

PRELIMINARY REPORT
ON
BASIC NATIONAL RAIL PASSENGER SYSTEM

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1. F&W - Passenger service - Discontinuance - 1970
2. " " - " - " - 1970
I. Railpax. II Rail passenger service act of 1970.

PART I

INTRODUCTION

The Rail Passenger Service Act of 1970 establishes a for-profit corporation to provide intercity rail passenger service. As a common carrier by rail, the Corporation will assume the public responsibility for carrying passengers previously vested in individual rail carriers.

An initial step in the process of shifting this responsibility is the designation of the Basic System over which the Corporation must provide service until at least July 1, 1973. In accordance with provisions of the Act, the Basic System is presented here, in preliminary form, for comment by interested parties.

The development of this basic system was begun by examining what the Nation needs and wants in a total transportation system for the 1970's and beyond. Our effort has been to discern the optimum contribution of rail passenger service in balance with the contribution of air and highway transportation. Our selection of routes reflects both the present desires of the American people and the potential for expanding their demand through improvements in rail passenger service. Conceived in this multi-modal context, the Rail Passenger Service Act presents an important opportunity to strengthen the Nation's total transportation system. To realize this opportunity, it is essential to ensure the economic viability of the National Railroad Passenger Corporation.

REQUIREMENTS OF THE ACT

The Rail Passenger Service Act of 1970 authorizes and directs the Secretary of Transportation to submit to the Interstate Commerce Commission and to Congress within 30 days after the date of enactment of the Act, a preliminary report and recommendations for the basic system.

In establishing the basic system, the Act directs the Secretary to:

- (1) Specify those points between which intercity passenger trains shall be operated.
- (2) Identify all routes over which service may be provided, and the trains presently operated over such routes.

- (3) Identify basic service characteristics of operations to be provided within the basic system.

In recommending the Basic System, the Act provides that the Secretary shall take into account the need for expeditious Intercity rail passenger service within and between all regions of the Continental United States and shall consider the need for such service within the States of Alaska and Hawaii and the Commonwealth of Puerto Rico.

Guidelines set forth in the Act to be considered in formulating the system are:

The opportunities for improved service through the joint operation of facilities of two or more railroad companies.

Importance of a given service to the overall viability of the basic system.

The adequacy of other transportation facilities serving the same points.

Unique characteristics and advantages of rail service as compared to other modes of transportation.

The relationship of public benefits of given services to the cost of providing such services.

Potential profitability of the service.

The Act also provides that the preliminary report be reviewed by the ICC, the state Commissions, and other interested parties within 30 days of its issuance. After giving consideration to the comments of the interested parties, the Secretary will designate the basic system on January 28, 1971.

A discussion of the authority of the Secretary and that of the Corporation in carrying out the purposes of the Act will be helpful in understanding the differing roles of each. As has been stated, the Secretary designates a basic system of points between which intercity passenger services will be provided. These are classified as "end points" for purposes of this report. Between each set of end points or city pairs, the Secretary identifies routes over which service may be provided and identifies trains presently operating over the routes. Final selection of the most favorable

route or routes between the end points is made by the Corporation. Thus, while the Corporation is required to provide service between designated "end points," It does so over a route, or routes, or combination of routes that the Corporation determines to be most advantageous. The Secretary also identifies basic service characteristics which are to be followed by the Corporation once it selects its route structure.

The Act entrusts the Corporation with the responsibility to develop the full potential of intercity rail passenger service "by employing innovative operating and marketing concepts." To achieve this, the Corporation is given wide latitude and freed of control of the Interstate Commerce Commission on regulation of rates; abandonment or extension of lines utilized solely for passenger service; regulation of routes and service; and, except as otherwise provided, the discontinuance or change of passenger train operations.

DETERMINATION OF THE BASIC SYSTEM

While the Act specifies guidelines for the Secretary to consider in selecting the basic system, an overriding consideration expressed in the Act is that "modern, efficient intercity railroad passenger service is a necessary part of a balanced transportation system." Consistent with and in implementation of the guidelines spelled out in the Act, the Department developed the following assumptions and approach to the task of proposing a preliminary basic network for rail passenger service to be provided initially by the Rail Passenger Corporation.

--Intercity rail passenger service will survive only if the demand for it increases sufficiently to reverse the decline in ridership and the resultant mounting losses experienced to date in providing such service.

--Improving the quality of service is essential to reverse ridership trends. Available funds should be concentrated on a limited number of routes which show some promise of profitability so that necessary improvements can be made.

-- In selecting routes, the emphasis should be on realistic projections of future demand and costs.

--Even though funds should be concentrated on a limited number of routes, route selection should provide a basic system on which service can be added if passenger response is favorable.

SELECTION OF END POINTS - GENERAL CRITERIA

We have previously identified "end points" as those points (**cities**) between which rail passenger service is to be provided. In selecting these points, we have applied the following criteria:

1. The Nation's total transportation needs - The availability of alternative transportation modes and existing travel patterns to **be** considered to ensure that the rail **passenger** network will make an optimum contribution to the **Nation's** total transportation system.
2. Demand - Routes selected only when substantial patronage, for rail ridership could be projected.
3. Cost - Costs on selected routes must show promise of **being** competitive with other transportation modes.
4. National system - Routes selected so that rail passenger service could be operated as an integrated national system.
5. Population - Routes to have end points with an estimated SMSA population of one million or more and, at the same time, selected so that intermediate population centers could have rail service to the extent practicable.
6. Profitability - Costs to be examined for each route in relation to revenues so that:
 - (a) No route will place an undue burden on corporate finances and thus jeopardize corporate solvency; and
 - (b) No route would be heavily or unduly dependent on subsidization by the profitable routes.
7. Corporate flexibility - Routes to be selected and standards set so that the Corporation, through effective management, can expand service as rapidly as consistent with economic feasibility.
8. Capital improvements required - Routes to be selected, should require a minimum of costly fixed capital improvements to allow the Corporation to concentrate its investment in modern equipment and improved service.

While each of the above criteria was considered, no single one was overriding. Application of these criteria led to the selection of a basic system that is believed to **be manageable**, economically feasible, and efficient.

SERVICE CHARACTERISTICS

In accordance with the Act, the secretary identifies the following characteristics of service for all routes within the basic system. In setting these requirements, it is the intention to preserve Corporation discretion to expand rail passenger service as rapidly as the Corporation develops a market strategy, gains experience, and shows routes to be justified on the basis of public demand.

1. Schedules

Trains will be scheduled to serve markets at reasonable hours, consistent with demand. Running times shall be as fast as station stops, track condition, and safety and other relevant conditions permit.

2. Frequency

The scheduled frequency of trains shall be one or more per day in each direction between end points in **keeping** with demand, unless the patronage and other factors relating to a particular route clearly indicate that a frequency **as** often as one per day in each direction is not warranted.

3. Connections

To the extent practicable, convenient connections at major connecting points shall be maintained in order to promote a unified system to the maximum extent possible.

4. Quality of equipment

Modern, flexible equipment **will be** provided to the extent practicable to improve the quality of service.

5. Through Cars

Through car(s) shall be operated between each set of end points. Through-car operation beyond end points shall be considered where market demand and operating conditions permit.

6. Sleeping Cars

Private-room sleeping car service shall be provided for all schedules having an overnight journey of at least six hours during the time period from Midnight to 8:00 a. m.

7. Food Service

Food service shall be provided on all schedules operating between the hours of 7:00 a. m. to 8:00 p. m. and exceeding two hours trip time. Food service may range from light snack and beverage service to more complete meal service depending upon the time of day and length of journey.

8. Lounge Cars

Non-revenue lounge **space** shall be provided on all schedules in **excess** of six hours duration.

9. Parlor Cars

Parlor car or other first class accommodations may be provided wherever justifiable by market demand.

PART II - THE BASIC SYSTEM

DESIGNATION OF ENO POINTS

The following city-pair end points are designated as the Basic National Rail Passenger System.

New York - Boston
Washington - New York
New York - Buffalo
Del roil - Chicago
Chicago - Cincinnati
St. Louis - Chicago
New York - Miami
Chicago - Miami
New York - New Orleans
Chicago - New Orleans
New York - Chicago
Washington - St. Louis
Chicago - Houston
Seattle - Chicago
San Francisco - Chicago
Los Angeles - Chicago

IDENTIFICATION OF ROUTES AND PRESENT SERVICE

For each of the city-pair end points listed above, a separate statement and map follows, identifying the routes over which service may be provided and listing the present service on these routes.

The routes listed insure that this Corporation will offer service on reasonably direct routes, while at the same time giving the Corporation the necessary flexibility to choose the line or combination of lines which will best meet the needs of the market in terms of supply/demand, service, and profitability.

No end points were designated in the States or Alaska and Hawaii or the Commonwealth of Puerto Rico. In Alaska, the Alaska Railroad provides a level of service consistent with demand. Daily roundtrip service is operated between Anchorage **and Fairbanks** during four summer months and twelve weekly roundtrip service is operated during **winter** months. Hawaii and Puerto Rico do not have the rail facilities or demand which would support institution of intercity rail passenger service.

End Points: **New** York-Boston

:

VIA Providence

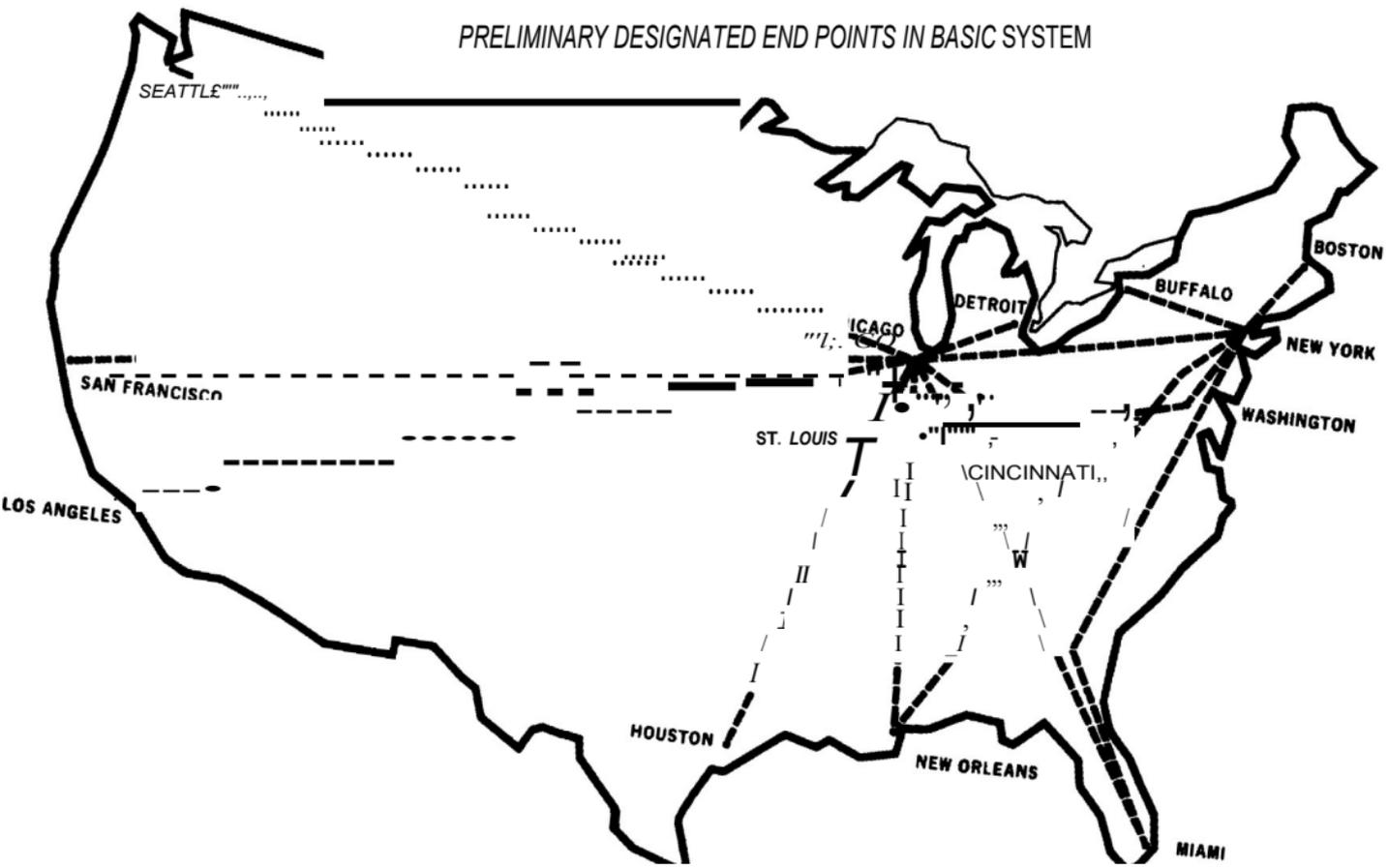
VIA Springfield

Present Service:

VIA Providence	Carrier	WB --Trains--EB
Through:	PC	#181,171, #180,182 173,175, 170,184 183,185, 172,186 187,189, 174.,176 177
Intermediate:	NONE	
VIA Springfield		
Through:	NONE	
Intermediate:		
New York-Hartford	PC	#71,73,87, ;1182,86,88, 187 90
New Haven-Hartford	PC	#75,79,81, #70,72,74., 83 76
Hartford-Springfield	PC	#73,81,85, #70,76,78, 87,89* 80,82,88 90*
Springfield-Boston	PC	#4.27 #4,28

* Numbers of New Haven-Hartford trains to which Hartford-Springfield
trains connect.

PRELIMINARY DESIGNATED END POINTS IN BASIC SYSTEM



End Points: New York-Boston

=

VIA Providence

VIA Springfield

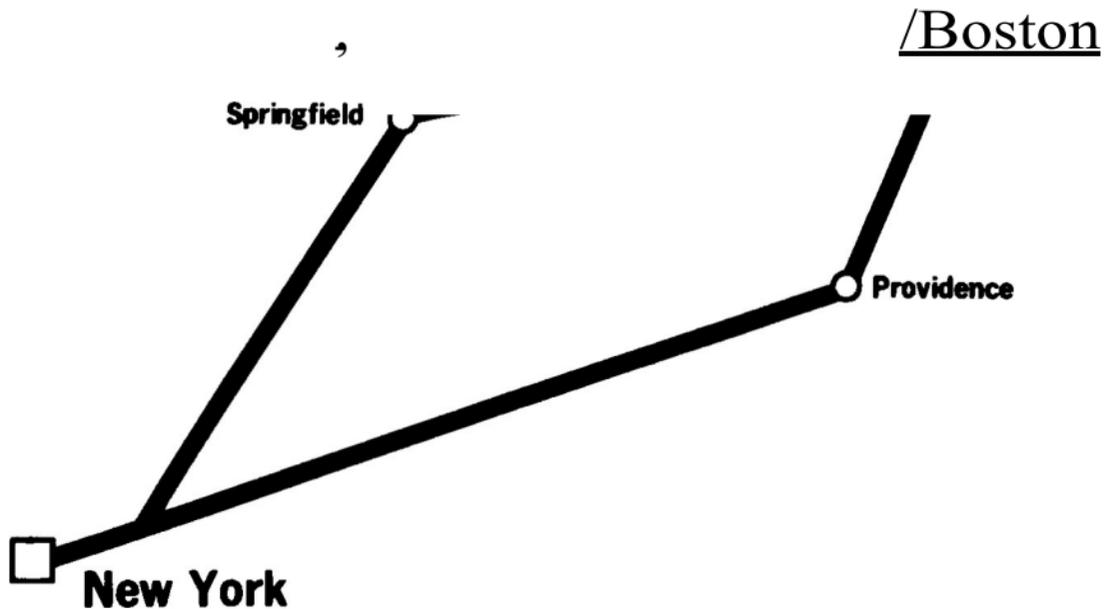
Present Service:

VIA	Providence	Carrier	WB --Traina--EB
	Through:	PC	#181, 171, #180, 182 173, 175, 110, 18t 183, 185, 172, 18 187, 189, 174, 176 177
	Intermediate:	NONE	
VIA	Springfield		
	Through:	NONE	
	Intermediate:		
	New York-Hartford	PC	#71, 73, 87, 1162, 86, 88, 187 90
	New Haven-Hartford	PC	175, 79, 81, 170, 12, 14, 83 76
	Hartford-Springfield	PC	#73, 81, 85, #70, 76, 78, 87, 89* 80, 82, 88 90*
	Springfield-Boaton	PC	1 #428

* Numbers of New Haven-Hartford trains to which Hartford-Springfield trains connect.

END POINTS: New York-Boston

ROUTES: via Providence
via Springfield



End Points: **New** York-Washington

VIA Philadelphia

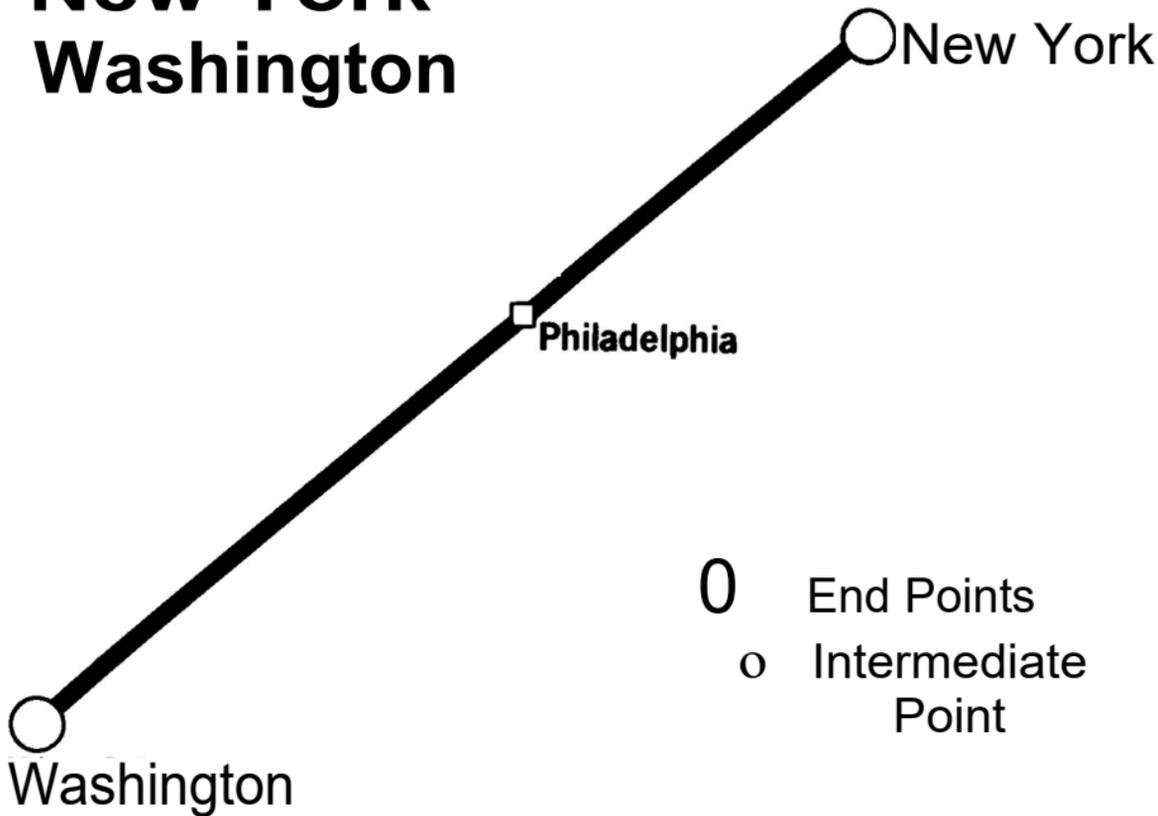
Present Service:

VIA Philadelphia	Carrier	SB---Trains---	NB
Through:	PC	#101,105,107, 109,111,113, 131,133,135, 137,139,143, 145,147,155, 159,161,163, 165,171,173, 175,177,103	#100,102,104, 106,108,110, 112,126,130, 132,140,142, 144,152,154, 158,166,170, 172,174,176

Intermediate:

New York-Philadelphia	PC	#201,25,207, 211,213,215, 219,221,223, 225,227,231, 235,263	#202,204,206, 208,212,218, 220,234,254, 256,272,282, 298,54
Philadelphia-Washington	PC	#401	

END POINTS: New York- Washington



End Points: New York-Buffalo

:

VIA Albany

Present Service:

VIA Albany

Carrier

Trains

WB

EB

Through:

PC

#71, 73, 75,
61, 63

#62, 70, 72,
74, 64

Intermediate:

New York-Albany

PC

#81, 83, 85

#80, 82, 84

END POINTS: New York-Buffalo

Buffalo



Albany



QEnd Points

Intermediate
Point

New York

End Points:

Chicago - Detroit

VIA Jackson

VIA Durand

VIA Lansing, Plymouth

Present Service:

VIA Jackson

carrier EB **Trains** WB

Through

PC #14,356,52 #351,
355,17

Intermediate:

None

VIA Durand

Through:

G'W #164 #165

Intermediate:

Chicago - Durand

G'W #156,158 #155,159

Durand - Detroit

G'W #168 #169

VIA Lansing - Plymouth

Through:

None

Intermediate:

Lansing - Detroit

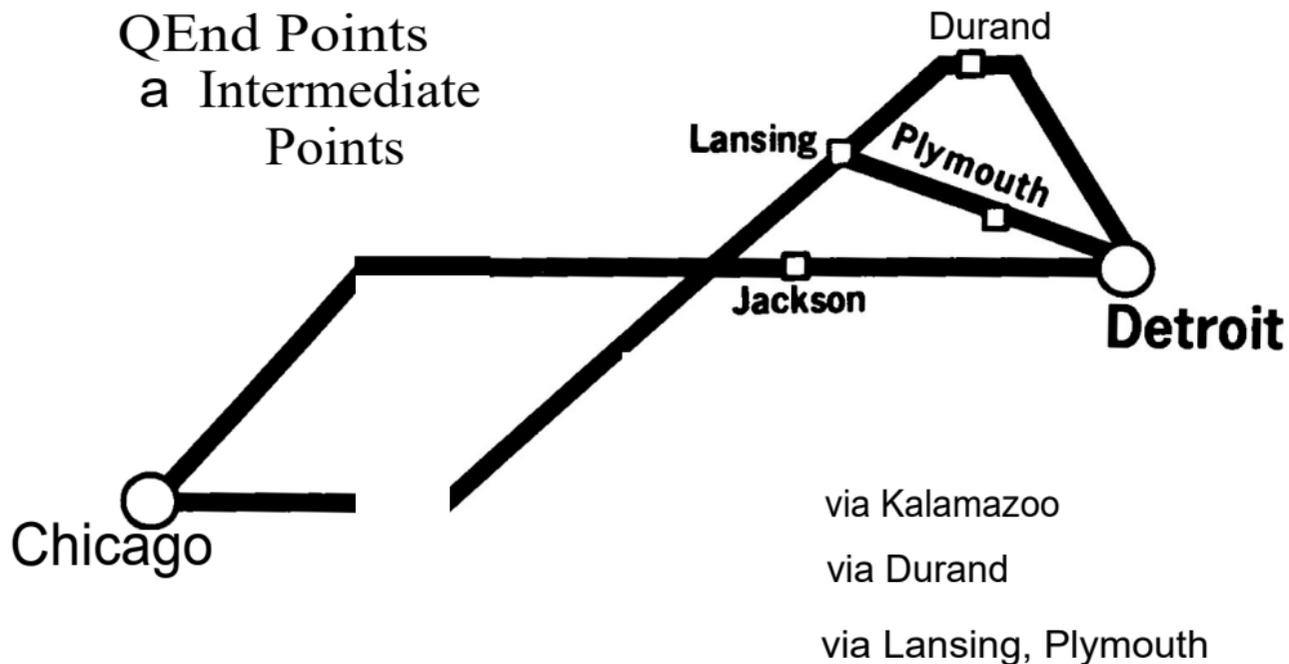
C&O #12,14 #11,15

Plymouth - Detroit

C&O #39,47 #40,46

END POINTS: Chicago - Detroit

Q End Points
a Intermediate
Points



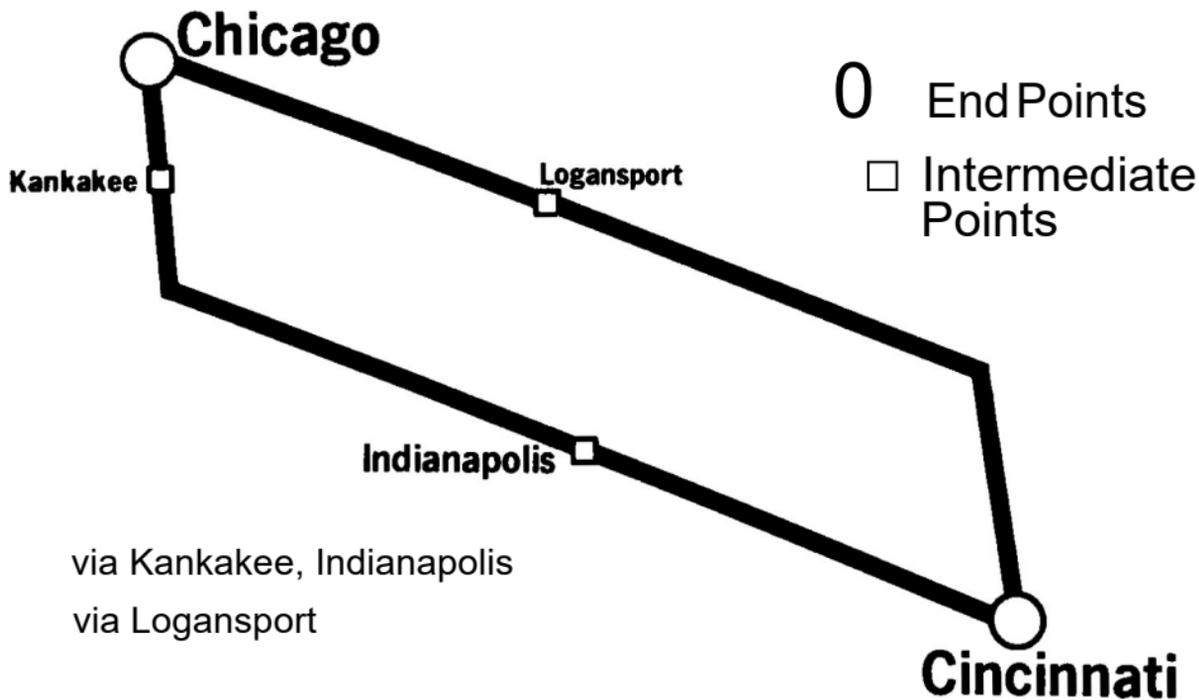
End Points: Chicago-Cincinnati

:
VIA Kankakee, Indianapolis
VIA Logansport

Present Service:

VIA Kankakee , Indianapolis	Carrier	SB	Trains
Through:	PC	#303	NB #304
Intermediate:			
Chicago-Kankakee			(See Chicago-New Orleans)
VIA Logansport			
Through	PC	#65	#66
Intermediate:			
Chicago-Logansport			(See Chicago-Miami)

END POINTS: Chicago - Cincinnati



End Points

Chicago - st. Louis

:

VIA Springfield, Illinois

VIA Decatur, Illinois

VIA Kankakee, Illinois

Present Service :

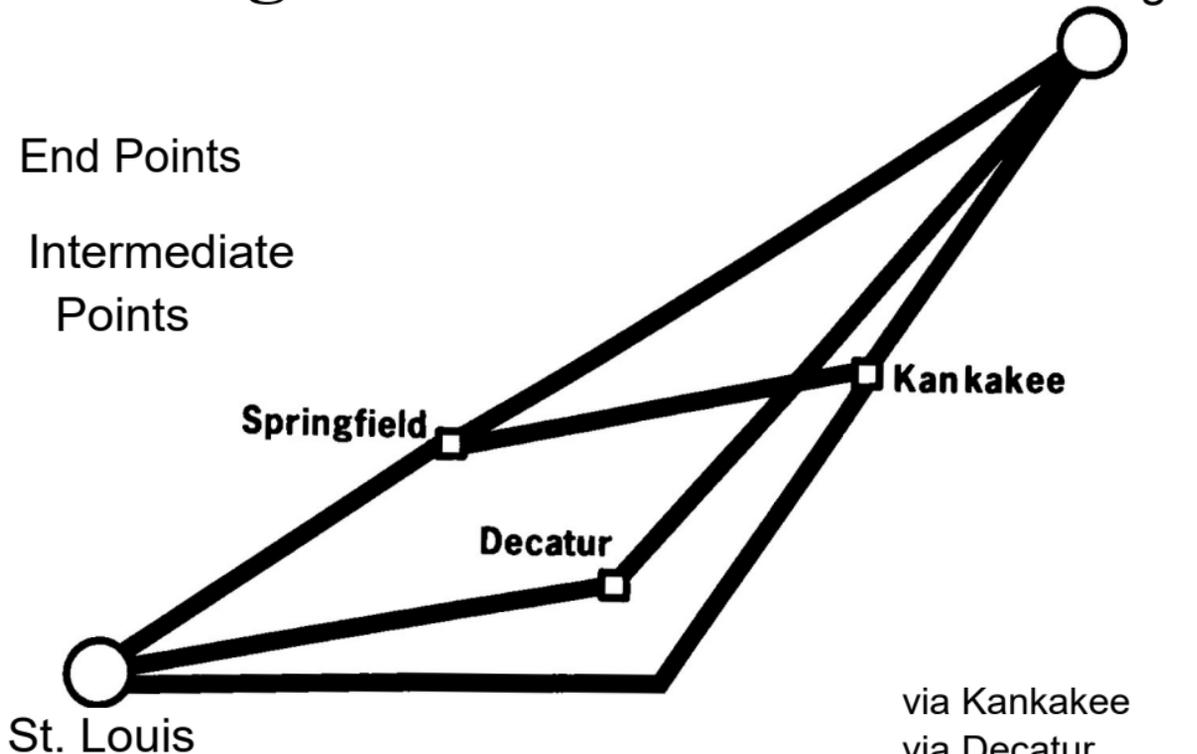
VIA Springfield	carrier	WB Train	SB
Through:	GM&O	#1,3,5	#2,4,6
Intermediate:			
Chicago - Springfield	IC	#21	#22
VIA Decatur			
Through:	None		
Intermediate:			
Chicago - Decatur	N&W	#121	#124
Decatur - St. Louis	N&W	#301	#304
VIA Kankakee			
Through:	None		
Intermediate:			
Chicago - Effingham	(See Chicago-New Orleans)		
Effingham - St. Louis	PC	t13,31	H,32

END POINTS:

Chicago-St. Louis

Q End Points

a Intermediate Points



via Kankakee
via Decatur
via Springfield

End Points: New York-Miami

:

VIA Columbia

VIA Charleston

Present Service:

VIA Columbia

Carrier SB--Trains--NB

Through:

PC/RF&P/ #143/57/ #142/51:1/58
SCL 57

PC/RF&P/ #135/21/ #132/22/22
SCL 21

Intermediate:

New York-Washington

PC

(See **New** York-Washington)

Washington-Richmond

RF&P

#9

#10

Richmond-Columbia

SCL

#9

#10

Jacksonville-Miami

SCL

#5

#6

VIA Charleston

Through:

PC/RF&P/ #145/91/
SCL 91

#144/92/92

Intermediate:

Washington-Richmond

RF&P

#1/5,85

#76,86

Richmond-Jacksonville

SCL

#75,85

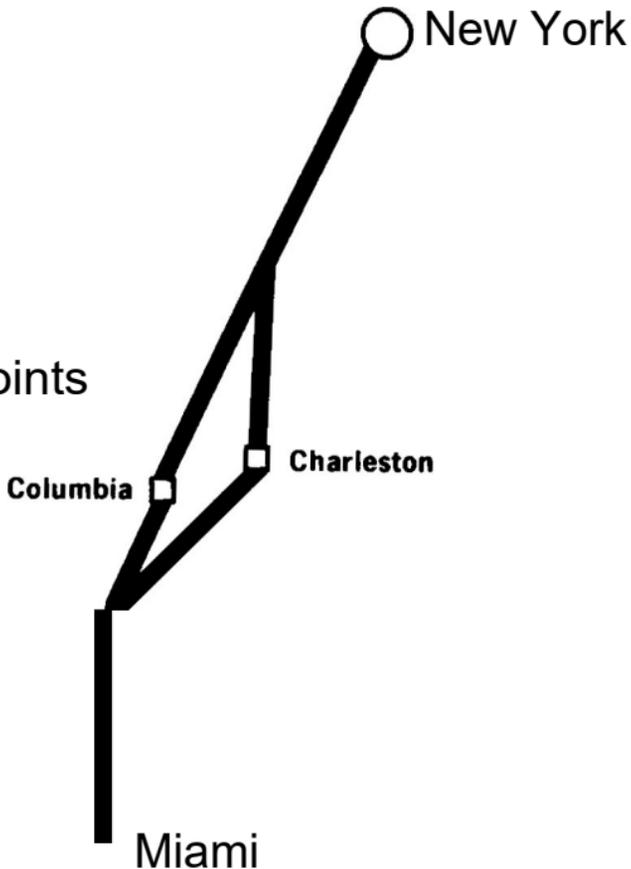
#76,86

END POINTS: New York-Miami

○ End Points
□ Intermediate Points

VIA Columbia, S.C.

VIA Charleston, S.C.



End Points:

Chicago - Miami

:

- VIA Fulton, Birmingham
- VIA Cincinnati, Atlanta
- VIA Evansville, Atlanta
- VIA Louisville, Atlanta
- VIA Evansville, Birmingham
- VIA Memphis, Birmingham

Present Service:

- VIA Fulton, Birmingham **carrier** SB Trains !!!!!
- Through: IC/CGISCL #53/14/5 #52/13/6
- Intermediate:
- Chicago - Fulton (See Chicago-New Orleans)
- Jacksonville - Miami** (See New York-Miami)
- VIA Cincinnati - Atlanta
- Through: None
- Intermediate:
- Chicago - Cincinnati** (See Chicago-Cincinnati)
- VIA Evansville - **Atlanta**
- Through: **None**
- Intermediate:
- Chicago - Danville L&N #3 #4
- Evansville - Atlanta L&N #3 #4

VIA Louisville - Atlanta

Through **None**

Intermediate:

Chicago - Louisville PC #93 #90

Louisville - Nashville L&N #9 #8

VIA Evansville - Birmingham

Through: **None**

Intermediate:

Evansville - Nashville L&N #3 #4

Nashville - Birmingham L&N #9 #8

VIA Louisville - Birmingham

Through **None**

Intermediate:

Chicago - Louisville PC #93 #90

Louisville - Montgomery L&N #9 #8

Montgomery - Miami SCL #12/5 #6/11

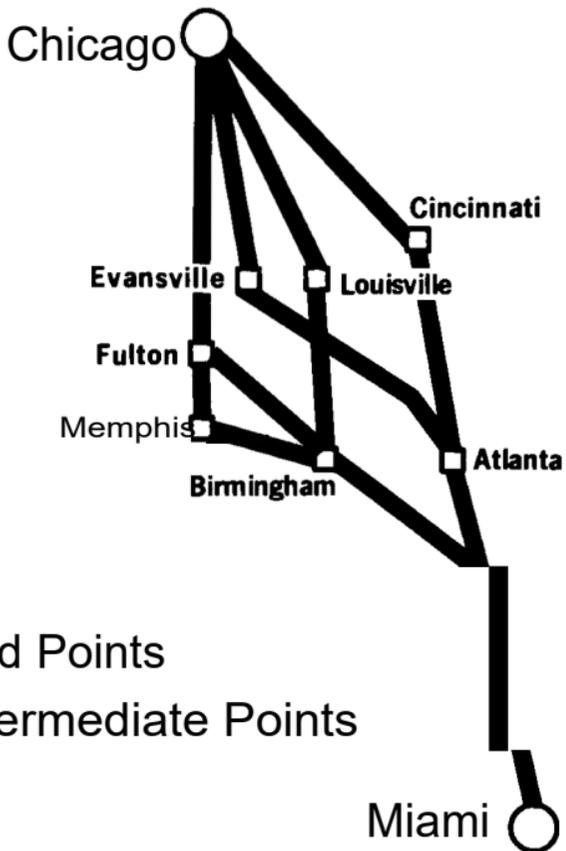
VIA Memphis - Birmingham

Through: **None**

Intermediate:

Chicago - Memphis (See Chicago-New Orleans)

END PoiMfs: Chicago - Miami



VIA Fulton, Birmingham

VIA Cincinnati, Atlanta

VIA Evansville, Atlanta

VIA Louisville, Atlanta

VIA Evansville, Birmingham

VIA Louisville, Birmingham

VIA Memphis, Birmingham

0 End Points

□ Intermediate Points

End Points: New York-New Orleans

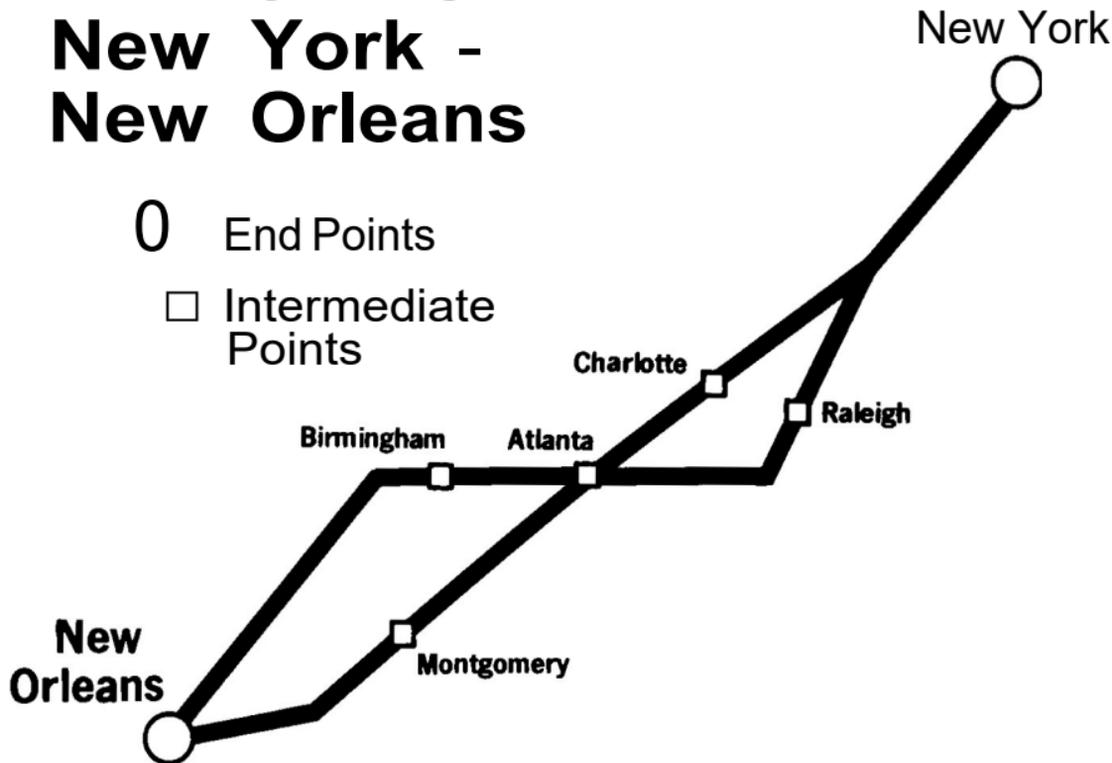
:

VIA Charlotte, Atlanta, Birmingham or Montgomery

VIA Raleigh, Atlanta, Birmingham or Montgomery

<u>Present Service:</u>	<u>Carrier</u>		<u>Train</u>
VIA Charlotte, Atlanta, Birmingham or Montgomery		SI'	NB
Through:	SR	U	12
Intermediate:			
New York-Washington	(See New York-Washington)		
Washington-Atlanta	SR	ts	t6
Washington-Lynchburg	SR	t17	US
Montgomery-New Orleans	L&N	t9	ts
VIA Raleigh, Atlanta, Birmingham or Montgomery			
Through:	None		
Intermediate:			
Washington-Hamlet	(See New York-Miami)		

END POINTS: New York - New Orleans



via Charlotte, Atlanta, Birmingham or Montgomery

via Raleigh, Atlanta, Birmingham or Montgomery

EndPoints: Chicago - New Orleans

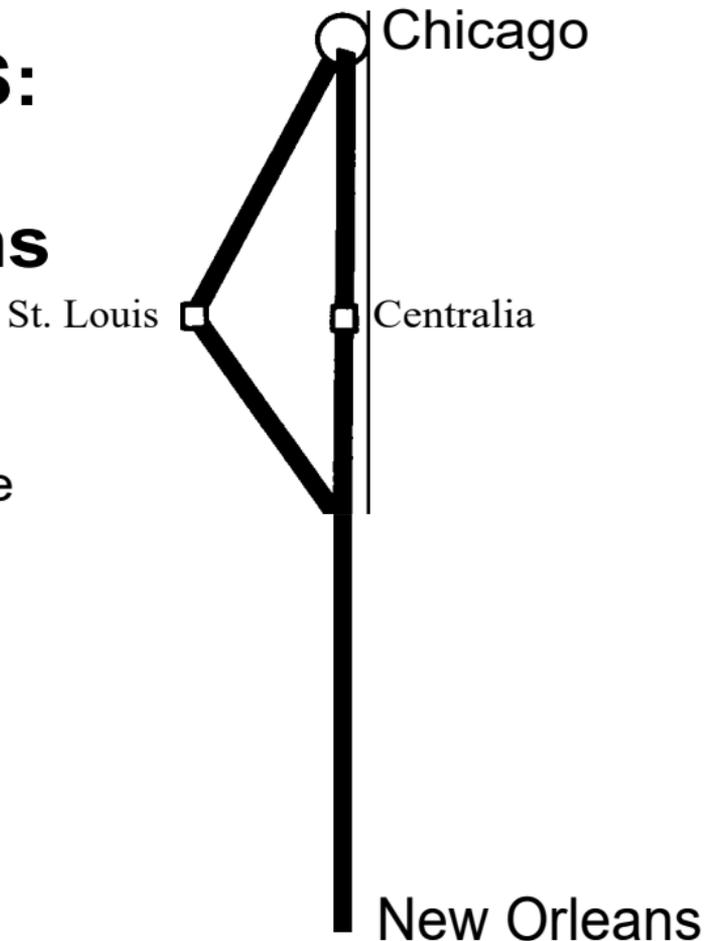
VIA Centralia

VIA St. Louis

<u>Present service:</u>	carrier	Traina	
		WB	EB
i'hrough:	IC	#1,5	• 2, 6
Intermediate:			
Chicago - Gilman	IC	f21	● 22
Chicago - Carbondale	IC	f7, 9, 3	● 8, 10, 4
Chicago - Fulton	IC	f53	● 52
VIA St. Louis			
Through:	None		
Intermediate:			
Chicago - St. Louis		(See Chicago - St. Louis)	
St. Louis - Carbondale	IC	nOS	1106

END POINTS: Chicago- New Orleans

- Q End Points
- o Intermediate Points
- via Centralia
- via St. Louis



End Points: **New York-Chicago**

:

- VIA Buffalo, Cleveland
- VIA Buffalo, Detroit
- VIA Pittsburgh, Ft. **Wayne**
- VIA Pittsburgh, Cleveland
- VIA Pittsburgh, Deshler

Present Service:

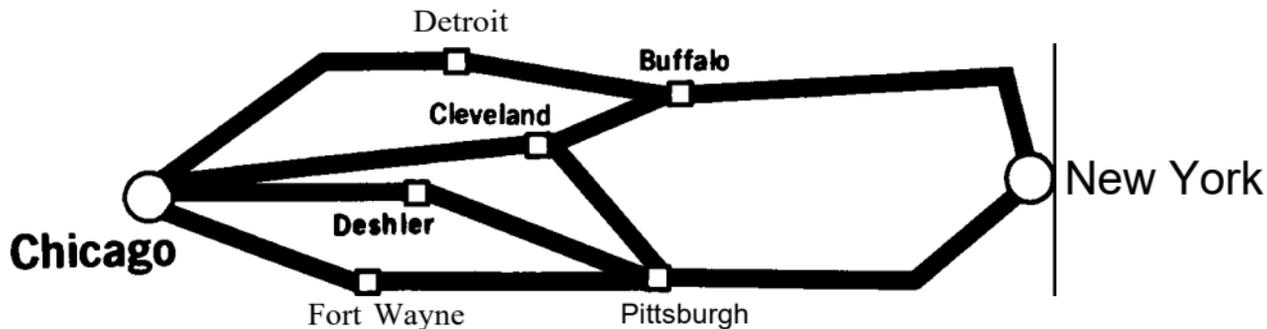
VIA Buffalo, Cleveland	Carrier	WB	Trains
			EB
Through:	PC	/161/27	#28/62
Intermediate:			
New York-Buffalo		(See New York-Buffalo)	
Buffalo-Chicago	PC	#51,63	#98,64
VIABuffalo-Detroit			
Through:	NONE		
Intermediate:			
Detroit-Chicago		(See Chicago-Detroit)	
Buffalo-Detroit	PC	#17, 351	#14. 352
VIA Pittsburgh-Ft. Wayne			
Through:	PC	#49,55, #48,50,54,	
		23	22
Intermediate:			
New York-Philadelphia		(See New York-Washington)	
Philadelphia-Pittsburgh	PC	#25, 33, 23	#16,24,
		31, 49, 55	22,48,
			50, 54
Pittsburgh-Chicago	PC	#53	

I/IA		Carrier	Trains	
	Pittsburgh-Cleveland			
	Through:	NONE		
	Intermediate:	No Service	Pittsburgh-Cleveland	
I/IA	Pittsburgh-Deshler			
	Through:	NONE		
	Intermediate			
	Pittsburgh-Chicago	B&O	#5	#6
	Pittsburgh-Akron	B&O	#7	#8

END POINTS: New York-Chicago

0 End Points

□ Intermediate Points



Via Buffalo, Cleveland
Via Buffalo, Detroit
Via Pittsburgh, Fort **Wayne**
Via Pittsburgh, Cleveland
Via Pittsburgh, Deshler

End Points: Washington - St, Louis

Routes:

VIA Charleston, Cincinnati

VIA Cwnberland, Clarksburg, **Cincinnati**

VIA Cwnberland, Pittsburgh, Indianapolis

VIA **Harrisburg**, Pittsburgh, Indianapolis

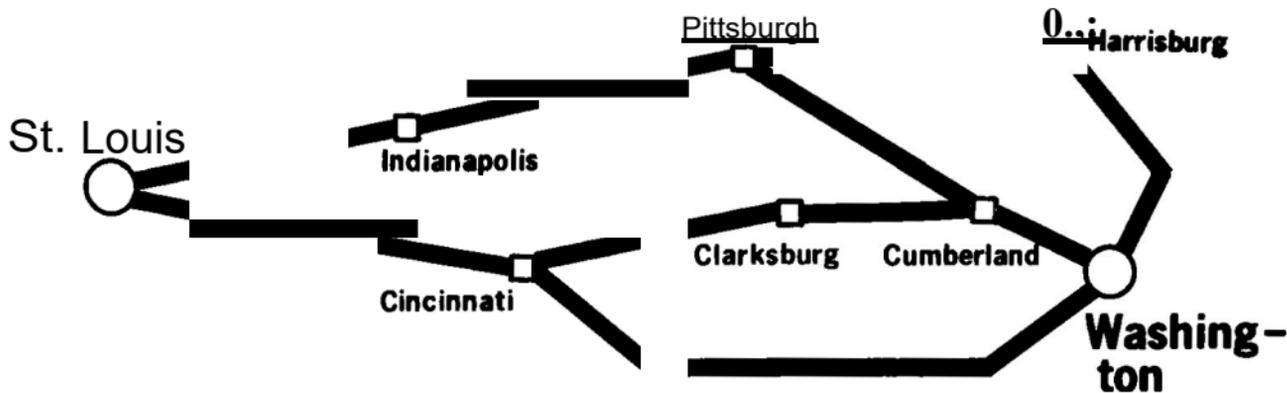
Present Service:

	Carrier	WB	Trains EB
VIA Charleston, Cincinnati			
Through:	B&O/C&O	#1	#2
Intermediate:	NONE		
VIA Cwnberland, Clarksburg, Cincinnati			
Through:	NONE		
Intermediate:			
Washington-Cwnberland	B&O	#11/7, 33, 5,35,17	f6,8,12, 34
Cwnberland-Cincinnati	B&O	#11	#12
VIA Cwnberland, Pittsburgh, Indianapolis			
Through:	NONE		
Intermediate:			
Washington-Cwnberland	(See Washington-Cwnb. above)		
Cwnberland-Pittsburgh	B&O	#5,11/7	#6,8
Pittsburgh-St. Louis	PC	#13, 31	#4, 32
VIA Harrisburgh, Pittsburgh, Indianapolis			
Through:	NONE		
Intermediate:	(See Listing on next page)		

Washington-St.Louis -- Continued

Intermediate:	Carrier	Trains	
		WB	EB
Washington-Baltimore	(See New York-Washington)		
Baltimore-Harrisburg	PC	j549	1548
Harrisburg-Pittsburgh	(See New York-Chicago)		
Pittsburgh-St. Louis	(See Pittsburgh-St. Louis on previous page)		

END POINTS: Washington - St. Louis



via Charleston, Cincinnati

via Cumberland, Clarksburg, Cincinnati

via Pittsburgh, Indianapolis

via Harrisburg, Indianapolis

End Points: Chicago - Houston

=

VIA Kansas City, Ft. Worth and/or Dallas

VIA St. Louis

Present Service:

VIA	Kansas City - Ft. Worth and/or Dallas	Carrier	WB Trains	EB
	Through:	AT&SF	#15	#16
	Intermediate:			
	Chicago - Kansas city	AT&SF	#1,17,23	#2,18,24
	Kansas City - Newton	AT&SF	#17,23	#18,24
	Kansas City - Ottawa	AT&SF	#211	#212
VIA	St. Louis			
	Through	None		
	Intermediate:			
	Chicago - St. Louis		(See Chicago-St, Louis)	
	St. Louis - Texankana	MP	#1	#2

END POINTS: Chicago -Houston

Q End Points

a Intermediate
Points

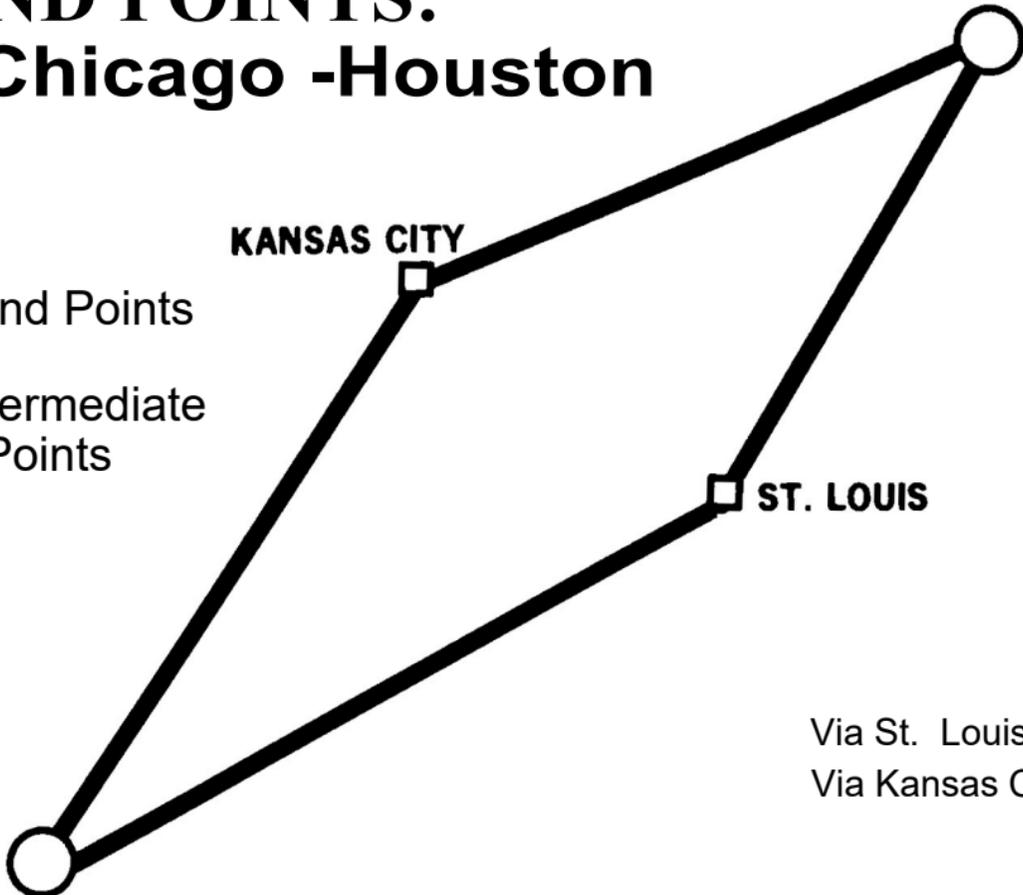
CHICAGO

KANSAS CITY

ST. LOUIS

HOUSTON

Via St. Louis
Via Kansas City



End Points: Chicago-Seattle

Routes:

VIA Twin Cities

VIA Omaha, Green River, Boise

VIA Omaha, Ogden, Boise

Present Service:

Carrier

Train

WB

EB

VIA Twin Cities

Through:

BN

i25,31

i26,32

Intermediate:

Chicago-Milwaukee

MILW

#27,23,9 **#24,12,46**

C&NW

#149,153, #152,160,
209,121, 206,216,
239 **168**

Chicago-E.Dubuque

le

#11

#12

Chicago-Twin Cities

MILW

#5

#6,56

BN

#7,9

#8,10

St. Paul-Seattle

BN

i27,29

#28,30

VIA Omaha, Green River, Boise

Through:

None

Intermediate:

Chicago-Green River

Milw/UP

#103/103

#104/104

Denver - Portland

UP

#17

U8

Green River - Portland

UP

U05

#106

Portland - Seattle

BN

#196,198

t195,199

VIA Omaha, Ogden, Boise

UP

#458

#457

Through:

None

Intermediate:

Chicago - Ogden

(See Chicago-Los Angeles)

Salt Lake - Pocatello

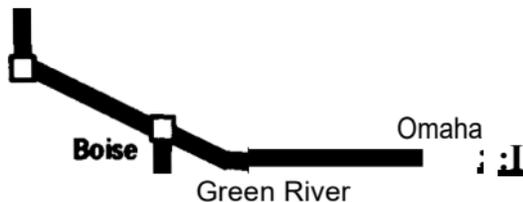
UP

#35

136

END POINTS: Chicago- Seattle

Seattle..1



Og den

0 End Points

Intermediate Points



via Twin Cities

via Omaha, Green River, Boise

via Omaha, Ogden, Boise

End Points:

Chicago-San Francisco

:

VIA KansasCity - Barstow, California

VIA Omaha - Ogden/Salt Lake

VIA Kansas City-Ogden/Salt Lake

Present Service:

VIA **Kansas City - Barstow, Calif** **Carrier** WB Trains EB

Through: AT&SF #1 #2

Intermediate:

Chicago - Barstow AT&SF #17,23 #18,24

Chicago - Newton AT&SF #15 #16

Chicago - Kansas City (See Chicago-Los Angeles)

Galesburg - Quincy

VIA Omaha-Ogden/Salt Lake

Through: Mil w/UP #103/103 #104/104

SP #101 #102

Intermediate :

Chicago - Bureau

Chicago - Rock Island

Cheyenne - Green River

(See Chicago-Los Angeles)

Chicago - Denver

Denver - Green River

N. Platte - Denver

Denver - Salt Lake

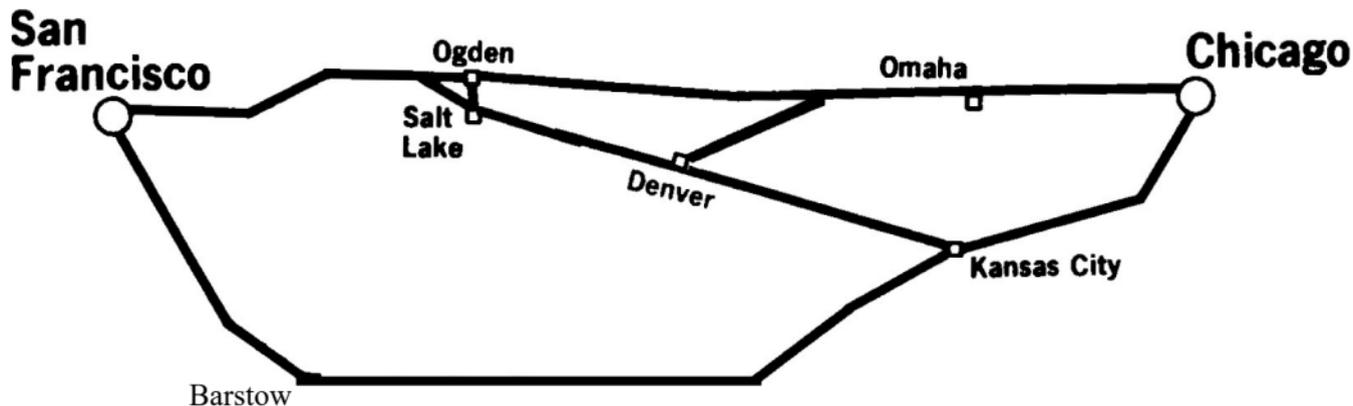
VIA Kansas City - Ogden/Salt Lake

Through: None

Intermediate:

Kansas City - Cheyenne	UP	#9	#10
Kansas City - Denver	UP	#117	#118
Denver - Ogden	D&RGW	#17	#18
Denver - Green River	UP	#17	#18
Cheyenne - Salt Lake	UP	#103	#104

END POINTS: Chicago - San Francisco



via Kansas City, Barstow
via Omaha, Salt Lake/Ogden
via Kansas City, Salt Lake/Ogden

- End Points
- Intermediate Points

End Pointe:

Chicago - Loe Al'ICJele11

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VIA Kanllae city, Barstow, calif

VIA omaha, Ogden/Salt Lake, Lae Vegae

VIA Kaneaa City, El Pall10

VIA Kanllaa City, <>9dea/Salt Laite, La • Vega11

Prellent Service,

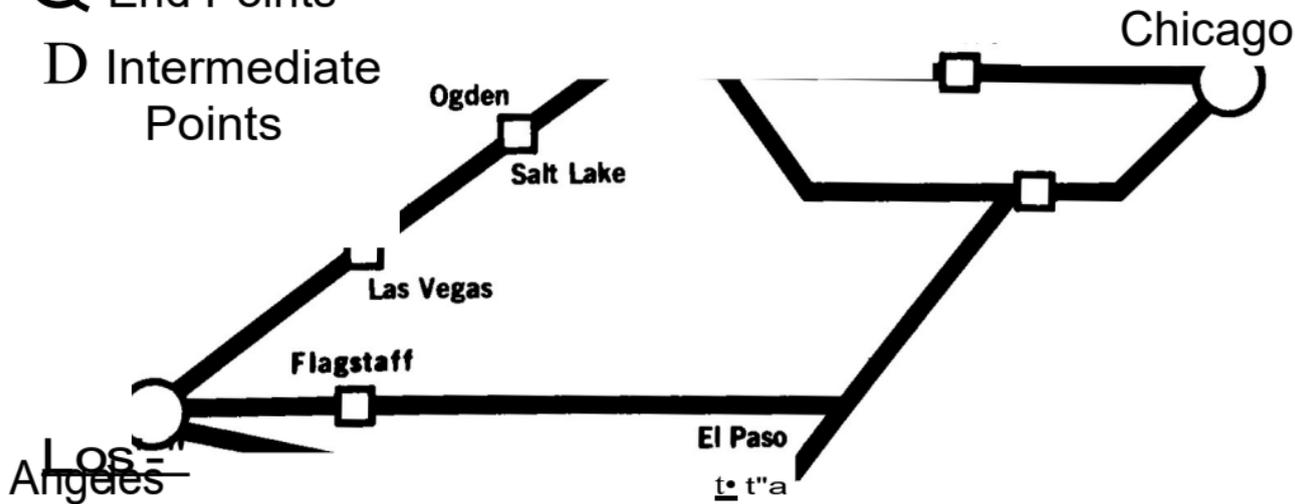
VIA	Kanaae City, Barstow, calif	carrier	EB (Trains)	WB
	Through,	AT&SP	#17,23	#18,24
	Intermediate,			
	Chicago - Baretow, calif	AT&SP	#1	#2
	Chicago - Newton, Kansae	AT&SP	#15	#16
	Chicago - Kansas City	BN	#19	#20
	Galellburg - Quincy	8N	#5	#6
VIA	Omaha, Ogden/Salt Lake, Las Vega•			
	Through,	Milw/UP	#103	#104
	Intermediate,			
	Chicago - Bureau, Ill.	CRl&P	#11	#12
	Chicago - Rock Island	CRl&P	#5/9	#6/.8
	Chicago - Denver	BN	#1,11	#2,12
	N. Platte - Denver	UP	#111	#112
	Cheyenne - Green River	UP	#17	#18
	Denver - Salt Lake	O&RGl f	#17	#18

VIA	Kansas City - El Paso	None		
	Through:	None		
	Intermediate:			
	El Paso - Los Angeles	SP	#1	#2
VIA	Kansas City, Ogden/Salt Lake Las Vegas			
	Through:	None		
	Intermediate:			
	Kansas City - Denver	UP	#117	#118
	Kansas City - Cheyenne	UP	#9	#10
	Denver - Green River	UP	#17	#18

END POINTS: Chicago- Los Angeles

Q End Points

D Intermediate Points



Via Omaha, Ogden/Salt Lake,
Via Kansas City, Ogden/Salt Lake,
Via Kansas City, Flagstaff
Via Kansas City, El Paso