

**ALL EMPLOYEES:  
SAFETY . . . QUALITY . . .  
100% RULES COMPLIANCE**

All of these can be enhanced by conducting a thorough Job Briefing.

**STEP I. PLANNING THE BRIEFING**

- A. Develop your own work plan by:
1. Studying the job print or work order.
  2. Checking the job location and work area.
  3. Breaking the job down into a step-by-step procedure.
  4. Determining your tool, equipment, and material requirements.
- B. Consider existing and potential hazards that might be involved as a result of:
1. Job and weather conditions.
  2. The nature of the work to be done.
  3. The job location.
  4. The tools, equipment, and material used.
  5. Equipment to be worked on.
  6. Traffic conditions.
- C. Consider how work assignments will be made:
1. Group assignments.
  2. Individual assignments.
  3. Abilities, experience, and classification of individuals.

**STEP II. CONDUCTING THE BRIEFING. BE SURE ALL EMPLOYEES ARE PRESENT WHEN BRIEFING BEGINS.**

- A. Show print to employees.
- B. Explain:
1. What is to be done.
  2. Why it is to be done.
  3. When it is to be done.
  4. Where it is to be done.
  5. How it is to be done.
  6. Who is to do it.
- C. Discuss the general plan of procedure to be followed.
- D. Discuss existing or potential hazards and ways to eliminate or protect against them.
- E. Make definite work assignments.
1. Make sure employees understand assignments.
  2. Ask questions of "how" and "why" type.
- F. If special tools, material, equipment, or methods are to be used, make sure employees know how to proceed.
- G. Issue all orders and instructions clearly and concisely; check to see that they are understood.

**STEP III. BRIEFING FOR SPECIAL CONDITIONS**

- A. Complex jobs.
1. Brief only a portion of the job.
  2. Give additional briefing as the job progresses.
- B. Changes in job conditions.
- When it becomes necessary to change plans and procedures as the job progresses, brief employees on these changes.

**STEP IV. FOLLOWING UP**

It is important that frequent checks be made as the job progresses to be sure that:

- A. Your plans are being followed and correct work methods are used.
- B. Each person is carrying out the assigned responsibilities.
- C. Any hidden hazards have been identified.

**ALL INJURIES  
ARE PREVENTABLE**



**UNION PACIFIC  
RAILROAD CO.**

**SYSTEM**

**TIMETABLE  
No. 7**

**Effective 12:01 a.m. Sunday,  
OCTOBER 29, 1989**

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

**MOUNTAIN STANDARD TIME WEST OF NORTH PLATTE,  
NE., HORACE, KS., OAKLEY, KS., AND TOYAH, TX.,  
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.**

- R. K. DAVIDSON, Executive Vice President — Operation.  
A. L. SHOENER, Vice President — Field Operations.  
M. F. KELLY, Vice President — Transportation Services.  
S. J. McLAUGHLIN, Vice President — Engineering Services.



Division	Safety Hot Line	Superintendent	Headquarters
<b>R. M. Chapman, General Superintendent</b>			
02 Midwest	992-1117	K. C. Packard	Kansas City, MO
03 Kansas City	992-3175	C. O. Malone	Kansas City, MO
04 Van Buren	992-1825	G. O. Everett	Van Buren, AR
05 Wichita	992-1800	R. L. Clarkson	Wichita, KS
06 Nebraska	271-3635	M. M. Connolly	Omaha, NE
07 North Platte	271-6706	T. E. Simon	North Platte, NE
12 Ft. Worth	878-4520	R. L. Short	Ft. Worth, TX
13 Texoma	878-4521	S. R. Searle	Ft. Worth, TX

Division	Safety Hot Line	Superintendent	Headquarters
<b>R. D. Naro, General Superintendent</b>			
01 St. Louis	992-2053*	D. K. Barnes	St. Louis, MO
09 Arkansas	992-1894	R. G. Lang	No. Little Rock, AR
10 No. Little Rock	373-2490	S. L. Hefley	No. Little Rock, AR
11 Red River	992-2173	B. D. Banion	Longview, TX
14 Palestine	992-2144	J. E. Dennis	Spring, TX
15 San Antonio	992-3025	F. A. Lopez	San Antonio, TX
16 Houston	992-1891	P. L. Tucker	Spring, TX
17 Louisiana	992-2303	P. N. Crabtree	Addis, LA

\*992-3101 former Illinois Division

Division	Safety Hot Line	Superintendent	Headquarters
<b>W. E. Wimmer, General Superintendent</b>			
08 Cheyenne	778-3513	D. D. Tholen	Cheyenne, WY
18 Green River	992-4994	W. T. Farr	Green River, WY
19 Idaho	992-4995	R. W. Butler	Pocatello, ID
20 Nampa	465-8285	C. E. O'Hara	Nampa, ID
21 Columbia River	922-3189	J. L. Riney	Portland, OR
22 Feather River	942-5263	J. E. Bridger	Stockton, CA
23 Utah	992-3155*	D. M. Wheeler	Salt Lake City, UT
24 California	992-2111	A. A. Chacon	Los Angeles, CA

\*992-3153 Milford to Las Vegas

**R. B. King, Assistant Vice President — Train Management**

Train Management	Area Superintendent
Central Area	— W. F. Sutton
Eastern Area	— R. W. Schreiber
Southern Area	— R. S. Blackburn
Western Area	— R. K. Bergholm

**Protect Your Back**

**When Lifting:**

1. Keep it close
2. Keep your upper body erect
3. Lift smoothly, don't jerk
4. Don't lift and twist

**NOTICE**

Before digging on right of way in close proximity to where fibre optic cable may be buried call 1-800-336-9193; CHEMTREC 1-800-424-9200.

Subdivisions	Page	Subdivisions	Page	Subdivisions	Page
A&S	32	Gay	105	Paris	50
Aberdeen	105	Georgetown	35	Payette	107
Albion	74	Glendale	91	Pea Ridge	5
Alexandria	16	Goshen	103	Pearson	97
Anaheim	91	Grace	101	Pilot Rock	107
Atchison	57	Grays Harbor	112	Pinckneyville	7
Atlas	58	Greeley	76-77	Pine Bluff	14
Austin	34-35	Greenville	27	Plainville	56
Avoyelles	20	Gurdon	13	Pleasant Valley	116
BMI	88	Hallam	67	Pocatello	100-101
Baird	32-33	Hardtner	53	Port Chicago	98
Bartlesville	47	Helena	9	Portland	111
Bastrop	15	Henderson	23	Provo	84
Baton Rouge	20	Heppner	112	Raft River	102
Baytown	41	Herington	53	Rawlins	81
Beatrice	71	Hidalgo	43	Reno	95
Beaumont	18-19	Hill Field	83	Rio Hondo	43
Bend	112	Hillsboro	31	Riparia	115
Bestwall	66	Hoisington	51	River	62
Bieber	97	Holland	97	Rock St.	11
Boise Cutoff	106	Homedale	106	Rowley	93
Bonham	28	Hot Springs	13	St. Anthony	103
Bonne Terre	5	Houston	38	St. Genevieve	8
Boulder	78	Hoxie	10	St. Joseph	56
Brownsville	42-43	Huntsville	41	Salina	57
Burr Oak	54	Hutchinson	54	Salt Lake	82-83
Butterfield	13	Huttig	15	San Antonio	39
Cache Valley	87	Idaho Northern	106	San Jose	99
Caliente	86-87	Iron Mountain	87	San Pedro	92
Canyon	96	JSW	7	Scoville	103
Cape Girardeau	8	Jamaica	3	Seadrift	43
Carlisle	11	Joppa	4	Seattle	110
Carondelet	5	Joseph	107	Sedalia	60-61
Carrizo Springs	35	Julesburg	76	Shawnee	24
Carthage	58	Kansas City	46	Shreveport	21
Cedar City	87	Kearney	69	Sidney	75
Cedar Rapids	74	La Grande	108-109	Sikeston	7
Chemurgic	99	Lake	93	Solomon	55
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Chicago	2-3	Laramie	78-79	Sparta	8
Choctaw	29	Laredo	44	Spokane	113
Church Point	19	Lawton	24	Springfield	59
Cima	88-89	Lenora	55	Stafford	53
Cissna Park	3	Lesperance	5	Stoddard	106
Clinton	59	Lexington	62	Stromsburg	71
Coeur d'Alene	113	Little Mountain	84	Sugarland	43
Coffeyville	48	Little Rock	12	Sunnyside	114
Concordia	55	Longview	23	Syracuse	83
Conda	101	Los Angeles	90-91	Tekoa	115
Condon	112	Loyalton	97	Tenark	11
Conway Springs	54	Lyndyl	85	Teton Valley	103
Corpus Christi	44	Maia	84	Texas	37
Council Bluffs	68-69	Manteca	99	Thibodeaux	16
Council Grove	50	Marblehead	93	Tidewater Southern	99
Crestmore	91	Marysville	66-67	Topeka	52
Crete	71	McPherson	52	Trigo	57
Crowley	19	Mead Lake	87	Trinity	41
Crystal City	35	Memphis	11	Tulsa	45
Cumberland	101	Midland Valley	45	Twin Falls	102
DK&S	10	Mission	43	Tyler	23
Dallas	22-23	Monroe	15	Umatilla	106
Dayton	114	Montana	105	Van Buren	49
Denton	27	Moscow	116	Victoria	43
Denver	77	Mosher	8	Wallace	116
De Soto	4-5	Nampa	104	Wallula	114
DFW	30	Nashville	13	Warren	14
Dozier	97	New Meadows	107	Weeping Water	65
Dry Valley	101	NO&LC	17	Webb City	58
Duncan	26	Norfolk	74	West Belt	103
East Belt	103	Norman	13	Western	28
Elkol	101	North Platte	76	Westville	3
Ellerbeck	93	North Side	102	Wichita	52
Enid	25	Oakland	98	Wilder	106
Evona	83	Oakley	102	Winnemucca	94-95
Exxon Industrial Spur	101	Ogden	83	WNW&NW	33
Falls City	65	Oklahoma	45	Woodland	97
Ft. Collins	78	Olympia	112	Wynne	9
Ft. Worth	36	Orange	19	Yakima	114
Freeport	42	Ord	74	Yellowstone	103
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Galveston	40	Pana	3		

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Radio Communication via Channel One Call-in Two. Exception: Yard Center Control Opr. Call-in Channel One.		Station Nos.	Sidings Feet	Maximum Speed MPH Between 81st St. and Gorham (Except as below) 81st St. to Dolton Jct. . . . .
Mile Post	STATIONS			
9.0	81ST STREET . . . . .	CPI10	Yd.	60
10.1	OAKDALE ⊗ CRL ⊕			30
16.7	DOLTON JCT ⊗ CSX, IHB ⊗	ZA-17		20
17.2	144th ST. . . . .	CPI16		
17.6	145th ST. . . . .	CPI17		
18.0	YARD CENTER ⊕	ZA-18	Yd.	50
18.1	SIBLEY BLVD. . . . .	CPI18		
19.4	159th ST. . . . .	CPI19		
19.8	162nd ST. . . . .	CPI20		
20.1	THORNTON JCT. ⊗ GTW ⊕ ⊕	ZA-20		
25.7	TWELFTH ST. . . . .	CPI26		
27.0	JAY ⊗ E&E ⊕	ZA-26		
27.8	CHICAGO HEIGHTS . . . . .	ZA-27	Yd.	50
49.7	PENCE ⊗ CR ⊕	ZA-49		
49.9	MOMENCE ⊕ -2	ZA-50		
60.1	ST. ANNE ⊗ KBS ⊕	ZA-60		
73.7	BEN. . . . .	CPI 74	I	
77.5	WATSEKA ⊗ TPW ⊕	ZA-77		
82.6	WOODLAND JCT. . . . .	CPI 83	T I	
94.0	GOODWINE . . . . .	ZB-92	10169	
108.0	ELLIS . . . . .	ZB-108	10426	
125.9	GLOVER ⊗ CR ⊕	ZB-126	8193	
135.6	BLOCK . . . . .	ZB-136	12123	
145.1	VILLA GROVE . . . . .	ZA-154	10553	
153.5	TUSCOLA ⊗ IC.CSX ⊕	ZB-153	9631	
169.1	CADWELL . . . . .	ZB-168	10015	
176.1	SULLIVAN ⊗ IC ⊕	ZB-176		
185.2	FINDLAY . . . . .	ZB-185	11473	
185.5	FINDLAY JCT . . . . .	CPI 185	T ⊕ -2	
199.8	CLARKSBURG . . . . .	ZC-200	10212	
218.9	ALTAMONT . . . . .	ZC-219	9731	
220.8	EAST ST. ELMO . . . . .			
	3.6 MILES VIA CR			
224.4	WEST ST. ELMO . . . . .			
235.7	ST. PETER . . . . .	ZC-236	7816	
242.7	KINMUNDY ⊗ IC ⊕	ZC-242		
252.1	SALEM . . . . .	ZA-252	14845	
254.1	⊗ CSX ⊕	⊕ -2	T	
263.3	KELL . . . . .	ZC-263	9151	
274.9	MT. VERNON . . . . .	ZC-276	7174	
276.2	⊗ NS, CSX ⊕			
279.0	INA . . . . .	CPI 279		
287.2	BENTON JCT. ⊗ IC ⊕	ZA-287	8184	
298.2	BENTON . . . . .	ZC-298		
301.8	⊗ BN ⊕	CPI 298		
306.1	BUSH . . . . .	ZC-302	10742	
314.9	GRIMSBY . . . . .	⊕ -2	Y	
335.5	GORHAM . . . . .	CD-3	5786	
339.1		C-93	Yd.	
	330.0			

Two main tracks between 81st Street and Woodland Jct. designated Northward and Southward tracks. Signal indication with current of traffic. ABS-signalled for movement on both tracks in both directions 81st Street to Yard Center. Movement will be made only on authority of control operator Yard Center who may authorize movement by signal indication. Trains or engines must not enter, foul or reenter after having cleared main track at hand operated switch without obtaining authority from control operator Yard Center.

Signal Indication with current of traffic, Rule 251 in effect between Yard Center and Southward absolute signal Ben.  
Trains moving against current of traffic between 81st St. and Ben must approach interlockings at 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.

Trains receiving a Stop indication at Signal 292 must communicate with control operator at Jay Tower before proceeding.

Rule 252 in effect between Ben and MP 30 both tracks. Control operator located Yard Center.

Southward trains originating Chicago area secure track warrant Yard Center.

Northward CSX and Soo Line trains secure UP track warrant at Danville.

Chicago Subdiv. trains secure track warrant Villa Grove and Salem.

Trains to and from Pinckneyville Subdiv. secure track warrant at Mt. Vernon.

Business Tracks	Sta. MP No.	Cissna Park Industrial Lead:
Thornton	21.7 ZA- 22	Goodwine to Cissna Park 5.9 Miles.
Steger	28.8 ZA- 29	Max. Speed 10 MPH. FRA Excepted.
Beecher X	35.8 ZA- 38	Claytonville . . . . . 94.2 ZF-94
Grant Park X	44.7 ZA- 45	Cissna Park . . . . . 97.9 ZF-98
Wichert	57.9 ZA- 58	Westville Branch: Villa Grove to Danville
Papineau X	64.2 ZA- 64	42.2 Miles. Yard Limits Villa Grove-
Martinton	67.7 ZA- 68	Westville Max. Speed 20 MPH
Pittwood	71.5 ZA- 72	Fairland . . . . . 161.9 ZD162
Coaler	79.6 ZA- 80	Zeigler #5 . . . . . 161.0 ZD161
Bryce	87.5 ZB- 88	Longview . . . . . 159.7 ZD160
Fountain Creek	96.1 ZB- 96	Broadlands . . . . . 155.7 ZD156
Reilly	103.4 ZB-103	Allerton . . . . . 152.6 ZD153
Dailey	116.5 ZB-117	Hastings . . . . . 150.1 ZD150
Royal	120.0 ZB-120	Sidell . . . . . 146.5 ZD146
Bongard	140.0 ZB-140	Indianola . . . . . 142.1 ZD142
Bourbon	159.4 ZB-159	Westville . . . . . 132.8 ZD132
Arthur	164.7 ZB-165	Danville . . . . . 122.7 ZD123
Chipps	173.1 ZB-173	Operation via CR 10.1 Miles Westville to
Findlay	185.2 ZB-185	Danville.
Shelbyville	193.9 ZC-194	Jamaica Industrial Lead: Sidell Jct. to
Mode	204.5 ZC-205	Jamaica 5.4 Miles. Max. Speed 10 MPH.
Moccasin	212.9 ZC-213	FRA Excepted.
St. Elmo	224.6 ZC-224	Jamaica . . . . . 150.9 ZE151
Parro	225.0 ZC-225	Salem Industrial Lead: Breaks out Salem
Bakerville	279.3 ZC-282	2.7 miles Max. Speed 10 MPH.
B. S. Mine #5	317.5 CD- 22	
Murphysboro	328.8 CD- 10	

Crew members must communicate with train dispatcher before operating time release at automatic interlocking CR crossing Glover.

Train Defect Detectors located on both tracks: ⊕ MP 32.2, ⊕ MP 55.5, ⊕ MP 75.7. Others: ⊕ MP 98.2, ⊕ MP 122.7, ⊕ MP 140.0, ⊕ MP 160.7, ⊕ MP 179.5, ⊕ MP 190.1, ⊕ MP 201.8, ⊕ MP 219.5, ⊕ MP 237.7, ⊕ MP 267.1, ⊕ MP 293.5 and ⊕ MP 321.0.

40 MPH dual control switch turnout: Findlay Jct., 15 MPH dual control switch turnouts: Dolton Jct., Thornton Jct., Pence and middle crossover Salem.

30 MPH Spring switch turnouts: South end sidings Glover, Tuscola, St. Peter, Kell.

Operation via Conrail between MP 220.8 and MP 224.4. Radio transmission established with CR train dispatcher by pushing radio transmit button four times.

### PANA SUBDIV.—ST. LOUIS DIV.

Maximum Speed: MPH	Radio communication via Channel One, call-in Two		Station Nos.	Sidings Feet
Findlay Jct.-Lenox (Except as below)	SOUTH	NORTH		
MP 205.1 — MP 205.4				
BN iron ore trains loaded or empty between Lenox and Walsh Jct. max. speed 40 MPH.				
Two main tracks designated east and west tracks between Vierling Jct. and Lenox.				
Northward trains departing St. Louis, Valley Jct., A&S and Madison secure track warrant before leaving Lenox.				
Southward BN trains secure UP track warrant at Toland.				
BUSINESS TRACKS				
Sohio . . . . . MP 188.8				
Westervelt . . . . . MP 191.8				
Rosamond . . . . . MP 209.4				
Nokomis . . . . . MP 218.2				
Witt . . . . . MP 222.9				
Irving . . . . . MP 227.4				
Taylor Springs . . . . . MP 234.4				
15 MPH dual control switch turnouts: BN Wye at Vierling Jct., crossover at Lenox MP 275.7.				
Train Defect Detectors located at ⊕ MP 198.5, ⊕ MP 219.2, ⊕ MP 241.5 and ⊕ MP 260.5.				
185.5	FINDLAY JCT. . . . .	⊕	ZB-186	
205.1	PAN. . . . .	CPI185	ZB-205	7748
213.5	OHLMAN . . . . .	↓	ZB-213	10473
232.1	HILLSBORO . . . . .	⊕ -2	ZB-232	11804
243.7	WALSH JCT. . . . .			
248.1	JOAN . . . . .	↓	ZB-243	9852
265.1	GARD . . . . .	↓	ZB-260	10540
	ILLINOIS DIVISION			
273.7	ST. LOUIS DIVISION			
273.7	VIERLING JCT . . . . .	⊕		
275.7	LENOX ⊕ . . . . .	⊕ -2		
	13.7 MILES VIA TRRA			
	21.2 MILES VIA A&S			
290.0	ST. LOUIS . . . . .	⊕ ⊕	MX-001	
	104.8			

Operation over CR-IC 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.



4 JOPPA BRANCH — ST. LOUIS DIVISION

Radio communication via Channel One		Station Nos.	Sidings Feet	Freeman Ind. Lead originates at Jenkins (5.0 Miles) Max. Speed . . . . . 10 MPH
Mile Post	SOUTH STATIONS NORTH			
298.2	BENTON JCT. . . . . CPI 298 Ⓞ-2	ZC-298		Operation on BN R.R. between Vienna Jct. and Metropolis 22.3 Miles.
305.0	WEST FRANKFORT . . . . . Ⓞ	ZC-305		
308.8	JENKINS . . . . .	ZC-309	3870	
316.4	MARION Ⓞ COE Ⓞ	ZC-317	2700	
324.0	NEILSON JCT. . . . .	ZC-324		
329.3	GOREVILLE . . . . . Ⓞ-2	ZC-329	2655	
339.7	VIENNA JCT. . . . .	ZC-340		
351.5	KARNAK Ⓞ NS Ⓞ	ZK-352	6840	
363.3	JOPPA . . . . .	ZK-363	Yd.	
66.0				

Yard Limits:		Business Tracks . . . . . MP	Sta. No.
Benton Jct. to MP 306.0		Freeman #4 . . . . . 313.3	ZC-313
Maximum Speed . . . . . MPH		Hudgens . . . . . 321.8	ZC-322
(Except as below) . . . . . 35		Chasco . . . . . 348.5	ZK-348
Between Mile Posts		Cook (on BN) . . . . .	ZK-367
324.2 and 324.5 . . . . . 20		Metropolis (on BN) . . . . .	ZK-370
334.6 and 334.8 . . . . . 20		TWC in effect MP 306.0 to MP 364.2.	
347.2 and 363.1 . . . . . 25			
363.1 and End of track MP 364.2 . . . . . 10			
Spring Switch Neilson Jct. . . . . 30			

DE SOTO SUBDIV. — ST. LOUIS DIVISION

Radio Communication via Channel Two, call-in One.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) Thru Grand Ave. Interlocking . . . . . 15 15 Thru Turnout Iron Mtn. Jct. Between Iron Mtn. Jct. and Davis St. Thru turnouts Davis Jct. . . . . 10 10
Mile Post	SOUTH STATIONS NORTH			
D0.5	ST. LOUIS . . . . . Ⓞ	MX-1		6.8 and 8.0 . . . . . 25 25
D2.3	GRAND AVE. Ⓞ	X-1		9.5 and 12.7 . . . . . 55 —
0.0	IRON MTN. JCT. Ⓞ	GH-11		17.4 and 21.3 . . . . . 50 —
6.4	BROADWAY JCT. . . . . T	X-8		21.3 and 33.0 . . . . . 55 —
6.8	DAVIS JCT. . . . . T	X-10		35.7 and 36.0 . . . . . 55 —
9.8	BARRACKS . . . . . CPD10	X-19	4836	41.5 and 42.8 . . . . . 30 30†
18.7	WICKES . . . . .	X-19	4836	42.8 and 45.7 . . . . . 55 —
26.5	RIVERSIDE . . . . . Ⓞ-1 T	X-26	4951	52.9 and 54.5 . . . . . 45 45
42.2	DE SOTO . . . . . Ⓞ-1 T	X-42	6367	54.5 and 70.3 . . . . . 55 —
51.0	BLACKWELL . . . . .	X-51	4477	70.3 and 71.1 . . . . . 45 45
57.0	CADET . . . . . Ⓞ-1 †	X-57	4635	71.1 and 75.3 . . . . . 55 —
60.9	MINERAL POINT . . . . .	X-61	4399	75.3 and 75.5 . . . . . 30 30†
75.3	BISMARCK . . . . . Ⓞ-1	X-75	5032	75.5 and 78.1 . . . . . 55 —
77.2	TIP TOP . . . . . CPD78	X-92	4248	97.2 . . . . . 45 45
91.8	ANNAPOLIS . . . . .	X-108	4557	98.0 and 98.4 . . . . . 55 —
107.9	GADS HILL . . . . . Ⓞ-1	X-120	4353	100.4 and 126.3 (Except as below) . . . . . 55 50
127.3	PIEDMONT . . . . .	X-127	6579	101.5 . . . . . 45 45
145.4	WILLIAMSVILLE . . . . . Ⓞ-1	X-146	4437	105.7 and 108.7 . . . . . 45 40
164.6	BLACK RIVER JCT. CPD164	X-164		109.3 . . . . . 45 45
165.5	POPLAR BLUFF . . . . . Ⓞ-1 T	X-166	Yd.	125.4 and 126.3 . . . . . 45 40
162.3				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
				145.6 and 145.7 . . . . . 30 25
				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 —
				DeSoto . . . . . 10 10
				Blackwell . . . . . 10 10
				Mineral Point . . . . . 10 10
				Tip Top . . . . . 10 10
				Annapolis . . . . . 10 10
				Loaded unit ore or ballast trains . . . . . — 35

See Special Instructions Item 20 for AMTK schedules.  
Equations: MP 95 to MP 97 = 1.3 mi.; MP 119 to MP 121 = 0.7 mi.; and MP 160 to MP 161 = 0.7 mi.

DE SOTO SUBDIV. — ST. LOUIS DIVISION 5

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Triangle Spur . . . . .	10.8	X-11	Chloride . . . . .	100.1	X-101
Hillcrest . . . . .	17.8	X-17	North Des Arc . . . . .	111.8	X-112
Pevely . . . . .	27.3	X-23	Leper . . . . .	133.1	X-133
Iron Mountain . . . . .	80.7	X-81	Mill Spring . . . . .	134.5	X-135
Middlebrook . . . . .	83.1	X-83	Wilby . . . . .	155.4	X-155
Glover . . . . .	97.8	X-99			

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

Two main tracks between Black River Jct. and Poplar Bluff.  
Trains originating 23rd St. and Lesperance St. secure track warrant before departing.  
Overhead clearance Southwest Avenue, MP 0.9 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.

Operation between Grand Ave. and Iron Mtn. Jct. 1.5 miles via BN RR. Rule 105 in effect. Maximum Speed 20 MPH. 10 MPH through turnout Grand Ave. 10 MPH through turnout Iron Mtn. Jct. Movements controlled by operator Gratiot Street.

On McArthur Bridge — Maximum speed 10 MPH.  
Dispatchers, yardmasters, Gratiot Street Opr., Gateway Opr., Road crews, maintenance of way, carmen and hostlers will monitor and use channel 1.

All St. Louis and Dupo Yard jobs will use channel 2 and will need to use channel 1 to communicate with the above when necessary.  
Manchester Ave. and Chippewa-Christy Lead — Stop and flag crossing.

Lesperance Branch: between Gratiot St. and Davis Jct. 6.8 miles. Yard limits entire branch. Maximum speed 20 MPH except 10 MPH on elevated track between 8th St. and Rutger St.

Stations: Gratiot St. MP 0.0Ⓞ, Poplar St. Jct. MP 0.5, Lesperance St. MP 1.1Ⓞ, Sta. No. X-3, Davis Jct. MP 6.8.

The south end of the crossover at Nagel Street, MP 6.1, is equipped with spring switch. Normal position is lined for crossover movement.

Bonne Terre Branch: Bismarck MP 126.1 to Bonne Terre MP 30.1, 16.6 miles. Yard Limits entire branch. Max. speed 10 MPH. Equation: MP 118.2 equals MP 38.8.

Stations:	MP	Sta. No.	Stations:	MP	Sta. No.
Bismarck . . . . .	126.0	X-75	Desloge . . . . .	35.6	MC-35
Derby Jct. . . . .	38.8	MB-36	Dolomite . . . . .	34.0	MC-34
Rivermines . . . . .	37.6	MC-38	McDowell Spur . . . . .	32.3	MC-32
Flat River . . . . .	37.1	MC-37	Bonne Terre . . . . .	31.1	MC-32

Monsanto Ind. lead 2.0 miles, originates at MP 32.0 Bonne Terre Branch (max. speed 5 MPH). Derailed on lead at MP 97.5

CARONDELET BRANCH — ST. LOUIS DIVISION

Mile Post	SOUTH STATIONS NORTH	Station Nos.	Notes
13.0	KIRK JCT. . . . . CPD13 Ⓞ	MX-12	Ⓞ Crestwood, MP 13.9 to MP 15.8 Maximum Speed 20 MPH. 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.
13.6	Ⓞ BN Ⓞ		
16.6	GRANT . . . . .	GH-4	
23.6	BROADWAY JCT. . . . . T	GH-11	
	10.6		

PEA RIDGE BRANCH — ST. LOUIS DIVISION

Yard Limits:		Radio Communication via Channel Two, call-in One.		Station Nos.
MP 57.8 to MP 59.0.	MP 83.0 to end of Track	Miles WEST STATIONS EAST		
Maximum Speed . . . . . MPH		57.7	CADET . . . . . Ⓞ-1 Ⓞ	X-57
(Except as below) . . . . . 30		58.6	NEW FOUNTAIN FARM . . . . .	XA-58
MP 60.0 - MP 62.0 . . . . . 10		72.4	INDIAN CREEK . . . . . Ⓞ-1	XA-72
MP 81.0 - MP 81.4 . . . . . 25		84.1	PEA RIDGE . . . . . Ⓞ	XA-84
MP 83.1 - MP 84.8 . . . . . 10		27.2		
Switch point derail installed main track MP 83.6.				
Movement within yard limits must be made at restricted speed and stop short of men and machines fouling track.				
Rule 10(D) not in effect.				



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 Ⓞ -1	CPD0	C-9	Valley Jct. Interlocking . . . . . 10
0.2	1.4	CPD0		Between Mile Posts 0.0 and 7.0 . . . . . 30
1.4	AIRPORT . . . . .	CPD1		Both legs wye Chester and South siding . . . . . 10
1.9	0.5			Ford . . . . . 10
1.9	PARKS . . . . .	CPD2 I	C-10	65.2 and 65.8 . . . . . 30
4.4	2.5			North leg wye . . . . . 10
4.4	NO. DUPO . . . . .	CPD4 Ⓞ I	C-13	Gorham . . . . . 10
	1.8			Chicago Subdiv. Conn. Gorham . . . . . 20
6.2	DUPO . . . . .	CPD6 Ⓞ -1 I	C-15	116.4 and 117.6 . . . . . 50
7.3	1.1			117.6 and 119.3 . . . . . 40
7.3	SOUTH DUPO . . . . .	CPD8 Ⓞ		119.3 and 119.5 . . . . . 30
9.4	1.9			189.3 and Dexter Jct. 25† Missouri Jct. and . . . . . 35
9.4	ICG . . . . .	CPD9 I		191.0 . . . . . 35
20.7	11.3			163.4 and 165.6 . . . . . 35
20.7	VAL. . . . .	CPD21 I	C-29	Do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if train averages over 100 tons per operative brake. Yd. Limits MP 0.0 to MP 6.3
33.8	13.1			Business Tracks MP Sta. No. Warnock 15.1 C - 24 Valmeyer Ⓞ 22.5 C - 31 Prairie du Rocher Ⓞ 41.7 C - 50 Raddle 77.0 C - 86 Powder Plant 98.6 C - 98 Wolf Lake 99.7 C - 107 Ware 104.0 C - 113 McClure 113.0 C - 122 Dudley 182.8 XD - 17 Bess 179.7 XD - 14 Fisk 176.1 XD - 11 Boeving 170.0 XD - 4
47.7	13.9			SSW southward trains originating Valley Jct. secure track warrant. UP southward trains departing A&S, Valley Jct. or Dupo secure track warrant. 40 MPH equilateral turnout: Menard Jct. 40 MPH dual control switch turnouts: Raddle Jct., Howardton, Jct., Halsey Jct. 15 MPH dual control switch turnouts: Valley Jct., Airport, south end Parks, No. Dupo, Dupo, South Dupo, Flinton — both ends yard, Chester — south end siding. Southward UP trains destined beyond Illmo secure SSW track warrant Dupo. Northward trains secure SSW track bulletins and track warrant at Poplar Bluff.
48.3	1.8			Equations: MP 123.7 equals SSW MP 3.1; MP SSW 50.1 equals MP 191.4.
49.5	2.5			
52.0	3.8			
55.8	5.2			
61.0	2.1			
62.8	2.1			
62.9	2.8			
64.4	2.8			
65.7	4.6			
67.0	2.1			
70.3	0.6			
72.4	3.4			
73.0	5.0			
76.4	2.8			
81.4	0.2			
83.8	0.2			
84.6	5.7			
84.8	4.5			
90.5	13.1			
95.0	7.6			
108.1	4.0			
115.7	3.0			
119.7	1.3			
122.7	45.6 via SSW			
123.7	2.2 to CHARLESTON JCT.			
192.6	1.0			
191.4	0.2			
190.3	11.4			
190.1	6.6			
178.7	6.6			
172.1	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.

Rule 252 in effect between Missouri Jct. and Charleston Jct. on west track only. Control operator is Chester Subdivision Dispatcher North Little Rock.

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 must obtain permission from both SSW and UP dispatcher before occupying East Main track between dual control switch Dexter Jct. and Charleston Jct.

Operation between Simbco-Illmo over SI&MB Co., between Illmo-Missouri Jct.—Dexter Jct. over SSW.

All radio communication for loaded and empty coal trains between MP 0 and MP 9.9 will be via Channel 2. Stations on SSW between Illmo and Dexter Jct.:

Sta. No.	SSW MP	Station	Sta. No.	SSW MP	Station
C-135	5.2	Ancell	C-157	29.7	Bell City
C-138	9.6	Quarry	C-159	32.2	Ardeola
D-074	16.1	Delta	C-162	35.0	Lozeta
C-149	21.4	Randles	C-164	37.0	Avert
C-151	23.7	Perkins	C-174	47.1	Paront
C-154	26.4	Mesler	C-175	48.8	Mo. Jct.
C-156	28.6	Heagy			

Train Defect Detectors located on both tracks: Ⓞ MP 28.0, Ⓞ MP 50.6, Ⓞ MP 111.7, Others: Ⓞ 69.5, Ⓞ MP 92.7, 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. — ST. LOUIS DIVISION

Radio communication via Channel Two, call-in Two.		Station Nos.	Sidings Feet
Mile Post	SOUTH STATIONS NORTH		
64.0	CHESTER . . . . .	Ⓞ T	C-70
72.0	8.0		
72.0	WELGE . . . . .		CA-10 4540
77.3	5.3		
77.3	STEELEVILLE . . . . .		CA-16 9007
79.4	2.1		
79.4	PERCY Ⓞ IC Ⓞ		CA-18
83.7	4.2		
83.7	NEW WILSON . . . . .		CA-23 5225
91.6	7.9		
91.6	PINCKNEYVILLE . . . . .		CA-31 8448
92.5	0.9		
92.5	Ⓞ IC Ⓞ -2		Yd.
95.5	2.7		
95.5	SHAKE RAG . . . . .		CA-34
102.7	7.4		
102.7	TAMAROA Ⓞ IC Ⓞ		CA-41
111.2	8.5		
111.2	SHELLER . . . . .		CA-49 Yd.
111.6	0.4		
111.6	Ⓞ IC Ⓞ		
115.0	2.8		
115.0	WALTONVILLE Ⓞ BN Ⓞ		CA-53
121.8	7.2		
121.8	JSW JCT. . . . .	Ⓞ	CA-60
124.9	3.1 Via JSW Branch		
124.9	MT. VERNON . . . . .	Ⓞ Ⓞ	ZC-276 Yd.
	60.9		

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. IC Jct. — MP99.1. Jct. Burning Star No. 2 Mine. 101.2 CA-38. ORIENT; (2.9 Miles). Originates at Scheller. IC Jct. 111.5. Ⓞ BN Ⓞ. 113.5. Orient Mine No. 6. 114.1 CA-52. JSW Industrial Lead: JSW Jct. to Old Ben 21 — 13.8 Miles. Max. Speed 20 MPH except MP 287.2-MP 290.5—10 MPH. Mt. Vernon MP 276.9 ZC-276, JSW Jct. MP 279.9. 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 — ST. LOUIS DIVISION

Radio Communication via Channel Two.		Station Nos.	Maximum Speed (Except as below) MPH
Mile Post	SOUTH STATIONS NORTH		
216.4	END OF TRACK . . . . .		35
211.4	5.0		
211.4	SIKESTON . . . . .		10
211.0	0.4		
211.0	Ⓞ BN Ⓞ		10
191.2	19.7		
191.2	DEXTER JCT. Ⓞ SSW Ⓞ -1		10
	25.2		

Business Tracks MP Sta. No. Miner . . . . . 214.5 XD-49 Morehouse . . . . . 205.4 XD-40 Essex . . . . . 195.6 XD-30 Hunterville . . . . . 198.7 XD-33



Yard Limits: Riverside-Crystal City		Mile Post	Radio Communication via Channel Two, Call-in One		Station Nos.
MPH			SOUTH STATIONS	NORTH	
Maximum Speed	10	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.
McClay Spur				6.2	MC-6
Ag-Nit Spur				8.0	MC-8

**Mosher Branch: Ste. Genevieve to Derby Jct.**  
35.2 miles. Yard Limits entire branch.  
Maximum Speed 10 MPH  
FRA Exempted.

Business Tracks	MP	Sta. No.
Mosher	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 — ST. LOUIS DIVISION**

Maximum Speed (Except as below)	MPH	Mile Post	Radio Communication via Channel Two, Call-in Two		Station Nos.	Sidings Feet
Between Mile Posts			SOUTH STATIONS	NORTH		
13.9 and 30.0	10	14.0	CENTRALIA		MI-14	
30.0 and MP 54.5	25	32.6	NASHVILLE	⊙ CSX ⊕	MI-34	
48.7	20	48.7	COULTERVILLE	⊕ IC ⊕	MI-49	
54.5 and 56.2	10	57.4	SPARTA	⊕ -2 ⊙	MI-58	Yd.
69.0 and 77.2	25	77.7	GAGE JCT.	CPD52		
80.2 and 83.0	10		2.8 MI. VIA CHESTER SUBDIV.			
Operation on IC North Sparta to South Sparta.						
Yard Limits: MP 56.6 to MP 59.0, and MP 78.4 to End of Track at Kellogg.						
Business Tracks						
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				
66.7						

TWC in effect between MP 77.7 and MP 59.0, and between MP 56.2 and MP 14.0.

**CAPE GIRARDEAU BRANCH — ST. LOUIS DIVISION**

Radio Communication via Channel One, call-in One.		Mile Post	Radio Communication via Channel Two, Call-in One		Station Nos.
MPH			SOUTH STATIONS	NORTH	
Maximum Speed (Except as below)	30	122.8	CAPEDEAU JCT.		C-132
Between Mile Posts	10	127.0	MARQUETTE		CF-4
		128.5	RUSH JCT.		CF-6
5.7					

Radio Communication and call in via Channel Two except Channel One between Paragould and Jonesboro Jct. and on Helena Ind. lead.		Mile Post	Radio Communication via Channel Two, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MP 235.3—MP 278.3 (Except as Below)	MPH
MPH			SOUTH STATIONS	NORTH				
		191.4	DEXTER JCT.	⊙ UP ⊕	⊕ -1	XD-26		
65.6 MILES VIA SSW								
ST. LOUIS DIVISION								
ARKANSAS DIVISION								
		219.9	PARAGOULD JCT.			C-245		
13.7 Miles via SSW								
		235.3	JONESBORO JCT.		CPY235	C-259		
		238.0	JONESBORO	⊙ BN ⊕	⊕ -2 ♯	C-262	8048	
		256.7	HARRISBURG			C-280	7759	
		278.0	NORTH WYNNE		CPY278			
		280.4	⊙ UP	⊙				
		281.0	WYNNE		⊕ -2 T ♯	C-304	6915	
		290.9	CALDWELL			C-314	7402	
		295.9	FORREST CITY	⊙ SSW ⊕		C-319		
		314.0	MARIANNA			C-337	6748	
		325.5	LEXA		⊕ -2 ♯	C-349	8792	
		326.5	HELENA JCT.		CPY326 T ⊕	C-351		
		339.5	LAKEVIEW			C-363	6900	
		368.7	SNOW LAKE		⊕ -2 ♯	C-392	6928	
		377.8	WHITE RIVER	⊕ ⊕				
		381.1	MEDINA			C-405		
		382.0	ARKANSAS RIVER	⊕				
		387.0	WATSON		⊕ -2 ♯	C-411	6969	
		406.8	NORTH McGEHEE		CPA407 ⊙			
		407.5	McGEHEE		⊙ ⊕ -2 T	C-432	Yd.	
188.2								

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Paragould	219.9	C-243	Colt.	286.2	C-310	Elaine	347.1	C-371
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
Vandale	274.3	C-298	Wabash	341.1	C-365	McArthur	402.5	C-426

Main track between MP 327.0 and MP 399.7 out of service. Trains will not operate over this territory without authority of either Division Superintendent or General Signal Supervisor.

Trains operating between Cypress Bend, MP 399.7 and Arkansas River Draw Bridge, MP 382.0, must stop and protect all crossings protected by flashers and flasher gates.

Normal position of main track switch Cypress Bend, MP 399.7, is lined and locked for the Cypress Bend-Potlatch Lead and can remain lined and locked for Cypress Bend Lead after use. Trains or engines must stop before passing through this switch when entering Cypress Bend Lead. Maximum speed through turnout 10 MPH.

Operation on SSW Between Jonesboro Jct and Dexter Jct.  
SSW Stations Dexter Jct. and Jonesboro Jct.:

Station	SSW MP	Sta. No.	Station	SSW MP	Sta. No.
Mo. Jct.	48.8	C-175	Greenway	78.8	C-215
Bernie	59.5	C-185	Rector	85.6	C-222
Airsucle	64.3	C-190	Jay	90.7	C-227
Maiden	67.7-57.9	C-191	Marmaduke	92.9	C-229
Campbell	64.4	C-194	Blythville Jct.	103.0	C-239
St. Francis	69.9	C-206	Brookland	115.7	C-250
Piggott	75.6	C-212	Farville	117.8	C-252

Train defect detectors located at ⊕MP 250.6, ⊕MP 268.5, ⊕MP 287.1, ⊕MP 309.9, ⊕MP 329.2, ⊕MP 350.9.

15 MPH dual control switch turnouts: Helena Jct., south end siding Lexa.

Trains operating over SSW between Paragould and Jonesboro Jct. must secure SSW track warrant at originating station.

Cypress Bend Ind. Lead: MP 399.7 to Potlatch 3.5 Miles. Max. Speed 5 MPH. Rule 105 in effect.

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-t2



10 HOXIE SUBDIV. — ARKANSAS, ST. LOUIS & N.L.R. DIVS.

Radio Communication via Channel One, call-in Two.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) . . . . .	MPH Psg. Frt.	
Mile Post	SOUTH STATIONS				NORTH STATIONS	75
165.5	POPLAR BLUFF . . . T-2	X-166	Yd.	165.3 and 165.6	30	30
165.6	0.1			172.1 and 172.9	70	—
165.9	4TH STREET . . . . . CPD165			179.2 and 179.3	65	—
165.9	HENDERSON . . . . . CPD166			184.9 and 185.1	65	—
167.5	SOUTH POPLAR . . . . .			191.6 and 192.9	50	40†
170.0	2.5			192.9 and 193.3	70	55
172.9	HARVIELL JCT. . . . . CPD172	X-173		224.3 and 227.8	50	50†
173.0	ST. LOUIS DIVISION			239.0	10	10
180.4	NEELYVILLE . . . . .	X-180	8302	258.0 and 263.9	50	50†
192.2	CORNING . . . . .	X-192	8359	263.9 and 265.0	35	35
199.0	KNOBEL . . . . .	X-199	9779	266.6 and 266.9	70	—
202.9	PEACH ORCHARD . . . . .	X-203	8167	281.1 and 288.6	40	40†
214.4	O'KEAN . . . . .	X-214	8204	292.1 and 292.7	60	—
223.6	MURTA JCT. . . . . CPY224	X-223		292.7 and 293.1	55	55
224.9	WALNUT RIDGE . . . . .	X-225		294.1 and 294.6	70	—
226.3	HOXIE BN . . . . .	X-226	8146	332.4 and 332.5	65	—
226.7	2.2			332.4 and 333.5	60	—
228.5	MINTURN JCT. . . . . CPY229	X-228		339.1 and 343.8	40	40
238.9	ALICIA . . . . .	X-239	8456	North Wye Bald Knob . . . . . 15 15		
251.8	TUCKERMAN . . . . .	X-252	8423	South Wye Bald Knob . . . . . 10 10		
258.1	CAMPBELL JCT. . . . . CPY258	X-258		Do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if train averages over 110 tons per operative brake.		
259.5	DIAZ JCT. . . . . CPY260	X-259		40 MPH dual control switch turnouts: Harviell Jct., Murta Jct., Minturn Jct., Glaise Jct.		
261.5	NEWPORT . . . . .	X-262	Yd.	15 MPH dual control switch turnouts: 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. wye conn. N. Little Rock — East departure lead, 3 switches north end receiving yard, main track crossovers at crest.		
262.6	NORTH BRIDGE JCT. . . . .	X-264		Business		
263.9	WHITE RIVER . . . . .	X-265		Tracks		
264.1	SOUTH BRIDGE JCT. . . . .	X-265		Delaplaine		
264.5	5.2			Olyphant		
269.7	JIFFY . . . . .	X-269		Judsonia		
274.3	GLAISE JCT. . . . . CPY274	X-275		Higginson		
278.1	BRADFORD . . . . .	X-278	9964	McRae		
286.7	RUSSELL JCT. . . . . CPY286	X-286		Beebe		
288.4	BALD KNOB . . . . .	X-288	14580	Ward		
289.7	JUD . . . . .	X-289		Cabot		
296.4	KENSETT . . . . .	X-296		Valentine		
298.4	HIG . . . . .	X-298		Jacksonville Ind. Lead: 2.8 miles. Rule 105 in effect. Max. Speed 10 MPH originates at Jacksonville: Jacksonville - LRAFB.		
306.5	MACK . . . . .	X-306		DK&S Branch: 5.5 miles between Kensett, Doniphan and Searcy. Yard Limits entire branch. Max. Speed 20 MPH, except 10 MPH on curves.		
319.2	WACROSS . . . . . CPY319	X-320				
330.7	JAX . . . . .	X-331				
332.1	JACKSONVILLE . . . . .	X-332				
339.2	ARKANSAS DIVISION					
339.3	N. LITTLE ROCK DIV.					
340.5	N. END YARD . . . . . CPX339					
342.0	4.2					
343.6	N. LITTLE ROCK . . . . .	X-344	Yd.			

See Special Instructions Item 20 for AMTK schedules.

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. & Glaise Jct., Russell Jct. & N. Little Rock.

Train Defect Detectors located at MP 188.6, MP 207.6, MP 232.5, MP 255.3, MP 283.4, on both tracks; MP 304.0 and MP 322.8.

MEMPHIS SUBDIV. — ARKANSAS DIVISION 11

Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (except as below) . . . . .	MPH
Mile Post	WEST STATIONS				
380.7	MEMPHIS (Sargent Yd.)	XG-93	Yd.	298.2 and 298.6	30
380.6	0.1			298.6 and 299.1	40
378.4	KC JCT. NS G			331.8 and 334.8	40
378.2	2.4			334.8 and 336.1	50
378.2	TEXAS ST. ICG			345.5 and 346.4	50
378.1	0.1			375.2 and 378.1	25
377.9	KENTUCKY ST.			ICCG — Forest	
376.5	1.6			Yard on NS Main	
375.8	HARAHAN . . . . .			Tracks	
375.8	0.7			Kentucky St. — ICG	
375.2	BRIDGE JCT. BN	XG-88		ICCG — Old Aulon	
375.2	0.6			Tower on CSX Track	
375.2	BRIARK . . . . .	XG-87		ICG Southwest Wye at Iowa Avenue	
370.0	5.2			ICG West Jct. via Y and MV Track	
370.0	PRESLEY JCT. BN	XG-82		Trains originating Memphis secure track warrant prior to passing Kentucky St.	
361.5	8.5			Business	
348.3	CRAWFORDSVILLE . . . . .	XG-74	9903	Tracks	
348.3	13.2			Rio Vista	
348.3	SMITHDALE . . . . .	XG-60	7659	Patterson	
348.3	15.9			McCrary	
332.4	WYNNE UP	C-304	8655	Hamlin	
320.0	1.1			Levesque	
318.9	SSW	XG-31	8197	Earle	
318.9	1.1			Gavin	
300.0	18.9			W. Memphis	
300.0	NEW AUGUSTA . . . . .	XG-12	6279	Ind. Ld.	
298.5	1.5				
288.4	WHITE RIVER				
287.9	10.6				
287.9	BALD				
287.9	1.1				
287.9	KNOB . . . . .	X-288			
92.8					

Movement of trains and engines between Sargent Yard and CPY 378 must be made at restricted speed and only on authority of operator Kentucky St.

Yard Limits: MP 376.5 to MP 380.7  
Two main tracks designated North and South Tracks between Briark and CPY 378.

15 MPH turnouts: Wye conn Bald Knob.  
Gate protecting NS RR crossing MP 380.6 may be left lined as last used.

Train Defect 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.

NORTH LITTLE ROCK DIVISION

N. Little Rock — ABS West Departure lead from Signal 3404 to Hoxie Subdiv. main track at North end yard.  
N. Little Rock — West departure lead Max. Speed 30 MPH.  
Radio Communication Via Channel 2.

Carlisle Branch:  
North Little Rock to Carlisle 32.6 miles. Yard Limits entire branch.  
Maximum speed 10 MPH — FRA Excepted track.

Stations:	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

Stations:	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.



Radio communication via Channel One, call-in One.				Maximum Speed	MPH
Radio Communication at Texarkana and N. Little Rock via Channel 2.				Psg. Frt.	75 60
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	
343.6	N. LITTLE ROCK	TX	X-344	Yd.	40 40
345.1	HILL	CPX343			40 40
345.3	ARK. RIVER	CPX345			60 50
345.6	L. ROCK AMTK STA.	CPX346	X-346		70 50
345.9	LR JCT.	CPX347			70 50
347.2	ENSIGN	CPX352	X-352		70 50
351.7	N. LITTLE ROCK DIV.				70 50
358.8	RED RIVER DIVISION				70 50
358.9	ALEXANDER	CPA359	X-359		70 50
364.1	BAUXITE JCT.	-1	X-364	5412	70 50
368.3	SHERIDAN JCT.		X-368		70 50
370.2	SALINE JCT.	CPA370	X-370		70 50
373.3	HASKELL		X-373	11147	70 50
377.3	TRASKWOOD		X-377	6044	70 50
384.6	GIFFORD		X-385	6295	70 50
388.7	MALVERN	T-1	X-389		70 50
392.2	ABCO		X-390	9207	70 50
399.6	DONALDSON		X-400	6210	70 50
405.6	WITHERSPOON		X-406	6329	70 50
411.0	ARKADELPHIA	-1	X-411	8616	70 50
422.3	CURTIS JCT.	CPA422	X-422		70 50
426.3	GURDON	-1	X-426	Yd.	70 50
429.3	BEIRNE JCT.	CPA429	X-429		70 50
437.6	BOUGHTON		X-438	8273	70 50
442.4	PRESCOTT		X-442	9081	70 50
449.6	EMMET		X-450	6437	70 50
457.7	HOPE	KRR	X-458	s5739	70 50
463.0	GUERNSEY		X-463	6160	70 50
470.3	FULTON		X-471	9476	70 50
478.2	HOMAN		X-478	8871	70 50
480.4	CLEAR LAKE JCT.	CPA481	X-481		70 50
488.7	TEXARKANA	CPR489	X-491	Yd.	70 50
490.2					70 50

See Special Instructions Item 20 for AMTK schedules.  
 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.  
 40 MPH equilateral turnouts: Saline Jct. and Clear Lake Jct.  
 15 MPH dual control switch turnouts: 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 and Vinegar Spur Pulaski Ind. Lead; Bauxite — Siding switches; Benton — Switch to Benton Yard; Gurdon — Gurdon subdiv. conn. Texarkana — East lead.  
 N. Little Rock — Departure lead Max. Speed 30 MPH.  
 N. Little Rock — ABS Departure Lead from Signal 3435 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.  
 Train Defect Detectors located: @MP 358.6 (both tracks), @MP 373.9, @MP 395.3, @MP 415.5, @MP 431.9, @MP 452.9 and @MP 475.5

Radio communication via Channel One.				Maximum Speed	MPH
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	
422.3	MOUNTAIN PINE	T	XH-90		25
410.4	HOT SPRINGS	OT	XH-77	Yd.	10
407.7	MP JCT.		XH-74		25
393.9	BUTTERFIELD		XH-59	Yd.	20
388.7	MALVERN	T-1	X-389	Yd.	20

Switchback at MP Jct. to Mountain Pine.  
 Yard Limits: MP 390.2 to Malvern and MP 408.0 to MP 412.0.  
 Special Instructions, Item 9, applies Hot Springs 7:00 p.m. until 7:00 a.m.

Business Tracks	MP	Sta. Nos.
Sutco	407.4	XH-75
Lake Catherine	404.1	XH-71
Strator	402.6	XH-69
Ark. Aluminum	402.4	XH-69
Pirelli Cable	401.7	XH-68
Rolling Mill	399.6	XH-64
Jones Mill	398.1	XH-64

NORMAN BRANCH — RED RIVER DIVISION

Radio Communication via Channel One				Maximum Speed	10 MPH
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	
479.2	BIRDS MILL		XL-52		10 MPH
473.5	GLENWOOD		XL-47		10 MPH
465.3	AMITY		XL-39		10 MPH
454.0	GRAYSONIA		XL-28		10 MPH
446.5	PIKE CITY JCT.		XL-20		10 MPH
441.0	OKOLONA		XL-15		10 MPH
426.3	GURDON	-1	X-426		10 MPH

NASHVILLE BRANCH — RED RIVER DIVISION

Radio Communication via Channel One				Maximum Speed	MPH
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	
493.1	PERKINS		XJ-36		30
483.1	NASHVILLE	GN&A	XJ-26		10
457.5	HOPE	-1	X-458		10

GURDON BRANCH — RED RIVER DIVISION

Radio communication via Channel One.				Maximum Speed	MPH
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	
426.3	GURDON	-1	X426	Yd.	30
459.8	CAMDEN	-1	E-33		20
460.8	SSW				20
463.1	CULLENDALE		E-37		20
474.5	LOUANN		E-48	6321	20
487.5	MONSANTO		E-61	3222	20
492.2	EL DORADO		E-66	Yd.	20
497.0	END OF TRACK				20

Yard Limits: Gurdon 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.



14 PINE BLUFF SUBDIV. — N. LITTLE ROCK & ARKANSAS DIVS.

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH LR Jct. — MP 371.3 (Except as below) .. 50 Between Mile Posts LR Jct. and 346.1 .. 35 346.1 and 346.3 .. 30 346.3 and 349.3 .. 35 MP 371.3 — MP 447.2 (Except as below) .. 60 427.5 and 428.3 .. 35 <sup>+</sup> 446.2 and 447.8 .. 20
	SOUTH	NORTH			
343.6	N. LITTLE ROCK	IX T	X-344	Yd.	
347.2	3.3				
343.9	LR JCT.	CPX348			
347.3	BIDDLE		XZ-000	7554	
	6.8				
353.0	<b>N. LITTLE ROCK DIVISION</b>				
	<b>ARKANSAS DIVISION</b>				
354.1	HIGGINS		K-9	8912	
364.5	HENSLEY		K-19	8260	
370.5	WHITE BLUFF	CPA369	⊕-2	K-25	
387.6	CP387				
388.6	CP388				
390.9	PINE BLUFF	⊕-2	K-43	10289	
409.6	GRADY		K-64	9784	
426.0		CPA426			
431.0	PICKENS		K-86	9403	
446.5		CPA446			
447.2	McGEHEE	⊕-2T	C-432	Yd.	
	106.6				

Operation N. Little Rock and LR Jct. on Little Rock Subdiv.

Two main tracks between CPA 387 and CPA 388 designated east track and west track, jointly used by UP and SSW.

Pine Bluff ⊕ in effect 10:00 p.m. until 6:00 a.m.

White Bluff Ind. Lead Max. Speed 10 MPH.

15 MPH dual control switch turnouts: White Bluff; South end old siding and Soltz Machinery Pine Bluff.

Train Defect Detectors located at ⊕MP 373.2, ⊕MP 398.3 and ⊕MP 421.0.

Equation: MP 447.2 = MP 408.1.

WARREN BRANCH — ARKANSAS DIVISION

Operation by General Order. Rule 99 (4) in effect. Yard Limits: MP 442.0 to MP 447.3; MP 460.3 to end of track. Maximum Speed .. 10 MPH Except MP 422.3 to MP 425.0 .. 5 MPH Note — Trains and engines move over crossing, MP 445.7 when protected by crew member.		Radio Communication via Channel One.		Station Nos.
Mile Post	SOUTH	NORTH		
422.6	DERMOTT		⊕	C-439
	22.6			
445.3	MONTICELLO	⊕ AD&N	⊕	KC-29
	16.1			
461.4	WARREN		⊕	KC-45
	38.7			

Business Tracks MP No. Killin .. 442.5 KC-28

MONROE SUBDIV. — ARKANSAS & LOUISIANA DIVS. 15

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH 408.1 and 531.6 (Except as below) Between Mile Posts 408.4 and 409.2 .. 60 414.5 and 416.6 .. 35 449.4 and 449.6 .. 50 455.2 and 455.6 .. 50 473.1 and 474.0 .. 25 <sup>+</sup> 480.9 and 481.0 .. 25 <sup>+</sup> 486.3 and 498.9 .. 50 498.9 and 504.3 .. 30
	SOUTH	NORTH			
408.1	McGEHEE	⊕-2 T	C-432	Yd.	
409.6	7.5	CPA410			
415.6	DERMOTT		C-439		
	6.3				
422.0	HUDSPETH		C-446	8947	
	18.0				
440.1	SUNSHINE		C-464	8980	
460.8	BONITA		C-484	9135	
	20.1				
481.0	COLLINSTON	⊕-2	C-505	9137	
	10.7				
491.8	SWARTZ	CPA498	C-515	8884	
498.6	9.2				
501.0	HUTTIG JCT.	CPA501 T	C-524		
	0.1				
501.1	⊕ MSRC	⊕			
	1.8				
502.9	MONROE	⊕-2	C-525	13804	
	13.7				
516.6	BOSCO		C-540	9371	
	11.6				
528.2	OUACHITA RIVER	⊕			
	6.7				
535.1	GRAYSON	⊕-2	C-558	9166	
	13.6				
548.7	OLLA		C-572	7941	
	12.8				
561.6	GEORGETOWN	⊕-2	C-585	8020	
	15.3				
576.9	ANTONIA		C-601	9534	
	14.2				
591.4	<b>ARKANSAS DIVISION</b>				
	<b>LOUISIANA DIVISION</b>				
592.6	TIOGA	⊕ L&A	C-616	7370	
	2.5				
595.1	⊕ L&A	⊕			
	1.4				
596.5	RED RIVER	⊕			
	0.1				
596.6	RED RIVER JCT.	CPL596	C-620		
	1.1				
597.8	TEXMO JCT.	⊕ CPL196	TB-196		
	3.7				
192.1	ALEXANDRIA	⊕	C-625	Yd.	
	190.8				

Equations: MP 447.2 = MP 408.1  
MP 597.8 = MP 195.7

Train Defect Detectors located at, ⊕MP 438.1, ⊕MP 469.2, ⊕MP 485.0, ⊕MP 525.8, ⊕MP 545.9, ⊕MP 569.3 and ⊕MP 586.9.

Business Tracks	MP	Sta. No.	MP	Sta. No.
Montrose	432.1	C-456	531.4	C-561
E. Ashley	435.6	C-459	546.9	C-570
Portland	436.4	C-460	552.8	C-576
Parkdale	445.0	C-469	574.5	C-599
Bayou	446.3	C-470	577.9	C-602
Wilmot	449.3	C-473	⊕-2 586.9	C-611
Muller	454.0	C-477	592.5	C-618
McGinty	454.1	C-478		
Jones	457.2	C-481		
Galion	467.2	C-491		
Mer Rouge	473.5	C-497		
Hancock	489.3	C-513		
Erc	508.3	C-532		
Riverton	526.2	C-550		
Columbia	530.5	C-554		

Bastrop Ind. Lead Collinston to MP 551.7 8.8 miles.  
Rule 105 in effect.  
Bastrop ⊕ ALM ⊕ 553.6 .. E-127  
Maximum speed 20 MPH except  
MP 551.7 to MP 553.3 .. 10 MPH  
MP 560.2 over crossing .. 10 MPH

HUTTIG BRANCH — ARKANSAS DIVISION

Yard Limits: entire branch. Maximum Speed (Except as below) .. 10 MPH Inside IMC Plant		Radio Communication via Channel One.		Station Nos.
Mile Post	SOUTH	NORTH		
527.2	HUTTIG		⊕	F-3
	26.5			
553.7	OUACHITA RIVER	⊕	⊕	
	0.2			
554.0	STERLINGTON		⊕	F-30
	14.4			
568.1	⊕ A&LM	⊕		
	0.5			
568.6	HUTTIG JCT.	⊕	CPA501	⊕
	0.4			
	MONROE		T ⊕-2	C-525
	41.4			



16 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				
				195.8 and 190.4	20
				179.2 and 178.4	45
				Meeker Siding	10
192.1	ALEXANDRIA	Ⓢ T	C-625	Yd.	35
	1.7			170.9 and 170.3	35
190.4	WILLOW GLEN	CPL190	TB190	163.3 and 162.5	40
	13.4			Bunkie Siding	10
177.0	MEEKER	?	TB177	10954	30
	13.9			128.8 and 128.1	30
163.1	BUNKIE	Ⓢ-2 T	TB163	10691	30
	11.1			118.9 and 117.6	40
152.0	MORROWS	?	TB153	9026	35
	13.5			102.5 and 101.0	35
138.5	PALMETTO	?	TB139	11853	25
	11.1			95.3 and 94.9	25
128.4	MELVILLE	Ⓢ-2	TB129		20
	13.5			91.4 and 84.0	20
114.9	Ⓢ UP	CPL115		White Castle Siding	10
	2.5			75.5 and 75.0	20
112.4	LIVONIA		TB114	11526	40
	10.6	CPL113		66.0 and 64.0	40
101.8	GROSSE TETE		TB102	12338	20
	6.8			Donaldsonville Siding	25
95.0	MORLEY	Ⓢ	TB95		40
	4.9	CPL91		20.9 and 20.8	40
91.3	ADDIS	CPL87	TB90	E14427	40
	4.6	CPL86		16.6 and 16.4	40
85.7	PLAQUEMINE		TB85	W20277	20
	9.6	CPL81		13.8 and 10.2	20
81.0	WHITE CASTLE		TB75	7251	20
	8.0			Drill extension Wills to Waggaman	20
67.8	McCALL	?	TB68	8061	20
	3.1	Ⓢ-2		Thru city limits:	
64.7	DONALDSONVILLE	T	TB65	11068	6
	11.6			Westwego	6
53.1	ST. JAMES	?	TB52	8480	6
	13.1			Gretna	6
40.0	JOHNSON	?	TB40	11816	
	11.5	CPL31		Yard limits: MP 190.4 to MP 195.8 and MP 13.8 to MP 0.0.	
30.9	TAFT		TB28		
	7.7	CPL27		Business Tracks	MP
28.5	AMA JCT.	CPL21	TB20		Sta. No.
	1.5			Chambers	184.0
19.3	FARMERS	CPL19	TB19	MFC Spur	182.8
	2.2			Red Barn	185
17.2	SELLERS	CPL17	TB17		
	0.6			Chem. Co.	169.8
16.5	CYANAMID	Ⓢ SP	TB16		160
	2.6	CPL16		LeMoyen	148.7
13.9	WILLS	CPL14	TB13		145.1
	2.5			Rosa	145.1
11.4	AVONDALE	Ⓢ	C-806		120.9
	1.2			McKneely	120.9
10.2	W. BRIDGE JCT.	Ⓢ SP	TB10		119.1
	7.5	Ⓢ T		Fordoche	119.1
7.5	WESTWEGO	Ⓢ	C-809		
	5.5			Marrineaux	
4.3	HARVEY	Ⓢ	C-813		114.0
	2.6			Spur	114.0
2.6	GRETNA	Ⓢ	C-814		109.3
	1.0			Maringouin	109.3
				Lynch Spur	96.0
				Sid Richardson	89.3
				Copolymer	89.2
				Dow	88.8
				Dover	84.2
				Allemania	81.3
				Georgia Pacific	81.3
				Hercules	81.3
				Central Farmers	62.5
				Ampro	62.3
				Triad	62.3
				Melamine Chem.	62.3
				Gulf	61.0
				Vacherie	46.3
				Armant	46.2
				Columbia	35.8
				Edgard	35.0
				LP&L Spur	30.0
				Hahnville	25.0
				Dufre.ne.	23.3
				Monsanto	21.4
				Ama	19.3
				Farmers Export	19.2
				Service Foundry	14.0

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

Thibodaux Branch: McCall to Westfield 9.0 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. 15 MPH dual control switch turnouts: Willow Glen; crossover and conn. to Beaumont Subdiv. Livonia; North yard lead Addis; crossovers Farmers, Sellers and Wills. 40 MPH dual control switch turnout: Ama Jct.

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.

Operation W. Bridge Jct. to E. Bridge Jct. to Cotton Whse Yard via New Orleans Public Belt RR. NOPB Rules and Special Instructions apply. For operation over Mississippi River Bridge, when helper engine is placed at rear of train behind caboose, not more than two operating units nor more than 4,000 operative horsepower will be used and 1050 amps of power must not be exceeded. All employes on caboose must ride on helper units during entire movement. When helper engine is placed at rear of train without caboose, not more than 6,000 operative horsepower will be used and the power limitation of 1050 amps does not apply.

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

Operation between Wills and Gouldsboro governed by instructions yardmaster Avondale. Train Defect Detectors located at Ⓢ MP 168.1, Ⓢ MP 134.1, Ⓢ MP 108.2, Ⓢ MP 83.5, Ⓢ MP 61.1, Ⓢ 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.

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

LAKE CHARLES SUBDIV. — LOUISIANA DIVISION 17

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				
				601.2 and 602.5	35
				603.6 and 634.4	30
				634.5 and 636.0	25
				649.8 and 651.4	35
				Elder Siding	15
				658.6 and MP Wye	10
				Wye Track	
				Kinder	10
				661.2 and 690.1	25
				690.1 and 693.2	20
				Wharves & Apron Docks	5
				Do not exceed 40 MPH if train averages over 90 tons per operative brake. Do not exceed 35 MPH if train averages over 100 tons per operative brake.	
				Equation: MP 190.4 = MP 602.3	
				95.0	

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
Glanmora	623.6	C-647	Fenton	669.4	C-694	Manchester	688.0	C-712
Van-Ply	638.1	C-662	Woodlawn	675.0	C-700	Harbor	690.0	C-713
McNary	622.6	C-646						

Between MP 603.2 and MP 601.0 all movements will be governed by instructions of yardmaster, Alexandria.

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 Ⓢ

25 MPH turnouts both ends of sidings: Bringhurst 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.

Train Defect Detectors: Ⓢ MP 625.2 and Ⓢ MP 648.7.

NOLC BRANCH — LOUISIANA DIVISION

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Yard limits entire Branch	
				Maximum Speed (Except as below)	MPH
1.0	GOULDSBORO		Y-1		
	8.2				
9.2	BELLE CHASSE		Y-10		
	14.8				
24.0	END OF TRACK	Ⓢ			
	23.0				

Radio Communication with Avondale Yard via Channel Two. FRA Excepted track. Crews must communicate with each other to avoid meeting between stations.

Business Tracks	MP	Sta. No.
Chevron Chem.	12.0	Y-12
Alliance	21.4	Y-21
Myrtle Grove	22.2	Y-26
Lift Bridge: Algiers Canal	6.5	Ⓢ



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

Trains secure track warrant - DeQuincy unless otherwise 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 CPH 456 and Tower 74 — UP rules, timetable and Special Instructions apply.

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

Maximum Speed MPH  
Anchorage to MP 453.7 50  
(Except as below)  
Anchorage and MP 641.2 20

South Leg Wye Anchorage 5  
Between Mile Posts  
621.0 to 621.2 30  
619.8 and 619.9 30  
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  
MP 453.7 to Settegast Jct. 60  
(Except as below)  
453.7 and 449.7 55  
445.8 and 445.5 50  
Hull, Mobil Oil Racks 5  
395.2 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

10 MPH dual control switch turnouts: Livonia — conn. to Alexandria Sub.  
15 MPH dual control switch turnouts: Krotz Springs; Lawtell; Basile; Beaumont — all switches except East and West Switches; Elizabeth.

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.

Equation: MP 507.2 = MP 720.3 MP 766.8 = MP 460.4  
Train Defect Detectors located at ① MP 402.6, ② MP 422.5, ③ MP 444.6, ④ MP 529.9, ⑤ MP 563.7 and ⑥ MP 596.1.

Mile Post	Radio communication via Channel One, Call in Two		Station Nos.	Sidings Feet
	WEST	EAST		
643.9	ANCHORAGE	UP ST	B-644	
631.5	ERWINVILLE		B-631	
621.1	LIVONIA	UP	TB-114	
610.8	ATCHAFALAYA RIV.			
609.4	KROTZ SPRINGS		B-610	4359
597.6	PORT BARRE		B-597	9009
590.7	OPELOUSAS		B-590	
590.2	SP			
590.1	UP			
584.2	LAWTELL		B-584	4379
572.0	POWELL		B-572	8438
570.3	EUNICE		B-570	
559.5	BASILE		B-559	4729
545.2	KINDER		B-544	
544.5	HUB			
544.4	K.D. SIDING		B-543	8300
532.3	REEVES		B-532	7601
515.3	GORDON		B-515	5616
508.7	KCS			
508.4	DEQUINCY		B-508	8386
507.3	CS JUNCTION		B-507	
720.3	HELME		B-504	4881
723.6	LUCAS		B-499	4907
728.4	STARKE		B-492	7996
735.2	RULIFF		B-487	4890
740.6	MAURICEVILLE		B-477	10371
750.2	VIDOR		B-467	13359
760.4	SP JCT.			
764.9	NECHES RIVER			
765.9	SP-ATSF			
766.0	GCL JCT.			
766.6	SP-KCS-ATSF			
460.4	BEAUMONT		B-461	Yd.
459.1	TOWER 74			
456.6	ELIZABETH		B-455	7976
456.6	AMELIA		B-450	10278
455.1	GRAYBURG		B-441	8773
451.1	HULL		B-427	8094
449.7	MARTHA		B-409	4664
441.3	HUFFMAN		B-398	8262
427.2	DYERSDALE JCT.		B-385	
409.0	SETTEGAST JCT.		B-382	
398.8	GULF COAST JCT.		A-229	
385.4				
381.6				
378.0				

TIMETABLE NO. 7

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.  
Max Speed GCL Jct. to CS Jct. MPH  
Except: Loaded unit coal, grain and soda ash trains 35  
(Except as below) 40  
Between MP 718.5 and MP 720.3 20  
On Green Island Industry Track, MP 726.8 5  
Siding Starks 10  
Siding Mauriceville 10  
Siding Vidor 20  
Between MP 757.0 and MP 764.9 30  
Between MP 764.9 and MP 766.6 Yard Speed  
Between MP 765.8 and MP 766.1 15 Eng. Only  
Through turnouts and crossovers, and on all tracks other than the main track 10  
Sidings Helme and Ruliff okay for storage cars only.

NECHES RIVER BRIDGE, MP 765.9: This drawbridge is designated as a manual interlocking controlled by KCS control operator Beaumont.  
Track cars will proceed over this bridge only after receiving verbal permission from the control operator and PROCEED indication of signal governing movement.  
Yard Limits — Indicated by Yard limit signs:  
MP 764.9 to GCL Jct.  
Business Tracks MP  
Alton Box Co. 721.2  
Green Island 726.8  
Lemonville 748.1  
Korf 764.9

Location of Train Defect Detectors:  
① MP 726.0  
② MP 743.4  
③ MP 764.9 — also equipped with oversize load detector  
④ MP 766.4 (Both main tracks.)  
Equipped with only an oversize load feature. This alarm is a 30 seconds continuous dial tone type signal. When this alarm is sounded, train involved must be stopped as quickly as possible without an emergency application of the air brakes and a walking inspection made. The alarm transmits on KCS, SP & UP channels.

This detector is equipped with an approach lit integrity light on top of the equipment box. Should this light not light upon the approach of a train, then a roll-by ground inspection of the train must be made before proceeding over the Neches River bridge.

ORANGE BRANCH — LOUISIANA DIVISION

Mile Post	Radio communication via Channel Two, Call-in Two.		Station Nos.	Yard Limits Entire Branch Maximum Speed (Except as below) MPH
	SOUTH	NORTH		
477.7	MAURICEVILLE		B-477	20 MP 477.0 to MP 478.4 10 MP 487.9 to MP 490.5 10
482.9	PEVETO		BE-482	Doc Brown : Dupont Industrial Lead 10 Dupont Industrial Lead East Conn. 10 Firestone Ind. Lead 10
486.9	SP			Business Tracks MP Sta. No. Bancroft 485.0 BE-485 Kilowatt 486.5 BE-486
488.0	DOC BROWN		BE-488	
490.5	ORANGE		BE-490	
				12.9

CROWLEY IND. LEAD — LOUISIANA DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Maximum Speed (except as below) MPH
	SOUTH	NORTH		
570.3	EUNICE		B-570	20 MP 570.3 MP 571.3 10 MP 590.6 End of track 10
577.9	MOWATA		BD-578	Rule 105 in effect. FRA excepted track. Crowley-Mill Row Lead ① SP ②
592.0	CROWLEY		BD-592	Business Tracks MP Sta. No. Gulf States 575.5 BD-575 American Cyanamid 577.7 BD-577
				21.7

CHURCH POINT IND. LEAD — LOUISIANA DIVISION

Mile Post	Radio Communication via Channel One, Call-in-Two		Station Nos.	Sidings Feet	Rule 105 in effect FRA Excepted track Maximum Speed MPH
	SOUTH	NORTH			
0.0	BUNKIE		TB-163		10
3.6	EOLA		TL-4		10
8.8	ST. LANDRY		TL-9	470	
20.0	VILLE PLATTE		TL-20	1927	
26.7	LEDoux		TL-27	705	
36.0	OPELOUSAS		B-590	611	
36.2	END OF TRACK				
					10 Business Tracks MP Sta. No. Cleco 9.5 TL-10 Tate Cove 15.4 TL-16 Lithcote 21.5 TL-21

TIMETABLE NO. 7



**20 AVOYELLES BRANCH — LOUISIANA DIV.**

Maximum Speed MPH (Except as below)	MPH	Radio Communication via Channel One, Call-in Two, except Addis Terminal, Channel Two				Station Nos.	Sidings Feet
		Mile Post	SOUTH	STATIONS	NORTH		
Loaded unit coal, grain and soda ash trains	35						
Over Morganza Spillway, MP 747 and MP 748	25						
City Limits—Morganza	25†	735.9	▼	LETTSWORTH 6.7	▲	TD-58	2002
City Limits—New Roads	25†	742.6	▼	BATCHELOR 8.3	▲	TD-51	4163
All L&A tracks other than main tracks, through turnouts and crossovers	10	750.9	▼	MORGANZA 10.0	▲	TD-42	1480
Bridge 767.7	20	760.9	▼	NEW ROADS 7.4	▲	TD-33	3768
Lobdell Jct. — West Jct. (Conn. with UP Baton Rouge Subdiv.)	20	768.3	▼	GLYNN 11.6	▲	TD-25	
MP 11.8 — MP 11.9	10	779.9	▼	LOBDELL 0.8	▲	TD-13	7741
MP 11.8 — MP 0.0	20	780.7	▼	LOBDELL JCT. 0.9	▲	TD-12	
Business Tracks	MP Sta. No.	11.9	▼	BR JCT. 1.5	▲	TD-10	
La Cour	745.0 TD-48	10.4	▼	ANCHORAGE JCT. ⊕ UP ⊕	▲	TD-9	
Morrison	755.5 TD-38	7.8	▼	PORT ALLEN	▲	TD-8	
Cajun Elec. Power	762.6 TD-30	6.5	▼	CANAL ⊕	▲	TD-6	
La. Elec. Coop	766.4 TD-26	0.0	▼	ADDIS	▲	⊕-2	Yd.
Smithfield	774.4 TD-19						
Avoyelles Parish Coop	2.0 TD-2						
				57.0			

Operation over L&A Ry. between Lettsworth and Lobdell Jct. (L&A Baton Rouge Subdivision).

Train movements between Lettsworth and Lobdell Jct. will be handled by L&A train dispatcher. Be governed by UP timetable, General Code of Operating Rules and Special Instructions, Item 14(c) and following:

General Orders will be issued jointly by the UP and L&A Superintendents.

Southward trains leaving L&A main track at Lobdell Jct. will report clear to L&A train dispatcher.

Mile post locations Lettsworth to Lobdell Jct. inclusive are L&A (Baton Rouge Subdiv.) mileages.

Sidings Lettsworth, Batchelor and Glenn, and Houstrack New Roads — North switch to loading dock, out of service.

Normal position of hand operated switch at BR Jct. will be for movement through connection to North Baton Rouge (via UP Baton Rouge Branch).

Yard Limits: MP 778.5 to Addis.

CTC between Lobdell Jct. and West Jct. (UP Baton Rouge Branch.)

DTC in effect between Lettsworth and Lobdell Jct.

Train Defect Detectors: ⊕ ⊕ MP 737.2; ⊕ MP 755.9 and ⊕ ⊕ MP 776.3.

Approach signal for southward movement to Lobdell Jct. located 4,000 feet north of Lobdell Jct. is non-operative; between this signal and the absolute signal at Lobdell Jct., southward trains and engines will not exceed 20 MPH or slower if necessary prepared to stop before reaching the absolute signal.

Between sunset and sunrise, crossings at Rickey St., Poydras Ave., Highway 30 and 90 bypass, New Roads, must not be obstructed by an engine or car in switch movement until a member of the crew displaying lighted red fusee protects movement on the ground at the crossing. A lighted red fusee must be left displayed during the time the crossing is obstructed.

**BATON ROUGE BRANCH — LOUISIANA DIV.**

Business Tracks	MP	Sta. No.	Radio Communication via Channel One, Call-in Two except Addis Terminal, Channel Two				Station Nos.	Sidings Feet
			Mile Post	SOUTH	STATIONS	NORTH		
Baton Rouge	649.0	B-649						
Baton Rouge Port	7.4	B-649	648.0	▼	NO. BATON ROUGE	▲	B-647	
Maximum Speed (Except as below)	10		785.5	▼	MP JCT.	▲	B-646	
Tracks other than main tracks, all turnouts and crossovers	5		784.8	▼	EAST JCT.	▲	B-645	
			781.6	▼	WEST JCT.	▲	TD-11	
			11.9	▼	BR. JCT.	▲	TD-10	
					5.4			

Operation over L&A. Railway between BR Jct. and MP Jct.

Yard limits BR Jct. to MP Jct.

CTC East Jct. to West Jct. — Control Operator at Baton Rouge.

Operation over IC R.R.MP Jct. (IC MP 362) and No. Baton Rouge (IC MP 367).

Rule 93 in effect. Be governed by UP timetable and General Code of Operating Rules except:

1. Timetable direction MP Jct. to No. Baton Rouge is south. No scheduled trains.

2. ABS in effect MP 362 — MP 367. CTC in effect MP 362 — MP 363.5.

All movements must be made per Rule 93.

3. Before entering IC main track ascertain from Control Operator location of track and speed restrictions.

Train Defect Detectors: MP 782.3 and MP 784.8.

(Dragging equipment detectors only — when activated will emit continuous high pitch tone on UP frequency — train must stop immediately and walking inspection made.)

**SHREVEPORT SUBDIV. — RED RIVER & LOUISIANA DIVS. 21**

Mile Post	WEST	Radio Communication via Channel Two, Call-in One		Station Nos.	Sidings Feet	Yard Limits:
		STATIONS	EAST			
192.1	▼	ALEXANDRIA	▲	TB-195	Yd.	MP 190.4 to MP 195.8
		3.6				MP 320.0 to MP 324.5
195.7	▼	TEXMO JCT. ⊕ CPL 196 ⊕	▲	TB-196		MP 346.5 to MP 351.4
		7.9				Maximum Speed MPH
						(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
						West leg of Wye between Hollywood Yard and Hollywood Jct. ... 10
						Between Marshall and Lucas do not exceed 45 MPH if freight train averages over 80 tons per operative brake — 40 MPH if train averages over 90 tons per operative brake — 35 MPH if train averages over 100 tons per operative brake.
						Business Tracks MP No.
						Red River
						Ind. Ld. ... 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
						Powhatan ... 258.8 TB258
						Gahagan ... 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
						Greenwood ... 326.4 TB325
195.8		LOUISIANA DIVISION				
203.7	▼	RAPIDES	▲	TB-204	4096	
		22.3				
225.2	▼	FERN	▲	TB-225	4136	
		10.6				
235.8	▼	CYPRESS	▲	TB-236	5298	
		10.2				
246.0	▼	CANE	▲	TB-246	4133	
		1.5				
247.5	▼	NATCHITOCHE. ⊕-1	▲	TB-247		
		18.2				
265.7	▼	LAKE END	▲	TB-265	2572	
		20.3				
286.0	▼	WESTDALE	▲	TB-286	8427	
		22.6				
308.6	▼	LUCAS	▲	TB-308	4439	
		3.7				
311.7	▼	⊕ KCS	▲			
		2.2				
313.9	▼	⊕ SP	▲			
		1.1				
315.0	▼	CUTOFF JCT.	▲	TB-315	Yd.	
		0.6				
315.6	▼	HOLLYWOOD JCT.	▲	TB-316	Yd.	
		0.3				
1.5	▼	HOLLYWOOD YD. ⊕-IT	▲	TS-316		
322.3	▼	REISOR	▲	TB-321	13348	
		0.2				
322.5	▼	WASKOM	▲	TB-331	3324	
		20.6				
343.1	▼	SCOTTSTVILLE	▲	TB-342	4065	
		6.4				
349.5	▼	LOUISIANA	▲		7600	
		1.5				
350.3	▼	⊕ CPR 351	▲			
		0.6				
351.0	▼	MARSHALL	▲	⊕-1	TP-67	Yd.
		0.4				
351.4	▼	MARSHALL JCT. CPR 66 ⊕ T	▲			
		156.9				

Louisiana Division jurisdiction Texmo Jct. to Alexandria.

Westward trains must secure permission from Dallas Subdivision Dispatcher before passing east switch at Louisiana regardless of signal indication.

All trains contact train dispatcher before using business track at Rodemacher.

All trains secure permission from Reisor yardmaster before entering yard limits between MP 320.0 and MP 324.5.

Movements of trains and engines within yard limits Alexandria will be governed by instructions of yardmaster.

Train Defect Detectors: ⊕ MP 337.0, ⊕ MP 292.0, ⊕ MP 268.6, ⊕ MP 242.6 and ⊕ MP 216.8.

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. 20 MPH turnout, Hollywood Jct.

Bayou Pierre lead — MP 0.0 to MP 3, 20 MPH; MP 3 to MP 6, 10 MPH.







Radio Communication via Channel Five				Rule 10(D) not in effect	
Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed (Except as below) MPH
295.5	HOWE		ME295	1000	299.6 and 300.1 10
301.8	6.3 WISTER BN		ME302	3125	365.0 and 366.4 20
335.6	33.8 WILBURTON		ME335	3273	397.1 and 398.3 10
340.0	4.4 LIMESTONE		ME340	7558	410.7 20
366.4	26.4 MCALESTER UP		MK564		482.5 20
377.4	11.0 HAYWOOD		MO377	3845	484.0 and 485.6 10
386.5	9.1 STUART		MO387	4080	485.6 and 496.4 20
410.7	24.2 HOLDENVILLE BN		MO411	Yd.	512.0 and 513.6 10
425.0	11.3 LIMA		MO425	5635	
477.8	22.8 ATSF JCT.				DO NOT EXCEED 5 MPH on all auxiliary tracks, turnouts and sidings except: Shawnee 10
448.9	1.1 SHAWNEE		MO449	6200	Business Tracks MP No.
457.0	8.1 DALE		MO457	4588	Red Oak 322.3 ME322
482.5	25.5 BN				Panola 330.0 ME330
485.6	3.1 HARTER		MO486	Yd.	Hartshorne 351.5 ME351
486.5	0.9 BN				Alderson 360.8 ME361
486.8	0.3 BN				Hilltop 391.1 MO391
494.5	7.7 COUNCIL		MO495	987	Calvin 397.2 MG216
501.0	6.4 YUKON		MO501	2678	Nu Metals 417.4 MO417
512.3	11.4 BELT JCT.				Wewoka 418.7 MO419
513.6	1.3 EL RENO		HM402	Yd.	Brick 422.0 MO422
	218.1				Seminole 431.2 MO431
					Tracy 435.8 MO436
					Harrah 466.1 MO466
					Huey 467.3 MO467
					Choctaw 472.6 MO473
					Goodner 481.5 MO482
					Midwest 484.1 MO483
					OG&E 496.0 MO496
					Lacey 498.0 MO498
					Cimarron 503.4 MO503
					Banner 607.7 MO507
					Yard Limits: MP 323.1 — MP 325.1, MP 360.0 — MP 370.0; MP 481.0 — MP 496.4.
					Exception to Rule 104(B): McAlester — Main Track switch (MP 366.6) must be left lined and locked for movement from Main Track to north leg of Wye when not otherwise in use.

Equations: MP 352 to MP 354 = 1.6 miles. MP 491 to MP 492 = 1.4 miles.

Howe — Movements over public crossing MP 295.5 must be preceded by a crew member to provide warning.

Shawnee — Use only one unit while switching except Shawnee Mill track.

Shawnee — All tracks serving Shawnee Mill from Bell Street west have close clearance and will not clear a man on sides or top of cars.

Shawnee — No. 3 Yard Track is designated as siding. West siding switch located at MP 449.8; east siding switch located at MP 448.5.

Industrial and Yard Track Restrictions Account of Bridge: Bethany Line (Oklahoma City) 190,000 Lbs.

El Reno — All tracks between MP 400.8 (Enid Sub) and Belt Jct. (MP 512.3) and Pacific Jct. (MP 403.6 Enid Sub) are yard tracks.

LAWTON BRANCH — TEXOMA DIVISION

Radio Communication via Channel Five				Maximum speed MPH	
Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	(Except as below)
0.0	CHICKASHA	T	HM436	Yd.	25
9.3	9.3 VERDEN		HN009	2100	Between Mile Posts —
17.8	8.7 ANADARKO		HN018	Yd.	0.0 and 1.0 10
33.0	15.5 APACHE		HN033	2593	17.7 and 17.9 10
42.2	9.3 RICHARDS SPUR		HN042	2286	23.3 and 36.5 10
53.1	10.9 LAWTON		HN053	1259	42.1 and 54.6 10
53.3	0.2 BN				Thru sidings and turnouts 5
54.6	1.3 END OF TRACK				Rule 10(D) not in effect.
	54.6				Business Tracks MP No.
					Ft. Sill 492.5 HN050
					Yard Limits: MP 0.0 — MP 2.0; MP 41.2 — MP 54.6.

Radio Communications via Channel Five				Rule 10(D) not in effect	
Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum speed (Except as below) MPH
241.8	WICHITA		H186	Yd.	241.8 and 243.7 10
242.0	0.2 UP				245.4 and 247.0 10
243.7	1.7 NORTH JCT.				339.5 and 342.0 10
245.4	1.7 SOUTH JCT.				370.4 and 370.5 25
249.6	4.2 MIDLAND		KX043	7200	400.0 and 402.7 20
251.0	WICHITA DIVISION				402.7 and 403.3 10
	TEXOMA DIVISION				414.1 and 414.2 25
266.4	RIVERDALE		NL121	6100	417.9 and 418.0 25
273.8	7.4 WELLINGTON		HM274	3900	435.4 and 437.0 20
294.5	20.7 CALDWELL		HM295	5780	Auxiliary tracks, sidings and thru turnouts (Except as below) 5
302.6	8.1 RENFROW		HM303	4589	Midland 10
311.6	9.0 ATSF				Caldwell 10
318.5	6.9 JEFFERSON		HM319	6228	Minco 10
330.7	12.2 KREMLIN		HM331	4640	Chickasha 10
339.5	8.8 NORTH ENID		HM340	6044	Business Tracks MP No.
340.5	1.0 BN				Coop 270.8 HM271
341.8	1.3 ENID		HM342	8095	Perth 283.0 HM283
366.5	24.7 JACKS		HM367	4342	Corbin 287.0 HM287
388.4	21.9 OKARCHE		HM388	5178	Medford 311.8 HM312
396.1	7.7 CONCHO		HM396	7302	Orin 314.6 HM315
400.9	4.8 UP				Pond Creek 322.2 HM322
402.5	1.6 EL RENO		HM402	Yd.	Cyanamid 322.3 HM323
403.6	1.1 PACIFIC JCT.				Great Lakes Carbon 333.4 HM333
418.0	14.4 MINCO		HM418	8010	Waukomis 349.5 HM350
435.6	17.6 BN				Bison 355.4 HM355
436.3	0.7 CHICKASHA		HM436	6650	Hennessey 361.4 HM361
	194.5				Dover 370.4 HM370
					Dolese 371.9 HM372
					Kingfisher 378.6 HM379
					Armour 380.5 HM380
					Jensen Spur 405.4 HM405
					Oklahoma Brick 409.7 HM410
					Union City 412.3 HM412
					Pocasset 426.0 HM426
					Rule 10(D) not in effect.
					Yard Limits: MP 239.0 — MP 251.0; MP 338.0 — MP 345.0; MP 400.0 — MP 404.5 and MP 434.0 — MP 438.0.

Wichita:

Between North Jct. and South Jct., trains and engines will be governed by the Wichita Union Terminal Special Rules and Regulations, which provide:

"Between interlocking North Jct. and interlocking South Jct. the two west tracks are main tracks signalled in both directions. Trains and engines using these main tracks will be governed by interlocking and block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

Interlocking signals at North Jct. and South Jct. controlled by Santa Fe Train Dispatcher located at Newton, Kansas.

Freight cars must not be handled on tracks adjacent to train sheds.

Except as provided above, crews on trains and engines operating over tracks of the Wichita Union Terminal Railway Company will be governed by rules and regulations of their respective company."

Restrictions on Auxiliary Tracks:

Kingfisher — Open pit north end No. 3 Track Wolfe Ready Mix Plant.

El Reno — Evergreen Mill private industry scales are not equipped with dead rail. Engines are not permitted on these scales.

Equation: MP 277 to MP 279 = 1.3 miles.

Rule 312(3) Exceptions:

ATSF Crossing (MP 311.6)—Trains and engines stopped by Stop indication at absolute signal governing movement over crossing must not proceed until way is seen to be clear on conflicting routes and a Proceed signal is given by crew member located at the crossing.

El Reno-UP Crossing (MP 400.9)—When train or engine is stopped by Stop indication at a signal governing movement over crossing, a crew member must go to the crossing and if no train or engine is on conflicting route and signals on conflicting route indicate Stop, train or engine may proceed on hand signal from crew member located at the crossing. If signals on conflicting route do not indicate Stop, flag protection per Rule 99 must be provided on conflicting routes.



Radio communication via Channel Five			Station Nos.	Sidings Feet	Rule 10(D) not in effect		
Mile Post	SOUTH STATIONS	NORTH			Maximum speed (Except as below) MPH	Between Mile Posts	
436.3	CHICKASHA	T	HM436	6650	435.4 and 437.0	20†	
456.0	RUSH SPRINGS		HM456	6316	437.0 and 499.5	40	
475.5	DUNCAN		HM476	Yd.	499.5 and 500.6	25	
481.2	SUNRAY		HM481	6682	500.6 and 509.0	40	
500.1	WAURIKA		HM500	5800	543.2 and 543.8	25	
510.7	RYAN		HM511	6297	563.0 and 564.0	25†	
535.5	STONEBURG		HM536	4878	564.0 and 584.5	40	
543.4	BOWIE BN		HM544	4585	584.5 and 584.8	25†	
<b>TEXOMA DIVISION</b>					586.6 and 586.6	40	
<b>FT. WORTH DIVISION</b>					590.4 and 593.1	30	
561.0	CHICO		HM563	4608	593.1 and 608.9	25	
569.6	BRIDGEPORT		HM570	4585	608.9 and 611.9	20	
599.2	HICKS		HM599	5301	611.9 and Tower 55	10	
604.7	SAGINAW	ATSF	HM605		Auxiliary tracks, sidings and turnouts (Except as below)	5	
609.6	TOWER 60	SSW BN			Chickasha	10	
611.4	PEACH		HM611	Yd.	Hicks	10	
611.9	PURINA JCT.				Purina Jct.	10	
757.1	TOWER 55				Business Tracks	Sta. No.	
176.6					Marlow	465.6	HM466
Rule 10(D) not in effect					Comanche	485.5	HM485
Rule 10(D) not in effect					Addington	493.8	HM494
Rule 10(D) not in effect					Ringgold	524.4	HM524
Rule 10(D) not in effect					Cities Service	561.4	HM561
Rule 10(D) not in effect					Lone Star	564.0	HM564
Rule 10(D) not in effect					Vulcan	565.1	HM565
Rule 10(D) not in effect					Perch Hill	565.2	HM566
Rule 10(D) not in effect					TXI Stonespur	565.5	HM565
Rule 10(D) not in effect					Paradise	575.6	HM575
Rule 10(D) not in effect					Boyd	584.5	HM585
Rule 10(D) not in effect					Newark	591.6	HM592
Rule 10(D) not in effect					Texas Electric	597.6	HM598

ABS between MP 596.7 and MP 608.9

Yard Limits: MP 434.0 — MP 438.0; MP 561.0 — MP 567.5; MP 596.7 — BN (17th St.)

Train Defect Detector at MP 506.0; MP 581.3.

Walters Ind. Lead: Waurika to Walters MP 513.5 Sta. No. HN072 24.0 Miles. Max. Speed 10 MPH. Rule 105 in effect. Bus. Track: Temple MP 521.8-HN079

Double Track between MP 610.2 and BN Crossing (17th St.), train dispatcher instructions will authorize movement on northward track or southward track against the current of traffic. Main Track switch at north end of Double Track (MP 610.2) may be left lined as needed. Race Track switch north end Peach (MP 611.0) may be left lined as needed.

Manual Interlocking between 6th Street Jct. (MP 612.4), Purina Jct. (MP 611.9) and Dalwor Jct. (MP 612.2). Do not exceed 10 MPH within these limits.

Between 6th St. Jct. (MP 612.4) and Purina Jct. (MP 611.9), and between Dalwor Jct. (MP 612.2) and Purina Jct. (MP 611.9), hand-operated switches must not be fouled or operated by hand unless governing signal displays Proceed indication or authority is obtained from the Control Operator.

**Restrictions on Auxiliary Tracks:**

Ryan — Unloading spout on elevator track will not clear man on east side of car.

Do not use more than one unit in movements beyond 4000 feet from Main Track switch on Texas Electric Spur, MP 597.5.

Peach — Engines must not be operated over scales on Purina Elevator Tracks 1 and 3.

Radio Communication via Channel Five			Station Nos.	Sidings Feet	Rule 10(D) not in effect.	
Mile Post	SOUTH STATIONS	NORTH			Maximum speed (Except as below) MPH	Between Mile Posts
658.1	DALLAS JCT.				658.3 and 662.0	10
659.8	SHERMAN JCT.				662.0 and 712.0	25
661.4	SP				688.1 and 688.3	30†
668.7	PENLAND		MT668	5885	712.0 and 714.0	20†
674.3	BELLS UP		MT674		729.5 and 732.1	25†
688.1	TRENTON		MT688	4927	736.8 and 741.3	20†
701.3	CELESTE	ATSF	MT707		745.5 and 765.5	25
<b>TEXOMA DIVISION</b>					765.5 and 766.8	10
<b>FT. WORTH DIVISION</b>					Garland — Do not exceed 5 MPH on the Safeway Lead Track and on North or South Wye tracks at the TOFC Ramp.	
714.3	GREENVILLE	SSW	MT714		Dallas — Do not exceed 5 MPH on any track except Main Track and No. 1, No. 2 and No. 3 yard tracks.	
715.6	MELTON		MT715	6116	Business Tracks	Sta. No.
728.7	ROCKWALL		MT738	4937	Penland	668.7
750.0	ELLIS		MT750	4649	Whitewright	681.3
750.8	GARLAND	ATSF	MT751		Caddo Mills	721.6
761.4	ATKINS		MT761	4915	Royse City	730.3
766.8	DALLAS		TC642	Yd.	Thomas	731.6
110.0					Rowlett	746.5
ABS between:					Tex-Mat	747.4
MP 661.2 and MP 750.4					Krem	752.9
MP 756.1 and MP 765.5					Yard Limits: MP 658.1—MP 661.2; MP 711.5—MP 718.1; MP 749.4—MP 766.9.	
MP 756.1 and MP 765.5					Equation: MP 661 to MP 662 = 1.2 Mi.; MP 746 to MP 747 = 1.8 Mi.	

Greenville — Trains and engines will approach MP 713.6 and MP 713.7 expecting to find Main Track switches lined against Main Track movements and will not operate over street crossings during the following hours except by special authority:

**Monday through Saturday**

7:00 AM to 7:15 AM  
7:45 AM to 8:15 AM  
11:45 AM to 12:15 PM  
12:45 PM to 1:00 PM  
4:45 PM to 5:15 PM

**Sunday**

11:45 AM to 12:15 PM

Northward trains holding Main Track at meeting point Melton remain back of "Fouling Point" sign until opposing train is entering siding.

Rockwall — Movements on siding and House Track over High School Road (south end siding) must be preceded by crew member at the crossing to provide warning.

Denison — Main Street Crossing; do not approach exceeding 5 MPH and crossing must not be occupied without protection by member of crew on the ground.

Greenville — Movements from main track to yard over Wellington Street know flashers working and gates down 20 seconds before occupying crossing.

Garland — Movements on Safeway Lead Tracks over Kingsley Road must occupy crossing circuit marked by yellow board attached to tie; know flashers have been actuated a minimum of twenty (20) seconds; then movement may proceed over crossing.

Krem — Movements on Krem Siding over Shiloh Road, Forest Lane and International Road must occupy circuit within thirty (30) feet of crossing identified by ties painted yellow; wait twenty-five (25) seconds to cause flashers to be actuated; and then movement may proceed over crossing.

Dallas — Movement from Dr. Pepper Spur over Mockingbird Lane (MP 762.16) must occupy circuit within thirty (30) feet of crossing identified by ties painted orange; know flashers have been actuated a minimum of twenty (20) seconds; then movement may proceed over crossing.

**DENTON BRANCH — FT. WORTH DIVISION**

Radio Communication via Channel Five			Station Nos.	Sidings Feet	Yard Limits Entire Branch.	
Mile Post	SOUTH STATIONS	NORTH			Maximum Speed (Except as below) MPH	Between Mile Posts
721.5	DENTON		TA209		721.7 to 744.0	10
744.6	CARROLLTON	BN SSW	TN744		754.6 over crossing	10†
750.7	OLDHAM		TN751	2245	All tracks except main track	5
757.3	DFW JCT.				Business Tracks	Sta. No.
758.1	DENY			Yd.	Coors	730.9
36.6					Lewisville	736.8
Rule 10(D) not in effect					Trinity Mills	742.2
Rule 10(D) not in effect					Beaver	746.1
Rule 10(D) not in effect					Farmers Branch	749.6

Carrollton—Cars must not be left on fouling point Belt Line Road, MP 744.7, on Team Track or on Cotton Belt Track. Fouling point marked by orange boards attached to ties.



28 WESTERN BRANCH — TEXOMA DIVISION

Radio communications via Channel Five				Station Nos.	Sidings Feet	Maximum speed MPH (Except as below) 20	
Mile Post	WEST STATIONS	EAST	Yd.			MP	Sta. No.
758.5	NEY	T	MK759	Yd.	0.9 and 2.0	10	14.0 and 17.0
757.1	TOWER 55	T	TP245	Yd.	33.8 and 51.2	10	57.1 and 61.7
0.0	BN JCT.				66.3 and 73.0	10	74.8 and 78.6
	(114.1 Miles Via BN)				North Yard (UP) yard tracks	5	Thru sidings and turnouts
0.9	WF&NW JCT.				Business Tracks	MP	Sta. No.
1.4	NORTH YARD	T	TI115	Yd.	Bacon	6.7	TI120
20.9	DEVOL		TI135	2884	Burkburnett	14.0	TI128
40.9	HOLLISTER		TI155	3228	Grandfield	27.1	TI141
50.3	FREDERICK	BN	TI164		Loveland	34.3	TI148
61.1	TIPTON		TI175	2206	Humphreys	67.7	TI181
74.8	BN				Yard Limits: Continuous between MP 0.9 and MP 78.6		
76.2	ALTUS	ATSF	TI182	5838	MP 10.3 — Texoma Ag Track, do not operate engine over scales.		
78.6	END OF TRACK				Burkburnett — Bunge Elevator Spur Track, do not operate engines over scales.		
	196.2				Altus — Hollis & Eastern trains and engines may use UP Main Track between MP 74.2 and MP 78.6 under provisions of Rule 93.		

BONHAM BRANCH — TEXOMA & RED RIVER DIVS.

Radio Communication via Channel Two Call-in Two				Station Nos.	Sidings Feet	Maximum Speed MPH (except as below) 25	
Mile Post	WEST STATIONS	EAST	Yd.			MP	Sta. No.
0.3	TEXARKANA		TP-0	Yd.	RULE 99 (4) in effect between Texarkana and Bonham only.		
0.6	KCS				Business Tracks		
14.8	HOOKS		TA15	4051	0.0 and 4.0	20	4.0 and 5.0
34.2	DE KALB		TA34	4059	12.0 and 16.0	10	23.0 and 27.0
61.0	CLARKSVILLE		TA61	2310	30.0 and 33.0	10	61.0 and 62.0
91.0	PARIS		TA91	Yd.	64.0 and 66.0	10	70.0 and 157.0
91.7	ATSF				Business Tracks		
126.0	RED RIVER DIV.				Nash	5.1	TA-5
128.1	BONHAM		TA128	Yd.	Proetz Lbr. Co.	6.0	TA-6
141.6	UP		TA142		Anglo-American		
154.5	SP				Paper	6.6	TA-7
154.6	UP				Lone Star Ord.		
154.7	SHERMAN		TA155	Yd.	Plant	15.7	TA-12
173.3	WHITESBORO JCT.		TA173	Yd.	Red River Army Depot	17.3	TA-17
	173.0				New Boston	22.0	TA-22
					Annona	52.5	TA-53
					Mulberry Lbr.	59.4	TA-58
					Detroit	74.2	TA-74
					Kimberly Clark	93.4	TA-94
					Brookston	100.0	TA-100
					Honey Grove	112.0	TA-112
					Windom	117.3	TA-117
					Savoy	139.2	TA-139
					TP&L	140.0	TA-140
					Friendship Homes	161.1	TA-161
					Whitesboro	173.1	TA-173

Yard Limits: MP 0.0 to MP 2.9; MP 88.2 to MP 95.0; MP 126.0 to MP 132.2; MP 152.2 to MP 156.1 and MP 171.3 to MP 173.3.

Within Red River Army Depot — Stop and protect Texas St. and 1st St. South. FRA excepted track between MP 91.5 and MP 152.2

Sherman Industrial Lead — 8.9 miles between Sherman Jct. and Sherman. Maximum speed 10 MPH. Rule 105 in effect. Sherman: flag crossings at Mulberry and King St.; UP at MP P-671.4; do not operate engine over pit on ABC track; do not ride cars in or out Conagra East Mill Lead or West Elevator track — close clearance.

CHOCTAW SUBDIV. — TEXOMA & FT. WORTH DIV. 29

Radio Communication via Channel Five Exception: Whitesboro Jct. to Tower 55 via UP Channel Two—Call-in Two				Station Nos.	Sidings Feet	Maximum speed MPH (Except as below) 60	
Mile Post	SOUTH STATIONS	NORTH	Yd.			MP	Sta. No.
564.2	MCALESTER	T	MK564	11077	564.2 and 566.7	25	566.7 and 596.5
565.9	UP				566.7 and 596.5	40	596.5 and 637.7
573.1	NAVY		MK573	8775	637.7 and 645.2	40	645.2 and 660.2
582.8	KIOWA		MK583	9106	660.2 and 669.0	30	669.0 and 679.8
594.0	BURG		MK594	8986	683.6 and 173.7	35	191.5 and 192.1
602.6	STRINGTOWN		MK603	9164	203.3 and 203.7	30	208.1 and 209.8
609.6	ATOKA		MK610	7510	221.7 and 222.2	30	221.7 and 222.2
630.2	CADDO		MK630	8746	228.6 and 228.9	55	229.2 and 242.7
639.2					242.7 and 251.1	20	Tower 55 — Through
641.2					Interlocking 15		
641.4	DURANT	KRR	MK641	19946	On Wye tracks		
643.1	OLIVE		MK649	9441	Tower 55		
655.9	BN NORTH JCT.				7:30 AM to 8:30 AM and 3:00 PM to 4:00 PM		
656.2	BN SOUTH JCT.				weekdays do not exceed 50 MPH between MP 216 and MP 217		
657.2	JOE JCT.				Train Defect Detectors —		
660.2	RAY JCT.				MP 588.3, MP 630.6, MP 682.7, MP 194.3 and MP 219.4.		
660.9	RAY		MK661	10127	15 MPH dual control switch turnouts: Whitesboro Jct.		
661.9	RAY				20 MPH dual control switch turnouts and through sidings: Olive, Ray, Pottsboro and Whitesboro.		
662.9	SOUTH LEAD RAY				10 MPH through sidings and turnouts: McAlester, Atoka and Durant.		
663.7	POTTSBORO		MK670	6154	Business Tracks		
669.6	WHITESBORO		TA173	8010	Etha Allen	607.1	
685.7	WHITESBORO JCT.		TA173	Yd.	Calera	646.4	MK646
173.3	PILOT POINT		TA191	7621	Excess	656.7	MK657
173.6	PILOT POINT		TA191	7621	Perrin Field	668.9	
191.5	PILOT POINT		TA191	7621	Sadler	681.9	
204.6	MINGO		TA203	7390	Collinsville	179.5	TA179
209.1	DENTON		TA209	7208	Aubry	198.3	TA198
215.3	ROANOKE		TA225	7691	Pillsbury	206.3	
225.4	ROANOKE				Denton	209.1	TA209
					Affiliated Food	232.0	
					Keller	230.2	TA230
					Yard Limits: MP 563.0—MP 568.0, 655.4—MP 660.9 and MP 242.7—Tower 55.		
					Operation on Dallas Subdiv. between Tower 55 and Centennial Yard.		
					Equation: MP 666 to MP 669 = 0.8 Mi.; MP 685.9 = MP 173.3.		

Stringtown — Movements in siding approaching State Highway 43 (MP 602.49) crossing must know that flashers are working and gates are down before occupying the crossing. The island circuit is designated by yellow boards attached to ties on both sides of the crossing. Trains, in siding, being met or passed will clear the island circuit when practicable.

Stringtown — When quarry is not operating, gate across quarry track by scale house is closed.

Durant — Movements over public crossings on all auxiliary tracks except the siding must be protected by a crew member on the ground at the crossing until the crossing is occupied.

Ray — Do not exceed 5 MPH with six-axle units on the following tracks:

C-4 Running Track from west end of yard to Dump Track.

Old Yard Running Track from east end of yard to Dump Track.

Red Dam Spur from Main Line switch (MP 658) to J-M Mfg. Co. Plant.

Trains and engines operating between MP 242.7 and Tower 55 be governed by instructions of Operator Tower 55.

McAlester—When making switch movements from Scale Track to Main Track and West Lead to siding (MP 565.4), movement must not be made over Monroe Street until gates are down and flashers are operating unless protected by member of crew.

McAlester—Engines or cars weighing 200,000 pounds or more must not move over private industry scales McAlester Oil Mill.



**30 DFW SUBDIVISION — FT. WORTH DIVISION**

Radio Communications via Channel Five				Rule 10(D) not in effect.		
Mile Post	SOUTH ▼ STATIONS	NORTH ▲	Station Nos.	Sidings Feet	Maximum speed	MPH
					(Except as below) . . . . . 40	
757.1	TOWER 55 . . . . .	Ⓜ			611.9 and 612.2 . . . . .	10
612.2	DALWOR JCT. CPT611	Ⓜ			612.2 and 614.2 . . . . .	20†
					617.1 and 617.2 . . . . .	20†
613.5	SYLVANIA . . . . .		TC614	4728	625.5 and 625.6 . . . . .	20†
					627.6 and 627.7 . . . . .	20†
621.6	HURST . . . . .		TC622	2244	628.7 and 628.8 . . . . .	10
					629.8 and 638.0 . . . . .	30
627.2	TARRANT . . . . .		TC627	10000	638.0 and 643.8 . . . . .	25
					Thru Sidings and turnouts . . . . . 10	
634.4	NC JCT. . . . .				Auxiliary tracks . . . . . 5	
					Business Tracks . . . . .	
634.7	IRVING . . . . .		TC635	7103	MP	Sta. No.
					Richland Park 618.2	TC618
635.2	SC JCT. . . . .				Anchor Metal 620.8	TC621
					Dorothy . . . . . 628.4	TC628
638.9	MOCKINGBIRD . . . . .		TC639	7429	Centerport . . . . . 629.6	TC629
					Liggett . . . . . 630.3	TC630
642.5	DALLAS JCT. . . . .		TC642		Ratteree . . . . . 633.7	TC634
					Perkins . . . . . 641.3	TC641
643.8	NORTH JCT. . . . .		TC643		Frito-Lay Lead 636.1	TC636
					Brookhollow B 637.4	TC637
32.7					Brookhollow F 638.1	TC638
					Brookhollow A 638.7	TC639
Operation on Duncan Subdiv. between Tower 55 and Dalwor Jct.					Record	
					Crossing . . . . . 639.7	TC640
Restrictions On Auxiliary Tracks:					McKinney	
					Lead . . . . . 643.7	TC644
Irving:					BN trains originating N.C. Jct. or S.C. Jct. must secure track warrant at BN Irving Station.	
					Trains and engines will not stop and block any public street crossings between the hours of 7:00 a.m. and 8:30 a.m. and between 4:00 p.m. and 6:00 p.m., Monday through Friday.	
Movement on Richland Park Lead Track over Handley Edderville Road and movement on Hurst Team Track over Norwood Street must occupy island circuit; know gates are down and lights are flashing a minimum of 20 seconds; and then movement may proceed over crossing.					Southward BN trains must secure track warrant at BN North Yard, Ft. Worth.	
					Industrial and Yard Track Restrictions Account of Bridges:	
Highland Industrial District . . . . . 240,000 Lbs.						
Trinity Industrial District . . . . . 240,000 Lbs.						

**NOTES**
**HILLSBORO SUBDIV. — FT. WORTH & PALESTINE DIVS. 31**

Radio Communications via Channel Five				Rule 10(D) not in effect.		
Mile Post	SOUTH ▼ STATIONS	NORTH ▲	Station Nos.	Sidings Feet	Maximum speed	MPH
					(Except as below) . . . . . 40	
766.8	DALLAS . . . . .		TC643		766.9 and 769.3 . . . . .	20
767.0	NORTH TOWER	Ⓜ UP			769.3 and 779.5 . . . . .	25†
					785.3 and 785.4 . . . . .	25
768.9	TOWER 19	Ⓜ ATSF			796.3 and 797.9 . . . . .	20†
					797.9 and 832.5 . . . . .	10
769.3	ENDOT . . . . .				Thru sidings and turnouts . . . . . 10	
					Business Tracks . . . . .	
781.7	LANCASTER . . . . .		TF781	3932	Sargent . . . . . 770.8	TF770
					Peeler . . . . . 772.7	TF772
791.2	STERRETT . . . . .		TF791	6252	Service . . . . . 793.5	TF793
					Armaglass . . . . . 794.6	TF794
796.6	SP				Nena . . . . . 802.6	TF802
					Italy . . . . . 813.1	TF813
797.9	BRI JCT. . . . .				Milford . . . . . 818.1	TF818
					Yard Limits: MP 769.3—MP 771.1, MP 790.0—MP 823.5	
798.1	WAXAHACHIE . . . . .		TF798	2925	Operation between Dallas and Endot via Dallas Subdiv.	
					ABS between MP 769.3 and MP 797.9	
798.1	FT. WORTH DIVISION					
	PALESTINE DIVISION					
832.5	DANA JCT. . . . .					
					65.7	

Endot — Southward trains restricted Endot remain back of absolute signal north of ATSF Interlocking (Tower 19); except, southward trains from Cadiz Street Yard remain at CJ Jct. to avoid fouling interlocking.

Northward BN Trains originating BRI Jct. secure Hillsboro Subdivision track warrant at BN station, Teague, Texas.

BRI Jct.—Normal Position main track switch lined for movement to and from UP/BN main tracks.

FRA Excepted Track from MP 797.9 to MP 832.5.

**NOTES**



32 BAIRD SUBDIV. — FT. WORTH & TEXOMA DIVS.

Mile Post	Radio Communication via Channel One Call-in One STATIONS		Station Nos.	Sidings Feet	Maximum Speed: Between Mile Posts	MPH
	WEST	EAST				
251.1	CENTENNIAL YD. 0.3	⊕ T ⊕	TP-250	Yd.	251.9 and 304.0	60
251.4	FT. WORTH 8.9	⊕	TP-252	Yd.	(Except as below)	50
251.8	FT. WORTH DIV.	CPT252			258.0 and 266.8	60
260.3	TEXOMA DIV.				277.0 and 282.0	50
273.1	IONA 12.8	⊕	TP-260	7695	284.8 and 286.1	50
277.3	EARLS 4.2	⊕	TP-273	7985	286.1 and 294.6	55
287.1	WEATHERFORD 9.8	⊕-1	TP-277	8327	294.6 and 295.9	35
301.1	PREBLE 14.0	⊕-1	TP-287	6732	295.9 and 297.4	55
313.5	BRAZOS 12.4	⊕	TP-301	6824	298.5 and 298.7	50
326.8	JUDD 13.3	⊕-1	TP-313	6910	304.0 and 364.0	50
338.7	STRAWN 11.9	⊕	TP-326	6861	(Except as below)	60
342.3	TIFFIN 12.8	⊕	TP-338	6609	372.2 and 372.4	50
351.5	EASTLAND 9.2	CPT342	TP-341	6906	378.6 and 378.9	50
360.7	CISCO 7.2	⊕-1	TP-361	9797	383.2 and 388.6	40
367.9	DOTHAN 13.8	⊕	TP-368	6778	392.0 and 393.5	30†
381.7	JAYELL 11.1	⊕	TP-381	7038	393.5 and 405.3	50
392.8	CLYDE 11.7	⊕-1	TP-392	7455	405.3 and 406.1	45
393.6	HOLDER 2.1	CPT394	TP-405	8797	406.1 and 409.2	30
404.5	ABILENE 3.3	⊕-1	TP-407	Yd.	413.0 and 414.6	40
409.9	BAGDAD 14.0	⊕	TP-409	6004	417.0 and 513.4	50
423.9	MERKEL 5.8	⊕	TP-423	7728	(Except as below)	50
429.7	TRENT 7.3	⊕	TP-429	4892	438.0 and 438.5	40
437.0	ESKOTA 4.0	⊕	TP-438	7479	446.9 and 448.4	30
441.0	TECIFIC 6.8	⊕	TP-441	.....	476.6 and 477.3	30
447.8	SWEETWATER 8.6	⊕-1	TP-448	11545	481.3 and 481.6	30
456.4	ROSCOE 10.0	⊕	TP-456	7438	509.0 and 517.0	25
466.4	LORAIN 11.7	⊕-1	TP-467	7451	533.7 and 535.0	50
478.1	DOM 13.0	⊕-1	TP-479	8263	551.6 and 556.5	25†
491.1	IATAN 12.6	⊕	TP-492	7474	570.3 and 574.0	45
503.7	COAHOMA 4.8	⊕	TP-503	7405	587.1 and 587.6	55
508.5	ZILER 4.9	⊕	TP-509	3808	600.0 and 606.7	50
513.4	BIG SPRING 10.5	⊕	TP-513	Yd.	606.7 and 611.0	30
523.9	MORITA 9.5	⊕	TP-524	7553	646.8 and 647.1	45
533.3	STANTON 15.3	⊕	TP-534	7430	692.7 and 696.7	50
549.2	CHUB 4.2	⊕-1	TP-549	7069	730.8 and 730.9	30
553.3	MIDLAND 10.5	⊕-1	TP-553	.....	735.3 and 735.6	50
563.8	PEGASUS 6.5	⊕	TP-564	8392	741.3 and 744.0	40
570.3	ODESSA 8.6	⊕	TP-570	Yd.	Do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if train averages over 110 tons per operative brake.	
578.9	ARCADE 14.8	⊕	TP-579	7864	Yard Limits: MP 251.1 — MP 251.9	
593.7	METZ 15.7	⊕	TP-594	7981	10 MPH thru sidings Tiffin, Duoro and Wickett.	
609.4	MONAHANS 37.2	T ⊕-1	TP-609	7515	15 MPH thru turnouts Earls.	
646.6	PECOS 19.5	⊕-1	TP-647	4554	15 MPH thru turnouts between MP 247.4 (Dallas Subdiv.) and CPT252.	
666.1	TOYAH 42.7	⊕-1	TP-666	11867	25 MPH thru turnouts: Bagdad, Merkel, Sweetwater, Coahoma, W. end Roscoe, Lorine, E. end Holder, Eskota, Dome, Iatan, W. end sidings Arcade, Pegasus and Boracho and E. end sidings Morita, Stanton, Monahans and Metz, and at Sierra Blanca to SP.	
708.8	BORACHO 59.9	⊕-1	TP-709	8741	Train Defect Detectors located: ⊕MP 283.0, ⊕MP 317.1, ⊕MP 347.3, ⊕MP 377.0, ⊕MP 416.0, ⊕MP 453.0, ⊕MP 485.4, ⊕MP 544.0, ⊕MP 582.0, ⊕MP 613.6, ⊕MP 644.5, and ⊕MP 706.3.	
768.7	SIERRA BLANCA 86.2 MILES VIA SP	⊕-1	TP-768	.....	Engines must not use No. 3 or Engine Spur at Crusher, Allamore.	
0.0	EL PASO	T ⊕	TP-860	Yd.	Operation via SP Sierra Blanca to El Paso.	
603.6					A & S Ind. Lead. Abilene to MP 7.0. FRA excepted track. Maximum speed 10 MPH.	
					General Dynamics — Carswell AFB Ind. Lead. FRA excepted track. Maximum speed 10 MPH.	
					Equation: MP 768.7 = SP MP 737.2 SP MP 752.6 = SP MP 756.5 SP MP 827.3 = MP 0.0	

TIMETABLE NO. 7

BAIRD SUBDIV. — FT. WORTH & TEXOMA DIVS. 33

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Bomber	252.0	TP-252	Warfield	562.7	TP-563
Benbrook	254.0	TP-255	Solo	568.7	TP-569
Aledo	263.0	TP-264	Douro	584.1	TP-584
Bennett	294.0	TP-294	Texas Elec.	613.6	TP-614
Santo	307.0	TP-308	Wickett	615.6	TP-615
Gordon	318.0	TP-319	Monsanto	617.5	TP-618
Johnson Mines	324.0	TP-324	Pyote	624.2	TP-624
Ranger	340.8	TP-341	Barstow	640.0	TP-640
Putnam	373.0	TP-374	Gozar	676.7	TP-676
Baird	386.0	TP-386	San Martine	686.3	TP-687
Bandag	401.0	TP-401	Levinson	691.2	TP-691
Air Base Spur	413.0	TP-413	Kent	698.8	TP-698
Tye	515.0	TP-414	Wild Horse	727.1	TP-727
Pyramid	445.0	TP-445	Westex	729.0	TP-729
Colorado City	475.0	TP-476	Van Horn	735.0	TP-735
Reef Field	504.0	TP-504	Crusher	744.2	TP-744
Tex-Harvey	541.8	TP-541	Allamore	746.5	TP-746
Ind. Foundation	557.6	TP-558	Eagle Flat	753.9	TP-754
Bounce	559.0	TP-559	Arispe	763.6	TP-764

SP 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	—	—

WMW&NW BRANCH — TEXOMA DIV.

Maximum Speed:	Miles	STATIONS		Station Nos.
		WEST	EAST	
10 MPH	0.0	WEATHERFORD	⊕	TP-277
Yard Limits: Entire Branch	18.1	18.1		
FRA Excepted Track.	18.1	WOLTERS	⊕	TK-18
Radio Communication via Channel One, Call-in One.	22.0	3.9		
	22.0	MINERALWELLS	⊕ T	TK-22

TIMETABLE NO. 7



34 AUSTIN SUBDIV. — PALESTINE & SAN ANTONIO DIVS.

Mile Post	SOUTH ▼	STATIONS	NORTH ▲	Sta- tion Nos.	Sid- ings Feet	Radio Communication via Channel Two, Call-in Two Between Taylor and Sosan Channel One, Call-in One Exception: MKT Channel One		Maximum Speed MP 0.0—MP 93.9 (Except as below)		MPH	
						MP	MP	MP	MP		
0.0		PALESTINE	T	AX-81	Yd.			0.0 and 1.5	20		
1.0		WEST JCT.	CPQ	AX-81				1.5 and 2.0	30†		
8.5		TUCKER		AX-90	3635			13.0 and 14.0	30		
18.0		OAKWOOD		AX-99	7692			Franklin Siding	10		
34.7		BUFFALO	⊖-2	AX-116	3575			89.0 and 91.0	25†		
43.8		JEWETT		AX-125	4265			93.9 and Over			
54.8		MARQUEZ	⊖-2	AX-136	9207			Crossing	25		
70.4		EASTERLY		AX-152	3821			Valley Jct. thru No. 1 & 2 Tracks	25		
77.1		FRANKLIN	Q	AX-158	9530			(Except as below)	60		
77.2		HEARNE	⊗ SP	AX-171	6218			94.7 and 94.9	45		
89.6		VALLEY JCT.	⊗ UP	AX-175	Yd.			109.9 and Over ATSF			
93.4		GAUSE	†	AX-181	8151			Crossing	25		
93.6		MILANO	⊗ ATSF	AX-191	7759			113.0 and 114.0	45		
99.6		MARJORIE	⊖-2	AX-205	8254			118.7 and 120.9	45†		
110.0		THRALL	†	AX-220	8576			130.1 and 130.3	30		
123.4		UP						143.9 and 144.3	35†		
138.4		TAYLOR	⊖	AX-226	Yd.			144.3 and 144.9	15		
144.4		HESTES	†	AX-232	7413			144.9 and 264.3	MPH		
144.8		ROUND ROCK	†	AX-243	7148			(Except as below)	70		
150.8		<b>PALESTINE DIVISION</b>							144.9 and 145.9	35	35†
161.6		<b>SAN ANTONIO DIVISION</b>							145.9 and 146.7	40	40
162.0		McNEIL	⊗ AUNW	AX-247	4931			146.7 and 147.7	60	45	
166.0		SNEED	†	AX-253	8494			160.0 and 161.8	60	—	
173.8		AUSTIN		AX-262	2893			165.9 and 166.0	25	25	
179.1		BERGSTROM	⊖-1	AX-268	7543			166.9 and 171.0	60	—	
187.3		KYLE	†	AX-282	7524			171.0 and 179.6	35	35†	
201.0		CENTEX	†	AX-288	8249			179.6 and 179.8	15	15	
208.7		UP JCT.		AX-290				179.8 and 186.1	35	35†	
208.8		SAN MARCOS		AX-291				190.5 and 192.0	60	55	
209.7		GOODWIN	†	AX-302	9990			192.0 and 195.0	65	—	
221.5		CORBYN	†	AX-316	7978			201.6 and 203.2	55	50	
227.4		CRAIG JCT.		AX-322	8428			205.3 and 207.6	55	50	
234.5		BRACKEN	†	AX-322	8428			207.6 and 211.1	30	30	
235.9		NORTH LOOP	†	AX-333	7559			219.9 and 220.0	60	—	
241.0		ADAMS		AX-335	4051			224.5 and 229.2	30	30†	
251.5		SAN ANTONIO	⊖	AX-340				229.2 and 232.0	60	50	
254.0		APACHE JCT.	⊗ SP	AX-341				232.0 and 235.6	60	—	
258.8		SOSAN	⊖ T	AX-345	Yd.			240.3 and 240.7	60	—	
259.1									242.8 and 244.3	60	—
259.8									247.4 and 248.6	60	—
260.4									248.6 and 256.1	45	45
264.3									256.1 and 257.4	40	40
									257.4 and 258.5	30	30
									258.5 and 260.0	20	20†
									260.0 and 260.9	30	30
									260.9 and 263.1	35	35
									263.1 and 264.3	20	20

See Special Instructions Item 20 for AMTK schedules.  
15 MPH dual control switch turnouts; Leroy track Palestine; crossover West Jct.; switch to UP connection and crossover from freight lead to main track at Taylor.  
Yard Limits: West Jct. to MP 4.1; MP 259.0 to MP 268.0.  
All trains secure track warrant at Taylor. No. 22 will secure UP track warrant at SP Station San Antonio.

AUSTIN SUBDIV. — PALESTINE & SAN ANTONIO DIVS. 35

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 in San Antonio must call SP Del Rio Dispr. for permission to use SP interlocking when engine passes over Martin Street.

Train Defect 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.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Long Lake	12.3	AX-93	Bergstrom Ind. Lead	5.0	
Champion	33.3	AX-114	Vinson to end of track	Max.	
Koch (Conn. BN)	45.7	AX-127	Speed	20	MPH.
New Baden	73.1	AX-154	Buda	194.2	AX-276
Rockdale	119.1	AX-201	Texas Cement	196.1	AX-278
Majorie (Conn. RS&S)	124.4	AX-205	Cedar Supply	202.3	AX-284
Thorndale	132.2	AX-214	Kroger	211.6	AX-293
Hutto	153.4	AX-235	New Braunfels	227.3	AX-308
Round Rock	161.6	AX-243	Landas Park	227.8	AX-309
Georgetown Branch: Round Rock to Kerr DX-002 2.0 mi. Max. Speed 10 MPH.					
Yard limits entire branch.					
IBM	169.0	AX-251	Longhorn Industrial Lead	4.0	miles
Hooper	171.1	AX-254	Max. Speed	10	MPH. (Track out of service Perrin-Bietel Road to end of track.) FRA excepted track.
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 — SAN ANTONIO DIVISION

Yard Limits: MP 105.0 to MP 107.0; MP 142.0 to MP 153.0.	Mile Post	Radio Communication via Channel One		Sta- tion Nos.	Sid- ings Feet
		SOUTH ▼	NORTH ▲		
	153.0		END OF TRACK		
	146.0		CRYSTAL CITY	⊖-1 T	FX146
	143.4		RIVER	⊖	FX143
	118.3		COUNTY LINE		FX118
	105.0		GARDENDALE	⊖-1 T	AX422
			85.8		

Carrizo Springs Branch: 12.2 miles. Crystal City — Carrizo Springs (FX-156). Yard Limits entire branch. Max. Speed 20 MPH Max. Wt. 240,000 lbs.



Radio Communication via Channel Two — Call-in Two Exception: Between Ney and Waco via Channel Five			Maximum speed MPH (Except as below) 60
Mile Post	SOUTH STATIONS	NORTH STATIONS	Between Mile Posts
	CENTENNIAL YD. . . . . T ⊕	TP250	Yd.
757.1	TOWER 55 ⊕ . . . . . T ⊕	TP245	20
757.7	NEY . . . . . T ⊕	MK759	40
758.5	⊗ SP ⊕ . . . . .		50
759.2	WRENN . . . . . †	MK764	50
759.4			40†
763.9			50
765.0	FT. WORTH DIVISION		40†
	PALESTINE DIVISION		25
777.6	EGAN . . . . . †	MK778	25
783.0	⊗ ATSF ⊕ . . . . .		40
793.2	GRANDVIEW . . . . . †	MK794	25
809.6	DANA JCT. . . . . CPQ 810		25
811.2	WINSLOW . . . . . †	BV198	50
813.0	WEST . . . . . †	MK828	40†
827.4	ELM MOTT . . . . . †	MK837	50
836.4	WACO JCT. . . . . CPQ 841	BV-181	10
841.9	WACO . . . . . ⊕-2 †	BV-178	20
165.8	HARRISON . . . . . ⊕-2 †	BV-155	20
163.7	MARLIN . . . . . †	BV-139	20
155.0	SALTER . . . . . †	BV-117	25
137.0	VALLEY JCT. ⊕ UP ⊕ T †	AX-175	25
116.5			25
102.5	⊗ SP ⊕ . . . . .		25
100.9	MUMFORD . . . . . †	BV-92	25
100.6	BRYAN . . . . . ⊕-2	BV-78	25
100.2			25
97.3	BRYAN JCT. . . . .	BV-75	25
92.0			25
78.1			25
77.8			25
75.5			25
48.6	NAVA JCT . . . . .	BV-49	25
48.5	NAVASOTA . . . . .	BV-49	3351
45.0	JERRY . . . . . †	BV-44	10500
36.5	STONEHAM . . . . . ⊕-2	BV-37	4603
26.1	GAZZOLI . . . . . †	BV-26	7450
22.1	MAGNOLIA . . . . . †	BV-22	4742
11.2	HUFSMITH . . . . . †	BV-11	9201
0.0	SPRING JCT. . . . . CPQ 127	A-209	
	254.5		

Operation on Dallas Subdiv. between Tower 55 and Centennial Yard.  
 Train Defect Detectors: ⊕ MP 788.3, ⊕ MP 817.2, ⊕ MP 159.0, ⊕ MP 132.7, ⊕ MP 107.8, ⊕ MP 85.4 and ⊕ MP 19.3.

Ney: Multiple Main Tracks between MP 757.7 and MP 759.2. Track on Yard office side is North Track. Track on Yard side is South Track.  
 Trains handling loads 11 feet 7 inches or wider must receive route from the Yardmaster at Ney before occupying South Track.  
**Restrictions on Auxiliary Tracks:**  
 Ney — Movements on Elders Tracks 1, 2 and 3 over Dickson Street must occupy island circuit; know gates are down and lights are flashing 20 seconds; and then movement may proceed over crossing.  
 Burleson — Movements on House Track must occupy island circuit; know lights are flashing 20 seconds; and then movement may proceed over crossing.  
 Hillsboro — On yard track west of Old Siding, movements over Walnut Street, Elm Street and Franklin Street must be preceded by flagman to provide warning.  
 Winslow — Movements on Elevator Track over Church Street must occupy island circuit; know lights are flashing 20 seconds; and then movement may proceed over crossing.

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

Radio Communications via Channel Five			Maximum speed MPH MP 842.1 to MP 918.9	Psg	Frt
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	(Except as below) Between Mile Posts
842.1	WACO JCT. . . . . CPQ842 ⊕				20
842.9	BELLMEAD . . . . . T ⊕ ⊕	MK845		Yd.	25
843.6	SSW NORTH JCT. . . . .				50
844.2	SSW SOUTH JCT. . . . .				50
849.7	BASS . . . . .	MK850	10964		50
865.2	EDDY . . . . .	MK865	10142		50
880.0	TEMPLE . . . . . ⊕	MK880	2128		45
880.8	OPAL ⊕ ATSF ⊕ . . . . .				35†
881.1	COBEL . . . . .	MK882	3400		45
887.6	LITTLE RIVER . . . . .	MK888	8093		35†
908.1	GRANGER . . . . . T	MK908	7371		20†
918.4	BIRGE . . . . .	MK918	8962		25
918.9	TAYLOR ⊕ UP ⊕ . . . . . ⊕	AX226			30
935.0	ELGIN ⊕ AUNW ⊕ . . . . .	MK935	6345		35
948.9	PHELAN . . . . .	MK949	8804		20
969.4	SMITHVILLE . . . . . ⊕ ⊕	BA110	Yd.		10
	127.3				10

See Special Instructions ITEM 20 for AMTK Schedules.  
 Granger Industrial Lead: Granger to Georgetown. 15.6 Miles. Maximum Speed 10 MPH. Rule 105 in effect.  
 FRA excepted  
 Business Tracks MP Sta. No.  
 Weir U-917.4 AH917  
 Georgetown U-923.2 AH923

Yard Limits: MP 842.1—MP 843.5; MP 967.6—MP 969.4.  
 Train Defect Detectors: ⊕ MP 865.7, ⊕ MP 892.2 and ⊕ MP 931.5.

ABS between MP 846.5 and MP 908.7.  
 CTC between MP 908.7 and MP 918.9.

**Restrictions on Auxiliary Tracks:**  
 Bellmead — Do not exceed 5 MPH on Yard Tracks.  
 Temple — Do not exceed 5 MPH or use more than one 4-axle unit on Hole Track.  
 Temple — Do not use more than one 4-axle unit while switching on House Track north leg of wye and on Williamson County Grain Tracks No. 1 and No. 2.  
 Smith — Trains setting out must leave set out just in clear of fouling point to avoid blocking run-around track when possible.

Granger — South leg of Wye, DO NOT exceed 5 MPH. Six-axle units must not be used on south leg of Wye unless authorized by Chief Dispatcher.  
 Granger — Movements on siding approaching F.M. Road 2983 (MP 908.3) must know flashers are working and gates are down for 20 seconds before occupying crossing.

Dunstan Mine Track — Stop will be made before engine passes over car retarder located under tipple. Crew member will inspect all units in engine consist to see that no part is lower than three inches above the top of the rail. Crew member will stand on the ground at the retarder each time the signal passes over the retarder. Do not exceed 2 MPH over retarder, engine only.  
 Smithville — Movements on auxiliary tracks approaching Miller Street crossing (MP 970.2) must occupy island circuit and know flashers are working and gates are down for 20 seconds before occupying crossing. The island circuit is identified by orange boards attached to ties approximately 40 feet each side of the crossing.

**Operation of Mechanical Electrically Locked Switches and Interlocking Devices:**  
 ATSF Crossing (MP 880.7) — When absolute signal displays Stop indication, communicate with Control Operator at ATSF Office and be governed by his instructions in proceeding through interlocking limits. Telephone connecting with Control Operator are located on control house at crossing, both absolute signals and on outside of station Temple. If unable to communicate with Control Operator to secure signal to proceed, devices may be manually operated. First, determine that absolute signals on ATSF display Stop indication, then manually line dual control derail for UP movement. After lining derail, must again determine that absolute signals on ATSF display Stop indication. Hand signal will then be given for movement over crossing. After movement over crossing and clear of interlocking limits, dual control derail must be restored to "Derailing" position and selector lever to "Power" position. Report, notifying Control Operator at ATSF Office, Temple, of handling must be made at first open office.  
 Granger — Southward movements from the south leg of Wye or from the siding to the Main Track must communicate with Control Operator, Taylor. After Control Operator gives train or engine permission, a crew member must depress button in box located adjacent to Absolute Signal 908.7 and hold for two seconds to secure Proceed signal to enter CTC territory. If signal continues to display Stop indication after two minutes, crew member must communicate with Control Operator in accordance with Rule 350 or Rule 351.



### 38 HOUSTON SUBDIV. — PALESTINE & HOUSTON DIVS.

Radio communication via Channel Five				Station Nos.	Sidings Feet	Maximum speed MPH (Except as below) . . . . 40	
Mile Post	SOUTH STATIONS	NORTH STATIONS	Between Mile Posts—			MPH	
69.4	SMITHVILLE		BA110	Yd.	69.4 and 71.3	20	
	8.6				74.6 and 76.6	30	
78.0	⊗ SP				87.2 and 88.1	20	
	11.0				88.1 and 89.1	25	
89.0	LA GRANGE		BA091	3933	90.9 and 91.5	30	
	6.9				101.3 and 101.6	35	
95.9	LCRA				134.5 and 136.0	25	
	6.2				147.0 and 148.4	25†	
102.1	FAYETTEVILLE		BA078	9349	154.7 and 157.0	30†	
	11.5				170.8 and 178.9	20	
113.6	NEW ULM		BA066	5565	178.9 and 180.2	10	
	10.4				180.2 and 182.4	20	
124.0	CAT SPRING		BA056	5649	182.4 and 184.2	10	
	11.4				10 MPH thru sidings and		
135.4	SEALY ⊗ ATSF		BA044	2837	turnouts except:		
	12.4				Thru sidings and turnouts at:		
147.8	BROOKSHIRE		BA032	4705	Fayetteville . . . . . 20		
	8.2				New Elm . . . . . 10		
156.0	KATY		BA024	4100	LCRA (thru turnout) . . . . . 20		
	5.2				Business Tracks	Sta. No.	
161.2	WHIT		BA019	5900	Schindler . . . . . 136.5	BA043	
	17.7				Cardiff . . . . . 150.8	BA029	
					Addicks . . . . . 166.7	BA013	
					Hennessey . . . . . 172.9	BA007	
170.8	PALESTINE DIVISION				Rule 10(D) not in effect		
	HOUSTON DIVISION				Yard Limits;		
178.9	⊗ SP				MP 69.4-MP 71.3,		
	1.3				MP 170.8-MP 184.2.		
180.2	EUREKA	T ⊗	BA001	Yd.	Train Defect Detectors;		
	0.6				⊗MP 100.8, ⊗MP 127.4		
180.8	⊗ SP				and ⊗MP 153.0.		
	3.4						
184.2	HOUSTON ⊗ SP						
	114.8						

Southward trains arriving Eureka will contact Yardmaster before entering yard limits and will be governed by his instructions.

Eureka — Yard Lead/Main Track switch north end of yard must be left lined for Main Track to Yard Lead movements.

#### Restrictions on Auxiliary Tracks:

Smithville — Movements on auxiliary tracks approaching Miller Street crossing (MP 70.2) must occupy island circuit and know flashers are working and gates are down for 20 seconds before occupying crossing. The island circuit is identified by orange boards attached to ties approximately 40 feet each side of the crossing.

LCRA — Northward movements on Lead, do not exceed 5 MPH while approaching flasher crossing.

Sealy — Train crews delivering multi-levels of automobiles to ATSF will not shove other cars with automobile cars.

Sealy — ATSF Siding Track is designated as a "Controlled Siding" and is governed by Train Control System signal indication. Before opening switch and entering onto and using siding, communicate with ATSF Train Dispatcher and secure permission to use Siding Track. ATSF telephone in vicinity of switch or at Automatic Interlocking.

Brookshire — Trains leaving cars on siding must not leave cars standing in the island circuit at the gated crossing at MP 147.6. The limits of the island circuit are designated by ties painted yellow on each side of the crossing.

Whit — Track No. 1 (3000 feet long) located west of and adjacent to the siding track. Unless otherwise instructed, trains in excess of 5900 feet in length required to clear the Main Track will pull front portion of train into Track No. 1 and then pull rear portion of train into the siding track.

Eureka — Movements on auxiliary track crossing east Frontage Road (MP 178.02) must occupy circuit within 55 feet of crossing identified by ties painted orange; know flashers are working and gates are down for 20 seconds; and then movement may proceed over crossing.

Eureka — Southward movements from the Tail Track to the Main Track crossing Sheppard Drive at MP 180.4 must ascertain that crossing gates are down before proceeding over the crossing.

Eureka — While switching Southern Warehouse at MP 176.1, movement must not be made over Maryvest Road until it is known that the flashers and crossing gates are operating and in the proper position before fouling the crossing unless the crossing is protected by flagman.

Houston — Do not exceed 5 MPH on Tracks 1 through 6 and on Back Lead Track at City Yard.

### SAN ANTONIO SUBDIV. — PALESTINE & SAN ANTONIO DIVS. 39

Radio Communications via Channel Five				Station Nos.	Sidings Feet	Maximum speed MPH (Except as below) . . . . 40	
Mile Post	SOUTH STATIONS	NORTH STATIONS	Between Mile Posts			MPH	
0.0	SMITHVILLE		BA110	Yd.	0.0 and 0.3	10	
	36.4				16.4 and 31.5	25	
36.4	LOCKHART		BA146	4400	35.8 and 37.0	25	
	10.4				84.9 and 85.9	30	
46.8	REEDVILLE		BA156	1830	85.5 thru turnout	20	
	4.7				85.9 and 86.0	10	
					86.0 and 92.1	30	
					92.1 and 92.4	25	
					92.4 and 103.5	30	
					103.5 and 103.8	20	
51.9	PALESTINE DIVISION				103.8 and 112.6	30	
	SAN ANTONIO DIVISION				124.9 and 136.5	25†	
85.5	AJAX				136.5 and 138.5	10	
	18.1				Thru siding and		
103.6	NEW BRAUNFELS ⊗ UP ⊗		AX308		turnouts . . . . . 10		
	9.0	CPQ113			Thru dual control		
112.6	OGDEN JCT.		AX318		switch turnout		
	12.2				OGDEN JCT. . . . . 25		
124.8	FRATT		AY039	2856	Maximum Speed on		
	11.7				connecting track from		
136.5	SP JCT. ⊗ SP				Austin Sub main track to		
	1.0				Ajax . . . . . 20 MPH		
137.5	SLOAN	T ⊗	AY052		Business Tracks	Sta. No.	
	53.6				Red Rock . . . . . 20.3	BA130	
					Maxwell . . . . . 43.5	BA153	
					San Marcos . . . . . 86.3	AX291	
					TXI . . . . . 94.0	AY009	
					WRP . . . . . 106.7	AX312	
					Comal . . . . . 110.6	AY025	
					Ogden . . . . . 112.6	AX318	
					Longhorn . . . . . 123.6	AX330	
					Remount . . . . . 127.1	AY041	
					Travis . . . . . 130.3	AY044	
					Rule 10(D) not in effect		
					Yard Limits: MP 0.0—MP		
					2.0; MP 136.5—MP 137.5		
					Train Defect Detector at		
					⊗MP 39.0 and ⊗MP 98.2		
					Equation: MP 51.9 = MP 85.8		

#### Restrictions on Auxiliary Tracks:

TXI—Do not operate engines over scales.

WRP—Do not exceed 10 MPH between WRP and WRRC Yard.

WRP—Track 2A designated as scale track and must not be used without authority of WRRC.

Sloan—Six-axle units must not be used on short leg of wye.

Southward movements over Presa Street (Mile Post 136.2) must know flashers and gates have been activated minimum of 20 seconds before occupying crossing.

Equation: MP 51.9 = MP 85.8

### NOTES



40 GALVESTON SUBDIV. — HOUSTON DIVISION

Radio Communication via Channel One. Call in Two.		Station Nos.	Sidings Feet	Maximum speed MPH (Except as below)	
Mile Post	SOUTH STATIONS NORTH			Between Mile Posts	MPH
0.0	HOUSTON ⊗ SP ⊕	A231		0.0 and 0.2	10
0.6	⊗ HBT ⊕			0.2 and 11.0	20
1.0	CONGRESS		Yd.	19.0 and 25.0	25
1.4	HENDERSON JCT. ⊗ HBT ⊕			39.4 and 42.6	25
1.7	HBT JCT.			42.6 and 43.6	20
3.6	TOWER 85 ⊗ HBT ⊕			43.6 over Lift Span	10
5.6	PTRA CONN			43.6 and 49.0	20
5.8	⊗ SP ⊕			Thru sidings and turnouts	10
6.1	HARRISBURG	A237			
10.5	DUMONT	A241	3250		
14.2	GENOA	A245	4500		
17.7	GRAHAM	A248	5500		
21.6	WEBSTER	A252	1650		
25.6	SHELL SIDING	A257	5750		
38.6	TEXAS CITY JCT. ⊗ TCT ⊕	A270			
39.2	TEXAS CITY YARD	A270	2750		
42.7	VIRGINIA POINT	A274			
43.6	CAUSEWAY BRIDGE				
44.6	ISLAND	A276			
48.0	GALVEZ YARD	A280	Yd.		
49.0	GALVESTON	A280			
49.0					

ABS between: MP 0.0 and MP 0.2 MP 1.7 and MP 10.5

Operation on HB & T governed by HB & T Timetable. Radio communication in connection HB & T operation are to be handled exclusively on Channel Two.

Fondren Spur — When necessary to shove cars over Highway 3, MP 23.1, at night, crossing must be protected by flagman.

Fondren Spur — Cars set out on Spur Track must not be left between Main Track and Highway 3 crossing.

Do not exceed 10 MPH. while switching industries between MP 24.0 and MP 26.7.

Texas City Jct — Movement to TCT yard tracks must not exceed 8 MPH over connection and employe must ride leading car when shoving.

Maximum speed MPH (Except as below)	MPH
0.0 and 0.2	10
0.2 and 11.0	20
19.0 and 25.0	25
39.4 and 42.6	25
42.6 and 43.6	20
43.6 over Lift Span	10
43.6 and 49.0	20
Thru sidings and turnouts	10

Business Tracks	MP	Sta. No.
Ford Lead	1.7	
Tx. Crushed Stone	5.5	
Rambler	7.5	
T&T Siding	9.0	
Kellogg	11.6	
HP&L	12.6	
Ashland	13.4	
Gifford Hill	14.9	
McDonough	15.3	A247
Olcott	17.1	A248
McCoy	22.3	
Fondren	22.9	A254
Midway Concrete	24.2	
Dickinson	28.6	A260
Marathon-Marco	28.8	A260
LaMarque	37.0	A267

TWC in effect MP 10.1 to MP 42.7. Yard Limits: MP 0.0—MP 10.1; MP 44.6—MP 49.0.

MOVEMENT THROUGH GALVESTON CAUSEWAY INTERLOCKING:

- If train or engine is stopped by absolute signal at Virginia Point or Island, crew member must immediately communicate with interlocking operator at lift bridge.
- Crew may be given verbal authority to proceed from Stop indication by sending a man ahead to inspect the route. Operator must not grant such authority until it is known the route is lined and clear of opposing movement.
- Operator must be advised in advance of any known condition that will delay the train or engine or prevent it from making usual speed.

TRINITY SUBDIV. — PALESTINE AND HOUSTON DIVNS. 41

Maximum Speed (Except as below) Between Mile Posts	MPH	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet
		SOUTH	NORTH		
0.0 and 1.6	5				
1.6 and 4.0	40				
4.0 and 9.4	45				
9.4 and 11.9	50				
11.9 and 21.7	45				
23.6 and 25.2	30				
25.2 and 26.6	45				
36.7 and 38.6	40				
42.7 and 43.3	45				
43.3 and 48.3	55				
50.7 and 51.3	45				
59.6 and 59.8	55				
63.7 and 65.5	50				
70.2 and 72.2	50				
82.1 and 82.4	55				
82.4 and 89.0	45				
99.3 and 99.7	55				
105.3 and 105.5	55				
110.1 and 114.3	30				
144.0 and Belt Jct.	45				
Sidings Elkhart, Crockett, Trinity, Phelps and Conroe	10				
Business Tracks	MP	Sta. No.			
Salmon	18.3	A-100			
Nucor	23.1	A-104			
Grapeland	24.5	A-106			
Southwest Chemical	33.2	A-114			
Lovelady	51.2	A-133			
Wedco	52.5	A-134			
Riverside	71.7	A-153			
La. Pacific	93.2	A-175			
New Waverly	95.7	A-177			
Willis	103.7	A-185			
Tin Barn	117.9	A-197			
Bison	117.4	A-198			
Woodlands	118.6	A-199			
Tamina	120.6	A-202			
Spring	128.3	A-210			
Jetero & Drillo	136.3	A-218			
Texas Crushed Stone	138.9	A-220			
Hardy	142.3	A-224			
Houston		B-372			
Huntsville Branch:					
Phelps to Huntsville	AD-7				
6.8 miles. Yard Limits entire branch. Max. Speed 10 MPH.					
Bus Tracks: Townley MP 3 St. No. AD-4.					

Train Defect Detectors located at ⊕ MP 33.4; ⊕ MP 67.4; ⊕ MP 97.5 and ⊕ MP 134.6 (both tracks). Trains and engines must secure track warrant before moving north of Belt Jct. Ft. Worth Subdiv. trains must secure track warrant 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.

15 MPH dual control switch turnouts; Leroy track Palestine; crossover West Jct. and South freight lead Palestine; south switch Lloyd Yard, east and west lead switches north end Lloyd Yard.

BAYTOWN BRANCH — HOUSTON DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Yard Limits Entire Branch	
	WEST STATIONS	EAST		Maximum Speed (Except as below)	MPH
35.0	⊕ CEDAR BAYOU		BG-35	7.5 and 9.0	10
33.4	1.6 BAYTOWN	⊕	BG-33	Jacinto Port Lead	10
30.7	2.7 ⊕ E.O. CO. ⊕			(Except Penn City Road east to end of track	20
28.5	2.2 DURHAM YARD		BG-28	Arco Industrial lead	10
27.0	1.5 COADY YARD		BG-27	US Steel Industrial lead	10
22.5	4.5 HIGHLANDS		BG-22	25.0 and 35.0	10
18.0	4.5 COLE		BG-18	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.	
16.0	2.0 SMITH		BG-16		
9.5	6.5 MARKET ST.	T	BG-9		
3.8	5.7 SETTEGAST YD.	⊕ ⊕ T	B-379		
49.0					

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.



Maximum Speed T&NO Jct.-Alvin (Except as below) . . . . . 55 T&NO Jct. — MP 18 . . . . . 20 MP 18—MP 14 . . . . . 45	MPH	Radio communication via Channel Two Call-In Two	Station Nos.	Sid- ing Feet
Mile Post	SOUTH ▼	STATIONS	NORTH ▲	
2.4		SETTEGAST YD. T ⊕	B-379	Yd.
		8.9		
20.6		NEW SOUTH YD. . . . .	B-368	Yd.
		1.2		
19.4		T & NO JCT. ⊗ SP ⊕	B-367	
		5.4		
14.0		MYKAWA . . . . .	B-362	n7690 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		
24.4		27 CROSSOVER . . . . .	B-347	
		1.6		
27.0		ALGOA . . . . .	B-343	
		2.5		
24.3		BROWNE . . . . . T †	B-342	9636
		0.5		
342.8		LIVERPOOL . . . . . CPH341	B-333	7631
		9.4		
341.2		ANGLETON . . . . . ⊕-2 T	B-321	10086
		13.4		
339.4		BRAZORIA . . . . . CPH315	B-308	7642
		11.8		
322.1		S. BERNARD RIV. ⊕ ⊕	B-306	
		2.7		
320.0		SWEENEY . . . . . ⊕-2	B-301	5638
		9.1		
315.5		ALLENHURST . . . . . †	B-292	7785
		7.6		
308.2		BAY CITY . . . . . ⊕-2 T	B-284	5121
		8.6		
305.5		BUCKEYE . . . . . T †	B-275	7800
		4.8		
300.8		BLESSING . . . . .	B-265	7800
		14.9		
291.7		LAWARD . . . . . †	B-250	7800
		4.8		
284.1		LOLITA (PCN Conn.) . . . . .	B-245	
		4.8		
283.8		VANDERBILT . . . . . ⊕-2	B-240	7051
		10.6		
275.2		KEERAN . . . . .	B-230	5547
		5.2		
264.6		PLACEDO ⊗ SP ⊕ . . . . .	B-224	
		21.6		
249.7		BLOOMINGTON ⊕-2	B-219	Yd.
		5.0		
244.9		BARGE CANAL ⊕ ⊕		
		3.3		
240.1		INARI . . . . . †	B-205	7521
		10.3		
229.5		GRETA . . . . . CPH205	B-193	7252
		12.3		
224.3		WOODSBORO . . . . .	B-180	6392
		18.0		
219.3		SINTON JCT. ⊗ SP ⊕	B-162	2224
		0.8		
216.0		SINTON . . . . . CPH162	B-162	10864
		161.2		
180.0		ODEM ⊗ UP ⊕ ⊕-2 T	B-155	Yd.
		158.4		
162.0		ROBSTOWN ⊗ TM ⊕	B-141	5773
		156.4		
161.2		BISHOP . . . . .	B-125	
		154.6		
141.4		KINGSVILLE ⊕-2 ⊕	B-119	Yd.
		124.9		
118.4		SARITA . . . . .	B-98	4249
		118.4		
97.6		ARMSTRONG . . . . . ⊕-2	B-77	7506
		77.0		
67.6		NORIAS . . . . . ⊕-2	B-68	4098
		67.6		
46.4		RAYMONDVILLE . . . . .	B-46	5228
		46.4		
26.8		HARLINGEN ⊗ T ⊕-2	B-25	Yd.
		26.8		
25.6		SAN BENITO . . . . .	B-19	
		19.0		
0.7		BROWNSVILLE ⊕ ⊕	B-0	Yd.
		0.7		

VIA HBT  
VIA ATSF

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 ATSF timetable.  
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.  
Track Warrants:  
Trains secure track warrant Bloomington.  
Brownsville Subdivision trains originating at Harlingen must receive track warrant at Harlingen.  
Train Defect 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 Rule 105 in effect.  
Max. Speed . . . . . 10 MPH

Celanese Industrial  
Lead — MP 277-00 Rule 105 in effect.  
2.3 miles . . . . . 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  
Aircro Ind. . . . . 4.5 BM-4

Brownsville Port Line 7.9 miles  
Maximum Speed . . . . . MPH  
(Except as below) . . . . .  
MP 0.0 — MP 0.5 . . . . . 10  
MP 0.5 — MP 2.2 . . . . . 5  
⊗SP GMP 1.2 . . . . . 10

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 . . . . . 10 MPH

Business Tracks . . . . . MP No.  
Hidalgo Team . . . . . 7.9 BYO48  
McAllen Trade Zone . . . . . 8.0 BYO48

Monsanto Ind. Lead—MP 335.6  
5.6 miles  
Maximum Speed . . . . . MPH  
(Except as below) . . . . . 15  
MP 3 — MP 5 . . . . . 10

Business Tracks	MP	Sta. No.
Between Bloomington and Long Mott 14.0 miles. Yard Limits entire branch.		
Maximum Speed	MPH	
MP 0.0 — MP 13.0 . . . . .	20	
MP 13.0 — MP 14.0 . . . . .	10	
Business Tracks	MP	Sta. No.
Heyser . . . . .	5.0	BK-05
Green Lake . . . . .	10.3	BK-10
North Seadrift . . . . .	12.5	BK-12
Long Mott . . . . .	14.0	BK-14
Rio Hondo Branch: San Benito to Rio Hondo 9.0 miles. Yard Limits entire branch. Max. speed is 10 MPH except 5 MPH over Highway 77, San Benito.		
Business Tracks	MP	Sta. No.
Fresnal . . . . .	6.6	BS-6
⊗SP Rio Hondo . . . . .	9.0	BS-9
⊗SP . . . . .	5.5	
Mission Industrial Lead: Rule 105 in effect. Harlingen to Mission 42.0 miles. Max. Speed 20 MPH Except 10 MPH MP 32.3 to MP 36.8.		
Business Tracks	MP	Sta. No.
Kipfer . . . . .	1.9	BR-2
LaFeria . . . . .	8.3	BR-8
Mercedes . . . . .	13.9	BR-14
Weslaco . . . . .	18.8	BR-19
Donna . . . . .	22.8	BR-23
Val Verde . . . . .	24.8	BR-25
Alamo . . . . .	26.9	BR-27
San Juan . . . . .	29.3	BR-29
Pharr . . . . .	31.0	BR-31
Hauser . . . . .	32.5	BR-32
McColl . . . . .	33.0	BR-33
McAllen . . . . .	34.2	BR-34
Sharyland . . . . .	36.9	BR-37
Mission . . . . .	40.0	BR-40

SUGARLAND BRANCH — HOUSTON DIVISION

Mile Post	SOUTH ▼	STATIONS	NORTH ▲	Station Nos.
7.9		PIERCE JCT. . . . .		AE-7
		11.1		
19.0		ARCOLA (End of Track) . . . . .		AE-19
		11.1		

Yard Limits Entire Branch.  
Maximum Speed 20 MPH

Business Tracks	MP	Sta. No.
Myrtle . . . . .	8.5	AE-8
Klein Industrial . . . . .	9.2	AE-9
Almeda . . . . .	10.8	AE-11
Interpac . . . . .	10.1	AE-10
Witco Co. . . . .	13.1	AE-13
Metal Arts . . . . .	13.7	AE-14
Sugarland . . . . .	33.0	AG-33

Be governed by HB&T timetable and Special Instructions.  
Operation over SP between T&NO Jct. and Sugarland, be governed by SP timetable.



44 LAREDO SUBDIV. — SAN ANTONIO DIVISION

Mile Post	Radio Communication via Channel One, Call-In One		Sta. tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below)
	SOUTH	NORTH			
264.3	SOSAN	⊕ T ⊕	AX345	Yd.	49
265.7	HEAFER JCT.				20
278.5	GESSNER		AX360	8300	40†
318.0	MELON		AX399	7450	40†
339.5	GARDENDALE	⊕-1 T	AX422	7575	30†
345.8	COTULLA		AX427	4616	30
371.0	FINLEY		AX451	8300	40
412.0	⊗ TM ⊙				40
412.2	LAREDO	T ⊕ ⊕	AX494	Yd.	49
147.9					

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

MAIN TRACK DERAIL LOCATED AT MP 265.25 NORMALLY LINED FOR DERAILING POSITION. Northbound trains and engines must stop clear of derail and not line derail until permission is received from yardmaster to proceed to Sosan. Southbound trains and engines do not need permission to line derail. All trains and engines must return derail to normal position immediately after train has passed. Trains arriving Laredo must not enter yard limits until securing yarding instructions from Laredo Yard.

Yard Limits: MP 259.0 to MP 268.0; MP 405.1 to end of track Laredo.

Train Defect Detectors: ⊕ MP 299.3; ⊕ MP 335.4 and ⊕ MP 378.2

CORPUS CHRISTI SUBDIV. — SAN ANTONIO & HOUSTON DIVS.

Mile Post	Radio Communication via Channel Two Call-In Two between Sosan and Odem. Channel One Call-In Two between Odem and Corpus Christi		Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below)
	SOUTH	NORTH			
3.1	SOSAN	T ⊕ ⊕	AX345	Yd.	49
8.0	SAN ANTONIO DIVISION				
20.3	LEHR		CC20	2570	10
34.3	PLEASANTON	⊕-2	CC34	8307	20†
55.2	CAMPBELLTON		CC55	7898	20†
75.8	N. FLOOD GATE	⊕			10
77.8	S. FLOOD GATE	⊕			10
88.1	GEORGE WEST		CC88	7850	10
113.0	MATHIS	⊕-2	CC113		10
124.7	HUBERT		CC124	3176	10
132.2	ODEM ⊕ UP G	⊕ T ⊕-2	B-155	Yd.	10
141.2	VIOLA	⊕	CC141		10
145.6	MP JCT.				10
145.9	⊗ CCTA ⊙				10
149.0	CORPUS CHRISTI	⊕ T ⊕ ⊕	CC150	Yd.	10
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 8.0; 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 on duty at Corpus Christi. When not on duty contact train dispatcher.

TIMETABLE NO. 7

OKLAHOMA SUBDIV. — VAN BUREN DIVISION

Maximum Speed (Except as below)	Radio communication via Channel One, Call-In One		Sta- tion Nos.	Sid- ings Feet
	Mile SOUTH Post	NORTH		
40	120.2	OKAY JCT.	L-233	
25†	122.4	AU JCT. ⊕		
10	133.8	MUSKOGEE ⊕ UP ⊕	MG-3	8624
10	145.9	WAINWRIGHT	MG-146	7766
174.1	174.1	HENRYETTA	MG-174	4140
42.5				
40 MPH turnouts: AU Jct.				

TULSA BRANCH — VAN BUREN DIVISION

Mile Post	Radio Communication via MKT Channel One		Sta- tion Nos.	Sid- ings Feet	Maximum speed MPH (Except as below)
	SOUTH	NORTH			
324.8	CHASE	⊕	LM499		25
291.8	BROKEN ARROW		MM292	2850	20†
287.2	TULSA	⊕	MV153	Yd.	20†
278.3	END OF TRACK	⊕			10
46.5					

Restrictions on Auxiliary Tracks:

Tulsa — Northward movements approaching Garnett Road on the three tracks in the Auto Convoy Yard must not exceed 5 MPH until ascertained that flashers have been actuated before proceeding over crossing.

Tulsa — Movements on auxiliary tracks crossing Rockford Avenue (MP 279.3) and Quincy Avenue (MP 279.2) must occupy island circuit within 30 feet of crossing identified by ties painted yellow, know flashers are working and gates are down for 20 seconds, and then movement may proceed over crossing.

Tulsa — Movements on side track over Third Street (MP 278.6) must occupy island circuit, know gates are down and lights are flashing 20 seconds, and then movement may proceed over crossing.

MIDLAND VALLEY BRANCH — VAN BUREN DIVISION

Mile Post	STATIONS		Sta- tion Nos.	Sid- ings Feet	Rule 99 (4) in effect.	
	WEST	EAST			Yard limits: MP 49.5 to MP 56.0, MP 93.0 to MP 97.1 and MP 135.2 to MP 154.7.	Maximum Speed MPH (Except as below)
49.5	END OF TRACK	⊕			25	
55.2	STIGLER	⊕	MV55		10	
95.8	SHOPTON	⊕ T ⊕	MV96	Yd.	10	
97.1	END OF TRACK	⊕			10	
135.2	END OF TRACK	⊕			10	
141.5	JENKS	⊕	MV142	550	10	
148.1	TULSA	T ⊕ ⊕	MV152	Yd.	10	
152.3	⊗ SS RY ⊙				10	
187.2	BARNSDALL		MV187		10	
166.4						

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. Max. speed 20 MPH except 10 MPH over 17th St. Cherokee Yd.

TIMETABLE NO. 7



Radio Communication via Channel Five.			Station Nos.	Sidings Feet	Maximum speed (Except as below) MPH
Mile Post	SOUTH STATIONS	NORTH			
0.0	KANSAS CITY				55
2.0	29TH STREET				20
4.0	KANSAS CITY DIVISION				20
	VAN BUREN DIVISION				30
	41.1 Miles Via BN				40
43.3	PAOLA	CPV326	MX334		50
46.5	RINGER		RM047	8752	25†
66.8	DUNLAY		RM067	8726	20
82.8	KINCAID		RM083	6278	10
94.7	MORAN		RM095	6285	20
112.6	KIMBALL		RM113	6150	20
120.6	ERIE	ATSF	RM121	8218	20
133.7	CROSS		RM133		20
136.2	PARSONS	T	RM136	Yd.	20

Track between MP 41.9 and MP 43.3 designated as Long Track. Rule 105 in effect. Northward trains enroute to Kansas City via BN trackage, secure BN track warrant at Parsons.

Paola — Southward movements through crossover from BN to UP must know crossing protection for Peoria Street is working or flag crossing.

Paola — Southward trains and engines using crossover from BN Main Track to UP Long Track must approach absolute signal at Paola. (MP 43.3) prepared to stop until absolute signal is seen to display a Proceed indication.

Elsmore — Do not exceed 5 MPH on Elevator Track.

Parsons — Do not exceed 20 MPH on the Bypass Track and East 14 Track between the turnouts and do not exceed 5 MPH on Gooseneck Track from north end of Diesel Shop to the East Yard Lead at the north end of the yard.

Train Defect Detectors located: ⊕MP 54.6, ⊕MP 75.5 and ⊕MP 107.2.

**CHEROKEE SUBDIV. — VAN BUREN & TEXOMA DIVS.**

Radio Communications via Channel Five			Station Nos.	Sidings Feet	Maximum speed (Except as below) MPH
Mile Post	SOUTH STATIONS	NORTH			
386.0	PARSONS	T ⊕	RM136	Yd.	55
394.4	LABETTE		LM394	9674	30†
400.8	OSWEGO	⊗ BN ⊕	LM401		30
410.2	CHETOPA	⊗ SEK ⊕	N 075	4770	40
421.4	WELCH		LM421	7990	40
438.0	WINDERS		LM438	4621	40
438.8	VINITA	⊗ BN ⊕	LM439		20
442.0	KEELE		LM442	9136	40
454.4	ADAIR		LM454	7591	40
468.2	PRYOR		LM468	8971	40
477.7	MAZIE		LM478	5055	40
488.2	WAGONER	⊗ UP ⊕	L 242		20
496.0	AU JCT	⊕			20
497.4	UX JCT	⊕			20
498.6	CHASE		LM499	8345	20
502.5	MUSKOGEE	⊕	MG002	Yd.	20
524.8	CHECOTAH		MK525	11033	20
547.2	CANADIAN		MK547	10055	20
563.7	VAN BUREN DIVISION				20
564.2	TEXOMA DIVISION				20
	McALESTER	T ⊕	MK564	11077	20

Yard Limits: MP 386.0—MP 387.1, MP 500.7—MP 505.6 and MP 563.0—MP 568.0. ABS between: MP 394.3 and MP 498.1; MP 503.9 and MP 564.2. CTC between: MP 387.1 and MP 394.3.

TIMETABLE NO. 7

Welch—Movements in siding approaching the Highway 10 crossing, must STOP after entering the island circuit (identified by yellow insulated joints on both sides of the crossing) and must wait 26 seconds before occupying the crossing. If a train is being delayed in the siding to be met or passed by another train or trains, the train must not occupy the island circuit until it is ready to depart except to cut the crossing when necessary due to the length of the train. When necessary to cut crossing, the island circuit must be cleared when practicable.

Vinita—Do not exceed 5 MPH on BN Connection Track and on House Track.

Pryor—Industrial Area Restrictions:

GRDA Area: Do not exceed 5 MPH on GRDA Lead Track east and south of the Water Tower Crossing. Within the GRDA Area, fuses must not be used for giving hand signals except in an emergency, and when used, they must not be dropped or thrown to extinguish.

Gate across track at MP 3.5 must be opened by GRDA personnel.

GRDA Area: Both loaded and empty coal trains must be weighted by motion-sensor scales at MP 3.6 to MP 3.7 on GRDA Lead Track. The use of train brakes is not permitted over scales. DO NOT STOP any part of train or engine on the scale except for an emergency or when instructed by the proper authority. Reverse movement must not be made while any part of train or engine is on the scale.

Speed over scales MUST NOT EXCEED 5 MPH. When speed of train is below 5 MPH, signal aspect will show Green. When Yellow aspect is on, train speed must be reduced to proper speed. When aspect is Red, scale is not weighing cars; contact GRDA Dumper Operator.

WIL GRO: Do not exceed 5 MPH on all tracks.

Georgia Pacific Co. (Bestwall Div.): There are two red lights on the southwest corner of the building. When one or both of these lights are illuminated, a lift bridge is obstructing Track 1. Do not couple into or move cars on Track 1 until the lift bridge has been raised. Red light on Track 2, when illuminated, indicates that door to building is closed.

Midwest Carbide Co.: Derails, secured with Midwest Carbide Co. locks, are in place on the west end of Tracks 1 and 2, and must be unlocked by Midwest Carbide employees only.

National Gypsum Co.: There are derails on Tracks 1 and 2 and a lift bridge which obstructs Track 2 when it is in use. Semaphore signals display Stop when the derails and lift bridge are on. Movement must not be made into these tracks when the signals display Stop. National Gypsum personnel only are authorized to operate the derails and signals.

McAlester—When making switch movements from Scale Track to Main Track and West Lead to siding (MP 565.4), movement must not be made over Monroe Street until gates are down and flashers are operating unless protected by member of crew.

McAlester—Engines or cars weighing 200,000 pounds or more must not move over private industry scales McAlester Oil Mill.

**BARTLESVILLE BRANCH — VAN BUREN DIVISION**

Radio Communication via Channel Five.			Station Nos.	Sidings Feet	Maximum speed (except as below) Bartlesville: All tracks-Zinc Corp'n of America . . . . . 5
Mile Post	SOUTH STATIONS	NORTH			
170.9	BARTLESVILLE JCT.		R136		10
182.9	WANN		RB183		10
194.5	DY JCT.				10
197.7	3.2 MI. VIA ATSF				10
	BARTLESVILLE		RB198	Yd.	10
198.2	BE JCT.				10
200.0	END OF TRACK				10
					10

Bartlesville — Movement on spur track over Oak Street must be preceded by crew member to provide warning.

Sutton — Crossing flashers at State Highway 123, MP 199.55, are activated only after a train or engine occupies the island circuit which is identified by yellow paint on the ties. Movements over this crossing must occupy the island circuit and ascertain that the flashers are operating for 23 seconds before occupying the crossing.

Equation: MP 170.9 = MP 660.7 (Coffeyville Sub).

**GALENA BRANCH — VAN BUREN DIVISION**

Radio Communication via Channel Five.			Station Nos.	Sidings Feet	Maximum speed . . . 10 MPH Yard Limits: MP 419.1 to MP 434.2
Mile Post	SOUTH STATIONS	NORTH			
400.8	OSWEGO		LM401		10
	(17.0 miles via BN)				10
419.1	COLUMBUS		LL419	Yd.	10
427.8	CRAIN		LL427	493	10
429.3	MILITARY	T ⊕	LL429	1350	10
431.5	⊗ BN				10
432.1	GALENA		LL432	1494	10
434.2	END OF TRACK				10

Business Tracks MP No. Station  
Hallowell . . . . . 352.5 LL410  
Horn . . . . . 433.9 LL433

Equations:  
At Oswego  
MP 400.8 = BN MP 360.2  
At Columbus  
BN MP 343.2 = MP 418.8

TIMETABLE NO. 7



48 COFFEYVILLE SUBDIV. — K.C. & VAN BUREN DIVS.

Mile Post	SOUTH		NORTH		Station Nos.	Siding Feet	Maximum Speed	MPH
	Radio communication via Channel One, Call-in One		Radio communication via Channel One, Call-in One					
279.0	NEFF YARD		Ⓞ	Ⓞ	MX-283		296.9	40
277.4	1.7						(Except as below) Between Mile Posts	
279.1	Ⓞ	KCT	Ⓞ				Wye to River Subdiv.	15
279.2	Ⓞ	KCT CONN		CPK279			Neff Yard and 278.7	20
280.1		12th ST.		CPK280			278.7 and 280.3	25
282.6		35th ST.		CPK282			296.9 and 335.0	60
283.4		LEEDS JCT.		CPK284	MX-291		(Except as below)	
284.7	VAN BUREN DIVISION						333 to 334.5	20
290.0		DODSON	Ⓞ	-1	MX-298	13968	335.0 and 376.2	55
298.5		KENNETH			MX-308	15477	(Except as below)	
310.9		BUCYRUS			MX-319	7432	338.5 and 339.9	50
317.2		WAGSTAFF	Ⓞ	-1	MX-326	7445	340.9 and 341.8	45
326.3		Ⓞ BN					343.5 and 344.2	50
326.4		PAOLA		CPV 326	MX-334		348.1 and 348.2	25
328.5		BROWN		CPV327	MX-336	10851	348.2 and 348.6	40
333.0		OSAWATOMIE		CPV329	MX-341	Yd.	356.9 and 357.8	30
334.5		TOLER		CPV334			371.6 and 372.6	50
336.0		BALDWIN		CPV339			376.2 and 467.7	60
343.5		LANE JCT.		CPV343	R-9		(Except as below)	
353.4		HECLA			R-20	7374	383.8 and 385.0	30
357.4		Ⓞ ATSF					385.0 and 392.1	55
361.3		BIRCH			R-29	7770	398.0 and 399.5	40
371.7		DIXON			R-39	9103	403.6 and 418.1	55
381.7		FIELDS			R-51	7665	417.6	30
391.0		VERNON			R-59	8816	418.1 and 418.3	50
398.5		DURAND	Ⓞ	-2	H-85	8244	418.3 and 423.0	55
415.1		ROPER			R-82	7856	423.0 and 423.3	45
417.6		BENEDICT	Ⓞ	ATSF	R-85		423.3 and 426.3	55
425.7		HENNELLY			R-94	7742	426.3 and 428.5	40
434.8		NEODESHA			R-102	8241	428.5 and 433.6	55
434.9		Ⓞ BN					433.6 and 435.2	30
442.3		SYCAMORE			R-109	9489	435.2 and 437.3	55
448.6		Ⓞ ATSF					443.4 and 448.2	55
450.0		INDEPENDENCE			R-116	8045	448.2 and 450.3	40
463.4		DEARING			R-130	8237	450.3 and 451.3	55
467.1		COFFEYVILLE			R-135	10506	451.3 and 462.1	55
467.8							462.1 and 462.2	45
							462.2 and 467.3	55
							467.3 and 467.7	20
							Business Tracks	MP No.
							Centropolis	280.4 MX-288
							Alexander	284.8 MX-291
							Missey	285.6 MX-293
							Barry-Gann	292.1 MX-300
							International Paper Co.	296.2 MX-305
							Greeley	348.1 R-15
							Garnett	357.6 R-24
							Westphalia	373.6 R-41
							Le Roy	384.4 R-51
							Buffalo	411.2 R-78
							Altoona	427.2 R-94
							Blake	453.3 R-120
							Fredonia	
							Ⓞ-2	426.5 RC-12
							Do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if train averages over 110 tons per operative brake.	
							Equation: MP 299.2=MP 300.0	

Two main tracks Neff Yard-Leeds Jct. and MP 334.5-Lane Jct. designated East and West tracks.

Yard Limits: MP 279.0 to MP 282.0.

Manual Interlocking with BN at MP 326.3: When interlocking signal displays Stop Indication, communicate with UP train dispatcher and be governed by instructions in release box.

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

Train Defect Detectors located at ⓄMP 314.0, ⓄMP 346.2, ⓄMP 366.5, ⓄMP 387.1, ⓄMP 410.9, ⓄMP 438.2 and ⓄMP 459.7.

VAN BUREN SUBDIV. — VAN BUREN & NO. LITTLE ROCK DIVS. 49

Mile Post	SOUTH		NORTH		Station Nos.	Siding Feet	Maximum Speed	MPH
	Radio Communication via Channel One, Call-in Two		Radio Communication via Channel One, Call-in Two					
662.8	COFFEYVILLE		Ⓞ	-2T	R-135	10506	662.8 and 662.7	20
661.6	BARTSVILLE JCT.			CPV 662	R-136		660.6 and 660.5	30
660.5	LENAPAH			CPV 661	L-311	7728	657.1 and 657.0	55
651.0	CLEM				L-293	8826	653.5 and 652.3	55
634.4	OOLOGAH				L-282	7462	646.3 and 646.4	55
622.1	CLAREMORE		Ⓞ	BN			640.6 and 643.2	55
610.3	PRATT				L-268	7630	639.6 and 639.2	55
607.3	INOLA				L-257	9182	632.7 and 632.5	55
596.9	WAGONER		Ⓞ	UP	L-242		628.5 and 628.3	55
581.4	COOKSON			CPV 582	L-239	9173	622.2 and 621.3	45
579.6	OKAY JCT.			CPV 576	L-233		620.3 and 620.1	55
575.5	OG & E SPUR			CPV 569	L-229		618.8 and 617.5	40
568.7	BRAGGS		Ⓞ	-2	L-218	8427	616.6 and 616.1	55
557.5	UPSON				L-201	8061	613.3 and 611.6	55
541.3	Ⓞ KCS						610.3 and 609.3	30
526.7	HANSON				L-180	8068	608.6 and 608.5	55
519.7	GREENWOOD				L-164	9016	605.3 and 603.2	55
504.7	Ⓞ AM						599.1 and 598.7	55
498.4	VAN BUREN		Ⓞ	T	L-158	Yd.	597.1 and 596.5	55
497.2	DYER				L-146	7641	589.1 and 588.6	35
486.0	POPOP				L-130	7620	586.3 and 585.6	55
469.7	ALIX				L-117	7586	581.7 and 580.5	25
456.5	SPADRA				L-105	7593	576.2 and 575.7	55
443.0	SCOTIA				L-85	8227	571.5 and 571.9	55
427.5	RUSSELLVILLE		Ⓞ	-2	L-75	6225	OG&E Spur — MP 446.4	50
417.6	D.&R. CONN.						(Except as below)	
417.6	WORTHEN				L-68	7922	On OG&E Spur	10
410.7	BLACKVILLE				L-57	7795	564.4 and 564.1	40
400.1	MENIFEE				L-38	7598	560.8 and 560.7	40
381.3	MAYFLOWER				L-21	10764	560.1 and 559.5	45
363.6	MARCHE				L-11	7822	556.3 and 556.1	45
355.4	VAN BUREN DIVISION						549.1 and 544.1	45
354.6	NO. LITTLE ROCK DIVN.						536.2 and 536.1	30
353.7	N. LITTLE ROCK		Ⓞ		X-344	Yd.	535.1 and 534.6	40
346.1							526.8 and 525.2	35
343.6							513.0 and 513.5	45
							508.9 and 507.6	45
							500.4 and 500.1	45
							499.2 and 497.6	25
							489.6 and 489.4	40
							479.7 and 479.5	45
							474.5 and 471.6	40
							467.3 and 464.3	45
							MP 446.4 — MP 395.0	50
							(Except as below)	
							436.1 and 434.5	45
							427.0 and 426.8	45
							426.8 and 423.6	50
							420.2 and 415.0	35
							415.0 and 412.8	45
							412.8 and 411.1	50
							402.3 and 401.9	50
							MP 395.0 — MP 343.2	50
							(Except as below)	
							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 344.2	25
							Wye N. Little Rock	15
							Business Tracks	MP No.
							Nowata	Ⓞ-2 640.1 L-300
							Talala	627.8 L-288
							Public Service	621.5 L-281
							Black Fox	594.6 L-254
							Fort Gibson	567.9 L-228
							Gore	546.5 L-206
							Vian	537.4 L-197
							Salisaw	Ⓞ-2 525.8 L-186
							Muldrow	513.1 L-173
							Bakaert Steel	500.5 L-158
							Alma	489.4 L-149
							Mulberry	479.7 L-140
							Ozark	Ⓞ-2 464.8 L-125
							Co-op Spur	462.9 L-123
							Carbon	459.2 L-120
							Clarksville	435.6 L-93
							Knoxville	423.6 L-91
							AP&L	424.3 L-83
							Cargil	423.4 L-82
							Atkins	405.8 L-63
							Banquet	404.2 L-63
							Morrilton	392.5 L-50
							Conway	Ⓞ-2 373.1 L-30
							AP&L No. 2	362.3 L-19
							Maumelle	355.3 L-13
							Jeffrey	349.5 L-6
							Levy	345.7 L-3

Yard Limits: MP 495.8 to MP 498.5.  
10 MPH dual control switch turnouts: 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 Dispatcher.

All trains must flag crossing Conway when using siding and cutoff track.

TWC in effect MP 568.7 and MP 498.5, MP 495.8 and MP 355.4.

Between Coffeyville and OG&E Spur do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if train averages over 110 tons per operative brake.

Train Defect 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.



50 COUNCIL GROVE SUBDIV.—VAN BUREN & WICHITA DIVS.

Mile Post	WEST	Radio communication via Channel One, Call-in One		Station Nos.	Siding Feet	Maximum Speed MPH (Except as below) MP 334.4 to MP 451.0	
		STATIONS	EAST				
334.4		OSAWATOMIE	CPV334 T	MX-341	Yd.	Osawatomie — Around wye . . . . . 10	
335.0			CPV335			Between Mile Posts 334.4 and 335.0 . . . . . 30	
343.3		RANTOUL		MX-351	7158	353.8 and 354.9 . . . . . 20	
354.1		OTTAWA	⊖-1	MX-362	7465	357.1 and 357.2 . . . . . 25	
354.4		⊗ ATSF				425.7 and 426.7 . . . . . 25	
357.1		⊗ ATSF				432.5 and 433.3 . . . . . 30	
368.7		LOMAX		MX-376	4591	450.8 and 452.7 . . . . . 30	
376.8		FLINT		MX-385	6662	495.9 and 497.0 . . . . . 30	
386.2		⊗ ATSF				524.4 and 525.0 . . . . . 40	
386.4		OSAGE CITY	⊖-1	MX-394	6398	529.6 and 529.8 . . . . . 30	
401.9		ADMIRE		MX-410	6447	544.9 and 545.9 . . . . . 30†	
412.2		LAKE	?	MX-420	6125	557.3 and 559.4 . . . . . 30	
424.3		VAN BUREN DIVISION					Do not exceed 50 MPH if freight train averages over 100 tons per operative brake — 45 MPH if train averages over 110 tons per operative brake. Eastward trains . . . . . 55
425.6		WICHITA DIVISION					Westward trains Over 110 cars . . . . . 55
425.8		COUNCIL GROVE	⊖-1	MX-432	Yd.	Over 6200 feet long . . . . . 55	
425.8		PETE		MX-433		Over 6100 train tons . . . . . 55	
436.3		WILSEY		MX-444	6454	Train Defect Detectors located at ⓂMP 364.8, ⓂMP 390.8, ⓂMP 440.2 and ⓂMP 533.0.	
445.6		PRAIRIE		MX-454	8981	Business Tracks MP No. Richter . . . . . 360.5 MX-368	
451.0		HERINGTON	⊖-1	MX-459		Lyndon . . . . . 378.6 MX-386	
451.5		⊗ SSW	⊖			Vassar . . . . . 375.3 MX-383	
458.6		HOPE		MX-467	4618	Miller . . . . . 395.3 MX-403	
459.2		⊗ ATSF				Allen . . . . . 405.8 MX-414	
468.0		ELMO		MX-476	6347	Bushong . . . . . 411.0 MX-419	
476.1		CODY		MX-485	6568	Delavan . . . . . 443.9 MX-452	
491.2		BRIDGEPORT		MX-499	6559	Dillon . . . . . 462.9 MX-471	
495.9		LINDSBORG		MX-504		Carlton . . . . . 470.9 MX-479	
505.6		MARQUETTE	⊖-1	MX-513	6427	Gypsum . . . . . 478.0 MX-487	
518.2		CRAWFORD		MX-526	4391	Frederick . . . . . 530.4 MX-538	
524.5		GENESEO	T ⊖-1	MX-532	12731	Prodcop . . . . . 535.4 MX-539	
529.7		⊗ BN				Redwing . . . . . 552.8 MX-561	
537.6		BUSHTON		MX-545	4608	25 MPH turnouts both ends of Prairie, Elmo and Cody	
545.2		CLAFLIN		MX-553	7177	Yard Limits: MP 556.0 to MP 560.0, TWC in effect MP 335.0 to MP 556.0.	
558.8		HOISINGTON	T ⊖-1	MX-567	Yd.		

PARIS BRANCH — VAN BUREN DIVISION

TWC in effect MP 515.0 to MP 551.0.		Radio communication via Channel One, Call-in Two		Station Nos.	Siding Feet
Yard Limits: MP 504.5 to MP 515.00; MP 551.0 to MP 553.4.	Yard Limits: MP 504.5 to MP 515.00; MP 551.0 to MP 553.4.	SOUTH	NORTH		
Maximum Speed 10 MPH		VAN BUREN	⊖ T	L-158	
Business Tracks MP No. Sta. No.		1.8 MILES VIA AM			
Barling . . . . . 518.1	LD-16	⊗ UP			
Lavaca . . . . . 526.3	LD-24				
Branch . . . . . 540.0	LD-38	FT. SMITH	⊙	LD-5	
Branch . . . . . 544.1	LD-42				
Fort Chaffee . . . . . 519.4	LD-17	⊗ AM			
Charleston . . . . . 535.3	LD-33	⊗ KCS			
Stop and Protect: Midland St. Suburban Lead Ark Hiway 109 . . . . . Paris South "E" St. . . . . Ft. Smith		⊗ AM			
		SO. FT. SMITH	⊙	LD-10	
		THESSING		LD-34	1727
		PARIS	⊙	LD-51	
		50.6			

Operation over AM between Van Buren and Ft. Smith, 1.8 miles. General Code of Operating Rules and AM Timetable apply. Employee must communicate with BN train dispr. before operating time release at Ark. River bridge 4106.

HOISINGTON SUBDIV.— WICHITA DIVISION 51

Mile Post	WEST	Mountain Standard Time Horace to Pueblo Radio communication via Channel One, Call-in One		Station Nos.	Siding Feet	Maximum Speed MPH (Except as below) 60
		STATIONS	EAST			
558.8		HOISINGTON	⊙ ⊖-1 T	MX-567	Yd.	Between mile posts 588.9 and 589.3 . . . . . 50
568.9		OLMITZ		MX-577		589.9 and 590.6 . . . . . 45
575.6		OTIS		MX-583		617.0 and 820.9 . . . . . 40
583.4		BISON		MX-592	6219	846 and 848 . . . . . 40
590.3		LA CROSSE	⊖-1	MX-598	3872	Osgood . . . . . 10
605.3		MCCRACKEN		MX-613		Ransom . . . . . 10
616.0		BROWNELL	⊖-1	MX-624		Utica . . . . . 10
622.1		OSGOOD		MX-630	6066	Shields . . . . . 10
627.3		RANSOM		MX-635	3875	Ranch . . . . . 10
633.8		ARNOLD		MX-642	2521	Scott City . . . . . 10
640.3		UTICA	⊖-1	MX-648	6429	Leoti . . . . . 10
655.6		SHIELDS		MX-663	6304	Selkirk . . . . . 10
665.0		HEALY	⊖-1	MX-673		Walkinghood . . . . . 10
670.2		RANCH		MX-678	6211	Stuart . . . . . 10
681.7		⊗ ATSF				Chivington . . . . . 10
682.5		SCOTT CITY	⊖-1	MX-690	3309	Eads . . . . . 10
682.8		⊗ ATSF				Haswell . . . . . 10
692.1		MODOC		MX-700	6309	Do not exceed 50 MPH if freight train averages over 100 tons per operative brake — 45 MPH if train averages over 110 tons per operative brake. Eastward trains . . . . . 55
699.2		MARIENTHAL		MX-707		Westward trains Over 110 cars . . . . . 55
707.1		LEOTI	⊖-1	MX-715	3968	Over 6200 feet long . . . . . 55
717.1		SELKIRK		MX-725	6089	Over 6100 train tons . . . . . 55
729.0		TRIBUNE		MX-737	2521	On ATSF . . . . . 55
730.8		HORACE	⊙ ⊖-1 T	MX-739	Yd.	(Except as below) 597.3 and 598.6 . . . . . 40†
740.5		WALKINGHOOD		MX-748	8954	615.9 and 616.0 . . . . . 50
746.6		TOWNER		MX-754		617.2 and 617.5 . . . . . 25
752.5		STUART		MX-760	6069	Pueblo Jct.: 617.5 and 617.9 . . . . . 15
758.1		SHERIDAN LAKE	⊖-1	MX-766	3764	On ATSF do not exceed 45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.
771.8		CHIVINGTON		MX-780	6181	Train Defect Detectors located at ⓂMP 595.5, ⓂMP 625.7, ⓂMP 679.4, ⓂMP 705.6, ⓂMP 792.1, ⓂMP 850.5 and ATSF ⓂMP 595.1.
785.8		EADS	⊖-1	MX-794	6365	Business Sta. Tracks MP No. Boyd . . . . . 562.9 MX-571
807.7		HASWELL	⊖-1	MX-816	6527	Hargrave 598.0 MX-606
830.5		HEATH		MX-838	6392	Pen Dennis . . . . . 649.4 MX-657
841.2		SUGAR CITY		MX-849		Manning 671.4 MX-679
846.4		ORDWAY	⊖-1	MX-854	7234	Coronado 704.1 MX-712
863.1		PULTNEY		MX-871	6070	Whitelaw 724.6 MX-732
869.4		NA JCT.		MX-876		Astor . . . . . 736.9 MX-745
581.8		AVONDALE	⊖-1 †	MX-889	8153	Kanco . . . . . 742.9 MX-750
603.6		DEVINE	Via ATSF	MX-895		Brandon 766.2 MX-774
609.6		BAXTER	†	MX-897	7500	Galatea 799.1 MX-807
611.8		PUEBLO JCT.	⊙	MX-903		Arlington 821.4 MX-829
617.8		PUEBLO	T ⊕	MX-905	Yd.	Crowley 851.9 MX-860
897.1						Olney Springs 857.3 MX-865
						Boone . . . . . 598.6 MX-884
						(Industrial Lead Pueblo to end of track — Old Main Line.)
						Yard Limits: MP 556.0 to MP 560.0; MP 730.0 to MP 733.0.
						Operation west of Pueblo Jct. governed by DRGW timetable and Special Instructions.
						Avondale: Entrance road to ordinance plant — Stop and protect before crossing.
						TWC in effect MP 560 to MP 730; MP 733 to MP 869.4.
						40 MPH Dual control switch turnout at NA Jct.

Operation between NA Jct. and Pueblo Jct. over joint UP-ATSF track controlled by ATSF dispr. at La Junta. 30 MPH turnouts both ends sidings Baxter and Avondale. ATSF mileage and mile post numbers used between NA Jct. and Pueblo Jct.



**52 WICHITA SUBDIV. — WICHITA & VAN BUREN DIVISIONS**

Maximum Speed Durand to MP 374.0 Durand to Wichita (except as below)	MPH	Radio communication via Channel			Sta- tion Nos.	Sid- ings Feet
		WEST	One, Call-in Two	EAST		
MP 420.6 — MP 421.6	25					
MP 431.0 — MP 438.0	35					
MP 458.0 — MP 476.6	25					
Both legs of Wye-Durand	10					
Yard Limits: MP 387.7 to end of track MP 374.0; MP 451.9 to MP 458.3 and MP 476.6 to Wichita.						
Piqua Ind. Lead 10.33 miles. Max. speed 20 MPH.						
Humboldt	HU-10					
Business Tracks MP No.						
Athens	378.9	H-80				
Toronto	399.5	H-101				
Benton	469.4	H-170				
Electric Spur	472.4	H-172				
Greenwich	474.4	H-175				
TWC in effect						
MP 387.7 to MP 476.6						
Rule 10D not in effect						

**McPHERSON BRANCH — WICHITA DIVISION**

Maximum Speed (Except as below)	MPH	Radio communication via Channel			Sta- tion Nos.	Sid- ings Feet
		SOUTH	One, Call-in Two	NORTH		
MP 544.1	25					
MP 542.1 (northward)	25					
Through Assaria	30					
MP 496.2 — MP 494.0	20					
MP 488.8 — MP 486.0	20					
Wye-Whitewater	25					
Movement on other than main track between Whitewater and Wichita 5						
Yard Limits: MP 551.7 to MP 544.0; MP 536.0 to MP 534.8; MP 531.7 to MP 530.4; MP 518.2 to MP 514.0; MP 488.0 to MP 486.0; MP 239.0 — MP 251.0.						
Business Tracks MP No.						
McLains	481.4	PB-27				
Marvel Industries	488.8	PB-34				
Zimmerdale	491.7	PB-37				
Elyria	509.3	PB-56				
Bridgeport	536.2	MX499				
Sid	547.0	KM005				
McPherson Branch trains operate over Council Grove sub between west siding switch Bridgeport and Lindsborg.						
© Salina, Iron Ave. and Ash Street.						
Rule 10D not in effect						
Equation: MP 516.2 = MP 516.6; MP 474.7 = MP 222.9.						
Whitewater Ind. Lead, Whitewater MP 474.7 ⊕UP ⊕ to McPherson Jct. MP 454.6, 20.1 miles. Max. Speed 20 MPH, Rule 105 in effect. Business Tracks: 474.5 Whitewater PB-20, 467.1 Potwin PB-13, 471.6 Brainerd PB-17, 456.7 Oil Hill PB-2.						

**TOPEKA BRANCH — VAN BUREN DIVISION**

Mile Post	WEST STATIONS	EAST	Sta- tion Nos.	Yard Limits: Entire Branch.	
				MAXIMUM SPEED	MP Sta. No.
368.1	LOMAX	⊕	MX-376	20 MPH	374.4 T- 97
381.8	END OF TRACK				381.6 T-104
	13.7				

**HERINGTON BRANCH — WICHITA DIVISION**

Mile Post	SOUTH	STATIONS	NORTH	Sta- tion Nos.	Sid- ings Feet	Maximum Speeds (Except as below)	
						Between Mile Posts	Between Mile Posts
171.3		HERINGTON ⊕ UP ⊕	⊕	PB20		40	20
178.5		LOST SPRINGS ⊕ ATSF	⊕	HM179	6000	20	20
194.3		MARION		HM194	4660	20	20
194.5		⊕ ASTF	⊕			20	20
208.3		PEABODY		HM208	6050	20	20
208.5		⊕ ATSF	⊕			20	20
222.8		WHITEWATER ⊕ UP	⊕	PB020	6200	20	20
		51.5					
Woodbine Industrial Lead: Abilene to Woodbine 18.8 miles. Maximum Speed is 10 MPH except 5 MPH on auxiliary tracks. Rule 105 in effect.							
Business Tracks MP No.							
Pearl				W-186.7	KA186		
Woodbine				W-180.3	KA180		
Enterprise ⊕ ATSF				W-192.8	KA193		
Thru sidings and turnouts: Lost Springs 10 Marion 10 Peabody 10 Whitewater 5							
Rule 10(D) not in effect.							
⊕ UP ⊕ (MP 171.3) is controlled by SSW train dispatcher at Kansas City, Ks.							
Business Mile Sta. Tracks Post No. Lincolnville 183.5 HM184 Antelope 187.4 HM187 Aulac 200.4 HM200 Elbing 216.2 HM216							
Yard Limits between MP 171.3 and MP 180.0.							

**HARDTNER BRANCH — WICHITA DIVISION**

Yard Limits: Entire Branch	Mile Post	WEST	STATIONS	EAST	Sta- tion Nos.	Sid- ings Feet
Maximum Speed MPH	485.9		HARDTNER JCT.	⊕ T	M-001	
(Except as below) 20						
Between Mile Posts	487.9		⊕ ATSF			
514.6 and 573.5 10						
Business Tracks MP No.	488.8		⊕ ATSF			
Murray Gill 493.3						
CO&F	494.3		FRONTIER		H-196	6398
Clevator 493.8						
Clearwater	501.4		CLEARWATER		H-202	1169
Co-op 500.4						
H-201	512.9		CONWAY SPRINGS	⊕ ⊕ T	NL-135	Yd.
Argonia 524.3						
H-225						
Anthony 541.6						
H-243	524.5		⊕ ATSF			
Shook 548.2						
H-250						
Ruella 552.0						
H-253	531.2		FREEPORT		H-232	2220
Corwin 558.8						
H-260	542.0		⊕ ATSF			
Hazelton 564.0						
H-265						
Stubbs 576.8						
H-278	571.2		KIOWA		H-272	
End of Track: MP 581.8.						
	572.5		⊕ ATSF			
	573.1		⊕ ATSF			
	581.5		HARDTNER	⊕ T	H-283	
			95.9			

**STAFFORD BRANCH — WICHITA DIVISION**

Yard Limits: Entire Branch	Mile Post	WEST	STATIONS	EAST	Sta- tion Nos.	Sid- ings Feet
Maximum Speed MPH	558.7		CONWAY SPRINGS	⊕ ⊕ T	NL-135	Yd.
(Except as below) 20						
Between Mile Posts	572.2		⊕ ATSF			
585.0 and 654.1 10						
(FRA Excepted)	592.3		KINGMAN		NL-169	
Olcott to Iuka 10						
(FRA Excepted)	593.1		⊕ ATSF			
Business Tracks MP No.	593.9		⊕ ATSF			
Milton 567.1						
NL-144	610.0		OLCOTT		NL-187	
Norwich 571.4						
NL-148						
Belmont 580.4						
NL-157	619.9		PRESTON		NC-10	599
Alameda 585.3						
NL-162						
Browns Spur 598.4						
NL-175	620.1		⊕ SSW			
Penalosa 605.8						
NL-183	630.1		IUKA		NC-20	
Neola 620.9						
NL-198						
Hudson 639.3						
NL-216	614.5		TURON		NL-191	
Seward 648.3						
NL-225	615.0		⊕ SSW			
Max. Wt. 220,000 lbs. between Olcott and Iuka, except on authority of Superintendent.	628.6		STAFFORD		NL-205	
End of Track: MP 654.1.	629.6		⊕ ATSF			
	653.7		RADIUM		NL-230	
			95.4			



54 HUTCHINSON BRANCH — WICHITA DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed Between Wichita and Geneseo (Except as below) 25 Between Mile Posts — 482.0 and 485.0 20 485.0 and 485.3 10 530.5 and 533.7 20 559.2 and 561.1 20	MPH
	SOUTH ▼	NORTH ▲				
572.7	GENESEO	⊙ ⊕	MX-532	3890		
561.0	⊗ ATSF					
560.5	LYONS	⊕ ⊙	M-76	2536		
550.5	ST JCT.					
235.6	12.9 MI. VIA ATSF					
222.7	YA JCT.					
537.5	⊗ ATSF					
533.5	HUTCHINSON	⊕ ⊙	M-48	Yd.		
532.6	⊗ SSW					
532.0	⊗ ATSF					
531.6	⊗ ATSF					
531.5	⊗ ATSF					
522.4	YODER		M-37	2192		
516.9	HAVEN		M-32	2888		
509.9	MT. HOPE		M-25	3029		
499.1	COLWICH		M-14	1516		
495.0	MAIZE		M-10	1502		
485.9	HARDTNER JCT.	⊙ T	M-1			
483.0	⊗ ATSF					
483.0	⊗ WTA					
482.6	⊗ UP					
482.4	⊗ BN					
482.0	WICHITA YD.	⊙ ⊕ T	H-186	Yd.		
90.6						

Yard Limits: Wichita to MP 487.7; MP 529.5 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.)  
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 — WICHITA DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Yard Limits: MP 537.3 to MP 544.5.	Maximum Speed Between Belle Plaine & MP 544.5 20	MPH
	WEST ▼	EAST ▲					
522.9	ARKANSAS CITY		NB-25				
537.9	BELLE PLAINE	⊙	NL-115				
544.5	RIVERDALE	⊙	NL-121				
54.6							
Operation over ATSF Belle Plaine to Arkansas City Special Instructions Item 14(a).							
Business Tracks MP Sta. No. Winfield 517.2 NL-94							

BURR OAK BRANCH — WICHITA DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed... 10 MPH Yard Limits: Entire Branch FRA Excepted	MPH
	WEST ▼	EAST ▲				
496.0	JAMESTOWN	⊙	S-166			
529.7	BURR OAK	⊙	SE-34			
33.7						
Business Tracks MP Sta. No. 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.						

CONCORDIA BRANCH — WICHITA DIVISION 55

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) 25 Between Mile Posts — 491.2 and 491.4 10 537.9 and End of Track 580.6 10 (FRA Excepted)	MPH
	WEST ▼	EAST ▲				
408.8	FRANKFORT	⊕ UP	KX131			
413.7	TUTTLE		S-83	5235		
425.6	BLUE RAPIDS		S-95			
437.7	BARNES		S-107			
443.6	GREENLEAF		S-113	3103		
464.4	CLIFTON		S-134	2701		
466.0	⊗ KYLE	⊙	S-136			
471.0	CLYDE		S-141			
485.1	⊗ ATSF		S-136			
485.4	CONCORDIA	⊕-1	S-155	Yd.		
490.3	YUMA		S-160	2189		
496.3	BURR OAK JCT.	⊙	S-166			
496.4	JAMESTOWN	⊙	S-166			
502.8	SCOTTSDALE		S-172			
514.4	BELOIT	⊕ UP	S-184	1633		
524.1	GLEN		S-194	1938		
533.3	CAWKER		S-203	1724		
538.6	DOWNS	⊕-1 T	S-208	Yd.		
548.5	OSBORNE	⊙	SF-10			
562.1	ALTON	⊙	SF-23			
570.4	WOODSTON	⊙	SF-32			
580.4	STOCKTON	⊙ T	SF-42	Yd.		
174.0						

LENORA BRANCH — WICHITA DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed 10 MPH Yard Limits: Entire Branch FRA Excepted.	MPH
	WEST ▼	EAST ▲				
538.7	DOWNS	⊕-2 T	S-208			
557.8	GAYLORD		S-227			
572.6	KIRWIN		S-242			
583.1	GLADE		S-253			
598.5	LOGAN		S-268			
612.9	EDMOND		S-282			
623.3	LENORA	⊙	S-293			
84.5						

SOLOMON BRANCH — WICHITA DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) 25 Other than MT 5 Between Mile Posts — 22.7 and 24.0 10 56.9 and 57.9 10 Glasco and Asherville 10†	MPH
	WEST ▼	EAST ▲				
0.8	SOLOMON	T	KP172			
6.5	NILES		KS907	3042		
14.7	BENNINGTON		KS915	2541		
34.7	DELPHOS		KS935	1683		
46.8	SIMPSON		KS947	1476		
57.2	⊗ UP					
57.4	BELOIT	⊙	S184	1374		
56.4						



56 PLAINVILLE BRANCH — WICHITA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed MPH	
					(Except as below)	40
0.0	SALINA	⊙	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
56.0	LUCAS		KO056	1714	61.5 and 63.8	30
71.5	WALDO		KO072	2061	67.0 and 79.0	30
79.2	PARADISE		KO079	1258	83.7 and 85.9	25
87.0	NATOMA		KO087	1618	87.8 and 88.0	25
95.1	CODELL		KO095	1478	94.1 and 98.5	25
103.5	PLAINVILLE	⊙ T	KO104	1899	101.2 and 102.8	25
110.4	ZURICH		KO110	1783	104.2 and 109.0	25
129.3	BOGUE		KO129		115.5 and 125.0	30
138.0	HILL CITY		KO138	1157	129.0 and 177.5	30
150.2	MORLAND		KO150	1306	194.0 and 203.1	30
170.4	HOXIE		KO170	1495	203.0 and 203.3 E leg	15
186.2	MENLO		KO186	1450	223.8 and 224.5	15
203.5	COLBY		KO204	946	Yard Limits	
212.5	MINGO		KO213	1952	MP 0.0 to MP 0.6	
224.5	OAKLEY	⊙ T	KP377		MP 102 to MP 105	
					MP 221.2 to Oakley	
					Business Tracks	Sta. No.
					MP 0.0 to MP 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
					Quartzite cement track units	not permitted beyond loading ramp.

ST. JOSEPH BRANCH — NEBRASKA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
					(Except as below)	40
0.3	ST. JOSEPH	⊙	OA021	Yd.	St. Joseph—Mo. Riv. Bridge	5
0.4	MO. RIV. BR. ⊙ ⊙ ⊙				St. Joseph—Connection	
1.7	ELWOOD	⊙	KJ112	3768	EE Mo. Riv. Br. to Yard Lead	5
5.0	WATHENA	⊙	KJ108	1420	Other than MT	5
24.8	SEVERANCE		KJ089	1668	Between Mile Posts—	
28.9	LEONA		KJ084	1703	7.0 and 13.8	10
34.2	ROBINSON		KJ079	1358	14.0 and 26.3	25
42.1	⊙ UP ⊙				40.6 and 40.9	30
42.7	HIAWATHA	T	O 088	1805	42.1 UP Xing	20
53.9	MORRILL		KJ059		43.6 and 44.7	25
60.7	SABETHA		KJ053	4694	51.0 and 51.4	25
68.8	ONEIDA		KJ045	1497	54.0 and 58.5	30
77.2	SENECA		KJ036	1420	60.4 and 60.9	30†
84.2	BAILEYVILLE		KJ029	1262	73.2 and 73.8	30
89.2	AXTELL		KJ024	2014	75.8 and 75.9	25†
99.3	BEATTIE		KJ014	1838	76.6 and 77.5	30†
107.7	UPLAND	CPZ143	KX143		82.1 and 89.0	25
					94.5 and 95.0	25
					99.4 and 101.3	30
					Business Tracks	Sta. No.
					Troy	13.9 KJ099
					Hamlin	50.1 KJ063
					Summit(E)	94.1 KJ019
					Home	105.2 KJ008
					Yard Limits	
					St. Joseph to MP 5.2	
					MP 42.1 and MP 45.0	
					Main track out of service	between MP 5.3 and MP 28.7

SALINA SUBDIV. — MIDWEST & WICHITA DIVISIONS 57

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Radio Communication via Channel Four	
					STATIONS	STATIONS
73.0	EAST MENOKEN	CPZ73 T			Maximum Speed MPH	(Except as below) 40
78.7	SILVER LAKE		KP079	4578	Sidings (6 axle units)	5
83.0		CPZ82			Industry Tracks	5
83.6	ROSSVILLE		KP084	6629	Menoken (W Leg of Wye)	20
92.0	ST. MARYS		KP092	4068	Between Mile Posts—	
104.7	WAMEGO		KP105	7007	91.0 and 91.8	30
119.3	MANHATTAN		KP119		104.6 and 104.8	35
131.6	EAST FUNSTON		KP132	6386	123.1 and 123.5	35
139.5	JUNCTION CITY	T	KP140	6873	129.7 and 133.7	35
139.6	MIDWEST DIVISION				133.7 and 137.2	30
	WICHITA DIVISION				137.2 and 141.0	35
152.3	CHAPMAN		KP152	6591	143.6 and 145.3	35
163.7	ABILENE		KP164	5818	162.7 and 165.3	25
164.5	⊙ ATSF ⊙				167.9 and 168.3	35
164.7	WEST ABILENE		KP165		171.6 and 173.7	35
172.3	SOLOMON	T	KP172	1791	184.2 and 187.2	20
179.9	NEW CAMBRIA		KP180	4132	210.0 and 216.1	30
184.6	EAST SALINA	⊙	KP185		221.9 and 224.5	30
186.6	SALINA	T ⊙	KP187	Yd.	231.7 and 233.5	35
187.2	⊙ ATSF ⊙				235.0 and 236.2	35
194.8	BAVARIA		KP195	2763	263.0 and 264.2	35
200.9	BROOKVILLE		KP201	5275	301.8 and 303.6	35
219.3	KANOPOLIS		KP219	2917	322.2 and 322.4	25
223.3	ELLSWORTH		KP224	4902	375.8 and 378.3	20
246.2	DORRANCE		KP246	2925	Business Tracks	Sta. No.
263.6	RUSSELL		KP263	3022	Kiro	75.2 KP075
272.4	GORHAM		KP272	5024	Belvue	98.0 KP098
290.1	HAYS		KP290	5278	Industrial Park(W)	118.2 KP118
303.3	ELLIS		KP303		Eureka	
308.4	RIGA		KP308	2719	Lake(W)	125.9 KP126
322.3	WAKEENEY		KP322	2336	Funston	133.6 KP134
343.3	QUINTER		KP343	3610	Fort Riley	135.7 KP136
350.9	BUFFALO PARK		KP351	3032	Lacy(E-W)	143.0 KP143
365.2	GRINNELL		KP365	2370	Stoney(W)	150.6 KP151
377.4	OAKLEY	⊙ T	KP377	5726	Detroit	158.5 KP159
					Black Wolf	231.5 KP232
					Bunker Hill	253.4 KP253
					Walker	275.5 KP276
					Victoria	279.6 KP280
					Toulon	284.8 KP285
					Yocemento(E)	295.3 KP295
					Ogallah	313.1 KP314
					Voda	330.0 KP330
					Collyer	335.8 KP336
					Grainfield	356.3 KP356
					Campus	371.2 KP371
					40 MPH dual control switch	turnouts: East Menoken.
					Yard Limits	
					MP 183.75 to MP 188.0	
					MP 375.9 to MP 378.5	
					Rule 10(D) not in effect.	
					TRIGO INDUSTRIAL	
					LEAD: MP 490.6 to MP	
					502.5. Maximum speed 10	
					MPH. ⊙ UP ⊙ MP 494.8	
					Business Tracks	Sta. No.
					Salina ⊙ T	494.9 GK-16
					Trigo	499.1 GK-21

ATCHISON BRANCH — MIDWEST DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.
349.9	ST. JOSEPH	⊙ T	OA-21
	18.2 Miles Via BN		
331.1	WINTHROP		
330.8	DRAWBRIDGE (Mo. River) ⊙		
330.7	ATCHISON	⊙ -1 T	O-48
	19.2		
	5 MPH over UP-BN Joint Bridge		
	End of Track; MP 354.2		
	Equations: MP 349.9 = BN MP 58.2, BN MP 43.6 = BN MP 0.0, BN MP 3.6 = MP 331.1.		
	Operation from Atchison to Winthrop over UP-BN Joint Bridge; BN tracks between Winthrop and French 16.7 miles.		
	Drawbridge: turn span over Missouri River protected by signals. When signals indicate Stop be governed by instructions posted at Absolute Signal.		
	St. Joseph:		
	1. Stop and protect following crossings: Illinois Ave., Highway 759 at Artesian Ice Plant.		
	2. If crossing signal does not operate, before occupying Packers Ave. Spur 759 Highway, flag each side crossing with red flag by day or fuses by night.		
	3. All tracks at St. Joseph are yard tracks.		



**58 CARTHAGE BRANCH — MIDWEST & ARKANSAS DIVS.**

Radio Communication via Channel Two, Call-in One. <b>RULE 10D NOT IN EFFECT</b>		Maximum Speed MPH (Except as below) 40 Between Mile Posts 593.3 and 592.4 ... 35† 574.4 and 574.2 ... 35 549.0 and 548.7 ... 25 528.7 and 528.0 ... 10 528.0 and 527.0 ... 15 490.4 and 488.0 ... 20 483.2 and 481.5 ... 35 478.0 and 477.9 ... 35† 475.5 and 475.0 ... 25 471.1 and 470.6 ... 35 468.4 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 ... 35 404.8 and 399.1 ... 35 385.7 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† 306.6 and 305.8 ... 25† 288.3 and 286.5 ... 30† 286.5 and 286.0 ... 10 286.0 and 285.4 ... 20 285.4 and 284.0 ... 30 279.6 and 277.7 ... 35 264.7 and 264.0 ... 10 260.9 and 259.5 ... 35		Business Sta. Tracks MP No. Harrisonville 633.2 P-10 Archie 620.3 P-23 Passaic 609.2 P-34 Sheldon 561.2 P-82 Irwin 556.3 P-86 Carytown 533.7 P-109	
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	
642.8	PLEASANT HILL 5.5	CPM249 T ⊕ -1 ⊕	MX-249	9890	
637.3	ORE 10.7		P-5	7690	
626.6	LONE TREE 14.1		P-16	4009	
612.5	ADRIAN 7.0		P-29	7511	
605.5	BUTLER 13.2	⊕ -1	P-38	4593	
592.3	RICH HILL 17.7		P-50	8216	
574.6	NEVADA ⊕ UP ⊕	⊕ -1	P-69	1741	
572.7	NASSAU JCT. 1.9		P-71		
550.7	LAMAR 22.0		P-93	7646	
548.7	⊕ BN ⊕				
538.2	JASPER 10.5		P-105	4404	
527.6	CARTHAGE ⊕ BN ⊕	⊕ -1 ⊕ T	P-115	7478	
525.8	PEARL 1.8				
524.6	<b>MIDWEST DIVISION</b>				
	<b>ARKANSAS DIVISION</b>				
506.8	STOTTS CITY 19.0		WR-250	7761	
489.6	⊕ BN ⊕				
489.1	AURORA 0.5	⊕ -1	WR-232	3002	
478.5	CRANE 10.6		WR-221	7738	
451.5	GRETNA 27.0		WR-194	6790	
434.3	DAVIS 17.2	⊕ -1	WR-178	6851	
416.1	BERGMAN 18.2		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	WR-29	2492	
267.7	INDEPENDENCE 18.4		WR-12		
259.5	DIAZ JCT. 8.2	CPY260 T ⊕	X-259		
	383.3				

Yard Limits: Jct. Sedalia Subdiv. to MP 641.4; Carthage — MP 530.4 to MP 524.6; MP 383.6 to MP 379.5; and MP 260.7 to Diaz Jct.  
 TWC in effect: MP 260.7 and MP 379.5, MP 383.6 and MP 524.6, MP 530.4 and MP 641.4.  
 Carthage Branch trains originating Kansas City secure Sedalia subdivision and Carthage branch track bulletins at Kansas City.  
 Trains enroute to or from Carthage Branch via Diaz Jct. secure track warrant at Newport.  
 Limited clearances of Cotter, Crest, Cricket, Pyatt and Reeds Spring tunnels necessitate careful handling of oversized shipments.  
 Train Defect Detectors located at: ⊕ MP 623.3, ⊕ MP 602.8, ⊕ MP 584.8, ⊕ MP 542.0, ⊕ MP 474.0, ⊕ MP 426.0, ⊕ MP 387.4, ⊕ MP 369.0, ⊕ MP 352.5, ⊕ MP 325.0, ⊕ MP 298.8 and ⊕ MP 276.2.  
 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.

Webb City Branch: Carthage to Joplin 16.8 Miles. Max. Speed 20 MPH except: MP 528.0 — MP 530.1 and MP 544.9 — MP 545.3 ... 15 MPH. Yard Limits entire branch. Cars with height in excess of 18 feet 6 inches must not be handled south of MP 528.5.  
 Stop and flag main street crossing Webb City on the ORONOGO Lead.  
 Business Tracks: MP No. Ireco 533.7 P-120 Webb City 538.7 P-126 Joplin 545.3 P-133  
 Atlas Branch: Webb City to Atlas 6.6 miles. Yard limits entire branch. Max Speed 10 MPH. Atlas, MP 6.1; Sta. No. HC-6

**CLINTON BRANCH — MIDWEST & VAN BUREN DIVS. 59**

Radio Communication via Channel Five		Rule 10(D) NOT in effect. Maximum speed MPH (Except as below) ... 40 Between Mile Posts — 227.1 and 272.8 ... 25 City Limits Montrose ... 25†	
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.
226.8	SEDALIA 3.7	⊕ ⊕	MX188
230.8	CAMPBELL 34.6	⊕	MW231
265.4	NORTH CLINTON 8.0	⊕	MW265
273.4	LADUE 14.5	⊕	MW273
287.9	LINDALE 21.4		MW288
309.3	WALKER 6.7		MW309
316.0	TODD 0.7		MW316
316.7	NEVADA ⊕ UP ⊕		MW317
331.2	EVE 14.5		MW331
337.4	FORT SCOTT ⊕ BN ⊕ ⊕		MW338
339.1	GRIFFITH 1.7		MW339
372.9	ST. PAUL 33.8		MW373
	10.6		
381.0	<b>MIDWEST DIVISION</b>		
	<b>VAN BUREN DIVISION</b>		
383.5	CROSS 2.5	⊕	RM133
385.0	PARSONS	T ⊕ ⊕	RM136
	158.6		

TWC in effect between MP 231.5 and MP 271.5; MP 274.0 and MP 336.5; MP 341.0 and MP 381.0.  
 Equation: MP 272 to MP 273 = 1.4 miles  
 Visual Hot Box and Dragging Equipment detectors located at: MP 262.9, MP 293.0, MP 329.0 and MP 355.2.

The Trackside Warning Detectors on the Clinton Branch go through a "SYSTEM TEST" as a train or engine enters the detector circuit approximately one-half mile in advance of the detector. If all the components are functioning properly as the train approaches the detector, the display board will light up and momentarily display zeros, the two outside lights will flash yellow a few times, and then all the lights will go out.

**SPRINGFIELD BRANCH — ARKANSAS DIVISION**

Mile Post	SOUTH STATIONS	NORTH STATIONS	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 track warrant at Aurora from BN train dispatcher before occupying BN tracks at Aurora.







Mile Post	Radio communication via Channel Four, Call-in One		Station Nos.	Sidings Feet	Maximum Speed (except as below) Between Mile Posts	MPH	
	WEST	EAST				PSGR.	FRT
125.3		JEFFERSON CITY .. ⊕ -2T	MX-125	Yd.	129.3 and 129.8	40	35
127.9		RIVER JCT. .... CPM128 X	MX-128		137.5 and 137.9	40	35
143.8		SANDY HOOK .....	G-15	9862	137.9 and 139.9	45	40
156.7		WOOLDRIDGE .....	G-27	8618	160.3 and 163.3	50	—
170.8		BOONVILLE .....	G-41	6562	163.3 and 163.7	50	—
178.4		LAMINE .....	G-50	12830	169.0 and 175.0	50	45
186.9		BLACKWATER .....	G-58	8215	175.6 and 177.1	40	35
195.0		NAPTON .....	G-66	6635	179.1 and 179.7	50	—
202.1		MARSHALL .....	G-73	6528	183.0 and 194.6	40	40
215.2		MALTA BEND .....	G-86	9184	194.6 and 197.1	50	—
230.6		HODGE .....	G-101	9616	197.1 and 207.8	50	45
247.6		MYRICK .....	G-118	11346	211.7 and 213.7	50	—
256.6		RENICK .....	G-127	7788	218.3 and 219.0	45	40
268.6		LAKE CITY .....	G-139	9416	220.7 and 229.8	45	40
276.2		ETON JCT. .... ⊕ -1	G-145		236.3 and 237.5	50	45
		7.6 MILES VIA ATSF			242.0 and 242.2	50	45
283.8		CONGO .....	G-153		252.6 and 252.9	45	40
		0.7			252.9 and 253.9	50	45
284.5		MIDWEST DIVISION			269.6 and 271.4	50	—
284.5		KANSAS CITY DIVN.			On ATSF, (Except as below) .....	55*	—
276.8		ROCK CREEK JCT. ⊕ .. ⊕	MX-276		Eton Crossover .....	40	—
278.2		SOUTHWEST JCT. ⊕ KCS ⊕	MX-277		Un. Pac Conn .....	30	—
		0.8			MP 437.5 .....	35	—
279.0		NEFF YARD .....	MX-283	Yd.	MP 437.9 .....	35	—
		161.4			MP 438.4 .....	45	—
					MP 443.7 .....	45	—
					MP 444.2 .....	40	—
					Congo E. Crossover & Un. Pac Conn .....	30	—
					Congo W. Crossover .....	40	—
					*Except, trains averaging 90 tons or more per operative brake or over 7000 tons —	45	MPH.

CTC — Between Jefferson City and River Jct; Eton Jct. and Congo.  
Two main tracks between Jefferson City and River Jct.; Operation on ATSF, two main tracks between Eton Jct. and Congo. (See Item 14(a) Special Instructions).  
All sidings Sandy Hook to East End Lake City inclusive are 25 MPH turnouts except west end Boonville.

Yard Limits: MP 284.0 to Neff Yard.  
Train Defect Detectors located ⊕ MP 139.0, ⊕ MP 160.9, ⊕ MP 184.2, ⊕ MP 199.2, ⊕ MP 223.5, ⊕ MP 245.9 and ⊕ MP 263.8.  
Southwest Jct. wye ⊕ KCS ⊕

Business Tracks	MP	Sta. No.	Marshall Ind. Lead 2.0 Miles.
Nelson	189.6	G-60	Max. Speed 10 MPH. Rule 105 in effect.
Marshall Lead	202.1	GB-2	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.
Stanhope	209.5	G-80	Lexington Industrial Lead:
Blosser	211.0	G-82	Myrick to Lexington 1.9 Miles.
Waverly	224.5	G-95	Max. Speed 10 MPH. Rule 105 in effect.
Blue Valley	270.4	G-141	Lexington — north side of Farmers Assn.
Ripley	274.2	G-144	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		

The following Opr. Limits and Yard Limits denote the outer limits of the Kansas City Division.

Subdiv.	Opr. Limits	Yard Limits
River	MP 284.5	MP 284.0
Sedalia	MP 276.8	None
Coffeyville	MP 284.7	MP 283.0
Falls City	MP 289.0	MP 288.0
Marysville	MP 6.5	MP 4.0
Kansas City (BN)	MP 4.0	

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

15 MPH Dual control switch turnouts:  
Marysville Subdiv. Conn. Mile Pole 0.2; MP 1.0 to MP 1.4, between main tracks center crossover; Kaw Jct., MP 5.1 between westward main track & old belt; Wyandotte — connection; 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.

40 MPH dual control switch turnouts: West Yard MP 6.4 between Nos. 1 & 2.

Speed frater switches 15 MPH.

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, Effective March 20, 1988, while operating on tracks of railroads other than that by which they are employed.

Maximum Speed:	MPH	Maximum Speed:	MPH
Falls City Subdiv.:		Lowline Track 333 to Troost	20
Neff Yard to MP 287.6 .....	25	Marysville Subdiv.:	
(Except as below)		MP 0.1 and MP 1.4 .....	15
Over Montgall Ave. ....	10	MP 1.4 and MP 4.6 .....	30
Over Kan River Bridge		MP 4.6 and MP 6.4 .....	60
MP 284.5 .....	10	Coffeyville Subdiv.:	
River Subdiv.:		Neff Yard to MP 284.6	
Neff Yard to Congo .....	30	(except as below) .....	40
Wye to Coffeyville Subdiv. ....	15	MP 277.4 — MP 278.7 .....	20
Kansas City Terminal:		MP 278.7 — MP 280.3 .....	25
MP 276.8 and MP 284.0 ....	40		
Highline Track 101			
Manchester to Troost .....	20		

In Kansas City, Kansas be governed by Item 9 of Special Instructions.

Leads — Chevrolet property, protect all crossings.

Glen Park

Car-puller between Mill 1 and 2 Tracks (Bunge) 80 feet north of loading tippie will not clear man on side of car. Car-puller between Mill 3 and 4 Tracks (Bunge) just south of unloading tippie will not clear man on side of car.

Cooper's Lead will not accommodate high-wide loads and will not clear man on side of car due to close clearance at Bunge Elevator.

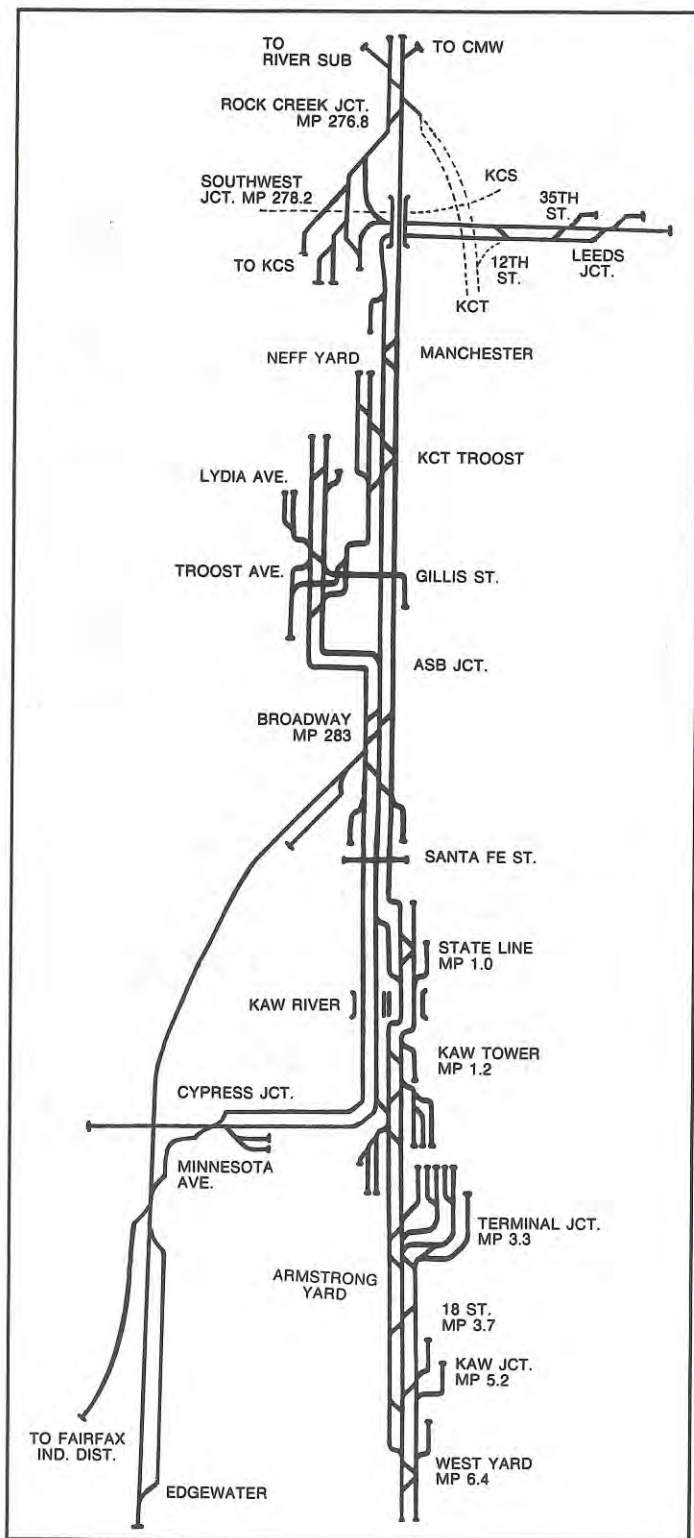
On northward movement, 30th Street crossing flasher devices time out in one minute thirty seconds after approach circuit occupied. Signal will not again start operating until island circuit through street is occupied. Northward movements from Glen Park must approach 30th Street crossing at very slow speed to permit crossing signals to be operating before crossing is occupied by engine or cars.

Restrictions on Auxiliary Track:

Glen Park — Do not exceed 5 MPH on any track except:

1. Outbound Track from Point Shanty south to BN Conn. .... 20 MPH
2. Inbound Track from BN Conn. to Mill No. 1 Switch .....
3. Cooper's Lead .....





TIMETABLE NO. 7

Radio communication via Channel One, Call-in One Rule 10(D) not in effect.		Station Nos.	Sidings Feet	Trains originating Atchison secure track warrant.	
Mile Post	SOUTH STATIONS			NORTH	Atchison Yard: Stop before crossing ATSF near 14th St. while entering old H & J lead.
5.2	SUMMIT ..... CPB7	⊙	.....	.....	Yard Limits: MP 280.0 to MP 288.0; MP 383 to MP 385.6; Gilmore Jct. to Summit. Rule 251 in effect between Gilmore Jct. and Summit.
6.4	1.2				Maximum Speed: MPH
10.9	SOUTH OMAHA .....				Neff Yard and MP 287.6 ..... 25
473.1	4.5				(except as below)
473.1	GILMORE JCT. ....	⊙	O-191	.....	Over Kaw River Bridge MP 284.5 ..... 10
	NEBRASKA DIVISION				Over Montgall Ave. .... 10
	MIDWEST DIVISION				Between MP 287.6 and Summit (Except as below) ..... 40
467.1	5.9				Between Mile Posts 291.1 and 291.7 ..... 35
465.5	4.6	⊙ BN	O-185	3636	309.6 and 309.9 ..... 30
465.2	0.3	⊙ BN			311.5 and 311.8 ..... 10
455.1	10.1				322.5 and 322.9 ..... 35
447.4	7.7				329.5 and 332.2 ..... 20
436.9	10.5				Atchison — Around curve Union depot and between curve and 10th Street and thru UP-BN Jt. Bg. Connection ..... 10
428.5	8.4	⊙ BN	O-146	3617	434.7 and 437.0 ..... 25
414.1	14.1				447.3 and 448.5 ..... 30
401.0	13.1				MP 5.2 and MP 10.9 ..... 25
393.2	7.8				
384.3	8.9				
370.3	14.0	⊙ BN	O-102	5195	Business Tracks MP No. Ft. Leavenworth ..... 310.7 0-030
369.7	0.6				Lancaster ..... 341.3 0-059
358.7	11.0				Huron ..... 347.4 0-064
358.7	20.6				Everest ..... 351.7 0-069
339.2					Padonia ..... 375.3 0-093
338.1					Reserve ..... 379.1 0-097
332.3	5.8				Strausville ..... 389.9 0-107
330.7	10.7				Stella ..... 401.0 0-119
320.0	5.8				Howe ..... 408.4 0-126
314.2	4.2				Clarke ..... 420.1 0-138
310.0	3.8				Juhan ..... 423.4 0-141
306.2	8.0				Mynard ..... 458.9 0-176
298.2	8.0				Ft. Crook ..... 471.3 0-189
293.4	4.8				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.
289.0	1.6				At Wolcott Smoot Grain Co. Elevator do not operate engine over pit on No. 2 track.
287.5	2.8				Train Defect Detector: ⊙MP 303.8, ⊙MP 356.3, ⊙MP 405.5, ⊙MP 452.3.
284.7	0.2				
284.5	1.5				
283.0	1.0				
282.0	2.0				
280.0	197.1				

15 MPH dual control switch turnouts: South Switch Atchison, South end siding Leavenworth, North end BPU Spur, Nearman.

Gilmore Industrial lead: 1.3 miles MP 10.9 to MP 12.2. Gilmore, NMO12. Maximum speed 10 MPH, FRA excepted track. At Gilmore all movements must stop and crew member sent ahead to warn traffic at 25th Street crossing.

Norkan Jct. Industrial Lead: Norkan Jct. to MP 338.0, 5.7 miles. Max. speed: 20 MPH.

### WEeping WATER BRANCH — MIDWEST DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Yard Limits: Entire Branch Maximum Speed .. 20 MPH
447.4	UNION ..... ⊙-1	⊙ T	O-165	.....	Business Tracks MP No. Nehawka ..... 451.7 OF4
460.4	WEeping WATER ..... ⊙	⊙-1	OD-41	.....	Manley ..... 459.8 OD-46
461.4	1.0				
461.4	OMAHA JCT. ....	⊙	OD-42	.....	
456.0	9.9				
465.9	LOUISVILLE ..... ⊙		OD-52	.....	
	23.9				

TIMETABLE NO. 7



66 MARYSVILLE SUBDIV. — KANSAS CITY-MIDWEST & NEBRASKA DIVS.

Radio Communication via Channel Three.		STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH	
Mile Post	WEST EAST					
1.0		STATE LINE	CPK10		70	
1.2		KAW TOWER	CPK2		5	
3.3		TERMINAL JCT.	CPK3		15	
3.7		18TH ST.	CPK4		30	
5.2		KAW JCT.	CPK5		60	
6.4		WEST YARD	CPK6		55	
6.5		<b>KANSAS CITY DIVISION</b>				30
8.9		<b>MIDWEST DIVISION</b>				60
17.5		MUNCIE	KX010	c5072	50	
18.0		BONNER SPRINGS	KX018	s4975	40	
21.5		ATSF	CPZ19	c3104	60	
28.8		COLD SPUR	KX022		10	
39.6		LINWOOD	KX028	c8597	60	
43.2		LAWRENCE	KX040		20	
46.1		MIDLAND	KX043	c2291	60	
51.6		PERRIS	KX052		50	
67.4		EAST TOPEKA	CPZ67	c6305	20	
68.2		TOPEKA SSW	CPZ68		60	
70.2		WEST TOPEKA	CPZ70		50	
73.0		EAST MENOKEN	CPZ73	KX073	60	
74.0		MENOKEN JCT.	T		50	
76.0		WEST MENOKEN	CPZ76		45	
80.7		KENEFICK	CPZ80		50	
84.2		COOK	KX084	12734	35	
92.0		AIKINS	CPZ95	KX092	20	
102.0		JEFFREY	CPZ102	KX101	10	
102.2		DULUTH	CPZ105	KX103	30	
112.7		EVANS		KX112	50	
118.3		SULLIVAN		KX118	55	
126.8		UP	CPZ131	KX127	60	
130.9		FRANKFORT		KX131	55	
132.1		WINIFRED		KX137	55	
137.5		<b>MIDWEST DIVISION</b>				30
142.5		<b>NEBRASKA DIVISION</b>				40
142.6		UPLAND	CPZ143	KX143	40	
148.1		E MARYSVILLE	CPZ148	KX148	40	
149.4		C MARYSVILLE	CPZ149		40	
150.6		W MARYSVILLE	CPZ150		40	
155.5		ORRICK	CPZ156	KX155	40	
158.6		BREMEN		KX158	40	
164.5		GERRY		KX163	40	
171.6		HOLLENBERG		KX172	40	
180.4		BN	CPZ180		40	
184.6		FAIRBURY		KX188	40	
187.7		HEDRIX		KX194	40	
193.6		ALEXANDRIA		KX203	40	
201.9		BELVIDERE		KX212	40	
210.2		BN			40	
217.2		CARLETON		KX219	40	
226.0		DAVENPORT		KX226	40	
233.7		BN	CPZ234		40	
234.9		EDGAR		KX236	40	
241.7		FAIRFIELD		KX244	40	
248.0		ANAN		KX249	40	
256.4		LEVEL	T	KX257	40	
260.5		BN	CPZ260		40	
261.8		HASTINGS	T	KX262	40	
273.9		HAYLAND		KX275	40	
279.8		DENMAN		KX283	40	
285.2		S. GIBBON	CPZ285		40	
287.9		GIBBON JCT.	CPB175	T	40	
					285.8	

MARYSVILLE SUBDIV. — KANSAS CITY, MIDWEST & NEBRASKA DIVS. 67

Rule 251 in effect between West Yard and East Topeka.  
 Two main tracks Kansas City to West Menoken; Upland to Orrick; So. Gibbon to Gibbon Jct.  
 ACS in effect East Menoken to Gibbon Jct.  
 Between East Topeka and westward hold signal 62.3 Grantville on westward track, trains and engines may move against the current of traffic at restricted speed after authority has been granted by train dispatcher. At westward hold signal 62.3 Grantville, rules 247(B) and 312(4) do not apply. Movement from Stop signal 62.3 may be made only on verbal authority of train dispatcher.  
 40 MPH dual control switch turnouts: West yard MP 6.4 between Nos. 1 & 2; West Topeka MP 70.4 between Nos. 1 & 2; East Menoken; West Menoken; Aikens MP 104.5; Upland two main tracks; Orrick; Gibbon Jct.; South Gibbon - CPZ 285.  
 15 MPH dual control switch turnouts: Kansas City MP 1.0 to MP 1.4 between main tracks center crossover; Kaw Jct., MP 5.1 between Westward main track & old belt; East Topeka; Topeka; Marysville Yard lead; Endicott.  
 Speed Frater Switches 15 MPH.

TRACK WARRANT REQUIREMENTS

SSW Trains: Westward SSW Yard office, Kansas City; Eastward SSW yard office Herrington, KS.

GENERAL INSTRUCTIONS

At Marysville, a member of the crew must report to train dispatcher or yardmaster for instructions before coming into yard and must not block Highway 77 crossing.

Train Defect Detectors located: Westward only @MP 15.0, \$MP 31.4, \$MP 53.0; Eastward only @MP 26.9, \$MP 46.9, \$MP 62.2; Other #MP 88.2, #MP 108.0, @MP 134.7, #MP 156.4, #MP 177.5, #MP 192.3, #MP 213.5, #MP 232.3, @MP 251.9, @MP 276.7.

HALLAM BRANCH — NEBRASKA DIVISION

Mile Post	WEST EAST	STATIONS	Station Nos.	Sidings Feet	TWC in effect MP 2.0 to MP 36.0.	MPH
37.4		SHELDON STATION				25
36.0		HALLAM	KH036	4529	MP 0.0 to MP 2.0 MP 36.0 to MP 37.4	
6.5		JANSEN	KH006	4344	Business Tracks MP No. Claytonia 30.0 KH030 Plymouth 16.7 KH017	
0.0		FAIRBURY	KX188	4906		
						37.4



Radio communication via Channel Four.				Maximum Speed	MPH		
Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet		
-0.4		COUNCIL BLUFFS	CPB90	NX001	Yd.	Summit to North Platte (Except as below)	70
2.0		CPB2				Lite Eng's Summit	60
2.5		7th ST.	CPB3			Fremont Council Bluffs	
3.4		TOWER B.	CPB4	NX003		Track 1	
3.8		20TH STREET	CPB5			-80 to -50	10
4.8		CPB6				Tracks 1 & 2	10
5.1		SUMMIT	CPB7	X		-50 to +60	10
8.9		SEYMOUR		NX009	n2351	MP 0.6 to 2.5	25
11.1		WOODY		TX	s11353	MT 2, 3 & 4	15
12.2		NASCO		X		MP 0.6 to 2.1	25
13.6		WECO		TX		MT 5	10
16.7		LANE		X		MP 0.6 to 2.1	10
21.5		ELKHORN		TX	c3754	MT 2	25
28.0		VALLEY		TX	n6406	MP 2.1 to 2.5	25
33.9		MERCER		X	s9605	Omaha	
39.3		FREMONT	CPB39	X	n4431	MT 3 & 4 to Summit	25
40.0		BN	CPB40		s6578	Side Hill Track	20
46.3		AMES		TX	c4040	Between Mile Posts	
54.4		NORTH BEND		TX	c7912	MT 1 & 2, MP 2.4 and 5.4	40
61.7		ROGERS		X		14.1 and 14.7	60
68.7		SCHUYLER		X	n6896	14.7 and 15.2	50
76.6		RICHLAND		X	s6036	15.9 and 16.2	60
80.2		BEHLEN		X	n2164	18.1 and 19.8	60
84.5		COLUMBUS		TX	n7062	21.9 and 22.2	60
92.6		DUNCAN		TX	s6980	22.2 and 22.6	50
100.5		SCHAFFER		X	c5765	22.6 and 24.0	60
102.3		SILVER CREEK		X		24.0 and 24.8	55
113.6		CLARKS		TX	c4069	27.5 and 28.5	45
117.9		THUMEL		X		38.5 and 40.7	40
124.3		BN				Fremont Old Passing Track	5
124.9		CENTRAL CITY		TX	n4144	Fremont CNW Yard	10
135.1		CHAPMAN		TX	c7976	Tracks	10
146.2		GRAND ISLAND		TX		68.7 and 69.2	50+
146.5		BN				83.6 and 85.0	50+
154.5		ALDA		TX	s2166	Columbus yard tracks	10
162.3		WOOD RIVER		TX	s2543	FARR Better Feed Lead	5
169.9		SHELTON		TX	c3750	Duncan	5
175.1		GIBBON JCT.		TX	s4236	124.3 BN crossing	45
183.8		BUDA		TX	s3227	144.0 and 145.8	60+
189.1		KEARNEY		TX	n8543	145.8 and 147.1	35
191.5		ALFALFA CENTER		TX	s5190	147.1 and 149.3	50+
198.3		ODESSA		TX	c4064	Grand Island, frt trains moving on yd tracks, except yd track No. 1	5
204.3		ELM CREEK		TX	c6702	BN Transfer	10
213.9		OVERTON		TX	c13849	Yard track No. 1	10
217.9		JOSSELYN		TX	nX218	Alcanda, wye trackage and all trackage in and outside Ordnance plant	5
224.4		LEXINGTON		TX	s6289	Buda, all airfield trackage	10
232.3		DARR		TX	n5879	187.8 and 189.8	45+
238.2		COZAD		TX	c13367	both main tracks	45+
248.8		GOTHENBURG		TX	n6978	Lexington	5
255.5		FARR		TX	s6143	Main Street to 1500 feet east on Scale track	10
257.1		BRADY		TX	n10670	On 3rd and 4th tracks north, east of depot	5
261.6		MAXWELL		TX	s10662	Cozad Armour Trks	5
274.0		KEITH		TX	c4047	248.2 and 249.3	60+
275.0						258.1 and 258.3	65
276.0						Keith No. 3 Track	40
282.0						281.1 and 282.5	55
283.4						282.5 and 283.6	45
286.5						283.0 and 289.0	40
291.0						289.0 and 290	20
						290 and 291.5	40
						Business Tracks	
						Waterloo (W)	24.7 NX025
						Hower	78.8 NX078
						Moorman	79.3 NX079
						Doulon (W)	80.9 NX081
						Havens (W)	108.2 NX108
						Guilfoil (W)	115.9 NX116
						Paddock (W)	128.7 NX129
						Optic (E)	179.8 NX180
						Willow Island	243.2 NX243
						Five main tracks Council Bluffs: MP 0.60 to MP 2.1	
						Two main tracks MP 2.1 to CPB 283 (No. 1 & No. 2 Trks); (westbound and eastbound Trks) CPB 283 to CPW 291.	
						Three main tracks CPB 274 to CPB 276.	
						Double track (Rule 251) MP 3.5 to MP 5.2 (No. 3 & No. 4 Trks); Summit to CPB 175; CPB 191 to CPB 274.	
						Yard Limits: CPB 283.0 to MP 291.5	
						ACS Summit to MP 283.4, North Platte to CPW 291.	
						Fremont-Canning Factory Spur	
						BN	
						Alda — Ordnance Track — Only 4 axle locomotives having maximum gross weight of 275,000 lbs. permitted.	
						Manual interlocking switches located at Farr: East end westward siding; West end eastward siding.	
						Grand Island: East and west end, south one.	
						Fremont: No. 1 longway to CNW yard; shortway No. 2 track to CNW.	

At locations shown below, Rules 247(B) and 312(4) do not apply to trains moving with the current of traffic. Movement from Stop signals at these locations may be made only upon verbal authority of train dispatcher. Trains and engines may move against the current of traffic after verbal authority has been granted at restricted speed without being preceded by a flagman except when moving over public crossings protected by crossing signals or gates, or when view is obstructed, or when moving through interlocking and conditions that require movement be preceded by a flagman.

VALLEY, between hold indicators MP 26.1 and MP 34.6.  
FREMONT, on westward track between CPB 39 and MP 44.8.  
SCHUYLER, between hold indicators MP 66.9 and MP 70.0.

COLUMBUS, on westward main track, from MP 84.6 to hold indicator at MP 83.5 and from MP 83.5 to MP 82.1 when dwarf signal at MP 83.5 displays a restricting indication per Rule 245M on eastward main track between MP 84.5 and the hold indicator at 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 2365 and eastward signal 2394 are hold signals.

Train Defect Detectors located at:  
Westward @MP 21.0, @MP 53.7, @MP 74.6, @MP 103.9, @MP 128.2, @MP 160.1, @MP 183.0, @MP 210.1, @MP 233.4, @MP 255.5, @MP 276.9, @MP 281.1; Eastward @MP 285.5, @MP 281.1, @MP 276.9, @MP 269.5, @MP 256.8, @MP 233.4, @MP 207.4, @MP 183.0, @MP 157.3, @MP 121.8, @MP 100.1, @MP 81.0, @MP 62.9, @MP 43.7.  
HIGH WIDE SHIFTED LOAD DETECTOR located at: @MP 34.0.

40 MPH dual control switch turnouts: CPB 175; CPB 184; CPB 191; Farr; CPB 274; CPB 276; CPB 283; CPB 285 eastward departure yard & eastward main track MP 285.5.  
15 MPH dual control switch turnouts: Council Bluffs; Omaha except at MP 3.4 between Nos. 1, 2 & 3 main tracks; Summit; Grand Island except at MP 144.6 between main tracks; CPB 286 eastward departure yard & eastward main track MP 286.2; North Platte westward classification yard area MP 286.7 & Balloon area MP 288.8.  
Speed frater switches 15 MPH.

Millard Industrial Lead: Lane to Papillion MP 16.25, 9.45 Miles, Rule 105 in effect. Maximum Speed 10 MPH. FRA Excepted Track. Business Tracks: Millard MP 22.6 NMO 23; Papillion MP 16.8 NMO 17.

River Industrial Lead: Grand Island to River MP 18.4 KG 119, 3.9 Mi. Max. Speed 20 MPH, Rule 105 in effect.

Kearney Industrial Lead: Kearney to Riverdale NK010, 10.0 Miles. Rule 105 in effect. Max. Speed 20 MPH.

Bridge Subdivision Tenant Lines Rules effective Oct. 6, 1985 are cancelled.  
At Council Bluffs and Omaha.

No. 1 Track extends from end of block sign located MP—0.4 to CNW Conn. MP—80.

No. 2 Track extends from end of block sign located MP—0.4 to Spring Switch MP—50.

Trains or engines must not enter these tracks unless authority received from UP Council Bluffs Tower Yardmaster. Rule 105 in effect.

CTC in effect on main tracks between MP—0.4 Council Bluffs and 20th Street and on main tracks 1 and 2 between 20th Street and Summit.

When authorized by dispatcher, movements on No. 3 and No. 4 tracks between 20th Street and Summit may be made against the current of traffic without being preceded by a flagman, except when moving over a public crossing protected by automatic signals or gates.

**SPEED RESTRICTIONS:**  
Over street crossings, Council Bluffs ..... 15 MPH  
Over street crossings, Omaha ..... 25 MPH

**RAILROAD CROSSINGS—JUNCTIONS:**  
COUNCIL BLUFFS: On No. 1 track at CCP Jct., MP—70 CCP ⊗;  
On BN connection to No. 2 track MP 0.21 ⊗;  
OMAHA: Between Hall Ave. and Burdette St., at 11th Street, Omaha ⊗ CCP ⊗.

Eastbound trains delivering to CNW Council Bluffs must not proceed beyond 9th Ave. MP—50 until contact has been made with CNW Council Bluffs yardmaster for movement instructions.  
**EXCESS HEIGHT:**

Due to insufficient clearance, auto racks and double stack equipment is prohibited from moving under 10th St. Bridge on Depot 2 track Omaha.  
Refer to General Code of Operating Rules Rule 103(L) Page 43. In the application of paragraph 2 at locations listed, the following minimum requirements apply:

Location	Minimum Requirements
Between 20th St. and Summit.	Not less than six hand brakes must be applied on east end of cuts of cars left standing on any track.
Summit	Not less than three hand brakes must be applied on east end of cuts of cars left standing on all tracks.
Council Bluffs	All coal trains enroute connecting lines must have a sufficient number of hand brakes to hold train regardless of the number of units attached to train. However, not less than six hand brakes must be set. All other tracks in the yard must have sufficient hand brakes, but not less than 3 hand brakes, to hold the cut.



Yard Limits: CPB 283 to MP 291.5

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

No more than eight coupled locomotives may be moved or switched within locomotive facility except up to eighteen coupled locomotives may be moved or switched between east end of locomotive service tracks and east end of locomotive make-up tracks. No more than twelve coupled locomotives may be moved within train yard, and moved between locomotive make-up or service tracks and train yard.

Rules applicable to main track movements apply on the North Running Track between CPB 283 and MP 286 and on Westward Receiving Lead between CPB 283 and MP 286.

Crews must contact West YM before initiating movement on Westbound MT, N Running Track, Westward Run-through Tracks or Westward Receiving Track. Contact Wash Rack Pilot before initiating movement on Eastbound MT.

Do not line any switch connected to, enter, or make reverse movement on main track without proper authority.

**Manual Interlocking Locatons:**

CPB 285 — controlled by train dispatcher.

MP 285.6 on Westbound receiving lead — controlled by West YM.

CPW 288 — Controlled by Wash Rack Pilot.

CPW 290 — Controlled by train dispatcher.

**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
New coal run thru tracks 200 to 220 Mile Posts 289.0 to 290.5	20 MPH
All tracks in Eastbound Yard	25 MPH
All tracks in Westbound Yard	25 MPH
Power Lead Overpass	5 MPH
Eastbound movement North leg of Wye	10 MPH

**BLOCK SIGNALS**

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

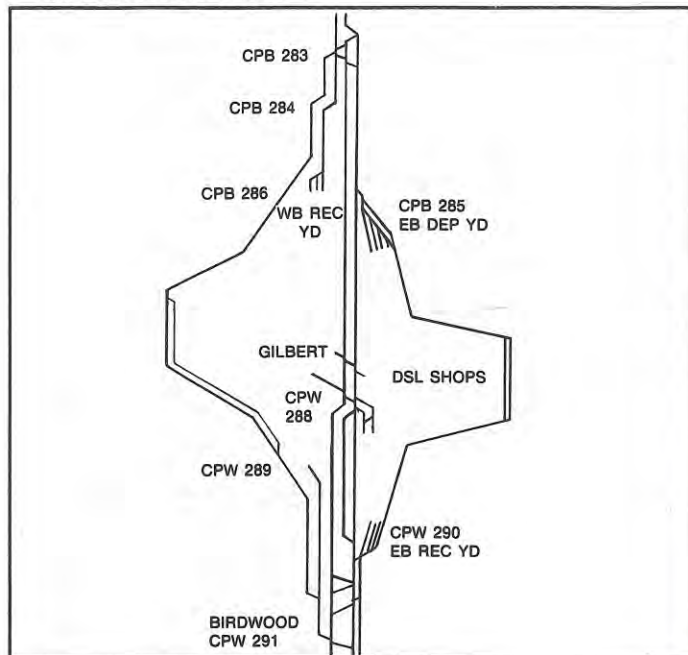
Westward Signals at MP 282.5 and MP 287.6 West Yardmaster

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

40 MPH dual control switch turnouts: CPB 283; CPB 285; CPB 291 between Nos. 1 & 2, 1 & departure lead and departure lead & coal departure track.

15 MPH dual control switch turnouts: CPW 288.

Speed frater switches 15 MPH.



TIMETABLE NO. 7

Radio Communication via Channel Four.				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) ... 40
Mile Post	WEST	STATIONS	EAST			
0.0	VALLEY	5.8	⊙ T	NX028	Yd.	0.1 and 0.3 ... 15
5.8	⊗ BN	5.8				3.8 and 4.0 ... 35
11.6	MEAD	14.7		NA012	4247	5.8 BN Crossing ... 20†
26.3	WESTON	11.0		NA026	3397	6.4 and 7.7 ... 25
37.3	VALPARAISO	10.1	⊙ T	NA037	4453	19.1 and 19.5 ... 30
47.4	GARRATT	8.1		NA048	5313	28.8 and 36.3 ... 35
55.5	BN CONN	1.0	⊙			36.3 and 37.4 ... 25
56.5	⊗ BN	0.6	⊙			55.4 and 56.5 ... 20
57.1	LINCOLN	0.3	⊙	NA057	1100	56.9 and 57.5 ... 15
57.4	⊗ BN	0.6	⊙			57.2 between west scale track and east house track switch ... 5†
59.0	⊗ BN	5.7				59.0 BN Crossing ... 20
64.7	JAMAICA	5.1		NA065	5821	83.0 and 93.0 ... 25
69.8	ALDO	19.1		OE039		96.5 and 97.3 ... 15
88.9	PICKRELL	7.9	⊙	NA089	3657	98.8 and 101.4 ... 25
96.8	BEATRICE	16.3	⊙	NA097	4320	107.2 and 112.6 ... 30
113.1	⊗ BN	1.2				113.1 BN Crossing ... 20†
114.3	BADGER	19.9		NA114	5343	All tracks except main track ... 5
134.2	MARYSVILLE	134.2	⊙ T	KX148	Yd.	Marysville — yard tracks ... 10

Yard Limits: Valley to MP 2.1; MP 36.3 to MP 39.0; MP 52.0 to MP 58.9; MP 95 to MP 98.5; MP 131.3 to Marysville.

**STROMSBURG BRANCH — NEBRASKA DIVISION**

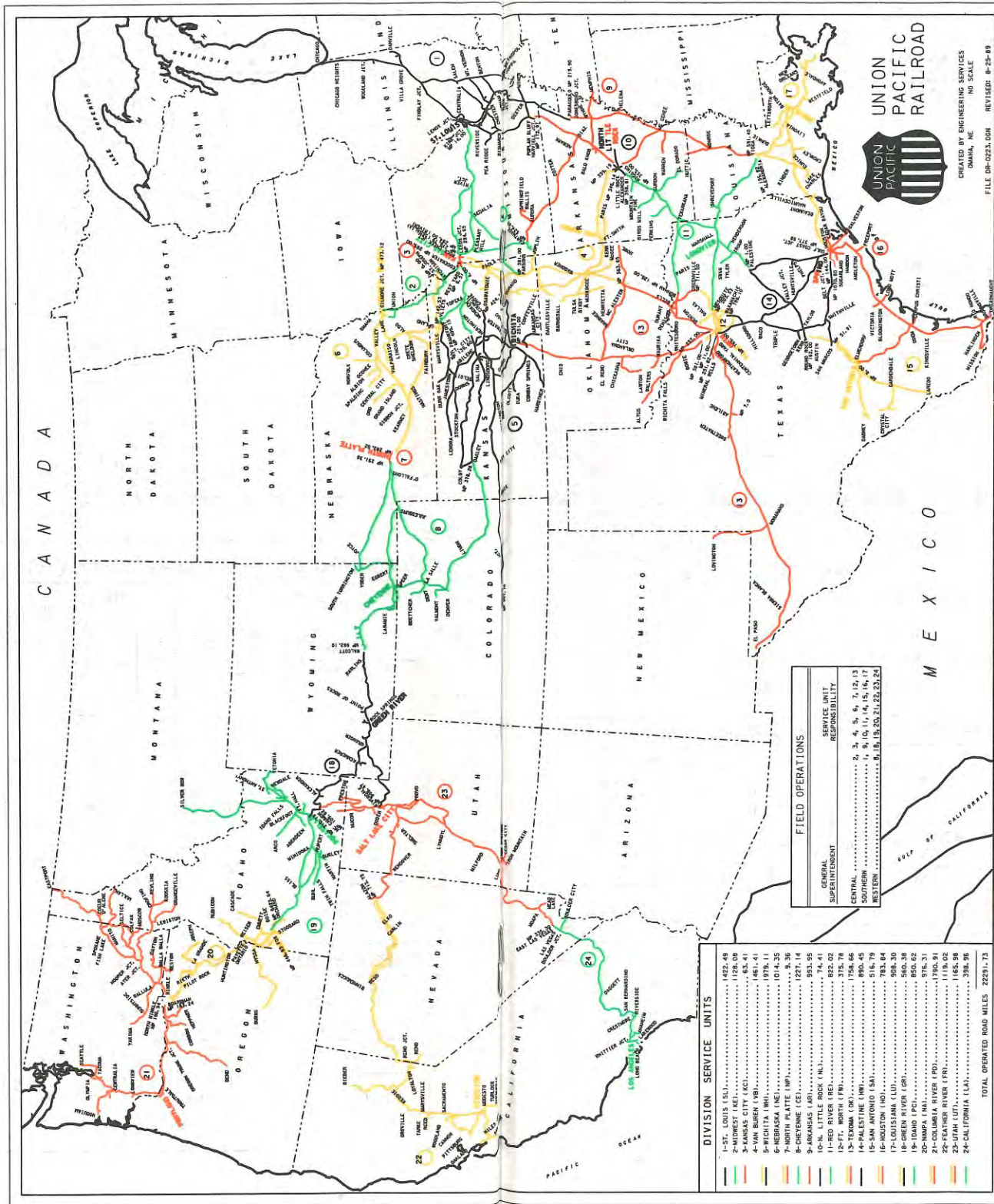
Radio Communication via Channel Four.				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) ... 40
Mile Post	WEST	STATIONS	EAST			
-0.1	VALPARAISO	13.5	⊙ T	NA037		All tracks except MT ... 5
13.5	BRAINARD	8.3		NS214	967	Between Mile Posts —
21.8	YANKA	1.4		NS222	3300	1.3 and 6.4 ... 30
23.2	DAVID CITY	0.3		NS223	1156	6.4 and 8.0 ... 25
23.5	⊗ BN	16.6				8.1 and 11.0 ... 30
40.1	SHELBY	12.8	⊙	NS240	1507	13.5 ... 25†
52.9	STROMSBURG	3.9		NS253	1200	23.0 and 23.5 ... 20
56.8	DURANT	6.2		NS257	1079	29.9 and 31.0 ... 30
63.0	POLK	10.8		NS263	2497	47.5 and 48.2 ... 30
75.3	⊗ BN	0.6				72.0 and 73.0 ... 25
75.9	CENTRAL CITY	76.0	T	NX125		73.3 BN Crossing ... 20

**CRETE BRANCH — NEBRASKA DIVISION**

Radio Communication via Channel Four.				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) ... 25
Mile Post	WEST	STATIONS	EAST			
0.0	ALDO	12.3		NA070		Between Mile Posts —
12.3	KRAMER	5.8		NE113	1603	0.0 and 0.5 ... 10
18.1	CRETE	0.8		NE119		17.4 and 19.0 ... 10
18.9	⊗ BN	19.0				All tracks except main track ... 5

TIMETABLE NO. 7





TIMETABLE NO. 7

TIMETABLE NO. 7



**74 NORFOLK BRANCH — NEBRASKA DIVISION**

Radio Communication via Channel Four.				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) . . . . . 40 All tracks except MT . . . . . 5	
Mile Post	WEST	EAST	STATIONS			MPH	MPH
0.6	▼	▲	COLUMBUS . . . . . T	NX085	Yd.	Between Mile Posts— 0.0 and 1.9 . . . . . 10 25.4 and 25.6 . . . . . 35 29.8 and 30.6 . . . . . 35 34.0 and 34.3 . . . . . 35 36.3 and 36.4 . . . . . 35 37.2 and 37.4 . . . . . 35 48.7 BN Crossing . . . . . 20	
9.4	▼	▲	OCONEE . . . . . T	NN309	400	Yard Limits: Columbus to MP 1.9 MP 8.7 to MP 10.3 MP 47.5 to MP 49.1	
25.7	▼	▲	HUMPHREY . . . . .	NN326	2537	Business . . . . . Sta. Tracks . . . . . MP No. Platte Center 14.7 NN315 Tarnov . . . . . 20.3 NN320 Madison . . . . . 35.4 NN335	
40.9	▼	▲	ENOLA . . . . .	NN341	4760		
48.3	▼	▲	NORFOLK . . . . . T	NN350			
48.7	▼	▲	⊗ CNW ⊕				
49.1	▼	▲	END OF TRACK . . . . . T				
			48.5				

**ALBION BRANCH — NEBRASKA DIVISION**

Radio Communication via Channel Four.				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) . . . . . 40 All tracks except MT . . . . . 5	
Mile Post	WEST	EAST	STATIONS			MPH	MPH
0.1	▼	▲	OCONEE . . . . . T	NN309	1009	Between Mile Posts 11.0 and 12.1 . . . . . 25 22.2 and 23.0 . . . . . 25†	
11.3	▼	▲	GENOA . . . . . T	NN411	1640	Yard Limits: Oconee to MP 0.5	
33.7	▼	▲	ALBION . . . . .	NN434	1207	Business . . . . . Sta. Tracks . . . . . MP No. Mill Spur (E) 2.0 NN402 Monroe . . . . . 4.0 NN404 St. Edward . . . . . 22.3 NN422 End of track MP 34.7	
			34.6				

**CEDAR RAPIDS BRANCH — NEBRASKA DIVISION**

Radio Communication via Channel Four.				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) . . . . . 25 All Tracks except MT . . . . . 5	
Mile Post	WEST	EAST	STATIONS			MPH	MPH
0.1	▼	▲	GENOA . . . . . T	NN411	1640	Business . . . . . Sta. Tracks . . . . . MP No. Stockyard . . . . . MP No. Siding . . . . . 22.2 NN522 Belgrade (W) . . . . . 23.1 NN523 Primrose . . . . . 36.6 NN537 End of track MP 44.6	
13.7	▼	▲	FULLERTON . . . . .	NN514	1604		
30.3	▼	▲	CEDAR RAPIDS . . . . .	NN530	1052		
44.3	▼	▲	SPALDING . . . . . T	NN544	1955		
			44.5				

**ORD BRANCH — NEBRASKA DIVISION**

Radio Communication via Channel Four.				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) . . . . . 40 Between Mile Posts— Westbound . . . . . 40 MP 17.7 and MP 61.0 . . . . . 25 Eastbound . . . . . 25 MP 61.0 and MP 22.2 . . . . . 25 Eastbound . . . . . 40 MP 22.2 and Grand Island . . . . . 40 All Tracks except main Track . . . . . 5	
Mile Post	WEST	EAST	STATIONS			MPH	MPH
0.5	▼	▲	GRAND ISLAND . . . . . T	NX147	Yd.	Yard Limits MP 0.8 to MP 3.8	
21.9	▼	▲	ST. PAUL . . . . . T	NO622	1348	Business . . . . . Sta. Tracks . . . . . MP No. St. Libory . . . . . 11.1 NO611 Elba . . . . . 30.7 NO631 North Loup . . . . . 48.8 NO649 Saunders (E) . . . . . 58.5 NO658	
60.7	▼	▲	⊗ BN				
61.0	▼	▲	ORD . . . . . T	NO661	1311		
			60.8				

TWC in effect MP 3.8 to MP 61.3  
No 6-Axle units allowed on East leg of Wye,  
St. Paul MP 21.9.  
End of track MP 61.3

**SIDNEY SUBDIV. — N. PLATTE & CHEYENNE DIVS. 75**

Radio Communication via Yard Channel east of MP 293; via Channel 3 MP 293 to CPW501; via Channel 4 west of CPW501.				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) . . . . . 70 Big Springs, over highway crossing when using siding . . . . . 5 Between Mile Posts— 283.2 and 291.5 . . . . . 40 South Running Track (CPW 291 to CPW 298) . . . . . 40 O'Fallons Siding . . . . . 40 323.5 and 324.4 . . . . . 60 Ogallala North Siding . . . . . 40 Julesburg Sidings . . . . . 40 422.6 and 423.5 . . . . . 60 456.9 and 457.2 . . . . . 65 462.8 and 463.0 . . . . . 65 466.5 . . . . . 65 † Wypo Trks. . . . . 5 486.2 and 486.5 . . . . . 60 493.7 and 494.0 . . . . . 60 497.7 and 498.2 . . . . . 60 502.2 and 503.0 . . . . . 50 506.3 and 508.3 (No. 3 trk.) . . . . . 40 508.3 and 509.1 . . . . . 35 509.1 and 510.5 ⊕ . . . . . 20 †	
Mile Post	WEST	EAST	STATIONS			MPH	MPH
291.0	▼	▲	BIRDWOOD CPW291 . . . . . X			Business Tracks . . . . . Sta. Varner (W) . . . . . 302.1 NX302 Paxton . . . . . 315.5 NX316 Roscoe . . . . . 327.7 NX328 Brule . . . . . 343.9 NX344 Lodge Pole . . . . . 389.7 NX390 Sunol . . . . . 396.3 NX396 Colton . . . . . 401.0 NX401 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 Barnett(W) . . . . . 506.7 NX506	
			291.4			Two main tracks CPW291 to CPW506. Three main tracks CPW506 to CPW508. Four main tracks CPW508 to Cheyenne. ACS CPW 291 to Cheyenne Train Defect Detectors located at: @MP 297.7, @MP 316.4, @MP 342.6, @MP 353.1, @MP 372.5, @MP 397.1, @MP 416.1, @MP 434.4, @MP 454.3, @MP 475.2, @MP 499.0. Spring switches at west end of north siding Sidney and Owasco are 30 MPH turnouts and equipped with facing point lock. All trains must contact Yardmaster by radio before arriving Cheyenne. Yard Limit CPB 283 to MP 291.5.	
			<b>NORTH PLATTE DIVISION</b>				
			<b>CHEYENNE DIVISION</b>				
296.5	▼	▲	HERSHEY . . . . . NX297	n3388			
297.9	▼	▲	2.6 CPW298 X	NX298			
300.3	▼	▲	O'FALLONS . . . . . CPW 300 T X	NX301	n10603		
			4.6				
303.7	▼	▲	SUTHERLAND . . . . . X	NX303			
305.5	▼	▲	7.8 CPW306				
311.5	▼	▲	CPW312 . . . . . X	NX312			
			11.0				
322.5	▼	▲	CPW322 . . . . . X				
326.5	▼	▲	12.3 CPW326		n11263		
332.4	▼	▲	CPW332 . . . . . X				
334.7	▼	▲	OGALLALA CPW335 X	NX335			
			14.9				
349.6	▼	▲	CPW350 . . . . . X	NX350			
			4.6				
354.3	▼	▲	BIG SPRINGS . . . . . Z	NX354			
			11.0				
363.0	▼	▲	CPW363 X	NX363	n9111		
365.2	▼	▲	JULESBURG . . . . . CPW365 T X	NX365	s9500		
			12.2				
377.4	▼	▲	CPW378 . . . . . X				
			2.8				
380.3	▼	▲	CHAPPELL . . . . . Z	NX380			
382.0	▼	▲	11.7 CPW382				
390.0	▼	▲	CPW390				
392.0	▼	▲	CPW392 . . . . . X				
			15.5				
407.9	▼	▲	SIDNEY . . . . . CPW408 T X	NX408	n11311		
410.2	▼	▲	8.0 CPW410				
415.5	▼	▲	BROWNSON . . . . . T	NX416	c4169		
			8.4				
423.9	▼	▲	CPW424 . . . . . X				
426.4	▼	▲	14.5 CPW426				
437.2	▼	▲	CPW437 X				
439.4	▼	▲	OWASCO . . . . . CPW439 X	NX440	n10464		
443.6	▼	▲	6.1 CPW444				
444.5	▼	▲	KIMBALL . . . . . X	NX445	c6324		
445.5	▼	▲	4.0 CPW446				
448.5	▼	▲	CPW449 . . . . . X				
			7.7				
456.2	▼	▲	BUSHNELL . . . . . Z	NX457			
			3.3				
459.5	▼	▲	CPW459 . . . . . X	NX459			
465.6	▼	▲	10.0 CPW465				
467.4	▼	▲	CPW467				
469.5	▼	▲	CPW469 . . . . . X	NX469			
			7.0				
475.4	▼	▲	EGBERT . . . . . CPW 475 T	NX478	n10800		
476.5	▼	▲	3.3 CPW 478				
477.6	▼	▲	CPW481 . . . . . X	NX481			
480.7	▼	▲	10.2 CPW483				
482.8	▼	▲	CPW491 . . . . . X	NX491			
491.0	▼	▲	9.6 CPW 501 X	NX501	s5956		
501.4	▼	▲	ARCHER . . . . . CPW 501 X				
			5.9				
506.5	▼	▲	CPW506 . . . . . X				
			3.0				
508.4	▼	▲	CPW 508 X				
509.5	▼	▲	CHEYENNE . . . . . T	WX510	Yd.		
			218.5				

40 MPH dual control switch turnouts: CPW291 between Nos. 1 & 2, 1 & departure lead and departure lead & coal departure track; CPW298; CPW300; CPW312; CPW322; CPW332; CPW335; CPW350; CPW363; CPW365; CPW378; CPW392; CPW408; CPW424; CPW437 between Nos. 1 & 2; CPW449; CPW459; CPW469; CPW481; CPW491; CPW501; CPW506; CPW508 except east set crossovers between Nos. 2 & 3 & Drill Tracks.  
15 MPH dual control switch turnouts: CPW508 Yard lead & Drill track.

**SOUTH TORRINGTON BRANCH — CHEYENNE DIV.**

Radio Communication via Channel Four.				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) . . . . . 20 Between Mile Posts— 18.0 and 18.6 . . . . . 5 Other than main track . . . . . 5 Yard Limits: MP 17.0 to MP 18.6	
Mile Post	WEST	EAST	STATIONS			MPH	MPH
0.0	▼	▲	YODER . . . . . T	NP182		South Torrington — Holly Sugar Track 853, no engine or loaded car permitted over unloading pit. Tracks 856 & 857, engines not permitted more than 100 feet inside factory gate.	
5.8	▼	▲	VETERAN . . . . .	NP188			
18.5	▼	▲	SOUTH TORRINGTON . . . . . T	NP201	Yd.		
			18.6				



### 76 NORTH PLATTE SUBDIV. — CHEYENNE DIVISION

Mile Post	Radio Communication via Channel 3 MP 0 to MP 10 via Channel 4 West of MP 10.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST STATIONS	EAST STATIONS			
-0.3	O'FALLONS	CPW300 T	NX301		50
1.0		CPW1			50
18.9	NEVENS	CPW9	NP019	8000	30
19.5					30
35.7	MARTIN		NP035	8000	30
51.4	RUTHTON		NP052	8000	30
67.6	NEW OSHKOSH		NP068	8000	30
96.8	EASTWOOD		NP097	8000	30
113.7	NORTHPORT	CPW113	NP114	6936	30
115.1	BN	CPW115	NP115		30
140.7	BROCKHOFF		NP141	8000	30
145.9	GERING		NP146	3132	30
159.7	SOUTH MORRILL		NP162	Yd.	30
162.1	AJ	CPW162	NP163		30
164.2	JOYCE		NP164		30
181.6	YODER		NP182	2250	30
222.9	ALBIN		NP422	2553	30
244.4	EGBERT	CPW478 T	NX478		30
					30

40 MPH dual control switch turnouts: O'Fallons.  
15 MPH dual control switch turnouts: Northport.  
Main track out of service MP 184.0 to MP 200.0.

Train Defect 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 main track switch lined for WRPI (CNW) connection.  
Yoder — Normal position main track switch lined for South Torrington Branch.

### JULESBURG SUBDIV. — CHEYENNE DIVISION

Mile Post	Radio Communication via Channel Three		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST STATIONS	EAST STATIONS			
-0.6	JULESBURG	CPW363	NX365		50
7.1	OID	CPW365	NJ372	3412	5
23.1	RED LION		NJ388	4254	5
57.5	STERLING		NJ423	8277	5
75.3	MESSEX		NJ441	6910	5
81.1	UNION		NJ446		5
98.6	FT. MORGAN		NJ464	4825	5
117.7	ORCHARD		NJ483	3797	5
143.1	KERSEY		NJ508	3554	5
150.9	LASALLE	CPW46 T	WD687	2723	5
					5

Equation: MP -0.6 = MP 364.7 (Sidney Sub); MP 50.9 = MP 46.3 (Greeley Sub).  
Main track out of service MP 99 to MP 139.

Business Tracks MP Sta. No.  
Crook 30.1 NJ395  
Proctor 38.8 NJ404  
Ceres 54.5 NJ420  
Monfort 140.3 NJ505

Yard Limits  
MP 56.1 to MP 59.1  
MP 149.7 to LaSalle

UNION MP 81.1 — Normal position of main track switch lined for BN connection.  
At Sterling BN trains must receive authority from UP dispatcher before fouling UP main track.  
TWC in effect Julesburg to MP 56.1; MP 59.1 to MP 149.7.  
BN McCook train dispatcher authorizes movements between MP 59.1 and MP 81.1.

### GREELEY SUBDIV. — CHEYENNE DIVISION

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

Tons/Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59/Less		Timetable
60-79	500 or less Over 500	Timetable 30 MPH
80-99	500 or less Over 500 to 1000 Over 1000	35 MPH 30 MPH 20 MPH
100 & Over	500 or less Over 500	30 MPH 20 MPH

TIMETABLE NO. 7

### GREELEY SUBDIV. — CHEYENNE DIV. 77

Mile Post	Radio Communication via Channel Four.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	SOUTH STATIONS	NORTH STATIONS			
103.3	BORIE	CPW519 X			60
99.9	WEST SPEER	CPW520			20
98.6	SPEER	CPW518	WSS518	c6775	10
97.7	SPEER JCT.	CPW98 T			10
85.9	CARR		WD726	7716	35
72.0	NUNN		WD712	8250	40
63.0	AULT		WD703	8206	50
55.7	CPW56				55
54.2					50
52.5					50
51.8					50
50.7	GREELEY	CPW54	WD692	8345	50
47.2		CPW53			50
46.3		CPW47			50
46.1		CPW46			50
45.3	LA SALLE	CPW45	WD687	Yd.	50
34.8	PLATTEVILLE		WD675	8299	15
19.2	BRIGHTON		WD659	8203	15
11.5	HAZELTINE		WD652	8232	15
6.2	ADAMS	CPW6	WD646		15
4.9	COMMERCE CITY	CPW5	WD645		15
	BN				15
4.0	DRGW CONN.				15
2.2	PULLMAN		KP638	Yd.	15
1.7	36th STREET		WD640		15
0.0	DENVER UNION TERMINAL				15

103.3

Yard Limits: MP 0.0 to MP 6.2. 40 MPH dual control switch turnout: CPW 45.

### DENVER SUBDIV. — WICHITA & CHEYENNE DIVS.

Mile Post	Radio Communication via Channel Four.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST STATIONS	EAST STATIONS			
377.4	OAKLEY	CPW377	KP377	5726	40
378.3	WICHITA DIVISION				40
	CHEYENNE DIVISION				40
386.1	MONUMENT		KP386	2456	40
421.2	WALLACE		KP421	2168	40
429.8	SHARON SPRINGS		KP430	3599	40
441.8	WESKAN		KP442	3082	40
463.0	CHEYENNE WELLS		KP463	2670	40
473.5	FIRST VIEW		KP474	2451	40
487.5	KIT CARSON		KP488	2806	40
507.6	AROYA		KP508	2292	40
517.7	BOYERO		KP518	2576	40
526.7	CLIFFORD		KP526	4760	40
535.8	HUGO		KP536	3777	40
550.5	LIMON		KP551	2075	40
550.6	CLK				40
563.0	CEDAR POINT		KP563	4947	40
571.7	AGATE		KP572	4837	40
584.0	DEER TRAIL		KP584	2680	40
609.3	BENNETT		KP609	4976	40
618.4	WATKINS		KP618	4632	40
630.5	SABLE		KP631	4132	40
638.2	PULLMAN		KP638	Yd.	40

260.8

Yard Limits: MP 375.9 to MP 378.5, MP 626.0 to MP 638.2.  
Signals governing Stapleton Airport runway (MP 633.38) Trackside warning detectors are actuated by train movement.  
Eastward: 635.0 and 634.0  
Westward: 631.9 and 632.9  
If stop signal received at 632.9 or 634.0 movement must not be made until track has been inspected by crew member and known to be clear.  
TWC in effect between MP 378.5 and MP 626  
Rule 10(D) not in effect.

Business Tracks MP No.  
Page City 393.6 KP394  
Winona 399.0 KP399  
McAllister 408.4 KP408  
Arapahoe 453.3 KP453  
Byers 596.4 KP597  
Strasburg 602.5 KP603  
Wattenberg (E) 622.5 KP622  
Mesa 625.0 KP625  
Mace 628.1 KP628  
Roydale 631.9 KP632  
Sandown 634.5 KP634

TIMETABLE NO. 7



# 78 FORT COLLINS BRANCH — CHEYENNE DIVISION

Mile Post	WEST	Radio Communication via Channel Four. STATIONS	EAST	Station Nos.	Sidings Feet	Yard Limits Entire Branch Maximum Speed (Except as below) MPH
0.0	▼	LA SALLE	⊙	WD687	Yd	20
7.5		DENT	⊙	WF683		7.4 and 7.8 Wye switch
16.3		⊗ GWR				31.2
16.4		KELIM	⊙	WF809		32.5 and 32.7
32.4		FORT COLLINS	⊙	WF825	Yd	Boettcher spur to Cement Plant
32.5		⊗ BN				10
32.6		⊗ BN				Business Tracks
37.7		BOETTCHER	⊙	WF830		Sta. No.
						MP
						Milliken 9.0 WF802
						Boyd Lake 21.0 WF814
						Harmony 26.8 WF820
						Poudre 35.2 WF828
						End of Track: MP 38.1

MP 17.2. If signal displays Stop movement must be preceded by flagman over highway crossing. At Fort Collins, engine bell must be rung continuously while moving within city limits.

**Boulder Branch:** Commerce City to Valmont 33.0 miles. Yard Limits entire branch. At Commerce City — while standing, trains must not block Brighton Blvd.

Maximum Speed (Except as below)	MPH	Business Tracks	MP	Sta. No.
Between Mile Posts —	20	North Glenn	6.7	WF652
11.6		Eastlake	9.0	WF654
17.1 and 17.4 Wye track	10	St. Vrain	17.1	WF683
23.6 and 24.2	5	David Joseph	19.1	WF610
33.0 and 34.1 (end of track)	10	Valmont	33.0	WF624

## LARAMIE SUBDIV. — CHEYENNE DIVISION

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

Tons/Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59/less		Timetable
60-79	500 or less Over 500	Timetable 30 MPH*
80-99	500 or less Over 500 to 1,000 Over 1,000	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 CPW 536 to CPW 519 and 30 MPH CPW 519 to CPW 511  20 MPH

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

EASTWARD DALE JCT. (CPW 545) TO CHEYENNE (CPW 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

WESTWARD WEST HERMOSA (CPW 549) TO RED BUTTES (CPW 556)

Tons/Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59/less		Timetable
60-79	500 or less Over 500	Timetable 30 MPH
80-99	500 or less Over 500 to 1,000 Over 1,000	35 MPH 25 MPH 20 MPH
100 & over	500 or less Over 500	30 MPH 20 MPH

Laramie weigh-in-motion scale lights indicate: GREEN — Proper Speed; FLASHING YELLOW — Caution, approaching weighing speed; RED — Stop movement and re-weigh unless otherwise instructed. Scale speed 5 MPH. Do not allow wheels of units to slip or slide on scale.

Train Defect Detectors located at: Both tracks @MP 527.6, @MP 561.5, @MP 576.0, @MP 595.8, @MP 632.5, @MP 650.2, @MP 672.9, @MPC 543.6, @MPB 557.7.

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.

TIMETABLE NO. 7

# LARAMIE SUBDIV. — CHEYENNE & GREEN RIVER DIVS. 79

Mile Post	WEST	Radio communication via Channel Four. STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
509.5		CHEYENNE	TX	CPW511	WX510	Yd.
510.9		BORIE	9.9	CPW519	WX519	
519.4		GRANITE	9.6	CPW528	WX529	n4424
528.5		BUFORD	7.6	CPW536	WX537	c6048
529.6		DALE	6.4	CPW543	WX545	
536.0		DALE JCT.	2.3	CPW545		
537.2		HERMOSA	1.8	CPW547	WX548	
543.0		LARAMIE	17.7	CPW554	WX566	Yd.
545.5				CPW565		
547.3				CPW567		
548.3						
548.6						
553.9						
554.3						
556.4						
567.6						
509.5		CHEYENNE	TX	CPW511	WX510	Yd.
510.9		SPEER	7.3	CPW518	WS518	c6775
C517.2		EMKAY	8.9		WS526	6558
C518.3		LYNCH	3.6		WS534	6286
C519.7		HARRIMAN	6.9		WS543	6872
C525.6		PERKINS	4.9		WS550	6493
C534.5		DALE JCT.		CPW545		
C543.1		HERMOSA	8.4	CPW547	WX548	
C550.0		RED BUTTES	9.3	CPW564	WX565	Yd.
C555.1		LARAMIE	4.6	CPW565	WX566	
B547.3				CPW567		
B548.3						
B548.6						
B556.7						
B565.3						
B565.6						
566.0						
567.6						
570.5						
582.3						
584.9						
584.9						
594.1						
601.0						
605.2						
609.0						
616.8						
623.4						
622.8						
624.5						
632.6						
639.0						
641.0						
643.0						
650.1						
662.1						
662.3						
672.1						
675.8						
678.0						
680.3						
681.2						
682.7						
682.8						
685.0						

Mileage Cheyenne-Rawlins Via Sherman = 173.3 Via Harriman = 182.8

40 MPH dual control switch turnouts: CPW508 except east set crossovers between Nos. 2 & 3 & Drill Track; CPW511 except east set crossovers between Nos. 2 & 3 and except all crossovers between Nos. 3 & 4 or yard leads; CPWC518 No. 4 & Greeley Subdiv; CPW543; CPW545; CPWB564; CPW565 except West crossover between No. 2 and siding; CPW570; CPW582; CPW594; CPW601; CPW609 CPW617; CPW624; CPW633; CPW639 between Nos. 1 & 2 & south siding; CPW643 between Nos. 1 & 2 & sidings; CPW650; CPW662; CPW672; CPW680; CPW681 No. 2 & siding; CPW683; CPW685.

15 MPH dual control switch turnouts: CPW508 Yard lead & Drill track; CPW681 yard lead. All trains must contact Yardmaster by radio before arriving Cheyenne.

TIMETABLE NO. 7



Mile Post	Radio communication via Channel Four		Station Nos.	Sidings Feet	Maximum Speed MPH	
	WEST ▼	EAST ▲				
682.7	RAWLINS	CPW683 TX	WX683	n11990	Rawlins sidings 40	
682.8		CPW685 X		s19126	682.3 and 682.8	
685.0		17.5				MT & Sidings 20 ‡
699.6	RINER	CPW700 X	WX700		Between Mile Posts —	
700.3		CPW702 X	WX701	n12580	Riner siding 40	
702.1		11.7				703.0 and 704.2 60
712.0	CRESTON		WX712	n3071	708.6 and 709.0 60	
		12.2			c10089	713.7 and 714.3 60
						740.2 and 740.9 EW 60
724.2	WAMSUTTER		WX724	n10794	740.2 and 743.1 WW 60	
		8.5			s7964	760.7 and 762.3 60
						774.7 and 776.6 60
732.7	RED DESERT		WX733	cx2074	797.3 and 798.4 45	
		7.3				798.4 and 801.3 50
						801.3 and 803.3 50
740.0	TIPTON		WX740	n2219	803.3 and 803.5 55	
744.4		CPW744				807.5 and 807.8 50
746.5		CPW746	WX747	s10131		809.6 and 816.7 35
756.4	BITTER CREEK	CPW756		s10843	814.1 and 816.7 30	
757.4		CPW758	WX757	n10497	816.7 and 816.9	
758.5		CPW766				No. 1, 2 & Running Trks. 20 ‡
768.0	BLACK BUTTES	CPW766	WX766	n6560	Running Tracks 3 & 4 25	
766.7		CPW769		n7340	816.9 and 818.2 30	
768.0		10.7				818.2 and 823.6 50
777.4	POINT OF ROCKS		WX777	c7968	803.6 and 828.4 60	
		5.8				833.6 and 834.1 60
						Westvaco Running Trk 10
783.2	THAYER		WX784	n12550	Granger Siding 40	
		12.9				Jim Bridger Spur — 8.1 Miles originates at Point of Rocks
						Maximum speed 20 (Except as below)
796.1	BAXTER		WX796	c5947	4.0 and 4.7 10	
		6.0	CPG798			6.2 and 8.2 10
			CPG801	WX802	n14212	
801.0	ROCK SPRINGS				Chevron Spur originates at CPG 798 — 9.0 Miles	
802.1					Maximum Speed 20	
802.5			CPG803			Tenneco Spur originates at MP 830.7 — 9 Miles 10
804.0		CPG804				
809.0	KANDA		WX809		Staufer Spur originates at MP 834.1 — 10 Miles 20	
814.7		6.1	CPG814			Miles 7.0 and 10.2 10
815.1		GREEN RIVER	CPG815			General Chem Spur originates at MP 835.1 — 2.4 Miles 10
817.0	CPG817		WX817	Yd.	Texas Gulf originates at MP 842.5 — 5.2 Miles 20	
817.3			WX819			3.6 and 4.8 15
819.3			WX825			4.8 and 5.2 5
824.9	PERU		WX825			
		8.5	CPG833	WX833		
			CPG835	WX835		
833.4	ALCHEM		WX835			
		1.7	CPG839			
		2.9	CPG844	WX844		
839.1	W. WESTVACO		WX844			
844.0			WX847	n13456		
846.8		CPG847	WX847			
164.4						

Trains secure track warrant at Green River.  
40 MPH dual control switch turnouts: CPW683; CPW685; CPW700; CPW702; CPW766 between Nos. 1 & 2; CPG801; CPG804; CPG814; CPG825; CPG833; CPG844; CPG847;

20 MPH dual control switch turnouts: CPG815;  
15 MPH dual control switch turnouts: CPG817 between Running Track & Yard lead; CPG835 between Running Track & Allied Spur.

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
Bryan (W)	830.2	WX830
Tenneco (E)	830.7	WX831
Staufer (E)	834.1	WX834
Westvaco	838.0	WX838
Texas Gulf Soda (E)	842.5	WX843

Movements on Jim Bridger, Chevron, Tenneco, Texas Gulf, General Chemical and Staufer Spurs are governed by Rule 105.

Two main tracks Rawlins to CPW702; CPG801 to CPG847.  
Double track (Rule 251) CPW702 to CPG801 except CTC in effect on No. 2 Track between CPG798 and CPG801.

Manual interlocking switches located at: West switch eastward siding Table Rock and Bitter Creek; CP766.

ACS in effect entire subdivision.

Train Defect 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 731.5, @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.

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

Before departure from Chevron, Staufer, 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: MP 6.0 and MP 9.3 — 10 MPH, and on Reliance Spur — 5 MPH. CTC in effect MP 0.0 to MP 2.9.

Business Tracks	MP	Sta. No.
Reliance	6.0	WW706
Winton Jct.	9.3	WW710



Radio communication via Channel Four East of MP 980 and via Channel Three West of MP 980		Station Nos.	Sidings Feet	Maximum Speed MPH
WEST STATIONS	EAST STATIONS			
846.8	GRANGER ... CPG847 T ↑ X	WX847	n13456	868.0 and 869.1 ... 60 880.1 and 885.0 ... 50 885.0 and 896.7 ... 60 896.7 and 901.7 ... 45 901.7 and 903.6 ... 40 903.6 and 908.6 ... 45 908.6 and 916.0 ... 60 916.0 and 919.1 ... 45 927.5 and 928.8 WW ... 35 928.8 and 935.8 WW ... 30 935.8 and 939.4 WW ... 40 939.4 and 942.9 WW ... 45 926.5 and 941.6 EW ... 45 941.6 and 942.9 EW ... 40 942.9 and 952.1 ... 40 952.1 and 952.5 ... 35 952.5 and 954.5 ... 45 963.1 and 965.1 ... 30 974.1 and 976.1 ... 40 978.7 and 980.3 ... 30 980.3 and 983.8 No. 2 ... 35 986.8 and 989.5 No. 2 ... 45 980.3 and 981.0 No. 1 ... 35 981.0 and 983.5 No. 1 ... 40 983.5 and 989.5 No. 1 ... 45 989.5 and 992.0 ... 35 992.0 and 992.6 ... 20
854.0	VERNE ... WX854	WX854	c6040	
866.2	HAMPTON ... WX866	WX866	x1913	
875.4	CARTER ... WX875	WX875	c6522	
885.6	BRIDGER ... WX886	WX886	c6378	
890.5	LEROU ... WX891	WX891	x1079	
897.6	SPRING VALLEY ... WX898	WX898	c5561	
900.1	ASPEN ... CPG900 X	WX902		
904.8	ALTAMONT ... CPG905 X	WX904	e4825	
912.5	MILLIS ... WX913	WX913	c1501	
917.2	EVANSTON ... TX	WX917	n9064 s9218	
927.1	WAHSATCH ... WX928	WX928	c4662	
931.5	EMORY ... WX943	WX943	c5665	
943.0	ECHO ... X	WX952	c6628	
952.7	HENEFER ... WX957	WX957		
961.1	DEVIL'S SLIDE ... WX961	WX961	c5791	
968.0	MORGAN ... WX968	WX968	c6751	
977.7	STRAWBERRY ... CPG978 X	WX978		
988.5	<b>GREEN RIVER DIVISION</b>			
988.6	UTAH DIVISION			
988.6	EAST RIVERDALE CPC988 X			Ogden to Salt Lake City ... 79 70
989.7	RIVERDALE ... CPC990 X	WX990	Yd.	
992.6	OGDEN ... CPC819 X	UY993	Yd.	
818.2	BRIDGE JCT CPC818 X	UY994		15 15
818.0	CLEARFIELD CPC809 T X	UZ002	c4727	
811.5	LAYTON ... CPC804	UZ007		10 10
809.3	KAYSVILLE ... CPC802	UZ009	n6352	
807.2	CENTERVILLE ... CPC793 X	UZ018		
803.9	WOODS CROSS ... UZ021	UZ021		
802.5	NORTH SALT LAKE CPC788 X	UZ024		15 15
793.4	18TH NORTH CPC785 X			70+ 70+ 70+ 79.2 and 797.8 ... 75 60 792.4 and 792.7 ... 75 60 787.9 and 787.0 ... 70 787.0 and 784.5 ... 35 35 784.5 and 782.8 ... 20 20
791.0	NORTH YARD ... T		Yd.	
787.9	SALT LAKE CITY ... UZ029	UZ029	Yd.	
782.9	GRANT TOWER (D&RGW)			

See Special Instructions Item 20 for AMTK schedules.  
40 MPH dual control switch turnouts: CPG900; CPG905; CPG977; CPC988 except between ByPass & yard lead; CPC818 between Nos. 1 & 2 MP 817.8; CPC811; CPC807; CPC793; CPC788;  
15 MPH dual control switch turnouts: CPC990; CPC819; CPC817 at MP 817.6 between Nos. 1 & 2; CPC809; CPC785 between Nos. 1 & 2 except east crossover.  
Between Strawberry CPG977 and Riverdale CPC990, and between Bridge Jct. CPC818 and Grant Tower MP782.9 — No. 1 Main Track is North track, No. 2 Main Track is South track.  
Double track (Rule 251) CPG847 to CPG900; CPG905 to CPG977; CPC990 to Ogden. CPC785 to MP 783.5.  
ACS in effect Granger to Ogden.  
Train Defect Detectors located at:  
Both Tracks Eastward only Westward only  
@MP 986.2 @MP 958.6 @MP 968.8  
@MP 799.7 @MP 925.6 @MP 955.1  
@MP 884.1 @MP 936.9  
@MP 867.7 @MP 909.1  
@MP 854.7

Wind indicator at MP 798.0.  
Rule 151 Exception: Between MP 931.5 and Strawberry trains must keep to the left.  
Yard limits MP 989.0 to Ogden; Ogden to MP 818.0, MP 787.0 to MP 781.0.

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

Tons/Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59/Less		Timetable
60-79	500 or Less Over 500	Timetable 20 MPH MP 928-936; 30 MPH MP 936-990
80-99	500 or Less Over 500 to 1000 Over 1000	Timetable 20 MPH MP 928-936; 30 MPH MP 936-990 20 MPH MP 928-952; 25 MPH MP 952-990
100 & Over	500 or Less Over 500	20 MPH MP 928-936; 30 MPH MP 936-990 20 MPH MP 928-936; 30 MPH MP 952-990

The Following are Utah Div. Branches  
Syracuse Branch Clearfield to Barnes 2.1 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.  
Business Tracks MP Sta. No.  
Freeport Center ... 0.6 UZ002A  
Barnes ... 2.1 UB602  
Hill Field Branch Ogden to Arsenal 6.8 Miles. Yard Limits entire branch. Maximum Speed 15 MPH except between MP 4.4 to MP 4.8 10 MPH, MP 6.0 to MP 6.8 10 MPH.  
Business Tracks MP Sta. No.  
Orchard(W) ... 2.6 UH102  
Cozydale(E) ... 3.4 UH103  
Roy(W) ... 4.2 UY999  
Arsenal ... 6.7 UH106  
Evona Branch Ogden to Relico 1.6 Miles. Relico to Sugar Wks xng (D&RGW) 0.5 miles, Sugar Wks xng to Sugar Wks Plant 1.1 miles. Total length 3.2 miles. Yard Limits entire branch. Maximum Speed 10 MPH.  
Business Tracks MP Sta. No.  
Evona(E) ... 0.7 UY700  
Relico(E) ... 1.0 UY702  
Sugar Works

**OGDEN SUBDIV. — GREEN RIVER & UTAH DIVS.**

Radio Communication via Channel Three.		Station Nos.	Sidings Feet	Maximum Speed MPH	Pgsr. Frt.
Mile Post	SOUTH STATIONS				
111.4					
111.2		CP G192			
109.8	McCAMMON CP G11 T ↑	IY038	e6624 w6368		70 60
	GREEN RIVER DIVISION				
	UTAH DIVISION				
109.8	ARIMO ... 9.8	UN105	6046		40 35
104.8	DOWNEY ... 8.8	UN095	5991		45 35
95.0	SWAN LAKE ... 10.6	UN085	6005		65 55
84.4	COULAM ... 5.6	UN078	6007		60 50
78.8	DAYTON ... 7.4	UN071	6011		65 55
71.4	WESTON ... 6.0	UN065	6103		55 45
65.4	TRENTON ... 8.0	UN057	6098		70 55
56.6	CACHE JCT ... T	UN049	8619		50 40
48.6	WHEELON ... 8.3	UN045	6010		50 40
44.0	DEWEY ... 5.3	UN036	6044		50 40
35.7	HONEYVILLE ... 9.3	UN030	5984		65 55
30.4	BRIGHAM CITY ... T	UN021	Yd.		50 40
21.1	WILLARD ... 5.1	UN014	6027		45 35
14.6	LITTLE MOUNTAIN JCT ... T				70 — 20 20 35 35 15 15
9.5	HOT SPRINGS ... 0.5	UN009	5938		
9.0	SP JCT ... 1.7	UN002	6079		
1.7	OGDEN ... T	UY993	Yd.		
0.0					
	Equation MP 111.4 = MP 191.6.				

See Special Instructions Item 20 for AMTK schedules.  
Yard Limits: MP 23.0 to MP 19.0; MP 2.0 Ogden Subdiv. to MP 818.0 Salt Lake Subdiv.  
Train Defect Detectors @MP 88.7, @MP 59.7, @16.5.



Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH	Between Mile Posts — (Except as below)
783.6	NORTH YARD ...	Y T		Yd.		P752.7 and P665.7 ... 50
P800.2	GRANT TOWER	Y				Between 2nd South & 9th South Sts. ... 12
P796.6	DRGW	Y				Between Mile Posts—Midvale Spur at Atwood ... 10
P787.0	SANDY	Y	UP042	5072		P798.7 and P757.3 ... 20
P782.6	DRAPER	Y	UP046	2760		Geneva Steel Plant Xings ... 15
P775.8	MOUNT	Y	UP053	3667		P757.3 and P755.0 ... 35
P771.1	CUTLER	Y	UP058	3657		P755.0 and P753.4 ... 30
P769.3	LEHI	Y	UP059	2047		P753.4 and P752.8 ... 20
P766.4	AMERICAN FORK	Y	UP062			P733.5 and P732.6 ... 30
P763.0	PLEASANT GROVE	Y	UP065	4002		P711.8 and P710.0 ... 30
P760.9	PIPEMILL	Y		2360		P694.4 and P692.6 ... 35
P757.9	GENEVA	Y	UP072	5975		P692.6 and P691.8 ... 30
P757.2	LAKOTA JCT.	Y				Parley Siding ... 20
P752.8	CP C758	Y				P686.2 and P676.4 ... 30
P752.0	PROVO	Y T	UP076	Yd.		P676.4 and P674.8 ... 35
P748.9	CPC749	Y				P667.2 and P666.3 ... 35
P736.3	PAYSON	Y	UP092	6102		P666.3 and P665.8 ... 30
P722.2	STARR	Y	UP107	6085		P800.1 and P749.0 ...
P711.5	NEPHI	Y	UP118	6007		Business Tracks MP Sta. No.
P700.6	SHARP	Y	UP128	13436		Officer ... P797.4 UP032
P696.0	JUAB	Y	UP133	6082		Burton ... P796.8 UP033
P680.7	PARLEY	Y	UP148	6242		Huslers ... P795.6 UP034
P668.8	CPC669	Y				Murray ... P793.0 UP036
P665.7	LYNN DYL CPC666 X	Y	UZ147	6930		Pallas ... P791.7 UP037
	135.1					Atwood (E) ... P790.5 UP039

In addition trains operate over DRGW between Grant Tower and Lakota Jct., MP P757.2.

Train Defect Detector: #MP P727.8, #MP P690.2. (Eastward trains must immediately reduce to restricted speed until head end of train is at MP P694 before stopping to inspect train)

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.

## MALAD BRANCH — UTAH DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH	Between Mile Posts — (Except as below)
51.5	MALAD	T	UD952	1091		0.0 and 16.0 ... 25
31.0	NUCOR		UD931			51.1 and 52.1 ... 10
17.8	TREMONTON		UD918	2409		Business Tracks MP Sta. No.
5.5	CORINNE		UD906	2643		Ford ... 11.5 UD912
0.0	BRIGHAM CITY	Y T	UN021			Garland ... 19.7 UD920
	52.1					

Yard Limits Brigham City MP 0.0 to 4.0.

Little Mountain Branch Little Mountain Jct. to Little Mountain 14.4 miles. TWC in effect. Maximum Speed 40 MPH (except as below).

0.0 and 0.4	15	3.5 and 3.7	25
1.4 and 1.7	20	14.2 and 14.3 (End UP operations)	15
Business Track		MP	Sta. No.
Little Mountain		14.3	UL314

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH	Between Mile Posts — (Except as below)
783.6	NORTH YARD ...	Y T		Yd.		779.2 and 678.0 ... 79 60
782.8	SALT LAKE CITY	Y	UZ029	Yd.		678.0 and 576.5 ... 79 70
782.9	GRANT TOWER (D&RGW)	Y				(Except as below) Grant Tower (except south leg of Wye) ... 15 15
782.5	DRGW	Y				South leg of Wye ... 10 10
782.0	10th WEST	CPC782				Sidings at: Warner, Faust, Boulter, Jericho, Lynndyl, Delta, Cruz and Milford ... 30
780.5	ORANGE ST.	CPC780		s6004		
779.2	2.0	CPC779				Between Mile Posts — 782.9 and 780.8 ... 20 20
778.5	BUENA VISTA	UZ034		s6004		No. 1 & No. 2 ... 50 50
768.2	GARFIELD	X	UZ045	s5832 s6153		780.8 and 779.2 ... 70 —
766.4	SMELTER	CPC766	UZ047			No. 1 & No. 2 ... 70 —
764.5	LAKE POINT		UZ049	6015		770.6 and 770.1 ... 70 —
756.2	ERDA		UZ057	6005		No. 1 & No. 2 ... 70 —
747.5	WARNER	Y T	UZ065	9722		767.5 and 767.1 ... 65 55
743.1	STOCKTON		UZ070	6410		763.4 and 762.7 ... 55 40
736.2	ST. JOHN		UZ077	6010		758.9 and 757.1 ... 60 45
723.0	FAUST	Y	UZ090	8805		757.1 and 754.2 ... 50 40
717.1	PEHRSON		UZ096	6013		744.1 and 742.1 ... 60 50
710.6	LOFGREEN		UZ103	6717		721.0 and 719.6 ... 55 45
704.8	BOULTER	Y	UZ109	8855		715.9 and 711.3 ... 55 40
698.0	TINTIC		UZ114	5964		711.3 and 705.8 ... 75 —
691.9	McINTYRE		UZ121	6037		700.0 and 699.6 ... 60 45
685.1	JERICHO	Y	UZ128	9709		689.0 and 680.5 ... 60 50
675.5	CHAMPLIN		UZ138	6797		680.5 and 679.2 ... 65 50
667.5	LYNN DYL		UZ147	8804		679.2 and 678.9 ... 70 60
665.7	STRONG		UZ157	5990		656.4 and 655.8 ... 20 20
650.9	DELTA	Y T	UZ164	n6069 s9023		576.3 (Siding) ... 50 35
649.7	VAN		UZ173	5998		576.2 and 576.2 ... 40 40
639.8	CLEAR LAKE		UZ182	5991		IPP Spur @ Lynndyl CP C664 0.0 and 8.9 ... 15 15
631.2	BLOOM		UZ198	5990		Offsite siding ... 15 15
617.3	CRUZ	Y	UZ203	8862		All other tracks ... 15 15
610.0	BLACK ROCK		UZ214	6027		Passenger line industrial lead from MP 782.8 to MP 779.2 = 3.6 miles. Max. speed 20 MPH. Yard limits from MP 782.8 to MP 779.5. DRGW @ at MP 782.6 and MP 782.4
589.9	READ		UZ223	5997		Business Tracks MP Sta. No.
584.7	MURDOCK		UZ228	5995		Industrial Center ... 779.8 UZ033
579.0	MILFORD	Y	CX236	8799		SLGW Conn. (W) ... 778.9
576.7						Centennial Park (E) ... 777.6 UZ036
						Terminal (W) ... 777.2 UX035
						Garfield Field ... 766.7 UX046
						Clover (E) ... 732.8 UZ081
						Cline (E) ... 661.2 UZ152

See Special Instructions Item 20 for AMTK schedules.

Yard Limits: MP 787.0 to MP 781.0.

Two main tracks (Freight Line) Grant Tower to Smelter. Track Warrant Requirement at Salt Lake City. All trains enroute Lake Subdiv. departing Roper and North Yard must receive a Lake Subdiv. track warrant at North Yard. Trains operating West of Alazon must also receive SP track warrant at North Yard.

Movements on IPP Spur are authorized by Track Warrant Control.

Train Defect 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 train left unattended.

40 MPH dual control switch turnouts: CPC766.

15 MPH dual control switch turnouts: Warner MP 748.4 to yard lead.



Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH		
					Psgr.	Frt.	
					Between Mile Posts—		
576.7	MILFORD	CPC577	CX236	8862	576.2 and 500.0	79 70	
574.7		CPC575			500.0 and 393.9	79 50	
571.4	UPTON		CX241	6026	393.9 and 334.3	79 60	
561.5	THERMO		CX251	8737	(Except as below)		
550.7	LATIMER		CX262	5988	Maximum Speed 30 MPH on the following sidings:		
541.8	LUND		CX272	9101	Milford, Lund, Heist, Crestline, Caliente, Boyd, Kyle, Carp, Galt, Hoya, Moapa, Garnet and Wann.		
531.7	ZANE		CX281	6006	25 MPH — Islen Siding.		
526.2	BERYL		CX286	5972	20 MPH — All sidings not listed above.		
516.5	HEIST		CX297	8854	Between Mile Posts—		
510.2	MODENA		CX303	6004	576.5 and 576.2	50 35	
501.1	UVADA		CX312	6008	576.3 (Siding)	20 20	
496.8	CRESTLINE		CX319	8817	502.5 and 500.0	70 55	
489.6	BROWN		CX324	6013	500.0 and 497.9	70 —	
484.2	ACOMA		CX328	6034	497.9 and 497.6	60 —	
475.8	ISLEN		CX338	8539	497.6 and 494.6	70 —	
470.6	RICHMOND		CX342	5876	494.6 and 492.4	75 —	
464.5	ECCLES		CX349	15177	492.4 and 491.5	70 —	
461.0		CPC461			491.5 and 489.9	60 —	
459.8	CALIENTE	CPC460	CX353	E6248	488.7 and 488.7	50 40	
458.3		CPC458		W6779	488.7 and 486.8	35 30	
454.8	ETNA		CX358	6098	486.8 and 484.4	60 —	
449.9	STINE		CX363	5976	481.7 and 479.1	40 35	
445.5	BOYD		CX368	8824	479.1 and 477.3	50 35	
438.4	ELGIN		CX375	6166	477.3 and 475.9	35 25	
434.7	KYLE		CX379	8833	475.9 and 475.0	30 25	
429.1	LEITH		CX384	5950	475.0 and 470.7	20 20	
418.4	CARP		CX394	8922	470.7 and 469.1	30 25	
413.4	VIGO		CX399	6083	469.1 and 468.1	55 45	
408.0	GALT		CX405	6145	468.1 and 466.3	60 45	
402.5	HOYA		CX410	8839	466.3 and 466.0	50 45	
398.1	ROX		CX415	6660	466.0 and 463.9	60 45	
393.0	FARRIER		CX420	6066	463.9 and 461.7	40 35	
383.5	MOAPA		CX430	8919	461.7 and 461.2	30 25	
373.8	UTE		CX439	6102	461.2 and 460.0	45 35	
363.2	DRY LAKE		CX450	6094	460.0 and 458.4	50 40	
356.9	GARNET		CX456	8787	458.4 and 455.2	40 35	
352.0	APEX		CX461	6072	455.2 and 450.2	40 30	
346.7	DIKE		CX466	6156	450.2 and 450.0	35 30	
338.7	WANN		CX474	8979	450.0 and 446.9	40 30	
335.3	UTAH DIV.						
335.3	CALIFORNIA DIV.						
334.6		CPC336			446.9 and 445.4	35 30	
334.3	LAS VEGAS	CPC335	CX479	Yd.	445.4 and 444.0	40 30	
					444.0 and 442.0	30 25	
					442.0 and 430.7	40 35	
					430.7 and 430.0	35 30	
					430.0 and 428.2	60 45	
					428.2 and 427.9	55 40	
					427.9 and 425.4	55 45	
					425.4 and 419.7	70 40	
					419.7 and 418.0	45 40	
					418.0 and 416.4	35 30	
					416.4 and 414.0	40 30	
					414.0 and 411.0	35 30	
					411.0 and 407.5	40 30	
					407.5 and 404.6	35 30	
					404.6 and 403.7	40 30	
					400.6 and 398.6	70 40	
					398.6 and 397.5	45 35	
					397.5 and 395.9	70 40	
					395.9 and 394.6	40 35	
					394.6 and 393.9	60 45	
					380.9 and 379.6	65 55	
					379.6 and 379.1	60 50	
					359.5 and 358.5	60 50	
					358.5 and 356.1	45 35	
					Fibreboard Spur—		
					11.3 miles yd.		
					limits entire spur	— 20	
					On Fibreboard Spur		
					MP 9.2 to 11.3	— 10	
					Lovell-Nellis Spur	— 10	
					351.1 and 348.3	45 35	
					Valley-Nellis Spur	— 10	
					Las Vegas Industrial Park Spur On		
					Curves	— 5	
					336.1 and 335.4	60 50	
					334.6 and 333.0	20 20	
					Business Tracks	Sta. No.	
					Little Springs	472.0 CX341	
					Arrolime	353.8 CX459	
					Fibreboard Spur(W)	352.0 CX461	
					Lovell(W)	344.6 CX468	
					Valley-Nellis Air Base(W)	342.6 CX470	
					Nevada Industrial Park(W)	340.0 CX473	

Distance MP 493 to 494 = 850 Ft.

See Special Instructions Item 20 for AMTK schedules.

Train Defect Detectors: **MP** 566.4, **MP** 546.4, **MP** 520.8, **MP** 388.2, **MP** 353.1.

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 MP 494 eastward and westward.

At Milford not less than four hand brakes must be applied on train left unattended. Train Defect Detectors: **MP** 566.4, **MP** 546.5, **MP** 520.8, **MP** 478.8, **MP** 474.0, **MP** 472.3, **MP** 470.0, **MP** 448.7, **MP** 442.9, **MP** 434.6, **MP** 432.3, **MP** 430.2, **MP** 423.0, **MP** 410.4, **MP** 406.4, **MP** 388.2, **MP** 353.1.

20 MPH dual control switch turnouts: W. Islen; E. Richmond; Eccles; W. Etna; E. Boyd; W. Elgin; W. Kyle; Galt; Dry Lake; E. Dike.

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. On any Frt. train with over 500 tons per dynamic brake axle and averaging more than 75 tons per operative brake, all retaining valves from Islen to Richmond.

2. On any Frt. train with over 500 tons per dynamic brake axle averaging less than 75 tons per operative brake, not less than 25 retaining valves on head end of train, from Islen to Richmond.

Any Frt. train with over 500 tons per dynamic brake axle 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.

EXCEPTION TO ITEM 5-B INTERMODAL TRAINS:  
Trains consisting entirely of 5 platform articulated well cars (double stack) exceeding 90 tons per operative brake must not exceed 50 MPH between Ute and MP 382 — eastward.

CACHE VALLEY BRANCH — UTAH DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH	
					(Except as below)	MPH
					Between Mile Posts—	
50.8	PRESTON		UC251	1319	13.6 and 13.9	15
41.5	PRESTO		UC242	7700	17.7 and 18.0	15
37.4	RICHMOND		UC237	1692	42.9 and 44.0	25
24.1	LOGAN		UC224	2311	50.2 and 51.1	10
0.2	CACHE JCT.		UN049	5300		
					Business Tracks	Sta. No.
					Wellsville(E)	13.8 UC214
					Hyrum	17.6 UC218
					Holt	20.2 UC220
					Sugar Factory(E)	21.7 UC222
					Smithfield	31.5 UC232
					Franklin	43.6 UC244
					Whitney	48.1 UC248

CEDAR CITY BRANCH — UTAH DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH	
					(Except as below)	MPH
					Between Mile Posts —	
0.1	LUND		CX272	9101	MP 0.1 and 0.5	10
20.3	IRON SPRINGS		CI321		23.0 and 29.7	10
31.8	CEDAR CITY		CI333		29.7 and 32.4	10
					Business Tracks	Sta. No.
					Stock Yards (W)	29.9 UC141
					Main Track Derail at MP	31.8

IRON MOUNTAIN BRANCH — UTAH DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH	
					(Except as below)	MPH
					Between Mile Posts —	
0.0	IRON SPRINGS		CI321		0.0 and 1.2	10
14.4	IRON MOUNTAIN		CI415		10.1 and 14.5	10
					Business Track	Sta. No.
					Comstock	T 10.9 CI411
					Main Track Details at MP	13.5 and MP 14.5

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 — UTAH DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH	
					(Except as below)	MPH
					Between Mile Posts —	
0.0	MOAPA		CX430	6066	1.6 and 2.3	20
16.7	MEAD LAKE		CV717		5.0 and 6.0	10
					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



Radio Communication via Channel Three.						MPH	
Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts—	Psgr.	Frt.
334.3	LAS VEGAS	XT	CX479	Yd.	334.3 and 309.3	79	60
334.0	3.8	CPC334			309.3 and 163.6	79	70
330.5	CPC330	X	CX484		163.6 and 163.1	79	60
	3.1	CPC329			(Except as below)		
328.5		CPC328	X		All sidings except		
327.9	BOULDER JCT.	T	CX486		Sloan, Joshua,	20	20
326.4	5.0	CPC326			Cima, Kelso No. 1		
322.4	ARDEN	T	CX490	6338	Siding, Sands	20	20
314.8	7.6				Between Mile Posts—		
314.8	SLOAN	†	CX498	6288	334.6 and 333.0	20	20
309.0	5.5				Las Vegas—		
301.3	ERIE	†	CX504	8831	329.5 Cind-R-Lite and Stocks Mill		
296.4	8.0				Spurs		5
296.4	JEAN		CX512	5730	332.6 and 326.4	40	40
296.4	BORAX		CX517	5791	(North Running Trk)		
287.9	8.8				Arden-Blue Diamond Spur		10
287.9	CALADA	†	CX526	8792	321.1 and 319.7	65	55
277.5	10.1				319.7 and 314.6	40	30
272.4	NIPTON		CX535	5765	312.5 and 311.7	50	40
267.0	5.1				309.8 and 309.3	70	60
267.0	MOORE		CX541	5769	254.0 and 236.0		
263.2	5.0				WW Psgr Trains handled with dynamic		
263.2	IVANPAH	†	CX545	9835	brake in operation; light engines with operative dynamic	45	45
257.9	4.2				WW Fr Trns controlled exclusively with dynamic		
254.6	BRANT		CX550	5760	brake		35
252.6	5.3				254.4 and 251.3	45	45
250.4	JOSHUA	†	CX555	6062	246.7 and 246.5	45	45
250.4	3.9	CPC255 †			231.2 and 230.9	75	60
250.4	CIMA	CPC253 T	CX559	N6271 S9664	196.2 and 194.1	55	45
247.3	3.6	CPC252			194.1 and 191.8	50	40
247.3	CHASE		CX563	5766	191.8 and 188.4	55	45
243.0	4.0				188.4 and 186.1	70	60
243.0	ELORA		CX566	5781	163.3 and 163.6	40†	40†
239.3	4.0				163.6 and 163.9	40†	40†
236.5	HAYDEN		CX574	5788	WW		
236.5	3.9	CPC237 †			Running Track from Toomey-CPC168 to Center		
234.5	KELSO	CPC235 †	CX577	9191	Yermo-CPC162	40	40
226.1	9.3						
218.3	KERENS		CX587	5757			
211.6	8.1						
203.5	SANDS	†	CX595	9016			
197.0	6.4						
191.8	BALCH		CX601	5758			
187.1	8.1						
182.3	CRUCERO		CX609	5765			
177.5	6.5						
168.7	BASIN		CX616	6198			
163.9	5.2						
163.1	AFTON	CPC192	CX621				
	4.4						
	DUNN	†	CX626	9526			
	5.1						
	FIELD		CX631	5764			
	4.8						
	MANIX		CX635	5771			
	9.5						
	TOOMEY	CPC168	CX645				
	4.9						
	YERMO	CPC164 †					
	171.2	T	CX650	Yd.			

See Special Instructions Item 20 for AMTK schedules.

### BMI BRANCH — CALIFORNIA DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
0.0	BOULDER JCT.	⊙ T	CX486		MP 0.0 to MP 0.4	10
9.9	HENDERSON		CN810	2527	MP 0.4 to MP 1.0	20
	10.9 = End of Track				9.5 and 10.9	10
					Henderson BMI Lead and Yard Tracks	5
					Yard Limits	
					Boulder Jct. to MP 1.0	
					Main Trk derails at MP 10.5 and 10.8	

40 MPH dual control switch turnouts: Toomy;

20 MPH dual control switch turnouts: W. Calada; Cima MP 253.2 & 252.8; Elora; E. Dawes; E. Kelso; W. Field;

15 MPH dual control switch turnouts: Kelso between siding & yard tracks.

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 eastward and westward.

Psgr. trains without operative dynamic brake must not exceed 20 MPH Cima to Kelso and must stop and remain standing ten minutes at Dawes to cool wheels.

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 as described by 1-3 below:

1. On any Frt. train exceeding 90 tons per operative brake.

#### EXCEPTIONS:

Trains consisting entirely of five platform intermodal articulated well cars (double stack) will not require retainers if trailing tonnage does not exceed 100 tons per operative brake.

Trains consisting entirely of five platform intermodal articulated well cars (double stack) when trailing tonnage is between 90 and 100 tons per operative brake that is stopped between Cima and Kelso must, when stopped, apply train brakes with not less than a 20 lb. brake pipe reduction and must not release brakes until sufficient number of retainers are set starting behind lead locomotive to hold train while recharging train line.

When retainers are used, a sufficient amount of retainers to hold train while recharging must be set (in high pressure position) but not less than 1/2 of the entire train's retainers must be set, and retaining valves must not be placed in exhaust position until the train is stopped at Kelso.

2. On any Frt. train exceeding 80 tons per operative brake with over 250 tons per dynamic brake axle.

3. On any Frt. train with over 500 tons per dynamic brake axle. Such trains must not exceed 15 MPH Cima to Kelso and must stop and remain standing ten minutes at Dawes to cool wheels.

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, Frt. trains less than 85 tons per operative brake, 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.

Frt. Trains exceeding 85 tons per operative brake must not exceed 20 MPH Cima to Kelso.

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

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

Between Kelso and MP 217.6, westward Frt. trains exceeding 75 tons per operative brake and which have over 500 tons per dynamic brake axle, must not exceed 30 MPH at any point.

#### EXCEPTION TO ITEM 5-B INTERMODAL TRAINS:

Trains consisting entirely of 5 platform articulated well cars (double stack) exceeding 90 tons per operative brake must not exceed 50 MPH between Kelso and MP 217.6 — westward and Cima and MP 282 — eastward.

Train Defect Detectors: #MP 324.2, #MP 292.7, #MP 273.7, #MP 256.0, MP 245.4 cold wheel detector, #MP 233.4, #MP 209.2, #MP 175.3.

On all westward manifest trains (except TOFC, COFC, Unit trains, and "z" symbol trains) operating between Cima and Kelso:

Trains requiring use of retaining valves, and all trains which required a brake pipe reduction in excess of 10 p.s.i. to control speed on Cima grade will stop at Kelso where crew will perform a walking inspection of their train in accordance with Operating Rule 109(A). While inspecting, particular attention must be given box cars and flat cars, loaded or empty, for signs of smoke, fire, or heat being generated from within car or lading, also noting underframe of car for these signs. On affected retainer trains this inspection will be performed when train is stopped to position retaining valves to the Exhaust position.

These instructions will be in effect during the months of May through October.



Radio Communication via Channel Three.		STATIONS		Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts—	MPH
Mile Post	WEST	EAST				Psgr.	Frt.
163.1		YERMO	T	CX650		163.1 and 158.5	79 60
162.0			CPC 162			158.5 and 58.1	79 60
160.5		4.3	CPC 161			All sidings	20 20
158.8		DAGGETT	CPC 159	CX654		Except Spadra	
102.1 MILES VIA ATSF DAGGETT TO WEST RIVERSIDE							
56.6		WEST RIVERSIDE	CPC 57			161.8 and 159.0	55 45
53.8		STREETER		CX759	6095	158.8 and 56.6	35 30
48.2		PEDLEY	T	CX765	5986	55.4 and 53.4	50 50
45.2		MIRA LOMA		CX767	5952	53.4 and 51.8	65 55
38.4		CPC38				50.8 and 49.9	70 —
38.1		SP				Mira Loma Space Center	
36.1		MONTCLAIR	†	CX777	5968	Tracks	5
33.0		SP	CPC 33			40.0 and 38.4	65 45
28.0		SPADRA	†	CX784	8991	38.4 and 38.1	45 45
24.8		WALNUT		CX789	6032	38.1 and 11.3	65 —
17.8		PUENTE JCT.	CPC 18	CX795		11.3 and 10.2	65 55
16.9		CITY OF INDUSTRY		CX796	5937	10.2 and 8.0	65 50
16.6		BARTOLO	CPC 11	CX801		8.0 and 7.2	35 35
11.3		WHITTIER JCT.	CPC 10	CX802		East Yd EW on Trk 3	
10.8		PICO-RIVERA	CPC 9	CX803	5918	7.7 and 5.7	40 40
9.5		CPC8				7.2 and 1.6	20 20
7.7		CPC7				1.6 and 0.0	35 35
7.2		EAST LOS ANGELES	X	CX806		LA Union Psg. Term.	
5.9		EAST YARD	TX	CX809	Yd.	LA Riv. Br. & 0.0	15 15
4.2		DOWNY ROAD	CPC 4X			Yard Limits: MP 8.0 to MP 3.0.	
2.8		SOTO ST JCT.	CPC 3			All eastward crews must contact U.P. Dispatcher to confirm that they can proceed directly onto the Santa Fe at West Riverside, in accordance with signal indication. If not, train must be stopped short of West Streeter. Information regarding ability to proceed without blocking crossing can be obtained from either U.P. or Santa Fe Dispatcher.	
2.1		NINTH ST. JCT.	CPC 10X			When stopped at West Riverside, either in westward or eastward direction account signal in stop indication, train can not "proceed" unless permission is received from both UP and ATSF Dispatchers.	
1.7		FIRST ST.	CPC 0X			All westward trains approaching Vail Avenue will contract Crest Yardmaster for yarding instructions and to inform the Yardmaster as to which track the Dispatcher has his train lined down into the Yard.	
0.0		PASADENA JCT.	X	CX812			
-0.9		MISSION TOWER	X				
-1.1		LOS ANGELES (Union Station)	X	CX813	Yd.		
-1.8		163.7					

See Special Instructions Item 20 for AMTK schedules.  
 40 MPH dual control switch turnouts: West Riverside;  
 20 MPH dual control switch turnouts: Pico Rivera MP 9.5;  
 15 MPH dual control switch turnouts: Daggett MP 158.8; Whittier Jct.; First St (into yard), Ninth St. Jct., (Sears SW) and Downey Rd. (X-over to No. 1 track).

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 Yeremo.

When stopped by signal with stop indication at Daggett, eastward trains must contact both ATSF and UP Dispatchers; westward trains must contact ATSF Dispatchers before flagging block.  
 Union Pacific trains originating at Colton and operating on ATSF tracks must secure ATSF track warrant at Colton and must secure UP track warrant at Colton to operate on UP tracks west of Riverside.

Except for double stack trains, eastward UP trains operating with helper locomotives on the ATSF Rwy. will remove helpers at Summit, ATSF MP 55.9. Double stack trains may operate helpers through to Yeremo (and beyond) or may remove helpers at any point between these stations at the discretion of train mgmt.  
 Train Defect Detectors: #MP 16.4, #MP 42.4.

Maximum speed for westward trains when the lead locomotive passes the location where the heavy descending grade begins at MP 56.6 on ATSF (where the tracks separate) must be at least 5 MPH less than the maximum authorized speed for that train for the track being operated on between MP 56.6 and Cajon (MP 62.8). Head end locomotive consist with operative dynamic brake must be in dynamic brake prior to train reaching maximum authorized speed after the lead locomotive has passed MP 56.6 (the head end locomotive consist can be in dynamic brake prior to MP 56.6). Train air brakes can be used before or after dynamic brake is applied. When helper locomotives with operative dynamic brake are being used, helper must be in dynamic brake when passing crossovers at Summit on ATSF (MP 55.9). To properly control train speed on the heavy descending grade between Summit and San Bernardino with operative dynamic brake, head end locomotive consist (and helper) dynamic brake must be operated at a sufficient level (as directed by lead engineer) and train air brakes must be used as required.

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
Helendale	21.1		Ballou	40.4	CX773
East Oro Grande	29.4		Ontario	37.1	CX775
Oro Grande	31.5	CX693	Pomona	31.9	CX781
Victorville	36.7	CX699	Montebello	8.1	CX804
Frost	38.0	CX702	AT&SF hot box and dragging equipment detectors #MP 8.5, #MP 28.5, #MP48.5 — Cajon Subdivn, #MP 6.0 — San Bernardino Subdivn Equations on AT&SF; Needles Subdivn @ Daggett UP158.8 — AT&SF 749.8 — AT&SF 3.4 @ Barstow AT&SF 749.8 — AT&SF 3.4 San Bernardino Subdivn @ San Bernardino AT&SF 81.2 — ATSF 0.0 @ West Riverside AT&SF 10.7 — UP 56.6		
Thorn	41.1				
Hesperia	45.1	CX707			
Lugo	50.1	CX712			
Summit	55.9	CX718			
Alray	59.7				
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

Radio Communication via Channel Three.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) —	MPH
Mile Post	SOUTH	NORTH		Between Mile Posts —	
0.0	WHITTIER JCT.	CPC 10	CX802	0.0 and 0.2	5
0.1	SP			0.2 and 0.3	10
5.2	COLIMA JCT.			0.3 and 2.8	15
				5.1 and 5.2	10
				10.5 and 11.0	5
				11.0 and 15.6	15
				16.8 and 17.7	15
				18.5 and 19.3	10
5.5 MILES VIA SP					
10.5	FULLERTON JCT.			Business Tracks	Sta. No.
15.5	ATSF			Whittier	2.4 CW202
17.3	FULLERTON			La Habra	9.6 CS210
19.0	ATSF			Yard Limits entire branch.	
19.3	ANAHEIM			Operation on SP Colima Jct to Fullerton Jct.	
				Stop sign at end of track.	
				All trains must contact train dispatcher before initiating movement on any portion of branch to ensure they have the most current track bulletin.	

Crestmore Br.—California Division Pedley to Crestmore 6.9 Miles. Yard Limits entire branch. Maximum Speed 10 MPH. (FRA excepted track)

Business Track MP Sta. No.  
 Crestmore. 6.8 CX707

Glendale Br.—California Division Pasadena Jct. to Forest Lawn 5.8 Miles. Yard Limits entire branch. Maximum Speed 10 MPH. (FRA excepted track) Branch out of service. MP 4.6 to MP 5.8

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.

Lakewood Br.—California Division Douglas Jct. to Lakewood 2.8 Miles. Yard Limits entire branch. Maximum Speed 10 MPH. Trains must contact Hobart Tower before initiating movement on branch to ensure they have the most current track bulletin. (FRA excepted track)

Business Track MP Sta. No.  
 Lakewood 1.6 CS602



Radio Communication via Channel Three.		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 20 Lead known as Consolidated Lumber Co. track 5 Thenard connecting tracks 5 Between Mile Posts — 21.6 and 23.6 10 23.6 and 25.2 5 Mead yard tracks. 10 Yard Limits Entire Branch
Mile Post	SOUTH STATIONS NORTH			
2.8	DOWNEY RD. CPC4	CX809		
3.1	HOBART ATSF	CS500		
3.6	LA JCT RY			
5.1	SP			
7.4	SP			
11.2	SP			
12.5	PARAMOUNT	CS510	5915	
14.6	DOUGLAS JCT.	CS512		
19.2	MANUEL	CS516	5807	
21.6	THENARD CONN.			
21.7	SP			
22.1	MEAD TRANSFER	CS519	Yd.	
23.2	HENRY FORD BLVD.			
25.3	EAST SAN PEDRO	CS523		
22.2				

All southward trains must receive current track bulletins before passing Hobart Tower. All other trains must contact Hobart before initiating movement on any portion of the branch to ensure they have the most current track bulletin.

Trains enroute to or from LA Harbor must obtain track warrant 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, track warrant must be secured (213-834-8511 or 8512).

On return trip from Berth 49, trains or engines must wait at 6th Street San Pedro Yard until track warrant is obtained from HBL and SP. (213-629-6217 or 6185)

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.

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 (213-830-1443) and the SP Eighth Street Yard (213-629-6217 or 6185).

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 hy-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.

Radio Communication via Channel Four.		Station Nos.	Sidings Feet	Maximum Speed MPH Psg. Frt.
Mile Post	WEST STATIONS EAST			
911.4	SMELTER	CPC766	UX047	
897.7		CPF898		
897.1	BURMESTER		UX061	6292
886.0	TIMPIE		UX072	8028
878.6	DELLE		UX079	8000
866.1	LOW		UX092	6236
854.9		CPF855		
854.2	CLIVE		UX104	6002
845.3	KNOLLS		UX113	5965
834.9	BARRO		UX123	6251
825.1	ARINOSA		UX133	6239
815.5	SALDURO		UX143	6114
806.6	WENDOVER		UX151	10410
798.6	OLA		UX160	6012
788.9	PILOT		UX169	5994
781.1	CLIFSIDE		UX177	5983
772.4	SILVER ZONE		UX186	5990
766.4	SHAFTER		UX192	6006
757.5	SAGE		UX201	6027
747.2	SPRUCE		UX211	6246
738.2	VENTOSA		UX220	6224
728.1	RUBY		UX230	5966
717.7	WELLS		UX240	6189
UTAH DIV.				
713.7	FEATHER RIVER DIV.			
713.6	ALAZON	CPF714	UX244	
701.0	SP CONN.		UX257	
700.0	DEETH		UX258	5723
683.3	ELBURZ		UX275	5780
683.1	SP CONN.			
670.7	ELKO	CPF671	UX293	
669.2		CPF669		
668.7	ELKO AMTRAK STATION			
666.2				
259.4				

See Special Instructions Item 20 for AMTK Schedules

Mountain Standard Time Smelter to the Eastward signal at East Burmester.

Pacific Standard Time from the Westward signal at East Burmester to Oakland.

40 MPH dual control switch turnouts: Smelter;

25 MPH dual control switch turnouts: Alazon SP connection to westward SP main track;

15 MPH dual control switch turnouts: Argee MP 855.0.

Dual control switches located east and west Elko.

Amtrak No. 6 need not receive track warrant at Elko.

At Elko only Eastward UP Fgt. trains need receive a Lake Subdiv. and Lynndyl Subdiv. track warrant.

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.

Elko: Between MP 664.0 and MP 676.2 trains and engines may move in either direction on authority of train dispatcher. Movement against the current of traffic must be made at restricted speed.

Rule 251 in effect Elko to Alazon, Eastward only.

Train Defect Detectors located at: #MP 701.1, #MP 732.8, #MP 769.4, #MP 830.0, #MP 860.4, #MP 893.7.

The following are Utah Div. Branches:

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

Marblehead Branch	Marblehead to Marblehead Plant 4.9 Miles. Yard Limits entire branch.	Maximum Speed	10 MPH
Business Track	MP	Sta. No.	
Marblehead Plant	4.7	UM305	

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	



94 WINNEMUCCA SUBDIV. — FEATHER RIVER DIVISION

Radio Communication via Channel Four.		STATIONS	EAST ▲	Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts —	MPH Psg. Fr
Mile Post	WEST ▼						
670.7						669.2 and 535.9	
669.2		ELKO	Ⓜ CPF671	UX293	Yd.	(Except as below)	79
668.7		3.0	Ⓜ CPF669			All sidings (Except as below)	20
666.2		ELKO AMTRAK STATION				South Pass Winnemucca	10
646.0		20.2		UX312		Herlong Siding	10
643.4		EAST CARLIN	Ⓜ CPF646	UX315		669.5 and 669.0	35
630.5		2.6		UX327		669.0 and 664.0	60
619.5		WEST CARLIN	Ⓜ CPF643	UX339	5907	660.7 and 659.0	70
575.4		12.9		UX383	6053	654.1 and 652.6	50
572.2		BARTH		UX386		652.6 and 650.8	60
535.8		11.0		UX422		650.8 and 650.3	50
536.0		44.1		UX426	s7091	650.3 and 649.0	60
535.8		3.2	Ⓜ CPF572	PX440	6223	649.0 and 648.3	55
532.1		36.2		PX450	6249	East and West Carlin using turnout	15
530.8		3.7	CPF536	PX461	6255	648.3 and 643.4	60
530.8		10.6	CPF533	PX471	6246	643.4 and 641.6	70
530.8		9.3	CPF532 T	PX479	6163	638.3 and 637.7	70
519.2		13.1	CPF531	PX488	6246	637.7 and 628.2	45
			CPF530	PX497	6243	625.8 and 625.4	70
				PX507	6222	618.5 and 618.0	70
				PX520	6380	611.0 and 610.1	70
				PX528	6245	543.4 and 543.1	75
				PX542	5739	537.2 and 536.7	75
				PX554	6235	Maximum Speed Between Mile Posts	MPH
				PX565	6234	535.9 and 321.4 (Except as below)	70
				PX574	6258	All sidings	20
				PX587	4279	535.9 and 527.0	60
				PX596	6456	521.8 and 520.9	60
				PX613	6213	510.4 and 509.9	65
				PX616	6131	497.0 and 495.7	60
				PX619	6342	495.7 and 494.5	40
				PX631	5857	489.9 and 489.9	35
				PX637	10748	489.9 and 488.3	50
						488.3 and 481.1	60
						481.1 and 480.1	55
						480.1 and 474.2	60
						434.1 and 429.5	60
						404.7 and 399.9	55
						399.9 and 397.7	50
						397.7 and 397.0	35
						397.0 and 395.4	30
						395.4 and 390.7	35
						390.7 and 387.4	50
						387.4 and 384.0	60
						374.0 and 353.8	60
						353.8 and 348.4	40
						348.4 and 347.6	35
						347.6 and 343.7	40
						343.7 and 340.0	50
						340.0 and 324.1	60
						324.1 and 321.4	30
						Equation: MP 535.7 = SP MP 420.9	
						347.8	

See Special Instructions Item 20 for AMTK Schedules  
 25 MPH dual control switch turnouts: Valmy;  
 20 MPH dual control switch turnouts: Weso, SP Connection MP 384.4 & MP 384.2;  
 15 MPH dual control switch turnouts: East & West Carlin;  
 10 MPH dual control switch turnouts: Reno Jct., CPF 341 to Reno Branch.

Business Tracks	MP	Sta. No.	Kampos (E)	601.3	UX350
Hunter (E)	657.0	UX302	Rennox (E)	591.3	UX367
Tonka (E)	650.1	UX309	Russell (E)	582.3	
Carlin (E)	644.6	UX314	Golconda (E)	548.0	UX400
Duggan (E)	631.8	UX326	E. Army (E)	373.1	
Cluro (E)	627.1	UX331	Red House (E)	563.0	UX390
Dunphy (E)	610.1	UX348	Pozla	349.1	PX610

UP station numbers on SP track.	Station	Location	Station	Location
Vivian	UX311	New Argenta	UX357	Battle
Palisade	UX321	Argenta	UX358	Mountain
Mosel	UX355	Hilltop	UX370	Mote
			UX381	Iron Point
				Tule

Elko: Between MP 664.0 and MP 676.2 trains and engines may move in either direction or authority of train dispatcher. Movement against the current of traffic must be made at restricted speed.

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.

Train Defect Detectors located at: #MP 358.3, #MP 387.1, #MP 434.5, #MP 475.0, #MP 503.8, #MP 554.4, #MP 585.8, #MP 615.4, #MP 639.1, #MP 662.6. High Load Detector at #MP 340.3.

Westward trains may entrain empty intermodal equipment behind the first 10 cars of the train between Reno Jct. and Portola. (This modifies Item 5-B of the Special Instns.) Westward empty intermodal equipment must be switched back to the rear 3000 tons of the train before departing Portola.

WINNEMUCCA SUBDIV. — FEATHER RIVER DIVISION 95

TRACK WARRANT REQUIREMENTS

All trains via UP Winnemucca must secure Union Pacific track warrant at Winnemucca. Amtrak No. 6 must, unless otherwise instructed, secure Union Pacific track warrant at Sparks authorizing movement over Winnemucca, Lake and Lyndyl Subdivisions. SP trains originating Sparks which are to operate east of Weso on Union Pacific must, unless otherwise instructed, secure Union Pacific track warrant at Sparks. SP trains originating SP Winnemucca which are to operate east of Weso on Union Pacific must check with Union Pacific train dispatcher prior to departing from SP Winnemucca. Eastward SP trains originating Wendel must secure Union Pacific track warrant at Wendel authorizing movement Flanigan to Winnemucca. Westward SP trains enroute UP Winnemucca from Carlin must secure Union Pacific track warrant at Carlin authorizing movement Weso to UP Winnemucca. Eastward SP trains must receive Union Pacific track warrant at Carlin authorizing movement Carlin to Alazon. Flanigan: Connection to SP at CPF 384. 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 mast route lined to SP connection; and to left of mast lined for UP into Flanigan siding.

RENO BRANCH — FEATHER RIVER DIVISION

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
						Reno Jct. to east wye switch	25
						12.5 and 12.7	10
						14.9 and 17.0	10
						19.5 and 20.3	10
						20.5 and 27.2	20
						Learno Ind. Lead	10
						27.2 and 33.1	10
						Interchange to SP	5
0.0		RENO JCT.	Ⓜ CPF341 T	PX616			
21.3		21.3		PR421	2000		
28.3		MARTIN	Ⓜ	PR428			
33.1		7.0		PR433	Yd.		
		NORTH RENO	Ⓜ				
		4.8					
		RENO	Ⓜ				
		33.1					
						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
						Main track derails: MP 28.9; 30.7; 31.7.	
						Six axle units prohibited MP 30.5 to MP 33.	
						Yard Limits: MP 20.0 to MP 33.1.	
						TWC in effect Reno Jct. - MP 20.0.	



Radio Communication via Channel Four.		Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts MP
Mile Post	WEST STATIONS EAST			
322.3		CPF322		321.4 and 201.9
321.4	PORTOLA	PX637	10748	201.9 and 92.0
320.1	11.0	CPF320		All sidings
310.4	BLAIRSDEN	PX648	4869	(Except as below)
301.9	8.5			321.4 and 299.8
296.4	SLOAT	PX656	7869	299.8 and 232.2
282.2	5.5			225.2 and 224.3
281.5	SPRING GARDEN	PX662	4610	202.0 and 201.7
280.7	14.2	CPF282		180.6 and 175.5
280.5	KEDDIE	PX677	7386	167.1 and 165.8
277.3	4.2	CPF281		141.3 and 135.2
270.5	PAXTON	PX681	4202	135.2 and 129.0
261.1	6.8			129.0 and 97.3
255.6	VIRGILIA	PX688	9810	97.3 and 95.2
250.9	10.4			95.2 and 92.0
247.6	BELDEN	PX698	4573	Quincy Jct.—Stock House & Interchange Tracks
243.5	4.5			West Wye Switch
239.5	CAMP RODGERS	PX703	6670	Keddies, Diverging Route
234.9	8.0	CPF251	3683	Business Tracks MP No.
230.4	MERLIN	PX711	6091	Quincy Jct. 287.9 PX67
226.0	8.1	CPF243	6859	Twin 273.9 PX68
220.0	PULGA	PX719	6859	Tobin(W) 253.1 PX70
213.9	4.6			W. Oroville(E) 201.2 PX75
204.5	POE	PX723	6859	Cleveland 175.6 PX77
203.9	8.9	CPF230	6613	Sankey(W) 152.6 PX80
202.9	JAMES	PX732	6478	Bombay(E) 146.6 PX80
202.5	6.0			Globe 140.7 PX81
193.0	ELSEY	PX738	6478	Cordova(E) 134.4 PX82
180.2	6.1			Kenwood(E) 132.2 PX82
178.8	KRAMM	PX744	6379	Laguna
172.9	MITCHELL AV.	CPF205		Creek(E) 129.8 PX82
156.5	203.9	CPF204		Villinger(W) 107.8 PX84
143.6	202.9			Kingdon 104.7 PX84
139.7	202.5			Slide Detector devices: A
136.9	193.0			locations listed below, if
135.1	180.2			detector device has been act
132.4	178.8			ated signal will display aspe
121.9	172.9			per Rule 245N. After stoppin
113.9	156.5			trains must proceed no
104.9	143.6			exceeding restricted speed
97.9	139.7			looking out for rocks on trac
95.1	136.9			or other obstructions.
94.3	135.1			Eastward:
93.8	132.4			Signals 2362; 2368; 2576;
93.2	121.9			2644.
92.7	113.9			Westward:
92.0	104.9			Signal 2675.
	97.9			Absolute signals: West
	95.1			Belden; West Pulga.
	94.3			Signals 2379; 2371.
	93.8			At Stockton ATSF connec
	93.2			tion between UPS and ATSF
	92.0			movements must not exceed
				10 MPH and cars 61 feet o
				ver are prohibited.
				25 MPH dual control switc
				turnouts: Virgilia;
				20 MPH dual control switc
				turnouts: Hammer Lane MP
				97.3;
				15 MPH dual control switc
				turnouts: Blairsdens; Sloat
				Spring Garden; Keddies; Ked
				die Wye; Paxton; Belden
				Camp Rodgers; Merlin; Pulga
				Poe; Mitchell Ave. MP 204.5
				East Oroville MP 203.7; West
				Oroville MP 202.6; South
				Sacramento MP 136.9; Pol
				lock; Stockton Tower MP 93.1
				Stockton MP 90.9.
				Ⓢ Applies only between the
				hours of 6:01 pm and 7:01 am
				between MP 139.5 and MP
				132.4.

Equation: MP 205.5 equals MP 209.5.

## Track Warrant Requirements

All westward trains originating Oroville must receive track warrant at Oroville.  
All eastward trains originating Oroville must receive track warrant at Oroville.

## Dragging Equipment Detectors:

%MP 319.2	%MP 290.2	%MP 267.5	%MP 241.5
%MP 316.7	%MP 286.3	%MP 264.6	%MP 237.2
%MP 314.7	%MP 284.0	%MP 262.0	%MP 234.2
%MP 312.6	%MP 281.5	%MP 257.6	%MP 222.2
%MP 308.0	%MP 279.5	%MP 253.5	%MP 217.7
%MP 305.2	%MP 275.5	%MP 249.2	
%MP 300.0	%MP 273.4	%MP 245.6	
%MP 293.8	%MP 269.5	%MP 243.5	

Train Defect Detector: ⓈMP 212.7, #MP 161.3, #MP 124.6, ⓈMP 109.5

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
111.8	BIEBER	PK112			40	40
94.8	LITTLE VALLEY	PK095			20	20
76.5	HALLS FLAT	PK076	6758		25	25
62.9	LODGE POLE	PK063	4235		25	25
38.5	WESTWOOD	PK039	4388		35	35
25.7	ALMANOR	PK026	7942		25	25
14.7	GREENVILLE	PK015	4236		10	10
6.2	MOCCASIN	PK006	4208		10	10
0.2		CPF901 T				
0.0	KEDDIE	CPF280	PX677			
	111.8					

TWC in effect MP 0.28 to Bieber.  
Train Defect Detector: %MP 1.1.

## The following are Feather River Div. Branches

6 axle units are prohibited on ALL Feather River Branches except the San Jose Branch. Yuba City Branch Marysville to Sutter 10.6 Miles. Yard limits entire branch. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Yuba City	137.3	PC002	Colusa	139.8	PC005
Paloro	138.6	PC003	Sutter	5.2	PA105
Harter	139.4	PC004	Track out of service	MP 5.5 to MP7.1	

Maximum gross weight on cars Colusa to Sutter 220,000 lbs.

Pearson Branch Cleveland to Reed 5.9 Miles. Yard limits entire branch. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Alicia	132.4	PP202	Pearson	129.7	PP205
			Reed	129.1	PP206

Dozier Branch Cannon to Montezuma 22.2 Miles 10 MPH. Yard Limits Cannon to Montezuma (equation Dozier MP 0.0 = MP 64.3). Track out of service entire branch.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Haggin	95.5	PX815	Dozier	64.3	PZ708
19th Street Jct.	95.0		Creed-Atlas Powder Co (W)	59.8	PM805
34.5 Miles via SP			Rio Vista Jct. (W)	57.8	PM807
Cannon	T 7.9	PV681	Montezuma	50.0	PM815

UP trains operate on SP Haggin to Cannon to reach Dozier Br.

## UP Station Numbers on SP

Webster	PV608	Tremont	PV616	Dixon	PV621
Swingle	PV609	Sucro	PV618	Elmira	PV629
Davis	PV613				

Woodland Branch Westside to Woodland 16.7 Miles. Yard Limits entire branch. Maximum Speed 10 MPH:

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Broderick	92.3	PH501	Conaway (W)	11.8	PW412
Mikon	1.6	PW402	Hebron (E)	14.8	PW415
Lovdal	2.7	PW403	Woodland	16.6	PW417

Holland Branch Broderick to Clarksburg 11.5 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
West Sacramento	92.2	PV601	Bascule Bridge	90.7	
Westgate	91.6	PH502	Riverview	87.0	PH507
Yolo Port Conn.	90.9	PH503	Clarksburg (W)	5.9	PH513

UP trains operate on SP from Haggin to reach Woodland and Holland Branches.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Loyalton Branch Hawley to Loyalton 12.3 Miles. Yard Limits entire branch. Maximum Speed 10 MPH Main Track Derail at MP 12.2			Loyalton	11.8	PL512

Six axle units prohibited.



**98 PORT CHICAGO BRANCH — FEATHER RIVER DIVISION**

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
93.2	STOCKTON TOWER	⊙	PX862	.....	East Pittsburg to Clyde (Except as below) 20 Between Mile Posts
	33.5 MILES VIA ATSF				
48.5	EAST PITTSBURG	⊙	PN931	.....	48.7 and 46.1 ..... 10 39.1 and 38.6 ..... 10
48.1	⊗ ATSF ⊙	⊙			Business Tracks MP No. Shell Point (W) 43.6 PN935 McAvoy 42.5 PN936 Nichols (W) 41.0 PN937 Clyde 37.2 PN941
47.4	⊗ ATSF ⊙	⊙			Operation Via ATSF Stockton to East Pittsburg.
47.0	PITTSBURG	⊙	PN932	.....	Yard Limits: Entire Branch
46.2	⊗ ATSF ⊙	⊙			At Stockton ATSF connection between UP and ATSF movements must not exceed 5 MPH and cars 61 feet or longer are prohibited.
44.9	WEST PITTSBURG	⊙	PN933	510	Track out of service MP 38.6 to MP 37.1
39.0	PORT CHICAGO	⊙	PN939	.....	
	44.8				

**UP Station Numbers on ATSF**

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

**OAKLAND SUBDIV. — FEATHER RIVER DIVISION**

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
	Radio Communication via Channel Four				(Except as below) 60
					All sidings 20
92.0	STOCKTON	T	PX862	Yd.	Between Mile Posts— 20 Hunter St. Lead 5 84.5 SP Xing 30 74.1 SP Xing 25 Tracy Branch Spur 5
91.7	7.5	CP F92			67.0 and 58.2 35
91.0		CP F91			58.2 and 52.3 30
89.9		CP F90			52.3 and 45.0 50
84.5	⊗ SP ⊙				45.0 and 38.8 45
82.1	WYCHE		PX872	5377	38.8 and 34.4 35
	8.0				34.4 and 30.9 40
74.1	⊗ SP ⊙				30.9 and 29.2 30
	1.3				15.2 and 10.6 35
72.8	TRACY	↑ T	PX881	10692	10.6 and 7.2 20
	9.5				7.2 and 4.7 10
63.3	MIDWAY		PX891	5508	Business Tracks MP No. French Camp 88.4 PX867 Lathrop 85.8 PX870 Cochran 75.6 PX878 Lyoth (W) 73.8 PX880 Ayala (E) 70.9 PX882 Lincoln (E, W) 51.5 PX903 Lox (W) 50.3 PX904 Trevano (W) 49.2 PX905 Radum 43.4 PX911 Pleasanton (W) 41.7 PX912 Pabrico (W) 27.0 PX927 Union City 25.9 PX928 Carpenter 24.9 PX929 Estudillo 16.1 PX938 San Leandro 14.7 PX939 Cal. Glass Spur (E) 14.1 Kohler 11.3 PX942 Fruitvale 9.6 Chestnut Jct. 5.9 PX948
56.2	ALTAMONT	CP F50	PX898	5418	
49.5					Two main tracks Fallon Street to Magnolia Tower (SPXing). Movements made under instructions of Yardmaster Oakland or train dispatcher.
47.0	LIVERMORE	CP F47	PX907	12378	
42.9	8.9	CP F43			
38.1	HEARST		PX916	4402	
30.8	7.6	CP F31			
30.5	NILES JCT. ⊗ SP ⊙	T	PX923	.....	
30.4	0.8	CP F30			
29.7	FREMONT		PX924	4042	
29.3		CP F29			
27.5	9.6	CP F27			
25.5		CP F25			
20.8		CP F21			
20.1	HAYWARD		PX934	4025	
19.3		CP F19			
15.4	10.1	CP F15			
10.6	MELROSE ⊗ SP ⊙	CP F10	PX943	.....	
	2.8				
7.2	FALLON ST.	CP F7 ⊙	PX946	.....	
	1.4				
5.8	MAGNOLIA TOWER ⊗ SP ⊙	⊙			
	1.1				
4.7	OAKLAND	⊙ T	PX949	Yd.	
	89.5				

Yard Limits MP 8.0 to Oakland

Train Defect Detector:

⊙ MP 23.2 ⊙ MP 42.5 Detector will verbalize its location as being MP 43 while detector is actually at MP 42.5.

MP 90.5 ⊗ SP ⊙ — Hunter Street Lead.

20 MPH dual control switch turnouts: W. Ortega MP 89.9;

15 MPH dual control switch turnouts: Stockton Tower MP 93.1; Stockton MP 90.9;

E. Ortega MP 90.8; E. Wyche; E. Midway; W. Altamont; Livermore (S.P.) MP 48.6; W. Hearst;

Niles Jct., except E. Niles Jct., MP 30.8; Fremont; Fallon St.; Magnolia Tower (SPXing).

10 MPH dual control switch turnouts: E. Niles Jct. MP 30.8.

No 6 Axle units allowed beyond McArthur Rd., South Tracy.

**TIDEWATER SOUTHERN SUBDIV. — FEATHER RIVER DIVISION 99**

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
0.0	STOCKTON YD.	⊙ T	PX862	Yd.	(Except as below) 25 Between Mile Posts — 10 All tracks in No. Yard 10 29.7 and 33.2 ..... 10 46.6 and 47.9 ..... 10
1.7	ORTEGA	⊙	PX864	.....	
5.2	MANTECA JCT.	⊙	PQ005	2170	Business Tracks MP No. Valimet (E) 2.2 PQ002 Sharps Lane (E) 3.3 PQ003 Turner 6.2 PQ006 Atlanta 12.5 PQ012 Simms 14.2 PQ014 Alba 17.0 PQ017 Aurora 29.5 PQ029 Moore (E) 33.2 PQ034 Bronco (W) 37.5 PQ037
19.8	ESCALON		PQ020	1390	Yard Limits MP 0.0 to MP 6.0. TWC in effect MP 6.0 to Turlock.
25.6	McHENRY		PQ026	1220	
30.1	NORTH YARD JCT.		PQ030	.....	
31.4	MODESTO ⊗ M&ET		PQ032	.....	
32.7	⊗ SP ⊙				
34.5	ROGERS		PQ035	2010	
41.6	HATCH	T	PQ042	1240	
44.7	KEARNEY		PQ045	.....	
47.9	TURLOCK		PQ048	.....	
	47.9				

Manteca Br.-Feather River Div. Manteca Jct. to South Manteca 6.6 Miles. (FRA excepted track) 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 Br.-Feather River Div. Hatch to Chemurgic 2.9 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Track	MP	Sta. No.
Chemurgic	2.9	PG203

**SAN JOSE BRANCH — FEATHER RIVER DIVISION**

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
0.0	NILES JCT.	CP F31 T	PX923	.....	(Except as below) 35 Between Mile Posts — 10 0.0 and 0.3 including wye 10 7.5 and 10.0 ..... 25 10.0 and 15.7 ..... 20 15.7 and 23.0 ..... 10
0.2	7.0	CP F902			
4.5		CP F904			
7.0	WARM SPRINGS		PS707	Yd.	
8.5	4.5	CP F909			
10.2		CP F910			
11.5	MILPITAS	⊙ T	PS711	Yd.	Business Tracks MP No. Irvington (W) 3.3 PS703 Inland Steel 4.9 PS705 Curtner (W) 8.0 PS708 Berryessa (W) 14.1 PS714 Yard Limits: MP 10.0 to MP 23.0 CTC Niles Jct. to MP 10.2.
17.5	SAN JOSE	⊙	PS717	Yd.	
19.6	VALBRICK ⊗ SP ⊙	⊙	PS720	.....	
20.4	WILLOW GLEN ⊗ SP ⊙	⊙	PS721	.....	
22.3	⊗ SP ⊙				
	WEST SAN JOSE	⊙	PS722	.....	
	23.0				



100 POCATELLO SUBDIV. — GREEN RIVER & IDAHO DIVS.

Radio Communication via Channel Three.						MPH
Mile Post	WEST	EAST	Station Nos.	Sidings	Feet	Frt.
	STATIONS					
0.0	GRANGER	CPG847 T	WX847	7260		70
1.6	8.4	CPG2				
8.4	MOXA		IX855	7359		40
16.4	8.0					60
	NUTRIA		IX863	12015		40
	8.4					50
24.8	OPAL		IX872	7345		35
	8.6					55
33.3	WATERFALL		IX881	7370		30
39.1	7.3	CPG39				50
39.9	KEMMERER			6567		35
40.6		CPG40 I				60
42.2	8.1	CPG42	IX887	7867		50
						55
48.0	FOSSIL		IX898	7329		50
	5.3					60
53.3	NUGGET		IX903	7316		50
	6.2					50
59.5	ORR		IX907	7251		60
	5.9					60
65.3	LEEFE	T	IX912	11783		60
	6.7					50
72.0	BECKWITH		IX919	7342		60
	5.4					50
77.4	PIXLEY		IX925	7399		45
	5.7					60
83.1	COKEVILLE		IX931	8566		50
	5.7					60
88.8	MARSE		IX935	7367		50
	5.7					55
94.5	CHAUSSE		IX941	7339		60
	7.8					45
102.3	HARER		IX950	7389		35
	5.6					45
107.9	DINGLE	CPG108				55
	7.3					35
114.8	MONTPELIER	CPG115 I				
115.2	5.2	CPG117 I	IX962	Yd.		Psg. Frt.
116.9						79 70
120.4	PESCADERO	CPG121				60 30
	7.3					65 55
127.7	GEORGETOWN		IX974	10057		
	8.5					
136.2	MANSON		IX983	7354		
144.0	10.0	CPG144				15 15
145.5		CPG146				70 55
146.2	SODA SPRINGS	T	IX993	7465		55 50
146.5	5.0	CPG147				70 —
151.2	ALEXANDER		IX999	7297		20 20
	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	CPG177				
178.6	8.9	CPG179 I				
185.9	TOPAZ	CPG186				
189.8	5.9	CPG190				
198.4	McCAMMON	CPG198 T I	IY038			
203.6	5.2					
210.7						
E. POCATELLO CP P211 I			IDAHO DIV.			
213.1	3.5	CP P212 I				
213.3		CP P213 I				
214.2		POCATELLO T X	IY061	Yd.		
	214.2					

See Special Instructions Item 20 for AMTK schedules.

Two main tracks Dingle to Pescadero; Blaser to Topaz; CPG190 to Pocatello.

Train Defect Detectors: #MP 20.3, #MP 61.4, #MP 79.6, #MP 106.6, #MP 153.4, #MP 174.2, #MP 197.4 (Trks 1 and 2).

Yard Limits MP 213.8 to MP 215.0.

40 MPH dual control switch turnouts: Granger CPG847; CPG2; CPG108; CPG121; CPG177; CPG186; CPG190;

15 MPH dual control switch turnouts: CPG42 Cumberland Branch; CPP13; CPP14. CPP16 between Nos. 1 & 2 or No. 3 & Montana ML.

Speed frater switches 15 MPH.

POCATELLO SUBDIV. — GREEN RIVER & IDAHO DIVS. 101

The Following Are Green River Div. Branches:

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 MP 3.5 (End of UPRR operations). Yard limits entire branch.

Maximum speed 20 MPH (except as below). MP 0.0 and 1.0 15 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 10 MPH except between MP 6.5 to MP 7.5 and Conda yard 5 MPH.

Business Tracks MP Sta. No.

Monsanto 1.8 IC002

Epcoc 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 — GREEN RIVER DIVISION

Mile Post	SOUTH	NORTH	Station Nos.	Sidings	Feet	Maximum Speed MPH (Except as below)
	STATIONS					
0.0	EPCO		IC006	9873		25
	11.7					10
11.7	WOOLEY VALLEY		ID012			5
	6.6					5
18.3	DRY VALLEY	T	ID018			15
	18.3					15
						5
						2.3



102 TWIN FALLS BRANCH — IDAHO DIV.

Radio Communication via Channel Four				Station	Sidings	Maximum Speed MPH
Mile Post	WEST	EAST	STATIONS	Nos.	Feet	(Except as below)
0.0	MINIDOKA	13.5	⊙ T	IY120	13190	40
13.5	RUPERT	8.3	⊙ T	IT614	9185	11.7 and 15.0
21.8	BURLEY	4.2	T	IT622	2750	20.1 Bridge (6 axle units)
26.0	STARRH'S FERRY	15.8	T	IT626	3575	21.0 and 22.8
41.8	MURTAUGH	11.5	T	IT641	3355	52.8 and 53.8
53.3	KIMBERLY	5.4	T	IT653	2805	73.2 and 74.4
58.7	TWIN FALLS	15.6	⊙ T	IT659		Business
73.8	BUHL		T	IT674		Trucks
74.4 END OF TRACK						MP No.

Yard Limits: MP 0.0 to MP 2.0; MP 11.0 to MP 15.0; MP 55.0 to MP 60.0.

NORTH SIDE BRANCH — IDAHO DIVISION

Radio Communication via Channel Four				Station	Sidings	Maximum Speed MPH
Mile Post	WEST	EAST	STATIONS	Nos.	Feet	(Except as below)
0.2	RUPERT	4.2	⊙ T	IT614	9185	40
4.4	MYERS	1.3	⊙ T	IT805	7865	Between Mile Posts —
5.7	PAUL	10.2	⊙ T	IT806	1705	MP 45.6 to MP 45.8
15.9	SCHODDE	32.0	T	IT816	2530	Yard Limits: MP 0.0 to 7.0 and MP 65.0 to MP 72.9
47.9	JEROME	8.8	T	IT848	2530	Business
56.7	WENDELL	16.0	T	IT857	2530	Trucks
72.9	BLISS		⊙ T	IY198	5845	MP No.
72.7						Sta. No.

Operation by General Order.

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

Raft River Br. — Idaho Div. Burley to Declo 9.2 Miles. Operation by General Order. Maximum speed 15 MPH. Except between MP 0.0 and 1.0 10 MPH, MP 9.0 and MP 9.2 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 Br. — Idaho Div. Burley to Martin 11.6 Miles. Operation by General Order. Maximum Speed 20 MPH. Except between MP 0.1 and 1.0 10 MPH, MP 11.5 and MP 11.7 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	IT712

SCOVILLE BRANCH — IDAHO DIVISION 103

Mile Post	NORTH	SOUTH	Station Nos.	Sidings Feet	Maximum Speed MPH
	STATIONS	▲			(Except as below)
7.1	ABERDEEN JCT.	13.0	IA607		40
20.1	TABER	19.6	IA620	1540	42.0 and 58.6
39.7	SCOVILLE	19.4	IA640	1650	58.6 and 59.4
59.1	ARCO		IA659	1760	Business
59.4 END OF TRACK					Trucks
					MP No.

YELLOWSTONE BRANCH — IDAHO DIVISION

Mile Post	SOUTH	NORTH	Station Nos.	Sidings Feet	Maximum Speed MPH
	STATIONS	▲			(Except as below)
51.0	ASHTON	14.2	IE051	2145	40
36.8	ST. ANTHONY	10.8	IE037	5225	25.1 and 26.1
26.0	REXBURG	12.2	IE026	3135	29.6 and 29.8
13.8	RIGBY	6.2	IE014	2530	36.9 and 38.2
7.6	UCON	4.6	IE008	2805	38.2 and 50.7
3.0	ORVIN	2.0	IE003	825	50.7 and 51.6
1.0	IDAHO FALLS		IF185	Yd.	Business
51.6 END OF TRACK					Trucks
					MP Sta. No.

St. Anthony Br.-Idaho Div. Egin to St. Anthony 9.7 Miles. Operation by General Order. Maximum Speed 20 MPH except at MP 37.4 — 5 MPH and between MP 26.4 and 26.8 — 10 MPH

Business Tracks	MP	Sta. No.
Egin	29.2	IE229
Parker	33.3	IE234

Goshen Br.-Idaho Div. Ammon to Lincoln Jct. 4.1 Miles. Operation by General Order. 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.
Ammon	18.1	IE118
Bonded Siding (S)	20.8	IE120

EAST BELT BRANCH — IDAHO DIVISION

Mile Post	SOUTH	NORTH	Station Nos.	Sidings Feet	Maximum Speed MPH
	STATIONS	▲			(Except as below)
38.0	NEWDALE	21.8	IE438	550	40
16.2	RIRIE	13.2	IE416	990	0.0 and 3.0
3.0	LINCOLN JCT.	3.0	IE403		4.7 and 4.9
0.0	ORVIN		IE003	825	14.3 St. Xing
38.6 END OF TRACK					16.0 and 16.3
					18.8 and 19.5
					19.5 and 24.0
					28.0 and 28.7
					30.2 and 37.7
					37.7 and 38.6
					Business Tracks
					MP Sta. No.
					Hilltop (S)
					Walker
					Parkinson
					Moody
					Operation by General Order.

West Belt Br.-Idaho Div. Ucon to Menan 10.7 Miles. Maximum speed 10 MPH. Operation by General Order (FRA Excepted Track).

Business Tracks	MP	Sta. No.
Ucon	0.0	IE008
Coltman (E)	2.6	IE203
Grant (E)	4.6	IE205
Lewisville	8.7	IE209
Midway	9.6	IE210
Menan	10.4	IE211

Teton Valley Br.-Idaho Div. Ashton to Tetonia 30.8 Miles. Operation by General Order. Maximum Speed 25 MPH except between Mile Posts: 4.5, 7.0 and 19.3 — 15 MPH, 25.0 and 25.4 — 15 MPH, 30.0 and 30.8 — 10 MPH.

Business Tracks	MP	Sta. No.
Ashton	0.0	IE051
Marysville	1.7	IV502
Grainville	6.0	IV506
Drummond	8.5	IV509
France	12.7	IV513
Lamont	15.7	IV516
Judkins (S)	22.2	IV322
Felt (S)	26.2	IV326
Tetonia	30.3	IV530



104 NAMPA SUBDIV. — IDAHO & NAMPA DIVS.

Radio Communication via Channel Four.				Station	Sidings	Maximum Speed	MPH
Mile Post	WEST STATIONS	EAST STATIONS	No.	Feet	(Except as below)	Psg.	Frt.
214.2	POCATELLO	⊙ T X	IY061	Yd.	79	70	
215.8	2.1	⊙ CPP214					
216.0		⊙ CPP215					
216.3	POCATELLO JCT.	⊙ CPP216 X				20	20
216.9	8.1	⊙ CPP217 X					
222.8		CPP223	IY071	7358-c	213.8 and 215.0	20	20
224.4	MICHAUD	CPP225			215.0 and 215.9	75	40
230.2	BANNOCK		IY077	8242	218.8 and 220.0	60	50
238.4	AMERICAN FALLS		IY086	7104	224.2 and 224.3		
242.5	BORAH		IY090	6053	No. 2	40	40
250.0	QUIGLEY		IY097	8258	237.9 and 241.3	70	55
256.0	WAPI		IY103	5973	314.7 and 316.7		
260.3	DEWOFF		IY107	8280	No. 2	65	45
267.9	HAWLEY		IY115	5980	321.5 and 321.8	35†	35†
272.9	MINIDOKA	T †	IY120	13190	321.8 and 323.3		
276.8	MAX		IY123	5909	321.8 and 323.3		
284.6	ADELAIDE		IY132	8273	No. 2	40	40
289.8	KIMAMA		IY136	5965	321.5 and 323.3	40	40
295.7	SENTER		IY143	5976	No. 2	40	40
303.1	OWINZA		IY151	8359	323.3 and 325.6	70	60
314.7	DIETRICH	CPP315			325.6 and 326.6	79	60
320.4		CPP320			326.6 and 327.9	60	50
321.6	SHOSHONE	CPP323 X	IY169		327.9 and 343.4	60	50
323.1					343.4 and 356.2		
330.3	TUNUPA		IY178	8269	No. 2	40	40
337.1	GOODING		IY185	8232	356.0 and 360.2	55	45
344.8	FULLER		IY191	8283	360.2 and 360.9	60	60
350.0	BLISS	T	IY198	5872	364.9 and 365.4	65	60
356.0		CPP356			365.4 and 366.0	65	60
356.7	TICESKA		IY205	6030	367.5 and 367.9	70	60
372.8		CPP373 X			367.9 and 369.1	60	50
374.0	GLENN'S FERRY	CPP376 Y	IY221	Yd.	369.1 and 371.1	60	50
376.3		CPP384			371.1 and 374.1	45	35
384.4		CPP385			374.1 and 376.5	35†	35†
391.6	REVERSE	CPP393	IY240	8341	376.5 and 377.6	60	50
393.6		CPP400			377.6 and 384.8	60	50
398.9	MOUNTAIN HOME	CPP401 T	IY249	8234	384.8 and 390.6	60	50
401.2		CPP403			390.2 and 393.2	40	40
402.6	SEBREE		IY255	8251	No. 1	40	40
413.7	CLEFT	CPP422	IY260	8242	400.8 and 402.3	45†	45†
421.6	ORCHARD	CPP424	IY270	9349	402.3 and 408.8	45†	45†
423.6					408.8 and 420.3	45†	45†
435.2	OWYHEE		IY282	8214	420.3 and 423.3	45†	45†
446.4	KUNA	CPP447	IY294	8227	423.3 and 447.3	60	50
447.3					447.3 and 450.8	60	50
448.8	IDAHO DIVISION				450.8 and 456.0	55	55
448.8	NAMPA DIVISION				No. 1	40	40
454.9	FOX	CPN449			400.8 and 402.3	45†	45†
454.9		CPN455 X			402.3 and 408.8	45†	45†
456.4		CPN456			408.8 and 420.3	45†	45†
456.8	NAMPA		IY304	Yd.	420.3 and 447.3	60	50
	242.6				447.3 and 456.0	55	55

See Special Instructions Item 20 for AMTK schedules.  
 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.  
 Yard Limits in effect MP 213.8 to MP 215.0.  
 Train Defect 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 374.0 (No. 1 track), ⊙MP 379.8 (No. 2), #MP 397.3, #MP 417.9, ⊙MP 445.1.  
 Two main tracks Pocatello to CPP225; CPP315 to CPP324; CPP356 to CPP393; CPP449 to CPN465.  
 40 MPH dual control switch turnouts: CPP225 between main tracks; CPP315; CPP324; CPP356; CPP393 between main tracks; CPP423 to Boise; CPP449;  
 20 MPH dual control switch turnouts: CPP223 siding; CPP225 siding; CPP356 siding; CPP393 siding;  
 15 MPH dual control switch turnouts: CPP214; CPP215 No. 3 to Montana Subdiv. or crossover between No. 1 & 2 main tracks; CPP373; CPP392; CPP456 to Boise or west crossover; CPP376 No. 1 to No. 2 and to West Glenn's Ferry.  
 Speed frater switches 15 MPH.

GAY BRANCH — IDAHO DIVISION 105

Mile Post	NORTH STATIONS	SOUTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
0.0	FORT HALL		IF146	Yd.	20	20
9.3	NINE MILE			1650	0.0 and 0.2	15
20.4	GAY		IQ020		3.1 and 20.0	15
	21.5				20.0 and 21.5	10

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.

MONTANA SUBDIV. — IDAHO DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
390.0	SILVER BOW	⊙ T	IF390	Yd.	390.0 and 388.1	10
380.6	FEELY		IF381	1135	388.1 and 383.7	30
369.9	DIVIDE		IF370	2234	383.7 and 382.3	25
359.1	MELROSE		IF359	3352	382.3 and 373.5	30
340.3	APEX		IF340	2587	368.2 and 361.7	20
328.0	DILLON	⊙	IF328	7733	354.4 and 351.0	30
320.2	BARRETTS		IF320	9567	346.3 and 342.7	25
301.8	RED ROCK		IF303	7784	317.8 and 315.9	30
280.1	LIMA		IF280	4688	310.2 and 309.2	30
273.3	SNOWLINE		IF273	2744	280.3 and 277.4	30
264.9	MONIDA	T	IF265	3268	271.8 and 271.0	35
258.7	HUMPHREY		IF258	5740	269.9 and 269.7	35
248.5	SPENCER		IF249	3091	267.6 and 262.9	30
234.6	DUBOIS	T	IF235	5128	259.2 and 258.3	20
217.4	HAMER		IF218	2660	257.6 and 254.9	20
201.9	ROBERTS		IF202	2842	254.9 and 252.7	25
184.8	IDAHO FALLS	⊙ T	IF185	Yd.	251.4 and 251.0	35
175.5	SHELLEY		IF176	6683	246.7 and 244.4	35
169.1	FIRTH		IF169	6135	236.7 and 235.6	35
158.1	BLACKFOOT	⊙ T	IF158	4322	188.6 and 187.4	35
146.0	FORT HALL		IF146	7265	185.9 and 185.5	10
140.8	TYHEE		IF140	6142	185.5 and 182.5	25†
136.7	MONTANA JCT. CPM137	⊙			176.0 and 175.0	30†
135.1	POCATELLO JCT. CPP216	⊙			169.5	35†
	254.9				158.8 and 157.3	20†
					136.7 and 135.1	25†

Business Tracks MP Sta. No.  
 Maiden Rock 365.8 IF366  
 Navy 348.5 IF349  
 Ford 322.2 IF322  
 Krid 294.0 IF294  
 Waco 228.6 IF229  
 Camas 223.3 IF223  
 Golden Valley (N-S) 198.2 IF199  
 Bassett 196.5 IF197  
 Osgood (N) 195.0 IF195  
 Payne 191.2 IF191  
 Spud (S) 189.6 IF190  
 Fibre (S) 180.4 IF180  
 Cotton 179.3 IF179  
 Mitchell 176.9 IF177  
 Wapello 164.0 IF164  
 Gibson 151.0 IF151  
 Chubbuck (S) 138.2 IF138  
 15 MPH dual control switch turnouts: Pocatello Jct. — Montana main track, and crossover between tracks 1 & 2, Junction switch to Montana main track.

Mile Post	NORTH STATIONS	SOUTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
80.0	BLACKFOOT	⊙ T	IF158	Yd.	B0.1 and B0.4	10
71.1					B0.4 and B7.1	20
67.1	ABERDEEN JCT.	⊙	IA607		4.0 and 4.3	25
0.0					10.3	25†
4.1	ROCKFORD		IA904	1485	15.9 and 16.2	25
28.2	ABERDEEN	T	IA928	1760	27.5 and 28.3	15
					Collins (Spurs)	10
	35.3				Aberdeen Jct. T/O	15

Business Tracks MP Sta. No.  
 Collins 82.9 IA602  
 Clarkson 84.3 IA604  
 Moreland(N) 85.6 IA605  
 Liberty 5.9 IA906  
 Pingree 10.3 IA910



### 106 BOISE CUT-OFF — NAMPA & IDAHO DIVISION

Radio Communication via Channel Four.						Maximum Speed MPH	
WEST		EAST		Stations		Pgsr. Frt.	
Mile Post	STATIONS		Station Nos.	Sidings Feet	(Except as below) Between Mile Posts —	MPH	49 40
B423.5	ORCHARD	CPP424	IY270	9349	B439.5 and B440.4	25 25	
	25.1				B446.5 and B451.8	20 20	
					B467.0 and B467.8	30 25	
B423.6	IDAHO DIVISION				Business Tracks	MP Sta. No.	
	NAMPA DIVISION				Hillcrest	B445.2 IB292	
B448.6	BOISE	T	IB296	10555	Perkins	B451.5 IB299	
	2.3				Beatty	B454.9 IB302	
B450.9	BOISE JCT.		IB298		Aluma (W)	B462.8 IB311	
	6.6			3850	4 axle units only are to be used when spotting industries.		
B457.5	MERIDIAN		IB305				
	10.3						
B467.8	NAMPA	CPN456 T	IY304				
	44.3						

See Special Instructions Item 20 for AMTK schedules.

40 MPH dual control switch turnouts: CPP 424; 15 MPH dual control switch turnouts: CPN 456.

Stoddard Br.-Nampa Div. Nampa to Stoddard 17.5 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 0.1 and 0.8 — 15 MPH; 16.7 and 17.6 — 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			

### IDAHO NORTHERN BRANCH — NAMPA DIVISION

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum speed (Except as below) Between Mile Posts —	MPH
99.1	CASCADE	⊙ T	IN099	1485	99.7 and 98.0	10
	16.4				98.0 and 92.5	30
82.7	SMITHS FERRY	T	IN083	1430	92.5 and 83.1	20
	18.8				81.0 and 64.0	SWD10-NWD15
63.9	BANKS		IN064	1650	64.0 and 60.0	20
	14.2				60.0 and 53.0	SWD10-NWD15
49.7	HORSESHOE BEND		IN050	1485	53.0 and 50.3	20
	22.8				49.1 and 45.7	25
26.9	EMMETT	⊙ T	IN027	4510	45.7 and 44.1	35
	24.3				40.3 and 38.7	30
2.6	FISCHER	⊙	IN003	2310	38.7 and 37.4	SWD10-NWD15
	2.6				37.4 and 33.2	20
0.0	NAMPA	⊙ T	IY304		33.2 and 31.2	25
	99.7				27.7 and 25.6	12T
					22.4 and 18.2	SWD15-NWD10
					14.8 and 13.8	30
					8.8 and 8.7	25
					0.4 and 0.2	15

Yard Limits: Nampa to MP 7.0; MP 24.0 to MP 28.0; MP 98.0 to Cascade. TWC in effect Cascade to Nampa.

Southward 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.

At Emmett, the normal position of the junction switch for the Payette Branch main track and the Idaho Northern main track is lined for the Payette Branch main track.

Wilder Br.-Nampa Div. 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)(W)	4.4	IW704	Allendale	9.7	IW710
Doles	5.0	IW705	Wilder	11.0	IW711

Homedale Br.-Nampa Div. Nyssa to Marsing 33.4 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 32.9 and 33.5 — 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Nyssa	0.0	IY336	Napton	16.9	IH817
Overstreet	8.1	IH808	Homedale	24.5	IH824
Adrian	10.6	IH811	Marsing	33.1	IH833

Umatilla Br. — Nampa Div. Hinkle to Umatilla 10.6 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts:

	MPH	Business Tracks	MP	Sta. No.
0.0 and 0.1	10	Hermiston	4.1	OK904
2.3 and 3.7	15	Umatilla	10.2	OK911
3.8	10T			
9.4 and 10.6	10			

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

### PAYETTE BRANCH — NAMPA DIVISION 107

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed (Except as below) Between Mile Posts —	MPH
0.4	PAYETTE	⊙	IY350	8100	0.4 and 0.7	10
	4.7				1.0 and 4.9	25
5.1	FRUITLAND		IN305	1265	6.5 and 6.9	25
	24.0				6.9	10T
29.1	EMMETT	⊙ T	IN027	4510	9.6 and 10.8	25
	28.7				13.7 and 13.9	35
					25 and 28.6	35
					28.4 and 29.1	12T

Yard Limits: MP 0.4 to MP 1.0 and MP 27.0 to MP 29.1  
TWC in effect MP 1.0 to MP 27.0  
At Emmett, the normal position of the junction switch for the Payette Branch main track and the Idaho Northern main track is lined for the Payette Branch main track.

### NEW MEADOWS BRANCH — NAMPA DIVISION

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum speed (Except as below) Between Mile Posts —	MPH
84.1	RUBICON	⊙ T	IM484	2035	4.3 and 5.7	35
	2.3				7.4 and 7.7	25
81.8	TAMARACK	⊙ T	IM482	1375	9.9 and 11.0	25
	21.7				11.0 and 29.3	20
60.1	COUNCIL	⊙ T	IM460	2750	32.9 and 33.5	25
	19.6				33.5 and 34.3	25
40.5	CAMBRIDGE		IM441	1650	34.3 and 36.8	25
	21.4				36.8 and 39.1	20
19.1	CONCRETE		IM419	2255	39.1 and 42.4	30
	19.1				42.4 and 43.2	20
0.0	WEISER	⊙ T	IY363	Yd.	45.1 and 54.8	25
	84.5				54.8 and 56.7	20
					65.4 and 67.3	30
					67.3 and 80.7	20
					83.9 and 84.5	10

Operation by General Order.

Yard Limits:  
Weiser to MP 1.0  
MP 59.0 to MP 61.0  
MP 81.0 to MP 84.5

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

### OREGON EASTERN BRANCH — NAMPA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
0.0	ONTARIO	⊙ T	IY346	Yd.	20
	15.5				Yard Limits Ontario to MP 25
15.5	VALE	⊙	IO016	6325	Business Tracks MP Sta. No.
	8.0				Cairo 2.7 IO003
23.5	CELATOM	⊙	IO024	2145	Luse 6.9 IO007
	50.1				Little Valley 34.8 IO035
73.6	JUNTURA	T	IO074	2475	Harper 42.0 IO042
	53.0				Namorf 51.3 IO051
126.6	CRANE		IO127	1430	Jonesboro 62.2 IO062
	30.2				Long 86.6 IO087
156.8	BURNS	T	IO157	1155	Riverside 92.8 IO093
	157.2				Dunnean 102.8 IO103
					Venator 110.2 IO110
					Redess 143.5 IO144

Track out of Service  
MP 25 to MP 157.2

### JOSEPH BRANCH — NAMPA DIVISION

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) Between Mile Posts—
83.3	JOSEPH	T	OJ084	1980	83.6 and 82.5
	23.8				81.8 and 78.2
59.5	WALLOWA	T	OJ060	1246	78.2 and 77.9
	38.9				77.9 and 75.0
20.6	ELGIN	T	OJ021	1805	72.8 and 71.8
	16.9				65.2 and 64.4
3.7	BAUM	⊙	OJ004	2000	56.0 and 24.0
	3.7				24.0 and 19.1
0.0	LA GRANDE	⊙ T	OX486		19.1 and 15.6
	83.6				0.3 and 0.0

MP 290.3 (1st St.) La Grande stop sign controls eastward movements.

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
Mitnam	46.7	OJ047	Imbler	12.0	OJ012

Pilot Rock Br.-Nampa Div. 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 12.5 and MP 13.9. Operation by General Order.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Sparks	6.0	OM107	Pilot Rock	14.0	OM115



Mile Post	STATIONS		Station Nos.	Siding Feet	Maximum Speed	MPH Psg. Frt.
	WEST	EAST				
					Nampa to LaGrande	79 70
					LaGrande to Pendleton	79 65
					Hinkle	79 65
					(Except as below)	
458.4					Sidings: Cobb, Durkee, Pleasant	
458.4					Valley, Encina, Quartz, Baker, Wing, Haines,	
458.4					Telocaset, Camp, Gibbon, Homly, Minthorn,	
458.4					Barnhart, Echo	20 20
458.4					Lime (Siding) Between Mile Posts—	30 25
458.4					456.0 and 457.1 No. 1	35 35
458.4					456.4 and 457.4 No. 2	20 20
458.4					457.4 and 464.8 No. 3	50 50
458.4					465.0 and 466.0 No. 4	50 50
458.4					481.0 and 481.3 No. 5	60 60
458.4					489.1 Xng	60 60
458.4					498.7 and 498.8 No. 6	60 60
458.4					502.6 and 503.2 No. 7	60 60
458.4					515.8 and 516.4 No. 8	60 60
458.4					522.2 No. 9	70 70
458.4					523.1 and 524.9 No. 10	75 60
458.4					524.9 and 528.1 No. 11	60 50
458.4					529.4 and 535.5 No. 12	75 60
458.4					535.5 and 536.9 No. 13	60 45
458.4					347.2 and 388.5 No. 14	40 30
458.4					388.5 and 372.7 No. 15	35 35
458.4					371.1 and 370.7 No. 16	70 60
458.4					366.6 and 366.2 No. 17	70 60
458.4					364.6 and 355.9 No. 18	30 20
458.4					355.9 and 348.4 No. 19	40 30
458.4					348.4 and 347.2 No. 20	60 60
458.4					347.2 and 346.9 No. 21	60 50
458.4					346.9 and 345.1 No. 22	60 50
458.4					345.1 and 341.1 No. 23	50 50
458.4					331.3 No. 24	70 70
458.4					321.6 and 319.5 No. 25	70 60
458.4					319.5 and 316.0 No. 26	30 25
458.4					316.0 and 315.4 No. 27	40 30
458.4					315.4 and 311.9 No. 28	50 40
458.4					311.9 and 307.1 No. 29	40 30
458.4					307.1 and 304.0 No. 30	35 25
458.4					304.0 and 303.2 No. 31	40 30
458.4					303.2 and 302.6 No. 32	70 55
458.4					295.3 and 291.1 No. 33	40 40
458.4					291.1 and 289.8 No. 34	20 E20H E
458.4					289.8 and 282.0 No. 35	30 25
458.4					282.0 and 257.2 No. 36	30 20
458.4					257.2 and 247.3 No. 37	35 30
458.4					247.3 and 244.8 No. 38	55 45
458.4					244.8 and 244.0 No. 39	45 35
458.4					244.0 and 242.0 No. 40	60 45
458.4					242.0 and 239.7 No. 41	30 25
458.4					239.7 and 237.9 No. 42	50 40
458.4					237.9 and 236.6 No. 43	35 25
458.4					236.6 and 231.6 No. 44	55 45
458.4					231.6 and 227.3 No. 45	40 30
458.4					218.9 and 217.6 No. 46	55 45
458.4					217.6 and 214.1 No. 47	35 35
458.4					213.3 and 213.0 Siding	20 20
458.4					214.1 and 213.0 No. 48	50 40
458.4					210.9 and 208.9 No. 49	55 45
458.4					206.9 and 204.5 No. 50	60 50
458.4					204.5 and 202.3 No. 51	55 45
458.4					202.3 and 200.7 No. 52	60 50
458.4					198.2 and 194.5 No. 53	55 45
458.4					194.5 and 193.4 No. 54	50 40
458.4					192.2 and 191.8 No. 55	50 50
458.4					191.8 and 188.6 No. 56	60 50
458.4					188.6 and 182.1 No. 57	50 40
458.4					188.6 and 182.1 No. 58	60 50
458.4					Do not exceed 65 MPH if freight train averages over 80 gross tons per operative brake.	
458.4					Do not exceed 60 MPH if freight train averages over 100 gross tons per operative brake.	
458.4					Engines running light may operate at passenger speed, but not exceeding 70 MPH.	
458.4					At Wix, do not exceed 5 MPH with 6-axle units on all industry or business tracks.	
458.4					At Hinkle, up to 12 coupled locomotives may be moved or switched when at least 4 locomotives have independent brakes connected and operable.	

See Special Instructions Item 20 for AMTK schedules.  
 Equation: MP 538.8 = MP 389.8.  
 All trains secure track warrant at La Grande. AMTRAK trains are not required to receive a track warrant at Hinkle or LaGrande. Two main tracks CPN356 to CPN351; CPN295 to CPN286; CPN273 to CPN265; CPE189 to Hinkle.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Apple Valley(E)	486.1	IY333	Wix(W)	514.2	IY362
Washoe(W)	501.1	IY348	Nelson	372.6	OX403
Wood(W)	506.4	IY353	Mission(W)	220.8	OX555
Feltham	512.9	IY360	Stanfield	188.4	OX587

40 MPH dual control switch turnouts: CPN 465; CPN 295; CPE 189; CPE 183 between departure track & No. 1 main track;  
 20 MPH dual control switch turnouts: W. and E. Cobb; W. Oxman; CPN 273; W. Camp; E. Minthorn; W. Pendleton; W. Echo.  
 15 MPH dual control switch turnouts: CPN 456 to Boise or west crossover; CPN 457; E. Crystal W. LaGrande; Kamela; Rieth to Pilot Rock Branch; CPE 185.

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 Pleasant Valley to Durkee, from Kamela to Hilgard, and from Kamela to Huron, the following items A, B, and C apply:

- A. Freight trains exceeding 60 tons per operative brake must be handled with a brake pipe reduction of not less than 6 pounds. The first reduction must be made before the entire train is on the heavy descending grade.
- B. Retaining valves must be set:
  1. On any freight train exceeding 80 tons per operative brake and 7200 trailing tons. (See Note 1 below)
  2. On any freight train exceeding 80 tons per operative brake and 250 tons per dynamic brake axle (including helper). (See Note 1 below)
- Note 1: Retaining valve requirement does not apply to trains consisting entirely of five platform intermodal articulated well cars (double stack) not exceeding 100 tons per operative brake, not exceeding 8400 trailing tons and not exceeding 350 tons per dynamic brake axle (including helper locomotives).
3. On any freight train exceeding 500 tons per dynamic brake axle (including helper locomotives).
4. On any freight train being handled without pressure maintaining.
- C. All freight trains exceeding 80 tons per operative brake and operating without retainers:
  1. Anytime train is stopped with a total brake pipe reduction exceeding 15 pounds, sufficient hand brakes, but not less than 10, must be applied to hold train and brake system must be recharged before proceeding. (See Note 2)
  2. Anytime total brake pipe reduction exceeds 15 pounds to control speed, train must be stopped and retainers set prior to releasing train brakes. Brake system must be recharged before proceeding. If retainers are not sufficient to hold train while recharging, hand brakes must also be applied. (See Note 2)
- Note 2: Whenever necessary to apply hand brakes to hold train on grade; after air brake system is recharged, reduce brake pipe pressure not less than 6 pounds to hold train while hand brakes are released.

On descending grades from Encina to Quartz and from Telocaset to Union Junction, the following items A, B and C apply:  
 A. Freight trains exceeding 85 tons per operative brake must not exceed 25 MPH.  
 B. Freight trains exceeding 60 tons per operative brake must be handled with a brake pipe reduction of not less than 6 pounds. The first reduction must be made before the entire train is on the descending grade.

- C. Retaining valves must be set:
  1. On any freight train exceeding 100 tons per operative brake and 500 tons per dynamic brake axle (including helper locomotives).
  2. On any freight train being handled without pressure maintaining.

Train Defect Detector:

#MP 478.1	#MP 507.4	#MP 312.6	#MP 307.2	#MP 261.5	#MP 259.4
#MP 524.6	#MP 380.6	#MP 304.9	#MP 298.9	#MP 256.1	#MP 255.6
#MP 378.7	#MP 375.2	#MP 284.4	#MP 280.3	#MP 253.0	#MP 243.7
#MP 371.8	#MP 357.0	#MP 278.8	#MP 276.8	#MP 239.7	(MT and siding) #MP 222.0
#MP 344.2	#MP 336.0	#MP 272.9	#MP 268.2	#MP 211.1	#MP 194.9
#MP 318.3	#MP 315.0	(Both Tracks) #MP 263.5	#MP 262.5	#MP 188.6	



110 SEATTLE SUBDIV. — COLUMBIA RIVER DIV.

Radio Communication via Channel Three.		Station Nos.	Sidings Feet	Maximum speed MPH Seattle to Fife ..... 45 (except as below)
Mile Post	SOUTH STATIONS NORTH			
180.1	SEATTLE	T OX951	Yd.	Argo Interlocking ..... 12
179.9	⊗ BN ⊗			Between Mile Posts —
178.7	6.2			178.0 (Military Rd) ..... 40
173.6				173.3 and 173.0 ..... 30
173.7	⊗ BN ⊗			171.0 and 166.0 ..... 40
173.1	0.4			168.0 and 167.2 Siding ..... 20
166.9	6.4			162.8 and 161.8 Siding ..... 40
162.3	KENT	OX938	3148	162.3 and 160.8 ..... 20
154.5	AUBURN	OX933	4319	154.9 and 154.3 ..... 30
148.0	SUMNER	OX925	4574	154.7 and 153.7 Siding ..... 10
147.4	FIFE	OX919	4962	148.5 and 147.4 Siding ..... 20
146.8	RESERVATION	OX917		147.0 and 146.7 ..... 15
	140.0 MILES VIA BN			Peninsula Jct. Wye ..... 25
6.8	NO. PORTLAND JCT.	OX778		6.8 and 4.0 ..... 25
5.6	PENINSULA JCT. CPS5	OX776		4.0 and 0.9 ..... 15
4.0	ST. JOHNS JCT. CPS4	OP501		Yard Limits:
1.6	ALBINA	OP500	Yd.	St Johns Jct. to Albina.
181.2				Operation on BN Reservation to North Portland Jct.

All cabooseless trains operating on Portland and Seattle subdivisions between Portland Terminal Area and the State of Washington must not exceed 20 MPH while operating in the State of Oregon.

Equations:

- UP-MP 146.6 = BN-MP 38.4
- BN-MP 40.1 = BN-MP 0.0
- BN-MP 136.5 = BN-MP 9.9
- BN-MP 8.1 = UP-MP 6.8

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

PORTLAND SUBDIV. — NAMPA & COLUMBIA RIVER DIVISIONS

Business Tracks	MP	Sta. No.	Bonneville (W)	MP	Sta. No.
Ordanance	177.6	OX597	Rockwood	11.8	OP764
Rufus	108.7	OX666	Reynolds	20.0	OX762
Biggs	103.8	OX672	Hemlock	17.0	OX765
Rowena	76.6	OX700	Fir	12.4	OX769
Hood River	63.1	OX712	St. Johns		OP504
Wyeth	49.8	OX726	Barnes		OP507

All cabooseless trains operating on Portland and Seattle Subdivisions between Portland Terminal Area and the state of Washington must not exceed 20 MPH while operating in the state of Oregon.

PORTLAND SUBDIV. — NAMPA & COLUMBIA RIVER DIVISIONS 111

Radio Communication via Channel Three.		Station Nos.	Sidings Feet	Maximum Speed MPH Hinkle to The Dalles ..... 79 70 The Dalles to Albina ..... 79 65 (Except as below)
Mile Post	WEST STATIONS EAST			
185.3	HINKLE	OX591	Yd.	188.6 and 182.1
183.7	3.2	CPE183		No. 1
182.1	CPE182			188.6 and 182.1
175.9	MUNLEY	OX600	8763	No. 2
169.8	6.1			182.1 and 181.8
164.2	CLARKE	OX605	6366	166.0 and 124.3
	5.0			114.7 and 113.7
	BOARDMAN	OX612	10639	113.7 and 113.4
		CPE163		104.9 and 103.2
	NAMPA DIVISION			
163.2	COLUMBIA RIVER DIVISION			
157.7	7.5	CPS158		103.2 and 103.1
156.7	CASTLE	OX617	9527	99.3 and 98.8
	9.8			97.8 and 96.5
146.9	HEPPNER JCT.	OX627	9975	88.2 and 86.1
139.8	8.2	CPS140		86.1 and 83.2
137.7	ARLINGTON	OX638	9962	83.2 and 81.2
136.1	9.9	CPS138		81.2 and 79.0
128.8	BLALOCK	OX646	9747	79.0 and 77.0
	7.9			77.0 and 75.9
120.9	QUINTON	OX652	9740	75.9 and 75.0
	8.3			75.0 and 73.7
112.6	GOFF	OX661	10795	73.7 and 72.7
	9.4			72.7 and 70.4
103.2	CPS103			70.4 and 68.4
	8.3			68.4 and 66.7
94.9	OREGON TRUNK JCT. X	OX680		66.7 and 66.4
88.9	10.0	CPS89		66.4 and 63.4
84.9	THE DALLES	OX691	Yd.	63.4 and 59.4
	3.2			59.4 and 49.0
81.7	CRATES	OX694		49.0 and 48.3
	9.5	CPS82		48.3 and 48.0
72.2	MOSIER	OX706	6988	48.0 and 45.0
63.5		CPS63		45.0 and 42.5
	13.8			42.5 and 41.4
58.4	MENO	OX716	9912	39.9 and 37.3
	15.0			37.3 and 35.5
43.0	CASCADE LOCKS	OX733	6752	32.8 and 27.5
	9.7			25.9 and 24.0
33.3	DODSON	OX741	10616	24.0 and 23.8
	6.6			22.4 and 20.1
26.7	BRIDAL VEIL	OX749	6360	18.5 and 18.1
	9.7			18.1 and 15.9
17.0	SANDY	OX753	10618	
15.9	1.4	CPS16		
	VIA GRAHAM LINE			
15.6	TROUTDALE	OX760	2626	Via Graham Line
	15.0			Maximum Speed ..... 55 45
0.6	E. PORTLAND CP1	OP773		Between Mile Posts
	VIA KENTON LINE			
22.0	TROUTDALE	OX760	4958	13.5 and 13.2
	11.6			7.6 and 6.8
12.4	FIR	OX769	4974	5.2 and 2.8
	2.3			2.8 and 0.9
10.4	CHAMP	OX772	8476	0.9 and 0.3
	2.3			
8.1	KENTON	OX775	n5322	0.3 (Steel Bridge)
	2.1		s4885	and 0.0
5.6	PENINSULA JCT. CPS5	OX776		6 6
	1.6			Portland Union
4.0	ST. JOHNS JCT. CPS4	OP501		Station on all tracks
	2.4			P.T.R.R. .... 10 10
1.6	ALBINA	OP500	Yd.	Carty Industrial
	1.0			Lead (Castle) ..... 25
0.6	E. PORTLAND CPS1	OP773		0.5 and 0.7 ..... 20
	0.2			1.5 and 1.7 ..... 15
0.4	STEEL BRIDGE			10.9 PGE Tracks ..... 10
0.0	PORTLAND	OP775		Do not exceed 65 MPH if freight train averages over 80 tons per operative brake
	0.4			Do not exceed 60 MPH if freight train averages over 100 tons per operative brake.

Amtrak trains are not required to receive a track warrant at Hinkle. See special Instructions Item 20 for AMTK schedules. ACS in Effect The Dalles to Troutdale and Troutdale to East Portland via Graham line. Two main tracks Hinkle to CPE 182; Albina to Portland. Double track (Rule 251) CPS103 to Crates. Yard Limits: MP 81.7 to MP 88.0; St. Johns Jct. to MP 0.5. Train Defect Detectors: ⊗MP 23.0, ⊗MP 52.9, ⊗MP 76.1. #MP 91.5(WB), #MP 107.5, #MP 124.9, #MP 142.9, #MP 160.5, #MP 7.8 (Graham line). 60 MPH dual control equilateral turnout; CPS103. 40 MPH dual control switch turnouts: CPE 183 between Departure track & No. 1 main track; CPE182; CPS82; CPS15 to Kenton main; 20 MPH dual control switch turnouts: W. Boardman; W. Blalock; Goff; E. Mosier; Cascade Locks. 15 MPH dual control switch turnouts: CPS5 and CPS1. Equation: MP 165.0 to MP 166.0 = 0.4 MP 55.0 to MP 57.0 = 1.5 At Hinkle, up to 12 coupled locomotives may be moved or switched when at least 4 locomotives have independent brakes connected and operable.



112 BEND BRANCH — COLUMBIA RIVER DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Operation via BN Oregon Trunk Jct. to Bend. Trains enroute Bend Branch must receive BN track warrant at The Dalles.
0.0	OREGON TRUNK JCT.	T	OX680		
	151.9 MILES VIA BN				
151.9	BEND	T	OB151		

Station No.	Station	Station No.	Station	Station No.	Station
Moody	OB005	Nena	OB063	Metolius	OB109
Lockitt	OB017	Dant	OB070	Culver	OB114
Dike	OB026	Dixon	OB073	Opal City	OB121
Sinamox	OB029	Kaskela	OB080	Terrebonne	OB129
Oakbrook	OB039	So. Jct.	OB085	Prineville Jct.	OB132
Sherar	OB047	Gateway	OB093	Redmond	OB134
Tuscan	OB050	Paxton	OB099	Deschutes	OB143
Maupin	OB054	Madras	OB104	Bend	OB151
Cambrai	OB055				

Heppner Br. — Columbia River Div. Heppner to Heppner Jct. 45.4 Miles. Maximum Speed 25 MPH except between Mile Posts:

Mile Post	MPH	Business Tracks	MP	Sta. No.
45.4 and 43.4	10	Heppner	45.2	OH245
31.7 and 31.5	20	Lexington	36.3	OH231
22.7 and 20.7	15	Jordan	31.0	OH228
19.0 and 17.9	20	Ione	28.3	OH225
16.2 and 16.0	20	McNab	25.2	OH220
0.3 and 0.0	15	Morgan	19.8	OX627
		Heppner Jct.	0.0	

Operation by General Order  
Main track derails at MP 44.9 and MP 43.4. At Heppner when cars are left on main track for Kinzua Lumber Co. the switch must be lined and locked for chip track to provide derail protection.

Condon Br. — Columbia River Div. Condon to Arlington 44.8 Miles. Maximum Speed 25 MPH except between Mile Posts:

Mile Post	MPH	Business Tracks	MP	Sta. No.
44.8 and 40.5	10	Condon	44.5	ON345
36.0 and 24.0	10	Clem	28.6	ON329
22.0 and 21.2	15	Mikkalo	24.4	ON325
19.2 and 18.6	15	Rock Creek	16.0	ON316
18.6 and 15.0	10	Shutler	7.3	ON308
0.4 and 0.0	15	Arlington	0.0	OX638

Operation by General Order  
Main track derail at MP 44.0. Retaining valves must be used on descending grades on all westward trains, MP 35 to MP 16 and in "HP" position on all loads.

Olympia Industrial Spur-Columbia River Div. East Olympia to Olympia 7.2 miles. Max speed 10 MPH. Yard limits MP 0.0 to MP 0.3; MP 7.0 to MP 7.2. Three axle units are prohibited. Main track derails at MP 5.6 and MP 7.2.

Stations:	Sta. No.	MP	Business Track:	Sta. No.	MP
East Olympia	OX881	0.0	Capitol	00902	1.9
Tumwater	00905	4.8			
Olympia	00907	7.2			

GRAYS HARBOR BRANCH — COLUMBIA RIVER DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	MPH
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.

SPOKANE SUBDIV. — COLUMBIA RIVER & NAMPA DIVISIONS 113

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum speed MPH
	Radio Communication via Channel Three.				Eastport to St. Yard 40
					Fish Lake to Hinkle 50
					(Except as below)
					Between Mile Posts —
140.7	EASTPORT	T	OS141	3990	139.1 and 133.5 35
	21.6				133.5 and 132.7 30
119.1	MOYIE SPRINGS		OS119	1730	130.5 and 124.2 30
	9.8				124.2 and 123.7 10
109.3	⊙ BN				123.7 and 117.4 20
	0.3				117.4 and 116.7 15
109.0	BONNERS FERRY	T	OS110	2270	116.7 and 110.2 10
	13.2				110.2 and 109.5 10
95.8	SHILOH		OS096	4615	109.5 and 108.0 20
	9.0				105.9 and 105.4 35
86.8	SAMUELS		OS087	2205	100.4 and 96.6 30
	11.5				96.6 and 92.6 35
75.3	⊙ BN	⊙			85.9 and 83.2 35
	0.7				69.4 and 68.8 25
74.6	SANDPOINT	⊙	OS075	4900	68.8 and 63.3 35
	17.0		2445		63.3 and 63.0 25
57.6	VAY		OS058	8615	63.0 and 60.0 35
	7.5				Clagstone Siding 10
50.1	CLAGSTONE		OS050	6200	22.0 BN Xing 20
	24.8				2.5 and 1.5 10
25.3	COEUR D'ALENE JCT.	T	OS026	1730	354.7 30
	3.3				353.5 and 352.8 35
22.0	⊙ BN				331.8 and 350.0 45
	0.3				305.9 and 305.6 40
21.7	GRAND JCT.		OS022	2690	294.5 and 294.4 45
	19.0				292.3 and 291.9 35
2.7	SI YARD	⊙		2190	282.2 and 275.1 45
	0.2				273.0 and 271.6 20
2.5	BN CONN.	⊙			East Switch Ayer & Ayer Jct. 40
	14.4 MILES VIA BN				24.7 and 244.5 45
354.8	FISH LAKE				239.0 and 238.4 45
350.4	4.8	CPE350			236.0 and 235.4 45
350.0	CHENEY		OK169	5099	232.3 and 230.6 35
	20.9				220.0 and 219.7 40
329.1	WELLS		OK147	7077	216.6 and 215.6 35
	22.9				215.6 and 213.5 20
306.2	MARENGO		OK125	3508	215.0 and 213.5 Siding 20
	21.2				213.5 and 210.2 40
285.0	HOOPER JCT.	T	OK103	1875	210.2 and 209.2 35
	11.2				186.6 and 185.1 35
273.8	JOSO		OK092	2385	185.1 and 184.7 20
	4.1	CPE273			184.7 and 184.4 (Wye) 20
273.0	AYER JCT.	⊙	OK086		Hinkle-Mikami Spur 10
B269.7	4.1	CPE270			All southward cabooses
269.5	3.8	CPE269			trains operating on Spokane
267.9	AYER	T	OK082		Subdivision between MP
	11.2				195.2 and Hinkle must not
256.7	MATTHEWS		OK072	9770	exceed 35 MPH
	10.0				Yard Limits: Eastport to MP
246.7	WALKER		OK062	9752	139.0, MP 78.0 to MP 71.0,
	9.8	CPE238			MP 13.0 to BN Conn.
237.8	PAGE	⊙	OK052	9710	Business Tracks
235.9	21.7	CPE236			MP
223.1		CPE223			Sta. No.
215.8		CPE216			Meadow Creek (N) 126.7 OS126
215.2	WALLULA	T	OK031	7640	Deep Creek(S) 103.7 OS104
	1.8				Mesenbrink (N) 119.8 OS120
213.4	WALLULA JCT.	CPE213	OK029		Dover (S) 71.5 OS072
	10.1				Chilco 36.2 OS037
203.3	JUNIPER	⊙	OK019	7395	Interstate (S) 20.2 OS021
	10.0				Austin (N) 12.7 OS013
193.3	COLD SPRINGS	⊙	OK009	7490	Trentwood-Velox 10.8 OS012
	10.0				Milwood-Irvin 6.8 OS009
186.5	COLUMBIA RIVER DIV.				Croskey 333.2 OK151
	NAMPA DIV.				Ankeny (S) 293.0 OK111
186.6	9.6	CPE187			Park (S) 279.7 OK098
185.1		CPE184			Ash 228.2 OK044
184.2	HINKLE	T	OX591	Yd.	Sun Harbor 224.1 OK039
	327.7				Humorist 222.6 OK038
					Wallula Heights (N) 218.0 OK034

ABS Rules in effect MP 185.1 and MP 186.6  
Operation on BN from BN Conn. to Fish Lake  
Northward trains via Fish Lake must secure BN track warrant prior to departing Hinkle.

Southward trains must secure BN track warrant prior to departing BN Connection.  
When northward signal at MP 350.4 (Cheney) displays Stop indication, northward trains must contact UP train dispatcher and be governed by his instructions.

Mileage Equation: MP 269.69 Equals MPB 267.64.  
Equation: BN Conn.

UP-MP 2.5 = BN-MP 0.0  
Napa St.  
BN-MP 0.7 = BN-MP 69.7  
Spokane  
BN-MP 71.5 = BN-MP 0.0  
Sunset Jct.  
BN-MP 1.1 = BN-MP 1481.0  
Latah Jct.  
BN-MP 1481.6 = BN-MP 375.1  
Fish Lake  
BN-MP 364.9 = UP-MP 354.7

Coeur D'Alene Br.-Columbia River Div. 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

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



### 114 YAKIMA BRANCH — COLUMBIA RIVER DIVISION

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	40
0.0		WALLULA	CPE 215 T	OK031	7640	On Richland Spur	40
0.6		ATTALIA	CPE 1	OW401	3670	Richland	25
7.0		VILLARD JCT.	⊙ CPE 6	OW407	3675	0.0 and 0.1	20
7.5		KALAN BR.	⊙ CPE 8			0.1 and 0.5	35
8.9		HEDGES	⊙ T	OW409	675	7.4 and 8.0	15
13.0		KENNEWICK	⊙	OW414	2205	Yakima Industrial Lead	
19.0		RICHLAND JCT.		OW420	2575	(MP 98.0-end of track)	
57.5		GRANDVIEW		OW459	2600	Restricted speed with a maximum of 10 MPH	
63.7		MIDVALE	T	OW464	1960	37.9 and 38.7	20
91.3		WASH. CENT. RR	⊙			57.2 and 58.5	25
98.0		YAKIMA	⊙ T	OW498		72.5 and 74.0	30
						78.3 and 79.2	30†
						89.2 and 89.6	20
						91.0 and 91.7	20
						97.0 and 98.0	10
						Siding at Richland Jct.	10
						Business Tracks	Sta. No.
						Union Gap	MP No. OW496
						Zillah	78.5 OW479
						Granger	73.7 OW474
						Biggan	48.3 OW449
						TWC in effect between MP 15 and MP 98	

MP 7 to MP 8 Equals 1.5 Miles.  
15 MPH dual control switch turnouts: CPE6; CPE2; CPE1.  
Yard Limits: MP 97.0 to End of Track.  
MP 7.0 to MP 15.0

Sunnyside Br — Columbia River Div. Midvale to Sunnyside 3.2 Miles. Yard Limits entire branch. Maximum Speed 20 MPH.  
Business Track MP Sta. No.  
Sunnyside 2.8 OW503

### WALLULA BRANCH — COLUMBIA RIVER DIV.

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	40
30.8		WALLA WALLA	⊙ T	OW647	6165	Between Mile Posts —	40
15.3		TOUCHET		OW315	6165	26.6 and 26.5	35
3.8		ZANGAR JCT.	CPE 3	OW304		24.6 and 24.5	35
0.1		WALLULA JCT.	CPE 213	OK029		19.1 and 18.5	25
						15.1	30
						13.6 and 12.3	35
						12.3 and 12.1	15
						12.1 and 9.7	25
						9.7 and 4.7	15
						4.7 and 3.8	25
						Business Tracks	Sta. No.
						Whitman	MP No. 24.0 OW324
						Lowden	19.4 OW319

### DAYTON BRANCH — COLUMBIA RIVER DIV.

Mile Post	SOUTH ▼	STATIONS	NORTH ▲	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	25
13.1		DAYTON	T	OW713	875	Between Mile Posts —	25
5.2		WAITSBURG JCT.		OW705		14.1 and 12.5	10
0.0		BOLLES		OW672	1345	Waitsburg Spur	10
71.3		PRESCOTT		OW667	1310	0.6 and 0.0	15
66.7		BN	⊙			71.3	10
47.2		WALLA WALLA	⊙ T	OW647		66.3 and 64.8	15
46.8		MILTON-FREEWATER		OW637	1900	53.4 and 52.7	15
20.8		WESTON		OW622	3400	48.2 and 45.1	12
						36.8 and 35.8	15
						33.4 and 28.3	15
						26.2 and 24.0	15
						33.1 and 24.0	15
						Descending	10
						21.3 and 20.5	20
						Business Tracks	Sta. No.
						Waitsburg	MP No. 3.5 OW704
						Ennis	60.9 OW662
						Valley Grove	53.6 OW654
						Spofford	39.9 OW641
						Barrett	33.1 OW634
						Bade	30.2 OW631
						TWC in effect between Dayton and MP 20.5	
						Yard Limits	
						MP 48.0 to MP 45.0	

### TEKOA BRANCH — COLUMBIA RIVER DIVISION 115

Mile Post	SOUTH ▼	STATIONS	NORTH ▲	Station Nos.	Sidings Feet	Maximum Speed MPH	
						Spokane to MP 41.5	MP 41.5 to Hooper Jct. 25
163.3		BN CONN	⊙			(Except as below)	40
161.0		SPOKANE	⊙ T	OT161	Yd.	Between Mile Posts —	40
143.6		MANITO		OT143		155.4 and 149.9	25
131.7		FAIRFIELD		OT132	1840	148.7 and 148.2	35
116.1		TEKOA	T	OT116		144.0 and 142.6	30
110.5		SELTICE		OT110	720	141.2 and 138.5	25
95.4		BN	⊙			138.5 and 137.0	15
77.7		COLFAX	⊙ T	OT077	1600	137.0 and 135.8	15
52.3		WINONA	T	OT052	3260	135.8 and 133.6	35
48.0		SUTTON		OT048	2320	133.6 and 133.3	15
25.6		HOOPER JCT.	⊙ T	OK103	1585	131.8 and 131.7	25†
						130.6 and 127.7	30
						125.6 and 124.2	25
						124.2 and 123.4	20
						123.4 and 119.6	25
						119.6 and 117.6	20
						117.6 and 117.1	15
						Tekoa — Tilma Spur	10
						117.1 and 115.0	20
						115.0 and 111.8	30
						105.8 and 104.6	25
						104.6 and 104.0	20
						102.4 and 98.7	30
						95.8 and 91.9	25
						91.9 and 91.2	15
						91.2 and 87.0	20
						87.0 and 86.5	15
						86.5 and 83.1	25
						83.1 and 82.8	15
						82.8 and 81.5	20
						81.5 and 79.8	25
						78.5 and 77.1	12
						77.1 and 73.2	15
						70.0 and 69.0	30
						69.0 and 68.2	25
						65.6 and 64.9	30
						63.0 and 62.7	35
						61.5 and 61.2	35
						68.5 and 67.8	25†
						64.8 and 60.6	35
						55.0 and 53.3	35
						53.3 and 51.5	25
						51.5 and 50.0	35
						50.0 and 49.3	25
						44.4 and 41.8	25
						41.8 and 41.0	20
						41.6 (over switch on wye)	15
						38.2 and 38.0	20
						35.0 and 33.8	15
						32.3 and 31.8	20
						26.5 and 25.6	10
						Business Tracks	Sta. No.
						Mica	MP No. 149.7 OT150
						Freeman	146.9 OT147
						Rockford	138.4 OT138
						Rahm	126.6 OT126
						Latah	123.3 OT123
						Farmington	104.5 OT104
						Walters	98.6 OT098
						Garfield	95.1 OT095
						Elberton	89.9 OT090
						Glenwood	83.6 OT083
						Mockonema	72.5 OT072
						Diamond	68.5 OT068
						Thera	64.8 OT065
						Endicott	57.9 OT058
						La Crosse	41.5 OT041
						Pampa	37.1 OT305
						Gordon	33.4 OT308
						Hooper	26.8 OT315
						Yard Limits MP 163.3 to MP 158.0; MP 78.0 to MP 76.0; MP 28.0 to MP 25.6	

### RIPARIA BRANCH — COLUMBIA RIVER DIVISION

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	40
71.5		EAST LEWISTON	⊙			70.0 and 69.6	10
69.9		CLEARWATER RIV.	⊙			11.5 and 10.0	25
69.1		TRANSFER	⊙	OC369	4015	B5.5 and B4.6	25
45.5		CRUM		OC345	3685	Ayer Jct. T/O	25
22.3		PENAWAWA		OC322	4538	Business Tracks	Sta. No.
15.8		CENTRAL FERRY		OC315	5228	Ballast Trk	MP No. 50.0
1.0		RIPARIA	⊙ T	OT017	2690	Almota	35.0 OC335
B0.0		AYER JCT.	CPE 270	OK086		Yard Limits	
						East Lewiston to MP 66.0	
						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.	
						82.0	



Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH
7.6	▼	MULLAN	▲			0.0 and 7.6	40
0.0		7.6				0.0 and 7.6	35
80.4		WALLACE		OT584		80.0 and 80.3	5†
68.8		11.6			1710	67.2 and 80.0	10†
		KELLOGG-WARDNER		OT573		60.0 and 61.2	25
62.5		6.3				58.8 and 60.0	35
		ENAVILLE		OT566	375	53.6 and 54.9	30
30.5		32.0				50.6 and 50.9	30
		HARRISON		OT534	1000	47.9 and 48.9	30
23.5		7.0				43.7 and 43.9	35
		ST. JOE RIV.				38.3 and 39.9	35
22.8		0.7				34.0 and 35.2	30
		CHATCOLET		OT526	1220	28.7 and 31.3	20
16.3		6.5				23.9 and 28.7	20
B19.8		PLUMMER		OT520		23.5 and 23.9	10
B12.2		7.6				(St. Joe Bridge)	10
		MOZART		OT512	4660	16.6 and 23.5	20
80.4		12.2				B19.4 and 16.6	10
		MANITO		OT143	3373	B16.6 and B19.4	20
		91.5				B0.0 and B0.2	20

Business Trks. MP No. Sta. No. OT576  
 Shont . . . . . 72.8  
 Bradley . . . . . 67.2 OT571  
 Lanc . . . . . 45.2 OT549  
 Worley . . . . . MPB 13.5 OT513  
 Setters . . . . . MPB 6.8 OT507

Yard Limits MP 62.0 to Mullan

Mile Posts Manito to Plummer are prefixed with letter "B". Mileage equation MP B19.8 equals MP 16.2.

PLEASANT VALLEY BRANCH — COLUMBIA RIVER DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH
47.8	▼	SELTCIE	▲	OT110	720	47.8 and 47.5	20
39.7		8.1				47.5 and 45.1	30
		BN				45.1 and 44.6	20
39.1		0.6			1735	44.6 and 41.3	30
		OAKESDALE		OT439		41.3 and 34.4	20
18.3		20.8				34.4 and 29.7	25
		ST. JOHN		OT418	1455	27.8 and 25.7	15
0.0		18.3				25.7 and 23.0	30
		WINONA		OT052	3260	23.0 and 22.7	25
		47.8				22.7 and 19.3	30
						19.3 and 15.8	25
						14.3 and 12.5	20
						6.0 and 5.1	25
						2.2 and 1.8	30
						0.2 and 0.0	15

Business Tracks MP No. Sta. No. OT421  
 Warner . . . . . 45.3 OT445 Juno . . . . . 20.8  
 Thornton . . . . . 31.2 OT431 Willada . . . . . 11.5 OT412  
 Sunset . . . . . 25.4 OT425

Yard Limits: MP 1.0 to 0.0

MOSCOW BRANCH — COLUMBIA RIVER DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH
28.1	▼	MOSCOW	▲	OT228		28.5 and 26.5	12†
19.3		8.8				25.4 and 24.6	15
		BN				20.0 and 19.5	15
18.7		0.6			1225	19.5 and 18.5	6†
		PULLMAN		OT219		18.5 and 17.3	15
12.7		6.0				17.3 and 15.0	20
		ALBION		OT213	1155	15.0 and 12.2	15
0.0		12.7				11.3 and 10.6	15
		COLFAX		OT077		10.6 and 9.9	20
		28.5				8.8 and 8.4	15
						7.5 and 5.5	15
						4.2 and 3.9	20
						3.1 and 1.1	15
						1.1 and 0.0	12

Business Tracks  
 Willson MP 25.8 OT226 Parvin MP 7.8 OT208  
 Whitlow MP 20.5 OT221 Risbeck MP 4.5 OT205  
 Shawnee MP 9.7 OT210

Yard Limits  
 MP 28.5 to MP 27.0  
 MP 1.0 to MP 0.0

ITEM 1. TIME COMPARISON:

Coordinated Universal Time (Greenwich Time) may be obtained by calling: 8-976-1111 or 8-271-4601.

To convert from Greenwich time stated on the recording, to:

- Central Daylight Savings Time, subtract 5 hours.
  - Central Standard Time, subtract 6 hours.
  - Mountain Daylight Savings Time, subtract 6 hours.
  - Mountain Standard Time, subtract 7 hours.
  - Pacific Daylight Savings Time, subtract 7 hours.
  - Pacific Standard Time, subtract 8 hours.
- (Daylight Savings Time is in effect from the first Sunday in April until the last Sunday in October).

ITEM 2. MAXIMUM SPEEDS: GENERAL

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	Key Trains (formerly chemical trains)	50
2	Intermodal Trains	See Item 5B
3	Loaded Bulk Commodity Trains (see Item 5A) for transportation of coal, grain, ore, phosphate rock, soda ash or other bulk commodities.	50
4	Trains with retaining valves set, or charged and in use.	20
5	Trains handling logs, unless cars are staked and wired in accordance with AAR rules. Through truss bridges	20 5
6	Moving against the current of traffic unless otherwise specified.	49
7	Thru No. 20 equilateral turnout. (Unless otherwise specified on subdivision page)	60
8	Thru dual control switch turnouts. (Unless otherwise specified on subdivision page)	30
9	Thru other turnouts. (Unless otherwise specified on subdivision page)	15
10	Sidings (Except as specified on subdivision page) Bonded Controlled Sidings Other Sidings.	30 20
11	Other than main tracks and sidings (except as specified on subdivision page)	10
12	Balloon tracks & Wye tracks, except those portions used as main track or siding.	5
13	Movements on live rails of track scales.	5
14	Movements of engines at servicing facilities.	5
15	Trains operating on track segments identified on subdivision page as "FRA Excepted" (Note: No passenger train shall be operated and no freight train shall be operated that contains more than five cars of hazardous materials.)	10
16	Engines 90-95, 951, 6936 and Amtrak engines. Road engines Road switchers 1300-1314, 1330-1396, MP 1530-1554, and MKT 56-59	82 70 60
17	Yard switch engines 1200-1274; 1315-1327; MP 1520 and MKT 50-55	50
18	When multiple unit engine is controlled from other than leading unit.	30
19	Engines running light when operative dynamic brake is insufficient to control speed. Engines running light, on descending grade in excess of 1 percent, when operative dynamic brake is insufficient to control speed.	45 25



## ITEM 2-A. MAXIMUM SPEEDS: CARS

- Notes: A. The maximum speed for loaded and empty equipment is 60 MPH unless a higher or lower speed is shown on the TCS train consist or shown below (this does not apply to Amtrak, which may operate at maximum passenger train speed). For the speeds shown below, if a higher or lower speed is shown on the TCS train consist, the consist speed will govern.
- B. The TCS train consist will govern the maximum speed of the train. The maximum speed for each car and the maximum train speed (the lowest maximum speed for any car entrained) will be shown on the TCS train consist. All slower speeds (such as maximum track speed, speeds for tons per operative brake restrictions, locomotive maximum speeds, etc) must be observed. The maximum train speed will not include restrictions for loaded bulk commodity trains, key trains and intermodal trains, all of which must be respected. The maximum train speed shown on the TCS train consist must be observed when operating on any foreign railroad, except when their requirements are more restrictive.
- C. The speeds shown below are a backup summary of various maximum speeds when a TCS train consist is not available, when a pickup is made on line of road without TCS information, and as a summary for foreign railroads operating on the UP. Additionally, refer to maximum speeds for MoW and Mechanical equipment shown in Item 2B.

	MPH
1 Empty bulkhead flat cars. Exception: UP 215400-215649, UP 215700-215799 series cars; Center Beam Flat Cars including TTXZ 83500- 83799, TTXZ 86000-86374, UP 217000-217141, UP 260100-260219, and UP 273000-273679 series cars; MP 728000-728099 series cars; and empty JTTX flat cars with bulkheads without Toyota truck-bed racks.	40 50
2 Empty gondolas or empty open-top hopper cars. Exceptions: (a) EJE 4000-4549, EJE 4800-4874, CR 607000-607480. (b) UP 229580-229587.	50 40 70
3 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
4 Loaded tank cars Exception: Loaded FMLX 19000-19023, MONX 17000-17010, and VICX 9011, 9036, 9060, 9077, 9080.	60 40
5 Empty tank cars Exception: Empty UTLX 83000-83080 with outside length (coupler pulling face length) over 85 feet.	50 40
6 Ballast cars in series WP 10049-10874, UP 90000- 91999, UP 901000-901599, UP 902100-902545, UP 60000-66799.	50
7 Loaded ordinary flat cars, loaded bulkhead flat cars or loaded gondola cars. Exceptions: (a) Flat cars loaded with auto frames; gondola cars UP 903084-903094 and flat cars UP 904150- 904162 loaded with locomotive traction motors; gondola cars with initials UP, WP, MP, CEI, TP or GONX loaded with aluminum ingots. (b) Loaded JTTX flat cars with bulkheads and Toyota truck-bed racks; TBCX 7471-7481, TBCX 76700-76707, EJE 6800-7283, UP 229580-229587, MP 930050-950224 series cars, and specially-equipped flatcars carrying airplane and rocket equipment	50 60 70

## ITEM 2-A. (CONTINUED)

	MPH
8. Empty TOFC or COFC flat cars or other empty intermodal equipment. This includes empty JTTX flat cars without bulkheads and Toyota truck-bed racks. Exceptions: (a) Empty intermodal flat cars made from box cars in series ATSF 294950-294980, CNW 780000- 780001, CNW 780500-780799, GTW 350000, KCS 720003-720011, MKT 14400-14599, SOU 150800-150859, SOU 151000-151500, SOU 155000-155999 (b) All empty five-platform articulated double stack well cars; empty UP 252000-252001 and all empty NTTX five-platform articulated single- level spine cars for carrying containers.	60 50 70
9. Loaded TOFC or COFC flat cars or other loaded intermodal equipment. Exceptions: (a) Loaded intermodal flat cars made from box cars in series ATSF 294950-294980, CNW 780000- 780001, CNW 780500-780799, GTW 350000, KCS 720003-720011, MKT 14400-14599, SOU 150800-150859, SOU 151000-151500, SOU 155000-155999 (b) Loaded intermodal flat cars made from box cars in series ATSF 299000-299684, CNW 780100- 780288, GTW 350001-350020.	70 50 60
10. Mechanical reefers; cryogenic reefers with initials CRYX or JRSX	70
11. Loaded stock cars	70
12. Caboose	70

## ITEM 2-B. MAXIMUM SPEEDS: M of W and MECHANICAL EQUIPMENT

Notes:

- 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.  
Speeds of rail equipment shown below will be displayed on the TCS train consist.

	MPH
1 Loaded continuous welded or jointed rail trains Empty continuous welded or jointed rail trains	40 50
2 Trains handling tie plate spreader MP 15417	40
3 Trains handling MPX cars (excluding outfit cars and locomotive cranes). Exception: Series 27028-27060, 30000-30014 and 50001-50014 unless otherwise restricted.	35 50
4 Trains handling outfit cars. Exception: After mechanical department approval following inspection of cars prior to movement or after inspection and approval at first mechanical point.	40 50
5 Trains handling two axle scale test cars, snow plows, Jordan spreaders or locomotive cranes on their own wheels; foreign line or privately owned derricks, cranes or other similar equipment on their own wheels on revenue billing (unless further restricted on waybill or train consist); or company owned cranes loaded on flat cars (except series MP 17001-17048 which may be operated at 50 MPH unless otherwise restricted):	30
6 Self-propelled cranes, pile drivers and similar equipment moving under own power.	35
7 Holmes, Pettibone and similar type cranes, and hy- rail equipped wheel changers.	25



## ITEM 2-B. (CONTINUED)

		MPH
8	Jordan spreaders in operation with wings extended or plowing with nose of spreader should operate at speed as instructed by spreader operator or MofW supervisor, not exceeding	25
	Jordan spreaders when moving in forward or reverse direction in work trains only (when moving in reverse direction wings should be fully retracted)	25
9	Derrick Consists The following derrick consists are assigned to locations shown. When operating derrick consists, the maximum authorized speed for that consist is restricted to the equipment having the lowest authorized speed, unless further restricted.	
Assigned Location	If Consist Contains Equipment:	MPH
a. Cheyenne	UP 903046, 909308, 906200, 906208, 904239, 909328, 904200, 909307, 909309.	60
	UP 905275, 905280, 908455.	50
b. North Platte	UP 910006, 909306, 906206, 906213, 904201, 904271, 909304, 909305, 909324.	60
	UP 905264, 905268.	50
c. Green River	UP 903047, 909317, 906204, 906209, 904206, 909318.	60
	UP 905270, 905273, 905274, 908380, 908381, 908382.	50
d. Hinkle	UP 903050, 909351, 906203, 906212, 904294, 904295, 909356, 909355.	60
	UP 916120, 916408, 916532, 916547, 916614.	50
e. Salt Lake	MP 250, 1081, MPX 702, 131,	
	UP 906205, 906207, 904298, 904293, 909329, 908467.	60
	UP 908464, 908465, 908466.	50
f. Oroville	UP 909320, 904232, WPMW 457.	60
	WPMW 37-8, 37-7, 37-6, 37-12, UP 916533.	50
	UP 900310, WPMW 37, 37-1, 37-10.	40
g. Las Vegas	UP 903045, 909313, 904237, 904301, 909323, 905543, 909314, 909325.	60
	WPMW 79-7, 79-8, 79-6.	50
	UP 910005, 909334, 904386, 911436.	40
h. North Little Rock	MP 15427, 3646, 15082, 517, 2909, 4324, MPX 251.	60
	MP 2155, 3160, 4214, 15090.	50

## ITEM 2-C. TRACK BUCKLING

During periods of extreme heat, conditions exist that could affect track structure. When instructed by track bulletin, train speed is restricted during the time and within the limits specified by the track bulletin as follows:

**LEVEL 1 HEAT RESTRICTION:**

	Restriction:
Passenger trains, light engines, trains with symbol Z that are 5000 tons or less and unit double stack trains that are 5000 tons or less.	No Additional Restriction
Trains with symbol Z more than 5000 tons and unit double stack trains more than 5000 tons.	60 MPH
All other trains averaging less than 90 tons per car or platform.	50 MPH
All other trains averaging 90 tons or more per car or platform.	40 MPH

**LEVEL 2 HEAT RESTRICTION:**

	Restriction:
Freight trains averaging 90 tons or more per car or platform.	40 MPH
All other trains (including light engines).	50 MPH

## 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 Chief Engineer - Maintenance or Chief Engineer - Programs, with maximum consist not to exceed 70 cars. Two rail train sets must not be combined unless authorized by Chief Engineer - Maintenance or Chief Engineer - Programs, and under no conditions should two train sets, either loaded or empty, be allowed to operate through Caliente Canyon (Brown-MP 490 to Farrier-MP 393), Feather River Canyon (Portola-MP 324 to Eley-MP 221), Blue Mountains (Huntington-MP 389 to Minthorn-MP 225), Montana Subdivision (Spencer-MP 251 to Silver Bow-MP 390), Spokane Subdivision (Juniper-MP 205 to Eastport-MP 140.7), Carthage Subdivision (Diaz Jct.-MP 259.5 to Pleasant Hill-MP 642.8) or any track with curvature greater than 6 degrees. Train and engine crews must be alert for any signal from alarm device, MofW supervisor or instructions given by MofW supervisor in charge on rail train. Loaded rail trains must not be moved without authorization from MofW supervisor in charge of rail train or MofW Train Management. MofW supervisor must accompany all movements to ensure safe operation.

Derricks, locomotive cranes and similar equipment must have booms properly secured and, except in work train service, booms must be trailing unless they are detached. 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. When in freight train, crane moving on its own wheels with boom attached and not in trailing position may be moved to first location where crane can be turned only when authorized by train management or operating manager and speed must not exceed 15 MPH. 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. 18 Ton or less capacity on-track cranes must not be handled in trains on their own wheels. The above restrictions do not apply to burro cranes loaded on flat cars, series MP 17001-17048, which may operate at 50 MPH and may be operated with boom not in trailing position if properly secured.

Jordan spreaders, except in work trains, must be headed in direction train is moving. Wings of Jordan 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. When in freight train, Jordan spreaders headed in reverse direction may be moved to first location where spreaders can be turned only when authorized by train management or operating manager and speed must not exceed 15 MPH.

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 Selma (SELM-1) and Houston (UPP-104) must not be handled in head end of any freight train.

When in freight trains, outfit cars must be handled on head end unless other instructions are in effect. Outfit cars must not be handled while switching.

Flat cars or gondola cars carrying traction motors must be placed immediately behind engine when possible, but in no case further than 5 cars behind engine.



## 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
GP28	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
GP38-2	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	66,750	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	266,600	62	66,650	60,400
B30-7A	4	3000	267,700	62	66,925	60,400
SD40	6	3000	393,000	66	98,250	83,160
SD40-2	6	3000	392,000	69	97,500	83,160
SD50	6	3600	394,000	71	98,500	83,000
SD60	6	3800	394,000	71	96,500	84,000
U30C	6	3000	393,000	67	97,750	76,000
C30-7	6	3000	395,000	67	98,250	76,000
C36-7	6	3750	391,000	67	97,750	81,000
E9	6	2400	333,770	71	83,943	58,000
DD40X	8	6600	545,000	99	135,000	88,800
DASH8-40C	6	4000	391,000	70	97,750	82,000

## ITEM 4-A. LOCOMOTIVE INSTRUCTIONS:

Except for double stack trains, power transfers with or without cabooses, or when authorized by train management, freight trains will be limited to eight locomotives on head end not to exceed 16,600 working horsepower. The maximum of eight locomotives includes units that are working, isolated, dead in consist, or dead in train immediately behind the locomotive consist, including waybilled revenue units.

Unless otherwise provided on subdivision page, no more than eight coupled locomotives may be moved or switched within locomotive facilities including movement between service tracks and train yards.

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

Caboose, including those unoccupied, are not to be moved other than at rear of train unless authorized by train management, except when handling less than 20 cars (and not exceeding 2500 tons).

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 Manager-Clearances and/or track bulletin with instructions relative to movement of such shipment. Such shipments must be positioned in train as close to engine as possible, but in no case further than 5 cars behind engine.

## Exceptions:

- (1) Cars requiring handling on rear end only;
- (2) Cars moving in local trains may be positioned not to exceed 5 cars ahead of occupied caboose; or,
- (3) In the states of California and Nevada, shipments classed as excess height or width must not be nearer than the sixth car behind the engine.

Yardmasters must notify train dispatcher before placing loads exceeding 12 feet in width in a train (11 feet east and south of Kansas City and in California and Nevada). Train dispatcher will issue a track bulletin to that train and to all trains which may meet, pass or be passed by that train, notifying them of the wide load. If no message or track bulletin is received to cover such shipments, conductor will notify dispatcher prior to movement of train.

TIMETABLE NO. 7

## ITEM 5-A. LOADED BULK COMMODITY TRAINS:

A loaded bulk commodity train is any train containing a continuous block of 50 or more cars loaded with bulk commodities. This includes loaded bulk commodity unit trains which are trains of 50 or more cars only containing loads of bulk commodities, with or without cabooses.

## ITEM 5-B. INTERMODAL TRAINS:

Intermodal cars are defined as:

1. TOFC and COFC flat cars, for containers or trailers;
2. Five-platform articulated well cars (double stack), for containers;
3. Five-platform articulated single-level spine cars (UP 252000-252001 and NTTX series), for containers;
4. Five-platform articulated ARC-5 cars (UTTX series), for trailers;
5. Four-platform single axle 4-Runner cars (TTFX series), for trailers; and
6. Single-platform single axle Front Runner cars (TTUX and TTOX series), for trailers.

Trains consisting entirely of five platform articulated well cars (double stack) not exceeding 28 cars (35 cars between North Platte and Fremont) may operate at maximum authorized speed when trailing tonnage does not exceed 100 tons per operative brake. When trailing tonnage exceeds 100 tons per operative brake or train length exceeds 28 cars (35 cars between North Platte and Fremont), speed must be reduced by 10 MPH when maximum authorized speed is above 60 MPH and to 50 MPH when maximum authorized speed is between 50 MPH and 60 MPH. This does not modify requirements of other tonnage restrictions where listed.

Trains received from another railroad may be moved as received, with regard to intermodal cars, to the first point where train is switched. Cars must then be placed as designated below.

When empty, intermodal cars must not be entrained ahead of more than 3000 tons in any train and must be entrained behind helper locomotives or may be ahead of helper locomotives if separated from helper by at least 15 platforms or cars. TOFC and COFC flat cars are considered empty when not carrying any trailers or containers (trailers moving single must not be loaded on center hitch). All other intermodal cars are considered empty when any platform is empty.

This paragraph applies only west of North Platte and Denver. When loaded, single-platform single axle Front Runner cars (TTUX and TTOX) and five-platform articulated single-level spine cars (UP 252000-252001 and NTTX) must not be entrained ahead of more than 4500 tons in any train. Loaded Front Runner cars must be entrained behind helper locomotives, or may be ahead of helper locomotives if separated from helper by at least 10 platforms or cars.

## ITEM 6. MAXIMUM GROSS WEIGHT LIMITATIONS:

Work equipment or cars exceeding following gross weight must not be handled except as authorized by train management:

4 axles ..... 263,000 lbs.

Exception: FMLX 19000-19023 and  
MONX 17000-17010 Series cars and  
VICX 9011, 9036, 9060, 9077, 9080 ..... 315,000 lbs.

6 axles ..... 394,500 lbs.

8 axles ..... 526,000 lbs.

Such authority together with any restrictions, must be furnished to conductor. If speed restrictions are required, track bulletin must be issued, 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 subdivision page of that Branch. Cars exceeding weight shown below must not be handled, except as authorized by train management, 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. r.

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

TIMETABLE NO. 7



**ITEM 7. EMPLOYEES MUST PROVIDE THEMSELVES WITH AND HAVE AVAILABLE FOR REFERENCE:**

- (1) General Code of Operating Rules - 2nd Edition (Eff. 10/89).
- (2) Safety, Radio and General Rules For All Employes (Rev. 10/89).
- (3) Air Brake and Train Handling Rules (Rev. 04/86).
- (4) Form 8620 — Instructions for Handling Hazardous Materials (Rev. 10/89).
- (5) Valid certificate of operating rules examination card.

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

**ITEM 7-A. QUALIFICATIONS OF ENGINEERS:**

An engineer who has not made a road trip over the subdivision as engineer or fireman during the preceding 12 months must make fact known when called and may be required by the company to make a round trip over said subdivision 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 25 mile limit, when authorized by a division manager to handle equipment within such limits. Authority must not be granted unless the engineer is knowledgeable of the territory, or an employe who is knowledgeable of the territory occupies the control compartment with the engineer to advise him regarding the physical characteristics.

**ITEM 8. RAIL DETECTOR CARS:**

When operating track geometry evaluation cars and hysrail rail detector cars, be governed by M/W Rules 1400 through 1461. In Rule 251 territory, these cars must be accompanied by a transportation manager familiar with the territory over which they will operate.

**ITEM 9. RESTRICTIONS ON USE OF ENGINE HORN:**

Within city limits at points designated by symbol © on subdivision 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 ADDITIONS (and M/W Rules Where Applicable):**

**Note: Portion of rule not referenced remains unchanged.**

**(1) DEFINITIONS:**

**Bonded Controlled Siding** — A controlled siding within CTC or interlocking limits designated by timetable or general order. ABS-CTC and other operating rules applicable to main track apply in bonded controlled sidings.

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

**Restricted Speed:** A speed that will permit stopping within one half the range of vision; short of train, engine, on-track equipment, railroad car, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

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

"The use of alcoholic beverages by employes 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. Employes are expected to know those drugs, narcotics, or controlled substances which are illegal to use.

Employes 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.

Employes 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 employe 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 employe's assigned duties and on the basis of the available medical history, that use of the substance by the employe at the prescribed or authorized dosage applicable is consistent with the safe performance of the employe's duties; and
2. The substance is used at the dosage prescribed or authorized; and
3. The employe 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 4:** Continental time is authorized systemwide (see conversion chart inside back cover)

**(5) RULE 10: First paragraph changed to read:** A yellow flag will be displayed not less than 2 miles, when practicable, in advance of each location where train movement is to be restricted by track bulletin, track warrant or general order due to track conditions or structures. A yellow-red flag will be displayed in a like manner where train movement is to be restricted due to men and equipment working on or fouling track affected. Restriction specified by track bulletin, track warrant or general order must be complied with until rear of train has passed green flag or train has cleared limits of the restriction when green flag is not displayed.

All other references to yellow flags also apply to yellow-red flags.

When a yellow-red flag is displayed within 1 hour before or after the time a Form B Track Bulletin is in effect, train or engine may comply with provisions of Rule 455, when definitely assured by the employe in charge that the yellow-red flag displayed is specifically for the Form B Track Bulletin.

On subdivisions where intermediate pole numbers or quarter mile markers are not used, track bulletin Form A will specify the numbered mile posts between which the restriction is located and flags displayed will indicate actual area of the restriction. On such subdivisions, the limits of track bulletin Form B protecting men and equipment must extend between numbered mile posts and green flag must be displayed only at the limits of the track bulletin.



## ITEM 10. (CONTINUED)

(6) **RULE 10(A):** Revise to include red light.

(7) **RULE 10(D):** Except as shown on subdivision 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 flag.

(8) **RULE 10(E):** Permanent speed restriction sign will be placed 2500 feet in advance of restriction.

(9) **RULE 15(I):** This signal must also be used approaching private crossings at grade when pedestrians or motor vehicles are at or near the crossing or when view of crossing is obstructed.

Within the State of Wyoming, duration of complete whistle signal approaching public crossings must be not less than twenty seconds.

(10) **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.

Maintenance of Way flagging distances are as follows: When the maximum speed of the subdivision is over 40 MPH, a red flag will be placed ¼ mile from the obstruction, with torpedoes placed 1 mile and 2 miles from the red flag; 40 MPH or less, a red flag will be placed ¼ mile from the obstruction, with torpedoes placed between 1 and 2 miles from the red flag.

(11) **RULE 100:** Returning movement must be made at restricted speed unless train dispatcher authorizes, by signal indication, a higher speed.

(12) **RULE 102(2):** Changed to read: Inspection must be made on each side of all cars and units and it must be known that equipment and track are in safe condition and that all wheels are properly positioned on the rail before proceeding, except that when bridge or other physical characteristics prevent walking inspection of entire train, inspection will be made of as much of train as is possible, then train moved not exceeding 4 mph no further than is necessary to permit walking inspection of remainder of train.

(The following exception does not apply to restricted key trains or any train containing a rail car, trailer or freight container placarded "EXPLOSIVES A" regardless of train symbol.)

Exception: For symbol trains ending in the letter "Z" that do not exceed 5000 trailing tons AND do not contain any loaded placarded tank cars; and for trains consisting entirely of five platform articulated double stack well cars and/or five platform articulated single-level spine cars (NTTX Series, UP Series) regardless of train symbol and trailing tonnage, the following applies when stopped by an emergency application of the brakes and no harsh slack action is experienced incidental to stopping. If brake pipe pressure on rear car has been restored as indicated by caboose gauge or end of train telemetry device, leakage test must be made and be within prescribed limits, then train may proceed without providing inspection on each side of all cars and units. If brake pipe pressure cannot be restored or leakage test is not within prescribed limits; or if there is harsh slack action incidental to stopping; or if train required excessive power to start after stopping; then both sides of entire train must be inspected.

(13) **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, Sedalia, Portland and Marysville Subdivisions or Lake and Winnemucca Subdivisions on paired track with S.P.

(14) **RULE 103(I):** When road engines with or without cars 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.

(15) **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.

(16) **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.

(17) **Add: 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

## ITEM 10. (CONTINUED)

Units — Cars as indicated in Form 8620, Instructions for Handling Hazardous Materials.

(18) **RULE 104(B):** Add:

(6) Within ABS-TWC territory, trains operating without caboose may leave switch used to leave siding lined and locked for siding, only upon authority stated on Line 17 of the Track Warrant in words "Leave the . . . (location) . . . switch . . . (station) . . . lined for siding." Until cleared by the dispatcher, subsequent track warrants will read on Line 17 ". . . (location) . . . switch . . . (station) . . . open."

Unless block signal indicates that the switch is properly lined, trains must approach switches listed on Line 17 prepared to stop short of the switch.

After lining a switch listed on Line 17 of a track warrant for the main track movement, trains must inform the dispatcher that switch has been restored to its normal position.

(19) **RULE 104(L):** Last sentence changed to read: Derails must be equipped with a lock and must be locked.

Employes finding derails with lock missing or defective must report that fact to the train dispatcher or manager in charge.

(20) **RULE 105:** Changed to read: Except on track where a block system is in effect, trains or engines using other than main track must move prepared to stop within one half the range of vision short of train, engine, on-track equipment, railroad car, stop signal, derail or switch not properly lined.

(21) **RULE 107:** Changed to read: A passenger train approaching a station where it will receive or discharge passengers, if routed on a track where an adjacent track could be used by other trains to pass between it and the station platform, must contact the train dispatcher to ascertain that no trains or engines are approaching or will use the adjacent track. If trains or engines are approaching on the adjacent track, passenger train must be instructed to delay arrival until train or engine has cleared or has stopped clear of the platform unloading area.

When a passenger train is receiving or discharging traffic, a train or engine must not pass between it and the station platform until all passengers and all employes have cleared the track between the passenger train and the station platform. Thereafter, train or engine may pass when preceded by an employe walking just ahead of the engine, or first car when shoving cars, to protect movement.

(22) **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.

(23) **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.

(24) **Add: 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 reset by depressing Reset button and conductor must make report to train dispatcher.

(25) **RULE 153:** Except where noted on subdivision 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.

(26) **RULE 305:** First paragraph, add: A passenger train is not considered delayed after: (1) making a scheduled stop of less than five minutes and experiencing no other delay, or (2) stopping less than five minutes to line the switch behind after leaving the siding at a meeting or passing point.

Exception (1), add: Speed must not exceed 30 MPH.

(27) **RULE 305(A):** Changed to read: A train having passed a signal governing the approach to an automatic interlocking displaying a proceed indication and speed is below 30 MPH or below one half the timetable speed, whichever is less, must proceed prepared to stop until engine passes interlocking signal.

(28) **RULE 312(4):** 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 employe in charge of switch, train or engine need not stop, but must move at restricted speed.

(29) **RULE 315(A):** First paragraph changed to read: After stopping for a Stop signal, when authorized to proceed, movement may proceed to the



## ITEM 10. (CONTINUED)

first dual control switch or derail. Before movement passes over switch or derail, movement must stop and crew member must make inspection from the ground of dual control switch or derail, see that it is properly lined and that selector lever or hand crank, if so equipped, is in proper position. If inspection is made before movement passes signal governing movement over the switch or derail, crew member must remain at the switch or derail until leading wheels have passed the signal. Remaining switches or derails, if any, must be inspected by crew member on the ground before movement is made over them.

(30) **RULE 317:** When using 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.

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

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

(33) **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.

(34) **RULE 351(C):** First sentence 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.

(35) **RULE 403:** When track warrant is issued verbally using mileposts as locations in lines 2, 3 or 4, the dispatcher will state "on ... (name) ... subdivision/branch" after reading the line, and employe copying track warrant will enter the subdivision/branch at the end of that line. Subdivision/branch must be included when repeating the track warrant back to the dispatcher.

(36) **RULE 462:** When track bulletins are transmitted mechanically, all numbers written in the body of the track bulletin will be reprinted on the line directly below that number and bracketed. Crews must make sure that numbers are repeated identically. In addition, crews must verify that all lines of the bulletin are printed. This is done by verifying:

1. The sequential order of line numbers printed on the extreme left of the bulletin;
2. Each numbered line contains information (Note: Lines containing bracketed numbers reprinted directly below numbers written in the body of the bulletin do not have line numbers); and,
3. The numbered line containing the train dispatcher's initials directly follows the last numbered line of information.

(37) **RULE 620:** Add: Exception: Conductor may ride in trailing locomotive equipped with on-board terminal to perform work order reporting if control compartment is not equipped with operable on-board terminal.

(38) **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 not provided with speed tape dispatcher must be notified before departing. 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 managers.

## ITEM 11. (Reserved)

## NOTES

## ITEM 12. USE OF RADIO.

(a) Employees may contact train dispatcher by using the radio call-in system. Tone switch position 1 (one) on 5-position switches and position 11 (eleven) on 20-position switches are the same and may be used to contact train dispatcher on the Union Pacific Railroad. If call-in is specified on the subdivision by symbols B-1 and B-2 then use tone switch position 2 (two) on 5-position switches and position 18 (eighteen) on 20-position switches for B-1, and use tone position 3 (three) on 5-position switches and position 19 (nineteen) on 20-position switches for B-2.

Operation of push-button on radio control head 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 five more seconds. If contact is not then established other available means of communication should be used. Older Union Pacific base stations do not return confirmation tone.

(b) Radios identified with UPRR R— identification tags with 12 (twelve) position channel switches have the following channel allocations assigned:

Position	Channel	Label	Position	Channel	Label
1	UP Road 1	20	7	UP Road 4	42
2	UP Road 2	24	8	HBT/MILW	44
3	UP Road 3	27	9	CNW Road	52
4	UP Road 5	32	10	BN Disp	66
5	ATSF Road 1	36	11	BN/SLSW	70
6	UP Yard	38	12	SPRR/SLSW	96

Radios identified with MP Stenciled on front and with 12 (twelve) position channel switches have the following channel allocations assigned:

Position	Channel	Label	Position	Channel	Label
1	UP Road 1	20	7	ATSF Road	36
2	UP Road 2	24	8	IC Road 1	72
3	UP Road 4	42	9	IC No. 2	54
4	UP Road 3	27	10	CSX Road 1	84
5	BN Disp	66	11	CSX No. 2	94
6	SP Road	96	12	NS Road	56

(c) Radios equipped for 64/97 channel AAR frequency assignment plan are identified by 4 digit channel display. The channels are selected by rotary, push button or toggle switches on radio front panel. On radios with three toggle switches the "Receive Up/Down" switch should not be used under normal service. Channel Assignments:

Railroad	Channel	Display	Railroad	Channel	Display
UPRR	Road 1	2020	CNW	Dispatcher	5252
UPRR	Road 2	2424	CSP	Dispatcher	3030
UPRR	Road 3	2727	CSX	End to End	0808
UPRR	Road 4	4242		Point to	
UPRR	Road 5	3232	CSX	Train	1414
UPRR	Yard	3838	DRGW	Dispatcher	5454
ATSF	Road 1	3636	HBT/MILW	Dispatcher	4444
ATSF	Road 3	5555	IC	Dispatcher	7878
ATSF	Road 4	7272	NS	Road	5656
BN	Dispatcher 1	6666	SP	Dispatcher	9696
BN/SLSF	Dispatcher 2	7070			

## Tone Position:

5-position Tone Switch	Dispatcher	20-position Tone Switch
1	UP DISPATCHER	11
2	UP DISPATCHER 1	18
3	UP DISPATCHER 2	19

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.



**ITEM 13. TRAIN DEFECT 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 when practicable. If train stops or speed is less than 10 MPH over detector, unless detector reports "No Defects", refer to Item 13(6).
- (b) Do not stop train over detector equipment when practicable.
- (c) Avoid braking, if practicable, while approaching or passing hot box detector. Excessive braking will cause false indications.
- (d) When detectors are actuated and inspection required, train must be stopped at once. Inspection of car by axle count must be made to ensure retaining valves in exhaust position, hand brakes fully released, no sticking brakes, no broken truck bolster, no brake rigging down or dragging, no lading down or dragging between cars, no lading has dropped down through container floor or cross members of double stack container flat cars. All journals on both sides of car indicated by axle count must be inspected. If no obvious sign of overheating is present on axle indicated, cautiously place bare hand on truck side frame working hand toward roller bearing end cap, keeping in mind that any part of this equipment may be extremely hot. If bare hand cannot be held on side frame or roller bearing for a few seconds, car must be set out. If inspection of car indicates no defects, in addition to inspection of other conditions outlined above, inspection must be made on both sides of five cars ahead and five cars behind the car indicated by axle count. When defect is found, pink tag supplied in crew packet must be noted as to type of defect and attached on or near overheated bearing or on car body nearest defective equipment. Conductor will advise train dispatcher by radio of all information relative to inspection and disposition of car involved.

When detector is actuated and overheated journal is indicated on car with initials UPFE or SPFE or on car in series FGMR 13000-13449, car must be set out even if inspection of car develops no defects, unless another car within five cars ahead or behind the car indicated is found to have an overheated journal. When detector is actuated and overheated journal is indicated on any car in a key train, car must be set out even if inspection of car develops no defects, unless another car within five cars ahead or behind the car indicated is found to have an overheated journal.

- (e) When bridge or other physical characteristic prevents required inspection, train may be moved not exceeding 4 mph, no further than necessary to permit inspection.
- (f) 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.
- (g) 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.

**(2) Hot Box and Dragging Equipment 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.

**(3) Hot Box and Dragging Equipment Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators — Talk On Defect Only With Hold or Stop Signals:**

The Hold or Stop signal ahead will indicate Stop until entire train has passed the detector and no defects are identified and will then automatically clear. 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.

**ITEM 13. (CONTINUED)**

Train dispatcher must be advised result of inspection and crew must be governed by his instructions.

If detector fails, train dispatcher may release the Hold signal after notifying train crew of failure. In such case refer to Item 13(6).

**(4) High Wide Shifted Load and Dragging Equipment Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators:**

- (a) When high wide shifted load detector or dragging equipment detector is activated, a separate message for each detector will be voice broadcasted to the train which must be stopped and inspected.
- (b) When high wide shifted load message is received, an inspection must be made to ensure that there is no excessive width or height car in train. If double stack cars are in train, inspection must be made to determine that there are not two (2) 9 foot 6 inch containers stacked on the same car. Notify dispatcher to call signal maintainer to reset detector.
- (c) Any car found in train with shifted load or with two (2) containers of 9 foot 6 inches stacked will be reported to dispatcher and, if required, car set out.
- (d) After passing detector, if no message is received, train must stop and inspection made for dragging equipment, high wide or shifted loads. Dispatcher must be called to notify signal maintainer to reset detector.
- (e) If no defects are found by the detector, a "No Defect" message will be broadcast.

**(5) Dragging Equipment Detectors Equipped With Radio Transmitted Verbal Defect Indicators — Talk On Defect Only:**

The dragging equipment detector will announce only when a defect is detected. If a defect is detected, a two-second alarm tone will be transmitted followed by the warning message. Train must be stopped at once and entire train inspected.

**(6) Detector Failure**

- (a) All designated restricted key trains and restricted key trains must stop immediately and give full inspection with any detector failure.
- (b) When train has passed a wayside detector equipped with radio transmitted verbal defect indicator and the verbal information is not received or understood or detector announces "integrity failure", or when a "Talk On Defect Only" detector announces "integrity failure", the following procedure must be followed:
  - (1) Train speed must be immediately reduced not to exceed 35 MPH.
  - (2) Train dispatcher must be immediately notified.
  - (3) If train dispatcher has access to remote readout which indicates there are no defects, he may allow train to proceed at normal speed.
  - (4) Train may proceed not exceeding 35 MPH if determination is made that train will receive a complete roll-by inspection on both sides of train by qualified employees standing on the ground or pass an operable detector within 30 miles. Train dispatcher may provide this information; or, train crew may establish their own roll-by inspection if they have knowledge of location of qualified employees and are assured by those employees that a roll-by inspection will be performed. In the event the train will receive roll-by inspection, train to be inspected must know the location where the inspection will be performed. Train speed must be reduced to not exceeding 10 MPH during inspection.

Train dispatcher may elect to have train stop and make inspection prior to receiving roll-by inspection or passing next detector and will also determine location that train is to be stopped and inspected. In all cases, train must be inspected within 30 miles after passing defective or nonoperable detector, and may not pass two consecutive defective or nonoperable detectors without stopping for inspection or receiving roll-by inspection.



## ITEM 14. (CONTINUED)

(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-I. 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 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-K. 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 83-A. 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 employee 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 employee 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.

(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.

## ITEM 14. (CONTINUED)

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 Tower. The use of the 13th South crossover from running track to Westbound Passenger Main Track must be authorized by DRGW dispatcher.

Union Pacific crews before entering DRGW tracks at Roper Yard must contact Roper Tower and obtain track on which to yard delivery, and track for return movement.

## ITEM 15. (Reserved)



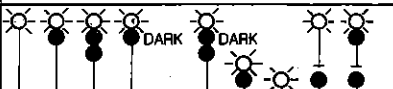





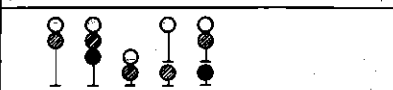

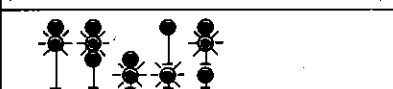

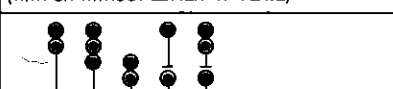

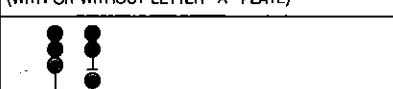

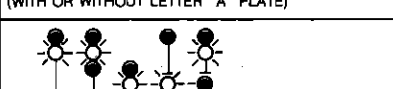

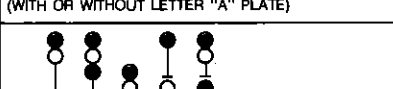

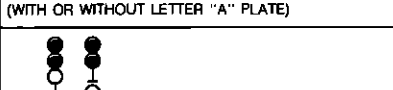

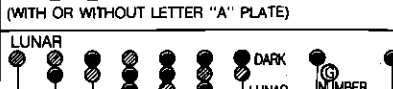

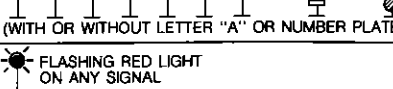

## ITEM 16. DISTANT SIGNALS

RULE	ASPECTS	NAME	INDICATION
228.		DISTANT SIGNAL CLEAR.	Proceed.  If a train or engine is delayed between Distant Signal Clear and block signal, interlocking signal or switch point indicator, it must then proceed prepared to stop short of next signal or switch point indicator.
229.		DISTANT SIGNAL APPROACH.	Approach next signal prepared to stop short of next signal or switch point indicator.  The maximum speed in interlocking limits for which "DISTANT SIGNAL APPROACH" is displayed at a distant signal, is 20 MPH.

## NOTES



## ITEM 17. BLOCK AND INTERLOCKING SIGNALS:

RULE	NAME	ASPECT	ACS
245A	CLEAR	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245B	APPROACH LIMITED	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245C	APPROACH MEDIUM	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245D	APPROACH	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245E	APPROACH RESTRICTING	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245F	DIVERGING CLEAR LIMITED	 (WITH OR WITHOUT LETTER "A" PLATE)	
245G	DIVERGING CLEAR	 (WITH OR WITHOUT LETTER "A" PLATE)	
245H	DIVERGING CLEAR SLOW	 (WITH OR WITHOUT LETTER "A" PLATE)	
245J	DIVERGING APPROACH LIMITED	 (WITH OR WITHOUT LETTER "A" PLATE)	
245K	DIVERGING APPROACH	 (WITH OR WITHOUT LETTER "A" PLATE)	
245L	DIVERGING APPROACH SLOW	 (WITH OR WITHOUT LETTER "A" PLATE)	
245M	RESTRICTING	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245N	FLASHING STOP AND PROCEED	 FLASHING RED LIGHT ON ANY SIGNAL	

## INDICATION

Proceed.

Proceed. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays Clear or Approach Limited.

Proceed. Speed passing next signal must not exceed 30 MPH.

Proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 30 MPH must immediately reduce to that speed.

Proceed prepared to pass next signal at restricted speed, not exceeding 15 MPH.

Proceed on diverging route. Speed through turnout must not exceed 40 MPH.

Proceed on diverging route at prescribed speed through turnout.

Proceed on diverging route. Speed through turnout must not exceed 15 MPH.

Proceed on diverging route at prescribed speed through turnout. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays Clear or Approach Limited.

Proceed on diverging route at prescribed speed through turnout prepared to stop before any part of train or engine passes the next signal. Trains exceeding 30 MPH must immediately reduce to that speed.

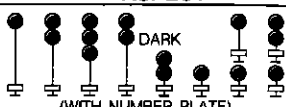



Proceed on diverging route prepared to stop before any part of train or engine passes the next signal. Speed through turnout must not exceed 15 MPH. Speed to next signal must not exceed 30 MPH.

Proceed at restricted speed, not exceeding prescribed speed through turnout.

Stop before any part of train or engine passes the signal then proceed at restricted speed to next signal.







## ITEM 17. (Continued)



RULE	NAME	ASPECT	ACS
245P	STOP AND PROCEED	 (WITH NUMBER PLATE)	
245Q	STOP	 (WITH OR WITHOUT LETTER "A" PLATE)	

## ITEM 18. AUTOMATIC CAB SIGNALS:

Note: Refer to Rule 369, paragraph 3.

RULE	NAME	ASPECT	INDICATION
246.	RESTRICTING		Proceed at restricted speed.
246A.	APPROACH		Proceed prepare to stop before any part of train or engine passes the next signal. Trains exceeding 30 MPH must immediately reduce to that speed.
246B.	APPROACH LIMITED		Proceed. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays Clear or Approach Limited.
246C.	CLEAR		Proceed.

## ITEM 19. INDICATORS

RULE	ASPECTS	NAME	INDICATION
247B	 (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED)	Hold	Communicate with operator or dispatcher before proceeding. If unable to communicate with dispatcher, operator or operating manager, 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 to next signal.
247E	 (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED) ILLUMINATED	Slide warning	After stopping, proceed at restricted speed to next signal. Keep close lookout for rocks or other obstructions, broken, bent or damaged rail.

## INDICATION

Stop before any part of train or engine passes the signal then proceed at restricted speed to next signal.

Stop before any part of train or engine passes the signal.

## NOTES



## ITEM 20. AMTRAK TRAIN SCHEDULES

(a). Scheduled times for AMTRAK trains are for information purposes only, except AMTRAK trains must observe station stops and time(s) shown.

(b). Trains scheduled to receive or discharge traffic must not leave the point where such traffic is received or discharged before the time shown in the schedule.

(c). Where one time is shown at a station, it is the leaving time, except at terminating stations, it is the arriving time. Where two times are shown, they are arriving and leaving time.

(d).

5 Daily ↓	SALT LAKE CITY — WINNEMUCCA	6 Daily ↑
11:37 pm(MST)	SALT LAKE CITY (D&RGW)	5:20 am(MST)
	ELKO	11:43 pm
	WINNEMUCCA (SP)	11:40 pm
		9:45 pm(PST)
5 ↓	STATIONS	6 ↑

(e).

31 Daily ↓	33 Daily ↓	ST. LOUIS — KANSAS CITY	30 Daily ↑	32 Daily ↑
5:20 pm	8:05 am	ST. LOUIS	2:35 pm	9:20 pm
5:45 pm	8:30 am	KIRKWOOD	2:04 pm	8:45 pm
7:39 pm	10:18 am	JEFFERSON CITY	12:15 pm	6:56 pm
8:44 pm	11:29 am	SEDALIA	11:04 am	5:47 pm
9:14 pm	11:59 am	WARRENSBURG	10:32 am	5:17 pm
9:54 pm	12:39 pm	LEE'S SUMMIT	9:51 am	4:36 pm
10:11 pm	12:56 pm	INDEPENDENCE	9:34 am	4:19 pm
10:40 pm	1:25 pm	KANSAS CITY (Un. Sta.)	9:15 am	4:00 pm
31 ↓	33 ↓	STATIONS	30 ↑	32 ↑

(f).

35 Daily ↓	SALT LAKE CITY — BARSTOW	36 Daily ↑
11:57 pm	SALT LAKE CITY (D&RGW)	5:10 am
2:59 am	MILFORD	1:30 am
3:02 am	CALIENTE	1:27 am
4:57 am		11:30 pm
7:58 am (MST)	LAS VEGAS	9:10 pm (MST)
7:13 am (PST)		7:55 pm (PST)
10:27 am	BARSTOW (ATSF)	4:35 pm
35 ↓	STATIONS	36 ↑

## ITEM 20. (Continued)

(g).

21 Leave Sun Tue Fri ↓	ST. LOUIS — SAN ANTONIO	22 Arrive Mon Wed Sat ↑
10:05 pm	ST. LOUIS	6:45 am
1:50 am	POPLAR BLUFF	2:34 am
1:53 am	WALNUT RIDGE	2:29 am
2:47 am	NEWPORT	1:25 am
3:23 am		12:51 am
5:08 am	L. ROCK AMTK STA.	11:27 pm
5:13 am		11:22 pm
5:58 am	MALVERN	10:15 pm
6:19 am	ARKADELPHIA	9:52 pm
7:44 am	TEXARKANA	8:37 pm
7:54 am		8:27 pm
9:09 am	MARSHALL	7:08 pm
9:39 am	LONGVIEW	6:36 pm
12:14 pm	DALLAS	3:55 pm
12:34 pm		3:20 pm
6:02 pm	TAYLOR	10:10 am
6:57 pm	AUSTIN	9:20 am
7:37 pm	SAN MARCOS	8:30 am
9:32 pm	SAN ANTONIO (SP)	6:50 am
21 Arrive Mon Wed Sat ↓	STATIONS	22 Depart Sun Tue Fri ↑

(h).

25 Daily ↓	SALT LAKE CITY — PORTLAND	26 Daily ↑
11:50 pm	SALT LAKE CITY (D&RGW)	5:40 am
12:43 am	OGDEN	4:18 am
3:08 am	POCATELLO	7:53 am
3:10 am		1:49 am
4:40 am	SHOSHONE	12:08 am
7:07 am	BOISE	10:03 pm
7:42 am		9:28 pm
7:52 am	NAMPA	9:18 pm
8:28 am	ONTARIO	8:28 pm
10:22 am	BAKER	6:31 pm
11:26 am (MST)	La GRANDE	5:28 pm (MST)
10:30 am (PST)		4:24 pm (PST)
12:43 pm	PENDLETON	2:18 pm
12:47 pm		2:14 pm
1:20 pm	HINKLE	1:23 pm
1:25 pm		1:21 pm
2:52 pm	THE DALLES	11:57 am
3:22 pm	HOOD RIVER	11:30 am
5:05 pm	PORTLAND	10:15 am
25 ↓	STATIONS	26 ↑



## ROADWAY SIGNS



TRACK WORKER

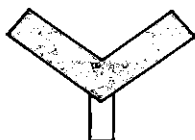


FOR CROSSINGS



FOR TUNNELS, ETC.

REQUIRED WHISTLE SIGNAL RULE 15(I).



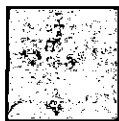
YARD LIMIT SIGN

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

Track diagrams and color codes are for general  
information only and are not to scale.

TIMETABLE NO. 7

## EXPLANATION OF CHARACTERS

- Ⓐ —Automatic Interlocking.  
 Ⓑ —Radio Base Station.  
 Ⓒ-1 —Call-in System Dispatcher 1.  
 Ⓒ-2 —Call-in System Dispatcher 2.  
 Ⓓ —Draw Bridge.  
 Ⓔ —Gate — Normal Position Against Conflicting Route.  
 Ⓕ —Gate — Normal Position Against This Subdiv.  
 Ⓖ —Manual Interlocking.  
 Ⓗ —Stop Sign.  
 Ⓙ —Turning Facility.  
 Ⓚ —Railroad Crossing At Grade.  
 Ⓛ —Yard Limits.  
 n —Northward.  
 s —Southward.  
 e —Eastward.  
 w —Westward.  
 c —Center.  
 1 —Crossover Between Main Tracks — Dual Control Switches.  
 X —Hand Operated Crossover.  
 Z —Rule 104(c), para. 2 does not apply.  
 Ⓜ —Item 9 Special Instructions Applies.  
 † —Applies Only Until Eng. Has Reached Resume Speed Sign.  
 ‡ —Applies Only Until Eng. Has Passed Hand Operated Switches.  
 Ⓝ —Reduce/Resume Speed Signs at Other Than Prescribed Location.  
 Ⓞ —Hot Box and Dragging Equipment Detector Station equipped with Radio Transmitted Verbal Indicator.  
 # —Hot Box Detector Station equipped with Radio Transmitted Verbal Indicator.  
 @ —Hot Box and Dragging Equipment Detector Station equipped with Radio Transmitted Verbal Indicator — Talk On Defect Only With Hold or Stop Signals.  
 \$ —Hot Box Detector Station equipped with Radio Transmitted Verbal Indicator — Talk On Defect Only With Hold or Stop Signals.  
 % —Dragging Equipment Detectors with Radio Transmitted Verbal Indicator — Talk On Defect Only.  
 † —High Wide Shifted Load and Dragging Equipment Detector Equipped with Radio Transmitted Verbal Indicator.  
 ‡ —Bonded Controlled Siding.

Capacity of sidings shown clearance point to clearance point.

## Continental Time Conversion Chart

1:00 AM	0100	1:00 PM	1300
1:30 AM	0130	1:30 PM	1330
2:00 AM	0200	2:00 PM	1400
3:00 AM	0300	3:00 PM	1500
4:00 AM	0400	4:00 PM	1600
5:00 AM	0500	5:00 PM	1700
6:00 AM	0600	6:00 PM	1800
7:00 AM	0700	7:00 PM	1900
8:00 AM	0800	8:00 PM	2000
9:00 AM	0900	9:00 PM	2100
10:00 AM	1000	10:00 PM	2200
11:00 AM	1100	11:00 PM	2300
11:59 AM	1159	11:59 PM	2359
Noon	1200	Midnight	2400
12:01 PM	1201	12:01 AM	0001

## 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
0	45	80.0	1	6	54.5	1	21	44.4	1	35	37.9
0	48	75.0	1	7	53.7	1	22	43.9	1	40	36.0
0	50	72.0	1	8	52.9	1	23	43.4	1	45	34.3
0	52	69.2	1	10	51.4	1	24	42.9	1	50	32.7
0	54	66.6	1	11	50.7	1	25	42.4	1	55	31.3
0	56	64.2	1	12	50.0	1	26	41.9	2	0	30.0
0	58	62.0	1	13	49.3	1	27	41.4	2	5	28.8
1	0	60.0	1	14	48.6	1	28	40.9	2	10	27.7
1	1	59.0	1	15	48.0	1	29	40.4	2	15	26.7
1	2	58.0	1	16	47.4	1	30	40.0	2	20	25.7
1	3	57.1	1	17	46.7	1	31	39.6	2	25	24.8
1	4	56.2	1	18	46.1	1	32	39.1	3	0	20.0
1	5	55.3	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. 7