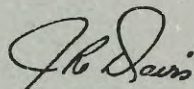


ALL EMPLOYEES:

To prevent injuries to ourselves, fellow employes and the general public we must strengthen our personal safety commitment, develop and follow safety policies, plans and procedures, and ensure that each of us complies with all rules. Individual responsibility and involvement is essential to prevent this needless pain and suffering. Working together to eliminate unsafe acts and unsafe conditions, we can and will prevent injuries.



Executive Vice President Operation

ALL INJURIES
ARE PREVENTABLE



UNION PACIFIC RAILROAD CO.

SYSTEM

TIMETABLE No. 4

Effective 12:01 a.m. Sunday,
OCTOBER 26, 1986

CENTRAL STANDARD TIME EAST OF NORTH PLATTE, NE.,
HORACE, KS., OAKLEY, KS., AND ON PLAINVILLE BRANCH

MOUNTAIN STANDARD TIME WEST OF NORTH PLATTE, NE.,
HORACE, KS., AND OAKLEY, KS., TO EAST BURMESTER, UT.,
LAS VEGAS, NV., AND LA GRANDE, OR.

PACIFIC STANDARD TIME WEST OF EAST BURMESTER, UT.,
LAS VEGAS, NV., AND LA GRANDE, OR.

FOR THE GOVERNMENT OF
EMPLOYEES CONCERNED.

J. R. DAVIS, Executive Vice President — Operation.

R. K. DAVIDSON, Vice President — Operation.

C. E. DETTMANN, Vice President — Transportation.

SOUTHERN REGION

G. T. GRAHAM
C. AADNESEN
M. D. DEALY
G. R. LILLY
G. A. TAYLOR
R. G. LANG
P. N. CRABTREE
J. L. RINEY
P. L. TUCKER
V. R. HARDIN
D. D. BEGGS

General Manager
Asst. General Manager
Regional Transportation Supt.
Regional Engineer
Regional Mechanical Officer
Superintendent — Arkansas Division
Superintendent — Louisiana Division
Superintendent — Texas Division
Superintendent — Gulf Division
Chief Dispatcher
Chief Dispatcher

CENTRAL REGION

A. L. SHOENER
R. B. KING
D. K. BARNES
J. M. DUNN
J. N. VARGASON
G. O. EVERETT
R. D. NARO
C. E. O'HARA
L. D. SMITH
R. G. SWINDLER
S. C. WALLACE
D. D. BRUNS
A. L. LANDRETH
J. W. FRAMPTON

General Manager
Asst. General Manager
Regional Transportation Supt.
Regional Engineer
Regional Mechanical Officer
Superintendent — Illinois Division
Superintendent — Kansas Division
Superintendent — Nebraska Division
Superintendent — Wyoming Division
Chief Dispatcher
Chief Dispatcher
Chief Dispatcher
Chief Dispatcher
Chief Dispatcher

WESTERN REGION

E. C. MAY
A. W. REES
R. M. CHAPMAN
W. E. WIMMER
L. L. MILLER
D. M. WHEELER
R. J. LARKIN
J. L. VERHAAL
K. D. MILAM
B. E. SCHROEDER
T. J. CARNEY
B. S. SCHULTIES
L. L. MCCORMICK

General Manager
Asst. General Manager
Regional Transportation Supt.
Regional Engineer
Regional Mechanical Officer
Superintendent — Idaho Division
Superintendent — Oregon Division
Superintendent — Feather River Division
Superintendent — California Division
Chief Dispatcher
Chief Dispatcher
Chief Dispatcher

Spring, Tx.
Spring, Tx.
Spring, Tx.
Spring, Tx.
Spring, Tx.
N. Little Rock, Ar.
Addis, La.
Ft. Worth, Tx.
Houston, Tx.
Spring, Tx.
N. Little Rock, Ar.

N. Kansas City, Mo.
N. Kansas City, Mo.
N. Kansas City, Mo.
N. Kansas City, Mo.
N. Kansas City, Mo.
St. Louis, Mo.
Kansas City, Mo.
Council Bluffs, Ia.
Cheyenne, Wyo.
Kansas City, Mo.
North Platte, Ne.
North Platte, Ne.
Kansas City, Mo.
Cheyenne, Wyo.

Salt Lake City, Ut.
Salt Lake City, Ut.
Salt Lake City, Ut.
Salt Lake City, Ut.
Salt Lake City, Ut.
Pocatello, Id.
Albina, Or.
Stockton, Ca.
Los Angeles, Ca.
Sacramento, Ca.
Salt Lake City, Ut.
Salt Lake City, Ut.
Albina, Or.

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SOUTHERN REGION 2-28

Arkansas Division 2-9, 17-19
Louisiana Division 9-16
Texas Division 17-22
Gulf Division 23-28

Subdivisions:	*Pg.	**ID
A&S	20	150
Aberdeen	77	423
Albion	55	209
Alexandria	12	100
Anaheim	99	339
Atchison	57	070
Atlas	41	052
Austin	24-25	151
Avoyelles	16	101
BMI	97	337
Baird	20	152
Bastrop	10	015
Baton Rouge	16	102
Baytown	23	103
Beahtace	58	205
Beaumont	14-15	104
Band	86	438
Bestwall	59	218
Bieber	104	319
Boise Cutoff	80	409
Bonham	17	153
Bonne Terre	35	005
Boulder	71	232
Brownsville	26-27	105
Burr Oak	60	050
Butterfield	5	007
Cache Valley	76	302
Caliente	94-95	332
Canyon	104	318
Cape Girardeau	36	001
Carlisle	35	051
Carondelet	25	109
Carizzo Springs	40-41	052
Carthage	95	333
Cedar City	55	210
Cedar Rapids	106	330
Chemurgic	32-33	003
Chester	30-31	004
Chicago	15	106
Church Point	96-97	336
Cima	31	004
Cissna Park	44	024
Clarksville	69	234
Coalmont	88	445
Coeur d'Alene	43	062
Colfeville	60	054
Concordia	75	405
Conda	85	437
Condon	51	055
Conway Springs	28	107
Corpus Christi	99	340
Council Bluffs	45	057
Council Grove	58	207
Crestmore	15	108
Crete	25	109
Crowley	75	402
Crystal City	3	005
Cumberland	18-19	154
DK&S	89	449
Dallas	33	002
Dayton	71	230
Delta	65	227
Dent	34-35	005
Denver	105	327
De Soto	75	407
Dozier	78	428
Dry Valley	102	314
East Belt	75	403
Elko	102	311
Ellerbeck	69	235
Encampment	76	306
Evona	75	404
Exxon Industrial Spur	54	070
Falls City	71	231
Ft. Collins	22	156
Ft. Worth	26	105
Freepport	77	422
Gay	25	151
Georgetown	99	341
Glendale	78	427
Goshen	75	406
Grace		

CENTRAL REGION 2, 3, 29-71

Illinois Division 2, 3, 29-41
Kansas Division 41-51
Nebraska Division 52-62
Wyoming Division 63-71

Subdivisions:	*Pg.	**ID
Grand Island	59	220
Granger	72	240
Grays Harbor	87	442
Greeley	64-65	228
Gurdon	5	006
Hallam	59	219
Hardtner	50	058
Helena	7	027
Henderson	6	157
Heppner	85	436
Hidalgo	27	105
Hill Field	76	307
Hoisington	46	059
Holland	105	326
Homedale	81	419
Hot Springs	5	007
Hoxie	2-3	008
Huntsville	23	163
Hutchinson	51	061
Huttig	11	009
Idaho Northern	86	414
Iron Mountain	95	334
JSW	33	021
Jamaica	31	004
Joppa	29	010
Joseph	76	432
Julesburg	64	229
Kearney	53	212
La Grande	82-83	431
Lake	101-102	310
Lake Charles	13	111
Lake Providence	11	011
Lakewood	100	342
Laramie	68-69	233
Laredo	60	054
Lenora	60	054
Lexington	37	073
Little Mountain	76	304
Little Rock	4-5	012
Longview	6	158
Los Angeles	98-99	338
Louisville	57	067
Loyalton	103	317
Lumie	35	005
Lynndyl	92-93	308
Malad	76	303
Manteca	106	329
Marblehead	102	312
Marysville	56-57	216
McKay	89	450
McPherson	49	068
Mead Lake	95	335
Memphis	8	014
Midland Valley	48	069
Mission	27	105
Monroe	10	015
Montana	77	421
Montezuma	106	327
Moscow	91	457
Mosher	36	022
Mount Hood Railway	86	439
Nampa	79	408
Nashville	6	016
New Meadows	81	416
NO&LC	13	113
Norfolk	55	208
Norman	64	017
North Platte	80	214
North Side	80	411
Oakland	107	324
Oakley	80	413
Ogden	73	301
Oklahoma	48	159
Old Main Line	55	202
Olympia	87	443
Ontario	72	239
Orange	15	114
Ord	55	211
Oregon Eastern	81	417
Pana	29	018
Paris	47	019
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Idaho Division 72-80, 92, 93
Oregon Division 79-91
California Division 92-100
Feather River Division 101-107

Subdivisions:	*Pg.	**ID
Payette	81	415
Pea Ridge	35	020
Pearson	105	323
Pilot Rock	76	433
Pinckneyville	33	021
Pine Bluff	8	028
Pittsburg	49	072
Plainville	62	226
Pleasant Valley	91	456
Pocatello	74-75	401
Port Chicago	106	321
Portland	84-85	434
Provo	93	309
Raft River	80	412
Rawlins	70	236
Reno	103	316
Rio Hondo	27	105
Riparia	90	452
River	37	073
Rock St.	3	008
Rowley	102	313
Sacramento	105	320
St. Anthony	78	426
Sie. Genevieve	36	022
St. Johns	86	440
St. Joseph	59	075
Salina	61	074
San Jose	107	331
San Pedro	100	343
Scoville	78	424
Seadrift	27	105
Seattle	87	441
Sedalia	38-39	076
Shreveport	9	160
Sidney	63	213
Sierra Nevada	91	455
Sikesston	33	002
Solomon	62	225
South Pass	70	237
South Torrington	71	215
Sparta	36	023
Spokane	88	444
Springfield	41	077
Stafford	50	078
Stoddard	81	418
Stromsburg	58	206
Sugarland	27	115
Sunnyside	89	449
Syracuse	76	305
T-NN	21	161
Tekoa	90	451
Tenark	8	014
Teton Valley	78	430
Thibodeaux	12	100
Tidewater Southern	106	328
Topeka	57	079
Toyah	21	162
Trigo	45	074
Trinity	23	163
Twin Falls	80	410
Tyler	6	164
Umatilla	85	435
Van Buren	44	020
Victoria	27	105
Vidalia	11	011
Wallace	91	454
Wallula	89	448
Warren	9	025
Weeping Water	57	066
Webb City	41	081
West Belt	78	429
Westville	31	026
Whitesboro	17	165
Wichita	47	082
Wilder	81	420
Winnemucca	103	315
WNW&NW	20	166
Woodland	105	325
Wynne	7	027
Yakima	89	446
Yellowstone	78	425
Yuba City	105	322

* Timetable Page

** Subdivision Number

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SAFETY WITHOUT COMPROMISE

2 HOXIE SUBDIV. — ARKANSAS & ILLINOIS DIVS.

HOXIE SUBDIV. — ARKANSAS & ILLINOIS DIVS. 3

SOUTH		Radio Communication via Channel One, call-in Two.	STATIONS	Station Nos.	Sidings Feet	NORTH	
First Class	21					First Class	22
Psg.	Psg.					Psg.	Psg.
Mon. Wed. Sat.	Mile Post					Mon. Wed. Sat.	AM
AM 3 08	165.5		POPLAR BLUFF . T ⊕ - 2 I	X-166	Yd.		AM s3 02
	165.6		0.1 4TH STREET				
	165.7		0.2 HENDERSON	I			
	167.5		1.8 SOUTH POPLAR	I			
	170.0		2.5 STANLEY	I	X-170		
	172.9		2.9 HARVIELL JCT.	⊖	X-173		
	180.4		7.5 NEELYVILLE	†	X-180	8302	
	192.2		11.8 CORNING	⊖ - 2 †	X-192	8300	
	199.0		6.8 KNOBEL	†	X-199	9698	
	202.9		3.9 PEACH ORCHARD	†	X-203	8159	
	214.4		11.5 O'KEAN	†	X-214	8204	
	223.6		9.2 MURTA JCT.	⊖	X-223		
s4 02	224.9		1.3 WALNUT RIDGE		X-225		s1 58
	226.3		1.4 HOXIE BN ⊕ ⊕ - 2	X-226	8515		
	228.5		2.2 MINTURN JCT.	⊖	X-228		
	238.9		10.4 ALICIA	†	X-239	8318	
	251.8		12.9 TUCKERMAN	†	X-252	8326	
	258.1		6.3 CAMPBELL JCT.		X-258		
	259.5		1.4 DIAZ JCT.	T I	X-259		
s4 38	261.7		2.2 NEWPORT	⊖ - 2 I	X-262		Yd. s1 24
	263.9		0.2 NORTH BRIDGE JCT.		X-264		
	264.1		0.4 WHITE RIVER	⊕ ⊕			
	264.5		0.4 SOUTH BRIDGE JCT.		X-265		
	269.7		5.2 JIFFY	I	X-269		
	274.3		4.6 GLAISE JCT.	⊖	X-275		
	278.1		3.8 BRADFORD	†	X-278	9964	
	286.7		8.6 RUSSELL JCT.		X-286		
	288.4		1.7 BALD KNOB	⊕ - 2 T I	X-288	14580	
	289.7		1.3 JUD	I	X-289		
	296.4		6.7 KENSSETT		X-296		
	298.4		2.0 HIG	I	X-298		
	306.5		8.1 MACK	I	X-306		
	312.7		6.2 BEEBE	⊕ - 2	X-313		
	319.2		6.5 WACROSS	I	X-320		
	330.7		11.5 JAX	I	X-331		
	332.1		1.4 JACKSONVILLE	T	X-332		
	339.4		7.3 NORTH END YARD				
	343.6		4.2 N. LITTLE ROCK	⊕ T I	X-344		Yd.
			2.0				
s6 11 AM	345.6		L. ROCK AMTK STA.	X-346			12 05 AM
			180.1				

Maximum Speed (Except as below)	MPH Psgr. Frt.	Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.	Sta. No.
Between Mile Posts	30 30	Business Tracks	MP
165.3 and 165.6	70 —	Delaplaine	207.6 X-208
172.1 and 172.9	70 —	Olyphant	269.8 X-270
179.2 and 179.3	65 —	Judsonia	292.6 X-293
184.9 and 185.1	70 —	Higginson	299.7 X-300
191.6 and 192.9	50 40	McRae	308.2 X-308
192.9 and 193.3	70 55	Ward	317.6 X-318
224.3 and 227.8	50 50	Cabot	323.0 X-323
Minturn Jct.—thru turnout	45 45	Valentine	336.1 X-336
258.0 and 263.9	50 50		
263.9 and 264.6	35 35		
264.6 and 265.0	70 —		
266.6 and 266.9	70 —		
288.1 and 288.6	40 40	Jacksonville Ind. Lead: 2.8 miles. Max. Speed 10 MPH originates at Jacksonville: Jacksonville - LRAFB.	
292.1 and 292.7	60 —		
292.7 and 293.1	55 55	DK & S Branch: 5.5 miles between Kensett, Doniphan and Searcy. Yard Limits entire branch. Max. Speed 20 MPH, except 10 MPH on curves.	
294.1 and 294.6	70 —		
322.4 and 323.6	65 —		
333.2 and 333.5	60 —		
339.4 and 339.6	65 —		
339.6 and 347.4	40 40		
North and South Wye Bald Knob	15 15		

Jacksonville Ind. Lead: 2.8 miles. Max. Speed 10 MPH originates at Jacksonville: Jacksonville - LRAFB.

DK & S Branch: 5.5 miles between Kensett, Doniphan and Searcy. Yard Limits entire branch. Max. Speed 20 MPH, except 10 MPH on curves.

Dual control switches are 30 MPH turnouts except:
 Poplar Bluff — MP 165.6 crossover East Main — To north end Poplar Bluff yard.
 Hoxie — 3 switches north end of siding MP 226.9.
 Newport — West main track to south end of yard MP 262.5.
 Bald Knob — All crossovers, siding and Memphis Subdiv. conn. MP 288.5.
 N. Little Rock — East departure lead, 3 switches north end receiving yard, main track crossovers at crest.
 N. Little Rock — ABS West Departure lead from Signal 3404 and Hoxie Subdiv. main track at North end yard.
 N. Little Rock — West departure lead Max. Speed 30 MPH.
 East departure lead, Trim 1 and Trim 2 Max. Speed 20 MPH.
 Radio Communication Via Channel 2.

Carlisle Branch:
 North Little Rock to Carlisle 29.2 miles. Yard Limits entire branch.

Maximum speed 20 MPH except MP 117.1 to MP 113.2 10 MPH.
 MP 131.9 to MP 130.5 10 MPH.

Station	MP	Sta. No.
North Little Rock	131.9	X-344
⊕ SSW ⊕	130.5	
Galloway	124.6	XZ-011
Lonoke	111.5	XZ-024
Sisemore	108.9	XZ-027
Carlisle	102.8	XZ-033

Rock St. Branch: North Little Rock to East Little Rock, 5.6 miles. Yard Limits entire branch.
 Max. Speed . . . 10 MPH

Station	MP	Sta. No.
North Little Rock	343.6	X-344
Arkansas River ⊕ ⊕	345.0	
East Little Rock	349.2	K-4

Arkansas River Bridge is remotely controlled by operator, Locust St. If signal governing movement over bridge displays stop, contact operator. If bridge is closed, and signal cannot be cleared by operator, be governed by instructions in Push Button box located at each end of lift span.

Illinois Division Jurisdiction Poplar Bluff to Harviell Jct.

Two main tracks designated East and West Track between Poplar Bluff & Harviell Jct., Murta Jct. & Minturn Jct., Campbell Jct. & North Bridge Jct., South Bridge Jct. & Glaize Jct., Russell Jct. & N. Little Rock.

Hot Box and Dragging Equipment Detectors located at ⊕MP 188.6, ⊕MP 207.6, ⊕MP 232.5, ⊕MP 255.3, ⊕MP 283.4 and ⊕MP 312.3.

4 LITTLE ROCK SUBDIV. — ARKANSAS DIVISION

SOUTH		Radio communication via Channel One, call-in One.		NORTH	
First Class	21 Pgr.	Radio Communication at Texarkana and N. Little Rock via Channel 2.	Station Nos.	Sidings Feet	First Class
Mon. Wed. Sat.	Mile Post	STATIONS			22 Pgr.
AM	343.6	N. LITTLE ROCK ①T	X-344	Yd.	AM
	345.1	HILL 1.5			
	345.3	ARK. RIVER ①			
6 11 5 6 19	345.6	L. ROCK AMTK STA. 1.6	X-346		12 05 11 57
	347.2	LR JCT. 4.5			
	351.7	ENSIGN 7.2	X-352		
	358.9	ALEXANDER 5.2	X-359		
	364.1	BAUXITE JCT. 4.2	①-1 X-364	5208	
	368.3	SHERIDAN 0.4	X-368		
	368.7	BENTON 1.5	T ① X-369		
	370.2	SALINE JCT. 3.1	∅ X-370		
	373.3	HASKELL 4.0	∅ X-373	11099	
	377.3	TRASKWOOD 7.3	∅ X-377	6044	
	384.6	GIFFORD 4.1	∅ X-385	6210	
s7 04	388.7	MALVERN 3.5	T ①-1 X-389		s10 50
	392.2	ABCO 7.4	∅ X-390	9238	
	399.6	DONALDSON 6.0	∅ X-400	6320	
	405.6	WITHERSPOON 5.4	∅ X-406	6329	
s7 25	411.0	ARKADELPHIA 11.3	①-1 ∅ X-411	8626	s10 28
	422.3	CURTIS JCT. 4.0	X-422		
	426.3	GURDON 3.0	①-1 T X X-426	Yd.	
	429.3	BEIRNE JCT. 8.3	X-429		
	437.6	BOUGHTON 4.8	∅ X-438	8164	
	442.4	PRESCOTT 7.2	∅ X-442	8900	
	449.6	EMMET 8.1	∅ X-450	6297	n10477
	457.7	HOPE ① BN ①-1 ∅ 5.3	X-458	s5769	
	463.0	GUERNSEY 7.3	∅ X-463	5997	
	470.3	FULTON 7.9	∅ X-471	9308	
	478.2	HOMAN 2.2	∅ X-478	8729	
	480.4	CLEAR LAKE JCT. 9.8	∅ X-481		
s8 49	490.2	TEXARKANA ①①T	X-491	Yd.	9 12
AM	146.6				PM

Two main tracks designated East and West tracks between N. Little Rock and Saline Jct.; Curtis Jct. and Beirne Jct.; Clear Lake Jct. and Texarkana.

Dual control switches are 30 MPH turnouts except:
N. Little Rock — Main track crossovers Locust St., south end receiving yard at Locust St. and south end running track.

Little Rock — Crossover switch entrance north end Amtrak Depot.
Little Rock — Vinegar Spur Pulaski Ind. Lead.

Bauxite — Siding switches.
Sheridan — Switch to Benton Yard.

Gurdon — Gurdon subdiv. conn.

N. Little Rock — Departure lead Max. Speed 30 MPH.

N. Little Rock — ABS Departure Lead from Signal 3445 to Little Rock Subdiv. main track at south end of yard.

Ark. River lift bridge is remotely controlled by operator Locust St. If signals governing movement over bridge display stop, contact operator. If bridge is closed and signal cannot be cleared by operator, be governed by instructions in push button box located each end of lift span.

Hot Box and Dragging Equipment Detectors located: ①MP 373.9, ①MP 395.3, ①MP 415.6, ①MP 431.9, ①MP 452.9 and ①MP 475.6

LITTLE ROCK SUBDIV. — ARKANSAS DIVISION 5

Maximum Speed	MPH	Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.
(Except as below)	75	Frt.
Between Mile Posts		Sta.
339.6 and 343.8	40	40
343.8 and 346.5	30	30
346.5 and 347.4	40	40
347.4 and 351.2	60	—
351.2 and 351.7	50	50
357.3 and 357.7	60	50
361.1 and 363.3	60	50
363.3 and 364.6	70	—
364.9 and 366.3	65	—
370.2 and 370.5	50	50
382.5 and 385.9	60	55
388.1 and 389.5	35	35
414.1 and 414.8	70	—
425.9 and 426.9	40	40†
434.8 and 435.9	65	—
441.7 and 442.8	50	50†
457.0 and 459.1	30	30†
470.6 and 471.3	70	—
471.5 and 471.6	25	25
480.3 and 480.4	50	50
483.2 and 483.6	65	—
485.9 and 488.9	60	—
488.9 and 490.2	25	20
Union Station tracks Little Rock	10	10
Van Buren Wye tracks	15	15
Malvern Wye tracks	10	10

HOT SPRINGS BRANCH — ARKANSAS DIVISION

Radio communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed	MPH
Mile Post	SOUTH	NORTH		Mountain Pine to MP Jct.	20
	▼	▲		MP Junction to MP 397.7 (except as below)	25
				MP 407.1 to MP 406.3	20
				MP 402.0 to MP 399.9	20
				MP 398.5 to MP 398.2	20
				MP 397.7 to Malvern (except as below)	35
				MP 396.5 to MP 396.2	20
				MP 393.9 to MP 393.3	20
				Butterfield Branch:	
				Butterfield-Haskell 12.6 miles	
				Yard Limits entire branch (Maximum Speed 10 MPH)	
				Special Instructions, Item 9, applies	
				Hot Springs 7:00 p.m. until 7:00 a.m.	
				Business Tracks	MP Nos.
				Crabtree	421.6 XH-88
				Sutco	407.4 XH-75
				Lake Catherine	404.1 XH-71
				Stat-Cor	402.6 XH-70
				Ark. Aluminum	402.4 XH-69
				Pirelli Cable	401.7 XH-68
				Rolling Mill	399.6 XH-66
				33.6	
				Switchback at MP Jct. to Mountain Pine.	
				Yard Limits: MP 407.7 to MP 412.0; MP 390.2 to Malvern.	

GURDON BRANCH — ARKANSAS DIVISION

Radio Communication via Channel One		Station Nos.	Sidings Feet
Maximum Speed	MPH		
(except as below)	30		
MP 456.0 — MP 456.8	20		
MP 458.8 — MP 460.9	20		
MP 487.1 — End of track	20		
Monsanto Ind. lead (2.3 miles) max. speed 10 MPH			
Yard Limits: Gurdon Little Rock Subdiv Conn. to MP 428.3; MP 457.4 to MP 463.5; MP 478.0 to MP 481.0; MP 487.1 to end of track MP 497.0.			
Business Tracks	Sta. No.		
Reader	437.6	E-11	
Chidester	444.7	E-18	
Lester	452.4	E-26	
Kraft	461.3	E-35	
Smackover	478.8	E-52	
Norphlet	484.5	E-58	
Mile Post	SOUTH	NORTH	
▼	STATIONS	▲	
426.3	GURDON ①①-1 T	X426	Yd.
459.8	CAMDEN ①-1 ①	E-33	
460.8	SSW ②		
463.1	CULLENDALE ①	E-37	
474.5	LOUANN	E-48	6321
487.5	MONSANTO ①	E-61	3222
492.2	EL DORADO ① T	E-66	Yd.
	65.9		

6 NORMAN BRANCH — ARKANSAS DIVISION

Maximum Speed (except as below) MPH	Radio Communication via Channel One		Station Nos.
	SOUTH	NORTH	
Between Mile Posts	Mile Post	STATIONS	
448.0 and 457.4	426.3	GURDON	X-426
457.4 and 457.7	441.0	OKOLONA	XL-15
457.7 and 472.0	446.5	PIKE CITY JCT.	XL-20
472.0 and 472.1	454.0	GRAYSONIA	XL-28
472.1 and 479.2	465.3	AMITY	XL-39
Yard Limits Gurdon to MP 430.0; MP 446.0 to MP 448.0 Sta.	473.5	GLENWOOD	XL-47
Business Tracks MP No.	479.2	BIRDS MILL	XL-52
Summit 433.1 XL-7			
Rosboro 469.8 XL-43			
Pike City Ind. lead (3.3 miles)			
Pike City Jct. — Pike Max. Speed 10 MPH.			
Pike 449.5 XL-23			
		52.9	

NASHVILLE BRANCH — ARKANSAS DIVISION

Maximum Speed (except as below) MPH	Radio Communication via Channel One		Station Nos.
	SOUTH	NORTH	
Between Mile Posts	Mile Post	STATIONS	
457.1 and 458.0	457.5	HOPE	X-458
483.2 and 483.3	483.1	NASHVILLE	XJ-26
484.0 and 492.0	493.1	PERKINS	XJ-36
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 459.0; Nashville MP 481.2 to MP 484.0; MP 492.0 to end of branch.			
Business Tracks			
North Hope — XJ-4.			
Ozan Creek MP 472.0 — XJ-13.			
		35.3	

LONGVIEW SUBDIV. — ARKANSAS DIVISION

Maximum Speed (Except as below) MPH	Radio Communication via Channel One Call-in Two		Station Nos.	Sid- ings Feet
	SOUTH	NORTH		
City Limits Palestine	Mile Post	STATIONS		
0.0 and 0.5	81.3	LONGVIEW	TP-90	Yd.
18.9 and 19.2	69.2	KILGORE	AX-12	7922
21.5 and 22.2	58.9	OVERTON	AX-22	6991
26.3 and 28.9	45.4	TROUP	AX-36	9935
30.1 and 31.5	33.4	TECULA	AX-48	8580
36.4 and 36.5	27.2	JACKSONVILLE	AX-54	4605
44.9 and 45.9	27.0	SSW		
50.3 and 50.8	23.6	HUME	AX-57	8000
52.3 and 53.0	11.9	NECHES	AX-70	8865
56.3 and 56.6	5.0	WELLS CREEK	AX-77	5183
59.6 and 60.6	0.0	PALESTINE	AX-81	Yd.
68.0 and 71.0				
73.1 and 73.8				
78.2 and 80.3				
80.3 and 81.1				
Business Tracks MP No.				
Alcoa Spur 7.4 AX-73				
Bodie 78.0 AX-4				
30 MPH turnouts north end freight route Palestine, all sidings except Jacksonville.				
Hot Box and Drugging Equip- ment Detectors: MP 25.4, MP 53.0 and MP 76.3.				
LeTourneau Ind. Lead (5.2 Miles) Max. Speed 10 MPH.				
		81.3		
		Make all radio communications concerning terminal operation Palestine via Channel #2.		

Tyler Branch
Troup to Swan 27.0 Miles. Industrial Lead
entire branch.
Max. Speed, 25 MPH.
Max. Wt. 263,000 lbs.

Business Tracks	MP	Sta. No.
Whitehouse	8.6	CX-9
General Electric	13.5	CX-13
Elberta	13.9	CX-14
Tyler	19.0	CX-19
Swan	26.3	CX-27

Henderson Branch
Overton to Henderson 16.0 Miles. Industrial
Lead entire branch.
Max. Speed 25 MPH

Business Tracks	MP	Sta. No.
Humble Oil Rack	2.7	BX-4
Henderson Clay	13.3	BX-13
Int. Paper	13.6	BX-14
Woodcarve	14.0	BX-14
Henderson	16.0	BX-16

WYNNE SUBDIV. — ARKANSAS DIVISION

7

Radio Communication and call in via Channel Two except Channel One between Paragould and Jonesboro Jct. and on Helena Ind. lead.		Station Nos.	Sid- ings Feet	Maximum Speed MPH
SOUTH	NORTH			
Mile Post	STATIONS			
219.9	PARAGOULD	C-243	8938	MP 235.3— MP 407.5 (Except as Below) 60
221.6	PARAGOULD JCT.	C-245		Between Mile Posts 235.3 and 235.5 30
	13.7 Miles via SSW			235.5 and 242.1 50
235.3	JONESBORO JCT.	C-259		242.1 and 243.6 45
238.0	JONESBORO	C-262	8080	278.3 and 280.7 40
256.7	HARRISBURG	C-280	7794	295.2 and 297.7 25
278.0	NORTH WYNNE			312.0 and 313.6 30
281.0	WYNNE	C-304	6944	326.4 and 326.7 50
290.9	CALDWELL	C-314	7527	365.4 and 366.4 30
295.9	FORREST CITY	C-319		372.5 and 376.0 40
314.0	MARIANNA	C-337	6776	376.0 and 382.5 30
325.5	LEXA	C-349	8792	406.8 and 407.5 20
326.5	HELENA JCT.	C-351		Yard Limits: MP 406.8 to MP 407.5.
339.5	LAKEVIEW	C-363	6953	
368.7	SNOW LAKE	C-392	6985	
377.8	WHITE RIVER			
381.1	MEDINA	C-405		
382.0	ARKANSAS RIVER			
387.0	WATSON	C-411	6946	
406.8	NORTH McGEHEE			
407.5	McGEHEE	C-432	Yd.	
	188.2			

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Greenfield	251.6	C-275	Yaletowne	293.3	C-317	Mellwood	356.6	C-380
Whitehall	262.4	C-286	Barton	329.2	CK-12	Vestal Spur	377.4	C-401
Cherry Valley	267.8	C-291	Oneida	335.3	C-359	Cypress Bend	399.7	C-423
Yanndale	274.3	C-298	Wabash	341.1	C-365	McArthur	402.5	C-426
Colt	286.2	C-310	Elaine	347.1	C-371			

Operation on SSW Between Jonesboro Jct and Paragould Jct.
SSW Stations Paragould Jct. and Jonesboro Jct.:
Station SSW MP Sidings-feet
Brookland 115.7 7263
Farville 117.8
Hot box and drugging equipment detectors located at MP 250.6, MP 268.5, MP 287.1,
MP 309.9, MP 329.2, MP 350.9, MP 371.0 and MP 389.0.
Detectors located at MP 371.0 and MP 389.0 are also equipped with high-wide detectors. These
detectors are equipped with a three light array on cantilever over track. Center light dark indicates
high load. Right or left light dark indicates wide load on side indicated. When dark light encountered,
stop train at once and inspect entire train as indicated.
When approaching this detector if all 3 lights are not illuminated, stop at once and inspect entire
train for high-wide, hot boxes and drugging equipment.
Dual control switches are 30 MPH turnouts except south end siding Lexa and Helena Jct.
Trains operating over SSW between Paragould and Jonesboro Jct. must secure SSW clearance at
originating station.
Helena Branch: Helena Jct. to Helena 12.0 miles — Max. speed 20 MPH except
10 MPH MP 336.2 to MP 338.2. Yard Limits entire branch.

Stations:	MP	Sta. No.
Wycamp	329.6	CJ-3
Helena	338.6	CJ-12

8 PINE BLUFF SUBDIV. — ARKANSAS DIVISION

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (except as below) MPH
	SOUTH	NORTH			
343.6	N. LITTLE ROCK	I ⊕ T	X-344	Yd.	LR Jct. — MP 371.3 Between Mile Posts LR Jct. and 346.1 ... 35 346.1 and 346.3 ... 30 346.3 and 349.3 ... 40 371.3 and 447.2 ... 60 (Except as below) ... 60 385.8 and 389.7 ... 20 427.5 and 428.3 ... 35† 446.2 and 447.8 ... 20
347.2	LR JCT.				
344.2					
347.3	BIDDLE		XZ-000	7221	
347.3					
354.1	HIGGINS		K-9	9150	
354.1					
364.5	HENSLEY		K-19	8700	Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.
364.5					
370.5	WHITE BLUFF	⊕ -2	K-25		
370.5					
387.4	⊕ SSW				
387.4					
390.9	PINE BLUFF	⊕ ⊕ -2	K-43	10286	Business Tracks MP No. Drury Spur ... 350.3 K-5 Sweet Home ... 351.7 K-6 Redfield ... 368.9 K-23 Baldwin ... 381.8 K-36 Fairfield ... 394.2 K-49 Noble Lake ... 398.3 K-53 Moscow ... 402.5 K-57 Vanner ... 415.0 K-70 Gould ... 420.2 K-75 Dumas ... 427.9 K-82 Tillar ... 440.7 K-95 Helena Chem. ... 446.6 K-100
390.9					
409.6	GRADY		K-64	9820	
409.6					
431.0	PICKENS		K-86	9446	
431.0					
447.2	McGEHEE	⊕ -2T	C-432	Yd.	
447.2					

Operation N. Little Rock and LR Jct. on Little Rock Subdiv. Pine Bluff ⊕ in effect 10:00 p.m. until 6:00 a.m. White Bluff Ind. Lead Max. Speed 10 MPH. 30 MPH turnout South end siding Grady and North end siding Pickens. Dual control switches are 30 MPH turnouts except — North end siding Higgins, South end sidings Hensley, White Bluff and Grady; South end old siding Pine Bluff. Hot Box and Dragging Equipment Detectors located at ⊕MP 373.2, ⊕MP 398.3 and ⊕MP 421.5.

MEMPHIS SUBDIV. — ARKANSAS DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (except as below) MPH
	WEST	EAST			
380.7	MEMPHIS (Sargent Yd.)	⊕	XG-93	Yd.	Between Mile Posts North and South wye Bald Knob ... 15 298.2 and 298.6 ... 30 298.6 and 299.1 ... 40 331.8 and 334.8 ... 40 334.8 and 336.1 ... 50 345.5 and 346.4 ... 50 375.2 and 378.1 ... 25 ICG ⊕ — Forest Yard on NS Main Tracks ... 10 Kentucky St. — ICG ⊕ ... 10 ICG ⊕ — Old Aulon Tower on CSX Track ... 10 ICG Southwest Wye at Iowa Avenue ... 5 ICG West Jct. via Y and MV Track ... 10
380.7					
380.6	KC JCT.	⊕ NS G			
380.6					
378.2	TEXAS ST.	⊕ ICG			
378.2					
378.1	KENTUCKY ST.	⊕			
378.1					
376.5	HARAHAN				
376.5					
375.8	BRIDGE JCT.	⊕ BN	XG-88		
375.8					
375.2	BRIARK		XG-87		
375.2					
370.0	PRESLEY JCT.	⊕ BN	XG-82		
370.0					
361.5	CRAWFORDSVILLE		XG-74	9760	
361.5					
348.3	SMITHDALE		XG-60	7697	Trains originating Memphis secure clearance prior to passing Kentucky St.
348.3					
332.4	WYNNE ⊕ UP	⊕ -2T	C-304	8618	Business Tracks MP No. Rio Vista ... 292.8 XG-6 Patterson ... 307.3 XG-19 McCroory ... 2309.3 XG-21 Hamlin ... 324.7 XG-37 Levesque ... 337.5 XG-50 Parkin ... 346.9 XG-59 Earle ... 2352.1 XG-64 Gavin ... 368.0 XG-80
332.4					
318.8	FAIR OAKS	⊕ SSW	XG-31	9489	W. Memphis Ind. Ld. ... 370.0 XG-85
318.8					
300.0	NEW AUGUSTA		XG-12	6196	
300.0					
298.5	WHITE RIVER	⊕			
298.5					
287.9	BALD KNOB	⊕ -2T	X-288		
287.9					

Movement of trains and engines between Sargent Yard and MP 377.9 must be made at restricted speed and only on authority of operator Kentucky St. Two main tracks designated North and South Tracks between Briark and MP 377.9. Dual control switches and crossovers on Mississippi River Bridge and to Bald Knob are 30 MPH turnouts. Gate protecting NS RR crossing MP 380.6 may be left lined as last used. Hot Box and Dragging Equipment Detectors located ⊕MP 292.5, ⊕MP 315.2, ⊕MP 341.0 and ⊕MP 357.5. Wynne ⊕-Wynne Subdiv. train dispatcher is the operator per Rule 312 (2). Communication via Channel Two.

SHREVEPORT SUBDIV. — ARKANSAS & LOUISIANA DIVS. 9

Mile Post	Radio Communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Yard Limits: (except as below) MPH
	WEST	EAST			
192.1	ALEXANDRIA	⊕	TB-195	Yd.	MP 190.4 to MP 195.8 MP 310.6 to MP 324.5 MP 347.5 to MP 351.4
192.1					
195.7	TEXMO JCT.	⊕	TB-196		Maximum Speed (except as below) ... 50 Between Mile Posts 190.4 and 195.8 ... 20 195.8 and 199.8 ... 25 208.6 and 209.1 ... 35 235.8 and 236.2 ... 40 245.8 and 247.8 ... 25 310.9 and 320.3 ... 20 348.6 and 350.6 ... 40 350.7 and 351.4 ... 30
195.7					
203.7	RAPIDES		TB-204	4105	Between Marshall and Lucas do not exceed 45 MPH if freight train averages over 80 gross tons per car — 40 MPH if train averages over 90 gross tons per car — 35 MPH if train averages over 100 gross tons per car.
203.7					
225.2	FERN		TB-225	4124	
225.2					
235.8	CYPRESS		TB-236	5094	
235.8					
246.0	CANE		TB-246	4066	
246.0					
247.5	NATCHITOCHE	⊕ -1	TB-247		
247.5					
265.7	LAKE END		TB-265	2935	
265.7					
286.0	WESTDALE		TB-286	8400	
286.0					
308.6	LUCAS		TB-308	4805	Between Lucas & Texmo Jct. do not exceed 45 MPH if train averages over 110 gross tons per car.
308.6					
311.7	⊕ KCS	⊕			
311.7					
313.9	⊕ SP	⊕			
313.9					
315.0	CUTOFF JCT.	⊕	TB-315	Yd.	Business Tracks MP No. Red River Ind. ... 197.0 TB197 England AFB ... 199.8 TB199 Boyce ... 208.7 TB209 Rodemacher ... 211.0 TB212 Soybean Spur ... 244.2 TB243 Plywood Spur ... 251.0 TB251 Gahagan ... 258.8 TB258 Powhatan ... 275.9 TB275 Dolet Hill ... 280.9 TB281 Grand Bayou ... 281.0 TB280 Bayou Pierre ... 285.0 TB285 Caspiana ... 296.0 TB296 Gayles ... 302.4 TB302 Olin ... 303.9 TB304 Fournoy ... 317.7 TB319 Greenwood ... 326.4 TB325 Jonesville ... 335.4 TB334
315.0					
315.6	HOLLYWOOD JCT.	⊕	TB-316	Yd.	
315.6					
1.5	HOLLYWOOD YD.	⊕ -1T	TS-316		
1.5					
322.3	REISOR	⊕	TB-321	13515	
322.3					
332.5	WASKOM		TB-331	5289	
332.5					
343.1	SCOTTSDALE		TB-342	4028	
343.1					
349.5	LOUISIANA	⊕		7551	
349.5					
351.0	MARSHALL	⊕ -1	TP-67	Yd.	
351.0					
351.4	MARSHALL JCT.	⊕ T			
351.4					

Arkansas Division jurisdiction Cutoff Jct. to Marshall Jct. Louisiana Division jurisdiction Cutoff Jct. to Alexandria. Between Reisor and Cutoff Jct. all movements will be made under direction of Operator at Reisor and under provision of Rule 93. Movements of trains and engines within yard limits Alexandria will be governed by instructions of yardmaster. 20 MPH turnout, Hollywood Jct. Hot Box and Dragging Equipment Detectors: ⊕MP 337.0, ⊕MP 292.0, ⊕MP 268.9, ⊕MP 242.2 and ⊕MP 216.3. All trains and engines stop and protect Levy Street, Shreveport. North Drill Track switch to Good Roads at Shreveport 20 MPH except between Cross Bayou and Wye at "X" Yard — 10 MPH. Bayou Pierre lead — International Paper: MP 0 to MP 3 — 25 MPH MP 3 to MP 6 — 10 MPH

WARREN BRANCH — ARKANSAS DIVISION

Mile Post	Radio Communication via Channel One.		Station Nos.
	SOUTH	NORTH	
422.6	DERMOTT		C-439
422.6			
445.3	MONTICELLO	⊕ AD&N	KC-29
445.3			
461.4	WARREN	⊕	KC-45
461.4			
38.7			

10 MONROE SUBDIV. — LOUISIANA DIVISION

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH
	SOUTH	NORTH			
408.1	McGEHEE	⊕ -2 T	C-432	Yd.	408.4 and 409.2 20 414.5 and 416.6 35
415.6	DERMOTT		C-439		449.4 and 449.6 50 455.2 and 455.6 50
422.0	HUDSPETH		C-446	8873	473.1 and 474.0 25† 480.9 and 481.0 25†
440.1	SUNSHINE		C-464	9010	486.3 and 498.9 50 498.9 and 504.3 30
460.8	BONITA		C-484	9135	507.0 and 507.4 50 524.5 and 525.1 50
481.0	COLLINSTON	⊕ -2 T	C-505	9058	528.1 and 531.6 30 531.6 — Texmo Jct. (Except as below) 50
491.8	SWARTZ		C-515	8872	537.4 and 537.8 30† 558.6 and 559.0 30
501.0	HUTTIG JCT.	T	C-524		571.8 and 575.3 40 582.3 and 585.7 40
501.1	⊗ MSRC				590.2 and 590.6 40† 593.1 and 593.2 30
502.9	MONROE	⊕ -2	C-525	13840	597.1 and Texmo Jct.
516.6	BOSCO		C-540	9387	
528.2	OUACHITA RIVER	⊕ ⊙			Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.
535.1	GRAYSON	⊕ -2	C-558	9200	
548.7	OLLA		C-572	7952	
561.6	GEORGETOWN	⊗ LOAM ⊕ -2	C-585	8003	MP 581 is omitted. The next mile post beyond MP 580 is MP 582.
576.9	ANTONIA		C-601	9584	Yard Limits: MP 596.6 to Texmo Jct.
592.6	TIOGA	⊗ L&A ⊕	C-616	8029	
595.1	⊗ L&A				
596.5	RED RIVER	⊙			
596.6	RED RIVER JCT.	⊙	C-620		
597.8	TEXMO JCT.	⊙	TB-196		
601.5	ALEXANDRIA	⊕ ⊙	C-625	Yd.	
190.8					

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv. Radio communication at Alexandria: yardmaster channel two.

ABS — Double track between Red River Jct. and Texmo Jct. Rule 251 in effect. Dual control switches are 30 MPH turnouts except Texmo Jct.

30 MPH turnouts: North end sidings Hudspeth, Sunshine, Bonita, Bosco, Olla, Tioga; South end sidings Collinston, Swartz, Grayson, Georgetown, Antonia.

Hot Box and Dragging Equipment Detectors located at, ⊕ MP 438.1, ⊕ MP 469.2, ⊕ MP 485.1, ⊕ MP 525.8, ⊕ MP 545.7, ⊕ MP 569.4 and ⊕ MP 586.8.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Montrose	432.1	C-456	Pulpwood	532.5	C-556
E. Ashley	435.6	C-459	Clarks	537.4	C-561
Portland	436.4	C-460	Standard	546.9	C-570
Parkdale	445.0	C-469	Urania	552.8	C-576
Bayou	446.3	C-470	Tullos	556.5	C-580
Wilmot	449.3	C-473	H & C Veneer	574.5	C-599
Muller	454.0	C-477	Christi Spur (Farmland)	577.9	C-602
McGinty	454.1	C-478	Pollock	580.4	C-605
Jones	457.2	C-481	Simms	⊕ -2 586.9	C-611
Galion	467.2	C-491	Camp Beauregard	592.5	C-618
Mer Rouge	473.5	C-497	Bastrop Branch Collinston to Bastrop 6.8 miles.		
Hancock	489.3	C-513	Industrial Lead entire branch.		
Erco	508.3	C-532	Bastrop ⊕ ALM ⊕ 553.6 E-127		
Riverton	526.2	C-550	Maximum speed 30 MPH except MP 553.3 — MP 553.7 10 MPH		
Columbia	530.5	C-554			

HUTTIG BRANCH — LOUISIANA DIVISION 11

Mile Post	Radio Communication via Channel One		Station Nos.
	SOUTH	NORTH	
527.2	HUTTIG		F-3
553.7	OUACHITA RIVER	⊕ ⊙	
554.0	STERLINGTON		F-30
568.1	⊗ A&LM	⊙	
568.6	HUTTIG JCT.	⊙	
	MONROE	T ⊕ -2	C-525
41.4			

LAKE PROVIDENCE BRANCH — LOUISIANA DIV.

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Rule 99 (4) in effect	
	SOUTH	NORTH			Maximum Speed MPH	MPH
408.1	McGEHEE	⊕ ⊙ -2 T	C-432	Yd.	411.0 and 421.0 10	25
424.1	MACON LAKE		K-118		425.0 and 441.0 10	
431.3	LAKE VILLAGE		K-126	2574	446.0 and 464.0 10	
446.8	EUDORA		K-141	2654	469.0 and 477.0 10	
470.1	LAKE PROVIDENCE		K-165	2597	481.0 and Ferriday 10	
487.4	SONDHEIMER		K-182		Business Tracks MP No.	
498.4	TALLULAH	⊗ ICG ⊕	K-194	2051	Trippie 412.1 K-106	
511.5	QUIMBY		K-207		Shelburn 463.1 K-158	
523.3	NEWELLTON		K-219	2607	H & W Warehouse 463.8 K-159	
533.7	ST. JOSEPH		K-229		Hollybrook 474.4 K-169	
546.1	WATERPROOF		K-242		Transylvania 478.5 K-173	
557.2	CLAYTON		E-210		Talla Bena 490.9 K-186	
637.2	FERRIDAY		E-216	Yd.	Goldman 544.4 K-240	
642.2	FERRIDAY				YARD LIMITS	
154.6					McGehee to MP 410.2	
					Talla Bena Ind. Lead	
					2.2 miles — Maximum speed 10 MPH	
					Vidalia Ind. Lead	
					9.3 miles Ferriday to Vidalia. Max Speed 10 MPH.	
					Business Tracks MP No.	
					Concordia Jct. 643.4 E-217	
					Vidalia 651.6 E-226	

12 ALEXANDRIA SUBDIV. — LOUISIANA DIVISION

Radio Communication via Channel One, Call-in Two			Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts	MPH
Mile Post	SOUTH STATIONS	NORTH				
192.1	ALEXANDRIA	⊗ T ⊙	C-625	Yd.	195.8 and 190.4	20
190.4	WILLOW GLEN	⊙	TB190		179.2 and 178.4	45
177.0	MEEKER	↑	TB177	10453	170.9 and 170.3	35
163.1	BUNKIE	⊗-2 T ↑	TB163	10249	163.3 and 162.5	40
152.0	MORROWS	↑	TB153	8960	118.9 and 117.6	40
138.5	PALMETTO	↑	TB139	11970	115.0 and 114.8	50
129.5	MELVILLE	⊙ ⊙	TB129		109.9 and 108.9	35
114.1	LIVONIA	⊙ UP ⊙	TB114	11165	102.5 and 101.0	40
101.8	GROSSE TETE	↑	TB102	11647	95.3 and 94.9	25
95.0	MORLEY	⊙	TB95		91.4 and 88.7	20
90.1	ADDIS	⊗-2 T	TB90	19342	86.7 and 84.0	20
85.4	PLAQUEMINE	↑	TB85		75.5 and 75.0	20
75.8	WHITE CASTLE	↑	TB75	6048	66.0 and 64.0	40↑
67.8	MCCALL	↑	TB68	8070	20.9 and 20.8	40
64.7	DONALDSONVILLE	⊗-2 T ↑	TB65	10457	16.6 and 16.4	40
53.1	ST. JAMES	↑	TB52	8879	13.8 and 10.2	20
40.0	JOHNSON	↑	TB40	11336	Drill extension Willis to Waggaman..... 20 MPH	
28.5	TAFT	⊙	TB28		Yard limits: MP 190.4 to MP 195.8 and MP 13.8 to MP 0.0.	
20.8	AMA JCT.	↑	TB20		Business Tracks MP Sta. Chambers..... 184.0 TB-185 MFC Spur..... 182.8 TB-183 Red Barn Chem. Co..... 169.8 TB-170 LeMoyen..... 148.7 TB-149 Rosa..... 145.1 TB-146 McKneely..... 120.9 TB-121 Fordoche..... 119.1 TB-118 Marringoux Spur..... 114.0 TB-114 Maringouin..... 109.3 TB-109 Sid Richardson..... 89.3 TB-89 Copolymer..... 89.2 TB-89 Dow..... 88.8 TB-88 Dover..... 84.2 TB-82 Allemania..... 81.3 TB-83 Georgia Pacific..... 81.3 TB-81 Hercules..... 81.3 TB-81 Lynch Spur..... 69.0 TB-69 Central Farmers..... 62.5 TB-63 Ampro..... 62.3 TB-63 Triad..... 62.3 TB-63 Melamine Chem..... 62.3 TB-63 Gulf..... 61.0 TB-61 Co-op Refinery..... 53.5 TB-54 Vacherie..... 46.3 TB-46 Armant..... 46.2 TB-46 Columbia..... 35.8 TB-36 Edgar..... 35.0 TB-35 LP&L Spur..... 30.0 TB-30 Hahnville..... 25.0 TB-26 Dufresne..... 23.3 TB-23 Monsanto..... 21.4 TB-21 Ama..... 19.3 TB-19 Farmers Export..... 19.2 TB-19 Service Foundry..... 14.0 TB-14	
192.1						

All radio communications in connection with Alexandria, Addis and Avondale are to be handled exclusively on Channel 2.

Thibodeaux Branch: McCall to Westfield 9.4 Miles. Yard Limits entire branch. Max. Speed 20 MPH.

Business Tracks	MP	Sta. No.
Lula.....	5.0	TH-7
Monty.....	7.5	TH-8
Westfield.....	8.9	TH-9

Two main tracks designated East and West tracks between Ama Jct. and Avondale. 30 MPH turnouts located both ends sidings Meeker, Palmetto, Livonia, Grosse Tete, Addis, White Castle, McCall, Donaldsonville, St. James, Johnson, Ama Jct. and North End Drill Track Avondale.

Engines may occupy main track between switching limit signs Willow Glen, MP 190.5 and MP 189.9 upon signal indication after authority has been obtained from train dispatcher. Such authority may be obtained through the operator at Alexandria.

Operation W. Bridge Jct. to Cotton Whse Yard via New Orleans Public Belt RR. NOPB Rules and Special Instructions apply.

Operation E. Bridge Jct. to Gentilly Yard via NS and CSX RR.

Operation between Willis and Gouldsboro governed by instructions yardmaster Avondale.

Hot Box and Dragging Equipment Detectors located at ⊗ MP 168.1, ⊗ MP 134.1, ⊗ MP 108.2, ⊗ MP 83.5, ⊗ MP 61.0, ⊗ MP 45.2 and ⊗ MP 22.1.

Between Texmo Jct. and Willow Glen movement of trains and engines will be governed by instructions of yardmaster, Alexandria.

LAKE CHARLES SUBDIV. — LOUISIANA DIVISION 13

Radio communication via Channel One, Call-in Two			Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts	MPH
Mile Post	SOUTH STATIONS	NORTH				
601.6	ALEXANDRIA	⊗ T ⊙	C-625	Yd.	602.3 and 602.6	35
615.7	BRINGHURST	↑	C-640	7500	602.6 and 610.2	40
623.6	GLENMORA	↑	C-647	3464	610.2 and 610.8	35
635.6	OAKDALE	⊙	C-659		610.8 and 624.4	40
642.0	TRACY	↑	C-666	8300	623.8 and 636.0	35↑
654.1	ELDER	↑	C-679	4850	634.5 and 651.4	35
660.6	KINDER	⊙ UP G ⊗ T ⊙	B-544	Yd.	Wye Track Kinder.....	10
680.0	IOWA JCT.	⊙ SP ⊗	C-704		661.2 and 690.1	30
690.2		⊙ SP ⊙			690.1 and 693.2	20
694.2	LAKE CHARLES	⊙ ⊙ ⊙	C-720	Yd.	Wharves & Apron Docks.....	5
					Do not exceed 40 MPH if train averages over 90 gross tons per car. Do not exceed 35 MPH if train averages over 100 gross tons per car.	

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Woodworth.....	610.6	C-634	Fontenot.....	664.2	C-688	American M.F.C.....	680.5	C-703
Van-Ply.....	638.1	C-662	Fenton.....	669.4	C-694	Manchester.....	688.0	C-712
McNary.....	622.6	C-646	Woodlawn.....	675.0	C-700	Harbor.....	690.0	C-713

Gate governing movement over railroad crossing Kinder must not be operated without authority of train dispatcher.

Yard Limits: MP 601-00 to MP 603-25; MP 658-24 to MP 662-01; MP 688-18 to Lake Charles.

Lake Charles Goss Port Lead ⊗ SP ⊗ ⊗ KCS ⊙

25 MPH turnouts both ends of sidings: Bringhurst, Glenmora and Tracy.

Harbor Ind. Lead — Lake Charles to Harbor 12.4 miles — max. speed tangent track 25 MPH; curved track 10 MPH.

All radio communication in connection with Alexandria Terminal operation is to be handled exclusively on Channel 2.

Hot Box and Dragging Equipment Detectors: # MP 625.2 and # MP 648.7.

NOLC BRANCH — LOUISIANA DIVISION

Radio Communication with Avondale Yard via Channel Two.			Station Nos.	Yard limits entire Branch	
Mile Post	SOUTH STATIONS	NORTH		Maximum Speed (Except as below)	MPH
	W. BRIDGE JCT.	⊙			20
	WESTWEGO	⊙ T ⊙	C-809	City Limits Gretna.....	6
	MARRERO	↑	C-812	City Limits Westwego.....	6
	HARVEY	⊙	C-813	Between Mile Posts	
	GRETNA	⊙ SP ⊙	C-814	15.6 and 17.0.....	10
1.0	GOULDSBORO	↑	C-815	20.5 and 22.0.....	10
			Y-1		
9.2	BELLE CHASSE	↑	Y-10	Business Tracks MP Sta. McDonoughville.....	Y-2
				Chevron Chem.....	12.0
23.0	END OF TRACK	⊙		Alliance.....	21.4
				Myrtle Grove.....	22.2
				Lift Bridge over Algiers Canal	
				MP 6.5 ⊙ ⊙	
				Lift Bridge over Harvey Canal	
				MP 4.2 ⊙ ⊙	

Crews must communicate with each other to avoid meeting between stations.

Trains and engines approach Louisiana Ave., Sala Ave. and Avenue "A" — Westwego at restricted speed, looking out for highway vehicles and prepared to stop short of crossing.

14 BEAUMONT SUBDIV. — LOUISIANA DIVISION

CTC—Gulf Coast Jct. to MP 449.7 and Elizabeth to MP 641.5

Trains secure clearance - DeQuincy unless otherwise verbally instructed by train dispatcher.

All radio communication in connection with HB&T operation is to be handled exclusively on Channel 2.

Two main tracks designated north and south between Langham Road and KCS Ry, drawbridge Beaumont; and between Dyersdale Jct. and Settegast Jct.

Beaumont — Operation on SP R.R. between Langham Rd. and 11th St. crossover — UP rules, timetable and Special Instructions apply.

Yard Limits: MP 449.7 to West Switch Elizabeth; MP 641.5 to end of track.

Maximum Speed	MPH
(Except as below)	60
Between Anchorage and MP 453.7	
(Except as below)	50
Between Anchorage and MP 641.2	20
Between Mile Posts	
611.0 and 610.5	35
598.1 and 597.3	30†
City Limits Opelousas	20†
571.4 and 568.8	20†
City Limits Basile	35†
City Limits Elton	40†
Wye Track Kinder	10
544.8 and 543.9	20†
508.8 and 507.4	20
GCL Jct. and 453.6	20†
453.7 and 449.7	55
445.8 and 445.5	50
395.5 and 394.0	40
385.4 and 381.6	55
Gulf Coast Jct. to Settegast Jct.	35

Business Tracks	MP	Sta. No.
Boudreaux	637.8	B-637
McDearmon		
(Big River Ind.)	630.8	B-630
East Krotz		
Springs	611.2	B-611
Hazelwood	600.1	B-600
Unatex	563.6	B-563
Elton	553.6	B-553
LeBlanc	538.5	B-538
Fulton	523.2	B-523
Hardin	422.4	B-422
Int. Chem. Co.	418.5	B-418
Kenefick	413.9	B-413

30 MPH turnouts east wye switch — Settegast Jct.; Dyersdale Jct.; both ends Huffman and Hull; West Crossover and East Crossover — Beaumont; DeQuincy lead and CS Jct. — KCS conn, East End DeQuincy; both ends Reaves, KD Siding, Powell and Port Barre.

Mile Post	Radio communication via Channel One, Call in Two		Station Nos.	Sidings Feet
	WEST	EAST		
643.9	ANCHORAGE	UP	B-644	
	12.4			
631.5	ERWINVILLE		B-631	
	10.4			
621.1	LIVONIA	UP	TB-114	
	10.2			
	ATCHFALAYA RIV.			
	.05			
610.4	KROTZ SPRINGS		B-610	4114
	12.8			
597.6	PORT BARRE		B-597	8300
	6.9			
590.7	OPELOUSAS		B-590	
	0.5			
590.2	SP			
	0.1			
590.1	UP			
	5.9			
584.2	LAWTELL		B-584	3700
	12.2			
572.0	POWELL		B-572	8300
	1.7			
570.3	EUNICE		B-570	
	10.8			
559.5	BASILE		B-559	4116
	15.0			
544.5	KINDER	UP	B-544	
	0.1			
544.4	HUB			
	1.0			
543.4	K.D. SIDING		B-543	8300
	11.1			
532.3	REAVES		B-532	7616
	17.0			
515.3	GORDON		B-515	5616
	6.9			
508.4	KCS			
	0.4			
508.0	DEQUINCY		B-508	8386
	0.7			
507.3	CS JUNCTION		B-507	
	3.3			
504.0	HELME		B-504	4820
	4.8			
499.2	LUCAS		B-499	4784
	6.9			
492.3	STARKE		B-492	7511
	5.3			
487.0	RULIFF		B-487	4646
	9.6			
477.4	MAURICEVILLE	UP	B-477	9863
	10.2			
467.2	VIDOR		B-467	13018
	4.4			
462.8	SP JCT.			
	1.0			
461.8	DRAWBRIDGE			
	0.2			
461.6	SP-ATSF			
	0.8			
460.8	GCL JCT.			
	0.5			
460.3	SP-KCS			
	1.2			
459.1	BEAUMONT		B-461	Yd.
	4.0			
455.1	ELIZABETH		B-455	7768
	4.0			
451.1	AMELIA		B-450	Yd.
	9.8			
441.3	GRAYBURG		B-441	8300
	14.1			
427.2	HULL		B-427	8087
	18.2			
409.0	MARTHA		B-409	4664
	10.2			
398.8	HUFFMAN		B-398	8290
	13.4			
385.4	DYERSDALE JCT.		B-385	
	3.8			
381.6	SETTEGAST JCT.		B-382	
	3.6			
378.0	GULF COAST JCT.		A-229	
	266.6			

VIA KCS

VIA HBT

BEAUMONT SUBDIV. — LOUISIANA DIVISION 15

Operation over KCS Ry. Between GCL Jct. and CS Jct. Be governed by General Code of Operating Rules, Special Instructions Items 14(c) and KCS General Orders.

Timetable direction from GCL Jct. to CS Jct. is North.

KCS Station	MP	Business Tracks	MP
CS Jct.	720.3	Alton Box Co.	721.2
Helme	723.6	Green Island	726.8
Lucas	728.4	Lunita	730.4
Starks	735.2	Lemonville	748.1
Ruliff	740.6	Korf	764.9
MP Crossing	750.2		
Mauriceville	750.2		
Vidor	760.4		
SP Jct.	764.9		
Beaumont	766.0		
SP Crossing	766.0		
GCL Jct.	766.6		
Max Speed GCL Jct. to CS Jct.			
(Except as below)	50		
Over UP Crossing MP 750.2	30†		
City Limits Vidor MP 757.0 to MP 764.3	30		
Over Neches River Bridge MP 765.9	20		
City Limits Beaumont	20		

Yard Limits — Indicated by Yard limit signs: MP 764.9 to GCL Jct.

Location of Hot Box and Dragging Equipment Detectors:

- # MP 726.0
- # MP 743.4
- # MP 764.9 — also equipped with over-size load detector
- # MP 766.4 — also equipped with over-size load detector (both main tracks)

All tracks other than main tracks, through turnouts and crossovers 10

ORANGE BRANCH — LOUISIANA DIVISION

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Yard Limits Entire Branch	
	SOUTH	NORTH		Maximum Speed	MPH
				(Except as below)	20
				MP 489.2 — MP 490.5	10
477.7	MAURICEVILLE	KCS	B-477	Doc Brown; Dupont Industrial	
	5.3			Lead	10
482.9	PEVETO		BE-482	Dupont Industrial Lead East Conn.	10
	4.0			Firestone Ind. Lead	10
486.9	SP				Sta.
	1.1			Business Tracks	MP No.
488.0	DOC BROWN		BE-488	Bancroft	485.0 BE-485
	2.5			Kilowatt	486.5 BE-486
490.5	ORANGE		BE-490		
	12.9				

CROWLEY BRANCH — LOUISIANA DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Maximum Speed	
	SOUTH	NORTH		(except as below)	MPH
				MP 570.3	30
				MP 571.3	10
				MP 590.6 End of track	10
570.3	EUNICE		B-570	Industrial Lead Entire Branch	
	7.6			Crowley-Mill Row Lead	SP
577.9	MOWATA		BD-578		Sta.
	14.4			Business Tracks	MP No.
592.3	CROWLEY		BD-592	Gulf States	575.5 BD-575
				American	
	22.0			Cyanamid	577.7 BD-577

CHURCH POINT BRANCH — LOUISIANA DIVISION

Mile Post	Radio Communication via Channel One, Call-in-Two		Station Nos.	Sidings Feet
	SOUTH	NORTH		
0.0	BUNKIE	2-T	TB-163	
	3.6			
3.6	EOLA		TL-4	
	5.2			
8.8	ST. LANDRY		TL-9	470
	11.2			
20.0	VILLE PLATTE		TL-20	1927
	6.7			
26.7	LEDOUX		TL-27	705
	9.3			
36.0	OPELOUSAS	UP	B-590	611
	11.9			
47.9	CHURCH POINT		TX-36	752
	47.9			

Hot Box and Dragging Equipment Detectors located at # MP 402.6, MP 422.5, MP 444.6, MP 529.9, MP 563.6 and MP 596.1.

Between MP 449.7 and west switch Elizabeth all movements will be made under direction of operator at Tower 74 and as prescribed by Rule 93.

Operation on HB&T Settegast Jct. to Gulf Coast Jct. Be governed by HB&T timetable and Special Instructions.

WEST		Radio Communication via Channel One, Call-in Two. At Texarkana and Centennial Yard, Channel Two.		EAST	
First Class 21 Pgr.	Mile Post	DALLAS SUBDIVISION	Sta- tion Nos.	Sid- ings Feet	First Class 22 Pgr.
Mon. Wed. Sat.		STATIONS			Sun. Tues. Fri.
AM 8 52	0.0	TEXARKANA . . . T ⊕ ⊕	TP-0	Yd.	PM s9 09
	0.5	⊗ SSW			
	1.8	NATIONAL JCT.			
	2.4	⊗ KCS			
	7.9	SULPHUR ↑	TP-8	9265	
	14.8	SPRINGDALE ↑	TP-15	4914	
	20.4	QUEEN CITY ↑	TP-21	7491	
	23.6	ATLANTA ⊕ -2 ↑	TP-24	4756	
	31.2	BIVINS ↑	TP-31	7425	
	37.5	KILDARE ↑	TP-37	5022	
	43.5	PAYNE ⊕ -2 ↑	TP-44	7716	
	50.7	JEFFERSON ⊗ L&A ⊕	TP-51	8549	
	58.7	WOODLAWN ↑	TP-58	7395	
s10 07	66.3	MARSHALL . . . ⊕ -2 T ↑	TP-67	8086	s7 54
	70.5	QUINCY ↑	TP-70	4748	
	75.3	KEOKUK ↑	TP-75	7484	
	81.5	LANSING JCT. ↑	TP-83		
	87.7	RED X			
s10 37	89.6	LONGVIEW ⊕ -2	TP-90	Yd.	s7 23
	89.9	LONGVIEW JCT.			
	93.8	GREGGTON ↑	TP-94	13590	
	104.8	GLADEWATER ↑	TP-103	7255	
	113.8	BIG SANDY ⊗ SSW ⊕	TP-113	7277	
	124.2	FADA ↑	TP-124	7507	
	130.0	HOARD ↑	TP-130	4967	
	136.1	MINEOLA ⊕ -2	TP-138	15050	
	142.2	SILVER LAKE ↑	TP-143	4730	
	150.0	GRAND SALINE ↑	TP-149	7512	
	158.8	EDGEWOOD ↑	TP-160	7559	
	167.4	WILLS POINT ↑	TP-167	7728	
	175.9	ELMO ↑	TP-176	7454	
	181.9	TERRELL ⊕ -2	TP-183	4406	
	187.0	LAWRENCE ↑	TP-187	7466	
	199.1	MARITH ↑	TP-199	7403	
	204.5	MESQUITE ↑	TP-204	21400	
	209.1	MP JCT. ⊕ ⊕ T ↑	TP-209	7037	
	214.2	TOWER 19 ⊕			
s1 32		DALLAS ⊕ ⊕ -2	TP-215		s4 43
	214.8	TERMINAL JCT. ⊕ . . . T	TP-216		
	216.1	BROWDER ⊕ ↑	TP-218	4334	
	226.4	GRAND PRAIRIE ↑	TP-227	4570	
	229.0	BOP ⊕	TP-230	Yd.	
	232.7	ARLINGTON ↑	TP-233	4179	
	241.1	POLY X	TP-241		
2 25 PM	245.4	TOWER 55 ⊕ ⊕ T	TP-245		3 43 PM
	247.4	RIVER X	TP-247		
	251.1	CENTENNIAL YD. ⊕	TP-250		

251.1

TIMETABLE NO. 4

DALLAS SUBDIV.

Maximum Speed (Except as below)	Psgr.	Frt.	Maximum Speed	Psgr.	MPH	Frt.
Between Mile Posts	75	60	Forest Ave. — Eastward			
0.0 and 1.0	20	20	Absolute Sig. Tower 19	10	10	
1.0 and 2.9	50	50	Eastward Absolute Sig.			
11.1 and 13.1	70	—	Tower 19 — Terminal Jct.	20	20	
15.4 and 18.4	70	—	Through curve Terminal Jct.			
20.7 and 21.8	70	—	(both Main tracks)	10	10	
23.7 and 23.9	20	20†	216.7 and 216.8	60	50	
30.8 and 31.4	55	50	217.8 and 220.2	60	50†	
36.3 and 38.0	50	50	224.4 and 225.8	50	50	
42.2 and 42.7	70	—	225.8 and 226.7	30	30	
45.0 and 45.6	60	—	226.7 and 228.9	50	50	
46.7 and 47.7	70	—	228.9 and 235.4	40	40	
48.7 and 49.0	70	—	235.4 and 236.4	70	—	
50.2 and 50.4	50	50	236.4 and 237.0	50	50	
50.4 and 51.2	30	30	237.0 and 238.8	70	—	
51.2 and 51.3	25	25	238.8 and 239.2	55	40	
51.3 and 51.5	30	30	239.2 and Tower 55	40	40	
51.5 and 54.0	65	—	Tower 55 — River	20	20	
56.2 and 56.8	65	—	Through Interlocking Tower			
59.0 and 65.4	65	—	55	15	15	
65.4 and 67.2	30	30	On Wye tracks Tower 55	10	10	
67.2 and 68.9	65	—	In siding Marshall:			
80.2 and 80.6	65	—	MP 66.5 — MP 66.7	15	15	
80.6 and 81.5	60	—	Does not apply to trains			
81.5 and 85.0	65	—	entering or leaving			
86.3 and 89.7	60†	—	Shreveport Subdiv. at			
89.7 and 95.0	40	40†	Marshall Jct.			
100.7 and 104.9	40	40†	Inside tracks auto convey-			
112.9 ⊕	25	25	TOFC Mesquite	10	10	
112.9 and 113.3	65	—	Through sidings and			
126.5 and 126.8	70	—	turnouts			
131.5 and 132.2	65	—	East Yard Ft. Worth	15	15	
136.0 and 136.4	50	45†				
139.9 and 141.2	70	—	Do not exceed 55 MPH if freight train averages			
148.2 and 148.9	60	—	over 90 gross tons per car — 50 MPH if			
148.9 and 149.6	40	40	train averages over 110 gross tons per car.			
156.0 and 157.0	60	45				
159.5 and 159.7	60	50†	Business		Sta.	
166.3 and 167.1	50	50†	Tracks	MP	No.	
182.2 and 183.3	40	40	South Texarkana	11.4	TP11	
183.9 and 184.6	60	—	Pirkey	76.1	TP76	
192.2 and 193.0	70	—	Trinity	84.6	TP85	
193.2 and 194.3	45	40	Pumps	87.0	TP87	
194.3 and 196.4	65	—	Hawkins	118.6	TP119	
196.4 and 201.3	70	—	Debbie	128.9	TP129	
201.3 and 203.0	45	45	Amoco	156.3	TP157	
203.0 and 205.5	70	—	Forney	194.0	TP194	
205.5 and 208.3	60	50	Mesquite Team	202.0	TP202	
Thru curve MP Jct.	10	10	Skyline	205.6	TP205	
SP MP 5.1 — SP MP 2.1	25	25	Eagle Ford	220.0	TP220	
SP MP 2.1 — SP MP 1.8	10	10	Cloudy	222.0	TP224	
SP MP 1.8 — Forest Ave.	25	25	June Pit	223.2	TP225	
			Mt. Creek	223.8	TP226	
			Great Southwest	231.2	TP231	
			Handley	239.2	TP239	
			Jamestown	242.9	TP243	

Trains originating Centennial Yard secure clearance prior to passing Tower 55.

All trains except No. 21 and No. 22 secure clearance at Mineola. 30 MPH turnouts at all junctions, all sidings and Crossovers Red, Poly and River except 40 MPH turnout Lansing Jct.

MW Crossover, Mineola located at MP 136-25.

Hand throw crossover located MP 88.3.

Hot Box and Dragging Equipment Detectors: ⊕ MP 29.5, ⊕ MP 54.7, ⊕ MP 80.2, ⊕ MP 108.2, ⊕ MP 162.3, and ⊕ MP 190.6.

Trains originating secure clearance at Longview.

Do not exceed 5 MPH on Morton Salt Co. tracks, Grand Saline.

Texas Division jurisdiction Centennial Yard to Mineola inclusive.

Arkansas Division jurisdiction Texarkana to Mineola.

Two main tracks designated North and South tracks between Texarkana and National Jct.; Lansing Jct. and Longview Jct.; Terminal Jct. and MP 248 Centennial Yard.

Operation via SP, MP Jct. to Tower 19, via Right of Way District, Tower 19 to Terminal Jct., Max. Speed 10 MPH on all auxiliary tracks and all turnouts. Interlocking Rules in effect.

Kelly Lead may be used to meet or pass trains and engines, cars higher than 17 feet 6 inches can not be handled under Houston St. Bridge on Kelly Lead or any tracks other than tracks "A" and "B".

Rule 94 in effect between MP 244-02 and River.

Between Tower 55 and River movement of trains and engines will be governed by instructions of yardmaster.

Between River and MP 251.9 movement of trains and engines will be governed by instructions of yardmaster not to exceed 20 MPH.

TIMETABLE NO. 4

Maximum Speed: Between Mile Posts 251.9 and 304.0 (Except as below)	MPH	Radio Communication via Channel One, Call-in One				Station Nos.	Sid- ings Feet
		Mile Post	WEST STATIONS	EAST STATIONS			
258.0 and 266.8	50	251.1	CENTENNIAL YD. T ⊕		TP-250	Yd.	
277.0 and 282.0	50		0.8				
284.8 and 286.1	50	251.9	FT. WORTH		TP-252	Yd.	
286.1 and 294.6	55		8.4				
294.6 and 295.6	35	260.3	IONA	↓	TP-260	7792	
295.6 and 297.4	55		12.8				
298.5 and 298.7	50	273.1	EARLS	↓	TP-273	7983	
304.0 and 364.0 (Except as below)	50		4.2				
326.2 and 326.8	45	277.3	WEATHERFORD		TP-277	8327	
329.9 and 337.1	35		9.8				
340.5 and 341.3	45	287.1	PREBLE ⊕-1 ↓		TP-287	6795	
343.1 and 345.6	35		14.0				
350.5 and 352.0	40	301.1	BRAZOS	↓	TP-301	6921	
360.3 and 364.0	45		12.4				
364.0 and 417.0 (Except as below)	60	313.5	JUDD ⊕-1 ↓		TP-313	6952	
372.2 and 372.4	50		13.3				
378.6 and 378.9	50	326.8	STRAWN	↓	TP-326	6959	
383.2 and 388.6	40		11.9				
392.0 and 393.5	30†	338.7	TIFFIN	↓	TP-338	6913	
393.5 and 405.3	50		2.1				
405.3 and 406.1	45	340.8	RANGER ⊕-1		TP-341		
406.1 and 409.2	30		10.7				
413.0 and 414.6	40	351.5	EASTLAND		TP-351	6913	
417.0 and 513.4 (Except as below)	50		9.2				
438.0 and 438.5	40	360.7	CISCO ⊕-1 ↓		TP-361	9803	
446.9 and 448.4	35		7.2				
509.0 and 510.0	20	367.9	DOTHAN	↓	TP-368	6920	
Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train aver- ages over 110 gross tons per car.			13.8				
Business Tracks	MP	Sta. No.	11.1				
Bomber	252	TP-252	JAYELL	↓	TP-381	6772	
Benbrook	254	TP-255	11.1				
Aledo	263	TP-264	392.8	CLYDE ⊕ ↓	TP-392	7366	
Bennett	294	TP-294	11.7				
Santo	307	TP-308	2.1				
Gordon	318	TP-319	406.6	HOLDER	TP-405	8779	
Johnson Mines	324	TP-324	8.9				
Putnam	373	TP-374	5.1				
Baird	386	TP-386	TYE	TP-414	5520		
Bandag	401	TP-401	8.9				
Air Base Spur	413	TP-413	MERKEL	TP-423	7775		
Pyramid	445	TP-445	5.8				
Colorado City	475	TP-476	TRENT	TP-429	4884		
Reef Field	504	TP-504	7.3				
Trains will be governed by instructions of Crest Yardmaster from Ft. Worth to Centennial Yard.			ESKOTA	TP-438	7481		
A & S Branch: 38.2 Miles. Abilene to Winters. Industrial Lead entire branch.			4.0				
Maximum Speed 25 MPH except MP 4.0-MP 17.0 10			TECIFIC	TP-441			
Business Tracks			6.8				
⊕ATSF	16.7	TJ-17	447.8	SWEETWATER ⊕-1	TP-448	11649	
Tuscola	17.2	TJ-18	8.6				
Bradshaw	27.4	TJ-28	456.4	ROSCOE	TP-456	7430	
Winters	38.2	TJ-38	10.0				
Trains will be governed by instructions of Crest Yardmaster from Ft. Worth to Centennial Yard.			11.7				
Hot Box and Dragging Equipment Detectors located ⊕MP 283.0, ⊕MP 317.1, ⊕MP 347.3, ⊕MP 377.0, ⊕MP 416.0, ⊕MP 453.0 and ⊕MP 485.5.			13.0				
30 MPH Turnouts: Ft. Worth; all CTC sidings except: Earls, Ranger. 25 MPH turnouts all other sidings except: Tye, Trent, Ziler; E. end Roscoe, Loraine; W. end Holder, Eskota, Dome and Iatan.			12.6				
			COAHOMA	TP-503	7401		
			4.8				
			508.5	ZILER	TP-509	4352	
			4.9				
			513.4	BIG SPRING ⊕	TP-513	Yd.	
			262.3				

WMW&NW BRANCH — TEXAS DIV.

Maximum Speed: 10 MPH	Miles	WEST	EAST	Station Nos.
		STATIONS	STATIONS	
Yard Limits: Entire Branch	0.0	WEATHERFORD ⊕		TP-277
Radio Communication via Channel One, Call-in One.	18.1	WOLTERS		TK-18
	22.0	MINERAL WELLS ⊕ T		TK-22
		22.0		

TIMETABLE NO. 4

Mile Post	Radio Communication via Channel One Call-in One		Station Nos.	Sid- ings Feet	Maximum Speed (Except as below) Between Mile Posts	MPH
	WEST	EAST				
513.4		BIG SPRING ⊕	TP-513	Yd.	513.4 and 551.6	40
		10.5			551.6 and 556.5	25†
523.9		MORITA	TP-524	7560	556.5 and 576.0	40
		9.5			587.1 and 587.6	55
533.3		STANTON	TP-534	7492	596.0 and 608.0	40
		15.3			608.0 and 611.0	35
549.2		CHUB	TP-549	6856	646.8 and 647.2	45
		4.2			692.7 and 696.6	55
553.3		MIDLAND ⊕-1	TP-553		717.5 and 722.0	40
		5.8			735.3 and 735.6	50
559.0		BOUNCE	TP-559	4335	741.3 and 744.0	45
		4.9			Through turnout to SP Sierra Blanca	25
563.8		PEGASUS	TP-564	8312	Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.	
568.7		SOLO	TP-569	4186		
		1.6				
570.3		ODESSA ⊕	TP-570	Yd.		
		8.6				
578.9		ARCADE	TP-579	7862	Business Tracks	MP
		5.1			MP	Sta. No.
584.1		DOURO	TP-584	4303	Tex-Harvey	541.8
		9.6			Ind. Foundation	557.6
593.7		METZ	TP-594	7899	Warfield	562.7
		15.7			Texas Elec.	613.6
609.4		MONAHANS T ⊕-1	TP-609	7465	Monsanto	617.5
		6.2			Pyote	624.2
615.6		WICKETT	TP-615	5451	Barstow	640.0
		31.0			Westex	729.0
646.6		PECOS ⊕	TP-647	4584	Crusher	744.2
		19.5			Talc	757.0
666.1		TOYAH ⊕-1	TP-666	11467	25 MPH turnouts at west end siding Arcade, Pegasus and Boracho and east end of sid- ings Morita, Stanton, Monahans and Metz.	
		10.6			Trains secure clearance Toyah.	
676.7		GOZAR	TP-676	4216	Hot Box and Dragging Equip- ment Detectors: ⊕MP 544.0, ⊕MP 582.0, ⊕MP 613.6, ⊕MP 644.5 and ⊕MP 706.3.	
		9.6			Engines must not use No. 3 or Eng. Spur at Crusher, Allamore. Operation via SP Sierra Blanca to El Paso.	
686.3		SAN MARTINE	TP-687	4203	Sierra Blanca — Time applies at SP connection.	
		4.9				
691.2		LEVINSON	TP-691	4130		
		7.6				
698.8		KENT	TP-698	4348		
		10.0				
708.8		BORACHO ⊕-1	TP-709	8764		
		18.3				
727.1		WILD HORSE	TP-727	4216		
		7.9				
735.0		VAN HORN ⊕	TP-735	3584		
		11.5				
746.5		ALLAMORE	TP-746	4220		
		7.4				
753.9		EAGLE FLAT	TP-754	4232		
		9.7				
763.6		ARISPE	TP-764	4129		
		4.9				
768.5		SIERRA BLANCA ⊕-1	TP-768			
		88.4 MILES VIA SP				
858.4		EL PASO T ⊕	TP-860	Yd.		
		343.5				

STATIONS BETWEEN SIERRA BLANCA AND EL PASO

Station	SP Mile Post	Sta. No.	Sidings Feet
SIERRA BLANCA	736.9	TP-768	10425
LASCA	746.1	TP-777	8507
SMALL	751.3	TP-785	8479
FINLAY	760.9	TP-790	7835
McNARY	770.1	TP-803	8306
ISER	783.6	TP-815	9978
TORNILLO	790.0	TP-826	8589
FABENS	800.2	TP-831	—
CLINT	807.3	TP-839	8705
BELEN	815.2	TP-846	—
ALFALFA	822.8	TP-854	—
TOWER 47 SP CONN	827.5	—	—

T-NM BRANCH — TEXAS DIVISION

Mile Post	Radio Communication Via SOUTH Channel One, NORTH		Station Nos.	Rule 99 (4) in effect. Maximum Speed (Except as below) Between Mile Posts	MPH
	WEST	EAST			
105.5		LOVINGTON	TM-105	0.0 and 1.0	10
		21.1		9.0 and 38.0	10
84.4		HOBBS	TM-84	48.0 and 51.0	10
		19.4		65.0 and 66.0	10
65.0		EUNICE	TM-66	83.0 and 91.0	10
		22.7			
42.3		JAL	TM-42	Business Tracks	MP
		18.7		Combust	52.6
23.6		KERMIT	TM-24	United Carbon	55.9
		23.6		Warren	78.0
0.0		MONAHANS T ⊕-1	TM-000	Climax	80.1
		105.5		Southern Union Oil	100.0
				Lea County Oil	101.0

TIMETABLE NO. 4

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH
	SOUTH	NORTH			
0.0	▲	▼	TP-250	Yd.	MP 0.0 — MP 165.8 (Except as below) 60
5.7	▲	▼	TP-245	Yd.	Between Mile Posts 35
165.8	▲	▼	BV-181	8548	0.0 and 0.4 50
163.7	▲	▼	BV-178	8548	0.4 and 6.0 50
155.0	▲	▼	BV-155	8562	20.9 and 22.7 40†
137.0	▲	▼	BV-139	7552	25.4 and 25.7 50
116.5	▲	▼	BV-117	8260	31.0 and 47.5 50
110.1	▲	▼	BV-110	4616	47.5 and 48.3 25
100.6	▲	▼	AX-175	7766	78.0 and 78.2 25
97.3	▲	▼	BV-92	8206	97.3 40
92.0	▲	▼	BV-78	3208	97.3 and 100.6 55
78.1	▲	▼	BV-75	3208	100.6 40
77.8	▲	▼	BV-75	3208	Valley Jct. thru No. 1 & No. 2 Tracks 25
75.5	▲	▼	BV-75	3208	106.8 and 107.0 50
48.6	▲	▼	BV-49	3351	138.0 and 140.6 25
48.5	▲	▼	BV-49	3351	148.2 and 148.5 55
45.0	▲	▼	BV-44	10500	158.5 and 158.8 55
36.5	▲	▼	BV-37	4603	161.5 and 165.8 25
26.1	▲	▼	BV-26	7450	On Wye tracks Tower 55 10
22.1	▲	▼	BV-22	4742	Thru Turnout Waco Jct. 25
11.2	▲	▼	BV-11	9201	Jct. 25
0.0	▲	▼	A-209	254.5	Thru Turnout SP-Nava Jct. 25

Hot Box and Dragging Equipment Detectors: ⊕ MP 19.3, ⊕ MP 85.4, ⊕ MP 107.8, ⊕ MP 132.7 and ⊕ MP 159.0.

Southward trains secure UP and MKT clearance prior to passing Tower 55.

All dual control switches are 30 MPH turnouts.

Operation on Dallas Subdiv. between Tower 55 and Centennial Yard.

STATIONS BETWEEN CENTENNIAL YARD AND TAYLOR

Station	MKT MP	Sta. No.	Sidings Feet
TOWER 55	757.1	757.1	Yd.
NEY	758.5	MK 759	Yd.
WRENN	763.9	MK 764	7828
EGAN	777.6	MK 778	8752
GRANDVIEW	793.2	MK 794	9583
DANA JCT.	811.2	MK 812	Yd.
HILLSBORO	813.0	BV 198	7218
WINSLOW	827.4	MK 828	8830
WEST	836.4	MK 837	8060
ELM MOTT	841.9	MK 843	Yd.
CAPHEAD	842.1	MK 845	Yd.
WACO JCT.	842.9	MK 846	Yd.
BELLMEAD	845.5	MK 846	Yd.
WACO	849.7	MK 850	10964
BASS	865.2	MK 865	10142
EDDY	880.0	MK 880	2128
TEMPLE	880.8	MK 881	Yd.
OPAL	881.1	MK 882	3400
COBEL	883.1	MK 883	Yd.
SMITH	887.6	MK 888	8993
LITTLE RIVER	908.1	MK 908	7371
GRANGER	918.4	MK 918	9121
BIRGE	918.9	Yd.	Yd.
TRANSFER JCT.	918.9	Yd.	Yd.

STATIONS BETWEEN BRYAN AND NAVASOTA

Station	SP MP	Sta. No.	Sidings Feet
BRYAN	96.0	Yd.	8169
MILLICAN	81.4	SP 081	8315
NAVASOTA JCT.	70.8	77122	Yd.

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet
	SOUTH	NORTH		
0.0	▲	▼	AX-81	Yd.
0.0	▲	▼	A-81	Yd.
1.6	▲	▼	A-83	Yd.
12.2	▲	▼	A-94	7512
37.5	▲	▼	A-119	9961
64.8	▲	▼	A-146	9755
84.0	▲	▼	A-165	7977
95.7	▲	▼	A-177	4777
111.7	▲	▼	A-193	7765
127.7	▲	▼	A-208	Yd.
128.3	▲	▼	A-210	Yd.
131.5	▲	▼	A-213	Yd.
137.2	▲	▼	A-219	Yd.
142.0	▲	▼	A-223	Yd.
145.8	▲	▼	A-227	Yd.
146.6	▲	▼	Yd.	Yd.
147.5	▲	▼	B-379	Yd.

Hot Box and Dragging Equipment Detectors located at ⊕ MP 33.4; ⊕ MP 67.4; ⊕ MP 97.5 and ⊕ MP 134.6. Trains and engines must secure clearance before moving north of Belt Jct.

Ft. Worth Subdiv. trains must secure clearances before moving north of Spring Jct. Two main tracks designated east and west tracks between Spring Jct. and Belt Jct.

All radio communications concerning terminal operations at Palestine must be handled on Channel #2.

Operation between MP 144.0 and Settegast yard via HB&T Ry. Be governed by HB&T timetable and Special Instructions.

All radio communications in connection with HB&T operation are to be handled exclusively on Channel 2.

All dual control switches are 30 MPH turnouts except south switch Lloyd Yard, east and west lead switches north end Lloyd Yard.

BAYTOWN BRANCH — GULF DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Yard Limits Entire Branch Maximum Speed (Except as below) MPH
	WEST	EAST		
35.0	▲	▼	BG-35	Between Mile Posts 10
33.4	▲	▼	BG-33	11.0 and 11.6 10
30.7	▲	▼	BG-28	14.7 and 14.9 10
28.5	▲	▼	BG-27	Jacinto Port Lead 10
27.0	▲	▼	BG-22	(Except Penn City Road east to end of track 20
22.5	▲	▼	BG-18	Arco Industrial lead 10
18.0	▲	▼	BG-16	US Steel Industrial lead 10
16.0	▲	▼	BG-9	22.6 and 23.3 10
9.5	▲	▼	B-379	25.0 and 35.0 10
3.8	▲	▼	Yd.	Lift bridge over Cedar Bayou Bridge No. 3 — U.S. Steel lead protected by signals. When signals indicate Stop be governed by instructions in release box.

All radio communication in connection with HB&T operations is to be handled exclusively on Channel 2. Crews must communicate with each other to avoid meeting between stations.

When using HB&T tracks Houston, HB&T timetable and Special Instructions apply. MP 30-22 — San Jacinto Street Crossing — member of crew must protect on ground before occupying.

SOUTH First Class 21 Pgr.		Radio Communication via Channel One, Call-in Two Between Taylor and Sosan Call-in One	STATIONS	Sta- tion Nos.	Sid- ings Feet	NORTH First Class 22 Pgr.	
Mon. Wed. Sat.	Mile Post					Sun. Tues. Fri.	Yd.
	0.0		PALESTINE T ⊕	AX-81	Yd.		
	1.0		1.0 WEST JCT. ⊙	AX-81			
	8.5		7.5 TUCKER	AX-90	3686		
	18.0		9.5 OAKWOOD	AX-99	7609		
	34.7		16.7 BUFFALO ⊕-2	AX-116	3546		
	43.8		9.1 JEWETT	AX-125	4237		
	54.8		11.0 MARQUEZ ⊕-2	AX-136	9141		
	70.4		15.6 EASTERLY	AX-152	3919		
	77.1		6.7 FRANKLIN	AX-158	9819		
	89.6		12.5 HEARNE ⊗ SP ⊙ ⊙	AX-171	6199		
	93.4		3.8 VALLEY JCT. ⊗ UP ⊙ ⊙	AX-175	Yd.		
	99.6		6.2 GAUSE T ⊕-2	AX-181	8170		
	110.0		10.4 MILANO ⊗ ATSF ⊙ ⊙	AX-191	7744		
	123.4		13.4 MARJORIE ⊕-2 †	AX-205	8194		
	138.4		15.0 THRALL †	AX-220	8482		
	144.4		6.0 ⊗ MKT ⊙				
PM			0.4			AM	
s6 40	144.8		TAYLOR ⊕	AX-226	Yd.	s11 30	
	150.8		6.0 HESTES †	AX-232	7450		
	161.6		10.8 ROUND ROCK †	AX-243	7115		
	166.0		4.4 McNEIL ⊗ SP ⊙ ⊙	AX-247	4931		
	173.8		7.8 SNEED †	AX-253	8516		
	179.1		5.3 AUSTIN	AX-262	2893	s10 40	
s7 35	187.3		8.2 BERGSTROM ⊕-1 †	AX-268	7370		
	201.0		13.7 KYLE †	AX-282	7391		
	208.7		7.7 CENTEX †	AX-288	8105		
	208.8		0.1 MKT JCT.	AX-290			
s8 15	209.7		0.9 SAN MARCOS	AX-291		s9 46	
	221.5		11.8 GOODWIN †	AX-302	9921		
	227.4		5.9 ⊗ MKT ⊙				
	234.5		7.1 CORBYN †	AX-316	7627		
	235.9		1.4 CRAIG JCT.				
	241.0		5.1 BRACKEN †	AX-322	8248		
	251.5		10.5 NORTH LOOP †	AX-333	7596		
	254.0		2.5 ADAMS	AX-335	4051		
	259.1		5.1 SAN ANTONIO ⊙	AX-340			
9 35	259.8		0.7 APACHE JCT. ⊗ SP ⊙ ⊙	AX-341		8 35	
	260.4		0.6 ⊗ SP ⊙			AM	
	264.3		3.9 SOSAN ⊕ T ⊙	AX-345			
			264.3				

All dual control switches are 30 MPH turnouts except switch to MKT connection at Taylor and crossover from freight lead to main track at Taylor.

Rule 94 in effect between Apache Jct. and MP 259.0.

Yard Limits: West Jct. to MP 4.1; MP 259.0 to MP 265.0.

All trains secure clearance at Taylor. No. 22 will secure UP clearance at SP Station San Antonio.

MKT trains secure UP clearance at MKT Station San Marcos or San Antonio.

Southward trains operating via MKT at Craig Jct. secure MKT clearance at Taylor.

All radio communications concerning terminal operation at Palestine and Sosan must be handled on Channel #2.

Trains arriving Palestine call yard office from Tucker.

Trains arriving Sosan call yardmaster from North Loop MP 251.5.

Trains arriving San Antonio must call operator SP Tower 112 for permission to use SP interlocking when engine passes over Martin Street.

Hot Box and Dragging Equipment Detectors located ⊕MP 26.7, ⊕MP 73.1, ⊕MP 103.0, ⊕MP 119.8, ⊕MP 140.3, ⊕MP 168.9, ⊕MP 198.1, and ⊕MP 245.0.

Maximum Speed	MPH	Maximum Speed	MPH
MP 0.0—MP 93.9		179.6 and 179.8	15
(Except as below)	50	179.8 and 186.1	35
Between Mile Posts		190.5 and 192.0	60
0.0 and 1.5	20	192.0 and 195.0	65
City Limits Palestine	30†	201.6 and 203.2	55
13.0 and 14.0	30	205.3 and 207.6	55
21.1 and 21.3	45	207.6 and 211.1	30
34.3 and 35.2	40	219.9 and 220.0	60
61.9 and 62.2	45	223.0 and 230.0	30
64.2 and 64.6	45	Except 227.4 overcrossing	20
65.5 and 65.7	45	230.0 and 232.0	60
89.0 and 91.0	25†	232.0 and 235.6	60
93.9 and Over Crossing	40	240.3 and 240.7	60
Valley Jct. thru		242.8 and 244.3	60
No. 1 & 2 Tracks	25	247.4 and 248.6	60
93.9 and 144.9		248.6 and 256.1	45
(Except as below)	60	256.1 and 257.4	40
94.7 and 94.9	45	257.4 and 258.5	30
109.9 and Over ATSF Crossing	40	258.5 and 260.0	20
113.0 and 114.0	45	260.0 and 260.9	30
118.7 and 120.9	45†	RS&S Yard	10
143.9 and 144.3	35†	143.9 and 144.3	15
144.3 and 144.9	15		

Maximum Speed	MPH	Maximum Speed	MPH
144.9 and 264.3		171.0 and 179.6	35
(Except as below)	70	179.6 and 186.1	35
144.9 and 145.9	35	186.1 and 190.5	60
145.9 and 146.7	40	190.5 and 192.0	60
146.7 and 147.7	60	192.0 and 195.0	65
160.0 and 161.8	60	195.0 and 198.1	65
166.9 and 171.0	60	198.1 and 201.6	55
171.0 and 179.6	35	201.6 and 203.2	55

Between West Jct. and Valley Jct. do not exceed 40 MPH if freight train averages over 90 gross tons per car and do not exceed 35 MPH if freight train averages over 100 gross tons per car.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Long Lake	12.3	AX-93	Bergstrom Ind. Lead 5.0 miles		
Champion	33.3	AX-114	Vinson to end of track. Max. Speed 20 MPH.		
Koch (Conn. BN)	45.7	AX-127	Buda	194.2	AX-276
New Baden	73.1	AX-154	Texas Cement	196.1	AX-278
Rockdale	119.1	AX-201	Cedar Supply	202.3	AX-284
Majorie (Conn. RS&S)	124.4	AX-205	Kroger	211.6	AX-293
Thorndale	132.2	AX-214	New Braunfels	227.3	AX-308
Hutto	153.4	AX-235	Landas Park	227.8	AX-309
Round Rock	161.6	AX-243	Dittlinger	231.1	AX-312
Georgetown Branch: Round Rock			Parker Bros.	231.2	AX-312
to Kerr DX-002 2.0 mi. Max. Speed 20 MPH.			Ogden	236.7	AX-318
Yard limits entire branch.			Wetmore	247.7	AX-329
IBM	169.0	AX-251	Longhorn Industrial Lead 4.0 miles		
Hooper	171.1	AX-254	Max. Speed 10 MPH.		
Stripling Blake	171.9	AX-253	Longhorn	249.2	AX-330
Steck Paper Co.	172.1	AX-253	Green Light Spur	250.0	AX-331
Vinson	183.8	AX-265	Towne Spur	251.8	AX-333
			Cementville	253.6	AX-334

CRYSTAL CITY BRANCH — GULF DIVISION

Mile Post	Radio Communication via Channel One		Sta. tion Nos.	Sid-ings Feet
	SOUTH	NORTH		
190.8	DABNEY		HX18	
187.3	BLEWETT ⊗ URA ⊙		HX14	
146.0	CRYSTAL CITY ⊕-1 T ⊙		FX146	Yd.
143.4	RIVER		FX143	Yd.
134.5	BRUNDAGE		FX134	4324
118.3	COUNTY LINE		FX118	2068
105.0	GARDENDALE ⊕-1 T ⊙		AX422	
		85.8		

Business Tracks	MP	Sta. No.
LaPryor	163.9	GX-164

Maximum Speed T & NO Jct.-Alvin (Except as below)	MPH	Radio communication via Channel One Call-In Two		Station Nos.	Sid- ings Feet	
		SOUTH ▼	NORTH ▲			
T & NO Jct.—MP 18	55					
MP 18—MP 14	45					
Between Alvin and Algoa (Except as below)	50					
Wye Tracks Alvin and Algoa	25					
East leg wye Alvin	10					
Between T & NO Jct. and Algoa trains exceeding 90 tons per car or exceeding 7000 tons total must not exceed 45 MPH.	45					
Algoa—MP 204.3 (Except as below)	50					
Between Mile Posts						
343.3 and 342.9	25					
320.3 and 318.6	20					
309.6 and 308.2	25					
305.6 and 305.5	35					
285.5 and 283.4	30T					
204.3 and 0.0 (Except as below)	49					
186.8 and 184.9	25					
162.2 and 161.6	20T					
155.1 and 154.2	20					
142.0 and 140.0	25					
132.0 and 131.2	20T					
125.3 and 125.0	15T					
118.8 and 95.0	40					
95.0 and 65.0	30					
48.0 and 45.4	35					
25.6 and 24.8	15					
22.1 and 18.0	35T					
3.1 and 3.0	15T					
3.0 and 1.0	20					
Business Tracks	MP No.					
Monsanto Storage	335.9 B-336					
Chocolate Bayou Spur	335.6 B-336					
Danbury	327.3 B-327					
Pan American	298.5 B-299					
Petroleum Spur	298.5 B-299					
Abercrombie	297.5 B-297					
Bonus Crop	298.5 B-299					
Fertilizer	290.5 B-290					
Celanese Storage	277.3 B-277					
Elmaton	269.6 B-270					
McFaddin	209.4 B-209					
Refco Corp.	190.4 B-190					
Refugio	186.0 B-186					
Cranell	173.6 B-174					
Calallen	148.1 B-148					
Corpus Christi Filtration Plant	147.3 B-147					
Lon Hill	146.7 B-147					
Nueces	138.7 B-138					
Driscoll	132.1 B-132					
Chemel	122.8 B-123					
Ricardo	112.0 B-112					
Riviera	103.1 B-103					
Turcotte	82.8 B-83					
Yturria	52.4 B-52					
Lyford	41.4 B-41					
Sebastian	36.9 B-37					
Russelltown	14.1 B-14					
Yard Limits:						
MP 0.5 to MP 3.0						
MP 23.5 to MP 28.2						
MP 116.0 to MP 120.0						
MP 153.0 to MP 154.8						
All siding switches Algoa to Inari inclusive are 30 MPH turnouts.						
Monsanto Ind. Lead—MP 335.6 5.6 miles						
Maximum Speed	MPH					
(Except as below)	15					
MP 3—MP 5	10					
Freeport Branch: Between Angleton and Freeport 15.4 miles. Industrial lead entire branch.						
Maximum Speed	MPH					
(Except as below)	30					
MP 10.3 to Bridge 15.6	10					
Bridge 15.6 to end of track	5					
Nalco lead	5					
Oyster Creek lead	5					
Shirtech lead	5					
Business Tracks	MP No.					
Ross	7.3 BH-10					
Clute	9.5 BH-8					
Hoskins	11.4 BH-6					
Freeport	15.4 BH-0					
Mile Post		SOUTH ▼	STATIONS	NORTH ▲	Station Nos.	Sid- ings Feet
377.0			SETTEGAST YD. T ⊕		B-379	Yd.
			8.9			
368.1			NEW SOUTH YD.		B-368	Yd.
20.3			0.9			
19.4			T & NO JCT. ⊗ SP ⊕		B-367	
			5.4			
14.0			MYKAWA		B-362	n7890 s9350
			4.0			
10.0			PEARLAND		B-358	5400
			5.9			
4.1			HASTINGS		B-352	12800
			4.1			
0.0			ALVIN	⊕-2 T	B-348	Yd.
28.6			1.6			
24.4			27 CROSSOVER		B-347	
27.0			2.6			
24.4			ALGOA		B-343	
343.2			0.4			
342.8			BROWNIE	T	B-342	9636
			9.4			
333.4			LIVERPOOL		B-333	7552
			13.4			
320.0			ANGLETON ... ⊕-2 T		B-321	Yd.
			11.8			
308.2			BRAZORIA	†	B-308	7690
			2.7			
305.5			S. BERNARD RIV. ⊕⊙		B-306	
			4.7			
300.8			SWEENEY	⊕-2	B-301	5095
			9.1			
291.7			ALLENHURST		B-292	7800
			⊗ ATSF ⊙			
284.1			0.3			
283.8			BAY CITY	⊕-2 T	B-284	5121
			8.6			
275.2			BUCKEYE	T	B-275	7800
			10.6			
264.6			BLESSING		B-265	7800
			14.9			
249.7			LAWARD		B-250	7800
			4.8			
244.9			LOLITA (PCN Conn.) ..		B-245	
			4.8			
240.1			VANDERBILT ... ⊕-2		B-240	7051
			10.6			
229.5			KEERAN		B-230	5547
			5.3			
224.3			PLACEDO ⊗ SP ⊙		B-224	
			5.0			
219.3			BLOOMINGTON ... ⊕-2		B-219	Yd.
			3.3			
216.0			BARGE CANAL ... ⊕⊙			
			10.3			
205.7			INARI		B-205	7521
			12.3			
193.4			GRETA		B-193	7252
			13.4			
180.0			WOODSBORO		B-180	6392
			14.9			
162.0			SINTON JCT. ⊗ SP ⊙		B-162	2224
			1.0			
161.0			SINTON		B-162	10864
			5.5			
154.5			ODEN ⊗ UP ⊕ ⊕-2 T		B-155	Yd.
			13.1			
141.4			ROBSTOWN ⊗ TM ⊕		B-141	5773
			16.5			
124.9			BISHOP		B-125	
			6.5			
118.4			KINGSVILLE ... ⊕-2 ⊙		B-119	Yd.
			21.0			
97.6			SARITA		B-98	4249
			20.6			
77.0			ARMSTRONG ... ⊕-2		B-77	7506
			9.4			
67.6			NORIAS	⊕-2	B-68	4098
			21.2			
46.4			RAYMONDVILLE ... ⊕-2		B-46	5228
			19.6			
26.8			⊗ SP ⊙			
			1.2			
25.6			HARLINGEN ⊕T ⊕-2		B-25	Yd.
			6.6			
19.0			SAN BENITO		B-19	
			18.3			
0.7			BROWNSVILLE. ⊕⊙		B-0	Yd.
			377.0			

TIMETABLE NO. 4

Operation on HB&T T&NO Jct. to Settegast Yard; be governed by HB&T timetable and Special Instructions.

All radio communications in connection with HB&T operation are to be handled exclusively on Channel 2.

Operation on ATSF between T&NO Jct. and Algoa, be governed by General Code of Operating Rules and Special Instructions Item 14(a). ATSF timetable not required between T&NO Jct. and Algoa.

ATSF timetable direction from T&NO Jct. to Alvin is eastward.

Two main tracks between Alvin and Algoa. Timetable direction from Alvin to Algoa is westward. Track to the right as observed by a Southward train (UP timetable direction) is designated as the North track and track to the left is designated as the South track.

ATSF maximum speed permitted through remote control switches is 30 MPH, except 10 MPH through switch at east end of two tracks at Alvin.

Trains and engines operating on Texas Mexican Railway at Robstown (Tex-Mex MP 145 to MP 148) — be governed by General Code of Operating Rules and the following: Timetable direction MP 145 to MP 148 is west to east and Tex Mex timetable not required between these points. ABS Rules not in effect. Rule 94 in effect except from 10:00 a.m. to 11:00 a.m. and 7:30 p.m. to 8:30 p.m. Friday, Saturday and Sunday each week. First class trains are scheduled. Maximum speed 10 MPH.

SP trains arriving Harlingen must report to UP train dispatcher when clear of UP main track.

Clearances:

Trains secure clearance Vanderbilt.

Brownsville Subdivision trains originating at Harlingen must receive clearance at Harlingen.

Trains operating between Algoa and T&NO Jct. must receive copy of ATSF TCM message before leaving HB&T (T&NO Jct.) or Angleton.

Hot Box and Dragging Equipment Detectors located ⊕MP 144.3, ⊕MP 189.7, ⊕MP 246.8, ⊕MP 270.3, ⊕MP 295.4 and ⊕MP 330.0.

Phillips Refinery Spur — MP 297.5

2.3 miles

Max. Speed 10 MPH

Celanese Industrial

Lead — MP 277-00

2.3 miles

Max. Speed 10 MPH

Victoria Branch:

Between Bloomington and Victoria 12.5

miles. Yard Limits entire branch.

Maximum Speed

..... 20 MPH

Business Tracks

MP No.

Dernal 4.2 BM-4

Airco Ind. 4.5 BM-4

Brownsville Port Line 7.8 miles

Maximum Speed

MPH

(Except as below) 15

MP 0.0 — MP 0.5 5

MP 0.5 — MP 2.2 10

⊗ SP ⊕ MP 1.2

When operating on Brownsville and Rio

Grande International RR be governed by its

timetable and special instructions.

Hidalgo Branch: Mission to Hidalgo

8.0 miles. Yard Limits entire branch.

Maximum Speed

..... 15 MPH

Business Tracks

MP No.

Hidalgo Team 7.9 BYO48

McAllen Trade Zone 8.0 BYO48

SUGARLAND BRANCH — GULF DIVISION

Mile Post	SOUTH ▼	STATIONS	NORTH ▲	Station Nos.	Sid- ings Feet	Yard Limits Entire Branch. Maximum Speed 20 MPH	
						MP No.	Sta.
0.0		TAP				8.5	AE-8
		7.9				9.2	AE-9
7.9		PIERCE JCT.		AE-7		10.8	AE-11
		11.1				10.1	AE-10
17.0		ARCOLA ⊗ ATSF ⊕		AE-19		13.1	AE-13
		2.3				13.7	AE-14
21.1		HAWDON		AE-21		16.0	AE-16

Radio Communication via Channel One, Call-In One		Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below) 49	
Mile Post	SOUTH STATIONS NORTH			Between Mile Posts	MP	Sta. No.
264.3	SOSAN T ⊕	AX345	Yd.	281.4 and 282.7 40†	
	1.4			290.7 and 291.5 40†	
265.7	HEAFER JCT.			312.6 and 313.3 30†	
	12.8	AX360	8300	345.0 and 346.0 40†	
278.5	GESSNER			Business	
	39.5			Tracks	
318.0	MELON	AX399	7450	Lytle 282.1 AX-363	
	21.5			Natalia 287.1 AX-368	
339.5	GARDENDALE ⊕-1 T	AX422	7575	Devine 291.5 AX-373	
	6.3			Armour	
345.8	COTULLA	AX427	4616	Chemical 310.1 AX-390	
	21.8			Medina	
367.6	ATLEE	AX449	3191	Electric 310.5 AX-391	
	2.4			Pearsall ⊕-1 313.0 AX-394	
371.0	FINLEY	AX451	8300	Derby 321.9 AX-403	
	41.0			Dilley 329.1 AX-410	
412.0	⊗ TM ⊕			Artesia	
	0.2			Wells 356.9 AX-438	
412.2	LAREDO T ⊕	AX494	Yd.	Encinal ⊕-1 373.6 AX-455	
				Callaghan 385.3 AX-467	
				Nyc 408.3 AX-490	
147.9					

All radio communications concerning terminal operation Sosan must be handled on Channel #2.

Trains arriving Sosan call yardmaster from MP 272.

Yard Limits: MP 259.0 to MP 265.0; MP 405.6 to end of track Laredo.

CORPUS CHRISTI SUBDIV. — GULF DIV.

Radio Communication via Channel One Call-In Two		Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below) 49	
Mile Post	SOUTH STATIONS NORTH			Between Mile Posts	MP	Sta. No.
3.1	SOSAN T ⊕	AX345	Yd.	309.2 and 318.0 25	
	17.2	CC20	2570	324.2 and 324.5 20	
20.3	LEHR			334.6 and 334.8 20	
	14.0	CC34	8307	347.2 and 363.1 25	
34.3	PLEASANTON ⊕-2	CC55	7898	363.1 and End of track 10	
	20.9				
55.2	CAMPBELLTON				
	20.6				
75.8	FLOOD GATE ⊕				
	1.5				
77.3	THREE RIVERS ⊕-2	CC77	2110		
	0.5				
77.8	FLOOD GATE ⊕				
	10.3				
88.1	GEORGE WEST	CC88	7850		
	24.9				
113.0	MATHIS ⊕-2	CC113			
	11.7				
124.7	HUBERT	CC124	3176		
	7.5				
132.2	ODEM ⊗ UP G T ⊕-2	B-155	Yd.		
	9.0				
141.2	VIOLA	CC141			
	4.4				
145.6	MP JCT.				
	0.3				
145.9	⊗ CCTA ⊕				
	3.1				
149.0	CORPUS CHRISTI ⊗ T ⊕	CC150	Yd.		
145.9					

Flood gates located at MP 75.8 and MP 77.8 protected by interlocking signals which will display stop when gates are not in position to permit train movement. Interlocking rules are in effect between northward absolute signal at MP 77.9 and southward absolute signal at MP 75.7. When signal governing movement through gate displays stop, crew must ascertain that gate is in position to permit movement before proceeding. It will not be necessary for flagman to precede the movement as prescribed by Rule 312(2). Within these interlocking limits signals do not relieve crews from providing flag protection against other movements.

Handle all radio communications concerning terminal operation Sosan on Channel #2.

Trains arriving Sosan call yardmaster from Loop 410, MP 8.7.

Yard Limits: MP 3.1 to MP 4.8; MP 130.0 to MP 133.8; MP 140.5 to Corpus Christi.

Trains and engines operating between Viola and Corpus Christi be governed by instructions of yardmaster or operator when on duty at Corpus Christi. When not on duty contact train dispatcher. All trains receive clearance at Odem unless verbally relieved by train dispatcher.

Radio communication via Channel One		Sta- tion Nos.	Sid- ings Feet	Yard Limits: Benton Jct. to MP 300.1 MP 303.0 to MP 309.6	
Mile Post	SOUTH STATIONS NORTH			Freeman Ind. Lead originates at Jenkins (5.0 Miles)	Freeman Ind. Lead Max. Speed 10 MPH	Business Tracks Johnston City Freeman #4 Hudgens Cypress Chasco Cook (on BN) Metropolis (on BN)	Sta. No.
298.2	BENTON JCT. ⊕ -2	ZC-298			
	6.8				
305.0	WEST FRANKFORT ⊕	ZC-305			
	3.8				
308.8	JENKINS	ZC-309	3870		
	7.6				
316.4	MARION ⊕ COE ⊕	ZC-317	2700		
	7.6				
324.0	NEILSON JCT. ⊕	ZC-324			
	5.3				
329.3	GOREVILLE ⊕-1	ZC-329	2655		
	10.4				
339.7	VIENNA JCT.	ZC-340			
	11.8				
351.5	KARNAK ⊕ NS ⊕	ZK-352	6840		
	11.8				
363.3	JOPPA T	ZK-363	Yd.		
65.1					

Maximum Speed MPH (Except as below) 35	
Between Mile Posts	
309.2 and 318.0	25
324.2 and 324.5	20
334.6 and 334.8	20
347.2 and 363.1	25
363.1 and End of track	10

Trains originating West Frankfort enroute Chicago Subdiv. secure clearance at West Frankfort. Operation on BN R.R. between Vienna Jct. and Metropolis 22.3 Miles.

PANA SUBDIV. — ILLINOIS DIVISION

Maximum Speed: MPH		Radio communication via Channel One, call-in Two		Sta- tion Nos.	Sid- ings Feet
Mile Post	SOUTH STATIONS NORTH	Mile Post	SOUTH STATIONS NORTH		
Findlay Jct.-Lenox		185.5	FINDLAY JCT. ⊕	ZB-186	
(Except as below) 60			19.6		
MP 205.1 — MP 205.4 40		205.1	PANA †	ZB-205	8773
BN iron ore trains loaded or empty between Lenox and Walsh Jct. max. speed 40 MPH.			8.4		
Two main tracks designated east and west tracks between Vierling Jct. and Lenox.		213.5	OHLMAN †	ZB-213	10340
Northward trains departing St. Louis, Valley Jct., A&S and Madison secure clearance before leaving Lenox.			18.6		
Southward BN trains secure UP clearance at Toland.		232.1	HILLSBORO ⊕-2 †	ZB-232	11961
BUSINESS TRACKS			11.6		
Sta. No.		243.7	WALSH JCT.		
Sohigro MP 188.8 ZB-189			4.4		
Westervelt MP 191.8 ZB-192		248.1	JOAN †	ZB-243	10203
Rosamond MP 209.4 ZB-209			17.0		
Nokomis MP 218.2 ZB-218		265.1	GARD †	ZB-260	10782
Witt MP 222.9 ZB-222			8.6		
Irving MP 227.4 ZB-227		273.7	VIERLING JCT.		
Taylor Springs MP 234.4 ZB-234			2.0		
Remote control switches are 30 MPH turnout except BN Wye at Vierling Jct., crossover at Lenox MP 275.7.		275.7	LENOX ⊕	⊕-2	
Hot Box and Dragging Equipment Detectors located at ⊕ MP 198.5, ⊕ MP 219.2, ⊕ MP 241.6 and ⊕ MP 260.5.		290.0	ST. LOUIS ⊕ ⊕	MX-001	
Operation over CR-ICG joint track Lenox-Granite City and TRRA Granite City-St. Louis, Granite City-Valley Jct., Operation over A&S Lenox-St. Louis, and Lenox-Valley Jct.		104.8			

Operation over CR-ICG joint track Lenox-Granite City and TRRA Granite City-St. Louis, Granite City-Valley Jct., Operation over A&S Lenox-St. Louis, and Lenox-Valley Jct.

30 CHICAGO SUBDIV. — ILLINOIS DIVISION

Radio Communication via Channel One Call-in Two. Exception: Yard Center yard engs. via Channel Two.		Station Nos.	Sid- ings Feet	Maximum Speed Between 81st St. and Gorham (Except as below)	MPH
Mile Post	SOUTH STATIONS NORTH				
9.0	81ST STREET			81st St. to Dolton	60
10.1	Oakdale ⊗ CRL ⊗			Jct.	30
16.9	DOLTON JCT ⊗ B&O, IHB ⊗	ZA-17		Dolton Jct. to Thornton Jct.	20
18.0	1.1 YARD CENTER ⊗	ZA-18	Yd.	Between Mile Posts — Thornton Jct. to	
20.1	2.1 THORNTON JCT. ⊗ GTW ⊗ ⊗ ⊗	ZA-20		28.0	40
25.7	5.6 TWELFTH ST.			49.0 and 51.0	50
27.0	1.3 JAY ⊗ EJ&E ⊗	ZA-26		60.3 and 61.7	
27.8	0.8 CHICAGO HEIGHTS	ZA-27	Yd.	Northward track	55
49.7	21.9 PENCE ⊗ CR ⊗	ZA-49		146.9	30
49.9	0.2 MOMENCE	ZA-50	e5535 w2944	153.4 and 153.5	20
60.1	10.2 ST. ANNE ⊗ KBS ⊗	ZA-60		164.8 and 165.0	30
73.6	13.5 BEN			175.7 and 176.6	30
77.5	3.9 WATSEKA ⊗ ATSF ⊗	ZA-77		193.9 and 194.6	20
82.6	5.1 WOODLAND JCT	ZA-83		195.0 and 195.4	35
94.0	11.4 GOODWINE	ZB-92	10800	202.7 and 203.5	50
108.0	14.0 ELLIS	ZB-108	10474	218.4 and 219.1	20
125.9	17.5 GLOVER ⊗ CR ⊗	ZB-126	8229	224.5 and 224.7	30
135.6	9.7 BLOCK	ZB-136	12458	252.0 and 254.2	30
145.1	9.5 VILLA GROVE	ZB-145	11710	264.9 and 265.3	55
153.4	8.3 TUSCOLA ⊗ ICG, CSX ⊗	ZB-153	9894	266.3 and 266.7	55
169.1	15.7 CADWELL	ZB-168	10303	270.4 and 270.9	50
176.1	7.0 SULLIVAN ⊗ ICG ⊗	ZB-176		275.9 and 277.0	30
185.2	9.1 FINDLAY	ZB-185	11986	298.0 and 299.3	30
185.5	0.3 FINDLAY JCT	ZB-186		299.3 and 302.6	55
199.8	14.3 CLARKSBURG	ZC-200	10481	Through sidings Benton and Bush	10
204.5	1.7 MODE ⊗ NS ⊗	ZC-205		314.0 and 318.0	40
218.9	14.4 ALTAMONT	ZC-219	9622	318.0 and 323.0	50
220.9	2.0 EAST ST. ELMO			323.0 and 336.0	40
	3.4 MILES VIA CR			338.0 and Chester Subdiv. Conn.	20
224.3	11.4 WEST ST. ELMO			North leg wye Gorham	10
235.7	6.7 ST. PETER	ZC-236	10284	Yard Limits between MP 9.0 and MP 32.6.	
242.4	9.7 KINMUNDY ⊗ ICG ⊗	ZC-242			
252.1	2.0 SALEM	ZC-252	14761		
254.1	9.2 ⊗ B&O ⊗				
263.3	11.6 KELL	ZC-263	9718		
274.9	12.3 MT. VERNON ⊗ NS, CSX ⊗	ZC-276	7180		
287.2	11.0 INA	ZC-287	8083		
298.2	3.6 BENTON JCT. ⊗ ICG ⊗	ZC-298			
301.8	4.3 BENTON	ZC-302	10707		
306.1	8.8 ⊗ BN ⊗				
314.9	20.6 BUSH	CD-24	7432		
335.5	3.2 GRIMSBY	CD-3	5729		
339.0	330.0 GORHAM	C-93	Yd.		

CHICAGO SUBDIV. — ILLINOIS DIVISION 31

Southward trains originating Chicago area secure clearance Yard Center.
Northward CSX trains secure UP clearance at Danville.
Chicago Subdiv. trains secure clearance Villa Grove and Salem.
Trains to and from Pinckneyville Subdiv. secure clearance at Mt. Vernon.

Business Tracks	MP No.	Sta. No.	Cisna Park Branch:
Dolton	16.1	ZA-16	Goodwine to Cisna Park 5.9 Miles.
South Holland	19.5	ZA-19	Yard Limits entire branch.
Thornton	21.7	ZA-22	Max. Speed 10 MPH.
Steger	28.8	ZA-29	Claytonville
Balmo	32.5	ZA-33	94.2 ZF-94
Beecher X	35.8	ZA-38	Cisna Park
Grant Park X	44.7	ZA-45	97.9 ZF-98
Wichert	57.9	ZA-58	Westville Branch: Villa Grove to Danville 42.2 Miles. Yard Limits Villa Grove-Westville Max. Speed 20 MPH
Papineau X	64.2	ZA-64	Fairland
Martinton	67.7	ZA-68	161.9 ZD162
Pittwood	71.5	ZA-72	Zeigler #5
Coaler	79.6	ZA-80	161.0 ZD161
Woodland	81.8	ZA-82	Longview
Bryce	87.5	ZB-88	159.7 ZD160
Fountain Creek	96.1	ZB-96	Broadlands
Reilly	103.4	ZB-103	155.7 ZD156
Dailey	116.5	ZB-117	Allerton
Royal	120.0	ZB-120	152.6 ZD153
Bongard	140.0	ZB-140	Hastings
West Ridge	148.9	ZB-149	150.1 ZD150
Bourbon	159.4	ZB-159	Sidell
Arthur	164.7	ZB-165	146.5 ZD146
Chipps	173.1	ZB-173	Indianola
Findlay	185.2	ZB-185	142.1 ZD142
Shelbyville	193.9	ZC-194	Westville
Moccasin	212.9	ZC-213	132.8 ZD132
St. Elmo	224.6	ZC-224	Danville
Parro	225.0	ZC-225	122.7 ZD123
Bakerville	279.3	ZC-282	Operation via CR 10.1 Miles Westville to Danville.
B. S. Mine #5	317.5	CD-22	Jamaica Branch: Sidell Jct. to Jamaica 5.4 Miles. Yard Limits entire branch. Max. Speed 10 MPH.
Murphysboro	328.8	CD-10	Jamaica
			150.9 ZE151

Hot Box Detectors and Dragging Equipment Detectors located at: ⊕ MP 32.2, ⊕ MP 55.5, ⊕ MP 75.7, ⊕ MP 98.3, ⊕ MP 122.7, ⊕ MP 139.9, ⊕ MP 160.8, ⊕ MP 179.5, ⊕ MP 190.1, ⊕ MP 197.8, ⊕ MP 212.8, ⊕ MP 237.6, ⊕ MP 267.1, ⊕ MP 293.5 and ⊕ MP 321.0.

30 MPH turnouts — Dual control switches at: Twelfth St., Ben, Woodland Jct., and Benton Jct.; North end Tuscola, St. Peter, Kell and Glover; Both ends Goodwine, Ellis, Block, Villa Grove, Cadwell, Findlay, Clarksburg, Altamont, St. Elmo, Salem, Mt. Vernon, Ina, Benton, Bush and Grimsby.

30 MPH turnouts — Spring switch at South end sidings Glover, Tuscola, St. Peter, Kell.
Operation via Conrail between MP 220.9 and MP 224.3. Radio transmission established with CR train dispatcher by pushing radio transmit button four times.

Two main tracks between 81st Street and Woodland Jct. designated Northward and Southward tracks. Signal Indication with current of traffic. Rule 251 in effect between Yard Center and Southward absolute signal Ben.

Trains receiving a Stop indication at Signal 292 must communicate with control operator at Jay Tower before proceeding. Rule 252 in effect between Pence and crossover located at MP 51.5 on Northward Track.

A train without a caboose must not run against the current of traffic unless such train has been relieved of protecting to rear as per Rule 99.

Train order Form D-R may be modified by adding, "not protecting to rear as provided by Rule 99." When so modified the designated train is relieved from providing flag protection against a following train on the same track between the two points named in the order. When so modified the train dispatcher must not authorize a following movement.

Trains moving against current of traffic between 81st St. and Ben must approach interlockings at Oakdale MP 10.1; Dolton Jct. MP 16.9; Thornton Jct. MP 20.1; Jay MP 27.0; Pence MP 49.7; St. Anne MP 60.1 at Restricted Speed until crossing occupied. Woodland Jct.-Ben control operator located at Yard Center.

Radio communication via Channel One, call-in One.		Station Nos.	Sidings Feet	Maximum Speed (Except as Below) MPH
Mile Post	SOUTH STATIONS NORTH			
0.0	VALLEY JCT. ⊗ TRRA ⊗ ∩ ∩ X	C-9	.....	60
1.5	AIRPORT		.....	10
1.7	PARKS	C-10	.....	30
4.3	NO. DUPO	C-13	.....	30
5.5	WOODS		.....	50
6.0	DUPO	C-15	Yd.	10
7.5	SOUTH DUPO		.....	20
9.4	ICG		.....	50
20.6	VAL	C-29	.....	40
33.6	FULTS	C-42	.....	30
47.7	KIDD	C-56	.....	30
49.6	FLINTON	C-58	Yd.	30
52.1	GAGE JCT.	C-60	.....	30
55.8	REILY	C-63	.....	30
60.8	MENARD JCT.		.....	30
62.9	CHESTER	C-70	7357	30
65.7	FORD	C-73	n6522 s6160	30
70.3	ROCKWOOD JCT.	C-77	.....	30
72.4	CORA	C-80	.....	30
73.0	CORA JCT.	C-81	.....	30
76.3	RADDLE JCT.	C-85	.....	30
81.4	JACOB	C-90	.....	30
84.2	GORHAM	C-93	Yd.	30
84.8	CHAP	C-94	.....	30
90.5	HOWARDTON JCT.	C-100	.....	30
95.0	HALSEY JCT.	C-104	.....	30
108.0	POTTS	C-117	.....	30
115.5	NILE	C-125	.....	30
119.7	SIMBCO	C-129	.....	30
122.7	CAPEDEAU JCT.	C-132	.....	30
127.0	ILLMO	C-133	.....	30
192.6	MISSOURI JCT.	C-179	.....	30
191.4	DEXTER JCT.	XD-26	.....	30
190.3	CHARLESTON JCT.		.....	30
190.1	DEXTER	XD-24	6406	30
178.7	IVES	XD-13	9205	30
172.1	JUNLAND	XD-6	9863	30
165.7	POPLAR BLUFF	X-166	Yd.	30
	196.5			

CTC — Between Valley Jct. & Dexter Jct.; on East Track only between Dexter Jct. & Charleston Jct. and between Charleston Jct. and Poplar Bluff. Signal indication with current of traffic on West Track only between Missouri Jct. & Charleston Jct.

Two main tracks designated East and West tracks between Valley Jct. and Menard Jct.; Rockwood Jct. and Cora Jct.; Raddle Jct. and Howardton Jct.; Halsey Jct. and Simbco; and between Missouri Jct. and Charleston Jct.

Southward trains operating over East Track between spring switch located on SSW designated Dexter Jct. and Charleston Jct. must obtain permission from UP dispatcher to operate spring switch and occupy main track between spring switch and Charleston Jct.

Operation between Simbco-Illmo over SI&MB Co. and between Illmo-Missouri Jct.-Dexter Jct. and between Dexter Jct. and Paragould over SSW.

All radio communication for loaded and empty coal trains between MP 0 and MP 9.9 will be via Channel 2.

Sta. No.	SSW MP	Station	Sta. No.	SSW MP	Station
C-135	5.2	Ancell	C-185	59.5	Bernie
C-138	9.6	Quarry	C-190	64.3	Airscole
C-149	21.4	Randles	C-191	67.7-57.9	Malden
C-151	23.7	Perkins	C-194	64.4	Campbell
C-154	26.4	Mesler	C-206	69.9	St. Francis
C-156	28.6	Heagy	C-212	75.6	Piggott
C-157	29.7	Bell City	C-215	78.8	Greenway
C-159	32.2	Ardeola	C-222	85.6	Rector
C-162	35.0	Lozeta	C-227	90.7	Jay
C-164	37.0	Avert	C-229	92.9	Marmaduke
C-174	47.1	Paront	C-239	103.0	Blytheville Jct.
C-175	48.8	Mo. Jct.			

Hot Box and Dragging Equipment Detectors located at ⊗ MP 28.0, ⊗ MP 57.5, ⊗ MP 92.7, ⊗ MP 111.7, and ⊗ MP 182.5.

Normal position of north wye switch in Chester siding to Pinckneyville Subdiv. is for movement to Pinckneyville Subdiv. Before occupying siding from either Pinckneyville or Chester Subdiv. authority must be obtained from Chester Subdivision Dispatcher who may authorize such movement by signal indication.

PINCKNEYVILLE SUBDIV. — ILLINOIS DIVISION

Maximum Speed (Except as below) MPH		Radio communication via Channel Two, call-in Two.		Station Nos.	Sidings Feet
Mile Post	SOUTH STATIONS NORTH				
64.0 and 65.9	CHESTER	⊗ T	C-70	.....
65.9 and 77.0	WELGE		CA-10	4540	
Pinckneyville to Pyatts via ICG	STEELVILLE		CA-16	9007	
North leg of wye Pinckneyville	PERCY ⊗ ICG ⊗		CA-18	.....
101.7 and 103.7	NEW WILSON		CA-23	5225	
111.0 and 121.5	PINCKNEYVILLE ⊗ ICG ⊗	⊗ -2	CA-31	Yd.	
121.5 and 121.6	SHAKE RAG		CA-34	.....
121.6 and Mt. Vernon	TAMARA ⊗ ICG ⊗		CA-41	.....
Rule 10(D) not in effect	SHELLER		CA-49	Yd.	
Business Tracks	⊗ ICG ⊗		CA-53	.....
Pyatts-Fidelity Mine (via ICG at Pinckneyville)	WALTONVILLE ⊗ BN ⊗		CA-60	.....
(8.4 miles)	JSW JCT.		ZC-276	Yd.	
Leahy (via ICG at Percy)	MT. VERNON	⊗ ⊗			
10 MPH (3.8 miles) operation on ICG.	60.8				

Normal position of North Wye switch in Chester siding to Pinckneyville Subdiv. is for movement to Pinckneyville Subdiv. Before occupying siding from either Pinckneyville or Chester Subdiv. authority must be obtained from Chester Subdivision Dispatcher who may authorize such movement by signal indication.

Industrial Leads — Maximum Speed: Fidelity Mine Lead 3.2 Miles, 5 MPH; Captain Mine, Burning Star No. 4, Burning Star No. 2 and Orient 10 MPH.

CAPTAIN MINE; (4.9 Miles) Originates at MP 81.2. Captain Mine Jct. 82.5. Captain Mine 86.1 CA-20. Over Scale 300 feet west of No. 1 and Load yard switch Cap. Mine. 3 MPH. Do not leave cars on scale track.

BURNING STAR NO. 4; (CA-21). Originates at New Wilson.

BURNING STAR NO. 2; (4.5 Miles). Originates at Shake Rag. Burning Star No. 2 Mine. 101.2 CA-38.

ORIENT; (2.9 Miles). Originates at Scheller. ICG Jct. 111.5. ⊗ BN ⊗. 113.5. Orient Mine No. 6. 114.1 CA-52.

JSW Branch: JSW Jct. to Old Ben 21 — 13.8 Miles. Yard Limits entire branch. Max. Speed 20 MPH except MP 287.2-MP 290.5—10 MPH.

Huff 279.9 ZC-280; Nason 286.5 CA-68; Inland No. 1 291.1 ZC-275; Old Ben 21 293.1 ZC-277; Old Ben 26 CA-053.

SIKESTON BRANCH — ILLINOIS DIVISION

Radio Communication via Channel Two.		Station Nos.	Maximum Speed (Approach Highway 61 Crossing, Sikeston, prepared to stop for highway traffic.)
Mile Post	SOUTH STATIONS NORTH		
216.4	END OF TRACK		30 MPH
211.4	SIKESTON	XD-46	Business Tracks MP No. Miner 214.5 XD-49
211.0	⊗ BN ⊗		Morehouse 205.4 XD-40
191.3	DEXTER JCT. ⊗ SSW G	XD-26	Essex 195.6 XD-30
	25.1		Hunterville 198.7 XD-33

Delta Branch: Between Delta and Newman Spur 10.8 Miles Ind. Lead entire branch. Max Speed 30 MPH except MP 151.0 — MP 153.0 — 10 MPH.

Business Tracks: Delta ⊗ SSW G MP 149.4 Sta. No. D-74, ⊗ BN G MP 157.4. Oran MP 158.1 D-83, Newman Spur MP 160.2 D-85. Permission must be secured from SSW Dispatcher before occupying SSW siding or lead track to siding Delta.

SOUTH		Radio Communication via Channel Two, call-in One.			NORTH	
First Class	Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class	
21 Pgr.					22 Pgr.	
Sun. Tue. Fri.					Mon. Wed. Sat.	
	0.0	GRATIOT ST. ⑦Ⓞ				
	0.5	POPLAR ST. JCT. ⑦				
	1.1	LESPERANCE ST. ⑦Ⓞ	X-3			
PM	6.8	DAVIS JCT. ⑦	X-4		AM	
11 20	0.5	ST. LOUIS ⑦Ⓞ	MX-1		7 00	
		1.8 Miles Via TRRA				
	2.3	GRAND AVE. ⑦				
	3.6	IRON MTN. JCT. ⑦	X-1			
	3.7	⑦ BN ⑦				
	10.6	DAVIS JCT. T	X-8			
	6.8					
11 58	9.5	BARRACKS JCT. T	X-10		5 35	
	18.7	WICKES 9.2	X-19	4842		
	26.5	RIVERSIDE 7.8	X-26	4865		
	42.2	DE SOTO 15.7	X-42	6370		
	51.0	BLACKWELL 8.8	X-51	4311		
	57.0	CADET 6.0	X-57	4630		
	60.9	MINERAL POINT 3.9	X-61	4300		
	75.3	BISMARCK 14.4	X-75	4909		
	91.8	TIP TOP 16.5	X-92	4180		
	107.9	ANNAPOLIS 16.1	X-108	4474		
	117.7	GADS HILL 9.8	X-120	4296		
	127.3	PIEDMONT 9.6	X-127	6570		
	145.4	WILLIAMSVILLE 18.1	X-146	4382		
	164.6	BLACK RIVER JCT. 19.2	X-164			
63 05	165.5	POPLAR BLUFF 0.9	X-166	Yd.	3 05	
AM		162.3			AM	

Between Grand Avenue and Iron Mountain Jct. two main tracks designated east track and west track signaled for movement with current of traffic only.

Between Iron Mountain Jct. and Davis Jct. single main track, signaled for movement in both directions.

Between Grand Ave. and Iron Mt. Jct. Rule 251 in effect.

Two main tracks between Lesperance St. and Nagel St.
 Maximum Speed (except as below) 20 MPH
 Elevated Track Between 8th St., and Rutger St. 10
 Gratiot St. Through Interlocking 10

Yard Limits: Gratiot St. MP 0.0 to Davis Jct. MP 6.8.

Crossover from the northward to the southward main track at Nagel Street, is the end of two main tracks; single track from Nagel Street to Davis Jct. The south end of the crossover at Nagel Street is equipped with spring switch. Normal position is lined from northward to southward track. All southward trains and engines using northward main track, unless otherwise instructed will cross over at Nagel Street and be governed by automatic block signals at Davis Jct. and must secure permission from yardmaster St. Louis to move against current of traffic between Nagel St. and Jefferson Barracks.

On Municipal Bridge — Maximum speed 10 MPH.

Radio communications St. Louis Terminal via channel 2.

Manchester Ave. and Chippewa-Christy Lead — Stop and flag crossing.

Operation on TRRA between St. Louis and Grand Ave.

Maximum Speed	MPH	Business Tracks	MP	Sta. No.
(Except as below)	Psg. Frt.	Triangle Spur	10.8	X-11
Thru Grand Ave. Interlocking	60 50	Bussen Spur	11.6	X-12
Between Grand Ave. and	10 10	Hillcrest	17.8	X-17
Iron Mountain Jct.	45 35	Sulphur Spring Spur	22.9	X-23
Between Mile Posts		Pevely	27.3	X-27
3.6 and 3.7	15 15	Hematite	35.6	X-36
Between Iron Mtn. Jct.		Iron Mountain	80.7	X-81
and Davis St.	25 25	Middlebrook	83.1	X-83
Thru turnouts Davis Jct.	15 15	Arcadia-Ironton	88.6	X-89
6.8 and 8.0	25 25	Clover	97.8	X-99
9.5 and 12.7	55 —	Chloride	100.1	X-101
17.4 and 21.3	50 —	North Des Arc	111.8	X-112
21.3 and 33.0	55 —	Leeper	133.1	X-133
35.7 and 36.0	55 —	Mill Spring	134.5	X-135
41.5 and 42.8	30 30†	Wilby	155.4	X-155
42.8 and 45.7	55 —			
52.9 and 54.5	45 45			
54.5 and 70.3	55 —			
70.3 and 71.1	45 45			
71.1 and 75.3	55 —			
75.3 and 75.5	30 30†			
75.5 and 78.1	55 —			
97.2	45 45			
98.0 and 98.4	55 —			
100.4 and 126.3				
(Except as below)	55 50			
101.5	45 45			
105.7 and 108.7	45 40			
109.3	45 45			
125.4 and 126.3	45 40			
126.3 and 165.9				
(Except as below)	55 40			
129.6 and 131.0	45 —			
135.1 and 136.7	45 —			
136.7 and 137.4	35 35			
146.4 and 148.9	35 35			
148.9 and 151.0	45 —			
153.2 and 154.2	45 —			
164.5 and 165.4	40 —			

Do not exceed 45 MPH if freight train averages over 80 gross tons per car — 40 MPH if train averages over 90 gross tons per car — 35 MPH if train averages over 100 gross tons per car.

Two main tracks between Black River Jct. and Poplar Bluff.

Trains originating 23rd St. and Lesperance St. secure clearance before departing.

Overhead clearance Southwest Avenue, MP 4.5 is 16 feet 11 inches on main track. It must be known cars or equipment will clear before moving over this portion of the railroad.

Dual control switches are 25 MPH turnouts except Iron Mtn. Jct.

CARONDELET BRANCH — ILLINOIS DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Notes
13.0		KIRK JCT. ⑦Ⓞ		MX-12	⑦ Crestwood, MP 13.9 to MP 15.8 Maximum Speed 20 MPH.
13.6		⑦ BN ⑦			Green and red flashing light indicators located each side highway crossings MP 15.3 and MP 22.4, unless indicator is green stop and member of crew flag highway traffic.
16.6		GRANT 3.0		GH-4	
23.8		BROADWAY JCT. 7.1		GH-11	
					10.8

PEA RIDGE BRANCH — ILLINOIS DIVISION

Yard Limits:		Radio Communication via Channel Two, call-in One.			Station Nos.
		WEST	STATIONS	EAST	
MP 57.8 to MP 59.0.					
MP 83.1 to end of Track					
Maximum Speed	MPH	57.7	CADET ⑦-1 ⑦		X-57
(Except as below)	30	58.6	NEW FOUNTAIN FARM 0.9		XA-58
MP 81.0 — MP 81.4	25	72.4	INDIAN CREEK 13.8		XA-72
Switch point derail installed main track MP 83.6.		84.1	PEA RIDGE 11.7		XA-84
Rule 10(D) not in effect.			26.4		

36 STE. GENEVIEVE BRANCH — ILLINOIS DIVISION

Yard Limits: Riverside-Crystal City		Radio Communication via Channel Two, Call-in One		Station Nos.
MPH	Mile Post	SOUTH STATIONS	NORTH STATIONS	
Maximum Speed	10			
Operation on BN R.R. between Ste. Genevieve and Crystal City be governed by General Code of Operating Rules and Special Instructions Item 14(b).				
Thomure - Track and time must be granted by BN train dispatcher before switches are lined for BN main.				
Station on BN R.R. between Crystal City and Thomure:				
Name	BN MP			
Crystal City	42.1			
Selma	44.6			
Rush Island	46.1			
Brickeys	53.1			
Coral	56.6			
Duren	61.5			
	0.0	RIVERSIDE	⊙ ⊕ T	X-27
	1.9	HERCULANEUM	⊙	MC-2
	4.5	CRYSTAL JCT.	⊙	MC-5
	5.2	CRYSTAL CITY	⊙	MC-6
24.0 MILES VIA BN				
	83.0	THOMURE		MB-0
	85.0	STE. GENEVIEVE	T ⊕	MB-2
31.2				
Operation on PPG Co. tracks between Crystal City and Crystal Jct. Max Speed 10 MPH. Crystal City Spur breaks out at Crystal Jct. Max. Speed 10 MPH. Max. gross wt. 220,000 lbs. 3.5 miles.				
		Business Tracks	MP No.	Sta. No.
		McClay Spur	6.2	MC-6
		Ag-Nit Spur	8.0	MC-8
Moshier Branch: Ste. Genevieve to Derby Jct. 35.2 miles. Yard Limits entire branch.				
		Maximum Speed	10 MPH	
		Business Tracks	MP No.	Sta. No.
		Moshier	87.0	MB-5
		MFA	91.5	MB-9
		Ogborn	110.7	MB-27
		Esther	115.2	MB-32
		Derby Jct.	118.2	MB-36
Trains or engs. must not occupy following public crossings at grade without first providing flag protection for vehicular traffic by a member of the crew on the ground at the crossing: MP 116.4 Route 32; MP 114.3 Route 0; MP 110.8 Route D; MP 101.7 Route 32.				

SPARTA BRANCH — ILLINOIS DIVISION

Maximum Speed (Except as below) Between Mile Posts		Radio Communication via Channel Two, Call-in Two		Station Nos.	Sidings
MPH	Mile Post	SOUTH STATIONS	NORTH STATIONS		Feet
35					
Chicago Subdiv. Conn. and 30.0	10				
30.0 and 48.2	25				
54.5 and 56.2	10				
69.0 and 77.2	25				
80.2 and 83.0	10				
Operation on ICG Branch Jct. to ICG Jct.; North Sparta to South Sparta.					
Yard Limits: MP 48-17 to MP 60-0 and MP 80.2 to End of Track at Kellogg.					
Business Tracks					
Selmaville	3.0	MI-4			
Centralia	13.5	MI-14			
Oil Center	14.5	MI-16			
Hoyleton	23.2	MI-24			
Oakdale	40.9	MI-41			
IP Co.	47.0	MI-47			
Zeigler					
Mine # 11	51.5	MI-51			
Evansville	69.6	MI-70			
	0.0	SALEM	⊙	ZC-252	
	11.1	BRANCH JCT.	⊙	MI-12	
	14.0	ICG JCT. ⊕ BN G		MI-15	
	32.6	NASHVILLE	⊙ SBD ⊕	MI-34	
	48.7	COULTERVILLE	⊙ ICG ⊕	MI-49	1948
	57.4	SPARTA	⊙ -2 ⊕	MI-58	Yd.
	68.5	PAUTLER		MI-69	2855
	77.7	GAGE JCT.			
2.5 MI. VIA CHESTER SUBDIV.					
	80.2	FLINTON	⊕	MI-80	Yd.
	83.0	KELLOGG	⊕	MI-82	Yd.
83.0					

CAPE GIRARDEAU BRANCH — ILLINOIS DIVISION

Radio Communication via Channel One, Call-in One		Maximum Speed 30 MPH	
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.
122.8	CAPEDEAU JCT.		C-132
127.0	MARQUETTE		CF-4
128.5	RUSH JCT		CF-6
	5.7		

RIVER SUBDIV. — ILLINOIS DIVISION

Radio communication via Channel One, Call-in Two		Station Nos.	Sidings	Maximum Speed (except as below)	MPH PSGR. FRT
Mile Post	WEST STATIONS	EAST STATIONS	Feet		
				55	50
				129.3 and 129.8	40 35
				137.5 and 137.9	40 35
				137.9 and 139.9	45 40
125.3	JEFFERSON CITY	⊕ ⊙ -2T	MX-125	160.5 and 163.3	50 —
	2.6			163.3 and 163.5	50 45
127.9	RIVER JCT.	X	MX-128	169.0 and 175.0	50 45
	15.9			175.6 and 177.1	40 35
143.8	SANDY HOOK		G-15	179.1 and 179.7	50 —
	12.9			183.0 and 194.6	40 40
156.7	WOOLDRIDGE	⊕ -1	G-27	194.6 and 197.1	50 —
	14.1			197.1 and 207.8	50 45
170.8	BOONVILLE		G-41	211.7 and 213.7	50 —
	7.6			218.3 and 219.0	45 40
178.4	LAMINE		G-50	220.7 and 229.8	45 40
	8.5			236.3 and 237.5	50 45
186.9	BLACKWATER		G-58	242.0 and 242.2	50 45
	8.1			252.6 and 252.9	45 40
195.0	NAPTON		G-66	252.9 and 253.9	50 45
	7.1			265.1 and 265.7	35 35
202.1	MARSHALL	T ⊕ ⊕ -1	G-73	269.6 and 271.4	50 —
	13.1			Do not exceed 45 MPH if freight train averages over 80 gross tons per car — 40 MPH if train averages over 90 gross tons per car — 35 MPH if train averages over 100 gross tons per car.	
215.2	MALTA BEND	⊕ -1	G-86	On ATSF, (Except as below)	
	15.4			Eton Crossover	55*
230.6	HODGE	⊕	G-101	Un. Pac Conn.	30
	17.0			MP 437.8 —	
247.6	MYRICK	⊕ ⊕ -1	G-118	MP 437.8 —	35
	9.0			MP 437.9 —	
256.6	RENICK		G-127	MP 438.4 —	45
	12.0			MP 443.7 —	
268.6	LAKE CITY		G-139	MP 443.7 —	40
	5.6			MP 444.2 —	
274.2	RIPLEY JCT.		G-144	Congo E. Crossover & Un. Pac Conn.	30
	2.0			Congo W. Crossover	40
276.2	ETON JCT.	⊕ -1	G-145	*Except, trains averaging 90 tons or more per car or over 7000 tons — 45 MPH.	
	7.6 MILES VIA ATSF				
283.8	CONGO		G-153		
	0.7				
284.5	ROCK CREEK JCT.	⊕ ⊕	MX-276		
276.8	ROCK CREEK JCT.	⊕ ⊕	MX-276		
	1.4				
278.2	SOUTHWEST JCT.	⊕ KCS ⊕	MX-277		
	0.8				
279.0	NEFF YARD	⊕ T	MX-283		
	161.4				

CTC — Between Jefferson City and River Jct; Eton Jct. and Congo. Signal indication, with current of traffic between Ripley Jct. and Eton Jct. Two main tracks between Jefferson City and River Jct.; Ripley Jct. and Eton Jct. Operation on ATSF, two main tracks Eton Jct. and Congo. (See Item 14(a) Special Instructions). ATSF timetable not required.

Dual control switches are 30 MPH turnouts. Ripley Jct. and all sidings Sandy Hook to East End Lake City inclusive are 25 MPH turnouts except Napton, west end Boonville.

Yard Limits: MP 284.3 to MP 278.2 Southwest Jct. Hot Box and Drugging Equipment Detectors located ⊕ MP 139.0, ⊕ MP 160.9, ⊕ MP 199.2, ⊕ MP 223.5 and ⊕ MP 263.8. Southwest Jct. wye ⊕ KCS ⊕.

Between MP 283.8 and Neff Yard be governed by Kansas Division operating instructions. Marshall Lead — protect all crossings and do not drop or kick cars over crossings. Employees are prohibited from walking, standing or performing any service for M.F.A. on the north side of their track.

Business Tracks	MP	Sta. No.	
Renz Spur	133.0	G-8	Marshall Ind. Lead 2.0 Miles.
Overton	161.0	G-32	Max. Speed 10 MPH.
Nelson	189.6	G-60	Lexington Branch:
Stanhope	209.5	G-80	Myrick to Lexington 1.9 Miles.
Blosser	211.0	G-82	Max. Speed 10 MPH. Yard limits entire branch.
Waverly	224.5	G-95	Lexington
Levasy	261.5	G-132	249.3
Buckner	265.1	G-136	LA-55
Blue Valley	270.4	G-141	Lexington — north side of Farmers Assn.
Marshall Lead	202.1	GB-2	Elevator — do not ride side of equipment beyond close clearance signs.

ATSF Station	ATSF MP
Eton	436.5
Courtney	439.4
Sugar Creek	442.6
Congo	444.2

WEST		No. 30 and No. 32 are superior to No. 31 and No. 33.		EAST		
First Class		Radio communications via Channel One, Call-in Two Radio Communications St. Louis Terminal via Channel Two		First Class		
31 Psg.	33 Psg.	Mile Post	STATIONS	Station Nos.	30 Psg.	32 Psg.
Daily	Daily				Daily	Daily
		0.0	GRATIOT ST. ① ②			
		1.8	1.8 EWING AVENUE T ①			
		2.3	0.5 GRAND AVE. ②	MX-2		
					PM	PM
5 05	8 05	0.5	ST. LOUIS ①	MX-1	2 15	9 00
		2.3	1.8 Miles Via TRRA GRAND AVE. ②	MX-2		
		3.6	1.3 IRON MTN. JCT. ① ②	X-1		
		6.8	3.2 MAPLEWOOD ①	MX-7		
		10.8	4.0 WEBSTER ①	MX-11		
		13.2	2.4 KIRK JCT. ①	MX-12		
s 28	s 26	13.4	0.2 KIRKWOOD ① ②	MX-13	s 1 44	s 8 28
		18.7	5.3 PARK ①	MX-18		
		23.4	4.7 BOYD ①	MX-22		
		32.2	8.8 DOZIER ①	MX-31		
		37.0	4.8 SUMMIT ①	MX-37		
		43.7	6.7 WEST LABADIE ①	MX-44		
		46.5	2.8 SOUTH POINT ①	MX-52		
		51.7	5.2 WASHINGTON X ②	MX-54		
		54.9	2.8 PACE ①	MX-58		
		57.7	28.5 GASCONADE JCT. ①	MX-86		
		86.2	4.7 MORRISON JCT. ①	MX-91		
		90.9	9.3 CHAMOUS ①	MX-100		
		100.2	1.8 AMES ①	MX-102		
		102.0	1.4 BONNOT JCT. ①	MX-116		
		116.7	0.6 OSAGE JCT. ①	MX-117		
		117.3	7.0 MOREAU ①	MX-124		
s 7 18	s 10 12	125.5	1.2 JEFFERSON CITY ① ②	MX-125	s 12 01	s 6 43
		7 22	2.4 RIVER JCT. ①	MX-128	11 49	6 34
		7 35	12.3 CENTERTOWN ①	MX-140	9080	11 36
		7 45	10.1 CALIFORNIA ①	MX-150	3947	11 26
		8 00	15.8 DOW ①	MX-166	8556	11 11
		8 10	9.6 OTTERVILLE ①	MX-175	1131	11 01
		8 16	5.4 SMITHTON ①	MX-181	3266	10 57
		187.7	6.6 MKT ②			
s 8 25	s 11 16	188.9	1.2 SEDALIA ① ② T	MX-188	s 10 50	s 3 34
		8 34	6.8 DRESDEN ①	MX-195	7658	10 40
		8 46	12.4 KNOBOSTER ①	MX-208	6097	10 28
s 8 56	s 11 57	218.4	10.3 WARRENSBURG ①	MX-218	s 10 18	s 5 03
		9 03	6.0 CENTERVIEW ①	MX-224	8937	10 12
		9 11	8.4 HOLDEN ①	MX-232	3328	10 04
		9 15	4.7 KINGSVILLE ①	MX-237	2797	10 00
		9 21	5.2 STRASBURG ①	MX-242	4287	9 54
		249.2	6.2 PLEASANT HILL ① T	MX-249	9890	
		252.3	3.0 AVON ①	MX-252	4061	
s 9 38	s 12 42	259.8	7.5 LEE'S SUMMIT ① ②	MX-259	8106	s 9 36
		271.2	13.6 INDEPENDENCE JCT. ①	MX-271		s 4 21
s 9 54	s 1 02	273.2	2.0 INDEPENDENCE X ① ②	MX-273	s 9 20	s 4 05
		276.8	3.6 ROCK CR. JCT. ①	MX-276		
10 30	1 30	283.0	6.2 Miles Via KCT KANSAS CITY (Un. Sta)	MX-282	9 00	3 45
PM	PM		278.8		AM	PM

TIMETABLE NO. 4

MPH		MPH		Trains must secure clearance before leaving Jefferson City.	
Maximum Speed	Psg. Frt.	Maximum Speed	Psg. Frt.		
(Except as below)	75 60	126.8 and 128.5	55 —	Yard Limits: MP 0.0 to MP 6.8, MP 187.6 to MP 194.0.	
Thru Grand Ave.		128.5 and 129.8	55 50	Business	
Interlocking	10 10	129.8 and 132.4	60 —	Tracks: MP Sta. No.	
Between Grand Ave. and Iron Mountain Jct.	45 35	132.4 and 132.8	55 50	Lake Jct.	8.0 MX 8
Between Mile Posts		132.8 and 136.5	60 —	Webster	
3.7 and 13.4	50 40	136.5 and 139.0	55 45	Groves ①	10.0 MX 10
13.4 and 13.7	30 30	139.0 and 143.9	60 —	Barretts ①	16.5 MX 16
13.7 and 14.0	50 50	146.1 and 147.6	60 —	Valley	
14.0 and 15.4	65 50	147.6 and 149.0	65 —	Park	18.9 MX 18
15.4 and 15.7	65 —	150.1 and 151.2	50 50	Jedburg	23.9 MX 24
17.1 and 21.0	70 —	151.2 and 151.6	65 —	Eureka	27.9 MX 29
21.0 and 21.7	60 55	151.6 and 155.9	60 —	Pacific ①	
21.7 and 23.3	70 —	155.9 and 162.1	65 —	2	34.8 MX 36
23.3 and 27.1	60 —	162.1 and 163.0	50 50	Gray	
27.1 and 28.8	60 55	163.0 and 167.0	65 —	Summit	39.9 MX 40
30.6 and 31.3	65 55	167.0 and 168.4	65 —	Midwest	
32.7 and 33.9	70 —	168.4 and 171.2	55 50	Joist	56.8 MX 56
33.9 and 34.8	60 —	171.2 and 173.9	65 —	New	
34.8 and 35.9	50 50	173.9 and 174.3	60 —	Haven	67.3 MX 67
35.9 and 44.4	70 —	174.3 and 178.3	65 —	Berger	75.1 MX 74
48.9 and 49.8	65 —	178.3 and 178.8	60 —	Hermann	
49.8 and 55.5	70 —	183.7 and 187.7	65 —	2	81.0 MX 80
58.5 and 59.0	70 —	187.7 and 190.1	40 40	Gasconade	88.5 MX 88
61.8 and 67.0	60 55	190.1 and 193.5	60 —	Morrison	92.9 MX 92
67.0 and 67.2	60 50	200.7 and 201.1	55 —	Bonnot's	
70.7 and 71.3	65 —	201.1 and 205.3	65 —	Mill	113.1 MX 112
72.2 and 75.8	55 50	205.3 and 208.1	65 —	Osage	117.4 MX 117
80.3 and 81.5	50 50	208.1 and 208.2	55 —	McGirk	144.7 MX 144
83.9 and 85.0	55 55	208.2 and 208.7	65 —	Shell Spur	151.3 MX 151
85.0 and 86.2	70 50	212.0 and 212.5	65 —	Burg ①	156.6 MX 156
86.2 and 88.0	65 55	212.5 and 216.7	45 45	Tipton	162.8 MX 162
88.0 and 89.3	45 45	216.7 and 218.8	55 50	Syracuse	168.1 MX 168
89.3 and 89.8	60 55	218.8 and 221.4	55 50	Lamonte	200.9 MX 200
89.8 and 92.2	70 —	221.4 and 222.4	60 —	Montser-	
92.2 and 93.1	60 55	222.4 and 227.9	65 —	ratt ①	211.5 MX 211
93.1 and 94.4	70 —	227.9 and 232.9	65 —	Missouri	
94.4 and 97.6	65 —	232.9 and 233.2	55 —	Public	257.3 MX 257
97.6 and 97.9	60 55	233.2 and 248.5	45 45	Western	
106.9 and 107.1	60 55	248.5 and 249.4	45 45	Electric	261.0 MX 261
107.1 and 108.9	70 —	252.4 and 257.2	65 —	Little Blue	265.1 MX 265
108.9 and 109.1	65 —	257.2 and 259.8	60 45	Two main tracks between Gratiot St. and River Jct. (except between Gasconade Jct. and Morrison Jct. and between Bonnot Jct. and Osage Jct.) and between Independence Jct. and Rock Creek Jct. are designated north and south tracks.	
109.1 and 109.9	70 —	259.8 and 260.2	35 35†	Operation over Kansas City Terminal Ry. between Rock Creek Jct. and Kansas City (Un. Sta).	
113.9 and 114.1	70 —	260.2 and 261.6	65 —		
115.6 and 126.8		261.6 and 264.3	55 55†		
(Except as below)	75 55	264.3 and 264.4	55 55†		
115.6 and 116.7	55 —	264.4 and 265.8	60 40		
116.7 and 118.6	60 —	265.8 and 265.9	55 55†		
118.6 and 121.6	70 —	271.0 and 276.8	35 35		
123.7 and 124.7	65 —	Do not exceed 50 MPH if freight train averages over 100 gross tons per car — 45 MPH if train averages over 110 gross tons per car.			
124.7 and 125.3	45 45	Between 7:00 a.m and 7:00 p.m. whistle signal 15(1) must be sounded for Rock Hill Road MP 10.5 and MP 10.6.			
125.3 and 126.8	20 20	Independence-Pixley Spur: Maximum overhead clearance 16 ft. 6 inches. Maximum speed 10 MPH.			
126.8 and 276.8		State Fair Spur 10 MPH			
(Except as below)	70 55				

TIMETABLE NO. 4

Radio Communication via Channel One, Call-in One.				Maximum Speed Between Mile Posts 642.8 and 468.4 MPH
Mile Post	STATIONS	Station Nos.	Sidings Feet	MPH
642.8	PLEASANT HILL . ⊕ T ⊕ -1 ⊕	MX-249	9890	633.6 and 632.1 49 593.3 and 592.4 25 574.4 and 574.2 35 528.0 and 527.0 15 511.7 and 511.5 40 490.4 and 488.0 20 483.2 and 481.5 35 481.5 and 478.0 45 478.0 and 477.9 30† 471.1 and 470.6 35 468.4 and 409.9 40 (Except as below)
637.3	ORE 5.5	P-5	7690	467.7 and 467.4 30 462.9 and 460.1 35 460.1 and 459.5 30 459.5 and 453.1 35 448.3 and 447.6 35 447.6 and 445.4 25 445.4 and 436.7 35 436.7 and 429.4 30 423.8 and 422.5 35 420.6 and 420.3 30 411.3 and 409.9 35 409.9 and 381.7 40 (Except as below)
633.2	HARRISONVILLE ⊗ BN ⊙ . T	P-10	2234	404.8 and 399.1 35 399.1 and 393.6 45 393.6 and 392.1 40 385.7 and 381.7 35 376.1 and 374.3 35† 360.0 and 359.0 25† 341.6 and 339.3 30 319.4 and 318.7 25† 308.4 and 308.3 45† 306.6 and 305.8 25† 288.3 and 286.5 30† 286.5 and 286.0 10 286.0 and 284.5 20 285.4 and 284.0 30 284.0 and 279.6 40 279.6 and 277.7 35 277.7 and 275.0 40 264.7 and 264.4 30 260.9 and 259.5 35
626.6	LONE TREE 6.6	P-16	4009	Business Tracks: MP No. Sta. Dumont 530.5 P-119 Hercules-Dynamite 532.5 P-120 Center Creek 533.9 P-122 Webb City 537.5 P-126
612.5	ADRIAN 14.1	P-29	7514	Atlas Branch: Webb City to Atlas 6.1 miles. Yard limits entire branch. Max Speed 10 MPH. Atlas, MP 6.1; Sta. No. HC-6
605.5	BUTLER 7.0	⊕ -1 P-38	4593	
592.3	RICH HILL 13.2	P-50	8216	
589.6	PANAMA 2.7	P-54	4614	
584.6	HORTON 5.0	P-58	2533	
574.6	NEVADA ⊗ MKT ⊗ ⊕ ⊕ -1	P-69	1741	
572.7	NASSAU JCT. T	P-71	.....
561.2	SHELDON 11.5	P-82	3472	
550.7	LAMAR 10.5	P-93	7646	
548.7	⊗ BN ⊕ 2.0	.....	.....
538.2	JASPER 10.5	P-105	4404	
527.6	CARTHAGE ⊗ BN ⊕ 10.6	.....	.....
525.8	PEARL 2.1	⊕ ⊕ -1 ⊕ T P-115	7478	
506.8	STOTTS CITY 19.0	WR-250	7761	
489.6	⊗ BN ⊕ 17.2	.....	.....
489.1	AURORA 0.5	⊕ ⊕ -1 WR-232	3002	
478.5	CRANE 10.7	WR-221	7738	
460.7	REEDS SPRING 17.8	WR-204	2378	
451.5	GRETNA 9.2	WR-194	6790	
445.7	HOLLISTER 5.8	WR-189	2136	
434.3	DAVIS 11.4	⊕ -1 WR-178	6851	
432.7	CRICKET 1.6	WR-176	2191	
416.1	BERGMAN 16.6	WR-159	7710	
392.3	YELLVILLE 23.8	WR-136	7547	
381.5	COTTER 10.8	⊕ -1 ⊕ WR-125	7840	
357.4	NORFORK 24.1	⊕ -1 WR-102	8342	
339.5	CRESWELL 17.9	WR-83	2539	
329.6	MOUNT OLIVE 9.9	WR-73	7913	
312.4	GUION 17.2	⊕ WR-56	2364	
307.6	MYERSVILLE 4.8	WR-50	8097	
304.9	BILTMORE 2.7	WR-49	2553	
288.9	CUSHMAN 16.0	WR-30	8294	
286.1	BATESVILLE 2.8	⊕ ⊕ -1 T WR-29	2492	
265.5	PAROQUET 20.6	WR-9	4363	
259.5	DIAZ JCT. T ⊕	X-259	.....
383.3				

Train order signal Pleasant Hill governs both Sedalia and Carthage Subdiv. trains.
Trains secure clearance at Carthage and Cotter.
Yard Limits: Jct. Sedalia Subdiv. to MP 641.4; Carthage — MP 530.4 to MP 524.6; MP 490.0 to MP 488.0; MP 383.6 to MP 379.5; and MP 260.7 to Diaz Jct.
Temporary Yard Limits: MP 287.3 to MP 283.0 — 9:01 a.m.-5:01 p.m.

Limited clearances of Cotter, Crest, Cricket, Pyatt and Reeds Spring tunnels necessitate careful handling of oversized shipments. Automatic block signals are located at Reeds Spring, Crest and Cricket tunnels. When signals display "stop then proceed at restricted speed" trains must wait 8 minutes and then proceed at restricted speed through tunnel, unless signal changes to proceed. Track car operators must operate push button on signal masts at entrance before moving through tunnels. Operation of pushbuttons sets signals in each direction in stop position for 8 minutes.

Dragging equipment detector located at MP 455 equipped with revolving white beacon at top of pole when activated indicates dragging equipment is detected and crew must inspect entire train.

Hot Box and Dragging Equipment detectors located at: ⊕ MP 623.3, ⊕ MP 602.8, ⊕ MP 584.8, ⊕ MP 542.0, ⊕ MP 522.3, ⊕ MP 498.0, ⊕ MP 474.0, ⊕ MP 454.8, ⊕ MP 426.0, ⊕ MP 408.7, ⊕ MP 387.4, ⊕ MP 369.0, ⊕ MP 352.5, ⊕ MP 325.0, ⊕ MP 298.8 and ⊕ MP 274.0.

Six axle engines must not operate over Bridge #1 at Hayes Bros. Lbr. Calico Rock.
Engs. must not go beyond Midwest Lime Co. loading chute on Midwest Spur Batesville.

25 MPH turnouts: sidings Ore, Adrian, Rich Hill, Lamar, Stotts City, Crane, Cotter; South end Pearl.

Trains enroute to or from Carthage Subdiv. via Diaz Jct. secure clearance at Newport.

Webb City Branch: Carthage to Joplin 17.4 Miles. Max. Speed 20 MPH except: MP 527.3 — MP 528.9 and MP 543.7 — MP 544 . . . 15 MPH. Yard Limits entire branch. Cars with height in excess of 18 feet 6 inches must not be handled south of MP 527.3

Business Tracks:	MP No.	Sta.
Dumont	530.5	P-119
Hercules-Dynamite	532.5	P-120
Center Creek	533.9	P-122
Webb City	537.5	P-126

SPRINGFIELD BRANCH — ILLINOIS DIVISION

All tracks at Springfield are yard tracks. Max. Speed 10 MPH over crossings at Springfield at Highway, College, Kansas and Walnut Streets. BN Stations: Marionville, MP 264; Logan, MP 262; Billings, MP 257; Republic, MP 252; Brookline, MP 247; Nichols, MP 242.		Mile Post	SOUTH STATIONS	NORTH	Station Nos.
	488.2	AURORA	⊕	WR-232	
		VIA BN 29.9 MILES			
	511.1	SPRINGFIELD	⊗ BN ⊕	PD-34	
		29.9			

Operation via BN between Springfield and Aurora. See Item 14(b) Special Instructions. Crew secure clearance at Aurora before occupying BN tracks. When BN operator at Aurora not on duty clearance not required but permission must be secured from BN train dispatcher before occupying BN tracks at Aurora.

KANSAS DIVISION

The following jurisdiction of the Kansas Division is designated Kansas City Terminal:

Subdiv.	Opr. Limits	Yard Limits
River	MP 283.9	MP 284.3
Sedalia	MP 275.3	None
Coffeyville	MP 284.7	MP 283.4
Falls City	MP 289.0	MP 287.5
Marysville	MP 6.4	MP 4.0

CTC — Rock Creek Jct. to West Yard Marysville Subdiv. MP 6.4

Dual control switches are 30 MPH turnouts except 15 MPH turnouts located at: Marysville Subdiv. Conn. Mile Pole 0.2; Wyandotte — connection; Kaw Point — C&NW yard lead; Kaw Point — end of two main tracks; KCNW conn.; East Yard Jct.; Leeds — north switch Blue River Yard; Sheffield wye and crossover — Tower 8; Troost Ave. interlocking switches Nos. 303, 305A, 305B, 307A, 307B, 309A, 309B, 311B, 312, 313A, 313B, 314, 317, 321B and 325; Broadway interlocking switches Nos. 203, 207B, 211 and 221.

On former KCT Tracks 80 and 81 from Manchester MP 279 pole 1 to Marysville Subdiv. MP 6.4 multiple main tracks. Single main track from Coffeyville Sub. MP 279 pole 0 to Manchester MP 279 pole 1 on Eagle Track. Single main track across Big Blue High Line Manchester MP 279 pole 1 to CP 2768 located MP 276 pole 32.

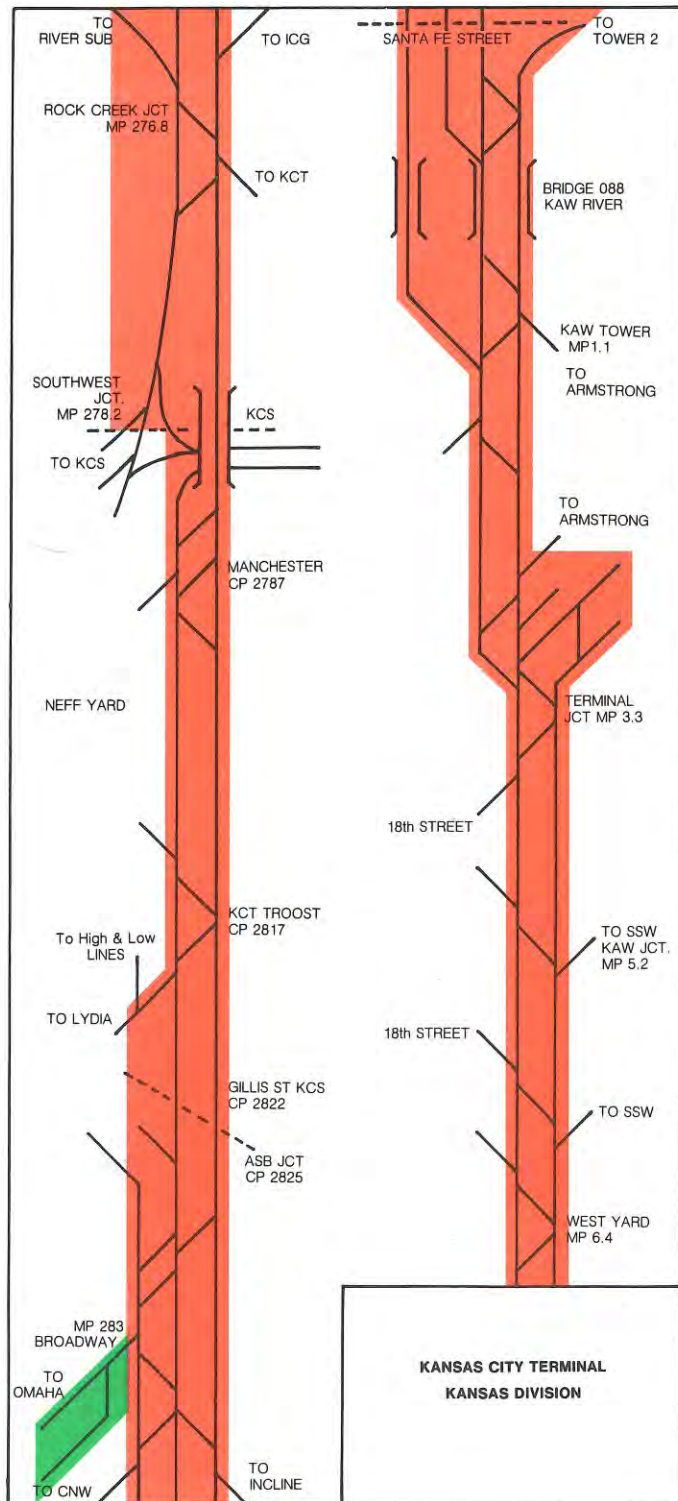
⊗ BN ⊕ Santa Fe St. ⊕ KCS ⊕ Gillis St.

Radio communication Kansas City Terminal via Channel Two.

Employees of all lines be governed by Greater Kansas City Area Operating Rules, while operating on tracks of railroads other than that by which they are employed.

Maximum Speed:	MPH	Maximum Speed:	MPH
Falls City Subdiv.:		Marysville Subdiv.:	
Neff Yard to MP 287.6	25	MP 1.4 and MP 4.6	30
Except over State Line Ave. and Montgall Ave.	10	MP 4.6 and MP 6.4	60
River Subdiv.:		Coffeyville Subdiv.:	
Neff Yard to Congo	30	Neff Yard to MP 284.6 (except as below)	40
Kansas City Terminal:		MP 277.4 — MP 278.7	20
MP 276.8 and MP 284.0	40	MP 278.7 — MP 280.3	25
MP 0.1 and MP 1.4	15		

In Kansas City, Kansas be governed by Item 9 of Special Instructions.
Leeds — Chevrolet property, protect all crossings.



TIMETABLE NO. 4

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed Neff Yard to MP 296.9 (Except as below) ... 40 Between Mile Posts Neff Yard and 278.7 ... 20 278.7 and 280.3 ... 25 296.9 and 335.0 (Except as below) ... 60 325.2 and 327.0 ... 40 327.0 and 327.9 ... 55 331.3 and 331.7 ... 55 332.8 and 335.0 ... 40 Osawatomie — Around wye ... 10 335.0 and 376.2 (Except as below) ... 55 338.5 and 339.9 ... 50 340.9 and 341.8 ... 45 343.5 and 344.2 ... 50 348.1 and 348.2 ... 25† 348.2 and 348.6 ... 40 356.9 and 357.8 ... 30 364.5 and 364.6 ... 10 371.6 and 372.6 ... 50 376.2 and 467.7 (Except as below) ... 60 383.8 and 385.0 ... 30 385.0 and 392.1 ... 55 403.6 and 418.1 ... 55 417.6 ... 30 418.1 and 418.3 ... 50 418.3 and 423.0 ... 55 423.0 and 423.3 ... 45 423.3 and 426.3 ... 55 426.3 and 428.5 ... 40 428.5 and 433.6 ... 55 433.6 and 435.2 ... 30 435.2 and 437.3 ... 55 443.4 and 448.2 ... 55 448.2 and 450.3 ... 40 450.3 and 451.3 ... 55 458.1 and 462.1 ... 55 462.1 and 462.2 ... 45 462.2 and 467.3 ... 55 467.3 and 467.7 ... 20 Business Sta. Tracks MP No. Alexander .284.8 MX-291 Missey .285.6 MX-293 Hytex .286.5 MX-294 Barry-Gann Lbr. Co. .292.1 MX-300 International Paper Co. 296.2 MX-305 Martin City 297.1 MX-305 Stilwell .306.4 MX-314 Greeley .348.1 R-15 Garnett .357.6 R-24 Westphalia. 373.6 R-41 New Strawn 375.6 R-43 Le Roy .384.4 R-51 Buffalo .411.2 R-78 Altoona .427.2 R-94 Blake .453.3 R-120 DMA .461.2 R-129 Fredonia ②-2 .426.5 RC-12 Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.
	STATIONS				
279.0	NEFF YARD	⊕ T MX-283			
277.4	1.7				
279.1	⊗ KCT ⊕				
	0.1				
279.2	KCT CONN				
	1.2				
280.4	CENTROPOLIS	MX-288			
	3.0				
283.4	LEEDS JCT.	⊕ ⊗ MX-291			
	6.2				
290.0	DODSON	⊕ -1 MX-298 14000			
	8.5				
298.5	KENNETH	MX-308 15777			
	12.4				
310.9	BUCYRUS	MX-319 7479			
	6.2				
317.2	WAGSTAFF	⊕ -1 MX-326 7555			
	8.7				
326.2	PAOLA	MX-334			
	0.4				
326.6	⊗ BN ⊕				
	0.1				
326.7	⊗ MKT ⊕				
	1.8				
328.5	BROWN	MX-336 10831			
	5.9				
334.4	OSAWATOMIE	⊕ T MX-341 Yd.			
	0.5				
334.9	⊗ UP ⊕				
	1.1				
336.0	TOLER	Y			
	2.9				
338.9	BALDWIN	Y			
	4.6				
343.5	LANE JCT.	R-9			
	9.9				
353.4	HECLA	R-20 7358			
	4.0				
357.4	⊗ ATSF ⊕				
	3.8				
361.3	BIRCH	† R-29 7745			
	10.4				
371.7	DIXON	† R-39 9081			
	10.0				
381.7	FIELDS	† R-51 7801			
	9.3				
391.0	VERNON	† R-59 9021			
	7.5				
398.5	DURAND	⊕ -2 T H-85 8327			
	16.6				
415.1	ROPER	† R-82 7856			
	2.5				
417.6	BENEDICT ⊕ ATSF ⊕	R-85			
	8.1				
425.7	HENNELLY	† R-94 7861			
	9.1				
434.8	NEODESHA	⊕ † R-102 8265			
	0.1				
434.9	⊗ BN ⊕				
	7.4				
442.3	SYCAMORE	† R-109 9490			
	6.3				
448.6	⊗ ATSF ⊕				
	1.4				
450.0	INDEPENDENCE	⊕ R-116 8084			
	13.4				
463.4	DEARING	† R-130 8223			
	4.4				
467.8	COFFEYVILLE	⊕ -2 T † R-135 7900			
	190.1				

Two main tracks Neff Yard-Leads Jct. and MP 334.9-Lane Jct. designated east and west tracks.

Yard Limits: MP 279.0 to MP 283.4.

Fredonia: Reached via ATSF from Benedict. (See Item 14(a) Special Instructions.) TWC in effect between Benedict and Fredonia.

Hot Box and Dragging Equipment Detectors located at ⊕ MP 314.0, ⊕ MP 346.5, ⊕ MP 366.5, ⊕ MP 387.1, ⊕ MP 410.9 and ⊕ MP 438.2.

Dual control switches are 30 MPH turnouts except: Osawatomie main track to running track and to yard lead at south end.

TIMETABLE NO. 4

44 VAN BUREN SUBDIV. — KANSAS DIVISION

Mile Post	SOUTH ▼	Radio Communication via Channel One, Call-in Two	STATIONS	Station Nos.	Siding Feet	Maximum Speed MP 62.8 MP 66.8 Okay Jct (Except as below)	MPH
662.8			COFFEYVILLE... ⊕-2T ↑	R-135	7900	662.8 and 662.7	60
660.5			⊗ MKT ⊕			660.6 and 660.5	20
651.0			LENAPAH	L-311	7737	660.6 and 660.5	30
634.4			CLEM	L-293	9273	657.1 and 657.0	55
622.1			OOLOGAH	L-282	7503	653.5 and 652.3	55
610.3			CLAREMORE ⊕ BN ⊕			646.5 and 646.4	55
607.3			PRATT	L-268	7274	643.3 and 643.2	55
596.9			INOLA	L-257	9316	640.6 and 639.6	30
581.4			WAGONER ⊕ MKT ⊕ ⊕-2	L-242		639.6 and 639.2	55
579.6			COOKSON	L-239	9209	632.7 and 632.5	55
575.5			OKAY JCT.	L-233		628.2 and 628.3	55
568.7			OG & E SPUR	L-229		622.2 and 621.3	55
557.5			BRAGGS ⊕-2	L-218	8622	620.3 and 620.1	55
541.3			UPSON	L-201	8033	618.8 and 617.5	40
526.7			⊗ KCS ⊕			616.6 and 616.1	55
519.7			HANSON	L-180	8087	613.3 and 611.6	55
504.7			GREENWOOD	L-164	9055	610.3 and 609.3	30
498.4			⊗ BN ⊕			608.6 and 608.5	55
497.2			VAN BUREN	Yd. ⊕ T ⊕-2	L-158	605.3 and 603.2	55
486.0			DYER	L-146	7703	599.1 and 598.7	55
469.7			POPING	L-130	7671	597.1 and 596.5	35
456.5			ALIX	L-117	7616	589.1 and 588.6	55
443.0			SPADRA ⊕-2	L-105	7447	586.3 and 585.6	55
435.6			CLARKSVILLE JCT.	L-93		581.7 and 580.5	55
427.5			SCOTIA	L-85	8266	576.2 and 575.7	55
417.7			RUSSELLVILLE	L-75	6073	Okay Jct	
417.6			D.&R. CONN.			MP 343.2 (Except as below)	50
410.7			WORTHEN	L-68	7945	On OG&E Spur	10
400.1			BLACKVILLE	L-57	7840	564.4 and 564.1	40
392.5			MORRILTON	L-50	4664	560.8 and 560.7	40
381.3			MENIFEE	L-38	7598	560.1 and 559.5	45
373.1			CONWAY	L-30	4750	556.3 and 556.1	45
363.6			MAYFLOWER	L-21	10749	544.5 and 544.1	45
354.6			MARCHE	L-11	7920	536.2 and 536.1	30
344.2			N. LITTLE ROCK	X-344	Yd.	535.1 and 534.6	40
						532.8 and 525.2	35
						508.9 and 507.6	45
						500.4 and 500.1	45
						499.2 and 497.5	25
						479.7 and 479.5	45
						474.5 and 471.6	40
						467.3 and 464.3	45
						434.9 and 434.5	45
						427.0 and 426.8	45
						419.9 and 415.0	35
						412.9 and 412.8	45
						392.9 and 391.4	30
						386.1 and 385.9	45
						382.1 and 371.0	45
						359.8 and 359.3	35
						359.3 and 357.5	45
						346.0 and 343.2	25
						Wye N. Little Rock	
						Business	Sta.
						Tracks:	No.
						Nowata ⊕-2	L-300
						Talala	L-288
						Public	
						Service	L-281
						Black Fox	L-254
						Fort Gibson	L-228
						Gore	L-206
						Vian	L-197
						Salisaw ⊕-2	L-186
						Muldrow	L-173
						Bakaert	
						Steel	L-158
						Alma	L-149
						Mulberry	L-140
						Ozark ⊕-2	L-125
						Co-op Spur	L-123
						Carbon	L-120
						Peabody	L-110
						Hoyt	L-108
						Knoxville	L-91
						AP&L	L-85
						Cargill	L-82
						Atkins	L-63
						Banquet	L-63
						AP&L	
						No. 2	L-19
						Maumelle	L-13
						Marche Spur	L-10
						Jeffrey	L-6
						Levy	L-3

Trains secure clearance at Van Buren.
Between OG&E Spur and N. Little Rock do not exceed 45 MPH if train averages from 80 to 100 gross tons per car. Do not exceed 35 MPH if train averages over 100 gross tons per car.
Yard Limits: MP 495.8 to MP 498.5; MP 412.0 to MP 419.9; MP 371.0 to MP 374.0.
Dual control switches are 30 MPH except Public Service and OG&E Spur, Maumelle Lead and West Leg of Wye North Little Rock.
25 MPH turnout both ends Braggs, Upson, Hanson, Greenwood, Dyer, Popping, Alix, Scotia, Worthen, Blackville, Menifee and Mayflower.
Before D&R trains or engines enter Union Pacific main track at Russellville, permission must be obtained from Operator.
All trains must flag crossing Conway when using siding and cutoff track.

Hot Box and Dragging Equipment Detectors located ⊕MP 637.0, ⊕MP 614.5, ⊕MP 588.6, ⊕MP 554.6, ⊕MP 533.5, ⊕MP 510.3, ⊕MP 463.5, ⊕MP 433.5, ⊕MP 403.0 and ⊕MP 368.7.

Clarksville Branch: 8.4 miles. Clarksville Jct. to Clarksville. Max. speed 20 mph. Yard Limits entire branch.
Clarksville... 443.7 L-101 Lambrick... 440.7 L-97 Clarksville Jct. 435.3 L-93
King Switch... 441.9 L-99 Lamar... 438.5 L-95

COUNCIL GROVE SUBDIV.—KANSAS DIVISION 45

Mile Post	WEST ▼	Radio communication via Channel One, Call-in One	STATIONS	Station Nos.	Siding Feet	Maximum Speed MPH (Except as below)	MPH
334.4			OSAWATOMIE	MX-341	Yd.	332.9 and 335.0	40
343.3			RANTOUL	MX-351	7158	338.9 and 339.8	45
354.1			OTTAWA	MX-362	7465	353.8 and 354.9	20
354.4			⊗ ATSF ⊕			357.1 and 357.2	30
357.1			⊗ ATSF ⊕			357.2 and 359.3	50
368.7			LOMAX	MX-376	4591	385.0 and 387.1	40†
376.8			FLINT	MX-385	6662	400.4 and 400.8	50
378.6			LYNDON	MX-386		425.7 and 426.7	25
386.2			⊗ ATSF ⊕			430.6 and 430.9	50
386.4			OSAGE CITY	MX-394	6398	432.5 and 435.0	45
401.9			ADMIRE	MX-410	6447	City Limits	
412.2			LAKE	MX-420	6125	Herington	30
425.6			COUNCIL GROVE	MX-432	Yd.	495.9 and 497.0	30
425.8			PETE	MX-433		Over street crossings	
436.3			WILSEY	MX-444	6454	Geneseo	40
445.6			PRAIRIE	MX-454	8981	544.9 and 545.9	30†
451.0			HERINGTON	MX-459	4624	557.3 and 559.4	30
451.5			⊗ SSW ⊕			Do not exceed 50 MPH if freight train averages over 100 gross tons per car — 45 MPH if train averages over 110 gross tons per car.	
458.6			HOPE	MX-467	4618	Hot box and dragging equipment detectors located at *MP 364.8, *MP 390.8, *MP 440.2 and *MP 533.0.	
459.2			⊗ ATSF ⊕			Business	Sta.
468.0			ELMO	MX-476	6347	Tracks	MP No.
476.1			CODY	MX-485	6568	Richter	360.5 MX-368
478.0			GYPSUM	MX-487		Vassar	375.3 MX-383
478.3			SALINA JCT.	MX-488		Miller	395.3 MX-403
491.2			BRIDGEPORT	MX-499	6559	Allen	405.8 MX-414
495.9			⊗ UP ⊕			Bushong	411.0 MX-419
496.2			LINDSBORG	MX-504		Delavan	443.9 MX-452
505.6			MARQUETTE	MX-513	6427	Dillon	462.9 MX-471
518.2			CRAWFORD	MX-526	4391	Carlton	470.9 MX-479
524.5			GENESEO	MX-532	12731	Frederick	530.4 MX-538
529.7			⊗ BN ⊕			Prodo	535.4 MX-539
537.6			BUSHTON	MX-545	4608	Redwing	552.8 MX-561
545.2			CLAFLIN	MX-553	7177	Dual control switches are 30 MPH turnouts except Osawatomie; main track to running track and to yard lead at west end and at Council Grove at west end No. 1 track.	
558.8			HOISINGTON	MX-567	Yd.	Dual control switches located both ends Hoisington yard.	
						25 MPH turnouts east end Hope.	
						25 MPH turnouts both ends of Prairie, Elmo and Cody.	
						Yard Limits: MP 556.1 to MP 560.0; MP 524.0 to MP 527.0.	
						Trains secure clearance at Council Grove.	

Trigo Branch Salina Jct to Trigo 20.2 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except Ohio Street Salina — 10 MPH and West leg of wye Salina Jct. — 10 MPH.
⊗ OKT ⊕MP 494.8; ⊗ UP ⊕MP 494.8.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Kipp	484.7	GK-6	Salina Union Depot	495.3	GK-21
Salina	494.9	GK-16	Trigo	499.1	

46 HOISINGTON SUBDIV. — KANSAS DIVISION

Mountain Standard Time Horace to Pueblo Radio communication via Channel One. Call-in One		Dual control switches located both ends Hoisington yard and are 30 MPH turnouts.	
Mile Post	WEST STATIONS EAST	Station Nos.	Sidings Feet
558.8	HOISINGTON ①-1 T	MX-567	Yd.
568.9	OLMITZ 6.7	MX-577	8231
575.6	OTIS 7.8	MX-583	3870
583.4	BISON 6.9	MX-592	6219
590.3	LA CROSSE 15.0	MX-598	3872
605.3	MCCRACKEN 10.7	MX-613	7555
616.0	BROWNELL 6.1	MX-624	3988
622.1	OSGOOD 5.2	MX-630	6066
627.3	RANSOM 6.5	MX-635	3875
633.8	ARNOLD 6.5	MX-642	2521
640.3	UTICA 15.3	MX-648	6429
655.6	SHIELDS 9.4	MX-663	6304
665.0	HEALY 5.2	MX-673	6211
670.2	RANCH 11.5	MX-678	6211
681.7	⊗ ATSF 0.8		
682.5	SCOTT CITY 0.3	MX-690	3309
682.8	⊗ ATSF 9.3		
692.1	MODOC 7.1	MX-700	6309
699.2	MARIENTHAL 7.9	MX-707	
707.1	LEOTI 10.0	MX-715	3968
717.1	SELKIRK 11.9	MX-725	6089
729.0	TRIBUNE 1.8	MX-737	2521
730.8	HORACE 9.7	MX-739	Yd.
740.5	WALKINGHOOD 6.1	MX-748	8954
746.6	TOWNER 5.9	MX-754	
752.5	STUART 5.6	MX-760	6069
758.1	SHERIDAN LAKE 13.7	MX-766	3764
771.8	CHIVINGTON 14.0	MX-780	6181
785.8	EADS 22.9	MX-794	6365
807.7	HASWELL 22.8	MX-816	6527
830.5	HEATH 10.7	MX-838	6392
841.2	SUGAR CITY 5.2	MX-849	
846.4	ORDWAY 16.7	MX-854	7234
863.1	PULTNEY 6.3	MX-871	6070
869.4	NA JCT. 11.8	MX-876	
591.8	AVONDALE 6.0	MX-889	8153
603.6	DEVINE 2.2	MX-895	
609.6	BAXTER 6.0	MX-897	7500
611.8	PUEBLO JCT. ①	MX-903	
617.8			
897.1	PUEBLO 1.2	MX-905	Yd.

338.8

Operation between NA Jct. and Pueblo Jct. over joint UP-ATSF track controlled by ATSF dispr. at La Junta. General Code of Operating Rules apply except as modified by ATSF Rules shown under Item 14(a) of Special Instructions. ATSF timetable not required. 30 MPH turnouts both ends sidings Baxter and Avondale. ATSF mileage and mile post numbers used between NA Jct. and Pueblo Jct.

TIMETABLE NO. 4

WICHITA SUBDIV. — KANSAS DIVISION

47

Maximum Speed MPH	Radio communication via Channel One, Call-in Two	Station Nos.	Sidings Feet
(except as below)	WEST STATIONS EAST		
Durand to Iola 20			
Durand to Wichita 49			
MP 408.0 — MP 411.0 40	IOLA 0.4	H-68	
MP 420.6 — MP 421.6 25	⊗ ATSF 6.9		
MP 431.0 — MP 438.0 35			
MP 458.0 — MP 478.0 30	PIQUA 8.9	H-76	1560
Both legs of Wye-Durand 10	DURAND T ②-2 ①	H-85	4872
Yard Limits: MP 387.7 to end of track Iola; MP 451.9 to MP 458.3 and MP 476.6 to Wichita.	YATES CENTER ①	H-87	
Piqua-Humboldt Ind. Lead 10.33 miles. Max. speed 20 MPH. Humboldt HU-10	BATESVILLE 26.3	H-96	4851
	EUREKA 17.9	H-122	
Business Tracks MP No.	SUMMIT 14.1	H-140	4256
Athens 378.9 H-80	WALNUT 1.8	H-154	4472
Toronto 399.5 H-101	ELDORADO 0.1	H-155	
Neal 407.6 H-109	McPHERSON JCT. 27.4	H-155	
Reece 430.5 H-132	WICHITA YD. ① ② T	H-183	Yd.
Towanda 463.6 H-164			
Benton 469.4 H-170			
Electric Spur 472.4 H-172			
Greenwich 474.4 H-175			

114.6

PARIS BRANCH — KANSAS DIVISION

Rule 99 (4) in effect.	Radio communication via Channel One, Call-in Two	Station Nos.	Sidings Feet
Yard Limits: MP 504.5 to MP 515.00.	SOUTH STATIONS NORTH		
Maximum Speed MPH			
(Except as below) 25			
MP 507.5 to MP 513.0 10			
Business Tracks MP No.			
Barling 518.1 LD-16	VAN BUREN ① T	L-158	
Lavaca 526.3 LD-24	⊗ UP 1.4		VIA BN
Branch 540.0 LD-38	FT. SMITH ①	LD-5	
Ratcliff 544.1 LD-42	⊗ BN G 0.7		
Ft. Smith Yard:	⊗ KCS 2.3		
Nth. R. St. ② BN G	⊗ BN G 3.5		
Nth. L. St. ② KCS ③	SO. FT. SMITH ①	LD-10	
Stop and Protect:	FORT CHAFFEE 6.6	LD-17	
Midland St. Suburban Lead	CHARLESTON 15.9	LD-33	
Ark Hiway 109 Paris	THESSING 0.7	LD-34	1727
South "E" St. Ft. Smith	PARIS 17.1	LD-51	
	51.2		

Operation over BN between Van Buren and Ft. Smith. See Item 14(b) Special Instructions. Crew member must communicate with BN train dispr. before operating time release at Ark. River bridge 4106.

TIMETABLE NO. 4

48 OKLAHOMA SUBDIV. — KANSAS DIVISION

Maximum Speed between Okay Jct. and KO&G Jct. (Except as below) 49 128.2 and 128.3...10 City Limits Muskogee .....25† Muskogee Over UP .....20 167.4 and 167.6...45 173.0 and 175.0...25 184.6 and 185.1...40 202.0 and 217.0...40 Except: Calvin — Over MKT. ....20 231.1 and 231.4...45 242.5 and 246.4...40 256.5 and 256.8...30 267.6 and 273.5...40 284.0 and 289.3...40 291.5 and 295.5...30 Thru Conn. KO&G Jct. ....15 Yard Limits MP 128.0 to MP 135.2 MP 172.5 to MP 174.5 MP 296.2 to KO&G Jct	Radio communication via Channel One, Call-in One		Station Nos.	Sid- ings Feet
	Mile Post	SOUTH STATIONS			NORTH ▲
120.2	OKAY JCT.		L-233	
122.4	2.2 AU JCT. ⓐ	∅		
123.9	1.5 UX JCT. ⓐ	∅		
128.3	4.4 ⓐ MKT ⓐ			
133.8	5.5 MUSKOGEE ⓐ UP ⓐ	ⓐ T ⓐ	MG-3	8624
145.9	12.1 WAINWRIGHT		MG-146	7766
174.1	28.2 HENRYETTA	∅ T ⓐ -1	MG-174	4140
188.6	14.5 TANNER		MG-189	4513
202.2	13.6 MINA	∅ -1	MG-202	7560
215.3	13.0 ⓐ MKT ⓐ			
216.3	1.0 CALVIN		MG-216	4303
226.0	9.7 LEON		MG-226	7700
252.5	26.5 TUPELO	∅ -1	MG-252	7798
269.5	17.0 WAPANUCKA	∅ -1	MG-270	
278.0	8.5 CAIN		MG-279	7760
297.6	19.6 KO&G JCT.	∅	MG-298	
20.9 MILES VIA MKT				
RAY-DENISON ∅ MK-662 Yd.				
198.3				
Northward trains secure clearance Durant Operation over Verdigris River MP 122.4 to MP 123.9 joint-MKT. Hot Box and Dragging Equipment Detectors — *MP 169-25; *MP 199-04; *MP 236-25 and *MP 271-18. 30 MPH turnout Okay Jct.				

STATIONS BETWEEN KO&G JCT AND RAY-DENISON

Station	MKT MP	Sta. No.	Sidings Feet	Business Tracks MP	Sta. No.
DURANT	641.4		9635	Port Lead .....126.4	MG-126
OLIVE	649.1	MK 649	10092	Hitchita .....158.5	MG-159
STALEY	655.9	MK 656		Allen ⓐ -1 .....230.0	MG-230
EXCESS	656.7	MK 657		Coleman .....277.6	MG-278
DENISON	660.9		Yd.	Durant .....298.0	MG-298
RAY	661.9		Yd.		

MIDLAND VALLEY BRANCH — KANSAS DIVISION

Mile Post	WEST STATIONS	EAST ▲	Station Nos.	Sidings Feet	Rule 99 (4) in effect.	
					Maximum Speed MPH	MPH
20.8	PANAMA		MV21		Yard limits: MP 40.0 to MP 56.0, MP 93.0 to MP 101.1 and MP 146.1 to MP 154.7.	
29.3	ⓐ FS & VB ⓐ				Between Mile Posts	
55.2	STIGLER	∅	MV55		95.1 and 96.0 20	
95.8	SHOPTON	∅ T ⓐ ⓐ	MV96	Yd.	96.0 and 98.0 12	
97.1	ⓐ BN ⓐ				98.0 and 100.0 25	
97.2	ⓐ MKT G				132.8 and 135.3 20	
100.1	MUSKOGEE ⓐ UP G		MV97		141.1 and 148.2 25	
117.3	HASKELL	∅ T ⓐ	MV117	1248	148.2 and 154.7 20	
141.5	JENKS		MV142	550	154.7 and 169.4 25	
148.1	TULSA	T ⓐ ⓐ	MV152	Yd.	169.6 and 187.2 25	
152.3	ⓐ SS RY ⓐ				Business Tracks	
187.2	BARNSDALL		MV187		MP No.	
166.4					Bokoshe 27.2 MV-27	
					Keota 40.9 MV-41	
					Gloco 47.4 MV-47	
					Kerr McGee 50.5 MV-50	
					Porum 67.5 MV-67	
					Carbonex Coal 69.7 MV-67	
					Warner 77.2 MV-77	
					Bixby 134.0 MV-134	
					Skiatook 166.6 MV-167	

Operation via BN between MP 97.2 and MP 97.8.
Operation via BN between Cherokee Yd. and ATSF yard lead, Tulsa. Secure verbal authority from BN dispatcher before entering CTC territory for movement in either direction. Refer to Special Instructions, Item 14 (b). Max. speed 20 MPH except 10 MPH over 17th St. Cherokee Yd.

PITTSBURG BRANCH — KANSAS DIVISION 49

Mile Post	WEST STATIONS	EAST ▲	Station Nos.	Sidings Feet	Rule 99 (4) in effect between Chetopa and Nassau Jct. only.	
					Maximum Speed MPH	MPH
319.3	NASSAU JCT.	∅ T	P-71		Trains arriving Nassau Jct. will secure authority from train dispatcher before fouling main track on Carthage Subdiv.	
343.4	ⓐ BN ⓐ				Yard Limits: Nassau Jct. to MP 321.5; Pittsburg, MP 355.0 to MP 360.5 and MP 422.0 to Coffeyville.	
352.8	CORNELL		N-35	2772	Maximum Speed	
357.6	ⓐ KCS G				10	
358.0	PITTSBURG	∅ ⓐ	N-41	Yd.		
362.8	FLEMING		N-46	1961		
365.6	ⓐ BN ⓐ					
365.8	CHEROKEE		N-48	839		
366.8	ⓐ BN G					
379.6	SHERWIN ⓐ BN G		N-62	1290		
386.1	FAULKNER		N-68	1531		
392.8	CHETOPA		N-75	1191	Business Tracks	
393.2	ⓐ MKT G				MP No.	
413.2	VALEDA		N-96	900	Moundville 328.0 N-11	
423.0	ⓐ ATSF ⓐ MKT ⓐ				Bronaugh 333.2 N-16	
423.3	COFFEYVILLE	∅ T ⓐ ⓐ	R-135	Yd.	Liberal 343.3 N-26	
104.0					Bartlett 400.0 N-83	
					Edna 408.1 N-91	

McPHERSON BRANCH — KANSAS DIVISION

Mile Post	WEST STATIONS	EAST ▲	Station Nos.	Sidings Feet	Rule 99 (4) in effect between McPherson Jct. and Newton only.	
					Maximum Speed MPH	MPH
454.6	McPHERSON JCT.	∅ T	H-155		Yard Limits: MP 515.9 to MP 56.0, MP 19.0 to MP 22.0; MP 3.0 to MP 0.0.	
467.1	POTWIN		PB-13		Business Tracks	
474.5	WHITEWATER		PB-20	1087	MP No.	
474.7	ⓐ OKT ⓐ				Oil Hill 456.7 PB-2	
486.8	NEWTON		PB-32	976	Brainerd 471.6 PB-17	
487.0	ⓐ ATSF ⓐ				McLains 481.4 PB-27	
487.0	ⓐ ATSF ⓐ				Marvel	
495.1	HESSTON		PB-41	1862	Industries 488.8 PB-34	
501.6	MOUND RIDGE		PB-47	1730	Zimmerdale 491.7 PB-37	
514.9	ⓐ SSW ⓐ				Elyria 509.3 PB-56	
516.2	McPHERSON	∅	PB-62	Yd.	Bridgeport 15.8 MX499	
35.4	ⓐ ATSF ⓐ				Sid 5.3 KM005	
35.1	ⓐ ATSF ⓐ				Wesleyan 2.9 KM003	
30.3	HILTON		KM030	1154		
20.9	LINDSBORG ⓐ UPG	∅	MX504	1257		
12.2	ASSARIA		KM012	1513		
8.0	MENTOR		KM008	1618		
0.6	ⓐ UP ⓐ					
0.5	ⓐ ATSF ⓐ					
0.0	SALINA	∅	KP187			
97.0						

50 HARDTNER BRANCH — KANSAS DIVISION

Rule 99 (4) in effect: between MP 491.0 and Conway Springs only.		WEST	EAST	Station Nos.	Sidings Feet
Mile Post	STATIONS	▼	▲		
Yard Limits:					
Hardtner Jct. to MP 491.0, MP 511.0 to MP 514.6.					
Maximum Speed MPH (Except as below) . 30					
Between Mile Posts					
512.3 and 513.0 25					
513.0 and 564.0 10					
564.0 and 569.7 25					
569.7 and 573.5 20					
Business Tracks MP No. Murray Gill . 493.3 H-194 CG&F Elevator . . . 493.8 H-195 Clearwater Co-op 500.4 H-201 Shook 548.2 H-250 Ruella 552.0 H-253					
485.9	HARDTNER JCT.	⊕ T	M-001		
487.9	⊗ ATSF ⊙				
488.8	⊗ ATSF ⊙				
494.3	FRONTIER		H-196	6398	
496.6	BAYNEVILLE		H-197	1277	
501.4	CLEARWATER		H-202	1169	
506.9	MILLERTON		H-208	1364	
512.9	CONWAY SPRINGS	⊕ ⊙ T	NL-135	Yd.	
524.3	ARGONIA		H-225		
524.5	⊗ ATSF ⊙				
531.2	FREEPORT		H-232	2220	
541.6	ANTHONY		H-243		
541.9	⊗ ATSF ⊙				
542.0	⊗ ATSF ⊙				
558.8	CORWIN		H-260		
564.0	HAZELTON		H-265		
571.2	KIOWA		H-272		
572.5	⊗ ATSF G				
573.1	⊗ ATSF ⊙				
576.8	STUBBS		H-278		
581.5	HARDTNER	T	H-283		
		95.6			

STAFFORD BRANCH — KANSAS DIVISION

Rule 99 (4) in effect. Max. Wt. 220,000 lbs. between Olcott and Iuka, except on authority of Superintendent.		WEST	EAST	Station Nos.	Sidings Feet
Mile Post	STATIONS	▼	▲		
Yard Limits: Conway Springs to MP 559.9. MP 610.1 to End of Track Iuka.					
Maximum Speed MPH (Except as below) . 30					
Between Olcott and Iuka 20					
Preston, through turnout at end of siding 15					
Business Tracks MP No. Norwich . . . 571.4 NL-148 Belmont . . . 580.4 NL-157 Alameda . . 585.3 NL-162 Neola 620.9 NL-198					
558.7	CONWAY SPRINGS	⊕ ⊙ T	NL-135	Yd.	
567.1	MILTON		NL-144		
572.2	⊗ ATSF G				
592.3	KINGMAN		NL-169		
593.1	⊗ ATSF G				
593.9	⊗ ATSF ⊙				
598.4	BROWNS SPUR		NL-175		
605.8	PENALOSA		NL-183		
610.0	OLCOTT	T	NL-187		
619.9	PRESTON	⊕	NC-10	599	
620.1	⊗ SSW G				
630.0	IUKA	⊕ T	NC-20		
614.5	TURON		NL-191		
615.0	⊗ SSW ⊙				
628.6	STAFFORD		NL-205		
629.6	⊗ ATSF ⊕				
639.3	HUDSON		NL-216		
648.3	SEWARD		NL-225		
653.7	RADIUM		NL-230		
		95.0			

HUTCHINSON BRANCH — KANSAS DIVISION 51

Rule 99(4) in effect between Hardtner Jct. and YA Jct. and between ST Jct. and Lyons only.		WEST	EAST	Station Nos.	Sidings Feet	Maximum Speed Between Wichita and Geneseo (Except as below) 30	MPH
Mile Post	STATIONS	▼	▲			Between Mile Posts	
482.0	WICHITA YD.	⊕ ⊙ T	H-183	Yd.		482.0 and 485.0 20	
482.4	⊗ BN ⊙					485.0 and 486.0 10	
482.6	⊗ OKT ⊙					530.5 and 533.7 20	
483.0	⊗ WTA ⊙					559.2 and 561.1 20	
483.0	⊗ ATSF ⊙					Business Tracks Wichita Sand Superior Sand Berwet Lock-Joint KGE Co. Andale Small Spur Elmer Yaggy Nickerson (between YA Jct. & ST Jct.) Kanopolis Stations on ATSF between YA Jct. and ST Jct.: Name YA Jct. Yaggy Nickerson ST Jct.	Sta. MP No. 490.5 M-5 490.9 M-6 496.0 M-11 497.7 M-13 498.3 M-14 504.2 M-19 511.1 M-26 526.0 M-41 535.8 M-54 544.0 M-59 14.3 M-103 222.7 223.2 228.6 235.6
485.9	HARDTNER JCT.	⊕ T	M-1				
495.0	MAIZE		M-10	1502			
499.1	COLWICH		M-14	1516			
509.9	MT. HOPE		M-25	3029			
516.9	HAVEN		M-32	2888			
522.4	YODER		M-37	2192			
531.5	⊗ ATSF ⊙						
531.6	⊗ ATSF ⊙						
532.0	⊗ SSW ⊙						
532.6	HUTCHINSON	⊕ ⊙	M-48	Yd.			
533.5	⊗ ATSF ⊙						
537.5	YA JCT.						
		13.09 MI. VIA ATSF					
550.1	ST JCT.						
560.5	LYONS	⊕ ⊙	M-76	2536			
561.0	⊗ ATSF ⊙						
573.2	GENESEO	⊕ ⊙	MX-532	3890			
524.5							
		91.7					

Rule 99(4) in effect between Hardtner Jct. and YA Jct. and between ST Jct. and Lyons only.

Yard Limits: Wichita to MP 487.7; MP 530.5 to MP 537.4; MP 558.1 to MP 562.0 and MP 570.6 to Geneseo.

Operations via ATSF, between YA Jct. and ST Jct. TWC in effect. (See Item 14(a) Special Instructions.)

Westward trains, before leaving Hutchinson and Eastward trains before leaving Lyons must secure ATSF numbered clearance card.

Eastward trains secure clearance before departing Lyons. ATSF trains will use Union Pacific main track at Lyons between MP 561.1 and MP 559.2.

Hutchinson: In yard ⊗ SSW G.

CONWAY SPRINGS BRANCH — KANSAS DIVISION

Mile Post	WEST	EAST	Station Nos.	Sidings Feet	Yard Limits: MP 537.3 to MP 558.0.
	▼	▲			
522.9	ARKANSAS CITY		NB-25		Maximum Speed Between Belle Plaine & Conway Springs 20
		43.3 MI. VIA ATSF			
537.9	BELLE PLAINE		NL-115		Winfield Ind. Lead 5.0 miles opens off ATSF MP 249.7 Max. speed 20 MPH.
544.5	⊗ OKT ⊙				
558.7	CONWAY SPRINGS	⊕ ⊙ T	NL-135	Yd.	Business Tracks Riverdale Anson Winfield
		68.7			Sta. MP No. 544.4 NL-121 552.2 NL-129 517.2 NL-94
Operation over ATSF Belle Plaine to Arkansas City Special Instructions Item 14(a).					

52 COUNCIL BLUFFS SUBDIV. — NEBRASKA DIVISION

Radio communication via Channel One		Station Nos.	Siding Nos.	Maximum Speed (Except as below)	MPH
Mile Post	WEST STATIONS EAST					Feet
0.0	COUNCIL BLUFFS	NX001	Yd.	Summit to North Platte	70
2.1	EE MO. RIV. BR.	X		Lite Engs Summit-Fremont	60
2.4	WE MO. RIV. BR.	X		Council Bluffs	
3.1	TOWER "B"	X		MT 1 & 2-21st. St to	
3.9	20TH STREET	X		MP 0.5	15
5.2	SUMMIT	X		MT 3 & 4	15
8.9	SEYMOUR	X	w2000	Running Tracks 7 & 8	20
11.1	WOODY	TX	e11353	Between Mile Posts —	
12.2	NASCO	X		0.5 and 2.4	25
13.6	WECO	TX	e8240	Omaha	
16.7	LANE	X		MT 3 & 4	25
21.5	ELKHORN	X	c3400	Running Tracks 7 & 8	20
28.0	VALLEY	TX	w5400	Between Mile Posts —	
33.9	MERCER	X	e8850	2.4 and 5.4	40
39.3	FREMONT	X	w4073	5.4 and 6.8	50
40.0	BN	X	w10000	14.1 and 14.7	60
46.3	AMES	X	c3670	15.9 and 16.2	60
54.4	NORTH BEND	X	c7530	18.1 and 19.8	60
61.7	ROGERS	X		21.9 and 22.2	60
68.7	SCHUYLER	X	w6300	22.2 and 22.6	60
76.6	RICHLAND	X	e5350	22.6 and 24.0	60
78.8	HOWER	X		24.0 and 24.8	55
80.2	BEHLEN	X	w2073	27.5 and 28.5	45
84.5	COLUMBUS	TX	w6600	28.5 and 40.7	40
92.6	DUNCAN	X	e6300	Fremont Old Passing Track	5
100.5	SCHAFFER	X	c5320	Fremont CNW Yard Tracks	10
102.3	SILVER CREEK	X		68.7 and 69.2	50
113.6	CLARKS	X	c3700	83.6 and 85.0	50
117.9	THUMEL	X		Columbus yard tracks	10
124.3	BN	X		124.5 BN crossing	45
124.9	CENTRAL CITY	TX	w4758	144.0 and 145.0	60
135.1	CHAPMAN	X	e5300	145.8 and 147.1	35
146.2	GRAND ISLAND	TX	c7400	147.1 and 149.3	50
146.5	BN	X		Grand Island, frt trains moving on yd tracks, except yd track No. 1	5
154.5	ALDA	TX		BN Tractor	10
162.3	WOOD RIVER	X		Yard track No. 1	15
169.9	SHELTON	X	c3305	Alda, wye trackage, both in and outside Ordinance plant	5
175.3	GIBBON	TX	s4236	All other Ordinance trackage except main tracks	5
184.3	BUDA	TX	e3227	Ordinance main tracks	10
189.1	KEARNEY	X	w8543	Buda, all airfield trackage	10
191.5	ALFALFA CENTER	X	e5190	187.8 and 189.8	
194.1	ODESSA	X	e1960	W T & rear of trn is by MP 189.1	45
198.3	ELM CREEK	X	c3630	187.8 and 189.8	
204.3	ELM CREEK	X	c6250	EW T & rear of trn is by MP 188.9	45
213.9	OVERTON	X	c10600	Lexington	
217.9	JOSSELYN	X	e1679	Main Street to 1500 feet east on Scale track	10
224.4	LEXINGTON	TX	w5450	On 3rd and 4th tracks north, east of depot.	5
232.3	DARR	X	e6014	Cozad Armour Trks	5
238.2	COZAD	X	c3750	248.2 and 249.3	60
248.8	GOTHENBURG	TX	c14000	258.1 and 258.3	65
256.5	FARR	X	w5845	Keith No. 3 Track	40
261.5	BRADY	X	e8000	281.1 and 282.5	55
270.6	MAXWELL	X	w10458	282.5 and 283.0	45
274.0	KEITH	TX	e10000	283.0 and 291.5	40
275.0	KEITH	TX	c3645	Business Tracks	MP Sta.
283.4	NORTH PLATTE	TX	e2182	Waterloo (W)	24.7 NX025
286.5	NORTH PLATTE	TX		Troxel (E)	45.9 NX045
291.0	NORTH PLATTE	TX		Moorman	79.3 NX079
				Doulom (W)	80.9 NX081
				Havens (W)	108.2 NX108
				Gulfoil (W)	115.9 NX116
				Paddock (W)	128.7 NX129
				Optic (E)	179.8 NX180
				Willow Island	243.2 NX243
				Beck (W)	280.5 NX281

COUNCIL BLUFFS SUBDIV. — NEBRASKA DIVISION 53

NOTE: For additional Omaha/Council Bluffs Special Instructions refer to Bridge Subdivision Tenant Lines Rules.

At locations shown below, trains and engines may move against the current of traffic at restricted speed without being preceded by a flagman except when moving over public crossing protected by crossing signals or gates, or when view is obstructed, or when moving through interlocking and conditions require movement be preceded by flagman. Movement may be made only after verbal authority has been granted to occupy track and hold indicators are displayed.

VALLEY, between hold indicators MP 26.1 and MP 30.6.

FREMONT, on westward track between hold indicators MP 39.1 and MP 44.8.

SCHUYLER, between hold indicators MP 66.9 and MP 70.0.

COLUMBUS, on westward main track, when eastward dwarf signal displays restricting indication (Rule 245G) to End of Block sign at MP 83.5 and on eastward main track, between MP 83.8 and hold indicator MP 86.2.

CENTRAL CITY, westward signal 1231 and eastward signal 1268.

GRAND ISLAND, between east remote control switch MP 144.0 and hold indicator located at MP 149.8.

COZAD, westward signal 2377 and eastward signal 2394 are hold signals.

Speed Signal Locations: MP 146.5 westward signal; CP 175 to CP 191; CP 274 to CP 283.

Hot Box and Dragging Equipment Detectors located at:

Westward @MP 21.0, @MP 53.7, @MP 74.6, @MP 103.9, @MP 128.2, @MP 160.1, @MP 181.0, @MP 210.1, @MP 233.4, @MP 255.5, @MP 276.9, %MP 281.1; Eastward #285.5 %MP 281.1, @MP 276.9, @MP 269.5, @MP 256.8, @MP 233.4, @MP 207.4, @MP 181.0, @MP 157.3, @MP 121.8, @MP 100.1, @MP 81.0, @MP 62.9, @MP 43.7.

Kearney Ind. Lead: Kearney to Riverdale NK010, 10.0 Miles. Yard limits entire branch. Max. Speed 20 MPH.

NORTH PLATTE TERMINAL

Movements to and from diesel facility will be made under authority of yardmaster.

SPEED RESTRICTIONS

Following speeds must not be exceeded on yard tracks or running tracks shown:

North Running Track, New Westward Coal Track and New Westward Receiving Lead:
 Between MP 283.8 and MP 291.2 35 MPH
 All tracks in Eastbound Yard 25 MPH
 All tracks in Westbound Yard 25 MPH
 Power Lead Overpass 5 MPH

BLOCK SIGNALS

Trains or engines stopped by block signals listed below must communicate with person designated:

Eastward Signal at MP 291.3 East Humpmaster
 Eastward Signals at MP 287.6 and MP 286.6 East Tower Yardmaster
 Westward Signals at MP 282.5 and MP 287.6 West Yardmaster

Westward trains must contact yardmaster for instructions before passing CP 283. If unable to contact yardmaster, movements must be stopped and dispatcher contacted for track to be used.

54 FALLS CITY SUBDIV. — NEBRASKA DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Two main tracks between Kaw Pt. and Broadway designated northward and southward tracks. Rule 251 in effect. Movement against current of traffic will be made at restricted speed only on authority of operator at Broadway.
5.2	▼	SUMMIT	⊙			Trains originating Atchison secure clearance.
6.4	▼	SOUTH OMAHA				Between MP 329.6 and MP 332.1 all trains and engines must move at restricted speed and may move in either direction without flag protection. Within these limits trains and engines may enter main track at hand operated switch without authority of control operator and without waiting 5 minutes as required by Rule 317.
473.1	▼	GILMORE JCT.	⊙	O-191		Atchison Yard: Stop before crossing ATSF.
467.1	▼	LA PLATTE		O-185	3517	Yard Limits: MP 280.0 to MP 287.5; Gilmore Jct. to Summit.
465.5	▼	⊙ BN				Maximum Speed: MPH
465.2	▼	⊙ BN				Neff Yard and MP 287.6. 25
455.1	▼	MURRAY		O-172	3633	Over State line and Montgall Ave. 10
447.4	▼	UNION	⊙-1 T	O-165	4586	Between MP 287.6 and Summit (Except as below) 40
436.9	▼	NEBRASKA CITY	⊙-1	O-153	Yd.	Between Mile Posts 291.1 and 291.7 35
423.2	▼	JULIAN	⊙ BN	O-141	3520	309.6 and 309.9 30
414.1	▼	AUBURN	⊙-1	O-132	6145	322.5 and 322.9 35
393.2	▼	VERDON		O-112	6137	329.5 and 332.2 20
384.3	▼	FALLS CITY	⊙ BN	O-102	Yd.	Atchison — Around curve Union depot and between curve and 10th Street and thru UP-BN Jt. Br.
379.1	▼	RESERVE	⊙-1	O-97		Connection 10
370.3	▼	HIAWATHA	⊙-1	O-88	4631	350.7 and 351.0 45
369.7	▼	UP CONN.				387.3 and 387.9 45
358.7	▼	WILLIS		O-76	6383	434.7 and 437.0 25
341.3	▼	LANCASTER		O-59		439.1 and 439.5 45
338.1	▼	SHANNON		O-56	6378	447.3 and 448.5 30
332.3	▼	NORKAN JCT.		O-49		461.1 and 462.9 45
330.7	▼	ATCHISON	T ⊙-1	O-48	Yd.	466.2 and 466.8 45
320.0	▼	OAK MILLS		O-38	7495	Do not exceed 45 MPH if freight train averages over 80 gross tons per car — 40 MPH if train averages over 90 gross tons per car — 35 MPH if train averages over 100 gross tons per car.
314.2	▼	WADE		O-32	5049	
310.0	▼	LEAVENWORTH		O-27	4024	Business Tracks MP Sta. No.
309.2	▼	⊙ BN				Fl. Leavenworth 310.7 0-30
306.2	▼	COCHRANE		O-23	5624	Padonia 375.3 0-93
298.2	▼	WOLCOTT	⊙-1	O-16	7809	Howe 408.4 0-126
293.4	▼	NEARMAN		O-10	6243	Clarke 420.1 0-138
287.5	▼	EDGEWATER	⊙	O-05	4000	Cometa 440.2 0-158
284.7	▼	⊙ UP				Mynard 458.9 0-176
284.5	▼	KAW PT.				Fl. Crook 471.3 0-189
283.0	▼	BROADWAY	⊙			Movement across Fourth and Tenth Streets at Atchison — crossing gates must be in lowered position before 4th or 10th St. crossing can be occupied. If gates do not lower automatically or have raised due to automatic time out feature, movement must be stopped and gates lowered prior to occupying crossings by operating the lowering switch located on both sides of 4th and 10th Sts. These switches are marked indicating the track they serve and can be activated by the use of a switch key. Compliance with Rule 103(A) of the General Code of Operating Rules is not altered by these instructions.
282.0	▼	⊙ KCS				At Wolcott Smoot Grain Co. Elevator do not operate engine over pit on No. 2 track.
280.0	▼	NEFF YD.	T ⊙	MX283	Yd.	

197.1

Dual control switches 30 MPH turnouts except South Switch Atchison, South end siding Leavenworth, North end BPU Spur, Nearman.

Between MP 289.0 and Neff Yard be governed by Kansas Division operating instructions.

Between Gilmore Jct. and Summit be governed by Bridge Subdivision Tenant Line Rules, Rule 251 in effect between Gilmore Jct. and Summit. Rule 10(D) not in effect.

OLD MAIN LINE — NEBRASKA DIVISION 55

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 20	Yard Limits entire Old Main Line.
10.9	▼	GILMORE JCT.	⊙			Business Tracks MP Sta. No.	
14.8	▼	LANE	⊙	NX017		Gilmore 12.3 NM012	
25.7	▼					Papillion 16.8 NM017	
	▼					Millard 22.6 NM023	

At Gilmore all movements must stop and crew member sent ahead to warn traffic at 25th Street Crossing.

NORFOLK BRANCH — NEBRASKA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40	Yard Limits: Columbus to MP 1.9 MP 8.7 to MP 10.3 MP 47.5 to MP 49.3
0.0	▼	COLUMBUS	⊙ T	NX085	Yd.	Business Tracks MP Sta. No.	
9.4	▼	OCONEE	⊙ T	NN309	400	Sheldonville 4.2 NN304	
25.7	▼	HUMPHREY		NN326	2537	Platte Center 14.7 NN315	
40.9	▼	ENOLA		NN341	4760	Tarnov 20.3 NN320	
48.7	▼	⊙ CNW	⊙			Madison 35.4 NN335	
49.3	▼	NORFOLK	⊙ T	NN350			

ALBION BRANCH — NEBRASKA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 25	Yard Limits: Oconee to MP 0.5
0.0	▼	OCONEE	⊙ T	NN309	1009	Business Tracks MP Sta. No.	
11.3	▼	GENOA	T	NN411	1640	Mill Spur (E) 2.0 NN402	
33.7	▼	ALBION		NN434	1207	Monroe 4.0 NN404	
	▼					St. Edward 22.3 NN422	

CEDAR RAPIDS BRANCH — NEBRASKA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 25	Yard Limits: Siding 22.2 NN522 Belgrade (W) 23.1 NN523 Primrose 36.6 NN537
0.0	▼	GENOA	T	NN411	1640		
13.7	▼	FULLERTON		NN514	1604		
30.3	▼	CEDAR RAPIDS		NN530	1052		
44.3	▼	SPALDING	T	NN544	1955		

ORD BRANCH — NEBRASKA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40	Yard Limits: MP 0.8 to MP 3.8
0.8	▼	GRAND ISLAND	⊙ T	NX147	Yd.	Business Tracks MP Sta. No.	
21.9	▼	ST. PAUL	T	NO622	1348	St. Libory 11.1 NO611	
61.0	▼	ORD	T	NO661	1311	Elba 30.7 NO631	
	▼					North Loup 48.8 NO649	
	▼					Saunders (E) 58.5 NO658	

58 BEATRICE BRANCH — NEBRASKA DIVISION

Radio Communication via Channel One.				Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST	STATIONS			
0.0	VALLEY	● T	NX028	Yd.	0.1 and 0.3 15 3.8 and 4.0 35 5.8 BN Crossing 20† 6.4 and 7.7Ⓞ 25 Wahoo, city track 6 19.1 and 19.5 30 28.8 and 36.3 35 36.3 and 37.4 25 55.4 and 56.5 20 56.9 and 57.5 15	
5.8	BN	Ⓞ			57.2 between west scale track and east house track switch 5† 59.0 BN Crossing 25 65.4 Jamaica Siding 5 96.5 and 97.3Ⓞ 15	
11.6	MEAD		NA012	4247	Beatrice, Allers Grain Company spur and Kilpatrick track 5 98.8 and 101.4 25	
26.3	WESTON		NA026	3397	105.7 Elevator Spur 5 107.2 and 112.6 30 110.3 Blue Springs siding 5 113.1 BN Crossing 20† Marysville — yard tracks. 10.	
37.3	VALPARAISO	T	NA037	4453		
47.4	GARRATT		NA048	5313		
55.5	BN CONN	Ⓞ				
56.5	BN	Ⓞ				
57.1	LINCOLN	● T	NA057	1100		
57.4	BN	Ⓞ				
59.0	BN	Ⓞ				
64.7	JAMAICA		NA065	5821		
69.8	ALDO		OE039			
88.9	PICKRELL		NA089	3657		
96.8	BEATRICE	●	NA097	4320		
113.1	BN	Ⓞ				
114.3	BADGER		NA114	5343		
134.2	MARYSVILLE	● T	KX148	Yd.		
134.2						

MP 5.8 BN Crossing — Movements through interlocking are governed as follows: Aspect: RED — Semaphore at right angle to signal mast. Name: Stop. Aspect: GREEN — Semaphore at 45° angle to signal mast. Name: Clear. Yard Limits: Valley to MP 2.1; MP 54.5 to MP 58.9; MP 131.3 to Marysville.

STROMSBURG BRANCH — NEBRASKA DIVISION

Radio Communication via Channel One.				Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST	STATIONS			
0.0	VALPARAISO	T	NA037		0.0 and 0.5 10 17.4 and 19.0 10 Main track derail at MP 0.1	
13.5	BRAINARD		NS214	967		
21.8	YANKA		NS222	3300		
23.2	DAVID CITY		NS223	1156		
23.5	BN	Ⓞ				
40.1	SHELBY		NS240	1507		
52.9	STROMSBURG		NS253	1200		
56.8	DURANT		NS257	1079		
63.0	POLK		NS263	2497		
75.3	BN	Ⓞ				
75.9	CENTRAL CITY	● T	NX125			
75.9						

CRETE BRANCH — NEBRASKA DIVISION

Radio Communication via Channel One.				Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST	STATIONS			
0.0	ALDO		NA070			
12.3	KRAMER		NE113	1603		
18.1	CRETE		NE119			
19.0						

ST. JOSEPH BRANCH — NEBRASKA DIVISION 59

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
0.0	ST. JOSEPH	● T	OA021	Yd.	0.1 and 0.3 15 3.8 and 4.0 35 5.8 BN Crossing 20† 6.4 and 7.7Ⓞ 25 Wahoo, city track 6 19.1 and 19.5 30 28.8 and 36.3 35 36.3 and 37.4 25 55.4 and 56.5 20 56.9 and 57.5 15
0.4	MO. RIV. BR.	Ⓞ			57.2 between west scale track and east house track switch 5† 59.0 BN Crossing 25 65.4 Jamaica Siding 5 96.5 and 97.3Ⓞ 15
1.7	ELWOOD	Ⓞ	KJ112	3768	Beatrice, Allers Grain Company spur and Kilpatrick track 5 98.8 and 101.4 25
5.0	WATHENA		KJ108	1420	105.7 Elevator Spur 5 107.2 and 112.6 30 110.3 Blue Springs siding 5 113.1 BN Crossing 20† Marysville — yard tracks. 10.
24.8	SEVERANCE		KJ089	1668	
28.9	LEONA		KJ084	1703	
34.2	ROBINSON		KJ079	1358	
42.1	UP	Ⓞ			
42.7	HIAWATHA	● T	O 088	1805	
53.9	MORRILL		KJ059		
60.7	SABETHA		KJ053	4694	
68.8	ONEIDA		KJ045	1497	
77.2	SENECA		KJ036	1420	
84.2	BAILEYVILLE		KJ029	1262	
89.2	AXTELL		KJ024	2014	
99.3	BEATTIE		KJ014	1838	
107.7	UPLAND		KX143		
107.7					

Bestwall Branch Marysville to Bestwall 9.9 Miles. Yard Limits entire Branch. Maximum Speed 20 MPH.
Business Track MP Sta. No.
Bestwall 9.9 KB345

HALLAM BRANCH — NEBRASKA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
37.4	SHELDON STATION				0.0 and 0.5 10 17.4 and 19.0 10 Main track derail at MP 0.1
36.0	HALLAM		KH036	4529	
30.0	CLAYTONIA		KH030	1621	
16.7	PLYMOUTH		KH017	2301	
6.5	JANSEN		KH006	4344	
0.0	FAIRBURY		KX188	4906	
37.4					

GRAND ISLAND BRANCH — NEBRASKA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
0.0	HASTINGS	● T	KX262	Yd.	0.0 and 0.5 10 17.4 and 19.0 10 Main track derail at MP 0.1
6.8	HANSEN		KG108	3266	
21.5	BN	Ⓞ			
22.3	GRAND ISLAND	● T	NX147	Yd.	
22.3					

60 CONCORDIA BRANCH — NEBRASKA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	MPH
332.3		NORKAN JCT.	⊙	O-49	.....
		15.6				
347.9		EFFINGHAM		S-17	.....
		19.4				
367.3		NETAWAKA		S-37	4648	
		12.5				
379.8		GOFF		S-49	.....
		5.9				
385.7		CORNING		S-55	4104	Rule 99(4) in effect
		7.2				Maximum Speed 35
392.9		CENTRALIA		S-62	.....	(Except as below) 35
		7.5				Between Mile Posts—
400.4		VERMILLION		S-70	.....	418.0 and 580.5 30
		8.4				491.2 and 491.4 10
408.8		FRANKFORT ⊙ UP ⊙		KX131	2168	
		4.9				
413.7		TUTTLE		S-83	5235	Business Tracks MP Sta.
		9.1				Trucks No.
425.6		BLUE RAPIDS		S-95	.....	Muscotah 355.2 S-25
		12.1				Whiting 361.4 S-31
437.7		BARNES		S-107	.....	Vliets 404.0 S-74
		5.9				Waterville 430.5 S-100
443.6		GREENLEAF		S-113	3103	Linn 450.6 S-120
		20.8				Palmer 455.4 S-125
464.4		CLIFTON		S-134	2701	Ames 473.8 S-143
		1.6				Gilbert 509.5 S-179
466.0		⊙ KYLE ⊙		S-136	.....	Solomon
		5.0				Rapids 519.3 S-189
471.0		CLYDE		S-141	.....	Glen
		14.1				Elder 525.6 S-195
485.1		⊙ ATSF ⊙		.....	.....	Cawker
		0.3				City 532.9 S-202
485.4		CONCORDIA	⊕-1 ⊙	S-155	Yd.	Bloomington 553.7 SF-15
		4.9				
490.3		YUMA		S-160	2189	
		6.0				
496.3		BURR OAK JCT.	⊙	S-166	.....	Yard Limits: MP 332.3 to
		0.1				MP 338.0; MP 484.0 to MP
496.4		JAMESTOWN	⊙	S-166	.....	496.7; MP 514.0 to MP
		6.4				515.0; MP 537.9 to MP
502.8		SCOTTSTOWN		S-172	.....	539.5; MP 578.6 to end of
		11.6				track Stockton.
514.4		BELOIT ⊙ UP ⊙	⊙	S-184	1633	
		9.7				CONCORDIA: Washington
524.1		GLEN		S-194	1938	Ave. and Cedar St. — Stop
		9.2				and protect.
533.3		CAWKER		S-203	1724	
		5.3				At Osborne, stop and protect
538.6		DOWNNS	⊕-1 T ⊙	S-208	Yd.	U.S. Highway 281
		9.9				crossing.
548.5		OSBORNE		SF-10	.....
		13.6				
562.1		ALTON		SF-23	.....
		8.3				
570.4		WOODSTON		SF-32	.....
		10.0				
580.4		STOCKTON	⊙ T	SF-42	Yd.	
		245.3				

BURR OAK BRANCH — NEBRASKA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	MPH
496.4		JAMESTOWN	⊙	S-166	.....	Rule 99(4) in effect
		33.3				Maximum Speed 25 MPH
529.7		BURR OAK		SE-34	.....	Yard Limits: MP 496.3 to MP
		33.3				497.1.
						Business Tracks MP Sta.
						Randall 506.7 SE-11
						Jewell 512.9 SE-17
						Mankato 521.5 SE-26
						At Mankato — Stop and protect
						crossing — U.S. Highway 36.

LENORA BRANCH — NEBRASKA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	MPH
538.6		DOWNNS	⊕-2 T ⊙	S-208	.....	Rule 99(4) in effect
		19.2				Maximum Speed 25
557.8		GAYLORD		S-227	.....	(Except as below) 25
		14.8				Between Mile Posts —
572.6		KIRWIN		S-242	.....	614.6 and 614.7 10†
		10.5				Yard Limits:
583.1		GLADE		S-253	.....	MP 538.8 to MP 539.5;
		15.4				MP 622.3 to Lenora
598.5		LOGAN		S-268	.....	Business Tracks MP Sta.
		14.4				Portis 547.7 S-217
612.9		EDMOND		S-282	.....	Harlan 552.9 S-222
		10.4				Cedar 563.0 S-233
623.3		LENORA	⊙	S-293	.....	Claudell 567.8 S-237
		84.7				Speed 589.8 S-259
						At Glade stop and protect Kan.
						Highway 183 crossing.

TIMETABLE NO. 4

SALINA SUBDIV. — NEBRASKA DIVISION 61

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	MPH
74.0		MENOKEN JCT.	T	.....	.....	Radio Communication via Channel One
		4.7				Maximum Speed (Except as below) 40
78.7		SILVER LAKE		KP079	4578	Sidings (6 axle units) 5
		4.9				Industry Tracks 5
83.6		ROSSVILLE		KP084	6558	Menoken (W Leg of Wye) 20
		8.4				Between Mile Posts—
92.0		ST. MARYS		KP092	4068	91.0 and 91.8 30
		12.7				104.6 and 104.8⊕ 35
104.7		WAMEGO		KP105	7007	118.2 and 119.0 35
		14.6				119.0 and 119.7 25
119.3		MANHATTAN	●	KP119	6774	119.7 and 121.8 35
		12.3				123.1 and 123.5 35
131.6		EAST FUNSTON		KP132	6386	129.7 and 133.7 35
		7.9				133.7 and 137.2⊕ 30
139.5		JUNCTION CITY	● T	KP140	6873	137.2 and 141.0 35
		12.8				143.6 and 145.3 35
152.3		CHAPMAN		KP152	6591	162.7 and 163.3 35
		11.4				163.3 and 164.6 25
163.7		ABILENE	●	KP164	5818	164.6 and 165.3 35
		⊙ ATSF ⊙				167.9 and 168.3 35
164.5		WEST ABILENE		KP165	.....	171.6 and 173.7 35
		7.6				184.2 and 187.2 35
172.3		SOLOMON	T	KP172	3528	187.2 ATSF Xing 25
		7.6				210.0 and 216.1 30
179.9		NEW CAMBRIA		KP180	4132	221.9 and 224.5 30
		4.7				231.7 and 233.5 35
184.6		EAST SALINA	⊙	KP185	.....	235.0 and 236.2 35
		2.0				263.0 and 264.2 35
186.6		SALINA	⊕ ● T	KP187	Yd.	301.8 and 303.6 35
		0.6				322.2 and 322.4 25
187.2		⊙ ATSF ⊙				375.8 and 378.3 35
		7.6				
194.8		BAVARIA		KP195	2763	Business Tracks MP No.
		6.1				Kiro 75.2 KP075
200.9		BROOKVILLE		KP201	5275	Belvue 98.0 KP098
		18.4				Industrial
219.3		KANOPOLIS	T	KP219	2917	Park(W) 118.2 KP118
		4.0				Eureka Lake(W) 125.9 KP126
223.3		ELLSWORTH		KP224	5103	Funston 133.6 KP134
		16.6				Fort Riley 135.7 KP136
239.9		WILSON		KP240	2584	Lacy(E-W) 143.0 KP143
		6.3				Stoney(W) 150.6 KP151
246.2		DORRANCE		KP246	2925	Detroit 158.5 KP159
		17.4				Black Wolf 231.5 KP232
263.6		RUSSELL		KP263	3022	Bunker Hill 253.4 KP253
		8.8				Balta 266.5 KP267
272.4		GORHAM		KP272	5024	Walker 275.5 KP276
		17.7				Victoria 279.6 KP280
290.1		HAYS		KP290	5278	Toulon 284.8 KP285
		13.2				Yocemento(E) 295.3 KP295
303.3		ELLIS	T	KP303	3748	Ogallah 313.1 KP314
		5.1				Voda 330.0 KP330
308.4		RIGA		KP308	2719	Collyer 335.8 KP336
		13.9				Grainfield 356.3 KP356
322.3		WAKEENEY		KP322	2336	Campus 371.2 KP371
		21.0				
343.3		QUINTER		KP343	3610	
		7.6				
350.9		BUFFALO PARK		KP351	3032	
		14.3				
365.2		GRINNELL		KP365	2370	
		12.2				
377.4		OAKLEY	⊕ ● T	KP377	5726	
		304.4				
						Yard Limits
						MP 184.2 to MP 187.4.
						MP 375.9 to Oakley.
						At Salina trains enroute Marysville Subdivision secure
						clearance.
						Rule 10(d) not in effect.

TIMETABLE NO. 4

62 SOLOMON BRANCH — NEBRASKA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	MPH	
					Maximum speed (Except as below)	Other than MT
0.0	SOLOMON	T	KP172	.....	40	5
6.5	NILES		KS907	3042	20.2 and 21.0	25
14.7	BENNINGTON		KS915	2541	22.7 and 24.0	10
34.7	DELPHOS		KS935	1683	34.0 and 34.8	25
46.8	SIMPSON		KS947	1476	56.9 and 57.4	10
57.2	UPSON				Niles, Bennington and Simpson	25†
57.4	BELOIT	●	S184	1374	Glasco and Asherville	10†
57.4					Business Tracks	Sta. No.
					Lindsey	20.9 KS921
					Minneapolis	23.3 KS923
					Glasco	41.6 KS942
					Asherville	49.8 KS950

PLAINVILLE BRANCH — NEBRASKA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	MPH	
					Maximum speed (Except as below)	Other than MT
0.0	SALINA	● T	KP187	Yd.	0.0 and 6.6	25
11.5	CULVER		KO012	1276	6.6 and 21.5	30
23.8	BEVERLY		KO024	2466	21.5 and 31.0	25
33.8	ATSF	●			33.0 and 34.0	25
34.2	LINCOLN CENTER		KO034	1421	37.0 and 51.5	30
40.7	VESPER		KO041	2468	51.5 and 52.9	25
46.9	SYLVAN GROVE		KO047	1938	61.5 and 63.8	30
56.0	LUCAS		KO056	1714	67.0 and 79.0	30
71.5	WALDO		KO072	2061	83.7 and 85.9	25
79.2	PARADISE		KO079	1258	87.8 and 88.0	25
87.0	NATOMA		KO087	1618	94.1 and 98.5	25
95.1	CODELL		KO095	1478	101.2 and 102.8	25
103.5	PLAINVILLE	● T	KO104	1899	104.2 and 109.0	25
110.4	ZURICH		KO110	1783	115.5 and 125.0	30
129.3	BOGUE		KO129	1265	129.0 and 137.9	30
138.0	HILL CITY	T	KO138	1157	137.9 Xing	5†
150.2	MORLAND		KO150	1306	137.9 and 177.5	30
155.4	STUDLEY		KO155	1338	194.0 and 203.1	30
170.4	HOXIE		KO170	1495	203.1 and 203.3 E leg wye	15
186.2	MENLO		KO186	1450	223.8 and 224.5	15
194.0	HALFORD		KO194	1149	Yard Limits	
203.5	COLBY	T	KO204	946	MP 0.0 to MP 0.6	
212.5	MINGO		KO213	1952	MP 221.2 to Oakley	
224.7	OAKLEY	● T	KP377	.....	Business Tracks	MP No. Sta. No.
224.7					Trenton	3.4 KO003
					Tescott(E)	18.5 KO019
					Shady Bend(W)	26.4 KO026
					Quartzite(W)	32.9 KO033
					Luray	65.4 KO065
					Palco	117.8 KO118
					Damar	122.7 KO123
					Penokee	144.7 KO145
					Tasco	162.5 KO163
					Seguin	179.1 KO179
					Spica(E)	218.0 KO218
					Quartzite cement track units not permitted beyond loading ramp.	

TIMETABLE NO. 4

SIDNEY SUBDIV. — WYOMING DIVISION 63

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	MPH	
					Maximum Speed (Except as below)	Other than MT
291.0	CP291	● T			40	70
296.5	HERSHEY	X	NX297	n3388	Big Springs, over highway crossing when using siding	5
297.7	2.6	CP298	NX298		Brownson, industrial area:	
299.1	4.6	CP 300 T	NX301	n10600	Straight track	10
303.7	SUTHERLAND	X	NX303		Curves	5
311.5	CP312	X	NX312		Hillsdale, on industry track	5
322.5	CP322	X			Between Mile Posts —	40
332.3	12.3	CP332			283.2 and 291.5	
334.8	OGALLALA	CP335	NX335	n11600	South Running Track	40
349.7	CP350	X	NX350	s7079	(CP 291 to CP 298)	40
354.3	BIG SPRINGS	X	NX354		O'Fallons Siding	40
363.0	11.0	CP363	NX363	n9500	323.5 and 324.4	60
365.3	JULESBURG	CP365	NX365	s9500	Ogallala North Siding	40
377.5	CP378	X			Julesburg Sidings	40
380.3	CHAPPELL	X	NX380		407.5	60†
392.0	CP392	X			422.6 and 423.5	60
407.5	SIDNEY	CP408	NX408	n12280	456.9 and 457.2	65
415.5	BROWNSON	T	NX416	c4169	462.8 and 463.0	65
423.9	CP424	X			466.5	60†
437.2	14.5	CP437	NX437		Wypo Trks.	5
438.4	OWASCO	X	NX440	n9550	486.2 and 486.5	60
444.5	KIMBALL	X	NX445	c6324	493.7 and 494.0	60
448.5	CP449	X			497.7 and 498.2	60
456.2	BUSHNELL	X	NX457		502.2 and 503.0	50
459.5	CP459	X	NX459		506.3 and 508.3 (No. 3 trk.)	40
469.5	CP469	X	NX469		508.3 and 509.1	35
475.4	7.0	CP 475		n10550	509.1 and 510.5	20†
476.5	EGBERT	T	NX478		Business Tracks	MP No. Sta.
477.5	3.3	CP 478			Varner (W)	302.1 NX302
480.8	CP481	X	NX481		Paxton	315.5 NX316
491.0	CP491	X	NX491		Roscoe	327.7 NX328
500.6	ARCHER	CP 501	NX501	s9566	Brule	343.9 NX344
506.3	BARNETT	CP506	NX506		Lodge Pole	389.7 NX390
508.3	3.2	CP 508			Sunol	396.3 NX396
509.5	CHEYENNE	● T	WX510	Yd.	Colton	401.0 NX401
218.5					Potter	425.9 NX426
					Jacinto (E)	430.8 NX431
					Dix	435.4 NX435
					Pine Bluffs	466.7 NX467
					Wypo (W)	470.2 NX470
					Tracy (E)	472.0 NX472
					Burns	483.6 NX483
					Hillsdale (E)	489.4 NX490

Two main tracks CP291 to CP506.

Three main tracks CP506 to CP508.

Four main tracks CP508 to Cheyenne.

ACS CP 291 to Cheyenne

Speed Signal locations: CP291 to CP508.

Hot Box and Dragging Equipment Detectors located at: @MP 297.7, @MP 316.4, @MP 335.2, @MP 353.1, @MP 372.5, @MP 397.1, @MP 416.1, @MP 434.4, @MP 454.3, @MP 475.2, @MP 499.0. Note: At MP 297.7 Strobe Light governs No. 2 and South Running Tracks.

TIMETABLE NO. 4

64 NORTH PLATTE SUBDIV. — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Siding Feet	Maximum Speed (Except as below) MPH
	WEST	EAST			
0.0	O'FALLONS	CPOT	NX301	8000	156.8 and 244.4
19.5	NEVENS	NP019	8000	8000	182.1 and 182.5
35.7	MARTIN	NP035	8000	8000	ACS in effect O'Fallons to CP113.
51.4	RUTHTON	NP052	8000	8000	Yard Limits MP 144.0 to MP 146.1
67.6	NEW OSHKOSH	NP068	8000	8000	MP 156.8 to MP 244.4
96.8	EASTWOOD	NP097	8000	8000	Contact dispatcher before entering or leaving yard limits MP 164.2 and MP 244.4.
113.7	NORTHPORT	NP114	6936	6936	Business Tracks MP Sta. No.
115.1	BN	CP115	NP115	8000	Sarben 12.8 NP013
140.7	BROCKHOFF	NP141	8000	8000	Keystone 28.4 NP028
145.9	GERING	NP146	3132	3132	Lewellen 59.3 NP059
159.7	SOUTH MORRILL	NP162	8000	8000	Oshkosh 70.8 NP071
164.2	JOYCE	NP164	8000	8000	Lisco 86.4 NP086
181.6	YODER	NP182	2250	2250	Broadwater 100.4 NP100
222.9	ALBIN	NP422	2553	2553	Towers 109.6 NP110
244.4	EGBERT	NX478	8000	8000	Melbeta (W) 137.9 NP138
					South Mitchell(E) 155.8 NP156
					Lyman 167.9 NP168
					Hawk Springs 192.8 NP452
					Meier 201.1 NP444
					La Grange 203.9 NP441
					Lindbergh 229.8 NP415

Hot Box and Dragging Equipment Detectors: ⊕ MP 15.9, ⊕ MP 31.6, ⊕ MP 46.7, ⊕ MP 61.2, ⊕ MP 79.7, ⊕ MP 91.1, ⊕ MP 107.2, ⊕ MP 121.6, ⊕ MP 136.3, ⊕ MP 150.8.
 Joyce — Normal position of main track switch is lined for WRPI (CNW) connection.

JULESBURG SUBDIV. — WYOMING DIVISION

Mile Post	Radio Communication via Channel Two		Station Nos.	Siding Feet	Maximum Speed (Except as below) MPH
	WEST	EAST			
0.0	JULESBURG	NX365	4476	4476	50
7.1	OID	NJ372	3602	3602	Ovid Sugar Company Yard
14.6	SEDGWICK	NJ380	4254	4254	Between Mile Posts— 56.1 and 59.1 35
23.1	RED LION	NJ388	2000	2000	150.7 and 151.1 20
54.5	CERES	NJ420	8277	8277	Business Tracks MP Sta. No.
57.5	STERLING	NJ423	6910	6910	Crook 30.1 NJ395
75.3	MESSEX	NJ441	4599	4599	Proctor 38.8 NJ404
81.1	UNION	NJ446	4825	4825	Iliff 45.6 NJ411
87.0	SNYDER	NJ452	3809	3809	Ford(W) 50.1 NJ415
98.6	FT. MORGAN	NJ464	3797	3797	Merino(W) 70.2 NJ436
109.0	WELDONA	NJ474	5800	5800	Goodrich 114.2 NJ480
117.7	ORCHARD	NJ483	2723	2723	Monfort 140.3 NJ505
135.4	HARDIN	NJ501	8000	8000	Yard Limits MP 56.1 to MP 59.1
143.1	KERSEY	NJ508	8000	8000	MP 149.7 to LaSalle
151.1	LASALLE	WD687	8000	8000	UNION MP 81.1 — Eastward BN trains must not release mechanical time lock (remove padlock from hasp) without authority from UP Train Dispatcher. Movement to UP trackage is governed by signal indication.
					At Sterling BN trains must receive authority from UP dispatcher before fouling UP main track.

GREELEY SUBDIV. — WYOMING DIVISION

TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS
 EASTWARD SPEER JCT. (CP 98) TO CARR (CP 86)

Tons/Operative Brake:	Effective Dynamic Brake On Units Providing:	Maximum Speed:
59/Less		Timetable
60-79	1 or more HP per trailing ton Less than 1 HP per trailing ton	Timetable 30 MPH
80-99	1 or more HP per trailing ton Less than 1 HP per trailing ton Less than 1/2 HP per trailing ton	35 MPH 30 MPH 20 MPH
100 & Over	1 or more HP per trailing ton Less than 1 HP per trailing ton	30 MPH 20 MPH

TIMETABLE NO. 4

GREELEY SUBDIV. — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Siding Feet	Maximum Speed (Except as below) MPH
	WEST	EAST			
0.0	DENVER UNION	CP5	WD640	12	4.0 to DRGW Belt Line Through Spring Switch
1.7	TERMINAL	CP5	WD640	12	DRGW Belt Line to N.Yd.
2.2	PULLMAN	CP5	WD640	10	BN-DRGW Xing at N.Yd.
4.0	DRGW CONN.	CP5	WD640	10	DRGW Yard Trks
4.9	COMMERCIAL	CP5	WD645	35	Between Mile Posts— 3.0 and 6.6 35
6.3	ADAMS	CP6	WD646	40	17.9 and 20.0 40
11.5	HAZELTINE	WD652	7935	40	25.2 and 26.3 40
19.2	BRIGHTON	WD659	7960	40	45.9 and 46.9 40
34.8	PLATTEVILLE	WD675	7975	50	46.9 and 48.0 50
45.3	LA SALLE	CP45	WD687	50	49.7 and 50.8 50
46.1		CP46	WD687	50	50.8 and 52.4 20
46.3		CP47	WD687	50	56.8 and 59.3 45
47.2		CP47	WD687	50	98.1 and 97.7 50
50.7		CP47	WD687	50	97.7 and 97.8 25
51.8		CP47	WD687	50	97.8 and 98.5 40
52.9		CP47	WD687	50	Speer and Borie 50
54.2		CP47	WD687	50	CP519 C/O No. 1 Trk to or from Borie Cut-off 15
55.7		CP47	WD687	50	
63.0	AULT	WD703	7905	50	Business Tracks MP Sta. No.
72.0	NUNN	WD712	7951	50	DuPont 8.2 WD648
85.9	CARR	WD726	7355	50	Rolla 10.6 WD650
97.7	SPEER JCT.	CPC598 T		50	Henderson 14.1 WD655
98.6	SPEER	CPC518	WSS18	50	Powers 22.8 WD663
99.9	WEST SPEER	CPC520		50	Lupton (E) 25.8 WD666
103.3	BORIE	CP519		50	Ione 30.3 WD671
				50	Gilcrest 40.3 WD680
				50	Evans (E) 48.3 WD689
				50	Gill 54.6 WD694
				50	Lucerne 56.1 WD696
				50	Eaton 58.8 WD700
				50	Pierce 66.7 WD707
				50	Dover (E) 77.0 WD717
				50	Double Track (Rule 251) MP 0.4 to MP 4.0
				50	Two main tracks MP 4.0 to MP 5.1.

MP 4: Spring switch at MP 4 on eastward track and cut-off to DRGW Belt Line is equipped with facing point lock. Rule 104(M)(2) applies. When signals display Stop aspect, trains and engines must receive instructions from proper authority before proceeding.

Speed signals at CP 47, CP 46, CP 47 and CP 98.
 At La Salle, hand operated derail on siding 720 feet east of CP 47.
 Yard Limits: MP 0.0 to MP 4.8

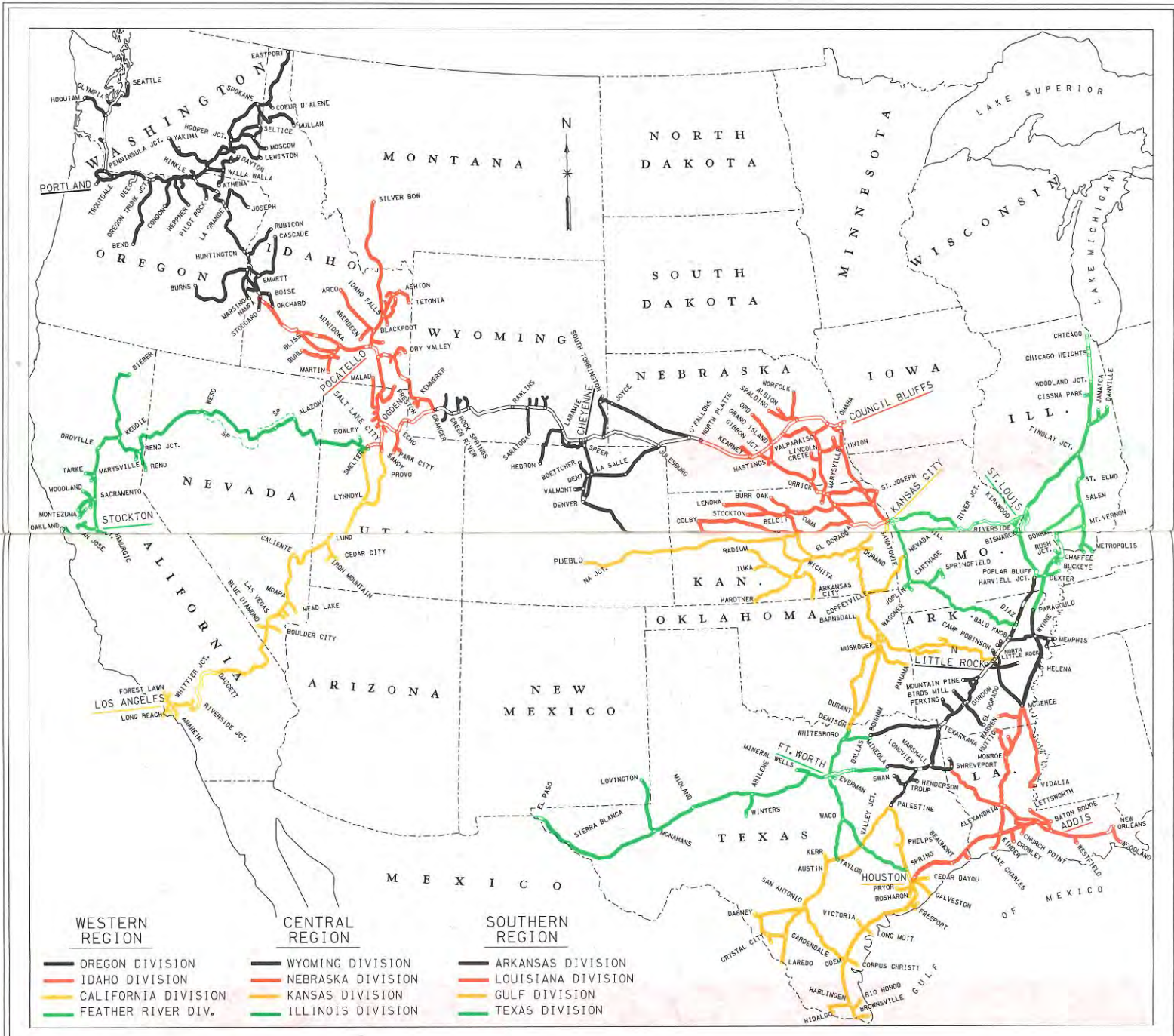
DENVER SUBDIV. — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Siding Feet	Maximum speed MPH
	WEST	EAST			
377.4	OAKLEY	CP377	5726	5726	40
386.1	MONUMENT	CP386	2456	2456	40
421.2	WALLACE	CP421	2168	2168	35
429.8	SHARON SPRINGS	CP430	3599	3599	35
441.8	WESKAN	CP442	3082	3082	35
463.0	CHEYENNE WELLS	CP463	2670	2670	35
473.5	FIRST VIEW	CP474	2451	2451	35
487.5	KIT CARSON	CP488	2806	2806	35
507.6	AROYA	CP508	2292	2292	35
517.7	BOYERO	CP518	2576	2576	35
526.7	CLIFFORD	CP526	4760	4760	35
535.8	HUGO	CP536	3777	3777	35
550.5	LIMON	CP551	2075	2075	35
550.6	CLK				35
563.0	CEDAR POINT	CP563	4947	4947	35
571.7	AGATE	CP572	4837	4837	35
584.0	DEER TRAIL	CP584	2680	2680	35
609.3	BENNETT	CP609	4976	4976	35
618.4	WATKINS	CP618	4632	4632	35
630.5	SABLE	CP631	4132	4132	35
631.9	ROYDALE	CP632	5102	5102	35
634.5	SANDOWN	CP634	3454	3454	35
638.2	PULLMAN	CP638	Yd.	Yd.	35

TIMETABLE NO. 4

TIMETABLE NO. 4

TIMETABLE NO. 4



Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed MPH	
Mile Post	WEST STATIONS EAST			(Except as below)	MPH
509.5					70
510.9	CHEYENNE	CP511	WX510	Yd.	
519.4	BORIE	CP519	WX519		
529.0	GRANITE		WX529	n4238	
536.6	BUFORD		WX537	c6151	
543.0	DALE	CP543	WX545		
545.6	DALE JCT.	CP545			
547.3		CP547			
548.3	HERMOSA	CP549	WX548		
548.6		CP549			
565.3		CP565			
566.0	LARAMIE	CP567	WX566	Yd.	
567.4		CP567			
509.5	CHEYENNE	CP511	WX510	Yd.	
510.9		CP511			
C518.3	SPEER	CPC518	WS518	c6740	
C519.3		CPC520			
C525.6	EMKAY		WS526	6558	
C534.5	LYNCH		WS534	6687	
C543.1	HARRIMAN		WS543	7079	
C550.0	PERKINS		WS550	6492	
C554.9	DALE JCT.	CP545			
B547.3	HERMOSA	CP547	WX548		
B548.3		CP549			
B548.6		CP549			
B556.7	RED BUTTES		WS557	5852	
B565.3		CPB564			
B566.6		CPB565	WX565		
566.0	LARAMIE	CP567	WX566	Yd.	
567.4		CP567			
570.6	CP570				
582.2	CP582				
584.8	BOSLER	CP585	WX585	c4300	
594.1	LOOKOUT	CP594	WX594		
601.0	CP601				
605.2	ROCK RIVER	CP605	WX605	c6195	
609.0	WILCOX	CP609	WX609		
616.8	CP617				
623.5	MEDICINE BOW	CP623	WX623	c5984	
624.5		CP624			
632.6	CP633				
639.0	RAMSEY	CP639	WX639	n19198	
641.0	CP641				
643.0	HANNA	CP643	WX643	s19202	
650.1	DURRANT	CP650	WX649		
662.3	WALCOTT	CP662	WX662		
672.1	BENTON	CP672			
675.8	SINCLAIR		WX676		
678.0		CP678		n10788	
680.3		CP680		n11990	
681.2		CP681			
682.7		CP683X			
682.8	RAWLINS		WX683		
685.0		CP685		s19126	

Mileage Cheyenne-Rawlins Via Sherman = 173.6 Via Harriman = 183.1

Two main tracks designated No. 1 and No. 2 tracks via Buford and Colores to Rawlins.
 Two main tracks designated No. 3 and No. 4 tracks Cheyenne to West Speer. Mile posts prefixed with letter "C".
 One main track designated No. 3 track West Speer to Dale Jct. via Harriman. Mile posts prefixed with letter "C".
 One main track designated No. 3 track East Hermosa to East Laramie via Red Buttes. Mile posts prefixed with letter "B".
 ACS in effect entire subdivision.

TIMETABLE NO. 4

TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS EASTWARD BUFORD (CP 536) TO CHEYENNE (CP 511)

Tons/Operative Brake:	Effective Dynamic Brake On Units Providing:	Maximum Speed:
59/less		Timetable
60-79	1 or more HP per trailing ton Less than 1 HP per trailing ton	Timetable 30 MPH*
80-99	1 or more HP per trailing ton Less than 1 HP per trailing ton Less than 1/2 HP per trailing ton	35 MPH 30 MPH* 20 MPH
100 & over	Operative dynamic brakes on all units in consist. Without operative dynamic brakes on all units in consist.	20 MPH CP 536 to CP 519 and 30 MPH CP 519 to CP 511 20 MPH

*Stop and remain standing ten minutes at Granite and Borie to cool wheels.

TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS EASTWARD DALE JCT. (CP 545) TO CHEYENNE (CP 511)

Tons/Operative Brake:	On Nos. 3 and 4 Tracks:	Maximum Speed:
0-99	With operative dynamic brake Without operative dynamic brake	50 MPH 45 MPH
100 & over	With operative dynamic brake Without operative dynamic brake	40 MPH 30 MPH

TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS WESTWARD WEST HERMOSA TO RED BUTTES

Tons/Operative Brake:	Effective Dynamic Brake On Units Providing:	Maximum Speed:
59/less		Timetable
60-79	1 or more HP per trailing ton Less than 1 HP per trailing ton	Timetable 30 MPH
80-99	1 or more HP per trailing ton Less than 1 HP per trailing ton Less than 1/2 HP per trailing ton	35 MPH 25 MPH 20 MPH
100 & over	1 or more HP per trailing ton Less than 1 HP per trailing ton	30 MPH 20 MPH

At Laramie, weigh-in-motion scale on yard track No. 1 with lights located on north side of track approaching scale and when weighing cars will display the following indications: GREEN — Moving at proper speed. FLASHING YELLOW — Caution, approaching maximum weighing speed. RED — Unless otherwise instructed, stop movement, back train up and start weighing operation again. Speed of 5 MPH must not be exceeded while weighing over scale. Wheels on units must not be allowed to slip or slide while on scale.

Speed Signal locations: CP511, CP517, CP518, CP519, CP520, Borie, CP528, CP530, CP536, CP537, Dale Jct. (1&2), CP547 (except EW signal on No. 2), CP549, CPB556, CPB557, CPB564, CP565 to Rawlins.

Hot Box and Drugging Equipment Indicators located at: Both tracks @MP 545.3, @MP 576.0, @MP 595.8, @MP 613.6, @MP 651.6, @MP 672.9; No. 3 track, @MP 554.9, @MP 557.7. Note: At MP 554.9 Strobes located on south side of No. 3 track also governs No. 2 track.

At Granite gravel pit, hand brake must be set on all loads. On empty cars, hand brake must be set on every third car, with hand brake applied on car on each end of each cut.

Movements on Coal Spurs are governed by Rule 93.

COALMONT BRANCH — WYOMING DIVISION

Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH	
Mile Post	WEST STATIONS EAST			(Except as below)	MPH
					20
					10
					15
0.0	LARAMIE		WX566	Yd.	29.6 and 30.4
	14.7	MILLER	WC015	1223	38.1 and 48.3
	54.6	FOX PARK	WC055	932	53.7 and 56.0
	64.1	WYOCOLO	WC064	2851	56.2 and 77.9
	70.8	CAMP	WC071	1601	Walden Yard Trks
	79.8	NORTHGATE	WC080	1497	
	92.2	WALDEN	WC092	Yd.	
					108.0

ENCAMPMENT BRANCH — WYOMING DIVISION

Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH	
Mile Post	WEST STATIONS EAST			(Except as below)	MPH
					40
					15
					10
0.0	WALCOTT		WX662		
	6.8	MEADS	WE607		
	24.1	SARATOGA	WE624	1090	
					24.3

TIMETABLE NO. 4

70 RAWLINS SUBDIV. — WYOMING DIVISION

Mile Post	Radio communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH
	WEST	EAST			
682.8	RAWLINS	TX ↑	WX683	n11990	Rawlins to CP 801 70
685.0		CP685 ↓		s19126	CP 801 to Green River 60
699.6	17.5		WX700		Green River to Granger 70
700.3		CP700 ↓	WX701	n13042	(Except as below)
702.2	11.7	CP702 ↓			Rawlins sidings 40
712.0	CRESTON	T	WX712	c10002	682.3 and 682.8 70
724.2	WAMSUTTER	TX	WX724	w2865	MT & Sidings 20 ±
732.7	RED DESERT	X	WX733	c10002	Between Mile Posts —
740.0	TIPTON	X	WX740	w11200	Riner siding 40
746.7	TABLE ROCK	X	WX747	e9080	703.0 and 704.2 60
757.4	BITTER CREEK	X	WX757	e10298	708.6 and 709.0 60
766.0	BLACK BUTTES	TX	WX766	w7340	713.7 and 714.3 60
766.7	POINT OF ROCKS	TX	WX777	c8103	740.2 and 740.9 EW 60
777.4	THAYER	X	WX784	w12550	740.2 and 743.1 WW 60
783.2	BAXTER	X	WX796	c5646	760.7 and 762.3 60
796.1					774.3 and 776.6 60
798.7	6.0	CP798			797.3 and 798.4 45
800.8		CP801 ↓			798.4 and 800.5 50
802.1	ROCK SPRINGS	TX	WX802	n16690	800.5 and 801.3 55
802.5		CP803			801.3 and 803.3 40
804.1	6.9	CP804 ↓			803.3 and 803.5 55
809.0	KANDA	X	WX809		806.6 and 807.5 60
814.7	6.1	CP814 ↓			807.5 and 807.8 50
815.1	CENTER GREEN RIVER	X	WX817	Yd.	809.6 and 814.1 45
817.0	GREEN RIVER	CP817	WX819		814.1 and 816.7 30
819.4	PERU	CP825 ↓	WX825		816.7 and 816.9 30
824.9	8.5	CP833 ↓	WX833		No. 1, 2 & Running Trk 20 ±
834.4	1.7	CP835 ↓	WX835		Running Trk 30
835.1	ALCHEM	CP835	WX835		816.9 and 818.2 30
838.0	WESTVACO	WX838			818.3 and 823.6 50
843.9	9.2	CP844 ↓	WX844		823.6 and 828.4 60
847.2	GRANGER	CP847 T ↓	WX847	n15057	833.6 and 834.1 60
	164.4				Westvaco Running Trk 10
					Granger Siding 40
					Jim Bridger Spur — 8.2 Miles originates at Point of Rocks
					Maximum speed 20
					(Except as below)
					4.0 and 4.7 10
					6.2 and 8.0 10
					Chevron Spur — 8.5 Miles
					Maximum Speed 20
					Tenneco Spur 20
					Stauffer Spur 20
					7.0 and 8.0 10
					Alchem Spur 15
					Texas Gulf Soda Spur 20
					3.6 and 4.8 15
					4.8 and 5.2 5
					Business Tracks MP Sta. No.
					Hadsell(E-W) . . . 690.2 WX690
					Robinson(W) . . . 744.1 WX743
					CIG Spur(W) . . . 748.7 WX749
					Monell(E) . . . 751.7 WX752
					Patrick Draw(W) 753.6 WX754
					Hallville(W) . . . 771.2 WX771
					Salt Wells(W) . . . 788.6 WX789
					Bryan (W) . . . 830.2 WX830
					Tenneco (E) . . . 830.7 WX831
					Stauffer (E) . . . 834.1 WX834
					Texas Gulf Soda (E) . . . 842.5 WX843

Trains secure clearance at Green River.

Movements on Jim Bridger, Chevron, Tenneco, Texas Gulf Soda, Alchem and Stauffer Spurs are governed by Rule 93.

Two main tracks Rawlins to CP702; CP801 to CP847.
Double track (Rule 251) CP702 to CP801 except CTC in effect on No. 2 Track between CP798 and CP801.

Dual control switches located at: West switch eastward siding Table Rock and Bitter Creek; CP766; CP798.

ACS in effect entire subdivision.

Speed Signal locations: Rawlins to CP702, CP766, CP801 to Green River.

Hot Box and Dragging Equipment Detectors located at: Both Tracks @MP 692.2, @MP 792.3, @MP 808.2, @MP 819.3, @MP 822.3, @MP 834.5; Westward only @MP 713.4, @MP 719.5, @MP 721.7, @MP 733.4, @MP 754.0, @MP 773.8; Eastward only @MP 767.7, @MP 748.5, @MP 729.8, @MP 710.6. Note: At MP 719.5 and MP 721.7 when "D" light is illuminated and signal 7237 displays Stop, train must be inspected for dragging equipment and train dispatcher advised of any exceptions noted. Detectors at MP 819.3 and MP 822.3 are equipped with verbal defect indicator.

Spur Tracks: Air brakes must be cut in and operative on all cars handled on Alchem & Texas Gulf Spurs and Stauffer Spur between MP 0.0 & MP 8.0.

Before departure from Chevron, Stauffer, General Chemical, Texas Gulf and FMC plant yards, terminal test of air brakes must be made as prescribed by Rule 1002(B).

South Pass Branch Rock Springs to Winton Jct. 9.5 miles. Yard limits entire branch. Maximum speed 15 MPH except on Reliance Spur — 5 MPH.

Business Tracks	MP	Sta. No.
Reliance	6.0	WW706
Winton Jct.	9.5	WW710

TIMETABLE NO. 4

SOUTH TORRINGTON BRANCH — WYOMING DIV. 71

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH
	WEST	EAST			
0.0	YODER	OT	NP182		(Except as below) 20
5.8	VETERAN		NP188		Between Mile Posts —
18.5	SOUTH TORRINGTON	OT	NP201	Yd.	18.0 and 18.5 5
	18.5				Other than main track 5
					Yard limits entire branch.

DENT BRANCH — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH
	WEST	EAST			
5.1	CP 5	OT			(Except as below) 40
22.2	ST. VRAINS	T	WF663	2538	Between Mile Posts —
26.1	FREDERICK		WF667	4420	5.0 and 6.4 20
42.8	DENT	OT	WF683	984	25.6 and 25.8 15
50.6	LA SALLE	OT	WD687		Business Sta. Tracks MP No.
	45.5				Welby 8.2 WF648
					Northglenn 11.7 WF652
					Eastlake 14.1 WF654
					Gowanda 34.6 WF675
					Rivers 36.9 WF677

Yard Limits: MP 5.1 to MP 6.4; MP 42.1 to MP 50.6.

At Commerce City — While standing Eastward trains must not block Brighton Blvd. crossing.

Fort Collins Branch Dent to Boettcher 30.8 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 0.04 Wye switch — 5 MPH; 12.8 and 18.5 — 10 MPH; 22.6 — 10 MPH; 25.0 and 30.8 — 10 MPH; Boettcher spur to cement plant — 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Milliken	1.7	WF102	Fort Collins	25.0	WF825
Kelim	9.1	WF809	BN	25.2	
Boyd Lake	13.7	WF814	BNG	25.3	
Harmony	19.5	WF820	Poudre	27.9	WF828
			Boettcher	30.4	WF830

At U.S. Highway 34 crossing MP 10.0. When signal displays Stop indication, trains must stop and be preceded by a flagman over crossing.

At Fort Collins, engine bell must be rung continuously while moving within city limits.

MP 25.1, hand operated derail on main track.
Fort Collins-MP 25.2 — BN Crossing: College Avenue and Cherry Street: Activating push button is located on signal mast. Before signal will clear BN track occupancy indicator must indicate uncoupled and Gate must be properly secured for route to be used. If signal does not clear, Operating Rule 98 Governors.

BOETTCHER — Cement plant — No engines permitted east of cement truck crossing on Track 7 or 200 feet west of highline switch.

Boulder Branch St. Vrains to Valmont 15.9 Miles. Yard Limits entire branch. Maximum speed 20 MPH except on Lakeside Lead — 10 MPH.

Business Tracks	MP	Sta. No.
Erie	15.2	WF615
Valmont	24.0	WF624

TIMETABLE NO. 4

72 GRANGER SUBDIV. — IDAHO DIVISION

Radio communication via Channel One East of MP 980 and via Channel Two West of MP 980		Station Nos.	Sidings Feet	Maximum Speed MPH
WEST Mile Post	EAST STATIONS			
847.2	GRANGER CP847 T X	WX847	n15057	65
854.0	VERNE X	WX854	c5795	60
866.2	HAMPTON X	WX866		60
875.4	CARTER X	WX875	c6277	60
885.6	BRIDGER X	WX886	c6068	60
890.5	LEROY X	WX891		60
897.6	SPRING VALLEY X	WX898	c5807	60
900.1	ASPEN CP900 I	WX902		60
904.2	ALTAMONT CP905 I	WX904	e4944 w8875	60
917.2	EVANSTON TX	WX917	e8264	60
927.1	WAHSATCH X	WX928	c4254	60
943.0	EMORY X	WX943	c5797	60
952.7	ECHO X	WX952	c5845	60
957.1	HENEFER X	WX957	c5489	60
961.1	DEVIL'S SLIDE X	WX961	c5483	60
968.0	MORGAN X	WX968	c5546	60
976.1	PETERSON X	WX976	c5494	60
977.7	STRAWBERRY CP977 X	WX978		60
988.6	EAST RIVERDALE CP988 X			60
989.9	RIVERDALE CP990 X I	WX990	Yd.	60
992.6	OGDEN T	UY993	Yd.	60

Between Strawberry CP977 and Riverdale CP990 No. 1 Main Track is South Track, No. 2 Main Track is North Track.
 Double track (Rule 251) CP847 to CP900; CP905 to CP977; CP990 to Ogden.
 ACS in effect entire Subdivision.
 Speed Signal locations: Strawberry, East Riverdale.
 Hot Box and Dragging Equipment Detectors located at: Both Tracks @ MP 986.2; Westward only @MP 867.7, @MP 909.1, @MP 936.9, @MP 968.8; Eastward only @MP 958.6, @MP 925.6, @MP 884.1, @MP 854.7.
 Rule 151 Exception: Between MP 931.5 and Strawberry trains must keep to the left.
 Yard limits MP 989.5 to Ogden.

Park City Branch Echo to Park City 27.4 miles. Yard Limits entire branch. Maximum speed 20 MPH except as below:

Between Mile Posts —	MPH	Between Mile Posts —	MPH
0.0 and 3.3	15	14.8 and 19.0	10
3.3 and 3.8	10	19.0 and 21.0	15
3.8 and 4.3	15	24.0 and 24.1	15
5.1 and 5.2	15	25.1 and 25.2	15
13.2 and 13.5	15	26.3 and 27.4	15

Business Tracks

MP	Sta. No.	Business Tracks	MP	Sta. No.
Coalville	5.7	WP606	Keetley Jct.	24.5
Wanship	13.0	WP613	Park City	27.4

Air brakes must be cut in and operative on all cars handled.
 Track out of service MP 0.0 to MP 27.4.

Ontario Branch Keetley Jct. to Phoston 2.5 miles. Yard Limits entire branch. Maximum speed 15 MPH.
 Business Track: Phoston, MP 2.2 Sta. No. WP 702.
 Air brakes must be cut in and operative on all cars handled.

TONNAGE/SPEED RESTRICTIONS — WESTWARD WAHSATCH TO OGDEN — FREIGHT TRAINS

Tons/Operative Brake:	Effective Dynamic Brake On Units Providing:	Maximum Speed:
59/Less		Timetable
60-79	1 or more HP per trailing ton Less than 1 HP per trailing ton	Timetable 20 MPH MP 928-936; 30 MPH MP 936-990
80-99	1 or more HP per trailing ton Less than 1 HP per trailing ton Less than 1/2 HP per trailing ton	25 MPH MP 928-936 20 MPH MP 928-936; 30 MPH MP 936-990 20 MPH MP 928-952; 25 MPH MP 952-990
100 & Over	1 or more HP per trailing ton Less than 1 HP per trailing ton	20 MPH MP 928-936; 30 MPH MP 936-990 20 MPH MP 928-952; 25 MPH MP 952-990

If the train consists of ore cars in series 26000-26499, 26500-26749 or 27000-27299 and dynamic brake is equal to one-half HP per trailing ton retaining valves need not be used. Speed must not exceed 20 MPH.

TIMETABLE NO. 4

WEST	Radio communication via Channel Two.				EAST
First Class	26 Pgsr.	Mile Post	STATIONS	Station Nos.	Sidings Feet
First Class						25 Pgsr.
Mon, Wed, Sat	Tues, Thur, Sat				
AM					AM
3 10	111.2	McCAMMON	T	IY038	5991
		6.4		UN105	6046
3 17	104.8	ARIMO		UN100	3600
		4.4		UN095	5991
3 21	100.4	VIRGINIA		UN085	6005
		5.4		UN078	6007
3 26	95.0	DOWNEY		UN071	6011
		10.6		UN065	6022
3 35	84.4	SWAN LAKE		UN057	6102
		5.6		UN049	8619
3 40	78.8	COULAM		UN045	8619
		7.4		UN045	8619
3 46	71.4	DAYTON		UN045	8619
		6.0		UN045	8619
3 52	65.4	WESTON		UN045	8619
		8.8		UN045	8619
4 00	56.6	TRENTON		UN045	8619
		8.0		UN045	8619
5 10	48.6	CACHE JCT	T	UN045	8619
		4.6		UN045	8619
4 22	44.0	WHEELON		UN045	8619
		8.3		UN045	8619
4 30	35.7	DEWEY		UN045	8619
		5.3		UN045	8619
4 35	30.4	HONEYVILLE		UN045	8619
		9.3		UN045	8619
4 44	21.1	BRIGHAM CITY	T	UN045	8619
		6.5		UN045	8619
4 51	14.6	WILLARD		UN045	8619
		5.1		UN045	8619
	9.5	LITTLE MOUNTAIN JCT	T	UN045	8619
		0.5		UN045	8619
4 56	9.0	HOT SPRINGS		UN045	8619
		3.2		UN045	8619
	5.8	WIP		UN045	8619
		3.3		UN045	8619
5 02	2.5	SP JCT		UN045	8619
		2.5		UN045	8619
5 10	0.0	OGDEN	T	UY993	Yd.
5 15	817.8	1.0	CP818 T	UY994	12 42
	817.5	BRIDGE JCT	T	UY994	12 22
	811.5	8.5	CP811 I		
	808.7	CLEARFIELD	T X	UZ202	c4727
	807.2	4.5	CP807 I	UZ207	
	804.2	LAYTON		UZ207	
		1.0	CP804		
	803.2	KAYSVILLE		UZ209	n6418
	802.5	10.0	CP802		
	793.2	CENTERVILLE		UZ018	
		2.2	CP793 I		
	791.0	WOODS CROSS		UZ021	
		3.5		UZ024	
	787.5	NORTH SALT LAKE	CP788 I	UZ024	
		2.0			
	785.5	18TH NORTH	CP785 T I		
		1.9			
	783.6	NORTH YARD	T		Yd.
		0.8			
	782.8	SALT LAKE CITY	T	UZ029	Yd.
	782.9	GRANT TOWER			11 37

No. 25 is superior to No. 26 between Ogden and McCammon.
 Speed Signal locations: CP785, CP793, CP807, CP811, CP817, CP818, McCammon.
 Yard Limits: MP 49.7 to MP 47.5; MP 22.5 to MP 20.8; MP 2.0 to Bridge Jct.; MP 787.3 to Salt Lake City. T in effect in Salt Lake City.
 Two main tracks Bridge Jct. to 18th North. Double track (Rule 251) 18th North; to MP 783.5.

McCammon to Ogden	MPH	Pgsr.	Frt.	Maximum Speed	MPH	Pgsr.	Frt.
(Except as below)	70	60		38.0 and 37.8	50	40	
Between Mile Posts —				23.4 and 23.1	65	55	
111.4 and 110.8	45	35		21.1 and 20.9	35	35	
107.7 and 107.4	65	55		20.9 and 19.2	70	55	
102.6 and 102.4	65	55		2.0 and 1.0	35	35	
99.6 and 99.4	60	55		Ogden to Salt Lake City	70	70	
93.9 T and 92.3	65	55		Riverdale By-Pass Trk.	40	40	
90.4 and 90.2	55	45		N leg of Wye between			
87.5 and 85.6	65	55		Bridge Jct. & 28th St.	10	10	
83.0 and 82.7	50	40		Main Track No. 1 & South leg of			
67.1 and 66.1	30	40		Wye Trk between Patterson			
64.5 and 64.1	65	55		Ave. & Bridge Jct.	15	15	
53.9 and 53.5	65	55		Ogden Terminal Limits			
51.4 and 49.3	50	40		Cecil Jct. Through crossover	15	15	
49.3 and 49.0	25	25		798.2 and 796.5	70	60	
47.5 T and 47.2	60	40		792.4 and 792.2	70	60	
47.2 and 46.4	30	30		787.3 and 784.5	35	35	
46.4 and 44.6 T	12	12		784.5 and 782.8	20	20	
44.6 and 42.0	50	40		Salt Lake Switching			
42.0 and 41.0	65	55		District Industry tracks			5

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Cornish	60.6	UN061	Layton	804.2	UZ007
Collinston(E)	40.3	UN040	Kaysville	803.2	UZ009
Perry	17.3	UN017	Farmington	797.3	UZ014
Randall	6.3	UN007	Woods Cross	791.3	UZ021
Harrisville	4.7	UN005	Pioneer	789.2	UZ022
Lodjic(W)	816.7	UY995	Becks	786.1	UZ026

WEST		Radio Communication via Channel Two.		EAST	
First Class				First Class	
25 Pgr.				26 Pgr.	
Sun, Wed, Fri	Mile Post	STATIONS	Sta-tion Nos.	Sid-ings Feet	Mon, Wed, Sat
.....	0.0	GRANGER CP847 T ↑	WX847	7260	.....
.....	1.6	8.4 CP2			.....
.....	8.4	MOXA	IX855	7359	.....
.....	16.4	8.0			.....
.....	24.8	NUTRIA	IX863	12034	.....
.....		8.4			.....
.....	33.3	OPAL	IX872	7345	.....
.....	38.9	8.6			.....
.....	39.9	WATERFALL	IX881	7370	.....
.....	40.6	7.3 CP39			.....
.....	42.2	KEMMERER	IX887	7867	.....
.....		8.1 CP40 ↑			.....
.....		CP42			.....
.....	48.0	FOSSIL	IX898	7329	.....
.....		5.3			.....
.....	53.3	NUGGET	IX903	7374	.....
.....		6.2			.....
.....	59.5	ORR	IX907	7352	.....
.....		5.9			.....
.....	65.3	LEEFEE	IX912	11783	.....
.....		6.7 T ↑			.....
.....	72.0	BECKWITH	IX919	7342	.....
.....		5.4			.....
.....	77.4	PIXLEY	IX925	7399	.....
.....		5.7			.....
.....	83.1	COKEVILLE	IX931	8566	.....
.....		5.7			.....
.....	88.8	MARSE	IX935	7367	.....
.....		5.7			.....
.....	94.5	CHAUSSE	IX941	7331	.....
.....		7.8			.....
.....	102.3	HARER	IX950	7405	.....
.....		5.6			.....
.....	107.9	DINGLE	CP108		.....
.....		7.3			.....
.....	114.8	MONTPELIER	CP115 ↑		.....
.....	115.2	CP117 ↑	IX962	Yd.	.....
.....	116.9	5.2			.....
.....	120.4	PESCADERO	CP121		.....
.....		7.3			.....
.....	127.7	GEORGETOWN	IX974	10039	.....
.....		8.5			.....
.....	136.2	MANSON	IX983	7354	.....
.....	144.0	10.0 CP144			.....
.....	145.5	CP145			.....
.....	146.2	SODA SPRINGS	IX993	7465	.....
.....		5.0 ● T			.....
.....	151.2	ALEXANDER	IX999	7297	.....
.....		5.5			.....
.....	156.7	TALMAGE	IY003	7426	.....
.....		5.5			.....
.....	162.2	BANCROFT	IY009	17498	.....
.....		8.0			.....
.....	170.2	PEBBLE	IY018	7337	.....
.....		6.8			.....
.....	177.0	BLASER	CP177		.....
.....	178.6	8.9 CP179 ↑			.....
.....		5.9			.....
.....	185.9	TOPAZ	CP186		.....
AM	189.8	5.9 CP190			AM
2 45	191.7	McCAMMON	CP192 T ↑	IY038	3 10
.....		9.9			.....
.....	201.7	INKOM	IX049	5777	.....
.....		9.0			.....
.....	210.7	E. POCATELLO	CP211 ↑		.....
.....	213.1	3.5 CP P13 ↑			.....
.....	213.5	CP P14 ↑			.....
s3 09	214.2	POCATELLO	IX061	Yd.	2 45
AM		214.2			AM

Trains enroute to Ogden Subdiv. must identify opposing trains.
 Two main tracks Dingle to Pescadero; Blaser to Topaz; CP190 to Pocatello.
 Speed Signal locations: Granger, Nutria, Opal, Kemmerer, Leefe, CP108, CP115, CP117, CP121, CP177, CP178, CP186, CP190, McCammon, East Pocatello.
 Hot Box and Dragging Equipment Detectors: #MP 20.5, #MP 61.4, #MP 79.6, #MP 106.6, #MP 153.4, #MP 174.2.

Maximum Speed	MPH		Frt.	MPH
	Psg.	Frt.		
(Except as below)	70	70		
All Sidings except Granger, Nutria, Opal, Kemmerer, Leefe and Montpelier			20	
Between Mile Posts—				
0.0 and 0.8			40	
28.7 and 31.3			60	
31.3 and 32.3			40	
32.3 and 34.6			60	
34.6 and 35.5			50	
35.5 and 40.8			35	
40.8 and 44.6			55	
48.8 and 49.6			50	
54.5 and 55.8			30	
55.8 and 57.8			35	
57.8 and 63.6			60	
63.6 and 65.4			50	
65.4 and 68.2			55	
87.4 and 87.7			50	
92.9 and 93.1			50	
96.7 and 98.3			60	
98.3 and 99.7			50	
102.6 and 104.8			50	
104.8 and 105.4			60	
107.8 and 120.4 No. 1 ⊕			60	
120.6 and 130.1			50	
130.1 and 138.7			60	
138.7 and 141.0			50	
141.0 and 141.9			45	

Maximum Speed	MPH	MPH
141.9 and 143.7		
143.7 and 146.3		
146.3 and 148.3		
152.1 and 152.4		
163.5 and 168.9		
168.9 and 171.7		
171.7 and 174.7		
174.7 and 177.4		
177.4 and 179.0		
179.0 and 180.0		
180.0 and 181.8		
181.8 and 183.1		
183.1 and 185.5		
185.5 and 187.9		
187.9 and 195.3	60	50
McCammon Jct.—No. 1 MT		
to or from Utah Div. C/O	15	15
195.3 and 200.0	65	55
200.0 and 202.6	60	50
213.4 and 215.0	20	20

Do not exceed 65 MPH if freight train averages over 80 gross tons per car. Do not exceed 60 MPH if freight train averages over 100 gross tons per car.

Business Tracks	MP	Sta. No.
Sage	63.0	IX910
Pegram	98.1	IX945
Lava Hot Springs	180.5	IY027

Cumberland Branch Kemmerer to Skull Point Mine 10.9 Miles. Yard limits entire branch.
 Maximum Speed 20 MPH except between Mile Posts: 0.0 and 0.3 — 15 MPH; 4.9 and 5.6 — 15 MPH; 10.0 and 10.9 — 10 MPH.
 Business Tracks MP Sta. No.
 Glencoe Jct. 5.3 IJ705
 Amoco Spur 7.7
 Chevron Spur
 Skull Point Mine 10.2
 MP 7.7 Amoco Industry Yard is protected by signals.
 Chevron Industry all movements must be governed by signal indication.

Elkol Branch Glencoe Jct. to Elkol 3.3 Miles. Yard limits entire branch.
 Maximum Speed 20 MPH except between Mile Posts: 0.0 and 0.2 — 15 MPH; 2.5 and 3.3 — 10 MPH.
 Business Track MP Sta. No.
 Elkol 2.6 IJ904

Exxon Industrial Spur Opal (MP 23) to Shute Creek 16.8 Miles. Movements authorized by Track Warrant Control.
 Maximum Speed 40 MPH except between Mile Posts: 0.0 and 1.0 — 15 MPH; MP 16.0 and MP 16.8 — 10 MPH.
 Business Track MP Sta. No.
 Shute Creek 16.3

Conda Branch Soda Springs to Conda 7.5 Miles. Yard limits entire branch.
 Maximum Speed 20 MPH except between MP 6.5 to MP 7.5 and Conda yard 5 MPH.
 Business Tracks MP Sta. No.
 Monsanto 1.8 IC002
 Epco 5.9 IC006
 Conda 7.1 IC007

Grace Branch Alexander to Grace 5.8 Miles. Yard limits entire branch.
 Maximum Speed 10 MPH except at MP 5.3 and on Grace Elevator Tracks 5 MPH.
 Business Track MP Sta. No.
 Grace 5.8 IG506

DRY VALLEY BRANCH — IDAHO DIVISION

Mile Post	WEST		STATIONS	EAST	Sta-tion Nos.	Sid-ings Feet	Maximum Speed	MPH
	▼	▲						
0.0			EPCO	⊕	IC006	9873	(Except as below)	25
			11.7				Epco — all yard tracks	10
11.7			WOOLEY VALLEY		ID012		Mountain Fuel Track	
			6.6				No. 1	5
18.3			DRY VALLEY	T	ID018		Center Load Track	
			18.3				above rollover dumper	5
							Between Mile Posts —	
							0.0 and 1.0	15
							3.5 and 4.9	15
							Dry Valley Yard	5
							Yard Limits Epco to MP 2.0	

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Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
0.0	CACHE JCT.	UN049	5300	7.5 and 9.0	35
13.8	WELLSVILLE	UC214	1023	13.6 and 22.0	15
17.6	HYRUM	UC218	1224	22.0 and 24.0	35
24.1	LOGAN	UC224	2311	25.6 and 25.7	35
37.4	RICHMOND	UC237	1692	31.3 and 32.6	35
41.5	PRESTO	UC242	7700	37.4 and 39.9	35
43.6	FRANKLIN	UC244	1699	42.9 and 44.0	25
48.1	WHITNEY	UC248	1301	44.6 and 50.8	35
50.8	PRESTON	UC251	1319		

MALAD BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
0.0	BRIGHAM CITY	UN021		1.0 and 1.5	30
5.5	CORINNE	UD906	2643	3.6 and 3.9	30
17.8	TREMONTON	UD918	2409	5.2 and 6.5	30
31.0	NUCOR	UD931		11.7 and 12.1	30
51.5	MALAD	UD952	1091	27.0 and 27.9	30

Yard Limits Brigham City to MP 0.5

LITTLE MOUNTAIN BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
0.0	LITTLE MOUNTAIN JCT.	UL314			10
13.8	LITTLE MOUNTAIN				Branch out of service MP 5.0 to MP 13.0

Syracuse Branch Clearfield to Barnes 2.1 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.
DRGW	0.3	
Freepoint Center	0.6	UZ002A
Barnes	2.1	UB602

Hill Field Branch Ogden to Arsenal 6.8 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.
Orchard(W)	2.6	UH102

JOSEPH BRANCH — OREGON DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
83.3	JOSEPH	OJ084	1960	83.6 and 82.5	10
59.5	WALLOWA	OJ060	2405	81.8 and 78.2	25
20.6	ELGIN	OJ021	1805	78.2 and 77.9	20
3.7	BAUM	OJ004	2000	77.9 and 75.0	25
0.0	LA GRANDE	OX486		72.8 and 71.8	25

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Enterprise	77.6	OJ078	Kimmel	39.4	OJ040
Lostine	67.5	OJ068	Looking Glass	33.6	OJ034
Sevier	56.3	OJ057	Gulling	24.9	OJ025
Minam	46.7	OJ047	Imbler	12.0	OJ012

Pilot Rock Branch Rieth to Pilot Rock 14.3 Miles. Maximum speed 25 MPH except between Mile Posts: 0.0 and 0.7 — 15 MPH; 6.9 and 7.1 — 20 MPH; 10.7 and 11.3 — 15 MPH; 13.0 and 14.3 — 15 MPH. Main track derail at MP 13.9.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
McBee	2.1	OM103	Pilot Rock	14.0	OM115
Sparks	14.0	OM107			

MONTANA SUBDIV. — IDAHO DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
390.0	SILVER BOW	IF390		390.0 and 388.1	10
380.6	FEELY	IF381	880	388.1 and 383.7	30
369.9	DIVIDE	IF370	1870	383.7 and 382.3	25
359.1	MELROSE	IF359	2915	382.3 and 373.5	30
340.3	APEX	IF340	2145	373.5 and 361.7	20
328.0	DILLON	IF328	7095	361.7 and 351.0	20
320.2	BARRETT	IF320	7590	351.0 and 342.7	25
301.8	RED ROCK	IF303	7370	342.7 and 315.9	30
280.1	LIMA	IF280	4455	315.9 and 309.2	30
273.3	SNOWLINE	IF273	2420	309.2 and 277.4	30
264.9	MONIDA	IF265	2915	277.4 and 271.8	35
258.7	HUMPHREY	IF258	5595	271.8 and 269.7	35
248.5	SPENCER	IF249	2750	269.7 and 262.9	30
234.6	DUBOIS	IF235	5060	262.9 and 258.3	30
217.4	HAMER	IF218	2475	258.3 and 254.9	25
201.9	ROBERTS	IF202	2585	254.9 and 252.7	20
184.8	IDAHO FALLS	IF185	Yd	252.7 and 244.4	35
175.5	SHELLEY	IF176	4950	244.4 and 244.4	35
169.1	FIRTH	IF169	5830	244.4 and 235.6	35
158.1	BLACKFOOT	IF158	3685	235.6 and 235.6	35
146.0	FORT HALL	IF146	7095	188.6 and 187.4	35
140.8	TYHEE	IF140	5885	187.4 and 185.9	10
136.7	MONTANA JCT. CPM37			185.9 and 182.5	25
135.1	POCATELLO JCT. CP216			182.5 and 175.0	30

Yard Limits: Silver Bow to MP 388.0; MP 330.0 to MP 325.0; MP 188.0 to MP 181.0; MP 160.0 to MP 156.0; MP 138.0 to Pocatello Jct.

No. 10 Turnout: Pocatello Jct. — Montana main track, and crossover between tracks 1 & 2, Junction switch to Montana main track.

Equation: Distance MP 314 to MP 316 is 1.4 miles.

GAY BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
0.0	FORT HALL	IF146	Yd.		0.0 and 0.2
9.3	NINE MILE		1650		3.1 and 20.0
20.4	GAY	IQ020			20.0 and 21.5

Trains from Gay must not be controlled exclusively by dynamic brake. Dynamic brake must be tested prior to passing MP 18.0. On trains from Gay, if dynamic brake is inoperative, retaining valves in "HP" position must be used on all cars.

When handling ore with single unit Gay to MP 9, consist must not exceed 40 cars.

ABERDEEN BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
B0.0	BLACKFOOT	IF158	Yd.		B0.1 and B0.4
B7.1					B0.4 and B7.1
0.0	ABERDEEN JCT.	IA607			4.0 and 4.3
4.1	ROCKFORD	IA904	1485		10.3
28.2	ABERDEEN	IA928	1760		15.9 and 16.2

Yard Limits MP B0.0 to MP B7.0. Between Blackfoot and Aberdeen Jct. Mile Posts are prefixed with letter "B".

Business Tracks	MP	Sta. No.
Collins	B2.9	IA602
Clarkson	B4.3	IA604
Moreland	B5.6	IA605
Liberty	5.9	IA906
Pingree	10.3	IA910

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
7.1	ABERDEEN JCT.		IA607		(Except as below) 25 Aberdeen Jct. T/O 15 Between Mile Posts — 58.6 and 59.4 10
20.1	TABER		IA620	1540	Business Tracks MP Sta. No.
39.7	SCOVILLE	T	IA640	1650	Rouse (E) 7.6 IA608 Olsen (E) 15.9 IA616 Fullmer (E) 18.8 IA619
59.1	ARCO	T	IA659	1760	
52.0					

YELLOWSTONE BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
1.0	IDAHO FALLS	⊙ T	IF185	Yd.	25.9 and 29.8 20† 29.6 and 29.8 20† 36.9 10
3.0	ORVIN	⊙ T	IE003	825	36.9 and 38.2 20† 38.2 and 50.7 25
7.6	UCON	⊙	IE008	2805	50.7 and 52.0 10
13.8	RIGBY		IE014	2530	Business Tracks MP Sta. No.
26.0	REXBURG		IE026	3135	St. Leon (E) 3.7 IE004 Garry (E) 12.5 IE013 Lorenzo 18.1 IE018 Thornton 20.7 IE021 Sugar City 29.8 IE030 Hart T 30.7 IE031 Wamar (E) 31.3 IE032
36.8	ST. ANTHONY	T	IE037	5225	Yard Limits MP 0.0 to MP 9.0
51.0	ASHTON	T	IE051	2145	
51.0					

St. Anthony Branch Edmonds to St. Anthony 11.8 Miles. Yard limits entire branch. Maximum Speed 20 MPH except at MP 37.4 — 5 MPH and between MP 26.4 and 26.8 — 10 MPH

Goshen Branch Ammon to Lincoln Jct. 3.5 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 21.4 and 21.6 — 10 MPH; 17.5 and 18.4 — 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Egin	29.2	IE229	Ammon	18.1	IE158
Parker	33.3	IE234	Bonded Siding (E)	20.8	IE520

EAST BELT BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
0.0	ORVIN	T	IE003	825	0.0 and 3.0 25 4.7 and 4.9 20 14.3 St. Xing 25† 16.0 and 16.3 20 18.8 and 19.5 25 19.5 and 24.0 20 28.0 and 28.7 35 30.2 and 37.7 25
3.0	LINCOLN JCT.		IE403		37.7 and 38.6 10
16.2	RIRIE		IE416	990	Business Tracks MP Sta. No.
38.0	NEWDALE		IE438	550	Hilltop (E) 27.7 IE428 Walker 28.1 IE429 Parkinson 32.2 IE432 Moody 34.3 IE434
38.6					
Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Ken (W)	0.4	IE400	Mikami (E)	14.0	IE414
Lincoln	2.2	IE402	Byrne	21.2	IE421
Iona	5.3	IE406	Jenson	25.5	IE426

WEST BELT BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
0.0	UCON		IE008	2805	9.0 and 10.7 10 Business Tracks MP Sta. No.
10.4	MENAN		IE211	1815	Coltman (E) 2.6 IE203 Grant (E) 4.6 IE205 Lewisville 8.7 IE209 Midway 9.6 IE210
10.7					
Yard Limits Entire Branch.					

TETON VALLEY BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
0.0	ASHTON	T	IE051	2145	213.4 and 215.0 20 218.8 and 220.0 20 237.9 and 241.3 65 314.7 and 316.3 No. 2 55 321.5 and 321.8 35† 321.8 and 326.6 70 337.5 and 338.0 45† 340.7 and 343.4 60 360.2 and 360.8 55 364.9 and 366.0 60 367.3 and 368.3 70 369.1 and 371.1 60 371.1 and 374.1 45 374.1 Xing 20†
8.5	DRUMMOND		IV509	1045	Business Tracks MP Sta. No.
30.3	TETONIA	T	IV530	1045	Marysville 1.7 IV502 Grainville 6.0 IV506 France 12.7 IV513 Lamont 15.7 IV516 Judkins (W) 22.2 IV522 Felt (W) 26.2 IV526
30.8					

WEST First Class 25 Psgr. Sun, Wed, Fri	Mile Post	Radio Communication via Channel Two. STATIONS	Station Nos.	Sidings Feet	EAST First Class 26 Psgr. Sun, Tue, Fri
AM 3 13	214.2	POCATELLO	● T X	IY061	AM s2 41
215.8	215.8	2.1	CPPI5 CPPI6		
216.0	216.0				
216.9	216.9	POCATELLO JCT.	CP216 CP217		
222.8	222.8	8.1	CP223 CP225	IY071	7645
224.4	224.4	MICHAUD			
230.2	230.2	BANNOCK		IY077	8267
238.4	238.4	AMERICAN FALLS		IY086	7104
242.5	242.5	BORAH		IY090	6053
250.0	250.0	QUIGLEY		IY097	8258
256.0	256.0	WAPI		IY103	5952
260.3	260.3	DEWOPF		IY107	8280
267.9	267.9	HAWLEY		IY115	5980
272.9	272.9	MINIDOKA	T †	IY120	13190
276.8	276.8	MAX		IY123	5848
284.6	284.6	ADELAIDE		IY132	8273
289.8	289.8	KIMAMA		IY136	5965
295.7	295.7	SENTER		IY143	5976
303.1	303.1	OWINZA		IY151	8359
314.7	314.7	DIETRICH	CP315		
321.8	321.8	SHOSHONE	CP324 X	IY169	12870 s1 00
323.1	323.1				
330.3	330.3	TUNUPA		IY178	8269
337.1	337.1	GOODING		IY185	8232
344.8	344.8	FULLER		IY191	8283
350.0	350.0	BLISS	T	IY198	5861
356.0	356.0	TICESKA	CP356	IY205	6021
356.7	356.7				
372.8	372.8	17.3	CP373 X		
374.0	374.0	GLENN'S FERRY	CP376 X	IY221	
376.3	376.3	19.3	CP392 CP393	IY240	8341
391.6	391.6	REVERSE			
393.3	393.3	MOUNTAIN HOME	T	IY249	8234
401.2	401.2	SEBREE		IY255	8251
408.2	408.2	CLEFT		IY260	8242
413.7	413.7	ORCHARD	CP423	IY270	9349 11 30
423.6	423.6	OWYHEE		IY282	8240
435.2	435.2	KUNA		IY294	8053
446.4	446.4	FOX	CP449 CP455 X CP456		
448.8	448.8	8.0	CP456		
454.9	454.9				
456.4	456.4	NAMPA	● T	IY304	Yd. 10 15
456.8	456.8				

At Pocatello (Pole Line Road), Shoshone, Glenns Ferry, Ontario and Mountain Home whistle detectors mounted on orange colored whistle posts have been installed near main crossings. All eastward trains must sound whistle before passing whistle posts. Exceptions: At Glenns Ferry both eastward and westward trains must sound whistle.

Maximum Speed	MPH	CP 373 and CP 376 using C/O	15	15
(Except as below)	70	376.5 and 377.6	60	50
WW Trns on No. 2 Trk using C/O Pocatello Jct.	15	384.9 and 390.7	60	50
All sidings except Michaud, Minidoka, Bliss, Sebree and Kuna	20	400.8 and 402.3	35†	35†
Between Mile Posts—	20	Sebree Siding	20	20
213.4 and 215.0	65	447.3 and 450.8	70	60
218.8 and 220.0	65	Do not exceed 65 MPH if freight train averages over 80 gross tons per car. Do not exceed 60 MPH if freight train averages over 100 gross tons per car.		
237.9 and 241.3	65			
314.7 and 316.3 No. 2	55			
321.5 and 321.8	35†	Business Tracks	MP	Sta. No.
321.8 and 326.6	70	Don	219.8	IY067
337.5 and 338.0	45†	Schiller (W)	226.8	IY074
340.7 and 343.4	60	King Hill (W)	367.7	IY214
360.2 and 360.8	55	Hammett	382.6	IY230
364.9 and 366.0	60	Simco (W)	419.1	IY266
367.3 and 368.3	70	LaFleur (W)	438.9	IY286
369.1 and 371.1	60	No. 10 turnout: Pocatello Jct.-Montana main track and crossover between tracks 1 & 2, Jct. switch to Montana main track; CP456; CP457.		
371.1 and 374.1	45			
374.1 Xing	20†			

Speed Signal locations: Pocatello, CP223, CP225, Minidoka, CP315, CP323, Bliss, CP356, CP393, Sebree, CP423, Kuna, Fox.

Hot Box and Dragging Equipment Detectors #MP 233.5, #MP 252.3, #MP 268.9, #MP 290.9, #MP 313.4, #MP 339.9, #MP 369.0 (No. 1 track), #MP 379.8 (No. 2), #MP 397.2, #MP 417.9, #MP 445.1. Two main tracks Pocatello to CP225; CP356 to CP393; CP449 to CP465.

80 TWIN FALLS BRANCH — IDAHO DIVISION

Radio Communication via Channel Two			Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) Between Mile Posts — 11.7 and 15.0 12 20.1 Bridge (6 axle units) 10 21.0 and 22.8 12 52.8 and 53.8 35 73.2 and 74.4 10
Mile Post	WEST STATIONS	EAST			
0.0	MINIDOKA	⊙ T	IY120	13190	
13.5	RUPERT	⊙ ● T	IT614	9185	
21.8	BURLEY	⊙ T	IT622	2970	
26.0	STARRH'S FERRY	⊙	IT626	3575	
41.8	MURTAUGH		IT641	3355	
53.3	KIMBERLY		IT653	2805	
58.7	TWIN FALLS	⊙ ● T	IT659		
73.8	BUHL	T	IT674		
73.8					

Business Tracks MP No. Sta. No.
 Acequia 8.1 IT600
 Schow(E) 16.5 IT611
 Heyburn 19.6 IT621
 Hobson(E) 28.5 IT623
 Milner 33.6 IT631
 Bills 49.0 IT641
 Hansen 49.7 IT651
 McMillan 56.4 IT655
 Curry 63.4 IT661
 Filer 66.0 IT666
 Peavey 68.5 IT671
 Cedar 71.4 IT676

Yard Limits: MP 0.0 to MP 2.0; MP 11.0 to MP 27.0; MP 55.0 to MP 60.0.

NORTH SIDE BRANCH — IDAHO DIVISION

Radio Communication via Channel Two.			Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) Between Mile Posts — MP 0.0 to MP 7.0 MP 65.0 to MP 72.9
Mile Post	WEST STATIONS	EAST			
0.0	RUPERT	⊙ ● T	IT614	9185	
4.4	MYERS	⊙	IT805	7865	
5.7	PAUL	⊙	IT806	1705	
15.9	SCHODDE		IT816	2530	
47.9	JEROME		IT848	2530	
56.7	WENDELL		IT857	2530	
72.9	BLISS	⊙ T	IY198	5845	
72.9					

Business Tracks MP No. Sta. No.
 Hynes 11.4 IT811
 Hazelton 24.0 IT824
 Black 26.9 IT827
 Eden 28.1 IT828
 Sugar Loaf 38.3 IT838
 Falls City 40.6 IT841
 Barrymore 42.5 IT843
 Hydra 45.8 IT846
 King 58.1 IT853
 Tuttle 66.2 IT866

Yard Limits: MP 0.0 to MP 7.0; MP 65.0 to MP 72.9.

Myers — Engines must not enter covered area at TASC0 bulk sugar loading plant or covered area at wet hopper.

Raft River Branch Burley to Declo 9.2 Miles. Yard Limits entire branch. Maximum speed 10 MPH.

Business Tracks	MP	Sta. No.
Unity	3.1	IT903
Elcock	4.0	IT904
Evans(E)	4.7	IT905
Springdale	6.0	IT906
Hatch	7.5	IT908
Declo	9.0	IT909

Oakley Branch Burley to Martin 11.6 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.
Crippen(E)	2.1	IT702
Ruby(W)	3.1	IT703
Beetville	4.3	IT704
Pella	5.2	IT705
North Kenyon	8.1	IT708
Kenyon	9.6	IT710
Martin	11.5	IT711

BOISE CUT-OFF — OREGON DIVISION

WEST	Radio Communication via Channel One.			EAST
First Class 25 Pgr.	Mile Post	STATIONS	Station Nos.	Sidings Feet
AM 6 17	B423.5	ORCHARD	CP423	IY270 9349
s7 12	B448.6	BOISE	T	IB296
.....	B450.9	BOISE JCT.		IB298
.....	B457.5	MERIDIAN		IB305 3850
s7 47	B467.8	NAMPA	CP456 ● T	IY304
AM	44.3			PM

Maximum Speed (Except as below) Between Mile Posts —	MPH Pgr.	Frt.	Business Tracks MP	Sta. No.
B439.5 and B440.4	25	25	Hillcrest	B445.2 IB292
B446.5 and B451.3	20	20	Perkins	B451.5 IB299
B467.0 and B467.8	30	25	Beatty	B454.9 IB302
			Aluma (W)	B462.8 IB311

NEW MEADOWS BRANCH — OREGON DIVISION 81

Radio Communication via Channel Two			Station Nos.	Sidings Feet	Maximum speed MPH (Except as below) Between Mile Posts — 4.3 and 5.7 35 7.4 and 7.7 25 9.9 and 11.0 25 11.0 and 29.3 20 32.9 and 33.5 25 33.5 and 34.3 20 34.3 and 36.8 25 36.8 and 39.1 20 39.1 and 42.4 30 42.4 and 43.2 20 45.1 and 54.8 25 54.8 and 56.7 20 65.4 and 67.3 30 67.3 and 80.7 20 83.9 and 84.5 10
Mile Post	WEST STATIONS	EAST			
0.0	WEISER	⊙ T	IY363	Yd.	
19.1	CONCRETE		IM419	2255	
40.5	CAMBRIDGE		IM441	1650	
60.1	COUNCIL	⊙ ● T	IM460	2750	
81.8	TAMARACK	T	IM482	1375	
84.1	RUBICON	T	IM484	2035	
84.5					

Business Tracks MP No. Sta. No.
 Presley 11.6 IM412
 Midvale 31.8 IM432
 Mesa (W) 56.6 IM457

Yard Limits: Weiser to MP 1.0; MP 59.0 to MP 61.0.

OREGON EASTERN BRANCH — OREGON DIVISION

Radio Communication via Channel Two.			Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) Between Mile Posts — MP 0.0 to MP 7.0 MP 65.0 to MP 72.9
Mile Post	WEST STATIONS	EAST			
0.0	ONTARIO	⊙ T	IY346	Yd.	
15.5	VALE	⊙	IO016	6325	
23.5	CELATOM	⊙	IO024	2145	
73.6	JUNTURA	T	IO074	2475	
126.6	CRANE		IO127	1430	
156.8	BURNS	● T	IO157	1155	
157.2					

Business Tracks MP No. Sta. No.
 Claude(W) 2.7 IO003
 Cairo 3.7 IO004
 Luse 6.9 IO007
 Little Valley 34.8 IO035
 Harper 42.0 IO042
 Namorf 51.3 IO051
 Jonesboro 62.2 IO062
 Long 86.6 IO087
 Riverside 92.8 IO093
 Dunnean 102.8 IO103
 Venator 110.2 IO110
 Redess 143.5 IO144

Yard Limits: Ontario to MP 25.

HOMEDALE BRANCH — OREGON DIVISION

Radio Communication via Channel Two.			Station Nos.	Sidings Feet	Maximum speed MPH (Except as below) Between Mile Posts — 32.9 and 33.5 10
Mile Post	WEST STATIONS	EAST			
0.0	NYSSA	⊙	IY336	Yd.	
8.1	OVERSTREET		IH808	1870	
24.5	HOMEDALE		IH824	2915	
33.1	MARSING		IH833	880	
33.1					

Business Tracks MP No. Sta. No.
 Adrian 10.6 IH811
 Napton 16.9 IH817

Yard Limits MP 0.0 to MP 2.0.

Stoddard Branch Nampa to Stoddard 17.6 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 0.1 and 0.8 — 15 MPH; 16.7 and 17.7 — 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Deal	4.5	IS604	Melba	14.6	IS615
Bowmont	8.9	IS609	Stoddard	17.0	IS617
Melmont(E)	11.6	IS612			

Wilder Branch Caldwell to Wilder 11.4 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 0.0 and 0.3 — 10 MPH; 10.5 and 11.4 — 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Simplot	2.5	IW703	Greenleaf(W)	7.0	IW707
Hop(E)	4.4	IW704	Allendale	9.7	IW710
Doles	5.0	IW705	Wilder	11.0	IW711

PAYETTE BRANCH — OREGON DIVISION

Radio Communication via Channel Two.			Station Nos.	Sidings Feet	Maximum speed MPH (Except as below) Between Mile Posts — 0.4 and 0.7 10 1.0 and 4.9 25 6.5 and 6.9 25 6.9 10 9.6 and 10.8 25 13.7 and 13.9 35 25.2 and 25.6 35 28.4 and 29.1 12
Mile Post	WEST STATIONS	EAST			
0.4	PAYETTE		IY350	8100	
5.1	FRUITLAND		IN305	1265	
29.1	EMMETT	⊙ ● T	IN027	4510	
28.7					

Business Tracks MP No. Sta. No.
 Eiffie (W) 4.0 IN304
 Buckingham 6.8 IN307
 Tom Thumb 8.8 IN309
 New Plymouth 11.1 IN311

Yard Limits: MP 27.0 to MP 29.1.

For Joseph Branch See Page 76

WEST		Radio Communication via Channel One.			EAST	
First Class				First Class		
25 Pgr.				26 Pgr.		
Sun, Wed, Fri	Mile Post	STATIONS	Station Nos.	Sidings Feet	Sun, Tue, Fri	
AM 7 57	456.8	NAMPA	IY304	Yd.	PM s10 05	
457.1	8.9	CP450				
459.4		CP453				
462.8		CP463				
465.7		CALDWELL	IY313			
472.6		NOTUS	IY320	8292		
480.3		PARMA	IY328	8261		
488.8		NYSSA	IY336	8717		
8 37	498.9	ONTARIO	IY346	8311	s9 25	
				8440		
502.7		PAYETTE	IY350	8100		
509.6		CRYSTAL	IY357	8256		
				8246		
516.1		WEISER	IY363	8070		
526.2		COBB	IY373	7974		
532.8		ROCK ISLAND	IY381	8242		
538.4		HUNTINGTON	OX386	8295		
538.8		CP538				
538.6		CP388				
538.3		LIME	OX391	6885		
377.1		WEATHERBY	OX398	8510		
368.7		DURKEE	OX407	9960		
361.0		OXMAN	OX414	8339		
355.2		PLEASANT VALLEY	OX420	6535		
351.9		ENCINA	OX424	10245		
347.5		QUARTZ	OX428	5270		
s10 32	341.6	BAKER	OX434	10495	s7 30	
337.7		WING	OX438	5190		
332.2		HAINES	OX444	8633		
322.0		NORTH POWDER	OX453	8460		
312.6		TELOCASET	OX463	7210		
308.8		CROOKS	OX467	8456		
302.5		UNION JCT.	OX473	8554		
295.3		LONE TREE	CP295			
290.7		5.2	CP291			
s10 42	290.1	LA GRANDE	OX486		s5 20	
289.0		4.4	CP288			
287.8			OX488			
285.7		PERRY	OX490			
282.4		HILGARD	OX494	9295		
275.6		MOTANIC	OX500	8727		
272.1		NORDEEN	OX504			
271.0		KAMELA	OX504	6965		
265.0		MEACHAM	OX511			
257.7		HURON	OX518	9057		
254.3		CAMP	OX522	8555		
248.7		DUNCAN	OX527	8541		
239.8		BONIFER	OX536	8619		
236.9		GIBBON	OX538	5090		
229.6		HOMLY	OX546	5765		
225.3		MINTHORN	OX551	9121		
219.0		MUNRA	OX557	5662		
s12 57	215.7	PENDLETON	OX560	7935	s3 05	
212.7		RIETH	OX564	13450		
208.1		BARNHART	OX567	6390		
199.7		NOLIN	OX577	9269		
192.5		ECHO	OX583	6290		
188.6		CP189				
187.0						
185.3		3.3	CP185			
s1 42	185.3	HINKLE	OX591		2 25	
PM	286.5				PM	

All trains secure clearance at La Grande. Two main tracks CP295 to CP286; CP273 to CP265; CP189 to Hinkle.

Maximum Speed		MPH		MPH	
	Pgr.	Frt.		Pgr.	Frt.
Nampa to La Grande	70	70	307.1 and 304.0	35	25
LaGrande to Pendleton	70	60	304.0 and 303.2	40	30
Pendleton to Hinkle	70	65	303.2 and 302.6	65	55
(Except as below)			295.3 and 291.3	No. 1	40
Sidings: Durkee, Pleasant Valley, Encina, Quartz, Baker, Wing, Haines, Telocaset, Camp, Gibbon, Homly, Minthorn, Munra, Barnhart, Echo			291.1 and 288.9	No. 1	20†
			288.9 and 282.0	No. 1	25
			291.1 and 289.8	No. 2	20†
			289.8 and 285.7	No. 2	25
			282.0 and 257.2		25
	20	20	257.2 and 247.3		35
	30	25	247.3 and 244.8		40
			244.8 and 244.0		45
Between Mile Posts—			244.0 and 242.0		55
447.3 and 450.8	70	60	242.0 and 239.7		25
448.8 and 454.7	No. 2	50	239.7 and 237.9		25
454.7 and 456.0	No. 1	65	237.9 and 236.6		35
454.7 and 456.0	No. 2	40	236.6 and 231.6		25
456.0 and 457.1	No. 1	35	231.6 and 227.3		55
456.0 and 458.0	No. 2	20	227.3 and 217.6		40
458.0 and 464.8	No. 2	50	217.6 and 214.1		50
465.0 and 466.0		50	214.1 and 213.0	Siding	20
481.0 and 481.3		60	213.0 and 212.8		20
489.1 Xing		60†	212.8 and 208.9		50
498.7 and 498.8		60	208.9 and 204.5		45
502.6 and 503.2		60	204.5 and 202.3		55
Crystals—using T/O EE	15	15	202.3 and 200.7		45
513.8 and 516.4		60	200.7 and 194.5		60
523.2 and 524.9		70	194.5 and 193.4		55
524.9 and 528.1		60	193.4 and 191.8		50
529.4 and 535.5		70	191.8 and 190.7		50
535.5 and 536.9		55	190.7 and 188.6		60
536.9 and 388.5		40	188.6 and 182.1	No. 1	40
MP 538.8 equals MP 389.8			182.1 and 182.1	No. 2	50
389.8 and 388.5		40	Do not exceed 65 MPH if freight train averages over 80 gross tons per car. Do not exceed 60 MPH if freight train averages over 100 gross tons per car.		
388.5 and 372.7		30			
371.1 and 370.7		70			
366.6 and 366.2		70			
364.6 and 355.9		30			
355.9 and 348.4		35			
348.4 and 347.4		70			
347.2 and 346.5		50			
346.9 and 345.1		70			
345.1 and 341.1		50			
321.6 and 319.5		70			
319.5 and 316.0		30			
316.0 and 315.4		40			
315.4 and 311.9		50			
311.9 and 307.1		40			

AIR BRAKE REQUIREMENTS

With passenger trains, running test as prescribed in Air Brake Rule 1007(B) must be made before descending grades at Encina, Telocaset and Kamela.

At Encina, Telocaset and Kamela, speed of all trains over crest of grade must be 5 MPH less than maximum authorized speed on descending grades.

On descending grades from Encina to Durkee, from Kamela to Hilgard and from Kamela to Huron, the following applies:

Trains must be handled with a brake pipe reduction of not less than 6 pounds.

Retaining valves must be used:

1. On any Frt. train exceeding 90 tons per operative brake.
2. On any Frt. train exceeding 80 tons per operative brake with less than TWO horsepower effective dynamic brake per trailing ton.
3. On any Frt. train with less than ONE horsepower effective dynamic brake per trailing ton. Such trains exceeding 80 tons per operative brake must not exceed 15 MPH.
4. On any Frt. train being handled without pressure maintaining.

On descending grades from Encina to Quartz or from Telocaset to Union Jct., the following applies:

Trains exceeding 85 tons per operative brake must not exceed 25 MPH.

Train must be handled with not less than 6 pound brake pipe reduction.

Retaining valves must be used:

1. On any train exceeding 100 tons per operative brake and having less than one horsepower effective dynamic brake per trailing ton.
 2. Any train being handled without pressure maintaining.
- Speed Signal locations: CP455, CP456, CP465, CP538, CP388, Lime, Weatherby, Oxman, North Powder, Crooks, Union Jct., CP295, CP291, CP289, CP288, CP286, Hilgard, Motanic, CP273, Kamela, CP265, Huron, Duncan, Bonifer, Minthorn, Pendleton, Rieth, Nolin, CP189 No. 2, CP188 No. 1, CP187 No. 1, CP185 No. 1.

Hot Box and Dragging Equipment Detector: #MP 478.1, #MP 507.0, #MP 524.6, #MP 380.5, #MP 371.8, #MP 345.6, #MP 333.1, #MP 304.9, #MP 301.2, #MP 284.4, #MP 272.9, #MP 268.2, #MP 263.5, #MP 261.5, #MP 259.4, #MP 255.6, #MP 243.7, #MP 239.7, #MP 222.0, #MP 211.1, #MP 195.0, #MP 188.6.

Helper Engines: When helper units are cut out of trains at Kamela or Encina, helper units will be used to couple rear portion of the train to head portion.

When possible, communication via radio must be maintained at all times between road engineer and helper engineer while handling trains with helper units, to coordinate starting, accelerating, slowing and stopping procedures. Road engineer being the engineer in charge must inform helper engineer of throttle settings on head end and helper engineer will correspond accordingly. When increasing or decreasing throttle, helper engineer should, when practicable, be two throttle notches above that of road engineer in order to control slack.

When starting trains with helper on rear end of train and it is not possible to communicate signals, the following method will be used:

When ready to move, engineer on head end will make a 15-pound automatic brake pipe reduction, return brake valve to running position and wait three minutes. Engineer on helper engine will start three minutes after his gauge shows brake pipe pressure being restored.

WEST		Radio Communication via Channel Two.		EAST	
First Class	25	STATIONS		First Class	26
Psg.	Mile Post	Station Nos.	Sidings Feet	Sun, Tue, Fri	Psg.
PM 1 45	185.3	HINKLE	OX591	PM s2 22	
	183.7	3.2 CP184 X			
	182.1	6.2 CP182			
	175.9	6.1 MUNLEY	OX600 8785		
	169.8	5.0 CLARKE	OX605 6465		
	164.2	7.5 BOARDMAN	OX612 9844		
	156.7	9.8 CASTLE	OX617 9527		
	146.9	8.2 HEPPNER JCT.	OX627 9735		
	138.7	9.9 ARLINGTON	OX638 9962		
	128.8	7.9 BLALOCK	OX646 9747		
	120.9	8.3 QUINTON	OX652 9740		
	112.6	9.4 GOFF	OX661 10795		
	103.2	2.8 CP104			
	100.4	5.5 MILLER	X OX675 2585		
	94.9	10.0 OREGON TRUNK JCT. X	OX680		
s3 17	84.9	3.2 THE DALLES	OX691	s12 55	
	81.7	9.5 CRATES	OX694		
	72.2	9.1 MOSIER	OX706 6385		
s3 47	63.1	4.7 HOOD RIVER	OX712	s12 25	
	58.4	15.0 MENO	OX716 9895		
s4 12	43.0	9.7 CASCADE LOCKS	OX733 6752	s11 59	
	33.3	6.6 DODSON	OX741 10635		
	26.7	9.7 BRIDAL VEIL	OX749 6360		
	17.0	1.4 SANDY	OX753 10560		
VIA GRAHAM LINE					
	15.6	15.0 TROUTDALE	CP15 OX760 2850		
	0.6	E. PORTLAND	CP1 T OP773		
VIA KENTON LINE					
	22.0	11.6 TROUTDALE	CP15 OX760 6045		
	10.4	2.7 CHAMP	8403		
	7.7	2.1 KENTON	OX775		
	5.6	1.6 PENINSULA JCT.	CP5 T OX776		
	4.0	2.4 ST. JOHNS JCT.	CP4 O OP501		
	1.6	1.0 ALBINA	OX500 Yd.		
	0.6	0.4 E. PORTLAND	CP1 T OP773		
	0.4	0.2 STEEL BRIDGE			
s5 22	0.0	0.4 PORTLAND	OP775	11 00	
PM	PORTLAND VIA GRAHAM 184.2			AM	
	PORTLAND VIA KENTON 190.6				

NOTE — Distance between MP 165 and MP 166, between Boardman and Clarke is 0.4 mile and between MP 55 and MP 57, between Wyeth and Meno is 1.5 miles.
 ACS in effect The Dalles to Troutdale and Troutdale to East Portland via Graham line.
 Two main tracks Hinkle to CP 182; Albina to Portland.
 Double track (Rule 251) CP104 to Crates.
 Yard Limits: MP 82.0 to MP 88.0; St. Johns Jct. to MP 0.5.
 Speed Signal locations: CP184, CP182, CP104, CP82, Mosler, Meno, Cascade Locks, Dodson, Bridal Veil, Sandy, CP15, CP5, CP4, CP1.
 Hot Box and Dragging Equipment Detectors: #MP 23.0, #MP 52.9, #MP 76.1, #MP 91.1, #MP 107.5, #MP 124.9, #MP 142.9, #MP 160.5, #MP 7.8 (Graham Line).

Maximum Speed	MPH		Maximum Speed	MPH	
	Psg.	Frt.		Psg.	Frt.
Hinkle to The Dalles	70	70	Via Graham		
The Dalles to Albina	70	65	Maximum Speed	55	45
(Except as below)			Between Mile Posts —		
All sidings Munley to Goff	20	20	13.5 and 13.2	50	40
Between Mile Posts —			7.6 and 6.8	50	40
188.6 and 182.1 No. 1	40	40	5.2 and 2.8	35	35
188.6 and 182.1 No. 2	60	50	2.8 and 0.9	35	25
182.1 and 181.8	60	50	0.9 and 0.5	6	6
114.7 and 113.4	70	60	Via Kenton		
104.9 and 103.2	70	60	Between Mile Posts —		
103.2	60	60	21.9 and 16.4	50	50
99.3 and 98.8	60	50	16.4 and 6.2	35	35
97.8 and 96.5	70	65	6.7 (Tyndall Ave)	10†	10†
88.2 and 86.1	70	65	Peninsula Jct. Wye	15	15
86.1 and 83.2	40	40	6.2 and 4.0	25	25
83.2 and 81.2	60	50	4.0 and 0.9	15	15
81.2 and 79.0	55	45	0.9 and 0.5	6	6
79.0 and 77.0	65	55	0.5 (Steel Bridge) and 0.0	6	6
77.0 and 75.9	60	50	Portland Union Station on all tracks P.T.R.R.	10	10
75.9 and 75.0	55	45	Carty Industrial Lead (Castle)		25
75.0 and 73.7	60	50	0.5 and 0.7		20
72.7 and 70.4	50	40	1.5 and 1.7		15
70.4 and 68.4	40	30	10.9 PGE Tracks		10
68.4 and 66.7	55	45	Do not exceed 65 MPH if freight train averages over 80 gross tons per car.		
66.7 and 66.4	45	35	Do not exceed 60 MPH if freight train averages over 100 gross tons per car.		
66.4 and 63.4	55	45	Business Tracks	MP	Sta. No.
63.4 and 59.4	50	40	Rufus	108.7	OX666
59.4 and 49.0	60	55	Biggs	103.8	OX672
49.0 and 45.0	55	45	Rowena	76.6	OX700
45.0 and 42.5	50	40	Wyeth	49.8	OX726
42.5 and 41.4	30	25	Bonneville (W)	38.0	OX737
39.9 and 37.3	60	50	Rockwood	11.8	OP764
37.3 and 35.5	55	45	Graham	4.4	OP771
32.8 and 27.5	60	50	Reynolds	20.0	OX762
25.9 and 24.0	60	50	Hemlock	17.0	OX765
24.0 and 23.8	50	40	Fir	12.4	OX769
22.4 and 20.1	60	50			
18.5 and 18.1	55	45			
18.1 and 15.9	70	60			

Umatilla Branch Hinkle to Umatilla 10.6 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts:

0.0 and 0.1	10	MPH	Business Tracks	MP	Sta. No.
2.3 and 3.7	15	MPH	Hermiston	4.1	OX904
3.8	10†	MPH	Umatilla	10.2	OX911
10.2 and 10.6	10	MPH			

Main track derail 40 feet west of Johns Manville spur at Umatilla.

HEPPNER BRANCH — OREGON DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH
45.2	HEPPNER	16.9		OH245	2260	45.4 and 43.4	10
28.3	IONE	28.3		OH228	890	31.7 and 31.5	20
0.0	HEPPNER JCT.			OX627	9735	22.7 and 20.7	15
						19.0 and 17.9	20
						16.2 and 16.0	20
						0.3 and 0.0	15
						Business Tracks	MP Sta. No.
Main track derails at MP 44.9 and MP 43.4						Lexington	36.3 OH236
Heppner — When cars are left on main track for Kinzua Lumber Co., switch must be lined and locked for chip track to provide derail protection.						Jordan	31.0 OH231
						McNab	25.2 OH225
						Morgan	19.8 OH220

CONDON BRANCH — OREGON DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH
44.5	CONDON	20.1		ON345	1410	44.8 and 40.5	10
24.4	MIKKALO	24.4		ON325	1490	36.0 and 24.0	10
0.0	ARLINGTON			OX638	9960	22.0 and 21.2	15
						19.2 and 18.6	15
						18.6 and 15.0	10
						0.4 and 0.0	15
						Business Tracks	MP Sta. No.
Main track derail at MP 44.0.						Gwendolen	36.3 ON337
Retaining valves must be used on descending grades on all westward trains, MP 35 to MP 16, all retaining valves must be used and must be placed in "HP" position on all loads.						Clem	28.6 ON329
						Rock Creek	16.0 ON316
						Shutler	7.3 ON308

Mile Post	STATIONS		Station Nos.	Sidings Feet	Operation via BN Oregon Trunk Jct. to Bend.
	WEST ▼	EAST ▲			
0.0	OREGON TRUNK JCT. T		OX680		
	151.9 MILES VIA BN				
151.9	BEND	T	OB151		
	151.9				

UP Station Numbers on BN Track

OB005 Moody	OB055 Cambrai	OB104 Madras
OB017 Lockit	OB063 Nena	OB109 Metolius
OB026 Dike	OB070 Dixon	OB114 Culver
OB029 Sinamox	OB073 Dant	OB121 Opal City
OB039 Oakbrook	OB080 Kaskela	OB129 Terrebonne
OB047 Sherar	OB085 South Junction	OB132 Prineville Jct.
OB050 Tuscan	OB093 Gateway	OB134 Redmond
OB054 Maupin	OB099 Paxton	OB143 Des Chutes

MOUNT HOOD RAILWAY — OREGON DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Yard Limits on entire Mount Hood Railway (Except as below) MPH
	SOUTH ▼	NORTH ▲			
0.0	HOOD RIVER	☉●	OX712	1030	20
	2.9				
2.9	SWITCHBACK	☉		1430	15
	2.7				
5.6	PINEGROVE	☉		1236	10
	1.8				
7.4	LENZ	☉		1299	15
	1.1				
8.5	ODELL	☉		1087	15
	6.8				
15.5	DEE	☉		760	10
	15.5				

Main track derail at MP 7.4.

Switchback MP 2.9: If cars are left on tail of switchback, switch must be left lined for ascending grade towards Dee.

Retaining valves must be used on trains on descending grade from Pinegrove to Switchback and must be placed in "HP" position on all cars in train.

St. Johns Branch St. Johns Jct. to Peninsula Jct. 7.7 Miles. Yard Limits entire branch. Maximum Speed 15 MPH.

Business Tracks	MP	Sta. No.
Portsmouth	1.3	OP502
Wakefield	2.5	OP503
St. Johns	3.0	OP504
Barnes	5.9	OP507

IDAHO NORTHERN BRANCH — OREGON DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum speed (Except as below) MPH
	SOUTH ▼	NORTH ▲			
99.1	CASCADE	☉ T	IN099	1485	40
	16.4				
82.7	SMITHS FERRY	T	IN083	1430	10
	18.8				
63.9	BANKS		IN064	1650	30
	14.2				
49.7	HORSESHOE BEND		IN050	1485	20
	22.8				
26.9	EMMETT	☉● T	IN027	4510	20
	24.3				
2.6	FISCHER	☉	IN003	2310	25
	2.6				
0.0	NAMPA	☉● T	IY304		12†
	99.7				

Yard Limits: Nampa to MP 4.0; MP 24.0 to MP 28.0; MP 98.0 to Cascade.

Eastward trains handled by engine without dynamic brake or without pressure maintaining in operation must stop at MP 64 not less than 10 minutes to cool wheels and inspect train.

All trains on descending grade between Smith's Ferry and Banks, the following applies: Retaining valves must be used on all trains. Retaining valves must be set on all cars in the train, with retaining valves in "HP" position. Any train requiring a brake pipe reduction greater than 15 lbs. to control speed must be stopped and inspected and air brake system recharged before proceeding. Exception: On any train having 5 or more horsepower effective dynamic brake per trailing ton, retaining valves are not required. Air brake rule 1107(B) remains in effect.

Business Tracks	MP	Sta. No.
Belvidere	95.3	IN096
Big Eddy (W)	75.2	IN075
Gardena (E)	55.1	IN055
Montour	41.0	IN041
Jenness	18.8	IN019
Middleton	9.4	IN009
Maddens	6.1	IN006

Mile Post	STATIONS		Station Nos.	Sidings Feet	Radio Communication via Channel Two.	Maximum speed Seattle to Fife (except as below)	MPH
	SOUTH ▼	NORTH ▲					
180.1	SEATTLE	● T	OX951	Yd.		45	
	0.2						
179.9	☉ BN		CPS80			15	
	0.6						
179.3	GEORGETOWN					20	
	5.6						
173.7	☉ BN		CPS74			30	
	0.4						
173.3	☉ BN		CPS73			40	
	6.4						
166.9	KENT		OX938	3148		20	
	4.6						
162.3	AUBURN		OX933	4319		30	
	7.8						
154.5	SUMNER		OX925	4539		40	
	6.5						
148.0	FIFE	†	OX919	4597		50	
	1.3						
146.7	RESERVATION CPS46		OX917			15	
	139.9 MILES VIA BN						
6.8	NO. PORTLAND JCT. CP7		OX778			25	
	1.2						
5.6	PENINSULA JCT. CP5	T	OX776			15	
	1.6						
4.0	ST. JOHNS JCT. CP4	☉	OP501			10	
	2.4						
1.6	ALBINA	☉● T	OP500	Yd.		6	
	181.2						

Dragging equipment detector located at: #MP 164.0.

Station Numbers on BN Track			
OX780 Vancouver	OX820 Rocky Point	OX869 Bucoda	OX900 Steilacoom
OX783 Vancouver Jct.	OX822 Ostrander	OX872 Tenino	OX901 West Tacoma
OX794 Ridgefield	OX828 Castle Rock	Junction	OX903 Pioneer
OX799 Woodland	OX838 Vader	OX873 Tenino	OX906 Titlow
OX807 No. Pac. Grain	OX845 Winlock	OX881 East Olympia	OX914 McCarver St.
OX809 Kalama	OX851 Napavine	OX886 Kyro	OX916 Tacoma
OX815 Longview Jct.	OX858 Chehalis	OX888 St. Clair	
OL819 Longview ●	OX862 Centralia ●	OX892 Nisqually	
OX819 Kelso	OX864 Wabash	OX898 Ketron	

GRAYS HARBOR BRANCH — OREGON DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Raisch Spur	MPH
	WEST ▼	EAST ▲				
0.6	CENTRALIA	● T	OX862		10	
	53.3 MILES VIA BN					
69.0	ABERDEEN ●	☉	OQ654		10	
	3.6					
72.6	HOQUIAM		OQ658		5†	
	58.4					

Operations on BN Centralia to Hoquiam
At Blakeslee Jct. BN MP 2.0 equals UP MP 2.4.
At Aberdeen BN MP 69.0 equals UP MP 53.8.

OLYMPIA BRANCH — OREGON DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST ▼	EAST ▲			
0.0	EAST OLYMPIA	☉ T	OX881		25
	4.8				
4.8	TUMWATER		OO905		15
	2.4				
7.2	OLYMPIA	☉●	OO007		10
	7.2				

Main Track derails at MP 5.6 and MP 7.2.

Mile Post	Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum speed MPH	
	SOUTH STATIONS	NORTH STATIONS			Eastport to SI Yard	Fish Lake to Hinkle
140.7	EASTPORT	OS141	3990	(Except as below) Between Mile Posts —	35	40
119.1	MOYIE SPRINGS	OS119	1730	139.1 and 133.5	30	30
109.3	BN			133.5 and 132.7	30	30
109.0	BONNERS FERRY	OS110	2270	130.5 and 124.2	30	30
95.8	SHILOH	OS096	4615	124.2 and 123.7	15	15
86.8	SAMUELS	OS087	2205	123.7 and 117.4	20	20
75.3	BN			117.4 and 116.7	15	15
74.6	SANDPOINT	OS075	4900	116.7 and 110.2	20	20
57.6	VAY	OS058	8615	110.2 and 109.5	10	10
50.1	CLAGSTONE	OS050	6200	109.5 and 108.0	20	20
25.3	COEUR D'ALENE JCT.	OS026	1730	105.9 and 105.4	35	35
22.0	BN			100.4 and 96.6	30	30
21.7	GRAND JCT.	OS022	2690	96.6 and 92.6	35	35
2.7	SI YARD		2190	85.9 and 83.2	35	35
2.5	BN CONN.			69.4 and 68.8	25	25
354.8	FISH LAKE			68.8 and 63.3	35	35
350.0	CHENEY	OK169	5140	63.3 and 63.0	25	25
329.1	WELLS	OK147	6595	63.0 and 60.0	35	35
285.0	HOOPER JCT.	OK103	2065	Clagstone Siding	10	10
273.8	JOSO	OK092	6715	22.0 BN Xing	20	20
273.0	AYER JCT.	OK086		354.7 through turnout	30	30
269.5	AYER	OK082		353.5 and 352.8	45	45
267.9	MATTHEWS	OK072	9770	351.8 and 350.0	35	35
256.7	WALKER	OK062	9752	305.9 and 305.6	40	40
236.9	PAGE	OK052	9710	294.5 and 294.4	45	45
215.2	WALLULA	OK031	7640	292.3 and 291.9	35	35
213.4	WALLULA JCT.	OK029		282.2 and 275.1	45	45
203.3	JUNIPER	OK019	7395	273.0 and 271.6	20	20
193.3	COLD SPRINGS	OK009	7490	East Switch Ayer & Ayer Jct.	40	40
185.1	HINKLE	OX591	Yd.	245.7 and 244.5	45	45
184.2				239.0 and 238.4	45	45
				236.0 and 235.4	45	45
				232.3 and 230.6	35	35
				220.0 and 219.7	40	40
				216.6 and 215.6	35	35
				215.6 and 213.5	20	20
				215.0 and 213.5 Siding	20	20
				213.5 and 210.2	40	40
				210.2 and 209.2	35	35
				186.6 and 185.1	35	35
				185.1 and 184.7 (Wye)	20	20
				184.7 and 184.4 (Wye)	20	20
				Hinkle-Mikami Spur	10	10
				Yard Limits: Eastport to MP 139.0, MP 78.0 to MP 73.0, MP 13.0 to BN Conn.		
				Business Tracks	MP	Sta. No.
				Meadow Creek	126.5	OS126
				Deep Creek	103.7	OS104
				Mesenbrink (N)	119.8	OS120
				Dover (S)	71.5	OS072
				Chilco	36.2	OS037
				Haycroft (N)	26.6	OS027
				Interstate (S)	20.2	OS021
				Austin (N)	12.7	OS013
				Trentwood-Velox	10.8	OS012
				Millwood-Irvin	6.8	OS009
				Croskey	333.2	OK151
				Teske (S)	310.6	OK129
				Marengo	306.5	OK125
				Ankeny	293.0	OK111
				Park (S)	279.7	OK098
				Ash	228.2	OK044
				Sun Harbor	224.1	OK039
				Humorist	222.6	OK038
				Wallula Heights (N)	218.0	OK034

Mileage Equation: MP 269.69 Equals MPB 267.64.
 Operation on BN from BN Conn. to Fish Lake
 Northward trains via Fish Lake must secure BN clearance prior to departing Hinkle.
 Southward trains must secure BN clearance prior to departing BN Connection.
 Speed Signal locations: Page, Wallula, Wallula Jct, Juniper, Cold Springs, Hinkle.
 When northward signal at MP 350.4 (Cheney) displays Stop indication, northward trains must contact UP train dispatcher and be governed by his instructions.

Trains handling Canadian Pacific jumbo type equipment, series 382,000 to 387,000 inclusive, must not exceed 10 MPH at the following locations:
 109.5 to 110.0 113.0 to 113.8 114.5 to 115.8
 116.7 to 117.6 120.2 to 122.0 123.7 to 124.8
 If excessive lateral movement is observed at other than restricted points speed must immediately be reduced until this motion stops.
 These instructions do not apply to square type hoppers in this series.

Coeur D'Alene Branch Coeur D'Alene Jct. to Coeur D'Alene 8.8 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 6.8 and 8.8 — 10 MPH.

Business Tracks	MP	Sta. No.
Feeley Spur	2.1	OG002
Gibbs BN	7.8	OG008
Coeur D'Alene	8.7	OG009

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH	
	WEST	EAST			(Except as below) Between Mile Posts —	MPH
98.0	YAKIMA	OW498			40	40
91.3	BN				10	10
63.7	MIDVALE	OW464	1960		20	20
57.5	GRANDVIEW	OW459	2600		35	35
19.0	RICHLAND JCT.	OW420	2575		20	20
13.0	KENNEWICK	OW414	2205		25	25
8.9	HEDGES	OW409	675		30	30
7.5	KALAN BR.				25	25
7.0	VILLARD JCT.	CPY 7	OW407	3675	20	20
0.6	ATTALIA	OW401	3670		15	15
0.0	WALLULA	OW031	7640		35	35
					20	20
					10	10
					15	15
					25	25
					30	30
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					45	45
					50	50
					55	55
					60	60
					65	65
					70	70
					75	75
					80	80
					85	85
					90	90
					95	95
					100	100
					105	105
					110	110
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					620	620
					625	625
					630	630

90 TEKOA BRANCH — OREGON DIVISION

Mile Post	WEST STATIONS EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
				Spokane to LaCrosse	La Crosse to Hooper Jct.
163.5	BN CONN			40	25
161.0	SPOKANE	OT161		40	25
158.9	DISHMAN	OT159	2865	40	25
149.7	MICA	OT150	3660	40	25
143.6	MANITO	OT143		40	25
131.7	FAIRFIELD	OT132	1840	40	25
123.3	LATAH	OT123	1245	40	25
116.1	TEKOA	OT116		40	25
110.5	SELTICE	OT110	720	40	25
104.5	FARMINGTON	OT104	1440	40	25
95.4	BN			40	25
95.1	GARFIELD	OT095	1825	40	25
77.7	COLFAX	OT077	1600	40	25
72.5	MOCKONEMA	OT072	1700	40	25
68.5	DIAMOND	OT068	1460	40	25
57.9	ENDICOTT	OT058	1480	40	25
52.3	WINONA	OT052	3260	40	25
48.0	SUTTON	OT048	2320	40	25
41.5	LA CROSSE	OT041	1345	40	25
25.6	HOOPER JCT.	OK103	1585	40	25
135.5					
Business Tracks				MP	Sta. No.
Freeman				146.9	OT147
Rockford				138.4	OT138
Rahm				126.6	OT126
Walters				98.6	OT098
Elberton				89.9	OT090
Glenwood				83.6	OT083
Thera				64.8	OT065
Pampa				37.1	OT305
Gordon				33.4	OT308
Hooper				26.8	OT315
Yard Limits MP 163.5 to MP 158.0; MP 78.0 to MP 77.0; MP 28.0 to MP 25.6					

RIPARIA BRANCH — OREGON DIVISION

Mile Post	WEST STATIONS EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
				(Except as below)	
71.5	EAST LEWISTON			40	
69.9	CLEARWATER RIV.			40	
69.1	TRANSFER	OC369	4015	40	
45.5	CRUM	OC345	3685	40	
22.3	PENAWAWA	OC322	4538	40	
15.8	CENTRAL FERRY	OC315	5228	40	
1.0	RIPARIA	OT017	2690	40	
B4.6	TUCANNON	OT012	810	40	
B0.0	AYER JCT.	OK086		40	
82.0					
Business Tracks				MP	Sta. No.
Moses				59.8	OC359
Ballast Trk				50.0	
Almota				35.0	OC335
Yard Limits					
East Lewiston to MP 66.5					
MP B10.0 to MP 3.0					
Mileposts prefixed with letter "B" Ayer Jct. to Riparia.					
Mileage equation MP B10.5 equals MP 0.0.					

TIMETABLE NO. 4

WALLACE BRANCH — OREGON DIVISION 91

Mile Post	WEST STATIONS EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
				(Except as below)	
B0.4	MANITO	OT143	3373	40	
B19.8	PLUMMER	OT520		40	
16.3	CHATCOLET	OT526	1220	40	
22.8	ST. JOE RIV.			40	
23.5	HARRISON	OT534	1000	40	
30.5	ENAVILLE	OT566	375	40	
62.5	BRADLEY	OT571		40	
67.2	KELLOGG-WARDNER	OT573	1710	40	
68.8	OSBURN	OT579	1915	40	
75.8	WALLACE	OT584		40	
80.4	MULLAN			40	
0.0				40	
7.6				40	
91.5					
Business Tracks				MP	Sta. No.
Lanc				45.2	OT549
Shont				72.8	OT576

Sierra Nevada Branch Bradley to end of track 2.0 Miles Yard Limits entire branch. Maximum Speed 10 MPH.
Main track derail on Sierra Nevada branch 300 feet east of Refinery track spur.
Air Brake Requirement: Before descending grade all trains and engines handling cars must make the following air test:
Engineer must apply brakes with a 10 lb. brake pipe reduction and trainmen will observe that brakes apply on each car. Angle cock on rear of rear car must be gradually opened to permit solid flow of air to ascertain that brake pipe is not obstructed to engine. Trainmen then must close angle cock and after engineer has released brakes observe that brake releases on each car. In addition, brake pipe must be fully recharged and retaining valves placed in "HP" (20 lbs.) position on all loads, and "LP" (10 lbs.) position on all empties; engineer must make a 10 lb. brake pipe reduction, release automatic brakes and wait at least four minutes before starting descending movement.

PLEASANT VALLEY BRANCH — OREGON DIVISION

Mile Post	WEST STATIONS EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
				(Except as below)	
47.8	SELTICE	OT110	720	40	
39.7	BN			40	
39.1	OAKESDALE	OT439	1735	40	
18.3	ST. JOHN	OT418	1455	40	
0.0	WINONA	OT052	3260	40	
47.8					
Business Tracks				MP	Sta. No.
Warner				45.3	OT445
Thornton				31.2	OT431
Sunset				25.4	OT425
Business Tracks				MP	Sta. No.
Junco				20.8	OT421
Willada				11.5	OT412
Gravel Pit				4.4	OT404
Yard Limits: MP 1.0 to 0.0					

MOSCOW BRANCH — OREGON DIVISION

Mile Post	WEST STATIONS EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
				(Except as below)	
28.1	MOSCOW	OT228		25	
25.8	WILLSON	OT226	2355	25	
20.5	WHITLOW	OT221	315	25	
19.3	BN			25	
18.7	PULLMAN	OT219	1225	25	
12.7	ALBION	OT213	1155	25	
9.7	SHAWNEE	OT210	1020	25	
7.8	PARVIN	OT208	525	25	
4.5	RISBECK	OT205	310	25	
0.0	COLFAX	OT077		25	
28.5					
Business Tracks				MP	Sta. No.
Junco				20.8	OT421
Willada				11.5	OT412
Gravel Pit				4.4	OT404
Yard Limits					
MP 28.5 to MP 27.0					
MP 1.0 to MP 0.0					

TIMETABLE NO. 4

92 LYNNNDYL SUBDIV. — IDAHO & CALIFORNIA DIVS.

WEST				EAST			
First Class		Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class	
35 Psgr.	5 Psgr.					6 Psgr.	36 Psgr.
Daily	Daily					Daily	Daily
VIA PASSENGER LINE							
.....	782.8	SALT LAKE CITY .. ① ●	UZ029	Yd.	.....	.....
.....	782.6	② DRGW ②	.....	.....	.....	.....
.....	782.4	③ DRGW ③	.....	.....	.....	.....
.....	779.8	INDUSTRIAL CENTER .. 1.3	UZ033	.....	.....	.....
VIA FREIGHT LINE							
PM	PM	783.6	NORTH YARD .. ① ● T	.....	Yd.	AM	AM
11 27	11 12	782.9	GRANT TOWER .. 0.7	.....	.....	6 05	6 15
.....	782.5	④ DRGW ④	CP782	.....	.....	.....
.....	782.0	10th WEST .. 2.0	CP781	.....	.....	.....
.....	780.5	ORANGE ST. .. 1.3	CP780 I	s6004	.....	.....
.....	779.2	..... 2.0	CP779	.....	.....	.....
.....	778.5	BUENA VISTA .. 10.3	UZ034	s6004	.....	.....
.....	768.2	GARFIELD .. 1.8	UZ045	n6050	.....	.....
.....	766.4	SMELTER .. 1.9	CP766 I	s6155	.....	.....
.....	764.5	LAKE POINT .. 8.3	UZ049	6015	AM	.....
.....	756.2	ERDA .. 8.5	UZ057	6005	.....	.....
.....	747.5	WARNER .. 4.6	UZ065	9617	.....	.....
.....	743.1	STOCKTON .. 6.9	UZ070	6410	.....	.....
.....	736.2	ST. JOHN .. 13.4	UZ077	6010	.....	.....
.....	723.0	FAUST .. 5.7	UZ090	8736	.....	.....
.....	717.1	PEHRSON .. 6.5	UZ096	6013	.....	.....
.....	710.6	LOGGREEN .. 6.1	UZ103	6717	.....	.....
.....	704.8	BOULTER .. 6.5	UZ109	8858	.....	.....
.....	698.0	TINTIC .. 6.1	UZ114	6005	.....	.....
.....	691.9	McINTYRE .. 6.5	UZ121	6037	.....	.....
.....	685.1	JERICOHO .. 9.9	UZ128	9725	.....	.....
.....	675.5	CHAMPLIN .. 9.8	UZ138	6797	.....	.....
.....	667.5	LYNNNDYL .. 7.4	CP667	.....	.....	.....
.....	665.7	..... CP666 X ↑	UZ147	8804	.....	.....
.....	664.4	..... CP664	.....	.....	.....	.....
.....	658.3	STRONG .. 8.3	UZ157	5990	.....	.....
.....	650.9	..... CP651	.....	6071	.....	.....
s1 37	649.7	DELTA .. 10.2	CP650 T	9024	s3 30	.....
.....	648.0	..... CP648	.....	.....	.....	.....
.....	639.8	VAN .. 8.6	UZ173	5998	.....	.....
.....	631.2	CLEAR LAKE .. 13.9	UZ182	5991	.....	.....
.....	617.3	BLOOM .. 7.5	UZ198	5990	.....	.....
.....	610.0	CRUZ .. 10.3	UZ203	8862	.....	.....
.....	599.5	BLACK ROCK .. 9.6	UZ214	6027	.....	.....
.....	589.9	READ .. 5.2	UZ223	5997	.....	.....
.....	584.7	MURDOCK .. 7.9	UZ228	5995	.....	.....
s2 52	579.0	..... CP579	.....	.....	.....	.....
.....	576.7	MILFORD .. 206.8	CP577 T I	CX236	8799	2 35
AM	AM

Idaho Div. jurisdiction Salt Lake City to Smelter, California Div. jurisdiction Smelter to Milford.
 ① in effect at Salt Lake City. Yard Limits: Salt Lake City to MP 780.8.
 Two main tracks (Freight Line) Grant Tower to Smelter. Clearance Requirement at Salt Lake City. All trains enroute Lake Subdiv. departing Roper and North Yard must receive a Lake Subdiv. clearance at North Yard. Trains operating West of Alazon must also receive SP clearance at North Yard.
 Movements on IPP Spur are authorized by Track Warrant Control. At Boulter Rule 1007 will apply to freight and passenger trains during cold weather.
 Speed Signal locations: CP766, Buena Vista, CP780, Lyndndyl, CP 664, Milford.
 Hot Box and Dragging Equipment Detectors: @MP 751.0, @MP 729.7, @MP 703.3, @MP 670.9, @MP 644.0, @MP 623.4, @MP 604.6, @MP 583.5.
 At Milford not less than four hand brakes must be applied on east end of train left standing.

TIMETABLE NO. 4

LYNNNDYL SUBDIV. — IDAHO & CALIFORNIA DIVS. 93

Maximum Speed	MPH	LOCATION	MPH
	Psgr. Frt.		Psgr. Frt.
Between Mile Posts —		721.0 and 719.6	60 50
779.2 and 678.0	79 60	715.9 and 711.3	55 45
678.0 and 576.5	79 70	711.3 and 705.8	55 40
(Except as below)		703.8 and 702.1	70 60
Passenger Line —		700.0 and 699.6	70 60
Between 9th South & Psgr.		689.0 and 680.5	60 45
Station & 4th West & 5th		680.5 and 678.9	65 50
West Streets	12 12	656.4 and 655.8	70 60
Between Mile Posts —		576.5	20‡ 20‡
782.6 and 782.4 DRGW Xings.	20 20	576.5 and 576.2 ②	50 35
782.4 and 779.2 ②	25 25	IPP Spur	
Freight Line —		0.0 and 8.9	40 40
Grant Tower (except south leg		Offside siding	15 15
of Wye)	15 15	All other tracks	15 15
South leg of Wye	10 10		
All sidings except Lyndndyl and			
Milford	20 20	Business Tracks	MP Sta. No.
Between Mile Posts —		SLGW Conn. (W)	778.9
782.9 and 780.8 No. 1 & No. 2	20 20	Centennial Park (E)	777.6 UZ036
780.8 and 779.2 No. 1 & No. 2	50 50	Terminal (W)	777.2 UX035
770.6 and 767.2 No. 1 & No. 2	70 60	Garfield Pit	766.7 UX046
		Shields	752.2 UZ061
763.4 and 762.7	65 55	Bauer (E)	745.0 UZ068
758.9 and 757.1 ②	55 40	Clover (E)	732.8 UZ081
757.1 ② and 754.2	60 45	Cline (E)	661.2 UZ152
744.1 and 742.1	50 40		

PROVO SUBDIV. — IDAHO & CALIFORNIA DIVS.

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed	MPH
	▼		▲			Between Mile Posts —	
783.6		NORTH YARD .. ① ● T		.....	Yd.	P786.4 and P764.0	40
P800.1		0.7		.....	.....	P752.7 and P665.7	50
P796.6	---	GRANT TOWER ④ ●	⑤	.....	.....	(Except as below)	
P787.0	---	3.5		.....	.....	Salt Lake City —	
P782.6	---	④ DRGW ④	⑤	.....	.....	Between 2nd South &	
P775.8	---	9.6		.....	.....	9th South Sts.	12
P771.1	---	SANDY .. 4.4	⑤	UP042	5072	Between Mile Posts —	
P769.3	---	DRAPER .. 6.8	⑤	UP046	2760	P782.0 and P778.0	35
P766.4	---	MOUNT .. 4.7	⑤	UP053	3667	P778.0 and P777.6	20
P763.0	---	CUTLER .. 1.8	⑤	UP058	3657	P777.6 and P773.4	30
P760.9	---	LEHI .. 2.9	⑤	UP059	2047	P772.0 and P757.4	20
P757.9	---	AMERICAN FORK .. 3.4	⑤	UP062	.....	P757.4 and P755.0	35
P757.3	---	PLEASANT GROVE .. 2.1	⑤	UP065	4002	Geneva Steel Plant Xings. 15	
P752.0	---	PIPEMILL .. 3.0	⑤	UP069	2360	P755.0 and P753.4	30
P748.9	---	GENEVA .. 0.6	⑤	UP072	5975	P753.4 and P752.8	20
P736.3	---	DRGW CONN. .. 5.3	⑤	UP076	Yd.	P733.5 and P732.6	30
P722.2	---	PROVO .. 3.1	⑤ ● T	.....	.....	P711.8 ② and P710.0	30
P717.5	---	CP749 .. 12.6	⑤	.....	.....	P694.4 and P692.6	35
P700.6	---	PAYSON .. 14.1	↑	UP092	5420	P692.6 and P691.8	30
P696.0	---	STARR .. 10.7	↑	UP107	6129	Parley Siding	20
P680.7	---	NEPHI .. 10.9	↑	UP118	6108	P686.2 and P676.4	30
P665.7	---	SHARP .. 4.6	↑	UP128	13420	P676.4 and P674.8	35
		JUAB .. 15.3	↑	UP133	6135	P667.2 and P666.3	35
		PARLEY .. 15.0	↑	UP148	6138	P666.3 and P665.8	30
		LYNNNDYL .. CP666 X ↑	↑	UZ147	6930	Yard Limits	
		135.1				MP P800.1 and MP P782.0	
						MP P772.0 and MP P748.9	
						Business Tracks	MP Sta. No.
						Officer	P797.4 UP032
						Burton	P796.8 UP033
						Huslers	P795.6 UP034
						Murray	P793.0 UP036
						Pallas	P791.7 UP037
						Atwood (E)	P790.5 UP039
						Hardy (W)	P761.8 UP067
						Bonnie (W)	P760.3 UP069
						Bunker (E)	P759.9 UP070
						Clyde (W)	P759.4 UP071
						Gatex (E)	P756.1 UP075
						Spanish Fork	
						(E-W)	P744.4 UP085
						Martmar	P676.1 UP153

Idaho Div. jurisdiction No. Yd. to Sandy, California Div. jurisdiction Sandy to Lyndndyl.
 In addition trains operate over DRGW between Grant Tower and DRGW Conn. MP 757.3.
 ② in effect at Salt Lake City.
 Speed Signal Locations: Payson, Starr, Nephi, Sharp, Juab and Parley.
 Hot Box Detectors and Dragging Equipment Detectors: ②MP P727.9, ③MP P690.1.
 At Provo — Normal position all switches on West leg of wye is for west leg of wye. Normal position at East end of Pipe Plant lead for DRGW Connection.
 Murray — Units must not move over under-track hopper on Gibbons and Reed Spur.
 Provo — No units are permitted to operate on Pipe Plant Highline beyond sign at underpass.

TIMETABLE NO. 4

94 CALIENTE SUBDIV. — CALIFORNIA DIVISION

WEST		Radio Communication via Channel One.	STATIONS	Station Nos.	Sidings Feet	EAST		
First Class	Mile Post					First Class	Daily	
35 Pgr.						36 Pgr.		
AM	2 57	576.7	MILFORD	CP577	CX236	8799	AM	s2 30
		574.7		CP575 T ↑ X				
		571.4	5.4	UPTON	CX241	6026		
		561.5	9.9	THERMO	CX251	6002		
		550.7	10.8	LATIMER	CX262	5988		
		541.8	8.9	LUND	CX272	9101		
		531.7	10.1	ZANE	CX281	6006		
		526.2	5.5	BERYL	CX286	5981		
		516.5	10.0	HEIST	CX297	8861		
		510.2	6.0	MODENA	CX303	6004		
		501.1	9.1	UVADA	CX312	6008		
		496.8	4.6	CRESTLINE	CX319	8817		
		489.6	6.0	BROWN	CX324	6013		
		484.2	5.4	ACOMA	CX328	6041		
		475.8	8.6	ISLEN	CX338	8539		
		470.6	5.0	RICHMOND	CX342	5812		
		464.5	6.1	ECCLES	CX349	15105		
		461.0	4.7	CALIENTE	CP461	9708		
s5 07		459.8	5.2	ETNA	CP460 T ↑ X	7830	s12 20	
		458.3			CP458	6079		
		454.8	4.9	STINE	CX358	6079		
		449.9	4.7	BOYD	CX363	5976		
		445.5	6.8	ELGIN	CX368	8824		
		438.4	3.9	KYLE	CX375	6275		
		434.7	5.4	LEITH	CX379	8833		
		429.1	10.4	CARP	CX384	5925		
		418.4	5.3	VIGO	CX394	8922		
		413.4	5.4	GALT	CX399	6068		
		408.0	5.2	HOYA	CX405	6100		
		402.5	4.7	ROX	CX410	8839		
		398.1	5.1	FARRIER	CX415	6645		
		393.0	9.9	MOAPA	CX420	6056		
		383.5	9.3	UTE	CX430	8919		
		373.8	10.6	DRY LAKE	CX439	6102		
		363.2	6.2	GARNET	CX450	6094		
		356.9	5.0	APEX	CX456	8787		
		352.0	5.3	DIKE	CX461	6072		
		346.7	7.6	WANN	CX466	6107		
		338.7	4.8	LAS VEGAS	CX474	8974		
s8 02		334.3			CX479	Yd.	9 50	
AM		242.5					PM	

Distance MP 493 to 494 = 850 Ft.

Speed Condition Warning Device between MP 494 and MP 495. Be governed by Rule 370.

On passenger trains, running air test as required by Air Brake Rule 1007(B) must be made at Crestline, eastward and westward.

At MP 493.5 Rule 1007 will apply to freight and passenger trains during cold weather.

At Milford not less than four hand brakes must be applied on east end of train left standing.

Speed Signal locations: Milford, Crestline, Richmond, Eccles, Caliente, Carp, Galt, Garnet.

Hot Box and Dragging Equipment Detectors: SMP 566.4, SMP 546.4, SMP 520.8, %MP 480.2, %MP 474.0, %MP 472.3, %MP 470.0, %MP 448.7, %MP 442.9, %MP 434.6, %MP 432.0, %MP 430.2, @423.0, %MP 410.4, %MP 406.5, @MP 388.2, @MP 353.1. Dragging Equipment Detectors (%) are verbal indicators.

CALIENTE SUBDIV. — CALIFORNIA DIVISION 95

Maximum Speed	Psg.	MPH	Psg.	MPH
Between Mile Posts—				
576.2 and 500.0	79	70	430.7 and 430.0	35
500.0 and 393.9	70	50	430.0 and 428.2	55
393.9 and 334.3	79	60	428.2 and 427.9	55
(Except as below)			427.9 and 425.4	55
All sidings except Milford, Crestline, Caliente, Carp, Galt, Garnet	20	20	419.7 and 418.0	40
Between Mile Posts—			418.0 and 403.7	35
576.5	20‡	20‡	398.6 and 397.5	40
576.5 and 576.2	50	35	395.9 and 394.2	35
502.5 and 500.0	70	55	394.2 and 393.9	60
498.0 and 489.9	60	50	380.9 and 379.6	65
489.9 and 488.7	50	40	379.6 and 379.1	60
488.7 and 486.8	30	30	359.5 and 358.5	60
486.8 and 481.7	60	50	358.5 and 356.1	45
481.7 and 477.3	40	35	Fibreboard Spur	20
477.3 and 475.0	25	25	351.1 and 348.3	45
475.0 and 470.7	20	20	Nellis Air Base Spur	10
470.7 and 469.1	25	25	Las Vegas Industrial Park Spur On Curves	5
469.1 and 463.9	55	45	336.1 and 335.4	60
463.9 and 461.7	40	35	334.6 and 333.0	20
461.7 and 461.2	30	25		
461.2 and 460.0	40	35	Business Tracks	MP No.
460.0 and 458.4	50	40	Little Springs	472.0 CX341
458.4 and 452.5	35	35	Arrolime	353.8 CX459
452.5 and 444.0	35	30	Fibreboard Spur(W)	352.0 CX461
444.0 and 441.9	25	25	Lovell(W)	344.6 CX468
441.9 and 430.7	35	35	Valley-Nellis Air Base(E-W)	342.6 CX470
			Nevada Industrial Park(W)	340.0 CX473

On westward freight trains departing Crestline, dynamic brake must be placed in service and tested for proper operation between west switch Crestline and east switch Brown.

Retaining valves must be used as follows:

1. Any train with less than one horsepower effective dynamic brake per trailing ton and averaging more than 75 tons per operative brake, all retaining valves from Islen to Richmond.

2. Any train with less than one horsepower effective dynamic brake averaging less than 75 tons per operative brake, not less than 25 retaining valves on head end of train, from Islen to Richmond.

Any train with less than one horsepower effective dynamic brake per trailing ton and averaging more than 85 tons per operative brake must not exceed 25 MPH Crestline to Farrier. This does not modify the requirements of Paragraph 1 above.

CEDAR CITY BRANCH — CALIFORNIA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings	Maximum Speed (Except as below)	MPH
0.0	▼	LUND	▲	CX272	9101	25	25
		20.3				23.0 and 29.7	20
20.3	▼	IRON SPRINGS	▲	CI321		29.7 and 31.8	10
		11.5				Business Tracks	MP No.
31.8	▼	CEDAR CITY	▲	CI333		Stock Yards (W)	29.9
		31.8					

IRON MOUNTAIN BRANCH — CALIFORNIA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings	Maximum Speed (Except as below)	MPH
0.0	▼	IRON SPRINGS	▲	CI321		25	25
		14.4				0.0 and 1.2	20
14.4	▼	IRON MOUNTAIN	▲	CI415		10.1 and 14.5	10
		14.7				Business Track	MP No.
						Comstock	10.9 CI411

Retaining valves must be used on all cars on all trains from Iron Mountain or Comstock to Iron Springs.

Air Brakes must be used on all cars handled on all trackage.

MEAD LAKE BRANCH — CALIFORNIA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings	Maximum Speed (Except as below)	MPH
0.0	▼	MOAPA	▲	CX430	6066	25	25
		16.7				1.6 and 2.3	20
16.7	▼	MEAD LAKE	▲	CV717		5.0 and 6.7	10
		17.1				7.0 and 9.0	20
						16.5 and 17.1	10
						Business Tracks	MP Sta. No.
						Arrowhead (W)	3.3 CV703
						Logandale	10.2 CV710

WEST		Radio Communication via Channel One.	Station Nos.	Sidings Feet	EAST		
First Class	Mile Post				STATIONS	First Class	Daily
35 Psgr.						36 Psgr.	
AM	7 17	334.3	LAS VEGAS ● XT	CX479	Yd.	PM s8 40	
		330.5	CP330 X	CX484			
		328.6	3.1 CP328 X				
		327.4	BOULDER JCT. T †	CX486	3403		
		326.4	5.0 CP326				
		322.4	ARDEN T	CX490	6480		
		314.8	7.6 SLOAN †	CX498	6288		
		309.0	5.5 ERIE †	CX504	8831		
		301.3	8.0 JEAN †	CX512	5730		
		296.4	4.9 BORAX †	CX517	5791		
		287.9	8.8 CALADA †	CX526	8792		
		277.5	10.1 NIPTON †	CX535	5774		
		272.4	5.1 MOORE †	CX541	5769		
		267.0	5.0 IVANPAH †	CX545	9835		
		263.2	4.2 BRANT †	CX550	5760		
		257.9	5.3 JOSHUA †	CX555	6062		
		254.6	3.9 CIMA CP255	CX559	9864		
		253.1	CP253 T †	CX559	6355		
		252.6	3.6 CHASE CP252	CX563	5667		
		250.4	3.1 ELORA †	CX566	5723		
		247.3	4.0 DAWES †	CX570	9029		
		243.0	4.0 HAYDEN †	CX574	5788		
		239.3	3.9 KELSO †	CX577	9191		
		235.4	9.3 KERENS †	CX587	5757		
		226.1	8.1 SANDS †	CX595	9016		
		218.3	6.4 BALCH †	CX601	5758		
		211.6	8.1 CRUCERO †	CX609	5765		
		203.5	6.5 BASIN †	CX616	6198		
		197.0	5.2 AFTON CP192	CX621			
		191.8	4.4 DUNN †	CX626	9526		
		187.1	5.1 FIELD †	CX631	5718		
		182.3	4.8 MANIX †	CX635	5771		
		177.5	9.5 CP168 †	CX645			
		168.7	4.9 YERMO CP164 X	CX650	Yd.		
		163.9	● T				
AM		171.2				PM	

Maximum Speed	MPH		Cima-WW Psgr Trains handled with dynamic brake in operation; light engines with operative dynamic brake	MPH	
	Psgr.	Frts.		Psgr.	Frts.
Between Mile Posts—					
334.3 and 309.3	79	60			
309.3 and 163.1	79	70			
(Except as below)					
All sidings except Sloan, Joshua, Cima, Kelso No. 1 Siding, Sands	20	20	254.0 and 236.0		
Between Mile Posts—			WW Frt Trns controlled exclusively with dynamic brake		
334.6 and 333.0	20	20			
Las Vegas—					
329.5 Cind-R-Lite and Stocks Mill Spurs		5			35
332.6 and 326.0			254.4 and 251.3	45	45
(North Running Trk)	40	40	246.7 and 246.5	45	45
321.1 and 319.7	65	55	231.2 and 230.9	70	60
319.7 and 314.6	40	30	196.2 and 194.1	55	45
318.5 and 317.1	40	30	194.1 and 191.8	50	40
312.5 and 311.7	50	40	191.8 and 188.4	55	45
309.8Ⓢ and 309.3Ⓢ	70	60	188.4 and 186.1	70	60
			CP168 and East Yermo (Running Trk)	40	40
			162.0	20†	20†

On westward trains between Cima and Kelso, all empty flat cars must be entrained near rear of train. Through freight trains must not pick up loads on rear end of train.

Running air test as required by Air Brake Rule 1007(B) must be made by passenger trains at Cima.

On descending grades from Cima to Kelso the following applies:

Train exceeding 3500 tons must not be controlled exclusively with dynamic brake.

Retaining valves must be used:

1. On any train exceeding 90 tons per operative brake.
2. On any train exceeding 80 tons per operative brake with less than two horsepower effective dynamic brake per trailing ton.
3. Any train with less than one horsepower effective dynamic brake per trailing ton. Such trains must not exceed 15 MPH Cima to Kelso and must stop and remain standing ten minutes at Dawes to cool wheels.

4. On all westward trains, dynamic brake must be tested between MP 309 and MP 292. Conductor must advise engineer number of cars in train, total tonnage, and tons per operative brake.

From Cima to Kelso, train not required to use retaining valves may operate at a speed not to exceed 25 MPH provided speed can be controlled with minimum brake pipe reduction (6-8 lbs.). If more than minimum brake pipe reduction (6-8 lbs.) is required to control speed, a speed of 20 MPH must not be exceeded.

Maximum speed of westward trains over crest of grade at Cima must be 10 MPH less than maximum authorized speed Cima to Kelso.

Between Kelso and MP 217.6, westward trains exceeding 75 tons per operative brake and which do not have at least one horsepower effective dynamic brake per trailing ton, must not exceed 30 MPH at any point.

In cases where a train is required to stop between Cima and Kelso, provisions of Air Brake Rule 1101(B) will govern.

Speed Signal locations: CP330-CP326, Sloan, Cima, Joshua, East Chase, Kelso, Sands, MP 159 - MP 168.6 (Main and Running Tracks).

Hot Box and Dragging Equipment Detectors: \$MP 324.2, \$MP 292.7, \$MP 272.7, \$MP 256.0, \$MP 233.4, \$MP 209.2, \$MP 175.3.

BMI BRANCH — CALIFORNIA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
						9.5 and 10.8	25
0.0	▼	BOULDER JCT.	⊙ T	CX486	.....	Henderson	10
9.9	▼	9.9 HENDERSON		CN810	2527	BMI Lead and Yard Tracks	5
		10.8				Yard Limits	
						Boulder Jct. to MP 0.4	

98 LOS ANGELES SUBDIV. — CALIFORNIA DIVISION

WEST		Radio Communication via Channel Two.		EAST	
First Class	Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class
35 Pgr.					36 Pgr.
Daily					Daily
AM	163.1	YERMO	● T CP 161	CX650	PM
	160.5				
10 42 AM	158.8	DAGGETT	CP 159	CX654	5 35 PM
102.1 MILES VIA ATSF DAGGETT TO WEST RIVERSIDE					
	56.6	WEST RIVERSIDE	CP 57		
	53.8	STREETER		CX759	6095
	48.2	PEDLEY		CX765	5986
	45.2	MIRA LOMA		CX767	5952
	38.4	CP38			
	38.1	⊗ SP			
	36.1	MONCLAIR		CX777	5968
	33.0	⊗ SP	CP 33		
	28.0	SPADRA		CX784	8991
	24.8	WALNUT		CX789	6032
	17.8	PUENTE JCT.	CP 18	CX795	
	16.9	CITY OF INDUSTRY		CX796	5937
	16.6	BARTOLO	CP 17		
	11.3	BARTOLO	CP 11	CX801	
	10.8	WHITTIER JCT.	CP 10	CX802	
	10.5	PICO-RIVERA		CX803	5918
	9.5	CP8	CP 9		
	7.7	CP7			
	7.2	CP7			
	5.9	EAST LOS ANGELES	⊗ X	CX806	
	4.2	EAST YARD	● ⊗ TX	CX809	Yd.
	2.8	DOWNNEY ROAD	CP 3 X		
			● T		
	1.7	NINTH ST. JCT.	● X		
	0.0	FIRST ST.	CP 0 X		
		PASADENA JCT.	⊗ X	CX812	
		MISSION TOWER	⊗ T		
		LOS ANGELES (Union Station)	⊗	CX813	Yd.
	163.7				

Maximum Speed Between Mile Posts—	Psg.	MPH	Maximum Speed	Psg.	MPH
163.1 and 158.5	79	60	38.4 and 38.1	45	45
58.1 and 0.0	79	60	38.1 and 11.3	65	60
(Except as below)			11.3 and 10.2	65	55
All sidings	20	20	10.2 and 7.7	65	50
Between Mile Posts—			East Yd EW on Trk 3		
162.0	20‡	20‡	7.7 and 5.7	40	40
159.0 and 158.8	30	30			
56.6 and 55.4	45	45	7.7 and 1.6	20	20
55.4 and 53.4	50	50	1.6 and 0.0	35	35
53.4 and 51.8	65	55	L.A. Union Psg. Term.		
50.8 and 49.9	70	60	L.A. Riv. Br. & 0.0	15	15
Mira Loma Space Center			Yard Limits:		
Tracks		5	MP 7.3 to Los Angeles.		
40.0 and 38.4	65	60			

Operation on ATSF Daggett to West Riverside.
 Eastward Union Pacific trains which will operate via ATSF must secure ATSF track warrant at Union Pacific East Yard, Los Angeles.
 Westward Union Pacific trains which will operate via ATSF must secure ATSF track warrant at Yermo.
 Union Pacific trains originating at Colton and operating on ATSF tracks must secure ATSF track warrant at Colton and must secure UP clearance at Colton to operate on UP tracks west of Riverside.
 Speed Signal locations: MP 168.6 (Main and Running Tracks), MP 159, Puente Jct., City of Industry, Whittier Jct, CP8, CP7.
 Hot Box Detector: \$MP 42.4.

LOS ANGELES SUBDIV. — CALIFORNIA DIVISION 99

UP Station Numbers on ATSF	ATSF MP	Sta. No.	Business Tracks	MP	Sta. No.
Nebo	741.6	CX658	Riverside Jct.	58.1	CX754
Barstow	746.4	CX663	Riverside	57.5	CX755
Lenwood	6.7	CX668	Arlington	53.2	CX760
Hodge	13.6	CX674	Champagne (W)	43.3	CX769
Oro Grande	31.5	CX693	Ballou	40.4	CX773
Victorville	36.7	CX699	Ontario	37.1	CX775
Frost	38.0	CX702	Pomona	31.9	CX781
Hesperia	45.1	CX707	Montebello	8.1	CX804
Lugo	50.1	CX712			
Summit	55.9	CX718			
Cajon	62.8	CX726			
Keenbrook	69.4	CX730			
Devore	71.5	CX735			
Verdemont	73.9	CX737			
Ono	76.1	CX740			
San Bernardino	81.3	CX746			
Colton	2.9	CX749			
Highgrove	6.7	CX752			

ANAHEIM BRANCH — CALIFORNIA DIVISION

Mile Post	Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH	MPH
	SOUTH	NORTH				
	STATIONS				0.0 and 0.2	5
					0.2 and 0.3	10
					0.3 and 2.8	15
					5.1 and 5.2	10
0.0	WHITTIER JCT.	⊗	CX802		10.5 and 11.0	5
					11.0 and 15.6	15
0.1	⊗ SP	⊗			16.8 and 17.7	15
					18.5 and 20.4	10
5.2	COLIMA JCT.	⊗				
5.5 MILES VIA SP						
10.5	FULLERTON JCT.	⊗			Business Tracks	Sta. No.
					Whittier	2.4 CW202
15.5	⊗ ATSF	⊗			La Habra	9.6 CS210
					Yard Limits entire branch.	
17.3	FULLERTON	⊗	CW217		Operation on SP Colima Jct to Fullerton Jct.	
					⊗ Entire Anaheim Branch	
19.0	⊗ ATSF	⊗				
19.9	ANAHEIM	⊗	CW220	1056		
	20.4					

Crestmore Branch Pedley to Crestmore 6.9 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Track MP Sta. No.
 Crestmore 6.8 CE007

Glendale Branch Pasadena Jct. to Forest Lawn 5.8 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Tracks MP Sta. No.
 Glendale Jct. 1.6 CR301
 Arroyo Jct. 4.6 CL401
 Glendale 5.1 CL404
 Forest Lawn 5.8 CL404

Operation on SP MP 2.0 to Arroyo Jct. MP 4.6.
 At Arroyo Jct., Dayton interlocking operator must be contacted for authority to handle switch.

100 SAN PEDRO BRANCH — CALIFORNIA DIVISION

Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
SOUTH	NORTH			
Mile Post	STATIONS			Lead known as Consolidated Lumber Co. track 5
2.8	DOWNY RD. (V) T	CX809		Thenard connecting tracks 5
3.1	HOBART (V) ATSF (V)	CS500		Between Mile Posts — 21.6 and 23.6 10
0.5				23.6 and 25.2 5
3.6	LA JCT RY (V)			Mead yard tracks 10
1.5				Yard Limits
5.1	SP (V)			MP 0.0 to MP 8.5
2.3				MP 12.5 to MP 19.2
7.4	SP (V)			MP 21.0 to MP 25.3
5.1				
12.5	PARAMOUNT (V)	CS510	5915	Business Tracks MP Sta. No.
2.1				Bell (V) 5.4 CS504
14.6	DOUGLAS JCT. (V)	CS512		Workman 9.3 CS507
4.6				Rioco 13.8 CS511
19.2	MANUEL (V)	CS516	5807	Carson 17.7 CS515
2.4				Terminal Island (V) 24.2 CS521
21.6	THENARD CONN. (V)			
0.1				
21.7	SP (V)			
0.4				
22.1	MEAD TRANSFER (V)	CS519	Yd.	
1.1				
23.2	HENRY FORD BLVD. (V) (V)			
2.1				
25.3	EAST SAN PEDRO (V)	CS523		
22.2				

Trains enroute to or from LA Harbor must obtain clearance from SP operator at Dolores before entering SP trackage. Specific route must be specified. If the north leg of the Thenard Wye is to be used, this must be specified and SP operator must understand this route is desired.

When operating over Harbor Belt Line RR clearance must be secured.

On return trip from Berth 49, trains or engines must wait at 6th Street San Pedro Yard until clearance is obtained from HBL and SP.

© Entire San Pedro Branch

Harbor Belt Line RR: Employees performing service on Harbor Belt Line Railroad will be governed by General Code of Operating Rules and UP Special Instructions and Safety Rules Form 7908.

Trains enroute to or from Long Beach Harbor must receive permission from Dolores and the SP Eighth Street Yard.

For movements to and from Los Angeles Harbor, advance switch point indicators and horn receivers to activate switches are located as follows:

Westward — MP 21.45; Eastward — MP 21.65.

Dual Control Switches: Whistle activated dual control switches in service on San Pedro Branch at Thenard.

For movements to and from Long Beach Harbor, advance switch point indicators and horn receivers to activate switches are located as follows:

Westward — MP 21.15; Eastward — Thenard connection on south side of Foote St.

Dual control switches located at MP 21.35 and MP 21.5 are equipped with color light switch point indicators.

If switch is not lined for desired route, it will be necessary to sound blast of engine whistle prior to passing horn receiver. If necessary to hand operate switch instructions will be posted in box located near switch.

Due to operation of dual control switches by hand by motor car and hi-rail operators, switch may become out of correspondence with whistle detector when switch point indicator displays red indication and train or engine sounds one long sound of engine whistle.

If switch does not line for desired route after first long sound of engine whistle, a second long sound of engine whistle may return whistle detector to correspondence and desired route obtained.

A fifteen (15) second time period is required between first and second sound of engine whistle to reset whistle detector.

Maintenance of Way Flagging

When track is impassable or before obstructing track or in any way rendering it impassable or unsafe, flagman must be immediately sent in both directions with flagman's signals.

One-fourth mile from point to be protected, flagman must place a red flag by day or red light by night between the rails of the track or on the right side of the track as viewed from an approaching train. After coming to complete stop, train or engine must not proceed until proper verbal information as to cause for the red signal is received from Foreman.

In vicinity of obscure curves or if other conditions make it such that visibility approaching the red signal is less than one-fourth mile, flagman must proceed with an additional red flag by day or red light by night until visibility is at least one-quarter mile.

Maintenance of Way forces using this rule in performing maintenance work, must have an operable radio with correct channel.

Lakewood Branch Douglas Jct. to Lakewood 2.8 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Track	MP Sta. No.
Lakewood	1.6 CS602

LAKE SUBDIV. — FEATHER RIVER DIVISION 101

WEST		Radio Communication via Channel One.		EAST	
First Class	Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class
5 Psgr.					6 Psgr.
Daily					Daily
PM					AM
	911.4	SMELTER	UX047		
	897.1	BURMESTER	UX061	6168	
	892.9	ELLERBECK	UX065		
	886.0	TIMPIE	UX072	8274	
	878.6	DELLE	UX079	8080	
	870.8	MARBLEHEAD	UX087	1737	
	866.1	LOW	UX092	6146	
	854.2	CLIVE	UX104	6161	
	845.3	KNOLLS	UX113	6150	
	834.9	BARRO	UX123	6160	
	825.1	ARINOSA	UX133	6143	
	815.5	SALDURO	UX143	6143	
	806.6	WENDOVER	UX151	10200	
	798.6	OLA	UX160	6000	
	788.9	PILOT	UX169	6000	
	781.1	CLIFSIDE	UX177	6000	
	772.4	SILVER ZONE	UX186	6160	
	766.4	SHAFTER	UX192	6198	
	757.5	SAGE	UX201	6183	
	747.2	SPRUCE	UX211	6153	
	738.2	VENTOSA	UX220	6160	
	728.1	RUBY	UX230	6123	
	717.7	WELLS	UX240	6198	
2 10	713.6	ALAZON	CP714	UX244	12 36
AM	701.0	SP CONN.	UX257		
	700.0	DEETH	UX258	5769	
	683.3	ELBURZ	UX275	5844	
	683.1	SP CONN.			
	669.2	ELKO	UX293		
	666.2	ELKO AMTRAK STATION			11 50
		259.4			PM

Mountain Standard Time Smelter to the Eastward signal at East Burmester. Pacific Standard Time from the Westward signal at East Burmester to Oakland. Yard Limits MP 664.7 to MP 670.7.

Maximum Speed	MPH Psgr.	Frt.	MPH Psgr.	Frt.
Between Mile Posts —				
669.2 and 911.4	70	60	856.6 and 856.9	60 50
All sidings	20	20	864.2 and 868.8	60 50
(Except as below)			868.8 and 872.0	65 55
664.7 and 670.7	35	35	Timpie Siding	30 30
674.8 and 681.0	55	45		
713.6 thru turnout	25	25	Business Tracks	MP Sta. No.
716.2 and 717.0	65	55	Solar (W)	893.4 UX064
753.3 and 755.2	40	40	Aragonite (E)	861.5 UX097
758.4 and 758.7	60	50	Argee	855.0 UX104
775.1 and 776.5	50	40	Blair (W)	808.7 UX149
776.5 and 784.5	25	25	Tulasco (E)	708.8 UX249
784.5 and 799.3	50	45	Pardo (E)	673.3 UX285
799.3 and 800.0	40	35	Ellerbeck (E)	892.9 UX065
800.0 and 806.0	60	50	Lake Point (E)	906.3

UP station numbers on SP track.

Halleck	UX271	Mosel	UX355	Battle Mountain	UX371
Osino	UX284	New Argenta	UX357	Mote	UX381
Vivian	UX311	Argenta	UX358	Iron Point	UX394
Palisade	UX321	Hilltop	UX370		

Amtrak No. 6 need not receive clearance at Elko.

At Elko only Eastward UP Extra trains need receive a Lake Subdiv. and Lynndyl Subdiv. clearance.

At Elko Amtrak No. 6 must receive a Lynndyl Subdiv. clearance.

At Elko: Between MP 670.8 and MP 676.2 trains and engines may move in either direction on authority of train dispatcher. Movements against current of traffic must be made at restricted speed.

Between Elko and Alazon track of UP and SP are used jointly. All eastward trains of both companies will use UP track and all westward trains of both companies will use SP track, unless otherwise instructed.

Rule 251 in effect Elko to Alazon, Eastward only.

102 LAKE SUBDIV. — FEATHER RIVER DIVISION

Speed Signal location: Smelter, Timpie.

Hot Box and Dragging Equipment Detectors located at: #MP 662.6, \$MP 733.0, \$MP 783.3, \$MP 830.0, \$MP 860.4, \$MP 893.7. Hot Box Detector located at MP 693.5, equipped with automatic flashing "H" indicator. When flashing "H" does not change to steady "H" indication, trains must stop and communicate with train dispatcher.

Hot box detector at Deeth will display flashing "H" until train has passed detector. If no hot journal is found, indication will change to steady "H". If a hot journal has been found, flashing "H" indication will not change and train must immediately stop and contact train dispatcher to determine location of hot journal in train.

Ellerbeck Branch Ellerbeck to Dolomite 5.7 Miles. Yard Limits entire branch. Maximum Speed 20 MPH	Marblehead Branch Marblehead to Marblehead Plant 4.9 Miles. Yard Limits entire branch. Maximum Speed 10 MPH
Business Tracks MP Sta. No.	Business Track MP Sta. No.
Wye 2.7 UQ103	Marblehead Plant 4.7 UM305
Flux 3.7 UQ104	
Dolomite 4.7 UQ105	

Rowley Branch Delle to Rowley 11.2 Miles. Yard Limits entire branch. Maximum Speed 20 MPH
Business Track MP Sta. No.
Rowley 10.6 UR211

ELKO SUBDIV. — FEATHER RIVER DIVISION

WEST		Radio Communication via Channel One.		EAST	
Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class	
				6 Pgr.	Daily
669.2	ELKO	UX293	Yd.	PM	
	3.0 ELKO AMTRAK STATION			11 50	
666.2	20.2 EAST CARLIN	CP646 UX312		\$11 45	
646.0	2.6 WEST CARLIN	CP643 UX315			
643.4	12.9 BARTH	UX327			
630.5	11.0 BEOAWAWE	UX339	5999		
619.5	44.1 ELLISON	UX383	6268		
575.4	3.2 VALMY	UX386			
572.2	36.2 WESO	CP536 UX422		9 45	
536.0	3.7 WESNO	CP533 UX422			
532.8	WINNEMUCCA	UX426	n10000 s 5150		
532.3	WINNEMUCCA (S.P.)	UX428		9 40	
SP MP 417.3					
	136.9			PM	

Maximum Speed	MPH	MP	Sta. No.
Between Mile Posts —	Pgr. Frt.	Business Tracks	
532.3 and 669.2	70 60	Hunter (E) 657.0	UX302
All sidings	20 20	Tonka (E) 650.1	UX309
(Except as below)		Carlin (E) 644.6	UX314
Weso, Using Turnouts	25 25	Duggan (E) 631.8	UX326
532.3 and 536.0	55 55	Cluro (E) 627.1	UX331
628.2 and 637.7	45 40	Dunphy (E) 610.1	UX348
637.7 and 638.3	60 60	Kampos (E) 601.3	UX356
West & East Carlin T/O	15 15	Rennox (E) 591.3	UX367
643.4 and 648.3	60 60	Red House (E) 563.0	UX395
648.3 and 650.1	55 45	Golconda (E) 548.0	UX409
650.1 and 651.1	50 40		
670.7 and 674.7	35 35		
651.1 and 652.6	60 50		

UP station numbers on SP track.
 Vivian UX311 New Argenta UX357 Battle Iron Point ... UX394
 Palisade UX321 Argenta UX358 Mountain UX371 Tule UX420
 Mosele UX355 Hilltop UX370 Mote UX381

Yard Limits MP 670.7 to MP 674.7.
 Between Weso and Elko track of UP and SP are used jointly. All eastward trains of both companies will use UP track and all westward trains of both companies will use SP track, unless otherwise instructed.

Rule 251 in effect Weso to Elko, Eastward only.
 Dual control switches located East Carlin and West Carlin are for SP detour routes. Dual control switch located at Valmy.

Hot Box Detector located at: #MP 556.9, *MP 639.1, #MP 662.6. Hot Box Detectors located at MP 615.4 and MP 585.8 equipped with automatic flashing "H" indicator. When flashing "H" does not change to steady "H" indication, trains must stop and communicate with train dispatcher.

CLEARANCE REQUIREMENTS

Southern Pacific trains which are to operate east of Winnemucca or Weso on the Union Pacific must, unless otherwise instructed, receive a Union Pacific clearance at Wendel or Sparks. Union Pacific clearance at Winnemucca is not required.

AMTRAK No. 6 must receive Union Pacific clearance at Winnemucca authorizing movement over Elko — Lake and Lyndly subdivisions.
 Southern Pacific orders affecting movement between Southern Pacific Winnemucca and Weso will be delivered to Union Pacific Crew at Southern Pacific Winnemucca.

WINNEMUCCA SUBDIV. — FEATHER RIVER DIVISION 103

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed MPH	
	WEST	EAST			(Except as below)	All sidings
						60
						20
						55
						40
						35
532.1	WINNEMUCCA	CP532 T	UX426	n10000		60
530.7	13.1	CP531		s1500		55
519.2	RAGLAN		PX440	6145		40
	10.6					35
508.6	GASKELL		PX450	6148		50
	12.0					35
496.6	JUNGO		PX461	6163		30
	9.0					35
487.6	ANTELOPE		PX471	6156		50
	8.2					20
479.4	FLOKA		PX479	6167		40
	8.8					35
470.6	RONDA		PX488	6158		40
	9.3					50
461.3	CHOLONA		PX497	6150		10
	10.1					30
451.2	TREGO		PX507	6145		50
	13.3					20
437.9	GERLACH	T	PX520	6289		50
	7.1					40
430.8	PHIL		PX528	6160		50
	14.5					30
416.3	REYNARD		PX542	5647		50
	11.6					30
404.7	SANO		PX554	6152		50
	11.0					30
393.7	SAND PASS		PX565	6162		50
	9.3					30
384.4	SP CONN	CP384				50
	0.9					30
383.5	FLANIGAN		PX574	6162		50
382.9	11.8	CP383				30
371.7	HERLONG		PX587	4193		50
	9.1					30
362.6	DOYLE		PX596	6369		50
	17.0					30
345.6	SCOTTS		PX613	6126		50
	3.8					30
341.8	RENO JCT.	CP341 T	PX616	3000		50
	2.7					30
339.1	CHILCOOT		PX619	6245		50
	11.6					30
327.5	HAWLEY		PX631	5770		50
322.2	6.1	CP322				30
321.4	PORTOLA	T	PX637	10771		50
	210.9					30

Westward SP trains secure clearance at Carlin.
 Eastward SP trains secure clearance at Wendel.

Flanigan: Connection to SP at MP 384.4. Westward absolute signal governing movement over connection is a two-unit signal. Upper unit governs movement to UP main track. Lower unit has lunar light indicators mounted on signal mast which indicate to right of main route lined to SP connection; and to left of main lined for UP into Flanigan siding. "SA" and "P" apply to SP trains only.

RENO BRANCH — FEATHER RIVER DIVISION

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed MPH	
	WEST	EAST			(Except as below)	switch
						25
						10
						10
						10
						10
0.0	RENO JCT.	T	PX616			10
	21.3					10
21.3	MARTIN		PR421	2000		20
	7.0					10
28.3	NORTH RENO		PR428			20
	4.8					10
33.1	RENO		PR433	Yd.		20
						10
						5

Business Tracks MP Sta. No.
 Anderson 18.8 PR419
 Leareno 21.0 PR422
 Panther 23.4 PR423
 Cougar(W) 25.4 PR425
 Comstock 30.3 PR430
 Sierra Pacific(E) ... 30.5 PR431

Loyalton Branch Hawley to Loyalton 11.8 Miles. Yard Limits entire branch. Maximum Speed 10 MPH

Business Track	MP	Sta. No.
Loyalton	11.8	PL512

106 PORT CHICAGO BRANCH — FEATHER RIVER DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH
—	STOCKTON	⊙	PX862	.....	48.7 and 48.1	10
	33.5 MILES VIA ATSF				46.2 ATSF Xing	10
48.5	EAST PITTSBURG	⊙	PN931	.....	37.8	15 1/2 Sta.
48.1	⊙ ATSF ⊙	⊙			Business Tracks	MP No.
	0.4				Shell Point (W)	43.6 PN935
47.4	⊙ ATSF ⊙	⊙			McAvoy	42.5 PN936
	0.7				Nichols (W)	41.0 PN937
47.0	PITTSBURG	⊙	PN932	.....	Clyde	37.2 PN941
46.2	⊙ ATSF ⊙	⊙			Operation Via ATSF Stockton to East Pittsburg.	
	1.3				Yard Limits:	
44.9	WEST PITTSBURG	⊙	PN933	510	MP 48.6 to MP 37.2	
39.0	PORT CHICAGO	⊙	PN939	.....	At Stockton ATSF connection between UP and ATSF movements must not exceed 5 MPH and cars 61 feet or longer are prohibited.	
	44.8					

UP Station Numbers on ATSF

Woodsbro	PN901	Orwood	PN913	Dupont	PN923
Gillis	PN903	Werner	PN915	East Antioch	PN924
Holt	PN905	Bixler	PN916	Zec	PN925
Trull	PN909	Knightsen	PN919	Sando	PN926
Middle River	PN911	Oakley	PN922	Antioch	PN928

Montezuma Branch Dozier to Montezuma 14.6 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Creed-Atlas Powder Co (W)	59.8	PM805	Rio Vista Jct. (W)	57.8	PM807
			Montezuma	50.0	PM815

Maximum gross weight on cars 220,000 lbs.

TIDEWATER SOUTHERN SUBDIV. — FEATHER RIVER DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH
0.0	STOCKTON	⊙ T	PX862	Yd.	13.8 and 14.5	20
1.7	ORTEGA	⊙	PX864	.....	19.2 and 21.0	20
	1.7				22.5 and 23.1	20
5.2	MANTECA JCT.	⊙	PQ005	2170	25.7 and 9th & P Sts. Modesto	20
	3.5				North Yard	10
19.8	ESCALON		PQ020	1390	Modesto 9th and P Sts. and MP 33.2	10
	14.6				33.2 and 34.8	20
25.6	McHENRY		PQ026	1220	41.6 and 42.2	20
	5.8				44.7 and 46.6	20
30.1	NORTH YARD JCT.		PQ030	.....	46.6 and 47.9	10
	4.5				When handling more than 50 cars or 5,000 tons, or 15 or more loaded covered hoppers, do not exceed 25 MPH.	
31.4	MODESTO ⊙ M&ET		PQ032	.....	
	1.5					
32.7	⊙ SP ⊙					
	1.1					
34.5	ROGERS		PQ035	2010		
	1.8					
41.6	HATCH	T	PQ042	1240	Business Tracks	MP No.
	7.1				Valmet (E)	2.2 PQ002
44.7	KEARNEY		PQ045	.....	Sharps Lane (E)	3.3 PQ003
	3.1				Turner	6.2 PQ006
47.9	TURLOCK		PQ048	.....	Atlanta	12.5 PQ012
	3.2				Simms	14.2 PQ014
	47.9				Alba	17.0 PQ017
					Aurora	29.5 PQ029
					Moore (E)	33.2 PQ034
					Bronco (W)	37.5 PQ037
					Yard Limits	MP 0.0 to MP 6.2.

Manteca Branch Manteca Jct. to South Manteca 6.6 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Manteca	5.1	PF105	South Manteca	6.6	PF107

Chemurgic Branch Hatch to Chemurgic 2.9 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Track	MP	Sta. No.
Chemurgic	2.9	PG203

OAKLAND SUBDIV. — FEATHER RIVER DIVISION 107

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Radio Communication via Channel One	Maximum Speed (Except as below) Between Mile Posts —	MPH
92.0	STOCKTON	T	PX862	Yd.		92.0 and 90.4	45
89.9	⊙ SP ⊙	CP90				84.5 SP Xing	30
84.5	7.5	CP84				74.1 SP Xing	50
	3.4					Tracy Branch Spur	5
82.1	WYCHE		PX872	5555		67.0 and 58.2	35
	8.0					58.2 and 52.3	30
74.1	⊙ SP ⊙					52.3 and 45.0	50
	1.3					45.0 and 38.8	45
72.8	TRACY	T	PX881	10692		38.8 and 34.4	35
	9.5					34.4 and 30.9	40
63.3	MIDWAY		PX891	5518		30.9 and 29.2	30
	7.1					30.8 thru turnout	10
56.2	ALTA MONT		PX898	5560		15.2 and 10.6	35
	9.2					10.6 and 7.2	20
47.0	LIVERMORE		PX907	4117		7.2 and Chestnut Jct.	10
	8.9					Business Tracks	Sta. No.
38.1	HEARST		PX916	4423		French Camp	88.4 PX867
	7.6					Lathrop	85.8 PX870
30.5	NILES JCT. ⊙ SP ⊙	T	PX923	.....		Cochran	75.6 PX878
	0.8					Lyoth (W)	73.8 PX880
29.7	FREMONT		PX924	4042		Ayala (E)	70.9 PX882
	9.6					Lox (W)	50.3 PX904
20.1	HAYWARD		PX934	6922		Trevarno (W)	49.2 PX905
	8.8					Radium	43.4 PX911
11.3	KOHLER		PX942	3524		Pleasanton (W)	41.7 PX912
	1.3					Pabrico (W)	27.0 PX927
10.0	MELROSE ⊙ SP ⊙		PX943	.....		Union City	25.9 PX928
	2.8					Carpenter	24.9 PX929
7.2	FALLON STREET	⊙	PX946	.....		Estidillo	16.1 PX938
	1.3					San Leandro	14.7 PX939
5.9	CHESTNUT JCT.	⊙	PX948	.....		
	0.1						
5.8	MAGNOLIA TOWER ⊙ SP ⊙	⊙					
	1.1						
4.7	OAKLAND	⊙ T	PX949	Yd.			
	89.5						

Two main tracks Fallon Street to Oakland. Movements made under instructions of Yardmaster Oakland. Yard Limits: MP 7.2 to Oakland

MP 90.5 ⊙ SP ⊙ — Hunter Street Lead.

SAN JOSE BRANCH — FEATHER RIVER DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH
0.0	NILES JCT	CP31 T	PX923	.....	0.0 and 0.3 including wye.	10
	7.0				7.5 and 10.1	25
7.0	WARM SPRINGS		PS707	Yd.	10.1 and 15.7	20
	4.5				15.7 and 23.0	10
11.5	MILPITAS	⊙ T	PS711	Yd.		
	6.0				Business Tracks	MP No.
17.5	SAN JOSE	⊙	PS717	Yd.	Irvington (W)	3.3 PS703
	2.1				Inland Steel	4.9 PS705
19.6	VALBRICK ⊙ SP ⊙	⊙	PS720	.....	Curtner (W)	8.0 PS708
	0.8				Berrysessa (W)	14.1 PS714
20.4	WILLOW GLEN ⊙ SP ⊙	⊙	PS721	.....	Yard Limits:	
	1.9				MP 10.1 to MP 23.0	
22.3	⊙ SP ⊙				CTC Niles Jct. to MP 10.1.	
	23.0					

ITEM 1. STANDARD TIME:

STANDARD TIME MAY BE OBTAINED BY CALLING:
CENTRAL 622-3183; MOUNTAIN-PACIFIC 672-5711 or
698-7111 (GREENWICH TIME)

ITEM 2. MAXIMUM SPEEDS:

NOTE: All slower speed restrictions must be observed.

Restrictions listed herein must be respected when operating on any foreign railroad, except when their requirements are more restrictive.

	MPH
1 Moving against the current of traffic unless otherwise specified.	49
2 Thru No. 20 equilateral turnout. (Except Illinois, Arkansas and Kansas Divisions)	60
3 Thru No. 20 equilateral turnout designated by \varnothing and thru No. 20 precurved turnout designated by \ominus . (Illinois, Arkansas and Kansas Divisions only)	40
4 Thru No. 20 turnout unless different speed specified on schedule page.	40
5 Thru No. 14, 15 and 16 turnouts. Exception: No. 14 on curves.	30 20
6 Thru other turnouts.	15
7 Sidings in CTC Territory (Except as specified on schedule page) Other Sidings.	30 20
8 Other than main tracks and sidings (except as specified on schedule page)	10
9 Balloon tracks & Wye tracks, except those portions used as main track or siding.	5
10 Movements on live rails of track scales.	5
11 Movements of engines at servicing facilities.	5
12 Engines 90-95, 951, 6936 and Amtrak engines. All other road engines.	82 70
13 Yard switch engines.	50
14 When multiple unit engine is controlled from other than leading unit.	30
15 Engines running light, on descending grade in excess of 1 percent, when necessary to use engine brake to control speed.	25
16 Trains handling wrecking derricks: American hoist derricks 903045, 903046, 903047, 903050. Other Derricks. Exception: MPX-153	60 40 35
17 Trains handling scale test cars, snow plows, or roadway machines on their own wheels (except wrecking derricks): On main tracks — tangent track. On main tracks — curves. On branch lines. Exception: Scale test cars UP 900700, UP 900900, UP 903006, UP 903036, WO-3, WO-4, WO-5 and four axle scale test cars may be handled at maximum freight train speed.	35 25 25
18 Loaded or empty welded or jointed rail trains	40
19 Self-propelled cranes, pile drivers and similar equipment moving under own power.	35

ITEM 2. (CONTINUED)

	MPH
20 Holmes, Pettibone and similar type cranes, and hydraulic equipped wheel changers.	25
21 Jordan spreaders and other machines of spreader type, when in operation with wings extended. Spreaders in reverse movement.	15 25
22 Trains handling tank cars containing Phosphorus, Liquid Petroleum Gas, Propane, Anhydrous Ammonia, Chlorine. Exception: Phosphorus in FMLX 19000 and MÖNX 17000 series cars.	50 40
23 Trains handling ballast in series WP 10049-10874, UP 90000-91999, UP 901000-901599, UP 902100-902545.	50
24 Unit trains handling an open-top hopper, gondola or covered hopper cars when loaded. Except loaded unit phosphate rock trains.	50 40
25 Trains handling logs, unless cars are staked and wired in accordance with AAR rules. Through truss bridges.	20 5
26 Trains handling empty gondolas or empty open-top hopper cars.	50
27 Trains handling cars UP 16000 through 17949, UP 60000 through 66999 when loaded.	50
28 Trains with retaining valves in use.	20
29 Trains handling empty bulkhead flat cars. Exceptions: UP 215400-215649, UP 215700-215799, UP 217000-217074 and MP 728000-728099 series cars. JTTX cars and those equipped with Toyota truck-bed racks.	40 50 70
30 Trains handling open-top loads on ordinary flat cars. Loaded bulkhead flat cars and gondola cars loaded above the sides or ends of car. Exception: TOFC or COFC traffic, bulkhead flats carrying Toyota auto racks and the following car series: TBCX 7471 through 7481 and TBCX 76700 through 76707.	50 50
31 Trains handling ore cars. Exception: Empty ore cars. UP 27000; CNW 112000, 113000, 114000, 118000, 119000, 121000 and 122000; SP 345000 through 345669 series cars.	50 40
32 Trains handling tie plate spreader MP 15417	40
33 Trains handling derricks, cranes and other similar equipment on its own wheels on revenue billing.	30
34 MPX cars and cranes except series 8007-8034; 8105-8124; 17001-17033; 27006-27060; 30000-30014; 50001-50014; 70004-70039.	30
35 Coiled steel Geneva UT-Pittsburg CA only.	45

ITEM 3. TRAINS HANDLING COMPANY EQUIPMENT:

Loaded or empty welded or jointed rail trains must not be combined with other traffic except that outfit cars, cars of track material or related items may be handled behind the CWR equipment as directed by V.P. Transportation, with maximum consist not to exceed 70 cars. Two rail train sets must not be combined unless authorized by V.P. Transportation.

Train and engine crews must be alert for any signal or instructions from MotW Supervisor in charge of rail train.

Derricks, locomotive cranes and similar equipment must have booms properly secured and, except in work train service, booms must be trailing. Bridge cranes will be accompanied by bridge crane operator who will require the crane to be inspected within 50 miles of initial terminal where crane departs, thence every 100 miles. Inspection to determine that crane headed in right direction, boom tied down and being handled at appropriate speed. Crane with boom not in trailing position may be moved to first location where crane can be turned only when authorized by chief dispatcher or operating officer. Cranes MPX-31 through MPX-40 and MPX-51 through MPX-60 must be handled with boom disconnected and entrained next ahead of rear car when practicable.

Spreaders, except in work trains, must be headed in direction train is moving. Wings of spreaders must be secured in closed position when being moved in train. All such equipment must be carefully inspected before being moved and must receive frequent inspection enroute.

Snow plows handled in freight trains must be handled on rear of train. When handling snow plow in switching movement snow plow must be handled alone, or with not more than one car.

Scale test cars and cars tagged, stencilled, or billed, "Handle only on rear end of train" must be entrained next ahead of rear car. If more than one two-axle scale test car is to be moved, handle in a separate train.

Two or more passenger or business cars must not be coupled together for movement in head end of freight trains. When necessary to handle in head end of freight trains, such cars must be separated from each other by at least two freight cars. Business cars UP 105, 108, 115 and Honston must not be handled in head end of any freight train.

ITEM 4. LOCOMOTIVE TABLE:

Model	Axles	Rated H.P.	Approx. Weight Lbs.	Length In Feet	Starting Tractive Effort	Tractive Effort at 1050 Amps Lbs.
GP15-1	4	1500	260,800	55	62,200	46,800
GP26	4	2000	263,000	56	65,750	51,300
GP30	4	2250	263,000	56	65,750	55,440
GP35	4	2500	261,000	56	65,750	55,440
GP38	4	2000	263,000	59	65,750	51,300
GP36-2	4	2000	269,000	59	67,250	55,440
GP40	4	3000	277,000	59	69,250	55,400
GP40-2	4	3000	277,000	59	69,250	55,400
GP40X	4	3500	274,000	60	68,750	41,520
GP50	4	3500	273,000	59	68,250	64,200
SW10	4	1200	251,000	44	62,800	35,100
SW1500	4	1500	261,180	45	65,290	43,000
MP15	4	1500	266,800	48	66,520	46,800
MP15DC	4	1500	267,800	49	66,950	46,800
B23-7	4	2250	266,800	62	66,850	60,400
B23-7A	4	3000	267,700	62	68,925	60,400
SD40	6	3000	393,000	66	96,250	83,160
SD40-2	6	3000	392,000	69	97,500	83,160
SD45	6	3600	393,000	66	98,250	83,160
SD50	6	3600	394,000	71	98,500	96,300
SD60	6	3600	394,000	71	98,500	100,000
U30C	6	3000	393,000	67	97,750	76,000
C30-7	6	3000	395,000	67	98,250	70,000
C36-7	6	3750	391,000	67	97,750	96,900
E9	6	2400	333,770	71	83,943	58,000
DD40X	6	6600	545,000	99	135,000	86,800

ITEM 5. TRAIN MAKE-UP AND SHIPMENTS REQUIRING CLOSE ATTENTION:

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 does not apply to a freight car 85 feet or more in length when coupled to a caboose and caboose is the last car in train.

Tonnage profile at end of train consist will indicate 39 feet or shorter cars by letter "S" and 85 feet or longer cars by letter "L".

ITEM 5. (CONTINUED)

Empty 89 foot TOFC or COFC flatcars should be entrained in the rear half of the train.

Unless otherwise directed by Superintendent, all shipments classed as excess height, width, weight, high value, foreign locomotives, cranes or industrial equipment moving on own wheels, or other unusual shipments that require close attention, must be covered by instructions from V.P. Transportation and/or train order with instructions relative to movement of such shipment.

If no message or train order received to cover such shipments, conductor will notify dispatcher prior to movement of train. Such shipments must be positioned in trains as close to engine as practicable, but in no case further than 5 cars behind engine, except cars accompanied by messenger, cars requiring handling on rear end only, or cars moving in local trains may be positioned not to exceed 5 cars ahead of caboose.

ITEM 6. MAXIMUM GROSS WEIGHT LIMITATIONS:

Work equipment or cars exceeding following gross weight must not be handled except as authorized by the V.P. Transportation:

4 axles	263,000 lbs.
Exception: FMLX 19000 and MONX 17000 Series cars	315,000 lbs.
6 axles	394,500 lbs.
8 axles	526,000 lbs.

Such authority together with any restrictions, must be furnished to cond. If speed restrictions required, Train Order, Form X or Track Bulletin, must be issued covering, when practicable.

On Branches where maximum gross weight is less than those shown above, the maximum gross weight that can be handled will be shown on the schedule page of that Branch. Cars exceeding weight shown below must not be handled, except as authorized by the V.P. Transportation, thus:

If maximum weight shown is
Then: 4 axle cars may handle
" 6 " " " "
" 8 " " " "

220,000 lbs.	240,000 lbs.	263,000 lbs.
220,000 lbs.	240,000 lbs.	263,000 lbs.
330,000 lbs.	360,000 lbs.	394,500 lbs.
418,000 lbs.	456,000 lbs.	526,000 lbs.

Such authority together with any restrictions, must be furnished to cond.

Six axle engines must not operate on Branches where the maximum gross weight limitation is less than 240,000 lbs.

ITEM 7. EMPLOYEES MUST PROVIDE THEMSELVES WITH:

- (1) General Code of Operating Rules.
- (2) Safety, Radio and General Rules For All Employees.
- (3) Air Brake and Train Handling Rules.
- (4) Form 8620 — Instructions for Handling Hazardous Materials.
- (5) Conductors and brakemen in AMTRAK service must have in their possession "AMTRAK Manual of Instructions for Conductors and Trainmen in AMTRAK Service."

All books must contain current rules and latest revisions in proper page sequence.

ITEM 7-A. QUALIFICATIONS OF ENGINEERS:

An engineer must have made a road trip over the Subdivision as engineer or fireman during the preceding twelve months. Not having had such service, he may qualify by making a round trip over said Subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days, will make the fact known to his conductor and before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all General Orders issued on said Subdivision during such 150 days period.

This Item does not apply to engineers working in yard service, operating within the 15 mile limit, when authorized by a division officer to handle equipment within such limits. Authority must not be granted unless an employe who is qualified on this territory occupies the control compartment with the engineer to advise him regarding physical characteristics.

ITEM 8. RAIL DETECTOR CARS:

Rail detector test cars, when testing rail may occupy main track in CTC territory only as provided by Rules 351 and 351(A).

ITEM 9. RESTRICTIONS ON USE OF ENGINE HORN:

Within city limits at points designated by symbol © on schedule page do not sound horn except to warn persons or vehicles oblivious to approach of train or engine and whose attention cannot be attracted by ringing bell.

ITEM 10. GENERAL CODE OF OPERATING RULES CHANGES (and M/W Rules Where Applicable):**(1) DEFINITIONS:**

Branch — A portion of a division designated by timetable. Rules and instructions pertaining to subdivisions apply on branches.

Controlled Point (CP) — A location designated by number where signals and/or switches of a CTC system are controlled by a control operator.

Facing Point Lock — A locking device which automatically locks the switch points of a spring switch in normal position.

Horsepower Per Trailing Ton is defined as the total horsepower of all working locomotives divided by the total trailing weight of the train in tons. For example, a train powered by five SD40-2 locomotives, or 15,000 horsepower, and having a train weight excluding locomotive of 4,285 tons, for a 3.5 horsepower per trailing ton ratio.

Tons Per Operative Brake is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes. For example, total train weight 6,000 tons, total cars 100, all brakes operating — divide 6,000 tons by 100 and there are 60 tons per operative brake.

For the purpose of calculating tons per operating brake for the five-unit intermodal articulated well cars, calculations should be based on three operative brakes for each five-unit car in series.

For the purpose of calculating tons per operative brake for the 4-Runner — 4 deck — Intermodal Car are calculated as two operative brakes for each car in this Series.

(2) **RULE B:** Employees must have valid certificate of operating rules examination card in their possession while on duty.

(3) **RULE G:** Changed to read:

"The use of alcoholic beverages by employees subject to duty, when on duty or on Company property is prohibited.

The illegal use of any drug, narcotic or controlled substance is prohibited at any time, either on duty or off duty. Employees are expected to know those drugs, narcotics, or controlled substances which are illegal to use.

Employees must not report for duty or be on Company property under the influence of, or use while on duty, or have in their possession while on Company property, any alcoholic beverage or illegally obtained drug, narcotic or other substance.

Employees must not report for duty or be on Company property under the influence of, or use while on duty, any over-the-counter or prescription drug or medication which will in any way adversely affect their alertness, coordination, reaction, response, or safety. If an employee is in doubt as to whether an over-the-counter or prescription drug may have an adverse effect on his alertness, coordination, reaction, response, or safety, he should make sure that the following steps are taken:

1. A physician or dentist licensed or otherwise authorized to practice by a state of the United States or a physician designated by the Railroad makes a good faith judgment, in writing, with notice of the employee's assigned duties and on the basis of the available medical history, that use of the substance by the employee at the prescribed or authorized dosage applicable is consistent with the safe performance of the employee's duties; and
2. The substance is used at the dosage prescribed or authorized; and
3. The employee notifies the Railroad, in writing, prior to use on duty (a) of his need to use the prescribed or authorized drug or medication and (b) of the medical practitioner's judgment, as set out above; and
4. The Railroad gives approval in writing to the employe for use on duty of the drug or medication."

(4) **RULE 2:** Employees whose duties are prescribed by and who are examined on the rules must use watches as follows: A reliable pocket watch equipped with a lever set or a Ball, Bulova, Caravelle, Citizen, Elgin "B. W. Raymond", Hamilton, Longines, Pulsar, Seiko or Wyler wrist watch bearing

ITEM 10. (CONTINUED)

the inscription "Railroad Approved", "Railroad Standard" or "Official Railroad Standard".

Exception: Employees who handle train orders when assigned in office where standard clock is located.

(5) **RULE 4(C):** General Orders will be numbered consecutively beginning with the effective date of each timetable and will expire with such timetable. General order, bulletin, notice and circular books will be located at each terminal where crews report for duty and obtain their instructions and train orders. Conductors and engineers will record highest general order number at right side of signature space on "Time Return and Delay Report."

(6) **RULE 7:** Rear view mirror must not be used for observing hand signals or conditions when making couplings or back-up movements.

(7) **RULE 10:** On subdivisions where intermediate pole numbers or quarter mile markers are not used, Form X Examples 1, 2 and 3 will specify the numbered mile posts between which the restriction is located and flags displayed as prescribed by Rule 10 will indicate the actual area of the restriction.

On such subdivisions the limits of Form Y Example 1 train orders protecting men and equipment must extend between numbered mile posts and green flag must be displayed only at the limits of the order.

Roadway Sign for protection of men and equipment (Form Y Train Order or Form B Track Bulletin) will be a Yellow-Red reflectorized sign.

Locomotive cranes, Burro cranes or other type equipment that may foul adjacent main tracks must be protected by Form "Y" train order or Form "B" track bulletin on adjacent main tracks that may be fouled.

(8) **RULE 10(A):** Revised to include red light.

(9) **RULE 10(D):** Except as shown on schedule page, Rule 10(D) is in effect on all subdivisions, branches and industrial leads which have a maximum speed of 40 MPH or less.

Roadway sign for protection of men or equipment will be a Yellow-Red reflectorized sign.

(10) **RULE 10(E):** Rectangular type signs with white background will be placed a sufficient distance in advance of restriction.

Arrow type signs with yellow background will be placed 2500 feet in advance of restrictions. When authorizing a higher speed restriction than previous speed restriction, arrow type signs will be placed at point of restriction.

(11) **RULE 11:** Revised and requires train must stop before passing fusee.

(12) **RULE 15:** Within the State of Wyoming, duration of complete whistle signal approaching public crossings must be not less than twenty seconds.

In the States of Idaho, Oregon and Washington, in addition to locations listed in Operating Rule 15(I), engine whistle must be sounded and bell rung approaching private crossings.

(13) **RULE 82(A):** Unless otherwise noted on schedule page, clearance received at initial station by a train authorized to operate over more than one subdivision will fulfill the requirements of Rule 82(A) at initial stations on other subdivisions which are not open train order offices.

(14) **RULE 89:** A train stopping where it may be met or passed must stop and remain not less than 400 feet from signal or clearance point of facing point switch over which a train may pass, if length of train permits.

(15) **RULE 93:** In block signal territory main track must be known to be clear only by a green signal aspect.

Temporary yard limits will be designated by yard limit sign with "TEMPORARY" marker and by train order, track bulletin, general order or special instructions.

NOTE TO RULE 93: Where yard limits are in effect in CTC territory, trains and engines must not enter the main track at a hand operated or spring switch or make a reverse movement without authority from the control operator.

(16) **RULE 99:** The flagging distances are as follows: when the maximum speed of subdivision is over 40 MPH, two miles; 40 MPH or less, one mile.

(17) **RULE 100:** Returning movement must be made at restricted speed.

(18) **RULE 103(A):** When moving against the current of traffic over a public crossing protected by automatic crossing signals or by gates, a member of the crew must protect the crossing unless a crossing watchman is on duty. This does not apply on Chicago and Sedalia Subdivisions.

ITEM 10. (CONTINUED)

(19) **RULE 103(I):** When road engines are to be coupled to a train, whether in a yard or on line, the movement must be stopped 150 feet from the train and further movement must be preceded by a crew member when it can be safely done.

(20) **RULE 103(J):** Except when shoving cars or in short switching movements, an engine consisting of two or more units, with control unit at each end must be operated from leading control unit in direction of movement unless such movements are protected by a crew member.

(21) **RULE 103(T):** Any movement into spur tracks, inside buildings and at end of spur which ends at building or abutment must first have hand brakes set on lead car or cars of movement and if necessary to couple to cars already on these tracks, hand brakes must be checked on these cars to know properly set before coupling into. Cars must not be permitted to roll free on such tracks. Hand brakes must be set on each end of cut of cars left inside buildings.

(22) **RULE 103(U):** The following cars are not to be humped, and must be set out, or set to no-hump track, or shoved to rest in bowl track: Transformers—Loaded depressed center flat cars—Modular house Units—Shiftable open-top loads—Cars as indicated in Form 8620, Instructions for Handling Hazardous Materials.

(23) **RULE 105:** Rule 105 will not apply in bonded controlled sidings. Bonded controlled sidings must be designated in timetable or General Order.

Within bonded controlled sidings trains and engines will operate in accordance with signal indications and ABS-CTC rules and other operating rules applicable to main track will apply.

(24) **RULE 109:** After inspecting passing trains, a member of crew must advise the head end of train that was inspected by radio whether or not any defects are observed.

(25) **RULE 109(A):** When visibility does not permit close observation of train, or when, for any reason in judgment of conductor or engineer additional inspection of train is necessary, such inspection must be made.

(26) **RULE 109(D):** When a slide warning device plug is found pulled or controller operated, but no obstruction on or damage to track is found, the plug must be replaced, if practicable, or controller re-set by depressing "Re-set" button and conductor must make report to train dispatcher.

(27) **RULE 153:** Except where noted on schedule page, where tracks are signaled for movement in both directions and there are two or more main tracks, on east-west subdivisions the tracks will be numbered from north to south, the northern most main track being No. 1 track and on north-south subdivisions the tracks will be numbered from east to west, the eastern most main track being No. 1 track.

(28) **RULE 204:** One additional copy of all train orders, track bulletins and clearances addressed to a train will be delivered to the conductor and engineer.

(29) **RULE 207:** Rule revised to include track warrants and track bulletins.

(30) **RULE 209(B):** Train orders and track bulletins will be transmitted mechanically to all stations equipped with CRT machines. All numbers written in the body will be reprinted on the line directly below that number and bracketed and the remainder of that line left blank.

Example: MP 210 pole 10 from 730 AM
(210) (10) (730)

Crews receiving train orders or track bulletins must check and make sure that numbers are repeated identically and, if they are absent or not the same, they must contact the train dispatcher for correction.

(31) **RULE 212:** Where applicable, rule revised to permit change of maximum MPH on verbal authority of train dispatcher.

(32) **FORMS OF TRAIN ORDERS:** On subdivisions where FORM "F" Examples (1) and (2) are used, the use of Form "F" Example (3) is authorized.

Form "W" Examples (4) and (5) must not be used.

Printed train order FORM "X" Example (1), and FORM "Y" Example (1) showing multiple locations may be used. The individual locations may be annulled to trains holding the order until it is practicable to reissue it as follows (Example): "Line 3 of Order No. 544 is annulled"

(33) **RULES 230 THROUGH 242 AND RULES 245A THROUGH 245T (SIGNAL ASPECTS AND INDICATIONS):** Aspects and indications as shown in General Code of Operating Rules will not apply.

ITEM 10. (CONTINUED)

Aspects and indications shown in Special Instructions Item 17 apply.

Speed signals as shown on schedule page apply approaching and through turnouts on Main Tracks and approaching and entering sidings.

(34) **RULE 247B HOLD INDICATOR:** When a train is stopped by an automatic block signal to which Hold indicator is attached, a member of the crew must communicate with dispatcher or operator for instructions before proceeding even though Hold indicator is not illuminated.

If unable to communicate with train dispatcher, operator or operating officer, crew must inspect entire train for hot box or other defects. After such inspection, if safe to do so, train may proceed at restricted speed.

(35) **RULE 305:** First paragraph, add: Within ABS limits this does not apply to a passenger train operating on a first-class schedule after making a scheduled stop of less than five minutes and experiencing no other delay.

Exception revised to read 30 MPH instead of 40 MPH.

(36) **RULE 312(4):** Also applies in Rule 251 Territory.

Add to exception: When a train or engine is to leave main track at a switch that is not more than 1,000 feet beyond signal and movement has received authorization from employee in charge of switch, train or engine need not stop but must move at restricted speed.

(37) **RULE 314:** Speed must not be increased until after rear of train has passed the next signal or the end of block system.

(38) **RULE 317:** When using facing point crossover from any track to a main track in ABS territory, switch in track that train or engine is on must be lined first, then wait 5 minutes before lining the other crossover switch in main track to be used.

(39) **RULE 317(2):** Does not apply.

(40) **RULE 322:** Does not apply.

(41) **RULE 350(A):** Within CTC Territory trains must not enter a siding at a spring switch or hand operated switch unless authorized by train dispatcher.

(42) **RULE 351(C) and MofW RULE 1413 changed to read: JOINT TRACK AND TIME:** Before track and time limits are granted for machines, track cars or employes in the same limits with other machines, track cars, employes or a train, each person holding or requesting track and time limits must be notified of the fact. When so notified, it is further required that all movements must be prepared to stop short of equipment fouling the track within the limits.

(43) **RULE 371 AUTOMATIC CAB SIGNALS:** Second paragraph does not apply to any train being controlled by an Amtrak unit or to any train proceeding after having been stopped by a Flashing Stop and Proceed indication; train must continue to comply with fixed signal indication.

(44) **RULE 372(A):** When a foreign line unit is equipped with cab signals not compatible with UP ACS and is the control unit on a freight train, cab signal devices may be cut out and train must proceed in accordance with second paragraph of Rule 372(A).

(45) **RULE 409(1) and MofW RULE 409(1):** Line 15 of Track Warrant Form used to record TWC information is revised to read: "Protection as prescribed by RULE 99 not required against following trains on the same track". Regardless of how Line 15 on form reads, an "X" marked in Box 15 only provides protection against following trains on the same track and all other provisions of RULE 99 must be complied with.

(46) **RULE 610:** Only operating employes in the performance of their duties, including deadheading, are permitted to ride trains or engines. Other employes holding company passes with proper authorization of Vice President Operations traveling on company business may ride freight trains but only to stations where train is scheduled to stop.

(47) **RULE 620:** Not more than five people may ride in the control compartment.

(48) **RULE 637:** Engineers taking charge of engines in road service not equipped with Pulse speed indicators, must check to see that speed recorder, on units so equipped, is provided with speed tape. If speed recorder not equipped with viewing ports is sealed, engineer may assume tape is in place. Speed tapes will be applied and removed only by mechanical department employes or operating officers.

ITEM 10-A. SAFETY, RADIO AND GENERAL RULES FOR ALL EMPLOYEES CHANGES:

(1) **RULE 4057:** Second, third and fourth paragraphs changed to read:

They must be seated while caboose is moving or about to move and must have seat belts and restraining harnesses fastened when cabooses are so equipped. Exception: Employes may be out of seat:

1. After boarding moving caboose (at other than initial or final terminal);
2. To use toilet facilities;
3. During switching or shoving operation requiring employe to ride caboose platform or steps to protect the movement; or,
4. In case of emergency.

Employes moving about as described in 1, 2, 3 and 4 must seat or reseat themselves as quickly as is safely possible and, while moving around, must be braced and maintain firm hold. The practice of standing on rear end platform or in the doorway of caboose for the purpose of roll-by inspection is specifically prohibited.

When stopping or when entering or leaving initial or final terminals, employes must, except in an emergency, be seated and must have seat belts and restraining harnesses fastened when cabooses are so equipped. In addition, when entering final terminal, caboose employes must remain seated until movement has stopped and, when leaving initial terminal, caboose employes must be seated before movement starts.

When getting on or off cabooses, employes must not have hands encumbered with grips or other material which would prevent having a secure handhold on grab iron.

(2) **Add: RULE 4057(A). RIDING ENGINE CONSIST:** When getting on or off engines, employes must not have hands encumbered with grips or other material which would prevent having a secure handhold on grab iron.

ITEM 10-B. AIR BRAKE AND TRAIN HANDLING INSTRUCTIONS CHANGES:

(1) **RULE 1005(A)2:**

Exception: When train is to be parted to cut-in or detach helper units, Rule 1005(A)1 applies providing trainman remains with detached portion until entire train consist is recoupled.

ITEM 11. HY-RAIL MOTOR PATROL:

Where specified on schedule page or under circumstances authorized by Superintendent radio equipped Hy-rail Motor Patrol (HMP) track cars are authorized to run ahead of and in same block as a train for purpose of track patrol escort in strict accordance with the following provisions:

1. All rules pertaining to track cars apply to HMP's and all rules pertaining to trains are in effect, except when train is being escorted under provisions contained herein.

2. HMP's are identified by name or number followed by direction.

3. When train is to be escorted through a territory, HMP operator will secure authorization of train dispatcher and train dispatcher will ensure train and HMP operator have complete understanding of escort limits. After understanding is reached, HMP operator may occupy main track only after radio contact has been established with train to be escorted.

If such contact is not made before train has reached a point two miles from position of HMP, train must not enter escort limits until communication is established.

4. After communication has been established with train to be escorted, HMP may occupy main track and precede train through the limits specified. HMP and train will proceed at speed designated by HMP operator, running on two-mile headways. Train will not enter the two-miles occupied by HMP until HMP has reported at second Mile Post in advance. If necessary to stop and radio contact has not been reestablished within 2 minutes, train will proceed at restricted speed not exceeding 10 MPH and HMP must provide flag protection until communication is again established. Mile Post passings will be reported by HMP to escorted train and train will acknowledge such passings.

5. If radio contact cannot be reestablished, HMP and train will stop at first point of communication and notify train dispatcher. After instructing train and HMP operator that they are **no longer operating under track patrol escort**, train dispatcher may furnish track and time in accordance with rules.

ITEM 11. (CONTINUED)

6. In CTC territory, HMP's will approach absolute signals prepared to stop or take siding. HMP's taking siding will report to train dispatcher when clear of main track.

7. When two escorted trains meet, HMP escorting train taking siding will take siding ahead of such train and remain there until HMP and escorted train in opposite direction have passed and signal has been lined for movement to main track. Neither train will leave the station until HMP escorting it has proceeded two miles and reported.

8. When HMP reaches end of territory through which train is to be escorted, HMP Operator will report clear of main track to train dispatcher and release escorted train.

It will be necessary that HMP operator then obtain authority from train dispatcher for any further on-track movement.

ITEM 12. USE OF RADIO.

(a) Radio call-in system areas are identified by symbols ⊕-1 and ⊕-2 which denote base stations or radio control points. Employes may contact train dispatcher by operating Dispatcher 1 button for ⊕-1 stations and Dispatcher 2 button for ⊕-2 stations on radio.

Operation of push-button on radio control head or of lever switch on Wabco portable radio for five seconds will identify calling station to dispatcher. Receipt of a tone will confirm dispatcher has been alerted. Dispatcher will answer call as soon as other duties permit. If no tone is received operate push-button for ten seconds. If contact is not then established other available means of communication should be used.

The Dispatcher 1 and Dispatcher 2 buttons are to be used only to contact the dispatcher in those areas so marked in the timetable.

(b) Radio channels assigned other railroads (to be used only when on that railroad or when authorized by division officer):

Channel No.	R.R.	Channel No.	R.R.
3	— UP No. 1 Road Channel	8	— ICG No. 1 Rd. Channel
4	— UP No. 2 Channel	9	— ICG No. 2 Channel
5	— BN Road Channel	10	— CSX No. 1 Rd. Channel
6	— SP Road Channel	11	— CSX No. 2 Channel
7	— ATSF Road Channel	12	— NS Road Channel

(c) Radios equipped for 64 channel AAR frequency assignment plan are identified by 4 digit channel display. The channels are selected by either rotary or push button switches on radio front panel. Channel assignments:

Railroad	Channel	Display	Railroad	Channel	Display
UPRR	DISPATCHER I	2020	ATSF	DISPATCHER	3636
UPRR	DISPATCHER I	4242	BN	DISPATCHER	6666
UPRR	DISPATCHER II	2727	BN	DISPATCHER	7070
UPRR	Terminal	2424	SP-SSW	DISPATCHER	9696
UPRR	Yard	3838	CNW	DISPATCHER	5252
CP	DISPATCHER I	9191	MKT	DISPATCHER	5454
CP	DISPATCHER II	6767	HBT-MILW	DISPATCHER	4444
CSP	DISPATCHER	3030			

Tone Switch Positions: 1 = UP Dispatcher
2 = UP Dispatcher I
3 = UP Dispatcher II

These radio channels are used on Union Pacific Railroad. Instructions to use other channels may be provided by dispatchers or yardmasters using 4 digit numbers.

Radio operating instructions are posted on metalized decal on electrical cabinet door of units so equipped.

ITEM 13. HOT BOX AND DRAGGING EQUIPMENT (WHEN APPLICABLE, HIGH-WIDE) DETECTORS:

(1) **General Instructions:**

The following instructions apply to all detectors:

- (a) Train speed of at least 10 MPH must be maintained while train is moving over detector. If speed is less than 10 MPH over detector, make inspection of entire train.
- (b) Do not stop train over detector equipment when practicable.
- (c) Avoid braking, if practicable, while approaching or passing detector. Excessive braking will cause false indications.

ITEM 13. (CONTINUED)

- (d) Instructions (a) and (b) above may be suspended at the discretion of the crew in the interest of safe train operation, or in an emergency condition, in which case crew must inspect entire train.
- (e) When detectors are actuated conductor will advise train dispatcher by radio of all information relative to inspection and disposition of car involved.
- (f) When inspection is required, train must be stopped at once. When bridge or other physical characteristic prevents required inspection, train may be moved not exceeding 4 mph, no further than necessary to permit inspection.
- (g) Connecting crews, if any, must be notified by incoming crew of failure to locate hot journal if indication is received from any detector and car is not set out.
- (h) When a car experiences two consecutive hot box detector actuations and overheated journal cannot be found, car must be set out.
Exception: Passenger equipment or business cars need not be set out if inspection reveals no hot journal condition.

Following General Instructions applicable only on Southern Region and on Illinois and Kansas Divisions.

- (i) Each detector is equipped with a steady burning white light to indicate "System On". This light must be illuminated during the passage of the entire train. If not illuminated when passed by engine and rear of train, train must be stopped at once and given immediate walking inspection and dispatcher notified. This will not apply at detectors equipped with verbal indicators known to be functioning.
At some detectors, two white lights (one facing each direction) are used to indicate "System On". If at least one light is burning when passed by both engine and rear of train, the system is "On".
- (j) Each detector is equipped with a revolving red beacon or strobe which will normally be dark, but will be activated by defect. When red beacon or strobe is illuminated, train must be stopped at once.
If red beacon or strobe is illuminated and no information is received by display or verbal indicators, make immediate inspection of entire train for defects.
- (k) At detectors equipped with both verbal and visual indicators where no defects are indicated and it appears one system may not be functioning, the other system may be accepted when that system has given indication that it is operational. Indication of light array may be accepted only when observed by crew member until rear of train has passed detector location. If either system indicates there is a defect or announces "integrity failure", train must be stopped and inspected as required by instructions for that system.

(2) Detector Station Equipped With Light Array Indicator:

When illuminated, array lights indicate the following:

- (a) White light-side — One side light illuminated indicates one or more hot journals detected on side of train indicated by array. Make immediate walking inspection of entire side of train. If both white side lights are illuminated, one or more hot journals detected on both sides of train. Make immediate walking inspection both sides of the entire train.
- (b) Yellow light-side — Both yellow lights will be illuminated when dragging equipment is detected. Make immediate inspection of entire train for dragging equipment. Air hoses hanging below top of rail and dragging chains will be detected.

(3) Detector Stations Equipped With Digital Display:

- (a) Information as to the type and location of defect is displayed on the digital display panel.
- (b) White indication lights above panel:
(Right Side) Flashing white light indicates one hot journal has been detected on right side of train.
(Left Side) Flashing white light indicates one hot journal has been detected on left side of train.
(Center) Multiple defect indicator — White flashing light indicates more than one defect detected. This light will operate whenever a second defect is detected, whether it be a second hot journal or dragging equipment or any combination of defects.

ITEM 13. (CONTINUED)

- (c) White or Amber indicator light below panel — Flashing white or amber light indicates that dragging equipment has been detected.
- (d) Number on display panel indicates the number of axles from the first defect detected, up to and including the rear axle of rear car. If hot journal is not located on axle indicated or dragging equipment is not located near axle indicated, inspect entire car and five cars on each side of car indicated by axle count.
- (e) The display panel indicators and numeral display are normally dark. When actuated by any defect, the proper indicator on the display board begins to flash and the numeral display will begin to count off the number of axles to the end of the train. White indicator lights, numerals and revolving red beacon or strobe will remain illuminated for approximately ninety seconds after rear of train passes detector.
- (f) When the multiple defect indicator is illuminated with one or more of the other indicators, it can be interpreted as follows and immediate walking inspection must be made:
- (1) Multiple defect indicator flashing and right (left) side indicator flashing, axle count displayed:
Two or more hot journals have been detected on the right (left) side of train. The number displayed indicates the axle at which the first hot journal has been detected. One or more hot journals have been detected between this point and the end of the train.
 - (2) Right side indicator flashing and left side indicator flashing, axle count displayed:
A hot journal has been detected on each end of the same axle indicated by the illuminated numerals.
 - (3) All three white indicators flashing above panel and axle count displayed:
The first indicated hot journal may be on either side of train at axle indicated by numeral display. Make on ground inspection of both sides of entire train from point of first hot journal to the end of the train, looking for subsequent hot journals on same side of train as first hot journal and one or more subsequent hot journals on opposite side of train.
 - (4) Multiple defect indicator flashing and dragging equipment indicator flashing, axle count displayed:
Two instances of dragging equipment detected; the first occurring near axle count displayed.
 - (5) Multiple defect indicator flashing, dragging equipment indicator flashing, right (left) side indicator flashing, axle count displayed:
A hot journal on the right (left) side of train has been detected or dragging equipment has been detected at axle count indicated. Make on ground inspection right (left) side of train for second defect: (hot journal or dragging equipment).
- (4) Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators:**
When movement over detector begins, detector will announce once to crew that the system is operational.
After entire train has passed detector, the detector will announce whether or not any defects have been detected. If defects are detected, a two-second alarm tone will be transmitted as each defect is detected. When entire train has passed detector, the detector will announce each defect by axle count starting from lead axle of lead unit, giving type of defect and location. The message will be transmitted twice followed by "Detector, out." Train must be stopped at once and indicated locations inspected for defects, even if red beacon (if so equipped) has not been actuated. If defect is not found near axle indicated, inspect entire car and five cars on each side.
Train must also be stopped at once and entire train inspected when:
- (1) Verbal information is not received or understood.
 - (2) When detector announces, "integrity failure".
- Exception: Dragging equipment detectors on the Western Region and Nebraska and Wyoming Divisions transmit only when a defect has been detected.
- (5) Detector Stations Equipped With Remote Readout:**
When there is an indication of defect, hold signal will indicate Stop. Train dispatcher will advise where defect is located in train. If car

ITEM 13. (CONTINUED)

inspected indicates no defect, five cars on each side of the designated car must also be inspected. Train dispatcher must be advised result of inspection and crew must be governed by his instructions.

At locations where dragging equipment detector is not monitored by train dispatcher, and detector is equipped with revolving red beacon or strobe, red beacon will be actuated when defect has been detected and train must be stopped and inspected for defects. If Dispatcher is able to give locations in train of defect, the designated car or cars, as well as one car behind, must be inspected. If car inspected develops no defect, five cars ahead and five cars behind the designated car must also be inspected. Train Dispatcher must be advised results of the inspection and crew must be governed by his instructions.

ITEM 14. OPERATIONS OVER FOREIGN LINES:

(a) Use of ATSF Tracks Between: (General Code of Operating Rules Apply Except as Modified Below.)

1. Tecfic and Sweetwater
2. Eton Jct. and Congo
3. Benedict and Fredonia
4. Belle Plaine and Arkansas City
5. YA Jct. and ST Jct.
6. NA Jct. and Pueblo Jct.
7. New South Yard and Algoa
8. Temple (ATSF MP 218.2) and MKT connection (MP 217.5) two main tracks. North track is to right as viewed by No. 21. ABS-CTC in effect. Maximum authorized speed 20 MPH except 10 MPH through turnouts and on MKT connection.
9. Temple and Ft. Worth.

At above locations (1 thru 9) be governed by the following ATSF Rules:

SIGNAL ASPECT	NAME	INDICATION
(1) Yellow over yellow or flashing yellow	Approach medium	Proceed, approaching next signal not exceeding 40 MPH and prepared to enter diverging route at prescribed speed.
(2) Red over flashing yellow	Diverging Approach	Proceed through diverging route; prescribed speed through turnout. Approach next signal prepared to stop; if exceeding 40 MPH, immediately reduce to that speed.
(3) Red over yellow	Restricting	Proceed at restricted speed.
(4) RULE 317(2) will not apply on ATSF tracks.		
(5) Maximum authorized speed for wrecking derricks is 10 MPH at any point where train order speed restriction is 20 MPH or less, except if speed restriction is less than 10 MPH the more restrictive speed will govern. When handling wrecking derricks, cranes, pile drivers, Jordan spreaders and similar machinery moving on their own running gear through a turnout must not exceed one half of maximum authorized speed for that turnout.		
(6) A complete and detailed report must be made by wire to the ATSF Trainmaster joint with the ATSF Chief Dispatcher, covering all railroad accidents, accidents at grade crossings, personal injuries, unusual or defective track, signal or any other conditions that would affect the movement of a train or engine.		
(b) Use of BN Tracks Between:		
1. Crystal City and Ste. Genevieve		
2. Springfield and Aurora		
3. Van Buren and Ft. Smith		
4. Cherokee Yard and BN-ATSF Connection, Tulsa		
5. Rockview and Chaffee		
6. Winthrop and St. Joe		
7. Oregon Trunk Jct. and Bend		
8. Reservation and North Portland Jct.		
9. Centralia and Hoquiam		

ITEM 14. (CONTINUED)

10. BN Conn. (Spokane) and Fish Lake

General Code of Operating Rules and BN Timetable apply.

(c) Use of KCS and L & A Tracks Between:

1. GCL Jct. and CS Jct. (Seventh Subdivision)
2. Letsworth and Lobdell Jct (L&A Baton Rouge Subdiv)
3. East Jet and Lobdell Jct

Be governed by General Code of Operating Rules, UP System Timetable and Special Instructions except as modified below:

(1) KCS Definition, **Restricted Speed**. A speed that will permit stopping short of train, engine, obstruction, stop signal, derail or switch not properly lined and looking out for broken rail, but not exceeding 20 miles per hour.

(2) KCS Definition, **Yard Speed**. A speed that will permit stopping within one-half the range of vision short of trains, engine, obstruction, stop signal, derail or switch not properly lined and looking out for broken rail, but not exceeding 20 MPH.

(3) Rule 10: Yellow and Green Flags will not be used. Rule 10(E): Green Resume Speed signs are not used.

(4) Rule 89(a), add: When a train holding the main track at a station is restricted for the arrival of an opposing train, the train holding the main track must stop and stay clear of arriving switch (the first switch of the siding encountered by the train holding the main track) until train to be met has entered the siding and stopped. The train entering the siding will, when the rear of train arrives in the clear, stop and allow train holding main track to proceed.

(5) Rule 93: Within yard limits, trains and engines must not exceed yard speed.

(6) Rule 99(1), add: When flagman of proceeding train is riding engine of following train, following train must proceed at restricted speed while flagman is on engine, regardless of any specific flagging instructions.

(7) Rule 101(A), add: Any broken pieces of wheels, flanges, or other parts found, indicating defective equipment or track that may cause damage or derailment, must be reported immediately to the train dispatcher.

Extreme care will be used in carrying lighted fuses across open deck bridges to see that dripping molten matter does not ignite the structure. Everyone is cautioned to be alert for signs of fire on or near bridges. Extreme care must be used in dropping fuses. Waste from hot boxes must not be left burning. Be sure to extinguish the fire before discarding burning matches, cigarettes and cigars.

When moving over bridges where decking is not protected by metal or ballast covering, the engine brakes must be released and not applied while engine is on bridge unless necessary to make an emergency stop, and if the brakes are applied while the engine is on bridge, the movement must be stopped and the bridge inspected to make sure there is no fire present.

Crew members will be especially observant in passing over open deck bridges for any indication of fire. If indication of fire is observed, the movement will be stopped, the fire extinguished and train dispatcher notified before train departs.

(8) Rule 103, add: Trains and engines will not follow a preceding movement over a public crossing closer than 5 minutes unless such crossing is protected by a flagman or crossing gate.

Engines or cars set out in sidings, industry tracks or other tracks must have wheels chocked in addition to hand brakes being set.

(9) Rule 105: Trains or engines using a siding or any track other than a main track must proceed at Yard Speed.

(10) Rule 245D (Approach): Immediately reduce to 30 MPH instead of 40 MPH.

(11) Rule 245G (Restricting): Proceed at Yard Speed instead of Restricted Speed.

(12) KCS Rule 284: **Aspect:** Flashing yellow. **Name:** Medium Approach. **Indication:** Proceed, reducing speed to 30 MPH before leading wheels pass the next signal.

(13) KCS Rule 291(A): **Aspect:** Red with number plate and letter "P" marker. **Name:** Permissive. **Indication:** Proceed at Restricted Speed.

ITEM 14. (CONTINUED)

(14) Rule 305: Exception to requirement for Restricted Speed in CTC territory does not apply.

(15) Rule 312(1): In authorizing train or engine to proceed from a Stop indication of block signal, control operator will say, "There is no opposing train in the block". If it is not known there is no opposing movement, train or engine may proceed under flag protection to the next signal upon verbal advice from train dispatcher or control operator in words, "Proceed under flag protection".

Rule 312(2): Does not apply.

(16) Rule 315(A): KCS Rule 104(b) and KCS Rule 104(c). When proceeding from a Stop indication over a dual control switch, crew member, after examining switch, must remain at the switch until leading wheels pass over the switch. If control operator does not know by indication on control panel that switch is lined and locked for route to be used, the switch must be placed in hand operation by crew member of train or engine involved. After all movements over switch have been completed, switch must be restored to normal position by hand and then switch returned to power.

(17) Road engines backing or controlled from rear unit must not exceed 30 MPH.

(18) SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.

(19) Cars 85 feet or longer must not be placed nearer than the sixth car from an engine or remote unit. Exception: any type unit train.

(20) Maximum weight limitations: Cars with gross weight in excess of 263,000 up to 274,000 lbs. restricted to 5 MPH less than maximum authorized speed. Cars in excess of 274,000 up to 315,000 lbs. are restricted to 30 MPH except tank cars 35 MPH.

Movement of cars in excess of 315,000 lbs. must be authorized by A.V.P.— Transportation, Shreveport, La., except DUPX 28050 series 8 axle tank cars weighing up to 526,000 lbs. which may be handled at maximum speed and coupled together in any number, but must not be handled next to engine or other car exceeding 263,000 lbs.

(21) UP Special Instructions. Item 13. Hot Box and Dragging Equipment Detectors.

Aspect:	Indication:
White light on equipment house illuminated:	System on.

UP Special Instructions will apply with respect to each condition indicated in addition to following:

Journal or adapter found noticeably hotter than others, car must be set out.

If defect is not located train must be observed closely and if defect is indicated on same axle a second time car must be set out.

Oversize load detector installations will not clear man on side of car.

(d) Use of DRGW Tracks Between: (General Code of Operating Rules Apply Except As Modified Below.)

1. Denver — DRGW Belt Line and North Yard
2. Salt Lake City — Grant Tower and Roper Yard

(1) DRGW Definition Reduced Speed. A speed that will permit stopping short of another train or obstruction, or anything that may require the speed of a train or locomotive to be reduced.

(2) DRGW Definition Restricted Speed. A speed that will permit stopping short of another train or obstruction and that will permit stopping within one-half the range of vision, but not exceeding 20 miles per hour.

(3) DRGW Definition Medium Speed. A speed not exceeding 30 miles per hour.

(4) Rule 10. A reflectorized yellow flag or disc placed on the right side of movement indicates that the track one and one-half miles distant is in condition for speed of not more than 10 MPH, unless a different speed is

ITEM 14. (CONTINUED)

specified by train dispatcher or bulletin. A reflectorized green flag or disc placed on the right side of the track in direction of movement indicates a point 150 feet beyond the restricted track.

(5) Rule 10(B). A train or locomotive finding an unattended red flag or red light on or near its track, after stopping, must be preceded by a flagman, who must examine track and bridges carefully for a distance of one-half mile.

(6) Rule 81. Before occupying main track, conductor or engineman must contact train dispatcher to determine if any speed restrictions are in effect. These restrictions must be written on prescribed form and must be repeated to the train dispatcher. Both the engineman and conductor must have a copy of speed restrictions addressed to their train showing date, location, and name of employe who copied it before proceeding.

(7) DRGW Rule 509. When a train or locomotive is stopped by a Stop and Proceed ABS, it may proceed at once at restricted speed to the next ABS, expecting to find a train in the block, switch not properly lined, broken rail, mud, rock or snow slides, high water damage, or any other condition that would prevent the safe passage of trains.

(8) DRGW Rule 509-A. When a train or locomotive is stopped by a Positive Stop ABS, it may proceed when the ABS is cleared or when it is authorized to proceed by Permissive Card showing proper form. After stop is completed, Permissive Card can be copied. If the Positive ABS governs entrance to a diverging route, Permissive Card must show on which track train or locomotive must proceed. Permissive Card must be repeated to the train dispatcher by the employe receiving it. If it is possible for an opposing train or locomotive to be in the block, the train dispatcher will authorize the train or locomotive to proceed by issuing Permissive Form "A":

Form "A" — Proceed on . . . track under flag protection and according to Rule 509.

When the train dispatcher positively knows there is no opposing train or locomotive between the communicating points, Permissive Form "B" will be issued:

Form "B" — Proceed on . . . track at Restricted Speed, according to Rule 509.

If movement is to enter siding, Form "D" will be issued:

Form "D" — Proceed into . . . siding, at Restricted Speed, according to Rule 509.

(9) DRGW Rule 560. If entire train or locomotive has passed an ABS governing its movement, reverse movement must not be made without the proper Positive ABS indication, except when authorized by the train dispatcher, the movement may be made after proper protection has been provided.

(10) DRGW Rule 561. If head end of train or locomotive only, passes a Positive ABS and then reverse movement is made so that the Positive ABS is again in advance of the train or locomotive, the train dispatcher must be notified at once.

(11) DRGW Rule 281-B. Aspect: Red over flashing yellow.

Name: Diverging Approach Medium.

Indication: Proceed authorized speed until entire train is through turnout, approaching next signal medium speed.

(12) DRGW Rule 282. Aspect: Flashing yellow. Name: Approach Medium.

Indication: Proceed, approaching next signal medium speed.

(13) DRGW Rule 285. Aspect: Yellow. Name: Approach.

Indication: Proceed, prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.

(14) DRGW Rule 290. Aspect: Red over lunar. Name: Restricting.

Indication: Proceed at restricted speed: (1) Within ABSS to next signal governing in same direction. (2) At interlocking outside ABSS through interlocking limits. (3) Onto non-signalized track until entire train is through turnout; if there is no turnout, until head end of train has passed the signal.

ITEM 14. (CONTINUED)

(15) DRGW Rule 291. Aspect: Red. Name: Stop and Proceed.

Indication: Stop then proceed according to Rule 509.

(16) DRGW Rule 292. Aspect: Red. Name: Stop.

Indication: Stop.

NOTE: A signal mast that has no number-plate or "P" marker is an interlocking signal.

A signal mast that has a number plate only is a Stop and Proceed signal.

A signal mast that has a number plate and a "P" marker is a POSITIVE ABS.

(17) DRGW TRACKAGE AT SALT LAKE CITY. All freight trains, switch and light locomotive movements, including interchange deliveries between UP North Yard and DRGW Roper yard will, unless otherwise provided, use the two running tracks between Grant Tower, 2nd South and Roper, 21st South. All movements in either direction on either track must be authorized by DRGW Yardmaster. The use of the 13th South crossover from running track to Westbound Passenger Main Track must be authorized by DRGW yardmaster.

Union Pacific crews before entering DRGW tracks at Roper Yard must contact West Tower Yardmaster and obtain track on which to yard delivery, and track for return movement.

ITEM 15. CONDUCTOR'S INSTRUCTIONS FOR WORK ORDER FEEDBACK:

- (1) At the beginning of a train crew's run or yard job tour of duty, the conductor or foreman is given a computer generated Work Order Document. The conductor or foreman must record certain information on this document (*ie., placement, pull times, exceptions to work indicated*) date when the report is completed and sign his/her name in full.

If a car or block is handled differently from the instruction indicated on the work order the exception must be noted on the document (*on the blank space below the printed detail line*).

- (2) If a pickup or set out (*either from station, industry or interchange*) is made without a computer generated work order (*as outlined in Item 1*) to cover the work performed, the conductor or foreman must record the moves on form 29363.
- (3) At locations where work orders are not used as described in Item 1 or a yard job has been designated to set out or pickup cars from industry or interchange, the document used (*ie., 'RO' list*) must be treated as a work order, that is, signed, dated and work performed noted by the conductor or foreman.

Handwritten switch lists (*where form 29363 is not available*) used in the same manner as outlined above must also be marked and signed.

- (4) When verbal instructions are received via telephone or radio the work performed must be recorded as shown in Item 2 (*Cars picked up without a work order*). If the proper form is not available the car movements can be recorded on the reverse side of the work order.
- (5) If an industry served by a train crew or yard job provides a switch list there are two alternatives the conductor or foreman has:
 - A. If the industry document can be retained the conductor or foreman must:
 - Note date and time each block of work is performed.
 - Note type of work performed (*ie., place, pull or switch to another spot*) by our crew; even if the work were previously noted on the document by the industry.
 - Note any exceptions to document under appropriate equipment ID.
 - Sign and date bottom of list.
 - B. If the industry will not release the list (*and retains the document for their own record keeping*) the conductor or foreman must:

ITEM 15. (CONTINUED)

• Copy all pertinent information from the document on form 29363 (*see Item 2*) or a handwritten list if the proper form is not available.

• Note date and time work was accomplished.

• Sign and date

- (6) All documents pertaining to car movement must be forwarded to a yard office enabling proper T.C.S. input to be made into the computer and support demurrage records in Customer Service Centers.

ITEM 16. NOTICE REQUIRED BY FEDERAL RAILROAD ADMINISTRATION:

NOTICE

TO ALL HOURS OF SERVICE EMPLOYEES

Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. If you refuse to take this test, the Company will initiate a disciplinary investigation against you.

If you take the test and it is positive for drugs, you may be subject to discipline under Rule G of General Code of Operating Rules, Maintenance of Way Rules or Safety, Radio and General Rules for all Employees which prohibits the illegal use of any drug, narcotic or controlled substance at any time, either on-duty or off-duty. You are expected to know those drugs, narcotics or controlled substances which are illegal to use.

If you take the urine test, because of its sensitivity, the test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment on the job from a positive urine test.

If you have used any drug off the job (other than a medication that you can prove that you possessed lawfully and that would not in any way adversely affect your alertness, coordination, reaction, response or safety on the job) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

You should be aware that the Company may initiate a disciplinary investigation if your urine or blood tests positive for illegal drugs, even if a blood sample shows that illegal drugs were used off-duty but not on-duty.

You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 C.F.R. Part 219, Subpart C).

A complete copy of this Federal Regulation is available for your review at any Division Superintendent's office.

ITEM 17. (CONTINUED)

RULE	NAME	ASPECT	ACS
245M	DIVERGING CLEAR MEDIUM		



SIGNAL RULES 245S-245W APPLY IN NON-SPEED
SIGNAL TERRITORY:

245S	DIVERGING APPROACH		
245T	DIVERGING CLEAR		
245U	APPROACH DIVERGING		
245V	APPROACH RESTRICTING		
245W	DIVERGING APPROACH DIVERGING		

INDICATION
Proceed on diverging route. Speed through turnout must not exceed 30 MPH.
Proceed on diverging route. Speed through turnout must not exceed 15 MPH.
Proceed on diverging route. Speed through turnout must not exceed 40 MPH. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays clear, advance approach or approach limited.
Proceed on diverging route prepared to stop at next signal. Speed through turnout and to next signal must not exceed 30 MPH.
Proceed on diverging route prepared to stop at next signal. Speed through turnout must not exceed 15 MPH. Speed to next signal must not exceed 30 MPH.
Proceed on diverging route prepared to stop at next signal. Prescribed speed through turnout. Trains exceeding 30 MPH must immediately reduce to that speed.
Proceed on diverging route. Prescribed speed through turnout.
Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
Proceed prepared to pass next signal at restricted speed.
Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal at prescribed speed through turnout.

ITEM 18. INDICATORS

INDICATOR RULES 247B AND 247E.

RULE	ASPECTS	NAME	INDICATION
247B	<p>HOLD INDICATOR</p>  <p>(TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED)</p> <p>ILLUMINATED</p>	Hold	Communicate with operator or dispatcher before proceeding.
247E	<p>SLIDE WARNING INDICATOR</p>  <p>(TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED)</p> <p>ILLUMINATED</p>	Slide warning	After stopping, proceed at restricted speed to next signal. Keep close lookout for rocks or other obstructions, broken, bent or damaged rail.

NOTES

ROADWAY SIGNS



TRACK WORKER

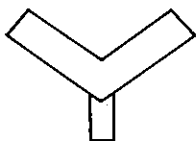


FOR CROSSINGS



FOR TUNNELS, ETC.

REQUIRED WHISTLE SIGNAL RULE 15(I).



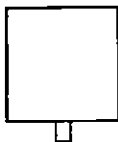
YARD LIMIT SIGN

PERMANENT
SPEED
RESTRICTION
SIGNPERMANENT
RESUME
SPEED
SIGN

STOP SIGN.



STOP SIGN.

YELLOW-RED FLAG
PROTECTING MEN
AND EQUIPMENT

YELLOW FLAG



RED FLAG



GREEN FLAG

COLOR CODES



CTC

ABS

ABS-TWC

TWC

TIMETABLE NO. 4

EXPLANATION OF CHARACTERS

- (A) —Automatic Interlocking.
 (B) —Radio Base Station.
 (B)-1 —Call-in System Dispatcher 1.
 (B)-2 —Call-in System Dispatcher 2.
 (V) —Wayside Radio Station.
 (D) —Draw Bridge.
 (G) —Gate — Normal Position
 Against Conflicting Route.
 G —Gate — Normal Position
 Against This Subdiv.
 (M) —Manual Interlocking.
 (S) —Stop Sign.
 T —Turning Facility.
 (X) —Railroad Crossing At Grade.
 (Y) —Yard Limits.
 (Z) —40 MPH Equilateral
 Turnout.
 (e) —40 MPH Precurved
 Turnout.
 n —Northward.
 s —Southward.
 e —Eastward.
 w —Westward.
 c —Center.
 I —Crossover Between Main
 Tracks — Dual Control
 Switches.
 X —Hand Operated Crossover.
 ● —Air Brake Rule 1101(A)6.
- (9) —Item 9 Special Instructions
 Applies.
 † —Applies Only Until Eng.
 Has Reached Resume
 Speed Sign.
 ‡ —Applies Only Until Eng.
 Has Passed Hand Operated
 Switches.
 (R) —Reduce/Resume Speed
 Signs at Other Than
 Prescribed Location.
 * —Detector Stations Equipped
 With Digital Display.
 # —Detector Stations Equipped
 With Radio Transmitted
 Verbal Defect Indicators.
 (D) —Detector Stations Equipped
 With Verbal and Visual
 Defect Indicators.
 @ —Remote Readout — Hot
 Box and Dragging
 Equipment Detector.
 \$ —Remote Readout — Hot
 Box Detector.
 % —Remote Readout —
 Dragging Equipment
 Detector.
 † —Bonded Controlled Siding

Capacity of sidings shown clearance point to clearance point.

Track diagrams and color codes are for general information only and are not to scale.

TABLE OF TRAIN SPEEDS

Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour
			1	6	54.5	1	21	44.4	1	35	37.9
0	45	80.0	1	7	53.7	1	22	43.9	1	40	36.0
0	48	75.0	1	8	52.9	1	23	43.4	1	45	34.3
0	50	72.0	1	10	51.4	1	24	42.9	1	50	32.7
0	52	69.2	1	11	50.7	1	25	42.4	1	55	31.3
0	54	66.6	1	12	50.0	1	26	41.9	2	0	30.0
0	56	64.2	1	13	49.3	1	27	41.4	2	5	28.8
0	58	62.0	1	14	48.6	1	28	40.9	2	10	27.7
1	0	60.0	1	15	48.0	1	29	40.4	2	15	26.7
1	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0

TIMETABLE NO. 4