

PRELIMINARY REPORT
ON
BASIC NATIONAL RAIL PASSENGER SYSTEM

PART I

Introduction

Requirements of the Act

Determination of the Basic System

Selection of End Points - General Criteria

Service Characteristics

PART II - THE BASIC SYSTEM

Designation of End Points

Identification of Routes and Present Service

1. Pk's - Passenger service - Discontinuance - 1970
 2. " " - Finance - 1970
- I. Railpass. 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 END 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
Detroit - 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

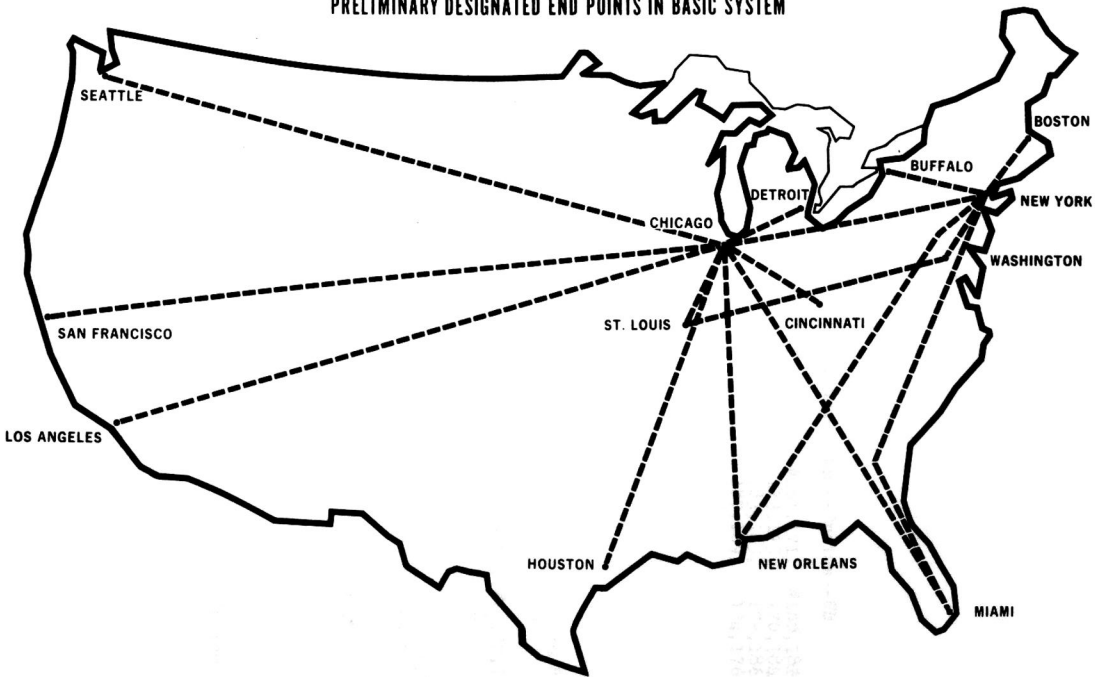
IDENTIFICATION OF ROUTES AND PRESENT SERVICE

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 of 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 twice weekly roundtrip service is operated during winter months. Hawaii and Puerto Rico do not have the facilities or demand which would support institution of intercity rail passenger service.

PRELIMINARY DESIGNATED END POINTS IN BASIC SYSTEM



End Points: New York-Boston

Routes:

VIA Providence

VIA Springfield

Present Service:

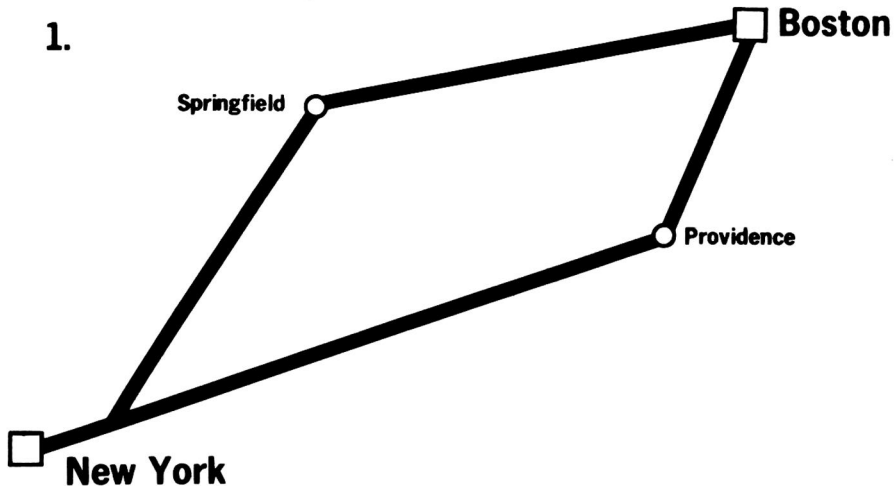
VIA Providence	Carrier	WB --Trains--EB
Through:	PC	#181,171, #180,182 173,175, 170,184 183,185, 172,186 187,189, 174,176 177
Intermediate:	NONE	
VIA Springfield		
Through:	NONE	
Intermediate:		
New York-Hartford	PC	#71,73,87, #82,86,88, 187 90
New Haven-Hartford	PC	#75,79,81, #70,72,74, 83 76
Hartford-Springfield	PC	#73,81,85, #70,76,78, 87,89* 80,82,88 90*
Springfield-Boston	PC	#427 #428

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

END POINTS: New York-Boston

ROUTES: via Providence
via Springfield

1.



End Points: New York-Washington

Routes:

VIA Philadelphia

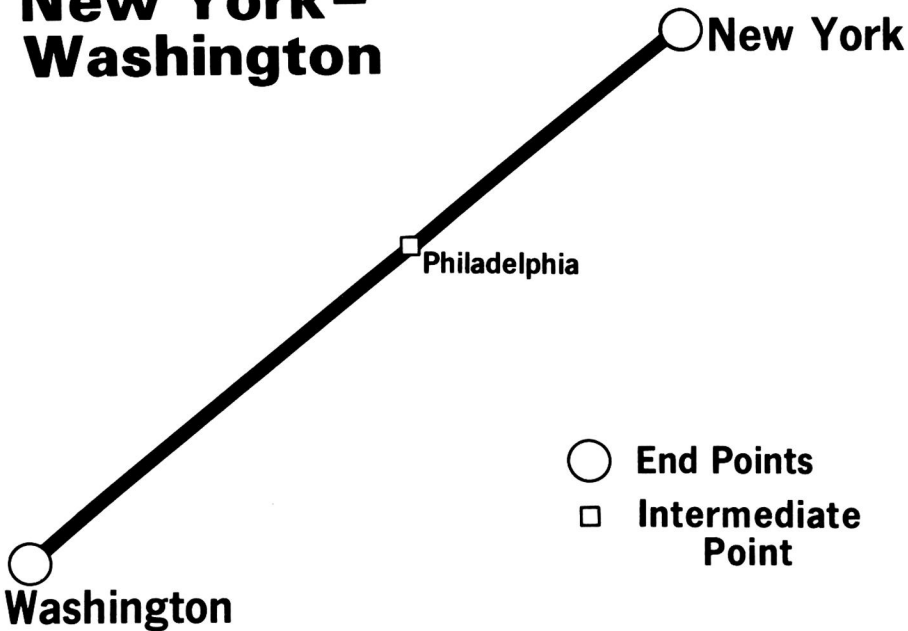
Present Service:

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
- Intermediate Point

End Points: New York-Buffalo

Route:

VIA Albany

Present Service:

VIA Albany

Carrier

WB Trains
EB

Through:

PC

#71,73, 75, #62,70,72,
61,63 74,64

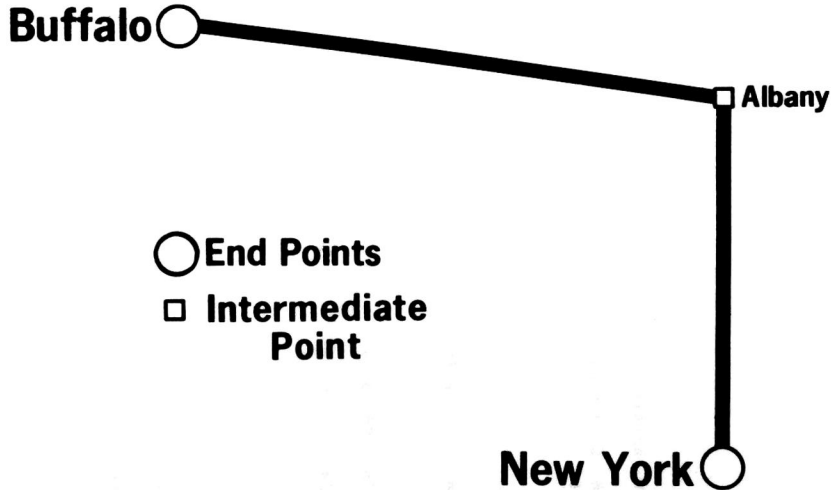
Intermediate:

New York-Albany

PC

#81,83,85 #80,82,84

END POINTS: New York - Buffalo



End Points:

Chicago - Detroit

Routes:

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:

GTW #164 #165

Intermediate:

Chicago - Durand

GTW #156,158 #155,159

Durand - Detroit

GTW #168 #169

VIA Lansing - Plymouth

Through:

None

Intermediate:

Lansing - Detroit

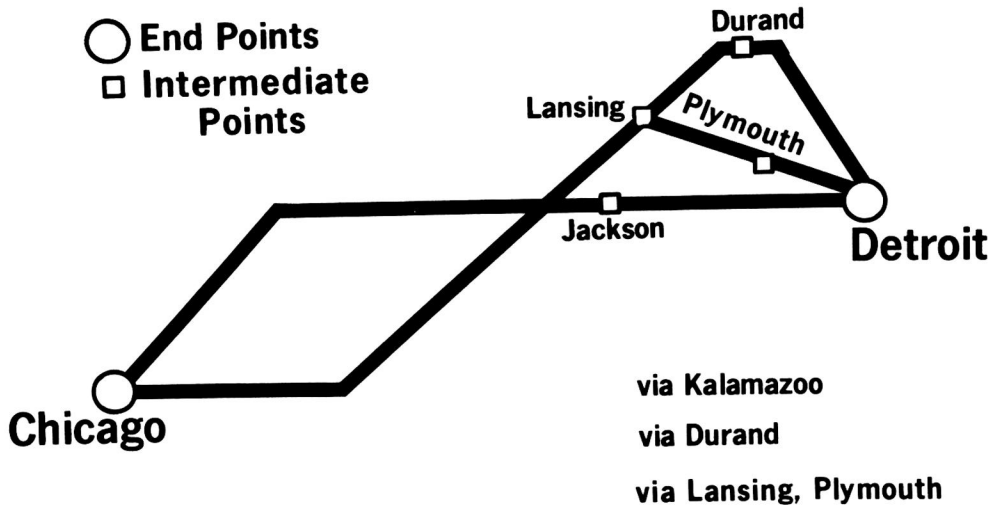
C&O #12,14 #11,15

Plymouth - Detroit

C&O #39,47 #40,46

END POINTS: Chicago - Detroit

○ End Points
□ Intermediate Points



End Points: Chicago-Cincinnati

Routes:

VIA Kankakee, Indianapolis

VIA Logansport

Present Service:

VIA Kankakee, Indianapolis

Through:

Intermediate:

Chicago-Kankakee

Carrier

PC

SB
#303

Trains
NB
#304

(See Chicago-New Orleans)

VIA Logansport

Through

Intermediate:

Chicago-Logansport

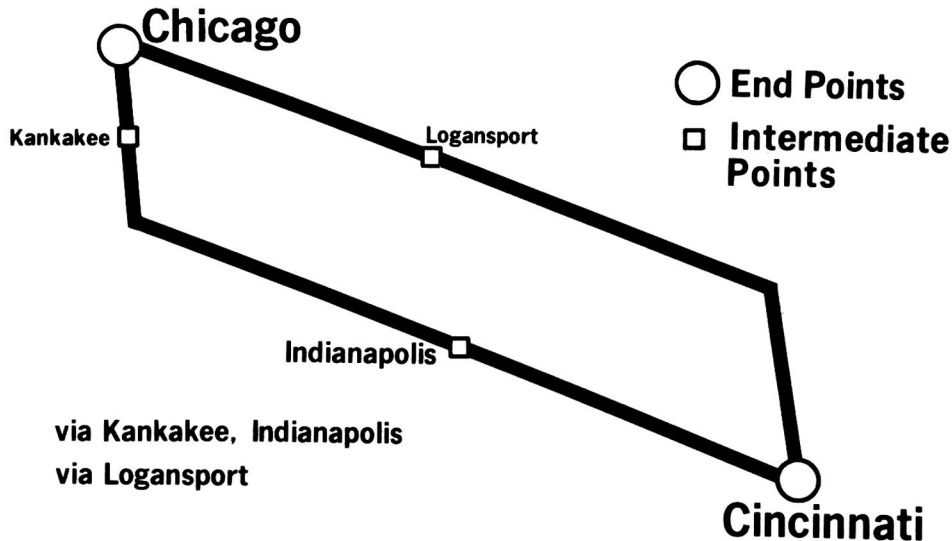
PC

#65

#66

(See Chicago-Miami)

END POINTS: Chicago - Cincinnati



End Points

Chicago - St. Louis

Routes:

VIA Springfield, Illinois

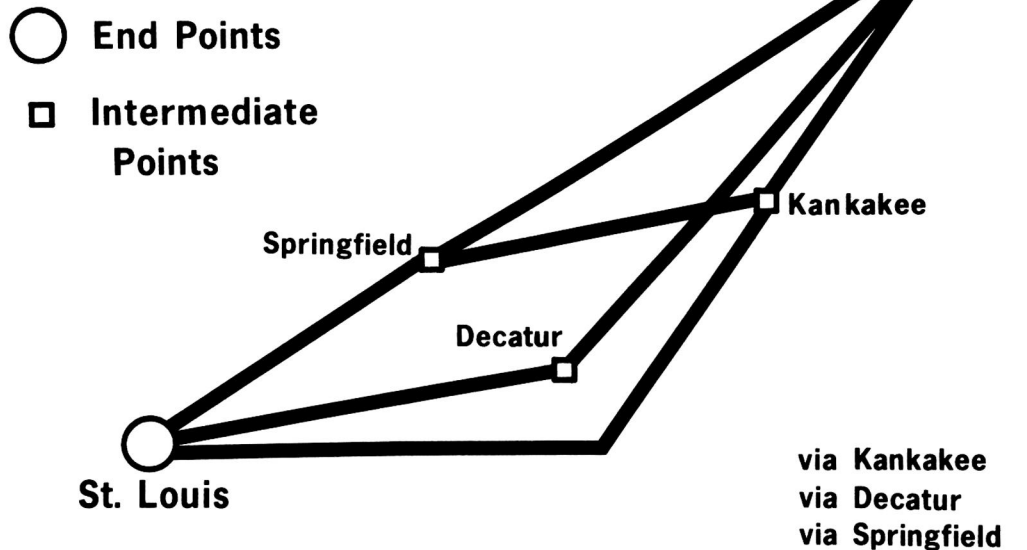
VIA Decatur, Illinois

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	#13,31	#4,32

END POINTS: Chicago-St. Louis



End Points: New York-Miami

Routes:

VIA Columbia

VIA Charleston

Present Service:

VIA Columbia

Carrier SB--Trains--NB

Through:

PC/RF&P/ #143/57/ #142/58/58
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

#75,85

#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

Routes:

- 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	NB
Through:		IC/CG/SCL	#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

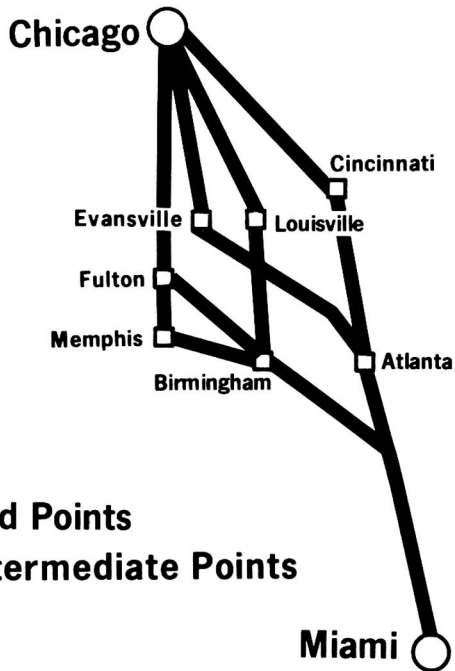
VIA Memphis - Birmingham

Through: None

Intermediate:

Chicago - Memphis (See Chicago-New Orleans)

END POINTS: Chicago - Miami



VIA Fulton, Birmingham

VIA Cincinnati, Atlanta

VIA Evansville, Atlanta

VIA Louisville, Atlanta

VIA Evansville, Birmingham

VIA Louisville, Birmingham

VIA Memphis, Birmingham

○ End Points

□ Intermediate Points

End Points: New York-New Orleans

Routes:

VIA Charlotte, Atlanta, Birmingham or Montgomery

VIA Raleigh, Atlanta, Birmingham or Montgomery

Present Service:

	Carrier	SR	Train NB
VIA Charlotte, Atlanta, Birmingham or Montgomery			

Through:	SR	#1	#2
----------	----	----	----

Intermediate:

New York-Washington (See New York-Washington)

Washington-Atlanta	SR	#5	#6
--------------------	----	----	----

Washington-Lynchburg	SR	#17	#18
----------------------	----	-----	-----

Montgomery-New Orleans	L&N	#9	#8
------------------------	-----	----	----

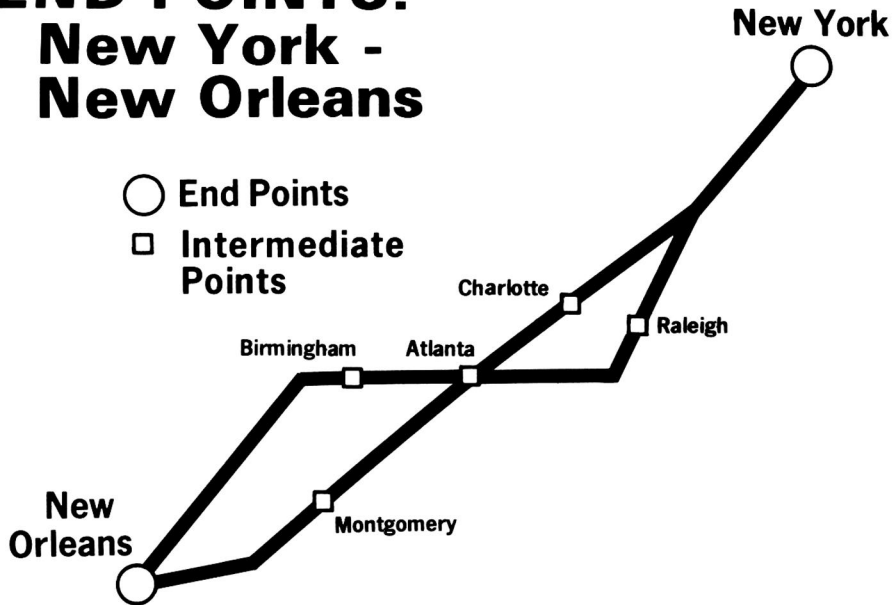
VIA Raleigh, Atlanta, Birmingham
or Montgomery

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

End Points: Chicago - New Orleans

Routes:

VIA Centralia

VIA St. Louis

Present Service:

Carrier

Trains

WB

EB

Through:

IC

#1, 5

2, 6

Intermediate:

Chicago - Gilman

IC

#21

22

Chicago - Carbondale

IC

#7, 9, 3

8, 10, 4

Chicago - Fulton

IC

#53

52

VIA St. Louis

Through:

None

Intermediate:

Chicago - St. Louis

(See Chicago - St. Louis)

St. Louis - Carbondale

IC

#105

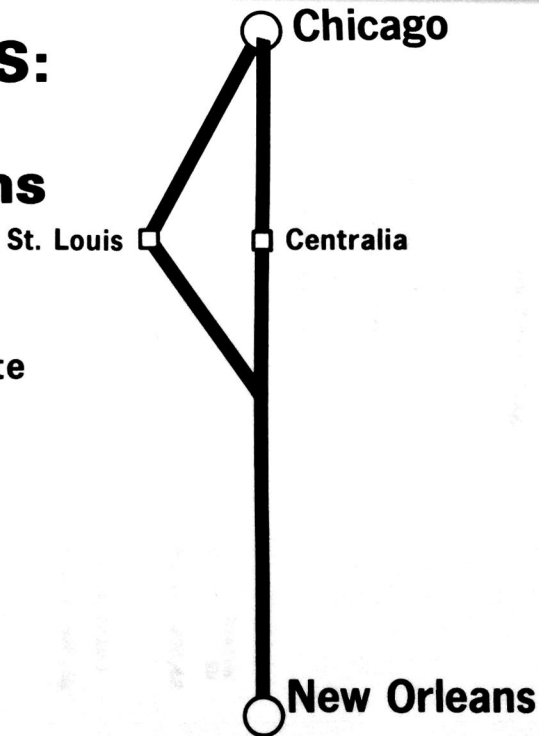
#106

END POINTS: Chicago- New Orleans

- End Points
- Intermediate Points

via Centralia

via St. Louis



End Points: New York-Chicago

Routes:

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

Present Service:

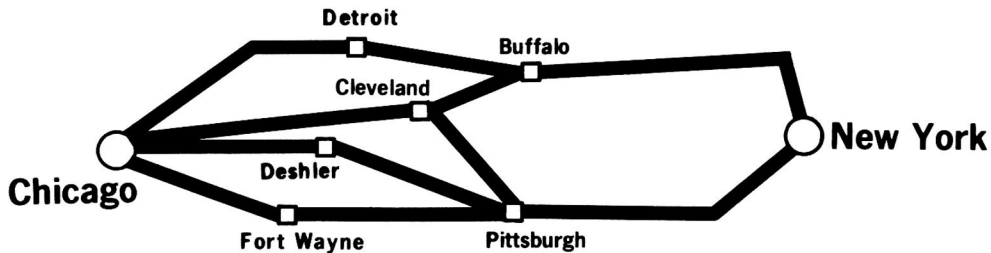
VIA Buffalo, Cleveland	Carrier	Trains
	WB	EB
Through:	PC	#61/27 #28/62
Intermediate:		
New York-Buffalo	(See New York-Buffalo)	
Buffalo-Chicago	PC	#51,63 #98,64
VIA Buffalo-Detroit		
Through:	NONE	
Intermediate:		
Detroit-Chicago	(See Chicago-Detroit)	
Buffalo-Detroit	PC	#17,351 #14,352
VIA Pittsburgh-Ft. 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

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

END POINTS: New York - Chicago

○ 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 Cumberland, Clarksburg, Cincinnati

VIA Cumberland, Pittsburgh, Indianapolis

VIA Harrisburg, Pittsburgh, Indianapolis

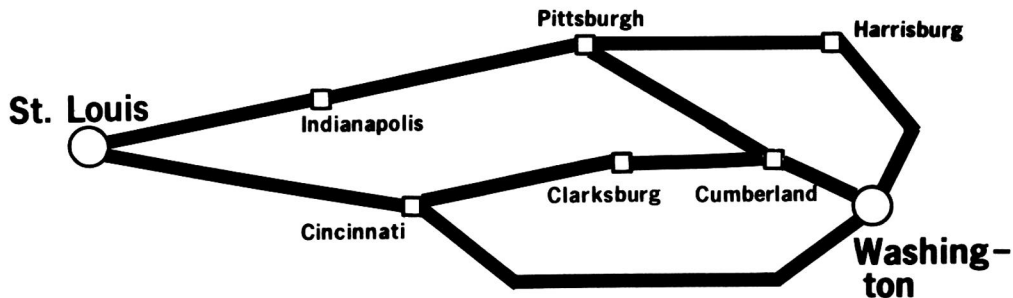
Present Service:

	Carrier	WB	Trains EB
VIA Charleston, Cincinnati			
Through:	B&O/C&O	#1	#2
Intermediate:	NONE		
VIA Cumberland, Clarksburg, Cincinnati			
Through:	NONE		
Intermediate:			
Washington-Cumberland	B&O	#11/7,33, 5,35,17	#6,8,12, 34
Cumberland-Cincinnati	B&O	#11	#12
VIA Cumberland, Pittsburgh, Indianapolis			
Through:	NONE		
Intermediate:			
Washington-Cumberland	(See Washington-Cumb. above)		
Cumberland-Pittsburgh	B&O	#5,11/7	#6,8
Pittsburgh-St. Louis	PC	#13,31	#4,32
VIA Harrisburg, 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	#549	#548
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

Routes:

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
---------	------

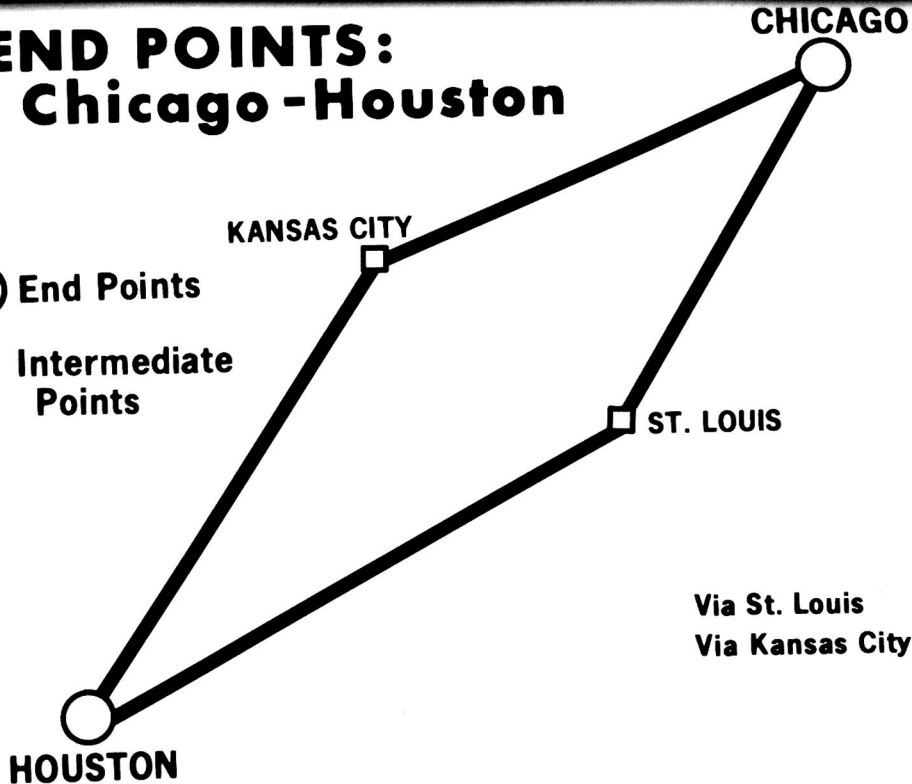
Intermediate:

Chicago - St. Louis	(See Chicago-St. Louis)
---------------------	-------------------------

St. Louis - Texarkana	MP	#1		#2
-----------------------	----	----	--	----

END POINTS: Chicago - Houston

- End Points
- Intermediate Points



End Points: Chicago-Seattle

Routes:

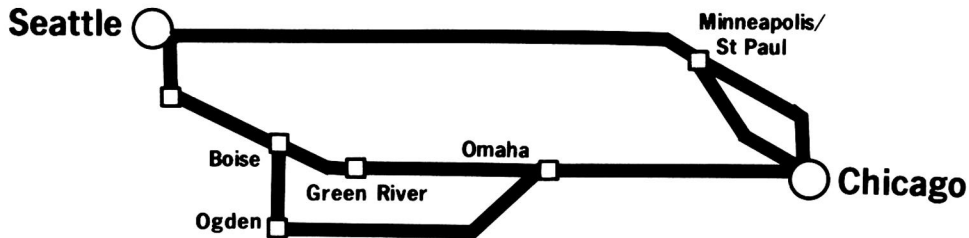
VIA Twin Cities

VIA Omaha, Green River, Boise

VIA Omaha, Ogden, Boise

<u>Present Service:</u>	Carrier	Train	WB	EB
VIA Twin Cities				
Through:	BN		#25,31	#26,32
Intermediate:				
Chicago-Milwaukee	MILW		#27,23,9	#24,12,46
	C&NW		#149,153, 209,121, 239	#152,160, 206,216, 168
Chicago-E.Dubuque	IC		#11	#12
Chicago-Twin Cities	MILW		#5	#6,56
	BN		#7,9	#8,10
St. Paul-Seattle	BN		#27,29	#28,30
VIA Omaha, Green River, Boise				
Through:	None			
Intermediate:				
Chicago-Green River	Milw/UP		#103/103	#104/104
Denver - Portland	UP		#17	#18
Green River - Portland	UP		#105	#106
Portland - Seattle	BN		#196,198	#195,199
VIA Omaha, Ogden, Boise	UP		#458	#457
Through:	None			
Intermediate:				
Chicago - Ogden	(See Chicago-Los Angeles)			
Salt Lake - Pocatello	UP		#35	#36

END POINTS: Chicago— Seattle



○ End Points

□ Intermediate Points

via Twin Cities

via Omaha, Green River, Boise

via Omaha, Ogden, Boise

End Points: Chicago-San Francisco

Routes:

- VIA Kansas City - 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:	Milw/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				

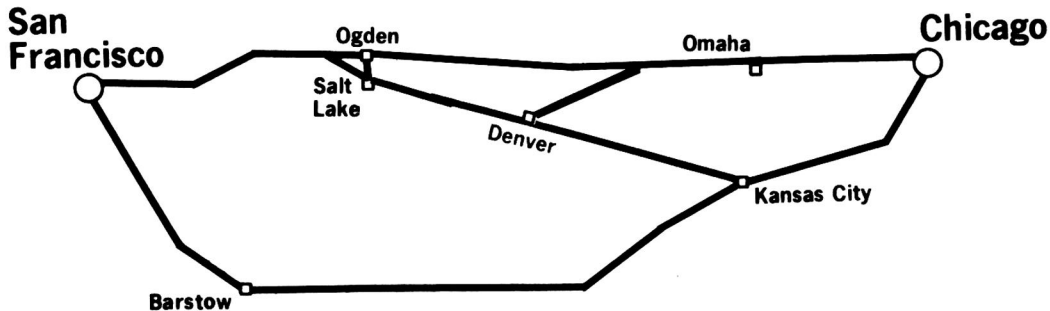
VIA Kansas City - Ogden/Salt Lake

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



○ End Points
□ Intermediate Points

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

End Points: Chicago - Los Angeles

Routes:

- VIA Kansas City, Barstow, Calif
- VIA Omaha, Ogden/Salt Lake, Las Vegas
- VIA Kansas City, El Paso
- VIA Kansas City, Ogden/Salt Lake, Las Vegas

Present Service:

VIA	Kansas City, Barstow, Calif	Carrier	EB (Trains)	WB
Through:		AT&SF	#17, 23	#18, 24
Intermediate:				
	Chicago - Barstow, Calif	AT&SF	#1	#2
	Chicago - Newton, Kansas	AT&SF	#15	#16
	Chicago - Kansas City	BN	#19	#20
	Galesburg - Quincy	BN	#5	#6
VIA	Omaha, Ogden/Salt Lake, Las Vegas			
Through:		Milw/UP	#103	#104
Intermediate:				
	Chicago - Bureau, Ill.	CRI&P	#11	#12
	Chicago - Rock Island	CRI&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	D&RGW	#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

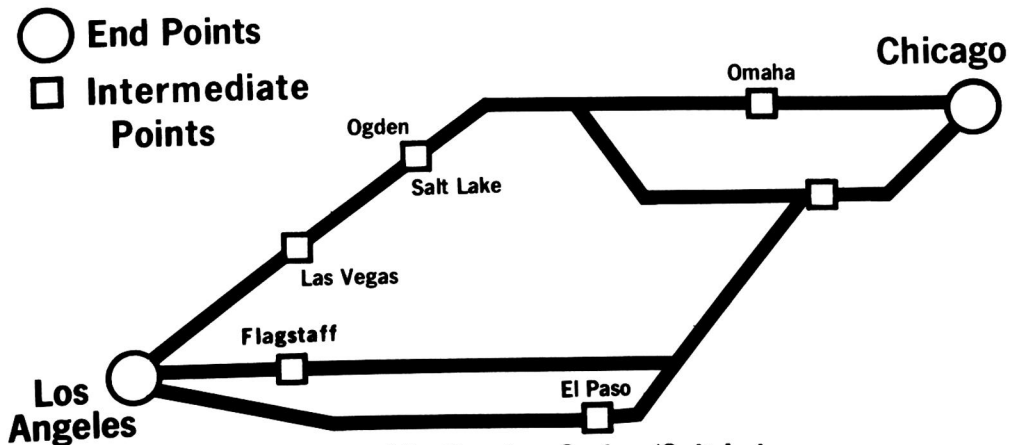
Intermediate:

Kansas City - Denver UP #117 #118

Kansas City - Cheyenne UP #9 #10

Denver - Green River UP #17 #18

END POINTS: Chicago- Los Angeles



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