

UNION PACIFIC RAILROAD COMPANY

Eastern District



KANSAS DIVISION
TIME-TABLE
No. 48

Effective Monday,
May 1, 1972

At 12:01 A.M.
 Central Time East of Ellis and on Plainville Branch
 Mountain Time West of Ellis

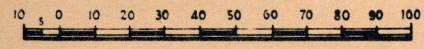
Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

EASTERN DISTRICT
KANSAS DIVISION

CORRECTED TO SEPT. 23, 1971

Scale of Miles



O. A. DURRANT
General Manager

J. BOWEN
Genl. Supt. Transportation

S. D. GATCHELL
General Superintendent

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

KANSAS CITY — JUNCTION CITY

H. W. LANDRETH, Chief Train Dispatcher Kansas City, Kan.
L. D. OGLE, Assistant Chief Train Dispatcher Kansas City, Kan.
R. W. GRAFF, Assistant Chief Train Dispatcher Kansas City, Kan.

MENOKEN — GRAND ISLAND

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

JUNCTION CITY — DENVER

J. W. SMITH, Chief Train Dispatcher Kansas City, Kan.
P. L. MOBLEY, Assistant Chief Train Dispatcher Kansas City, Kan.

| TIME PER MILE | MPH | TIME PER MILE | MPH |
|---------------|------|---------------|------|
| 40" | 90. | 1' 8" | 52.9 |
| 41" | 87.8 | 1' 9" | 52.1 |
| 42" | 85.7 | 1' 10" | 51.4 |
| 43" | 83.7 | 1' 11" | 50.7 |
| 44" | 81.8 | 1' 12" | 50. |
| 45" | 80. | 1' 15" | 48. |
| 46" | 78.3 | 1' 20" | 45. |
| 47" | 76.6 | 1' 25" | 42.3 |
| 48" | 75. | 1' 30" | 40. |
| 49" | 73.5 | 1' 35" | 37.9 |
| 50" | 72. | 1' 40" | 36. |
| 51" | 70.6 | 1' 45" | 34.3 |
| 52" | 69.2 | 1' 50" | 32.7 |
| 53" | 67.9 | 1' 55" | 31.3 |
| 54" | 66.6 | 2' | 30. |
| 55" | 65.4 | 2' 15" | 26.6 |
| 56" | 64.2 | 2' 30" | 24. |
| 57" | 63.1 | 2' 45" | 21.8 |
| 58" | 62. | 3' | 20. |
| 59" | 61. | 3' 30" | 17.1 |
| 1' | 60. | 4' | 15. |
| 1' 1" | 59. | 5' | 12. |
| 1' 2" | 58. | 6' | 10. |
| 1' 3" | 57.1 | 7' | 8.6 |
| 1' 4" | 56.2 | 8' | 7.5 |
| 1' 5" | 55.3 | 10' | 6. |
| 1' 6" | 54.5 | | |
| 1' 7" | 53.7 | | |

MILEAGE

| | |
|---------------------|---------|
| Main Line | 852.30 |
| Branches | 511.90 |
| Total | 1364.20 |

LOCATION OF STANDARD CLOCKS

| | | | |
|----------------------------|---------------------------------|-------------------------------|--|
| Kansas City, Kans. | Dispatcher's Office | Hugo | Telegraph Office |
| Armstrong | Yard Office | Pullman | Yard Office |
| Armstrong | Roundhouse | Pullman | Roundhouse, Engine Dispatcher's Office |
| Fairfax District | North Yard Office | Denver, 36th Street | Register Room |
| Fairfax District | Quindaro Yard Office | Denver, 29th Street | Yard Office |
| Kaw Junction | Telegraph Office | Denver | Conductor's Room, Freight Station |
| Lawrence | Telegraph Office | Denver, 23rd Street | Register Room |
| Topeka | Telegraph Office | Denver | "U. D." Telegraph Office |
| Topeka | Engineer's Wash Room | Plainville | Telegraph Office |
| Topeka | Yard Office | St. Joseph | Terminal Yard Office |
| Junction City | Telegraph Office | St. Joseph | Engineer's Locker Room |
| Salina | Register Room, Union Station | Marysville | Telegraph Office |
| Salina | Telegraph Office, Union Station | Hastings | Yard Office |
| Salina | Yard Office | Grand Island | Telegraph Office |
| Salina | Roundhouse | Grand Island | Engine Dispatcher's Office |
| Ellis | Telegraph Office | Grand Island | Yard Office |
| Oakley | Telegraph Office | Beatrice | Telegraph Office |
| Sharon Springs | Telegraph Office | | |

SYMBOLS AND ABBREVIATIONS

| | |
|---|---|
| 6. The following letters, placed before the time in a schedule, indicate: s — regular stop; f — flag stop to receive or discharge traffic; A — arrive. | 6 (B). The following letters, placed in column provided in the time-table, indicate: A — automatic interlocking; F — fueling station; I — manual interlocking; P — dispatcher's telephone; T — turntable; X — cross-over; Y — wye. |
| 6 (A). The following letters, placed in column with station name, in time-table indicate: D — day operator; R — train register; N — night operator; YL — yard limits. | |

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

Designation "Psgr."— Train with Diesel locomotive and all passenger train equipment.
Designation "Frt."— Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars; other than train equipment.

GENERAL

| Location | Miles Per Hour | Location | Miles Per Hour |
|---|----------------|---|----------------------|
| Moving against the normal current of traffic on a main track, unless otherwise specified by train order. | 30 | Trains handling wrecking derricks: -American Hoist derricks 903045, 903046 and 903047. Other derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.) | 60 40 35 20 |
| When using No. 20 turnouts, unless a different speed is specified. | 40 | | |
| When using No. 14 turnouts. | 25 | | |
| When using other turnouts. | 15 | | |
| Facing point movement over spring switches not protected by signals, unless advised by train order that switch has been spiked. | 20 | Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main lines — tangent track. On main lines — curves. On branch lines. | 35 25 25 |
| Within yard limits protected by continuous block signal system. | 35 | | |
| Within yard limits not protected by continuous block signal system. | 20 | Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.) | 35 |
| On tracks other than main tracks unless a different speed is specified. | 15 | Jordan spreaders and other machines of spreader type, when in operation with wings extended. | 15 |
| Road freight locomotives GP-7 units Nos. 100-129 inclusive. Other road freight locomotives. | 65 | Trains handling diesel units dead in train: Yard-switch units of any type. Foreign line, government, export or commercial units other than yard-switch type. Union Pacific road-switch units of Alco or Baldwin type. | 35 45 45 |
| Yard switch locomotives in road service: 1000-1100 class. 1800 class. | 35 50 | | |
| Car body type unit backing up light or backing up as leading unit at front of train. | 30 | Wye tracks, except those portions used as main track or siding. | 6 |
| When multiple unit engine is controlled from other than leading unit. | 30 | Trains handling specially equipped cars for company wheels and axles: UP 99000 - 99014 inclusive and UP 99500 - 99962. | 50 |
| Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent. | 35 | | |
| Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus. | 50 | On inside tracks at stations indicated below. | 5 |
| Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track. On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through crossovers or turnouts. | 40 10 | DENVER CUT-OFF, SALINA SUBDIVISION. Fort Riley —House Ellsworth —South Elevator Wilson —Mill Spur Bunker Hill —House | |
| Trains handling UP ore cars 26000 to 26499, under load or empty. | 40 | LEAVENWORTH BRANCH —All sidings. SOLOMON BRANCH —All sidings. PLAINVILLE BRANCH —All sidings. McPHERSON BRANCH —All sidings. | |
| Unit coal trains. | 50 | ST. JOSEPH BRANCH — All sidings and other inside tracks. | |

FIRST SUBDIVISION

| WESTWARD | | | Time Table No. 48 May 1, 1972 | | EASTWARD | | | |
|--------------|---------------------------|---------------------------|----------------------------------|------------------------------|-----------------|-------------|--------------|-----------------------------|
| CARS | LENGTH OF SIDINGS FEET | SECOND CLASS | FIRST CLASS | STATIONS | MILE POST | FIRST CLASS | SECOND CLASS | RULE 6(B) |
| | | 217 Daily Exc. Sun. | 117 Daily | | | 118 | 218 | |
| | | | | UNION STATION | 0.0 | | | P |
| | | | | KANSAS CITY, KAN. 0.8 | 2.5 | | | FTY |
| | | | | TERMINAL JCT. YL 0.9 | 3.3 | | | PX |
| | | | | C.R.I. & P. JCT. YL 0.7 | 4.2 | | | X |
| | | | 8.22 AM | DN-R KAW JCT. YL 4.6 | 4.9 | 10.25 PM | | PX |
| C83 | 4822 | | 8.28 | MUNCIE 8.0 | 9.5 | 10.20 | | PX |
| C51 | 3052 | | 8.37 | D BONNER SPRINGS 0.5 | 17.5 | 10.12 | | P |
| | | | | A. T. & S. F. CROSS 10.3 | 18.0 | | | IP |
| C109 | 6245 | | 8.50 | LINWOOD 11.3 | 28.3 | 9.57 | | PX |
| C82 | 4758 | | 9.03 | DN LAWRENCE YL 12.5 | 39.6 | 9.45 | | PX |
| C110 | 6317 | | 9.15 | PERRY 15.4 | 52.1 | 9.30 | | PX |
| | | | | A. T. & S. F. CROSS. 0.5 | 67.5 | | | IPX |
| W199 E105 | 11239 6062 | | 9.35 | DN-R TOPEKA YL 0.2 | 68.0 | 9.12 | | FPX |
| | | | | C. R. I. & P. CROSS. 4.7 | 68.2 | | | I |
| 107 | 6167 | | A 9.42 AM | MENOKEN 7.9 | 72.9 | 8.59 PM | | PY |
| 114 | 6523 | | | GROVE 7.6 | 7.9 | | | P |
| 35 | 2212 | | | DELIA 6.7 | 15.5 | | | P |
| 112 | 6452 | | | D EMMETT GC 5.4 | 22.2 | | | P |
| 130 | 7411 | | | AIKINS 9.5 | 27.6 | | | P |
| 113 | 6502 | | | D ONAGA GA 8.9 | 37.1 | | | P |
| 113 | 6483 | | | NOLAN 3.2 | 46.0 | | | P |
| 32 | 2024 | | | LILLIS 4.8 | 49.2 | | | P |
| 113 | 6497 | | | SULLIVAN 4.6 | 54.0 | | | P |
| | | | | M. P. CROSSING 0.2 | 58.6 | | | AP |
| 114 | 6527 | | | D FRANKFORT FN 5.2 | 58.8 | | | P |
| 113 | 6495 | | | WINIFRED 6.2 | 64.0 | | | P |
| | | | | UPLAND 70.2 (137.3) | 70.2 | | A 6.10 AM | P |
| 115 | 6603 | | 9.10 PM | DN-R MARYSVILLE YL MS 5.5 | 75.7 (142.8) | | 5.50 AM | FPTY |
| | | | A 9.23 PM | | | | | |
| | | | | 148.6 | | | | Daily Daily Exc. Sun. |

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

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

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

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

SPEED RESTRICTIONS — FIRST SUBDIVISION

| Location | Miles Per Hour | Location | Miles Per Hour | Location | Miles Per Hour |
|---|----------------|---|----------------|---|----------------|
| Maximum speed | 65 | Between Mile Posts— Lawrence, within city limits. | 25 | Between Mile Posts— Onaga 39.3 and 40.9. | 50 |
| Light engines. | 35 | 39.5 and 40.1 (Note)** | 25 | 42.0 and 42.8. | 50 |
| Between Mile Posts— Terminal Jct., 3.28 and 3.30 | 25 | 42.5 and 43.1 | 60 | 43.4 and 45.6. *(Note) | 55 |
| Muncie 13.1 and 13.4 | 60 | Grantville 65.7 and 66.3 | 60 | Nolan 48.2 and 49.0. *(Note) | 55 |
| 16.3 and 17.2 | 55 | Topeka | | Lillis 56.6 and 57.8 | 55 |
| Bonner Springs 17.9 and 18.0 | 30 | 67.4 and 69.4 | 20 | 58.3 and 58.8. *(Note) | 30 |
| 20.1 and 20.5 | 60 | Menoken Through No. 20 equilateral 4.1 and 4.3. | 60 | Winifred 67.9 and 68.2. | 50 |
| Loring 21.4 and 21.8 | 60 | 6.0 and 6.2. | 55 | Upland 110.1 and 111.5 | 50 |
| 23.6 and 23.9 | 60 | 7.2 and 7.4. *(Note) | 55 | Marysville Freight trains entering and using yard tracks. | 10 |
| 25.3 and 25.6 | 60 | Grove 8.8 and 9.0. | 55 | Over street crossings. | 10 |
| 26.3 and 26.6 | 60 | Emmett 26.5 and 26.9. | 50 | After all crossings occupied | 20 |
| 27.5 and 27.8 | 60 | Aikins 33.6 and 33.9. | 55 | | |
| Linwood 30.8 and 31.0 | 60 | 36.7 and 37.1. *(Note) | 50 | | |
| 33.1 and 33.4 | 60 | | | | |
| 36.5 and 36.9 | 50 | | | | |

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

Additional Stations

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

SECOND SUBDIVISION

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

CENTRALIZED TRAFFIC CONTROL

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

Additional Stations

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

| SPEED RESTRICTIONS | |
|--|-----|
| Location | MPH |
| Maximum speed | 65 |
| Light engines. | 35 |
| Between Mile Post—Marysville Freight trains entering and using yard tracks. | 10 |
| 115.7 and 116.2. | 55 |
| Herkimer 118.6 and 119.1. | 50 |
| 121.1 and 126.9. | 50 |
| Hanover Within city limits. *(Note) | 35 |
| 134.1 and 136.5 | 50 |
| Hollenberg 140.0 and 140.3. | 50 |
| 140.7 and 141.7. | 35 |
| Steele City 142.2 and 142.7. | 50 |
| 145.3 and 145.5. | 50 |
| Endicott B. N. Crossing M. P. 147.1. | 50 |
| Fairbury, between C.R.I.&P. Crossing M. P. 152.6 and M.P. 153.5. | 40 |
| 155.1 and 155.4 | 50 |
| 156.2 and 156.5 | 55 |
| 157.5 and 157.9. | 55 |
| 160.0 and 160.3. | 55 |
| 163.5 and 163.8. | 60 |
| 164.9 and 166.3. | 50 |
| Alexandria 175.5 and 175.9. | 50 |
| Belvidere B. N. Crossing M. P. 177.0. | 45 |
| 177.2 and 177.4 | 55 |
| 181.7 and 182.0. | 55 |
| Carleton 184.5 and 184.8. | 55 |
| 185.3 and 185.9. | 55 |
| 190.0 and 190.5. | 55 |
| C. & N. W. Crossing M. P. 191.2. | 55 |
| Edgar B. N. Crossing M. P. 200.5. | 50 |
| Hastings M. P. 226.7 Second Subdivision to M. P. 2.1 Gibbon cutoff. | 20 |
| *Note — Reduce speed sign for westward train on left side of track. | |

ST. JOSEPH BRANCH

SPEED RESTRICTIONS

| WESTWARD | | Time Table No. 48 May 1, 1972 | | EASTWARD | | Location | | MPH |
|-------------------|--------------|----------------------------------|-------------------------|-----------|--------------------|-----------|--|-----|
| LENGTH OF SIDINGS | SECOND CLASS | STATIONS | | MILE POST | SECOND CLASS | RULE 6(B) | | |
| CARS | FEET | 217 Daily Exc. Sun. | | | 218 | | | |
| | | | ST. JOSEPH YL | 0.0 | | Y | | |
| | | 5.00 PM | DN-R TERMINAL YD. YL MK | | A 11.10 AM | PT | | |
| 10 | 807 | 5.40 | D-R TROY YL RO | 13.9 | 10.20 | | | |
| 24 | 1577 | 5.59 | SEVERANCE | 24.3 | 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 | SUMMITT | 94.4 | 6.45 | | | |
| 27 | 1770 | 8.51 | BEATTIE | 99.3 | 6.35 | | | |
| | | 9.03 | HOME | 105.2 | 6.20 | | | |
| | | A 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.

MANHATTAN BRANCH

SPEED RESTRICTIONS

| WESTWARD | | Time Table No. 48 May 1, 1972 | | EASTWARD | | Location | | MPH |
|-------------------|--------------|----------------------------------|----------------------------|-----------|--------------|-----------|--|-----|
| LENGTH OF SIDINGS | SECOND CLASS | STATIONS | | MILE POST | SECOND CLASS | RULE 6(B) | | |
| CARS | FEET | 471 Daily | | | 472 | | | |
| | | | BESTWALL | 144.5 | | | | |
| | | 1.00 AM | DN-R MARYSVILLE YL MS | 134.2 | A 6.30 AM | FPT | | |
| 20 | 1394 | 1.25 | 8.3 MARIETTA | 125.9 | 6.05 | | | |
| | | 1.35 | 1.5 OKETO | 124.4 | 6.00 | | | |
| 9 | 758 | 1.50 | D BARNESTON NR | 118.0 | 5.50 | | | |
| 84 | 4919 | | 3.7 BADGER | 114.3 | | | | |
| | | | 1.2 B. N. CROSSING | 113.1 | | A | | |
| 15 | 1121 | 2.05 | 2.8 BLUE SPRINGS | 110.3 | 5.35 | | | |
| | | 2.15 | 4.6 HOLMESVILLE | 105.7 | 5.25 | | | |
| | | | 8.5 C. R. I. & P. CROSSING | 97.2 | | | | |
| | | A 2.45 AM | DN-R BEATRICE YL BX | 96.8 | 5.00 AM | P | | |
| | | | (47.7) | | Daily | | | |

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

DENVER CUT-OFF – SALINA SUBDIVISION

| WESTWARD | | | Time Table No. 48 MAY 1, 1972 | | EASTWARD | | | CLEARANCE REQUIREMENTS |
|-------------------|-------------|--------------|----------------------------------|-----------|--------------------|-----------|--|------------------------|
| LENGTH OF SIDINGS | FIRST CLASS | 117 Daily | STATIONS | MILE POST | FIRST CLASS 118 | RULE 6(B) | | |
| CARS | FEET | | | | | | | |
| 107 | 6167 | 9.42 AM | MENOKEN | 72.9 | 8.59 PM | PY | Clearance must be received as follows: Junction City – All trains. Abilene – CRI&P depot – Westward CRI&P trains. AT&SF depot – Westward AT&SF trains Salina – All UP trains Eastward CRI&P and AT&SF trains CRI&P and AT&SF trains having received clearance at Abilene or Salina need not receive clearance at West Abilene or East Salina. Trains to or from First Subdivision need not receive clearance at Menoken. | |
| 85 | 4924 | 9.48 | SILVER LAKE | 78.7 | 8.53 | P | | |
| 119 | 6790 | 9.54 | D ROSSVILLE RV | 84.0 | 8.47 | P | | |
| 69 | 4072 | 10.01 | D ST. MARYS SY | 91.6 | 8.40 | P | | |
| 60 | 3558 | 10.07 | BELVUE | 97.8 | 8.34 | P | | |
| 126 | 7229 | 10.14 | D WAMEGO WA | 104.7 | 8.27 | P | | |
| 114 | 6762 | 10.35 | D MANHATTAN YL MH | 119.3 | 8.12 | P | | |
| | | | C. R. I. & P. CROSS. | 119.4 | | | | |
| 111 | 6360 | 10.49 | EAST FUNSTON | 131.6 | 7.57 | P | | |
| 93 | 5398 | 10.55 | D FORT RILEY FT | 135.7 | 7.52 | P | | |
| 103 | 5927 | 11.00 | DN-R JUNCTION CITY YL JN | 139.5 | 7.47 | FPY | | |
| 128 | 7312 | 11.08 | D CHAPMAN CM | 152.3 | 7.21 | P | | |
| 119 | 6812 | 11.23 | DN ABILENE YL AB | 163.7 | 7.10 | P | | |
| 105 | 6043 | 11.39 | A. T. & S. F. CROSS. | 164.5 | | I | | |
| | | 11.40 | WEST ABILENE YL | 164.7 | 7.03 | | | |
| W64 | 3791 | 11.48 | D SOLOMON YL SK | 172.3 | 6.56 | PY | | |
| E33 | 2093 | | NEW CAMBRIA | 180.4 | 6.48 | P | | |
| 70 | 4120 | 11.56 AM | EAST SALINA YL | 184.6 | 6.43 | P | | |
| | | 12.01 PM | DN-R SALINA YL SC | 186.6 | 6.40 | FPTY | | |
| | | 12.10 | A. T. & S. F. CROSS. | 187.2 | | | | |
| | | 12.50 | BAVARIA | 194.8 | 5.40 | P | | |
| 51 | 3095 | 1.01 | BROOKVILLE | 201.4 | 5.34 | P | | |
| 101 | 5882 | 1.07 | CARNEIRO | 211.6 | 5.24 | P | | |
| 37 | 2303 | 1.18 | D KANOPOLIS KA | 219.2 | 5.17 | PY | | |
| 47 | 2877 | 1.27 | DN ELLSWORTH YL WO | 223.7 | 5.10 | P | | |
| W84 | 4902 | 1.35 | ST. L. & S. F. CROSS. | 224.4 | | | | |
| E88 | 5103 | | D WILSON WN | 239.9 | 4.54 | P | | |
| | | 1.55 | DORRANCE | 246.4 | 4.49 | P | | |
| 55 | 3293 | 2.01 | D RUSSELL YL RU | 263.3 | 4.32 | P | | |
| 60 | 3580 | 2.01 | D GORHAM GJ | 272.4 | 4.23 | P | | |
| 62 | 3709 | 2.18 | D VICTORIA VC | 279.6 | 4.15 | P | | |
| | | 2.33 | D HAYS YL HA | 290.1 | 4.05 | P | | |
| 121 | 6905 | 2.47 | D HOG BACK | 298.8 | 3.55 | P | | |
| 42 | 2583 | 2.55 | DN-R ELLIS YL RT | 303.3 | 3.50 PM | FPY | | |
| | | A 3.05 PM | (230.4) | | | Daily | | |

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

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

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

SPEED RESTRICTIONS – DENVER CUT-OFF – SALINA SUBDIVISION

| Location | Miles Per Hour | Location | Miles Per Hour | Location | Miles Per Hour |
|--|----------------|--|----------------|--|----------------|
| Maximum speed. Between Menoken and Salina Between Salina and Ellis | 65 60 | Between Mile Post— 148.7 and 148.9 | 50 | Between Mile Posts— 213.1 and 215.3. | 25 |
| Silver Lake, within city limits. | 45 | 149.9 and 150.3 | 50 | 215.5 and 216.1. | 30 |
| Rossville, within city limits. | 45 | Chapman, within city limits | 40 | Kanopolis 221.9 and 222.4 | 25 |
| St. Marys, within city limits. | 25 | Abilene between Oplena and Elm Streets. | 25 | Ellsworth, over St. L. & S. F. Crossing. | 20 |
| Between Mile Posts— 94.7 and 95.0 | 50 | Abilene, over A. T. & S. F. Crossing. | 25 | 224.6 and 225.0. | 45 |
| Belvue 99.7 and 99.8 | 50 | 165.9 and 166.2 | 50 | 225.6 and 225.8. | 50 |
| 104.6 and 104.8* | 35 | 167.9 and 168.3 | 35 | 228.3 and 228.7. | 50 |
| Wamego 105.4 and 107.0 | 50 | 169.3 and 169.6 | 50 | 230.6 and 230.9. | 45 |
| 117.8 and 118.2 | 50 | Solomon 173.3 and 173.5* | 30 | Black Wolf 231.7 and 233.0. | 35 |
| 119.1 and 119.4 | 25 | New Cambria 181.2 and 181.3 | 50 | 235.0 and 236.2. | 35 |
| Manhattan 121.9 and 122.0 | 50 | Salina, over Ohio Street Crossing, over A. T. & S. F. Crossing. | 30 25 | 238.4 and 239.6* | 50 |
| 123.1 and 123.5 | 25 | 190.7 and 190.9. | 50 | Wilson, within city limits. | 40 |
| 124.7 and 125.3 | 45 | Bavaria 198.4 and 198.7. | 50 | 242.3 and 242.8 | 50 |
| Eureka Lake 129.2 and 129.3 | 50 | Brookville 201.7 and 202.2. | 50 | Dorrance 249.5 and 250.0. | 45 |
| East Funston 132.5 and 132.7* | 50 | 203.9 and 208.1. | 50 | Bunker Hill 256.4 and 257.0. | 50 |
| 133.7* and 137.2* | 30 | 208.4 and 209.4. | 45 | Balta 270.1 and 270.5. | 50 |
| Junction City 141.0 and 141.5 | 50 | 210.0 and 211.1. | 25 | Victoria, within city limits. | 40 |
| 143.6 and 145.3 | 25 | Carneiro 211.3 and 212.8. | 30 | Hays, within city limits. | 35 |
| | | 297.5 and 297.8. | 50 | Yocemento 296.5 and 296.9. | 50 |
| | | Ellis | | | |

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

*REDUCE SPEED AND RESUME SPEED SIGNS

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

DENVER CUT-OFF – DENVER SUBDIVISION

| WESTWARD | | | Time Table No. 48 May, 1, 1972 | EASTWARD | | |
|-------------------|--------------|---------------------|-----------------------------------|---|-------------|-----------------------|
| LENGTH OF SIDINGS | | FIRST CLASS | | MILE POST | FIRST CLASS | RULE 6(B) |
| CARS | FEET | 117 | | | 118 | |
| | | Daily | 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 |
| 28 | 1798 | 2.49 | D | 13.5 COLLYER JY | 335.8 | 1.55 P |
| 40 | 2488 | 2.57 | D | 7.5 QUINTER QN | 343.3 | 1.47 P |
| 55 | 3519 | 3.05 | | 7.6 BUFFALO PARK | 350.9 | 1.40 P |
| 34 | 2143 | 3.10 | D | 5.4 GRAINFIELD GF | 356.3 | 1.35 P |
| 42 | 2594 | 3.19 | D | 8.9 GRINNELL GD | 365.2 | 1.27 P |
| 46 | 2816 | 3.40 | DN | 12.2 OAKLEY YL OQ | 377.4 | 1.15 FPY |
| 42 | 2604 | 3.50 | | 8.7 MONUMENT | 386.1 | 12.57 P |
| 35 | 2182 | 4.02 | | 12.9 WINONA | 399.0 | 12.45 P |
| 33 | 2066 | 4.25 | | 22.1 WALLACE | 421.1 | 12.23 P |
| 34 | 1745 | 4.45 | DN-R | 8.7 SHARON SPRINGS YL PS | 429.8 | 12.15 PM PY |
| 51 | 3082 | 4.58 | | 12.0 WESKAN | 441.8 | 11.50 AM P |
| 33 | 2106 | 5.09 | | 11.3 ARAPAHOE | 453.1 | 11.39 P |
| 43 | 2634 | 5.20 | D | 9.9 CHEYENNE WELLS CW | 463.0 | 11.30 P |
| 43 | 2619 | 5.30 | | 10.5 FIRST VIEW | 473.5 | 11.20 P |
| 47 | 2834 | 5.45 | | 14.2 KIT CARSON | 487.7 | 11.07 P |
| 42 | 2585 | 6.15 | | 10.4 BOYERO | 518.0 | 10.38 P |
| 79 | 4643 | 6.25 | | 8.3 CLIFFORD | 526.3 | 10.30 P |
| 68 | 4001 | 6.40 | DN-R | 9.2 HUGO YL HU | 535.5 | 10.20 PY |
| 39 | 2412 | 7.00 | DN | 15.0 (C.R.I. & P. Crossing) LIMON YL MN | 550.5 | 9.58 P |
| | | | | 0.1 LIMON JUNCTION YL | 550.6 | |
| 46 | 2597 | 7.06 | | 6.0 RIVER BEND | 556.6 | 9.50 P |
| 85 | 4941 | 7.12 | | 6.6 CEDAR POINT | 563.2 | 9.44 P |
| 42 | 2561 | 7.15 | | 3.9 BUICK | 567.1 | 9.40 P |
| 84 | 4837 | 7.20 | | 5.1 AGATE | 572.2 | 9.35 P |
| W22 E42 | 1505 2592 | 7.33 | | 12.0 DEER TRAIL | 584.2 | 9.22 P |
| 42 | 2558 | 7.39 | | 5.9 PEORIA | 590.1 | 9.16 P |
| 42 | 2582 | 7.45 | | 6.5 BYERS | 596.6 | 9.10 P |
| 48 | 2914 | 7.50 | D | 5.9 STRASBURG SR | 602.5 | 9.04 P |
| 83 | 4862 | 7.56 | | 6.4 BENNETT | 608.9 | 8.58 P |
| 45 | 2740 | 8.01 | | 4.8 MANILA | 613.7 | 8.53 P |
| 85 | 4967 | 8.05 | | 4.7 WATKINS | 618.4 | 8.49 P |
| 42 | 2590 | 8.11 | | 6.6 MESA | 625.0 | 8.42 P |
| 70 | 4132 | 8.16 | | 5.5 SABLE YL | 630.5 | 8.36 P |
| 88 | 5102 | 8.19 | | 2.7 ROYDALE YL | 633.2 | 8.32 PY |
| | | 8.20 | DN | 0.8 SANDOWN JCT. YL SW | 634.0 | 8.30 P |
| 58 | 3454 | 8.21 | | 0.3 SANDOWN YL | 634.3 | 8.25 P |
| | | A 8.25 PM | | 3.9 PULLMAN YL | 638.2 | 8.20 AM FPTY |
| | | | | (334.9) | | Daily |

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

CLEARANCE AND REGISTER REQUIREMENTS

Clearance must be received at:

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

Hugo – All trains.

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

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

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

BLOCK SIGNALS

SPEED RESTRICTIONS – DENVER CUT-OFF – DENVER SUBDIVISION

| Location | Miles Per Hour | Location | Miles Per Hour | Location | Miles Per Hour |
|--|----------------|---|----------------|---|----------------|
| Maximum speed. | 60 | Between Mile Posts– Winona 401.3 and 401.8. | 50 | Between Mile Posts– River Bend 558.6 and 559.3. | 40 |
| Between Mile Posts – Ellis 304.3 and 307.0 | 40 | 405.5 and 405.8. | 45 | 561.3 and 562.1. | 50 |
| Riga 311.4 and 311.8. | 50 | 419.6 and 420.5. | 50 | 562.9 and 567.2. | 45 |
| Wakeeney Between first crossing west and second crossing east of depot. | 25 | Wallace 424.9 and 425.0. | 50 | Deer Trail 587.2 and 589.8. | 40 |
| 323.3 and 324.0. *(Note) | 40 | Weskan 450.8 and 451.1. | 50 | Byers 598.9 and 601.5. | 50 |
| 330.2 and 330.6. | 50 | Arapahoe 454.5 and 454.6 | 50 | Strasburg 605.2 and 607.1. | 50 |
| 331.7 and 332.1. | 45 | Cheyenne Wells, within city limits. | 50 | Watkins 619.3 and 620.5. | 50 |
| 335.0 and 335.5. | 45 | 512.4 and 512.7. | 50 | Sable, over Peoria Street Crossing. MP 631.60 | 55 |
| Collyer 336.5 and 337.1. | 40 | 543.9 and 544.9. | 50 | Roydale On Rocky Mountain Arsenal trackage Between Wye and Arsenal gate Beyond gate | 10 5 |
| Oakley 383.4 and 384.3. | 50 | 546.2 and 546.6. | 50 | Denver, over grade crossings within city limits. | 25 |

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

Additional Stations

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

SPECIAL RULES – ALL SUBDIVISIONS

Standard Time

2 (R). Wrist watches approved for use under Rule 2 are:
Ball "Official Railroad Standard";
Ball "Automatic-Trainmaster" model;
Bulova "Accutron-Railroad Approved" model, including Calendar model;
Elgin "B. W. Raymond" model;
Hamilton electric "Railroad Special";
Longines Model "T-905" Railroad Watch;
Longines "Ultra-Chron Railroad Watch."

3 (R). Conductors and engineers of other railroads, who have made and registered watch comparison at beginning of trip or shift, will not be required to make and register watch comparison at initial station on Union 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
Manhattan Branch, Between Marysville and Bestwall
St. Joseph Branch, Between Upland and Troy.

Switches

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

Menoken— Equilateral turnout at connection of main track and running track;
— Turnout at connection of First Subdivision and Denver Cut-off;

No. 14 turnouts are installed at all dual control switches in CTC territory except as follows:

Topeka — CRI&P Junction;
— Switch at end of double track;
— Cross-over west end west long siding.

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

Siding Indicators

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

Hold Indicators

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

"Hold" indicators are located on the following signals:

| | |
|--------------------------------|------------------------------------|
| Westward | Eastward |
| Signal 375 | Signal 830 (Rossville) |
| (between Linwood and Lawrence) | Dwarf Signal M.P. 83.0 (Rossville) |
| | Signal 678 (Topeka) |
| | Signal 400 |
| | (between Perry and Lawrence) |

Staff System

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

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

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

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

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

Inspection of Trains

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

Employs must not remain in bay on side next to an adjacent track when meeting or passing another train on that track.

Inspection of such train must be made from rear platform of caboose.

715 (S). Referring to Rule 715(B). When practicable, member of crew on the engine must advise crew on rear of train by radio when train is being inspected by other employes.

Switching Cars

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

806 (R). Outfit cars converted from passenger train cars contain equipment highly subject to damage from slack action or rough handling.

These cars must be handled with air brakes cut in and operative.

Continuous Welded Rail Trains

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

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

WHEN LOADED

Maximum speed:

On unrestricted track — 40 MPH;

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

Through cross-overs or turnouts — 10 MPH.

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

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

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

WHEN EMPTY

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

Position of Cars in Trains

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

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

Instruction and exhibition cars 200-209 must be handled in rear of 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). Cars loaded with phosphorus must be entrained as near to rear of train as possible, but not nearer than sixth car from engine or occupied caboose.

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

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

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

Units Dead in Train

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

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

Inspection of Trains

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

Location of Hot Box Detectors

Read-out at Lawrence

Westward

M.P. 31.4 between Linwood and Lawrence

Eastward

M.P. 46.9 between Perry and Lawrence

Read-out at Kansas City

Westward and Eastward

M.P. 14.9 between Grove and Delia

M.P. 51.1 between Lillis and Sullivan

M.P. 159.5 between Hedrix and Alexandria

M.P. 198.9 between Davenport and Edgar

Riding on Engines

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

Rule 816 is modified accordingly.

Unattended Locomotives

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

(1) Hand brake will be set.

(2) Brake valve handles and reverser will be removed from control stand and placed in receptacle provided for same. Handling of

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

- (3) Engine will be shut down (unless temperature is below 35 degrees F.)
- (4) Windows will be closed and latched, and cab doors will be locked.
- (5) Wooden blocking will be placed under front and back of one pair of wheels.
- (6) Battery switch will be pulled.

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

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

Engine Service

876 (R). Referring to Rule 876. The fireman, when competent, may 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 enginehouses and servicing facilities, the following applies:

1. Safety control feature must be cut in in all cases.
2. On road freight power, after throttle is initially opened, sufficient time must be allowed for engine and generator to build up sufficient current to move the locomotive.
3. In case of emergency requiring shorter stop than can be made with independent brake, automatic brake valve should be placed in emergency position which will automatically reduce the engine speed to idle.

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

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

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

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

When operating with foreign line units in any consist, whether all of one road or mixed with Union Pacific units, arrange to keep locomotive brakes released by actuating brakes off when automatic brake valve is used 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 not be closed until engineer has made 20-pound brake pipe reduction and has sounded one long sound of engine whistle. In all cases, angle cock must be left open on portion of train or cars left standing.

Those portions of Air Brake Rule 1066 relative to handling angle cocks are modified accordingly.

This does not modify the requirements of Air Brake Rules 1030(B) or 1044(B).

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

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

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

Mechanical Instructions

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

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

Proper report must be made to the next maintenance terminal.

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

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

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

Attention is directed to the fact that short time ratings may not be used consecutively; that is, a unit cannot be operated for 15 minutes at the 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.'s 1 and 5 under James Street Railway Viaduct at Kansas City.

11K Keep off tracks under train shed and adjacent to umbrella sheds at Salt Lake City.

12L Deleted

13M Cars are of standard dimensions on the Utah Division but high and/or wide in states of California and Nevada.

14N Cars are of standard dimensions for the State of Idaho but high and/or wide in states of Oregon and Washington.

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

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

SPECIAL RULES - FIRST SUBDIVISION LEAVENWORTH AND ST. JOSEPH BRANCHES

Inspection and Repair Protection

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

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

Movements Kaw Jct. - Muncie

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

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

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

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

Markers need not be displayed.

Railroad Crossings and Junctions

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

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

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

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

Rules 275 through 277 govern handling of dual control switches.

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

In compliance with Operating Rules 269, 275 and 612 at: M.P. Crossing, Frankfort (M.P. 58.6).

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

Flag Protection

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

On Leavenworth Branch;
On St. Joseph Branch, between Upland and Troy

Crossing Signals

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

Position of Switches

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

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

104 (T). Switches will be set normally at: Troy, junction, switch - for C.R.I.&P. main track.

Use of M.P. Tracks at Hiawatha

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

Inspection of Trains

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

Switching Movements

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

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

Caboose Tracks

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

Handling Cars With Air Brakes

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

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

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

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

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

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

Close Clearances

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

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

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

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

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

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

SPECIAL RULES - SECOND SUBDIVISION MANHATTAN AND GRAND ISLAND BRANCHES

Movement in Yard Limits

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

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

Nebraska Division Special Rule 93(R) applies.

Railroad Crossings and Junctions

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

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

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

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

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

- B.N. Crossing, Hanover (M.P. 128.1);
- C.R.I.&P. Crossing, Fairbury (M.P. 152.7);
- C. & N. W. Crossing, Davenport (M.P. 191.2);
- B.N. Crossing, Edgar (M.P. 200.5).

In compliance with Operating Rules 269 and 612 at:

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

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

Flag Protection

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

- On Manhattan Branch between Marysville and Bestwall;
- On Grand Island Branch.

Public Crossings

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

Centralized Traffic Control System

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

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

Inspection of Trains

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

Track Restrictions

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

Units named may be operated on Manhattan Branch between Marysville and Beatrice.

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

Tracks listed below are restricted as shown:

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

Close Clearances

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

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

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

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

Railroad Crossings and Junctions

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

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

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

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