

UNION PACIFIC RAILROAD COMPANY
Eastern District

Kansas Division

Special Rules
No. 16

Effective Saturday,
July 15, 1961

Superseding Special Rules No. 15.

Employees whose duties are in any way affected
thereby, must have a copy of these rules with
them while on duty.

C. H. BURNETT,
General Manager

O. A. DURRANT,
General Superintendent

H. B. JOPLING,
Superintendent

NOTE:—Changes in this issue are printed in type same as this.

Spec Rules 15 eff 15 April 1959
17 15 January 1966

SPECIAL RULES—ALL SUBDIVISIONS

Note.—Referring to note on page 17 of Operating Rules:

The term "conductor" as used in Operating Rules, Special Rules, Superintendent's Bulletins or Notices will also apply to yard pilots. The term "brakeman" also applies to engine herders.

Railroad Watches

2 (R). In addition to employes listed in Operating Rule 2, switchmen who have attained one or more years seniority must, while on duty, have a reliable railroad grade watch.

Signals

8 (R). Electric lanterns may be used by switchtenders and interlocking signalmen for displaying yellow lights.

Markers

19 (R). When rear car of a passenger train is equipped with an oscillating red rear end light on which an auxiliary marker is mounted, markers need not be displayed as required by Operating Rules 19, 19 (A), 19 (C) and 19 (E).

When such train is clear of main track at night and rear end protection is not required, the red rear end light must be extinguished and the auxiliary marker must display green light to rear.

Rear trainman is responsible for proper display of the auxiliary marker as well as the rear end light.

19 (S). *Red reflectorized disc with hinged cover now being applied to cabooses and car body type units is for emergency use only and must be concealed except under following conditions:*

On cabooses so equipped, when electric markers fail at night, and on units so equipped, when rules require display of markers and marker lamps are not available, red reflectorized disc must be displayed to rear when train is on main track. When train is clear of main track, except in CTC territory, red reflectorized disc must be concealed.

When red reflectorized disc is displayed, red light prescribed by Rule 19 (E) need not be displayed.

These instructions apply only on lines operated by the Union Pacific.

Inspection and Repair Protection

26 (R). Second paragraph of Operating Rule 26 (C) is changed to read:

Where mechanical blue flag protection is in service at P.F.E. icing platforms, when blue signal is displayed, any train, engine or cars on icing platform 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 at end of icing platform 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.

Flag Protection

99 (R). First sentence of Rule 99 (F) (Operating and Maintenance of Way Rules) is revised to read:

"When an employe alone finds track or bridge unsafe for trains at normal speed, he must immediately place a red flag by day or a red light by night on or near the track in both directions one-eighth mile (660 feet) from the point of obstruction."

99 (S). In C.T.C. territory, when a work train has been authorized in accordance with Operating Rule 266, the work train may occupy the main track and move in either direction within the designated limits without protection by flagman. This does not, however, modify requirements for proper observance of signal indications or for protection of adjacent tracks not included in the working authority.

Switches

104 (R). No. 14 turnouts are installed at all dual control switches in C.T.C. territory except those at C. R. I. & P. Junction, Topeka; west cross-over switches at west end of Menoken, and at east end of passenger main at Elm Street, Marysville.

Other switches equipped with No. 14 turnouts are indicated by a figure "14" on switch target.

104 (S). For movement through a spring switch where engine does not precede the cars, switch must be operated by hand.

Remote Control and Dual Control Switches

529 (R). Referring to Operating Rule 529:

When a train has moved on signal indication beyond the leaving signal at a station, either on main track or siding, and it is necessary to make a reverse movement, a member of crew must so advise dispatcher.

Dispatcher must block switch and signal levers, and must not change position of the switch, clear a signal for a conflicting movement, or remove marker blocks until he has been advised verbally by a member of the crew that his train has backed clear of the insulated joints at the signal.

General Regulations

702 (R). Operating Rule 702 (A) is changed to read as follows: Employes must not sleep while on duty.

Exchanging Signals and Inspection of Trains

713 (R). Where Operating Rule 713 (A) or Special Rule requires a trainman to be stationed on rear of train in position to give or receive signals, on freight trains he must be on rear platform of caboose; on passenger trains including streamline trains, he must be on rear platform or in rear door, or if rear car is a business, dining or observation car, he must be on front platform of rear car or rear platform of car next ahead, and top half of vestibule door must be open.

713 (S). A trainman must be stationed on rear of train in position to give or receive signals, when passing all depots and towers. On freight trains, this trainman must be on rear platform of caboose.

Passengers on Freight Trains

719 (R). Passengers with tickets may be carried on freight trains between stations at which the trains stop.

Within the State of Kansas, on freight trains, passengers under 15 years of age must be accompanied by parent, guardian or other competent person.

Fire Prevention

727 (R). *Cabooses, outfit cars or other cars which contain stoves with fire burning, must be placed in yards or at stations where the danger of fire is minimized to the greatest extent practicable. Such cars must not be left unattended on bridges for extended periods of time.*

Handling of Explosives or Other Dangerous Articles

802 (R). Trainmen, enginemen, yardmen, agents and other employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the regulations and instructions governing the handling of them.

Placards on Cars

BE 589 (b). *A car requiring car certificates and "Explosives," "Dangerous," "Dangerous—Radioactive Material," "Poison Gas," "Flammable Poison Gas," "Dangerous—Empty Flammable Poison Gas," or "Caution—Residual Phosphorous" placards under the provisions of this part shall not be transported unless such freight car is at all times placarded and certificated as required. Placards and car certificates lost in transit shall be replaced at the next inspection point, and those not required shall be removed at the next terminal where the train is classified.*

BE 589 (b). (1) At points where trains are inspected, cars placarded "Explosives" and adjacent cars shall be inspected; such cars shall continue in movement only when inspection shows them to be in condition for safe transportation.

Switching Cars Containing Explosives, Poison Gas, or Flammable Poison Gas or Placarded Trailers on Flat Cars

BE 589 (c). *A car placarded "Explosives," "Poison Gas," or "Flammable Poison Gas," or any flat car carrying a trailer placarded "Explosives," "Poison Gas," "Dangerous," or "Dangerous—Radioactive Material" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives," "Poison Gas," or "Flammable Poison Gas," or any flat car carrying a trailer placarded "Explosives," "Poison Gas," "Dangerous," or "Dangerous—Radioactive Material," nor shall any such car be coupled into with more force than is necessary to complete the coupling.*

Continued on Page 3.

802 (R). Continued.

BE 589 (c). (1) When transporting a car placarded "Explosives" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one non-placarded car.

BE 589 (c). (2) Closed cars placarded "Explosives" shall have doors closed before they are moved.

Switching of Cars Containing Dangerous Articles

BE 589 (d). In switching operations where use of hand brakes is necessary, a placarded loaded tank car, or a draft which includes a placarded loaded tank car shall not be cut off until the preceding car or cars clear the ladder track and the draft containing the placarded loaded tank car, or a placarded loaded tank car shall in turn clear the ladder before another car is allowed to follow.

BE 589 (d). (1) In switching operations where hand brakes are used, it shall be determined by trial that a car placarded "Dangerous" or that a car occupied by a rider in a draft containing a car placarded "Dangerous" has its hand brakes in proper working condition before it is cut off.

Placement of Freight Cars Containing Explosives, in Yards, on Sidings, or Sidetracks

BE 589 (e). Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossings, nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

Notice to Crews of Cars Containing Explosives in Freight Trains or Mixed Trains

BE 589 (f). At all terminals or other places where trains are made up by crews other than road crew accompanying the outbound movement of cars, the railroad shall execute a consecutively numbered notice showing the location in the freight train or mixed train of every car placarded "Explosives." A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points where train or engine crews are changed, the notice shall be transferred from crew to crew.

Position in Freight Train or Mixed Train of Cars Containing Explosives

BE 589 (g). In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose, except:

(1) When the length of freight train or mixed train will not permit it to be so placed, it shall be placed near the middle of the train.

(2) When transported in a freight train made up in "blocks" or classifications, a car placarded "Explosives" shall be placed near the middle of the "block" or classification in which moving, but not nearer than the sixth car from both the engine or occupied caboose.

(3) When transported in a freight train or a mixed train performing pickup and/or setoff service, it shall be placed not nearer than the second car from both the engine or occupied caboose, except as provided in paragraph (1) of this section.

Separating Cars Placarded "Explosives" from Other Cars in Train

BE 589 (h). In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" must not be handled next to:

1. Occupied passenger car; except as provided in paragraph (1) of this section.
2. Occupied combination car; except as provided in paragraph (1) of this section.
3. Any car placarded "Dangerous" or "Dangerous—Radioactive Material."
4. Engine.
5. Any car placarded "Poison Gas" or "Flammable Poison Gas."
6. Wooden underframe car (except on narrow gauge railroads).
7. Loaded flat car, except that cars carrying trailers or containers placarded "EXPLOSIVES" as authorized by the regulations in this chapter may be coupled to each other.

(Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)

Continued on opposite side.

802 (R). Continued.

8. Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
9. Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose except as provided in paragraph (1) of this section.

Position in Train of Loaded Placarded Tank Car

BE 589 (i). In a freight train or a mixed train, except a train consisting entirely of placarded loaded tank cars and as provided in paragraph (j) of this section, a placarded loaded tank car shall when the length of the train permits, be not nearer than the sixth car from the engine, occupied caboose or passenger car.

BE 589 (i). (1) When the length of the freight train or mixed train will not permit it to be so placed, it shall be not nearer than the second car from the engine, occupied caboose or passenger car.

BE 589 (i). (2) When transported in a freight train engaged in "pickup" or "setoff" service, a placarded loaded tank car shall be not nearer than the second car from both engine or occupied caboose.

Separating Loaded Tank Cars Placarded "Dangerous" from Other Cars in Train

BE 589 (j). In a freight train or mixed train either standing or during transportation thereof, a placarded loaded tank car must not be handled next to:

1. Occupied passenger car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.
2. Occupied combination car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.
3. Any car placarded "Explosives."
4. Engine or occupied caboose (except when train consists only of placarded loaded tank cars).
5. Any car placarded "Poison Gas" or "Flammable Poison Gas."
6. Wooden under-frame car (except on narrow gauge railroads).
7. Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with trucks or trailer bodies which are secured by means of a device designed and permanently installed for that purpose and of a type generally accepted for handling in interchange between railroads. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)
8. Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
9. Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves, or lanterns, except when occupied by gas handlers or authorized personnel accompanying shipment.
11. Car loaded with live animals or fowl, occupied by an attendant.

Position in Freight Train or Mixed Train of Cars Placarded "Poison Gas," "Flammable Poison Gas," or Containing Poison Liquids Class A

BE 589 (k). In a freight train or mixed train either standing or during transportation thereof, a car placarded "Poison Gas," "Flammable Poison Gas" or containing poison liquids, class A, shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous."

Position in Freight Train or Mixed Train of Cars Placarded "Explosives" or "Poison Gas," or Both, and Cars Placarded "Flammable Poison Gas" When Accompanied by Cars Carrying Guards or Gas Handling Crews

BE 589 (l). A car requiring "Explosives" or "Poison Gas" placards, or both, and a car requiring "Flammable Poison Gas" placards, shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such cars; except that when the car occupied by guards or gas handling crews is equipped with a lighted heater or stove it shall be the fourth car behind a car or cars requiring "Explosives" placards.

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802 (R). Continued.

Cars Containing Explosives, Poison Gas, or Flammable Poison Gas and Tank Cars Placarded "Dangerous" in Passenger or Mixed Trains

BE 589 (m). Except as provided in Operating Rule 854, cars containing explosives, class A, poison gases or liquids, class A, or flammable poison gas, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.

BE 589 (m). (1) Cars containing explosives, class A, poison gases or liquids, class A, or flammable poison gas, and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains, except as provided in paragraph (1) of this section.

BE 589 (m). (2) When a car containing explosives, Class B, or dangerous articles other than explosives requiring labels (not including Class A poison gases or liquids) is moved in a mixed train and such car is not occupied by an employee of the carrier, placards must be applied to the car as required by this part.

Position in Train of Cars Containing Class D Poison

BE 589 (n). In a freight train or mixed train either standing or during transportation thereof, a car placarded "Dangerous—Radioactive Material" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

Empty Tank Cars

Empty tank cars must not be moved from stations unless dome cover and all outlet caps have been replaced and wrenched tight, shipping tags and cards removed from car and "Dangerous" placards removed or replaced by "Dangerous-Empty" placards.

Handling Cabooses

802 (S). Referring to Operating Rule 802 (G). In switching operations caboose must not be cut off while in motion and allowed to strike other cars. Other cars must not be cut off while in motion and allowed to couple to caboose.

Running Switches

802 (T). Running switches must not be made with loaded automobile transports on flat cars.

Securing Cars

804 (R). Each passenger unit with control cab is being provided with two chain wheel blocks for emergency use.

When necessary to set out a car or a unit from a passenger train between terminals, in addition to applying hand brakes as required by the rules, wheels must be blocked, using these chain wheel blocks.

Position of Cars in Train

807 (R). Operating Rule 807 is modified as follows:
Eliminate "Outfit Cars."

Care must be exercised to insure that outfit cars which are stenciled or tagged for handling only on rear of train, or which, under other provisions of Operating Rule 807, must be handled on rear of train, are so handled.

807 (S). Operating Rule 807 (B) is cancelled.

807 (T). Restrictions contained in Operating Rule 807 (D) prohibiting handling of open top cars loaded with certain types of lading next to engine or caboose do not apply to trailers on flat cars.

Units Dead in Train

807 (U). Foreign line, government, export or commercial diesel units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco, Baldwin or Fairbanks-Morse 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 modified 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.

Inspection of Trains

811 (R). Referring to Operating Rule 811 (E):

On turbine or diesel locomotives, wheels with flat spots two inches or longer are condemnable and when discovered, conductor or engineer must immediately report to train dispatcher and be governed by his instructions.

811 (S). 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

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811 (S). Continued.

advisable for any reason, or when visibility is such that proper inspection cannot be made while running.

811 (T). As soon as hot box is detected, train must be stopped and no attempt made to run to next siding to set out car without making an inspection before proceeding.

When a car is set out account hot box, all fire in box must be extinguished. Dirt, gravel or snow must be placed on top of box at back end over top of dust guard retainer opening. If dry chemical fire extinguisher available, contents of one bag should be thrown into journal box and lid closed until fire extinguished, after which all packing must be removed from waste packed box and any remaining fire therein extinguished. Pad lubricator must be removed when practicable. Journal box lid must be left closed. Conductor must make thorough inspection of car body before and after attention is given to hot box to insure there is no further danger of fire.

Exhaust Gases

812 (R). When trains are stalled in snow of sufficient depth to restrict dissipation of exhaust gases from Waukesha type engines, such engines must be stopped, and to avoid possible delay in getting them stopped, they should be stopped by pressing "stop" button in electric lockers.

Engine Service

872 (R). When an engine consisting of two or more units is to be moved in yards, around enginehouses, or between stations without cars, if unit at each end is equipped with control cab, engine must be operated from leading unit in direction of movement unless the movement is protected by a trainman.

874 (R). Rule 874 (A) is cancelled.

876 (R). Operating Rule 876 is amended to read as follows:

"Engineers must not permit any unauthorized person to handle the locomotive. The fireman, when competent, may handle the locomotive when in road freight service under the close supervision of the engineer, the engineer being responsible. The fireman must not be permitted to handle the locomotive in yard service or in road passenger service, except in case of emergency."

888 (R). In moving over C.T.C. dual control, remote or spring switches, to avoid depositing heavy accumulation of sand on rail, automatic sanding device must be nullified passing fouling point. When tonnage and gradient requires use of sand to avoid slipping, hand sanders may be used.

Track Restrictions

899 (S). Union Pacific trailer flat cars series 53700-53899 and foreign line 85-foot flat cars must not be handled on curves in excess of 16 degrees except as follows:

Where movement is authorized by an officer, these cars may be handled on curves of more than 16 degrees but not exceeding 20 degrees at speed not exceeding 4 miles per hour. A member of crew must watch movement closely, prepared to give stop signal if any indication of failure to safely negotiate the curve. Particular attention must be given to lateral movement of coupler, as critical point of movement on curve develops when coupler approaches maximum lateral movement permitted by coupler opening. Overhang at end of these cars is greater than on other cars and clearances must be watched closely when handling on curves in excess of 16 degrees.

Station Service

910 (R). Last sentence of Operating Rule 910 is changed to read as follows:

They must see that train bulletin boards are kept in a neat condition and bear such information regarding trains as required by instructions or by law.

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.

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

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.

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1001 (R). Continued.

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.

1005 (R). Air Brake Rule 1005, standard brake pipe pressures, is amended to read as follows:

Class of service	Pounds
Freight, mixed trains and branch line passenger trains.....	80
Main line passenger trains.....	110

1024 (R). Air brake companies have modified brake pipe cut-off valve on 26-L type brake equipment. Both types of valves are in service.

With old type valve, when necessary to change from "freight" position to "cut-out" position, as must be done when making brake pipe leakage test, it is necessary to move through "passenger" position. This is also true when changing from "cut-out" position to "freight" position.

With the modified valve, change from "freight" position to "cut-out" position, or the reverse, is made without going through "passenger" position.

Engineers on locomotives equipped with 26-L type brake equipment must determine which type valve is on that particular unit, and be certain that brake pipe cut-off valve is in "freight" position before moving train, unless operating in passenger service.

1030 (R). Where Sperry rail-detector car is working when temperature is below freezing, trains, engines and track cars must be operated at a safe speed, using sand where necessary to overcome slippery condition caused by use of calcium chloride solution by rail car.

1037 (R). To prevent undesired emergency brake applications, engineers should be governed by the following in making the initial
Continued on opposite side.

1037 (R). Continued.

brake pipe reduction of 6 to 8 pounds when braking conventional passenger trains in accordance with Air Brake Rules 1037, 1037-A, 1037-B and 1037-E.

"When applying brakes for making ordinary slow-downs or stops, the air gauge must be observed for measuring reductions and the initial reduction should be 6 from 70, 7 from 90, and 8 from 110 pounds as indicated by equalizing reservoir gauge."

1043 (R). At Salina and Denver in making air tests on passenger trains as required by Air Brake Rule 1043 (D) and Special Rule 1043 (S), following procedure will be followed:

1. Arriving engineer will, after stop has been made, immediately release the train brakes.
2. Upon receipt of proper signal, outgoing engineer will make a 20-pound service brake pipe reduction and check brake pipe leakage.
3. Upon receipt of proper signal, automatic air brakes will be released.
4. If train is to be handled with electric brake, upon receipt of proper signal, train brakes will be applied electro-pneumatically with a 30-pound brake application.
5. Upon receipt of proper signal, electric brakes will be released.

1064 (R). When necessary to cut out brakes on passenger car equipment due to sticking brakes or defective brake rigging as required by Form 7170 Air Brake Rules 1064, 1066, 1066 (C) and 1066 (F), cutout cock in brake cylinder pipe must be closed. Cutout cock in brake pipe branch pipe to control valve must be used only in event of defect causing undesired emergency application or other defect in pipe or valve that is causing excessive loss of brake pipe pressure.

**SPECIAL RULES—FIRST SUBDIVISION
LEAVENWORTH, JUNCTION CITY AND SOLOMON BRANCHES**

Reduce and Resume Speed Signs

10 (R). Referring to Operating Rule 10 (J), signs are located on engineer's side of track, except as follows:

First Subdivision

Location	Direction	Sign	Located
MP 39.5 to 39.9	Westward	Reduce Speed	North of Leavenworth Branch track, Lawrence.
MP 104.6 to 105.0	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 137.1	Westward	Reduce Speed	North of running track, Funston.
MP 173.3 to 173.5	Westward	Reduce Speed	North of siding, Solomon.

Markers

19 (T). Between West Abilene and East Salina, A. T. & S. F. trains will display yellow instead of green lights in markers.

Switch Lights

27 (R). Switch lights will not be used on:
Leavenworth Branch;
Solomon Branch.

Trains and engines must approach facing point switches on these branches prepared to stop if switch is not in normal position.

Train Register

83 (R). All trains may register by registering ticket at Kaw Junction.

83 (S). All trains may register by registering ticket at Topeka passenger depot.

83 (T). East Salina is registering station for Nos. 79, 159 and 565 only.

Departing Kansas City Union Station

84 (R). At Kansas City Union Station, conductors must comply with K. C. T. time-table Rule 7 before departing, unless release is received from U. P. passenger agent when he is on platform.

Clearances

96 (R). Clearance must be received as follows:

- Union Station —all westward trains;
- Topeka passenger depot —all U. P. trains and all eastward C. R. I. & P. passenger trains;
- Topeka C. R. I. & P. tower—all eastward C. R. I. & P. freight trains;
- Junction City —all trains;
- Abilene C. R. I. & P. depot—all westward C. R. I. & P. trains;
- Abilene A. T. & S. F. depot—all westward A. T. & S. F. trains;
- Salina passenger depot —all eastward C. R. I. & P. and A. T. & S. F. trains;
- Concordia —all eastward trains.

96 (T).

A Clearance Received At	By	Will Confer the Same Authority On	As When Received At
Union Station.	Westward trains.	First Subdivision.	Kaw Jct.
Junction City.	Westward trains.	First Subdivision.	Kaw Jct.
Junction City.	Eastward trains.	First Subdivision.	Salina.
Abilene C.R.I. & P. depot.	Westward C.R.I. & P. trains.	First Subdivision.	West Abilene.
Abilene A.T. & S.F. depot.	Westward A.T. & S.F. trains.	First Subdivision.	West Abilene.
Salina passenger depot.	Eastward C.R.I. & P. and A.T. & S.F. trains.	First Subdivision.	East Salina.
Leavenworth.	Westward trains.	Leavenworth Branch.	Cochrane.
Concordia.	Eastward trains.	Junction City Branch.	Miltonvale.

Railroad Crossings and Junctions

98 (R). 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.		Stop. Operating Rules 98 and 98 (A).
Santa Fe St., Block 29, Kansas City, Mo.	M.P.		All movements stop clear of crossing unless proceed signal is received from switch-tender and it is known that the crossing is clear.
Between Eighth & Ninth Sts., Kansas City, Mo.	St.L. & S.F.		Stop. Operating Rules 98 and 98 (A).
State Line Yard, Kansas City, Mo.	Yard track crosses yard tracks and M.P.		All movements stop clear of crossing unless proceed signal is received from switch-tender and it is known that the crossing is clear.
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.		Stop. Operating Rules 98 and 98 (A).
State Ave., East Block 16, Kansas City, Kans.	M.P.		Gates normally set against U.P.

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Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
State Ave. South, Opposite Block 16, Kansas City, Kans.	M.P.		Stop. Operating Rules 98 and 98 (A).
Sunflower. (Cement Plant Lead).	K.C.K.V. & W.		Stop. Operating Rules 98 and 98 (A).
Bonner Springs (M.P. 18.0)	A.T.&S.F.		Interlocking.
Topeka (M.P. 67.4)	A.T.&S.F.		Interlocking.
Topeka. (M.P. 68.2)	C.R.I.&P.	U.P.	Manually controlled signals. Special Rule 98 (S).
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.
Choctaw & Main Sts., Leavenworth.	L.T.&B. Co.		Interlocking.
Choctaw St. & Mo. River Bridge, Leavenworth.	L.T.&B. Co. C.G.W.		Interlocking.
Concordia.	A.T.&S.F.	A.T.&S.F.	Gate.
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).

98 (S). At C. R. I. & P. Crossing, M. P. 68.2, Topeka, manually controlled signals are under control of C.T.C. operator at U.P. Tower.

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

Eastward high signal west of crossing governs movement over C. R. I. & P. crossing and main track movement. Dwarf signal at base of this high signal governs movement over C. R. I. & P. crossing and through cross-over to south running track.

Flag Protection

99 (T). Trains may be relieved from protecting against following extra trains by the use of Example (7) of train order Form E, only as follows:

Leavenworth Branch; Solomon Branch.
Junction City Branch;

99 (U). On Leavenworth, Junction City and Solomon Branches, between 7:30 A.M. and 5:01 P.M. daily except Saturday and Sunday, all extra trains must run at restricted speed looking out carefully 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 within one-half the distance track is seen to be clear, sounding whistle frequently at such points with two long, one short and one long blast of engine whistle.

Switches

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

Manhattan, Manhattan Branch main track switch just north of Poyntz Ave.—for passenger station;
Miltonvale, junction switch—for A. T. & S. F. main track;
Concordia, junction switch—for A. T. & S. F. main track.

Use of Sidings and Running Tracks

105 (R). Movements on Fort Riley siding and on Funston running track between west switch at East Funston and east switch at Fort Riley are governed by dwarf signals. All movements on these tracks must be made at restricted speed.

When a lunar light is displayed on governing dwarf signal, train or engine may proceed.

When a red light is displayed on governing dwarf signal or when dwarf signal is not visible, trains or engines must not enter these tracks, or move on these tracks, unless preceded by flagman.

Trains must not use Funston running track unless authorized by train dispatcher.

Rule 251 Operation

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

Centralized Traffic Control System

266 (R). Clearance Form B need not be received by trains or engines entering C.T.C. territory between Topeka and Menoken, but must be governed by signal indication and instructions from dispatcher or operator.

266 (S). Westward Fourth Subdivision trains must receive C.T.C. Clearance Form B at Topeka, which will confer same authority on Fourth Subdivision as when received at Menoken.

267 (R). C.T.C. Stop signals, located as follows, are designated as "starting signals":

Topeka —First eastward signal east of M. P. 69.
—First westward signal west of M. P. 69.

When stopped by a "starting signal," member of crew must communicate with dispatcher or operator and be governed by his instructions. Flagman need not be sent ahead unless instructed to do so by dispatcher or operator, but movement must be made at restricted speed and Operating Rule 267 must be complied with.

267 (U). In C.T.C. territory between Topeka and Hastings, push-buttons have been installed in telephone booths of relay houses at dual control switch locations for emergency use when the dispatcher cannot clear signals or when a Stop indication is displayed and communication has failed.

Two push-buttons are installed at each location, one marked "East" and the other marked "West" and the operation of the button for the proper direction will, when conditions permit, cause signals to clear for the movement. The following will govern:

Emergency push-buttons installed in telephone booths of relay houses at dual control switch locations may be used in an attempt to obtain proceed signal indication only when so instructed by dispatcher, or when communication fails.

When instructed by dispatcher to use emergency button and a Clear indication is received, train or engine may proceed in accordance with signal indications.

When stopped by a Stop indication and communication has failed, proper push-button may be used, and if a Clear indication is then displayed, the train or engine may proceed, but must move at restricted speed to the next Stop signal in advance, keeping close lookout for track car or obstruction. A report must be made by wire to Superintendent and Chief Dispatcher at first stop or first open telegraph office.

Interlocking

605 (R). To indicate the route to be used, the following whistle signals will be used:

At Bonner Springs, over A. T. & S. F. Crossing:
For switch for eastward trains to enter siding — 0

At Topeka, over A. T. & S. F. Crossing:
For east yard — 0
For Track No. 1 Old Transfer — 0—0
For Track No. 2 Old Transfer — 0—0
For Cross-over — 0
For new A. T. & S. F. transfer — 0 0—

Exchanging Signals and Inspection of Trains

713 (T). Referring to Operating Rules 713, 713 (A) and 713 (B). The following additional requirements must be observed in the operation of passenger trains:

Trainmen and enginemen, in addition to exchanging signals with operators or other employes at train order stations, must look their train over on curves, at stations where train order signals are located, when passing through yard limits and, in addition, they must inspect train on curves, as follows:

M. P. 23.6 and M. P. 23.9 M. P. 82.1 and M. P. 82.5
M. P. 39.5 and M. P. 39.9 M. P. 99.6 and M. P. 99.9
M. P. 42.4 and M. P. 43.0 M. P. 123.1 and M. P. 123.5
M. P. 58.5 and M. P. 59.1 M. P. 167.9 and M. P. 168.3

On curves indicated above, at train order stations, and after passing through yard limits, a trainman at rear of the train must exchange signals with a member of the crew in cab of locomotive, such signals to indicate whether or not train is running properly.

Any exceptions noted must be promptly investigated and condition known to be safe before permitting train to proceed.

Movements at Stations

802 (U). At Manhattan, before using cross-over from middle track south of Poyntz Avenue, it must be known that cross-over is not blocked by cars in process of unloading.

Inspection of Trains

811 (U). Eastward freight trains must stop at Wamego for inspection prescribed by Operating Rule 811.

Track Restrictions

899 (R). Unless specifically authorized, Gas Turbine Electric Locomotives must not be operated on branch lines or industry tracks without permission from dispatcher or other officer.

Engines are classified as follows:

DE-Road—All F-7, GP-7, F-9, GP-9, SD-7, GP-20, SD-24 units and 6-wheel truck passenger units.

DE-Switch—Alco road-switch units Nos. 1280-1295; 1000 HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1300-1304, 1800-1865 and 1870-1877.

On tracks listed below, only engines of types shown may be used:

Location	Track	Engines Permitted
All stations	All business and industry tracks, except as otherwise provided	DE road or switch, but must not exceed 5 MPH.
Armstrong	Wye track (Armourdale) New receiving track wye	DE switch.
Muncie	Sand spur	None permitted beyond east sand tipple.
Forest Lake	Alongside high sand piles on sand loading tracks	None permitted.
Sunflower	Tracks Nos. 1, 2, 3, 4 and 5	None permitted beyond south cement plant paved driveway crossing.
Topeka	Kaw sand spur	None permitted beyond point 150 ft. south of dike road crossing.
Manhattan	Ramey spur, beyond clearance point Hollenbeck Spur	None permitted. None permitted.
Gatesville	Loading dock spur	None permitted beyond loading dock when apron down.

Close Clearances

900 (R). 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 by locations shown below account close clearance:

Location	Structure or Obstruction	Clearance of Engine or Car Is Close At—
At all stations	Mail cranes	Side.
First Subdivision.		
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 Station	Train order delivery crane	Side on both tracks.
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.
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.
Junction City Branch.		
M.P. 22.41	Bridge	Sides.
M.P. 36.19	Bridge	Sides.
Solomon Branch.		
M.P. 23.65	Bridge	Sides and top.

900 (S). Pennsylvania box cars, series 36987-37090, inclusive, may be operated over main tracks and yard tracks ordinarily used by through freight trains, but if necessary to operate these cars on outside spur tracks on curves at Kansas City passenger terminal, care must be exercised on account of close clearance of umbrella sheds adjacent thereto. They will clear bay window of Penn Avenue interlocking tower 3 inches vertically and 3¼ inches horizontally.

900 (T). 3700, 3800, 3900 and 25400 class cabooses must not be moved under the following structures:

Kansas City Union Station —Train sheds;
Kansas City Terminal —Main St. viaduct;
Kansas City, Mo. —St. Louis Ave. viaduct.

900 (U). At Lawrence, grain aerator 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 aerator when this machine is in use or fouling track. Trainmen and enginemen must be on the lookout for this aerator at all times, day or night, and must not pass this machine when red lights are displayed.

SPECIAL RULES—SECOND SUBDIVISION McPHERSON AND PLAINVILLE BRANCHES

Reduce and Resume Speed Signs

10 (R). Referring to Operating Rule 10 (J), signs are located on engineer's side of track, except as follows:

Second Subdivision

Location	Direction	Sign	Located
M.P. 238.4 to 239.5	Eastward	Reduce Speed	On left side of track.
M.P. 323.3 to 324.0	Westward	Reduce Speed	North of siding, Wakeeney.
M.P. 424.9 to 425.0	Eastward	Reduce Speed	South of siding, Somena.

Switch Lights

27 (R). Switch lights will not be used on:
McPherson Branch.

Trains and engines must approach facing point switches on this branch prepared to stop if switch is not in normal position.

Train Register

83 (U). First class trains may register by registering ticket at Sharon Springs.

Clearances

96 (R). Clearance must be received as follows:

Ellis —all trains.
Plainville —all trains.

96 (T).

A Clearance Received At	By	Will Confer the Same Authority On	As When Received At
Ellis.	Westward trains.	Second Subdivision.	Salina.
Ellis.	Eastward trains.	Second Subdivision.	Sharon Springs.

Railroad Crossings and Junctions

98 (R). 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
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.
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).
Lincoln Center. (M.P. 33.8)	A.T.&S.F.	U.P.	Gate.

Flag Protection

99 (T). Trains may be relieved from protecting against following extra trains by the use of Example (7) of train order Form E, only as follows:

Second Subdivision, between Ellis and Sharon Springs;
McPherson Branch; Plainville Branch.

99 (U). On Plainville and McPherson Branches, between 7:30 A.M. and 5:01 P.M. daily except Saturday and Sunday, all extra trains must run at restricted speed, looking out carefully 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 within one half the distance track is seen to be clear, sounding whistle frequently at such points with two long, one short and one long blast of engine whistle.

Exchanging Signals and Inspection of Trains

713 (T). Referring to Operating Rules 713, 713 (A) and 713 (B). The following additional requirements must be observed in the operation of passenger trains:

Trainmen and enginemen, in addition to exchanging signals with operators or other employes at train order stations, must look their train over on curves, at stations where train order signals are located, when passing through yard limits and, in addition, they must inspect train on curves, as follows:

M. P. 221.9 and M. P. 222.4 M. P. 324.3 and M. P. 324.8
M. P. 256.4 and M. P. 256.9 M. P. 363.0 and M. P. 363.6
M. P. 296.3 and M. P. 297.0 M. P. 401.3 and M. P. 401.8

On curves indicated above, at train order stations, and after passing through yard limits, a trainman at rear of the train must exchange signals with a member of the crew in cab of locomotive, such signals to indicate whether or not train is running properly.

Any exceptions noted must be promptly investigated and condition known to be safe before permitting train to proceed.

Movements at Stations

802 (V). At Russell, before making switch movements, it must be known that cars on dock spur and house track do not foul north elevator track; also that cars on south side cross-over switch do not foul east end of south elevator track.

Track Restrictions

899 (R). Unless specifically authorized, Gas Turbine Electric Locomotives must not be operated on branch lines or industry tracks without permission from dispatcher or other officer.

Engines are classified as follows:

DE-Road—All F-7, GP-7, F-9, GP-9, SD-7, GP-20, SD-24 units and 6-wheel truck passenger units.

DE-Switch—Alco road-switch units Nos. 280-1295; 1000HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1300-1304, 1800-1865 and 1870-1877.

On tracks listed below, only engines of types shown may be used:

Location	Track	Engines Permitted
All stations.....	All business and industry tracks, except as otherwise provided.	DE-road or switch, but must not exceed 5 MPH.
Quartzite.....	Cement track, beyond loading ramp.	None permitted.

Close Clearances

900 (R). 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 by locations shown below account close clearance:

Continued on Page 11.

Location	Structure or Obstruction	Clearance of Engine or Car Is Close At—
At all stations.....	Mail cranes.....	Side.
Second Subdivision.		
M.P. 187.12.....	Bridge.....	Sides.
M.P. 195.06.....	Bridge.....	Sides and top.
Brookville.....	Train order delivery crane	Side.
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.
McPherson Branch.		
Between 8 poles west of M.P. 3 and 4 poles east of M.P. 4.....	Anchor posts and tie wires west side of track.....	Side.
M.P. 21.42.....	Bridge.....	Top.
Plainville Branch.		
M.P. 1.16.....	Bridge.....	Sides.
M.P. 10.69.....	Bridge.....	Sides and top.
M.P. 33.36.....	Overhead bridge.....	Sides and top.
M.P. 33.45.....	Overhead bridge.....	Sides and top.
M.P. 33.66.....	Overhead bridge.....	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.

Air Brake Rules

1035 (R). On passenger trains, running air test must be made at the following points:
 M. P. 210.5 Second Subdivision —Westward;
 M. P. 216.7 Second Subdivision —Eastward;
 M. P. 75.5 Plainville Branch —Eastward and westward.

1043 (S). Inspection required by Air Brake Rule 1043 (D) (Revised March 1, 1958), must be made as follows:
 Salina —All eastward and westward trains.

Location	Structure or Obstruction	Clearance of Engine or Car Is Close At—
At all stations.....	Mail cranes.....	Side.
Second Subdivision.		
M.P. 187.12.....	Bridge.....	Sides.
M.P. 195.06.....	Bridge.....	Sides and top.
Brookville.....	Train order delivery crane	Side.
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.
McPherson Branch.		
Between 8 poles west of M.P. 3 and 4 poles east of M.P. 4.....	Anchor posts and tie wires west side of track.....	Side.
M.P. 21.42.....	Bridge.....	Top.
Plainville Branch.		
M.P. 1.16.....	Bridge.....	Sides.
M.P. 10.69.....	Bridge.....	Sides and top.
M.P. 33.36.....	Overhead bridge.....	Sides and top.
M.P. 33.45.....	Overhead bridge.....	Sides and top.
M.P. 33.66.....	Overhead bridge.....	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.

SPECIAL RULES—THIRD SUBDIVISION U. S. HOSPITAL BRANCH

Watch Comparison

3 (R). Conductors and engineers of westward C. R. I. & P. trains who have made and registered watch comparison at Phillipsburg or Goodland will not be required to make or register watch comparison at Limon.

Switch Lights

27 (R). Switch lights will not be used on:
U. S. Hospital Branch.

Trains and engines must approach facing point switches on this branch prepared to stop if switch is not in normal position.

Train Register

83 (U). First class trains may register by registering ticket at Sharon Springs, Hugo and Limon.

83 (V). Sandown Jct. is registering station only for C. R. I. & P. trains operating between Sandown Junction and D. & R. G. W. north-west yard. Conductors of such trains may register by registering ticket.

Movements in Yards

93 (R). When making movement between Sable and Bunell, engines must move expecting to find track occupied by U. S. Government engines.

Clearances

96 (R). Clearance must be received as follows:

Hugo —all trains;
Denver (r 36th Street. —all trains going to Kansas Division.

96 (S). At Pullman, trains are not required to receive clearance as per Operating Rule 96.

96 (T).

A Clearance Received At	By	Will Confer the Same Authority On	As When Received At
Hugo.	Westward trains.	Wyoming Division.	Pullman.
Hugo.	Westward trains.	Third Subdivision.	Sharon Springs.
Hugo.	Eastward trains.	Third Subdivision.	Pullman.
Limon.	Westward C.R.I. & P. trains.	Wyoming Division.	Pullman.
36th Street.	Trains going to Kansas Division.	Kansas Division.	Pullman.
Denver.	Trains going to Kansas Division.	Kansas Division.	Pullman.

Railroad Crossings and Junctions

98 (R). 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
Limon. (M.P. 550.5)	C.R.I. & P.	U.P.	Non-operative block signal displaying Stop indication.
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 (T).
Pullman. (M.P. 2.2)	Outbound main track.	Wyoming Division.	Block Signals. Special Rule 98 (U).
36th Street. (M.P. 1.8)	Outbound main track.	Westward.	Block Signals.

98 (T). 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 (U). 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 (T). Trains may be relieved from protecting against following extra trains by the use of Example (7) of train order Form E, only as follows:

Third Subdivision, between Sharon Springs and Hugo.

Exchanging Signals and Inspection of Trains

713 (T). Referring to Operating Rules 713, 713 (A) and 713 (B). The following additional requirements must be observed in the operation of passenger trains:

Trainmen and enginemen, in addition to exchanging signals with operators or other employes at train order stations, must look their train over on curves, at stations where train order signals are located, when passing through yard limits and, in addition, they must inspect train on curves, as follows:

M. P. 450.8 and M. P. 451.1 M. P. 568.6 and M. P. 569.2
M. P. 500.0 and M. P. 500.3 M. P. 598.4 and M. P. 598.8
M. P. 543.9 and M. P. 544.8

On curves indicated above, at train order stations, and after passing through yard limits, a trainman at rear of the train must exchange signals with a member of the crew in cab of locomotive, such signals to indicate whether or not train is running properly.

Any exceptions noted must be promptly investigated and condition known to be safe before permitting train to proceed.

Track Restrictions

899 (N). Unless specifically authorized, Gas Turbine Electric Locomotives must not be operated on branch lines or industry tracks without permission from dispatcher or other officer.

Engines are classified as follows:

DE-Road—All F-7, GP-7, F-9, GP-9, SD-7, GP-20, SD-24 units and 6-wheel truck passenger units.

DE-Switch—Alco road-switch units Nos. 1280-1295; 1000 HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1300-1304, 1800-1865 and 1870-1877.

On tracks listed below only engines of types shown may be used:

Location	Track	Engines Permitted
All stations.....	All business and industry tracks, except as otherwise provided.....	DE-road or switch, but must not exceed 5 MPH.
Denver.....	Safeway track, east of Colorado Blvd..... Public Service Company tracks.....	DE-switch. DE-switch.

Close Clearances

900 (R). 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 by locations shown below account close clearance:

Location	Structure or Obstruction	Clearance of Engine or Car Is Close At—
At all stations.....	Mail cranes.....	Side.
Third Subdivision.		
M.P. 514.94.....	Bridge.....	Sides.
M.P. 522.79.....	Bridge.....	Sides.
M.P. 534.63.....	Bridge.....	Sides.
Agate.....	Train order delivery crane.....	Side.
Deer Trail.....	Train order delivery crane.....	Side.
M.P. 592.09.....	Bridge.....	Sides.
M.P. 602.15.....	Bridge.....	Sides.
Strasburg.....	Train order delivery crane.....	Side.
M.P. 607.80.....	Bridge.....	Sides.
Bennett.....	Train order delivery crane.....	Side.
Denver.....	Signals 22 and 24.....	Side.

900 (T). 3700, 3800, 3900 and 25400 class cabooses must not be moved under the following structures:

Denver Union Station —Umbrella sheds.

900 (X). 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.

Air Brake Rules

1043 (S). Inspection required by Air Brake Rule 1043 (D) (Revised March 1, 1958), must be made as follows:

Denver —all eastward trains.

SPECIAL RULES—FOURTH SUBDIVISION ST. JOSEPH AND MANHATTAN BRANCHES

Reduce and Resume Speed Signs

10 (R). Referring to Operating Rule 10 (J), signs are located on engineer's side of track, except as follows:

Fourth Subdivision

Location	Direction	Sign	Located
M.P. 7.2 to 7.4.	Westward.	Reduce speed.	On left side of track.
M.P. 36.7 to 37.1.	Westward.	Reduce speed.	On left side of track.
M.P. 43.4 to 45.6.	Westward.	Reduce speed.	On left side of track.
M.P. 48.2 to 49.0.	Westward.	Reduce speed.	On left side of track.
M.P. 58.3 to 58.8.	Westward.	Reduce speed.	On left side of track.
Hanover, within city limits.	Westward.	Reduce speed.	On left side of track.

Switch Lights

27 (R). Switch lights will not be used on:

Manhattan Branch, between Marysville and Manhattan.

Trains and engines must approach facing point switches on this branch prepared to stop if switch is not in normal position.

Train Register

83 (W). At Hiawatha, before fouling Missouri Pacific tracks by movement through a cross-over, flag protection as required by Operating Rule 99 must be provided. In addition, information required by Operating Rule S-83 must be obtained from train register in freight room at Hiawatha.

Clearances

96 (R). Clearance must be received as follows:
Marysville —all trains.

96 (T).

A Clearance Received At	By	Will Confer the Same Authority On	As When Received At
Topeka.	Westward Fourth Sub-division trains.	Fourth Subdivision.	Menoken.
Marysville.	Eastward St. Joseph Branch trains.	St. Joseph Branch.	Upland.

Railroad Crossings and Junctions

98 (R). 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
Frankfort. (M.P. 58.3)	M.P.		Automatic Interlocking and C.T.C. Special Rule 98 (V).
Marysville. (M.P. 114.2)	Branch main track crosses Passenger main track.		Stop. Operating Rules 98 and 98 (A).
Hanover. (M.P. 128.1)	C.B.&Q.		Automatic Interlocking and C.T.C. Special Rule 98 (V).
Endicott. (M.P. 147.1)	C.B.&Q.		Automatic Interlocking and C.T.C. Special Rule 98 (V).
Fairbury. (M.P. 152.7)	C.R.I.&P.		Automatic Interlocking and C.T.C. Special Rule 98 (V).
Fairbury. (M.P. 154.4)	C.R.I.&P.		Automatic Interlocking and C.T.C. Special Rule 98 (V).

Continued on opposite side.

98 (R). Continued.

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Belvidere. (M.P. 177.0)	C.B.&Q.		Automatic Interlocking and C.T.C. Special Rule 98 (V).
Davenport. (M.P. 191.2)	C.&N.W.		Automatic Interlocking and C.T.C. Special Rule 98 (V).
Edgar. (M.P. 200.5)	C.B.&Q.		Automatic Interlocking and C.T.C. Special Rule 98 (V).
Hastings. (M.P. 226.4)	M.P.		Automatic Interlocking and C.T.C. Special Rule 98 (V).
Hastings. (M.P. 227.2)	C.B.&Q.		Interlocking and C.T.C. Special Rule 98 (W).
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)	C.B. & Q.		Automatic Interlocking. Operating Rule 612.
Hiawatha. (M.P. 42.2)	M.P.		Automatic Interlocking. Operating Rule 612.
St. Joseph, Mo.	U.T.R.R.		Stop. Operating Rules 98 and 98 (A).

98 (V). 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 267, 528 and 612 at:

M. P. Crossing, Frankfort (M. P. 58.3);
C. B. & Q. 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);
C. B. & Q. Crossing, Edgar (M. P. 200.5).

In compliance with Operating Rules 267 and 612 at:

C. B. & Q. Crossing, Endicott (M. P. 147.1);
C. R. I. & P. Crossing, Fairbury (M. P. 154.4);
C. B. & Q. Crossing, Belvidere (M. P. 177.0);
M. P. Crossing, Hastings (M. P. 226.4).

98 (W). At C. B. & Q. 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, but need not receive Form C clearance.

Flag Protection

99 (T). Trains may be relieved from protecting against following extra trains by the use of Example (7) of train order Form E, only as follows:

Fourth Subdivision, between Hastings and Grand Island;
St. Joseph Branch; Manhattan Branch.

99 (V). On Fourth Subdivision between Hastings and Grand Island and on Manhattan Branch (those portions not abandoned between Manhattan and Marysville), between 7:30 A.M. and 5:01 P.M., daily except Saturday and Sunday, and on St. Joseph Branch between Upland and Troy, between 7:30 A.M. and 5:01 P.M., daily except Saturday, Sunday, Monday and Tuesday all extra trains must run at restricted speed looking out carefully 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 within one half the distance track is seen to be clear, sounding whistle frequently at such points with two long, one short and one long blast of engine whistle.

Public Crossings

103 (N). 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.

Switches

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

- Manhattan, Manhattan Branch main track switch just north of Poyntz Ave.—for passenger station;
- Troy, junction switch—for C. R. I. & P. main track.

Centralized Traffic Control System

266 (R). Clearance Form B need not be received by trains or engines entering C.T.C. territory between Topeka and Menoken, nor by St. Joseph Branch trains entering C.T.C. territory at Marysville or Upland, but must be governed by signal indication and instructions from dispatcher or operator.

266 (S). Westward Fourth Subdivision trains must receive C.T.C. clearance Form B at Topeka, which will confer same authority on Fourth Subdivision as when received at Menoken.

266 (T). Westward helper engines stopped by Stop signal at east end of Hanover need not receive Form C clearance but may proceed on main track as far as helper track switch when given verbal authority by dispatcher.

267 (R). C.T.C. Stop signals, located as follows, are designated as "starting signals":

- Marysville—Eastward signal at west end passenger depot platform.
—Westward signal at M. P. 114.2.
- Hastings —Eastward signal from Grand Island, near 12th Street.
—Eastward signal near 12th Street.
—Westward signal M. P. 1.4.

When stopped by a "starting signal," member of crew must communicate with dispatcher or operator and be governed by his instructions. Flagman need not be sent ahead unless instructed to do so by dispatcher or operator, but movement must be made at restricted speed and Operating Rule 267 must be complied with.

267 (S). At Hastings, when first eastward "A" signal east of yard office displays Approach indication, switching movement is authorized between that point and C. B. & Q. Crossing.

Eastward train must not proceed on such indication except on verbal authority from dispatcher.

267 (T). At Hastings, when westward C.T.C. signals at west end of yard display Approach indication, switching movement is authorized between that point and C.T.C. signal at M. P. 4, Hastings Branch. A westward train must not proceed on such indication except on verbal authority from dispatcher.

267 (U). In C.T.C. territory between Topeka and Hastings, push-buttons have been installed in telephone booths of relay houses at dual control switch locations for emergency use when the dispatcher cannot clear signals or when a Stop indication is displayed and communication has failed.

Two push-buttons are installed at each location, one marked "East" and the other marked "West" and the operation of the button for the proper direction will, when conditions permit, cause signals to clear for the movement. The following will govern:

Emergency push-buttons installed in telephone booths of relay houses at dual control switch locations may be used in an attempt to obtain proceed signal indication only when so instructed by dispatcher, or when communication fails.

When instructed by dispatcher to use emergency button and a Clear indication is received, train or engine may proceed in accordance with signal indications.

When stopped by a Stop indication and communication has failed, proper push-button may be used, and if a Clear indication is then displayed, the train or engine may proceed, but must move at restricted speed to the next Stop signal in advance, keeping close lookout for track car or obstruction. A report must be made by wire to Superintendent and Chief Dispatcher at first stop or first open telegraph office.

Interlocking

605 (R). To indicate the route to be used, the following whistle signals will be used:

At Hastings (M. P. 227.2):

- For main track..... —
- For diverging track..... — 0

Exchanging Signals and Inspection of Trains

713 (U). Due to excessive slack action on eastward trains, a trainman need not be on rear platform when passing station at Herkimer if it can be seen that there are no messages or orders to pick up.

811 (V). To afford carmen opportunity to make roll-by inspection, a speed of 10 MPH must not be exceeded by freight trains passing inspection points at Marysville and Hastings.

Track Restrictions

899 (R). Unless specifically authorized, Gas Turbine Electric Locomotives must not be operated on branch lines or industry tracks without permission from dispatcher or other officer.

Engines are classified as follows:

DE-Road—All F-7, GP-7, F-9, GP-9, SD-7, GP-20, SD-24 units and 6-wheel truck passenger units.

DE-Switch—Alco road-switch units Nos. 1280-1295; 1000 HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1300-1304, 1800-1865 and 1870-1877.

On tracks listed below, only engines of types shown may be used:

Location	Track	Engines Permitted
All stations.....	All business and industry tracks, except as otherwise provided.....	DE-road or switch, but must not exceed 5 MPH.
M.P. 238.84 Fourth Sub- division.....	Industry track.....	None permitted beyond two car lengths from east end of loading dock.

Close Clearances

900 (R). 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 by locations shown below account close clearance:

Location	Structure or Obstruction	Clearance of Engine or Car Is Close At—
At all stations.....	Mail cranes.....	Side.
Fourth Subdivision.		
M.P. 20.51.....	Bridge.....	Sides.
M.P. 114.40.....	Bridge.....	Sides and top.
M.P. 117.75.....	Bridge.....	Sides.
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.
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.
M.P. 187.79.....	Overhead bridge.....	Sides and top.

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 Moray	Moray to Hamlin	Hamlin to Marysville	Menoken to Marysville	Marysville to Hanover	Hanover to Hastings	Marysville to Beatrice
EMD GP-7 1500 H.P.	100 to 129	4320	1510	1950	1640	2150	1950	1640	2600	1640	2850	3610
EMD GP-9 1750 H.P.	130 to 349	4320	1510	1950	1640	2150	1950	1640	2600	1640	2850	3610
EMD F-7 1500 H.P.	1400 to 1496	4320	1510	1950	1640	2150	1950	1640	2600	1640	2850	3610
EMD F-9 1750 H.P.	500 to 542	4320	1510	1950	1640	2150	1950	1640	2600	1640	2850	3610
EMD GP-20 2000 H.P.	700 to 729	4040	1440	1690	1550				2550	1550	2690	3390
ALCO 1500 H.P.	1600 to 1643	4320	1510	1950	1640	2150	1950	1640	2600	1640	2850	3610
Baldwin 1600 H.P.	1260 to 1265					2800	2530	2130				

Type of Unit	Numbers	Denver to Cedar Point Kit Carson to First View McAllaster to Winona	Cedar Point to Kit Carson First View to McAllaster Winona to Ellis	Ellis to Ellsworth	Ellsworth 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
EMD GP-7 1500 H.P.	100 to 129	1640	3610	3330	1680	4320	1510	3800	1410	4320	5360	1710	2400	2700	2700
EMD GP-9 1750 H.P.	130 to 349	1640	3610	3330	1680	4320	1510	3800	1410	4320	5360	1710	2400	2700	2700
EMD F-9 1750 H.P.	500 to 542	1640	3610	3330	1680	4320	1510	3800	1410	4320	5360	1710	2400	2700	2700
EMD GP-20 2000 H.P.	700 to 729	1550	3390	3130	1590	4040					4990	1520	2270	2550	2550
EMD F-7 1500 H.P.	1400 to 1496	1640	3610	3330	1680	4320	1510	3800	1410	4320	5360	1710	2400	2700	2700
ALCO 1500 H.P.	1600 to 1643	1640	3610	3330	1680	4320	1510	3800	1410	4320	5360	1710	2400	2700	2700
Baldwin 1600 H.P.	1260 to 1265						1970	4940	1830	5620					

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