—All sidings						
Unit coal trains.	50							

3

# **FIRST SUBDIVISION**

WESTWARD					Time Table No. 48	EASTWARD					
	TH OF	SECOND CLASS	FIRST		May 1, 1972		MILE	FIRST	SECOND CLASS	RULE	
CARS	FEET	217 Daily Exc. Sun.	117 Daily		STATIONS	rosi	118	218	6(B)		
1,1		E DE. MEIL		S S	UNION STATION )		0.0			P	
				i i	KANSAS CITY, KAN.		2.5		-	FTY	
					TERMINAL JCT. YL		3.3			PX	
				0.	C.R.I. & P. JCT. YL		4.2			X	
			8.22 AM	O	DN-R KAW JCT. YL	0	4.9	410.25 ms		PX	
C83	4822		8.28	11 i	MUNCIE	DOUBLE	9,5	10.20		PX	
C51	3052		8.37		D BONNER SPRINGS		17.5	10.12		Р	
				LS	A. T. & S. F. CROSS	TR.	18.0			Ϊ́P	
C109	6245		8.50	GNALS	LINWOOD	ACK	28.3	9.57		PX	
C82	4758		9.03	(0)	DN LAWRENCE YL		39.6	9.45		PX	
C110	6317		9.15	OCK	PERRY		52,1	9.30		PX	
				BL(	15.4						
					A. T. & S. F. CROSS.		67.5			IPX	
W199 E105	11239 6062		9.35		DN-R TOPEKA YL		68.0	9.12		FPX	
X = 21.00					C. R. I. & P. CROSS.		68.2			1	
107	6167		A 9.42 AM		MENOKEN		72.9 0.0	8.59≈		PY	
114	6523		A 5,42 As	٦	GROVE	-	7.9	0.03.2		P	
KIRK.				CONTRO	7.6 — DELIA	-	15.5			P	
35 112	2212 6452	-	-	O.	D EMMETT	GC	22.2	-		P	
130	7411	-		ပ္	5.4 ————————————————————————————————————	GC	27.6			P	
113	6502			FFIC	<del>9.5</del>	GA	37.1			P	
113	6483	-		TRAI	8.9 NOLAN	GA	46.0			P	
32	2024					-	49.2			P	
113	6497		-	717	SULLIVAN	-	54.0		-	P	
113	0497			A.	4.6	-		-		_	
114	6527			CENTRALIZ	M. P. CROSSING  0.2  D FRANKFORT	FN	58.6			AP P	
113	6495	-	-	Ü		FIV	58.8	-	-	P	
113	0493				WINIFRED 6.2	_	64.0			P	
115	6603	9.10™			UPLAND 5.5	_	70.2 (137.3)		а 6.10am	Р	
		4 9.23mm			DN-R MARYSVILLE YL	MS	75.7 (142.8)		5.50 ···	FPTY	
			2		148.6			Daily	Daily Exc. Sun.		

Rules 251 to 253 inclusive apply between Kaw Jct. and Topeka.

Note 2 to Rule 99 is in effect on First Subdivision.

Between Union Station and 7th Street, trains and engines are governed by Operating Rules, time-table and special instructions of Kansas City Terminal Railroad.

All Union Pacific trains must receive clearance at Topeka.
Eastward CRI&P trains must receive clearance at CRI&P tower, Topeka.
Trains to or from Denver Cut-Off need not receive clearance at Menoken.
All trains may register by registering ticket at Topeka and Kaw Junction.
Trains from St. Jospeh Branch will retain their identity and need not receive clearance at Upland.

# SPEED RESTRICTIONS — FIRST SUBDIVISION

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Ho
Maximum speed	65	Between Mile Posts—		Between Mile Posts-	
Light engines.	35	Lawrence, within city limits.	25	Onaga 39,3 and 40.9.	50
Between Mile Posts-		39.5 and 40.1 (Note)**	25	42.0 and 42.8.	50
Terminal Jct., 3.28 and 3.30	25	42.5 and 43.1	60		-
Muncie		Grantville		43.4 and 45.6. *(Note)	55
13.1 and 13.4	60	65.7 and 66.3	60	Nolan 48.2 and 49.0. *(Note)	55
16.3 and 17.2	55	Topeka			55
Bonner Springs	777.0	67.4 and 69.4	20	Lillis 56.6 and 57.8	55
17.9 and 18.0	30	Menoken		58.3 and 58.8. *(Note)	30
20.1 and 20.5	60	Through No. 20 equilateral	60		
Loring		4.1 and 4.3.	55	Winifred 67.9 and 68.2.	50
21.4 and 21.8	60	6.0 and 6.2.	55	Upland	1
23.6 and 23.9	60	7.2 and 7.4. *(Note)	55	110.1 and 111.5	50
25.3 and 25.6	60	Grove	1	Marysville	
26.3 and 26.6	60	8.8 and 9.0,	55	Freight trains entering and using yard tracks.	10
27.5 and 27.8	60	26.5 and 26.9.	50	Over street crossings,	10
Linwood 30.8 and 31.0	60	Aikins 33.6 and 33.9.	55	After all crossings occupied	20
33.1 and 33.4	60	36.7 and 37.1. *(Note)	50		
36.5 and 36.9	50				
a re-commence-contraction of					

Note \*\* Westward Reduce Speed sign north of Leavenworth Branch track, Note\* Westward Reduce Speed signs on left side of track.

Additional Stations										
Name	Mile	Capa	Switch							
	Post	Cars	Feet	Connection						
Edwardsville	14.0	37 XP	2071	Both						
Forest Lake	15.0	60 XP	3339	Both						
SunFlower	16.7	12 XP	663	Both						
Loring	20.7	26 XP	1480	East						
Cold Spur	21.3	48 P	2680	Both						
Lenape	23.5	23 P	1278	East						
Horne Spur	37.3	7	418	East						
Midland	43.2	19 XP	1099	Both						
Buck Creek	46.1	25 P	1395	West						
Williamstown	48.8	14 P	773	West						
Newman	55.9	27 XP	1497	Both						
Grantville	61.3	28 P	1561	Both						

							SEC	OND SUBDIVISION	
WESTWARD   Time Table No. 48				† EASTWARD					
LENGTH OF SIDINGS		İ	313	May 1, 1972					
CARS	FEET			STATIONS		POST	RULE 6(B)		
		1	DN-R	MARYSVILLE YL	MS	(113.3)	FPTY		
				HERKIMER		118.4	P	1	
114	6520			BREMEN		122.6	Р		
		1		B. N. CROSSING		128.1	AP		
109	6241		D	HANOVER	HA	128,2	Р		
135	7116			HOLLENBERG		137.4	Р	1	
7	668			STEELE CITY		141.8	Р	1	
114	6519			2.5 ——— RUDY		144.3	Р	1	
		١.		B. N. CROSSING		147.1	AP		
24	1596	RO		ENDICOTT		147.1	Р	1	
		CONTRO		C. R. I. & P. CROSS.		152.6	AP		
114	6530	S	D	FAIRBURY	Q	153.1	P	1	
123	7023	FFIC	5:	HEDRIX		159.1	Р		
114	6567	RA.	1	ALEXANDRIA		167.5	Р		
113	6501	10	D	BELVIDERE	VI	176.6	P		
		IZE	B-112-V	B. N. CROSSING		177.0	AP		
113	6484	MAL	D	CARLETON	С	184.0	Р		
		CENTR		C. & N. W. CROSS.		191.2	AP		
116	6637	CE	D	DAVENPORT	DO	191.2	Р	1	
				B. N. CROSSING		200.5	AP		
113	6501		57====V	0.2 ——— EDGAR		200.7	Р		
113	6513		D	FAIRFIELD	FD	209.0	Р		
113	6495			GLENVIL		218.3	P		
56	3345			3.6 LEVEL		221.9	Р		
		1		B. N. CROSSING		227.2	IP		
		1	DN-R	HASTINGS	AN	227.4	FPXY		
28	1794			(114.1)					

Note 2 to Rule 99 is in effect on Second Subdivision.

Additional Stations									
23	Mile	Capa	city	Switch					
Name	Post	Cars	Feet	Connection					
Sedan	196.4	12 P	690	Both					
Anan	213.8	14 P	773	West					

Location	MPH
Maximum speed	65
Light engines,	35
Between Mile Post— Marysville Freight trains entering and using yard tracks,	10
115.7 and 116.2.	55
Herkimer 118.6 and 119.1.	50
121.1 and 126.9.	50
Hanover *(Note) Within city limits.	35
134.1 and 136.5	50
Hollenberg 140.0 and 140.3.	50
140.7 and 141.7.	35
Steele City 142.2 and 142.7.	50
145.3 and 145.5.	50
Endicott B. N. Crossing M. P. 147.1.	50
Fairbury, between C.R.I.&P. Crossing M. P. 152.6 and M.P. 153.5.	40
155.1 and 155.4	50
156.2 and 156.5	55
157.5 and 157.9.	55
160.0 and 160.3.	55
163.5 and 163.8.	60
164.9 and 166.3.	50
Alexandria 175.5 and 175.9.	50
Belvidere B. N. Crossing M. P. 177.0.	45
177.2 and 177.4	55
181.7 and 182.0.	55
Carleton 184.5 and 184.8.	55
185.3 and 185.9.	55
190.0 and 190.5.	55
C. & N. W. Crossing M. P. 191.2.	55
Edgar B. N. Crossing M. P. 200.5.	50
Hastings M. P. 226,7 Second Subdivision to M. P. 2.1 Gibbon cutoff.	20
*Note — Reduce speed sign for westward	train on

			S	T. JOSEPH BRANC	CH				SPEED RESTRICTIONS	
W	ESTWA	RD		Time Table No. 48		E	ASTWAR	D	Location	мен
	TH OF	SECOND		May 1, 1972			SECOND		Maximum Speed	40
SID	INUS	217				MILE	218	RULE 6(B)	Between Mile Posts —	
CARS	FEET	Daily		STATIONS		,	210	0(0)	14.0 and 26.25	20
		Exc. Sun.		ST. JOSEPH YL		0.0	1700	Y	28.25 and 28.5	25
		5.00 №	DN-R	TERMINAL YD. YL	МК		л11,10 ли	PT	Leona 29.6 and 31.4	30
10	807	5.40	D-R	TROY YL	RO	13.9	10.20	-	32.6 and 39.6	25
24	1577	5.59		SEVERANCE		24.3	10.01	_	40.6 and 40.9	20
25	1646	6.10		4.1 ——— LEONA		28.9	9.50	_	Over Mo. Pac, Crossing	
24	1584	6,20		ROBINSON		34.2	9.40		42.2	20
				M, P, CROSSING		42.2		A	Hiawatha	
32	2013	6.40	D	HIAWATHA YL	н	42.7	9.20	PY	43.6 and 44.6	25
9	758	6.55	2	7.5 ————————————————————————————————————	- 55	50.2	8.50		45,3 and 49.2	30
- 7	3.5220			3.9	-	7.537	700,000		51.0 and 51.4	25
18	1273	7.05		MORRILL ——————————————————————————————————		54.1	8.40		54.0 and 58.5	25
26	1719	7.20		SABETHA 8.1		60.7	8.25		Sabetha	
22	1461	7.38		ONEIDA 		68.8	8.05		62.25 and 62.5	25
23	1518	7.58		SENECA 6.7		77.5	7.45		66.5 and 68.25	25
20	1370	8.12		BAILEYVILLE		84.2	7.20		72,25 and 77.0	25
34	2168	8.25		AXTELL		89.2	7.05		Seneca	25
3	454	8.37		SUMMITT		94.4	6.45	-	82.1 and 89.0 Axtell	23
27	1770	8.51		BEATTIE		99.3	6.35		94.5 and 95.0	25
320	10000000	9.03		5.9 HOME		105.2	6.20	-	95.0 and 96.1	30
		A 9.10 m		UPLAND		107.8	6.10AM	P	98,5 and 102.0	25
		3.10%		PROFESSION		107,0	24/25/20	-	103.6 and 104.0	30
				(107.8)			Daily Exc. Sun.	-	105.75 and 107.2	30

Time shown at Terminal Yard is for information only. Between Troy and St. Joseph trains are governed by operating rules, time-table and special instructions of CRI&P RR Co.

Westward trains originating at St. Joseph must receive UP clearance in addition to CRI&P clearance at Terminal Yard and need not receive clearance at Troy or Upland, Eastward trains need not receive clearance at Upland,

			MAN	NHATTAN BRANCI	Н				SPEED RESTRICTIONS	
W	ESTWA	RD		Time Table No. 48	3	E	ASTWAR	D	Location	мрн
	TH OF	SECOND CLASS		May 1, 1972		MILE	SECOND CLASS	RULE	Manhattan Branch, Between Beatrice and Marysville,	
CARS	FEET	471		CTATIONS		POST	POST 472		Light engines,	35
CARS	FEET	Daily		STATIONS				992 24	55	
				BESTWALL		144.5			Between Mile Posts— 100.2 and 100.5	25
		1.00 AM	DN-R	MARYSVILLE YL	MS	134.2	A 6.30 AM	FPT	107.3 and 107.6	30
20	1394	1.25		MARIETTA		125.9	6.05		110.3 and 111.6	30
		1,35		OKETO 6.4		124.4	6.00		112.5 and 112.6	25
9	758	1.50	D	BARNESTON 3.7	NR	118.0	5.50	-		20
84	4919			BADGER		114.3			Badger, B.N. Crossing MP 113.1	20
				B. N. CROSSING		113,1	- 1	А	Between Mile Posts— 116.4 and 116.5	35
15	1121	2.05		BLUE SPRINGS		110.3	5.35		118.8 and 120.0	30
		2.15		HOLMESVILLE		105.7	5.25	_		
				C. R. I. & P. CROSSING		97.2			Between Marysville and Bestwall,	20
		A 2.45AM	DN-R	BEATRICE YL	вх	96.8	5.00 <sub>M</sub>	Р		
				(47.7)			Daily			

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

W	ESTWAF	RD		Tir	me Table No. 48		E	ASTWAF	RD						
	TH OF	FIRST			MAY 1, 1972			FIRST				CLEARANCE REQUIREMENTS			
CARS	FEET	117 Daily			STATIONS		POST	118	6(B)		Cle	earance must be received as follows:			
107	6167	9.42	n		MENOKEN		72.9	▲8.59 ×	PY		Ju	nction City - All trains.			
85	4924	9.48	1		SILVER LAKE	-	78.7	8,53	P	1	At	bilene —			
119	6790	9.54	1	0	BOSSVILLE	RV	84.0	8.47	P	1		RI&P depot - Westward CRI&P trains.			
69	4072	10.01	1	D	7.6 ST. MARYS	SY	91.6	8.40	P	1	A	T&SF depot – Westward AT&SF trains	S		
60	3558	10.07			BELVUE		97.8	8.34	P		Sa	ilina —			
126	7229	10,14	1	D	6.9 — WAMEGO	WA	104,7	B.27	Р			All UP trains			
114	6762	10.35		D	MANHATTAN YL	МН	119.3	B.12	Р			Eastward CRI&P and AT&SF trains			
		77.0	1		C. R. I. & P. CROSS.		119.4		777						
111	6360	10.49			EAST FUNSTON	-	131.6	7.57	Р			RI&P and AT&SF trains having rece earance at Abilene or Salina need			
93	5398	10.55		D	FORT RILEY	FT	135.7	7.52	Р		rec	ceive clearance at West Abilene or			
103 128	5927 7312	11.00 11.08		DN-R	JUNCTION CITY YL	JN	139.5	7.47 7.42	FPY		Sa	lina.			
119	6812	11.23		D	CHAPMAN	СМ	152,3	7.21	P		no	Trains to or from First Subdivision root receive clearance at Menoken.	need		
105	6043	11.39		DN	ABILENE YL	AB	163,7	7.10	P						
					A. T. & S. F. CROSS.		164.5		1						
		11.40			WEST ABILENE YL		164.7	7.03		ĺ					
W64 E33	3791 2093	11.48	LS	D	SOLOMON YL	SK	172.3	6.56	PY						
70	4120	11.56 AM	NALS		NEW CAMBRIA		180.4	6.48	Р						
		12.01 m	SIG		EAST SALINA YL		184.6	6.43	Р						
		12.10 12.50	LOCK	DN-R	SALINA YL	sc	186.6	6.40 6.00	FPTY			GRAND ISLAND BRANCH			
			BL		A. T. & S. F. CROSS.		187.2			WEST	WARD	Time Table No. 48	† EASTV	WARD	
51	3095	1.01	1		BAVARIA 6.6		194.8	5.40	Ρ	LENG	HT OF	May 1, 1972			
101	5882	1.07			BROOKVILLE		201.4	5.34	Ρ	_			AULE 6(B)	MILE	
37	2303	1.18			CARNEIRO 7.6		211.6	5.24	P	CARS	FEET	STATIONS		A12-73-1	
47	2877	1.27		D	KANOPOLIS 4.5	KA	219.2	5.17	PY	0.0	7,000	DN-R HASTINGS YL AN	227.4	FPXY	
W84 E88	4902 5103	1.35		DN	ELLSWORTH YL	wo	223.7	5.10	Р	26	1450	HANSEN 5.2	235.1	Р	
				7	ST. L. & S. F. CROSS.	-	224.4	5.10		28	1794	D DONIPHAN DV	240.3	ρ	
55	3293	1.55		D	15.5 WILSON	WN		4.54	Р	35	1970	WESTWOOD 0.9	248.7		
60	3580	2.01		575.0	6.5 DORRANCE	3718	246.4	4.49	P			BELT LINE CROSS	249.6	10000000	
62	3709	2.18		D	RUSSELL YL	RU		4.32	Р			DN-R GRAND ISLAND YL GI	251.8	FPTX	
100	5782	2.26		D	GORHAM	GJ	272.4	4.23	Р			24.4			
	1	2.33		D	VICTORIA	VC	279.6	4.15	Р			SPEED RESTRICTIONS		мрн	
121	6905	2,47		D	10.5 HAYS <b>YL</b>	НА		4.05	P	Betwee	en Hasting	gs and Grand Island		25	
42	2583	2.55			HOG BACK	37001	298.8	3.55	Р	BN Be	It Line Cr	ossing M.P. 249.6		20	
		∧ 3,05 m		DN-R	ELLIS YL	RT	303.3	3.50 №	FPY		7.1				
	-				(230.4)			Daily							

Note 2 to Rule 99 is in effect on Salina Subdivision.
On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

# SPEED RESTRICTIONS - DENVER CUT-OFF - SALINA SUBDIVISION

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hou
Maximum speed. Between Menoken and Salina	65	Between Mile Post— 148.7 and 148.9	50	Between Mile Posts— 213.1 and 215.3,	25
Between Salina and Ellis	60	149.9 and 150.3	50	215.5 and 216.1.	30
Silver Lake, within city limits.	45	Chapman, within city limits	40	Kanopolis 221.9 and 222.4	25
Rossville, within city limits.	45	Abilene between Oplena and			20
St. Marys, within city limits.	25	Elm Streets.	26	Ellsworth, over St. L. & S. F. Crossing.	-
Between Mile Posts— 94.7 and 95.0	50	Abilene, over A. T. & S. F. Crossing.	25	224.6 and 225.0. 225.6 and 225.8.	45 50
Belvue		165.9 and 166.2	50	228.3 and 228.7.	50
99.7 and 99.8	50	167.9 and 168.3	35	workers Total Wares	45
104.6 and 104.8*	35	169.3 and 169.6	50	230.6 and 230.9.	45
Wamego 105.4 and 107.0	50	Solomon		Black Wolf 231.7 and 233.0.	35
117.8 and 118.2 50		173.3 and 173.5*	30	235.0 and 236.2.	35
	25	New Cambria 181.2 and 181.3	50	238.4 and 239.6*	50
119.1 and 119.4	25	Salina, over Ohio Street Crossing.	30	Wilson, within city limits.	40
Manhattan 121.9 and 122.0	50	over A, T, & S, F, Crossing.	25	242.3 and 242.8	50
		190.7 and 190.9.	50	Dorrance	
123.1 and 123.5	25	Bavaria 198.4 and 198.7.	50	249.5 and 250.0.	45
124.7 and 125.3	45	Brookville		Bunker Hill 256.4 and 257.0.	50
Eureka Lake 129,2 and 129,3	50	201.7 and 202.2. 203.9 and 208.1.	50	Balta 270.1 and 270.5.	50
East Funston 132.5 and 132.7°	50	208.4 and 209.4.	45	Victoria, within city limits,	40
133.7* and 137.2*	30	210.0 and 211.1.	25	Hays, within city limits.	35
Junction City 141.0 and 141.5	50	Carneiro 211,3 and 212.8.	30	Yocemento 296,5 and 296,9.	50
143.6 and 145 3	25			297.5 and 297.8.	50
2.35000000000000000000000000000000000000				Ellis	

AWICENS.	Mile	Сар	acity	Switch
Name	Post	Cars	Feet	Connection
Kiro	75.2	28 P	1561	Both
Swamp Angel	114.8	5	301	Both
Eureka Lake	125.9	17 P	,989	Both
Ogdensburg	130.3	15 P	856	Both
Funston	133.6	104 P	5767	Both
Stoney	150.6	30	1679	West
Detroit	158.5	20 P	1149	Both
Black Wolf	231.5	38 P	2087	Both
Bunker Hill	253.4	31 P	1746	Both
Balta	266.7	15 P	825	Both
Walker	275.5	54 P	3013	Both
Toulon	284.8	23 P	1291	Both
Yocemento	295.4	18 P	1039	East

Additional Stations

# \*REDUCE SPEED AND RESUME SPEED SIGNS

Location	Direction	Sign	Located
MP 104.6 to 104.8	Eastward	Resume Speed	South of siding, Warnego.
MP 132.5 to 132.7	Westward	Reduce Speed	On left side of track.
MP 132.5 to 132.7	Westward	Resume Speed	North of running track, Funston,
MP 133.7 to 137.2	Westward	Reduce Speed	North of running track, Funston.
MP 173.3 to 173.5	Westward	Reduce Speed	North of siding, Solomon,
MP 238.4 to 239.6	Eastward	Reduce Speed	On left side of track.

# DENVER CUT-OFF - DENVER SUBDIVISION

٧	VESTWA	RD					E	ASTWA	RD
	TH OF	FIRST		3	fime Table No. 48 May, 1, 1972		MILE	FIRST	AULE
CARS	FEET	117					POST	118	6(B)
		Daily			STATIONS				
		2.15 m		DN-R	ELLIS YL RT	MT	303,3	A 2.40m	FPY
51	3063	2.25 118			RIGA		308.4	2.25117	P
40	2458	2.35		D	WAKEENEY	W	322.3	2.09	P
28	1798	2.49		D	COLLYER 7.5	JY	335.8	1.55	P
40	2488	2.57		D	QUINTER 7.6	QN	343.3	1.47	Р
55	3519	3.05			BUFFALO PARK		350.9	1.40	Р
34	2143	3.10		D	GRAINFIELD	GF	356.3	1.35	P
42	2594	3.19		D	GRINNELL	GD	365.2	1.27	Р
46	2816	3.40		DN	OAKLEY YL	00	377.4	1,15	FPY
42	2604	3,50			MONUMENT		386.1	12.57	P
35	2182	4.02			WINONA		399.0	12.45	P
33	2066	4.25			WALLACE		421.1	12.23	Р
34	1745	4.45		DN-R	SHARON SPRINGS YL	PS	429.8	12.15≈	PY
51	3082	4.58		-	WESKAN		441.8	11.50am	Р
33	2106	5.09		-	ARAPAHOE	-	453.1	11.39	Р
43	2634	5.20		D	CHEYENNE WELLS	CW	463.0	11.30	Р
43	2619	5.30			FIRST VIEW		473.5	11.20	Р
47	2834	5.45			KIT CARSON		487.7	11.07	P
42	2585	6.15			BOYERO		518.0	10.38	Р
79	4643	6.25	S		CLIFFORD		526.3	10.30	P
68	4001	6.40	IGNA	DN-R	9.2 HUGO YL	ни	535.5	10.20	PY
39	2412	7.00	0	DN	(C.R.I. & P. Crossing) LIMON YL 0.1	MN	550.5	9.58	Р
			BL		LIMON JUNCTION YL		550,6		
46	2597	7.06			RIVER BEND		556.6	9.50	Р
85	4941	7.12			CEDAR POINT		563.2	9.44	Р
42	2561	7.15			вйіск — 5.1		567,1	9.40	P
84	4837	7.20			AGATE 12.0		572.2	9.35	P
W22 E42	1505 2592	7.33			DEER TRAIL		584.2	9.22	Р
42	2558	7.39			PEORIA 6.5		590.1	9.16	P
42	2582	7.45			BYERS 5.9		596.6	9.10	P
48	2914	7.50		D	STRASBURG	SR	602.5	9.04	P
83	4862	7.56			BENNETT 4.8		608.9	8.58	P
45	2740	8.01			MANILA 4.7		613.7	8.53	P
85	4967	8.05			WATKINS 6.6		618.4	8.49	P
42	2590	8.11			MESA 		625.0	8.42	Р
70	4132	8.16			SABLE YL		630.5	8.36	Р
88	5102	8.19			ROYDALE YL		633.2	8.32	PY
		8.20		DN	SANDOWN JCT. YL	SW	634.0	8.30	P
58	3454	8.21			SANDOWN YL		634.3	8.25	P
		4 8.25 m			PULLMAN YL		638.2	8.20AM	FPTY
					(334,9)			Daily	

Note 2 to Rule 99 is in effect on Denver Subdivision.

# CLEARANCE AND REGISTER REQUIREMENTS

Clearance must be received at:

Sharon Springs — All trains. Regular trains may assume schedule indicated,

Hugo - All trains.

Denver — Trains enroute to Kansas Division. Such trains need not receive clearance at Pullman,

CRI&P trains must register at Sandown Jct, and may do so by registering ticket,

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

# SPEED RESTRICTIONS - DENVER CUT-OFF - DENVER SUBDIVISION

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hou
Maximum speed,	60	Between Mile Posts-		Between Mile Posts-	
Between Mile Posts		Winona 401,3 and 401.8.	50	River Bend 558,6 and 559.3.	40
Ellis 304.3 and 307.0	40	405.5 and 405.8.	45	561.3 and 562.1.	50
Riga		419.6 and 420.5.	50	562,9 and 567.2.	45
311.4 and 311.8. Wakeeney	50	Wallace 424.9 and 425.0.	50	Deer Trail 587.2 and 589.8.	40
Between first crossing west and second crossing east of depot.	25	Weskan 450.8 and 451.1.	50	Byers 598,9 and 601,5.	50
323.3 and 324.0. *(Note)	40	Arapahoe		Strasburg	
330,2 and 330.6.	50	454.5 and 454.6	50	605,2 and 607.1,	50
331,7 and 332.1.	45	Cheyenne Wells, within city limits.	50	Watkins 619.3 and 620.5.	50
335.0 and 335.5.	45	512.4 and 512.7.	50	Sable, over Peoria Street Crossing.	
Collyer		543.9 and 544.9.	50	MP 631.60	55
336,5 and 337.1.	40	546.2 and 546.6.	50	Roydale On Rocky Mountain	
Oakley 383,4 and 384.3,	50			Arsenal trackage Between Wye and Arsenal gate Beyond gate	10 5
		15		Denver, over grade crossings within city limits.	25

<sup>\*</sup>Note - Westward Reduce Speed sign north of siding, Wakeeny.

	Additional Stations									
- Participat	Mile	Cap	acity	Switch						
Name	Post	Cars	Feet	Conn.						
Ogallah	313.7	26 P	1471	Both						
Voda	330.0	12 P	668	Both						
Campus	371.2	16 P	912	Both						
Page City	393.6	33 P	1820	Both						
McAllaster	408.4	50 P	2783	Both						
Aroya	507.6	27	1532	Both						
Magee	628.1	15	850	Both						

	WEST	WARD					EAST	WARD		SPEED RESTRICTIO	NS
	TH OF	SECON	DCLASS	Time Table No. 48			SECONE	CLASS		PLAINVILLE BRANCH	
510	INGS			May 1, 1972				400		Location	MPH
		185	183				184	186	Rule 6 (B)	Maximum Speed	40
ARS	FEET	Tuesday,	Monday,			POST	1110		0 (0)	Salina	
		Thursday, Saturday	Wednesday. Friday	STATIONS		N. Carrento	100		-	Over Broadway By-Pass	10
_			0.00	DUD BALINA W	00	0.0	44.40		FPTY	Between Mile Posts –	-
			6.30 AM	DN-R SALINA YL	SC	0.0	A11.10AM		PPIT -	1.2 and 1.6	30
20	1374		6.43	SHIPTON 5.5		6.0	10.35			Beverly 25,5 and 25.6	30
21	1424		6.57	CULVER 7.0		11.5	10.22		-	28.6 and 28.7	30
34	2167		7.12	D TESCOTT	SX	18.5	10.05		P	30.8 and 31.0	25
40	2453		7.24	BEVERLY		23.8	9.48		P -	Quartzite	
16	1134			QUARTZITE		32.9				33.1 and 34.1	25
				A. T. & S. F. CROSSIN	G	33.8				Lincoln Center	
24	1572		7.48	D LINCOLN CENTER	NC	34.1	9.11		Р _	38,0 and 38,1	30
40	2500		8.03	6.6 VESPER		40.7	8.58			39.6 and 39.7	30
36	2251		8,17	SYLVAN GROVE		46.9	8.45		P	Sylvan Grove	
39	2392		8.37	9.1— LUCAS		56,0	8.25		Р -	49.0 and 50.7	30
		7		9,4	011	5517,151			P	51.5 and 52.9	25
30	1948	-	8.57	D LURAY	AU	65.4	8.05			Lucas	200
35	2201	-	9.11	WALDO 7.7		71.5	7.50		-	61.8 and 63.75 67.0 and 70.5	25
22	1459		9.28	PARADISE 7.8	0.000	79.2	7.34		P	Waldo	25
29	1858		9.45	D NATOMA 8.1	NO	87.0	7.18		Р	72.5 and 79.0	25
22	1473		10.03	CODELL 8.4		95.1	7.02			80.4 and 80.5	30
20	1391	5.45 AN	▲ 10.35 AM	D-R PLAINVILLE YL	VN	103.5	6.45 <sub>AM</sub>	12.15m	Y	83.7 and 85.9	25
28	1805	6.16		ZURICH	2.07	110.4		11.55 <sub>M</sub>		Natoma	
26	1694	6,40		PALCO		117.8		11,35	P	87.8 and 88.0	25
15	1106	7.00		DAMAR		122,7		11.25		94.2 and 96.8	25
20	1399	7.15		6.6 — BOGUE		129.3		11.10	Р _	97.9 and 98.5	25
24	1604	7.40		D HILL CITY	CI	138.0		10.50	PY -	101.2 and 102.8	25
21	1402	7.55		6.7 PENOKEE	-	144.7		10.30	NAT.	Plainville	
7337	7.7 (F 65)	1000000		5.5					Р -	118.2 and 118.5	30
21	1425	8.10		MORLAND 5,2		150.2		10.15		Palco	30
21	1430	8.25		STUDLEY 7.1		155.4		10.00	-	121.5 and 123.7 Bogue	30
21	1450	8.40		TASCO 7.9	-	162.5		9.40		135.0 and 136.5	30
20	1345	9.25		D HOXIE	KZ	170.4		9.20	P	Hill City	
21	1420	10.00		SEGUIN 7.1		179.1		9.00		Over Highway 283	5
29	1874	10.15		MENLO		186.2		8.35		139.6 and 139.9	25
20	1380	10,35		HALFORD		194.0		8.10		Studley	
19	1331	11.05		D COLBY	СВ	203.5		7.40	PY	159.1 and 159.25	30
21	1406	11,15		5.4 ALTAIR		208.9		7.00		160.2 and 160.3	30
22	1509	11.20		3,6 MINGO		212.5		6.50		161.9 and 163.6	25
26	1727	11.35		5,5 SPICA		218.0		6.30		Tasco	
		A11.45 AM		DN-R OAKLEY YL	oq	224,7		6.15 <sub>AM</sub>	FPY	167.9 and 169.6	30
		11.40 AM		WALLET IL	50				-	171.0 and 177.25	25
				(224.7)			Tuesday, Thursday, Saturday	Monday, Wednesday, Friday		Colby over east leg of wye	10
								10,500		203.1 and 203.3	20

Additional Stations – See page 13.

On single track, westward trains are superior to trains of the same class in the opposite direction. - See Rule 72.

WEST	WARD	LEAVENWORTH BRANCH	EAST	VARD
	TH OF	Time Table No. 48 May 1, 1972	MILE	RULE
CARS FEET		STATIONS		6(B)
		LEAVENWORTH YL RI	0.0	
73	3666	COCHRANE 0.2	4.0	
		ALFA 1.2	4.2	1111
		LANSING	5.4	
5	564	TONGANOXIE	21.2	
7	666	10.3 REX	31,5	
11	904	BISMARCK GROVE YL	33.0	P
		DN-R LAWRENCE YL DA	34.3	ρ
		(34.3)		

Between Cochrane and Leavenworth, trains are governed by Operating Rules, time-table and special instructions of Missouri Pacific R, R,

- At Cochrane, eastward Leavenworth Branch trains are governed by indication of Missouri Pacific color light block signal 247 feet west of junction switch.
- At Cochrane, westward Leavenworth Branch trains are governed by indication of Missouri Pacific color light block signal near junction switch.

# SPEED RESTRICTIONS

Location	MPH
Leavenworth Branch, Between Lawrence and Cochrane.	15
Between Leavenworth and Corral: On straight track, On curves.	15 10
Between Corral and Knox,	6
Leavenworth, All Leavenworth Terminal Tracks	5
McPherson Branch. Maximum speed.	26
Salina, between Prescott Street and Union Station.	10

	Additiona	I Stations			
Mile Capacity				Switch	
Name	Post	Cars	Feet	Conn.	
Plainville Branch Shady Bend	26.4	6	335	West	
McPherson Branch Sid	5.3	17	936	Both	

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

WEST	WARD	30	LOMON BRANCH		EAST	WAHD
LENGTH OF SIDINGS			Time Table No. 48		(Parameters)	
	May 1, 1972		POST	AULE 6(B)		
CARS	FEET		STATIONS			0,0,
		D	SOLOMON 6.5	SK	0.0	Y
24	1580		NILES 2.5		6.5	
23	1540		VERDI		9.0	
45	2767	5.7 BENNINGTON		14.7		
10	842	-6.2 LINDSEY		20,9		
12	924	D	MINNEAPOLIS	MI	23.3	
			A, T, & S, F, CROSSING		23.7	
26	1693	D	DELPHOS	DF	34.7	
24	1608	D			41.6	
26	1689		5,2 SIMPSON		46.8	
16	1172		ASHERVILLE		49.8	
			M. P. CROSSING		57.2	
26	1708	D-R	BELOIT YL	BL	57.4	
			(57.4)			

# SPEED RESTRICTIONS

Location	МРН
Solomon Branch, Maximum speed, Between M.P. 22.5 and M.P. 23.1	25 10

LENGTH OF SIDINGS  CARS FEET		Time Table No. 48  May 1, 1972		EASTWARD	
				RULE 6(B)	
		A. T. & S. F. CROSSING	0.5		
		C. R. I. & P. CROSSING	0.6		
		M. P. CROSSING	0.6		
2	153	2.3 WESLEYAN			
24	1606	5.1 MENTOR			
22	1507	4.2 ASSARIA	12.2		
10	801	BRIDGEPORT	15.8		
		M. P. CROSSING	2.07		
23	1545	0.2 LINDSBORG	20.9		
12	948	JOHNSTOWN			
22	1458				
		A. T. & S. F. CROSSING	35.1		
20	1376	D-R McPHERSON YL MF	35,4		
	1	(35,4)			

#### SPECIAL RULES - ALL SUBDIVISIONS

#### Standard Time

2 (R). Wrist watches approved for use under Rule 2 are:

Ball "Official Railroad Standard";

Ball "Automatic-Trainmaster" model;

Bulova "Accutron-Railroad Approved" model, including Calendar model;

Elgin "B. W. Raymond" model;

Hamilton electric "Railroad Special"; Longines Model "T-905" Railroad Watch;

Longines "Ultra-Chron Railroad Watch.

3 (R). Conductors and engineers of other railroads, who have made and registered watch comparison at beginning of trip or shift, will not be required to make and register watch comparison at initial station on Union

#### Markers

19 (R). Referring to Rule 19(B). Except within the State of Colorado, reflectorized metal flags may be used as markers.

#### Clearances

97 (R), Within CTC territory, assigned locals, work trains or helper engines, having received Clearance Form 2643 at their starting point, may thereafter move in either direction within CTC territory while on continuous tour of duty being governed by indication of signals or instructions from train dispatcher without receipt of additional Clearance Form 2643.

# Maintenance of Way Rules

99 (R). Maintenance of Way Rule 99(J) is in effect on:

Leavenworth Branch

Solomon Branch

Plainville Branch

McPherson Branch

Grand Island Branch

Manhattan Branch, Between Marysville and Bestwall

St. Joseph Branch, Between Upland and Troy.

#### Switches

104 (R). No. 20 turnouts are located at:

Menoken-Equilateral turnout at connection of main track and

running track; Turnout at connection of First Subdivision and Denver

Cut-off: No. 14 turnouts are installed at all dual control switches in CTC

territory except as follows: CRI&P Junction; Topeka -

Switch at end of double track;

Cross-over west end west long siding.

Other switches equipped with No. 14 turnouts are indicated by figure '14" on switch targets.

# Siding Indicators

241 (R). When a train enters siding account indication displayed by a siding indicator, a member of the crew must contact train dispatcher for instructions.

#### **Hold Indicators**

241 (S). When a train is stopped by an automatic block signal to which 'Hold" indicator is attached, member of crew must communicate with dispatcher or operator for instructions before proceeding even though "Hold" indicator is not illuminated.

"Hold" indicators are located on the following signals:

Westward

Eastward

Signal 375 Signal 830 (Rossville)

(between Linwood and Lawrence) Dwarf Signal M.P. 83.0 (Rossville)

Signal 678 (Topeka) Signal 400

(between Perry and Lawrence)

# Staff System

301 (R). On branch lines, where time-table provides that Staff System is in effect, the following will govern:

Trains or engines must not occupy these branches unless they are in possession of the staff which must be secured by the conductor and delivered to the engineer who must retain the staff until all movements on the branch are completed.

After movements on branch are completed, staff must be returned to staff box and box must be locked.

While in possession of staff, a train may move in either direction on the designated branch without flag protection and without time-table or train order authority. Such trains need not receive clearance at their initial station on the designated branch.

#### Cahooses

714 (R). Stoves in road cabooses must be left burning at all times during cold weather to prevent freezing of water pipes.

714 (S). Doors and windows of cabooses must be locked at all times when caboose is left unattended, either enroute or at terminals.

#### Inspection of Trains

715 (R). On trains provided with bay window type cabooses, trainmen may remain in bay when passing depots and towers except at stations where train orders or messages may be handed up.

Employes must not remain in bay on side next to an adjacent track

when meeting or passing another train on that track.

Inspection of such train must be made from rear platform of caboose. 715 (S). Referring to Rule 715(B). When practicable, member of crew on the engine must advise crew on rear of train by radio when train is being

inspected by other employes.

# Switching Cars

804 (R). Cabooses, outfit cars, flat cars loaded with trailers or containers, flat cars or multi-level cars loaded with motor vehicles must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off while in motion and allowed to strike such cars, or a draft containing such cars.

806 (R). Outfit cars converted from passenger train cars contain equipment highly subject to damage from slack action or rough handling. These cars must be handled with air brakes cut in and operative.

# Continuous Welded Rail Trains

809 (R). Equipment for handling continuous welded rail, or continuous lengths of bolted rail, consists of 26 permanently coupled flat cars with buffer at each end and caboose for MofW supervisor. Couplers are blocked against slack and are highly susceptible to damage from rough handling.

This equipment, loaded or empty, must be handled as a unit with air brakes cut in and operative, must not be switched with and must not be humped. These cars must not be cut off while in motion. Other cars must not be cut off while in motion and allowed to couple to these cars or to a draft containing these cars. The following applies:

#### WHEN LOADED

Maximum speed:

On unrestricted track - 40 MPH;

On restricted track - 20 MPH less than published speed restriction. Where published speed restriction is 30 MPH or less, maximum speed will be 10 MPH;

Through cross-overs or turnouts - 10 MPH.

After entering siding or yard track, train must not proceed until authority is received from MofW Supervisor in charge.

Train and engine crews must be alert for any signal or communication from rail train supervisor while train is moving.

This equipment must not be combined with other traffic except that

outfit cars, cars containing track material or related items may be handled behind the CWR equipment as directed by the Chief Dispatcher, who will authorize such handling only upon instructions from Chief Engineer. Total consist must not exceed 50 cars.

# WHEN EMPTY

CWR equipment may be handled with other traffic but total consist must not exceed 50 cars. CWR equipment must be handled at rear of train A speed of 50 MPH must not be exceeded.

#### Position of Cars in Trains

809 (S). DODX flat cars 39095-31199 must be handled in rear end of train only.

Aluminum covered hopper cars SN 5501-5510 do not have complete center sill and must be entrained at rear of train not more than 15 cars from rear.

Instruction and exhibition cars 200-209 must be handled in rear of

809 (T). The following tank cars are in service for movement of phosphorus from points in Idaho to various destinations. MONX 23000 Series, gross weight, loaded, 414,000 lbs.

MCPX 23000 Series, gross weight, loaded, 414,000 lbs. FMLX 19000 Series, gross weight, loaded, 315,000 lbs.

Additional cars of similar capacity and high gross weight may be placed in this service. When being returned to loading points, these cars carry water ballast. The following governs handling:

#### WHEN LOADED WITH PHOSPHORUS:

MONX 23000 and MCPX 23000 series cars must be separated from the locomotive, from each other, and from any car with gross weight exceeding 263,000 lbs. by not less than three cars of a gross weight not exceeding 263,000 lbs. Must be handled at speeds not exceeding 50 MPH.

FMLX 19000 series cars, single or not more than two such cars coupled, must be separated from locomotive and from any other car exceeding 263,000 lbs. gross weight by not less than three cars of a gross weight not exceeding 263,000 lbs.

# WHEN LOADED WITH PHOSPHORUS OR WITH WATER BALLAST:

These cars must be coupled carefully, must not be humped and must not be cut off while in motion. In switching operations, they must be handled with air brakes cut in and operative.

Except at loading or unloading facilities where derail protection is provided, if necessary to set these cars out or to leave them unattended, they must be coupled to another car of a different type, hand brakes applied on both cars and air reservoirs drained to determine that hand brakes are sufficient to hold the cars.

809 (U). Cars loaded with phosphorus must be entrained as near to rear of train as possible, but not nearer than sixth car from engine or occupied caboose.

Cars placarded "Caution-Residual Phosphorus" may be handled at any location in train, except must be not nearer than sixth car from engine or occupied caboose.

809 (V). In freight trains, freight cars 85 feet or more in length must not be coupled to any car 39 feet or less in length.

This rules does not apply to CRI&P trains between Kansas City and Topeka or between Limon and Denver.

#### Units Dead in Train

809 (W). Foreign line, government, export or commercial diesel-units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco or Baldwin type, to be moved dead in train must be separated from each other and from the engine by not less than five cars and must be entrained not more than 30 cars behind the control unit. Waybill instructions must be carefully checked and unless otherwise notified in writing must be complied with. In the absence of instructions relative to speed, a speed of 35 MPH must not be exceeded with yard-switcher, or 45 MPH with road-switcher type units dead in train.

809 (X). Rule 809(C) applies to modular housing units on flat cars.

# Inspection of Trains

811 (R). In addition to making inspection of train as often as practicable as per Operating Rule 811, all trains must stop and make inspection if in the judgement of crews on trains such inspection is considered advisable for any reason, or when visibility is such that proper inspection cannot be made while running.

## Location of Hot Box Detectors

Read-out at Lawrence Westward

M.P. 31.4 between Linwood and Lawrence

Eastward M.P. 46.9 between Perry and Lawrence

Read-out at Kansas City Westward and Eastward M.P. 14.9 between Grove and Delia M.P. 51.1 between Lillis and Sullivan M.P. 159.5 between Hedrix and Alexandria M.P. 198.9 between Davenport and Edgar

# Riding on Engines

816 (R). If there is a trailing "A" unit in locomotive consist, employes in train or engine service required to deadhead on a freight train may occupy cab of such unit.

Rule 816 is modified accordingly.

# **Unattended Locomotives**

871 (R). Referring to Rule 871(A). Following instructions will govern when locomotives are set out at any intermediate point between terminals where no mechanical forces are available and to engines on locals tying up Lawrence, Plainville, Oakley, Beloit and to first and second shift switch engines at Hastings:

Hand brake will be set.

Brake valve handles and reverser will be removed from control stand and placed in receptacle provided for same. Handling of 1 to apply train brakes during dynamic braking.

reverser levers. This will apply to locomotives that are tied up at outlying points on locals and work trains, in which event lever must be removed and left with Agent or Operator.

(3) Engine will be shut down (unless temperature is below 35 degrees F.)

Windows will be closed and latched, and cab doors will be locked.

Wooden blocking will be placed under front and back of one pair of wheels.

(6) Battery switch will be pulled.

Master mechanics and district foremen will know locks on doors of ocomotives are operative and keys will be furnished to parties responsible for securing locomotives.

At other locations, the exception to Rule 871(A) is in effect.

#### **Engine Service**

876 (R). Referring to Rule 876. The fireman, when competent, may nandle the locomotive under the close supervision of the engineer, under the following conditions, the engineer being responsible:

In road freight service;

In yard service provided the fireman is a promoted engineer.

The fireman must not be permitted to handle the locomotive in road passenger service except in emergency.

883 (R). In territory where rail detector cars are operating, trains and engines must use sand where necessary to overcome slippery condition caused by solution from detector car deposited on rails. Train dispatchers will advise engineers where detector cars are working.

#### Track Restrictions

899 (R). Unless otherwise provided, GE U-28-C units (2800-2809), ALCO DL-630 units (2900-2909), SD-45 units (3600-3649), and units of 5000 HP or more must not be operated on branch lines or on industry

tracks without permission from train dispatcher or other officer.

Operation of these units should be restricted to main track, sidings and yard tracks necessary for the movement of trains and the servicing of the

#### Air Brake Rules

1001 (R). Hostlers must know before moving an engine, that adequate air pressure is being maintained and that air brake equipment is functioning properly. Application and release test of independent brake must be made and in addition to noting brake cylinder pressure on gauge, visual inspection must be made to know that brakes apply when independent brake valve is in application position.

At locations where units are cut into or out of an engine, it must be known that air brake hoses are coupled, that air is cut in and that brakes are operating properly on all units before any movement is made.

At terminals where hostler relieves incoming engineer, brakes must be ested with independent brake valve immediately after engine is detached from train, to insure that brakes are operating properly.

Movement of engines at enginehouses, servicing or maintenance facilities must not exceed 5 miles per hour.

Engines must be stopped before moving onto a turn-table, and before entering enginehouse or servicing facilities where elevated tracks or pits are nsed.

1001 (S). When handling light locomotives, particularly around enginehouses and servicing facilities, the following applies:

1. Safety control feature must be cut in in all cases.

2. On road freight power, after throttle is initially opened, sufficient time must be allowed for engine and generator to build up sufficient current to move the locomotive.

3. In case of emergency requiring shorter stop than can be made with independent brake, automatic brake valve should be placed in emergency position which will automatically reduce the engine speed to idle.

1005 (R). Standard brake pipe pressure of 80 pounds on Eastern District for freight trains as prescribed in Rule 1005(A) of Rules and Instructions Governing Operation of Air Brakes, etc. is changed to 90

1024 (R). On locomotives equipped with 26-C type brake valve, brake valve cut-off valve on controlling locomotive must not be moved out of "freight" or "passenger" position except when making brake pipe leakage test required by rules.

1030 (R). Air Brake Rule 1030(D) is cancelled.

1039 (R). Some foreign line units operating jointly with Union Pacific are not equipped with dynamic brake interlock feature whereby the locomotive air brakes will be released during dynamic braking when train brakes are applied.

When operating with foreign line units in any consist, whether all of one road or mixed with Union Pacific units, arrange to keep locomotive brakes released by actuating brakes off when automatic brake valve is used 1043 (R). In territory where pressure maintaining braking is being used for extended periods, brake pipe cut-off valve may be placed in Passenger position. Position of brake pipe cut-off valve must not be changed except when brake valve is in Release position.

by State Public Service Commissions, maximum over-all dimensions will be furnished from the Office of General Superintendent of Transportation to District Superintendents of Transportation, General Managers and Superintendents, along with the applicable coded standard operating

When operating in Passenger position extreme care must be used as any slight movement of brake valve toward Release position will result in complete release of automatic hrakes throughout the train.

Pressure maintaining braking must not be used for extended periods at speeds exceeding 30 MPH. To do so will result in damage to wheels and brake shoes. Application and release methods of braking must be used at speeds exceeding 30 MPH, reducing speed sufficiently before release to insure sufficient time for cooling of wheels and recharging brake pipe before it is necessary to again apply brakes.

1044 (R). That portion of Air Brake Rule 1044 which reads, "When a train is stopped on a grade, air brakes must be released, and air brake

system immediately recharged" is cancelled.

When a train, not required to use retaining valves, is stopped on descending grade, if train cannot be held with independent brake, automatic brakes must not be released until sufficient retaining valves, but not less than 25, have been placed in holding position on head end of train to permit train to be held with independent brake. Before proceeding it must be known that the brake system is properly charged.

Air Brake Rule 1044 is modified accordingly.

1048 (R). When more than one locomotive is attached to a train, the engineman of the leading locomotive shall operate the brakes. On all other motive power units in the train, or connected to the train, brake pipe must be connected, angle cocks opened and the brake pipe cut out cock to the brake valve must be closed, and the brake valve handles kept in the prescribed position.

This rule does not modify Air Brake Rule 1048 through 1048(E) in any

1066 (R). When locomotive is to be detached, or when a train, or cut of cars being handled with air brakes is to be separated, angle cock at point of separation must not be closed until engineer has made 20-pound brake pipe reduction and has sounded one long snund of engine whistle. In all cases, angle cock must be left open on portion of train or cars left standing.

Those portions of Air Brake Rule 1066 relative to handling angle cocks 8H

are modified accordingly.

This does not modify the requirements of Air Brake Rules 1030(B) or 044(B).

1066 (S). When operating with RCS in service and train is to be separated between control unit and remote units, feed valve on remote units must be cut out and remote units must be isolated before separating train.

While control unit is separated from portion of train containing remote units, "Feed Valve Out" indicating light must be on continuously.

Feed valve on remote units must not be cut in, nor may "Mode Selector Switch" be moved from "Isolate" position until the train has been reassembled and brake pipe pressure is being restored on caboose at rear of train from control unit.

#### Mechanical Instructions

1090 (R). If diesel unit is not loading or not making transition, high voltage cabinet contactors must not under any circumstances be manually operated.

To determine if the contactors are picking up as they should, the diesel engine should be isolated, then restored to power.

Proper report must be made to the next maintenance terminal.

1090 (S). Ground relay protection knife switches are applied for use by electrical forces in making tests of equipment. Under no circumstances may the seal on ground relay knife be broken, or kuife switch be opened. When seal on ground relay knife switch is broken or is found broken or missing, such information must be included on work report.

1090 (T). To avoid damage to traction motors and failures thereof, when diesel freight locomotives consists are mixed with units having different gear ratios, the unit having lowest ratio or lowest maximum speed will govern maximum MPH. The unit having highest minimum continuous speed will govern the slower speeds. Short time rating must not be exceeded on any unit in consist.

When operating close to continuous rating under full power, "Minimum Continuous Speed" or "Maximum Amperage," whichever occurs first, is

controlling.

Attention is directed to the fact that short time ratings may not be used consecutively; that is, a unit cannot be operated for 15 minutes at the 1/2-hour rating, then for 30 minutes at the 1/2-hour rating, etc.

If unable to proceed within the limits prescribed, train must be stopped, facts reported to train dispatcher who will instruct as to reducing tonnage or providing additional power.

# Cars or Loads of Excess Dimension

For all cars (both loads and empties) which have over-all dimensions signal at Kaw Jct. and may return freexceeding published clearances or whose movement is subject to regulation

by State Public Service Commissions, maximum over-all dimensions will be furnished from the Office of General Superintendent of Transportation to District Superintendents of Transportation, General Managers and Superintendents, along with the applicable coded standard operating procedures for certain specific measurements and conditions which are common to most of such cars. The codes involve the use of a number and a letter in co-ordinated sequence, i.e., 1-A, 2-B, 3-C, etc., and are self-policing against error and are innumerated below with the restrictions and protective requirements indicated.

- 1A Protect against other loads over 12 ft. wide, also all loads and equipment having a width over 12 ft. due to track curvature and through turnouts, by arranging definite meeting and passing points where track centers will provide safe clearance.
- 2B This load must not pass or be passed on parallel, tangent or curved tracks except at arranged meeting and passing points where track centers will provide safe clearances.
- 3C This load must not pass or be passed on curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 4D See that loads and equipment are back of fouling points to clear extreme width of this shipment.
- 5E Separate this load from locomotive or any other heavy load exceeding 177,000 lbs. gross weight, by at least three cars not exceeding 177,000 lbs. gross weight each.
- 6F Load must be placed on carrying car so that all axles are equally loaded.
- 7G Account too large to move direct via Aspen Tunnel must route east from Ogden over westbound main track through the Altamont Tunnel between Ogden and Granger.
- 8H Cannot be handled direct to Spokane and must move via Hooper Junction and Colfax or Thornton to Spokane.
- 9I Route via the westbound main track No. 5 through the Spokane passenger terminal.
- 10J Do not detour via team tracks No.'s 1 and 5 under James Street Railway Viaduct at Kansas City.
- 11K Keep off tracks under train shed and adjacent to umbrella sheds at Salt Lake City.
- 12L Deleted
- 13M Cars are of standard dimensions on the Utah Division but high and/or wide in states of California and Nevada.
- 14N Cars are of standard dimensions for the State of Idaho but high and/or wide in states of Oregon and Washington.

Detailed instructions will be issued to provide proper protection for any conditions not specifically provided for in codes 1-A through 14-N.

It must be fully understood that there is to be no change in the present method of issuing train orders for these excess dimension cars.

#### SPECIAL RULES – FIRST SUBDIVISION LEAVENWORTH AND ST. JOSEPH BRANCHES

#### Inspection and Repair Protection

26 (R). At Kansas City, mechanical blue flag protection is in service on PFE icing platform tracks, ou Belt track and on Ramp track.

When blue signal is displayed, any train, engine or cars on these tracks between points where blue signals are displayed must not be coupled to or moved. Other trains, engines or cars required to enter tracks thus protected must stop before passing the blue signal and may then proceed at restricted speed but must not couple to or move other cars, engines or trains so long as blue signals are displayed.

#### Movements Kaw Jct. - Muncie

97 (S). Yard engines may move with the current of traffic between Kaw Jet. and Muncie as follows:

Yard engines enroute Muncie may proceed on westward track without receipt of clearance Form 2643, being governed by indication of CTC signal at Kaw Jct. and may return from Muncie on eastward track on verbal authority from the train dispatcher.

While at Muncie, authority must be obtained from train dispatcher before occupying either main track.

While standing or switching on main track outside of yard limits, protection must be provided as required by Rule 99.

Markers need not be displayed.

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#### Railroad Crossings and Junctions

98 (R-1). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed, or Junction With	Trains Which Have Prece- dence	How Governed
11th & Santa Fe Sts., Kansas City, Mo.	St.L.&S.F.		Interlocking.
Santa Fe St., Block 29, Kansas City, Mo.	M.P.		All movements must stop clear of crossing. Member of crew must be sent to the crossing to give pro- ceed signal when safe to proceed.
Between Eighth & Ninth Sts., Kansas City, Mo.	St.L.&S.F.	41	Stop. Operating Rules 98 and 98(A).
Berger Ave. & Rail- road St., Kansas City, Kans.	C.R.I.&P.		Stop. Operating Rules 98 and 98(A).
Minnesota Ave. & M.P. Bridge, Kan- sas City, Kans.	M.P.		Interlocking.
Minnesota Ave. & Second St., Kan- sas City, Kans.	M.P.		Interlocking.
State Ave., near Second St., Kansas City, Kansas	M.P.		Interlocking.
Bonner Springs (M.P. 18.0)	A.T.&S.F.		Interlocking. Special Rule 98(S).
Choctaw & Main Sts., Leavenworth	L.T.&B. Co.		Automatic Interlocking.
Choctaw St. & Mo. River Bridge, Leavenworth.	L.T.&B. Co. C.G.W.		Automatic Interlocking.
Topeka (M.P. 67.5)	A.T.&S.F.		Interlocking. Special Rule 98(S).
Topeka (Frt. House Lead)	C.R.I.&P.		Special Rule 98(S).
Topeka (M.P. 68.2)	C.R.I.&P.	U.P.	Special Rule 98(S).
Frankfort (M.P. 58.6)	M.P.		Automatic Interlocking and C.T.C. Special Rule 98(T-1).
Hiawatha (M.P. 42.2)	M.P.		Automatic Interlocking. Operating Rule 612.
St. Joseph	U.T.R.R.		Stop. Operating Rules 98 and 98(A).
St. Joseph.	B.N.	B.N.	Signal Indications. Special Rule 98(U).

98 (S). Interlockings at ATSF Crossing Bonner Springs (M.P. 18.0), ATSF Crossing Topeka (M.P. 67.5), CRI&P Crossings Topeka (freight house lead and at M.P. 68.2) are controlled by train dispatcher at Kansas City.

When signal governing route to be used displays Stop indication, member of crew must communicate with train dispatcher for instruction. If movement is verbally authorized by train dispatcher, member of crew must precede the movement and if conditions permit and no conflicting movement is evident, he will signal his engineer to proceed.

Rules 275 through 277 govern handling of dual control switches.

98 (T-1). At railroad crossings shown below, when a train or engine has been stopped by a Stop signal and no conflicting train movement is evident, member of crew must communicate with dispatcher. When instructed by dispatcher, time release must be operated and if indication of signal does not change at expiration of time release interval, movement may be made.

In compliance with Operating Rules 269, 275 and 612 at:

M.P. Crossing, Frankfort (M.P. 58.6).

98 (U). When a train or engine is stopped by signal governing movement over B.N. Crossing at St. Joseph, a member of crew must communicate with B.N. operator and be governed by his instructions.

# Flag Protection

99 (R-1). In territory shown below, from 7:30 AM until 5:01 PM daily except Saturday and Sunday, all extra trains must move at restricted speed approaching and moving on curves or where view is obscured, keeping close lookout at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop in one-half the distance track is seen to be clear and whistle signal 14(1) must be sounded frequently:

On Leavenworth Branch;

On St. Joseph Branch, between Upland and Troy

#### Crossing Signals

103 (R). Manually operated crossing signals in Fairfax Industrial District, Kansas City, Kansas, are turned on and off by push buttons located in signal box at edge of street. Signals must be operated a sufficient time to stop traffic before engine or switching movement is made over crossing. Signals must be operated until entire movement has cleared crossing. Signals must not be operated unnecessarily or left in operation after movement is completed.

#### Position of Switches

104 (S). At Kansas City, Kansas, Armstrong Yard, switch from receiving yard track 10 to East lead of train yard must be left lined for Receiving Yard Lead.

Switch from train yard lead to train yard track 9 must be left lined for track 9.

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

Troy, junction, switch - for C.R.I.&P. main track.

# Use of M.P. Tracks at Hiawatha

516 (R). At Hiawatha, before fouling Missouri Pacific Tracks, Rule 516 must be complied with and, in addition, protection as required by Rule 99 must be provided when necessary.

# Inspection of Trains

715 (T). Due to excessive slack action on eastward trains, a member of crew need not be on rear platform when passing station at Frankfort if it can be seen that there are no messages to be handed up.

# Switching Movements

804 (S). At Owens-Corning, Hold Yard, Fairfax Industrial District, there is a cable across tracks 1 through 10.

Cars must not be placed nearer than one car length from this cable.

# Caboose Tracks

804 (T). Caboose supply track switches at Armstrong may be locked with special locks. When necessary to enter this track, if special locks are applied, a member of crew must sound horn by means of push button located near switch. Supply man will remove the special lock.

### Handling Cars With Air Brakes

806 (S). Air brakes must be cut in and operative on all cars being handled on trackage of Phillips Petroleum Company plant, and on tracks 3 and 4 of Zone Q, Sealright, Fairfax Industrial District.

806 (T). At Armstrong Yard, when shoving cars on either leg of Fairfax wye, air brakes must be cut in and operative and member of crew must be on leading car with back-up hose.

899 (S). Reference Special Rule 899(R). On First Subdivision, units named may use industry tracks not otherwise restricted, but must not exceed 5 MPH.

Such units must not be operated on Track 23, Kansas City Union Station, and must not exceed 5 MPH on Tracks 11 or 24 or outside spur tracks adjacent to umbrella sheds.

# 899 (T). Tracks listed below are restricted as shown:

Location	Track	Restriction
Muncie	Sand Spur	No engines permitted beyond east sand tipple.
Nease Spur (M.P. 12.1)		Units named in Special Rule 899(R) are prohibited.
Forest Lake	Alongside high sand piles on sand loading track.	No engines permitted.
Sunflower	Tracks 1, 2, 3, 4 & 5	No engines permitted beyond south ce- ment plant paved driveway crossing.
Bonner Springs	House track	Units named in Special Rule 899(R) must not go beyond track scale.

# Close Clearances

900 (R-1). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks.

Snow plows must not exceed 5 MPH on main track or siding passing

Location	Structure or Obstruction	Clearance of Engine or Car Is Close At –
First Subdivision, be- tween Kansas City and Menoken		
M.P. 0.88	Bridge	Sides and top on both tracks.
Kansas City, Kans Kaw Junction	Tenth Street Viaduct Train order delivery	Top on both tracks.
	crane	Side on westward track
M.P. 4.96	Bridge	Top on both tracks.
M.P. 6.87	Bridge	Sides on both tracks.
M.P. 27.86	Bridge	Sides on both tracks.
M.P. 34.35	Bridge	Sides on both tracks.
M.P. 35.95	Bridge	Sides on both tracks.
Lawrence	Train order delivery	6:1
M.P. 52.60	crane	Side on westward track
	Bridge	Sides on both tracks, Sides on both tracks.
M.P. 60.88 M.P. 66.76	Bridge	Sides on both tracks.
Topeka Passenger Stn.	Bridge	Sides on both tracks.
ropeka rassenger ben	crane	Side on both tracks.
First Subdivision, be- tween Menoken and Marysville		
M.P. 20.51	Bridge	Sides.
Leavenworth Branch M.P. 7.79	Prides	ari.
M.P.14.01	Bridge	Sides.
M.P. 16.89	Bridge	Sides.
M.P. 26.27	Bridge	Sides.
M.P. 31.01	Bridge	Sides.
M.P. 1.69 (between		5.555
Corral and Knox)	Overhead bridge	Тор.
St. Joseph Branch.	2 12	6959
M.P. 0.37	Bridge	Sides and top.
M.P. 25.74	Bridge	Sides and top.
M.P. 76.22	Bridge	Sides.

900 (S). At Lawrence, grain aerators operated by the Derby Grain Company, when in use, will be located on or adjacent to track serving elevator and storage bins of this industry.

Red warning lights will be displayed on or adjacent to aerators when machine is in use or fouling track. Trainmen, enginemen and yardmen must be on the lookout for these aerators at all times, and must not pass these machines with engine or cars while red lights are displayed.

900 (T). At Sealright Oswego, Inc., Fairfax Industrial District, derails are installed on all four tracks, both sides of lift bridge. Movements on these tracks are governed by indication displayed on dwarf signals on each

#### SPECIAL RULES - SECOND SUBDIVISION MANHATTAN AND GRAND ISLAND BRANCHES

#### Movement in Yard Limits

93 (R). At Grand Island, trains from Kansas Division must stop clear of cross-over at Eddy Street and must receive verbal authority from Nebraska Division train dispatcher to proceed on eastward main track.

Trains enroute to Kansas Division will be governed by interlocking signal at B.N Crossing and may proceed on route indicated to cross-over at Eddy Street.

Nebraska Division Special Rule 93(R) applies.

# Railroad Crossings and Junctions

98 (R-2). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Contract of the Contract of th			
Location	Railroad Crossed, or Junction With	Trains Which Have Prece- dence	How Governed
Marysville (M.P. 114.2)	Manhattan Branch main track crosses old main track		Stop sign for trains from Manhattan Branch. Rules 98 and 98(A).
Hanover (M.P. 128.1)	B.N.		Automatic Interlocking and C.T.C. Special Rule 98(T-2).
Endicott. (M.P. 147.1)	B.N.		Automatic Interlocking and C.T.C. Special Rule 98(T-2).
Fairbury. (M.P. 152.6)	C.R.I.&P.		Automatic Interlocking and C.T.C. Special Rule 98(T-2).
Fairbury (Jct.) (M.P. 153.5)	C.R.I.&P.		Electric lock.
Fairbury (Jct.) (M.P. 154.4)	C.R.I.&P.		Electric lock.
Belvidere. (M.P. 177.0)	B.N.		Automatic Interlocking and C.T.C. Special Rule 98(T-2).
Davenport. (M.P. 191.2)	C.&.N.W.		Automatic Interlocking and C.T.C. Special Rule 98(T-2).
Edgar. (M.P. 200.5)	B.N.		Automatic Interlocking and C.T.C. Special Rule 98(T-2).
Hastings. (M.P. 227.2)	B.N.		Interlocking and C.T.C. Special Rule 98(V).
Belt Line Crossing. (M.P. 249.6)	Belt Line.	U.P.	Semaphore and gate.
Beatrice. (M.P. 97.2)	C.R.I.&P.	U.P.	Stop. Operating Rules 98 and 98(A).
Badger. (M.P. 113.1)	B.N.		Automatic Interlocking. Operating Rule 612.

98 (T-2). At railroad crossings shown below, when a train or engine has been stopped by a Stop signal and no conflicting train movement is evident, member of crew must communicate with dispatcher. When

instructed by dispatcher, time release must be operated and if indication of signal does not change at expiration of time release interval, movement may be made.

In compliance with Operating Rules 269, 275 and 612 at:

B.N. Crossing, Hanover (M.P. 128,1);

C.R.I.&P. Crossing, Fairbury (M.P. 152.7):

C. & N. W. Crossing, Davenport (M.P. 191.2); B.N. Crossing, Edgar (M.P. 200.5).

In compliance with Operating Rules 269 and 612 at:

B.N. Crossing, Endicott (M.P. 147.1); B.N. Crossing, Belvidere (M.P. 177.0).

98 (V). At B.N. crossing, Hastings (M.P. 227.2), when a train or engine is stopped by interlocking signal and no conflicting train movement is evident, in addition to complying with Operating Rule 609, member of crew must communicate with dispatcher and be governed by his instructions.

#### Flag Protection

99 (R-2). In territory shown below, from 7:30 AM until 5:01 PM daily except Saturday and Sunday, all extra trains must move at restricted speed approaching and moving on curves or where view is obscure, keeping close lookout at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop in one-half the distance track is seen to be clear and whistle signal 14(1) must be sounded frequently:

On Manhattan Branch between Marysville and Bestwall;

On Grand Island Branch.

#### **Public Crossings**

103 (S). At Fairbury, all train or engine movements over 5th street crossing on the two side tracks south of main track, must be preceded by

#### Centralized Traffic Control System

269 (R). At Hastings, when first eastward Absolute signal east of yard office displays Approach indication, switching movement is authorized between that point and B.N Crossing.

269 (S). At Hastings, when westward Absolute signals at west end of yard display Approach indication, switching movement is authorized between that point and Absolute signal at M.P. 4, Gibbon cut-off. A westward train must not proceed on such indication except on verbal authority from dispatcher.

# Inspection of Trains

715 (U). Due to excessive slack action on eastward trains, a member of crew need not be on rear platform when passing station at Herkimer if it can be seen that there are no messages to be handed up.

#### Track Restrictions

899 (T). Reference Special Rule 899(R).

Units named may be operated on Manhattan Branch between Marysville

Between Marysville and Hastings and between Marysville and Beatrice, units named may use industry tracks not otherwise restricted, but must not exceed 5 MPH.

Tracks listed below are restricted as shown:

Location	Track	Restriction
Great Lakes spur (M.P., 238.8)	Industry track	No engines permitted beyond two car lengths from east end of loading dock.

#### Close Clearances

900 (R-2). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks.

Snow plows must not exceed 5 MPH on main track or siding passing locations shown below account close clearance:

Location	Structure or Obstruction	Clearance of Engine or Car is Close At – Sides and top. Sides.	
Second Subdivision M.P. 114.40 M.P. 117.75	Bridge Bridge		
Manhattan Branch M.P. 100.50 M.P. 109.23 M.P. 123.26 M.P. 124.29 M.P. 135.10 M.P. 139.37	Bridge	Sides. Sides. Sides. Sides. Sides. Sides.	

#### SPECIAL RULES DENVER CUT-OFF SOLOMON, McPHERSON, AND PLAINVILLE BRANCHES

#### Railroad Crossings and Junctions

98 (R-3). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed				
Denver Cut-off Manhattan. (M.P. 119.4)	C.R.I.&P.	U.P.	Stop, send member of crew to crossing to give pro- ceed signal when safe to proceed.				
Abilene. (M.P. 164.5)	A.T.&S.F.		Cabin Interlocking. Operating Rules 613 and 614.				
Salina. (M.P. 187.2)	A.T.&S.F.	U.P.	Block Signals and gate.				
Ellsworth. (M.P. 224.4)	St.L.&S.F.	U.P.	Signals and electric locked gate. Operating Rules 613 and 614.				
Limon. (M.P. 550.5)	C.R.I.&P.	U.P.	Stop signal. After stopping, a member of crew must go to the crossing to give proceed signal when safe to proceed.				
Limon Jct. (M.P. 550.6)	C.R.I.&P.	U.P.	Dwarf signal.				
Sandown Jct. (M.P. 634.0)	C.R.I.&P.		Automatic block signals. Special Rule 98(W).				
Pullman. (M.P. 2.2)	Outbound main track.	Wyoming Division.	Block Signals, Special Rule 98(X).				
36th Street. (M.P. 1.8)	Outbound main track.	Westward.	Block Signals.				
Solomon Branch Minneapolis. (M.P. 23.7)	A.T.&S.F.	U.P.	Stop. Operating Rules 98 and 98(A).				
Beloit. (M.P. 57.2)	M.P.	M.P.	Stop. Operating Rules 98 and 98(A).				
McPherson Branch Salina (M.P. 0.5), McPherson Branch.	A.T.&S.F.	U.P.	Stop. Operating Rules 98 and 98(A).				
Salina (M.P. 0.6), McPherson Branch.	C.R.I.&P.	U.P.	Stop. Operating Rules 98 and 98(A).				
Salina (M.P. 0.6), McPherson Branch.	M.P.	U.P.	Stop. Operating Rules 98 and 98(A).				
Lindsborg. (M.P. 20.7)	M.P.	M.P.	Stop at switch target until gate has been set against M.P. Wher entire train has passed the target on opposite side of crossing, the gate must be set against U.P.				
McPherson. (M.P. 35.1)	A.T.&S.F.	A.T.&S.F.	Stop. Operating Rules 98 and 98(A).				
Plainville Branch Lincoln Center. (M.P. 33.8)	A.T.&S.F.	U.P.	Gate.				

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98 (W). When an automatic block signal governing movement at Sandown Jct, displays Stop indication, train or engine must not proceed until proceed signal given with yellow flag or yellow light is received from telegrapher-switchtender, and in proceeding train or engine must be governed by Operating Rule 509.

If no telegrapher-switchtender is on duty, train or engine may proceed

but must be governed by Operating Rule 509.

98 (X). All trains and engines to and from Kansas Division must stop clear of cross-over at Pullman, unless proceed signal is received from switchtender and it is known that the switches are properly lined.

# Flag Protection

99 (R-3). In territory shown below, from 7:30 AM until 5:01 PM daily except Saturday and Sunday, all extra trains must move at restricted speed approaching and moving on curves or where view is obscured, keeping close lookout at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop in one-half the distance track is seen to be clear and whistle signal 14(1) must be sounded frequently:

On Solomon Branch; On Plainville Branch; On McPherson Branch.

#### Use of Sidings and Running Tracks

105 (R). Funston running track extends from east switch of siding at Fort Riley to west switch of siding at East Funston. Trains or engines must not use this running track without authority from the train dispatcher, and must be governed by indications of signals when using siding at Fort Riley, or Funston running track. Rule 509 applies to these signals.

# Inspection of Trains

811 (S). No. 117 must be given a walking inspection at Kit Carson.
899 (U). Reference Special Rule 899(R). Units named may be operated
on Denver Cut-off, but must not exceed 5 MPH when using sidings between Rossville and Denver. Such units must not be operated on Track 8, Denver Union Station.

Tracks listed below are restricted as shown:

Track	Restriction					
Ramey spur	beyond clearance point.					
Cement Track	No engines permitted.  No engines permitted beyond loading ramp.					
	Ramey spur Mid-Quinn spur					

899 (V). On Solomon Branch, cars exceeding 263,000 pounds gross must not be handled over Bridge 23.65.

# Close Clearances

900 (R-3). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks.

Snow plows must not exceed 5 MPH on main track or siding passing locations shown below account close clearance:

Location	Structure or Obstruction	Clearance of Engine or Car Is Close At-		
Denver Cut-off M.P. 84.29 M.P. 96.72 M.P. 97.13 M.P. 97.28 M.P. 99.66	Bridge	Sides. Sides. Sides. Sides. Sides and top.		

Location	Structure or Obstruction	Clearance of Engine or Car Is Close At-
Denver Cut-off (Cont.)		
M.P. 117.61	Bridge	Sides.
M.P. 137.18		Sides and top.
M.P. 151.55	0	Sides.
M.P. 173.62	Bridge	Sides and top.
M.P. 181.12	Bridge	Sides.
M.P. 187.12	Bridge	Sides.
M.P. 195.06	Bridge	Sides and top.
M.P. 201.94	Bridge	Sides.
M.P. 202.44	Bridge	Sides.
Ellsworth	Train order delivery	1000 to the cold
PROGRAM AND	crane	Side.
M.P. 274.01	Bridge	Sides.
M.P. 285.04	Bridge	Sides.
M.P. 290.62	Bridge	Sides and top.
M.P. 405.61	Bridge	Sides.
M.P. 427.80	Bridge	Sides.
M.P. 514.94	Bridge	Sides.
M.P. 522.79	Bridge	Sides.
M.P. 534.63	Bridge	Sides.
M.P. 592.09	Bridge	Sides.
M.P. 602.15	Bridge	Sides.
Strasburg	Train order delivery	5.000
	crane	Side.
M P. 607.80	Bridge	Sides.
Denver	Signal 24	Side.
McPherson Branch Between 8 poles west of M.P. 3 and 4 poles east of M.P. 4	Anchor posts and tie wires west side of track Bridge	Side. Top.
Plainville Branch		
M.P. 1.16	Bridge	Sides.
M.P. 10.69	Bridge	Sides and top.
M.P. 33.36	Overhead bridge	Sides and top.
M.P. 33.45	Overhead bridge	Sides and top.
M.P. 33.66	Overhead bridge	
M.P. 135.22		Sides and top.
		Sides.
14 D 144 04		Sides.
	Bridge	Sides.
14 D 4 CO 4 C	Bridge	Sides.
	Bridge	Sides and top.
M.P. 151.49 M.P. 154.40	Bridge	Sides and top.
MM. 107.70 117.17117	Diago	blues and top.
Solomon Branch		2007
M.P. 23.65	Bridge	Sides and top.

900 (U). Cabooses in series 25000 through 26799 must not be moved under umbrella sheds at Denver Union Station.

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

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

From 14 feet above top of rail to 141/2 feet above top of rail, maximum width must not exceed 10 feet.

From 14½ feet above top of rail to 15 feet above top of rail, maximum width must not exceed 8 feet. 15 feet above top of rail is maximum height for any car or load to

clear umbrella train sheds.

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

RATING OF DIESEL LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2,000 POUNDS  Total weight of trains, exclusive of locomotives, which the different classes of locomotives will haul in each direction between stations named under favorable weather conditions. A deduction of ten per cent may be made for fast trains	
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Marysville to Beatrice	8000		3100		3400	5800		4000	3900	3800	Beatrice to Marysville			0009	2300			2600	4300		3000	2900	2900
Hanover to Hastings	6400	}	2600		2750	4500		3200	3100	3100	Aikins to Menoken			0009	2300			2600	4300		3000	2900	2900
											Mary sville to Aikins			2600	2200			2400	4000		2800	2700	2700
Marysville to Hanover	3600		1400		1600	2600		1800	1700	1700	Hanover to Marysville			4000	1600		Ī	1700	2800		2000	1900	1900
Menoken to Marysville	0009		2300		2600	4300		3000	2900	2900	Hastings to Hanover	10		car limit	Car limit			car limit	Car limit	Car	limit	car limit	car
Hamlin to Marysville			1400		1600	2600		1800	1700	1700	Troy to St. Joseph				3700			4100	0069		4800	4700	4600
	7							-			Severance to Troy				1250			1400	2200		1600	1550	1550
Severance to Hamlin			1700		1900	3100		2200	2100	2100	Hiawatha to Severance				3400			3700	6200		4400	4300	4200
St. Joseph to Severance			1900		2100	3400	1000000	2500	2400	2400	Mary sville to Hiawatha			3	1300			1450	2400		1700	1600	1600
Ellis to Denver	3600		1400		1600	2600		1800	1700	1700	Salina to Kans, City		0096		3700		4100		0069		4800	4700	4600
											Ellsworth to Salina		3800		1400		1600		2700		1900	1800	1800
Ellsworth to Ellis	4400		1700		1900	3100		2200	2100	2100	Ellis to Ellsworth		7400		2900		3200		5300		3700	3600	3500
Salina to Ellsworth	3400		1300		1450	2400	The Office of	1700	1600	1600	Cedar Point to Kit Carson First View to McAllaster Winona to Ellis		8000		3100		3400		5800		4000	3900	3800
Kansas City to Salina	0096	0.000	3700		4100	0069	77.76	4800	4700	4600	Denver to Cedar Point Kit Carson to First View McAllaster to Winona		3600		1400		1600		2600		1800	1700	1700
Numbers	31 to 53 60 to 61	70 to 98B	100 to 129	130 to 349B	500 to 542B 470 to 499	400 to 488	625 to 640	740 to 763	675 to 678	700 to 739B 800 to 875	Numbers	31 to 53	60 to 61	70 to 98B	100 to 129	130 to 340B	500 to 542B	470 to 499	400 to 448	625 to 640	740 to 763	675 to 678	700 to 739B 800 to 875
Type of Unit	GE U-50 5000 H.P. ALCO DL-855 5500 H.P.	EMD DD-35 5000 H.P.	EMD GP-7 1500 H.P.	EMD GP-9 1750 H.P.	EMD F-9 1750 H.P. EMD GP-20 2000 H.P.	EMD SD-24 2400 H.P.	GE U-25-B EMD GP-35	2500 H.P.	ALCO DL 640 2400 H.P.	EMD GP-30 2250 H.P.	Type of Unit	GE U-50 5000 H.P.	5500 H.P.	5000 H.P.	EMD GP-7 1500 H.P.	EMD GP-9 1750 H.P.	1750 H.P.	2000 H.P.	EMD SD-24 2400 H.P.	GE U-25-B EMD GP-35	2500 H.P.	ALCO DL-640 2400 H.P.	EMD GP-30 2250 H.P.

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# UNION PACIFIC EMPLOYES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	NAME	TITLE	PLACE
Graham J. Owens K. L. Shireman F. E. Wade Quentin C. Huerter A. W. Butcher E. W. Mitts S. A. Anderson Joseph E. Seitz R. D. Warren John C. Artman Lloyd W. Reynolds J. R. Neuenschwander H. L. Bunker, Jr.	District Surgeon Surgeon Oculist Oculist Surgeon Surgeon Surgeon Surgeon Surgeon Physician Surgeon Surgeon Surgeon Surgeon Surgeon Surgeon Surgeon	Kansas City, Mo. Kansas City, Mo. Kansas City, Mo. Kansas City, Mo. Abilene, Kan. Bonner Springs, Kan. Clay Center, Kan. Ellsworth, Kan. Hanover, Kan. Hays, Kan. Hays, Kan. Hoxie, Kan. Junction City, Kan.	D. L. Marchbanks C. E. Scott P. D. Ellison J. C. Mitchell J. J. Chung P. L. Stevens J. V. Sullivan W. H. Zimmerman F. J. Bice J. J. Hamilton F. A. Dlabel A. T. Haley J. H. Bechtold	Physician Surgeon Oculist Surgeon Physician Surgeon Oculist Physician Surgeon	Salina, Kan. Salina, Kan. Salina, Kan. Salina, Kan. Sharon Springs, Kan. Tonganoxie, Kan. Topeka, Kan. Topeka, Kan. Wakeeney, Kan. Wakeeney, Kan. Wilson, Kan. Denver, Colo. Denver, Colo.
					Denver, Colo. Denver, Colo. Denver, Colo. Denver, Colo. Denver, Colo. Denver, Colo. Cheven, Colo. Cheyenne Wells, Colo. Hugo, Colo. Limon, Colo. Omaha, Nebr. Beatrice, Nebr. Beatrice, Nebr. Davenport, Nebr. Grand Island, Nebr. Grand Island, Nebr. Grand Island, Nebr. Grand Island, Nebr.
O. E. Whitsell O. L. Smith H. R. Dramel	Oculist and Aurist Surgeon Aurist	St. Joseph, Mo. St. Marys, Kan. Salina, Kan.	E. M. Glenn	Surgeon	Hastings, Nebr. Hastings, Nebr.