



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

**EASTERN DISTRICT  
KANSAS DIVISION  
CORRECTED TO SEPT. 23, 1971**



**Safety Gains  
Where Courtesy Reigns**

**FOR EMPLOYEES ONLY**

**O. A. DURRANT**  
General Manager

**J. BOWEN**  
Genl. 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** . . . . . Kansas City, Kan.  
**L. D. OGLE, Assistant Chief Train Dispatcher** . . . . . Kansas City, Kan.  
**R. W. GRAFF, Assistant Chief Train Dispatcher** . . . . . 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** . . . . . Kansas City, Kan.  
**P. L. MOBLEY, Assistant Chief Train Dispatcher** . . . . . Kansas City, Kan.

TIME PER MILE	MPH	TIME PER MILE	MPH
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	852.30
Branches	511.90
Total	1364.20

**LOCATION OF STANDARD CLOCKS**

Kansas City, Kans.	Dispatcher's Office	Hugo	Telegraph Office
Armstrong	Yard Office	Pullman	Yard Office
Armstrong	Roundhouse	Pullman	Roundhouse, Engine Dispatcher's Office
Fairfax District	North Yard Office	Denver, 36th Street	Register Room
Fairfax District	Quindaro Yard Office	Denver, 29th Street	Yard Office
Kaw Junction	Telegraph Office	Denver	Conductor's Room, Freight Station
Lawrence	Telegraph Office	Denver, 23rd Street	Register Room
Topeka	Telegraph Office	Denver	"U. D." Telegraph Office
Topeka	Engineer's Wash Room	Plainville	Telegraph Office
Topeka	Yard Office	St. Joseph	Terminal Yard Office
Junction City	Telegraph Office	St. Joseph	Engineer's Locker Room
Salina	Register Room, Union Station	Marysville	Telegraph Office
Salina	Telegraph Office, Union Station	Hastings	Yard Office
Salina	Yard Office	Grand Island	Telegraph Office
Salina	Roundhouse	Grand Island	Engine Dispatcher's Office
Ellis	Telegraph Office	Grand Island	Yard Office
Oakley	Telegraph Office	Beatrice	Telegraph Office
Sharon Springs	Telegraph 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 (B). 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.
6 (A). The following letters, placed in column with station name, in time-table indicate: D - day operator; R - train register; N - night operator; YL - yard limits.	

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

Designation "Psgr." - Train with Diesel locomotive and all passenger train equipment.  
 Designation "Frt." - 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 Hour
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 Other derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)	60 40 35 20
When using No. 20 turnouts, unless a different speed is specified.	40		
When using No. 14 turnouts.	25		
When using other turnouts.	15		
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): On main lines - tangent track. On main lines - curves. On branch lines.	35 25 25
Within yard limits protected by continuous block signal system.	35		
Within yard limits not protected by continuous block signal system.	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)	35
On tracks other than main tracks unless a different speed is specified.	15		
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.	15
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. Union Pacific road-switch units of Alco or Baldwin type.	35 45 45
Car body type unit backing up light or backing up as leading unit at front of train.	30	Wye tracks, except those portions used as main track or siding.	6
When multiple unit engine is controlled from other than leading unit.	30	Trains handling specially equipped cars for company wheels and axles: UP 99000 - 99014 inclusive and UP 99500 - 99962.	50
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.	35		
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 10	<b>DENVER CUT-OFF, SALINA SUBDIVISION.</b> Fort Riley -House Ellsworth -South Elevator Wilson -Mill Spur Bunker Hill -House  <b>LEAVENWORTH BRANCH</b> -All sidings.  <b>SOLOMON BRANCH</b> -All sidings.  <b>PLAINVILLE BRANCH</b> -All sidings.  <b>McPHERSON BRANCH</b> -All sidings.  <b>ST. JOSEPH BRANCH</b> - All sidings and other inside tracks.	
Trains handling UP ore cars 26000 to 26499, under load or empty.	40		
Unit coal trains.	50		

## FIRST SUBDIVISION

WESTWARD				Time Table No. 48 May 1, 1972		EASTWARD			
LENGTH OF SIDINGS		SECOND CLASS	FIRST CLASS	STATIONS		MILE POST	FIRST CLASS	SECOND CLASS	RULE 6(B)
CARS	FEET	217 Daily Exc. Sun.	117 Daily				118	218	
				UNION STATION		0.0			P
				KANSAS CITY, KAN. 0.8		2.5			FTY
				TERMINAL JCT. YL 0.9		3.3			PX
				C.R.I. & P. JCT. YL 0.7		4.2			X
				DN-R KAW JCT. YL 4.6		4.9	A 10.25 PM		PX
C83	4822		8.22 AM	MUNCIE 8.0		9.5	10.20		PX
C51	3052		8.37	D BONNER SPRINGS 0.5		17.5	10.12		P
				A. T. & S. F. CROSS 10.3		18.0			IP
C109	6245		8.50	LINWOOD 11.3		28.3	9.57		PX
C82	4758		9.03	DN LAWRENCE YL 12.5		39.6	9.45		PX
C110	6317		9.15	PERRY 15.4		52.1	9.30		PX
				A. T. & S. F. CROSS. 0.5		67.5			IPX
W199 E105	11239 6062		9.35	DN-R TOPEKA YL 0.2		68.0	9.12		FPX
				C. R. I. & P. CROSS. 4.7		72.9			I
107	6167		A 9.42 AM	MENOKEN 7.9		72.9	0.0	8.59 PM	PY
114	6523			GROVE 7.6		7.9			P
35	2212			DELIA 6.7		15.5			P
112	6452			D EMMETT GC 5.4		22.2			P
130	7411			AIKINS 9.5		27.6			P
113	6502			D ONAGA GA 8.9		37.1			P
113	6483			NOLAN 3.2		46.0			P
32	2024			LILLIS 4.8		49.2			P
113	6497			SULLIVAN 4.6		54.0			P
				M. P. CROSSING 0.2		58.6			AP
114	6527			D FRANKFORT FN 5.2		58.8			P
113	6495			WINIFRED 6.2		64.0			P
115	6603		9.10 PM	UPLAND 5.5		70.2 (137.3)		A 6.10 AM	P
			A 9.23 PM	DN-R MARYSVILLE YL MS		75.7 (142.8)		5.50 AM	FPTY
				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. Joseph 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 Hour
Maximum speed	65	Between Mile Posts— Lawrence, within city limits.	25	Between Mile Posts— Onaga 39.3 and 40.9.	50
Light engines.	35	39.5 and 40.1 (Note)**	25	42.0 and 42.8.	50
Between Mile Posts— Terminal Jct., 3.28 and 3.30	25	42.5 and 43.1	60	43.4 and 45.6. *(Note)	55
Muncie 13.1 and 13.4	60	Grantville 65.7 and 66.3	60	Nolan 48.2 and 49.0. *(Note)	55
16.3 and 17.2	55	Topeka		Lillis 56.6 and 57.8	55
Bonner Springs 17.9 and 18.0	30	67.4 and 69.4	20	58.3 and 58.8. *(Note)	30
20.1 and 20.5	60	Menoken Through No. 20 equilateral 4.1 and 4.3.	60	Winifred 67.9 and 68.2.	50
Loring 21.4 and 21.8	60	6.0 and 6.2.	55	Upland 110.1 and 111.5	50
23.6 and 23.9	60	7.2 and 7.4. *(Note)	55	Marysville Freight trains entering and using yard tracks.	10
25.3 and 25.6	60	Grove 8.8 and 9.0.	55	Over street crossings.	10
26.3 and 26.6	60	Emmett 26.5 and 26.8.	50	After all crossings occupied	20
27.5 and 27.8	60	Aikins 33.6 and 33.9.	55		
Linwood 30.8 and 31.0	60	36.7 and 37.1. *(Note)	50		
33.1 and 33.4	60				
36.5 and 36.9	50				

Note \*\* Westward Reduce Speed sign north of Leavenworth Branch track.

Note\* Westward Reduce Speed signs on left side of track.

Additional Stations				
Name	Mile Post	Capacity		Switch Connection
		Cars	Feet	
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

## SECOND SUBDIVISION

WESTWARD		Time Table No. 48 May 1, 1972		EASTWARD	
LENGTH OF SIDINGS		STATIONS	MILE POST	RULE 6(B)	
CARS	FEET				
		DN-R MARYSVILLE YL MS (113.3)		FPTY	
		5.1 HERKIMER	118.4	P	
114	6520	4.2 BREMEN	122.6	P	
		5.5 B. N. CROSSING	128.1	AP	
109	6241	0.1 HANOVER HA	128.2	P	
135	7116	9.2 HOLLENBERG	137.4	P	
7	668	4.4 STEELE CITY	141.8	P	
114	6519	2.5 RUDY	144.3	P	
		2.8 B. N. CROSSING	147.1	AP	
24	1596	0.0 ENDICOTT	147.1	P	
		5.6 C. R. I. & P. CROSS.	152.6	AP	
114	6530	0.4 FAIRBURY Q	153.1	P	
123	7023	5.0 HEDRIX	159.1	P	
114	6567	8.4 ALEXANDRIA	167.5	P	
113	6501	9.1 BELVIDERE VI	176.6	P	
		0.4 B. N. CROSSING	177.0	AP	
113	6484	7.0 CARLETON C	184.0	P	
		7.2 C. & N. W. CROSS.	191.2	AP	
116	6637	0.0 DAVENPORT DO	191.2	P	
		9.3 B. N. CROSSING	200.5	AP	
113	6501	0.2 EDGAR	200.7	P	
113	6513	8.3 FAIRFIELD FD	209.0	P	
113	6495	9.3 GLENVIL	218.3	P	
56	3345	3.6 LEVEL	221.9	P	
		5.3 B. N. CROSSING	227.2	IP	
28	1794	0.2 DN-R HASTINGS AN	227.4	FPXY	
		(114.1)			

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

### Additional Stations

Name	Mile Post	Capacity		Switch Connection
		Cars	Feet	
Sedan	196.4	12 P	690	Both West
Anan	213.8	14 P	773	

SPEED RESTRICTIONS	
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 Within city limits. *(Note)	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 left side of track.	

## ST. JOSEPH BRANCH

WESTWARD		Time Table No. 48 May 1, 1972		EASTWARD		SPEED RESTRICTIONS	
LENGTH OF SIDINGS		STATIONS	MILE POST	SECOND CLASS	RULE 6(B)	Location	MPH
CARS	FEET						
		217 Daily Exc. Sun		218		Maximum Speed	40
		5.00 <sup>AM</sup>	DN-R	ST. JOSEPH YL	0.0	Between Mile Posts -- Troy	
				13.9	Y	14.0 and 26.25	20
				11.10 <sup>AM</sup>	PT	28.25 and 28.5	25
				13.9		Leona	
10	807	5.40	D-R	TERMINAL YD. YL MK		29.6 and 31.4	30
24	1577	5.59		10.9 TROY YL RO	13.9	32.6 and 39.6	25
25	1646	6.10		10.9 SEVERANCE	24.3	40.6 and 40.9	20
24	1584	6.20		4.1 LEONA	28.9	Over Mo. Pac. Crossing	
				5.3 ROBINSON	34.2	42.2	20
				8.0 M. P. CROSSING	42.2	Hiawatha	
32	2013	6.40	D	0.5 HIAWATHA YL H	42.7	43.6 and 44.6	25
9	758	6.55		7.5 HAMLIN	50.2	45.3 and 49.2	30
18	1273	7.05		3.9 MORRILL	54.1	51.0 and 51.4	25
26	1719	7.20		6.6 SABETHA	60.7	54.0 and 58.5	25
22	1461	7.38		8.1 ONEIDA	68.8	Sabetha	
23	1518	7.58		8.7 SENECA	77.5	62.25 and 62.5	25
20	1370	8.12		6.7 BAILEYVILLE	84.2	66.5 and 68.25	25
34	2168	8.25		5.0 AXTELL	89.2	72.25 and 77.0	25
3	454	8.37		5.2 SUMMITT	94.4	Seneca	
27	1770	8.51		4.9 BEATTIE	99.3	82.1 and 89.0	25
		9.03		5.9 HOME	105.2	Axtell	
		A 9.10 <sup>AM</sup>		2.6 UPLAND	107.8	94.5 and 95.0	25
				(107.8)		95.0 and 96.1	30
				Daily Exc. Sun.		98.5 and 102.0	25
						103.6 and 104.0	30
						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.

## MANHATTAN BRANCH

WESTWARD		Time Table No. 48 May 1, 1972		EASTWARD		SPEED RESTRICTIONS	
LENGTH OF SIDINGS		STATIONS	MILE POST	SECOND CLASS	RULE 6(B)	Location	MPH
CARS	FEET						
		471 Daily		472		Manhattan Branch. Between Beatrice and Marysville.	40
		1.00 <sup>AM</sup>	DN-R	BESTWALL	144.5	Light engines.	35
				10.3 MARYSVILLE YL MS	134.2	Between Mile Posts-- 100.2 and 100.5	25
20	1394	1.25		8.3 MARIETTA	125.9	107.3 and 107.6	30
		1.35		1.5 OKETO	124.4	110.3 and 111.6	30
9	758	1.50	D	6.4 BARNESTON NR	118.0	112.5 and 112.6	25
84	4919			3.7 BADGER	114.3	Badger, B.N. Crossing MP 113.1	20
				1.2 B. N. CROSSING	113.1	Between Mile Posts-- 116.4 and 116.5	35
15	1121	2.05		2.8 BLUE SPRINGS	110.3	118.8 and 120.0	30
		2.15		4.6 HOLMESVILLE	105.7	Between Marysville and Bestwall.	20
				8.5 C. R. I. & P. CROSSING	97.2		
		A 2.45 <sup>AM</sup>	DN-R	0.4 BEATRICE YL BX	96.8		
				(47.7)			
				Daily			

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

**DENVER CUT-OFF – SALINA SUBDIVISION**

WESTWARD			Time Table No. 48 MAY 1, 1972	EASTWARD			CLEARANCE REQUIREMENTS
LENGTH OF SIDINGS		FIRST CLASS		MILE POST	FIRST CLASS	RULE 6(B)	
CARS	FEET	117			118		
			STATIONS				
				Daily			
107	6167	9.42 AM	MENOKEN	72.9	8.59 PM	PY	Clearance must be received as follows:  Junction City – All trains.  Abilene – CRI&P depot – Westward CRI&P trains. AT&SF depot – Westward AT&SF trains.  Salina – All UP trains Eastward CRI&P and AT&SF trains  CRI&P and AT&SF trains having received clearance at Abilene or Salina need not receive clearance at West Abilene or East Salina.  Trains to or from First Subdivision need not receive clearance at Menoken.
85	4924	9.48	SILVER LAKE	78.7	8.53	P	
119	6790	9.54	D ROSSVILLE	RV 84.0	8.47	P	
69	4072	10.01	D ST. MARYS	SY 91.6	8.40	P	
60	3558	10.07	BELVUE	97.8	8.34	P	
126	7229	10.14	D WAMEGO	WA 104.7	8.27	P	
114	6762	10.35	D MANHATTAN YL	MH 119.3	8.12	P	
			C. R. I. & P. CROSS.	119.4			
111	6360	10.49	EAST FUNSTON	131.6	7.57	P	
93	5398	10.55	D FORT RILEY	FT 135.7	7.52	P	
103	5927	11.00	DN-R JUNCTION CITY YL	JN 139.5	7.47	FPY	
128	7312	11.08	D CHAPMAN	CM 152.3	7.21	P	
119	6812	11.23	DN ABILENE YL	AB 163.7	7.10	P	
105	6043	11.39	A. T. & S. F. CROSS.	164.5		I	
		11.40	WEST ABILENE YL	164.7	7.03		
W64	3791	11.48	D SOLOMON YL	SK 172.3	6.56	PY	
E33	2093	11.48	NEW CAMBRIA	180.4	6.48	P	
		12.01 PM	EAST SALINA YL	184.6	6.43	P	
		12.10	DN-R SALINA YL	SC 186.6	6.40	FPTY	
		12.50	A. T. & S. F. CROSS.	187.2			
51	3095	1.01	BAVARIA	194.8	5.40	P	
101	5882	1.07	BROOKVILLE	201.4	5.34	P	
37	2303	1.18	CARNEIRO	211.6	5.24	P	
47	2877	1.27	D KANOPOLIS	KA 219.2	5.17	PY	
W84	4902	1.35	DN ELLSWORTH YL	WO 223.7	5.10	P	
E88	5103	1.35	ST. L. & S. F. CROSS.	224.4			
		1.55	D WILSON	WN 239.9	4.54	P	
60	3580	2.01	DORRANCE	246.4	4.49	P	
62	3709	2.18	D RUSSELL YL	RU 263.3	4.32	P	
100	5782	2.26	D GORHAM	GJ 272.4	4.23	P	
		2.33	D VICTORIA	VC 279.6	4.15	P	
121	6905	2.47	D HAYS YL	HA 290.1	4.05	P	
42	2583	2.55	D HOG BACK	298.8	3.55	P	
		3.05 PM	DN-R ELLIS YL	RT 303.3	3.50 PM	FPY	
			(230.4)		Daily		

GRAND ISLAND BRANCH							
WESTWARD				EASTWARD			
LENGTH OF SIDINGS		Time Table No. 48 May 1, 1972		STATIONS		RULE 6(B)	MILE POST
CARS	FEET	DN-R	HASTINGS YL	AN	227.4	FPXY	
26	1450		HANSEN		235.1	P	
28	1794	D	DONIPHAN	DV	240.3	P	
35	1970		WESTWOOD		248.7		
			BELT LINE CROSS		249.6		
		DN-R	GRAND ISLAND YL	GI	251.8	FPTX	
			24.4				

SPEED RESTRICTIONS		MPH
Between Hastings and Grand Island		25
BN Belt Line Crossing M.P. 249.6		20

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 Hour
Maximum speed.		Between Mile Post–		Between Mile Posts–	
Between Menoken and Salina	65	148.7 and 148.9	50	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	25
Rossville, within city limits.	45	Abilene between Oplena and Elm Streets.	25	221.9 and 222.4	20
St. Marys, within city limits.	25	Abilene, over A. T. & S. F. Crossing.	25	Ellsworth, over St. L. & S. F. Crossing.	45
Between Mile Posts–		165.9 and 166.2	50	224.6 and 225.0.	50
94.7 and 95.0	50	167.9 and 168.3	35	225.6 and 225.8.	50
Belvue		169.3 and 169.6	50	228.3 and 228.7.	50
99.7 and 99.8	50	173.3 and 173.5*	30	230.6 and 230.9.	45
104.6 and 104.8*	35	New Cambria	50	Black Wolf	35
Wamego		181.2 and 181.3	50	231.7 and 233.0.	35
105.4 and 107.0	50	Salina, over Ohio Street Crossing, over A. T. & S. F. Crossing.	30	235.0 and 236.2.	35
117.8 and 118.2	50	190.7 and 190.9.	50	238.4 and 239.6*	50
119.1 and 119.4	25	Bavaria	50	Wilson, within city limits.	40
Manhattan		198.4 and 198.7.	50	242.3 and 242.8	50
121.9 and 122.0	50	Brookville	50	Dorrance	45
123.1 and 123.5	25	201.7 and 202.2	50	249.5 and 250.0.	45
124.7 and 125.3	45	Eureka Lake	50	Bunker Hill	50
129.2 and 129.3	50	132.5 and 132.7*	50	256.4 and 257.0.	50
East Funston		133.7* and 137.2*	30	Balta	50
132.5 and 132.7*	50	208.4 and 209.4.	45	270.1 and 270.5.	50
137.7* and 137.2*	30	210.0 and 211.1.	25	Victoria, within city limits,	40
Junction City		Carneiro	30	Hays, within city limits.	35
141.0 and 141.5	50	211.3 and 212.8.	30	Yocemento	50
143.6 and 145.3	25	296.5 and 296.9.	50	297.5 and 297.8.	50
		Ellis			

Additional Stations				
Name	Mile Post	Capacity		Switch Connection
		Cars	Feet	
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

**\*REDUCE SPEED AND RESUME SPEED SIGNS**

Location	Direction	Sign	Located
MP 104.6 to 104.8	Eastward	Resume Speed	South of siding, Wamego.
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

WESTWARD			Time Table No. 48 May, 1, 1972	EASTWARD		
LENGTH OF SIDINGS		FIRST CLASS		MILE POST	FIRST CLASS	RULE 6(B)
CARS	FEET	117			118	
		Daily	<b>STATIONS</b>			
		2.15 PM	DN-R	ELLIS YL RT MT	303.3	A 2.40 PM FPY
51	3063	2.25 <sup>11A</sup>		5.1 RIGA	308.4	2.25 <sup>11A</sup> P
40	2458	2.35	D	13.9 WAKEENEY W	322.3	2.09 P
28	1798	2.49	D	13.5 COLLYER JY	335.8	1.55 P
40	2488	2.57	D	7.5 QUINTER QN	343.3	1.47 P
55	3519	3.05		7.6 BUFFALO PARK	350.9	1.40 P
34	2143	3.10	D	5.4 GRAINFIELD GF	356.3	1.35 P
42	2594	3.19	D	8.9 GRINNELL GD	365.2	1.27 P
46	2816	3.40	DN	12.2 OAKLEY YL OQ	377.4	1.15 FPY
42	2604	3.50		8.7 MONUMENT	386.1	12.57 P
35	2182	4.02		12.9 WINONA	399.0	12.45 P
33	2066	4.25		22.1 WALLACE	421.1	12.23 P
34	1745	4.45	DN-R	8.7 SHARON SPRINGS YL PS	429.8	12.15 PM PY
51	3082	4.58		12.0 WESKAN	441.8	11.50 AM P
33	2106	5.09		11.3 ARAPAHOE	453.1	11.39 P
43	2634	5.20	D	9.9 CHEYENNE WELLS CW	463.0	11.30 P
43	2619	5.30		10.5 FIRST VIEW	473.5	11.20 P
47	2834	5.45		14.2 KIT CARSON	487.7	11.07 P
42	2585	6.15		10.4 BOYERO	518.0	10.38 P
79	4643	6.25		8.3 CLIFFORD	526.3	10.30 P
68	4001	6.40	DN-R	9.2 HUGO YL HU	535.5	10.20 PY
39	2412	7.00	DN	15.0 (C.R.I. & P. Crossing) LIMON YL MN	550.5	9.58 P
				0.1 LIMON JUNCTION YL	550.6	
46	2597	7.06		6.0 RIVER BEND	556.6	9.50 P
85	4941	7.12		6.6 CEDAR POINT	563.2	9.44 P
42	2561	7.15		3.9 BUICK	567.1	9.40 P
84	4837	7.20		5.1 AGATE	572.2	9.35 P
W22 E42	1505 2592	7.33		12.0 DEER TRAIL	584.2	9.22 P
42	2558	7.39		5.9 PEORIA	590.1	9.16 P
42	2582	7.45		6.5 BYERS	596.6	9.10 P
48	2914	7.50	D	5.9 STRASBURG SR	602.5	9.04 P
83	4862	7.56		6.4 BENNETT	608.9	8.58 P
45	2740	8.01		4.8 MANILA	613.7	8.53 P
85	4967	8.05		4.7 WATKINS	618.4	8.49 P
42	2590	8.11		6.6 MESA	625.0	8.42 P
70	4132	8.16		5.5 SABLE YL	630.5	8.36 P
88	5102	8.19		2.7 ROYDALE YL	633.2	8.32 PY
		8.20	DN	0.8 SANDOWN JCT. YL SW	634.0	8.30 P
58	3454	8.21		0.3 SANDOWN YL	634.3	8.25 P
		A 8.25 PM		3.9 PULLMAN YL	638.2	8.20 AM 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 Hour
Maximum speed.	60	Between Mile Posts— Winona 401.3 and 401.8.	50	Between Mile Posts— River Bend 558.6 and 559.3.	40
Between Mile Posts -- Ellis 304.3 and 307.0	40	405.5 and 405.8.	45	561.3 and 562.1.	50
Riga 311.4 and 311.8.	50	419.6 and 420.5.	50	562.9 and 567.2.	45
Wakeeney Between first crossing west and second crossing east of depot.	25	Wallace 424.9 and 425.0.	50	Deer Trail 587.2 and 589.8.	40
323.3 and 324.0. *(Note)	40	Weskan 450.8 and 451.1.	50	Byers 598.9 and 601.5.	50
330.2 and 330.6.	50	Arapahoe 454.5 and 454.6	50	Strasburg 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. MP 631.60	55
Collyer 336.5 and 337.1.	40	543.9 and 544.9.	50	Roydale On Rocky Mountain Arsenal trackage Between Wye and Arsenal gate Beyond gate	10 5
Oakley 383.4 and 384.3.	50	546.2 and 546.6.	50	Denver, over grade crossings within city limits.	25

\*Note – Westward Reduce Speed sign north of siding, Wakeeney.

**Additional Stations**

Name	Mile Post	Capacity		Switch Conn.
		Cars	Feet	
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

PLAINVILLE BRANCH

WESTWARD				EASTWARD				SPEED RESTRICTIONS		
LENGTH OF SIDINGS		SECOND CLASS		Time Table No. 48 May 1, 1972				PLAINVILLE BRANCH		
CARS	FEET	185	183	STATIONS	MILE POST	184	186	Rule 6 (B)	MPH	
		Tuesday, Thursday, Saturday	Monday, Wednesday, Friday							
			6.30 AM	DN-R	SALINA YL	SC	0.0	11.10 AM	FPTY	
20	1374		6.43		SHIPTON		6.0	10.35		
21	1424		6.57		CULVER		11.5	10.22		
34	2167		7.12	D	TESCOTT	SX	18.5	10.05	P	
40	2453		7.24		BEVERLY		23.8	9.48	P	
16	1134				QUARTZITE		32.9			
					A. T. & S. F. CROSSING		33.8			
24	1572		7.48	D	LINCOLN CENTER	NC	34.1	9.11	P	
40	2500		8.03		VESPER		40.7	8.58		
36	2251		8.17		SYLVAN GROVE		46.9	8.45	P	
39	2392		8.37		LUCAS		56.0	8.25	P	
30	1948		8.57	D	LURAY	AU	65.4	8.05	P	
35	2201		9.11		WALDO		71.5	7.50		
22	1459		9.28		PARADISE		79.2	7.34	P	
29	1858		9.45	D	NATOMA	NO	87.0	7.18	P	
22	1473		10.03		CODELL		95.1	7.02		
20	1391	5.45 AM	10.35 AM	D-R	PLAINVILLE YL	VN	103.5	6.45 AM	12.15 PM	Y
28	1805	6.16			ZURICH		110.4	11.55 AM		
26	1694	6.40			PALCO		117.8	11.35	P	
15	1106	7.00			DAMAR		122.7	11.25		
20	1399	7.15			BOGUE		129.3	11.10	P	
24	1604	7.40		D	HILL CITY	CI	138.0	10.50	PY	
21	1402	7.55			PENOKEE		144.7	10.30		
21	1425	8.10			MORLAND		150.2	10.15	P	
21	1430	8.25			STUDLEY		155.4	10.00		
21	1450	8.40			TASCO		162.5	9.40		
20	1345	9.25		D	HOXIE	KZ	170.4	9.20	P	
21	1420	10.00			SEGUIN		179.1	9.00		
29	1874	10.15			MENLO		186.2	8.35		
20	1380	10.35			HALFORD		194.0	8.10		
19	1331	11.05		D	COLBY	CB	203.5	7.40	PY	
21	1406	11.15			ALTAIR		208.9	7.00		
22	1509	11.20			MINGO		212.5	6.50		
26	1727	11.35			SPICA		218.0	6.30		
		11.45 AM		DN-R	OAKLEY YL	OQ	224.7	6.15 AM	FPY	
					(224.7)					
								Tuesday, Thursday, Saturday	Monday, Wednesday, Friday	

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.

WESTWARD ↓		LEAVENWORTH BRANCH		↑ EASTWARD			
LENGTH OF SIDINGS		Time Table No. 48 May 1, 1972				MILE POST	RULE 6(B)
CARS	FEET	STATIONS					
				LEAVENWORTH YL	RH	0.0	
73	3666			COCHRANE		4.0	
				ALFA		4.2	
				LANSING		5.4	
5	564			TONGANOXIE		21.2	
7	666			REX		31.5	
11	904			BISMARCK GROVE YL		33.0	P
		DN-R		LAWRENCE YL	DA	34.3	P
				(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.	5
Leavenworth, All Leavenworth Terminal Tracks	5
McPherson Branch, Maximum speed.	25
Salina, between Prescott Street and Union Station.	10

Additional Stations

Name	Mile Post	Capacity		Switch Conn.
		Cars	Feet	
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.

WESTWARD ↓		SOLOMON BRANCH				↑ EASTWARD	
LENGTH OF SIDINGS		Time Table No. 48 May 1, 1972				MILE POST	RULE 6(B)
CARS	FEET	STATIONS					
		D	SOLOMON	SK	0.0	Y	
24	1580		NILES		6.5		
23	1540		VERDI		9.0		
45	2767		BENNINGTON		14.7		
10	842		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	GLASCO	GK	41.6		
26	1689		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	MPH
Solomon Branch, Maximum speed. Between M.P. 22.5 and M.P. 23.1	25 10

WESTWARD ↓		McPHERSON BRANCH				↑ EASTWARD	
LENGTH OF SIDINGS		Time Table No. 48 May 1, 1972				MILE POST	RULE 6(B)
CARS	FEET	STATIONS					
		DN-R	SALINA YL	SC	0.0	FPTY	
			A. T. & S. F. CROSSING		0.5		
			C. R. I. & P. CROSSING		0.6		
			M. P. CROSSING		0.6		
2	153		WESLEYAN		2.9		
24	1606		MENTOR		0.8		
22	1507		ASSARIA		12.2		
10	801		BRIDGEPORT		15.8		
			M. P. CROSSING		2.07		
23	1545		LINDSBORG		20.9		
12	948		JOHNSTOWN		26.7		
22	1458		HILTON		30.3		
			A. T. & S. F. CROSSING		35.1		
20	1376	D-R	McPHERSON YL	MF	35.4		
			(35.4)				





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.

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 brakes 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 engineer 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 way.

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 sound 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 are modified accordingly.

This does not modify the requirements of Air Brake Rules 1030(B) or 1044(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 knife 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 ½-hour rating, then for 30 minutes at the ½-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 exceeding 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 enumerated 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, on 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 Jct. 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.

#### 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 Precedence	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 proceed signal when safe to proceed.
Between Eighth & Ninth Sts., Kansas City, Mo.	St.L.&S.F.		Stop. Operating Rules 98 and 98(A).
Berger Ave. & Railroad St., Kansas City, Kans.	C.R.I.&P.		Stop. Operating Rules 98 and 98(A).
Minnesota Ave. & M.P. Bridge, Kansas City, Kans.	M.P.		Interlocking.
Minnesota Ave. & Second St., Kansas City, Kans.	M.P.		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), C.R.I.&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 cement 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 locations shown below account close clearance:

Location	Structure or Obstruction	Clearance of Engine or Car is Close At -
First Subdivision, between Kansas City and Menoken		
M.P. 0.88 . . . . .	Bridge . . . . .	Sides and top on both tracks.
Kansas City, Kans. . .	Tenth Street Viaduct	Top on both tracks.
Kaw Junction . . . . .	Train order delivery 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 crane . . . . .	Side on westward track.
M.P. 52.60 . . . . .	Bridge . . . . .	Sides on both tracks.
M.P. 60.88 . . . . .	Bridge . . . . .	Sides on both tracks.
M.P. 66.76 . . . . .	Bridge . . . . .	Sides on both tracks.
Topeka Passenger Stn.	Train order delivery crane . . . . .	Side on both tracks.
First Subdivision, between Menoken and Marysville		
M.P. 20.51 . . . . .	Bridge . . . . .	Sides.
Leavenworth Branch		
M.P. 7.79 . . . . .	Bridge . . . . .	Sides.
M.P. 14.01 . . . . .	Bridge . . . . .	Sides.
M.P. 16.89 . . . . .	Bridge . . . . .	Sides.
M.P. 26.27 . . . . .	Bridge . . . . .	Sides.
M.P. 31.01 . . . . .	Bridge . . . . .	Sides.
M.P. 1.69 (between Corral and Knox)	Overhead bridge . . . .	Top.
St. Joseph Branch.		
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, derrails 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 track.

**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:

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	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 flagman.

**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 and Beatrice.

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 -
Second Subdivision		
M.P. 114.40 . . . . .	Bridge . . . . .	Sides and top.
M.P. 117.75 . . . . .	Bridge . . . . .	Sides.
Manhattan Branch		
M.P. 100.50 . . . . .	Bridge . . . . .	Sides.
M.P. 109.23 . . . . .	Bridge . . . . .	Sides.
M.P. 123.26 . . . . .	Bridge . . . . .	Sides.
M.P. 124.29 . . . . .	Bridge . . . . .	Sides.
M.P. 135.10 . . . . .	Bridge . . . . .	Sides.
M.P. 139.37 . . . . .	Bridge . . . . .	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 proceed 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. When 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.

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:

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

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-
<b>Denver Cut-off</b>		
M.P. 84.29	Bridge	Sides.
M.P. 96.72	Bridge	Sides.
M.P. 97.13	Bridge	Sides.
M.P. 97.28	Bridge	Sides.
M.P. 99.66	Bridge	Sides and top.

Location	Structure or Obstruction	Clearance of Engine or Car Is Close At-
<b>Denver Cut-off (Cont.)</b>		
M.P. 117.61	Bridge	Sides.
M.P. 137.18	Bridge	Sides and top.
M.P. 151.55	Bridge	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 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 crane	Side.
M.P. 607.80	Bridge	Sides.
Denver	Signal 24	Side.
<b>..... McPherson Branch</b>		
Between 8 poles west of M.P. 3 and 4 poles east of M.P. 4	Anchor posts and tie wires west side of track	Side.
M.P. 21.42	Bridge	Top.
<b>Plainville Branch</b>		
M.P. 1.16	Bridge	Sides.
M.P. 10.69	Bridge	Sides and top.
M.P. 33.36	Overhead bridge	Sides and top.
M.P. 33.45	Overhead bridge	Sides and top.
M.P. 33.66	Overhead bridge	Sides and top.
M.P. 135.22	Bridge	Sides.
M.P. 139.67	Bridge	Sides.
M.P. 145.06	Bridge	Sides.
M.P. 145.91	Bridge	Sides.
M.P. 150.46	Bridge	Sides and top.
M.P. 151.49	Bridge	Sides and top.
M.P. 154.40	Bridge	Sides and top.
<b>Solomon Branch</b>		
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 Track 10 at Denver Union Station:

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

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

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

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

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

**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

Type of Unit	Numbers	Kansas City to Salina	Salina to Ellsworth	Ellsworth to Ellis	Ellis to Denver	St. Joseph to Severance	Severance to Hamlin	Hamlin to Marysville	Menoken to Marysville	Marysville to Hanover	Marysville to Hanover	Hanover to Hastings	Marysville to Beatrice	
GE U-50 5000 H.P. ALCO DL-855 5500 H.P. EMD DD-3S 5000 H.P.	31 to 53 60 to 61 70 to 98B	9600	3400	4400	3600				6000	3600		6400	8000	
EMD GP-7 1500 H.P.	100 to 129	3700	1300	1700	1400	1900	1700	1400	2300	1400		2600	3100	
EMD GP-9 1750 H.P. EMD F-9 1750 H.P. EMD GP-20 2000 H.P.	130 to 349B 500 to 542B 470 to 499	4100	1450	1900	1600	2100	1900	1600	2600	1600		2750	3400	
EMD SD-24 2400 H.P.	400 to 488	6900	2400	3100	2600	3400	3100	2600	4300	2600		4500	5800	
GE U-25-B EMD GP-3S 2500 H.P.	625 to 640 740 to 763	4800	1700	2200	1800	2500	2200	1800	3000	1800		3200	4000	
ALCO DL-640 2400 H.P.	675 to 678	4700	1600	2100	1700	2400	2100	1700	2900	1700		3100	3900	
EMD GP-30 2250 H.P.	700 to 739B 800 to 875	4600	1600	2100	1700	2400	2100	1700	2900	1700		3100	3800	
		Denver to Cedar Point Cedar Point to Kit Carson Kit Carson to First View First View to McAllister McAllister to Winona		Ellis to Salina	Salina to Kansas City	Marysville to Hiawatha	Hiawatha to Severance	Severance to Troy	Troy to St. Joseph	Hastings to Hanover	Hanover to Marysville	Marysville to Aikins	Aikins to Menoken	Beatrice to Marysville
GE U-50 5000 H.P. ALCO DL-855 5500 H.P. EMD DD-3S 5000 H.P.	31 to 53 60 to 61 70 to 98B	3600	8000	7400	9600				1300	3400	4000	5600	6000	6000
EMD GP-7 1500 H.P.	100 to 129	1400	3100	2900	3700	1450	2400	1250	3700	1600	1700	2200	2300	2300
EMD GP-9 1750 H.P. EMD F-9 1750 H.P. EMD GP-20 2000 H.P.	130 to 340B 500 to 542B 470 to 499	1600	3400	3200	4100				1400	1700	2800	2400	2600	2600
EMD SD-24 2400 H.P.	400 to 448	2600	5800	5300	6900	2400	2200	1400	6900	2800	4000	4000	4300	4300
GE U-25-B EMD GP-3S 2500 H.P.	625 to 640 740 to 763	1800	4000	3700	4800	1700	1600	1600	4800	2000	2800	2800	3000	3000
ALCO DL-640 2400 H.P.	675 to 678	1700	3900	3600	4700	1600	1550	4700	4700	1900	2700	2700	2900	2900
EMD GP-30 2250 H.P.	700 to 739B 800 to 875	1700	3800	3500	4600	1600	1550	4600	4600	1900	2700	2700	2900	2900

Note: Rating is for single unit. If more than one unit, combined rating will govern.

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
Graham J. Owens	District Surgeon	Kansas City, Mo.	D. L. Marchbanks	Physician	Salina, Kan.
K. L. Shireman	Surgeon	Kansas City, Mo.	C. E. Scott	Surgeon	Salina, Kan.
F. E. Wade	Oculist	Kansas City, Mo.	P. D. Ellison	Oculist	Salina, Kan.
Quentin C. Huerter	Oculist	Kansas City, Mo.	J. C. Mitchell	Surgeon	Salina, Kan.
A. W. Butcher	Surgeon	Abilene, Kan.	J. J. Chung	Physician	Sharon Springs, Kan.
E. W. Mitts	Surgeon	Bonner Springs, Kan.	P. L. Stevens	Surgeon	Tonganoxie, Kan.
S. A. Anderson	Surgeon	Clay Center, Kan.	J. V. Sullivan	Oculist	Topeka, Kan.
Joseph E. Seitz	Surgeon	Ellsworth, Kan.	W. H. Zimmerman	Physician	Topeka, Kan.
R. D. Warren	Physician	Hanover, Kan.	F. J. Bice	Surgeon	Wakeeney, Kan.
John C. Artman	Surgeon	Hays, Kan.	J. J. Hamilton	Surgeon	Wakeeney, Kan.
Lloyd W. Reynolds	Surgeon	Hays, Kan.	F. A. Dlabel	Surgeon	Wilson, Kan.
J. R. Neuenschwander	Surgeon	Hoxie, Kan.	A. T. Haley	District Surgeon	Denver, Colo.
H. L. Bunker, Jr.	Surgeon	Junction City, Kan.	J. H. Bechtold	Surgeon	Denver, Colo.
Harry O'Donnell	Surgeon	Junction City, Kan.	J. R. Blair	Aurist	Denver, Colo.
Russell Frink	Surgeon	Lawrence, Kan.	H. E. Barmatz	Ophthalmologist	Denver, Colo.
P. S. Combs	Surgeon	Leavenworth, Kan.	W. L. Bennett	Physician	Denver, Colo.
H. L. Songer	Surgeon	Lincoln, Kan.	A. C. Sudan	Surgeon	Denver, Colo.
J. A. Fairchild	Surgeon	Manhattan, Kan.	R. C. Spangler	Surgeon	Denver, Colo.
R. D. Hughes	Surgeon	Marysville, Kan.	C. J. Tsamasfyros	Physician	Denver, Colo.
R. M. Thomas	Surgeon	Marysville, Kan.	J. L. Keefe	Surgeon	Cheyenne Wells, Colo.
Weir Pierson	Surgeon	McPherson, Kan.	H. J. Scarinzi	Surgeon	Hugo, Colo.
G. B. Sekavec	Surgeon	Oakley, Kan.	J. C. Straub	Surgeon	Limon, Colo.
C. S. Fleckenstein	Surgeon	Onaga, Kan.	E. A. Connolly	District Surgeon	Omaha, Nebr.
E. A. Walsh	Surgeon	Onaga, Kan.	R. W. Taylor	Oculist and Aurist	Beatrice, Nebr.
A. M. Pederson	Surgeon	Plainville, Kan.	W. T. Wildhaber	Surgeon	Beatrice, Nebr.
C. C. Gunter	Surgeon	Quinter, Kan.	F. A. Mountford	Surgeon	Davenport, Nebr.
H. W. Hietserman	Surgeon	Quinter, Kan.	D. D. Hughes	Surgeon	Fairbury, Nebr.
W. J. Pettijohn	Surgeon	Russell, Kan.	C. H. Maggiore	Surgeon	Grand Island, Nebr.
F. N. White	Surgeon	Russell, Kan.	L. M. Adams	Surgeon	Grand Island, Nebr.
J. T. Rogers	Surgeon	St. Joseph, Mo.	J. A. Proffitt	Oculist and Aurist	Grand Island, Nebr.
O. E. Whitsett	Oculist and Aurist	St. Joseph, Mo.	C. L. Kleager	Surgeon	Hastings, Nebr.
O. L. Smith	Surgeon	St. Marys, Kan.	E. M. Glenn	Surgeon	Hastings, Nebr.
H. R. Dramel	Aurist	Salina, Kan.			