

ALL EMPLOYEES:

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



Executive Vice President Operation

ALL INJURIES
ARE PREVENTABLE



UNION PACIFIC RAILROAD CO.

SYSTEM

TIMETABLE No. 3

Effective 12:01 a.m. Sunday,
APRIL 27, 1986

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

FOR THE GOVERNMENT OF
EMPLOYEES CONCERNED.

J. R. DAVIS, Executive Vice President — Operation.
R. K. DAVIDSON, Vice President — Operation.
C. E. DETTMANN, Vice President — Transportation.

SOUTHEASTERN DISTRICT

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L. D. NELSON
L. J. WAGNER
L. A. ROACH
W. C. RICHARDSON
D. N. BEGGS

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Asst. General Manager
General Supt.-Transportation
Superintendent — Illinois Division
Superintendent — Arkansas Division
Superintendent — Little Rock Terminal Division
Chief Dispatcher

N. Little Rock, Ark.
N. Little Rock, Ark.
N. Little Rock, Ark.
Duplo, Ill.
N. Little Rock, Ark.
N. Little Rock, Ark.
N. Little Rock, Ark.

CENTRAL DISTRICT

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Asst. General Manager
General Supt.-Transportation
Superintendent — Missouri Division
Superintendent — Kansas City Terminal Division
Superintendent — Kansas Division
Chief Dispatcher

Kansas, City, Mo.
Kansas, City, Mo.
Kansas, City, Mo.
Kansas, City, Mo.
Kansas City, Mo.
Osawatomie, Ks.
Kansas City, Mo.

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General Supt.-Transportation
Superintendent — Red River Division
Superintendent — Rio Grande Division
Superintendent — Kingsville Division
Superintendent — New Orleans Division
Chief Dispatcher

Spring, Tx.
Spring, Tx.
Spring, Tx.
Longview, Tx.
Ft. Worth, Tx.
Corpus Christi, Tx.
Addis, La.
Spring, Tx.

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C. E. O'HARA
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Asst. General Manager
General Supt.-Transportation
Superintendent — Nebraska Division
Superintendent — Wyoming Division
Superintendent — North Platte Terminal Division
Chief Dispatcher
Chief Dispatcher
Chief Dispatcher
Chief Dispatcher
Chief Dispatcher
Chief Dispatcher

Omaha, Ne.
Omaha, Ne.
Omaha, Ne.
Council Bluffs, Ia.
Cheyenne, Wy.
North Platte, Ne.
North Platte, Ne.
North Platte, Ne.
Kansas City, Ks.
Cheyenne, Wy.
Cheyenne, Wy.

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J. R. HART
J. L. VERHAAL
G. R. JENSEN
B. E. SCHROEDER
C. H. WHITE
B. S. SCHULTHIES

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General Supt.-Transportation
Superintendent — Utah Division
Superintendent — Feather River Division
Superintendent — California Division
Chief Dispatcher
Chief Dispatcher
Chief Dispatcher

Salt Lake City, Ut.
Salt Lake City, Ut.
Salt Lake City, Ut.
Stockton, Ca.
Los Angeles, Ca.
Sacramento, Ca.
Salt Lake City, Ut.
Salt Lake City, Ut.

NORTHWESTERN DISTRICT

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J. E. SANFORD
D. M. WHEELER
R. J. LARKIN
T. J. CARNEY, JR.
L. L. MCCORMICK

General Manager
General Supt.-Transportation
Superintendent — Idaho Division
Superintendent — Oregon Division
Chief Dispatcher
Chief Dispatcher

Portland, Or.
Portland, Or.
Pocatello, Id.
Albina, Or.
Pocatello, Id.
Albina, Or.

SAFETY WITHOUT COMPROMISE

TIMETABLE NO. 3

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2 CHICAGO SUBDIV. — ILLINOIS DIVISION

Radio Communication via Channel One Call-in Two. Exception: Yard Center yard engs. via Channel Two.		Sta-tion Nos.	Sid-ings Feet	Maximum Speed Between 81st St. and Gorham (Except as below) 60
Mile Post	SOUTH STATIONS NORTH			
9.0	81ST STREET			
10.1	Oakdale ⊕ CRL ⊕			
16.9	DOLTON JCT ⊕ B&O, IHB ⊕	ZA-17		Dolton Jct. to Thornton Jct. 20
18.0	1.1 YARD CENTER ⊕ T ⊕	ZA-18	Yd.	Between Mile Posts — Thornton Jct. to 40
20.1	2.1 THORNTON JCT. ⊕ GTW ⊕ ⊕ ⊕	ZA-20		49.0 and 51.0 50
25.7	5.6 TWELFTH ST. ⊕			60.3 and 61.7 Northward track 55
27.0	1.3 JAY ⊕ EJ&E ⊕	ZA-26		146.9 30
27.8	0.8 CHICAGO HEIGHTS ⊕ -2	ZA-27	Yd.	153.4 and 153.5 20
49.7	21.9 PENCE ⊕ CR ⊕	ZA-49		164.8 and 165.0 30
49.9	0.2 MOMENCE ⊕ -2	ZA-50	e5535 w2944	175.7 and 176.6 30
60.1	10.2 ST. ANNE ⊕ KBS ⊕	ZA-60		195.0 and 194.6 20
73.6	13.5 BEN			195.0 and 195.4 35
77.5	3.9 WATSEKA ⊕ ATSF ⊕	ZA-77		202.7 and 203.5 50
82.6	5.1 WOODLAND JCT. T I	ZA-83		218.4 and 219.1 20
94.0	11.4 GOODWINE	ZB-92	10800	224.5 and 224.7 30
108.0	14.0 ELLIS ⊕ -2	ZB-108	10474	252.0 and 254.2 30
125.9	17.9 GLOVER ⊕ CR ⊕	ZB-126	8229	264.9 and 265.3 55
135.6	9.7 BLOCK	ZB-136	12458	266.3 and 266.7 40
145.1	9.5 VILLA GROVE T ⊕ -2	ZB-145	11710	338.0 and Chester Subdiv. Conn. 20
153.4	8.3 TUSCOLA ⊕ ICG, B&O ⊕	ZB-153	9894	North leg wye Gorham 10
169.1	15.7 CADWELL	ZB-168	10303	Yard Limits between MP 9.0 and MP 32.6.
176.1	7.0 SULLIVAN ⊕ ICG ⊕	ZB-176		
185.2	9.1 FINDLAY	ZB-185	11988	
185.5	0.3 FINDLAY JCT. T ⊕ -2 ⊕	ZB-186		
199.8	14.3 CLARKSBURG	ZC-200	10481	
204.5	4.7 MODE ⊕ N&W ⊕	ZC-205		
218.9	14.4 ALTAMONT	ZC-219	9622	
220.9	2.0 EAST ST. ELMO			
224.3	3.4 MILES VIA CR ⊕ -1			
235.7	11.4 WEST ST. ELMO	ZC-236	10284	
242.4	6.7 KINMUNDY ⊕ ICG ⊕	ZC-242		
252.1	9.7 SALEM ⊕ -2 T	ZC-252	14761	
254.1	2.0 B&O ⊕			
263.3	9.2 KELL	ZC-263	9718	
274.9	11.6 MT. VERNON ⊕ NS, SBD ⊕	ZC-276	7180	
287.2	12.3 INA ⊕ -2 T	ZC-287	8083	
298.2	11.0 BENTON JCT. ⊕ ICG ⊕	ZC-298		
301.8	3.6 BENTON	ZC-302	10707	
306.1	4.3 ⊕ BN ⊕			
314.9	8.8 BUSH ⊕ -2	CD-24	7432	
335.5	20.6 GRIMSBY	CD-3	5729	
339.0	3.2 GORHAM T ⊕ -2	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. Rule 251 in effect between Yard Center and Southward absolute signal Ben.
 Trains receiving a Stop indication at Signal 292 must communicate with control operator at Jay Tower before proceeding. Rule 252 in effect between Pence and crossover located at MP 51.5 on Northward Track.
 A train without a caboose must not run against the current of traffic unless such train has been relieved of protecting to rear as per Rule 99.
 Train order Form D-R may be modified by adding, "not protecting to rear as provided by Rule 99." When so modified the designated train is relieved from providing flag protection against a following train on the same track between the two points named in the order. When so modified the train dispatcher must not authorize a following movement.
 Trains moving against current of traffic between 81st St. and Ben must approach interlockings at Oakdale MP 10.1; Dolton Jct. MP 16.9; Thornton Jct. MP 20.1; Jay MP 27.0; Pence MP 49.7; St. Anne MP 60.1 at Restricted Speed until crossing occupied. Woodland Jct.-Ben control operator located at Yard Center.

TIMETABLE NO. 3

CHICAGO SUBDIV. — ILLINOIS DIVISION 3

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

Business Tracks	MP	Sta. No.	Cisna Park Branch:
Dolton	16.1	ZA-16	Goodwine to Cisna Park 5.9 Miles.
South Holland	19.5	ZA-19	Yard Limits entire branch.
Thornton	21.7	ZA-22	Max. Speed 10 MPH.
Steger	28.8	ZA-29	Claytonville 94.2 ZF-94
Balmo	32.5	ZA-33	Cisna Park 97.9 ZF-93
Grant Park	44.7	ZA-45	Westville Branch: Villa Grove to Danville
Wichert	57.9	ZA-58	42.2 Miles. Yard Limits Villa Grove-Westville
Papineau	64.2	ZA-64	Max. Speed 20 MPH
Martinton	67.7	ZA-68	Fairland 161.9 ZD162
Pittwood	71.5	ZA-72	Zeigler #5 161.0 ZD161
Coaler	79.6	ZA-80	Longview 159.7 ZD160
Woodland	81.8	ZA-82	Broadlands 155.7 ZD156
Bryce	87.5	ZB-88	Allerton 152.6 ZD153
Fountain Creek	96.1	ZB-96	Hastings 150.1 ZD150
Reilly	103.4	ZB-103	Sidell 146.5 ZD146
Dailey	116.5	ZB-117	Indianola 142.1 ZD142
Royal	120.0	ZB-120	Westville 132.8 ZD132
Bongard	140.0	ZB-140	Danville 122.7 ZD123
West Ridge	148.9	ZB-149	Operation via CR 10.1 Miles Westville to Danville
Bourbon	159.4	ZB-159	Jamaica Branch: Sidell Jct. to Jamaica
Arthur	164.7	ZB-165	5.4 Miles. Yard Limits entire branch. Max. Speed 10 MPH.
Chippis	173.1	ZB-173	Jamaica 150.9 ZE151
Findlay	185.2	ZB-185	Crew members must communicate with train dispatcher before operating time release at automatic interlocking CR crossing Glover.
Shelbyville	193.9	ZC-194	
Moccasin	212.9	ZC-213	
St. Elmo	224.6	ZC-224	
Parro	225.0	ZC-225	
Bakerville	279.3	ZC-282	
B. S. Mine #5	317.5	CD-22	
Murphysboro	328.8	CD-10	

Hot Box Detectors and Dragging Equipment Detectors located at: ⊕ MP 32.2, ⊕ MP 55.5, ⊕ MP 75.7, ⊕ MP 98.3, ⊕ MP 122.7, ⊕ MP 139.9, ⊕ MP 160.8, ⊕ MP 179.5, ⊕ MP 190.1, ⊕ MP 197.8, ⊕ MP 212.8, ⊕ MP 212.8, ⊕ MP 267.1, ⊕ MP 293.5 and ⊕ MP 321.0.
 30 MPH turnouts — Dual control switches at: Twelfth St., Ben, Woodland Jct., Findlay Jct. and Benton Jct.; North end Tuscola, St. Peter, Kell, Glover and Grimsby; Both ends Goodwine, Ellis, Block, Villa Grove, Cadwell, Findlay, Clarksburg, Altamont, St. Elmo, Salem, Mt. Vernon, Ina and Benton.
 30 MPH turnouts — Spring switch at South end sidings Glover, Tuscola, St. Peter, Kell, Bush and Grimsby.
 Operation via Conrail between MP 220.9 and MP 224.3. Radio communication via ⊕ 1.

PANA SUBDIV. — ILLINOIS DIVISION

Maximum Speed:	MPH	Radio communication via Channel One, call-in Two		Sta-tion Nos.	Sid-ings Feet
Findlay Jct.-Lenox (Except as below)	60	Mile Post	SOUTH STATIONS NORTH		
MP 205.1 — MP 205.4	40				
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 clearance before Lenox.					
Southward BN trains secure UP clearance at Toland.					
BUSINESS TRACKS					
Sohigro	MP 188.8	ZB-189			
Westervelt	MP 191.8	ZB-192			
Rosamond	MP 209.4	ZB-209			
Nokomis	MP 218.2	ZB-218			
Witt	MP 222.9	ZB-222			
Irving	MP 227.4	ZB-227			
Taylor Springs	MP 234.4	ZB-234			
Remote control switches are 30 MPH turnouts except BN Wye at Vierling Jct., crossover at Lenox MP 275.7.					
Hot Box and Dragging Equipment Detectors located at: ⊕ MP 198.5, ⊕ MP 219.2, ⊕ MP 241.6 and ⊕ MP 260.5.					
				104.8	
Missouri Div. jurisdiction St. Louis - MP 273.7.					

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

TIMETABLE NO. 3

Radio communication via Channel One, call-in One.		Station Nos.	Sidings	Maximum Speed (Except as Below) MPH
Mile Post	STATIONS				Feet
0.0	VALLEY JCT. ⊗ TRRA ⊗ · ⊗ W X	C-9		Valley Jct. Interlocking 10
1.5	AIRPORT			Both legs wye Chester and both sidings Ford 10
1.7	PARKS	C-10		65.2 and 65.8 30
4.3	NO. DUPO	C-13		65.8 and 66.0 50
5.5	WOODS			North leg wye Gorham 10
6.0	DUPO	C-15	Yd.	Chicago Subdiv. Conn. Gorham 20
7.5	SOUTH DUPO			116.4 and 117.6 50
9.4	ICG			117.6 and 119.3 40
20.6	VAL	C-29		119.3 and 119.5 30
33.6	FULTS	C-42		189.3 and Dexter Jct. 25† Missouri Jct. and 191.0 35
47.7	KIDD	C-56		165.4 and 165.6 35
49.6	FLINTON	C-58	Yd.	Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 100 gross tons per car.
52.1	GAGE JCT.	C-60		Business Tracks MP No. Warnock 15.1 C - 24
55.8	REILY	C-63		Valmeyer ⊗ 22.5 C - 31
60.8	MENARD JCT.			Prairie du Rocher ⊗ 41.7 C - 50
62.9	CHESTER	C-70	7357	Menard 60.5 C - 69
65.7	FORD	C-73	n6522 s6160	Raddle 77.0 C - 86
70.3	ROCKWOOD JCT.	C-77		Powder Plant 98.6 C - 98
72.4	CORA	C-80		Wolf Lake 99.7 C - 107
73.0	CORA JCT.	C-81		Ware 104.0 C - 113
76.3	RADDLE JCT.	C-85		McClure 113.0 C - 122
81.4	JACOB	C-90		Dudley 182.8 XD- 17
84.2	GORHAM	C-93	Yd.	Bess 179.7 XD- 14
84.8	CHAP	C-94		Fisk 176.1 XD- 11
90.5	HOWARDTON JCT.	C-100		Boeving 170.0 XD- 4
95.0	HALSEY JCT.	C-104		SSW southward trains originating Valley Jct. secure clearance.
108.0	POTTS	C-117		Trains originating Dupo enroute to Chicago Subdiv. secure clearance at Chester.
115.5	NILE	C-125		UP trains enroute Paragould secure UP clearance at Illmo.
119.7	SIMBCO	C-129		Trains originating Chester and trains from Pinckneyville Subdiv. except trains destined to Ford secure clearance Chester.
122.7	CAPEDEAU JCT.	C-132		30 MPH turnouts at SSW connection. Dual control switches between MP 9.4 and Poplar Bluff are 30 MPH turnouts except: Flinton-both ends yards, Chester-south end siding, 30 MPH turnout on SSW at north end Dexter Jct.
192.6	MISSOURI JCT.	C-179		Flashing Light Signal-U.S. Highway 60 East, Poplar Bluff crossing with track No. 105-Barnes Gro. Co. Ind. Lead. Push Button located 100 ft. on both sides of crossing.
191.4	DEXTER JCT.	XD-26		Trains and engines stop before passing Push Button Box and operate push button to actuate flashing light signal crossing U.S. Highway 60.
190.3	CHARLESTON JCT.			
190.1	DEXTER	XD-24	6406	
178.7	IVES	XD-13	9205	
172.1	JUNLAND	XD-6	9863	
165.7	POPLAR BLUFF	X-166	Yd.	
	196.5			

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

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

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

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

Missouri Div. jurisdiction MP 0-MP 9.9. 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 Paragould:

Sta. No.	SSW MP	Station	Sta. No.	SSW MP	Station
C-135	5.2	Ancell	C-175	48.8	Mo. Jct.
C-136	—	Scott City	C-185	59.5	Bernie
C-138	9.6	Quarry	C-190	64.3	Airsucle
C-149	21.4	Randles	C-191	67.7-57.9	Malden
C-151	23.7	Perkins	C-194	64.4	Campbell
C-154	26.4	Mesler	C-206	69.9	St. Francis
C-156	28.6	Nesgy	C-212	75.6	Piggott
C-157	29.7	Bell City	C-215	78.8	Greenway
C-159	32.2	Ardeola	C-222	85.6	Rector
C-162	35.0	Lozeta	C-229	90.7	Jay
C-164	37.0	Avort	C-239	103.0	Marmaduke
C-174	47.1	Paront			Blytheville Jct.

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

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

JOPPA BRANCH — ILLINOIS DIVISION

Radio communication via Channel One		Station Nos.	Sidings	Feet	Yard Limits: Benton Jct. to MP 300.1 MP 303.0 to MP 309.6
Mile Post	STATIONS				
298.2	BENTON JCT. ⊗ -2	ZC-298			Freeman Ind. Lead originates at Jenkins (5.0 Miles)
305.0	WEST FRANKFORT ⊗	ZC-305			Freeman Ind. Lead Max. Speed 10 MPH
308.8	JENKINS ⊗	ZC-309	3870		Business Tracks MP No. Johnston City 310.7 ZC-311
316.4	MARION ⊗ COE ⊗	ZC-317	2700		Freeman #4 313.3 ZC-313
324.0	NEILSON JCT. ⊗	ZC-324			Hudgens 321.8 ZC-322
329.3	GOREVILLE ⊗ -1	ZC-329	2655		Cypress 345.3 ZC-345
339.7	VIENNA JCT. ⊗	ZC-340			Chasco 348.5 ZK-348
351.5	KARNAK ⊗ NS ⊗	ZK-352	6840		Cook (on BN) ZK-367
363.3	JOPPA T	ZK-363	Yd.		Metropolis (on BN) ZK-370
	65.1				

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

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

Absolute Block in effect between MP 300.1 and MP 303.0; MP 309.6 and Neilson Jct; Neilson Jct. and Vienna Jct.; Vienna Jct. and Joppa. Authority for occupancy must be obtained from train dispatcher.

LOCK UP FOR SAFETY

SOUTH		Radio Communication via Channel Two, call-in One.				NORTH	
First Class	Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class	Mon. Wed. Sat.	
21 Pmgr.					22 Pmgr.		
PM 11 59	0.5	ST. LOUIS	MX-1			AM 7 40	
		1.8 Miles Via TRRA					
	2.3	GRAND AVE.					
	3.6	IRON MTN. JCT.	X-1				
	3.7	BN					
	10.6	DAVIS JCT.	X-8				
	6.8	2.7					
	12 37	BARRACKS JCT.	X-10		6 15		
	18.7	WICKES	X-19	4842			
	26.5	RIVERSIDE	X-26	4865			
	42.2	DE SOTO	X-42	6370			
	51.0	BLACKWELL	X-51	4311			
	57.0	CADET	X-57	4630			
	60.9	MINERAL POINT	X-61	4300			
	75.3	BISMARCK	X-75	4909			
	91.8	TIP TOP	X-92	4180			
	107.9	ANNAPOLIS	X-108	4474			
	117.7	GADS HILL	X-120	4296			
	127.3	PIEDMONT	X-127	6570			
	145.4	WILLIAMSVILLE	X-146	4382			
	164.6	BLACK RIVER JCT.	X-164				
s3 43	165.5	POPLAR BLUFF	X-166	Yd.	3 45		
AM		162.3				AM	

Missouri Div. jurisdiction St. Louis to Barracks Jct.
 Between Grand Avenue and Iron Mountain Jct. two main tracks designated east track and west track signaled for movement with current of traffic only.
 Between Iron Mountain Jct. and Davis Jct. single main track, signaled for movement in both directions.
 Between Grand Ave. and Iron Mt. Jct. Rule 251 in effect.
 Between Iron Mtn. Jct. and Davis Jct. absolute block in effect and absolute blocks established between:
 Koeln Ave., MP 9.61 and Wilmington Ave., MP 8.24.
 Wilmington Ave., 8.24 and Fyler Yard, MP 5.30.
 Fyler Yard, MP 5.30 and Iron Mountain Jct.
 Authority for occupancy must be obtained from control operator Grand Ave.

PEA RIDGE BRANCH — ILLINOIS DIVISION

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

Absolute Block in effect and block limits established between MP 59.0 and MP 72.4; MP 72.4 and MP 83.1.
 Authority for occupancy must be obtained from train dispatcher.

Operation on TRRA between St. Louis and Grand Ave.

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

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

Two main tracks between Black River Jct. and Poplar Bluff. DeSoto subdiv. trains originating Lesperance St. secure clearance at Vandeventer.

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

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

SIKESTON BRANCH — ILLINOIS DIVISION

Mile Post	Radio Communication via Channel Two.		Station Nos.	Maximum Speed	30 MPH (Approach Highway 61 Crossing, Sikeston, prepared to stop for highway traffic.)
	SOUTH	NORTH			
216.4	END OF TRACK				
211.4	5.0	SIKESTON	XD-46		
211.0	0.4	BN			
191.3	19.7	DEXTER JCT. SSW G	XD-26		
		25.1			

Absolute Block in effect and block limits established between: MP 191.4 and MP 211.0; MP 211.0 and MP 216.4. Authority for occupancy must be obtained from train dispatcher.

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

Business Tracks	MP	Sta. No.
Delta SSW G	149.4	D-74
BN G	157.4	
Oran	158.1	D-83
Newman Spur	160.2	D-85

Permission must be secured from SSW Dispatcher before occupying SSW siding or leadtrack to siding Delta.

8 PINCKNEYVILLE SUBDIV. — ILLINOIS DIVISION

Maximum Speed (Except as below) MPH	MPH	Radio communication via Channel Two, call-in Two.		Station Nos.	Sid- ings Feet
		SOUTH ▼ STATIONS	NORTH ▲		
Between Mile Posts	35				
64.0 and 65.9	20				
65.9 and 77.0	30				
Pinckneyville to Pyatts via ICG	10	64.0	CHESTER	⊙ T	C-70
North leg of wye		72.0	WELGE		CA-10 4540
Pinckneyville	10	77.3	STEELVILLE		CA-16 9007
101.7 and 103.7	10	79.4	PERCY	⊙ ICG	CA-18
111.0 and 121.5	25	83.7	NEW WILSON		CA-23 5225
121.5 and 121.6	10	92.5	PINCKNEYVILLE	⊙ ICG	CA-31 Yd.
121.6 and Mt. Vernon	20	95.5	SHAKE RAG		CA-34
Rule 10(D) not in effect	Sta. No.	102.7	TAMAROA	⊙ ICG	CA-41
Business Tracks Pyatts-Fidelity Mine (via ICG at Pinckneyville) (8.4 miles)	CA-39	111.2	SCHELLER		CA-49 Yd.
Leahy (via ICG at Percy) 10 MPH (3.8 miles)	CA-22	111.6	⊙ ICG		
Between Percy and Leahy operation on ICG.		115.0	WALTONVILLE	⊙ BN	CA-53
		121.8	JSW JCT.	⊙	CA-60
		124.6	MT. VERNON	⊙ ⊙	ZC-276 Yd.
			60.8		
Yard Limits: MP 120.0 to Mt. Vernon.					

Absolute block in effect between MP 64.0 and MP 120.0. Authority for occupancy must be obtained from train dispatcher.

Block Limits established between:

MP 64.0 to MP 65.9;	MP 83.1 to MP 90.8;
MP 65.9 to MP 71.6;	MP 90.8 to MP 95.6;
MP 71.6 to MP 77.4;	MP 95.6 to MP 103.3;
MP 77.4 to MP 79.4;	MP 103.3 to MP 111.3;
MP 79.4 to MP 83.1;	MP 111.3 to MP 120.0.

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	
Load yard switch Cap. Mine	3 MPH
Do not leave cars on scale track.	

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

BURNING STAR NO. 2 (4.5 Miles) Originates at Shake Rag

Burning Star No. 2 Mine 101.2 CA-38

ORIENT (2.9 Miles) Originates at Scheller

ICG Jct.	111.5
⊙ BN	113.5
Orient Mine No. 6	114.1 CA-52

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

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

STE. GENEVIEVE BRANCH — ILLINOIS DIVISION 9

Yard Limits: Riverside-Crystal City		Radio Communication via Channel Two, Call-in One		Station Nos.	Sid- ings Feet
Mile Post	SOUTH ▼ STATIONS	NORTH ▲			
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					
82.0	THOMURE		MB-0		
83.0	STE. GENEVIEVE	T ⊙	MB-2		
29.2					
Operation on PPG Co. tracks between Crystal City and Crystal Jct. Max Speed 10 MPH. Max. gross wt. Crystal City to end of track 220,000 lbs.					
Moshier Branch: Ste. Genevieve to Derby Jct. 35.2 miles. Yard Limits entire branch. Maximum Speed 10 MPH					
Business Tracks MP No.					
Moshier 87.0 MB-5					
MFA 91.5 MB-9					
Ogborn 110.7 MB-27					
Esther 115.2 MB-32					
Derby Jct. 118.2 MB-36					
Trains or engs. must not occupy following public crossings at grade without first providing flag protection for vehicular traffic by a member of the crew on the ground at the crossing: MP 116.4 Route 32; MP 114.3 Route 0; MP 110.8 Route D; MP 101.7 Route 32.					

SPARTA BRANCH — ILLINOIS DIVISION

Maximum Speed (Except as below) MPH	MPH	Radio Communication via Channel Two, Call-in Two		Station Nos.	Sid- ings Feet
		SOUTH ▼ STATIONS	NORTH ▲		
Between Mile Posts	35				
Chicago Subdiv. Conn. and 30.0	10				
30.0 and 48.2	25				
54.5 and 56.2	10				
69.0 and 77.2	25				
80.2 and 83.0	10				
Operation on ICG Branch Jct. to ICG Jct.; North Sparta to South Sparta.					
Yard Limits: MP 48-17 to MP 60-0 and MP 80.2 to End of Track at Kellogg.					
Business Tracks MP Sta. No.					
Selmaville	3.0	MI-4			
Hoyleton	23.2	MI-24			
Oakdale	40.9	MI-41			
IP Co.	47.0	MI-47			
Zeigler					
Mine # 11	51.5	MI-51			
Evansville	69.6	MI-70			
Absolute block in effect between: Salem to MP 32.0 MP 32.0 to MP 48.7 MP 60.0 to MP 68.7 MP 68.7 to Gage Jct. The train dispatcher is authorized to grant occupancy.					
0.0	SALEM	⊙	ZC-252		
11.1	BRANCH JCT.	⊙	MI-12		
13.5	CENTRALIA		MI-14		
14.0	ICG JCT.	⊙ BN G	MI-15		
14.5	OIL CENTER		MI-16		
32.6	NASHVILLE	⊙ SBD	MI-34		
48.7	COULTERVILLE	⊙ ICG	MI-49	1948	
57.4	SPARTA	⊙ -2 ⊙	MI-58	Yd.	
68.5	PAUTLER		MI-69	2855	
77.7	GAGE JCT.				
2.5 MI. VIA CHESTER SUBDIV.					
80.2	FLINTON	⊙	MI-80	Yd.	
83.0	KELLOGG	⊙	MI-82	Yd.	
83.0					

CAPE GIRARDEAU BRANCH — ILLINOIS DIVISION

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

Maximum Speed 30 MPH
Absolute block in effect between Rush Jct. and Capeau Jct. Authority for occupancy must be obtained from train dispatcher.

YOU ARE
"SAFE AS YOU THINK"

SOUTH			NORTH		
First Class	Mile Post	Radio Communication via Channel One, call-in Two.	Station Nos.	Sidings Feet	First Class
21 Pgr.					22 Pgr.
Mon. Wed. Sat.		STATIONS			Mon. Wed. Sat.
AM 3 47	165.5	POPLAR BLUFF T@-2X	X-166	Yd.	AM s3 42
	165.6	0.1 4TH STREET			
	165.7	0.2 HENDERSON X			
	167.5	1.8 SOUTH POPLAR X			
	170.0	2.5 STANLEY X X-170			
	172.9	2.9 HARVIEL JCT. ⊖ X-173			
	180.4	7.5 NEELYVILLE X-180	8302		
	192.2	11.8 CORNING ⊕-2 X-192	8300		
	199.0	6.8 KNOBEL X-199	9698		
	202.9	3.9 PEACH ORCHARD X-203	8159		
	214.4	11.5 O'KEAN X-214	8204		
	223.6	9.2 MURTA JCT. ⊖ X-223			
s4 42	224.9	1.3 WALNUT RIDGE X-225			s2 32
	226.3	1.4 HOXIE ⊗ BN ⊕ ⊖-2 X-226	8515		
	228.5	2.2 MINTURN JCT. ⊖ X-228			
	238.9	10.4 ALICIA X-239	8318		
	251.8	12.9 TUCKERMAN X-252	8326		
	258.1	6.3 CAMPBELL JCT. X-258			
	259.5	1.4 DIAZ JCT. T X-259			
s5 19	261.7	2.2 NEWPORT ⊕-2 X-262	Yd.		s1 57
	263.9	0.2 NORTH BRIDGE JCT. X-264			
	264.1	0.4 WHITE RIVER ⊕ ⊙ X-265			
	264.5	5.2 SOUTH BRIDGE JCT. X-265			
	269.7	4.6 JIFFY X-269			
	274.3	3.8 GLAISE JCT. ⊖ X-275			
	278.1	8.6 BRADFORD X-278	9964		
	286.7	1.7 RUSSELL JCT. X-286			
	288.4	1.3 BALD KNOB ⊕-2 T X-288	14580		
	289.7	6.7 JUD X-289			
	296.4	2.0 KENSSETT X-296			
	298.4	8.1 HIG X-298			
	306.5	6.2 MACK X-306			
	312.7	6.5 BEEBE ⊕-2 X-313			
	319.2	11.5 WACROSS X-320			
	330.7	1.4 JAX X-331			
	332.1	7.3 JACKSONVILLE T X-332			
	339.4	4.2 NORTH END YARD			
	343.6	2.0 N. LITTLE ROCK ⊕ T X-344	Yd.		
s6 52 AM	345.6	L. ROCK AMTK STA.	X-346		12 37 AM

180.1

MPH	Psgr. Frt.	Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.	Sta. No.
Maximum Speed	75 60		
(Except as below)			
Between Mile Posts	30 30	Business Tracks	MP No.
165.3 and 165.6	70 —	Delaplaine	207.6 X-208
172.1 and 172.9	65 —	Olyphant	269.8 X-270
179.2 and 179.3	70 —	Judsonia	292.6 X-293
184.9 and 185.1	50 40	Higginson	299.7 X-300
191.6 and 192.9	70 55	McRae	308.2 X-308
192.9 and 193.3	50 50	Ward	317.6 X-318
224.3 and 227.8	45 45	Cabot	323.0 X-323
Minturn Jct.—thru turnout	50 50	Valentine	336.1 X-336
258.0 and 263.9	35 35		
263.9 and 264.6	70 —		
264.6 and 265.0	40 40	Jacksonville Ind. Lead: 2.8 miles. Max. Speed 10 MPH originates at Jacksonville: Jacksonville - LRAFB.	
266.6 and 266.9	60 —		
288.1 and 288.6	55 55	DK & S Branch: 5.5 miles between Kensett, Doniphan and Searcy. Yard Limits entire branch. Max. Speed 20 MPH, except 10 MPH on curves.	
292.1 and 292.7	70 —		
292.7 and 293.1	65 —		
294.1 and 294.6	60 —		
322.4 and 323.6	65 —		
333.2 and 333.5	65 —		
339.4 and 339.6	40 40		
339.6 and 374.4	15 15		
North and South Wye Bald Knob			

ABS West departure lead N. Little Rock.
 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.
 Dual control switches are 30 MPH turnouts except:
 Poplar Bluff — MP 165.6 crossover East Main — To north end Poplar Bluff yard.
 Hoxie — 3 switches north end of siding.
 Newport — West main track to south end of yard.
 Bald Knob — All switches coal chute crossover — siding and Memphis Subdiv. conn.
 N. Little Rock — East departure lead, 3 switches north end receiving yard, main track crossovers at crest.
 N. Little Rock — West departure lead Max. Speed 30 MPH.
 East departure lead, Trim 1 and Trim 2 Max. Speed 20 MPH.
 Hot Box and Dragging Equipment Detectors located at ⊕MP 188.6, ⊕MP 207.6, ⊕MP 232.5, ⊕MP 255.3, ⊕MP 283.4 and ⊕MP 312.3.

LITTLE ROCK TERMINAL DIVISION

Jurisdiction includes Little Rock, East Little Rock and N. Little Rock.
 Before occupying Highway 365 crossing, Big Rock Lead Spur E. Little Rock, Ark., crews must know crossing gates are down to afford protection.
 N. Little Rock — West departure lead Max. Speed 30 MPH.
 East departure lead, Trim 1 and Trim 2 Max. Speed 20 MPH.
 Do not exceed 15 MPH on both legs of Van Buren wye.
 Radio Communication Via Channel 2.

	MP	Sta. No.
Rock St. Branch: North Little Rock to East Little Rock, 5.6 miles. Yard Limits entire branch. Max. Speed... 10 MPH		
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.

Carlisle Branch:
 North Little Rock to Carlisle 29.2 miles. Yard Limits entire branch.
 Maximum speed 20 MPH except MP 117.1 to MP 113.2 10 MPH.
 MP 131.9 to MP 130.5 10 MPH.

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

**“THINK”
 DO IT THE SAFE WAY**

14 NORMAN BRANCH — ARKANSAS DIVISION

Maximum Speed (except as below)	MPH	Radio Communication via Channel One			Station Nos.
Between Mile Posts	25	SOUTH ▼	NORTH ▲		
		STATIONS			
448.0 and 457.4	20	426.3	GURDON	⊙-1 T	X-426
457.4 and 457.7	10	441.0	OKOLONA		XL-15
457.7 and 472.0	20	446.5	PIKE CITY JCT.	⊙	XL-20
472.0 and 472.1	10	454.0	GRAYSONIA		XL-28
472.1 and 479.2	20	465.3	AMITY		XL-39
Yard Limits Gurdon to MP 430.0; MP 446.0 to MP 448.0		473.5	GLENWOOD		XL-47
Business Tracks	MP	479.2	BIRDS MILL		XL-52
Summit	No. XL-7				
Rosboro	XL-43				
Pike City Ind. lead (3.3 miles)					
Pike City Jct. — Pike Max. Speed 10 MPH.					
Pike	XL-23				
Absolute block in effect between: MP 430.0 and MP 446.0; MP 448.0 and MP 479.2.					
Authority for occupancy must be obtained from train dispatcher.					

NASHVILLE BRANCH — ARKANSAS DIVISION

Maximum Speed (except as below)	MPH	Radio Communication via Channel One			Station Nos.
Between Mile Posts	30	SOUTH ▼	NORTH ▲		
		STATIONS			
457.1 and 458.0	10	457.5	HOPE	⊙-1 ⊙	X-458
483.2 and 483.3	10	483.1	NASHVILLE	⊙ GN & A ⊙	XJ-26
484.0 and 492.0	25	493.1	PERKINS	⊙	XJ-36
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 459.0; Nashville MP 481.2 to MP 484.0; MP 492.0 to end of subdivision.					
Absolute block in effect between: MP 459.0 and MP 481.2 MP 484.0 and MP 492.0					
Authority for occupancy must be obtained from train dispatcher.					
Business Tracks					
North Hope — XJ-4.					
Ozan Creek MP 472.0 — XJ-13.					

MEMPHIS SUBDIV. — ARKANSAS DIVISION

Radio Communication via Channel One, Call-in Two		Station Nos.	Siding Feet	Maximum Speed (except as below)	MPH
Mile Post	WEST ▼ STATIONS EAST ▲				
380.7	MEMPHIS (Sargent Yd.) ⊙	XG-93	Yd.	298.2 and 298.6	30
	0.1			298.6 and 299.1	40
380.6	KC JCT. ⊙ SOU G			331.8 and 334.8	40
	2.4			334.8 and 336.1	50
378.2	TEXAS ST. ⊙ ICG ⊙			345.5 and 346.4	50
	0.1			375.2 and 378.1	25
378.1	KENTUCKY ST. ⊙			ICG ⊙ — Forest	
	1.6			Yard on SOU Main	
376.5	HARAHAN			Trucks	10
	0.7			Kentucky St. — ICG ⊙	10
375.8	BRIDGE JCT. ⊙ BN ⊙	XG-88		ICG ⊙ — Old Aulon	
	0.6			Tower on SBD Track	10
375.2	BRIARK	XG-87		ICG Southwest Wye at	
	5.2			Iowa Avenue	5
370.0	PRESLEY JCT. ⊙ BN ⊙	XG-82		ICG West Jct. via Wye	
	8.5			and MV Track	10
361.5	CRAWFORDSVILLE	XG-74	9760	Trains originating Memphis	
	13.2			secure clearance prior to passing	
348.3	SMITHDALE	XG-60	7697	Kentucky St.	
	15.9			Business	
332.4	WYNNE ⊙ UP ⊙	C-304	8618	Trucks	MP
	13.6			Rio Vista	XG-6
318.8	FAIR OAKS ⊙ SSW ⊙	XG-31	9489	Patterson	XG-19
	18.8			McCrory	⊙-2, 309.3 XG-21
300.0	NEW AUGUSTA	XG-12	6196	Hamlin	324.7 XG-37
	1.5			Levesque	337.5 XG-50
298.5	WHITE RIVER ⊙ ⊙			Parkin	346.9 XG-59
	10.6			Earle	⊙-2, 352.1 XG-60
287.9	BALD KNOB	⊙-2T	X-288	Gavin	368.0 XG-80
	92.8			W. Memphis	
				Ind. Ld.	370.0 XG-85

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

VAN BUREN SUBDIV. — ARKANSAS DIVISION 15

Maximum Speed (Except as below)	MPH	Radio communication via Channel One, Call-in Two			Station Nos.	Siding Feet
Between Mile Posts	50	SOUTH ▼	NORTH ▲			
		STATIONS				
343.2 and 346.0	25	497.2	VAN BUREN	⊙-2T	L-158	10436
357.5 and 359.3	45					
359.3 and 359.8	35	486.0	DYER		L-146	7703
371.0 and 382.1	45					
385.9 and 386.1	45					
391.4 and 392.9	30					
412.8 and 412.9	45					
415.0 and 419.9	35					
426.8 and 427.0	45					
434.5 and 434.9	45					
464.3 and 467.3	45					
471.6 and 474.5	40					
479.5 and 479.7	45					
North and South Wye N. Little Rock	15					
Business	MP					
Tracks	Sta. No.					
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					
Peabody	447.5 L-110					
Hoyt	445.8 L-108					
Knoxville	433.6 L-91					
AP&L Spur	424.5 L-83					
Cargill	423.4 L-82					
Atkins	405.8 L-63					
Banquet Foods	404.2 L-63					
AP&L Spur No. 2	362.3 L-19					
Maumelle	355.3 L-13					
Marche Spur	353.3 L-10					
Jeffrey	349.5 L-6					
Levy	345.7 L-3					
Clarksville Branch: 8.4 Miles						
Clarksville Jct. To Clarksville						
Max. Speed 20 MPH. Yard Limits						
Entire Branch						
Clarksville	443.7 L-101					
King Switch	441.9 L-99					
Lambrick Spur	440.7 L-97					
Lamar	438.5 L-95					
Clarksville Jct.						
Storage	435.3 L-93					

Before D. & R. trains or engines enter Union Pacific main track at Russellville, permission must be obtained from Operator.

25 MPH turnouts both ends siding Mayflower, Menifee, Blackville, Worthen, Scotia, Alix, Popping and Dyer.
Dual control switches are 30 MPH except Maumelle Lead and West Leg of Wye North Little Rock.
Do not exceed 45 MPH if train averages from 80 to 100 gross tons per car. Do not exceed 35 MPH if train averages over 100 gross tons per car.

PARIS BRANCH — ARKANSAS DIVISION

Rule 99 (4) in effect.		Radio communication via Channel One, Call-in Two			Station Nos.	Siding Feet
Yard Limits: MP 504.5 to MP 515.00.		SOUTH ▼	NORTH ▲			
Maximum Speed (Except as below)	MPH	STATIONS				
497.2	25	497.2	VAN BUREN	⊙ T	L-158	
507.5 to MP 513.0	10					
Business	MP					
Tracks	Sta. No.					
Barling	518.1 LD-16					
Lavaca	526.3 LD-24					
Branch	540.0 LD-38					
Ratcliff	544.1 LD-42					
Ft. Smith Yard:						
Nth. R. St.	⊙ BN G					
Nth. L. St.	⊙ KCS ⊙					
Absolute block in effect between MP 515.00 and end of track Paris. Block limits estab- lished between: MP 515.0 and MP 520.0 MP 520.0 and MP 536.0 MP 536.0 and MP 553.1						
Authority for occupancy must be obtained from train dispatcher. Stop and Protect: Midland St. Suburban Lead Ark Hiway 109						

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

Radio Communication and call in via Channel One except Channel One between Paragould and Jonesboro Jct. and on Helena Ind. lead.				Station Nos.	Sidings Feet	Maximum Speed MPH	
Mile Post	SOUTH	STATIONS	NORTH				
219.9	▼	PARAGOULD	⊙	C-243	8938	MP 235.5 — MP 407.5 (Except as Below) 60	
221.6	▼	1.7 PARAGOULD JCT.		C-245		Between Mile Posts 235.3 and 235.5 and 242.1 and 243.6 30	
		13.7 Miles via SSW					
235.3	▼	JONESBORO JCT.		C-259		242.1 and 243.6 45	
238.0	▼	2.7 JONESBORO ⊙ BN ⊙	⊙-2	C-262	8080	278.3 and 280.7 40	
256.7	▼	18.7 HARRISBURG		C-280	7794	295.2 and 297.7 25	
278.0	▼	21.3 NORTH WYNNE				312.0 and 313.6 30	
281.0	▼	3.0 WYNNE ⊙ UP ⊙	⊙-2 T	C-304	6944	326.4 and 326.7 50	
290.9	▼	9.9 CALDWELL		C-314	7527	365.4 and 366.4 30	
295.9	▼	5.0 FORREST CITY ⊙ SSW ⊙		C-319		372.5 and 376.0 40	
314.0	▼	18.1 MARIANNA		C-337	6776	376.0 and 382.5 30	
325.5	▼	11.5 LEXA	⊙-2	C-349	8792	406.8 and 407.5 20	
326.5	▼	1.0 HELENA JCT.	T ⊙	C-351		Yard Limits: MP 406.8 to MP 407.5	
339.5	▼	13.0 LAKEVIEW		C-363	6953		
368.7	▼	29.2 SNOW LAKE	⊙-2	C-392	6985		
377.8	▼	9.1 WHITE RIVER ⊙ ⊙					
381.1	▼	3.3 MEDINA		C-405			
382.0	▼	0.9 ARKANSAS RIVER ⊙					
387.0	▼	5.0 WATSON	⊙-2	C-411	6946		
406.8	▼	19.8 NORTH McGEHEE	⊙				
407.5	▼	0.7 McGEHEE	⊙ ⊙-2 T	C-432	Yd.		
		188.2					

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

Operation on SSW Between Jonesboro Jct and Paragould Jct.
SSW Stations Paragould Jct. and Jonesboro Jct.:
Station SSW MP
Brookland 115.7
Farville 117.8

Wynne ⊙ — Train dispatcher is the operator per rule 312 (2).
Hot box and dragging equipment detectors located at ⊙MP 250.6, ⊙MP 268.5, ⊙MP 287.1, ⊙MP 309.9, ⊙MP 329.2, ⊙MP 350.9, ⊙MP 371.0 and ⊙MP 389.0.
Detectors located at MP 371.0 and MP 389.0 are also equipped with high-wide detectors. These detectors are equipped with a three light array on cantilever over track. Center light dark indicates high load. Right or left light dark indicates wide load on side indicated. When dark light encountered, stop train at once and inspect entire train as indicated.
When approaching this detector if all 3 lights are not illuminated, stop at once and inspect entire train for high-wide, hot boxes and dragging equipment.
Dual control switches are 30 MPH turnouts except south end siding Lexa and Helena Jct.
Train orders, clearances and messages received by southward trains Illmo to Paragould will be turned over to relieving crew at Paragould. Train orders, clearances and messages received by northward trains McGehee to Paragould will be turned over to relieving crew at Paragould. If relief crew is not on duty, both inbound and outbound crews be governed by Rule 215.

Helena Branch: Helena Jct. to Helena 12.0 miles — Max. speed 20 MPH except 10 MPH MP 336.2 to MP 338.2. Yard Limits entire branch.

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

Rule 99 (4) in effect. Maximum Speed (Except as below) 25 MP 526.1 — MP 553.6 10 MP 567.0 — Huttig Jct. 10 Inside IMC Plant Sterlington 5				Station Nos.	Sidings Feet	Maximum Speed MPH	
Mile Post	SOUTH	STATIONS	NORTH				
527.2	▼	HUTTIG					
530.3	▼	3.1 LITROE					
542.8	▼	12.4 HAILE					
553.7	▼	10.9 OUACHITA RIVER ⊙ ⊙					
554.0	▼	0.2 STERLINGTON					
568.1	▼	14.4 ⊙ A & L M ⊙	⊙				
568.6	▼	0.5 HUTTIG JCT. ⊙	⊙				
		0.4 MONROE	T ⊙-2				
		41.4					

Rule 99 (4) in effect. Yard Limits: MP 442.0 to MP 447.3; MP 460.3 to end of track. Maximum Speed 30 MPH Note — Trains and engines move over crossing, MP 445.7 when protected by crew member.				Station Nos.	Sidings Feet	Maximum Speed MPH	
Mile Post	SOUTH	STATIONS	NORTH				
422.6	▼	DERMOTT					
445.3	▼	22.6 MONTICELLO ⊙ AD & N ⊙	⊙				
461.4	▼	16.1 WARREN	⊙				
		38.7					

Rule 99 (4) in effect (Except as below) 25 Between Mile Posts 481.0 and 499.0 10 503.0 and 514.0 10 532.0 and 557.0 10 641.8 and Ferriday 10 Business Tracks MP No. Sta. No. Trippe 412.1 K-106 Chicot 440.0 K-135 Shelburn 463.1 K-158 H & W Warehouse 463.8 K-159 Hollybrook 474.4 K-169 Transylvania 478.5 K-173 Talla Bena. T 490.9 K-186 Goldman 544.4 K-240 Azucena 549.4 K-245 YARD LIMITS McGehee to MP 410.2 MP 557.0 to Ferriday Talla Bena Ind. Lead 2.2 miles — Maximum speed 10 MPH				Station Nos.	Sidings Feet	Maximum Speed MPH	
Mile Post	SOUTH	STATIONS	NORTH				
408.1	▼	McGEHEE	⊙ ⊙-2 T	C-432	Yd.		
424.1	▼	16.0 MACON LAKE		K-118			
431.3	▼	7.2 LAKE VILLAGE		K-126	2574		
446.8	▼	15.5 EUDORA		K-141	2654		
470.1	▼	23.3 LAKE PROVIDENCE		K-165	2597		
487.4	▼	17.3 SONDEIMER		K-182			
498.4	▼	11.0 TALLULAH ⊙ ICG ⊙		K-194	2051		
511.5	▼	13.1 QUIMBY		K-207			
523.3	▼	11.8 NEWELLTON		K-219	2607		
533.7	▼	10.4 ST. JOSEPH		K-229			
546.1	▼	12.4 WATERPROOF		K-242			
557.2	▼	11.1 CLAYTON	⊙	E-210			
637.2	▼	5.5 FERRIDAY	⊙	E-216	Yd.		
		154.6					

STOP AND PROTECT				Business Tracks	MP	Sta. No.
U.S. Highway 65	MP	517.2				
Parish Road	MP	523.8				
L.A. Highway 607	MP	528.1				
L.A. Highway 897-6	MP	538.8				
L.A. Highway 568	MP	544.5				
L.A. Highway 56-B	MP	594.4				
L.A. Highway 568	MP	642.1				
Concordia Jct.	MP	643.4				E-217
Vidalia	MP	651.6				E-226
Natchez	MP					E-227

18 PINE BLUFF SUBDIV. — ARKANSAS DIVISION

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH
	SOUTH	NORTH			
	STATIONS				
343.6	N. LITTLE ROCK	I ⊕ T	X-344	Yd.	LR Jct. — MP 371.3 (Except as below) 50
347.2	3.6				Between Mile Posts
344.2	LR JCT.				LR Jct. and 346.1 35
	3.1				346.1 and 346.3 30
347.3	BIDDLE		XZ-000	7221	346.3 and 349.3 40
	6.8				371.3 and 447.2
354.1	HIGGINS		K-9	9150	(Except as below) 60
	10.4				385.8 and 389.7 20
364.5	HENSLEY		K-19	8700	427.5 and 428.3 35†
	6.0				446.2 and 447.8 20
370.5	WHITE BLUFF	⊕ -2	K-25		Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.
	16.9				
387.4	⊕ SSW ⊕				Business Sta. Tracks MP No.
	3.5				Drury Spur 350.3 K-5
390.9	PINE BLUFF	⊕ ⊕ -2	K-43	10286	Sweet Home 351.7 K-6
	18.7				Redfield 368.9 K-23
409.6	GRADY		K-64	9820	Baldwin 381.8 K-36
	21.2				Fairfield 394.2 K-49
431.0	PICKENS		K-86	9446	Noble Lake 398.3 K-53
	16.2				Moscow 402.5 K-57
447.2	McGEHEE	⊕ -2T	C-432	Yd.	Varner 415.0 K-70
					Gould 420.2 K-75
					Dumas 427.9 K-82
					Tillar 440.7 K-95
					Helena Chem. 446.6 K-100

106.6

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

MONROE SUBDIV. — ARKANSAS DIVISION

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH
	SOUTH	NORTH			
	STATIONS				
408.1	McGEHEE	⊕ -2 T	C-432	Yd.	408.1 and 531.6 (Except as below) 60
	7.5				Between Mile Posts
415.6	DERMOTT		C-439		408.4 and 409.2 20
	6.3				414.5 and 416.6 35
422.0	HUDSPETH		C-446	8873	449.4 and 449.6 50
	18.0				455.2 and 455.6 50
440.1	SUNSHINE		C-464	9010	473.1 and 474.0 25†
	20.5				480.9 and 481.0 25†
460.8	BONITA		C-484	9135	486.3 and 498.9 50
	20.1				498.9 and 504.3 30
481.0	COLLINSTON	⊕ -2 T	C-505	9058	507.0 and 507.4 50
	10.7				524.5 and 525.1 50
491.8	SWARTZ		C-515	8872	528.1 and 531.6 30
	9.2				513.6 — Texmo Jct. (Except as below) 50
501.0	HUTTIG JCT.	T	C-524		537.4 and 537.8 30†
	0.1				558.6 and 559.0 30
501.1	⊕ ICG ⊕	⊕			571.8 and 575.3 40
	1.8				582.3 and 585.7 40
502.9	MONROE	⊕ -2	C-525	13840	590.2 and 590.6 40†
	13.7				593.1 and 593.2 30
516.6	BOSCO		C-540	9387	597.1 and Texmo Jct. 30
	11.6				Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.
528.2	OUACHITA RIVER	⊕ ⊕			
	6.7				MP 581 is omitted. The next mile post beyond MP 580 is MP 582.
535.1	GRAYSON	⊕ -2	C-558	9200	Yard Limits: MP 596.6 to Texmo Jct.
	13.6				6 axle units must not operate over wye Collinston.
548.7	OLLA		C-572	7952	
	12.8				
561.6	GEORGETOWN	⊕ LOAM ⊕ ⊕ -2	C-585	8003	
	15.3				
576.9	ANTONIA		C-601	9584	
	14.2				
592.6	TIOGA	⊕ L&A ⊕	C-616	8029	
	2.5				
595.1	⊕ L&A ⊕				
	1.4				
596.5	RED RIVER	⊕			
	0.1				
596.6	RED RIVER JCT.	⊕	C-620		
	1.1				
597.8	TEXMO JCT.	⊕	TB-196		
	3.7				
601.5	ALEXANDRIA	⊕ ⊕	C-625	Yd.	

190.8

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv. Radio communication at Alexandria: operator channel one, yardmaster channel two. ABS — Double track between Red River Jct. and Texmo Jct. Rule 251 in effect. Dual control switches are 30 MPH turnouts except Texmo Jct. 30 MPH turnouts: North end sidings Pickens, Hudspeth, Sunshine, Bonita, Bosco, Olla, Tioga; South end sidings Collinston, Grayson, Georgetown, Antonia. Hot Box and Dragging Equipment Detectors located at ⊕ MP 438.1, ⊕ MP 469.2, ⊕ MP 485.1, ⊕ MP 525.8, ⊕ MP 545.7, ⊕ MP 569.4 and ⊕ MP 586.8.

TIMETABLE NO. 3

MONROE SUBDIV. — ARKANSAS DIVISION 19

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

MISSOURI DIVISION

The following jurisdiction of the Missouri Division is designated as St. Louis Terminal:

Pana Subdivision — St. Louis — MP 273.7
 Chester Subdivision — MP 0 — MP 9.9
 De Soto Subdivision — St. Louis — Barracks Jct.
 Sedalia Subdivision — St. Louis — MP 14
 Carondelet Subdivision and Lesperance Subdivision.

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

On Municipal Bridge — Maximum speed 20 MPH, except 10 MPH through all turnouts.

Radio communications St. Louis Terminal via channel 2.

Union Pacific dispatcher frequencies 1 and 2 must not be used in St. Louis Terminal.

CARONDELET BRANCH — MISSOURI DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	⊕ Crestwood, MP 13.9 to MP 15.8
13.0	KIRK JCT.		⊕ ⊕	MX-12	Maximum Speed 20 MPH.
	0.6				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 ⊕				
	3.0				
16.6	GRANT			GH-4	
	7.1				
23.8	BROADWAY JCT.		T	GH-11	
	10.8				

Absolute block in effect between Kirk Jct. and Broadway Jct. Authority for occupancy must be obtained from control operator Grand Ave.

Block limits established between:

Kirk Jct. and Sappington Road
 Sappington Road and Highway 21
 Highway 21 and Reavis Barracks Road
 Reavis Barracks Road and Broadway Junction

LESPERANCE SUBDIV. — MISSOURI DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Two main tracks between Lesperance St. and Nagel St. Maximum Speed MPH (except as below) 20
0.0	GRATIOT ST.		⊕ ⊕		Elevated Track
	0.5				Between 8th St., and Rutger St. 10
0.5	POPLAR ST. JCT.		⊕	X-3	Gratiot St. Through Interlocking. 10
	0.6				
1.1	LESPERANCE ST.		⊕ ⊕		
	5.7				
6.8	DAVIS JCT.		⊕	X-8	
	6.8				

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

TIMETABLE NO. 3

WEST		Mile Post	STATIONS	Station Nos.	Sidings Feet	EAST	
First Class						First Class	
31 Psg. Daily	33 Psg. Daily					30 Psg. Daily	32 Psg. Daily
		0.0	GRATIOT ST. ① ②				
		1.3	EWING AVENUE ① T ②				
		2.3	GRAND AVE. ②	MX-2			
			1.8 Miles Via TRRA				
5 05	8 05	0.5	ST. LOUIS ①	MX-1		2 15	9 00
		2.3	GRAND AVE. ②	MX-2			
		3.6	IRON MTN. JCT. ② ③	X-1			
		6.8	MAPLEWOOD ①	MX-7			
		10.8	WEBSTER ② ③	MX-11			
		13.2	KIRK JCT. ①	MX-12			
s5 28	s8 26	13.4	KIRKWOOD ② ③ -2	MX-13	s1 44	s8 28	
		18.7	PARK ①	MX-18			
		23.4	BOYD ①	MX-22			
		32.2	DOZIER ①	MX-31			
		37.0	SUMMIT ①	MX-37			
		43.7	WEST LABADIE ①	MX-44			
		46.5	SOUTH POINT ①	MX-52			
		51.7					
		54.9	WASHINGTON ① X ② -2	MX-54			
		57.7	PACE ①	MX-58			
		86.2	GASCONADE JCT. ①	MX-86			
		90.9	MORRISON JCT. ①	MX-91			
		100.2	CHAMMOIS ①	MX-100			
		102.0	AMES ①	MX-102			
		116.7	BONNOT JCT. ①	MX-116			
		117.3	OSAGE JCT. ①	MX-117			
		124.3	MOREAU ①	MX-124			
s7 18	s10 12	125.5	JEFFERSON CITY ② ③ -2	MX-125	s12 01	s6 43	
		7 22	RIVER JCT. ①	MX-128	11 49	6 34	
		7 35	CENTERTOWN ①	MX-140	9080	11 36	6 21
		7 45	CALIFORNIA ①	MX-150	3947	11 26	6 11
		8 00	DOW ①	MX-166	8556	11 11	5 56
		8 10	OTTERVILLE ①	MX-175	1131	11 01	5 47
		8 16	SMITHTON ①	MX-181	3266	10 57	5 42
		187.7	② MKT ②				
s8 25	s11 16	188.9	SEDALIA ① ② -2 T	MX-188	4615	s10 50	s5 34
		8 34	DRESDEN ①	MX-195	7658	10 40	5 25
		8 46	KNOBNOSTER ①	MX-208	6097	10 28	5 13
s8 56	s11 57	218.4	WARRENSBURG ①	MX-218		s10 18	s5 03
9 03	12 04	224.4	CENTERVIEW ①	MX-224	8937	10 12	4 57
9 11	12 13	232.8	HOLDEN ①	MX-232	3328	10 04	4 49
9 15	12 17	237.5	KINGSVILLE ①	MX-237	2797	10 00	4 45
9 21	12 23	243.0	STRASBURG ①	MX-242	4287	9 54	4 39
		249.2	PLEASANT HILL ① -1 T	MX-249	9890		
		252.3	AVON ①	MX-252	4061		
s9 38	s12 42	259.8	LEE'S SUMMIT ① -2	MX-259	8106	s9 36	s4 21
		271.2	INDEPENDENCE JCT. ①	MX-271			
s9 54	s1 02	273.2	INDEPENDENCE ① X ② -2	MX-273		s9 20	s4 05
		276.8	ROCK CR. JCT. ①	MX-276			
10 30	1 30	283.0	6.2 Miles Via KCT KANSAS CITY (Un. Sta)	MX-282		9 00	3 45
PM	PM		278.8			AM	PM

TIMETABLE NO. 3

SPECIAL INSTRUCTIONS

Eastward trains are superior to Westward trains of the same class. Jefferson City is a Register Station.

Maximum Speed	MPH		Maximum Speed	MPH	
	Psg.	Frt.		Psg.	Frt.
(Except as below)	75	60	212.0 and 212.5	65	—
Thru Grand Ave. Interlocking	10	10	216.7 and 218.8	45	45
Between Grand Ave. and Iron Mountain Jct.	45	35	218.8 and 221.4	55	50
Between Mile Posts			221.4 and 222.4	60	—
3.7 and 13.4	50	40	227.5 and 227.9	65	—
13.4 and 13.7	30	30	231.7 and 232.9	65	—
13.7 and 14.0	50	50	232.9 and 233.2	55	—
14.0 and 15.4	65	50	248.5 and 249.4	45	45
15.4 and 15.7	65	—	256.4 and 257.2	65	—
17.1 and 21.0	70	—	257.2 and 259.8	60	45
21.0 and 21.7	60	55	259.8 and 260.2	35	35†
21.7 and 23.3	70	—	260.2 and 261.6	65	—
23.3 and 27.1	60	—	264.3 and 264.4	55	55†
27.1 and 28.8	60	55	264.4 and 265.8	60	40
30.6 and 31.3	65	55	265.8 and 265.9	55	55†
32.7 and 33.9	70	—	271.0 and 276.8	35	35
33.9 and 34.8	60	—			
34.8 and 35.9	50	50			
35.9 and 44.4	70	—			
48.9 and 49.8	65	—			
49.8 and 55.5	70	—			
58.5 and 59.0	70	—			
61.8 and 67.0	60	55			
67.0 and 67.2	60	50			
70.7 and 71.3	65	—			
72.2 and 75.8	55	50			
80.3 and 81.5	50	50			
83.9 and 85.0	55	55			
85.0 and 86.2	70	50			
86.2 and 88.0	65	55			
88.0 and 89.3	45	45			
89.3 and 89.8	60	55			
89.8 and 92.2	70	—			
92.2 and 93.1	60	55			
93.1 and 94.4	70	—			
94.4 and 97.6	65	—			
97.6 and 97.9	60	55			
106.9 and 107.1	60	55			
107.1 and 108.9	70	—			
108.9 and 109.1	65	—			
109.1 and 109.9	70	—			
113.9 and 114.1	70	—			
115.8 and 126.8					
(Except as below)	75	55			
115.8 and 116.9	55	—			
116.9 and 117.3	10	10			
117.3 and 118.7	60	—			
118.7 and 121.6	70	—			
123.7 and 124.7	65	—			
124.7 and 125.3	45	45			
125.3 and 126.8	20	20			
126.8 and 276.8					
(Except as below)	70	55			
126.8 and 128.5	55	—			
128.5 and 129.8	55	50			
129.8 and 132.4	60	—			
132.4 and 132.8	55	50			
132.8 and 136.5	60	—			
136.5 and 139.0	55	45			
139.0 and 143.9	60	—			
146.1 and 147.6	60	—			
147.6 and 149.0	65	—			
150.1 and 151.2	50	50			
151.2 and 151.6	65	—			
153.6 and 155.9	60	—			
156.9 and 162.1	65	—			
162.1 and 163.0	50	50			
167.0 and 168.4	65	—			
168.4 and 171.2	55	50			
171.2 and 173.9	65	—			
173.9 and 174.3	60	—			
174.3 and 178.3	65	—			
178.3 and 178.8	60	—			
183.7 and 187.7	65	—			
187.7 and 190.1	40	40			
190.1 and 193.5	60	—			
200.7 and 201.1	55	—			
205.3 and 208.1	65	—			
208.1 and 208.2	55	—			
208.2 and 208.7	65	—			

Overhead clearance under Municipal Bridge approach 10th St. — Break up Lead 17 ft. 6 in.; House track Lead 17 ft. 11 in.; House 4 and 6-18 ft. 6 in.; House 7 and 8-19 ft. 8 in.; House 10 and 11-19 ft. 11 in. Piggybacks and loaded tri-levels will not clear. Crews handling cars make sure all cars will clear bridge approach.

Dual control switches are 30 MPH turnovers except Jct. switch with Carthage Subdivision at Pleasant Hill and both ends siding Avon.

Between MP 275.3 and Neff Yard be governed by Kansas City Terminal Division operating instructions.

TIMETABLE NO. 3

TUNNELS: Gray Summit MP 39.1 to MP 39.7; West Labadie MP 42.9 to MP 43.1.

Between 7:00 a.m. and 7:00 p.m. whistle signal 15(l) must be sounded for Rock Hill Road MP 10.5 and MP 10.6.

Independence-Pixley Spur: Maximum overhead clearance 16 ft. 6 inches. Maximum speed 10 MPH.

State Fair Spur 10 MPH

Trains must secure clearance before leaving Jefferson City.

Yard Limits: MP 0.0 to MP 6.8, MP 187.6 to MP 194.0.

Business Tracks:

	MP	Sta. No.
Lake Jct.	8.0	MX 8
Webster Groves ①	10.0	MX 10
Barretts ②	16.5	MX 16
Valley Park	18.9	MX 18
Jedburg	23.9	MX 24
Eureka	27.9	MX 29
Pacific ② -2	X 34.8	MX 36
Gray Summit	39.9	MX 40
Midwest Joist	56.8	MX 56
New Haven	X 67.3	MX 67
Berger	75.1	MX 74
Hermann	X 81.0	MX 80
Gasconade	88.5	MX 88
Morrison	92.9	MX 92
Bonnot's Mill	113.1	MX 112
Algoa Farms	118.6	MX 119
McGirk	144.7	MX 144
Shell Spur	151.3	MX 151
Clarksburg ② -2	156.6	MX 156
Tipton	162.8	MX 162
Syracuse	168.1	MX 168
Lamonte	200.9	MX 200
Montserrat ② -2	211.5	MX 211
Missouri Public Spur	257.3	MX 257
Western Electric Spur	261.0	MX 261
Little Blue	265.1	MX 265

Two main tracks between Gratiot St. and River Jct. (except between Gasconade Jct. and Morrison Jct. and between Bonnot Jct. and Osage Jct.) and between Independence Jct. and Rock Creek Jct. are designated north and south tracks.

Operation over Kansas City Terminal Ry. between Rock Creek Jct. and Kansas City (Un. Sta).

Operation on TRRA between St. Louis and Grand Ave.

22 SEDALIA SUBDIV. — MISSOURI DIVISION

Between Gratiot St. and Grand Avenue, authority of train dispatcher is not required to enter main track. Movement will be made only on authority of yardmaster Lesperance Street and must not exceed 20 MPH. Train or engines must not enter, foul or re-enter after having cleared main track at hand operated switch without obtaining authority from yardmaster Lesperance Street.

Signal indication with current of traffic between Grand Ave. and Maplewood; Rule 251 in effect signaled for movement with current of traffic only. Authority of train dispatcher not required to enter main track. Movements against current of traffic will be made only on authority of operator at Grand Ave. and must not exceed 20 MPH.

Trains and engines moving with the current of traffic and delayed must ascertain from operator at Grand Ave. location of overdue first class trains and clear as instructed.

Trains or engines must not enter, foul or re-enter after having cleared main track at hand operated switch without first obtaining authority from operator at Grand Ave.

Drugging equipment units are located on signal 883 and 884. Block signal normally shows approach or advance approach. If bottom unit displays flashing red train must stop and inspect entire train. After inspection completed operate push button in detector box.

Drugging equipment units are located at Bonnot Jct. and Osage Jct. Units normally dark. When units display flashing red, train must stop and inspect entire train. After inspection completed operate push button in detector box.

Hot Box and Dragging Equipment Detectors located @MP 28.7, @MP 62.5, @MP 95.9, @MP 120.3, @MP 152.8, @MP 184.2, @MP 230.2 and @MP 255.7.

COTTER SUBDIV. — MISSOURI DIVISION

Radio Communication via Channel Two, call-in One.				Station Nos.	Sidings Feet	Max. Speed (Except as Below) MPH
Mile Post	SOUTH STATIONS	NORTH				
381.5	COTTER	@-1	Y	WR-125	7840	259.5 and 260.9 35
357.4	NORFORK	@-1		WR-102	8342	264.4 and 264.7 30
339.5	CRESWELL			WR-83	2539	275.0 and 277.7 40
329.6	MOUNT OLIVE			WR-73	7913	277.7 and 279.6 35
312.4	GUION		W	WR-56	2364	279.6 and 284.0 40
307.6	MYERSVILLE			WR-50	8097	284.0 and 285.4 30
304.9	BILTMORE			WR-49	2553	285.4 and 286.0 20
288.9	CUSHMAN			WR-30	8294	286.0 and 286.5 10
286.1	BATESVILLE		Y @-1 T	WR-29	2492	286.5 and 288.3 30
265.5	PAROQUET			WR-9	4363	305.8 and 306.6 25†
259.5	DIAZ JCT.		T Y	X-259		308.3 and 308.4 45†
						318.7 and 319.4 25†
						339.3 and 341.6 30
						359.0 and 360.0 25†
						374.3 and 376.1 35†

Business Tracks	MP	Sta. No.
ZZ Siding	259.5	WR-1
Independence	267.7	WR-12
Newark	270.3	WR-14
Arkansas Eastman	273.6	WR-17
Sulphur Rock	276.3	WR-20
Moorefield	281.4	WR-25
Pfeiffer Spur	283.6	WR-27
Cushman Spur	288.1	WR-31
Earnharts	293.0	WR-36
Sylamore	325.0	WR-68
Calico Rock	341.4	WR-85

Yard Limits: Diaz Jct. to MP 260.7; MP 379.5 to MP 382.7.

Temporary Yard Limits: MP 283.0 to MP 287.3 — 9:01 a.m.-5:01 p.m.

Engs. must not go beyond Midwest Lime Co. loading chute on Midwest Spur Batesville.

Six axle type engines must not operate over Bridge #1 at Hays Bros. Lbr. Calico Rock.

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

Hot Box and Dragging Equipment Detectors located @MP 298.8, @MP 325.0 and @MP 352.5.

When operating over Arkansas Eastman, Independence Coal plant, Pfeiffer Spur and Cushman Spur do not exceed 10 MPH.

**ADD TO YOUR SAFETY
THINK BEFORE YOU ACT**

CARTHAGE SUBDIV. — MISSOURI DIVISION 23

Radio Communication via Channel One, Call-in One.				Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts 249.2 and 364.1 (Except as below) MPH
Mile Post	SOUTH STATIONS	NORTH				
249.2	PLEASANT HILL	Y T @-1 Y		MX-249	9890	258.4 and 259.9 40
254.7	ORE			P-5	7690	298.7 and 299.6 25
258.8	HARRISONVILLE	@ BN @	T	P-10	2234	317.6 and 317.8 35
265.4	LONE TREE			P-16	4009	364.0 and 364.1 15
279.5	ADRIAN			P-29	7514	527.9 and 468.4 49
286.5	BUTLER		@-1	P-38	4593	(Except as below) 15
299.7	RICH HILL			P-50	8216	527.9 and 527.0 15
302.4	PANAMA			P-54	4614	511.7 and 511.5 40
307.4	HORTON			P-58	2533	490.4 and 488.0 20
317.4	NEVADA	Y MKT Y @ Y @-1		P-69	1741	483.2 and 481.5 35
319.3	NASSAU JCT.		T	P-71		481.5 and 478.1 45
330.5	SHELDON			P-82	3472	478.1 and 477.9 30
341.0	LAMAR			P-93	7646	471.1 and 470.6 35
343.0	@ BN @					468.4 and 409.9 35
353.5	JASPER			P-105	4404	(Except as below) 40
364.1	CARTHAGE	@ BN @	Y @-1 Y T	P-115		467.7 and 467.4 30
527.6						462.9 and 460.1 35
525.8	PEARL				7478	460.1 and 459.5 30
506.8	STOTTS CITY			WR-250	7761	459.5 and 453.1 35
489.6	@ BN @					448.3 and 447.6 35
489.1	AURORA		Y @-1	WR-232	3002	447.6 and 445.4 25
478.5	CRANE			WR-221	7738	445.4 and 436.7 35
460.7	REEDS SPRING			WR-204	2378	436.7 and 429.4 30
451.5	GRETNA			WR-194	6790	423.8 and 422.5 35
447.3	BRANSON		W	WR-191		420.6 and 420.3 30
445.7	HOLLISTER			WR-189	2136	411.3 and 409.9 35
434.3	DAVIS		@-1	WR-178	6851	409.9 and 381.7 49
432.7	CRICKET			WR-176	2191	404.8 and 399.1 35
416.1	BERGMAN			WR-159	7710	399.1 and 393.6 45
392.3	YELLVILLE			WR-136	2761	393.6 and 392.1 40
381.5	COTTER		@-1 Y	WR-125	7840	385.7 and 381.7 35

Train order signal Pleasant Hill governs both Sedalia and Carthage Subdiv. trains. Trains secure clearance at Carthage.

Business Tracks:	MP	Sta. No.
Irwin	335.7	P-86
Carytown	358.3	P-109
Empire Spur	515.2	WR-258
La Russell	513.1	WR-256
Hoberg	499.0	WR-242
Galena	468.0	WR-211
Pyatt	403.0	WR-146
Fippin	386.5	WR-130

Business Tracks:	MP	Sta. No.
Archie	271.7	P-23
Passaic	282.8	P-34
Milo	324.0	P-75

Limited clearances of Cotter, Crest, Cricket, Pyatt and Reeds Spring tunnels necessitate careful handling of oversized shipments.

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

Tunnel locations: Reeds Spring MP 459.6 to MP 460.1; Crest MP 435.0 to MP 435.7; Cricket MP 431.9 to MP 432.4; Pyatt MP 401.3 to MP 401.5; Cotter MP 382.7 to MP 383.1.

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

Hot Box and Dragging Equipment detectors located at: @MP 307.2, @MP 408.7, *MP 426.0 and @MP 474.0.

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

24 SPRINGFIELD BRANCH — MISSOURI DIVISION

All tracks at Springfield are yard tracks.
Max. Speed 10 MPH over crossings at Springfield at Highway, College, Kansas and Walnut Streets.

Mile Post	SOUTH STATIONS		NORTH	Station Nos.
	▼	▲	▲	
488.2	AURORA	⊙	⊙	WR-232
	VIA BN 29.9 MILES			
511.1	SPRINGFIELD	⊙	⊙BN⊙	PD-34
	29.9			

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

BN Stations:	Mile Post
Marionville	264
Logan	262
Billings	257
Republic	252
Brookline	247
Nichols	242

WEBB CITY BRANCH — MISSOURI DIVISION

Mile Post	YARD LIMITS ENTIRE BRANCH		Station Nos.	Maximum Speed (Except as below)	MPH
	SOUTH STATIONS	NORTH			
364.1	CARTHAGE	⊙ ⊙ ⊙ T	P-115	MP 364.7 — MP 366.3	20
374.9	WEBB CITY	⊙	P-126	MP 381.1 — MP 381.4	15
381.5	JOPLIN	⊙ ⊙	P-133		15
	17.4			Business Tracks	MP No.
				Dumont	367.9 P-119
				Hercules — Dynamite	369.9 P-120
				Center Creek	371.3 P-122
				Atlas Branch: Webb City to Atlas	6.1 miles. Yard Limits entire branch.
				Max. speed 10 MPH	
				Atlas	6.13 HC-6

Cars with heights in excess of 18 feet 6 inches must not be handled south of MP 364.7.

KANSAS CITY TERMINAL DIVISION

Operating Instructions.

Operating limits and yard limits for Kansas City Terminal Division are as follows:

Subdiv.	Opr. Limits	Yard Limits
River	MP 283.9	MP 284.3
Sedalia	MP 275.3	None
Kansas City	MP 284.7	MP 283.4
Omaha	MP 289.0	MP 287.5
Kansas	MP 6.4	MP 4.0

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

Dual control switches are 30 MPH turnouts except as follows:
15 MPH turnouts located at:

Kansas Subdiv. Conn. Mile Pole 0.2; Rock Creek Jct. to River Subdiv.; Wyandotte — connection; Kaw Point — C&NW yard lead; Kaw Point — end of two main tracks; KCNW conn.; East Yard Jct.; Kaw River Jct.; Leeds — north switch Blue River Yard; Rock Creek Jct. — inbound River Subdiv. to Sedalia Subdiv.; Sheffield wye and crossover — Tower 8; Troost Ave. interlocking switches Nos. 303, 305A, 305B, 307A, 307B, 309A, 309B, 311B, 312, 313A, 313B, 314, 317, 321B and 325; Broadway interlocking switches Nos. 203, 207B, 211 and 221.

On former KCT Tracks 80 and 81 from Manchester MP 279 pole 1 to Kansas Subdiv. MP 6.4 multiple main tracks. Single main track from 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.

Max. Wt. KCNW — Kansas City, Ks. 220,000 lbs.

⊙ BN ⊙ Santa Fe St.

Radio communication Kansas City Terminal via Channel Two.

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

Maximum Speed:	MPH
Omaha Subdiv.:	
Neff Yard to MP 287.6	25
Except over State Line Ave. and Montgall Ave.	10
River Subdiv.:	
Neff Yard to Congo	30
Kansas City Terminal Div.:	
MP 278.6 and MP 284.0	40
MP 0.1 and MP 1.4	15
Kansas Subdiv.:	
MP 1.4 and MP 4.6	30
MP 4.6 and MP 6.4	60
Kansas City Subdiv.:	
Neff Yard to MP 284.6	40
(except as below)	20
MP 277.4 — MP 278.7	25
MP 278.7 — MP 280.3	20

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

Leeds — Chevrolet property, protect all crossings.

RIVER SUBDIV. — MISSOURI DIVISION 25

Mile Post	SOUTH STATIONS		NORTH	Station Nos.	Sidings Feet	Maximum Speed (except as below)	MPH
	WEST	EAST	▲				
125.3	JEFFERSON CITY	⊙ ⊙ -2T	⊙	MX-125	Yd.	129.3 and 129.8	35
	2.6					137.5 and 137.9	35
127.9	RIVER JCT.	⊙	⊙	MX-128		137.9 and 139.5	40
	15.9					163.3 and 163.5	45
143.8	SANDY HOOK			G-15	9475	169.0 and 175.0	45
	12.9					175.6 and 177.1	35
156.7	WOOLDRIDGE	⊙ -1		G-27	8999	183.0 and 194.6	40
	14.1					197.1 and 207.8	45
170.8	BOONVILLE			G-41	6744	218.7 and 219.0	40
	7.6					220.3 and 229.8	40
178.4	LAMINE			G-50	12853	236.3 and 237.5	45
	8.5					242.0 and 242.2	45
186.9	BLACKWATER			G-58	8327	252.6 and 252.9	40
	8.1					252.9 and 253.9	45
195.0	NAPTON			G-66	7743	265.1 and 265.7	35
	7.1					Do not exceed 45 MPH if freight train averages over 80 gross tons per car — 40 MPH if train averages over 90 gross tons per car — 35 MPH if train averages over 100 gross tons per car.	
202.1	MARSHALL	T ⊙ ⊙ -1		G-73	8645	On ATSF, (Except as below) 55*	
	13.1					Eton Crossover	40
215.2	MALTA BEND	⊙ -1		G-86	9619	Un. Pac Conn	30
	15.4					MP 437.5	
230.6	HODGE	⊙		G-101	9699	MP 437.8	35
	17.0					MP 437.9	
247.6	MYRICK	⊙ ⊙ -1		G-118	11297	MP 438.4	45
	9.0					MP 443.7	
256.6	RENICK			G-127	7800	MP 444.2	40
	12.0					Congo E. Crossover & Un. Pac Conn	30
268.6	LAKE CITY			G-139	9451	Congo W. Crossover	40
	5.6					*Except, trains averaging 90 tons or more per car or over 7000 tons — 45 MPH.	
274.2	RIPLEY JCT.			G-144			
	2.0						
276.2	ETON JCT.	⊙ -1		G-145			
	7.6 MILES VIA ATSF						
283.8	CONGO			G-153			
	0.7						
284.5	ROCK CREEK JCT.	⊙	⊙	MX-276			
276.8	1.4						
278.2	SOUTHWEST JCT.	⊙ KCS	⊙	MX-277			
	0.8						
279.0	NEFF YARD	⊙ T		MX-283	Yd.		
	161.4						

CTC — Between Jefferson City and River Jct; Eton Jct. and Congo.

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

Dual control switches are 30 MPH turnouts.

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

Yard Limits: MP 284.3 to MP 286.7.

Hot Box and Dragging Equipment Detectors located ⊙ MP 139.0, ⊙ MP 160.9, ⊙ MP 199.2, ⊙ MP 223.5 and ⊙ MP 263.8.

Southwest Jct. wye ⊙ KCS ⊙.

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

Business Tracks	MP	Sta. No.	
Renz Spur	133.0	G-8	Marshall Ind. Lead 2.0 Miles.
Lupus	151.1	G-22	Max. Speed 10 MPH.
Overton	161.0	G-32	Lexington Branch:
Nelson	189.6	G-60	Myrick to Lexington 1.9 Miles.
Stanhope	209.5	G-80	Max. Speed 10 MPH. Yard limits entire branch.
Blosser	211.0	G-82	Lexington Electric Light Spur 245.2 LA-56
Waverly	224.5	G-95	Lexington
Napoleon	258.0	G-129	249.3 LA-55
Levassy	261.5	G-132	Lexington — north side of Farmers Assn.
Buckner	265.1	G-136	Elevator — do not ride side of equipment beyond close clearance signs.
Blue Valley	270.4	G-141	ATSF Station
Marshall Lead	202.1	GB-2	ATSF MP

Eton	436.5
Courtney	439.4
Sugar Creek	442.6
Congo	444.2

26 OMAHA SUBDIV. — NEBRASKA & MISSOURI DIVS.

Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Two main tracks between Kaw Pt. and Broadway designated northward and southward tracks. Rule 251 in effect. Movement against current of traffic will be made at restricted speed only on authority of operator at Broadway.
SOUTH STATIONS	NORTH STATIONS			
5.2	SUMMIT 1.2			Trains originating Atchison secure clearance.
6.4	SOUTH OMAHA 4.5			Between MP 329.6 and MP 332.1 all trains and engines must move at restricted speed and may move in either direction without flag protection. Within these limits trains and engines may enter main track at hand operated switch without authority of control operator and without waiting 5 minutes as required by Rule 317.
473.1	GILMORE JCT. 6.0	O-191		Atchison Yard: Stop before crossing ATSF.
467.1	LA PLATTE 1.6	O-185	3517	Yard Limits: MP 280.0 to MP 287.5; MP 369.5 to MP 370.0; MP 383.0 to MP 385.6; MP 434.8 to MP 437.6; MP 446.4 to MP 448.4; Gilmore Jct. to Council Bluffs.
465.5	⊗ BN ⊙ 0.3			Maximum Speed: MPH
465.2	⊗ BN ⊙ 10.1			Neff Yard and MP 287.6 25
455.1	MURRAY 7.7	O-172	3633	Over State line and Montgall Ave. 10
447.4	UNION 9.5	⊕-1 T ⊙ O-165	4586	Between MP 287.6 and Council Bluffs (Except as below) 50
437.9	MONTANA 1.0	O-155	3539	Between Mile Posts 291.1 and 291.7 35
436.9	NEBRASKA CITY 8.4	⊕-1 ⊗ BN ⊙ O-153	Yd.	309.6 and 309.9 30
428.5	PAUL 5.3	O-146	3522	322.5 and 322.9 35
423.2	JULIAN 9.1	O-141	3520	329.5 and 332.2 20
414.1	AUBURN 13.1	⊕-1 O-132	6145	Atchison — Around curve Union depot and between curve and 10th Street and thru UP-BN Jt. Br. Connection 10
401.0	STELLA 7.8	O-119	3523	350.7 and 351.0 45
393.2	VERDON 3.3	O-112	6137	387.3 and 387.9 45
389.9	STRAUSVILLE 5.6	O-107	3638	434.7 and 437.0 25
384.3	FALLS CITY ⊗ BN ⊙ ⊙ 5.2	O-102	Yd.	439.1 and 439.5 45
379.1	RESERVE 8.8	⊕-1 O-97		447.3 and 448.5 30
370.3	HIAWATHA 0.6	⊕-1 O-88	4631	461.1 and 462.9 45
369.7	UP CONN. 11.0	⊙ O-76	6383	466.2 and 466.8 45
358.7	WILLIS 7.0	O-69		Do not exceed 45 MPH if freight train averages over 80 gross tons per car — 40 MPH if train averages over 90 gross tons per car — 35 MPH if train averages over 100 gross tons per car.
351.7	EVEREST 4.3	O-64	6209	
347.4	HURON 6.1	O-59		
341.3	LANCASTER 3.2	O-56	6378	
338.1	SHANNON 5.8	O-49		
332.3	NORKAN JCT. 1.6	O-48	Yd.	Business Tracks MP No. Alfa 305.6 0-23
330.7	ATCHISON 10.7	T ⊕-1 O-48	Yd.	Ft. Leavenworth 310.7 0-30
320.0	OAK MILLS 5.8	O-38	7495	Padonia 375.3 0-93
314.2	WADE 4.2	O-32	5049	Howe 408.4 0-126
310.0	LEAVENWORTH 0.8	⊙ ⊗ BN-CNW O-27	4024	Clarke 420.1 0-138
309.2	CNW CONN. 3.0			Cometa 440.2 0-158
306.2	COCHRANE 8.0	O-23	5624	Wyoming 441.7 0-159
298.2	WOLCOTT 4.8	⊕-1 O-16	7809	Mynard 458.9 0-176
293.4	NEARMAN 5.9	O-10	6243	Plattsmouth 462.3 0-180
287.5	EDGEWATER 2.8	⊙ O-05	4000	Ft. Crook 471.3 0-189
284.7	⊗ UP ⊙ 0.2			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.
284.5	KAW PT. 1.5			At Hiawatha on Old Mill Spur, do not operate engines over pit and look out for the open pit.
283.0	BROADWAY ⊙ 1.0			At Wolcott Smoot Grain Co. Elevator do not operate engine over pit on No. 2 track.
282.0	⊗ KCS ⊙ 2.0			
280.0	NEFF YD. T ⊕ MX283	Yd.		

199.6

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

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

Between Gilmore Jct. and Council Bluffs be governed by Bridge Subdivision Tenant Line Rules. Rule 251 in effect between Gilmore Jct. and Summit.

LINCOLN BRANCH — MISSOURI DIVISION 27

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
					(Except as below)	MPH
447.4	UNION 13.0	⊕-1 ⊙ T	O-165		25	MP 471.0 to end of track
460.4	WEEPING WATER 1.0	⊙ ⊕-1	OD-41		10	Lincoln Weeping Water, First street east of depot
461.4	OMAHA JCT. 32.8		OD-42			Business Tracks MP No. Nehawkah 451.7 OF4
494.2	⊗ OL & B ⊙ 0.9					Wabash 467.6 OF20
495.1	LINCOLN 47.7	⊙	OF-48	Yd.		Elmwood 471.5 OF24
						Eagle 479.1 OF32
						Walton 486.5 OF39
						Yard Limits: MP 447.7 to MP 464.9; MP 489.0 to Lincoln.

At BN 11th and UP Conn-Lincoln, which is protected by gates and pipe connected derails, trains, engines or cars must not be left standing between opposing gates unless coupled to other equipment that extends beyond one of the gates.

Louisville Branch: Omaha Jct. to Louisville 9.9 Miles. Yard Limits entire branch. Max. Speed 20 MPH.

Business Track: Manley, MP 465.9, OD-46.

ATCHISON BRANCH — MISSOURI DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Operation from Atchison to Winthrop over UP-BN Joint Bridge; BN tracks between Winthrop and French.	
				St. Joseph:	St. Joseph:
349.9	ST. JOSEPH 2.1	⊙ ⊕ T	OA-21	1. Stop and protect following crossings: Illinois Ave., Fourth St., Second and Cedar, Highway 759 at Artesian Ice Plant.	
347.8	FRENCH 16.7 Miles Via BN			2. If crossing signal does not operate, before occupying Packers Ave. Spur 759 Highway, flag each side crossing with red flag by day or fusee by night.	
331.1	WINTHROP 0.3			3. Do not ride side of equipment, tracks 771 and 772 beyond close clearance signs Farmland Fertilizer.	
330.8	DRAWBRIDGE (Mo. River) ⊙ 0.1				
330.7	ATCHISON ⊕-1 T		O-48		
	19.2				
	10 MPH over UP-BN Joint Bridge				

KANSAS CITY SUBDIV. — KANSAS DIV.

Mile Post	SOUTH STATIONS	Radio communication via Channel One, Call-in One	NORTH	Station Nos.	Sidings Feet	Maximum Speed MPH	
						Neff Yard to MP 296.9	(Except as below) 40
279.0	NEFF YARD 1.7		⊕ T	MX-283		20	Between Mile Posts Neff Yard and 278.7 20
277.4						25	278.7 and 280.3 25
						60	296.9 and 334.5 (Except as below) 60
279.1	⊗ KCT ⊙ 0.1					40	325.2 and 327.0 40
279.2	KCT CONN 1.2					55	327.0 and 327.9 55
280.4	CENTROPOLIS 3.0			MX-288		55	331.3 and 331.7 55
283.4	LEEDS JCT. 6.2		⊙ ⊕	MX-291		10	332.8 and 332.9 10
						25	332.9 and 335.0 25
290.0	DODSON 7.1		⊕-1	MX-298	e4738 w8584		Osawatomie — Around wye 10 MPH
297.1	MARTIN CITY 2.7			MX-305			Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.
299.8	KENNETH 11.1			MX-308	7290		No excessive braking or acceleration on bridge 3328.
310.9	BUCYRUS 6.2		⊕-1	MX-319	7479		
317.2	WAGSTAFF 8.7		⊕-1	MX-326	7555		
326.2	PAOLA 0.6			MX-334			Business Tracks MP No. Alexander 284.8 MX-291
326.8	⊗ BN ⊙ 0.1						Missey Spur 285.6 MX-293
326.9	⊗ MKT ⊙ 1.6						Hytex 286.5 MX-294
328.5	BROWN 5.9			MX-336	10831		Barry-Gann Lbr. Co. 292.1 MX-300
334.4	OSAWATOMIE 0.5		⊕ T	MX-341	Yd.		International Paper Co. 296.2 MX-305
334.9	⊗ UP ⊙ 0.5						Armour Co. 297.2 MX-305
	56.7						Stilwell 306.4 MX-314

Operation on Kansas City Term. Div., Neff Yard-Leeds Jct. Two main tracks Neff Yard-Leeds Jct. designated east and west tracks.

Yard Limits: MP 279.0 to MP 283.4.

Hot Box and Dragging Equipment Detector located at ⊕ MP 314.0.

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

Between Leeds Jct. and Neff Yard be governed by Kansas City Terminal Division operating instructions.

Mile Post	SOUTH ▼	Radio Communication via Channel One, Call-in Two STATIONS	NORTH ▲	Station Nos.	Sidings Feet	Maximum Speed MPH	
						335.0 — 376.2	(Except as below)
						338.5 and 339.9	55
						Between Mile Posts	
						340.9 and 341.8	45
334.4		OSAWATOMIE ⊕ -2 T		MX-341	Yd.	343.5 and 344.2	50
		0.5				348.1 and 348.6	25
334.9		⊗ UP ⊕				356.9 and 357.8	25
		1.1				364.5 and 364.6	25
336.0		TOLER				371.6 and 372.6	50
		2.9				376.2 and 467.7	
						(Except as below)	60
338.9		BALDWIN				383.8 and 385.0	30
		4.6				385.0 and 392.1	55
343.5		LANE JCT.		R-9		403.6 and 418.1	55
		9.9				418.1 and 418.3	50
353.4		HECLA		R-20	7358	418.3 and 423.0	55
		2.0				423.0 and 423.3	45
357.4		⊗ ATSF ⊕				423.3 and 426.3	55
		3.8				426.3 and 428.5	40
361.3		BIRCH		R-29	7745	428.5 and 433.6	55
		10.4				433.6 and 435.2	30
371.7		DIXON		R-39	9081	435.2 and 437.3	55
		10.0				443.4 and 448.2	55
381.7		FIELDS		R-51	7801	448.2 and 450.3	40
		9.3				450.3 and 451.3	55
391.0		VERNON		R-59	9021	458.1 and 462.1	55
		7.5				462.1 and 462.2	45
398.5		DURAND		⊕ -2 T	H-85	462.2 and 467.3	55
		16.6				467.3 and 467.7	20
415.1		ROPER		R-82	7856	Osawatomie — Around	
		2.5				wye	10
417.6		BENEDICT ⊕ ATSF ⊕		R-85		Business	Sta.
		8.1				Tracks	MP No.
425.7		HENNELLY		R-94	7861	Greeley	348.1 R-15
		9.1				Garnett	357.6 R-24
434.8		NEODESHA		⊗	R-102	Westphalia	373.6 R-41
		0.1				New Strawn	
434.9		⊗ BN ⊕				Spur	375.6 R-43
		7.4				Le Roy	384.4 R-51
442.3		SYCAMORE		R-109	9490	Buffalo	411.2 R-78
		6.3				Altoona	427.2 R-94
448.6		⊗ ATSF ⊕				Blake	453.3 R-120
		1.4				DMA	461.2 R-129
450.0		INDEPENDENCE		⊗	R-116	Fredonia	426.5 RC-12
		13.4				Two main tracks designated	
463.4		DEARING		R-130	8223	East and West tracks between	
		4.4				MP 334.9 and Lane Jct.	
467.8		COFFEYVILLE		⊕ -2 T	R-135	Dual control switches are 30	
						MPH turnouts.	
						133.4	

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

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

WICHITA SUBDIV. — KANSAS DIVISION

Maximum Speed MPH	Radio communication via Channel One, Call-in Two STATIONS	Station Nos.	Sidings Feet	Radio communication via Channel One, Call-in Two STATIONS	
				WEST ▼	EAST ▲
Durand to Iola					
20					
Durand to Wichita					
(except as below)					
49					
MP 408.0 — MP 411.0					
40					
MP 420.6 — MP 421.6					
25					
MP 431.0 — MP 438.0					
35					
MP 458.0 — MP 478.0					
30					
Both legs of Wye-Durand					
10					
Yard Limits: MP 387.7 to end of track Iola; MP 451.9 to MP 458.3 and MP 476.6 to Wichita.					
Piqua-Humboldt Ind. Lead 10.33 miles. Max. speed 20 MPH. Humboldt HU-10					
Sta. No.					
Business Tracks					
Athens	378.9	H-80			
Toronto	399.5	H-101			
Neal	407.6	H-109			
Reece	430.5	H-132			
Rosalia	⊕ -2 441.9	H-143			
Towanda	463.6	H-164			
Benton	469.4	H-170			
Electric Spur	472.4	H-172			
Greenwich	474.4	H-175			
367.4	IOLA	H-68			
	0.4				
367.8	⊗ ATSF ⊕				
	6.9				
374.7	PIQUA	H-76	1560		
	8.9				
383.6	DURAND	⊕ -2 ⊗	H-85	4872	
	2.4				
386.0	YATES CENTER	⊗	H-87		
	8.4				
394.4	BATESVILLE	H-96	4851		
	26.3				
420.7	EUREKA	H-122			
	17.9				
438.6	SUMMIT	H-140	4256		
	14.1				
452.7	WALNUT	H-154	4472		
	1.8				
454.5	ELDORADO	⊗ ⊗	H-155		
	0.1				
454.6	McPHERSON JCT.	T	H-155		
	27.4				
482.0	WICHITA YD.	⊗ ⊗ T	H-183	Yd.	
					114.6

Mile Post	SOUTH ▼	Radio Communication via Channel One, Call-in Two STATIONS	NORTH ▲	Station Nos.	Sidings Feet	Maximum Speed MPH		
						MP 497.2 — Okay Jet	(Except as below)	
						497.6 and 499.2	25	
						500.1 and 500.4	45	
662.8		COFFEYVILLE		⊕ -2 T	R-135	e8717 w7546	50	
		2.3				507.6 and 508.9	45	
660.5		⊗ MKT ⊕				525.2 and 526.8	35	
		9.5				534.6 and 535.1	40	
651.0		LENAPAH		L-311	7737	536.1 and 536.2	30	
		16.6				544.1 and 544.5	45	
634.4		CLEM		L-294	9273	556.1 and 556.3	45	
		12.3				559.5 and 560.1	45	
622.1		OOLAGAH		L-282	7503	560.7 and 560.8	40	
		11.8				564.1 and 564.4	40	
610.3		⊗ BN ⊕				On OG & E Spur	10	
		3.0				MP 662.7		
607.3		PRATT		L-268	7274	(Except as below)	60	
		10.4				575.7 and 576.2	55	
596.9		INOLA		L-257	9316	580.5 and 581.7	25	
		15.5				585.6 and 586.3	55	
581.4		WAGONER ⊕ MKT ⊕		⊕ -2	L-242	588.6 and 589.1	55	
		1.8				596.5 and 597.1	35	
579.6		COOKSON		L-239	9209	598.7 and 599.1	55	
		4.1				603.2 and 605.3	55	
575.5		OKAY JCT.		L-233		608.5 and 608.6	55	
		6.8				609.3 and 610.3	30	
568.7		OG & E SPUR		L-229		611.6 and 613.3	55	
		11.2				616.1 and 616.6	55	
557.5		BRAGGS		⊕ -2	L-218	8622	617.5 and 618.8	40
		17.2				620.1 and 620.3	55	
541.3		UPSON		L-201	8033	621.3 and 622.2	45	
		14.6				628.3 and 628.5	55	
526.7		⊗ KCS ⊕				632.5 and 632.7	55	
		7.0				639.2 and 639.3	55	
519.7		HANSON		L-180	8087	639.6 and 640.6	30	
		15.0				643.2 and 643.3	55	
504.7		GREENWOOD		L-164	9055	646.4 and 646.5	55	
		6.3				652.3 and 653.5	55	
498.4		⊗ BN ⊕				657.0 and 657.1	35	
		1.2				660.5 and 660.6	30	
497.2		VAN BUREN		⊕ T ⊕ -2	L-158	Yd.	20	
						660.6 and 660.7	20	
						662.7 and 662.8	20	
						165.6		

Yard Limits: MP 495.5 to MP 498.5.

Dual control switches are 30 MPH turnouts except Public Service and OG & E Spur.

25 MPH turnout both ends Braggs, Upson, Hanson and Greenwood.

Hot Box and Dragging Equipment Detectors located: ⊕MP 510.3, ⊕MP 533.5, ⊕MP 554.6, ⊕MP 588.6, ⊕MP 614.5 and ⊕MP 637.0.

Business	MP	Sta. No.
Tracks		
Nowata	⊕ -2 640.1	L-300
Talala	627.8	L-288
Public Service	621.5	L-281
Claremore	609.7	L-270
Black Fox	594.6	L-254
Fort Gibson	567.9	L-228
Gore	546.5	L-206
Vian	537.4	L-197
Sallisaw	⊕ -2 525.8	L-186
Muldrow	513.1	L-173
Bekaert Steel	500.5	L-158

Van Buren to OG & E Spur:

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

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) Osawatomie — Around wye
	WEST	EAST			
334.4	OSAWATOMIE	T	MX-341	Yd.	332.9 and 335.0
343.3	RANTOUL		MX-351	7158	338.9 and 339.8
354.1	OTTAWA	⊕-1	MX-362	7465	353.8 and 354.9
354.4	⊗ ATSF				357.1 and 357.2
357.1	⊗ ATSF				357.2 and 357.3
368.7	LOMAX		MX-376	4591	385.0 and 387.1
376.8	FLINT		MX-385	6662	400.4 and 400.8
378.6	LYNDON		MX-386		425.7 and 426.7
386.2	⊗ ATSF				Do not exceed 50 MPH if freight train averages over 100 gross tons per car — 45 MPH if train averages over 110 gross tons per car.
386.4	OSAGE CITY	⊕-1	MX-394	6398	Hot box and dragging equipment detectors located at *MP 364.8 and *MP 390.8.
401.9	ADMIRE		MX-410	6447	
412.2	LAKE		MX-420	6125	
425.6	COUNCIL GROVE	⊕-1	MX-432	Yd.	
91.2					

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Richter	360.5	MX-368	Allen	405.8	MX-414
Vassar	375.3	MX-383	Bushong	411.0	MX-419
Miller	395.3	MX-403			

Dual control switches are 30 MPH turnouts except at Osawatomie; Coffeyville Subdiv. main track to running track and Osawatomie Subdiv. main track to running track and to yard lead at west end and at Council Grove at west end No. 1 track.

COUNCIL GROVE SUBDIV. — KANSAS DIVISION

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Dual control switches located both ends Hoisington yard. Maximum Speed MPH (Except as Below)
	WEST	EAST			
425.6	COUNCIL GROVE	⊕-1	MX-432	Yd.	MP 588.9 — MP 589.3
425.8	PETE		MX-433		City Limits LaCrosse
436.3	WILSEY		MX-444	6454	MP 617.0 — MP 730.2
445.6	PRAIRIE		MX-454	8981	Do not exceed 50 MPH if freight train averages over 100 gross tons per car — 45 MPH if train averages over 110 gross tons per car.
451.0	HERINGTON	⊕-1	MX-459	4624	Hot Box and Dragging Equipment Detectors located at *MP 595.5, *MP 625.7, *MP 679.4 and *MP 705.6.
451.5	⊗ SSW	⊙			Dual control switches, Hoisington are 30 MPH turnouts.
458.6	HOPE		MX-467	4618	Business Tracks
459.2	⊗ ATSF				Boyd . . . 562.9 MX-571
468.0	ELMO		MX-476	6347	Hargrave 598.0 MX-606
476.1	CODY		MX-485	6568	Pen
478.0	GYPSUM	⊕-1	MX-487		Dennis . . . 649.4 MX-657
478.3	SALINA JCT.	T	MX-488		Manning 671.4 MX-679
491.2	BRIDGEPORT		MX-499	6559	Coronado 704.1 MX-712
495.9	⊗ UP	⊙			Whitlaw 724.6 MX-732
496.2	LINDSBORG		MX-504		Time applies at the station for trains operating through Horace.
505.6	MARQUETTE	⊕-1	MX-513	6427	Yard Limits: MP 556.1 to MP 560.0; MP 730.0 to MP 732.6.
518.2	CRAWFORD		MX-526	4391	
524.5	GENESE	⊕ T ⊕-1	MX-532	12731	
529.7	⊗ BN	⊙			
537.6	BUSHTON		MX-545	4608	
545.2	CLAFLIN		MX-553	7177	
558.8	HOISINGTON	T ⊕ ⊕-1	MX-567	Yd.	
133.3					

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) Osawatomie — Around wye
	WEST	EAST			
368.3	LOMAX		MX-376		332.9 and 335.0
406.5	⊗ ATSF				338.9 and 339.8
407.6	TOPEKA	⊕ T ⊙	T-130		353.8 and 354.9
39.3					

Business Tracks	MP	Sta. No.
Michigan	374.4	T-97
Overbrook	381.6	T-104
Pauline	401.1	T-124

TRIGO BRANCH — KANSAS DIVISION

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) Ohio Street Salina . . . 10 West leg of wye Salina Jct. . . 10
	WEST	EAST			
479.1	SALINA JCT.	⊙	MX-488		Yard Limits Entire Branch
494.8	⊗ OKT	⊙			Business Tracks
494.8	⊗ UP	⊙			Kipp . . . 484.7 GK-6
494.9	SALINA	⊕ T	GK-16	Yd.	
495.3	SALINA UNION DEPOT				
499.1	TRIGO		GK-21	2154	
20.2					

HOISINGTON SUBDIV. — KANSAS DIVISION

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Dual control switches located both ends Hoisington yard. Maximum Speed MPH (Except as Below)
	WEST	EAST			
558.8	HOISINGTON	⊕ ⊕-1 T	MX-567	Yd.	MP 588.9 — MP 589.3
568.9	OLMITZ		MX-577	8231	City Limits LaCrosse
575.6	OTIS		MX-583	3870	MP 617.0 — MP 730.2
584.1	BISON		MX-592	6219	Do not exceed 50 MPH if freight train averages over 100 gross tons per car — 45 MPH if train averages over 110 gross tons per car.
590.3	LA CROSSE	⊕-1	MX-598	3872	Hot Box and Dragging Equipment Detectors located at MP 595.5, *MP 625.7, *MP 679.4 and *MP 705.6.
605.3	McCRACKEN		MX-613	7555	Dual control switches, Hoisington are 30 MPH turnouts.
616.0	BROWNELL	⊕-1	MX-624	3988	Business Tracks
622.1	OSGOOD		MX-630	6066	Boyd . . . 562.9 MX-571
627.3	RANSOM		MX-635	3875	Hargrave 598.0 MX-606
633.8	ARNOLD		MX-642	2521	Pen
640.3	UTICA	⊕-1	MX-648	6429	Dennis . . . 649.4 MX-657
655.6	SHIELDS		MX-663	6304	Manning 671.4 MX-679
665.0	HEALY	⊕-1	MX-673		Coronado 704.1 MX-712
670.2	RANCH		MX-678	6211	Whitlaw 724.6 MX-732
681.7	⊗ ATSF	⊙			Time applies at the station for trains operating through Horace.
682.5	SCOTT CITY	⊕-1	MX-690	3309	Yard Limits: MP 556.1 to MP 560.0; MP 730.0 to MP 732.6.
682.8	⊗ ATSF	⊙			
692.1	MODOC		MX-700	6309	
699.2	MARIENTHAL		MX-707		
707.1	LEOTI	⊕-1	MX-715	3968	
717.1	SELKIRK		MX-725	6089	
729.0	TRIBUNE		MX-737	2521	
730.8	HORACE	⊕ ⊕-1 T	MX-739	Yd.	
171.8					

MOUNTAIN STANDARD TIME		Radio communication via Channel One, Call-in One STATIONS	EAST ▲	Sta. tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below) MP 730.8-MP 820.9 . . . 40 City Limits Ordway . . . 40 NA Jct. — Pueblo Jct. (Except as below) . . . 55 Boone (until crossing occupied) . . . 40 ATSF MP 615.9 — MP 616.0 . . . 50 ATSF MP 617.2 — MP 617.6 . . . 25 Pueblo Jct.: ATSF MP 617.5 — MP 617.9 . . . 15 Pueblo Jct. Switch MP 617.5 . . . 15 MP 893.2 — MP 895.2 . . . 20 Do not exceed 50 MPH if freight train averages over 100 gross tons per car — 45 MPH if train averages over 110 gross tons per car. Yard Limits: MP 730.0 to MP 732.6 Business Tracks MP Sta. No. Astor . . . 736.9 MS-745 Kanco . . . 742.9 MX-750 Brandon . . . 766.2 MX-774 Galatea . . . 799.1 MX-807 Arlington . . . 821.4 MX-829 Crowley . . . 851.9 MX-860 Olney Springs . . . 857.3 MX-865 Boone . . . 876.1 MX-884 (Industrial Lead West of Fountain River Bridge, Pueblo, Colo — Old Main Line.)
WEST ▼	Mile Post					
	730.8	HORACE	⊙ ⊕ -1 T	MX-739	Yd.	
	740.5	WALKINGHOOD		MX-748	8954	
	746.6	TOWNER		MX-754		
	752.5	STUART		MX-760	6069	
	758.1	SHERIDAN LAKE	⊙ -1	MX-766	3764	
	771.8	CHIVINGTON		MX-780	6181	
	785.8	EADS	⊙ -1	MX-794	6365	
	807.7	HASWELL	⊙ -1	MX-816	6527	
	830.5	HEATH		MX-838	6392	
	841.2	SUGAR CITY	T	MX-849		
	846.4	ORDWAY	⊙ -1	MX-854	7234	
	863.1	PULTNEY		MX-871	6070	
	869.4	NA JCT.	∅	MX-876		
	591.8	AVONDALE	⊙ -1	MX-889	8153	
	603.6	DEVINE	Via ATSF	MX-895		
	609.6	BAXTER		MX-897	7500	
	611.8	PUEBLO JCT.	⊙	MX-903		
	617.8	PUEBLO	T ⊕ -1	MX-905	Yd.	
	897.1					
	166.8					

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

Time applies at the station for trains operating through Horace. Operation in Pueblo Terminal will be governed by DRGW timetable and Special Instructions of Pueblo Union Depot.

UP trains must secure UP clearance before leaving Pueblo (ATSF clearance not required).

Hot Box and Dragging Equipment Detectors located at *MP 792.1, MP 851.0 and ATSF *MP 595.1.

Avondale: Entrance road to ordnance plant — Stop and protect before crossing.

YOUR RESPONSIBILITY!
SAFETY
COOPERATION

Maximum Speed between Okay Jct. and KO&G Jct. (Except as below) 49 128.2 and 128.3 . . . 10 City Limits Muskogee . . . 25† Muskogee Over UP ⊙ . . . 20 167.4 and 167.6 . . . 45 173.0 and 175.0 . . . 25 184.6 and 185.1 . . . 40 202.0 and 217.0 . . . 40 Except: Calvin — Over MKT . . . ⊙ . . . 20 231.1 and 231.4 . . . 45 242.5 and 246.4 . . . 40 256.5 and 256.8 . . . 30 267.6 and 273.5 . . . 40 284.0 and 289.3 . . . 40 291.5 and 295.5 . . . 30 Thru Conn. KO&G Jct. . . . 15	Mile Post	SOUTH ▼	Radio communication via Channel One, Call-in One STATIONS		NORTH ▲	Sta. tion Nos.	Sid- ings Feet							
			OKAY JCT.	VERDIGRIS RIVER ⊕				⊙ MKT ⊕	MUSKOGEE ⊕ UP ⊙	WAINWRIGHT	HENRYETTA	TANNER	MINA	⊙ MKT ⊕	CALVIN	LEON	TUPELO	WAPANUCKA	CAIN	KO&G JCT.
	120.2						L-233							
	122.5													
	128.3													
	133.8				⊕ ⊙ T	MG-3	8624							
	145.9					MG-146	7766							
	174.1				⊙ T ⊕ -1	MG-174	4140							
	188.6					MG-189	4513							
	202.2				⊕ -1	MG-202	7560							
	215.3													
	216.3					MG-216	4303							
	226.0					MG-226	7700							
	252.5				⊕ -1	MG-252	7798							
	269.5				⊕ -1	MG-270								
	278.0					MG-279	7760							
	297.6				⊙	MG-298								
20.9 MILES VIA MKT														
RAY-DENISON														
198.3														
Northward trains secure clearance Durant Operation over Verdigris River MP 122.4 to MP 123.9 joint-MKT. Hot Box and Dragging Equipment Detectors — *MP 169-25; *MP 199-04; *MP 236-25 and *MP 271-18. 30 MPH turnout Okay Jct.														

STATIONS BETWEEN KO&G JCT AND RAY-DENISON

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

MIDLAND VALLEY BRANCH — KANSAS DIVISION

WEST ▼	Mile Post	STATIONS	EAST ▲	Sta. tion Nos.	Sid- ings Feet	Rule 99 (4) in effect.	
						Yard limits: MP 40.0 to MP 56.0, MP 93.0 to MP 101.1 and MP 146.1 to MP 154.7.	Maximum Speed MPH (Except as below) . . . 30 Between Mile Posts 95.1 and 96.0 . . . 20 96.0 and 98.0 . . . 12 98.0 and 100.0 . . . 25 132.8 and 135.3 . . . 20 141.1 and 148.2 . . . 25 148.2 and 154.7 . . . 20 154.7 and 169.4 . . . 25 169.6 and 187.2 . . . 25 Business Tracks MP Sta. No. Bokoshe . . . 27.2 MV-27 Keota . . . 40.9 MV-41 Gloco . . . 47.4 MV-47 Kerr McGee . . . 50.5 MV-50 Porum . . . 67.5 MV-67 Carbonex Coal . . . 69.7 MV-67 Warner . . . 77.2 MV-77 Bixby . . . 134.0 MV-134 Skiatook . . . 166.6 MV-167
	20.8	PANAMA		MV21			
	29.3	⊙ FS & VB ⊕					
	55.2	STIGLER	⊙	MV55	2340		
	95.8	SHOPTON	⊙ T ⊕ ⊕	MV96	Yd.		
	97.1	⊙ BN ⊕					
	97.2	⊙ MKT . G					
	100.1	MUSKOGEE ⊕ UP G	⊕ ⊙ T	MV97			
	117.3	HASKELL		MV117	1248		
	141.5	JENKS		MV142	550		
	148.1	TULSA	T ⊕ ⊕	MV152	Yd.		
	152.3	⊙ SS RY ⊕					
	187.2	BARNSDALL		MV187			
	166.4						

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

34 PITTSBURG BRANCH — KANSAS DIVISION

WEST	EAST	Station Nos.	Sidings Feet	Rule 99 (4) in effect between Chetopa and Nassau Jct. only.
Mile Post	STATIONS			
319.3	NASSAU JCT. T	P-71		Trains arriving Nassau Jct. will secure authority from train dispatcher before fouling main track on Carthage Subdiv.
343.4	⊗ BN 24.1			
352.8	CORNELL 9.4	N-35	2772	
357.6	⊗ KCS G 4.8			Yard Limits: Nassau Jct. to MP 321.5; Pittsburg, MP 355.0 to MP 360.5 and MP 422.0 to Coffeyville.
358.0	PITTSBURG 0.4	N-41	Yd.	
362.8	FLEMING 4.8	N-46	1961	
365.6	⊗ BN 2.8			Maximum Speed MPH 10
365.8	CHEROKEE 0.2	N-48	839	
366.8	⊗ BN G 1.0			
379.6	SHERWIN ⊗ BN G 12.8	N-62	1290	
386.1	FAULKNER 6.5	N-68	1531	
392.8	CHETOPA 0.4	N-75	1191	Business Tracks MP No. Moundville ... 328.0 N-11 Bronaugh ... 333.2 N-16 Liberal ... 343.3 N-26 Bartlett ... 400.0 N-83 Edna ... 408.1 N-91
393.2	⊗ MKT G 20.0	N-96	900	
413.2	VALEDA 9.8			
423.0	⊗ ATSF ⊗ MKT 0.3			
423.3	COFFEYVILLE T ⊗	R-135	Yd.	
104.0				

McPHERSON BRANCH — KANSAS DIVISION

Rule 99 (4) in effect between McPherson Jct. and Newton only.	Radio communication via Channel One, Call-in Two	Station Nos.	Sidings Feet
Maximum Speed MPH (Except as below) 49 City Limits Potwin 25 City Limits Mound Ridge 20 MP 486.5 — MP 488.8 20 MP 35.4 — MP 0.0 (Except as below) 40 MP 35.8 — MP 34.8 10 MP 33.0 — MP 25.2 30 MP 5.1 — MP 0.0 10 Over Crossings at: MP 33.8 25 MP 21.6, 13.1 and 8.1 10 MP 10.1 (eastward) 5 Through Assaria 25 Yard Limits: McPherson Jct. to MP 457.4; MP 486.1 to MP 487.6; MP 494.1 to MP 497.0; MP 501.3 to MP 502.0 and MP 515.9 to MP 516.3.	Mile WEST STATIONS EAST		
	454.6	McPHERSON JCT. T	H-155
	467.1	POTWIN 12.5	PB-13
	474.5	WHITEWATER 7.4	PB-20 1087
	474.7	⊗ OKT 0.2	
	486.8	NEWTON 12.1	PB-32 976
	487.0	⊗ ATSF 0.2	
	495.1	HESSTON 8.1	PB-41 1862
	501.6	MOUND RIDGE 6.5	PB-47 1730
	514.9	⊗ SSW 13.3	
	516.2	McPHERSON 1.3	PB-62 Yd.
	35.1	⊗ ATSF 0.3	
Business Tracks	MP No.		
Oil Hill	456.7 PB-2		
Brainerd	471.6 PB-17		
McLains	481.4 PB-27		
Marvel Industries	488.8 PB-34		
Zimmerdale	491.7 PB-37		
Elyria	509.3 PB-56		
Bridgeport	15.8 MX499		
Sid	5.3 KM005		
Wesleyan	2.9 KM003		
97.0			

HARDTNER BRANCH — KANSAS DIVISION 35

Rule 99 (4) in effect: between MP 491.0 and Conway Springs only.	WEST	EAST	Station Nos.	Sidings Feet
Yard Limits: Hardtner Jct. to MP 491.0, MP 511.0 to MP 514.6.	Mile Post	STATIONS		
Maximum Speed MPH (Except as below) 30	485.9	HARDTNER JCT. T	M-001	
Between Mile Posts 512.3 and 513.0 25	487.9	⊗ ATSF 2.0		
513.0 and 564.0 10	488.8	⊗ ATSF 0.9		
564.0 and 569.7 25	494.3	FRONTIER 5.5	H-196	6398
569.7 and 573.5 20	496.6	BAYNEVILLE 2.3	H-197	1277
	501.4	CLEARWATER 4.8	H-202	1169
	506.9	MILLERTON 5.5	H-208	1364
Business Tracks	MP No.	Sta. No.		
Murray Gill	493.3 H-194			
CG&F Elevator	493.8 H-195			
Clearwater Co-op	500.4 H-201			
Shook	548.2 H-250			
Ruella	552.0 H-253			
	512.9	CONWAY SPRINGS ... T	NL-135	Yd.
	524.3	ARGONIA 11.4	H-225	
	524.5	⊗ ATSF 0.2		
	531.2	FREEPORT 6.7	H-232	2220
	541.6	ANTHONY 10.4	H-243	
	541.9	⊗ ATSF 0.3		
	542.0	⊗ ATSF 0.1		
	558.8	CORWIN 16.8	H-260	
	564.0	HAZELTON 5.2	H-265	
	571.2	KIOWA 7.2	H-272	
	572.5	⊗ ATSF G 1.3		
	573.1	⊗ ATSF 0.6		
	576.8	STUBBS 3.7	H-278	
	581.5	HARDTNER 4.7	H-283	
95.6				

STAFFORD BRANCH — KANSAS DIVISION

Rule 99 (4) in effect. Max. Wt. 220,000 lbs. between Olcott and Iuka, except on authority of Superintendent.	WEST	EAST	Station Nos.	Sidings Feet
Yard Limits: Conway Springs to MP 559.9, MP 610.1 to End of Track Iuka.	Mile Post	STATIONS		
Maximum Speed MPH (Except as below) 30	558.7	CONWAY SPRINGS ... T	NL-135	Yd.
Between Olcott and Iuka 20	567.1	MILTON 8.4	NL-144	
Preston, through turnout at end of siding 15	572.2	⊗ ATSF G 5.1		
Business Tracks	592.3	KINGMAN 20.1	NL-169	
MP No.	593.1	⊗ ATSF G 0.8		
Norwich	593.9	⊗ ATSF 0.8		
Belmont	598.4 NL-148			
Alameda	585.3 NL-162			
Neola	620.9 NL-198			
	598.4	BROWNS SPUR 7.4	NL-175	
	605.8	PENALOSA 4.2	NL-183	
	610.0	OLCOTT 9.9	NL-187	
	619.9	PRESTON 0.2	NC-10	599
	620.1	⊗ SSW G 9.9		
	630.0	IUKA 4.5	NC-20	
	614.5	TURON 0.5	NL-191	
	615.0	⊗ SSW 13.6		
	628.6	STAFFORD 1.0	NL-205	
	629.6	⊗ ATSF 9.7		
	639.3	HUDSON 9.0	NL-216	
	648.3	SEWARD 5.4	NL-225	
	653.7	RADIUM	NL-230	
95.0				

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed Between Wichita and Geneseo (Except as below)	MPH
	WEST ▼	EAST ▲				
482.0	WICHITA YD.	Ⓞ T	H-183	Yd.	30	
482.4	Ⓞ BN	0.4			20	
482.6	Ⓞ OKT	0.2			10	
483.0	Ⓞ WTA	0.4			20	
483.0	Ⓞ ATSF	0.4			20	
485.9	HARDTNER JCT.	Ⓞ T	M-1		30	
495.0	MAIZE		M-10	1502	20	
499.1	COLWICH		M-14	1516	10	
509.9	MT. HOPE		M-25	3029	20	
516.9	HAVEN		M-32	2888	10	
522.4	YODER		M-37	2192	20	
531.5	Ⓞ ATSF	0.1			20	
531.6	Ⓞ ATSF	0.4			20	
532.0	Ⓞ SSW	0.6			20	
532.6	HUTCHINSON	Ⓞ T	M-48	Yd.	20	
533.5	Ⓞ ATSF	0.9			20	
537.5	YA JCT.	4.0			20	
13.09 MI. VIA ATSF						
550.1	ST JCT.	9.1			20	
559.2	Ⓞ BN	1.3			20	
560.5	LYONS	Ⓞ T	M-76	2536	20	
561.0	Ⓞ ATSF	0.5			20	
573.2	GENESEO	12.2	MX-532	3890	20	
524.5					20	
91.7						

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

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

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

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

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

Hutchinson: In yard Ⓞ SSW G.

CONWAY SPRINGS BRANCH — KANSAS DIVISION

Mile Post	STATIONS		Station Nos.	Sidings	Yard Limits: MP 537.3 to MP 558.0.	MPH
	WEST ▼	EAST ▲				
522.9	ARKANSAS CITY		NB-25			
43.3 MI. VIA ATSF						
537.9	BELLE PLAINE		NL-115			
544.5	Ⓞ OKT	6.6				
558.7	CONWAY SPRINGS	Ⓞ T	NL-135	Yd.		
68.7						
Operation over ATSF Belle Plaine to Arkansas City Special Instructions Item 14(a).						
Business Tracks					Sta. No.	
Riverdale					544.4	NL-121
Anson					552.2	NL-129
Winfield					517.2	NL-94

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed: Between Mile Posts 251.9 and 304.0 (Except as below)	MPH
	WEST ▼	EAST ▲				
251.1	CENTENNIAL YD.	Ⓞ T	TP-250	Yd.	60	
251.9	FT. WORTH		TP-252	Yd.	50	
260.3	IONA		TP-260	7792	50	
273.1	EARLS		TP-273	7983	55	
277.3	WEATHERFORD		TP-277	8327	50	
287.1	PREBLE	Ⓞ-1	TP-287	6795	45	
301.1	BRAZOS		TP-301	6921	45	
313.5	JUDD	Ⓞ-1	TP-313	6952	40	
326.8	STRAWN		TP-326	6959	60	
338.7	TIFFIN		TP-338	6913	50	
340.8	RANGER	Ⓞ-1	TP-341		40	
351.5	EASTLAND		TP-351	6913	50	
360.7	CISCO	Ⓞ-1	TP-361	9803	30	
367.9	DOTHAN		TP-368	6920	50	
381.7	JAYELL		TP-381	6772	40	
392.8	CLYDE	Ⓞ	TP-392	7366	20	
404.5	HOLDER	Ⓞ	TP-405	8779	35	
406.6	ABILENE	Ⓞ-1	TP-407	Yd.	30	
409.9	BAGDAD	Ⓞ	TP-409	6008	30	
415.0	TYE		TP-414	5520	25	
423.9	MERKEL		TP-423	7775	25	
429.7	TRENT		TP-429	4884	25	
437.0	ESKOTA		TP-438	7481	25	
441.0	TECFIC		TP-441		25	
447.8	SWEETWATER	Ⓞ-1	TP-448	11649	25	
456.4	ROSCOE		TP-456	7430	25	
466.4	LORAINÉ		TP-467	7451	25	
478.1	DOMÉ	Ⓞ-1	TP-479	8266	25	
491.1	IATAN		TP-492	7474	25	
503.7	COAHOMA		TP-503	7401	25	
508.5	ZILER	Ⓞ	TP-509	4352	25	
513.4	BIG SPRING	Ⓞ T	TP-513	Yd.	25	
262.3						

Yard Limits: MP 403.5 to MP 410.6; and MP 507.7 to MP 517.0.

Trains will be governed by instructions of Crest Yardmaster from Ft. Worth to Centennial Yard.

A & S Branch: 38.2 Miles. Abilene to Winters. Industrial Lead entire branch.

Maximum Speed 25 MPH except MP 4.0-MP 17.0. 10

Business Tracks	MP	Sta. No.
Ⓞ ATSF	16.7	
Tuscola	17.2	TJ-17
Bradshaw	27.4	TJ-28
Winters	38.2	TJ-38

Hot Box and Dragging Equipment Detectors located Ⓞ MP 283.0, Ⓞ MP 317.1, Ⓞ MP 347.3, Ⓞ MP 377.0, Ⓞ MP 416.0, Ⓞ MP 453.0 and Ⓞ MP 485.5. 30 MPH Turnouts: Ft. Worth; all CTC sidings except: Earls, Ranger, 25 MPH turnouts all other sidings except: Tye, Trent, Ziler; E. end Roscoe, Loraine; W. end Holder, Eskota, Dome and Iatan.

WMW&NW BRANCH — RIO GRANDE DIV.

Miles	STATIONS		Station Nos.
	WEST ▼	EAST ▲	
0.0	WEATHERFORD	Ⓞ	TP-277
18.1	WOLTERS		TK-18
22.0	MINERAL WELLS	Ⓞ T	TK-22
22.0			

Maximum Speed: 10 MPH

Yard Limits: Entire Branch

Radio Communication via Channel One, Call-in One.

38 TOYAH SUBDIV. — RIO GRANDE DIVISION

Mile Post	Radio Communication via Channel One Call-in One STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts	MPH
	WEST	EAST				
513.4	BIG SPRING	TP-513	Yd.		513.4 and 517.0	50
	10.5				519.0 and 527.0	40
523.9	MORITA	TP-524	7560		533.0 and 541.0	40
	9.5				551.6 and 556.5	25†
533.3	STANTON	TP-534	7492		570.3 and 576.0	40
	15.3				587.1 and 587.6	55
549.2	CHUB	TP-549	6856		608.0 and 611.0	35
	4.2				646.8 and 647.2	45
553.3	MIDLAND	TP-553			692.7 and 696.6	55
	5.8				717.5 and 722.0	40
559.0	BOUNCE	TP-559	4335		735.3 and 735.6	50
	4.9				741.3 and 744.0	45
563.8	PEGASUS	TP-564	8312		Through turnout to SP	
	4.9				Sierra Blanca	25
568.7	SOLO	TP-569	4186		Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.	
570.3	ODESSA	TP-570	Yd.			
	8.6					
578.9	ARCADE	TP-579	7862		Business Tracks	MP No. Sta. No.
	5.1				Tex-Harvey	541.0 TP-541
584.1	DOURO	TP-584	4303		Ind. Foundation	557.6 TP-558
	9.6				Warfield	562.7 TP-563
593.7	METZ	TP-594	7899		Texas Elec.	613.6 TP-614
	15.7				Monsanto	617.5 TP-618
609.4	MONAHANS	TP-609	7465		Pyote	624.2 TP-624
	6.2				Barstow	640.0 TP-640
615.6	WICKETT	TP-615	5451		Westex	729.0 TP-729
	31.0				Crusher	744.2 TP-744
646.6	PECOS	TP-647	4584		Tale	757.0 TP-757
	19.5					
666.1	TOYAH	TP-666	11467			
	10.6					
676.7	GOZAR	TP-676	4216		25 MPH turnouts at west end siding Arcade, Pegasus and Boracho and east end of sidings Morita, Stanton, Monahans and Metz.	
	9.6					
686.3	SAN MARTINE	TP-687	4203		Trains secure clearance Toyah.	
	4.9				Hot Box and Dragging Equipment Detectors: MP 544.0, *MP 582.0, MP 613.6, *MP 644.5 and MP 706.3.	
691.2	LEVINSON	TP-691	4130		Yard Limits: MP 507.7 to MP 517.0; MP 567.9 to MP 576.6 and MP 664.8 to MP 667.8.	
	7.6				Engines must not use No. 3 or Eng. Spur at Crusher, Allamore.	
698.8	KENT	TP-698	4348		Operation via SP Sierra Blanca to El Paso.	
	10.0				Sierra Blanca — Time applies at SP connection.	
708.8	BORACHO	TP-709	8764			
	18.3					
727.1	WILD HORSE	TP-727	4216			
	7.9					
735.0	VAN HORN	TP-735	3584			
	11.5					
746.5	ALLAMORE	TP-746	4220			
	7.4					
753.9	EAGLE FLAT	TP-754	4232			
	9.7					
763.6	ARISPE	TP-764	4129			
	4.9					
768.5	SIERRA BLANCA	TP-768				
	88.4 MILES VIA SP					
858.4	EL PASO	TP-860	Yd.			
	343.5					

STATIONS BETWEEN SIERRA BLANCA AND EL PASO

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

T-NM BRANCH — RIO GRANDE DIVISION

Mile Post	Radio Communication Via Channel One, NORTH STATIONS		Station Nos.	Rule 99 (4) in effect.	Maximum Speed (Except as below) Between Mile Posts	MPH
	SOUTH	EAST				
105.5	LOVINGTON	TM-105			0.0 and 1.0	10
	21.1				9.0 and 38.0	10
84.4	HOBBS	TM-84			48.0 and 51.0	10
	19.4				65.0 and 66.0	10
65.0	EUNICE	TM-66			83.0 and 91.0	10
	22.7					
42.3	JAL	TM-42			Business Tracks	MP No. Sta. No.
	18.7				Combust	52.6 TM-53
23.6	KERMIT	TM-24			United Carbon	55.9 TM-56
	23.6				Warren	78.0 TM-78
0.0	MONAHANS	TM-000			Climax	80.1 TM-80
					Southern Union Oil	100.0 TM-100
	105.5				Lea County Oil	101.0 TM-101

TIMETABLE NO. 3

WHITESBORO SUBDIV. — RIO GRANDE DIVISION 39

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Whitesboro Jct. and Tower 55	MPH
	SOUTH	NORTH				
	RAY-DENISON		Ⓢ	MK622	Yd.	
	20.9 MILES VIA MKT					
173.1	WHITESBORO JCT.	TA-173	Yd.		173.3 and 173.7	35
	18.4				186.2 and 186.5	50
191.5	PILOT POINT	TA-191	7627		188.6 and 189.1	50
	13.1				191.5 and 192.1	40
204.6	MINGO	TA-203	7589		203.3 and 203.7	30
	4.5				208.1 and 209.8	30
209.1	DENTON	TA-209	7208		221.7 and 222.2	30
	16.3				228.6 and 228.9	55
225.4	ROANOKE	TA-225	7699		229.2 and 242.7	40
	12.7				242.7 and 251.1	20
238.1	SSW				Through Tower 55	
	2.4				Through Interlocking	15
240.5	HODGE	TA-240	9688		On Wye tracks	
	2.2				Tower 55	10
242.8	PEACH STREET	TA-243	7549			
	1.8					
244.5	TOWER 55	TP-245	Yd.			
	92.3					
	Operation on Dallas Subdiv. between Tower 55 and Centennial Yard.					

Rule 94 in effect between MP 242.7 and Tower 55.
 Operation via MKT between Whitesboro Jct. and Ray-Denison
 Northward trains secure UP clearance at Tower 55. Northward trains operating beyond Whitesboro secure MKT clearance at Tower 55. Southward trains operating on Whitesboro Subdiv. secure UP clearance at MKT Ray Yard.
 Trains and engines operating between MP 242.7 and Tower 55 be governed by instructions of yardmaster or Operator Tower 55.
 Hot Box and Dragging Equipment Detectors — @MP 194.3 and @MP 219.4.
 All dual control switches are 30 MPH turnouts except Whitesboro Jct.

Business Tracks		MP	Sta. No.	Station	MKT MP	Sta. No.	Sidings Feet
Collinsville	179.5	TA-179	PERRIN FIELD	668.9	MK 669	—	—
Aubrey	198.3	TA-198	POTTSBORO	669.6	MK 670	5970	—
Keller	230.2	TA-230	SADLER	681.9	MK 682	—	—
Affiliated Foods	232.0	TA-232	WHITESBORO	685.7	—	8424	—

BONHAM BRANCH — RIO GRANDE & RED RIVER DIVS.

Mile Post	Radio Communication via Channel One Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (except as below) Between Mile Posts	MPH
	WEST	EAST				
0.0	TEXARKANA	TP-0	Yd.		50.0 and 59.1	10
	0.6				75.0 and 85.0	10
0.6	KCS				Over Church St., Paris	10
	14.2				91.7 ATSF	10
14.8	HOOKS	TA15	4051		97.0 and 121.0	10
	19.4				126.0 and 157.0	10
34.2	DE KALB	TA34	4059			
	26.8					
61.0	CLARKSVILLE	TA61	2310			
	30.0					
91.0	PARIS	TA91	Yd.			
	0.7					
91.7	ATSF					
	36.4					
128.1	BONHAM	TA128	Yd.			
	13.5					
141.6	MKT	TA142				
	12.9					
154.5	SP					
	0.1					
154.6	MKT					
	0.1					
154.7	SHERMAN	TA155	Yd.			
	18.4					
173.1	WHITESBORO JCT.	TA173	Yd.			
	173.1					

Yard Limits: MP 0.0 to MP 2.3; MP 59.0 to MP 63.0; 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 173.1.
 Within Red River Army Depot — Stop and protect Texas St. and 1st St. South.
 Red River Div Jurisdiction MP 0 to MP 126.0.
 Rio Grande Div. Jurisdiction MP 126.0 to Whitesboro Jct.

TIMETABLE NO. 3

WEST		Radio Communication via Channel One, Call-in Two. At Texarkana and Centennial Yard, Channel Two.			EAST	
First Class 21 Pgr.	Mile Post	DALLAS SUBDIVISION	Station Nos.	Sid- ings Feet	First Class 22 Pgr.	Sun. Tues. Fri.
Mon. Wed. Sat.		STATIONS				
AM 9 37	0.0	TEXARKANA... T ⊕ ⊕	TP-0	Yd.	PM s9 39	
	0.5	⊗ SSW ⊕				
	1.8	NATIONAL JCT.				
	2.4	⊗ KCS ⊕				
	7.9	SULPHUR	TP-8	9157		
	14.8	SPRINGDALE	TP-15	4914		
	20.4	QUEEN CITY	TP-21	7449		
	23.6	ATLANTA... ⊕ -2	TP-24	4756		
	31.2	BIVINS	TP-31	7425		
	37.5	KILDARE	TP-37	5022		
	43.5	PAYNE... ⊕ -2	TP-44	7716		
	50.7	JEFFERSON ⊗ L&A ⊕	TP-51	8549		
	58.7	WOODLAWN	TP-58	7395		
s10 52	66.3	MARSHALL... ⊕ -2 T	TP-67	8243	s8 24	
	70.5	QUINCY	TP-70	4748		
	75.3	KEOKUK	TP-75	7484		
	81.5	LANSING JCT.	TP-83			
	87.7	RED... I				
s11 25	89.6	LONGVIEW... ⊕ -2	TP-90	Yd.	s7 50	
	89.9	LONGVIEW JCT.				
	93.8	GREGGTON	TP-94	13590		
	104.8	GLADEWATER	TP-103	7255		
	113.8	BIG SANDY ⊗ SSW ⊕	TP-113	7277		
	124.2	FADA	TP-124	7507		
	130.0	HOARD	TP-130	4967		
	136.1	MINEOLA... ⊕ -2	TP-138	15050		
	142.2	SILVER LAKE	TP-143	4730		
	150.0	GRAND SALINE	TP-149	7512		
	158.8	EDGEWOOD	TP-160	7559		
	167.4	WILLS POINT	TP-167	7728		
	175.9	ELMO	TP-176	7454		
	181.9	TERRILL... ⊕ -2	TP-183	4406		
	187.0	LAWRENCE	TP-187	7466		
	199.1	MARITH	TP-199	7403		
	204.5	MESQUITE	TP-204	21400		
	209.1	MP JCT. ⊕	TP-209	7037		
	214.2	TOWER 19 ⊕				
s2 22		DALLAS ⊕	TP-215		s5 08	
	214.8	TERMINAL JCT. ⊕	TP-216			
	216.1	BROWDER... ⊕	TP-218	4334		
	226.4	GRAND PRAIRIE	TP-227	4570		
	229.0	BOP	TP-230	Yd.		
	232.7	ARLINGTON	TP-233	4179		
	241.1	POLY... I	TP-241			
3 15 PM	245.4	TOWER 55 ⊕	TP-245		4 08 PM	
	247.4	RIVER... I	TP-247			
	251.1	CENTENNIAL YD. ⊕	TP-250			

251.1

TIMETABLE NO. 3

DALLAS SUBDIV.

Maximum Speed	MPH	Fr.	Maximum Speed	MPH	Fr.
Between Mile Posts	75	60	Forest Ave. — Eastward		
0.0 and 1.0	20	20	Absolute Sig. Tower 19	10	10
1.0 and 2.9	50	50	Eastward Absolute Sig.		
5.5 and 6.4	65	—	Tower 19 — Terminal Jct.	20	20
11.1 and 13.1	70	—	Through curve Terminal Jct.		
15.4 and 18.4	70	—	(both Main tracks)	10	10
20.7 and 21.8	70	—	216.7 and 216.8	60	50
23.7 and 23.9	20	20†	217.8 and 220.2	60	50†
30.8 and 31.4	55	50	224.4 and 225.8	50	50
36.3 and 38.0	50	50	225.8 and 226.7	30	30
42.2 and 42.7	70	—	226.7 and 228.9	50	50
45.0 and 45.6	60	—	228.9 and 235.4	40	40
46.7 and 47.7	70	—	235.4 and 236.4	70	—
48.7 and 49.0	70	—	236.4 and 237.0	50	50
50.2 and 50.4	50	50	237.0 and 238.8	70	—
50.4 and 51.2	30	30	238.8 and 239.2	55	40
51.2 and 51.3	25	25	239.2 and Tower 55	40	40
51.3 and 51.5	30	30	Tower 55 — River	20	20
51.5 and 54.0	65	—	Through Interlocking Tower		
56.2 and 56.8	65	—	55	15	15
59.0 and 65.4	65	—	In siding Marshall:		
65.4 and 67.2	30	30	MP 66.5 — MP 66.7	15	15
67.2 and 68.9	65	—	Does not apply to trains		
80.2 and 80.6	65	—	entering or leaving		
80.6 and 81.5	60	—	Shreveport Subdiv. at		
81.5 and 85.0	65	—	Marshall Jct.		
86.3 and 89.7	60†	—	Inside tracks auto convoy-		
89.7 and 95.0	40	40†	TOFC Mesquite	10	10
100.7 and 104.9	40	40†	Through sidings and		
112.9 ⊗	25	25	turnouts		
112.9 and 113.3	65	—	East Yard Ft. Worth	15	15
126.5 and 126.8	70	—	Do not exceed 55 MPH if freight train aver-		
131.5 and 132.2	65	—	ages over 90 gross tons per car — 50 MPH if		
136.0 and 136.4	50	45†	train averages over 110 gross tons per car.		
139.9 and 141.2	70	—	Business		
148.2 and 148.9	60	—	Tracks		
148.9 and 149.6	40	40	South Texarkana	11.4	TP11
156.0 and 157.0	60	45	Pirkey	76.1	TP76
159.5 and 159.7	60	50†	Trinity	84.6	TP85
166.3 and 167.1	50	50†	Pumps	87.0	TP87
182.2 and 183.3	40	40	Hawkins	118.6	TP119
183.9 and 184.6	60	—	Debbie	128.9	TP129
192.2 and 193.0	70	—	Amoco	156.3	TP157
193.2 and 194.3	45	40	Forney	194.0	TP194
194.3 and 196.4	65	—	Mesquite Team	202.0	TP202
196.4 and 201.3	70	—	Skyline	205.6	TP205
201.3 and 203.0	45	45	Eagle Ford	220.0	TP220
203.0 and 205.5	70	—	Cloudy	222.0	TP224
205.5 and 208.3	60	50	June Pit	223.8	TP225
Thru curve MP Jct.	10	10	Mt. Creek	223.8	TP226
SP MP 5.1 — SP MP 2.1	25	25	Great Southwest	231.2	TP231
SP MP 2.1 — SP MP 1.8	10	10	Handley	239.2	TP239
SP MP 1.8 — Forest Ave.	25	25	Jamestown	242.9	TP243

All trains except No. 21 and No. 22 secure clearance at Mineola.
30 MPH turnouts at all junctions all sidings and Crossovers Red and Poly.

MW Crossover, Mineola located at MP 136-25.

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

Trains originating secure clearance at Longview.

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

Rio Grande Division jurisdiction MP 203 to Centennial Yard inclusive.

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

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

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

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

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

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

TIMETABLE NO. 3

42 SHREVEPORT SUBDIV. — RED RIVER DIVISION

Mile Post	Radio Communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Yard Limits:
	WEST	EAST			
192.1	ALEXANDRIA	Ⓞ	TB-195	Yd.	MP 190.4 to MP 195.8 MP 244.0 to MP 250.9 MP 283.0 to MP 287.0 MP 310.6 to MP 324.5 MP 347.5 to MP 351.4
195.7	TEXMO JCT.	Ⓞ	TB-196		Maximum Speed MPH (except as below) 50
203.7	RAPIDES		TB-204	4105	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
225.2	FERN		TB-225	4124	310.9 and 320.3 20 348.6 and 350.6 40 350.7 and 351.4 30
235.8	CYPRESS		TB-236	5094	Between Marshall and Lucas do not exceed 45 MPH if freight train averages over 80 gross tons per car — 40 MPH if train averages over 90 gross tons per car — 35 MPH if train averages over 100 gross tons per car.
246.0	CANE		TB-246	4066	Between Lucas & Texmo Jct. do not exceed 45 MPH if train averages over 110 gross tons per car.
247.5	NATCHITOCHESS	Ⓞ-1	TB-247		Business Tracks MP Sta. No.
265.7	LAKE END		TB-265	2935	England AFB 199.8 TB199
286.0	WESTDALE	Ⓞ	TB-286	8400	Boyce 208.7 TB209
308.6	LUCAS		TB-308	4805	Rodemacher 211.0 TB212
311.7	Ⓞ KCS	Ⓞ			Soybean Spur 244.2 TB243
313.9	Ⓞ SP	Ⓞ			Plywood Spur 251.0 TB251
315.0	CUTOFF JCT.	Ⓞ	TB-315	Yd.	Powhatan 258.8 TB258
315.6	HOLLYWOOD JCT.	Ⓞ	TB-316	Yd.	Gahagan 275.9 TB275
1.5	HOLLYWOOD YD.	Ⓞ-1T	TS-326		Dolet Hill 280.9 TB281
322.3	REISOR	Ⓞ	TB-321	13515	Grand Bayou 281.0 TB280
332.5	WASKOM		TB-331	5289	Bayou Pierre 285.0 TB285
343.1	SCOTTSVILLE		TB-342	4028	Caspiana 296.0 TB296
349.5	LOUISIANA			7551	Gayles 302.4 TB302
351.0	MARSHALL	Ⓞ-1	TP-67	Yd.	Olin 303.9 TB304
351.4	MARSHALL JCT.	ⓄT			Flournoy 317.7 TB319
					Greenwood 326.4 TB325
					Jonesville 335.4 TB334

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

20 MPH turnout, Hollywood Jct.

Hot Box and Drugging Equipment Detectors: ⓄMP 337.0, ⓄMP 292.0, ⓄMP 268.9, ⓄMP 242.2 and ⓄMP 216.3.

All trains and engines stop and protect Levy Street, Shreveport.

North Drill Track switch to Good Roads at Shreveport 20 MPH except between Cross Bayou and Wye at "X" Yard — 10 MPH.

Bayou Pierre lead — International Paper:

MP 0 to MP 3 — 25 MPH

MP 3 to MP 6 — 10 MPH

Tyler Branch		Henderson Branch	
Troop to Swan 27.0 Miles. Industrial Lead entire branch.		Overton to Henderson 16.0 Miles. Industrial Lead entire branch.	
Max Speed. 25 MPH Except MP 26.0 — MP 30.0 10 MPH.		Max. Speed 25 MPH	
Max. Wt. 263,000 lbs.			
Business Tracks	MP	Sta. No.	
Whitehouse	8.6	CX-9	
General Electric	13.5	CX-13	
Elberta	13.9	CX-14	
Tyler ⓄSSW Ⓞ	19.0	CX-19	
Swan	26.3	CX-27	

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

TIMETABLE NO. 3

LONGVIEW SUBDIV. — RED RIVER DIVISION 43

Mile Post	Radio Communication via Channel One Call-in Two		Station Nos.	Sidings Feet
	SOUTH	NORTH		
81.3	LONGVIEW	Ⓞ	TP-90	Yd.
69.2	KILGORE		AX-12	8075
58.9	OVERTON		AX-22	6991
45.4	TROUP	ⓄT	AX-36	8973
33.4	TECULA		AX-48	8580
27.2	JACKSONVILLE	Ⓞ	AX-54	4605
27.0	ⓄSSW			
23.6	HUME		AX-57	8000
11.9	NECHES		AX-70	8865
5.0	WELLS CREEK		AX-77	5183
0.0	PALESTINE	Ⓞ	AX-81	Yd.
			81.3	

Make all radio communications concerning terminal operation Palestine via Channel #2.

TRINITY SUBDIV. — RED RIVER & KINGSVILLE DIVS.

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet
	SOUTH	NORTH		
0.0	PALESTINE	Ⓞ-1T	AX-81	yd.
0.0	WEST JCT.		A-81	
1.6	SOUTH JCT.		A-83	
12.2	ELKHART		A-94	7512
37.5	CROCKETT	Ⓞ-1	A-119	9961
64.8	TRINITY	Ⓞ-1	A-146	9755
84.0	PHELPS	Ⓞ-1T	A-165	7977
95.7	NEW WAVERLY		A-177	4777
111.7	CONROE	Ⓞ ATSF	A-193	7765
127.7	SPRING JCT.	T	A-208	
128.3	LLOYD YD.	Ⓞ-1X	A-210	yd.
131.5	WESTFIELD	X	A-213	
137.2	ALDINE	X	A-219	
142.0	McGOWEN	X	A-223	
145.8	BELT JCT.	Ⓞ HBT	A-227	
146.6	Ⓞ SP	Ⓞ		
147.5	GULF COAST JCT.			VIA HB&T
150.1	SETTEGAST YD.	T Ⓞ	B-379	yd.
			150.1	

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

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

Kingsville Div. Jurisdiction MP 127.0 to MP 144.0. All radio communications concerning terminal operations at Palestine must be handled on Channel #2.

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

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

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

TIMETABLE NO. 3

SOUTH		Radio Communication via Channel One, Call-in Two Between Taylor and Sosan Call-in One	STATIONS	Station Nos.	Sidings Feet	NORTH	
First Class	21 Psgr.					First Class	22 Psgr.
Mon. Wed. Sat.	Mile Post					Sun. Tues. Fri.	
	0.0		PALESTINE T ⊕	AX-81	Yd.		
	1.0		1.0 WEST JCT. ⊙	AX-81			
	8.5		7.5 TUCKER AX-90		3686		
	18.0		9.5 OAKWOOD AX-99		7609		
	34.7		16.7 BUFFALO ⊕-2 AX-116		3546		
	43.8		9.1 JEWETT ⊙ AX-125		4237		
	54.8		11.0 MARQUEZ ⊕-2 AX-136		9141		
	70.4		15.6 EASTERLY AX-152		3919		
	77.1		6.7 FRANKLIN AX-158		9819		
	89.6		12.5 HEARNE ⊗ SP ⊙ ⊙ AX-171		6199		
	93.4		3.8 VALLEY JCT. ⊗ UP ⊕ AX-175		Yd.		
	99.6		6.2 GAUSE ⊕-2 AX-181		8170		
	110.0		10.4 MILANO ⊗ ATSF ⊕ AX-191		7744		
	123.4		13.4 MARJORIE ⊕-2 AX-205		8194		
	138.4		15.0 THRALL AX-220		8482		
	144.4		6.0 ⊗ MKT ⊕				
PM			0.4			AM	
s7 34	144.8		6.0 TAYLOR ⊕ AX-226		Yd.	s11 55	
	150.8		10.8 HESTES AX-232		7450		
	161.6		4.4 ROUND ROCK AX-243		7115		
	166.0		7.8 McNEIL ⊗ SP ⊙ AX-247		4931		
	173.8		5.3 SNEED AX-253		8516		
s8 29	179.1		8.2 AUSTIN T AX-262		2893	s11 05	
	187.3		13.7 BERGSTROM ⊕-1 AX-268		7370		
	201.0		7.7 KYLE AX-282		7391		
	208.7		0.1 CENTEX AX-288		8105		
	208.8		0.9 MKT JCT. AX-290				
s9 09	209.7		11.8 SAN MARCOS AX-291			s10 11	
	221.5		5.9 GOODWIN AX-302		9921		
	227.4		7.1 ⊗ MKT ⊕				
	234.5		6.5 CORBYN AX-316		7627		
	241.0		10.5 BRACKEN AX-322		8248		
	251.5		2.5 NORTH LOOP AX-333		7596		
	254.0		5.1 ADAMS AX-335		4051		
	259.1		0.7 SAN ANTONIO ⊙ AX-340				
10 29	259.8		0.6 APACHE JCT. ⊗ SP ⊕ AX-341			9 00	
PM	260.4		3.9 ⊗ SP ⊙			AM	
	264.3		⊕ T ⊙ SOSAN AX-345				
	264.3						

Kingsville Division Jurisdiction MP 255.9 TO MP 264.3
 All dual control switches are 30 MPH turnouts except switch to MKT connection at Taylor and crossover from freight lead to main track at Taylor.

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

Yard Limits: West Jct. to MP 4.1; MP 43.0 to MP 46.2; MP 259.0 to MP 265.0.

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

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

Trains arriving Palestine call yardmaster from Tucker.

Trains arriving Sosan call yardmaster from North Loop MP 251.5.

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

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

Maximum Speed	MPH	Maximum Speed	MPH	Psg.	Frt.
MP 0.0—MP 93.9		179.6 and 179.8	15	15	
(Except as below)	50	179.8 and 186.1	35	35	35
Between Mile Posts		190.5 and 192.0	60	55	
0.0 and 1.5	20	192.0 and 195.0	65	55	
City Limits Palestine	30	201.6 and 203.2	55	50	
13.0 and 14.0	30	203.3 and 207.6	55	50	
21.1 and 21.3	45	207.6 and 211.1	30	30	
34.3 and 35.2	40	219.9 and 220.0	60	—	
61.9 and 62.2	45	223.0 and 230.0	30	30	
64.2 and 64.6	45	230.0 and 232.0	60	50	
65.5 and 65.7	45	232.0 and 235.6	60	—	
89.0 and 91.0	25	240.3 and 240.7	60	—	
93.9 and Over Crossing	40	242.8 and 244.3	60	—	
Valley Jct. thru		247.4 and 249.4	60	—	
No. 1 & 2 Tracks	25	252.1 and 256.1	45	45	
93.9 and 144.9		256.1 and 257.4	40	40	
(Except as below)	60	257.4 and 258.5	30	30	
94.7 and 94.9	45	258.5 and 260.0	20	20	
109.9 and Over ATSF Crossing	40	260.0 and 260.9	30	30	
113.0 and 114.0	45	260.9 and 264.7	35	35	
118.7 and 120.9	45				
118.7 and 120.9	45				
RS&S Yard	10				
143.9 and 144.3	35				
144.3 and 144.9	15				

MPH	Psg.	Frt.
144.9 and 264.3	70	60
(Except as below)	35	35
144.9 and 145.9	40	40
145.9 and 146.7	60	45
146.7 and 147.7	60	—
160.0 and 161.8	60	—
166.9 and 171.0	35	35
171.0 and 179.6	35	35

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

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

**RULE OUT INJURY
 RULE IN SAFETY**

46 FT. WORTH SUBDIV. — RED RIVER DIVISION

Mile Post	SOUTH	Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH		
		STATIONS	NORTH			MP 0.0 — MP 165.8 (Except as below)	MPH	
		CENTENNIAL YD.	T	TP-250		0.0 and 0.4	35	
		TOWER 55	T	TP-245		0.4 and 6.0	50	
		85.0 MILES VIA MKT						
165.8		WACO JCT.		BV-181		20.9 and 22.7	40	
163.7		WACO		BV-178	8548	25.4 and 25.7	50	
155.0		HARRISON		BV-155	8562	31.0 and 47.5	50	
137.0		MARLIN		BV-139	7552	47.5 and 48.3	25	
116.5		SALTER		BV-117	8260	78.0 and 78.2	25	
110.1		SARGE		BV-110	4616	97.3	40	
100.6		VALLEY JCT.		AX-175	7766	97.3 and 100.6	55	
97.3		SP				100.6	40	
92.0		MUMFORD		BV-92	8206	Valley Jct. thru No. 1 & No. 2 Tracks	25	
78.1		BRYAN		BV-78	3208	106.8 and 107.0	50	
77.8		SP				138.0 and 140.6	25	
75.5		BRYAN JCT.		BV-75		148.2 and 148.5	55	
		26.9 MILES VIA SP						
48.6		NAVA JCT.		BV-49		158.5 and 158.8	55	
48.5		NAVASOTA		BV-49	3351	161.5 and 165.8	25	
45.0		JERRY		BV-44	10500	On Wye tracks Tower 55	10	
36.5		STONEHAM		BV-37	4603	Thru Turnout Waco Jct.	25	
26.1		GAZZOLI		BV-26	7450	Thru Turnout SP-Bryan Jct.	25	
22.1		MAGNOLIA		BV-22	4742	Thru Turnout SP-Nava Jct.	25	
11.2		HUFSMITH		BV-11	9201			
0.0		SPRING JCT.		A-209				
		254.5						

Hot Box and Dragging Equipment Detectors: ⊕ MP 19.3, ⊕ MP 85.4, ⊕ MP 107.8, ⊕ MP 132.7 and ⊕ MP 159.0.
 Southward trains secure UP clearance at Tower 55.
 All dual control switches are 30 MPH turnouts.
 Operation on Dallas Subdiv. between Tower 55 and Centennial Yard.

STATIONS BETWEEN CENTENNIAL YARD AND TAYLOR

Station	MKT MP	Sta. No.	Sidings Feet
TOWER 55	757.1		
NEY	758.5	MK 759	Yd.
WRENN	763.9	MK 764	7828
EGAN	777.6	MK 778	8752
GRANDVIEW	793.2	MK 794	9583
DANA JCT.	811.2	MK 812	
HILLSBORO	811.9	5812	Yd.
WINSLOW	813.0	BV 198	7218
WEST	827.4	MK 828	8830
ELM MOTT	836.4	MK 837	8060
CAPHEAD	841.9	MK 843	
WACO JCT.	842.1		
BELLMEAD	842.9	MK 845	Yd.
WACO	845.5	MK 846	Yd.
BASS	849.7	MK 850	10964
EDDY	865.2	MK 865	10142
TEMPLE	880.0	MK 880	2128
OPAL	880.8	MK 881	
COBEL	881.1	MK 882	3400
SMITH	883.1	MK 883	
LITTLE RIVER	887.6	MK 888	8993
GRANGER	908.1	MK 908	7371
BIRGE	918.4	MK 918	9121
TRANSFER JCT.	918.9		

STATIONS BETWEEN BRYAN AND NAVASOTA

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

LAREDO SUBDIV. — KINGSVILLE DIVISION 47

Mile Post	SOUTH	Radio Communication via Channel One, Call-In One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)		
		STATIONS	NORTH			Between Mile Posts	MPH	
		SOSAN		AX345	Yd.	281.4 and 282.7	40	
264.3		GESSNER		AX360	8300	290.7 and 291.5	40	
278.5		MELON		AX399	7450	312.6 and 313.3	30	
318.0		GARDENDALE		AX422	7575	345.0 and 346.0	40	
339.5		COTULLA		AX427	4616	Business	Sta. No.	
345.8		ATLEE		AX449	3191	Lytle	282.1 AX-363	
367.6		FINLEY		AX451	8300	Natalia	287.1 AX-368	
371.0		TM				Devine	291.5 AX-373	
412.0		LAREDO		AX494	Yd.	Armour		
412.2		147.9						

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

Trains arriving Sosan call yardmaster from MP 272.

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

Between Sosan and Laredo absolute block in effect and absolute blocks established between:

Sosan MP 265.0 and MP 268.0;

MP 268.0 and south end Gessner MP 279.3;

South end Gessner MP 279.3 and south end Melon MP 318.5;

South end Melon MP 318.5 and south end Gardendale MP 340.8;

South end Gardendale MP 340.8 and south end Finley MP 371.5;

South end Finley MP 371.5 and south end Callaghan MP 385.7;

South end Callaghan MP 385.7 and Laredo MP 405.6.

Authority for occupancy must be obtained from train dispatcher.

CRYSTAL CITY BRANCH — KINGSVILLE DIVISION

Mile Post	SOUTH	Radio Communication via Channel One		Station Nos.	Sidings Feet		
		STATIONS	NORTH				
190.8		DABNEY		HX18			
187.3		BLEWETT		HX14			
146.0		CRYSTAL CITY		FX146	Yd.		
143.4		RIVER		FX143	Yd.		
134.5		BRUNDAGE		FX134	4324		
118.3		COUNTY LINE		FX118	2068		
105.0		GARDENDALE		AX422			
		85.8					

Rule 99(4) in effect between Crystal City and Dabney only.

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.

Yard Limits: MP 105.0 to MP 107.0; MP 142.0 to MP 148.0.

Maximum Speed Crystal City — Gardendale 25 MPH; Crystal City — Dabney 20 MPH except 15 MPH MP 172.9 to MP 173.1; Wye tracks Crystal City 15 MPH.

Business Tracks MP No. Kelley 172.9 GX-173 LaPryor 163.9 GX-164

Between Crystal City and Gardendale absolute block in effect and absolute blocks established between:

Crystal City MP 142.0 and North end County Line MP 118.0; North end County Line MP 118.0 and Gardendale MP 107.0.

Authority for occupancy must be obtained from train dispatcher.

Maximum Speed	MPH
T&NO Jct.-Alvin	55
(Except as below)	20
T&NO Jct. — MP 18	45
MP 18 — MP 14	20
Between Alvin and Algoa	
(Except as below)	50
Wye Tracks Alvin and Algoa	25
East leg wye Alvin	10
Between T&NO Jct. and Algoa	
trains exceeding 90 tons per car or exceeding 7000 tons total must not exceed 45 MPH.	
Algoa — MP 204.3	
(Except as below)	50
Between Mile Posts	
343.3 and 342.9	25
320.3 and 318.6	20
309.6 and 308.2	25
305.6 and 305.5	35
285.5 and 283.4	30
204.3 and 0.0	49
(Except as below)	25
186.8 and 184.9	20
162.2 and 161.6	20
155.1 and 154.2	20
142.0 and 140.0	25
132.0 and 131.2	20
125.3 and 125.0	15
118.8 and 95.0	40
95.0 and 65.0	30
48.0 and 45.4	35
25.6 and 24.8	15
22.1 and 18.0	35
3.1 and 3.0	15
3.0 and 1.0	20
Business	Sta.
Tracks	MP No.
Monsanto Storage	335.9 B-336
Chocolate Bayou	
Spur	335.6 B-336
Danbury	327.3 B-327
Pan American	
Petroleum Spur	298.5 B-299
Abercrombie	297.5 B-297
Bonus Crop	
Fertilizer	290.5 B-290
Celanese Storage	277.3 B-277
Elmaton	269.6 B-270
McFaddin	209.4 B-209
Refco Corp.	190.4 B-190
Refugio	186.0 B-186
Cranel	173.6 B-174
Calallen	148.1 B-148
Corpus Christi Filtration	
Plant	147.3 B-147
Lon Hill	146.7 B-147
Nueces	138.7 B-138
Driscoll	132.1 B-132
Chemcel	122.8 B-123
Ricardo	112.0 B-112
Riviera	103.1 B-103
Turcotte	82.8 B- 83
Yturria	52.4 B- 52
Lyford	41.4 B- 41
Sebastian	36.9 B- 37
Russelltown	14.1 B- 14
Yard Limits:	
MP 0.5 to MP 3.0:	
MP 23.5 to MP 28.2:	
MP 116.0 to MP 120.0:	
MP 153.0 to MP 154.8:	
Temporary Yard Limits: MP 120.0 to MP 125.9-3:00 p.m. to 6:30 a.m. Monday thru Friday	
All siding switches Algoa to Inari inclusive are 30 MPH turnouts.	
Monsanto Ind. Lead — MP 335.6	5.6 miles
Maximum Speed	MPH
(Except as below)	15
MP 3 — MP 5	10
Freeport Branch:	
Between Angleton and Freeport	15.4 miles. Industrial lead entire branch.
Maximum Speed	MPH
(Except as below)	30
MP 10.3 to Bridge 15.6	10
Bridge 15.6 to end of track	5
Nalco lead	5
Oyster Creek lead	5
Shintech lead	5
Business	Sta.
Tracks	MP No.
Ross	7.3 BH-10
Clute	9.5 BH-8
Hoskins	11.4 BH-6
Freeport	15.4 BH-0

Mile Post	Radio communication via Channel One Call-In Two		Station Nos.	Sidings Feet
	SOUTH	NORTH		
STATIONS	▲	▼		
377.0	SETTEGAST YD. T	8.9	B-379	Yd.
368.1				
20.3	NEW SOUTH YD.		B-368	Yd.
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		B-348	Yd.
		1.6		
24.4				
27.0	27 CROSSOVER		B-347	
		2.6		
24.4				
343.2	ALGOA		B-343	
		0.4		
342.8	BROWNIE		B-342	9636
		9.4		
333.4	LIVERPOOL		B-333	7552
		13.4		
320.0	ANGLETON		B-321	Yd.
		11.8		
308.2	BRAZORIA		B-308	7690
		7.7		
305.5	S. BERNARD RIV.		B-306	
		4.7		
300.8	SWEENEY		B-301	5095
		9.1		
291.7	ALLENHURST		B-292	7800
		7.6		
284.1	ATSF			
		0.3		
283.8	BAY CITY		B-284	5121
		8.6		
275.2	BUCKEYE		B-275	7800
		10.6		
264.6	BLESSING		B-265	7800
		14.9		
249.7	LAWARD		B-250	7800
		4.8		
244.9	LOLITA (PCN Conn.)		B-245	
		4.8		
240.1	VANDERBILT		B-240	7051
		10.6		
229.5	KEERAN		B-230	5547
		5.2		
224.3	PLACEDO SP		B-224	
		5.0		
219.3	BLOOMINGTON		B-219	8619
		3.3		
216.0	BARGE CANAL			
		10.3		
205.7	INARI		B-205	7521
		12.3		
193.4	GRETA		B-193	7252
		13.4		
180.0	WOODSBORO		B-180	6392
		18.0		
162.0	SINTON JCT. SP		B-162	2224
		1.0		
161.0	SINTON		B-162	10864
		6.5		
154.5	ODEM UP		B-155	3656
		13.1		
141.4	ROBSTOWN TM		B-141	5773
		16.5		
124.9	BISHOP		B-125	
		6.6		
118.4	KINGSVILLE		B-119	Yd.
		21.0		
97.6	SARITA		B-98	4249
		20.6		
77.0	ARMSTRONG		B-77	7506
		9.4		
67.6	NORIAS		B-68	4098
		21.2		
46.4	RAYMONDVILLE		B-46	5228
		19.6		
26.8	SP			
		1.2		
25.6	HARLINGEN		B-25	Yd.
		6.6		
19.0	SAN BENITO		B-19	
		18.3		
0.7	BROWNSVILLE		B-0	Yd.
		377.0		

TIMETABLE NO. 3

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

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

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

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

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

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

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

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

Clearances:

Trains secure clearance Vanderbilt.

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

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

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

Phillips Refinery Spur — MP 297.5

2.3 miles

Max. Speed 10 MPH

Celanese Industrial

Lead — MP 277-00

2.3 miles

Max. Speed 10 MPH

Victoria Branch:

Between Bloomington and Victoria 12.5 miles. Yard Limits entire branch.

Maximum Speed 20 MPH

Business Tracks

Dernal 4.2 BM-4

Airco Ind. 4.5 BM-4

Brownsville Port Line 7.8 miles

Maximum Speed

(Except as below)

MP 0.0 — MP 0.5 15

MP 0.5 — MP 2.2 5

MP 2.2 — MP 1.2 10

SP 1.2

When operating on Brownsville and Rio Grande International RR be governed by its timetable and special instructions.

Hidalgo Branch: Mission to Hidalgo

8.0 miles. Yard Limits entire branch.

Maximum Speed 15 MPH

Business Tracks

Hidalgo Team 7.9 BYO48

McAllen Trade Zone 8.0 BYO48

Sugarland Branch — KINGSVILLE DIVISION

Mile Post	All radio communication in connection with HB&T operation is to be conducted on Channel 2.		Station Nos.
	SOUTH	NORTH	
STATIONS	▲	▼	
0.0	TAP		AE-7
		7.9	
7.9	PIERCE JCT.		AE-7
		11.1	
17.0	ARCOLA		AE-19
		2.3	
21.1	HAWDON		AE-21
		21.1	

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
Fresno	16.0	AE-16
Rosharon	29.7	AE-30
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.

Tap and Settegast Yard 5.8 Miles

Tap and T&NO Jct. 3.5 Miles

TIMETABLE NO. 3

50 CORPUS CHRISTI SUBDIV. — KINGSVILLE DIV.

Mile Post	Radio Communication via Channel One, Call-In Two		Station Nos.	Sidings Feet	Maximum Speed MPH
	SOUTH STATIONS	NORTH STATIONS			
3.1	SOSAN	T	AX345	Yd.	Maximum Speed (Except as below) 49 South Leg SAUG Wye MP 3.1 .. 10 Between Mile Posts 33.0 and 35.0 20† 77.1 and 77.8 20† 113.1 and 113.2 30† 145.5 and 149.0 10 Business Tracks MP No. Sta. No. San Jose 6.7 CC-7 Espey Sand Pit 23.1 CC-23 Leming 26.6 CC-27 Coughran 38.8 CC-39 McCoy 46.3 CC-46 San Miguel Power Plant 53.0 CC-53 Whitsett 63.3 CC-63 Sunniland 68.0 CC-68 Edroy 126.1 CC-126
17.2	LEHR		CC20	2570	
20.3	PLEASANTON	⊖-2	CC34	8307	
20.9	CAMPBELLTON		CC55	7898	
20.6	FLOOD GATE	⊖			
75.8	THREE RIVERS	⊖-2	CC77	2110	
77.3	FLOOD GATE	⊖			
77.8	GEORGE WEST		CC88	7850	
88.1	MATHIS	⊖-2	CC113		
113.0	HUBERT		CC124	3176	
124.7	ODEM	⊗ UP G. ⊗ T ⊖-2	B-155	Yd.	
132.2	VIOLA	⊖	CC141		
141.2	MP JCT.				
145.6	⊗ CTA	⊖			
145.9	CORPUS CHRISTI	⊗ T ⊖	CC150	Yd.	
149.0	145.9				

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

Handle all radio communications concerning terminal operation Sosan on Channel #2.
 Trains arriving Sosan call yardmaster from Loop 410, MP 8.7.
 Yard Limits: MP 3.1 to MP 4.8; MP 130.0 to MP 133.8; MP 140.5 to Corpus Christi.
 Trains and engines operating between Viola and Corpus Christi be governed by instructions of yardmaster or operator when on duty at Corpus Christi. When not on duty contact train dispatcher.
 All trains receive clearance at Odem unless verbally relieved by train dispatcher.
 Between Sosan and Viola absolute block in effect and absolute blocks established between:
 MP 4.8 and south end Pleasanton; North end George West and MP 114;
 South end Pleasanton and south end Campbellton; MP 114 and MP 130;
 South end Campbellton and MP 78; MP 133.8 and MP 140.5.
 MP 78 and north end George West;
 Authority for occupancy must be obtained from train dispatcher.

BAYTOWN BRANCH — KINGSVILLE DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Yard Limits Entire Branch Maximum Speed MPH
	WEST STATIONS	EAST STATIONS		
35.0	CEDAR BAYOU	⊖	BG-35	7.5 and 9.0 10
33.4	BAYTOWN	⊖	BG-33	11.0 and 11.6 10
30.7	⊗ E.O. CO. ⊗			14.7 and 14.9 10
28.5	DURHAM YARD	T	BG-28	Jacinto Port Lead 10
27.0	COADY YARD	⊖	BG-27	(Except Penn City Road east to end of track 20
22.5	HIGHLANDS		BG-22	Arco Industrial lead 10
18.0	COLE		BG-18	US Steel Industrial lead 10
16.0	SMITH		BG-16	22.6 and 23.3 10
9.5	MARKET ST.	⊗ T	BG-9	25.0 and 35.0 10
3.8	SETTEGAST YD.	⊖ ⊗ T	B-379	
	35.0			

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.

LAKE CHARLES SUBDIV. — NEW ORLEANS DIVISION 51

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH
	SOUTH STATIONS	NORTH STATIONS			
601.6	ALEXANDRIA	⊗ T ⊖	C-625	Yd.	(Except as below) 50
615.7	BRINGHURST		C-640	7500	Between Mile Posts 602.3 and 602.6 35 602.6 and 610.2 40 610.2 and 610.8 35 610.8 and 618.0 40 623.8 and 624.4 35† 634.5 and 636.0 25† 649.8 and 651.4 35
623.6	GLENMORA		C-647	3464	Wye Track
635.6	OAKDALE	⊖	C-659		Kinder 10 661.2 and 690.1 30 690.1 and 693.2 20
642.0	TRACY		C-666	8300	Wharves & Apron Docks 5
654.1	ELDER		C-679	4850	Do not exceed 40 MPH if train averages over 90 gross tons per car. Do not exceed 35 MPH if train averages over 100 gross tons per car.
660.6	KINDER	⊗ UP G ⊗ T ⊖	B-544	Yd.	
680.0	IOWA JCT.	⊗ SP ⊖	C-704		
690.2	⊗ SP				
694.2	LAKE CHARLES	⊖ ⊗ ⊖	C-720	Yd.	
	95.0				

Rule 99(4) in effect between Kinder and Lake Charles.

Business Tracks	MP No.	Sta. C-	Business Tracks	MP No.	Sta. C-	Business Tracks	MP No.	Sta. C-
Woodworth	610.6	C-634	Fontenot	664.2	C-688	American M.F.C.	680.5	C-703
Van-Ply	638.1	C-662	Fenton	669.4	C-694	Manchester	688.0	C-712
McNary	622.6	C-646	Woodlawn	675.0	C-700	Harbor	690.0	C-713
Oberlin	650.3	C-674						

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

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

Lake Charles Goss Port Lead ⊗ SP ⊖
 ⊗ KCS ⊖

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

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

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

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

NOLC BRANCH — NEW ORLEANS DIVISION

Mile Post	Radio Communication via Channel Two		Station Nos.	Yard limits entire Branch
	SOUTH STATIONS	NORTH STATIONS		
	W. BRIDGE JCT.	⊖		Maximum Speed (Except as below) 20
	WESTWEGO	T ⊖	C-809	City Limits Gretna 6
	MARRERO		C-812	City Limits Westwego 6
	HARVEY	⊖	C-813	Between Mile Posts 15.6 and 17.0 10
	GRETNA	⊗ SP ⊖	C-814	20.5 and 22.0 10
1.0	GOULDSBORO		C-815	23.6 and 24.3 10
			Y-1	32.5 and 32.8 10
9.2	BELLE CHASSE		Y-10	
38.2	END OF TRACK	⊖		Business Tracks MP No. Sta. No. McDonoughville Y-2 Chevron Chem. 12.0 Y-12 Alliance 21.4 Y-21 Myrtle Grove 22.2 Y-26
	46.2			

Radio Communication with Avondale Yard via Channel Two.

Lift Bridge over Algiers Canal MP 6-15 ⊖ ⊗
 Lift Bridge over Harvey Canal MP 4.2 ⊖ ⊗

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

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

52 BEAUMONT SUBDIV. — NEW ORLEANS DIVISION

CTC—Gulf Coast Jct. to MP 449.7 and Elizabeth to MP 641.5		Radio communication via Channel One, Call in Two		Station Nos.	Sidings Feet
Mile Post	WEST	STATIONS	EAST		
643.9	ANCHORAGE	⊗ UP ⊕	⊙	B-644	
631.5	ERWINVILLE			B-631	
621.1	LIVONIA	⊗ UP ⊕		TB-114	
610.4	ATCHFALAYA RIV.	⊙			4114
597.6	KROTZ SPRINGS			B-610	8300
590.7	PORT BARRE			B-597	
590.2	OPELOUSAS		⊙	B-590	
590.1	SP	⊗ UP ⊕			
584.2	LAWTELL			B-584	3700
572.0	POWELL			B-572	8300
570.3	EUNICE		⊙ T	B-570	
559.5	BASILE			B-559	4116
544.5	KINDER	⊗ UP ⊕	⊙ T	B-544	
544.4	HUB				
543.4	K.D. SIDING			B-543	8300
532.3	REAVES			B-532	7616
515.3	GORDON			B-515	5616
508.4	KCS	⊗			
508.0	DEQUINCY		⊙	B-508	8386
507.3	CS JUNCTION			B-507	
504.0	HELME			B-504	4820
499.2	LUCAS			B-499	4784
492.3	STARKS			B-492	7511
487.0	RULIFF			B-487	4646
477.4	MAURICEVILLE	⊗ UP ⊕	⊙	B-477	9863
467.2	VIDOR			B-467	13018
462.8	SP JCT.				
461.8	DRAWBRIDGE	⊙			
461.6	SP-ATSF	⊙			
460.8	GCL JCT.				
460.3	SP-KCS	⊙			
459.1	BEAUMONT		T ⊙	B-461	Yd.
455.1	ELIZABETH		⊙	B-455	7768
451.1	AMELIA		⊙ -2 ⊙	B-450	Yd.
441.3	GRAYBURG			B-441	8300
427.2	HULL		⊙ -2	B-427	8087
409.0	MARTHA			B-409	4664
398.8	HUFFMAN		⊙ -2	B-398	8290
385.4	DYERSDALE JCT.			B-385	
381.6	SETTEGAST JCT.			B-382	
378.0	GULF COAST JCT.			A-229	
					266.6

Hot Box and Dragging Equipment Detectors located at # MP 402.6, ⊕ MP 422.5, ⊕ MP 444.6, ⊕ MP 529.9, ⊕ MP 563.6 and ⊕ MP 596.1.
 Between Amelia and Elizabeth all movements will be made under direction of operator at Tower 74 and as prescribed by Rule 93.
 Operation on HB&T Settegest Jct. to Gulf Coast Jct. Be governed by HB&T timetable and Special Instructions.

TIMETABLE NO. 3

BEAUMONT SUBDIV. — NEW ORLEANS DIVISION 53

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. Northward trains secure KCS clearance at Beaumont.

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

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

Yard Limits — Indicated by Yard limit signs: MP 763.9 to GCL Jct.
 Location of Hot Box and Dragging Equipment Detectors:
 # MP 726.0
 # MP 743.4
 # MP 764.9 — also equipped with over-size load detector
 # MP 766.4 — also equipped with over-size load detector (both main tracks)

ORANGE BRANCH — NEW ORLEANS DIVISION

Radio communication via Channel One, Call-in Two.		Station Nos.	Yard Limits Entire Branch	
Mile Post	SOUTH		NORTH	MPH
				(Except as below) 20
				MP 489.2 — MP 490.5 10
				Doc Brown : Dupont Industrial 10
477.7	MAURICEVILLE	⊗ KCS ⊕ T	B-477	Lead 10
				Dupont Industrial Lead East Conn. 10
482.9	PEVETO		BE-482	Firestone Ind. Lead 10
				ORANGE:
486.9	SP	⊗		Weaver Ind. Lead 5
				County Dock Ind. Lead 5
488.0	DOC BROWN		T BE-488	Sta. No.
				Business Tracks MP No.
490.5	ORANGE	⊙	BE-490	Bancroft 485.0 BE-485
				Kilowatt 486.5 BE-486
				12.9

CROWLEY BRANCH — NEW ORLEANS DIVISION

Radio Communication via Channel One, Call-in Two		Station Nos.	Maximum Speed 10 MPH	
Mile Post	SOUTH		NORTH	MPH
				Industrial Lead Entire Branch
				Crowley-Mill Row Lead ⊗ SP ⊙
570.3	EUNICE		T ⊙ B-570	Business Tracks MP No.
				Gulf States 575.5 BD-575
577.9	MOWATA		BD-578	American
				Cyanamid 577.7 BD-577
592.3	CROWLEY		BD-592	
				22.0

CHURCH POINT BRANCH — NEW ORLEANS DIVISION

Industrial Lead Entire Branch		Radio Communication via Channel One, Call-in-Two		Station Nos.	Sidings Feet
Maximum Speed (Except as below)	MPH	Mile Post	SOUTH			NORTH
Between Mile Posts	30				
11.8 and 11.9	25	0.0	BUNKIE	⊙ 2-T	TB-163
19.4 and 20.6	10†	3.6	EOLA		TL-4
35.0 and 36.8	10	5.2	ST. LANDRY		TL-9
36.8 and 47.1	25	8.8	VILLE PLATTE		TL-20
47.1 and End of track	10	26.7	LEDoux		TL-27
		36.0	OPELOUSAS	⊗ UP ⊕	B-590
		47.9	CHURCH POINT		TX-36
					752
					47.9

Business Tracks MP No.
 Cleco 9.5 TL-10
 Tate Cove 15.4 TL-16
 Lithco 21.5 TL-21
 Swift Co. 41.1 TX-30
 Canal Refinery Spur 46.0 TX-35

TIMETABLE NO. 3

54 ALEXANDRIA SUBDIV. — NEW ORLEANS DIVISION

Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts	MPH
Mile Post	SOUTH STATIONS	NORTH			
192.1	ALEXANDRIA	Ⓜ T ①	C-625	Yd.	60
190.4	WILLOW GLEN	①	TB190		20
177.0	MEEKER		TB177	10453	45
163.1	BUNKIE	①-2T	TB163	10249	35
152.0	MORROWS		TB153	8960	40
138.5	PALMETTO		TB139	11970	50
129.5	MELVILLE	① ②	TB129		35
114.1	LIVONIA	UP ①	TB114	11165	40
101.8	GROSSE TETE		TB102	11647	40
95.0	MORLEY	① ②	TB95		20
90.1	ADDIS	①-2 T	TB90	19342	20
85.4	PLAQUEMINE		TB85		20
75.8	WHITE CASTLE		TB75	6048	20
67.8	McCALL	①-2	TB68	8070	20
64.7	DONALDSONVILLE	T	TB65	10457	20
53.1	ST. JAMES		TB52	8879	20
40.0	JOHNSON		TB40	11336	20
28.5	TAFT	①	TB28		20
20.8	AMA JCT.		TB20		20
19.3	FARMERS	X	TB19		20
17.1	SELLERS	X	TB17		20
16.5	CYANAMID	① SP ①	TB16		20
13.9	WILLS	① I	TB13		20
11.4	AVONDALE	① ②	C-806	Yd.	20
10.2	W. BRIDGE JCT.	①	TB10	Yd.	20

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

Thibodaux Branch: McCall to Westfield 9.4 Miles. Yard Limits entire branch. Max. Speed 10 MPH.

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

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

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

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

Operation E. Bridge Jct. to Gentilly Yard via SOU and SBD RR.

Operation between Wills and West Bridge Jct. governed by instructions yardmaster Avondale.

Hot Box and Dragging Equipment Detectors located at ① MP 168.1, ② MP 134.1, ③ MP 108.2, ④ MP 71.3, ⑤ MP 45.2 and ⑥ MP 22.1.

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

AVOYELLES BRANCH — NEW ORLEANS DIV. 55

Maximum Speed MPH (Except as below)		Radio Communication via Channel One, Call-in Two, except Addis Terminal, Channel Two		Station Nos.	Sidings Feet
City Limits—Morganza	25†	Mile Post	SOUTH STATIONS	NORTH	
City Limits—New Roads	25†	735.9	LETSWORTH		TD-58 2002
All L&A tracks other than main tracks, through turnouts and crossovers	10	742.6	BATCHELOR		TD-51 4163
Bridge 767.7	20	750.9	MORGANZA		TD-42 1234
Lobdell Jct. — West Jct. (Conn. with UP Baton Rouge Subdiv.)	20	760.9	NEW ROADS		TD-33 3768
MP 11.8 —	10	768.3	GLYNN		TD-25
MP 11.9 —	10	779.9	LOBDELL	①	TD-13 7741
MP 11.8 —	10	780.7	LOBDELL JCT.	①	TD-12
MP 0.0 —	20	12.8			
Business Tracks	MP No.	11.9	BR JCT.		TD-10
Chambers	184.0	10.4	ANCHORAGE JCT.	① UP ①	TD-9
MFC Spur	182.8	7.8	PORT ALLEN	①	TD-8
Red Barn		6.5	CANAL	① ②	TD-6
Chem. Co.	169.8	0.0	ADDIS	①-2 ①	TB-90 Yd.
LeMoyen	148.7				
Rosa	145.1				
McKneely	120.9				
Fordoche	119.1				
Marrineaux					
Spur	114.0				
Maringouin	109.3				
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				
Co-op Refinery	53.5				
Armant	46.2				
Vacherie	46.3				
Columbia	35.8				
Edgard	35.0				
LP&L Spur	30.0				
Hahnville	25.0				
Dufresne	23.3				
Monsanto	21.4				
Ama	19.3				
Farmers Export	19.2				
Service Foundry	14.0				

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 by L&A Superintendent. 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.

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.) Hot Box and Dragging Equipment Detectors: MP 737.2*; MP 755.9 and MP 776.3*.

*Also equipped with oversize load feature. 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 fuse protects movement on the ground at the crossing. A lighted red fuse must be left displayed during the time the crossing is obstructed.

BATON ROUGE BRANCH — NEW ORLEANS DIV.

Radio Communication via Channel One, Call-in Two except Addis Terminal, Channel Two		Station Nos.	Sidings Feet
Business Tracks	MP No.		
Baton Rouge	649.0 B-649		
Port	7.4 B-649		
Maximum Speed MPH (Except as below)	10		
Tracks other than main tracks, all turnouts and crossovers	5		
Mile Post	SOUTH STATIONS	NORTH	
648.0	NO. BATON ROUGE	①	B-647 Yd.
785.5	MP JCT.	①	B-646
784.8	EAST JCT.	①	B-645
781.6	WEST JCT.	①	TD-11
11.9	BR. JCT.	①	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 ICG R.R. MP Jct. (ICG MP 362) and No. Baton Rouge (ICG 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.
3. All movements must be made per Rule 93.

Before entering ICG main track ascertain from Control Operator location of track and speed restrictions. Hot Box and Dragging Equipment 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.

Radio communication via Channel One

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH
0.0	COUNCIL BLUFFS		NX001	Yd.	Summit to North Platte (Except as below) 70 Lite Engs Summit-Fremont 60 Council Bluffs MT 1 & 2-21st. St to MP 0.5 15 MT 3, 4 & 5 15 Between Mile Posts 0.5 and 2.4 25 Omaha MT 3 & 4 25 Running Tracks 7 & 8 20 Between Mile Posts 2.4 and 5.4 40 5.4 and 6.8 50 14.1 and 14.7 60 15.9 and 16.2 60 18.1 and 19.8 60 21.9 and 22.2 60 22.2 and 22.6 50 22.6 and 24.0 60 24.0 and 24.8 55 27.5 and 28.5 45 38.5 and 40.7 40 Fremont Old Passing Track 5 Fremont CNW Yard Tracks 10 68.7 and 69.2 50 83.6 and 85.0 50 Columbus yard tracks 10 124.3 BN crossing 45 e8850 144.0 and 145.8 35 145.8 and 147.1 60 w4073 147.1 and 149.3 50 w10000 Grand Island, frt trains moving on yd tracks, except yd track No. 1 5 c3670 BN Transfer 10 Yard track No. 1 15 c7530 Alda, wye trackage, both in and outside Ordinance plant 5 w6300 All other Ordinance trackage except main tracks 5 e5350 Ordinance main tracks 10 NX077 Buda, all airfield trackage 10 NX078 WW † & rear of trn is by MP 189.1 45 w2073 187.8 and 189.8 45 w6600 EW † & rear of trn is by MP 188.9 45 e6300 Lexington Main Street to 1500 feet east on Scale track 10 c5320 On 3rd and 4th tracks north, east of depot. 5 NX100 Cozad Armour Trks 5 NX102 248.2 and 249.3 60 c3700 258.1 and 258.3 65 Keith No. 3 Trk 40 NX118 281.1 and 282.5 55 282.5 and 283.0 45 283.0 and 291.5 40 w4758 Business Tracks MP No. Sta. No. 20 e5300 Waterloo (W) 24.7 NX025 c7400 Troxel (E) 45.9 NX045 Moorman 79.3 NX079 Doulom (W) 80.9 NX081 Havens (W) 108.2 NX108 Gulfoil (W) 115.9 NX116 Paddock (W) 128.7 NX129 Optic (E) 179.8 NX180 Willow Island 243.2 NX243 Beck (W) 280.5 NX281 Five main tracks Council Bluffs to MP 2.1 Two main tracks MP 2.1 to MP 3.5; MP 3.5 to MP 5.2 (No. 1 & No. 2 Trks); CP 175 to CP 191; CP 276 to CP 283. Three main tracks CP 274 to CP 276. Double track (Rule 251) MP 3.5 to MP 5.2 (No. 3 & No. 4 Trks); Summit to CP 175; CP 191 to CP 274; CP 283 to North Platte Yard Limits: MP 282.7 to North Platte. ACS Summit to MP 283.4. Fremont-Canning Factory Spur BN G. Alda Ordinance Track — Only CP 35 and smaller units permitted. Dual control switches located at Farr: East end westward siding; West end eastward siding.
2.1	EE MO. RIV. BR.				
2.4	WE MO. RIV. BR.				
3.1	TOWER "B"		NX003		
3.9	20TH STREET				
5.2	SUMMIT		NX005		
8.9	SEYMOUR		NX009	w2000	
11.1	WOODY		NX011	e11353	
12.2	NASCO		NX012		
13.6	WECO		NX013	e8240	
16.7	LANE		NX017		
21.5	ELKHORN		NX022	c3400	
28.0	VALLEY		NX028	w5400	
33.9	MERCER		NX034		
39.3	FREMONT		NX039	w4073	
40.0	BN			w10000	
46.3	AMES		NX046	c3670	
54.4	NORTH BEND		NX054	c7530	
61.7	ROGERS		NX061		
68.7	SCHUYLER		NX069	w6300	
76.6	RICHLAND		NX077	e5350	
78.8	HOWER		NX078		
80.2	BEHLEN		NX080	w2073	
84.5	COLUMBUS		NX085	w6600	
92.6	DUNCAN		NX092	e6300	
100.5	SCHAFFER		NX100		
102.3	SILVER CREEK		NX102		
113.6	CLARKS		NX114	c3700	
117.9	THUMEL		NX118		
124.3	BN			w4758	
124.9	CENTRAL CITY		NX125	e5300	
135.1	CHAPMAN		NX135	c7400	
146.2	GRAND ISLAND		NX147	Yd.	
146.5	BN				
154.5	ALDA		NX155	e2166	
162.3	WOOD RIVER		NX162		
169.9	SHELTON		NX170	c3305	
175.3	GIBBON	CP175 TX	NX176	s4236	
176.0	BUDA	CP184 TX	NX184	e3227	
189.1	KEARNEY		NX189	w8543	
191.5		CP191 TX		e5190	
194.1	ALFALFA CENTER		NX194	e1960	
198.3	ODESSA		NX198	c3630	
204.3	ELM CREEK		NX205	c6250	
213.9	OVERTON		NX213	c10600	
217.9	JOSSELYN		NX218	e1679	
224.4	LEXINGTON		NX224	w5450	
232.3	DARR		NX233	e6014	
238.2	COZAD		NX238	c3750	
248.8	GOTHENBURG		NX249	c14000	
256.5	FARR		NX256	w5845	
261.5	BRADY		NX262	e8000	
270.6	MAXWELL		NX271	w10458	
274.0	KEITH	CP274 TX	NX273	e10000	
275.0		CP276 TX		c3645	
276.0				e2182	
283.4	NORTH PLATTE	CP283 TX	NX284	Yd.	
286.5					

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

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

VALLEY, between hold indicators MP 26.1 and MP 30.6.

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

SCHUYLER, between hold indicators MP 66.9 and MP 70.0.

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

CENTRAL CITY, westward signal 1231 and eastward signal 1268.

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

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

Woody — Air brakes must be cut in between the "long tracks" and Kellogg Company's plant.

Grand Island — Air brakes must be cut in between train yard and New Holland lead, and between train yard and industrial lead crossing U.S. Highway 30.

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

Hot Box and Drugging Equipment Detectors located at:

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

NORTH PLATTE TERMINAL DIVISION

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

SPEED RESTRICTIONS

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

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

BLOCK SIGNALS

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

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

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

58 OLD MAIN LINE — NEBRASKA DIVISION

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

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

NORFOLK BRANCH — NEBRASKA DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 All tracks except MT 5
	WEST STATIONS	EAST			
0.0	COLUMBUS ⊙●T		NX085	Yd.	Between Mile Posts— 0.0 and 1.0 5 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
9.4	OCONEE ⊙T		NN309	400	
25.7	HUMPHREY 15.2		NN326	2537	
40.9	ENOLA 7.8		NN341	4760	Yard Limits: Columbus to MP 1.9 MP 8.7 to MP 10.3 MP 47.5 to MP 49.3
48.7	⊙CNW ⊙	⊙			Business Tracks MP Sta. No. Sheldonville 4.2 NN304 Platte Center 14.7 NN315 Tarnov 20.3 NN320 Madison 35.4 NN335
49.3	NORFOLK ⊙T		NN350		

ALBION BRANCH — NEBRASKA DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 All tracks except MT 5
	WEST STATIONS	EAST			
0.0	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 34.7		NN434	1207	Business Tracks MP Sta. No. Mill Spur (E) 2.0 NN402 Monroe 4.0 NN404 St. Edward 22.3 NN422

CEDAR RAPIDS BRANCH — NEBRASKA DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 Between Mile Posts— 0.0 and 1.0 25 All Tracks except MT 5
	WEST STATIONS	EAST			
0.0	GENOA T		NN411	1640	Business Tracks MP Sta. No. Stockyard 22.2 NN522 Siding 23.1 NN523 Belgrade (W) 22.1 NN523 Primrose 36.6 NN537
13.7	FULLERTON 13.7		NN514	1604	
30.3	CEDAR RAPIDS 16.6		NN530	1052	
44.3	SPALDING 14.0	T	NN544	1955	

CARELESSNESS CAUSES ACCIDENTS

BEATRICE BRANCH — NEBRASKA DIVISION 59

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 Between Mile Posts — 0.1 and 0.3 15 3.8 and 4.0 35 5.8 BN Crossing 20† 6.4 and 7.7⊙ 25 Wahoo, city track 6 19.1 and 19.5 30 28.8 and 36.3 35 36.3 and 37.4 25 55.4 and 56.5 20 56.9 and 57.5 15 57.2 between west scale track and east house track switch 5† 59.0 BN Crossing 25 65.4 Jamaica Siding 5 96.5 and 97.3⊙ 15 Beatrice, Allers Grain Company spur and Kilpatrick track 5 98.8 and 101.4 25 105.7 Elevator Spur 5 107.2 and 112.6 30 110.3 Blue Springs siding 5 113.1 BN Crossing 20† Marysville — yard tracks 10
	WEST STATIONS	EAST			
0.0	VALLEY ⊙●T		NX028	Yd.	
5.8	⊙BN ⊙				
11.6	MEAD 14.7		NA012	4247	
26.3	WESTON 11.0		NA026	3397	
37.3	VALPARAISO T		NA037	4453	
47.4	GARRATT 10.1		NA048	5313	
55.5	BN CONN ⊙	⊙			
56.5	⊙BN ⊙	⊙			
57.1	LINCOLN 0.6	⊙●	NA057	1100	
57.4	⊙BN ⊙	⊙			
59.0	⊙BN ⊙				
64.7	JAMAICA 5.7		NA065	5821	
69.8	ALDO 5.1		OE039		
88.9	PICKRELL 19.1		NA089	3657	Business Tracks MP Sta. No. Yutan(E) 6.3 NA006 Wahpco (W) 14.7 NA015 Krumel (E) 17.4 NA017 Wahoo 18.9 NA019 Touhy (W) 33.2 NA033 Agnew 41.8 NA042 Raymond 46.5 NA047 Kawa (W) 52.2 NA052 Linpark (W) 54.7 NA054 Princeton 74.7 NA075 Cortland 79.5 NA080 Holmesville (W) 105.7 NA106 Blue Springs 110.3 NA110 Barnston 118.0 NA118 Oketo 124.4 NA124 Marietta 125.9 NA126
96.8	BEATRICE ●		NA097	4320	
113.1	⊙BN ⊙				
114.3	BADGER 1.2		NA114	5343	
134.2	MARYSVILLE ⊙●T		KX148	Yd.	

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

STROMSBURG BRANCH — NEBRASKA DIVISION

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 All tracks except MT 5
	WEST STATIONS	EAST			
0.0	VALPARAISO T		NA037		Between Mile Posts — 1.3 and 6.4 30 6.4 and 8.0 25 8.1 and 11.0 30 13.5 25† 23.0 and 23.5 20 29.9 and 31.0 30 47.5 and 48.2 30
13.5	BRAINARD 13.5		NS214	967	
21.8	YANKA 8.3		NS222	9300	
23.2	DAVID CITY 1.4		NS223	1156	
23.5	⊙BN ⊙				Business Tracks MP Sta. No. Loma 7.4 NS207 Rising City 33.3 NS233 Osceola 47.5 NS248 Hordville 68.5 NS269 Heber 73.8 NS274
40.1	SHELBY 16.6		NS240	1507	
52.9	STROMSBURG 12.8		NS253	1200	
56.8	DURANT 3.9		NS257	1079	
63.0	POLK 6.2		NS263	2497	
75.3	⊙BN ⊙				
75.9	CENTRAL CITY ●T		NX125		

CRETE BRANCH — NEBRASKA DIVISION

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 25 Between Mile Posts — 0.0 and 0.5 10 17.4 and 19.0 10 Main track derail at MP 0.1
	WEST STATIONS	EAST			
0.0	ALDO T		NA070		
12.3	KRAMER 12.3		NE113	1603	
18.1	CRETE 5.8		NE119		

Radio Communication via Channel One				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 Carey Airport Trackage . . . 10
Mile Post	WEST STATIONS	EAST				
0.8	GRAND ISLAND . . . ⊙ ● T		NX147	Yd.		
21.9	21.1 ST. PAUL T		NO622	1348		
61.0	39.1 ORD T		NO661	1311		
60.2						
Yard Limits						
MP 0.8 to MP 3.8						
Business Tracks MP No.						
St. Libory 11.1 NO611						
Elba 30.7 NO631						
North Loup 48.8 NO649						
Saunders (E) 58.5 NO658						

KEARNEY BRANCH — NEBRASKA DIVISION

Radio Communication via Channel One				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 20 Yard Limits entire branch.
Mile Post	WEST STATIONS	EAST				
0.0	KEARNEY ⊙		NX189	Yd.		
10.0	10.0 RIVERDALE ⊙		NK010	1583		
10.8						

TODAY . . .

THE MOST IMPORTANT DAY IN

... SAFETY

Radio Communication via Channel Two				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 70 Big Springs, over highway crossing when using Brownsdon, industrial area: Straight track 10 Curves 5 Hillsdale, on industry track 5 Between Mile Posts — 283.2 and 291.5 40 South Running Track (CP 291 to CP 298) 40 O'Fallons Siding 40 323.5 and 324.4 60 Ogallala North Siding 40 Julesburg Sidings 40 407.5 60 † 422.6 and 423.5 60 456.9 and 457.2 65 462.8 and 463.0 65 466.5 60 † 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 STATIONS	EAST				
286.5	NORTH PLATTE ⊙ ● T X		NX284	Yd.		
291.0	4.5 CP291 ⊙ X					
296.5	5.5 HERSHEY X		NX297	n3388		
297.7	2.6 CP298 X		NX298			
299.1	O'FALLONS . . . CP 300 T X		NX301	n10600		
303.7	4.6 SUTHERLAND X		NX303			
311.5	7.8 CP312 X		NX312			
322.5	11.0 CP322 X					
332.3	12.3 CP332			n11600		
334.8	OGALLALA CP335 X		NX335	s7079		
349.7	14.9 CP350 X		NX350			
354.3	4.6 BIG SPRINGS X		NX354			
363.0	11.0 CP363 X		NX363	n9500		
365.3	JULESBURG CP365 ● T X		NX365	s9500		
377.5	12.2 CP378 X					
380.3	2.8 CHAPPELL X		NX380			
392.0	11.7 CP392 X					
407.5	15.5 SIDNEY CP408 ● T X		NX408	n12280 s12280		
415.5	8.0 BROWNSON T		NX416	c4169		
423.9	8.4 CP424 X					
437.2	14.5 CP437 X					
438.4	6.1 OWASCO X		NX440	n9550		
444.5	4.0 KIMBALL X		NX445	c6324		
448.5	7.7 CP449 X					
456.2	3.3 BUSHNELL X		NX457			
459.5	10.0 CP459 X		NX459			
469.5	7.0 CP469 X		NX469			
475.4	CP 475			n10550		
476.5	EGBERT T		NX478			
477.5	3.3 CP 478					
480.8	10.2 CP481 X		NX481			
491.0	9.6 CP491 X		NX491			
500.6	5.7 ARCHER CP 501 X		NX501	s5956		
506.3	3.2 BARNETT CP506 X		NX506			
508.3	CP 508 X					
509.5	CHEYENNE ● T		WX510	Yd.		
223.0						

Double track (Rule 251) North Platte to CP291.

Two main tracks CP291 to CP506.

Three main tracks CP506 to CP508.

Four main tracks CP508 to Cheyenne.

ACS North Platte to Cheyenne

Yard Limits:

North Platte to MP 291.5

Speed Signal locations: CP291 to CP508.

Hot Box and Dragging Equipment Detectors located at: #MP 285.5 (Eastward only); @MP 297.7, @MP 316.4, @MP 335.2, @MP 353.1, @MP 372.5, @MP 397.1, @MP 416.1, @MP 434.4, @MP 454.3, @MP 475.2, @MP 499.0. Note: At MP 297.7 Strobe Light governs No. 2 and South Running Tracks.

64 ST. JOSEPH BRANCH — NEBRASKA DIVISION

Mile Post	WEST	EAST	STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
0.0			ST. JOSEPH	OA021	Yd.	40
0.4			0.4 MO. RIV. BR. Ⓞ			5
1.7			1.3 ELWOOD	KJ112	3768	5
5.0			3.3 WATHENA	KJ108	1420	5
24.8			19.8 SEVERANCE	KJ089	1668	10
28.9			4.1 LEONA	KJ084	1703	25
34.2			5.3 ROBINSON	KJ079	1358	30
42.1			7.9 Ⓞ UP Ⓞ			25
42.7			0.6 HIAWATHA	O 088	1805	30
53.9			11.2 MORRILL	KJ059		25
60.7			6.8 SABBETHA	KJ053	4694	25
68.8			8.1 ONEIDA	KJ045	1497	30
77.2			8.4 SENECA	KJ036	1420	25
84.2			7.0 BAILEYVILLE	KJ029	1262	30
89.2			5.0 AXTELL	KJ024	2014	30
99.3			10.1 BEATTIE	KJ014	1838	30
107.7			8.4 UPLAND	KX143		10
			107.7			

Bestwall Branch Marysville to Bestwall 9.9 Miles. Yard Limits entire Branch. Maximum Speed 20 MPH.

Business Track	MP	Sta. No.
Bestwall	9.9	KB345

HALLAM BRANCH — NEBRASKA DIVISION

Mile Post	WEST	EAST	STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH
37.4			SHELDON STATION			25
36.0			1.4 HALLAM	KH036	4529	
30.0			6.0 CLAYTONIA	KH030	1621	
16.7			13.4 PLYMOUTH	KH017	2301	
6.5			10.1 JANSEN	KH006	4344	
0.0			5.8 FAIRBURY	KX188	4906	
			37.4			

GRAND ISLAND BRANCH — NEBRASKA DIVISION

Mile Post	WEST	EAST	STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH
0.0			HASTINGS	KX262	Yd.	25
6.8			6.8 HANSEN	KG108	3266	25
21.5			14.7 Ⓞ BN Ⓞ			18.4
22.3			0.8 GRAND ISLAND	NX147	Yd.	18.4
			22.3			

DO YOU ALWAYS STEP OVER THE RAIL?

CONCORDIA BRANCH — NEBRASKA DIVISION 65

Mile Post	WEST	EAST	STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
332.3			NORKAN JCT.	O-49		40
347.9			15.6 EFFINGHAM	S-17		5
367.3			19.4 NETAWAKA	S-37	4648	5
379.8			12.5 GOFF	S-49		5
385.7			5.9 CORNING	S-55	4104	10
392.9			7.2 CENTRALIA	S-62		25
400.4			7.5 VERMILLION	S-70		30
408.8			8.4 FRANKFORT Ⓞ UP Ⓞ	S-78	2168	30
413.7			4.9 TUTTLE	S-83	5235	30
425.6			9.1 BLUE RAPIDS	S-95		25
437.7			12.1 BARNES	S-107		25
443.6			5.9 GREENLEAF	S-113	3103	25
464.4			20.8 CLIFTON	S-134	2701	25
466.0			1.6 Ⓞ KYLE Ⓞ	S-136		25
471.0			5.0 CLYDE	S-141		25
485.1			14.1 Ⓞ ATSF Ⓞ			25
485.4			0.3 CONCORDIA	Ⓞ-1 Ⓞ	S-155	Yd.
490.3			4.9 YUMA	S-160	2189	25
496.3			6.0 BURR OAK JCT.	S-166		25
496.4			0.1 JAMESTOWN	S-166		25
502.8			6.4 SCOTTSVILLE	S-172		25
514.4			11.6 BELOIT Ⓞ UP Ⓞ	S-184	1633	25
524.1			9.7 GLEN	S-194	1938	25
533.3			9.2 CAWKER	S-203	1724	25
538.6			5.3 DOWNS	Ⓞ-1 T Ⓞ	S-208	Yd.
548.5			9.9 OSBORNE	SF-10		25
562.1			13.6 ALTON	SF-23		25
570.4			8.3 WOODSTON	SF-32		25
580.4			10.0 STOCKTON	SF-42	Yd.	25
			245.3			

Rule 99 (4) in effect
Maximum Speed MPH (Except as below) 35
Between Mile Posts —
418.0 and 580.5 30
491.2 and 491.4 10

Business Tracks	MP	Sta. No.
Muscotah	355.2	S-25
Whiting	361.4	S-31
Vliets	404.0	S-74
Waterville	430.5	S-100
Linn	450.6	S-120
Palmer	455.4	S-125
Ames	473.8	S-143
Rice	479.8	S-149
Gilbert	509.5	S-179
Solomon Rapids	519.3	S-189
Glen Elder	525.6	S-195
Cawker City	532.9	S-202
Bloomington	553.7	SF-15

Yard Limits: MP 332.3 to MP 338.0; MP 406.9 to MP 416.0; MP 484.0 to MP 496.7; MP 514.0 to MP 515.0; MP 537.9 to MP 539.5; MP 578.6 to end of track Stockton.

CONCORDIA: Washington Ave. and Cedar St. — Stop and protect.

At Osborne, stop and protect U.S. Highway 281 crossing.

BURR OAK BRANCH — NEBRASKA DIVISION

Mile Post	WEST	EAST	STATIONS	Station Nos.	Maximum Speed (Except as below) MPH
496.4			JAMESTOWN	S-166	25
529.7			33.3 BURR OAK	SE-34	25
			33.3		

Rule 99 (4) in effect.
Maximum Speed 25 MPH
Yard Limits: MP 496.3 to MP 497.1.

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.

LENORA BRANCH — NEBRASKA DIVISION

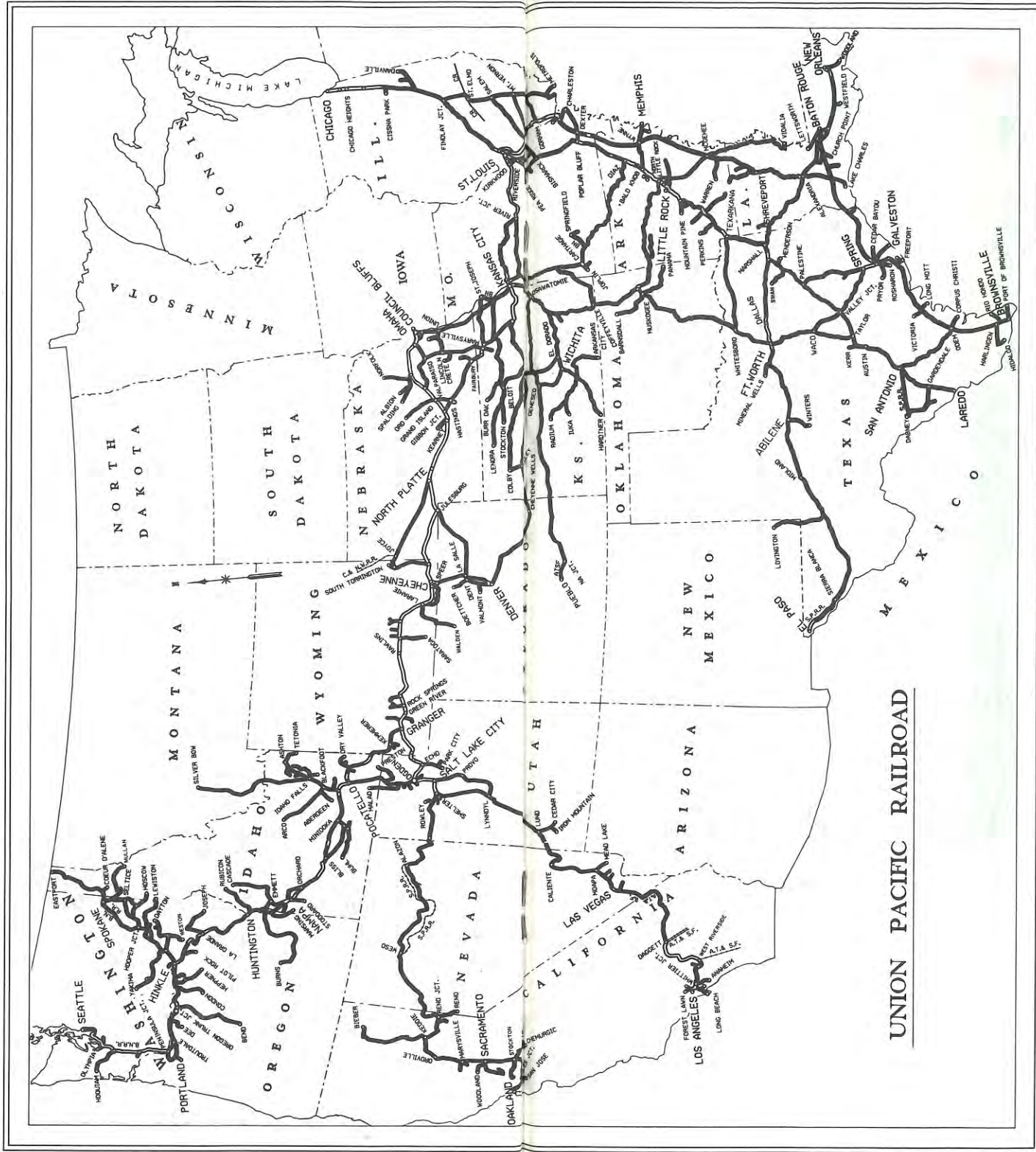
Mile Post	WEST	EAST	STATIONS	Station Nos.	Maximum Speed (Except as below) MPH
538.6			DOWNS	Ⓞ-2 T Ⓞ	S-208
557.8			19.2 GAYLORD	S-227	
572.6			14.8 KIRWIN	S-242	
583.1			10.5 GLADE	S-253	
598.5			15.4 LOGAN	S-268	
612.9			14.4 EDMOND	S-282	
623.3			10.4 LENORA	S-293	Yd.
			84.7		

Rule 99 (4) in effect.
Maximum Speed (Except as below) 25
Between Mile Posts —
614.6 and 614.7 10

Yard Limits:
MP 538.8 to MP 539.5;
MP 622.3 to Lenora

Business Tracks	MP	Sta. No.
Portis	547.7	S-217
Harlan	552.9	S-222
Cedar	563.0	S-233
Claudell	567.8	S-237
Speed	589.8	S-259

At Glade stop and protect Kan. Highway 183 crossing.



UNION PACIFIC RAILROAD

68 SALINA SUBDIV. — NEBRASKA DIVISION

Radio Communication via Channel One		WEST	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
Mile Post		STATIONS				Menoken to Salina 65 Salina to Oakley 60 (Except as below) Sidings (6 axle units) 5 Industry Tracks 5 Menoken (W Leg of Wye) 20 Between Mile Posts— 78.6 and 78.9 45 83.7 and 84.4 45 91.0 and 91.8 30 94.7 and 95.0 55 99.7 and 99.8 55 104.6 and 104.8⊕ 35 104.8 and 107.0 50 117.8 and 118.2 55 118.2 and 119.0 35 119.0 and 119.7 25 119.7 and 121.8 35 121.8 and 123.1 50 123.1 and 123.5 35 123.5 and 125.3 50 129.7 and 133.7 35 133.7 and 137.2⊕ 30 137.2 and 141.0 35 141.0 and 141.5 55 143.6 and 145.3 35 148.7 and 150.3 50 152.1 and 152.7 40 162.7 and 163.3 35 163.3 and 164.6 25 164.6 and 165.3 35 165.3 and 166.2 50 167.9 and 168.3 35 168.3 and 169.6 50 171.6 and 173.7 35 181.2 and 181.3 50 184.2 and 187.2 35 187.2 ATSF Xing 25 190.6 and 190.9 55 201.7 and 208.4 50 208.4 and 210.0 45 210.0 and 216.1 30 216.1 and 217.1 45 219.9 (Bridge) 40 221.9 and 224.5 30 224.5 and 225.0 45 225.0 and 225.8 55 228.3 and 228.7 50 230.6 and 231.7 45 231.7 and 233.5 35 234.7 and 235.0 45 235.0 and 236.2 35 238.4 and 238.6⊕ 55 239.6 and 240.4 40 249.5 and 250.0 45 263.0 and 264.2 35 279.2 and 279.6 40 288.6 and 290.4 40 301.8 and 303.6 35 303.6 and 307.0 40 322.2 and 322.4 25 322.4 and 324.0 40 331.7 and 332.1 50 335.0 and 336.5 50 336.5 and 337.1 45 375.8 and 378.3 35
73.0		EAST MENOKEN T		KX073		
78.7		SILVER LAKE T		KP079	4578	
83.6		ROSSVILLE T		KP084	6558	
92.0		ST. MARYS T		KP092	4068	
104.7		WAMEGO T		KP105	7007	
119.3		MANHATTAN T		KP119	6774	
131.6		EAST FUNSTON T		KP132	6386	
139.5		JUNCTION CITY T		KP140	6873	
152.3		CHAPMAN T		KP152	6591	
163.7		ABILENE T		KP164	5818	
164.5		⊕ ATSF				
164.7		WEST ABILENE T		KP165		
172.3		SOLOMON T		KP172	1791 3528	
179.9		NEW CAMBRIA T		KP180	4132	
184.6		EAST SALINA T		KP185		
186.6		SALINA T		KP187	Yd.	
187.2		⊕ ATSF				
194.8		BAVARIA T		KP195	2763	
200.9		BROOKVILLE T		KP201	5275	
219.3		KANOPOLIS T		KP219	2917	
223.3		ELLSWORTH T		KP224	5103	
239.9		WILSON T		KP240	2584	
246.2		DORRANCE T		KP246	2925	
263.6		RUSSELL T		KP263	3022	
272.4		GORHAM T		KP272	5024	
290.1		HAYS T		KP290	5278	
303.3		ELLIS T		KP303	3748	
308.4		RIGA T		KP308	2719	
322.3		WAKEENEY T		KP322	2336	
343.3		QUINTER T		KP343	3610	
350.9		BUFFALO PARK T		KP351	3032	
365.2		GRINNELL T		KP365	2370	
377.4		OAKLEY T		KP377	5726	
						Business Tracks MP No. Kiro 75.2 KP075 Belvue 98.0 KP098 Industrial Park(W) 118.2 KP118 Eureka Lake(W) 125.9 KP126 Funston 133.6 KP134 Fort Riley 135.7 KP136 Lacy(E-W) 143.0 KP143 Stoney(W) 150.6 KP151 Detroit 158.5 KP159 Black Wolf 231.5 KP232 Bunker Hill 253.4 KP253 Balta 266.5 KP267 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

Yard Limits
MP 184.2 to MP 187.4.
MP 375.9 to Oakley.
At Salina trains enroute Kansas Subdivision secure clearance.

SOLOMON BRANCH — NEBRASKA DIVISION 69

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

PLAINVILLE BRANCH — NEBRASKA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed MPH
0.0		SALINA T	⊕ ● T	KP187	Yd.	40 (Except as below) 40 Other than MT 5 Between Mile Posts — 0.0 and 6.6 25 6.6 and 21.5 30 21.5 and 31.0 25 33.0 and 34.0 25 37.0 and 51.5 30 51.5 and 52.9 25 61.5 and 63.8 30 67.0 and 79.0 30 83.7 and 85.9 25 87.8 and 88.0 25 94.1 and 98.5 25 101.2 and 102.8 25 104.2 and 109.0 25 115.5 and 125.0 30 129.0 and 137.9 30 137.9 Xing 5† 137.9 and 177.5 30 194.0 and 203.1 30 203.1 and 203.3 E leg wye 15 223.8 and 224.5 15
11.5		CULVER T		KO012	1276	
23.8		BEVERLY T		KO024	2466	
33.8		⊕ ATSF				
34.2		LINCOLN CENTER T		KO034	1421	
40.7		VESPER T		KO041	2468	
46.9		SYLVAN GROVE T		KO047	1938	
56.0		LUCAS T		KO056	1714	
71.5		WALDO T		KO072	2061	
79.2		PARADISE T		KO079	1258	
87.0		NATOMA T		KO087	1618	
95.1		CODELL T		KO095	1478	
103.5		PLAINVILLE T		KO104	1899	
110.4		ZURICH T		KO110	1783	
129.3		BOGUE T		KO129	1265	
138.0		HILL CITY T		KO138	1157	
150.2		MORLAND T		KO150	1306	
155.4		STUDLEY T		KO155	1338	
170.4		HOXIE T		KO170	1495	
186.2		MENLO T		KO186	1450	
194.0		HALFORD T		KO194	1149	
203.5		COLBY T		KO204	946	
212.5		MINGO T		KO213	1952	
224.7		OAKLEY T		KP377		
						Yard Limits MP 0.0 to MP 0.6 MP 221.2 to Oakley
						Business Tracks MP No. Trenton 3.4 KO003 Tescott(E) 18.5 KO019 Shady Bend(W) 26.4 KO026 Quartzite(W) 32.9 KO033 Luray 65.4 KO065 Palco 117.8 KO118 Damar 122.7 KO123 Penokee 144.7 KO145 Tasco 162.5 KO163 Seguin 179.1 KO179 Spica(E) 218.0 KO218 Quartzite cement track units not permitted beyond loading ramp.

AIM FOR SAFETY

70 DENVER SUBDIV. — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum speed MPH (Except as below) Oakley to 622.0 40 622.0 to Pullman 35 (Except as below) Between Mile Posts— 375.8 and 378.3 35 534.8 and 536.6 35 637.5 and 638.2 15 All tracks except MT 5
	WEST	EAST			
377.4	OAKLEY	● T	KP377	5726	
386.1	MONUMENT		KP386	2456	
421.2	WALLACE		KP421	2168	
429.8	SHARON SPRINGS	T	KP430	3599	
441.8	WESKAN		KP442	3082	
463.0	CHEYENNE WELLS		KP463	2670	
473.5	FIRST VIEW		KP474	2451	
487.5	KIT CARSON		KP488	2806	
507.6	AROYA		KP508	2292	
517.7	BOYERO		KP518	2576	
526.7	CLIFFORD		KP526	4760	
535.8	HUGO	T	KP536	3777	
550.5	LIMON		KP551	2075	
550.6	CLK	●			
563.0	CEDAR POINT		KP563	4947	
571.7	AGATE		KP572	4837	
584.0	DEER TRAIL		KP584	2680	
609.3	BENNETT		KP609	4976	
618.4	WATKINS		KP618	4632	
630.5	SABLE	●	KP631	4132	
631.9	ROYDALE	● T	KP632	5102	
634.5	SANDOWN	●	KP634	3454	
638.2	PULLMAN	● T	KP638	Yd.	
				260.8	

GREELEY SUBDIV. — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) Between Mile Posts— 0.4 and 3.0 both tracks 25
	WEST	EAST			
0.0	DENVER UNION TERMINAL	● T			4.0 to DRGW Belt Line Through Spring Switch DRGW Belt Line to N.Yd. 12
1.7	36th STREET	●	WD640		BN-DRGW Xing at N.Yd. 20
2.2	PULLMAN	● T	KP638	Yd.	DRGW Yard Trks 10
4.0	DRGW CONN.				Between Mile Posts— 3.0 and 6.6 35† 17.9 and 20.0 40† 25.2 and 26.3 40 45.9 and 46.9 20† 46.9 and 48.0 50 48.0 and 49.7 55 49.7 and 50.8 50 50.8 and 52.4 20† 58.8 and 59.3 45 96.1 and 97.7 50 97.7 and 97.8 25 97.8 and 98.5 40 Speer and Borie CP519 C/O No. 1 Trk to or from Borie Cut-off 15
4.9	COMMERCE CITY	● ●	WD645		Business Tracks MP Sta. No. DuPont 8.2 WD648 Rolla 10.6 WD650 Henderson 14.1 WD655 Powers 22.8 WD663 Lupton (E) 25.8 WD666 Ione 30.3 WD671 Gilcrest 40.3 WD680 Evans (W) 48.3 WD689 Gill 54.6 WD694 Lucerne 56.1 WD696 Eaton 58.8 WD700 Pierce 66.7 WD707 Dover (E) 77.0 WD717
6.3	ADAMS	●	WD646		
11.5	HAZELTINE		WD652	7935	
19.2	BRIGHTON		WD659	7960	
34.8	PLATTEVILLE		WD675	7975	
45.3	LA SALLE	● T	WD687	9118	
46.1			CP46		
46.3			CP47		
47.2			CP51		
50.7					
51.8	GREELEY		WD692		
52.5			CP53	8320	
54.2			CP54		
55.7	CP56				
63.0	AULT		WD703	7905	
72.0	NUNN		WD712	7951	
85.9	CARR		WD726	7355	
97.7	SPEER JCT.	CP98 T			
98.6	SPEER	CP518	WS518	6740	
99.9	WEST SPEER	CP520			
103.3	BORIE	CP519 X			Double Track (Rule 251) MP 0.4 to Commerce City.

MP 4: Spring switch at MP 4 on eastward track and cut-off to DRGW Belt Line is equipped with facing point lock. Rule 104(M)(2) applies. When signals display Stop aspect, trains and engines must receive instructions from proper authority before proceeding.
Speed signals at CP45; CP46; CP47 and CP98.
At La Salle, hand operated derail on siding 720 feet east of CP 47.
Yard Limits: MP 0.0 to MP 6.2

TIMETABLE NO. 3

GREELEY SUBDIV. — WYOMING DIVISION

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

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

JULESBURG SUBDIV. — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) Ovid Sugar Company Yard 5 Between Mile Posts— 56.1 and 59.1 35 150.7 and 151.1 20
	WEST	EAST			
0.0	JULESBURG	●	NX365	4476	
7.1	OID		NJ372	3412	
14.6	SEDGWICK		NJ380	3602	
23.1	RED LION		NJ388	4254	
54.5	CERES		NJ420	2000	
57.5	STERLING	● ●	NJ423	8277	
75.3	MESSEX		NJ441	6910	
81.1	UNION		NJ446		
87.0	SNYDER		NJ452	4599	
98.6	FT. MORGAN		NJ464	4825	
109.0	WELDONA		NJ474	3809	
117.7	ORCHARD		NJ483	3797	
135.4	HARDIN		NJ501	5800	
143.1	KERSEY		NJ508	3554	
151.1	LASALLE	● ● T	WD687	2723	

Business Tracks MP Sta. No.
Crook 30.1 NJ395
Proctor 38.8 NJ404
Iliff 45.6 NJ411
Ford 50.1 NJ415
Merino (W) 70.2 NJ436
Goodrich 114.2 NJ480
Monfort 140.3 NJ505

Clearance Requirements:
LaSalle Eastward trains; Sterling Westward trains and Eastward trains enroute Sidney Subdivision.
Yard Limits
MP 56.1 to MP 59.1
MP 149.7 to LaSalle
UNION MP 81.1 — Eastward BN trains must not release mechanical time lock (remove padlock from hasp) without authority from UP Train Dispatcher. Movement to UP trackage is governed by signal indication.
At Sterling BN trains must receive authority from UP dispatcher before fouling UP main track.

DENT BRANCH — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) Between Mile Posts — 5.0 and 6.4 20 6.4 and 21.4 25 25.6 and 25.8 15
	WEST	EAST			
4.9	COMMERCE CITY	● ●			
22.2	ST. VRAINS	T	WF663	2538	
26.1	FREDERICK		WF667	4420	
42.8	DENT	● T	WF683	984	
50.6	LA SALLE	● ● T	WD687		

Yard Limits: Commerce City to MP 6.4; Dent to LaSalle.
At Commerce City — While standing Eastward trains must not block Brighton Blvd. crossing.
Fort Collins Branch Dent to Boettcher 30.8 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 0.04 Wye switch — 5 MPH; 12.8 and 18.5 — 10 MPH; 22.6 — 10 MPH; 25.0 and 30.8 — 10 MPH; Boettcher spur to cement plant — 10 MPH.

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

At U.S. Highway 34 crossing MP 10.0. When signal displays Stop indication, trains must stop and be preceded by a flagman over crossing.
At Fort Collins, engine bell must be rung continuously while moving within city limits.
MP 25.1, hand operated derail on main track.
Fort Collins-MP 25.2 — BN Crossing, College Avenue and Cherry Street: Activating push button is located on signal mast. Before signal will clear BN track occupancy indicator must indicate unoccupied and Gate must be properly secured for route to be used. If signal does not clear, Operating Rule 98 Governs.
BOETTCHER — Cement plant — No engines permitted east of cement truck crossing on Track 7 or 200 feet west of highline switch.

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

TIMETABLE NO. 3

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST	EAST			
509.5					70
510.9	CHEYENNE	CP511	WX510	Yd.	Between Mile Posts— 508.3 and 509.1 35 509.1 and 510.1 (C) No. 1 20† 510.1 and 510.2 (C) No. 2 & 3 20† 509.1 and 510.5 (C) No. 4 20† 510.5 and 511.8 40
519.4	BORIE	CP519	WX519		
529.0	GRANITE		WX529	n4238	
536.6	BUFORD		WX537	c6151	Via Buford & Colores— 511.8 and 522.1 55 522.1 and 525.6 45 525.6 and 530.0 55 530.0 and 532.1 45 532.1 and 537.9 55 537.9 and 540.4 40 540.4 and 544.1 45 544.1 and 546.4 40 546.4 and 565.3 40
543.0	DALE	CP543	WX543		
545.6	DALE JCT.	CP545			
547.3		CP547			
548.3	HERMOSA		WX548		
548.6		CP549			
565.3		CP565			
566.0	LARAMIE		WX566	Yd.	CP519 C/O No. 1 Track to or from Borie cutoff 15 Borie and Speer 50
567.4		CP567			
509.5					
510.9	CHEYENNE	CP511	WX510	Yd.	Via Speer & Harriman— C511.8 and C553.5 50 C553.5 and C555.1 40
C518.3	SPEER	CPC518 T	WS518	c6740	
C519.3		CPC520			
C525.6	EMKAY		WS526	6558	Via Red Buttes— B547.3 and B549.0 40 B549.0 and B565.6 50
C534.5	LYNCH		WS534	6687	CPB564 and CP570 Siding 40
C543.1	HARRIMAN		WS543	7079	Laramie-Tie Yard Lead 10 Warehouse 2, 3 & 4 Trks 5
C550.0	PERKINS		WS550	6492	587.7 and 588.4 60 593.3 and 593.7 65 598.3 and 602.5 65 637.5 and 637.8 60
C554.9	DALE JCT.	CP545			
B547.3		CP547			
B548.3	HERMOSA		WX548		Hanna South Siding 40
B548.6		CP549			Hanna — Yd Trks 5
B556.7	RED BUTTES		WS557	5852	643.4 and 648.0 60 650.2 and 650.7 60 653.1 and 656.4 60 661.0 and 662.8 65 662.8 and 665.5 60
B565.3		CPB564			
B565.6		CP565	WX565		
566.0	LARAMIE		WX566	Yd.	Rawlins Sidings 40 682.3 and 682.8 MT & Sidings 20†
567.4		CP567			Coal Spur Tracks
570.6	CP570				Ramsey Spur (Arch II, Rose- Bud & Carbon County)
582.2	CP582				0.0 and 3.6 20 2.7 and 2.9 (Arch Siding) 15 3.6 and 4.2 15
584.8	BOSLER	CP585	WX585	c4300	Energy Spur 20
594.1	LOOKOUT	CP594	WX594		Medicine Bow Spur 20 0.0 and 0.4 15 12.7 and 12.8 10
601.0	CP601				Arch I Spur 20
605.2	ROCK RIVER	CP605 T	WX605	c6195	Other Trks on Coal Spurs 5
609.0	WILCOX	CP609	WX609		Dual control turnout at MP 547.3 between No. 2 track and No. 3 track is a No. 10 equilateral — 30 MPH.
616.8	CP617				Dual control turnout at MP 565.3 between No. 2 and No. 3 track is a No. 20 equilateral — 60 MPH.
623.5	MEDICINE BOW	CP623 T	WX623	c5984	Sta. No. Wycon (E) 514.5 WX515 Sherman (W) 540.4 WX540 Colores (E) 553.8 WX554 Forelle (E) 561.7 WX562 Cooper Lake (E) 590.6 WX591 Edson (E) 656.6 WX657
624.5		CP624			
632.6	CP633				
639.0	RAMSEY	CP639	WX639	n19198	
641.0	CP641				
643.0	HANNA	CP643 T	WX643	s19202	
650.1	DURRANT	CP650	WX649		
662.3	WALCOTT	CP662	WX662		
672.1	BENTON	CP672			
675.8	SINCLAIR		WX676		
678.0		CP678		n10788	
680.3		CP680		n11990	
681.2		CP681			
682.7		CP683X			
682.8	RAWLINS		WX683		
685.0		CP685		s19126	

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

Two main tracks designated No. 1 and No. 2 tracks via Buford and Colores to Rawlins.
Two main tracks designated No. 3 and No. 4 tracks Cheyenne to West Speer. Mile posts prefixed with letter "C".

One main track designated No. 3 track West Speer to Dale Jct. via Harriman. Mile posts prefixed with letter "C".

One main track designated No. 3 track East Hermosa to East Laramie via Red Buttes. Mile posts prefixed with letter "B".

ACS in effect entire subdivision.

TIMETABLE NO. 3

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

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

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

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

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

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

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

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

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

Hot Box and Dragging Equipment Indicators located at: Both tracks @MP 545.3, @MP 576.0, @MP 595.8, @MP 613.6, @MP 632.5, @MP 651.6, @MP 672.9, No. 3 track, @MP 554.9, @MP 557.7. Note: At MP 554.9 Strobes located on south side of No. 3 track also governs No. 2 track.

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

Movements on Coal Spurs are governed by Rule 93.

COALMONT BRANCH — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST	EAST			
0.0	LARAMIE		WX566	Yd.	20 Sidings 10 Between Mile Posts— 29.6 and 30.4 15 38.1 and 48.3 10 53.7 and 56.0 15 56.2 and 77.9 10 Walden Yard Trks 5
14.7	MILLER		WC015	1223	
54.6	FOX PARK		WC055	932	
64.1	WYOCOLO		WC064	2851	Sta. No. Business Tracks MP No. Centennial(E) 29.7 WC030 Albany 40.4 WC040 Kings Canon(E) 73.6 WC074 Brownlee 88.3 WC088
70.8	CAMP		WC071	1601	At MP 48, eastward trains must stop and fully recharge train line before proceeding. Yard Limits entire branch.
79.8	NORTHGATE		WC080	1497	
92.2	WALDEN		WC092	Yd.	
					108.0

ENCAMPMENT BRANCH — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST	EAST			
0.0	WALCOTT		WX662		40 Between Mile Posts— 0.0 and 1.0 15 24.1 and 24.3 10
6.8	MEADS		WE607		
24.1	SARATOGA		WE624	1090	
					24.3

TIMETABLE NO. 3

74 RAWLINS SUBDIV. — WYOMING DIVISION

Radio communication via Channel One		Station Nos.	Siding Feet	Maximum Speed MPH
WEST	EAST			
Mile Post	STATIONS			
682.8	RAWLINS	● TX WX683	n11990	Rawlins sidings 40
685.0		CP685 X	s19126	682.3 and 682.8
	17.5			MT & Sidings 20 ±
699.6		CP700 X WX700	n13042	Between Mile Posts —
700.3	RINER	WX701		Riner siding 40
702.2		CP702 X		703.0 and 704.2 60
	11.7			708.6 and 709.0 60
712.0	CRESTON	T WX712	w2865	713.7 and 714.3 60
	12.2		c10002	740.2 and 740.9 EW 60
724.2	WAMSUTTER	TX WX724	w11200	740.2 and 743.1 WW 60
	8.5		e9080	760.7 and 762.3 60
732.7	RED DESERT	X WX733		774.3 and 776.6 60
	7.3			797.3 and 798.4 45
740.0	TIPTON	X WX740	w2470	798.4 and 800.5 50
	6.7			800.5 and 801.3 55
746.7	TABLE ROCK	WX747	e10279	801.3 and 803.3 40
	10.7			803.3 and 803.5 55
757.4	BITTER CREEK	X WX757	w11000	806.6 and 807.5 60
	9.3		e10298	807.5 and 807.8 50
766.0	BLACK BUTTES	● TX WX766	w6560	809.6 and 814.1 45
766.7		CP766 X	w7340	814.1 and 816.7 30
777.4	POINT OF ROCKS	TX WX777	c8103	816.7 and 816.9 30
	5.8			No. 1, 2 & Running Trk 20 ±
783.2	THAYER	X WX784	w12550	Running Track 30
	12.9			816.9 and 817.0 30
796.1	BAXTER	WX796	c5646	Jim Bridger Spur — 8.2 Miles originates at Point of Rocks
	6.0			Maximum speed 20
798.7		CP798 X		(Except as below)
800.8		CP801 X		4.0 and 4.7 10
802.1	ROCK SPRINGS	● TX WX802	n16690	6.2 and 8.0 10
802.5		CP803 X		Chevron Spur — 8.5 Miles
804.1		CP804 X		Maximum Speed 20
809.0	KANDA	X WX809		Business Tracks MP Sta. No.
814.7		CP814 X		Hadsell(E-W) . . . 690.2 WX690
815.1	CENTER GREEN RIVER	WX815		Robinson(W) . . . 744.1 WX743
	1.9			CIG Spur(W) . . . 748.7 WX749
817.0	GREEN RIVER	● TX WX817		Monell(E) . . . 751.7 WX752
	134.2			Patrick Draw(W) 753.6 WX754
				Hallville(W) . . . 771.2 WX771
				Salt Wells(W) . . . 788.6 WX789

All trains with interdivisional crews must secure clearance at Green River. Movements on Jim Bridger and Chevron Spurs are governed by Rule 93. Two main tracks Rawlins to CP702; CP801 to Green River. Double track (Rule 251) CP702 to CP801. Dual control switches located at: West switch eastward siding Table Rock and Bitter Creek; CP766; CP798.

ACS in effect entire subdivision. Speed Signal locations: Rawlins to CP702, CP766, CP801 to Green River. Hot Box and Drugging Equipment Detectors located at: Both Tracks @MP 692.2, @MP 792.3, @MP 808.2; Westward only @MP 713.4, @MP 719.5, @MP 721.7, @MP 733.4, @MP 754.0, @MP 773.8; Eastward only @MP 767.7, @MP 748.5, @MP 729.8, @MP 710.6. Note: At MP 719.5 and MP 721.7 when "D" light is illuminated and signal 7237 displays Stop, train must be inspected for drugging equipment and train dispatcher advised of any exceptions noted.

South Pass Branch Rock Springs to Winton Jct. 9.5 miles. Yard limits entire branch. Maximum speed 15 MPH except on Reliance Spur — 5 MPH. Business Tracks MP Sta. No. Reliance 6.0 WW706 Winton Jct. 9.5 WW710

GREEN RIVER SUBDIV. — WYOMING DIVISION

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

Tons/Operative Brake:	Effective Dynamic Brake On Units Providing:	Maximum Speed:
59/Less		Timetable
60-79	1 or more HP per trailing ton Less than 1 HP per trailing ton	Timetable 20 MPH MP 928-936; 30 MPH MP 936-990
80-99	1 or more HP per trailing ton Less than 1 HP per trailing ton Less than 1/2 HP per trailing ton	25 MPH MP 928-936 20 MPH MP 928-936; 30 MPH MP 936-990 20 MPH MP 928-952; 25 MPH MP 952-990
100 & Over	1 or more HP per trailing ton Less than 1 HP per trailing ton	20 MPH MP 928-936; 30 MPH MP 936-990 20 MPH MP 928-952; 25 MPH MP 952-990
If the train consists of ore cars in series 26000-26499, 26500-26749 or 27000-27299 and dynamic brake is equal to one-half HP per trailing ton retaining valves need not be used. Speed must not exceed 20 MPH.		

Ontario Branch Keetley Jct. to Phoston 2.5 miles. Yard Limits entire branch. Maximum speed 15 MPH.

Business Track	MP	Sta. No.
Phoston	2.2	WP702

Air brakes must be cut in and operative on all cars handled.

TIMETABLE NO. 3

GREEN RIVER SUBDIV. — WYOMING DIVISION 75

Radio communication via Channel One East of MP 980 and via Channel Two West of MP 980		Station Nos.	Siding Feet	Maximum Speed MPH
WEST	EAST			
Mile Post	STATIONS			
817.0	GREEN RIVER	● TX X WX817		Green River to Evanston 65
819.4		CP819 WX819		Evanston to Ogden 50
824.9	PERU	CP825 X WX825		(Except as below)
	8.5			Westvaco Running Trk 10
833.4	CP833	X WX833		Granger Siding 40
	1.7			Between Mile Posts —
835.1	ALCHEM	CP835 X WX835		814.1 and 816.7 30
	2.9			816.9 and 818.2 30
838.0	WESTVACO	WX838		818.2 and 823.6 50
843.9		CP844 X WX844		823.6 and 828.4 60
847.2	GRANGER	CP847 T X WX847	n15057	833.6 and 834.1 60
	6.8			849.9 and 850.2 60
854.0	VERNE	WX854	c5795	860.1 and 862.5 60
	12.2			862.5 and 866.7 65
866.2	HAMPTON	X WX866		866.7 and 874.5 60
	9.2			878.2 and 878.5 60
875.4	CARTER	WX875	c6277	880.1 and 880.3 50
	5.2			880.3 and 882.5 60
880.6	ANTELOPE	X WX881		882.5 and 885.0 50
	5.0			885.0 and 887.3 60
885.6	BRIDGER	WX886	c6068	887.3 and 887.5 50
	4.9			887.5 and 896.7 60
890.5	LEROY	X WX891		896.7 and 901.7 45
	7.1			901.7 and 903.6 40
897.6	SPRING VALLEY	WX898	c5807	903.6 and 908.6 45
	2.5			910.4 and 915.6 60
900.1	ASPEN	CP900 X WX902		915.6 and 916.0 45
	4.1			916.0 and 917.6 35
904.2	ALTAMONT	CP904 X WX904	e4944	917.6 and 919.1 45
	13.0		w8875	920.6 and 921.1 50
917.2	EVANSTON	TX WX917	e8264	925.9 and 926.5 50
	9.9			926.5 and 927.5 WW 50
927.1	WAHSATCH	WX928	c4254	928.8 and 935.8 WW 30
	15.9			935.8 and 939.4 WW 40
943.0	EMORY	WX943	c5797	939.4 and 942.9 WW 45
	9.7			926.5 and 941.6 EW 45
952.7	ECHO	X WX952	c5845	941.6 and 942.9 EW 40
	4.4			942.9 and 952.1 40
957.1	HENEFER	WX957	c5489	952.1 and 952.5 35
	4.0			952.5 and 954.5 45
961.1	DEVIL'S SLIDE	WX961	c5483	958.1 and 963.1 50
	6.9			963.1 and 965.1 30
968.0	MORGAN	WX968	c5546	967.2 and 967.8 50
	8.1			972.4 and 974.1 50
976.1	PETERSON	WX976	c5494	974.1 and 976.1 40
	1.6			976.1 and 978.7 50
977.7	STRAWBERRY	CP977 X WX978		978.7 and 980.3 30
	10.9			980.3 and 983.8 No. 2 35
988.6	EAST RIVERDALE	CP988 X		985.5 and 985.8 No. 2 50
	1.3			986.8 and 989.5 No. 2 45
989.9	RIVERDALE	CP990 X WX990		980.3 and 981.0 No. 1 35
	2.7			981.0 and 983.5 No. 1 40
992.6	OGDEN	● T UY993		983.5 and 989.5 No. 1 45
	175.6			989.5 and 992.0 35
				992.0 and 992.6 20

All trains with interdivisional crews must secure clearance at Green River.

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

Two main tracks Green River to CP847; CP900 to CP904; CP977 to CP990. Double track (Rule 251) CP847 to CP900; CP904 to CP977; CP990 to Ogden.

ACS in effect entire Subdivision. Speed Signal locations: Green River, Strawberry, East Riverdale.

Hot Box and Drugging Equipment Detectors located at: Both Tracks %MP 819.3, %MP 822.3, @MP 834.5, @MP 986.2; Westward only @MP 867.7, @MP 909.1, @MP 936.9, @MP 968.8; Eastward only @MP 958.6, @MP 925.6, @MP 884.1, @MP 854.7. Detectors at MP 819.3 and MP 822.3 are equipped with verbal defect indicator.

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

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

Rule 151 Exception: Between MP 931.5 and Strawberry trains must keep to the left.

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

Between Mile Posts —	MPH	Between Mile Posts —	MPH
0.0 and 3.3	15	14.8 and 19.0	10
3.3 and 3.8	10	19.0 and 21.0	15
3.8 and 4.3	15	24.0 and 24.1	15
5.1 and 5.2	15	25.1 and 25.2	15
13.2 and 13.5	15	26.3 and 27.4	15
Business Tracks	MP Sta. No.	Business Tracks	MP Sta. No.
Calgas	4.0 WP604	Keetley Jct.	24.5 WP625
Coalville	5.7 WP606	Park City	27.4 WP628
Wanship	13.0 WP613		

Air brakes must be cut in and operative on all cars handled.

TIMETABLE NO. 3

WEST		Radio communication via Channel Two.				EAST	
First Class		Station Nos.	Sidings	First Class			
26 Pgr.	Mile Post	STATIONS	Feet	25 Pgr.	Daily		
AM	111.2	McCAMMON	IY038	5991	AM	2 38	
2 40		6.4					
2 47	104.8	ARIMO	UN105	6046	2 30		
		4.4					
2 51	100.4	VIRGINIA	UN100	3600	2 25		
		5.4					
2 56	95.0	DOWNEY	UN095	5991	2 20		
		10.6					
3 05	84.4	SWAN LAKE	UN085	6005	2 10		
		5.6					
3 10	78.8	COULAM	UN078	6007	2 04		
		7.4					
3 16	71.4	DAYTON	UN071	6011	1 58		
		6.0					
3 22	65.4	WESTON	UN065	6022	1 52		
		8.8					
3 30	56.6	TRENTON	UN057	6102	1 44		
		8.0					
3 40	48.6	CACHE JCT.	UN049	8619	1 38		
		4.6					
3 52	44.0	WHEELON	UN045	6010	1 22		
		8.3					
4 00	35.7	DEWEY	UN036	6039	1 14		
		5.3					
4 05	30.4	HONEYVILLE	UN030	5984	1 09		
		9.3					
4 14	21.1	BRIGHAM CITY	UN021	6519	1 00		
		6.5					
4 21	14.6	WILLARD	UN014	5965	12 53		
		5.1					
.....	9.5	LITTLE MOUNTAIN JCT.					
		0.5					
4 26	9.0	HOT SPRINGS	UN009	5938	12 48		
		3.2					
.....	5.8	WIP	UN006	1140			
		3.3					
4 32	2.5	SP JCT.	UN002	6573	12 42		
		2.5					
4 40	0.0	OGDEN	UY993	Yd.	12 35		
4 45					12 30		
.....	817.8	BRIDGE JCT.	CP818 X	UY994			
		1.0					
.....	817.5		CP817 X				
		8.5					
.....	811.5		CP811 X				
		8.5					
.....	808.7	CLEARFIELD	CP809 T X	UZ002	c4727		
		4.5					
.....	807.2		CP807 X				
		4.5					
.....	804.2	LAYTON	CP804	UZ007			
		1.0					
.....	803.2	KAYSVILLE		UZ009	n6418		
		10.0					
.....	802.5		CP802				
		2.2					
.....	793.2	CENTERVILLE	CP793 X	UZ018			
		2.2					
.....	791.0	WOODS CROSS		UZ021			
		3.5					
.....	787.5	NORTH SALT LAKE	CP788 X	UZ024			
		2.0					
.....	785.5	18TH NORTH	CP785 X				
		1.9					
.....	783.6	NORTH YARD			Yd.		
		0.8					
6 00	782.8	SALT LAKE CITY	UZ029	Yd.	11 30		
AM		147.2				PM	

No. 25 is superior to No. 26 between Ogden and McCammon.

Westward Utah Division trains must identify opposing trains between Pocatello and McCammon, and between Montpelier and McCammon.

Speed Signal locations: CP785, CP793, CP807, CP811, CP817, CP818, McCammon.

Yard Limits: MP 49.7 to MP 47.5; MP 22.5 to MP 20.8; MP 2.0 to Bridge Jct.; MP 787.3 to Salt Lake City.

⊙ in effect in Salt Lake City.

Two main tracks Bridge Jct. to 18th North. Double track (Rule 251) 18th North to MP 783.5.

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

TIMETABLE NO. 3

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Clifton	75.2	UN075	Randall	6.3	UN007
Anderson	63.8	UN064	Harrisville	4.7	UN005
Cornish	60.6	UN061	Lodjic(W)	816.7	UY995
Cottle(W)	55.8	UN056	Farmington	797.3	UZ014
Collinston(E)	40.3	UN040	Pioneer	789.2	UZ022
Perry	17.3	UN017	Becks	786.1	UZ026

CACHE VALLEY BRANCH — UTAH DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings	Maximum Speed	MPH
	▼		▲		Feet	(Except as below)	
0.0		CACHE JCT.	⊙ T	UN049	5300	7.5 and 9.0	35
		13.8				13.6 and 13.9	15
13.8		WELLSVILLE		UC214	1023	13.9 and 17.7	35
		3.8				17.7 and 18.0	15
17.6		HYRUM		UC218	1224	18.0 and 24.0	35
		6.5				25.6 and 25.7	35
24.1		LOGAN	T	UC224	2311	31.3 and 32.6	35
		14.3				37.4 and 39.9	35
37.4		RICHMOND		UC237	1692	42.9 and 44.0	25
		4.1				44.6 and 50.8	35
41.5		PRESTO		UC242	7700		
		2.1				Business Tracks	MP Sta. No.
43.6		FRANKLIN		UC244	1699	Holt	20.2 UC220
		4.5				Sugar Factory(E)	21.7 UC222
48.1		WHITNEY		UC248	1301	Smithfield	31.5 UC232
		2.7				Yard Limits	
50.8		PRESTON	T	UC251	1319	Cache Jct. to MP 1.3	
		50.8					

MALAD BRANCH — UTAH DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings	Maximum Speed	MPH
	▼		▲		Feet	(Except as below)	
0.0		BRIGHAM CITY	⊙ T	UN021		1.0 and 1.5	30
		5.5				3.6 and 3.9	30
5.5		CORINNE		UD906	2643	5.2 and 6.5	30
		12.3				11.7 and 12.1	30
17.8		TREMONTON		UD918	2409	27.0 and 27.9	30
		13.2				29.3 and 29.9	30
31.0		NUCOR		UD931		34.9 and 35.1	30
		20.5				42.4 and 42.7	30
51.5		MALAD	T	UD952	1091	48.4 and 50.2	30
		51.5					
						Business Tracks	MP Sta. No.
						Ford	11.5 UD912
						Garland	19.7 UD920
						Yard Limits	
						Brigham City to MP 0.5	

LITTLE MOUNTAIN BRANCH — UTAH DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings	Maximum Speed	MPH
	▼		▲		Feet	(Except as below)	
0.0		LITTLE MOUNTAIN JCT.	T			0.0 ⊙ and 0.4	15
		13.8				1.5 and 1.7	25
13.8		LITTLE MOUNTAIN		UL314		3.5 and 3.8	25
		14.4				14.3 and 14.4 ⊙	15

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

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

Hill Field Branch Ogden to Arsenal 6.8 Miles. Yard Limits entire branch. Maximum Speed 15 MPH except between Mile Posts: 4.4 and 4.8—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. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.
Evona(E)	0.7	UV700
Relico(E)	1.0	UV702

Movement to Joint Sugar Works via DRGW. Sugar Works crossing is permanently lined for the Union Pacific. DRGW main track is out of service.

TIMETABLE NO. 3

78 LYNN DYL SUBDIV. — UTAH DIVISION

WEST		EAST	
First Class	First Class	First Class	
35 Psg. Daily	5 Psg. Daily	6 Psg. Daily	36 Psg. Daily
PM	PM	AM	AM
Mile Post		STATIONS	
Radio communication via Channel One		Station Nos.	Sidings Feet
VIA PASSENGER LINE			
11 10	11 00	782.8	SALT LAKE CITY ... UZ029 Yd. 5 30 5 45
		782.6	⊗ DRGW ⊙
		782.4	⊗ DRGW ⊙
		779.8	INDUSTRIAL CENTER ... UZ033
VIA FREIGHT LINE			
		783.6	NORTH YARD ... UZ029 Yd.
		782.9	GRANT TOWER ... UZ034 s6004
		782.5	⊗ DRGW ⊙ CP782
		780.5	ORANGE ST. ... CP780 X s6004
		779.2	BUENA VISTA ... UZ034 s6004
		778.5	10.3
		768.2	GARFIELD ... UZ045 n6050 s6155
		766.4	SMELTER ... CP766 X UZ047
	PM	764.5	LAKE POINT ... UZ049 6015 AM
		756.2	ERDA ... UZ057 6005
		747.7	WARNER ... UZ065 6005
		743.1	STOCKTON ... UZ070 6410
		736.2	ST. JOHN ... UZ077 6010
		722.8	FAUST ... UZ090 6960
		717.1	PEHRSON ... UZ096 6013
		710.6	LOFGREEN ... UZ103 6717
		704.5	BOULTER ... UZ109 5996
		698.0	TINTIC ... UZ114 6005
		691.9	McINTYRE ... UZ121 6037
		685.4	JERICO ... UZ128 6165
		675.5	CHAMPLIN ... UZ138 6797
		666.9	LYNN DYL ... CP667 UZ147 6069
		665.7	CP666 X
		664.4	CP664
		658.3	STRONG ... UZ157 5990
		650.0	DELTA ... UZ164 6071 9024 s3 00
		639.8	VAN ... UZ173 5998
		631.2	CLEAR LAKE ... UZ182 5991
		617.3	BLOOM ... UZ198 5990
		609.8	CRUZ ... UZ203 6078
		599.5	BLACK ROCK ... UZ214 6027
		589.9	READ ... UZ223 5997
		584.7	MURDOCK ... UZ228 5995
		579.0	MILFORD ... CP579 UZ228 5995
		578.0	CP578
		576.8	CP577T
s2 35		576.8	MILFORD ... CP577T X
AM		206.8	

⊙ in effect at Salt Lake City. Yard Limits: Salt Lake City to MP 780.8.
 Two main tracks (Freight Line) Grant Tower to Smelter. Clearance Requirement at Salt Lake City. All trains enroute Lake Subdiv. departing Roper and North Yard must receive a Lake Subdiv. clearance at North Yard. Trains operating West of Alazon must also receive SP clearance at North Yard.

Movements on IPP Spur are authorized by Track Warrant Control. At Boulter Rule 1007 will apply to freight and passenger trains during cold weather.

Speed Signal locations: CP766, Buena Vista, CP780, Lynndyl, Milford.
 Hot Box and Dragging Equipment Detectors: @MP 751.0, @MP 729.7, \$MP 703.3, \$MP 670.9, \$MP 644.0, \$MP 623.4, \$MP 604.6, \$MP 583.5.

At Milford not less than four hand brakes must be applied on east end of train left standing on east or west end of siding clear of yard tracks.

LYNN DYL SUBDIV. — UTAH DIVISION 79

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

PROVO SUBDIV. — UTAH DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed	MPH
783.6	NORTH YARD ... UZ029	T		Yd.	Between Mile Posts —	
	0.7				P786.4 and P764.0	40
P800.1	GRANT TOWER ... UZ034				P752.7 and P665.7	50
	3.5				(Except as below)	
P796.6	⊗ DRGW ⊙				Salt Lake City —	
	9.6				Between 2nd South & 9th South Sts.	12
P787.0	SANDY ... UZ042		UP042	5072	Between Mile Posts —	
	4.4				P798.5 and P797.2	20
P782.6	DRAPER ... UZ046		UP046	2760	Midvale Smelter	
	6.8				Trackage	12
P775.8	MOUNT ... UZ053		UP053	3667	P782.7 and P778.0	35
	4.7				P778.0 and P777.6	20
P771.1	CUTLER ... UZ058		UP058	3657	P777.6 and P773.4	30
	1.8				P771.1 and P768.7	30
P769.3	LEHI ... UZ059		UP059	2047	P767.5 and P765.6	35
	2.9				Geneva Steel Plant Xings.	15
P766.4	AMERICAN FORK ... UZ062		UP062		P757.4 West Switch	20
	3.4				P755.0 and P753.4	30
P763.0	PLEASANT GROVE ... UZ065		UP065	4002	P753.4 and P752.8	20
	2.1				P733.5 and P732.6	30
P760.9	PIPEMILL ... UZ069		UP069	2360	P711.8 and P710.0	30
	3.0				P694.4 and P692.6	35
P757.9	GENEVA ... UZ072		UP072	5975	P692.6 and P691.8	30
	0.6				Parley Siding	20
P757.3	DRGW CONN ... UZ073				P686.2 and P676.4	30
	5.3				P676.4 and P674.8	35
P752.0	PROVO ... UZ076		UP076	Yd.	P667.2 and P666.3	35
	3.1				P666.3 and P665.8	30
P748.9	CPP749 ... UZ078				Yard Limits	
	12.6				MP P800.1 and MP P786.4	
P736.3	PAYSON ... UZ092		UP092	5420	MP P764.0 and MP P748.9	
	14.1				Business Tracks	Sta. No.
P722.2	STARR ... UZ107		UP107	6129	Officer	P797.4 UP032
	10.7				Burton	P796.8 UP033
P711.5	NEPHI ... UZ118		UP118	6108	Huslers	P795.6 UP034
	10.9				Murray	P793.0 UP036
P700.6	SHARP ... UZ128		UP128	13420	Pallas	P791.7 UP037
	4.6				Atwood (E)	P790.5 UP039
P696.0	JUAB ... UZ133		UP133	6135	Hardy (W)	P761.8 UP067
	15.3				Bonnie (W)	P760.3 UP069
P680.7	PARLEY ... UZ148		UP148	6138	Bunker (E)	P759.9 UP070
	15.0				Clyde (W)	P759.4 UP071
P665.7	LYNN DYL ... CP666 X UZ147		UP147	6930	Gatex (E)	P756.1 UP075
	135.1				Spanish Fork	
					(E-W)	P744.4 UP085
					Martmar	P676.1 UP153

⊙ in effect at Salt Lake City.
 Speed Signal Locations: Payson, Starr, Nephi, Sharp, Juab and Parley.
 Hot Box Detectors and Dragging Equipment Detectors: ⊕MP P727.9, ⊕MP P690.1.

At Provo — Normal position all switches on West leg of wye is for west leg of wye. Normal position at East end of Pipe Plant lead for DRGW Connection.

Murray — Units must not move over under-track hopper on Gibbons and Reed Spur.
 Provo — No units are permitted to operate on Pipe Plant Highline beyond sign at underpass.

WEST		Radio Communication via Channel One.				EAST	
First Class	5 Psgr.	Mile Post	STATIONS	Station Nos.	Sidings Feet	6 Psgr.	First Class Daily
PM		911.4	SMELTER	UX047			AM
		897.1	BURMESTER	UX061	6168		
		892.9	ELLERBECK	UX065			
		886.0	TIMPIE	UX072	8274		
		878.6	DELLE	UX079	8080		
		870.8	MARBLEHEAD	UX087	1737		
		866.1	LOW	UX092	6146		
		854.2	CLIVE	UX104	6161		
		845.3	KNOLLS	UX113	6150		
		834.9	BARRO	UX123	6160		
		825.1	ARINOSA	UX133	6143		
		815.5	SALDURO	UX143	6143		
		806.6	WENDOVER	UX151	10200		
		798.6	OLA	UX160	6000		
		788.9	PILOT	UX169	6000		
		781.1	CLIFSIDE	UX177	6000		
		772.4	SILVER ZONE	UX186	6160		
		766.4	SHAFTER	UX192	6198		
		757.5	SAGE	UX201	6183		
		747.2	SPRUCE	UX211	6153		
		738.2	VENTOSA	UX220	6160		
		728.1	RUBY	UX230	6123		
		717.7	WELLS	UX240	6198		
1 58		713.6	ALAZON	UX244		12 01	
AM		701.0	SP CONN.	UX257			
		700.0	DEETH	UX258	5769		
		683.3	ELBURZ	UX275	5844		
		683.1	SP CONN.				
		669.2	ELKO	UX293			
		666.2	ELKO AMTRAK STATION				11 15
			259.4				PM

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

Pacific Standard Time from the Westward signal at East Burmester to San Francisco.
Yard Limits MP 663.6 to MP 674.6.

Maximum Speed		MPH		MPH	
Between Mile Posts —	Psg. Frt.	800.0 and 806.0	856.6 and 856.9	864.2 and 868.8	868.8 and 872.0
669.2 and 911.4	70 60	60 50	60 50	60 50	60 50
All sidings	20 20	65 55	65 55	65 55	65 55
(Except as below)					
663.6 and 674.6	35 35				
674.8 and 681.0	55 45				
716.2 and 717.0	65 55				
753.3 and 755.2	40 40				
758.4 and 758.7	60 50				
775.1 and 776.5	50 40				
776.5 and 784.5	25 25				
784.5 and 799.3	50 45				
799.3 and 800.0	40 35				
UP station numbers on SP track.					
Halleck	UX271	Mosel	UX355	Battle Mountain	UX371
Osino	UX284	New Argenta	UX357	Mote	UX381
Vivian	UX311	Argenta	UX358	Iron Point	UX394
Palisade	UX321	Hilltop	UX370		

CLEARANCE REQUIREMENTS

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

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

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

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

Rule 251 in effect Elko to Alazon, Eastward only.

Speed Signal location: Smelter.

TIMETABLE NO. 3

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

Hot box detector at Deeth will display flashing "H" until train has passed detector. If no hot journal is found, indication will change to steady "H". If a hot journal has been found, flashing "H" indication will not change and train must immediately reduce speed to 15 MPH, prepare to stop and contact train dispatcher to determine location of hot journal in train.

Ellerbeck Branch Ellerbeck to Dolomite 5.7 Miles. Yard Limits entire branch. Maximum Speed 20 MPH

Business Tracks	MP	Sta. No.	Business Track	MP	Sta. No.
Wye	2.7	UQ103	Marblehead Plant	4.7	UM305
Flux	3.7	UQ104			
Dolomite	4.7	UQ105			

Rowley Branch Delle to Rowley 11.2 Miles.

Yard Limits entire branch.

Maximum Speed 20 MPH

Business Track	MP	Sta. No.
Rowley	10.6	UR211

ELKO SUBDIV. — UTAH DIVISION

WEST		Radio Communication via Channel One.				EAST	
Mile Post	STATIONS	Station Nos.	Sidings Feet	6 Psgr.	First Class Daily		
669.2	ELKO	UX293	Yd.		PM		
	3.0						
666.2	ELKO AMTRAK STATION				11 15		
	20.2				11 10		
646.0	EAST CARLIN	UX312					
	2.6						
643.4	WEST CARLIN	UX315					
	12.9						
630.5	BARTH	UX327					
	11.0						
619.5	BEOVAWE	UX339	5999				
	44.1						
575.4	ELLISON	UX383	6268				
	3.2						
572.2	VALMY	UX386					
	36.2						
536.0	WESO	UX422			9 10		
	3.7						
532.3	WINNEMUCCA	UX426	n10000 s 5150				
SP MP	3.7 Miles to Weso						
417.3	WINNEMUCCA (S.P.)	UX428			9 05		
	136.9				PM		

Maximum Speed

Between Mile Posts —	MPH	MPH	Business Tracks	MP	Sta. No.
532.3 and 669.2	70 60	60 50	Hunter (E)	657.0	UX302
All sidings	20 20	60 50	Tonka (E)	650.1	UX309
(Except as below)		60 50	Carlin (E)	644.6	UX314
Weso, Using Turnouts	25 25	60 50	Duggan (E)	631.8	UX326
532.3 and 536.0	55 55	60 50	Cluro (E)	627.1	UX331
628.2 and 637.7	45 40	60 50	Dunphy (E)	610.1	UX348
637.7 and 638.3	60 60	60 50	Kampos (E)	601.3	UX356
West & East Carlin T/O	15 15	60 50	Rennox (E)	591.3	UX367
643.4 and 648.3	60 60	60 50	Red House (E)	563.0	UX395
648.3 and 650.1	55 45	60 50	Golconda (E)	548.0	UX409
650.1 and 651.1	50 40				
663.6 and 674.6	35 35				
651.1 and 652.6	60 50				

UP station numbers on SP track.

Vivian	UX311	New Argenta	UX357	Battle	UX371	Iron Point	UX394
Palisade	UX321	Argenta	UX358	Mountain	UX371	Tule	UX420
Mosel	UX355	Hilltop	UX370	Mote	UX381		

Yard Limits MP 663.6 to MP 674.6.

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

Rule 251 in effect Weso to Elko, Eastward only.

Dual control switches located East Carlin and West Carlin are for SP detour routes. Dual control switch located at Valmy.

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

Hot Box Detector at MP 556.9 has readout located at Red House. When flashing "H" indication does not change to steady "H" indication, trains must stop at Red House and be governed by instructions at Hot Box Locator.

"Wait" indicator on block signal 5550 normally displays steady "W". If train ahead has a hot journal, signal 5550 will display Stop and Proceed aspect and a flashing "W" on indicator. Following train must stop and contact train dispatcher for instructions. If unable to contact train dispatcher, after waiting ten minutes, train may pass flashing "W" and be governed by Rule 245(B), keeping close lookout for hot journals in train.

TIMETABLE NO. 3

82 WINNEMUCCA SUBDIV. — FEATHER RIVER DIVISION

Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS EAST			
				20
				60
				20
				55
				40
				35
				50
				55
				50
				35
				30
				35
				50
				20
				40
				35
				40
				50
				10
				30
				Sta.
				Business Tracks MP No.
				Red Rock 352.2 PX606
				Pozla 349.1 PX610
				Hot Box and Dragging Equipment Detectors: SMP 503.8
				SMP 475.0, SMP 434.3, SMP 387.1, SMP 358.3.
532.3	WINNEMUCCA	UX426	n10000	
	13.1		s5150	
519.2	RAGLAN	PX440	6145	
	10.6			
508.6	GASKELL	PX450	6148	
	12.0			
496.6	JUNGO	PX461	6163	
	9.0			
487.6	ANTELOPE	PX471	6156	
	8.2			
479.4	FLOKA	PX479	6167	
	8.8			
470.6	RONDA	PX488	6158	
	9.3			
461.3	CHOLONA	PX497	6150	
	10.1			
451.2	TREGO	PX507	6145	
	13.3			
437.9	GERLACH	PX520	6289	
	7.1			
430.8	PHIL	PX528	6160	
	14.5			
416.3	REYNARD	PX542	5647	
	11.6			
404.7	SANO	PX554	6152	
	11.0			
393.7	SAND PASS	PX565	6162	
	9.3			
384.4	SP CONN			
	0.9			
383.5	FLANIGAN	PX574	6162	
	11.8			
371.7	HERLONG	PX587	4193	
	9.1			
362.6	DOYLE	PX596	6369	
	17.0			
345.6	SCOTTS	PX613	6126	
	3.8			
341.8	RENO JCT	PX616	3000	
	2.7			
339.1	CHILCOOT	PX619	6245	
	11.6			
327.5	HAWLEY	PX631	5770	
	6.1			
321.4	PORTOLA	PX637	10771	
	210.9			

Eastward SP trains secure clearance at Wendel.

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

RENO BRANCH — FEATHER RIVER DIVISION

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

Main track details: MP 28.9; 30.7; 31.7.

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

Business Track MP Sta. No.
Loyalton 11.8 PL512

**SAFETY'S NO TRICK!
IT'S PRACTICE**

TIMETABLE NO. 3

CANYON SUBDIV. — FEATHER RIVER DIVISION 83

Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS EAST			
				45
				20
				20
				30
				25
321.4	PORTOLA	PX637	10771	
	11.0			
310.4	BLAIRSDEN	PX648	4869	
	8.5			
301.9	SLOAT	PX656	7892	
	5.5			
296.4	SPRING GARDEN	PX662	4610	
	8.5			
287.9	QUINCY JCT.	PX670	3843	
	6.4			
281.5	KEDDIE	PX677	7169	
	4.2			
277.3	PAXTON	PX681	4202	
	3.4			
273.9	TWAIN	PX685	3504	
	3.4			
270.5	VIRGILIA	PX688	9810	
	10.4			
260.1	BELDEN	PX698	4573	
	4.5			
255.6	CAMP RODGERS	PX703	6713	
	8.0			
247.6	MERLIN	PX711	3683	
	8.1			
239.5	PULGA	PX719	6091	
	4.6			
234.9	POE	PX723	6739	
	8.9			
226.0	JAMES	PX732	6515	
	6.0			
220.0	ELSEY	PX738	6385	
	6.1			
213.9	KRAMM	PX744	6311	
	4.8			
205.1	OROVILLE DEPOT	PX749	4687	
	2.2			
202.9	OROVILLE YARD	PX751	Yd.	
	114.5			

Equation: MP 205.5 equals MP 209.5.

Dragging Equipment Detectors:

#MP 319.0	#MP 305.0	#MP 284.0	#MP 270.6	#MP 253.5	#MP 237.2
#MP 316.7	#MP 300.0	#MP 281.5	#MP 267.5	#MP 249.2	#MP 234.2
#MP 314.7	#MP 293.8	#MP 279.5	#MP 264.6	#MP 245.6	#MP 222.2
#MP 312.6	#MP 290.2	#MP 275.5	#MP 262.5	#MP 243.5	#MP 217.7
#MP 308.0	#MP 286.7	#MP 273.4	#MP 257.6	#MP 241.5	

BIEBER SUBDIV. — FEATHER RIVER DIVISION

Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS EAST			
				40
				20
				10
				30
				25
				30
				25
				30
				25
				35
				25
				10
				10
				Sta.
				Business Trks. MP No.
				Little Valley Lumber Co.(W) .95.4 PK096
				Willow Springs (W) 89.8 PK090
				Crescent Mills 8.8 PK009
				Indian Creek (W) . . 3.1 PK003
111.8	BIEBER	PK112	Yd.	
	17.0			
94.8	LITTLE VALLEY	PK095	4251	
	18.3			
76.5	HALLS FLAT	PK076	6758	
	13.6			
62.9	LODGE POLE	PK063	4235	
	19.1			
43.8	ROBBERS CREEK	PK044	7245	
	4.4			
39.4	WESTWOOD	PK039	4388	
	4.2			
35.2	CLEAR CREEK JCT.	PK035		
	9.5			
25.7	ALMANOR	PK026	7942	
	11.0			
14.7	GREENVILLE	PK015	4236	
	8.5			
6.2	MOCCASIN	PK006	4208	
	6.2			
0.0	KEDDIE	PX677		
	111.8			

Eastward signal MP 55.8 is east end of CTC.

TWC in effect MP 55.8 to Bieber.

At Bieber eastward trains must leave all train orders and instructions in designated box and westward trains or engines must obtain train orders and instructions from designated box and contact train dispatcher to determine if any additional orders are required. Clearance is not required at Bieber.

Dragging Equipment Detector: #MP 1.1.

TIMETABLE NO. 3

84 SACRAMENTO SUBDIV. — FEATHER RIVER DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST STATIONS	EAST			
202.9	OROVILLE YARD	T	PX751	Yd.	60 All sidings 20 Between Mile Posts— 202.9 and 201.7 30 180.6 and 177.5 30 166.6 and 166.3 30 141.8 and 139.2 35 139.2 and 129.0 40 97.3 and 95.2 50 95.2 and 92.0 20
193.0	CRAIG		PX761	6155	
180.2	BINNEY JCT	SP	PX774		
178.8	MARYSVILLE		PX776	5055	
175.6	CLEVELAND		PX779		Business Trks MP Sta. No. West Oroville (E) 201.2 PX753 Sankey (W) 152.6 PX802 Bombay (E) 146.6 PX807 Globe 140.7 PX814 Cordova (E) 134.4 PX820 Kenwood (E) 133.2 PX823 Laguna Creek (E) 129.8 PX823 Villinger (W) 107.8 PX845 Terminus Jct. (W)
172.9	MOUNKES		PX782	7290	Kingdom 105.3 PX848 Flora Street 94.3 PX860
156.5	PLEASANT GROVE		PX798	6242	At Stockton ATSF connection between UP and ATSF movements must not exceed 5 MPH and cars 61 feet or longer are prohibited. Hot Box Detector: #MP 161.3
143.6	DEL PASO		PX811	6247	
139.5	HAGGIN		PX815		
138.0	"R" STREET	SP	PX816		
136.0	SO. SACRAMENTO		PX816	Yd.	
132.4	POLLOCK		PX822	4874	
121.9	PHILLIPS		PX832	6250	
113.9	THORNTON		PX840	3638	
97.9	HAMMER LANE		PX856	5895	
95.1	EL PINAL	SP	PX859		
93.8	WEBER AVE.	SP			
93.2	ATSF				
92.0	STOCKTON	T	PX862	Yd.	
					110.9

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			

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

Pearson Branch Cleveland to Reed 5.3 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 — FEATHER RIVER DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
95.5	HAGGIN		PX815		10 Cannon to Libfarm Yard Limits: Cannon to Libfarm. Maximum gross weight on cars 220,000 lbs. Cannon to Libfarm.
95.0	19TH STREET JCT.				
	34.5 MILES VIA SP				
7.9	CANNON	T	PV681		
64.6	DOZIER	T	PZ708	965	
74.2	LIBFARM		PZ718	1425	
					52.5

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 20 MPH except between Mile Posts:

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
0.4 and 0.5 (Joint Trk)	10	MPH	Mikon	1.6	PW402
8.0	15	MPH	Lovdal	2.7	PW403
10.8 and 11.7	10	MPH	Conaway (W)	11.8	PW412
16.2 and 16.7	10	MPH	Hebron (E)	14.8	PW415
Business Tracks	MP	Sta. No.	Woodland	16.6	PW417
Broderick	92.3	PH501			

Holland Branch Broderick to Clarksburg 11.5 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between:

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Saco. Sub Conn. "C" St. and CPC 11	5	MPH	West Sacramento	92.2	PV601
Sacramento-Yolo Port RR	10	MPH	Westgate	91.6	PH502
90.7 (Bridge)	10	MPH	Yolo Port Conn.	90.9	PH503
Riverview to Clarksburg	10	MPH	Bascule Bridge	90.7	
			Riverview	87.0	PH507
			Clarksburg (W)	5.9	PH513

TIMETABLE NO. 3
PORT CHICAGO BRANCH — FEATHER RIVER DIVISION 85

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	STOCKTON		PX862		20 East Pittsburg to Clyde (Except as below) Between Mile Posts — 48.7 and 48.1 20 46.2 ATSF Xing 10 37.8 15†
	33.5 MILES VIA ATSF				
48.5	EAST PITTSBURG		PN931		Business Tracks MP Sta. No. Shell Point (W) 43.6 PN935 McAvoy 42.5 PN936 Nichols (W) 41.0 PN937 Clyde 37.2 PN941 Operation Via ATSF Stockton to East Pittsburg. Yard Limits: MP 48.6 to MP 37.2 At Stockton ATSF connection between UP and ATSF movements must not exceed 5 MPH and cars 61 feet or longer are prohibited.
48.1	ATSF				
47.4	ATSF				
47.0	PITTSBURG		PN932		
46.2	ATSF				
44.9	WEST PITTSBURG		PN933	510	
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

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

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

Maximum gross weight on cars 220,000 lbs.

TIDEWATER SOUTHERN SUBDIV. — FEATHER RIVER DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
0.0	STOCKTON	T	PX862	Yd.	35 Between Mile Posts — 19.0 and 21.0 20 22.5 and 23.1 20 27.2 and 9th & P Sts. Modesto 15 North Yard 10 Modesto 9th and P Sts. and MP 33.3 10 46.5 and 47.9 10
1.7	ORTEGA		PX864		
5.2	MANTECA JCT.		PQ005	2170	
19.8	ESCALON		PQ020	1390	
25.6	McHENRY		PQ026	1220	Business Trks MP Sta. No. Valmet (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 Yard Limits MP 0.0 to MP 5.8.
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 Branch Manteca Jct. to South Manteca 6.6 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 4.0 and 6.6 — 10 MPH.

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

Chemurgic Branch Hatch to Chemurgic 2.9 Miles. Yard Limits entire branch. Maximum Speed 20 MPH.

Business Track	MP	Sta. No.
Chemurgic	2.9	PG203

SAFETY EVERYWHERE ALL THE TIME

TIMETABLE NO. 3

Radio Communication via Channel One				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	WEST STATIONS	EAST	Stations			
92.0	STOCKTON	T	PX862	Yd.	60	
84.5	SP 7.5				20	
82.1	WYCHE 3.4		PX872	5555	45	
74.1	SP 8.0				30	
72.8	TRACY 1.3	T	PX881	10692	50	
63.3	MIDWAY 9.5		PX891	5518	35	
56.2	ALTAMONT 7.1		PX898	5560	20	
47.0	LIVERMORE 9.2		PX907	4117	15	
38.1	HEARST 8.9		PX916	4423	10	
30.5	NILES JCT. SP 7.6	T	PX923		5	
29.7	FREMONT 0.8		PX924	4042	5	
20.1	HAYWARD 9.6		PX934	6922	5	
11.3	KOHLER 8.8		PX942	3524	5	
10.0	MELROSE SP 1.3		PX943		5	
7.2	FALLOON STREET 2.8		PX946		5	
5.9	CHESTNUT JCT. 1.3		PX948		5	
5.8	MAGNOLIA TOWER SP 0.1				5	
4.7	OAKLAND 1.1	T	PX949	Yd.	5	
	87.3					

SAN JOSE BRANCH — FEATHER RIVER DIVISION

Radio Communication via Channel One				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	WEST STATIONS	EAST	Stations			
0.0	NILES JCT	T	PX923	Yd.	35	
7.0	WARM SPRINGS 7.0		PS707	Yd.	10	
11.5	MILPITAS 4.5	T	PS711	Yd.	25	
17.5	SAN JOSE 6.0		PS717	Yd.	20	
19.6	VALBRICK SP 2.1		PS720		10	
20.4	WILLOW GLEN SP 0.8		PS721		10	
22.3	WEST SAN JOSE SP 1.9		PS722		10	
	23.0					

“PRESENCE OF MIND”
MEANS
ABSENCE OF ACCIDENTS

Radio Communication via Channel One				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	WEST STATIONS	EAST	Stations			
576.8	MILFORD CP577	T	CX236	6600	60	
575.1	CP575				20	
571.4	UPTON 5.4		CX241	6026	45	
561.5	THERMO 9.9		CX251	6002	30	
550.7	LATIMER 10.8		CX262	5988	50	
541.8	LUND 8.9	T	CX272	9101	35	
531.7	ZANE 10.1		CX281	6006	20	
526.2	BERYL 5.5		CX286	5981	15	
516.2	HEIST 10.0		CX297	6016	10	
510.2	MODENA 6.0	T	CX303	6004	5	
501.1	UVADA 9.1		CX312	6008	5	
496.5	CRESTLINE 4.6		CX319	6490	5	
489.6	BROWN 6.0		CX324	6013	5	
484.2	ACOMA 5.4		CX328	6041	5	
475.6	ISLEN 8.6		CX338	6516	5	
470.6	RICHMOND 5.0		CX342	5812	5	
464.5	ECCLES 6.1		CX349	15105	5	
461.0	CP461				5	
459.8	CALIENTE CP460	T	CX353	6250	5	
458.3	CP458			7830	5	
454.8	ETNA		CX358	6079	5	
449.9	STINE 4.9		CX363	5976	5	
445.2	BOYD 4.7		CX368	6013	5	
438.4	ELGIN 6.8		CX375	6275	5	
434.5	KYLE 3.9		CX379	7140	5	
429.1	LEITH 5.4		CX384	5925	5	
418.7	CARP 10.4		CX394	5872	5	
413.4	VIGO 5.3		CX399	6068	5	
408.0	GALT 5.4		CX405	6100	5	
402.8	HOYA 5.2		CX410	5977	5	
398.1	ROX 4.7		CX415	6645	5	
393.0	FARRIER 5.1		CX420	6056	5	
383.1	MOAPA 9.9	T	CX430	6066	5	
373.8	UTE 9.3		CX439	6102	5	
363.2	DRY LAKE 10.6		CX450	6094	5	
357.0	GARNET 6.2		CX456	6282	5	
352.0	APEX 5.0		CX461	6072	5	
346.7	DIKE 5.3		CX466	6107	5	
339.1	WANN 7.6		CX474	6119	5	
334.3	LAS VEGAS 4.8	X	CX479	Yd.	5	
242.5						

Distance MP 493 to 494 = 850 Ft.

Speed Condition Warning Device between MP 494 and MP 495. Be governed by Rule 370.
On passenger trains, running air test as required by Air Brake Rule 1007(B) must be made at Crestline, eastward and westward.

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

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

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

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

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

Retaining valves must be used as follows:

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

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

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

CEDAR CITY BRANCH — CALIFORNIA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings	Maximum Speed (Except as below)	MPH
0.0	▼	LUND	▲	CX272	9101	Between Mile Posts —	40
20.3	▼	IRON SPRINGS	▲	CI321	.....	23.0 and 29.0	20
31.8	▼	CEDAR CITY	▲	CI333	.....	Cedar City yard tracks	10
		31.8				Business Tracks	Sta. No.
						Stock Yards (W)	29.9
						Yard Limits: MP 18.4 to Iron Springs.	

IRON MOUNTAIN BRANCH — CALIFORNIA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings	Maximum Speed (Except as below)	MPH
0.0	▼	IRON SPRINGS	▲	CI321	.....	Between Mile Posts —	25
14.4	▼	IRON MOUNTAIN	▲	CI415	.....	0.0 and 1.2	20
		14.7				10.1 and 14.5	15
						Business Track	Sta. No.
						Comstock	10.9 CI411
						Yard Limits	
						Iron Springs to MP 0.5.	

Retaining valves must be used on all cars on all trains from Iron Mountain or Comstock to Iron Springs. Not less than 50% of retaining valves on head end of all trains from Desert Mound to Iron Springs.

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

MEAD LAKE BRANCH — CALIFORNIA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings	Maximum Speed (Except as below)	MPH
0.0	▼	MOAPA	▲	CX430	6066	Between Mile Posts —	20
16.7	▼	MEAD LAKE	▲	CV717	.....	1.6 and 2.3	20
		16.7				5.0 and 6.7	10
						7.0 and 9.0	20
						Business Arrowhead (W)	3.3 CV703
						Logandale	10.2 CV710

WEST First Class	Radio Communication via Channel One.	STATIONS	Station Nos.	Sidings Feet	EAST First Class
35 Psg. Daily					36 Psg. Daily
AM 7 00	334.3	LAS VEGAS	.....	.....	PM s8 10
		3.8	.....	.....
	330.5	CP330	.....	.....
		3.1	CP328	.....
	328.6	BOULDER JCT.	.....	.....
	327.4	5.0	CP326	.....
	326.4				
	322.4	ARDEN	.....	.....
		7.6	.....	.....
	314.8	SLOAN	.....	.....
		5.5	.....	.....
	309.3	ERIE	.....	.....
		8.0	.....	.....
	301.3	JEAN	.....	.....
		4.9	.....	.....
	296.4	BORAX	.....	.....
		8.8	.....	.....
	287.6	CALADA	.....	.....
		10.1	.....	.....
	277.5	NIPTON	.....	.....
		5.1	.....	.....
	272.4	MOORE	.....	.....
		5.0	.....	.....
	267.4	IVANPAH	.....	.....
		4.2	.....	.....
	263.2	BRANT	.....	.....
		5.3	.....	.....
	257.9	JOSHUA	.....	.....
		3.9	.....	.....
	254.0	CIMA	.....	.....
		3.6	.....	.....
	250.4	CHASE	.....	.....
		3.1	.....	.....
	247.3	ELORA	.....	.....
		4.0	.....	.....
	243.3	DAWES	.....	.....
		4.0	.....	.....
	239.3	HAYDEN	.....	.....
		3.9	.....	.....
	235.4	KELSO	.....	.....
		9.3	.....	.....
	226.1	KERENS	.....	.....
		8.1	.....	.....
	218.0	SANDS	.....	.....
		6.4	.....	.....
	211.6	BALCH	.....	.....
		8.1	.....	.....
	203.5	CRUCERO	.....	.....
		6.5	.....	.....
	197.0	BASIN	.....	.....
		5.2	.....	.....
	191.8	AFTON	.....	.....
		4.4	CP192	.....
	187.4	DUNN	.....	.....
		5.1	.....	.....
	182.3	FIELD	.....	.....
		4.8	.....	.....
	177.5	MANIX	.....	.....
		9.5	.....	.....
	168.0	CP168	.....	.....
		4.9	.....	.....
	163.9	YERMO	.....	.....
	163.1		CP164	.....
			
AM		171.2			PM

STOP INJURIES BEFORE ONE STOPS YOU

92 LOS ANGELES SUBDIV. — CALIFORNIA DIVISION

UP Station Numbers on ATSF		Sta. No.	Business Tracks	MP	Sta. No.
ATSF	MP				
Nebo	742.0	CX658	Riverside	57.5	CX755
Barstow	745.9	CX663	Champagne (W)	43.3	CX769
Lenwood	6.7	CX668	Ballou	40.4	CX773
Hodge	13.6	CX674	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			
Hesperia	45.1	CX707			
Lugo	50.1	CX712			
Summit	55.9	CX718			
Cajon	62.8	CX726			
Keen Brook	69.4	CX730			
Devore	71.5	CX735			
Verdemont	73.9	CX737			
Ono	76.1	CX740			
San Bernardino	81.5	CX746			
Colton	2.9	CX749			
Highgrove	6.7	CX752			

ANAHEIM BRANCH — CALIFORNIA DIVISION

Mile Post	Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST STATIONS	EAST			
0.0	WHITTIER JCT. ⊕	⊕	CX802		0.0 and 0.2 5 Between Mile Posts — 0.2 and 0.3 10 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 20.4 10
0.1	⊕ SP 0.1	⊕			
5.2	COLIMA JCT. ⊕	⊕			
5.5 MILES VIA SP					
10.5	FULLERTON JCT. ⊕	⊕			Business Tracks MP Sta. No. Whittier 2.4 CW202 La Habra 9.6 CS210 Yard Limits entire branch. Operation on SP Colima Jct to Fullerton Jct. ⊕ Entire Anaheim Branch
15.5	⊕ ATSF ⊕	⊕			
17.3	FULLERTON 1.8	⊕	CW217		
19.0	⊕ ATSF 1.7	⊕			
19.9	ANAHEIM 0.9	⊕	CW220	1056	
20.4					

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

Business Track MP Sta. No.
Crestmore 6.8 CE007

Glendale Branch Pasadena Jct. to Forest Lawn 5.8 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 4.7 and 5.8 — 10 MPH.

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

Operation on SP MP 2.0 to Arroyo Jct.

At Arroyo Jct., Dayton interlocking operator must be contacted for authority to handle switch.

SAN PEDRO BRANCH — CALIFORNIA DIVISION 93

Mile Post	Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST STATIONS	EAST			
3.1	EAST YARD ⊕ T	⊕	CX809		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 Track Warrant Control MP 8.5 to MP 21.0 Yard Limits MP 0.0 to MP 8.5 MP 21.0 to MP 25.3
	HOBART ⊕ ATSF ⊕	⊕	CS500		
3.6	LA JCT RY ⊕	⊕			
5.1	⊕ SP ⊕	⊕			
7.4	⊕ SP ⊕	⊕			
12.5	PARAMOUNT 5.1		CS510	5915	Business Tracks MP Sta. No. Bell ⊕ 5.4 CS504 Workman 9.3 CS507 Rioco 13.8 CS511 Carson 17.7 CS515 Terminal Island ⊕ 24.2 CS521
14.6	DOUGLAS JCT. 2.1		CS512		
19.2	MANUEL 4.6		CS516	5807	
21.6	THENARD CONN. ⊕	⊕			
21.7	⊕ SP ⊕ 0.1	⊕			
22.1	MEAD TRANSFER 0.4	⊕	CS519	Yd.	
23.2	HENRY FORD BLVD. ⊕ ⊕ ⊕ 1.1	⊕			
25.3	EAST SAN PEDRO 2.1	⊕	CS523		
	22.2				

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

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

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

⊕ Entire San Pedro Branch

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

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

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

Westward — MP 21.45; Eastward — MP 21.65.

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

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

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

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

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

Due to operation of dual control switches by hand by motor car and 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.

Maintenance of Way Flagging

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

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

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

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

Lakewood Branch Douglas Jct. to Lakewood 2.8 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except at Mile Posts: 0.6 — 10 MPH; 2.5 — 10 MPH.

Business Track MP Sta. No.
Lakewood 1.6 CS602

WEST First Class 25 Pgr.	Mile Post	STATIONS	Station Nos.	Sid- ings Feet	EAST First Class 26 Pgr.
.....	0.0	GRANGER .. CP847 T X	WX847	7260	.....
.....	1.6	8.4 CP2			.....
.....	8.4	MOXA ..	IX855	7359	.....
.....	16.4	8.0			.....
.....	24.8	NUTRIA ..	IX863	12034	.....
.....		8.4			.....
.....	33.3	OPAL ..	IX872	7345	.....
.....	38.9	8.6			.....
.....	39.9	WATERFALL ..	IX881	7370	.....
.....	40.6	7.3 CP39			.....
.....	42.2	CP40 X		6567	.....
.....		KEMMERER ..	IX887	7867	.....
.....		8.1 CP42			.....
.....	48.0	FOSSIL ..	IX898	7329	.....
.....		5.3			.....
.....	53.3	NUGGET ..	IX903	7374	.....
.....		6.2			.....
.....	59.5	ORR ..	IX907	7352	.....
.....		5.9			.....
.....	65.3	LEEFEE .. T	IX912	11783	.....
.....		6.7			.....
.....	72.0	BECKWITH ..	IX919	7342	.....
.....		5.4			.....
.....	77.4	PIXLEY ..	IX925	7399	.....
.....		5.7			.....
.....	83.1	COKEVILLE ..	IX931	8566	.....
.....		5.7			.....
.....	88.8	MARSE ..	IX935	7367	.....
.....		5.7			.....
.....	94.5	CHAUSSE ..	IX941	7331	.....
.....		7.8			.....
.....	102.3	HARER ..	IX950	7405	.....
.....		5.6			.....
.....	107.9	DINGLE .. CP108			.....
.....		7.3			.....
.....	114.8	MONTPELIER .. CP115 X			.....
.....	115.2	CP117 X	IX962	Yd.	.....
.....	116.9	5.2			.....
.....	120.4	PESCADERO .. CP121			.....
.....		7.3			.....
.....	127.7	GEORGETOWN ..	IX974	10039	.....
.....		8.5			.....
.....	136.2	MANSON ..	IX983	7354	.....
.....	144.0	10.0 CP144			.....
.....	145.5	CP145			.....
.....	146.2	SODA SPRINGS .. T	IX993	7465	.....
.....		5.0			.....
.....	151.2	ALEXANDER ..	IX999	7297	.....
.....		5.5			.....
.....	156.7	TALMAGE ..	IY003	7426	.....
.....		5.5			.....
.....	162.2	BANCROFT ..	IY009	17498	.....
.....		8.0			.....
.....	170.2	PEBBLE ..	IY018	7337	.....
.....		6.8			.....
.....	177.0	BLASER .. CP177			.....
.....	178.6	CP178 X			.....
.....		8.9			.....
.....	185.9	TOPAZ .. CP186			.....
.....		5.9			.....
AM	189.8	CP190			AM
2 38	191.8	McCAMMON CP192 T X	IY038		2 40
.....		9.9			.....
.....	201.7	INKOM .. X	IY049	5777	.....
.....		9.0			.....
.....	210.7	E. POCATELLO CP211 X			.....
.....	213.1	CPP13 X			.....
.....	213.5	CPP14 X			.....
s3 02	214.2	POCATELLO .. T X	IY061	Yd.	2 15
AM	214.2				AM

Maximum Speed	MPH	Frts.	MPH	Frts.
(Except as below)	Psg.	70		
All Sidings except Granger, Nutria, Opal, Kemmerer, Leeefee and Montpelier		70		
Between Mile Posts—		20		
0.0 and 0.8		40		
28.7 and 31.3		60		
31.3 and 32.3		40		
32.3 and 34.6		60		
34.6 and 35.5		50		
35.5 and 40.8		35		
40.8 and 44.6		55		
48.8 and 49.6		50		
54.5 and 55.8		30		
55.8 and 57.8		35		
57.8 and 63.6		60		
63.6 and 65.4		50		
65.4 and 68.2		55		
68.2 and 87.7		50		
87.4 and 87.7		50		
92.9 and 93.1		50		
96.7 and 98.3		60		
98.3 and 99.7		50		
102.6 and 104.8		50		
104.8 and 105.4		60		
107.8 and 120.4 No. 1		60		
120.6 and 130.1		50		
130.1 and 138.7		60		
138.7 and 141.0		50		
141.0 and 141.9		45		
141.9 and 143.7				
143.7 and 146.3				
146.3 and 148.3				
152.1 and 152.4				
163.5 and 168.9				
168.9 and 171.7				
171.7 and 174.7				
174.7 and 177.4				
177.4 and 179.0				
179.0 and 180.0				
180.0 and 181.8				
181.8 and 183.1				
183.1 and 185.5				
185.5 and 187.9				
187.9 and 195.3				
McCammon Jct.-No. 1 MT		60		
to or from Utah Div. C/O ..		15		15
195.3 and 200.0		65		55
200.0 and 202.6		60		50
213.4 and 215.0		20		20

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

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

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

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.	Exxon Industrial Spur Opal (MP 23) to Shute Creek 16.8 Miles. Movements authorized by Track Warrant Control. Maximum Speed 40 MPH except between Mile Posts: 0.0 and 1.0 — 25 MPH; MP 16.0 and MP 16.8 — 10 MPH.
Business Tracks MP Sta. No. Glencoe Jct. 5.3 IJ705 Amoco Spur 7.7	Business Tracks MP Sta. No. Shute Creek 16.3
Chevron Spur	Conda Branch Soda Springs to Conda 7.5 Miles. Yard limits entire branch. Maximum Speed 20 MPH except between MP 6.5 to MP 7.5 and Conda yard 5 MPH.
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.	Business Tracks MP Sta. No. Monsanto 1.8 IC002 EpcO 5.9 IC006 Conda 7.1 IC007
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.	Grace Branch Alexander to Grace 5.8 Miles. Yard limits entire branch. Maximum Speed 15 MPH except at MP 5.3 and on Grace Elevator Tracks 5 MPH; MP 5.5 to MP 5.8 — 10 MPH.
Business Track MP Sta. No. Elkol 2.6 IJ904	Business Track MP Sta. No. Grace 5.8 IG506

DRY VALLEY BRANCH — IDAHO DIVISION

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

SAFETY
IS WHAT YOU MAKE IT

WEST		Radio Communication via Channel One.		EAST		
First Class	Mile Post	STATIONS	Station Nos.	Sidings	First Class	
25 Pgr.				26 Pgr.		
Daily				Daily		
AM 3 06	214.2	POCATELLO	● T X CP13	IY061	Yd.	AM s2 11
215.8	2.1		CPP16			
216.0						
216.3		POCATELLO JCT.	CP216 X			
216.9			CP217 X			
222.8	8.1		CP223	IY071	7645	
224.4		MICHAUD	CP225			
230.2	5.8	BANNOCK		IY077	8267	
238.4	4.1	AMERICAN FALLS		IY086	7104	
242.5	7.5	BORAH		IY090	6053	
250.0	6.0	QUIGLEY		IY097	8258	
256.0	4.3	WAPI		IY103	5952	
260.3	7.6	DEWOFF		IY107	8280	
267.9	5.0	HAWLEY		IY115	5980	
272.9	3.9	MINIDOKA	T	IY120	13190	
276.8	7.8	MAX		IY123	5848	
284.6	5.2	ADELAIDE		IY132	8273	
289.8	5.9	KIMAMA		IY136	5965	
295.7	4.4	SENER		IY143	5976	
303.1	11.6	OWINZA		IY151	8359	
314.7	7.1	DIETRICH	CP315			
s4 45	321.8	SHOSHONE	CP324 X	IY169	12870	s12 30
323.1	8.5					
330.3	6.8	TUNUPA		IY178	8269	
337.1	7.7	GOODING		IY185	8232	
344.8	5.2	FULLER		IY191	8283	
350.0	6.7	BLISS	T	IY198	5861	
356.0	17.3	TICESKA	CP356	IY205	6021	
356.7						
372.8	19.3	GLENNS FERRY	CP373 X	IY221		
374.0			CP376 X			
376.3						
391.6	7.9	REVERSE	CP392	IY240	8341	
393.3	7.0		CP393			
401.2	5.5	MOUNTAIN HOME	T	IY249	8234	
408.2	9.9	SEBREE		IY255	8251	
413.7	11.2	CLEFT		IY260	8242	
6 10	11.6	ORCHARD	CP423	IY270	9349	11 00
423.6	11.2			IY282	8240	
435.2	2.4	OWYHEE		IY284	8053	
446.4	8.0	KUNA		IY294		
448.8	1.3	FOX	CP449			
454.9	8.0		CP455 X			
456.4			CP456			
456.8	8.9	NAMPA	● T CP457	IY304	Yd.	9 45
7 40			CP459			9 35
s7 50			CP465			
464.8	6.9	CALDWELL		IY313		
465.7	7.7	NOTUS		IY320	8292	
472.6	8.5	PARMA		IY328	8261	
480.3	10.7	NYSSA	● T	IY336	8717	
488.8	13.5					
498.9	13.5	ONTARIO	T	IY346	8311	8 55
502.7	8.3	PAYETTE		IY350	8440	
509.6	6.9	CRYSTAL		IY357	8100	
	6.5				8256	
516.1	10.1	WEISER	T	IY363	8070	
526.2	6.6	COBB		IY373	8246	
532.8	6.0	ROCK ISLAND		IY381	7974	
538.4	6.0	HUNTINGTON	CP538	OX386	8242	
538.8	324.6				8295	
AM						PM

All trains must secure clearance at Nampa.
 At Pocatello (Pole Line Road), Shoshone, Glens 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 Glens Ferry both eastward and westward trains must sound whistle.

TIMETABLE NO. 3

Maximum Speed		MPH		MPH	
(Except as below)	Pgr.	Frt.	Pgr.	Frt.	
WW Trns on No. 2 Trk using C/O Pocatello Jct.	15	15	481.0 and 481.3	60	60
All sidings except Michaud, Minidoka, Bliss, Sebree and Kuna	20	20	489.1 Xing	60†	60†
Between Mile Posts —			498.7 and 498.8	60	60
213.4 and 215.0	20	20	502.6 and 503.2	60	60
218.8 and 220.0	65	50	Crystal — using T/O EE	15	15
237.9 and 241.3	65	55	515.8 and 516.4	60	60
314.7 and 316.3 No. 2	55	45	523.2 and 524.9	70	60
321.5 and 321.8	35†	35†	524.9 and 528.1	60	50
323.1 Equilateral T/O	60	60	529.4 and 535.5	70	60
321.8 and 326.6	70	60	535.5 and 536.9	55	45
337.5 and 338.0	45	45	536.9 and 388.5 (Ore. Div.)	40	30
340.7 and 343.4	60	50	MP 538.8 Ida. Div. equals MP 389.8 Ore. Div.		
360.2 and 360.8	55	45			
364.9 and 366.0	60	60			
367.3 and 368.3	60	60			
369.1 and 371.1	60	50			
371.1 and 374.1	45	35			
374.1 Xing	20†	20†			
CP 373 and CP 376 using C/O	15	15			
376.5 and 377.6	60	50			
384.9 and 390.7	60	50			
400.8 and 402.3	35	35			
447.3 and 450.8	70	60			
448.8 and 454.7 No. 2	50	50			
454.7 and 456.0 No. 1	65	55			
454.7 and 456.0 No. 2	40	40			
456.0 and 457.1 No. 1	35	35			
456.0 and 458.0 No. 2	20	20			
458.0 and 464.8 No. 2	50	50			
465.0 and 466.0	50	50			

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

Business Tracks	MP	Sta. No.
Don	219.8	IY067
Schiller(W)	226.8	IY074
King Hill	367.7	IY214
Hammett	382.6	IY230
Simco(W)	419.1	IY266
LaFleur(W)	438.9	IY286
Enrose	469.2	IY316
Apple Valley	486.1	IY333
Washoe(W)	501.1	IY348
Wood(W)	506.4	IY353
Feltham	512.9	IY360
Wix	514.2	IY362
No. 10 turnout: Pocatello Jct.-Montana main track and crossover between tracks 1 & 2. Jct. switch to Montana main track; CP456; CP457.		

At Don movements over weigh-in-motion scale west end rock track Simplot Plant must not exceed 10 MPH.
 Speed Signal locations: Pocatello, CP223, CP225, Minidoka, CP315, CP323, Bliss, CP356, CP393, Sebree, CP423, Kuna, Fox, CP455, CP456, CP459, CP465, CP538.
 Hot Box and Dragging Equipment Detectors \$MP 233.5, \$MP 252.3, @MP 268.9, \$MP 290.9, \$MP313.4, \$MP 339.9, \$MP 369.0 (No. 1 track), @MP 379.8 (No. 2), \$MP 397.2, \$MP 417.9, @MP 445.1, @MP 478.1, #MP 507.0, \$MP 524.6.
 Two main tracks Pocatello to CP225; CP356 to CP393; CP449 to CP465.

BOISE CUT-OFF — IDAHO DIVISION

WEST		Radio Communication via Channel One.		EAST		
First Class	Mile Post	STATIONS	Station Nos.	Sidings	First Class	
25 Pgr.				26 Pgr.		
Daily				Daily		
AM 6 10	B423.5	ORCHARD	CP423	IY270	9349	PM 11 00
s7 05	B448.6	BOISE	● T	IB296		s10 25
	B450.9	BOISE JCT.		IB298		
	B457.5	MERIDIAN		IB305	3850	
s7 40	B467.8	NAMPA	CP456● T	IY304		9 45
AM					44.3	PM

Yard Limits MP B464.0 to Nampa.

Maximum Speed	MPH	Business Tracks	MP	Sta. No.
(Except as below)	40	Hillcrest	B445.2	IB292
Between Mile Posts —		Perkins	B451.5	IB299
B439.5 and B440.4	25	Beatty	B454.9	IB302
B446.5 and B451.3	20	Aluma (W)	B462.8	IB311

TWIN FALLS BRANCH — IDAHO DIVISION

Maximum Speed		MPH	
(Except as below)	Pgr.	Frt.	MPH
Between Mile Posts —			
11.7 and 15.0			12†
21.0 and 22.8			12†
20.1 Bridge (6 axle units)			10
21.0 and 22.8			12†
52.8 and 53.8			35†
73.2 and 74.4			10
Business Tracks	MP	Sta. No.	
Acequia	8.1	IT608	
Schow(E)	16.5	IT616	
Heyburn	19.6	IT620	
Hobson(E)	28.5	IT628	
Milner	33.6	IT634	
Bills	49.0	IT648	
Hansen	49.7	IT650	
McMillan	56.4	IT656	
Curry	63.4	IT663	
Filer	66.0	IT666	
Peavey	68.5	IT669	
Cedar	71.4	IT671	

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

TIMETABLE NO. 3

98 NORTH SIDE BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed (MPH)	Yard Limits	MPH
0.0	RUPERT	⊙●T	IT614	9185	MP 0.0 to MP 7.0	MP 65.0 to MP 72.9	40
4.4	MYERS	⊙	IT805	7865	Business Tracks MP		
5.7	PAUL	⊙	IT806	1705	Hynes		
15.9	SCHODDE		IT816	2530	Hazelton		
47.9	JEROME	T	IT848	2530	Black		
56.7	WENDELL		IT857	2530	Eden		
72.9	BLISS	⊙T	IY198	5845	Sugar Loaf		
					Falls City		
					Barrymore		
					Hydra		
					King		
					Tuttle		

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

Raft River Branch Burley to Declo 9.2 Miles. Yard Limits entire branch. Maximum speed 20 MPH except between MP 0.0 and 1.1 — 12 MPH.

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

Oakley Branch Burley to Martin 11.6 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between MP 0.1 and MP 0.9 — 12 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

IDAHO NORTHERN BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed (MPH)	Yard Limits	MPH
0.0	NAMPA	⊙●T	IY304		(Except as below)	Ontario to MP 25	20
2.6	FISCHER	⊙	IN003	2310	0.2 and 0.4		
26.9	EMMETT	⊙●T	IN027	4510	8.7 and 8.8		
49.7	HORSESHOE BEND	⊙	IN050	1485	13.8 and 14.8		
63.9	BANKS		IN064	1650	18.9 and 22.4		
82.7	SMITHS FERRY	T	IN083	1430	25.6 and 27.7		
99.1	CASCADE	⊙●T	IN099	1485	31.2 and 33.2		
					33.2 and 37.4		
					37.4 and 38.7		
					38.7 and 40.3		
					44.1 and 45.7		
					45.7 and 49.1		
					50.3 and 53.0		
					53.0 and 60.0		
					60.0 and 64.0		
					64.0 and 81.0		
					83.1 and 92.5		
					92.5 and 98.0		
					98.0 and 99.7		

Yard Limits: Nampa to MP 4.0; MP 24.0 to MP 28.0; MP 48.0 to MP 51.0; MP 98.0 to Cascade.

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

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

PAYETTE BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed (MPH)	Yard Limits	MPH
0.4	PAYETTE	⊙	IY350	8100	(Except as below)	MP 0.4 to MP 1.0	40
5.1	FRUITLAND		IN305	1265	0.4 and 0.7	MP 27.0 to MP 29.1	10
29.1	EMMETT	⊙●T	IN027	4510	1.0 and 4.9		25
					6.5 and 6.9		25
					6.9		10†
					9.6 and 10.8		25
					13.7 and 13.9		35
					25.2 and 25.6		35
					28.4 and 29.1		12†

Yard Limits
MP 0.4 to MP 1.0
MP 27.0 to MP 29.1

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

NEW MEADOWS BRANCH — IDAHO DIVISION 99

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed (MPH)	Yard Limits	MPH
0.0	WEISER	⊙T	IY363	Yd.	(Except as below)	Weiser to MP 1.0	40
19.1	CONCRETE		IM419	2255	Between Mile Posts —	MP 59.0 to MP 61.0	35
40.5	CAMBRIDGE		IM441	1650	4.3 and 5.7		25
60.1	COUNCIL	⊙●T	IM460	2750	7.4 and 7.7		25
81.8	TAMARACK	T	IM482	1375	9.9 and 11.0		25
84.1	RUBICON	T	IM484	2035	11.0 and 29.3		20
					32.9 and 33.5		25
					33.5 and 34.3		20
					34.3 and 36.8		25
					36.8 and 39.1		20
					39.1 and 42.4		30
					42.4 and 43.2		20
					45.1 and 54.8		25
					54.8 and 56.7		20
					65.4 and 67.3		30
					67.3 and 80.7		20
					83.9 and 84.5		10

OREGON EASTERN BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (MPH)	Yard Limits	MPH
0.0	ONTARIO	⊙T	IY346	Yd.	20	Ontario to MP 25	20
15.5	VALE	⊙	IO016	6325	Business Tracks MP		
23.5	CELATOM	⊙	IO024	2145	Claude(W)		
73.6	JUNTURA	T	IO074	2475	Cairo		
126.6	CRANE		IO127	1430	Luse		
156.8	BURNS	●T	IO157	1155	Little Valley		
					Harper		
					Namorff		
					Jonesboro		
					Long		
					Riverside		
					Dunnean		
					Venator		
					Redess		

Track out of Service
MP 25 to MP 157.2

HOMEDALE BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed (MPH)	Yard Limits	MPH
0.0	NYSSA		IY336	Yd.	(Except as below)	32.9 and 33.5	10
8.1	OVERSTREET		IH808	1870	Business Tracks MP		
24.5	HOMEDALE		IH824	2915	Adrian		
33.1	MARSING		IH833	880	Napton		

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

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

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

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

THINK•LOOK•LISTEN
WORK SAFELY TODAY

100 MONTANA SUBDIV. — IDAHO DIVISION

Radio Communication via Channel Two.		STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH
Mile Post	SOUTH	NORTH				(Except as below)
390.0	▲	●	SILVER BOW	IF390	Yd.	40
380.6	▲		FEELY	IF381	880	49
369.9	▲		DIVIDE	IF370	1870	60
359.1	▲		MELROSE	IF359	2915	10
340.3	▲		APEX	IF340	2145	30
328.0	▲	●	DILLON	IF328	7095	30
320.2	▲		BARRETT'S	IF320	7590	30
301.8	▲		RED ROCK	IF303	7370	35
280.1	▲		LIMA	IF280	4455	30
273.3	▲		SNOWLINE	IF273	2420	25
264.9	▲	T	MONIDA	IF265	2915	35
258.7	▲		HUMPHREY	IF258	5595	35
248.5	▲		SPENCER	IF249	2750	45
234.6	▲	T	DUBOIS	IF235	5060	45
217.4	▲		HAMER	IF218	2475	35
201.9	▲		ROBERTS	IF202	2585	30
184.8	▲	●	IDAHO FALLS	IF185	Yd.	25
175.5	▲		SHELLEY	IF176	4950	50
169.1	▲		FIRTH	IF169	5830	25
158.1	▲	●	BLACKFOOT	IF158	3685	25
146.0	▲		FORT HALL	IF146	7095	50
140.8	▲		TYHEE	IF140	5885	50
136.7	▲		MONTANA JCT. CPM37			50
135.1	▲	●	POCATELLO JCT. CP216			25

Yard Limits: Silver Bow to MP 388.0; MP 330.0 to MP 325.0; MP 188.0 to MP 181.0; MP 160.0 to MP 156.0; MP 138.0 to Pocatello Jct.
 No. 10 Turnout: Pocatello Jct. — Montana main track, and crossover between tracks 1 & 2, Junction switch to Montana main track.
 Equation: Distance MP 314 to MP 316 is 1.4 miles.

GAY BRANCH — IDAHO DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
0.0	▲		●	IF146	Yd.	20
9.3	▲				1650	15
20.4	▲		T	IQ020		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.
 When handling ore with single unit Gay to MP 9, consist must not exceed 40 cars.

ABERDEEN BRANCH — IDAHO DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
B0.0	▲		●	IF158	Yd.	40
B7.1	▲		●	IA607		20
0.0	▲		●	IA904	1485	25
4.1	▲			IA928	1760	25
28.2	▲		T			15

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

SCOVILLE BRANCH — IDAHO DIVISION 101

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
7.1	▲			IA607		25
20.1	▲			IA620	1540	15
39.7	▲		T	IA640	1650	10
59.1	▲		T	IA659	1760	10

Business Tracks MP Sta. No.
 Rouse (E) 7.6 IA608
 Olsen (E) 15.9 IA616
 Fullmer (E) 18.8 IA619

YELLOWSTONE BRANCH — IDAHO DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
1.0	▲		●	IF185	Yd.	40
3.0	▲		●	IE003	825	20
7.6	▲		●	IE008	2805	10
13.8	▲			IE014	2530	20
26.0	▲			IE026	3135	25
36.8	▲		T	IE037	5225	10
51.0	▲		T	IE051	2145	10

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

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

Business Tracks	MP No.	Sta. No.	Business Tracks	MP No.	Sta. No.
Egin	29.2	IE229	Ammon	18.1	IE118
Parker	33.3	IE234	Bonded Siding (E)	20.8	IE520

EAST BELT BRANCH — IDAHO DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
0.0	▲		T	IE003	825	25
3.0	▲			IE403		20
16.2	▲			IE416	990	20
38.0	▲			IE438	550	25

Business Tracks MP Sta. No.
 Hilltop (E) 27.7 IE428
 Walker 28.1 IE429
 Parkinson 32.2 IE432
 Moody 34.3 IE434

WEST BELT BRANCH — IDAHO DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
0.0	▲			IE008	2805	40
10.4	▲			IE211	1815	10

Business Tracks MP Sta. No.
 Coltman (E) 2.6 IE203
 Grant (E) 4.6 IE205
 Barlow 6.8 IE207
 Lewisville 8.7 IE209
 Midway 9.6 IE210

TETON VALLEY BRANCH — IDAHO DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
0.0	▲		T	IE051	2145	25
8.5	▲			IV509	1045	12
30.3	▲		T	IV530	1045	15

Business Tracks MP Sta. No.
 Marysville 1.7 IV502
 Grainville 6.0 IV506
 France 12.7 IV513
 Lamont 15.7 IV516
 Judkins (W) 22.2 IV522
 Felt (W) 26.2 IV526

WEST		Radio Communication via Channel One.		EAST	
First Class 25 Pgr.	Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class 26 Pgr.
Daily					Daily
AM	389.8	HUNTINGTON	OX386	8295	PM
	384.3	LIME	OX391	6885	
	377.1	WEATHERBY	OX398	8510	
	368.7	DURKEE	OX407	9960	
	361.0	OXMAN	OX414	8339	
	355.2	PLEASANT VALLEY	OX420	6535	
	351.9	ENCINA	OX424	10245	
	347.5	QUARTZ	OX428	5270	
\$10 25	341.6	BAKER	OX434	10495	\$7 00
	337.7	WING	OX438	5190	
	332.2	HAINES	OX444	8633	
	322.0	NORTH POWDER	OX453	8460	
	312.6	TELOCASET	OX463	7210	
	308.8	CROOKS	OX467	8456	
	302.5	UNION JCT.	OX473	8554	
	295.3	LONE TREE	CP295		
11 30	291.0	LA GRANDE	CP291		\$5 55
\$10 35	290.1		OX486		\$4 50
	289.0		OX487		
	287.8		OX488		
	285.7	PERRY	CP286	OX490	
	282.4	HILGARD	OX494	9295	
	275.6	MOTANIC	OX500	8727	
	272.1	NORDEEN	CP273	OX504	
	271.0	KAMELA	OX504	6965	
	265.5	MEACHAM	CP265	OX511	
	257.7	HURON	OX518	9057	
	254.3	CAMP	OX522	5855	
	248.7	DUNCAN	OX527	8541	
	239.8	BONIFER	OX536	8619	
	236.9	GIBBON	OX538	5090	
	229.3	HOMLY	OX546	5765	
	225.3	MINTHORN	OX551	9121	
	219.0	MUNRA	OX557	5662	
\$12 50	215.7	PENDLETON	OX560	7935	\$2 35
	212.7	RIETH	OX564	13450	
	208.1	BARNHART	OX567	6390	
	199.7	NOLIN	OX577	9269	
	192.5	ECHO	OX583	6290	
	188.6	CP189			
	187.9		CP188		
	186.2		CP187 X		
	185.5		CP185 X		
\$1 35	185.3	HINKLE	OX591		\$1 55
PM		204.5			PM

Maximum Speed		MPH		MPH	
	Psgr.	Frt.		Psgr.	Frt.
Huntington to LaGrande	70	70	303.2 and 302.6	65	55
LaGrande to Pendleton	70	60	295.3 and 291.3 No. 1	40	40
Pendleton to Hinkle	70	65	291.1 and 288.9 No. 1	20†	20†
(Except as below)			288.9 and 282.0 No. 1	25	25
Sidings: Durkee, Pleasant Valley, Encina, Quartz, Baker, Wing, Haines, Telocaset, Camp, Gibbon, Homly, Minthorn, Munra, Barnhart, Echo,	20	20	291.1 and 289.8 No. 2	25	20†
Between Mile Posts—			289.8 and 285.7 No. 2	25	20†
536.9 and 538.8 (Ida. Div.)	40	30	282.0 and 257.2	25	20
MP 538.8 on Ida. Div. equals MP 389.8 Ore. Div.			257.2 and 247.3	35	30
	40	30	247.3 and 244.8	55	45
			244.8 and 244.0	45	35
			244.0 and 242.0	55	45
			242.0 and 239.7	25	25
			239.7 and 237.9	50	40
			237.9 and 236.6	35	25
	40	30	234.0 and 231.6	55	45
	30	25	231.6 and 227.3	40	30
	70	60	218.9 and 217.6	50	45
	70	60	217.6 and 214.1	35	35
	30	20	213.3 and 213.0 Siding	20	20
	35	30	214.1 and 212.8	50	40
	70	60	210.9 and 208.9	55	45
	50	50	206.9 and 204.5	60	50
	70	60	204.5 and 202.3	55	45
	50	50	202.3 and 200.7	60	50
	70	60	198.2 and 194.5	55	45
	30	25	194.5 and 193.4	50	40
	40	30	192.2 and 191.8	50	50
	50	40	191.8 and 190.7	60	50
	40	30	188.6 and 182.1 No. 1	40	40
	35	25	188.6 and 182.1 No. 2	60	50
	40	30			

Business Tracks MP Sta. No. Do not exceed 65 MPH if freight train averages over 80 gross tons per car. Do not exceed 60 MPH if freight train averages over 100 gross tons per car.

Nelson 372.6 OX403
Mission(E) 220.8 OX555
Stanfield 188.4 OX587

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

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

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

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

Retaining valves must be used:

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

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

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

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

Retaining valves must be used:

1. On any train exceeding 100 tons per operative brake and having less than one horsepower effective dynamic brake per trailing ton.
2. Any train being handled without pressure maintaining.

Speed Signal locations: CP388, Weatherby, Oxman, North Powder, Crooks, Union Jct., CP295, CP291, CP289, CP288, CP286, Hilgard, Motanic, CP273, Kamela, CP265, Huron, Duncan, Bonifer, Pendleton, Rieth, Nolin, CP189 No. 2, CP188 No. 1, CP187 No. 1, CP185 No. 1.

Hot Box and Dragging Equipment Detector: #MP 380.5, #MP 371.8, #MP 345.6, #MP 333.2, #MP 304.9, #MP 301.2, #MP 284.4, #MP 272.9, #MP 268.2, #MP 263.5, #MP 261.5, #MP 259.4, #MP 255.6, #MP 243.7, #MP 239.7, #MP 222.0, #MP 210.9, #MP 194.9, #MP 188.6.

JOSEPH BRANCH — OREGON DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts—	MPH
83.3		JOSEPH	⊙ T	OJ084	1960	83.6 and 82.5	10
		23.8				81.8 and 78.2	25
59.5		WALLOWA	T	OJ060	2405	78.2 and 77.9	20
		38.9				77.9 and 75.0	25
20.6		ELGIN	⊙ T	OJ021	1805	72.8 and 71.8	25
		16.9				65.2 and 64.4	20
3.7		BAUM	⊙	OJ004	2000	56.0 and 24.0	10
		3.7				24.0 and 23.0	20
0.0		LA GRANDE	⊙ ● T	OX486		21.9 and 21.1	20
						19.1 and 15.6	15
						0.3 and 0.0	15
		83.6					

Yard Limits: Joseph to MP 81.0; MP 21.0 to MP 19.0; MP 5.0 to MP 0.0.

Business Tracks	MP Sta. No.	Business Tracks	MP Sta. No.	Business Tracks	MP Sta. No.
Enterprise	77.6 OJ078	Kimmel	39.4 OJ040	Alicel	8.1 OJ008
Lostine	67.5 OJ068	Looking Glass	33.6 OJ034	Conley	5.6 OJ006
Sevier	56.3 OJ057	Gulling	24.9 OJ025	Island City	2.2 OJ003
Minam	46.7 OJ047	Imbler	12.0 OJ012		

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

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

All trains must secure clearance at LaGrande.
Two main tracks CP295 to CP286; CP273 to CP265; CP189 to Hinkle.
Helper Engines: When helper units are cut out of trains at Kamela or Encina, helper units will be used to couple rear portion of the train to head portion.

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

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

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

104 PORTLAND SUBDIV. — OREGON DIVISION

WEST		Radio Communication via Channel Two.		EAST	
First Class	Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class
25 Pegr. Daily					26 Pegr. Daily
PM 1 38	185.3	HINKLE	OX591		PM s1 52
	183.7	3.2 CP184 X			
	182.1	CPI82			
	175.9	6.2 MUNLEY	OX600	8785	
	169.8	6.1 CLARKE	OX605	6465	
	164.2	5.0 BOARDMAN	OX612	9844	
	156.7	7.5 CASTLE	OX617	9527	
	146.9	9.8 HEPPNER JCT.	OX627	9735	
	138.7	8.2 ARLINGTON	OX638	9962	
	128.8	9.9 BLALOCK	OX646	9747	
	120.9	7.9 QUINTON	OX652	9740	
	112.6	8.3 GOFF	OX661	10795	
	103.2	9.4 CP104			
	100.4	2.8 MILLER	OX675	2585	
	94.9	5.5 OREGON TRUNK JCT.	OX680		
s3 10	84.9	10.0 THE DALLES	OX691		s12 25
	81.7	3.2 CRATES	OX694		
	72.2	9.5 MOSIER	OX706	6385	
s3 40	63.1	9.1 HOOD RIVER	OX712		s11 55
	58.4	4.7 MENO	OX716	9895	
s4 05	43.0	15.0 CASCADE LOCKS	OX733	6752	s11 30
	33.3	9.7 DODSON	OX741	10635	
	26.7	6.6 BRIDAL VEIL	OX749	6360	
	17.0	9.7 SANDY	OX753	10560	
		1.4			
VIA GRAHAM LINE					
	15.6	15.0 TROUTDALE	OX760	2850	
	0.6	E. PORTLAND	OP773		
VIA KENTON LINE					
	22.0	11.6 TROUTDALE	OX760	6045	
	10.4	2.7 CHAMP		8403	
	7.7	2.1 KENTON	OX775		
	5.6	1.6 PENINSULA JCT.	OX776		
	4.0	2.4 ST. JOHNS JCT.	OP501		
	1.6	1.0 ALBINA	OP500	Yd.	
	0.6	0.2 E. PORTLAND	OP773		
	0.4	0.4 STEEL BRIDGE			
s5 15	0.0	PORTLAND	OP775		10 30
PM	PORTLAND VIA GRAHAM 184.2				AM
	PORTLAND VIA KENTON 190.6				

NOTE — Distance between MP 165 and MP 166, between Boardman and Clarke is 0.4 mile and between MP 55 and MP 57, between Wyeth and Meno is 1.5 miles.

ACS in effect The Dalles to Troutdale and Troutdale to East Portland via Graham line. Two main tracks Hinkle to CP 182; Albina to Portland. Double track (Rule 251) CP104 to Crates. Yard Limits: MP 82.0 to MP 88.0; St. Johns Jct. to MP 0.5. Speed Signal locations: CP184, CP182, CP104, CP82, Mosler, Meno, Cascade Locks, Dodson, Bridal Veil, Sandy, CP15, CP5, CP4, CP1. Hot Box and Dragging Equipment Detectors: #MP 23.0, #MP 52.9, #MP 76.1, #MP 94.4, #MP 107.5, #MP 124.9, #MP 142.9, #MP 160.5, #MP 7.8 (Graham Line).

PORTLAND SUBDIV. — OREGON DIVISION 105

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

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

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

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

HEPPNER BRANCH — OREGON DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
45.2		HEPPNER		OH245	2260	Between Mile Posts —	25
		16.9				45.4 and 43.4	10
28.3		IONE		OH228	890	31.7 and 31.5	20
		28.3				22.7 and 20.7	15
0.0		HEPPNER JCT.		OX627	9735	19.0 and 17.9	20
						16.2 and 16.0	20
						0.3 and 0.0	15
						Business Tracks	MP
						Lexington	36.3
						Jordan	31.0
						McNab	25.2
						Morgan	19.8
							OH220

Main track derails at MP 44.9 and MP 43.4

Heppner — When cars are left on main track for Kinzua Lumber Co., switch must be lined and locked for chip track to provide derail protection.

CONDON BRANCH — OREGON DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
44.5		CONDON		ON345	1410	Between Mile Posts —	25
		20.1				44.8 and 40.5	10
24.4		MIKKALO		ON325	1490	36.0 and 24.0	10
		24.4				22.0 and 21.2	15
0.0		ARLINGTON		OX638	9960	19.2 and 18.6	15
						18.6 and 15.0	10
						0.4 and 0.0	15
						Business Tracks	MP
						Gwendolen	36.3
						Clem	28.6
						Rock Creek	16.0
						Shutler	7.3
							ON337
							ON329
							ON316
							ON308

Main track derail at MP 44.0.

Retaining valves must be used on descending grades on all westward trains, MP 35 to MP 16, all retaining valves must be used and must be placed in "HP" position on all loads.

106 BEND BRANCH — OREGON DIVISION

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

UP Station Numbers on BN Track

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

MOUNT HOOD RAILWAY — OREGON DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Yard Limits on entire Mount Hood Railway Maximum Speed (Except as below) MPH
	WEST ▼	EAST ▲			
0.0	HOOD RIVER	⊙●	OX712	1030	0.0 and 1.8 15
2.9	SWITCHBACK	⊙		1430	1.8 and 2.1 10
5.6	PINEGROVE	⊙		1236	2.8 and 3.7 10
7.4	LENZ	⊙		1299	3.7 and 5.6 15
8.5	ODELL	⊙		1087	7.6 and 7.8 15
15.5	DEE	⊙		760	10.7 and 11.1 15
	15.5				12.9 and 13.1 15
					15.3 and 15.5 10

Main track derail at MP 7.4.

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

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

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

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

SEATTLE SUBDIV. — OREGON DIVISION 107

Mile Post	STATIONS		Station Nos.	Sidings Feet	Radio Communication via Channel Two.	Maximum speed MPH
	SOUTH ▼	NORTH ▲				
180.1	SEATTLE	⊙● T	OX951	Yd.	Seattle to Fife	45
179.9	⊙ BN 0.2	CPS80 ⊙			(except as below)	
179.3	GEORGETOWN	⊙			Argo Interlocking	15
173.7	⊙ BN 0.6	CPS74			Between Mile Posts —	
173.3	⊙ BN 5.6	CPS73			182.7 and 180.1	15
166.9	KENT		OX938	3148	168.0 and 167.2 Siding	20
162.3	AUBURN		OX933	4319	173.3 and 173.0	30
154.5	SUMNER		OX925	4539	171.0 and 166.0	40
148.0	FIFE		OX919	4597	162.8 and 161.8 Siding	20
146.7	RESERVATION CPS46		OX917		162.3 and 160.8	40
6.8	NO. PORTLAND JCT. CP7		OX778		154.9 and 154.3	30
5.6	PENINSULA JCT. CP5	T	OX776		154.7 and 153.7 Siding	10
4.0	ST. JOHNS JCT. CP4	⊙	OP501		148.5 and 147.4 Siding	30
1.6	ALBINA	⊙ T	OP500	Yd.	146.9 and 146.7	15
	181.2				Peninsula Jct. Wye	15

Station Numbers on BN Track

OX780 Vancouver	OX820 Rocky Point	OX869 Bucoda	OX900 Steilacoom
OX783 Vancouver Jct.	OX822 Ostrander	OX872 Tenino	OX901 West Tacoma
OX794 Ridgefield	OX828 Castle Rock	Junction	OX903 Pioneer
OX799 Woodland	OX838 Vader	OX873 Tenino	OX906 Titlow
OX807 No. Pac. Grain	OX845 Winlock	OX881 East Olympia	OX914 McCarver St.
OX809 Kalama	OX851 Napavine	OX886 Kyro	OX916 Tacoma
OX815 Longview Jct.	OX858 Chehalis	OX888 St. Clair	OX943 Tukwila
OL819 Longview ●	OX862 Centralia ●	OX892 Nisqually	OX944 Concora
OX819 Kelso	OX864 Wabash	OX898 Ketrone	

GRAYS HARBOR BRANCH — OREGON DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Raisch Spur MPH	
	WEST ▼	EAST ▲				
0.6	CENTRALIA	● T	OX862		Cosmopolis Spur	10
	53.3 MILES VIA BN				53.1	5†
69.0	ABERDEEN	● ⊙	OQ654		53.4 (Drawbridge)	5
72.6	HOQUIAM		OQ658			
	58.4					

Operations on BN Centralia to Hoquiam

At Blakeslee Jct. BN MP 2.0 equals UP MP 2.4.

At Aberdeen BN MP 69.0 equals UP MP 53.8.

OLYMPIA BRANCH — OREGON DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)	
	WEST ▼	EAST ▲				
0.0	EAST OLYMPIA	⊙ T	OX881		Between Mile Posts —	
4.8	TUMWATER		OO905		0.0 and 0.2	10
7.2	OLYMPIA	⊙ ● T	OO007		5.0 and 5.8	15
	7.2				5.8 and 7.2	10

Main Track derails at MP 5.6 and MP 7.2.

for an
EXTRA MARGIN OF SAFETY
USE SAFE PROCEDURES...OBEY RULES

Mile Post	Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum speed MPH Eastport to SI Yard 40 Fish Lake to Hinkle 50
	SOUTH	NORTH			
140.7	EASTPORT	OS141	3990		
119.1	MOYIE SPRINGS	OS119	1730		
109.3	BN				
109.0	BONNERS FERRY	OS110	2270		
95.8	SHILOH	OS096	4615		
86.8	SAMUELS	OS087	2205		
75.3	BN				
74.6	SANDPOINT	OS075	4900		
57.6	VAY	OS058	8615		
50.1	CLAGSTONE	OS050	6200		
25.3	COEUR D'ALENE JCT.	OS026	1730		
22.0	BN				
21.7	GRAND JCT.	OS022	2690		
2.7	SI YARD		2190		
2.5	BN CONN.				
14.4 MILES VIA BN					
354.8	FISH LAKE				
350.0	CHENEY	OK169	5140		
329.1	WELLS	OK147	6595		
285.0	HOOPER JCT.	OK103	2065		
273.8	JOSO	OK092	6715		
273.0	AYER JCT.	CPE73			
B269.7	AYER JCT.	CPE70	OK086		
269.5		CPE69			
267.9	AYER		OK082		
256.7	MATTHEWS	OK072	9770		
246.7	WALKER	OK062	9752		
236.9	PAGE	OK052	9710		
215.2	WALLULA	OK031	7640		
213.4	WALLULA JCT.	OK029			
203.3	JUNIPER	OK019	7395		
193.3	COLD SPRINGS	OK009	7490		
185.1	HINKLE	CPE85			
184.2		OX591			

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

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

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

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

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 Between Mile Posts —
	WEST	EAST			
98.0	YAKIMA	T	OW498		98.0 and 97.0 10 91.7 and 91.0 20 90.1 and 89.6 35 89.6 and 89.2 20 89.2 and 88.7 35
91.3	BN				79.2 and 78.3 30† 74.0 and 72.5 30
63.7	MIDVALE	T	OW464	1960	58.5 and 57.2 25 38.7 and 37.9 20
57.5	GRANDVIEW		OW459	2600	On Richland Spur Richland Jct. to Richland 25
19.0	RICHLAND JCT.		OW420	2575	8.0 and 7.4 15 0.5 and 0.1 35 0.1 and 0.0 20
13.0	KENNEWICK		OW414	2205	Sidings at Richland Jct. and Chaffee 10
8.9	HEDGES		OW409	675	Business Tracks MP Sta. No. Union Gap 94.9 OW496 Zillah 78.5 OW479 Granger 73.7 OW474 Biggam 48.3 OW449 Chaffee 43.0 OW444
7.5	KALAN BR.				Yard Limits MP 20.0 to MP 18.0 MP 15.0 to MP 7.0
7.0	VILLARD JCT.	CPY 7	OW407	3675	
0.6	ATTALIA		OW401	3670	
0.0	WALLULA	CPE 15	OK031	7640	

MP 7 to MP 8 Equals 1.5 Miles.
 Sunnyside Branch Midvale to Sunnyside 3.2 Miles. Yard Limits entire branch. Maximum Speed 20 MPH.
 Business Track Sunnyside MP 2.8 Sta. No. OW503

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 Between Mile Posts —
	WEST	EAST			
30.8	WALLA WALLA		OW647		26.6 and 26.5 35 24.6 and 24.5 35 19.1 and 18.5 25 13.6 and 12.6 35 12.6 and 12.1 15 12.1 and 9.7 25 9.7 and 4.7 15 4.7 and 3.8 25
15.3	TOUCHET		OW315	6165	Business Tracks MP Sta. No. Whitman 24.0 OW324 Lowden 19.4 OW319
3.8	ZANGAR JCT.	CPW 3	OW304		
0.1	WALLULA JCT.	CPE 13 T	OK029		

MP 5 to MP 6 equals 0.7 miles
 Yard Limits: MP 30.0 to Walla Walla

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 25 Between Mile Posts —
	WEST	EAST			
13.1	DAYTON	T	OW713	875	14.1 and 12.5 10 Waitsburg Spur 10 0.6 and 0.0 15 71.3 10 66.3 and 64.8 15 53.4 and 52.1 15 48.2 and 45.7 12 36.8 and 35.8 15 33.4 and 28.3 15 26.2 and 24.0 15 33.1 and 24.0 10 Descending 20 21.3 and 20.5 20
5.2	WAITSBURG JCT.		OW705		Business Tracks MP Sta. No. Waitsburg 3.5 OW704 Ennis 60.9 OW662 Valley Grove 53.6 OW654 Spofford 39.9 OW641 Barrett 33.1 OW634 Bade 30.2 OW631
0.0	BOLLES		OW672	1345	
71.3	PRESCOTT		OW667	1310	
66.7	BN				
47.2	WALLA WALLA	T	OW647		
46.8	MILTON-FREEWATER		OW637	1900	
36.1	WESTON		OW622	3400	
20.8					

Yard Limits MP 48.0 to MP 45.0
 McKay Branch Bolles to McKay 7.3 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.
 Business Tracks Menoken MP 75.5 Sta. No. OW676
 McKay MP 78.6 Sta. No. OW679

110 TEKOA BRANCH — OREGON DIVISION

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sid-ings Feet	Maximum Speed MPH	
						Spokane to LaCrosse	La Crosse to Hooper Jct.
163.5		BN CONN	⊙			(Except as below)	40
		2.5				Between Mile Posts —	25
161.0		SPOKANE	⊙●⊙T	OT161		155.4 and 149.9	35
		2.1				148.7 and 148.2	20
158.9		DISHMAN	⊙	OT159	2865	144.0 and 142.6	25
		9.2				141.2 and 138.5	15
149.7		MICA		OT150	3660	138.5 and 137.0	25
		6.1				137.0 and 135.8	35
143.6		MANITO		OT143		135.8 and 133.6	25
		11.9				133.6 and 133.3	15
131.7		FAIRFIELD		OT132	1840	131.8 and 131.7	25
		8.4				130.6 and 127.7	25
123.3		LATAH		OT123	1245	125.6 and 124.2	20
		7.2				124.2 and 123.4	25
116.1		TEKOA	T	OT116		123.4 and 119.6	20
		5.6				119.6 and 117.6	15
110.5		SELTICE		OT110	720	117.6 and 117.1	10
		6.0				Tekoa — Tilma Spur	20
104.5		FARMINGTON		OT104	1440	117.1 and 115.0	30
		9.1				115.0 and 111.8	25
95.4		BN	⊙			105.8 and 104.6	20
		0.3				104.6 and 104.0	30
95.1		GARFIELD		OT095	1825	102.4 and 98.7	25
		17.4				95.8 and 91.9	15
77.7		COLFAX	⊙●T	OT077	1600	91.9 and 91.2	20
		5.2				91.2 and 87.0	15
72.5		MOCKONEMA		OT072	1700	87.0 and 86.5	25
		4.0				86.5 and 83.1	15
68.5		DIAMOND		OT068	1460	83.1 and 82.8	20
		10.6				82.8 and 81.5	25
57.9		ENDICOTT		OT058	1480	81.5 and 79.8	12
		5.8				79.8 and 77.1	15
52.3		WINONA	T	OT052	3260	77.1 and 73.2	30
		4.3				73.2 and 70.0	25
48.0		SUTTON		OT048	2320	70.0 and 69.0	30
		6.5				69.0 and 68.2	30
41.5		LA CROSSE	T	OT041	1345	68.2 and 65.6	35
		15.9				65.6 and 64.9	35
25.6		HOOPER JCT.	⊙T	OK103	1585	64.9 and 63.0	35
		135.5				63.0 and 62.7	35
						62.7 and 61.5	35
						61.5 and 61.2	35
						61.2 and 58.1	25
						58.1 and 57.8	35
						57.8 and 55.0	25
						55.0 and 53.3	25
						53.3 and 51.5	35
						51.5 and 50.0	25
						50.0 and 49.3	35
						49.3 and 47.8	20
						47.8 and 46.6	15
						46.6 and 41.0	20
						41.0 (over switch on wye)	20
						38.2 and 38.0	15
						35.0 and 33.8	20
						32.3 and 31.8	15
						26.5 and 25.6	10

Business Tracks MP No. Sta. No.
 Freeman 146.9 OT147
 Rockford 138.4 OT138
 Rahm 126.6 OT126
 Walters 98.6 OT098
 Elberton 89.9 OT090
 Glenwood 83.6 OT083
 Thera 64.8 OT065
 Pampa 37.1 OT305
 Gordon 33.4 OT308
 Hooper 26.8 OT315

Yard Limits MP 163.5 to MP 158.0; MP 78.0 to MP 76.0; MP 28.0 to MP 25.6

RIPARIA BRANCH — OREGON DIVISION

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sid-ings Feet	Maximum Speed MPH	
						(Except as below)	MPH
71.5		EAST LEWISTON	⊙			70.0 and 69.6	10
		1.6				11.5 and 10.0	25
69.9		CLEARWATER RIV.	⊙			B5.5 and B4.6	25
		0.8				Ayer Jct. T/O	25
69.1		TRANSFER	⊙	OC369	4015		
		23.6				Business Tracks MP No. Sta. No.	
45.5		CRUM		OC345	3685	Moses 59.8 OC359	
		23.2				Ballast Trk 50.0	
22.3		PENAWAWA		OC322	4538	Almota 35.0 OC335	
		6.5				Yard Limits	
15.8		CENTRAL FERRY		OC315	5228	East Lewiston to MP 66.5	
		14.8				MP B10.0 to MP 3.0	
1.0		RIPARIA	⊙T	OT017	2690	Mileposts prefixed with letter	
		6.9				"B" Ayer Jct. to Riparia.	
B4.6		TUCANNON	T	OT012	810	Mileage equation MP B10.5 equals MP 0.0.	
		4.6					
B0.0		AYER JCT.		OK086			
		82.0					

Tucannon Branch Tucannon to Starbuck 4.7 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts 3.7 and 4.0 — 15 MPH.
 Business Tracks MP No. Sta. No.
 Starbuck 4.7 OR004
 Powers 3.1 OR002

WALLACE BRANCH — OREGON DIVISION 111

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sid-ings Feet	Maximum Speed MPH	
						(Except as below)	MPH
B0.4		MANITO		OT143	3373	Between Mile Posts —	40
		19.4				B0.0 and B0.2	20
B19.8		PLUMMER		OT520		B16.2 and B23.5	10
		6.6				B19.3 and B19.8	15
16.3		CHATCOLET		OT526	1220	23.5	10
		0.7				23.5 and 28.7	20
22.8		ST. JOE RIV.	⊙			28.7 and 31.3	35
		7.0				34.0 and 35.2	30
23.5		HARRISON		OT534	1000	38.3 and 39.9	35
		32.0				43.7 and 43.9	35
30.5		ENAVILLE	⊙T	OT566	375	47.9 and 48.9	30
		4.7				50.6 and 50.9	30
67.2		BRADLEY	⊙	OT571		53.6 and 54.9	30
		1.6				58.8 and 60.0	35
68.8		KELLOGG-WARDNER	⊙	OT573	1710	60.0 and 61.2	25
		7.0				67.2 and 68.9	10
75.8		OSBURN	⊙	OT579	1915	80.0 and 80.3	5
		4.5				0.0 and 7.6	10
80.4		WALLACE	⊙	OT584			
		7.6					
0.0		MULLAN	⊙				
		91.5					

Sierra Nevada Branch Bradley to end of track 2.0 Miles Yard Limits entire branch. Maximum Speed 10 MPH.

Main track derail on Sierra Nevada branch 300 feet east of Refinery track spur. Air Brake Requirement: Before descending grade all trains and engines handling cars must make the following air test:

Engineer must apply brakes with a 10 lb. brake pipe reduction and trainmen will observe that brakes apply on each car. Angle cock on rear of rear car must be gradually opened to permit solid flow of air to ascertain that brake pipe is not obstructed to engine. Trainmen then must close angle cock and after engineer has released brakes observe that brake releases on each car. In addition, brake pipe must be fully recharged and retaining valves placed in "HP" (20 lbs.) position on all loads, and "LP" (10 lbs.) position on all empties; engineer must make a 10 lb. brake pipe reduction, release automatic brakes and wait at least four minutes before starting descending movement.

PLEASANT VALLEY BRANCH — OREGON DIVISION

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sid-ings Feet	Maximum Speed MPH	
						(Except as below)	MPH
47.8		SELTICE		OT110	720	Between Mile Posts —	35
		8.1				47.8 and 47.5	20
39.7		BN	⊙			47.5 and 45.1	30
		0.6				45.1 and 44.6	20
39.1		OAKESDALE		OT439	1735	44.6 and 41.3	30
		20.8				41.3 and 34.4	20
18.3		ST. JOHN		OT418	1455	34.4 and 29.7	25
		18.3				27.8 and 25.7	15
0.0		WINONA	⊙T	OT052	3260	25.7 and 23.0	30
		47.8				23.0 and 22.7	25
						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.
 Warner 45.3 OT445 Juno 20.8 OT421
 Thornton 31.2 OT431 Willada 11.5 OT412
 Sunset 25.4 OT425 Gravel Pit 4.4 OT404

MOSCOW BRANCH — OREGON DIVISION

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sid-ings Feet	Maximum Speed MPH	
						(Except as below)	MPH
28.1		MOSCOW	⊙●	OT228		Between Mile Posts —	25
		2.3				28.5 and 26.5	12
25.8		WILLSON		OT226	2355	25.4 and 24.6	15
		5.3				19.5 and 18.5	6
20.5		WHITLOW		OT221	315	20.0 and 17.3	15
		1.2				17.3 and 15.0	20
19.3		BN	⊙			15.0 and 12.2	15
		0.6				11.3 and 10.6	15
18.7		PULLMAN		OT219	1225	10.6 and 9.9	20
		6.0				8.8 and 8.4	15
12.7		ALBION		OT213	1155	7.5 and 5.5	15
		3.0				4.2 and 3.9	20
9.7		SHAWNEE		OT210	1020	3.1 and 1.1	15
		1.9				1.1 and 0.0	12
7.8		PARVIN		OT208	525		
		3.3				Yard Limits	
4.5		RISBECK		OT205	310	MP 28.5 to MP 27.0	
		4.5				MP 1.0 to MP 0.0	
0.0		COLFAX	⊙●T	OT077			
		28.5					

ITEM 1. STANDARD TIME:

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

ITEM 2. MAXIMUM SPEEDS:

NOTE: All slower speed restrictions must be observed.

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

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

ITEM 2. (CONTINUED)

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

ITEM 3. TRAINS HANDLING COMPANY EQUIPMENT:

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

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

Derricks, locomotive cranes and similar equipment must have booms properly secured and, except in work train service, booms must be trailing. Cranes MPX-31 through MPX-40 and MPX-51 through MPX-60 must be handled with boom disconnected and entrained next ahead of rear car when practicable.

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

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

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

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

ITEM 4. LOCOMOTIVE TABLE:

Model	Axles	Rated H.P.	Approx. Weight Lbs.	Length in Feet	Starting Tractive Effort	Tractive Effort at 1050 Amps Lbs.
GP15-1	4	1500	260,800	55	62,200	46,800
GP28	4	2000	263,000	56	65,760	51,300
GP30	4	2250	263,000	56	65,750	55,440
GP35	4	2500	261,000	56	65,750	55,440
GP38	4	2000	263,000	59	65,750	51,300
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	68,750	41,520
GP50	4	3500	273,000	59	68,250	64,200
SW10	4	1200	251,000	44	62,800	35,100
SW1500	4	1500	261,160	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	80,400
B23-7A	4	3000	267,700	62	66,925	80,400
SD40	6	3000	393,000	66	98,250	83,180
SD40-2	6	3000	392,000	66	97,500	83,180
SD45	6	3600	393,000	66	98,250	83,180
SD50	6	3600	394,000	71	98,500	96,300
SD80	6	3600	394,000	71	98,500	100,000
U30C	6	3000	393,000	67	97,750	76,000
C30-7	6	3000	395,000	67	98,250	76,000
C36-7	6	3750	391,000	67	97,750	96,900
E9	6	2400	333,770	71	83,943	58,000
DD40X	8	6600	545,000	99	135,000	88,600

ITEM 5. SHIPMENTS REQUIRING CLOSE ATTENTION:

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

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

TIMETABLE NO. 3

ITEM 6. MAXIMUM GROSS WEIGHT LIMITATIONS:

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

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

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

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

If maximum weight shown is

Then: 4 axle cars may handle
" 6 " " " "
" 8 " " " "

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

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

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

ITEM 7. EMPLOYES MUST PROVIDE THEMSELVES WITH:

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

ITEM 8. RAIL DETECTOR CARS:

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

ITEM 9. RESTRICTIONS ON USE OF ENGINE HORN:

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

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

(1) DEFINITIONS:

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

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

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

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

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

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

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

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

TIMETABLE NO. 3

ITEM 10. (CONTINUED)

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

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

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

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

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

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

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

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

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

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

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

(10) **RULE 10(E):** Reduce Speed sign will be placed 2500 feet in advance of restrictions.

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

ITEM 10. (CONTINUED)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(23) **RULE 105:** Rule 105 will not apply in controlled sidings.

Trains and engines will operate in controlled sidings in accordance with signal indications and CTC rules.

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

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

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

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

ITEM 10. (CONTINUED)

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

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

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

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

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

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

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

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

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

(33) **ABSOLUTE BLOCK:** (Southeastern, Central and Southern Districts only). Absolute blocks will be designated in timetable or by General Order specifying exact limits and the employe who is authorized to grant occupancy. Where there is more than one consecutive absolute block the limits of each block will also be designated by sign reading "Block Limit."

Absolute block may be occupied only upon authority of the designated employe in words, "(Train, engine or employe) at (location) granted block on (track) between (limits of block, or blocks) A.B.C."

This may be modified by adding, "until (time)."

Employes granted block occupancy must make written record of such authority on Form AB-1. Employes authorized to grant occupancy will issue such authority to crew member on head end of train. Authority for block occupancy may not be received by an employe operating the controls of a moving engine.

Authority must be repeated including the initials of employe who grants authority and "OK" received. Movement may then be made within the block without timetable or train order authority or flag protection.

Block occupancy authority may be relayed by an employe qualified on the General Code of Operating Rules.

No following or opposing movements may be permitted through the block or authorized to enter the block, except that track car or maintenance of way employe may be authorized within the block behind the train or engine when such train or engine has been notified. When so notified, train or engine must not make reverse movement without protecting against track car or maintenance of way employe.

When a block is not occupied by a train or engine, more than one track car or maintenance of way employe may be granted authority to occupy the block.

Before granting authority for movement into the block the designated employe must know that no other movement is in the block or authorized to enter the block.

Where there are consecutive absolute blocks, authority may be granted into one or more blocks on the same track.

If authority is granted to an intermediate block, stop must be made; on single track, before passing "Block Limit" sign and on two or more tracks, before fouling a crossover at the end of block limits.

Movement must be clear of block limits and reported clear before expiration of time stated.

In the event a train or engine which has been granted occupancy of a block becomes disabled and it is necessary to operate a relief train or engine, the relief crew may be granted permission to enter the block after they have reached an understanding with the conductor of the disabled train as to movements to be made. Movements by either crew must be made at Restricted Speed until one crew has given notice that they are clear of the block.

ITEM 10. (CONTINUED)

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

Exception: Rule 233 will apply on the Feather River Divn.

Aspects and indications shown in Special Instructions Item 17 apply on Southeastern, Central and Southern Districts.

(35) **RULES 245 THROUGH 246C (SIGNAL ASPECTS AND INDICATIONS):** Will apply only on Eastern, Western and Northwestern Districts. Speed signals apply approaching and through turnouts on Main Tracks and approaching and entering sidings.

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

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

(37) **RULE 305:** Exception revised to read 30 MPH instead of 40 MPH.

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

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

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

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

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

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

(43) **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.

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

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

(46) **RULE 610:** Only employes holding Company Pass with proper authorization of Vice President Operation office, and traveling on company business may be carried on freight trains, but only to stations where trains stop.

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

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

ITEM 11. HY-RAIL MOTOR PATROL:

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

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

2. HMP's are identified by name. Radio code identifications are: "Alpha," "Bravo," "Charlie," "Delta," "Echo," and "Zebra" followed by direction.

3. When train is to be escorted through a territory, HMP operator will secure authorization of train dispatcher and train dispatcher will ensure train and HMP operator have complete understanding of escort limits. After

ITEM 11. (CONTINUED)

understanding is reached, HMP operator may occupy main track only after radio contact has been established with train to be escorted, thus:

HMP — "Bravo West will escort Extra 3012 West, Mile Post two-seven-seven to Mile Post two-three-five. Extra 3012 West will not pass Mile Post two-seven-seven until I report at Mile Post two-seven-five. Over."

Train — "Extra 3012 West will not pass Mile Post two-seven-seven until Bravo West reports at Mile Post two-seven-five. Over."

HMP — "Bravo West Extra 3012 West acknowledged. Over."

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

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

HMP — "Bravo West Mile Post two-seven-five. Over."

Train — "Roger Bravo West. Extra 3012 West at Mile Post two-seven-seven Over."

HMP — "Bravo West at Mile Post two-seven-four. Over."

Train — "Roger Bravo West. Extra 3012 West at Mile Post two-seven-six. Over."

HMP — "Bravo West Extra 3012 West acknowledged. Over."

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

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

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

8. When HMP reaches end of territory through which train is to be escorted, HMP Operator will converse with train and train dispatcher, thus:

HMP — To Extra 3012 West "Bravo West has cleared main track at Poe and Extra 3012 West is released. Please acknowledge. Over."

Train To HMP — "Bravo West has cleared the main track at Poe and Extra 3012 West is released. Out."

HMP — To Dispatcher "Bravo West has cleared main track at Poe and Extra 3012 West is released. Please acknowledge. Over."

Dispatcher — To HMP "Bravo West has cleared the main track at Poe and Extra 3012 West is released. Out."

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

ITEM 12. USE OF RADIO (SOUTHEASTERN, CENTRAL AND SOUTHERN DISTRICTS ONLY):

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

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

ITEM 12. (CONTINUED)

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

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

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

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

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

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

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

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

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

13.1 General Instructions:

The following instructions apply to all detectors:

- Train speed of at least 10 MPH must be maintained while train is moving over detector. If speed is less than 10 MPH over detector, make inspection of entire train.
- Do not stop train over detector equipment when practicable.
- Avoid braking, if practicable, while approaching or passing detector. Excessive braking will cause false indications.
- Instructions (a) and (b) above may be suspended at the discretion of the crew in the interest of safe train operation, or in an emergency condition, in which case crew must inspect entire train.
- When detectors are actuated conductor will advise train dispatcher by radio of all information relative to inspection and disposition of car involved.
- When inspection is required, train must be stopped at once. When bridge or other physical characteristic prevents required inspection, train may be moved not exceeding 4 mph, no further than necessary to permit inspection.
- 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.
- When a car experiences two consecutive hot box detector actuations and overheated journal cannot be found, car must be set out.

Exception: Passenger equipment or business cars need not be set out if inspection reveals no hot journal condition.

Following General Instructions applicable only on Southeastern, Central and Southern Districts.

- Each detector is equipped with a steady burning white light to indicate "System On". This light must be illuminated during the passage of the entire train. If not illuminated when passed by engine and rear of train, train must be stopped at once and given immediate walking inspection and dispatcher notified. This will not apply at detectors equipped with verbal indicators known to be functioning.

ITEM 13. (CONTINUED)

At some detectors, two white lights (one facing each direction) are used to indicate "System On". If at least one light is burning when passed by both engine and rear of train, the system is "On".

- (j) Each detector is equipped with a revolving red beacon or strobe which will normally be dark, but will be activated by defect. When red beacon or strobe is illuminated, train must be stopped at once. If red beacon or strobe is illuminated and no information is received by display or verbal indicators, make immediate inspection of entire train for defects.
- (k) At detectors equipped with both verbal and visual indicators where no defects are indicated and it appears one system may not be functioning, the other system may be accepted when that system has given indication that it is operational. Indication of light array may be accepted only when observed by crew member until rear of train has passed detector location. If either system indicates there is a defect, train must be stopped and inspected as required by instructions for that system.

13.2 Detector Station Equipped With Light Array Indicator

When illuminated, array lights indicate the following:

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

13.3 Detector Stations Equipped With Digital Display

- (a) Information as to the type and location of defect is displayed on the digital display panel.
- (b) White indication lights above panel:
 (Right Side) Flashing white light indicates one hot journal has been detected on right side of train.
 (Left Side) Flashing white light indicates one hot journal has been detected on left side of train.
 (Center) Multiple defect indicator — White flashing light indicates more than one defect detected. This light will operate whenever a second defect is detected, whether it be a second hot journal or dragging equipment or any combination of defects.
- (c) White or Amber indicator light below panel — Flashing white or amber light indicates that dragging equipment has been detected.
- (d) Number on display panel indicates the number of axles from the first defect detected, up to and including the rear axle of rear car. If hot journal is not located on axle indicated or dragging equipment is not located near axle indicated, inspect entire car and five cars on each side of car indicated by axle count.
- (e) The display panel indicators and numeral display are normally dark. When actuated by any defect, the proper indicator on the display board begins to flash and the numeral display will begin to count off the number of axles to the end of the train. White indicator lights, numerals and revolving red beacon or strobe will remain illuminated for approximately ninety seconds after rear of train passes detector.
- (f) When the multiple defect indicator is illuminated with one or more of the other indicators, it can be interpreted as follows and immediate walking inspection must be made:
- (1) Multiple defect indicator flashing and right (left) side indicator flashing, axle count displayed:
 Two or more hot journals have been detected on the right (left) side of train. The number displayed indicates the axle at which the first hot journal has been detected. One or more hot journals have been detected between this point and the end of the train.
- (2) Right side indicator flashing and left side indicator flashing, axle count displayed:

ITEM 13. (CONTINUED)

A hot journal has been detected on each end of the same axle indicated by the illuminated numerals.

- (3) All three white indicators flashing above panel and axle count displayed:
 The first indicated hot journal may be on either side of train at axle indicated by numeral display. Make on ground inspection of both sides of entire train from point of first hot journal to the end of the train, looking for subsequent hot journals on same side of train as first hot journal and one or more subsequent hot journals on opposite side of train.
- (4) Multiple defect indicator flashing and dragging equipment indicator flashing, axle count displayed.
 Two instances of dragging equipment detected; the first occurring near axle count displayed.
- (5) Multiple defect indicator flashing, dragging equipment indicator flashing, right (left) side indicator flashing, axle count displayed:
 A hot journal on the right (left) side of train has been detected or dragging equipment has been detected at axle count indicated. Make on ground inspection right (left) side of train for second defect: (hot journal or dragging equipment).

13.4 Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators

When movement over detector begins, detector will announce once to crew that the system is operational.

After entire train has passed detector, the detector will announce whether or not any defects have been detected. If defects are detected, a two-second alarm tone will be transmitted as each defect is detected. When entire train has passed detector, the detector will announce each defect by axle count starting from lead axle of lead unit, giving type of defect and location. The message will be transmitted twice followed by "Detector, out." Train must be stopped at once and indicated locations inspected for defects, even if red beacon (if so equipped) has not been actuated. If defect is not found near axle indicated, inspect entire car and five cars on each side.

Train must also be stopped at once and entire train inspected when:

- (1) Verbal information is not received or understood.
- (2) When detector announces, "integrity failure".

Exception: Dragging equipment detectors on Eastern, Western and Northwestern Districts transmit only when a defect has been detected.

13.5 Detector Stations Equipped With Remote Readout

When there is an indication of defect, hold signal will indicate Stop. Train dispatcher will advise where defect is located in train. If car inspected indicates no defect, five cars on each side of the designated car must also be inspected. Train dispatcher must be advised result of inspection and crew must be governed by his instructions.

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

ITEM 14. OPERATIONS OVER FOREIGN LINES:**ITEM 14 (a). USE OF ATSF TRACKS BETWEEN:
(GENERAL CODE OF OPERATING RULES APPLY
EXCEPT AS MODIFIED BELOW.)**

1. Tecfic and Sweetwater
2. Eton Jct. and Congo
3. Benedict and Fredonia
4. Belle Plaine and Arkansas City
5. YA Jct. and ST Jct.
6. NA Jct. and Pueblo Jct.

ITEM 14(a). (CONTINUED)

7. New South Yard and Algoa

8. Temple (ATSF MP 218.2) and MKT connection (MP 217.5) two main tracks. North track is to right as viewed by No. 21. ABS-CTC in effect. Maximum authorized speed 20 MPH except 10 MPH through turnouts and on MKT connection.

9. Temple and Ft. Worth.

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

SIGNAL ASPECT	NAME	INDICATION
(1) Yellow over yellow or flashing yellow	Approach medium	Proceed, approaching next signal not exceeding 40 MPH and prepared to enter diverging route at prescribed speed.
(2) Red over flashing yellow	Diverging Approach	Proceed through diverging route; prescribed speed through turnout. Approach next signal prepared to stop; if exceeding 40 MPH, immediately reduce to that speed.
(3) Red over yellow	Restricting	Proceed at restricted speed.
(4) RULE 317(2) will not apply on ATSF tracks.		
(5) Maximum authorized speed for wrecking derricks is 10 MPH at any point where train order speed restriction is 20 MPH or less, except if speed restriction is less than 10 MPH the more restrictive speed will govern. When handling wrecking derricks, cranes, pile drivers, Jordan spreaders and similar machinery moving on their own running gear through a turnout must not exceed one half of maximum authorized speed for that turnout.		
(6) A complete and detailed report must be made by wire to the ATSF Trainmaster joint with the ATSF Chief Dispatcher, covering all railroad accidents, accidents at grade crossings, personal injuries, unusual or defective track, signal or any other conditions that would affect the movement of a train or engine.		

ITEM 14(b). USE OF BN TRACKS BETWEEN:

- Crystal City and Ste. Genevieve
- Springfield and Aurora
- Van Buren and Ft. Smith
- Cherokee Yard and BN-ATSF Connection, Tulsa
- Rockview and Chaffee
- Winthrop and St. Joe
- Oregon Trunk Jct. and Bend
- Reservation and North Portland Jct.
- Centralia and Blakeslee Jct.
- BN Conn. (Spokane) and Fish Lake

General Code of Operating Rules and BN Timetable apply.

ITEM 14(c). USE OF KCS AND L & A TRACKS BETWEEN:

- GCL Jct. and CS Jct. (Seventh Subdivision)
- Lettsworth and Lobdell Jct (L&A Baton Rouge Subdiv)
- East Jct and Lobdell Jct

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

- KCS Definition, Restricted Speed. A speed that will permit stopping short of train, engine, obstruction, stop signal, derail or switch not properly lined and looking out for broken rail, but not exceeding 20 miles per hour.
- KCS Definition, Yard Speed. A speed that will permit stopping within one-half the range of vision short of trains, engine, obstruction, stop signal, derail or switch not properly lined and looking out for broken rail, but not exceeding 20 MPH.
- Rule 10: Yellow and Green Flags will not be used.
Rule 10(E): Green Resume Speed signs are not used.
- Rule 89(a), add: When a train holding the main track at a station is restricted for the arrival of an opposing train, the train holding the main track must stop and stay clear of arriving switch (the first

ITEM 14(c). (CONTINUED)

switch of the siding encountered by the train holding the main track) until train to be met has entered the siding and stopped. The train entering the siding will, when the rear of train arrives in the clear, stop and allow train holding main track to proceed.

- Rule 93: Within yard limits, trains and engines must not exceed yard speed.
- Rule 99(1), add: When flagman of proceeding train is riding engine of following train, following train must proceed at restricted speed while flagman is on engine, regardless of any specific flagging instructions.
- Rule 101(A), add: Any broken pieces of wheels, flanges, or other parts found, indicating defective equipment or track that may cause damage or derailment, must be reported immediately to the train dispatcher.

Extreme care will be used in carrying lighted fuses across open deck bridges to see that dripping molten matter does not ignite the structure. Everyone is cautioned to be alert for signs of fire on or near bridges. Extreme care must be used in dropping fuses. Waste from hot boxes must not be left burning. Be sure to extinguish the fire before discarding burning matches, cigarettes and cigars.

When moving over bridges where decking is not protected by metal or ballast covering, the engine brakes must be released and not applied while engine is on bridge unless necessary to make an emergency stop, and if the brakes are applied while the engine is on bridge, the movement must be stopped and the bridge inspected to make sure there is no fire present.

Crew members will be especially observant in passing over open deck bridges for any indication of fire. If indication of fire is observed, the movement will be stopped, the fire extinguished and train dispatcher notified before train departs.

- Rule 103, add: Trains and engines will not follow a preceding movement over a public crossing closer than 5 minutes unless such crossing is protected by a flagman or crossing gate.
Engines or cars set out in sidings, industry tracks or other tracks must have wheels chocked in addition to hand brakes being set.
- Rule 105: Trains or engines using a siding or any track other than a main track must proceed at Yard Speed.

- Track Work Protection Order: (KCS Form "U")

Pre-printed multiple location: (Example)

"_____ (date) _____ on the _____ (name) _____ Subdivision before entering the designated limits between the times specified below all trains and engines stop unless given proceed signal with yellow flag or orally authorized by foreman in charge."

After receiving proper signal or verbal permission to proceed be governed by speed authorized verbally by foreman in charge.

LINE	TIMES	OVER	BETWEEN	MP	MP	FOREMAN
1	UNTIL		MP	AND		
2	UNTIL		AND			

(Form contains 8 lines for up to 8 locations)

In the absence of foreman at location protected, train may proceed only:

- When authorized by man in charge after proper identification and explanation of foreman's absence.
- When authorized by train dispatcher after he has ascertained from foreman that track is clear and safe for passage.
- Upon expiration of time specified in the Form "U" Train Order. Form "U" Train Orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

Part of the order may be annulled as follows:

(Example)

"Line 4 of Order No. 508 is annulled."

Train or engine within protected limits at time order goes into effect must stop and not proceed until authorized as required by the order.

Abbreviations authorized for use in this order: TRK - track
BDG - bridge

- Rule 236 (Approach): Immediately reduce to 30 MPH instead of 40 MPH.

ITEM 14(c). (CONTINUED)

- (12) Rule 240 (Restricting): Proceed at Yard Speed instead of Restricted Speed.
- (13) KCS Rule 284: **Aspect:** Flashing yellow. **Name:** Medium Approach. **Indication:** Proceed, reducing speed to 30 MPH before leading wheels pass the next signal.
- (14) KCS Rule 291(A): **Aspect:** Red with number plate and letter "P" marker. **Name:** Permissive. **Indication:** Proceed at Restricted Speed.
- (15) Rule 305: Exception to requirement for Restricted Speed in CTC territory does not apply.
- (16) Rule 312(1): In authorizing train or engine to proceed from a Stop indication of block signal, control operator will say, "There is no opposing train in the block". If it is not known there is no opposing movement, train or engine may proceed under flag protection to the next signal upon verbal advice from train dispatcher or control operator in words, "Proceed under flag protection".
Rule 312(2): Does not apply.
- (17) Rule 315(A): KCS Rule 104(b) and KCS Rule 104(c). When proceeding from a Stop indication over a dual control switch, crew member, after examining switch, must remain at the switch until leading wheels pass over the switch. If control operator does not know by indication on control panel that switch is lined and locked for route to be used, the switch must be placed in hand operation by crew member of train or engine involved. After all movements over switch have been completed, switch must be restored to normal position by hand and then switch returned to power.
- (18) Road engines backing or controlled from rear unit must not exceed 30 MPH.
- (19) SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.
- (20) Cars 85 feet or longer must not be placed nearer than the sixth car from an engine or remote unit. Exception: any type unit train.
- (21) Maximum weight limitations: Cars with gross weight in excess of 263,000 up to 274,000 lbs. restricted to 5 MPH less than maximum authorized speed. Cars in excess of 274,000 up to 315,000 lbs. are restricted to 30 MPH except tank cars 35 MPH.
Movement of cars in excess of 315,000 lbs. must be authorized by A.V.P.—Transportation, Shreveport, La., except DUPX 28050 series 8 axle tank cars weighing up to 526,000 lbs. which may be handled at maximum speed and coupled together in any number, but must not be handled next to engine or other car exceeding 263,000 lbs.
- (22) UP Special Instructions. Item 13. Hot Box and Dragging Equipment Detectors.
- | | |
|---|--------------------|
| Aspect: | Indication: |
| White light on equipment house illuminated: | System on. |
- UP Special Instructions will apply with respect to each condition indicated in addition to following:
Journal or adapter found noticeably hotter than others, car must be set out.
If defect is not located train must be observed closely and if defect is indicated on same axle a second time car must be set out.
Oversize load detector installations will not clear man on side of car.

**ITEM 14(d). USE OF DRGW TRACKS BETWEEN:
(GENERAL CODE OF OPERATING RULES APPLY
EXCEPT AS MODIFIED BELOW.)**

1. Denver — DRGW Belt Line and North Yard
 2. Salt Lake City — Grant Tower and Roper Yard
- (1) DRGW Definition Reduced Speed. A speed that will permit stopping short of another train or obstruction, or anything that may require the speed of a train or locomotive to be reduced.
- (2) DRGW Definition Restricted Speed. A speed that will permit stopping short of another train or obstruction and that will permit stopping within one-half the range of vision, but not exceeding 20 miles per hour.
- (3) DRGW Definition Medium Speed. A speed not exceeding 30 miles per hour.
- (4) Rule 10. A reflectorized yellow flag or disc placed on the right side of movement indicates that the track one and one-half miles distant is in

ITEM 14(d). (CONTINUED)

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(B). A train or locomotive finding an unattended red flag or red light on or near its track, after stopping, must be preceded by a flagman, who must examine track and bridges carefully for a distance of one-half mile.

(6) Rule 81. Before occupying main track, conductor or engineman must contact train dispatcher to determine if any speed restrictions are in effect. These restrictions must be written on prescribed form and must be repeated to the train dispatcher. Both the engineman and conductor must have a copy of speed restrictions addressed to their train showing date, location, and name of employe who copied it before proceeding.

(7) DRGW Rule 509. When a train or locomotive is stopped by a Stop and Proceed ABS, it may proceed at once at restricted speed to the next ABS, expecting to find a train in the block, switch not properly lined, broken rail, mud, rock or snow slides, high water damage, or any other condition that would prevent the safe passage of trains.

(8) DRGW Rule 509-A. When a train or locomotive is stopped by a Positive Stop ABS, it may proceed when the ABS is cleared or when it is authorized to proceed by Permissive Card showing proper form. After stop is completed, Permissive Card can be copied. If the Positive ABS governs entrance to a diverging route, Permissive Card must show on which track train or locomotive must proceed. Permissive Card must be repeated to the train dispatcher by the employe receiving it. If it is possible for an opposing train or locomotive to be in the block, the train dispatcher will authorize the train or locomotive to proceed by issuing Permissive Form "A":

Form "A" — Proceed on . . . track under flag protection and according to Rule 509.

When the train dispatcher positively knows there is no opposing train or locomotive between the communicating points, Permissive Form "B" will be issued:

Form "B" — Proceed on . . . track at Restricted Speed, according to Rule 509.

If movement is to enter siding, Form "D" will be issued:

Form "D" — Proceed into . . . siding, at Restricted Speed, according to Rule 509.

(9) DRGW Rule 560. If entire train or locomotive has passed an ABS governing its movement, reverse movement must not be made without the proper Positive ABS indication, except when authorized by the train dispatcher, the movement may be made after proper protection has been provided.

(10) DRGW Rule 561. If head end of train or locomotive only, passes a Positive ABS and then reverse movement is made so that the Positive ABS is again in advance of the train or locomotive, the train dispatcher must be notified at once.

(11) DRGW Rule 281-B. **Aspect:** Red over flashing yellow.

Name: Diverging Approach Medium.

Indication: Proceed authorized speed until entire train is through turnout, approaching next signal medium speed.

(12) DRGW Rule 282. **Aspect:** Flashing yellow.

Name: Approach Medium.

Indication: Proceed, approaching next signal medium speed.

(13) DRGW Rule 285. **Aspect:** Yellow.

Name: Approach.

Indication: Proceed, prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.

(14) DRGW Rule 290. **Aspect:** Red over lunar.

Name: Restricting.

Indication: Proceed at restricted speed: (1) Within ABSS to next signal governing in same direction. (2) At interlocking outside ABSS through interlocking limits. (3) Onto non-signalized track until entire train is through turnout; if there is no turnout, until head end of train has passed the signal.

(15) DRGW Rule 291. **Aspect:** Red.

Name: Stop and Proceed.

Indication: Stop then proceed according to Rule 509.

(16) DRGW Rule 292. **Aspect:** Red.

ITEM 14(d). (CONTINUED)

Name: Stop.

Indication: Stop.

NOTE: A signal mast that has no number-plate or "P" marker is an interlocking signal.

A signal mast that has a number plate only is a Stop and Proceed signal.

A signal mast that has a number plate and a "P" marker is a POSITIVE ABS.

(17) DRGW TRACKAGE AT SALT LAKE CITY. All freight trains, switch and light locomotive movements, including interchange deliveries between UP North Yard and DRGW Roper yard will, unless otherwise provided, use the two running tracks between Grant Tower, 2nd South and Roper, 21st South. All movements in either direction on either track must be authorized by DRGW Yardmaster. The use of the 13th South crossover from running track to Westbound Passenger Main Track must be authorized by DRGW yardmaster.

Union Pacific crews before entering DRGW tracks at Roper Yard must contact West Tower Yardmaster and obtain track on which to yard delivery, and track for return movement.

ITEM 15. CONDUCTOR'S INSTRUCTIONS FOR WORK ORDER FEEDBACK:

- (1) At the beginning of a train crew's run or yard job tour of duty, the conductor or foreman is given a computer generated Work Order Document. The conductor or foreman must record certain information on this document (*ie.*, placement, pull times, exceptions to work indicated) date when the report is completed and sign his/her name in full.

If a car or block is handled differently from the instruction indicated on the work order the exception must be noted on the document (*on the blank space below the printed detail line*).

- (2) If a pickup or set out (*either from station, industry or interchange*) is made without a computer generated work order (*as outlined in Item 1*) to cover the work performed, the conductor or foreman must record the moves on form 29363.

- (3) At locations where work orders are not used as described in Item 1 or a yard job has been designated to set out or pickup cars from industry or interchange, the document used (*ie.*, RO list) must be treated as a work order, that is, signed, dated and work performed noted by the conductor or foreman.

Handwritten switch lists (*where form 29363 is not available*) used in the same manner as outlined above must also be marked and signed.

- (4) When verbal instructions are received via telephone or radio the work performed must be recorded as shown in Item 2 (*Cars picked up without a work order*). If the proper form is not available the car movements can be recorded on the reverse side of the work order.

- (5) If an industry served by a train crew or yard job provides a switch list there are two alternatives the conductor or foreman has:

A. If the industry document can be retained the conductor or foreman must:

- Note date and time each block of work is performed.
- Note type of work performed (*ie.*, place, pull or switch to another spot) by our crew; even if the work were previously noted on the document by the industry.
- Note any exceptions to document under appropriate equipment ID.
- Sign and date bottom of list.

B. If the industry will not release the list (*and retains the document for their own record keeping*) the conductor or foreman must:

- Copy all pertinent information from the document on form 29363 (*see Item 2*) or a handwritten list if the proper form is not available.
- Note date and time work was accomplished.
- Sign and date

- (6) All documents pertaining to car movement must be forwarded to a yard office enabling proper T.C.S. input to be made into the computer and support demurrage records in Customer Service Centers.

ITEM 16. NOTICE REQUIRED BY FEDERAL RAILROAD ADMINISTRATION:**NOTICE****TO ALL HOURS OF SERVICE EMPLOYEES**

Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. If you refuse to take this test, the Company will initiate a disciplinary investigation against you.

If you take the test and it is positive for drugs, you may be subject to discipline under Rule G of General Code of Operating Rules, Maintenance of Way Rules or Safety, Radio and General Rules for all Employees which prohibits the illegal use of any drug, narcotic or controlled substance at any time, either on-duty or off-duty. You are expected to know those drugs, narcotics or controlled substances which are illegal to use.

If you take the urine test, because of its sensitivity, the test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment on the job from a positive urine test.

If you have used any drug off the job (other than a medication that you can prove that you possessed lawfully and that would not in any way adversely affect your alertness, coordination, reaction, response or safety on the job) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

You should be aware that the Company may initiate a disciplinary investigation if your urine or blood tests positive for illegal drugs, even if a blood sample shows that illegal drugs were used off-duty but not on-duty.

You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 C.F.R. Part 219, Subpart C).

A complete copy of this Federal Regulation is available for your review at any Division Superintendent's office.

**ITEM 17. BLOCK AND INTERLOCKING SIGNALS:
SOUTHEASTERN, CENTRAL AND SOUTHERN DIS-
TRICTS ONLY.**

RULE	NAME	ASPECT
230	CLEAR	
232	ADVANCE APPROACH	
233	APPROACH DIVERGING	
234	APPROACH MEDIUM	
235	APPROACH RESTRICTING	
236	APPROACH	
237	DIVERGING CLEAR	
238	DIVERGING APPROACH MEDIUM	
239	DIVERGING APPROACH	
240	RESTRICTING	
241	STOP AND PROCEED	
242	STOP	

INDICATION
Proceed.
Proceed prepared to pass next signal not exceeding 50 MPH.
Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
Proceed prepared to pass next signal not exceeding 40 MPH.
Proceed prepared to pass next signal at restricted speed.
Proceed prepared to stop at next signal, trains exceeding 30 MPH immediately reduce to that speed.
Proceed on diverging route not exceeding prescribed speed through turnout.
Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal at prescribed speed through turnout.
Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
Proceed at restricted speed.
Stop, then proceed at restricted speed.
Stop.



TRACK WORKER

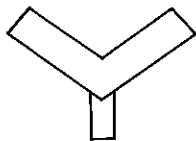


FOR CROSSINGS



FOR TUNNELS, ETC.

REQUIRED WHISTLE SIGNAL RULE 15(I).



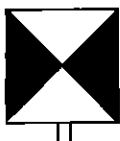
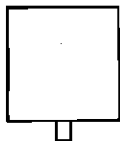
YARD LIMIT SIGN

PERMANENT
SPEED
RESTRICTION
SIGNPERMANENT
RESUME
SPEED
SIGN

STOP SIGN.



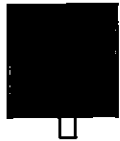
STOP SIGN.

YELLOW-RED FLAG
PROTECTING MEN
AND EQUIPMENT

YELLOW FLAG



RED FLAG



GREEN FLAG

COLOR CODES



CTC

ABS

ABS-TWC

TWC

RULE	ASPECTS	NAME	INDICATION
247B	HOLD INDICATOR (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED) ILLUMINATED	Hold	Communicate with operator or dispatcher before proceeding.
247E	SLIDE WARNING INDICATOR (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.

TIMETABLE NO. 3

- Ⓐ —Automatic Interlocking.
- Ⓑ —Radio Base Station.
- Ⓒ-1 —Call-in System Dispatcher 1.
- Ⓒ-2 —Call-in System Dispatcher 2.
- Ⓓ —Wayside Radio Station.
- Ⓔ —Draw Bridge.
- Ⓕ —Gate — Normal Position Against Conflicting Route.
- G —Gate — Normal Position Against This Subdiv.
- Ⓜ —Manual Interlocking.
- Ⓢ —Stop Sign.
- T —Turning Facility.
- ⓧ —Railroad Crossing At Grade.
- Ⓨ —Yard Limits.
- ∅ —50 MPH Equilateral Turnout.
- ⊖ —50 MPH Precurved Turnout.
- n —Northward.
- s —Southward.
- e —Eastward.
- w —Westward.
- c —Center.
- I —Crossover Between Main Tracks — Dual Control Switches.
- X —Hand Operated Crossover.
- —Air Brake Rule 1101(A)6.
- Ⓣ —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.
- * —Detector Stations Equipped With Digital Display.
- # —Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators.
- Ⓡ —Detector Stations Equipped With Verbal and Visual Defect Indicators.
- @ —Remote Readout — Hot Box and Dragging Equipment Detector.
- \$ —Remote Readout — Hot Box Detector.
- % —Remote Readout — Dragging Equipment Detector.

Capacity of sidings shown clearance point to clearance point.
Track diagrams and color codes are for general information only and are not to scale.

TABLE OF TRAIN SPEEDS

Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour
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			1	20	45.0	1	34	38.2	6	0	10.0

TIMETABLE NO. 3