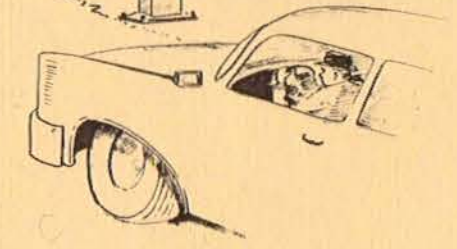
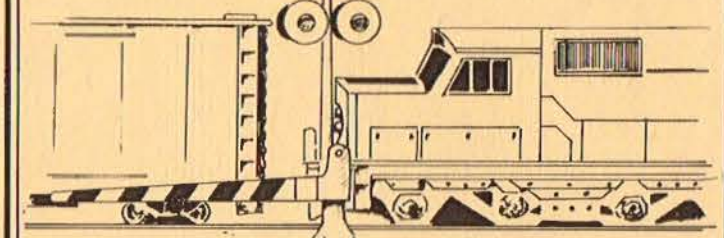


UNION PACIFIC RAILROAD COMPANY
Eastern District



KANSAS DIVISION
TIMETABLE NO. 49
Effective Sunday, Sept. 9, 1973
at 12:01 A.M.
Central Time East of Ellis and on Plainville
Branch
Mountain Time West of Ellis.

MAKE SAFETY A DRIVING HABIT



FOR EMPLOYEES ONLY

EASTERN DISTRICT
KANSAS DIVISION
CORRECTED TO FEB. 15, 1973
Scale of Miles

O. A. DURRANT
General Manager

J. BOWEN
Genl. Supt. Transportation

J. E. PETERSEN
General Superintendent

R. E. ORRICK, Superintendent Kansas City, Kan.
F. BEALER, Assistant Superintendent Kansas City, Kan.
P. D. HARE, Terminal Superintendent Kansas City, Kan.
R. E. MAIN, Assistant Terminal Superintendent Kansas City, Kan.
J. R. CARDEN, Assistant Terminal Superintendent Kansas City, Kan.
E. V. POTTS, Terminal Trainmaster Kansas City, Kan.
R. A. HANSON, Terminal Trainmaster Kansas City, Kan.
D. W. SMITH, Trainmaster Kansas City, Kan.
G. R. ORME, Trainmaster Marysville, Kan.
P. N. MARTIN, 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.
C. M. FUNK, General Roadmaster Kansas City, Kan.
J. L. SLANE, Supt. of Safety Kansas City, Kan.

H. W. LANDRETH, Division Chief Dispatcher Kansas City, Kan.

KANSAS CITY - GIBBON

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

MENOKEN - DENVER

J. W. SMITH, Chief Train Dispatcher Kansas City, Kan.
P. L. MOBLEY, Assistant Chief Train Dispatcher Kansas City, Kan.
R. W. GRAFF, 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	875.14
Branches	478.40
Total	1353.54

LOCATION OF STANDARD CLOCKS

Kansas City, Kans.	Dispatcher's Office	Sharon Springs	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
Kaw Junction	Telegraph Office	Denver, 29th Street	Yard Office
Lawrence	Telegraph Office	Denver	Conductor's Room, Freight Station
Topeka	Telegraph Office	Denver, 23rd Street	Register Room
Topeka	Engineer's Wash Room	Denver	"U. D." Telegraph Office
Junction City	Telegraph Office	Plainville	Telegraph Office
Salina	Register Room, Union Station	St. Joseph	Terminal Yard Office
Salina	Telegraph Office, Union Station	Marysville	Telegraph Office
Salina	Yard Office	Hastings	Yard Office
Salina	Roundhouse	Grand Island	Telegraph Office
Ellis	Telegraph Office	Grand Island	Engine Dispatcher's Office
Oakley	Telegraph Office	Grand Island	Yard 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 indicate:
 D - day operator; R - train register;
 N - night operator; YL - yard limits.

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.

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

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 empty bulkhead flat cars, except those equipped with special Toyota racks.	50
When using No. 20 turnouts, unless a different speed is specified.	40	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. 14 turnouts, located on straight track located on curves	30 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
When using other turnouts.	15	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)	35
Facing point movement over spring switches not protected by signals, unless advised by train order that switch has been spiked.	20	Jordan spreaders and other machines of spreader type, when in operation with wings extended.	15
Within yard limits protected by continuous block signal system.	35	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 type.	35 45 45
Within yard limits not protected by continuous block signal system.	20	Wye tracks, except those portions used as main track or siding.	6
On tracks other than main tracks unless a different speed is specified.	15	Trains handling specially equipped cars for company wheels and axles: UP 99000 - 99014 inclusive and UP 99500 - 99962.	50
When using sidings in CTC territory.	20	On inside tracks at stations indicated below.	5
Road freight locomotives GP-7 units Nos. 100-129 inclusive.	65	DENVER CUT-OFF, SALINA SUBDIVISION. Fort Riley -House Ellsworth -South Elevator Wilson -Mill Spur Bunker Hill -House	
Yard switch locomotives in road service: 1000 class. 1800 class.	35 50	LEAVENWORTH BRANCH -All sidings. SOLOMON BRANCH -All sidings. PLAINVILLE BRANCH -All sidings. McPHERSON BRANCH -All sidings.	
Car body type unit backing up light or backing up as leading unit at front of train.	30	ST. JOSEPH BRANCH - All sidings and other inside tracks.	
When multiple unit engine is controlled from other than leading unit.	30		
Diesel locomotive running light, on descending grades in excess of 1 percent, when necessary to use engine brakes to control speed.	25		
Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.	50		
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		
Trains handling UP ore cars 26000 to 26499, under load or empty.	40		
Unit coal trains, when loaded when empty	50 60		
Trains handling UP open top hopper cars 85000 to 88999 loaded. When loaded with ballast.	50 35		

SECOND SUBDIVISION

WESTWARD ↓		Time Table No. 49 September 9, 1973		↑ EASTWARD	
LENGTH OF SIDINGS		STATIONS	MILE POST	RULE 6(B)	
CARS	FEET				
		DN-R MARYSVILLE YL MS	113.3	FPT	
		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	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	
		2.7 B. N. CROSSING	147.0	AP	
24	1596	0.0 ENDICOTT	147.0	P	
		5.6 C. R. I. & P. CROSS.	152.6	AP	
114	6530	0.5 FAIRBURY	153.1	P	
123	7023	5.3 HEDRIX	158.4	P	
114	6567	9.0 ALEXANDRIA	167.4	P	
113	6501	9.2 D BELVIDERE VI	176.6	P	
		0.4 B. N. CROSSING	177.0	AP	
113	6484	7.0 D CARLETON C	184.0	P	
116	6637	7.7 D 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 D 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	
		0.2 D HASTINGS AN	227.4	FPXY	
114	6159	12.7 HAYLAND	12.7	P	
28	1685	7.5 DENMAN	20.2	P	
121	6529	7.9 D GIBBON GB	28.1	IPY	
		(142.2)			

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
Anan	213.8	14 P	773	West

CLEARANCE REQUIREMENTS

Trains to or from Nebraska Division at Gibbon need not receive clearance at Gibbon.

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. 127.6 and 128.5	*(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
Edgar B. N. Crossing M. P. 200.5.	50
Hastings 226.7 and 2.1	20
26.8 and 27.1	40

*Note — Reduce speed sign for westward train on left side of track.

ST. JOSEPH BRANCH

WESTWARD		Time Table No. 49 September 9, 1973		↑ EASTWARD	
LENGTH OF SIDINGS		STATIONS	MILE POST	RULE 6(B)	
CARS	FEET				
		DN-R MARYSVILLE YL MS	0.0	FPT	
		5.00 PM HERKIMER	13.9	Y	
10	807	5.40 D-R TROY YL RO	13.9	10.20	
24	1577	5.59 SEVERANCE	24.8	10.01	
25	1646	6.10 LEONA	28.9	9.50	
24	1584	6.20 ROBINSON	34.2	9.40	
		M. P. CROSSING	42.2		A
32	2013	6.40 D HIAWATHA YL H	42.7	9.20	PY
9	758	6.55 HAMLIN	50.2	8.50	
18	1273	7.05 MORRILL	54.1	8.40	
26	1719	7.20 SABETHA	60.7	8.25	
22	1461	7.38 ONEIDA	68.8	8.05	
23	1518	7.58 SENECA	77.5	7.45	
20	1370	8.12 BAILEYVILLE	84.2	7.20	
34	2168	8.25 AXTELL	89.2	7.05	
3	454	8.37 SUMMIT	94.4	6.45	
27	1770	8.51 BEATTIE	99.3	6.35	
		9.03 HOME	105.2	6.20	
		9.10 PM UPLAND	107.8	6.10 AM	P
		(107.8)			Daily Exc. Sun.

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.

BESTWALL SPUR

WESTWARD ↓		Time Table No. 49 September 9, 1973		↑ EASTWARD	
LENGTH OF SIDINGS		STATIONS	MILE POST	RULE 6(B)	
CARS	FEET				
		BESTWALL	10.3		
		DN-R MARYSVILLE YL MS	0.0	FPT	

SPEED RESTRICTIONS

Location	MPH
Bestwall Spur Between Marysville and Bestwall.	20
Staff System (Special Rule 301-R) is in effect on Bestwall Spur between yard limit sign at Marysville and Bestwall. Staff will be received from and must be returned to operator at Marysville.	

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

SPEED RESTRICTIONS

Location	MPH
Maximum Speed	40
Between Mile Posts — Troy	
14.0 and 26.25	20
28.25 and 28.5	25
Leona	
29.6 and 31.4	30
32.6 and 39.6	25
40.6 and 40.9	20
Over Mo. Pac. Crossing	
42.2	20
Hiawatha	
43.6 and 44.6	25
45.3 and 49.2	30
51.0 and 51.4	25
54.0 and 58.5	25
Sabetha, over public crossings	
60.4 and 60.9	30
62.25 and 62.5	25
66.5 and 68.25	25
72.25 and 77.0	25
Seneca	
82.1 and 89.0	25
Axtell within City Limits	
94.5 and 95.0	25
95.0 and 96.1	30
98.5 and 102.0	25
103.6 and 104.0	30
105.75 and 107.2	30

GRAND ISLAND BRANCH

WESTWARD ↓		Time Table No. 49 September 9, 1973		↑ EASTWARD	
LENGTH OF SIDINGS		STATIONS	MILE POST	RULE 6(B)	
CARS	FEET				
		D HASTINGS YL AN	227.4	FPXY	
26	1450	6.7 HANSEN	235.1	P	
28	1794	5.2 DONIPHAN	240.3	P	
35	1970	8.4 WESTWOOD	248.7		
		0.9 BELT LINE CROSSING	249.6		
		2.2 DN-R GRAND ISLAND YL GI	251.8	FPTX	
		24.4			

SPEED RESTRICTIONS

Location	MPH
Grand Island Branch Between Hastings and Grand Island	25
Between Mile Posts — 227.4 and 239.0	10
BN Belt Line Crossing M.P. 249.6	20

Staff System (Special Rule 301-R) is in effect on Grand Island Branch between yard limit sign at Hastings and yard limit sign at Grand Island. Staff will be received from and must be returned to yard office at Hastings. When crew is released at Grand Island, staff must be delivered to operator who must consult train dispatcher before returning staff to crew.

DENVER CUT-OFF – SALINA SUBDIVISION

WESTWARD			Time Table No. 49 September 9, 1973	EASTWARD			
LENGTH OF SIDINGS	FIRST CLASS	STATIONS		MILE POST	FIRST CLASS	RULE 6(B)	
CARS	FEET				117		
		Daily			118		
107	6167	9.42 AM	CTC	MENOKEN	72.9	8.59 PM	PY
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				7.47	
128	7312	11.08	DN-R	JUNCTION CITY YL	JN 139.5	7.42	FPY
119	6812	11.23	D	CHAPMAN	CM 152.3	7.21	P
105	6043	11.39	DN	ABILENE YL	AB 163.7	7.10	P
				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			NEW CAMBRIA	180.4	6.48	P
70	4120	11.56 AM		EAST SALINA YL	184.6	6.43	P
		12.01 PM	BLOCK SIGNALS			6.40	
		12.10		DN-R	SALINA YL	SC 186.6	6.00
		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		ELLSWORTH	WO 223.7	5.10	P
E88	5103			ST. L. & S. F. CROSS.	224.4		
55	3293	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	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	HA 290.1	4.05	P
42	2583	2.55		HOG BACK	298.8	3.55	P
		3.05 PM	DN-R	ELLIS YL	RT 303.3	3.50 PM	FPY
				(230.4)		Daily	

CLEARANCE AND REGISTER REQUIREMENTS

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.

At Junction City, trains may register by registering ticket.

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 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
Between Mile Posts– Silver Lake, within city limits, 78.6 and 78.9	45	Chapman, within city limits, 152.1 and 152.7	40	Kanopolis 221.9 and 222.4	25
Rossville, within city limits, 83.7 and 84.4	45	Abilene, between Oplena and Elm Streets, 163.3 and 164.0	25	223.9 and 224.1	35
St. Marys, within city limits, 91.0 and 91.8	25	Abilene, over A. T. & S. F. crossing, MP 164.5	25	Ellsworth, over St. L. & S. F. Crossing, MP 224.4	20
94.7 and 95.0	55	165.9 and 166.2	50	224.6 and 225.0	45
Belvue 99.7 and 99.8	55	167.9 and 168.3	35	225.6 and 225.8	55
104.6 and 104.8*	35	169.3 and 169.6	50	228.3 and 228.7	50
Wamego 105.4 and 107.0	50	Solomon 172.3 and 172.4	35	230.6 and 230.9	45
117.8 and 118.2	55	173.3 and 173.5*	30	Black Wolf 231.7 and 233.0	35
118.8 and 119.0	50	New Cambria 181.2 and 181.3	50	235.0 and 236.2	35
119.1 and 119.4	25	Salina, over Ohio Street Crossing, MP 185.2 over A. T. & S. F. crossing, MP 187.2	30	238.4 and 238.6	55
Manhattan 121.9 and 122.0	50	190.6 and 190.9	55	Wilson, within city limits, 239.6 and 240.4	40
123.1 and 123.5	25	Bavaria 198.4 and 198.7	50	Dorrance 249.5 and 250.0	45
124.7 and 125.3	45	Brookville 201.7 and 202.2	50	Bunker Hill 263.0 and 264.2	35
East Funston 132.5 and 132.7*	50	203.9 and 208.1	50	Victoria, within city limits, 279.3 and 279.6	40
133.7* and 137.2*	30	208.4 and 209.4	45	Hays, within city limits, 288.6 and 290.4	35
Junction City 141.0 and 141.5	55	210.0 and 211.1	25	301.8 and 304.1 Ellis	35
143.6 and 145.3	25	Carneiro 211.3 and 212.8	30		

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

*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 238.6	Eastward	Reduce Speed	On left side of track.

DENVER CUT-OFF – DENVER SUBDIVISION

WESTWARD			EASTWARD				
LENGTH OF SIDINGS	FIRST CLASS	Time Table No. 49 September 9, 1973	MILE POST	FIRST CLASS	RULE 6(B)		
						CARS	FEET
STATIONS							
		2.15 PM	DN-R	ELLIS YL RT MT	303.3	A 2.40 PM	FPY
51	3063	2.25 118		5.1 RIGA	308.4	2.25 117	P
40	2458	2.35	D	13.9 WAKEENEY W	322.3	2.09	P
40	2488	2.57		21.0 QUINTER	343.3	1.47	P
55	3519	3.05		7.6 BUFFALO PARK	350.9	1.40	P
42	2594	3.19		14.3 GRINNELL	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		30.3 BOYERO	518.0	10.38	P
79	4643	6.25		8.3 CLIFFORD	526.3	10.30	P
68	4001	6.40	D	9.2 HUGO HU	535.5	10.20	PY
39	2412	7.00	DN	(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	FPY
(334.9)							Daily

Note 2 to Rule 99 is in effect between Ellis and Oakley and between Limon Jct. and Pullman

CLEARANCE AND REGISTER REQUIREMENTS

Clearance must be received at:

Sharon Springs – All trains. Regular trains may assume schedule indicated.

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
Maximum speed: Between Ellis and Oakley Between Oakley and Limon Jct. Between Limon Jct. and Pullman	60 49 60
Between Mile Posts – Ellis	35
301.8 and 304.1	40
304.3 and 307.0	40
Riga	50
311.4 and 311.8.	50
Wakeeney 322.2 and 322.4 Between first crossing west and second crossing east of depot.	25
323.3 and 324.0. *(Note)	40
331.7 and 332.1.	45
335.0 and 335.5.	45
Collyer 336.5 and 337.1.	40
Winona 405.5 and 405.8.	45
Clifford 534.8 and 536.6	35
River Bend 558.6 and 559.3.	40
561.3 and 562.1.	50
562.9 and 567.2.	45
Deer Trail 587.2 and 589.8.	40
Byers 598.9 and 601.5.	50
Strasburg 605.2 and 607.1.	50
Watkins 619.3 and 620.5.	50
Sable, over Peoria Street Crossing. MP 631.60	35
Roydale On Rocky Mountain Arsenal trackage Between Wye and Arsenal gate Beyond gate	10 5
Denver, over grade crossings within city limits, M.P. 632.1 and Pullman	25

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

Name	Mile Post	Capacity		Switch Conn.
		Cars	Feet	
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. 49 September 9, 1973	MILE POST	SECOND CLASS	Rule 6 (B)	PLAINVILLE BRANCH			
						185	183	Location	MPH
CARS	FEET	Tuesday, Thursday, Saturday	185	Monday, Wednesday, Friday	183	184	186	Maximum Speed	40
			6.30 AM					Salina Over Broadway By-Pass MP 0.3	10
			6.57	DN-R	SALINA YL SC	0.0	A 11.10 AM	Between Mile Posts – 1.4 and 1.7	30
21	1424		7.12		11.5 CULVER	11.5		Beverly	
34	2167		7.24	D	7.0 TESCOTT SX	18.5	10.05	25.4 and 25.5	30
40	2453				5.3 BEVERLY	23.8	9.48	28.4 and 28.6	30
16	1134				9.1 QUARTZITE	32.9		30.8 and 31.0	25
					0.9 A. T. & S. F. CROSSING	33.8		Quartzite	
24	1572		7.48	D	0.3 LINCOLN CENTER NC	34.1	9.11	33.0 and 34.0	25
40	2500		8.03		6.6 VESPER	40.7	8.58	Lincoln Center	
36	2251		8.17		6.2 SYLVAN GROVE	46.9	8.45	38.0 and 38.1	30
39	2392		8.37		9.1 LUCAS	56.0	8.25	39.6 and 39.7	30
30	1948		8.57	D	9.4 LURAY AU	65.4	8.05	Sylvan Grove	
35	2201		9.11		6.1 WALDO	71.5	7.50	49.0 and 50.7	30
22	1459		9.28		7.7 PARADISE	79.2	7.34	51.5 and 52.9	25
29	1858		9.45	D	7.8 NATOMA ND	87.0	7.18	Lucas	
22	1473		10.03		8.1 CODELL	95.1	7.02	61.8 and 63.75	25
20	1391	5.45 AM	A 10.35 AM	D-R	8.4 PLAINVILLE YL VN	103.5	6.45 AM	67.0 and 70.5	25
28	1805	6.16			6.9 ZURICH	110.4	11.55 AM	Waldo	
26	1694	6.40			7.4 PALCO	117.8	11.35	72.5 and 79.0	25
15	1106	7.00			4.9 DAMAR	122.7	11.25	80.4 and 80.5	30
20	1399	7.15			6.6 BOGUE	129.3	11.10	83.7 and 85.9	25
24	1604	7.40		D	8.7 HILL CITY CI	138.0	10.50	Natoma	
21	1402	7.55			6.7 PENOKEE	144.7	10.30	87.8 and 88.0	25
21	1425	8.10			5.5 MORLAND	150.2	10.15	94.1 and 98.5	25
21	1430	8.25			5.2 STUDLEY	155.4	10.00	101.2 and 102.8	25
21	1450	8.40			7.1 TASCO	162.5	9.40	Plainville	
20	1345	9.25		D	7.9 HOXIE KZ	170.4	9.20	118.2 and 118.5	30
21	1420	10.00			8.7 SEGUIN	179.1	9.00	Palco	
29	1874	10.15			7.1 MENLO	186.2	8.35	121.5 and 123.7	30
20	1380	10.35			7.8 HALFORD	194.0	8.10	Bogue	
19	1331	11.05		D	9.5 COLBY CB	203.5	7.40	135.0 and 136.5	30
21	1406	11.15			5.4 ALTAIR	208.9	7.00	Hill City Over Highway 283 MP 137.9	5
22	1509	11.20			3.6 MINGO	212.5	6.50	Studley	
26	1727	11.35			5.5 SPICA	218.0	6.30	159.1 and 160.3	30
		A 11.45 AM		DN-R	6.7 OAKLEY YL OQ	224.7	6.15 AM	161.9 and 163.6	25
					(224.7)			Tasco	
								167.9 and 169.6	30
								171.1 and 177.0	25
								Colby over east leg of wye 203.1 and 203.3	15
								224.5 and 224.7	15

Additional Stations –
See page 12.

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. 49 September 9, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
		LEAVENWORTH YL		RH	0.0
		4.0 COCHRANE			4.0
		0.2 ALFA			4.2
5	564	17.0 TONGANOXIE			21.2
7	666	10.3 REX			31.5
		2.8 LAWRENCE YL		DA	34.3
		(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.	15
On curves.	10
Between Corral and Knox.	5
Leavenworth, All Leavenworth Terminal Tracks	5
Solomon Branch. Maximum speed.	25
Between M.P. 22.7 and M.P. 23.7	10
M.P. 57.2 and M.P. 57.9	15
McPherson Branch. Maximum speed.	25
Salina, between M.P. 0.0 and 3.0	10
M.P. 35.1 and M.P. 35.4	15

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. 49 September 9, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
		D	SOLOMON	SK	0.0
24	1580		6.5 NILES		6.5
23	1540		2.5 VERDI		9.0
45	2767		5.7 BENNINGTON		14.7
10	842		6.2 LINDSEY		20.9
12	924	D	2.4 MINNEAPOLIS	MI	23.3
			0.4 A. T. & S. F. CROSSING		23.7
26	1693	D	11.0 DELPHOS	DF	34.7
24	1608	D	6.9 GLASCO	GK	41.6
26	1689		5.2 SIMPSON		46.8
16	1172		3.0 ASHERVILLE		49.8
			7.4 M. P. CROSSING		57.2
26	1708	D-R	0.2 BELOIT YL	BL	57.4
			(57.4)		

WESTWARD ↓		McPHERSON BRANCH		↑ EASTWARD	
LENGTH OF SIDINGS		Time Table No. 49 September 9, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
		DN-R	SALINA YL	SC	0.0
			0.5 A. T. & S. F. CROSSING		0.5
			0.1 C. R. I. & P. CROSSING		0.6
			0.0 M. P. CROSSING		0.6
2	153		2.3 WESLEYAN		2.9
24	1606		5.1 MENTOR		8.0
22	1507		4.2 ASSARIA		12.2
10	801		3.6 BRIDGEPORT		15.8
			4.9 M. P. CROSSING		20.7
23	1545		0.2 LINDSBORG		20.9
22	1458		9.4 HILTON		30.3
			4.8 A. T. & S. F. CROSSING		35.1
20	1376	D-R	0.3 McPHERSON YL	MF	35.4
			(35.4)		

Staff system (Special Rule 301-R) is in effect on McPherson Branch between yard limit sign at Salina (M.P. 3.0) and McPherson. Staff must be secured from and returned to operator, Salina.

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."

2 (S). Operating Rule 2 is modified by the addition of the following:
EXCEPTION: Employees working in the classification of Yard Helper will not be required to have a railroad grade watch until such employee has accumulated one year's seniority.

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 Pacific.

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
Bestwall Spur
St. Joseph Branch, Between Upland and Troy.

Switches

104 (R). No. 20 turnouts are located at:
Menoken— 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:
Topeka — CRI&P Junction;
— 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 Signal 375 (between Linwood and Lawrence)	Eastward Signal 830 (Rossville) Dwarf Signal M.P. 83.0 (Rossville) Signal 678 (Topeka) Signal 400 (between Perry and Lawrence)
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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.

Automatic Block Signals

516 (R). Where Operating Rules and Maintenance of Way Rules 276 (A), 282, 516, 517 and 518 prescribe a wait of three minutes, waiting time under circumstances prescribed is extended to five minutes. These rules are revised accordingly.

Reference Rule 104(C) and Rule 516. When using facing point cross-over from any track to a main track in ABS territory, switch in track train or engine is on must be lined first, then wait five minutes before lining cross-over switch in main track to be used.

Cabooses

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

714 (S). Door 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.

Employees 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 employees.

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 M of W 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 M of W 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 39094-31199 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 train only.

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

Units Dead in Train

809 (V). 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 (W). 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.

1. Locomotive must be placed on a track that is protected by a derail or is a designated service track, or coupled to car or cars on which a sufficient number of hand brakes have been applied.
2. When locomotive is equipped with operative safety control feature, hand brake need not be applied unless engine is shut down.
3. Automatic brake valve handle must be left in release position. Independent brake valve handle moved to and left in full application position. Generator field or exciter switch placed in "OFF" position. Throttle in idle position. Transition or selector lever moved to "OFF" position. Reverser lever in "Neutral" position and handle removed from control stand and placed in receptacle provided. (If receptacle is not provided, reverser lever must be left with Agent or placed at other designated location.)
4. Locomotives will be left idling.
5. Windows will be closed and latched and cab doors will be locked when possible.

Unless otherwise instructed, locomotives left unattended or set out at all other locations, where mechanical forces are not available, the following instructions will govern.

1. When practicable, locomotive must be placed on a track that is protected by a derail or coupled to car or cars on which sufficient number of hand brakes have been applied, otherwise hand brake must be applied on each locomotive.
 2. Automatic brake valve handle must be left in release position. Independent brake valve handle moved to and left in full application position. Generator field or exciter switch placed in "OFF" position. Throttle in idle position. Transition or selector lever moved to "OFF" position. Reverser lever in "Neutral" position and handle removed from control stand and placed in receptacle provided. (If receptacle is not provided, reverser lever must be left with Agent or placed at other designated location.)
 3. Locomotives will be left idling.
 4. Windows will be closed and latched, and cab doors will be locked when possible. If cab doors locked, train dispatcher must be notified, so parties securing locomotive may obtain key.
- Air Brake Rule 1003 is modified accordingly.

Engine Service

876 (R). Referring to Rule 876. The fireman, when competent, may handle 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 units.

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 tested 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 used.

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

1. Safety control 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 pounds.

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, locomotive brakes must be kept released by actuating brakes off when automatic brake valve is used to apply train brakes during dynamic braking.

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 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 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 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 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 contractors 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 switch 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 ¼-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. 1 and 5 under James Street Railway Viaduct at Kansas City.

11K Deleted

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.
Between 9 St. and St. Louis Ave., Kansas City, Mo.	St.L.&S.F.		All movements must stop clear of crossing. Member of crew must be sent to the crossing to give proceed signal when safe to proceed.
Berger Ave. & Railroad St., Kansas City, Kans.	C.R.I.&P.	U.P.	Gate.
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.&N.W.		Automatic Interlocking.

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
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 M.P. Crossing, Frankfort (M.P. 58.6), 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.

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.

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). 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 13, 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.

806 (U). When handling loaded stock cars from Stockyard, Kansas City, air brakes must be cut in and operative on all cars.

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 depot	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
BESTWALL SPUR AND GRAND ISLAND BRANCH**

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
Second Subdivision			
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).
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).
Grand Island Branch Belt Line Crossing (M.P. 249.6)	Belt Line.	U.P.	Semaphore and gate.

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);
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.

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.

Approach Indications

240 (R). At Belvidere, Second Subdivision, a westward train receiving approach indication at westward controlled signal, east end of Belvidere M.P. 175.25, must proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 25 MPH must immediately reduce to that speed.
An eastward train receiving approach indication at Signal 1784, must proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 25 MPH must immediately reduce to that speed.

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, west of Hastings. A westward train must not proceed on such indication except on verbal authority from dispatcher.

Inspection of Trains

715 (U). On eastward trains, a member of crew need not be on rear platform when passing station at Herkimer.

Track Restrictions

899 (T). Reference Special Rule 899 (R).
Between Marysville and Gibbon units named must not be operated on house tracks at Hayland or Denman but may use industry tracks not otherwise restricted, not exceeding 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.
Bestwall Spur M.P. 0.9	Bridge	Sides.
M.P. 5.5	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.
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 must be governed by Operating Rule 509.

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.

Track Restrictions

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

899 (V). Cars exceeding 263,000 pounds gross must not be handled on Solomon Branch.

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	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.
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.

Location	Structure or Obstruction	Clearance of Engine or Car Is Close At-
..... McPherson Branch Between 8 poles west of M.P. 3 and 4 poles east of M.P. 4 M.P. 21.42	Anchor posts and tie wires west side of track Bridge	Side. Top.
Plainville Branch M.P. 1.16 M.P. 10.69 M.P. 33.36 M.P. 33.45 M.P. 33.66 M.P. 135.22 M.P. 139.67 M.P. 145.06 M.P. 145.91 M.P. 150.46 M.P. 151.49 M.P. 154.40	Bridge Bridge Overhead bridge Overhead bridge Overhead bridge Bridge Bridge Bridge Bridge Bridge Bridge Bridge Bridge	Sides. Sides and top. Sides and top. Sides and top. Sides and top. Sides. Sides. Sides. Sides. Sides and top. Sides and top. Sides and top.
Solomon Branch M.P. 23.65	Bridge	Sides and top.

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

900 (V). Following the 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.

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
James H. O'Neil	District Surgeon	Kansas City, Mo.	D. L. Marchbanks	Physician	Salina, Kan.
K. L. Shireman	Physician	Kansas City, Mo.	C. E. Scott	Surgeon	Salina, Kan.
F. E. Wade	Oculist	Kansas City, Mo.	P. D. Ellison	Oculist	Salina, Kan.
Quentin C. Hueter	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. Maggione	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. Whitsell	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.			

TONNAGE RATINGS FOR ONE LOCOMOTIVE UNIT
FOR FREIGHT TRAINS AVERAGING 50 GROSS TONS PER CAR
RATINGS APPLY AT THE INDICATED MINIMUM CONTINUOUS SPEED

		740-763		700-739B 800-875		450-459		400-448		300-348B 470-499		130-349B		100-129		71-98B		70-97B		31-53	
		2500 HP EMD GP35	12 MPH	2250 HP EMD GP30	12 MPH	1500 HP EMD SD7	6 MPH	2400 HP EMD SD24	10 MPH	2000 HP EMD GP3M GP20	14 MPH	1750 HP EMD GP9	12 MPH	1500 HP EMD GP7	12 MPH	5000 HP EMD DD35	11 MPH	5000 HP EMD DD35	12 MPH	5000 HP EMD DD35	15 MPH
KANSAS DIVISION	Kansas City	To Salina	4850	4750	4350	6550	4100	4250	3650	8000	9700	3350	4350	3950	3500	6000	3950	8050	3950	6950	4000
	Salina	To Ellsworth	1700	1650	1450	2250	1450	1900	1850	1700	1500	1750	1500	1300	2850	4950	3200	6650	3200	6900	4000
	Ellsworth	To Ellis	2150	2100	1900	2900	1850	1700	1500	1300	2850	4950	3200	6650	3200	6900	4000	6950	3950	6950	4000
	Ellis	To Denver	2000	1750	1550	2350	1500	1500	1550	1300	2850	4950	3200	6650	3200	6900	4000	6950	3950	6950	4000
	St. Joseph	To Marysville	1750	1700	1700	1700	1700	1500	1550	1300	2850	4950	3200	6650	3200	6900	4000	6950	3950	6950	4000
	Menoken	To Marysville	3000	2950	2700	2700	2550	1700	1700	1500	1500	1750	1500	1300	2850	4950	3200	6650	3200	6900	4000
	Marysville	To Hastings	2000	1950	1950	1950	1700	1700	1700	1500	1500	1750	1500	1300	2850	4950	3200	6650	3200	6900	4000
	Marysville	To Beatrice	4050	3950	3600	3600	3400	3400	3500	3050	3200	3200	3000	2600	2600	2600	2600	3200	3200	3200	3200
	Denver	To Ellis	2000	1950	1950	1950	1700	1700	1700	1500	1500	1750	1500	1300	2850	4950	3200	6650	3200	6900	4000
	Ellis	To Ellsworth	3450	3400	3100	3100	3100	2950	2950	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600	2600
	Ellsworth	To Salina	2000	1950	1750	1750	1750	1700	1700	1500	1500	1750	1500	1300	2850	4950	3200	6650	3200	6900	4000
	Salina	To Kansas City	4850	4750	4350	4350	4050	4100	4250	3650	8000	9700	3350	4350	3950	3500	6000	3950	8050	3950	6950
	Hastings	To Marysville	3000	2950	2700	2700	2550	1700	1700	1500	1500	1750	1500	1300	2850	4950	3200	6650	3200	6900	4000
	Marysville	To Menoken	3000	2950	2700	2700	2550	1700	1700	1500	1500	1750	1500	1300	2850	4950	3200	6650	3200	6900	4000
	Beatrice	To Marysville	1450	1400	1250	1250	1250	1250	1250	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100	1100
	Marysville	To St. Joseph																			

740-763
700-739B
450-459
400-448
300-348B
130-349B
100-129
71-98B
70-97B
31-53

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**TONNAGE RATINGS FOR ONE LOCOMOTIVE UNIT
FOR FREIGHT TRAINS AVERAGING 50 GROSS TONS PER CAR
RATINGS APPLY AT THE INDICATED MINIMUM CONTINUOUS SPEED**

		1400-1409	2800-2809	2810-2869	2900-2909	3000-3242 -3399	3600-3637	3638-3649	5000-5039	6900-6946	R.L.340-381	R.L.4700-4719
		2500 HP EMD SDP35	2800 HP GE U28C	3000 HP GE U30C	3000 HP ALCO DL630	3000 HP EMD SD40 SD40-2	3600 HP EMD SD45	3600 HP EMD SD45	5000 HP GE U50C	6600 HP EMD DD40X	3000 HP EMD GP40	3000 HP EMD GP40
KANSAS DIVISION		12 MPH	11 MPH	10 MPH	10 MPH	11 MPH	11 MPH	11 MPH	11 MPH	11 MPH	12 MPH	14 MPH
Kansas City	To Salina	5900	7250	8500	8500	7850	6550	7950	6900	9350	4800	4050
Salina	To Ellsworth	2050	2500	2950	2950	2750	2250	2750	2350	3200	1650	1400
Ellsworth	To Ellis	2650	3250	3800	3800	3500	2900	3550	3050	4150	2150	1800
Ellis	To Denver	2400	2950	3450	3450	3200	2650	3250	2800	3800	1950	1650
St. Joseph	To Marysville	2150	2650	3100	3100	2850	2350	2900	2500	3350	1750	1450
Menoken	To Marysville	3650	4500	5250	5250	4900	4050	4950	4250	5800	3000	2500
Marysville	To Hastings	2400	2950	3450	3450	3200	2650	3250	2800	3800	1950	1650
Marysville	To Beatrice	4900	6050	7050	7050	6550	5450	6600	5750	7750	4000	3350
Denver	To Ellis	2400	2950	3450	3450	3200	2650	3250	2800	3800	1950	1650
Ellis	To Ellsworth	4200	5150	6050	6050	5600	4650	5650	4900	6650	3400	2900
Ellsworth	To Salina	2400	2950	3450	3450	3200	2650	3250	2800	3800	1950	1650
Salina	To Kansas City	5900	7250	8500	8500	7850	6550	7950	6900	9350	4800	4050
Hastings	To Marysville	2400	2950	3450	3450	3200	2650	3250	2800	3800	1950	1650
Marysville	To Menoken	3650	4500	5250	5250	4900	4050	4950	4250	5800	3000	2500
Beatrice	To Marysville	3650	4500	5250	5250	4900	4050	4950	4250	5800	3000	2500
Marysville	To St. Joseph	1750	2200	2550	2550	2350	1950	2400	2050	2800	1450	1200

OFFICE OF CMO
4-1-73

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