

ALL EMPLOYEES:

We have undergone many changes both as an industry and as a company. As a company we have had to adapt to these changes in order to stay strong and competitive. Any change brings with it new ways of doing things and new responsibilities. One responsibility that has not changed is our commitment to the prevention of injuries to our employees and to the general public. Our safety effort to prevent all injuries must continue to guide our activities so that we can all share in a safe and healthy future.



Executive Vice President Operation

ALL INJURIES
ARE PREVENTABLE



UNION PACIFIC RAILROAD CO.

SYSTEM

TIMETABLE No. 5

Effective 12:01 a.m. Sunday,
APRIL 5, 1987

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

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

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

FOR THE GOVERNMENT OF
EMPLOYEES CONCERNED.

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

R. K. DAVIDSON, Vice President — Operation.

C. E. DETTMANN, Vice President — Transportation.

SOUTHERN REGION

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

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

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

CENTRAL REGION

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

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

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

WESTERN REGION

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

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

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

SAFETY WITHOUT COMPROMISE

TIMETABLE NO. 5

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Pearson	105	323
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Pinckneyville	33	021
Pine Bluff	8	028
Pittsburg	49	072
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Pleasant Valley	91	456
Pocatello	76-77	401
Port Chicago	106	321
Portland	84-85	434
Provo	93	309
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St. Johns	87	440
St. Joseph	59	075
Salina	61	074
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San Jose	107	331
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Scoville	80	424
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South Pass	70	237
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Sparta	36	023
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Topeka	57	079
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Tigo	61	074
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Vidalia	11	011
Wallace	91	454
Wallula	89	448
Warren	11	025
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Webb City	41	081
West Belt	80	429
Westville	31	026
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Wichita	47	082
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TIMETABLE NO. 5

2 HOXIE SUBDIV. — ARKANSAS & ILLINOIS DIVS.

SOUTH		Radio Communication via Channel One, call-in Two.	STATIONS	Station Nos.	Sidings Feet	NORTH	
First Class	Mile Post					First Class	Mon. Wed. Sat.
21 Psgr.						22 Psgr.	
AM 3 18	165.5		POPLAR BLUFF . T ⊕ - 2 X	X-166	Yd.	AM s3 04	
	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 HARVIELL JCT. ⊕	X-173			
	180.4		7.5 NEELYVILLE †	X-180	8302		
	192.2		11.8 CORNING ⊕ - 2 †	X-192	8300		
	199.0		6.8 KNOBEL †	X-199	9698		
	202.9		3.9 PEACH ORCHARD †	X-203	8159		
	214.4		11.5 O'KEAN †	X-214	8204		
	223.6		9.2 MURTA JCT. ⊕	X-223			
s4 12	224.9		1.3 WALNUT RIDGE X	X-225		s2 00	
	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	X-258			
	259.5		1.4 DIAZ JCT. T I	X-259			
s4 48	261.7		2.2 NEWPORT ⊕ - 2 X	X-262	Yd.	s1 26	
	263.9		2.2 NORTH BRIDGE JCT. X	X-264			
	264.1		0.2 WHITE RIVER ⊕ ⊕				
	264.5		0.4 SOUTH BRIDGE JCT. X	X-265			
	269.7		5.2 JIFFY X	X-269			
	274.3		4.6 GLAISE JCT. ⊕	X-275			
	278.1		3.8 BRADFORD †	X-278	9964		
	286.7		8.6 RUSSELL JCT. X	X-286			
	288.4		1.7 BALD KNOB ⊕ - 2 T I	X-288	14580		
	289.7		1.3 JUD X	X-289			
	296.4		6.7 KENSETT X	X-296			
	298.4		2.0 HIG X	X-298			
	306.5		8.1 MACK X	X-306			
	312.7		6.2 BEEBE ⊕ - 2	X-313			
	319.2		6.5 WACROSS X	X-320			
	330.7		11.5 JAX X	X-331			
	332.1		1.4 JACKSONVILLE T	X-332			
	339.4		7.3 NORTH END YARD				
	343.6		4.2 N. LITTLE ROCK ⊕ T I	X-344	Yd.		
s6 21 AM	345.6		2.0 L. ROCK AMTK STA. X	X-346		12 07 AM	
			180.1				

Illinois Division Jurisdiction Poplar Bluff to Harviell Jct.

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

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

TIMETABLE NO. 5
HOXIE SUBDIV. — ARKANSAS & ILLINOIS DIVS. 3

Maximum Speed (Except as below) Between Mile Posts	MPH		Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.	Sta. No.
	Psg. Frt.	75 60		
165.3 and 165.6	30	30	Business Tracks	
172.1 and 172.9	70	—	Delaplaine	207.6 X-208
179.2 and 179.3	65	—	Olyphant	269.8 X-270
184.9 and 185.1	70	—	Judsonia	292.6 X-293
191.6 and 192.9	50	40	Higginson	299.7 X-300
192.9 and 193.3	70	55	McRae	308.2 X-308
224.3 and 227.8	50	50	Ward	317.6 X-318
258.0 and 263.9	50	50	Cabot	323.0 X-323
263.9 and 264.6	35	35	Valentine	336.1 X-336
264.6 and 265.0	70	—		
266.6 and 266.9	70	—		
288.1 and 288.6	40	40	Jacksonville Ind. Lead: 2.8 miles. Max. Speed 10 MPH originates at Jacksonville: Jacksonville - LRAFB.	
292.1 and 292.7	60	—		
292.7 and 293.1	55	55	DK & S Branch: 5.5 miles between Kensett, Doniphan and Searcy. Yard Limits entire branch. Max. Speed 20 MPH, except 10 MPH on curves.	
294.1 and 294.6	70	—		
322.4 and 323.6	65	—		
333.2 and 333.5	60	—		
339.4 and 339.6	65	—		
339.6 and 343.8	40	40		
North and South Wye Bald Knob	15	15		

Dual control switches are 30 MPH turnouts except:

Poplar Bluff — MP 165.6 crossover East Main — To north end Poplar Bluff yard.

Hoxie — 3 switches north end of siding MP 226.9.

Newport — West main track to south end of yard MP 262.5.

Bald Knob — All crossovers, siding and Memphis Subdiv. wye conn.

N. Little Rock — East departure lead, 3 switches north end receiving yard, main track crossovers at crest.

N. Little Rock — ABS West Departure lead from Signal 3404 to Hoxie Subdiv. main track at North end yard.

N. Little Rock — West departure lead Max. Speed 30 MPH.

East departure lead, Trim 1 and Trim 2 Max. Speed 20 MPH.

Radio Communication Via Channel 2.

Carlisle Branch:

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

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

MP 131.9 to MP 130.5 10 MPH.

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

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

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

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

TIMETABLE NO. 5

6 NORMAN BRANCH — ARKANSAS DIVISION

Maximum Speed (except as below)	MPH	Radio Communication via Channel One		Station Nos.
Between Mile Posts		SOUTH Mile Post	NORTH ▲	
479.2 and 472.1	20	479.2	BIRDS MILL	XL-52
472.1 and 472.0	10		5.7	
472.0 and 457.7	20	473.5	GLENWOOD	XL-47
457.7 and 457.4	10		8.2	
457.4 and 448.0	20	465.3	AMITY	XL-39
Yard Limits Gurdon to MP 430.0; MP 446.0 to MP 448.0	Sta.	454.0	GRAYSONIA	XL-28
Business Tracks	MP No.	446.5	PIKE CITY JCT.	XL-20
Summit	433.1	XL-7	5.5	
Rosboro	469.8	XL-43	OKOLONA	XL-15
Pike City Ind. lead (3.3 miles)		441.0	14.7	
Pike City Jct. — Pike Max. Speed 10 MPH.		426.3	GURDON	X-426
Pike	449.5	XL-23		
			52.9	

NASHVILLE BRANCH — ARKANSAS DIVISION

Maximum Speed (except as below)	MPH	Radio Communication via Channel One		Station Nos.
Between Mile Posts		SOUTH Mile Post	NORTH ▲	
492.0 and 484.0	25	493.1	PERKINS	XJ-36
483.3 and 483.2	10		9.9	
458.0 and 457.1	10	483.1	NASHVILLE	XJ-26
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 459.0;			25.3	
Nashville MP 481.2 to MP 484.0;		457.5	HOPE	X-458
MP 492.0 to end of branch.				
Business Tracks			35.3	
North Hope — XJ-4.				
Ozan Creek MP 472.0 — XJ-13.				

LONGVIEW SUBDIV. — ARKANSAS DIVISION

Maximum Speed (Except as below)	MPH	Radio Communication via Channel One Call-in Two		Station Nos.	Sid- ings Feet
Between Mile Posts		SOUTH Mile Post	NORTH ▲		
0.0 and 0.5	20	81.3	LONGVIEW	TP-90	Yd.
18.9 and 19.2	45		12.1		
21.5 and 22.2	45	69.2	KILGORE	AX-12	7922
26.3 and 28.9	35†		10.3		
30.1 and 31.5	45	58.9	OVERTON	AX-22	6991
36.4 and 36.5	40		13.5		
44.9 and 45.9	45	45.4	TROUP	AX-36	9935
50.3 and 50.8	45		12.0		
52.3 and 53.0	35†	33.4	TECULA	AX-48	8580
56.3 and 56.6	45		6.2		
59.6 and 60.6	45	27.2	JACKSONVILLE	AX-54	4605
68.0 and 71.0	45		0.2		
73.1 and 73.8	45	27.0	SSW		
78.2 and 80.3	40		3.4		
80.3 and 81.1	25	23.6	HUME	AX-57	8000
Business Tracks	MP No.		11.7		
Alcoa Spur	7.4	AX-73	NECHES	AX-70	8865
Bodie	78.0	AX-4	6.9		
30 MPH turnouts north end freight route Palestine, all sidings except Jacksonville.		11.9	WELLS CREEK	AX-77	5183
Hot Box and Dragging Equip- ment Detectors: ⊕MP 25.4, ⊕MP 53.0 and ⊕MP 76.3.		5.0	PALESTINE	AX-81	Yd.
LeTourneau Ind. Lead (5.2 Miles) Max. Speed 10 MPH.		0.0			
			81.3		

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

Tyler Branch

Troup to Swan 27.0 Miles. Industrial Lead
entire branch.
Max Speed. 10 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

Henderson Branch

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

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

WYNNE SUBDIV. — ARKANSAS DIVISION

Radio Communication and call in via Channel Two except Channel One between Paragould and Jonesboro Jct. and on Helena Ind. lead.		Station Nos.	Sid- ings Feet	Maximum Speed MPH
Mile Post	SOUTH STATIONS	NORTH ▲		(Except as Below)
219.9	PARAGOULD	⊕	C-243	8938
	1.7			
221.6	PARAGOULD JCT.	⊕	C-245	
	13.7 Miles via SSW			
235.3	JONESBORO JCT.		C-259	
	2.7			
238.0	JONESBORO	⊕ BN ⊕	⊕-2 †	C-262
	18.7			8080
256.7	HARRISBURG		†	C-280
	21.3			7794
278.0	NORTH WYNNE			
	3.0			
281.0	WYNNE	⊕ UP ⊕	⊕-2 T †	C-304
	9.9			6944
290.9	CALDWELL		†	C-314
	5.0			7527
295.9	FORREST CITY	⊕ SSW ⊕		C-319
	18.1			
314.0	MARIANNA		†	C-337
	11.5			6776
325.5	LEXA		⊕-2 †	C-349
	1.0			8792
326.5	HELENA JCT.		T ⊕	C-351
	13.0			
339.5	LAKEVIEW		†	C-363
	29.2			6953
368.7	SNOW LAKE		⊕-2 †	C-392
	9.1			6985
377.8	WHITE RIVER	⊕ ⊕		
	3.3			
381.1	MEDINA			C-405
	0.9			
382.0	ARKANSAS RIVER	⊕		
	5.0			
387.0	WATSON		⊕-2 †	C-411
	19.8			6946
406.8	NORTH McGEHEE		⊕	
	0.7			
407.5	McGEHEE		⊕ ⊕-2 T	C-432
	188.2			Yd.

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
Vandalde	274.3	C-298	Wabash	341.1	C-365	McArthur	402.5	C-426
Colt	286.2	C-310	Elaine	347.1	C-371			

Operation on SSW Between Jonesboro Jct and Paragould Jct.

SSW Stations Paragould Jct. and Jonesboro Jct.:

Station	SSW MP	Sidings-feet
Brookland	115.7	7263
Farville	117.8	

Hot box and 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. Trains operating over SSW between Paragould and Jonesboro Jct. must secure SSW clearance at originating station.

Cypress Bend Ind. Lead: MP 399.7 to Potlatch 3.5 Miles. Max. Speed 10 MPH.

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

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

8 PINE BLUFF SUBDIV. — ARKANSAS DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH
	SOUTH	NORTH			
343.6	N. LITTLE ROCK	I ⊕ T	X-344	Yd.	LR Jct. — MP 371.3 (Except as below) ... 50 Between Mile Posts LR Jct. and 346.1 ... 35 346.1 and 346.3 ... 30 346.3 and 349.3 ... 40 371.3 and 447.2 ... 60 (Except as below) ... 60 385.8 and 389.7 ... 20 427.5 and 428.3 ... 35† 446.2 and 447.8 ... 20
347.2	LR JCT.			7221	
344.2					
347.3	BIDDLE		XZ-000	7221	
354.1	HIGGINS		K-9	9150	
364.5	HENSLEY		K-19	8700	Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.
370.5	WHITE BLUFF	⊕ -2	K-25		
387.4	⊗ SSW ⊗				
390.9	PINE BLUFF	⊕ ⊕ -2	K-43	10286	Business Tracks MP No. Sta. No. Drury Spur ... 350.3 K-5 Redfield ... 368.9 K-23 Baldwin ... 381.8 K-36 Noble Lake ... 398.3 K-53 Moscow ... 402.5 K-57 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
409.6	GRADY		K-64	9820	
431.0	PICKENS		K-86	9446	
447.2	McGEHEE	⊕ -2T	C-432	Yd.	
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 and North end siding Pickens. Dual control switches are 30 MPH turnouts except — North end siding Higgins, South end sidings Hensley, White Bluff and Grady; South end old siding Pine Bluff. Hot Box and Drugging Equipment Detectors located at ⊕MP 373.2, ⊕MP 398.3 and ⊕MP 421.5.

MEMPHIS SUBDIV. — ARKANSAS DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH
	WEST	EAST			
380.7	MEMPHIS (Sargent Yd.) ⊕		XG-93	Yd.	(except as below) ... 60 Between Mile Posts North and South wye Bald Knob ... 15 298.2 and 298.6 ... 30 298.6 and 299.1 ... 40 331.8 and 334.8 ... 40 334.8 and 336.1 ... 50 345.5 and 346.4 ... 50 375.2 and 378.1 ... 25 ICG ⊗ — Forest Yard on NS Main Tracks ... 10 Kentucky St. — ICG ⊗ ... 10 ICG ⊗ — Old Aulon Tower on CSX Track ... 10 ICG Southwest Wye at Iowa Avenue ... 5 ICG West Jct. via Y and MV Track ... 10
380.6	KC JCT. ⊗ NS G				
378.2	TEXAS ST. ⊗ ICG ⊗				
378.1	KENTUCKY ST. ⊗	⊕			
376.5	HARAHAN				
375.8	BRIDGE JCT. ⊗ BN ⊗		XG-88		
375.2	BRIARK		XG-87		
370.0	PRESLEY JCT. ⊗ BN ⊗		XG-82		
361.5	CRAWFORDSVILLE	?	XG-74	9760	Trains originating Memphis secure clearance prior to passing Kentucky St.
348.3	SMITHDALE	?	XG-60	7697	
332.4	WYNNE ⊗ UP ⊗	⊕ -2T†	C-304	8618	Business Tracks MP No. Sta. No. Rio Vista ... 292.8 XG-6 Patterson ... 307.3 XG-19 McCroy ... ⊕ -2.309.3 XG-21 Hamlin ... 324.7 XG-37 Levesque ... 337.5 XG-50 Parkin ... 346.9 XG-59 Earle ... ⊕ -2.352.1 XG-64 Gavin ... 368.0 XG-80 W. Memphis Ind. Ld. ... 370.0 XG-85
318.8	FAIR OAKS ⊗ SSW ⊗	?	XG-31	9489	
300.0	NEW AUGUSTA	?	XG-12	6196	
298.5	WHITE RIVER ⊗				
287.9	BALD KNOB	⊕ -2T	X-288		
92.8					

Movement of trains and engines between Sargent Yard and MP 377.9 must be made at restricted speed and only on authority of operator Kentucky St.

Two main tracks designated North and South Tracks between Briark and MP 377.9.

Dual control switches and crossovers on Mississippi River Bridge and to Bald Knob are 30 MPH turnouts.

Gate protecting NS RR crossing MP 380.6 may be left lined as last used.

Hot Box and 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.

SHREVEPORT SUBDIV. — ARKANSAS & LOUISIANA DIVS. 9

Mile Post	Radio Communication via Channel Two, Call-in One		Station Nos.	Sidings Feet	Maximum Speed MPH
	WEST	EAST			
192.1	ALEXANDRIA	⊕ ⊕	TB-195	Yd.	Yard Limits: MP 190.4 to MP 195.8 MP 310.6 to MP 324.5 MP 347.5 to MP 351.4 Maximum Speed MPH (except as below) ... 50 Between Mile Posts 190.4 and 195.8 ... 20 195.8 and 199.8 ... 25 208.6 and 209.1 ... 35 235.8 and 236.2 ... 40 245.8 and 247.8 ... 25 310.9 and 320.3 ... 20 348.6 and 350.6 ... 40 350.7 and 351.4 ... 30
195.7	TEXMO JCT.	⊕	TB-196		
203.7	RAPIDES		TB-204	4105	
225.2	FERN		TB-225	4124	
235.8	CYPRESS		TB-236	5094	
246.0	CANE		TB-246	4066	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.
247.5	NATCHITOCHE	⊕ -1	TB-247		
265.7	LAKE END		TB-265	2935	
286.0	WESTDALE		TB-286	8400	
308.6	LUCAS		TB-308	4805	Between Natchitoches & Texmo Jct. do not exceed 45 MPH if train averages over 110 gross tons per car.
311.7	⊗ KCS ⊗	⊕			
313.9	⊗ SP ⊗				
315.0	CUTOFF JCT.	⊕	TB-315	Yd.	Business Tracks MP No. Sta. No. Red River Ind. ... 197.0 TB197 England AFB ... 199.8 TB199 Boyce ... 208.7 TB209 Rodemacher ... 211.0 TB212 Soybean Spur ... 244.2 TB243 Plywood Spur ... 251.0 TB251 Powhatan ... 258.8 TB258 Gahagan ... 275.9 TB275 Dolet Hill ... 280.9 TB281 Bayou Bayou ... 281.0 TB280 Bayou Pierre ... 285.0 TB285 Caspiana ... 296.0 TB296 Gayles ... 302.4 TB302 Olin ... 303.9 TB304 Flournoy ... 317.7 TB319 Greenwood ... 326.4 TB325 Jonesville ... 335.4 TB334 Waskom ... 332.5 TB331
315.6	HOLLYWOOD JCT.	⊕	TB-316	Yd.	
1.5	HOLLYWOOD YD.	⊕ -1T	TS-316		
322.3	REISOR	⊕	TB-321	13515	
343.1	SCOTTSVILLE		TB-342	4028	
349.5	LOUISIANA	⊕		7551	
351.0	MARSHALL	⊕ -1	TP-67	Yd.	
351.4	MARSHALL JCT.	⊕ T			
156.9					

Arkansas Division jurisdiction Cutoff Jct. to Marshall Jct. Louisiana Division jurisdiction Cutoff Jct. to Alexandria. Between Reisor and Cutoff Jct. all movements will be made under direction of Operator at Reisor and under provision of Rule 93.

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

20 MPH turnout, Hollywood Jct. Hot Box and Drugging Equipment Detectors: ⊕MP 337.0, ⊕MP 292.0, ⊕MP 268.9, ⊕MP 242.2 and ⊕MP 216.8.

All trains and engines stop and protect Levy Street, Shreveport. North Drill Track switch to Good Roads at Shreveport 20 MPH except between Cross Bayou and Wye at "X" Yard — 10 MPH.

Bayou Pierre lead — International Paper:

MP 0 to MP 3 — 25 MPH

MP 3 to MP 6 — 10 MPH

10 MONROE SUBDIV. — LOUISIANA DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	SOUTH	NORTH			
408.1	McGEHEE	⊕ -2 T	C-432	Yd.	408.1 and 409.2 20
415.6	DERMOTT		C-439		414.5 and 416.6 35
422.0	HUDSPETH		C-446	8873	449.4 and 449.6 50
440.1	SUNSHINE		C-464	9010	455.2 and 455.6 50
460.8	BONITA		C-484	9135	473.1 and 474.0 25†
481.0	COLLINSTON	⊕ -2 T	C-505	9058	480.9 and 481.0 25†
491.8	SWARTZ		C-515	8872	486.3 and 498.9 50
501.0	HUTTIG JCT.	T	C-524		498.9 and 504.3 30
501.1	⊗ MSRC ⊕				507.0 and 507.4 50
502.9	MONROE	⊕ -2	C-525	13840	524.5 and 525.1 50
516.6	BOSCO		C-540	9387	528.1 and 531.6 30
528.2	OUACHITA RIVER ⊕ ⊙				531.6 — Texmo Jct. (Except as below) 50
535.1	GRAYSON	⊕ -2	C-558	9200	537.4 and 537.8 30†
548.7	OLLA		C-572	7952	558.6 and 559.0 30
561.6	GEORGETOWN ⊗ LOAM ⊕ ⊙ -2	C-585	8003		571.8 and 575.3 40
576.9	ANTONIA		C-601	9584	582.3 and 585.7 40
592.6	TIOGA ⊗ L&A ⊕		C-616	8029	590.2 and 590.6 40†
595.1	⊗ L&A ⊕				593.1 and 593.2 30
596.5	RED RIVER ⊕				597.1 and Texmo Jct. 30
596.6	RED RIVER JCT.	⊙	C-620		
597.8	TEXMO JCT. ⊕	⊙	TB-196		
601.5	ALEXANDRIA	⊕ ⊙	C-625	Yd.	
190.8					

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

ABS — Double track between Red River Jct. and Texmo Jct. Rule 251 in effect. Dual control switches are 30 MPH turnouts except Texmo Jct. 30 MPH turnouts: North end sidings Hudspeth, Sunshine, Bonita, Bosco, Olla, Tioga; South end sidings Collinston, Swartz, Grayson, Georgetown, Antonia.

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

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Montrose	432.1	C-456	Pulpwood	532.5	C-556
E. Ashley	435.6	C-459	Clarks	537.4	C-561
Portland	436.4	C-460	Standard	546.9	C-570
Parkdale	445.0	C-469	Urania	552.8	C-576
Bayou	446.3	C-470	Tullos	556.5	C-580
Wilmot	449.3	C-473	H & C Vencer	574.5	C-599
Muller	454.0	C-477	Christi Spur (Farmland)	577.9	C-602
McGinty	454.1	C-478	Pollock	580.4	C-605
Jones	457.2	C-481	Simms	⊕ -2 586.9	C-611
Galion	467.2	C-491	Camp Beauregard	592.5	C-618
Mer Rouge	473.5	C-497	Bastrop Branch Collinston to Bastrop 6.8 miles.		
Hancock	489.3	C-513	Industrial Lead entire branch.		
Erc	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		

HUTTIG BRANCH — LOUISIANA DIVISION

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

LAKE PROVIDENCE BRANCH — LOUISIANA DIV.

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

WARREN BRANCH — LOUISIANA DIVISION

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

14 BEAUMONT SUBDIV. — LOUISIANA DIVISION

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

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

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

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

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

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

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

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

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

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

VIA KCS

VIA HBT

BEAUMONT SUBDIV. — LOUISIANA DIVISION 15

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

KCS Station	MP	Business Tracks	MP
CS Jct.	720.3	Alton Box Co.	721.2
Helme	723.6	Green Island	726.8
Lucas	728.4	Lunita	730.4
Starks	735.2	Lemonville	748.1
Ruliff	740.6	Korf	764.9
MP Crossing	750.2		
Mauriceville	750.2		
Vidor	760.4		
SP Jct.	764.9		
Beaumont	766.0		
SP Crossing	766.0		
GCL Jct.	766.6		
Max Speed GCL Jct. to CS Jct. (Except as below)	50		
Over UP Crossing MP 750.2	30†		
City Limits Vidor MP 757.0 to MP 764.3	30		
Over Neches River Bridge MP 765.9	20		
City Limits Beaumont	20		
All tracks other than main tracks, through turnouts and crossovers	10		

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

Location of Hot Box and Dragging Equipment Detectors:

MP	MP
# 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 — LOUISIANA DIVISION

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

CROWLEY BRANCH — LOUISIANA DIVISION

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

CHURCH POINT BRANCH — LOUISIANA DIVISION

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

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

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

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

WEST		Radio Communication via Channel One, Call-in Two, At Texarkana and Centennial Yard, Channel Two.		EAST	
First Class 21 Pgr.	Mile Post	DALLAS SUBDIVISION	Station Nos.	Sid- ings Feet	First Class 22 Pgr.
Mon. Wed. Sat.		STATIONS			Sun. Tues. Fri.
AM 9 02	0.0	TEXARKANA . . . T ⊕ ⊕	TP-0	Yd.	PM s9 09
	0.5	⊗ SSW ⊕			
	1.8	NATIONAL JCT.			
	2.4	⊗ KCS ⊕			
	7.9	SULPHUR	TP-8	9265	
	14.8	SPRINGDALE	TP-15	4914	
	20.4	QUEEN CITY	TP-21	7491	
	23.6	ATLANTA	TP-24	4756	
	31.2	BIVINS	TP-31	7425	
	37.5	KILDARE	TP-37	5022	
	43.5	PAYNE	TP-44	7716	
	50.7	JEFFERSON ⊗ L&A ⊕	TP-51	8549	
	58.7	WOODLAWN	TP-58	7395	
s10 17	66.3	MARSHALL	TP-67	8086	s7 54
	70.5	QUINCY	TP-70	4748	
	75.3	KEOKUK	TP-75	7484	
	81.5	LANSING JCT.	TP-83		
	87.7	RED			
s10 47	89.6	LONGVIEW	TP-90	Yd.	s7 23
	89.9	LONGVIEW JCT.			
	93.8	GREGGTON	TP-94	13590	
	104.8	GLADEWATER	TP-103	7255	
	113.8	BIG SANDY ⊗ SSW ⊕	TP-113	7277	
	124.2	FADA	TP-124	7507	
	130.0	HOARD	TP-130	4967	
	136.1	MINEOLA	TP-138	15050	
	142.2	SILVER LAKE	TP-143	4730	
	150.0	GRAND SALINE	TP-149	7512	
	158.8	EDGEWOOD	TP-160	7559	
	167.4	WILLS POINT	TP-167	7728	
	175.9	ELMO	TP-176	7454	
	181.9	TERRELL	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 ⊕			
s1 42	214.8	DALLAS ⊕	TP-215		s4 43
	214.8	TERMINAL JCT. ⊕	TP-216		
	216.1	BROWDER	TP-218	4334	
	219.9	CHALK	TP-220		
	229.0	BOP	TP-230	Yd.	
	235.1	BOWEN	TP-235		
	241.1	POLY	TP-241		
2 35 PM	245.4	TOWER 55 ⊕	TP-245		3 43 PM
	247.4	RIVER ⊕	TP-247		
	251.1	CENTENNIAL YD.	TP-250		

DALLAS SUBDIV.

Maximum Speed (Except as below)	Pgr.	Frt.	Maximum Speed	Pgr.	Frt.
Between Mile Posts	75	60	Forest Ave. — Eastward		
0.0 and 1.0	20	20	Absolute Sig. Tower 19	10	10
1.0 and 2.9	50	50	Eastward Absolute Sig.		
11.1 and 13.1	70	—	Tower 19 — Terminal Jct.	20	20
15.4 and 18.4	70	—	Through curve Terminal Jct.		
20.7 and 21.8	70	—	(both Main tracks)	10	10
23.7 and 23.9	20	20†	216.7 and 216.8	60	50
30.8 and 31.4	55	50	217.8 and 220.2	60	50†
36.3 and 38.0	50	50	224.4 and 225.8	50	50
42.2 and 42.7	70	—	225.8 and 226.7	30	30
45.0 and 45.6	60	—	226.7 and 228.9	50	50
46.7 and 47.7	70	—	228.9 and 235.4	40	40
48.7 and 49.0	70	—	235.4 and 236.4	70	—
50.2 and 50.4	50	50	236.4 and 237.0	50	50
50.4 and 51.2	30	30	237.0 and 238.8	70	—
51.2 and 51.3	25	25	238.8 and 239.2	55	40
51.3 and 51.5	30	30	239.2 and Tower 55	40	40
51.5 and 54.0	65	—	Tower 55 — River	20	20
56.2 and 56.8	65	—	Through Interlocking Tower		
59.0 and 65.4	65	—	55	15	15
65.4 and 67.2	30	30	On Wye tracks Tower 55	10	10
67.2 and 68.9	65	—	In siding Marshall:		
80.2 and 80.6	65	—	MP 66.5 — MP 66.7	15	15
80.6 and 81.5	60	—	Does not apply to trains		
81.5 and 85.0	65	—	entering or leaving		
86.3 and 89.7	60†	—	Shreveport Subdiv. at		
89.7 and 95.0	40	40†	Marshall Jct.		
100.7 and 104.9	40	40†	Inside tracks auto convo-		
112.9 ⊕	25	25	TOFC Mesquite	10	10
112.9 and 113.3	65	—	Through sidings and		
126.5 and 126.8	70	—	turnouts		
131.5 and 132.2	65	—	East Yard Ft. Worth	15	15
136.0 and 136.4	50	45†	Do not exceed 55 MPH if freight train aver-		
139.9 and 141.2	70	—	ages over 90 gross tons per car — 50 MPH if		
148.2 and 148.9	60	—	train averages over 110 gross tons per car.		
148.9 and 149.6	40	40	Business		Sta.
156.0 and 157.0	60	45	Trucks	MP	No.
159.5 and 159.7	60	50†	South Texarkana	11.4	TP11
166.3 and 167.1	50	50†	Pirkey	76.1	TP76
182.2 and 183.3	40	40	Trinity	84.6	TP85
183.9 and 184.6	60	—	Pumps	87.0	TP87
192.2 and 193.0	70	—	Hawkins	118.6	TP119
193.2 and 194.3	45	40	Debbie	128.9	TP129
194.3 and 196.4	65	—	Amoco	156.3	TP157
196.4 and 201.3	70	—	Forney	194.0	TP194
201.3 and 203.0	45	45	Mesquite Team	202.0	TP202
203.0 and 205.5	70	—	Skyline	205.6	TP205
205.5 and 208.3	60	50	Eagle Ford	220.0	TP220
Thru curve MP Jct.	10	10	Cloudy	222.0	TP224
SP MP 5.1 — SP MP 2.1	25	25	June Pit	223.2	TP225
SP MP 2.1 — SP MP 1.8	10	10	Mt. Creek	223.8	TP226
SP MP 1.8 — Forest Ave.	25	25	Grand Prairie	226.4	TP227
			Great Southwest	231.2	TP231
			Arlington	232.7	TP233
			Handley	239.2	TP239
			Jamestown	242.9	TP243

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

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

MW Crossover, Mineola located at MP 136-25.

Hand throw crossover located MP 88.3.

Hot Box and Dragging Equipment Detectors: ⊕ MP 29.5, ⊕ MP 54.7, ⊕ MP 80.2, ⊕ MP 108.2, ⊕ MP 162.3, ⊕ MP 190.6 and ⊕ MP 223.0.

Trains originating secure clearance at Longview.

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

Texas Division jurisdiction Centennial Yard to Mineola inclusive.

Arkansas Division jurisdiction Texarkana to Mineola.

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

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

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

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

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

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

20 BAIRD SUBDIV. — TEXAS DIVISION

Maximum Speed: Between Mile Posts (Except as below)	MPH	Radio Communication via Channel One, Call-in One			Station Nos.	Sid- ings Feet
		Mile Post	WEST STATIONS	EAST STATIONS		
251.9 and 304.0	60					
(Except as below)	60					
258.0 and 266.8	50					
277.0 and 282.0	50					
284.8 and 286.1	50					
286.1 and 294.6	55					
294.6 and 295.6	35					
295.6 and 297.4	55					
298.5 and 298.7	50					
304.0 and 364.0	50					
(Except as below)	50					
326.2 and 326.8	45					
329.9 and 337.1	35					
340.5 and 341.3	45					
343.1 and 345.6	35					
350.5 and 352.0	40					
360.3 and 364.0	45					
364.0 and 417.0	60					
(Except as below)	50					
372.2 and 372.4	50					
378.6 and 378.9	50					
383.2 and 388.6	40					
392.0 and 393.5	30†					
393.5 and 405.3	50					
405.3 and 406.1	45					
406.1 and 409.2	30					
413.0 and 414.6	40					
417.0 and 513.4	50					
(Except as below)	50					
438.0 and 438.5	40					
446.9 and 448.4	35					
509.0 and 510.0	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.						
Business Tracks	MP	Sta. No.				
Bomber	252	TP-252				
Benbrook	254	TP-255				
Aledo	263	TP-264				
Bennett	294	TP-294				
Santo	307	TP-308				
Gordon	318	TP-319				
Johnson Mines	324	TP-324				
Putnam	373	TP-374				
Baird	386	TP-386				
Bandag	401	TP-401				
Air Base Spur	413	TP-413				
Pyramid	445	TP-445				
Colorado City	475	TP-476				
Reef Field	504	TP-504				
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						
⊙ATSF⊙ 16.7						
Tuscola 17.2 TJ-17						
Bradshaw 27.4 TJ-28						
Winters 38.2 TJ-38						
Hot Box and Drugging 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 — TEXAS DIV.

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

TIMETABLE NO. 5

TOYAH SUBDIV. — TEXAS DIVISION

Mile Post	Radio Communication via Channel One, Call-in One		Station Nos.	Sid-ings Feet	Maximum Speed (Except as below) Between Mile Posts	MPH
	WEST STATIONS	EAST STATIONS				
513.4	BIG SPRING ⊙		TP-513	Yd.	513.4 and 517.0	40
	10.5				551.6 and 556.5	25†
523.9	MORITA		TP-524	7560	587.1 and 587.6	55
	9.5				692.7 and 696.6	50
533.3	STANTON		TP-534	7492	735.3 and 735.6	50
	15.3				741.3 and 744.0	45
549.2	CHUB		TP-549	6856	Through turnout to SP Sierra Blanca	25
	4.2				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.	
553.3	MIDLAND	⊙-1	TP-553			
	5.8					
559.0	BOUNCE		TP-559	4335		
	4.9					
563.8	PEGASUS		TP-564	8312		
	4.9					
568.7	SOLO		TP-569	4186	Business Tracks	MP Sta. No.
	1.6				Tex-Harvey	541.8 TP-541
570.3	ODESSA	⊙	TP-570	Yd.	Ind. Foundation	557.6 TP-558
	8.6				Warfield	562.7 TP-563
578.9	ARCADE		TP-579	7862	Texas Elec.	613.6 TP-614
	5.1				Monsanto	617.5 TP-618
584.1	DOURO		TP-584	4303	Pyote	624.2 TP-624
	9.6				Barstow	640.0 TP-640
593.7	METZ		TP-594	7899	Westex	729.0 TP-729
	15.7				Crusher	744.2 TP-744
609.4	MONAHANS	T ⊙-1	TP-609	7465	25 MPH turnouts at west end siding Arcade, Pegasus and Boracho and east end of sidings Morita, Stanton, Monahans and Metz.	
	6.2				Trains secure clearance Toyah.	
615.6	WICKETT		TP-615	5451	Hot Box and Drugging Equipment Detectors: ⊙MP 544.0, ⊙MP 582.0, ⊙MP 613.6, ⊙MP 644.5 and ⊙MP 706.3.	
	31.0				Engines must not use No. 3 or Eng. Spur at Crusher, Allamore. Operation via SP Sierra Blanca to El Paso.	
646.6	PECOS	⊙	TP-647	4584	Sierra Blanca — Time applies at SP connection.	
	19.5					
666.1	TOYAH	⊙-1	TP-666	11467		
	10.6					
676.7	GOZAR		TP-676	4216		
	9.6					
686.3	SAN MARTINE		TP-687	4203		
	4.9					
691.2	LEVINSON		TP-691	4130		
	7.6					
698.8	KENT		TP-698	4348		
	10.0					
708.8	BORACHO	⊙-1	TP-709	8764		
	18.3					
727.1	WILD HORSE		TP-727	4216		
	7.9					
735.0	VAN HORN	⊙	TP-735	3584		
	11.5					
746.5	ALLAMORE		TP-746	4220		
	7.4					
753.9	EAGLE FLAT		TP-754	4232		
	9.7					
763.6	ARISPE		TP-764	4129		
	4.9					
768.5	SIERRA BLANCA	⊙-1	TP-768			
	88.4 MILES VIA SP					
858.4	EL PASO	T ⊙	TP-860	Yd.		
	343.5					

STATIONS BETWEEN SIERRA BLANCA AND EL PASO

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

T-NM BRANCH — TEXAS DIVISION

Mile Post	Radio Communication Via SOUTH Channel One, NORTH Call-in One		Station Nos.	Rule 99 (4) in effect.	Maximum Speed (Except as below) Between Mile Posts	MPH
	WEST STATIONS	EAST STATIONS				
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				10	
42.3	JAL		TM-42	Business Tracks	MP Sta. No.	
	18.7			Combest	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	T ⊙-1	TM-000	Climax	80.1 TM-80	
				Southern Union Oil	100.0 TM-100	
				Lea County Oil	101.0 TM-101	

TIMETABLE NO. 5

22 FT. WORTH SUBDIV. — TEXAS DIVISION

Mile Post	SOUTH ▼	Radio communication via Channel Two, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MP 0.0 — MP 165.8 (Except as below) Between Mile Posts	MPH
		STATIONS	NORTH ▲				
		CENTENNIAL YD.	T ⊕	TP-250	Yd.		
		5.7					
		TOWER 55	T ⊕	TP-245			
		85.0 MILES VIA MKT					
165.8		WACO JCT.		BV-181			
		2.1					
163.7		WACO	⊕	BV-178	8548		
155.0		HARRISON	⊕-2	BV-155	8562		
137.0		MARLIN	⊕	BV-139	7552		
116.5		SALTER	⊕	BV-117	8260		
110.1		SARGE	⊕	BV-110	4616		
100.6		VALLEY JCT.	⊕ ⊗ A ⊕	AX-175	7766		
		3.6	T ⊕-2				
97.3		⊗ SP ⊗					
92.0		MUMFORD	⊕	BV-92	8206		
78.1		BRYAN	⊕	BV-78	3208		
77.8		⊗ SP ⊗					
75.5		BRYAN JCT.		BV-75			
		26.9 MILES VIA SP					
48.6		NAVA JCT.		BV-49			
		0.1					
48.5		NAVASOTA		BV-49	3351		
45.0		JERRY	⊕	BV-44	10500		
36.5		STONEHAM	⊕-2	BV-37	4603		
26.1		GAZZOLI	⊕	BV-26	7450		
22.1		MAGNOLIA	⊕	BV-22	4742		
11.2		HUFSMITH	⊕	BV-11	9201		
0.0		SPRING JCT.		A-209			
		254.5					

Hot Box and Drugging Equipment Detectors: ⊕ MP 19.3, ⊕ MP 85.4, ⊕ MP 107.8, ⊕ MP 132.7 and ⊕ MP 159.0.
Southward trains secure UP and MKT clearance prior to passing Tower 55.

All dual control switches are 30 MPH turnouts.
Operation on Dallas Subdiv. between Tower 55 and Centennial Yard.

STATIONS BETWEEN CENTENNIAL YARD AND TAYLOR

Station	MKT MP	Sta. No.	Sidings Feet
TOWER 55	757.1		
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
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

TRINITY SUBDIV. — GULF DIVISION

Mile Post	SOUTH ▼	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts	MPH
		STATIONS	NORTH ▲				
0.0		PALESTINE	⊕-IT	AX-81	Yd.		
0.0		1.0					
0.0		WEST JCT.		A-81			
		1.6					
1.6		SOUTH JCT.		A-83			
		10.6					
12.2		ELKHART	⊕	A-94	7512		
		25.3					
37.5		CROCKETT	⊕-1	A-119	9961		
		27.3					
64.8		TRINITY	⊕-1	A-146	9755		
		19.2					
84.0		PHELPS	⊕-1 T	A-165	7977		
		11.7					
95.7		NEW WAVERLY		A-177	4777		
		16.0					
111.7		CONROE	⊕ ATSF ⊕	A-193	7765		
		16.0					
127.7		SPRING JCT.	T	A-208			
		0.6					
128.3		LLOYD YD.	⊕-1 X	A-210	Yd.		
		3.5					
131.5		WESTFIELD	X	A-213			
		5.7					
137.2		ALDINE	X	A-219			
		4.8					
142.0		McGOWEN	X	A-223			
		3.8					
145.8		BELT JCT.	⊕ HBT ⊕	A-227			
		0.9					
146.6		⊗ SP ⊗					
		0.8					
147.5		GULF COAST JCT.					
		2.7					
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.

All radio communications concerning terminal operations at Palestine must be handled on Channel #2.
Operation between MP 144.0 and Settegast yard via HB&T Ry. Be governed by HB&T timetable and Special Instructions.
All radio communications in connection with HB&T operation are to be handled exclusively on Channel 2.
All dual control switches are 30 MPH turnouts except south switch Lloyd Yard, east and west lead switches north end Lloyd Yard.

BAYTOWN BRANCH — GULF DIVISION

Mile Post	WEST ▼	Radio Communication via Channel One, Call-in Two		Station Nos.	Yard Limits Entire Branch (Except as below) Between Mile Posts	MPH	
		STATIONS	EAST ▲				
35.0		CEDAR BAYOU	⊕	BG-35	7.5 and 9.0	10	
		1.6			11.0 and 11.6	10	
33.4		BAYTOWN	⊕	BG-33	14.7 and 14.9	10	
		2.7			Jacinto Port Lead	10	
30.7		⊗ E.O. CO. ⊗			to end of track	20	
		2.2			Arco Industrial lead	10	
28.5		DURHAM YARD	T	BG-28	US Steel Industrial lead	10	
		1.5			22.6 and 23.3	10	
27.0		COADY YARD	⊕	BG-27	25.0 and 35.0	10	
		4.5					
22.5		HIGHLANDS		BG-22			
		4.5					
18.0		COLE		BG-18			
		2.0					
16.0		SMITH		BG-16			
		6.5					
9.5		MARKET ST.	⊕ T	BG-9			
		5.7					
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.

SOUTH		Radio Communication via Channel Two, Call-in Two Between Taylor and Sosan Channel One, Call-in One	STATIONS	Station Nos.	Sidings Feet	NORTH	
First Class	21 Pgr.					First Class	22 Pgr.
Mon. Wed. Sat.	Mile Post					Sun. Tues. Fri.	
	0.0		PALESTINE T	AX-81	Yd.		
	1.0		WEST JCT.	AX-81			
	8.5		TUCKER 7.5	AX-90	3686		
	18.0		OAKWOOD 9.5	AX-99	7609		
	34.7		BUFFALO 16.7	AX-116	3546		
	43.8		JEWETT 9.1	AX-125	4237		
	54.8		MARQUEZ 11.0	AX-136	9141		
	70.4		EASTERLY 15.6	AX-152	3919		
	77.1		FRANKLIN 6.7	AX-158	9819		
	89.6		HEARNE ⊗ SP ⊗ 12.5	AX-171	6199		
	93.4		VALLEY JCT. ⊗ UP ⊗ 3.8	AX-175	Yd.		
	99.6		GAUSE 6.2	AX-181	8170		
	110.0		MILANO ⊗ ATSF ⊗ 10.4	AX-191	7744		
	123.4		MARJORIE 13.4	AX-205	8194		
	138.4		THRALL 15.0	AX-220	8482		
	144.4		⊗ MKT ⊗ 6.0				AM
	144.8		TAYLOR 0.4	AX-226	Yd.	s11 15	
	150.8		HESTES 6.0	AX-232	7450		
	161.6		ROUND ROCK 10.8	AX-243	7115		
	166.0		McNEIL ⊗ A&NW ⊗ 4.4	AX-247	4931		
	173.8		SNEED 7.8	AX-253	8516		
	179.1		AUSTIN 5.3	AX-262	2893	s10 25	
	187.3		BERGSTROM 8.2	AX-268	7370		
	201.0		KYLE 13.7	AX-282	7391		
	208.7		CENTEX 7.7	AX-288	8105		
	208.8		MKT JCT. 0.1	AX-290			
	209.7		SAN MARCOS 0.9	AX-291		s9 31	
	221.5		GOODWIN 11.8	AX-302	9921		
	227.4		⊗ MKT ⊗ 5.9				
	234.5		CORBYN 7.1	AX-316	7627		
	235.9		CRAIG JCT. 1.4				
	241.0		BRACKEN 5.1	AX-322	8248		
	251.5		NORTH LOOP 10.5	AX-333	7596		
	254.0		ADAMS 2.5	AX-335	4051		
	259.1		SAN ANTONIO 5.1	AX-340			
	259.8		APACHE JCT. ⊗ SP ⊗ 0.7	AX-341		8 15	
	260.4		⊗ SP ⊗ 0.6				AM
	264.3		SOSAN 3.9	AX-345			
			264.3				

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

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

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

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

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

TIMETABLE NO. 5

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

Trains arriving Palestine call yard office from Tucker.

Trains arriving Sosan call yardmaster from North Loop MP 251.5.

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

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

Maximum Speed	MPH	Maximum Speed	MPH
MP 0.0—MP 93.9		179.6 and 179.8	15
(Except as below)		179.8 and 186.1	35
Between Mile Posts	50	192.0 and 195.0	60
0.0 and 1.5	20	201.6 and 203.2	65
1.5 and 2.0	30†	205.3 and 207.6	55
2.0 and 3.0	30	207.6 and 211.1	50
3.0 and 4.0	30	219.9 and 220.0	30
4.0 and 5.0	30	223.0 and 230.0	60
5.0 and 6.0	30	230.0 and 232.0	30
6.0 and 7.0	30	232.0 and 235.6	60
7.0 and 8.0	30	240.3 and 240.7	60
8.0 and 9.0	30	242.8 and 244.3	60
9.0 and 10.0	30	247.4 and 248.3	60
10.0 and 11.0	30	248.6 and 256.1	45
11.0 and 12.0	30	256.1 and 257.4	40
12.0 and 13.0	30	257.4 and 258.5	30
13.0 and 14.0	30	258.5 and 260.0	20
14.0 and 15.0	30	260.0 and 260.9	30
15.0 and 16.0	30	260.9 and 264.7	35
16.0 and 17.0	30		
17.0 and 18.0	30		
18.0 and 19.0	30		
19.0 and 20.0	30		
20.0 and 21.0	30		
21.0 and 22.0	30		
22.0 and 23.0	30		
23.0 and 24.0	30		
24.0 and 25.0	30		
25.0 and 26.0	30		
26.0 and 27.0	30		
27.0 and 28.0	30		
28.0 and 29.0	30		
29.0 and 30.0	30		
30.0 and 31.0	30		
31.0 and 32.0	30		
32.0 and 33.0	30		
33.0 and 34.0	30		
34.0 and 35.0	30		
35.0 and 36.0	30		
36.0 and 37.0	30		
37.0 and 38.0	30		
38.0 and 39.0	30		
39.0 and 40.0	30		
40.0 and 41.0	30		
41.0 and 42.0	30		
42.0 and 43.0	30		
43.0 and 44.0	30		
44.0 and 45.0	30		
45.0 and 46.0	30		
46.0 and 47.0	30		
47.0 and 48.0	30		
48.0 and 49.0	30		
49.0 and 50.0	30		
50.0 and 51.0	30		
51.0 and 52.0	30		
52.0 and 53.0	30		
53.0 and 54.0	30		
54.0 and 55.0	30		
55.0 and 56.0	30		
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62.0 and 63.0	30		
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67.0 and 68.0	30		
68.0 and 69.0	30		
69.0 and 70.0	30		
70.0 and 71.0	30		
71.0 and 72.0	30		
72.0 and 73.0	30		
73.0 and 74.0	30		
74.0 and 75.0	30		
75.0 and 76.0	30		
76.0 and 77.0	30		
77.0 and 78.0	30		
78.0 and 79.0	30		
79.0 and 80.0	30		
80.0 and 81.0	30		
81.0 and 82.0	30		
82.0 and 83.0	30		
83.0 and 84.0	30		
84.0 and 85.0	30		
85.0 and 86.0	30		
86.0 and 87.0	30		
87.0 and 88.0	30		
88.0 and 89.0	30		
89.0 and 90.0	30		
90.0 and 91.0	30		
91.0 and 92.0	30		
92.0 and 93.0	30		
93.0 and 94.0	30		
94.0 and 95.0	30		
95.0 and 96.0	30		
96.0 and 97.0	30		
97.0 and 98.0	30		
98.0 and 99.0	30		
99.0 and 100.0	30		

Maximum Speed	MPH	Maximum Speed	MPH
MP 0.0—MP 93.9		179.6 and 179.8	15
(Except as below)		179.8 and 186.1	35
Between Mile Posts	50	192.0 and 195.0	60
0.0 and 1.5	20	201.6 and 203.2	65
1.5 and 2.0	30†	205.3 and 207.6	55
2.0 and 3.0	30	207.6 and 211.1	50
3.0 and 4.0	30	219.9 and 220.0	30
4.0 and 5.0	30	223.0 and 230.0	60
5.0 and 6.0	30	230.0 and 232.0	30
6.0 and 7.0	30	232.0 and 235.6	60
7.0 and 8.0	30	240.3 and 240.7	60
8.0 and 9.0	30	242.8 and 244.3	60
9.0 and 10.0	30	247.4 and 248.3	60
10.0 and 11.0	30	248.6 and 256.1	45
11.0 and 12.0	30	256.1 and 257.4	40
12.0 and 13.0	30	257.4 and 258.5	30
13.0 and 14.0	30	258.5 and 260.0	20
14.0 and 15.0	30	260.0 and 260.9	30
15.0 and 16.0	30	260.9 and 264.7	35
16.0 and 17.0	30		
17.0 and 18.0	30		
18.0 and 19.0	30		
19.0 and 20.0	30		
20.0 and 21.0	30		
21.0 and 22.0	30		
22.0 and 23.0	30		
23.0 and 24.0	30		
24.0 and 25.0	30		
25.0 and 26.0	30		
26.0 and 27.0	30		
27.0 and 28.0	30		
28.0 and 29.0	30		
29.0 and 30.0	30		
30.0 and 31.0	30		
31.0 and 32.0	30		
32.0 and 33.0	30		
33.0 and 34.0	30		
34.0 and 35.0	30		
35.0 and 36.0	30		
36.0 and 37.0	30		
37.0 and 38.0	30		
38.0 and 39.0	30		
39.0 and 40.0	30		
40.0 and 41.0	30		
41.0 and 42.0	30		
42.0 and 43.0	30		
43.0 and 44.0	30		
44.0 and 45.0	30		
45.0 and 46.0	30		
46.0 and 47.0	30		
47.0 and 48.0	30		
48.0 and 49.0	30		
49.0 and 50.0	30		
50.0 and 51.0	30		
51.0 and 52.0	30		
52.0 and 53.0	30		
53.0 and 54.0	30		
54.0 and 55.0	30		
55.0 and 56.0	30		
56.0 and 57.0	30		
57.0 and 58.0	30		
58.0 and 59.0	30		
59.0 and 60.0	30		
60.0 and 61.0	30		
61.0 and 62.0	30		
62.0 and 63.0	30		
63.0 and 64.0	30		
64.0 and 65.0	30		
65.0 and 66.0	30		
66.0 and 67.0	30		
67.0 and 68.0	30		
68.0 and 69.0	30		
69.0 and 70.0	30		
70.0 and 71.0	30		
71.0 and 72.0	30		
72.0 and 73.0	30		
73.0 and 74.0	30		
74.0 and 75.0	30		
75.0 and 76.0	30		
76.0 and 77.0	30		
77.0 and 78.0	30		
78.0 and 79.0	30		
79.0 and 80.0	30		
80.0 and 81.0	30		
81.0 and 82.0	30		
82.0 and 83.0	30		
83.0 and 84.0	30		

Maximum Speed	MPH
T & NO Jct. — Alvin	55
(Except as below)	20
T & NO Jct. — MP 18	20
MP 18 — MP 14	45
Between Alvin and Algoa	50
(Except as below)	25
Wye Tracks Alvin and Algoa	15
Algoa	20
East leg wye Alvin	25
Between T & NO Jct. and Algoa	35
trains exceeding 90 tons per car or exceeding 7000 tons total must not exceed 45 MPH.	30
Algoa — MP 204.3	50
(Except as below)	25
Between Mile Posts	20
343.3 and 342.9	20
320.3 and 318.6	25
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
Over Bridge 147.4	25
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	35
48.0 and 45.4	40
42.2 and 41.4	40
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. No.
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
Cranell	173.6 B-174
Calallen	148.1 B-148
Corpus Christi Filtration Plant	147.3 B-147
Lon Hill	146.7 B-147
Nueces	138.7 B-138
Driscoll	132.1 B-132
Chemel	122.8 B-123
Ricardo	112.0 B-112
Riviera	103.1 B-103
Turcotte	82.8 B-83
Yturria	52.4 B-52
Llyford	41.4 B-41
Sebastian	36.9 B-37
Russelltown	14.1 B-14
Yard Limits:	
MP 0.5 to MP 3.0	
MP 23.5 to MP 28.2	
MP 116.0 to MP 120.0	
MP 153.0 to MP 154.8	
All siding switches Algoa to Inari inclusive are 30 MPH turnouts.	
Monsanto Ind. Lead — MP 335.6	
5.6 miles	
Maximum Speed	MPH
(Except as below)	15
MP 3 — MP 5	10
Freeport Branch:	
Between Angleton and Freeport	
15.4 miles. Industrial lead entire branch.	
Maximum Speed	MPH
(Except as below)	30
MP 10.3 to Bridge 15.6	10
Bridge 15.6 to end of track	5
Nalco lead	5
Oyster Creek lead	5
Shintech lead	5
Business	Sta. No.
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.	Siding Feet
	SOUTH STATIONS	NORTH STATIONS		
377.0	SETTEGAST YD. T ⊕		B-379	Yd.
368.1		8.9		
20.3	NEW SOUTH YD.		B-368	Yd.
19.4		0.9		
	T & NO JCT. ⊕ SP ⊕	5.4	B-367	Yd.
14.0	MYKAWA		B-362	n7690 s9350
10.0		4.0		
4.1	PEARLAND	9.4	B-358	5400
		5.9		
0.0	HASTINGS	4.1	B-352	12800
28.6	ALVIN ⊕-2 T		B-348	Yd.
24.4		1.6		
27.0	27 CROSSOVER		B-347	
24.4		2.6		
343.2	ALGOA		B-343	
		0.4		
342.8	BROWNIE T †		B-342	9636
333.4	LIVERPOOL †		B-333	7552
320.0	ANGLETON ⊕-2 T		B-321	Yd.
308.2	BRAZORIA †		B-308	7690
305.5	S. BERNARD RIV. ⊕ ⊕		B-306	
300.8	SWEENEY ⊕-2		B-301	5095
291.7	ALLENHURST †		B-292	7800
284.1	⊕ ATSF ⊕			
283.8	BAY CITY ⊕-2 T		B-284	5121
275.2	BUCKEYE T †		B-275	7800
264.7	BLESSING †		B-265	7800
246.9	LAWARD †		B-250	7800
244.9	LOLITA (PCN Conn.)		B-245	
240.1	VANDERBILT ⊕-2		B-240	7051
229.5	KEERAN		B-230	5547
224.3	PLACEDO ⊕ SP ⊕		B-224	
219.3	BLOOMINGTON ⊕-2		B-219	Yd.
216.0	BARGE CANAL ⊕ ⊕			
205.7	INARI †		B-205	7521
193.4	GRETA		B-193	7252
180.0	WOODSBORO		B-180	6392
162.0	SINTON JCT. ⊕ SP ⊕		B-162	2224
161.0	SINTON		B-162	10864
154.5	ODEM ⊕ UP ⊕ ⊕-2 T		B-155	Yd.
141.4	ROBSTOWN ⊕ TM ⊕		B-141	5773
124.9	BISHOP		B-125	
118.4	KINGSVILLE ⊕-2 ⊕		B-119	Yd.
97.6	SARITA		B-98	4249
77.0	ARMSTRONG ⊕-2		B-77	7506
67.6	NORIAS ⊕-2		B-68	4098
46.4	RAYMONDVILLE ⊕-2		B-46	5228
26.8	⊕ SP ⊕			
25.6	HARLINGEN ⊕ T ⊕-2		B-25	Yd.
19.0	SAN BENITO		B-19	
0.7	BROWNSVILLE ⊕ ⊕		B-0	Yd.
	377.0			

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.

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

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 MPH

(Except as below) 15

MP 0.0 — MP 0.5 5

MP 0.5 — MP 2.2 10

⊕SP ⊕MP 1.2

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

Hidalgo Branch: Mission to Hidalgo

8.0 miles. Yard Limits entire branch.

Maximum Speed 15 MPH

Business Tracks

Hidalgo Team 7.9 BYO48

McAllen Trade Zone 8.0 BYO48

Seadrift Branch:

Between Bloomington and Long Mott 14.0 miles. Yard Limits entire branch.

Maximum Speed	MPH
MP 0.0 — MP 13.0	20
MP 13.0 — MP 14.0	10

Business Tracks

MP No.	Sta. No.
Heyser 5.0	BK-05
Green Lake 10.3	BK-10
North Seadrift 12.5	BK-12
Long Mott 14.0	BK-14

Rio Hondo Branch:

San Benito to Rio Hondo 9.0 miles. Yard Limits entire branch.

Max. speed is 10 MPH except 5 MPH over Highway 77, San Benito.

Business Tracks	MP No.	Sta. No.
Fresnal 6.6	BS-6	
Rio Hondo 9.0	BS-9	
⊕SP ⊕ 5.5		

Mission Branch:

Harlingen to Mission 42.0 miles. Industrial lead entire branch.

Max. Speed 25 MPH except 15 MPH MP 32.3 to MP 36.8.

⊕SP ⊕ MP 34.5

Business Tracks	MP No.	Sta. No.
Kipfer 1.9	BR-2	
LaFeria 8.3	BR-8	
Mercedes 13.9	BR-14	
Weslaco 18.8	BR-19	
Donna 22.8	BR-23	
Val Verde 24.8	BR-25	
Alamo 26.9	BR-27	
San Juan 29.3	BR-29	
Pharr 31.0	BR-31	
Hauser 32.5	BR-32	
McColl 33.0	BR-33	
McAllen 34.2	BR-34	
Sharyland 36.9	BR-37	
Mission 40.0	BR-40	

SUGARLAND BRANCH — GULF DIVISION

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

Yard Limits Entire Branch. Maximum Speed 20 MPH

Business Tracks	MP No.	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

Mile Post	Radio Communication via Channel One, Call-In One		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	SOUTH	NORTH			
264.3	SOSAN	⊕ T ⊕	AX345	Yd.	49
265.7	HEAFER JCT.				40†
278.5	GESSNER		AX360	8300	40†
318.0	MELON		AX399	7450	30†
339.5	GARDENDALE	⊕-1 T	AX422	7575	40
345.8	COTULLA		AX427	4616	
367.6	ATLEE		AX449	3191	
371.0	FINLEY		AX451	8300	
412.0	⊗ TM ⊗				
412.2	LAREDO	T ⊕ ⊕	AX494	Yd.	
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 265.75; MP 405.6 to end of track Laredo.

CORPUS CHRISTI SUBDIV. — GULF DIV.

Mile Post	Radio Communication via Channel Two Call-In Two between Sosan and Odem, Channel One Call-In Two between Odem and Corpus Christi		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	SOUTH	NORTH			
3.1	SOSAN	T ⊕ ⊕	AX345	Yd.	49
20.3	LEHR		CC20	2570	10
34.3	PLEASANTON	⊕-2	CC34	8307	20†
55.2	CAMPBELLTON		CC55	7898	20†
75.8	FLOOD GATE	⊕			30†
77.3	THREE RIVERS	⊕-2	CC77	2110	10
77.8	FLOOD GATE				
88.1	GEORGE WEST		CC88	7850	
113.0	MATHIS	⊕-2	CC113		
124.7	HUBERT		CC124	3176	
132.2	ODEM	⊕ UP G	B-155	Yd.	
141.2	VIOLA		CC141		
145.6	MP JCT.				
145.9	⊗ CCTA ⊗				
149.0	CORPUS CHRISTI	⊕ T ⊕ ⊕	CC150	Yd.	
145.9					

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

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

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

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

Trains and engines operating between Viola and Corpus Christi be governed by instructions of yardmaster or operator when on duty at Corpus Christi. When not on duty contact train dispatcher.

Mile Post	Radio communication via Channel One		Station Nos.	Sidings Feet	Yard Limits: Benton Jct. to MP 300.1 MP 303.0 to MP 309.6
	SOUTH	NORTH			
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 Sta. No.
316.4	MARION	⊗ COE ⊗	ZC-317	2700	Trucks MP No.
324.0	NEILSON JCT.	⊕	ZC-324		Johnston City 310.7 ZC-311
329.3	GOREVILLE	⊕-1	ZC-329	2655	Freeman #4 313.3 ZC-313
339.7	VIENNA JCT.		ZC-340		Hudgens 321.8 ZC-322
351.5	KARNAK	⊗ NS ⊗	ZK-352	6840	Cypress 345.3 ZC-345
363.3	JOPPA	T	ZK-363	Yd.	Chasco 348.5 ZK-348
65.1					

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

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

PANA SUBDIV. — ILLINOIS DIVISION

Mile Post	Radio communication via Channel One, call-in Two		Station Nos.	Sidings Feet
	SOUTH	NORTH		
185.5	FINDLAY JCT.	⊕	ZB-186	
205.1	PANA	⊕	ZB-205	8773
213.5	OHLMAN	⊕-2	ZB-213	10340
232.1	HILLSBORO	⊕-2	ZB-232	11961
243.7	WALSH JCT.			
248.1	JOAN	⊕	ZB-243	10203
265.1	GARD	⊕	ZB-260	10782
273.7	VIERLING JCT.			
275.7	LENOX	⊕-2		
290.0	ST. LOUIS	⊕ ⊕	MX-001	
104.8				

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.

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

30 CHICAGO SUBDIV. — ILLINOIS DIVISION

Radio Communication via Channel One Call-in Two. Exception: Yard Center yard engs. via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed Between 81st St. and Gorham (Except as below)	MPH
Mile Post	SOUTH STATIONS NORTH				
9.0	81ST STREET			28.0	30
10.1	Oakdale ⊗ CRL ⊗			49.0 and 51.0	40
16.9	DOLTON JCT ⊗ CSX, IHB ⊗	ZA-17		60.3 and 61.7	20
18.0	1.1 YARD CENTER ⊗	ZA-18	Yd.	153.4 and 153.5	55
20.1	2.1 THORNTON JCT. ⊗ GTW ⊗ ⊗	ZA-20		146.9	30
25.7	5.6 TWELFTH ST.			164.8 and 165.0	30
27.0	1.3 JAY ⊗ EJ&E ⊗	ZA-26		175.7 and 176.6	30
27.8	0.8 CHICAGO HEIGHTS	ZA-27	Yd.	193.9 and 194.6	20
49.7	21.9 PENCE ⊗ CR ⊗	ZA-49		195.0 and 195.4	35
49.9	0.2 MOMENCE	ZA-50		202.7 and 203.5	50
60.1	10.2 ST. ANNE ⊗ KBS ⊗	ZA-60		218.4 and 219.1	20
73.6	13.5 BEN			224.5 and 224.7	30
77.5	3.9 WATSEKA ⊗ ATSF ⊗	ZA-77		252.0 and 254.2	30
82.6	5.1 WOODLAND JCT	ZA-83		264.9 and 266.7	55
94.0	11.4 GOODWINE	ZB-92	10800	270.4 and 270.9	50
108.0	14.0 ELLIS	ZB-108	10474	275.9 and 277.0	30
125.9	17.9 GLOVER ⊗ CR ⊗	ZB-126	8229	298.0 and 299.3	30
135.6	9.7 BLOCK	ZB-136	12458	299.3 and 302.6	55
145.1	9.5 VILLA GROVE	ZB-145	11710	Through sidings	
153.4	8.3 TUSCOLA ⊗ ICG CSX ⊗	ZB-153	9894	Benton and Bush	10
169.1	15.7 CADWELL	ZB-168	10303	314.0 and 318.0	40
176.1	7.0 SULLIVAN ⊗ ICG ⊗	ZB-176		318.0 and 323.0	50
185.2	9.1 FINDLAY	ZB-185	11988	323.0 and 336.0	40
185.5	0.3 FINDLAY JCT	ZB-186		338.0 and Chester Subdiv. Conn.	20
199.8	14.3 CLARKSBURG	ZC-200	10481	North leg wye Gorham	10
204.5	4.7 MODE ⊗ NS ⊗	ZC-205		Yard Limits between MP 9.0 and MP 32.6.	
218.9	14.4 ALTAMONT	ZC-219	9622		
220.9	2.0 EAST ST. ELMO				
	3.4 MILES VIA CR				
224.3	WEST ST. ELMO				
235.7	11.4 ST. PETER	ZC-236	10284		
242.4	6.7 KINMUNDY ⊗ ICG ⊗	ZC-242			
252.1	9.7 SALEM	ZC-252	14761		
254.1	2.0 ⊗ CSX ⊗				
263.3	9.2 KELL	ZC-263	9718		
274.9	11.6 MT. VERNON ⊗ NS, CSX ⊗	ZC-276	7180		
287.2	12.3 INA	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	CD-24	7432		
335.5	20.6 GRIMSBY	CD-3	5729		
339.0	3.2 GORHAM	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.

CHICAGO SUBDIV. — ILLINOIS DIVISION 31

Southward trains originating Chicago area secure clearance Yard Center.

Northward CSX trains secure UP clearance at Danville.

Chicago Subdiv. trains secure clearance Villa Grove and Salem.

Trains to and from Pinckneyville Subdiv. secure clearance at Mt. Vernon.

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

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 201.8, ⊗ MP 219.5, ⊗ MP 237.6, ⊗ MP 267.1, ⊗ MP 293.5 and ⊗ MP 321.0.

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

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

Operation via Conrail between MP 220.9 and MP 224.3. Radio transmission established with CR train dispatcher by pushing radio transmit button four times.

32 CHESTER SUBDIV. — ILLINOIS DIVISION

Radio communication via Channel One, call-in One.		Station Nos.	Sidings Feet	Maximum Speed (Except as Below) MPH
Mile Post	SOUTH STATIONS NORTH			
0.0	VALLEY JCT. ⊗ TRRA ⊗ . ⊙ ⊙ ⊙ I	C-9		0.0 and Below Valley Jct. Interlocking 10
1.5	AIRPORT			Between Mile Posts 30
1.7	PARKS I	C-10		0.0 and 7.0 30
4.3	NO. DUPO ⊙ I	C-13		Both legs wye Chester and both sidings Ford 10
5.5	WOODS I			65.2 and 65.8 30
6.0	DUPO ⊙ ⊙ - I I	C-15	Yd.	65.8 and 66.0 50
7.5	SOUTH DUPO ⊙			North leg wye Gorham 10
9.4	ICG I			Chicago Subdiv. Conn. Gorham 20
20.6	VAL I	C-29		116.4 and 117.6 50
33.6	FULTS I	C-42		117.6 and 119.3 40
47.7	KIDD I	C-56		119.3 and 119.5 30
49.6	FLINTON I	C-58	Yd.	189.3 and Dexter Jct. Missouri Jct. and 25
52.1	GAGE JCT. I	C-60		191.0 35
55.8	REILY I	C-63		165.4 and 165.6 35
60.8	MENARD JCT. ⊕			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.
62.9	CHESTER ⊕ - I T	C-70	7357	Yd. Limits MP 0.0 to MP 6.3
65.7	FORD	C-73	n6522 s6160	Business Tracks MP Sta. Warnock 15.1 C - 24 Valmeyer ⊙ 22.5 C - 31 Prairie du Rocher ⊙ 41.7 C - 50 Raddle 77.0 C - 86 Powder Plant 98.6 C - 98 Wolf Lake 99.7 C - 107 Ware 104.0 C - 113 McClure 113.0 C - 122 Dudley 182.8 XD-17 Bess 179.7 XD-14 Boeving 170.0 XD-4
70.3	ROCKWOOD JCT.	C-77		SSW southward trains originating Valley Jct. secure clearance.
72.4	CORA	C-80		UP southward trains departing A&S, Valley Jct. or Dupo secure clearance.
73.0	CORA JCT.	C-81		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. 40 MPH turnouts at Howardton Jct. and Halsey Jct.
76.3	RADDLE JCT. ⊕	C-85		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. Trains and engines stop before passing Push Button Box and operate push button to actuate flashing light signal crossing U.S. Highway 60.
81.4	JACOB I	C-90		
84.2	GORHAM ⊕ - I T	C-93	Yd.	
84.8	CHAF I	C-94		
90.5	HOWARDTON JCT.	C-100		
95.0	HALSEY JCT.	C-104		
108.0	POTTS I	C-117		
115.5	NILE I	C-125		
119.7	SIMBCO ⊕ - I I	C-129		
122.7	CAPEDEAU JCT.	C-132		
192.6	ILLMO ⊕	C-133		
191.4	MISSOURI JCT.	C-179		
190.3	DEXTER JCT.	XD-26		
190.1	CHARLESTON JCT.			
190.1	DEXTER ⊕ - I †	XD-24	6406	
178.7	IVES †	XD-13	9205	
172.1	JUNLAND †	XD-6	9863	
165.7	POPLAR BLUFF ⊕ - I T	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 Simco; 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 Simco-Illmo over SI&MB Co. and between Illmo-Missouri Jct.-Dexter Jct. and between Dexter Jct. and Paragould over SSW.

TIMETABLE NO. 5

CHESTER SUBDIV. — ILLINOIS DIVISION 33

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-185	59.5	Bernie
C-138	9.6	Quarry	C-190	64.3	Airscaule
C-149	21.4	Randles	C-191	67.7-57.9	Malden
C-151	23.7	Perkins	C-194	64.4	Campbell
C-154	26.4	Mesler	C-206	69.9	St. Francis
C-156	28.6	Heagy	C-212	75.6	Piggott
C-157	29.7	Bell City	C-215	78.8	Greenway
C-159	32.2	Ardeola	C-222	85.6	Rector
C-162	35.0	Lozeta	C-227	90.7	Jay
C-164	37.0	Avert	C-229	92.9	Marmaduke
C-174	47.1	Paront	C-239	103.0	Blytheville Jct.
C-175	48.8	Mo. Jct.			

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

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

PINCKNEYVILLE SUBDIV. — ILLINOIS DIVISION

Maximum Speed (Except as below) MPH		Radio communication via Channel Two, call-in Two.		Station Nos.	Sidings Feet
Mile Post	SOUTH STATIONS NORTH				
64.0	CHESTER ⊕ T	C-70			
72.0	WELGE	CA-10	4540		
77.3	STEELEVILLE	CA-16	9007		
79.4	PERCY ⊕ ICG ⊕	CA-18			
83.7	NEW WILSON	CA-23	5225		
92.5	PINCKNEYVILLE ⊕ ICG ⊕ ⊕ - 2	CA-31	Yd.		
95.5	SHAKE RAG	CA-34			
102.7	TAMAROA ⊕ ICG ⊕	CA-41			
111.2	SCHELLER	CA-49	Yd.		
111.6	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 121.8 to Mt. Vernon.					

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

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

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

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

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

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

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

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

SIKESTON BRANCH — ILLINOIS DIVISION

Radio Communication via Channel Two.		Station Nos.	Maximum Speed (Approach Highway 61 Crossing, Sikeston, prepared to stop for highway traffic.)
Mile Post	SOUTH STATIONS NORTH		
216.4	END OF TRACK		Business Tracks MP Sta. Miner 214.5 XD-49 Morehouse 205.4 XD-40 Essex 195.6 XD-30 Hunterville 198.7 XD-33
211.4	SIKESTON	XD-46	
211.0	⊕ BN ⊕		
191.3	DEXTER JCT. ⊕ SSW G ⊕ - I	XD-26	
25.1			

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

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

TIMETABLE NO. 5

SOUTH		Radio Communication via Channel Two, call-in One.				NORTH	
First Class						First Class	
21 Pegr.						22 Pegr.	
Sun. Tue. Fri.	Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Mon. Wed. Sat.	
....	0.0	GRATIOT ST. (V) (C)					
....	0.5	POPLAR ST. JCT. (V)					
....	1.1	LESPERANCE ST. (C) (V)		X-3			
PM	6.8	DAVIS JCT. (V)		X-4		AM	
11 30	0.5	ST. LOUIS (C) (C)		MX-1		7 20	
		1.8 Miles Via TRRA					
....	2.3	GRAND AVE. (C)					
....	3.6	IRON MTN. JCT. (V)		X-1			
....	6.8	DAVIS JCT. T		X-8			
12 08	9.5	BARRACKS		X-10		5 50	
....	18.7	WICKES		X-19	4842		
....	26.5	RIVERSIDE (C) -1 T		X-26	4865		
....	42.2	DE SOTO (C) -1 T		X-42	6370		
....	51.0	BLACKWELL		X-51	4311		
....	57.0	CADET (C) -1 ↑		X-57	4630		
....	60.9	MINERAL POINT		X-61	4300		
....	75.3	BISMARCK (C) -1		X-75	4909		
....	91.8	TIP TOP (C) -1		X-92	4180		
....	107.9	ANNAPOLIS		X-108	4474		
....	117.7	GADS HILL (C) -1		X-120	4296		
....	127.3	PIEDMONT		X-127	6570		
....	145.4	WILLIAMSVILLE (C) -1		X-146	4382		
....	164.6	BLACK RIVER JCT.		X-164			
53 15	165.5	POPLAR BLUFF ... (C) -1 T		X-166	Yd.	3 20	
AM		162.3				AM	

Operation between Grand Ave. and Iron Mtn. Jct. 1.5 miles via BN RR. Maximum Speed 20 MPH. 15 MPH through turnout Iron Mtn. Jct. Rule 105 in effect. Movements controlled by operator Gratiot Street.

Between Lesperance St. and Davis Jct.
Maximum Speed (except as below) 20 MPH
Elevated Track Between 8th St., and Rutger St. 10

Yard Limits: Gratiot St. MP 0.0 to Barracks MP 9.5.

The south end of the crossover at Nagel Street is equipped with spring switch. Normal position is lined from northward to southward track. Between Iron Mtn. Jct. and Barracks, single main track, signaled for movement in both directions. Trains or engines must not enter, foul or re-enter after having cleared main track at hand operated switch without obtaining authority of train dispatcher.

All southward extra trains and engines must obtain authority from train dispatcher before passing Davis Jct.

On Municipal Bridge — Maximum speed 10 MPH.

Radio communications St. Louis Terminal via channel 2.

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

Operation on TRRA between St. Louis and Grand Ave.

Maximum Speed (Except as below)	MPH		Business Tracks	MP	Sta. No.
	Pgr.	Frt.			
Thru Grand Ave. Interlocking	60	50	Triangle Spur	10.8	X-11
Thru Turnout Iron Mtn. Jct.	15	15	Bussen Spur	11.6	X-12
Between Iron Mtn. Jct. and Davis St.	15	15	Hilcrest	17.8	X-17
Thru turnouts Davis Jct.	25	25	Sulphur Spring Spur	22.9	X-23
6.8 and 8.0	15	15	Pevely	27.3	X-27
9.5 and 12.7	55	—	Hematite	35.6	X-36
17.4 and 21.3	55	—	Iron Mountain	80.7	X-81
21.3 and 33.0	55	—	Middlebrook	83.1	X-83
35.7 and 36.0	55	—	Arcadia-Ironton	88.6	X-89
41.5 and 42.8	30	30†	Glover	97.8	X-99
42.8 and 45.7	55	—	Chloride	100.1	X-101
52.9 and 54.5	55	—	North Des Arc	111.8	X-112
54.5 and 70.3	45	45	Leeper	133.1	X-133
70.3 and 71.1	45	45	Mill Spring	134.5	X-135
71.1 and 75.3	45	45	Wilby	155.4	X-155
75.3 and 75.5	30	30†	Lumtie Branch: Mineral Point to Lumtie 1.7 miles. Yard Limits entire branch. Max. speed 10 MPH.		
75.5 and 78.1	55	—	Lumtie	62.0	XB-1
97.2	45	45	Bonnie Terre Branch: Bismarck to Bonne Terre 15.8 miles. Yard Limits entire branch. Max. speed 10 MPH.		
100.4 and 126.3	55	50	Bismarck	126.0	X-75
(Except as below)	55	50	Derby Jct.	118.2	MB-36
101.5	45	45	Rivermines	37.6	MC-38
105.7 and 108.7	45	40	Flat River	37.1	MC-37
109.3	45	45	Desloge	35.6	MC-35
125.4 and 126.3	45	40	Dolomite	34.0	MC-34
126.3 and 165.9	55	40	McDowell Spur	32.3	MC-32
(Except as below)	55	40	Bonne Terre	31.1	MC-32
129.6 and 131.0	45	—	Monsanto Ind. lead 2.0 miles, originates at MP 32.0 Bonne Terre Branch (max. speed 5 MPH). Derailed on lead at MP 97.5		
135.1 and 136.7	45	—			
136.7 and 137.4	35	35			
146.4 and 148.9	35	35			
148.9 and 151.0	45	—			
153.2 and 154.2	45	—			
164.5 and 165.4	40	—			

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

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

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

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

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

CARONDELET BRANCH — ILLINOIS DIVISION

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Notes
13.0	KIRK JCT. (C) (V)		MX-12	① Crestwood, MP 13.9 to MP 15.8 Maximum Speed 20 MPH.
13.6	BN			Green and red flashing light indicators located each side highway crossings MP 15.3 and MP 22.4, unless indicator is green stop and member of crew flag highway traffic.
16.6	GRANT		GH-4	Yard limits entire branch.
23.8	BROADWAY JCT. T		GH-11	
	10.8			

PEA RIDGE BRANCH — ILLINOIS DIVISION

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

36 STE. GENEVIEVE BRANCH — ILLINOIS DIVISION

Yard Limits: Riverside-Crystal City		Mile Post	Radio Communication via Channel Two, Call-in One		Station Nos.
Maximum Speed	MPH		SOUTH STATIONS	NORTH STATIONS	
10	10	0.0	RIVERSIDE	⊕ ⊙ T	X-27
		1.9	HERCULANEUM	⊙	MC-2
		4.5	CRYSTAL JCT.		MC-5
		5.2	CRYSTAL CITY	⊙	MC-6
24.0 MILES VIA BN					
		83.0	THOMURE		MB-0
		85.0	STE. GENEVIEVE	T ⊕	MB-2
31.2					
Operation on PPG Co. tracks between Crystal City and Crystal Jct. Max Speed 10 MPH. Crystal City Spur breaks out at Crystal Jct. Max. Speed 10 MPH. Max. gross wt. 220,000 lbs. 3.5 miles.					
Business Tracks		MP	Sta. No.		
McClay Spur		6.2	MC-6		
Ag-Nit Spur		8.0	MC-8		
Moshier Branch: Ste. Genevieve to Derby Jct. 35.2 miles. Yard Limits entire branch.					
Business Tracks		MP	Sta. No.		
Moshier		87.0	MB-5		
MFA		91.5	MB-9		
Ogborn		110.7	MB-27		
Esther		115.2	MB-32		
Derby Jct.		118.2	MB-36		
Trains or engs. must not occupy following public crossings at grade without first providing flag protection for vehicular traffic by a member of the crew on the ground at the crossing: MP 116.4 Route 32; MP 114.3 Route 0; MP 110.8 Route D; MP 101.7 Route 32.					

SPARTA BRANCH — ILLINOIS DIVISION

Maximum Speed (Except as below)		Mile Post	Radio Communication via Channel Two, Call-in Two		Station Nos.	Sidings Feet
Between Mile Posts	MPH		SOUTH STATIONS	NORTH STATIONS		
Chicago Subdiv. Conn. and 30.0	10	0.0	SALEM	⊕	ZC-252	
30.0 and MP 54.5	25	11.1	BRANCH JCT.	⊕	MI-12	
54.5 and 56.2	10	14.0	ICG JCT. ⊗ BN G		MI-15	
56.2 and 77.2	25	32.6	NASHVILLE	⊗ CSX ⊕	MI-34	
77.2 and 80.2	10	48.7	COULTERVILLE	⊗ ICG ⊕ ⊙	MI-49	
Operation on ICG Branch Jct. to ICG Jct.; North Sparta to South Sparta.						
Yard Limits: MP 0.0 to MP 11.1. MP 56.6 to MP 59.0, and MP 80.2 to End of Track at Kellogg.						
Business Tracks		MP	Sta. No.			
Selmaville		3.0	MI-4			
Centralia		13.5	MI-14			
Oil Center		14.5	MI-16			
Hoyleton		23.2	MI-24			
Oakdale		40.9	MI-41			
IP Co.		47.0	MI-47			
Zeigler		51.5	MI-51			
Mine # 11		51.5	MI-51			
Evansville		69.6	MI-70			
2.5 MI. VIA CHESTER SUBDIV.						
		80.2	FLINTON	⊕	MI-80	Yd.
		83.0	KELLOGG	⊕	MI-82	Yd.
83.0						

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

CAPE GIRARDEAU BRANCH — ILLINOIS DIVISION

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

TIMETABLE NO. 5

RIVER SUBDIV. — ILLINOIS DIVISION

37

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (except as below)	MPH PSGR. FRT
	WEST STATIONS	EAST STATIONS				
125.3	JEFFERSON CITY	⊕ ⊙ -2T	MX-125	Yd.	55	50
127.9	RIVER JCT.	⊕	MX-128		40	35
143.8	SANDY HOOK		G-15	9475	40	35
156.7	WOOLDRIDGE	⊕ -1	G-27	8999	45	40
170.8	BOONVILLE		G-41	6744	50	45
178.4	LAMINE		G-50	12853	50	45
186.9	BLACKWATER		G-58	8327	50	45
195.0	NAPTON		G-66	7743	50	45
202.1	MARSHALL	T ⊕ ⊙ -1	G-73	8645	50	45
215.2	MALTA BEND	⊕ -1	G-86	9619	50	45
230.6	HODGE	⊕	G-101	9699	50	45
247.6	MYRICK	⊕ ⊙ -1	G-118	11297	50	45
256.6	RENICK		G-127	7800	50	45
268.6	LAKE CITY		G-139	9451	50	45
276.2	ETON JCT.	⊕ -1	G-145		55*	40
7.6 MILES VIA ATSF						
283.8	CONGO		G-153		40	35
284.5	ROCK CREEK JCT.	⊕ ⊙	MX-276		40	35
276.8	SOUTHWEST JCT.	⊕ KCS ⊕	MX-277		40	35
278.2	NEFF YARD	⊕ T	MX-283	Yd.	40	35
161.4						

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

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

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

Southwest Jct. wye ⊕ KCS ⊕. Between MP 283.8 and Neff Yard be governed by Kansas Division operating instructions.

Marshall Lead — protect all crossings and do not drop or kick cars over crossings. Employees are prohibited from walking, standing or performing any service for M.F.A. on the north side of their track.

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

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

TIMETABLE NO. 5

WEST		No. 30 and No. 32 are superior to No. 31 and No. 33.		EAST		
First Class		Radio communications via Channel One, Call-in Two Radio Communications St. Louis Terminal via Channel Two		First Class		
31 Psg.	33 Psg.	Mile Post	STATIONS	Station Nos.	30 Psg.	32 Psg.
Daily	Daily				Daily	Daily
PM	AM				PM	PM
		0.0	GRATIOT ST. ⊕ ⊕			
		1.8	1.8 EWING AVENUE T ⊕			
		2.3	0.5 GRAND AVE. ⊕	MX-2		
5 05	8 05	0.5	ST. LOUIS ⊕	MX-1	2 15	9 00
		2.3	1.8 Miles Via TRRA GRAND AVE. ⊕	MX-2		
		6.8	4.5 MAPLEWOOD ⊕ I	MX-7		
		10.8	4.0 WEBSTER ⊕ I	MX-11		
		13.2	2.4 KIRK JCT. I	MX-12		
s 5 28	s 8 26	13.4	0.2 KIRKWOOD ⊕ ⊕-2	MX-13	s 1 44	s 8 28
		18.7	5.3 PARK I	MX-18		
		23.4	4.7 BOYD I	MX-22		
		32.2	8.8 DOZIER I	MX-31		
		37.0	4.8 SUMMIT I	MX-37		
		43.7	6.7 WEST LABADIE I	MX-44		
		46.5	2.8 SOUTH POINT I	MX-52		
		51.7	WASHINGTON ⊕-2	MX-54		
		54.9	2.8 PACE I	MX-58		
		57.7	28.5 GASCONADE JCT. ⊕	MX-86		
		86.2	4.7 MORRISON JCT. ⊕	MX-91		
		90.9	9.3 CHAMOIS T	MX-100		
		100.2	1.8 AMES I	MX-102		
		102.0	14.7 BONNOT JCT. MX-116			
		116.7	0.6 OSAGE JCT. MX-117			
		117.3	7.0 MOREAU I	MX-124		
		124.3	1.2 JEFFERSON CITY ⊕ ⊕-2 TX	MX-125	s 12 01	s 6 43
s 7 18	s 10 12	125.5	2.4 RIVER JCT. I	MX-128	11 49	6 34
		7 22	12.3 CENTERTOWN MX-140	8456	11 36	6 21
		7 35	10.1 CALIFORNIA MX-150	3947	11 26	6 11
		7 45	15.8 DOW MX-166	8556	11 11	5 56
		8 00	9.6 OTTERVILLE MX-175	1131	11 01	5 47
		8 10	5.4 SMITHTON MX-181	3266	10 57	5 42
		8 16	6.6 ⊕ MKT ⊕			
		187.7	1.2 SEDALIA ⊕ ⊕-2 T	MX-188	s 10 50	s 5 34
s 8 25	s 11 16	188.9	6.8 DRESDEN MX-195	7658	10 40	5 25
		8 34	12.4 KNOBNOTER MX-208	6097	10 28	5 13
		8 46	10.3 WARRENSBURG ⊕	MX-218	s 10 18	s 5 03
s 8 56	s 11 57	218.4	6.0 CENTERVIEW MX-224	8937	10 12	4 57
		9 03	8.4 HOLDEN MX-232	3328	10 04	4 49
		9 11	4.7 KINGSVILLE MX-237	2797	10 00	4 45
		9 15	5.5 STRASBURG MX-242	4287	9 54	4 39
		9 21	6.2 PLEASANT HILL ⊕-1 T	MX-249	9890	
		249.2	3.0 AVON MX-252	4061		
		252.3	7.5 LEE'S SUMMIT ⊕-2	MX-259	8106	s 9 36
s 9 38	s 12 42	259.8	13.6 INDEPENDENCE JCT. MX-271			8 21
		271.2	2.0 INDEPENDENCE X ⊕-2	MX-273		
s 9 54	s 1 02	273.2	3.6 ROCK CR. JCT. ⊕	MX-276		8 05
		276.8	6.2 Miles Via KCT KANSAS CITY (Un. Sta)	MX-282	9 00	3 45
10 30	1 30	283.0	278.8		AM	PM

TIMETABLE NO. 5

MPH		MPH		Trains must secure clearance before leaving Jefferson City.	
Maximum Speed	Psg. Frt.	Maximum Speed	Psg. Frt.	Yard Limits: MP 0.0 to MP 6.8, MP 187.6 to MP 194.0.	Business Sta.
(Except as below)	75 60	126.8 and 128.5	55 —	MP No.	MP No.
Between Mile Posts		128.5 and 129.8	55 50	Lake Jct. 8.0 MX 8	
2.3 and 13.4	50 40	129.8 and 132.4	60 —	Webster	
13.4 and 13.7	30 30	132.4 and 132.8	55 50	Groves ⊕ 10.0 MX 10	
13.7 and 14.0	50 50	132.8 and 136.5	60 —	Barretts ⊕ 16.5 MX 16	
14.0 and 15.4	65 50	136.5 and 139.0	55 45	Valley	
15.4 and 15.7	65 —	139.0 and 143.9	60 —	Park ⊕ 18.9 MX 18	
17.1 and 21.0	70 —	146.1 and 147.6	60 —	Pacific ⊕-2	
21.0 and 21.7	60 55	147.6 and 149.0	65 —	X 34.8 MX 36	
21.7 and 23.3	70 —	150.1 and 151.2	50 50	Gray Summit 39.9 MX 40	
23.3 and 27.1	60 —	151.2 and 151.6	65 —	Midwest	
27.1 and 28.8	60 55	153.6 and 155.9	60 —	Joist 56.8 MX 56	
30.6 and 31.3	65 55	156.9 and 162.1	65 —	New Haven 67.3 MX 67	
32.7 and 33.9	70 —	162.1 and 163.0	50 50	Berger 75.1 MX 74	
33.9 and 34.8	60 —	163.0 and 168.4	65 —	Hermann X 81.0 MX 80	
34.8 and 35.9	50 50	167.0 and 168.4	65 —	Gasconade 88.5 MX 88	
35.9 and 44.4	70 —	168.4 and 171.2	55 50	Bonnot's	
48.9 and 49.8	65 —	171.2 and 173.9	65 —	Mill 113.1 MX 112	
49.8 and 55.5	70 —	173.9 and 174.3	60 —	Osage 117.4 MX 117	
58.5 and 59.0	70 —	174.3 and 178.3	65 —	River	
61.8 and 67.0	60 55	178.3 and 178.8	60 —	Terminal 129.2 MX 130	
67.0 and 67.2	60 50	183.7 and 187.7	65 —	McGirk 144.7 MX 144	
70.7 and 71.3	65 —	187.7 and 190.1	40 40	Shell Spur 151.3 MX 151	
72.2 and 75.8	55 50	190.1 and 193.5	60 —	Clarksburg	
80.3 and 81.5	50 50	193.5 and 200.7	55 —	⊕-2 156.6 MX 156	
83.9 and 85.0	55 55	200.7 and 201.1	55 —	Tipton 162.8 MX 162	
85.0 and 86.2	70 50	201.1 and 205.3	65 —	Syracuse 168.1 MX 168	
86.2 and 88.0	65 55	205.3 and 208.1	65 —	Lamonte 200.9 MX 200	
88.0 and 89.3	45 45	208.1 and 208.2	55 —	Monterratt	
89.3 and 89.8	60 55	208.2 and 208.7	65 —	⊕-2 211.5 MX 211	
89.8 and 92.2	70 —	208.7 and 212.5	65 —	Missouri	
92.2 and 93.1	60 55	212.5 and 216.7	45 45	Public 257.3 MX 257	
93.1 and 94.4	70 —	216.7 and 218.8	55 50	Western	
94.4 and 97.6	65 —	218.8 and 221.4	60 —	Electric 261.0 MX 261	
97.6 and 97.9	60 55	221.4 and 222.4	65 —	Little Blue 265.1 MX 265	
106.9 and 107.1	60 55	222.4 and 227.9	60 —	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.	
107.1 and 108.9	70 —	227.9 and 231.7	65 —	Operation over Kansas City Terminal Ry. between Rock Creek Jct. and Kansas City (Un. Sta).	
108.9 and 109.1	65 —	231.7 and 232.9	65 —	MKT connection Sedalia located MP 188.2.	
109.1 and 109.9	70 —	232.9 and 233.2	55 —		
113.9 and 114.1	70 —	233.2 and 248.5	45 45		
115.6 and 126.8	70 55	248.5 and 249.4	45 45		
(Except as below)	75 55	249.4 and 257.2	65 —		
115.6 and 116.7	55 —	257.2 and 259.8	60 45		
116.7 and 118.6	60 —	259.8 and 260.2	35 35†		
118.6 and 121.6	70 —	260.2 and 261.6	65 —		
123.7 and 124.7	65 —	261.6 and 264.3	55 55†		
124.7 and 125.3	45 45	264.3 and 265.8	60 40		
125.3 and 126.8	20 20	265.8 and 265.9	55 55†		
126.8 and 276.8	70 55	271.0 and 276.8	35 35		
(Except as below)	70 55	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.			
		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			

MacArthur Bridge, between Gratiot Street Tower and Valley Jct, max speed 10 MPH. 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 turnouts 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 Division operating instructions.

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 operator Gratiot St. 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 operator Gratiot St.

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 train dispatcher and must not exceed 20 MPH.

Trains and engines moving with the current of traffic and delayed must ascertain from train dispatcher 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 train dispatcher.

Dragging 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.

Dragging 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 49.3, ⊕MP 71.0, ⊕MP 95.9, ⊕MP 120.3, ⊕MP 152.8, ⊕MP 170.0, ⊕MP 190.3, ⊕MP 210.8, ⊕MP 230.2 and ⊕MP 255.7.

40 CARTHAGE SUBDIV. — ILLINOIS DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts	MPH
642.8	PLEASANT HILL . T ⊕ -1 ⊕		MX-249	9890	642.8 and 468.4	49
637.3	5.5				(Except as below)	40
633.2	ORE		P-5	7690	633.6 and 632.1	40
626.6	4.1				593.3 and 592.4	25
612.5	HARRISONVILLE ⊗ BN ⊙ . T		P-10	2234	574.4 and 574.2	35
605.5	6.6				528.0 and 527.0	15
592.3	LONE TREE		P-16	4009	511.7 and 511.5	40
589.6	14.1				490.4 and 488.0	20
584.6	ADRIAN		P-29	7514	483.2 and 481.5	35
574.6	7.0				481.5 and 478.0	45
561.2	BUTLER ⊕ -1		P-38	4593	478.0 and 477.9	30†
550.7	13.2				471.1 and 470.6	35
547.8	RICH HILL		P-50	8216	468.4 and 468.4	40
545.7	2.7				(Except as below)	40
538.2	PANAMA		P-54	4614	467.7 and 467.4	30
527.6	5.0				462.9 and 460.1	35
525.8	HORTON		P-58	2533	460.1 and 459.5	30
506.8	10.0				459.5 and 459.5	30
498.6	NEVADA ⊗ MKT ⊕ ⊕ ⊕ -1		P-69	1741	448.3 and 447.6	25
489.1	1.9				447.6 and 445.4	25
489.1	NASSAU JCT.		P-71	7514	445.4 and 436.7	35
478.5	11.5				436.7 and 429.4	30
460.7	SHELDON		P-82	3472	423.8 and 422.3	35
451.5	10.5				420.6 and 420.3	30
445.7	LAMAR		P-93	7646	411.3 and 409.9	35
445.7	2.0				409.9 and 381.7	35
434.3	⊗ BN ⊕				(Except as below)	49
432.7	10.5				404.8 and 399.1	35
427.6	JASPER		P-105	4404	399.1 and 393.6	45
427.6	10.6				393.6 and 392.1	40
426.1	CARTHAGE ⊗ BN ⊕				385.7 and 381.7	35
425.8	2.1				381.7 and 259.5	35
425.8	19.0				(Except as below)	45
425.8	PEARL ⊕ ⊕ -1 ⊕ T		P-115	7478	376.1 and 374.3	35†
425.8	19.0				360.0 and 359.0	25†
425.8	STOTTS CITY		WR-250	7761	341.6 and 339.3	30
425.8	17.2				319.4 and 318.7	25†
425.8	⊗ BN ⊕				306.6 and 305.8	25†
425.8	0.5				288.3 and 286.5	30†
425.8	AURORA ⊕ ⊕ -1		WR-232	3002	286.5 and 286.0	10
425.8	10.7				286.0 and 285.4	20
425.8	CRANE		WR-221	7738	285.4 and 284.0	30
425.8	17.8				284.0 and 279.6	40
425.8	REEDS SPRING		WR-204	2378	279.6 and 277.7	35
425.8	9.2				277.7 and 275.0	40
425.8	GRETA		WR-194	6790	264.7 and 264.4	30
425.8	5.8				260.9 and 259.5	35
425.8	HOLLISTER		WR-189	2136	Business Sta.	
425.8	11.4				Trucks: MP No.	
425.8	DAVIS ⊕ -1		WR-178	6851	Archie 620.3 P-23	
425.8	1.6				Passaic 609.2 P-34	
425.8	CRICKET		WR-176	2191	Irwin 556.3 P-86	
425.8	16.6				Carytown 533.7 P-109	
425.8	BERGMAN		WR-159	7710	Empire Spur 515.2 WR-258	
425.8	23.8				Hoberg 499.0 WR-242	
425.8	YELLVILLE		WR-136	7547	Galena 468.0 WR-211	
425.8	10.8				Branson 447.3 WR-191	
425.8	COTTER ⊕ -1 ⊕		WR-125	7840	Plyatt 403.0 WR-146	
425.8	24.1				Fippin 386.5 WR-130	
425.8	NORFORK ⊕ -1		WR-102	8342	Calico	
425.8	17.9				Rock 341.4 WR-85	
425.8	CRESWELL		WR-83	2539	Sylamore 325.0 WR-68	
425.8	9.9				Earnharts 293.0 WR-36	
425.8	MOUNT OLIVE		WR-73	7913	Cushman Spur 288.1 WR-31	
425.8	17.2				Pfeiffer Spur 283.6 WR-27	
425.8	GUION ⊕		WR-56	2364	Moorefield 281.4 WR-25	
425.8	4.8				Sulphur Rock 276.3 WR-20	
425.8	MYERSVILLE		WR-50	8097	Ark. Eastman 273.6 WR-17	
425.8	2.7				Newark 270.3 WR-14	
425.8	BILTMORE		WR-49	2553	Independence 267.7 WR-12	
425.8	16.0				ZZ Siding 259.5 WR-1	
425.8	CUSHMAN		WR-30	8294		
425.8	2.8					
425.8	BATESVILLE ⊕ ⊕ -1		WR-29	2492		
425.8	20.6					
425.8	PAROQUET		WR-9	4363		
425.8	7.4					
425.8	DIAZ JCT. T ⊕		X-259	383.3		

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

CARTHAGE SUBDIV. — ILLINOIS DIVISION 41

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

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

Six axle engines must not operate over Bridge #1 at Hayes Bros. Lbr. Calico Rock.
 Eng. must not go beyond Midwest Lime Co. loading chute on Midwest Spur Batesville.
 25 MPH turnouts: sidings Ore, Adrian, Rich Hill, Lamar, Stotts City, Crane, Cotter; South end Pearl.

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

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

Business Tracks:	MP	No.	Atlas Branch: Webb City to Atlas 6.1 miles. Yard limits entire branch. Max Speed 10 MPH.
Dumont	530.5	P-119	Atlas, MP 6.1; Sta. No. HC-6
Hercules-Dynamite	532.5	P-120	
Center Creek	533.9	P-122	
Webb City	537.5	P-126	

SPRINGFIELD BRANCH — ILLINOIS DIVISION

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

Operation via BN between Springfield and Aurora. See Item 14(b) Special Instructions. Crew secure clearance at Aurora from BN train dispatcher before occupying BN tracks at Aurora.

KANSAS DIVISION

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

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

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

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

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

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

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

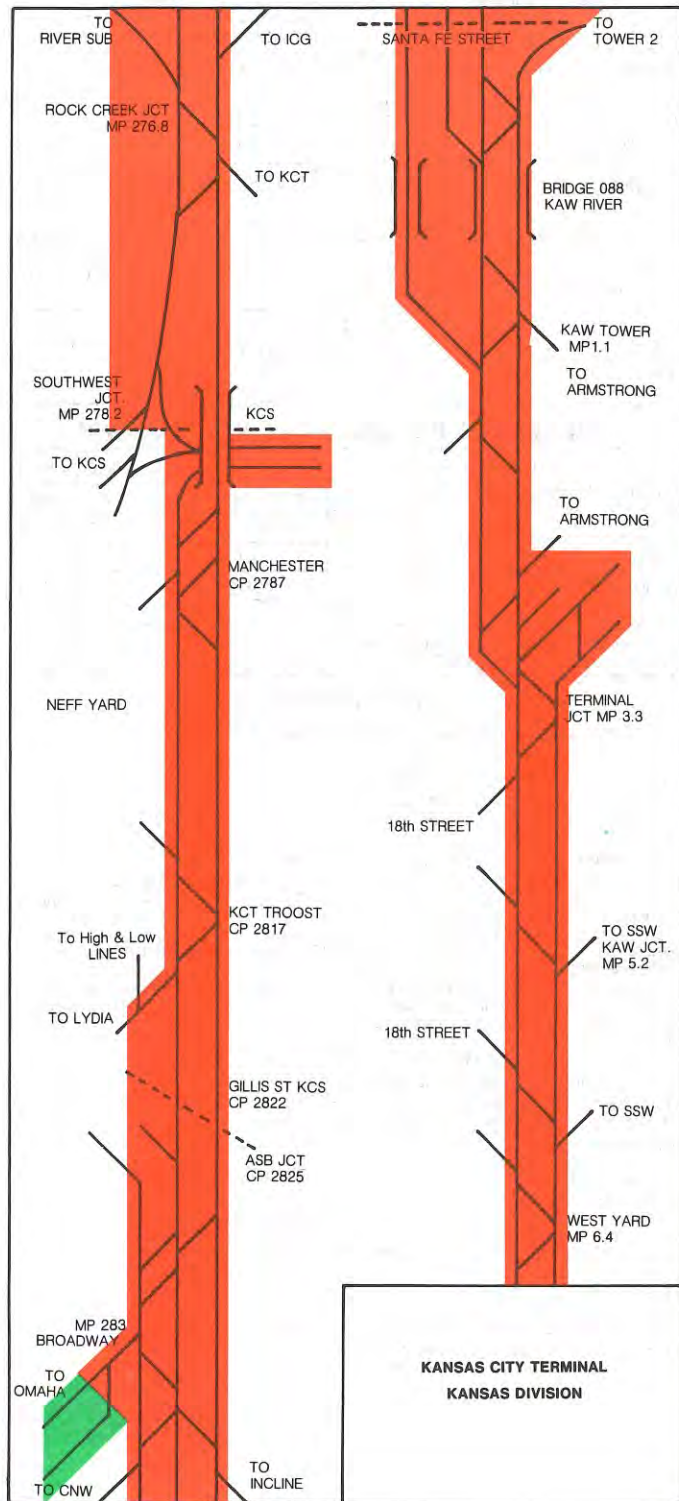
Radio communication Kansas City Terminal via Channel Two.

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

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

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

Leeds — Chevrolet property, protect all crossings.



TIMETABLE NO. 5

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed Neff Yard to MP 296.9 (Except as below)	MPH
	▼ SOUTH	▲ NORTH				
279.0			NEFF YARD	MX-283	296.9	40
277.4			1.7		Between Mile Posts	
					Neff Yard and 278.7	20
					278.7 and 280.3	25
					296.9 and 335.0	
					(Except as below)	60
279.1			⊗ KCT ⊕		325.2 and 327.0	40
279.2			KCT CONN		327.0 and 327.9	55
			1.2		331.3 and 331.7	55
280.4			CENTROPOLIS	MX-288	332.8 and 335.0	40
			3.0		Osawatomie	
283.4			LEEDS JCT.	MX-291	Around wye	10
			6.2		335.0 and 376.2	
					(Except as below)	55
290.0			DODSON	MX-298	338.5 and 339.9	50
			8.5		340.9 and 341.8	45
298.5			KENNETH	MX-308	343.5 and 344.2	50
			12.4		348.1 and 348.2	25†
310.9			BUCYRUS	MX-319	348.2 and 348.6	40
			6.2		356.9 and 357.8	30
317.2			WAGSTAFF	MX-326	371.6 and 372.6	50
			8.7		376.2 and 467.7	
326.2			PAOLA	MX-334	(Except as below)	60
			0.4		383.8 and 385.0	30
326.6			⊗ BN ⊕		385.0 and 392.1	55
			0.1		403.6 and 418.1	55
326.7			⊗ MKT ⊕		417.6	30
			1.8		418.1 and 418.3	50
328.5			BROWN	MX-336	418.3 and 423.0	55
			4.5		423.0 and 423.3	45
333.0			OSAWATOMIE	MX-341	423.3 and 426.3	55
			3.0		426.3 and 428.5	40
336.0			TOLER		428.5 and 433.2	55
			2.9		433.6 and 435.6	40
338.9			BALDWIN		435.2 and 437.3	30
			4.6		443.4 and 448.2	55
343.5			LANE JCT.	R-9	448.2 and 450.3	40
			9.9		450.3 and 451.3	55
353.4			HECLA	R-20	458.1 and 462.1	55
			4.0		462.1 and 462.2	45
357.4			⊗ ATSF ⊕		462.2 and 467.3	55
			3.8		467.3 and 467.7	20
361.3			BIRCH	R-29	Business	Sta.
			10.4		Tracks	MP No.
371.7			DIXON	R-39	Alexander	284.8 MX-291
			10.0		Missey	285.6 MX-293
381.7			FIELDS	R-51	Hytex	286.5 MX-294
			9.3		Barry-Gann	
391.0			VERNON	R-59	Lbr. Co.	292.1 MX-300
			7.5		International	
398.5			DURAND	H-85	Paper Co.	296.2 MX-305
			16.6		Stilwell	306.4 MX-314
415.1			ROPER	R-82	Greeley	348.1 R-15
			2.5		Garnett	357.6 R-24
417.6			BENEDICT ⊗ ATSF ⊕	R-85	Westphalia	373.6 R-41
			8.1		New Strawn	375.6 R-43
425.7			HENNELLY	R-94	Le Roy	384.4 R-51
			9.1		Buffalo	411.2 R-78
434.8			NEODESHA	R-102	Altoona	427.2 R-94
			0.1		Blake	453.3 R-120
434.9			⊗ BN ⊕		DMA	461.2 R-129
			7.4		Fredonia	
442.3			SYCAMORE	R-109	⊕-2	426.5 RC-12
			6.3			
448.6			⊗ ATSF ⊕			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.
			1.4			
450.0			INDEPENDENCE	R-116		
			13.4			
463.4			DEARING	R-130		
			4.4			
467.8			COFFEYVILLE	R-135		
			190.1			

Two main tracks Neff Yard-Leeds Jct. and MP 333.0-Lane Jct. designated east and west tracks.

Yard Limits: MP 279.0 to MP 283.4.

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

Hot Box and Dragging Equipment Detectors located at ⊕MP 314.0, ⊕MP 346.2, ⊕MP 366.5, ⊕MP 387.1, ⊕MP 410.9, ⊕MP 438.2 and ⊕MP 459.7.

Dual control switches are 30 MPH turnouts.

TIMETABLE NO. 5

Mile Post	SOUTH ▼	Radio Communication via Channel One, Call-in Two	STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH	MP 662.8 — Okay Jet (Except as below) . . . 60
662.8			COFFEYVILLE . . . ⊕ -2T ↑	R-135	7900	662.8 and 662.7 . . . 20	660.7 and 660.6 . . . 20
660.5			⊗ MKT ⊕			660.6 and 660.5 . . . 30	657.1 and 657.0 . . . 55
651.0			LENAPAH ?	L-311	7737	653.5 and 652.3 . . . 55	646.5 and 646.4 . . . 55
634.4			CLEM ?	L-293	9273	643.5 and 643.2 . . . 55	640.6 and 639.6 . . . 30
622.1			OOLOGAH ?	L-282	7503	639.6 and 639.2 . . . 55	632.7 and 632.5 . . . 55
610.3			CLAREMORE ⊕ BN ⊕			628.5 and 628.3 . . . 55	622.2 and 621.3 . . . 45
607.3			PRATT ?	L-268	7274	620.3 and 620.1 . . . 55	618.8 and 617.5 . . . 40
596.9			INOLA ?	L-257	9316	616.6 and 616.1 . . . 55	613.3 and 611.6 . . . 55
581.4			WAGONER ⊕ MKT ⊕ ⊕ -2	L-242		610.3 and 609.3 . . . 30	608.6 and 608.5 . . . 55
579.6			COOKSON ?	L-239	9209	605.3 and 603.2 . . . 55	599.1 and 598.7 . . . 55
575.5			OKAY JCT. ?	L-233		597.1 and 596.5 . . . 35	589.1 and 588.6 . . . 4.1
568.7			OG & E SPUR ?	L-229		586.3 and 585.6 . . . 55	581.7 and 580.5 . . . 25
557.5			BRAGGS ⊕ -2	L-218	8622	576.2 and 575.7 . . . 55	
541.3			UPSON ?	L-201	8033	Okay Jet — MP 343.2 (Except as below) . . . 50	On OG&E Spur . . . 10
526.7			⊗ KCS ⊕			564.4 and 564.1 . . . 40	560.8 and 560.7 . . . 40
519.7			HANSON ?	L-180	8087	560.1 and 559.5 . . . 45	556.3 and 556.1 . . . 45
504.7			GREENWOOD ?	L-164	9055	544.5 and 544.1 . . . 45	536.2 and 536.1 . . . 30
498.4			⊗ AM ⊕			535.1 and 534.6 . . . 40	526.8 and 525.2 . . . 35
497.2			VAN BUREN ⊕ T ⊕ -2	L-158	Yd.	508.9 and 507.6 . . . 45	500.4 and 500.1 . . . 45
486.0			DYER ?	L-146	7703	499.2 and 497.6 . . . 25	479.7 and 479.5 . . . 45
469.7			POPING ?	L-130	7671	474.5 and 471.6 . . . 40	467.3 and 464.3 . . . 45
456.5			ALIX ?	L-117	7616	434.9 and 434.5 . . . 45	427.0 and 426.8 . . . 45
443.0			SPADRA ⊕ -2	L-105	7447	419.9 and 415.0 . . . 35	412.9 and 412.8 . . . 45
435.6			CLARKSVILLE JCT. ?	L-93		392.9 and 391.4 . . . 30	386.1 and 385.9 . . . 40
427.5			SCOTIA T ⊕	L-85	8266	382.1 and 371.0 . . . 35	359.8 and 359.3 . . . 35
417.7			RUSSELLVILLE ⊕ -2	L-75	6073	359.3 and 357.5 . . . 45	346.0 and 343.2 . . . 25
417.6			D.&R. CONN. ?			Wye N. Little Rock . . . 15	
410.7			WORTHEN ?	L-68	7945	Business Tracks: MP No. Nowata ⊕ -2 640.1 L-300 Talala . . . 627.8 L-288	
400.1			BLACKVILLE ?	L-57	7840	Public Service . . . 621.5 L-281 Black Fox . . . 594.6 L-254 Fort Gibson . . . 567.9 L-228 Gore . . . 546.5 L-206 Vian . . . 537.4 L-197 Salisaw ⊕ -2 525.8 L-186 Muldrow . . . 513.1 L-173 Bakaert . . . 500.5 L-158 Alma . . . 489.4 L-149 Mulberry . . . 479.7 L-140 Ozark ⊕ -2 464.8 L-125 Co-op Spur . . . 462.9 L-123 Carbon . . . 459.2 L-120 Peabody . . . 447.5 L-110 Hoyt . . . 445.8 L-108 Knoxville . . . 433.6 L-91 AP&L . . . 424.5 L-83 Cargil . . . 423.4 L-82 Atkins . . . 405.8 L-63 Banquet . . . 404.2 L-63 AP&L 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	
392.5			MORRILTON ?	L-50	4664		
381.3			MENIFEE ?	L-38	7598		
373.1			CONWAY ⊕ ⊕ -2	L-30	4750		
363.6			MAYFLOWER ?	L-21	10749		
354.6			MARCHE ?	L-11	7920		
344.2			N. LITTLE ROCK ⊕	X-344	Yd.		
						318.6	

Trains secure clearance at Van Buren. Between OG&E Spur and N. Little Rock do not exceed 45 MPH if train averages from 80 to 100 gross tons per car. Do not exceed 35 MPH if train averages over 100 gross tons per car. Yard Limits: MP 495.8 to MP 498.5; MP 412.0 to MP 419.9; MP 371.0 to MP 374.0. Dual control switches are 30 MPH except Public Service and OG&E Spur, Maumelle Lead and West Leg of Wye North Little Rock. 25 MPH turnout both ends Braggs, Upson, Hanson, Greenwood, Dyer, Popping, Alix, Scotia, Worthen, Blackville, Menifee and Mayflower. Before D&R trains or engines enter Union Pacific main track at Russellville, permission must be obtained from Operator. All trains must flag crossing Conway when using siding and cutoff track. Hot Box and Drugging Equipment Detectors located ⊕MP 637.0, ⊕MP 614.5, ⊕MP 588.6, ⊕MP 554.6, ⊕MP 535.5, ⊕MP 510.3, ⊕MP 463.5, ⊕MP 433.5, ⊕MP 403.0 and ⊕MP 368.7. Clarksville Branch: 8.4 miles. Clarksville Jct. to Clarksville. Max. speed 20 mph. Yard Limits entire branch. Clarksville . . . 443.7 L-101 Lambrick . . . 440.7 L-97 Clarksville Jct. . . 435.3 L-93 King Switch . . . 441.9 L-99 Lamar . . . 438.5 L-95

Mile Post	WEST ▼	Radio communication via Channel One, Call-in One	STATIONS	EAST ▲	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)	MPH Osawatomie — Around
334.4			OSAWATOMIE T ⊕		MX-341	Yd.	334.4 and 335.0 . . . 60	334.4 and 339.8 . . . 45
343.3			RANTOUL ?		MX-351	7158	335.9 and 339.8 . . . 45	344.4 and 344.8 . . . 50
354.1			OTTAWA ⊕ -1		MX-362	7465	352.2 and 352.6 . . . 50	353.8 and 354.9 . . . 20
354.4			⊗ ATSF ⊕				357.1 and 357.2 . . . 30	357.2 and 357.3 . . . 50
357.1			⊗ ATSF ⊕				385.0 and 387.1 . . . 40†	401.7 and 406.2 . . . 50
368.7			LOMAX ?		MX-376	4591	425.7 and 426.7 . . . 25	430.6 and 430.9 . . . 50
376.8			FLINT ?		MX-385	6662	432.5 and 433.3 . . . 30	433.3 and 433.0 . . . 45
378.6			LYNDON ?		MX-386		City Limits	
386.2			⊗ ATSF ⊕				495.9 and 497.0 . . . 30	Over street crossings
386.4			OSAGE CITY ⊕ -1		MX-394	6398	Genesee . . . 40	544.9 and 545.9 . . . 30†
401.9			ADMIRE ?		MX-410	6447	557.3 and 559.4 . . . 30	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.
412.2			LAKE ?		MX-420	6125	Eastbound Trains . . . 55	Westbound Trains . . . 55
425.6			COUNCIL GROVE ⊕ -1		MX-432	Yd.	Over 110 cars . . . 55	Over 6200 feet long . . . 55
425.8			PETE ?		MX-433		Over 6100 train tons . . . 55	Hot Box and Drugging, etc.
436.3			WILSEY ?		MX-444	6454	Hot box and dragging equipment detectors located at ⊕MP 364.8, ⊕MP 390.8, ⊕MP 440.2 and ⊕MP 533.0.	
445.6			PRAIRIE ?		MX-454	8991	Business Tracks MP No. Richter . . . 360.5 MX-368 Vassar . . . 375.3 MX-383 Miller . . . 395.3 MX-403 Allen . . . 405.8 MX-414 Bushong . . . 411.0 MX-419 Delavan . . . 443.9 MX-452 Dillon . . . 462.9 MX-471 Carlton . . . 470.9 MX-479 Frederick . . . 530.4 MX-538 Procco . . . 535.4 MX-539 Redwing . . . 552.8 MX-561	
451.0			HERINGTON ⊕ -1		MX-459	4624	Dual control switches are 30 MPH turnouts except Council Grove at west end No. 1 track.	Dual control switches located both ends Hoisington yard.
451.5			⊗ SSW ⊕				25 MPH turnouts both ends of Prairie, Elmo and Cody.	Yard Limits: MP 556.0 to MP 560.0.
458.6			HOPE ?		MX-467	4618	TWC in effect MP 335.0 to Lake. Pete to MP 556.0.	
459.2			⊗ ATSF ⊕					
468.0			ELMO ?		MX-476	6347		
476.1			CODY ?		MX-485	6568		
478.0			GYPSUM ⊕ -1		MX-487			
491.2			BRIDGEPORT ?		MX-499	6559		
495.9			⊗ UP ⊕					
496.2			LINDSBORG ?		MX-504			
505.6			MARQUETTE ⊕ -1		MX-513	6427		
518.2			CRAWFORD ?		MX-526	4391		
524.5			GENESEO 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.		
						224.5		

46 HOISINGTON SUBDIV. — KANSAS DIVISION

Mountain Standard Time Horace to Pueblo Radio communication via Channel One. Call-in One				Dual control switches located both ends Hois- ington yard and are 30 MPH turnouts. Maximum Speed MPH (Except as below) 60 Between mile posts 50 588.9 and 820.9 50 City Limits La Crosse 45 617.0 and 820.9 40 City Limits Ordway 40 NA Jct.—Pueblo Jct. (Except as below) 55 Boone 40† 615.9 and 616.0 50 617.2 and 617.6 25 Pueblo Jct.: 617.5 and 617.9 15 Pueblo Jct. Switch 617.5 15 893.2 and 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. Eastbound trains 55 Westbound trains 55 Over 110 cars 55 Over 6200 feet long 55 Over 6100 train tons 55
Mile Post	WEST STATIONS EAST	Station Nos.	Sid-ings Feet	
558.8	HOISINGTON M V T-1	MX-567	Yd.	
568.9	10.1 OLMITZ	MX-577	8231	
575.6	6.7 OTIS	MX-583	3870	
583.4	7.8 BISON	MX-592	6219	
590.3	6.9 LA CROSSE T-1	MX-598	3872	
605.3	15.0 McCRACKEN	MX-613	7555	
616.0	10.7 BROWNELL T-1	MX-624	3988	
622.1	6.1 OSGOOD	MX-630	6066	
627.3	5.2 RANSOM	MX-635	3875	
633.8	6.5 ARNOLD	MX-642	2521	
640.3	6.5 UTICA T-1	MX-648	6429	
655.6	15.3 SHIELDS	MX-663	6304	
665.0	9.4 HEALY T-1	MX-673	6211	
670.2	5.2 RANCH	MX-678	6211	
681.7	11.5 ATSF T			
682.5	0.8 SCOTT CITY T-1	MX-690	3309	
682.8	0.3 ATSF T			
692.1	9.3 MODOC	MX-700	6309	
699.2	7.1 MARIENTHAL	MX-707		
707.1	7.9 LEOTI T-1	MX-715	3968	
717.1	10.0 SELKIRK	MX-725	6089	
729.0	11.9 TRIBUNE	MX-737	2521	
730.8	1.8 HORACE T-1T	MX-739	Yd.	
740.5	9.7 WALKINGHOOD	MX-748	8954	
746.6	6.1 TOWNER	MX-754		
752.5	5.9 STUART	MX-760	6069	
758.1	5.6 SHERIDAN LAKE T-1	MX-766	3764	
771.8	13.7 CHIVINGTON	MX-780	6181	
785.8	14.0 EADS T-1	MX-794	6365	
807.7	22.9 HASWELL T-1	MX-816	6527	
830.5	22.8 HEATH	MX-838	6392	
841.2	10.7 SUGAR CITY T	MX-849		
846.4	5.2 ORDWAY T-1	MX-854	7234	
863.1	16.7 PULTNEY	MX-871	6070	
869.4	6.3 NA JCT.	MX-876		
591.8	11.8 AVONDALE T-1	MX-889	8153	
603.6	6.0 DEVINE -Via ATSF	MX-895		
609.6	2.2 BAXTER	MX-897	7500	
611.8	6.0 PUEBLO JCT. T	MX-903		
617.8	1.2 PUEBLO T-1	MX-905	Yd.	
897.1				
338.8				

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

WICHITA SUBDIV. — KANSAS DIVISION

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

PARIS BRANCH — KANSAS DIVISION

Rule 99 (4) in effect.		Radio communication via Channel One, Call-in Two		Station Nos.	Sid-ings Feet
Maximum Speed MPH	Yard Limits: MP 504.5 to MP 515.00.	SOUTH STATIONS NORTH			
(Except as below)					
MP 507.5 to MP 513.0 10					
Business Tracks MP 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. T B N G					
Nth. L St. T K C S					
Stop and Protect:					
Midland St. Suburban Lead					
Ark Hiway 109 Paris					
South "E" St. Ft. Smith					
497.2 VAN BUREN T				L-158	
498.4 UP T					VIA AM
499.8 FT. SMITH T				LD-5	
504.5					
506.3 BN G					
507.0 KCS T					
509.3 BN G					
512.8 SO. FT. SMITH T				LD-10	
519.4 FORT CHAFFEE				LD-17	
535.3 CHARLESTON				LD-33	
536.0 THESSING				LD-34	1727
553.1 PARIS				LD-51	
51.2					
Operation over AM 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.					

Maximum Speed between Okay Jct. and KO&G Jct. (Except as below) 49 128.2 and 128.3...10 City Limits Muskegee...25† Muskegee Over UP ⊗...20 167.4 and 167.6...45 173.0 and 175.0...25 183.7 and 184.0...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...40 249.0 and 250.0...25 256.5 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	Radio communication via Channel One, Call-in One		Station Nos.	Sid- ings Feet
		SOUTH ▼	NORTH ▲		
	120.2	OKAY JCT.		L-233	
	122.4	AU JCT. ⊗			
	123.9	UX JCT. ⊗			
	128.3	MKT ⊗			
	133.8	MUSKOGEE ⊗ UP ⊗	⊗ ⊙ T	MG-3	8624
	145.9	WAINWRIGHT		MG-146	7766
	174.1	HENRYETTA	⊙ T ⊗ -1	MG-174	4140
	188.6	TANNER		MG-189	4513
	202.2	MINA	⊗ -1	MG-202	7560
	215.3	⊗ MKT ⊗			
	216.3	CALVIN		MG-216	4303
	226.0	LEON		MG-226	7700
	252.5	TUPELO	⊗ -1	MG-252	7798
	269.5	WAPANUCKA	⊗ -1	MG-270	
	278.0	CAIN		MG-279	7760
	297.6	KO&G JCT.	⊙	MG-298	
20.9 MILES VIA MKT					
RAY-DENISON ⊗ MK-662 Yd.					
198.3					
Northward trains secure clearance Durant Operation over Verdigris River MP 122.4 to MP 123.9 joint-MKT. Hot Box and Drugging 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	MG-126
OLIVE	649.1	MK 649	10092	Hitchita	MG-159
STALEY	655.9	MK 656		Allen ⊗ -1	MG-230
EXCESS	656.7	MK 657		Coleman	MG-278
DENISON	660.9		Yd.	Durant	MG-298
RAY	661.9		Yd.		

MIDLAND VALLEY BRANCH — KANSAS DIVISION

Mile Post	WEST ▼	STATIONS	EAST ▲	Station 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) 25 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
20.8		PANAMA		MV21			
29.3		⊗ FS & VB ⊗					
55.2		STIGLER	⊙	MV55			
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							
						Business Tracks MP	Sta. No.
						Bokoshe	MV-27
						Keota	MV-41
						Gloco	MV-47
						Kerr McGee	MV-50
						Porum	MV-67
						Carbonex Coal	MV-67
						Warner	MV-77
						Bixby	MV-134
						Skiatook	MV-167

Operation via BN between MP 97.2 and MP 97.8.

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

Mile Post	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sid- ings Feet	Rule 99 (4) in effect between Chetopa and Nassau Jct. only.	
						Trains arriving Nassau Jct. will secure authority from train dispatcher before fouling main track on Carthage Subdiv.	Yard Limits: Nassau Jct. to MP 321.5; Pittsburg, MP 355.0 to MP 360.5 and MP 422.0 to Coffeyville.
319.3		NASSAU JCT.	⊙ T	P-71			
343.4		⊗ BN ⊗					
352.8		CORNELL		N-35	2772		
357.6		⊗ KCS G					
358.0		PITTSBURG	⊙ ⊗	N-41	Yd.		
362.8		FLEMING		N-46	1961		
365.6		⊗ BN ⊗					
365.8		CHEROKEE		N-48	839		
366.8		⊗ BN G					
379.6		SHERWIN ⊗ BN G		N-62	1290		
386.1		FAULKNER		N-68	1531		
392.8		CHETOPA		N-75	1191		
393.2		⊗ MKT G					
413.2		VALEDA		N-96	900		
423.0		⊗ ATSF ⊗ MKT ⊗					
423.3		COFFEYVILLE	T ⊗ ⊙	R-135	Yd.		
104.0							
						Maximum Speed	MPH 10
						Business Tracks MP	Sta. 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

McPHERSON BRANCH — KANSAS DIVISION

Maximum Speed (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 33.0 — MP 25.2... 30 MP 5.1 — MP 0.0... 10 Over Crossings at: MP 8.1... 25† MP 10.1 (westward)... 25† Through Assaria... 30 Yard Limits: MP 3.0 to MP 0.0. MP 487 to MP 486; MP 457.4 and MP 454.6.	Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sid- ings Feet
		WEST ▼	EAST ▲		
	454.6	McPHERSON JCT.	⊙ T	H-155	
	467.1	POTWIN		PB-13	
	474.5	WHITEWATER		PB-20	1087
	474.7	⊗ OKT ⊗			
	486.8	NEWTON		PB-32	976
	487.0	⊗ ATSF ⊗			
	495.1	HESSTON		PB-41	1862
	501.6	MOUND RIDGE		PB-47	1730
	514.9	⊗ SSW ⊗			
	516.2	McPHERSON	⊙	PB-62	Yd.
	35.4	Industries		PB-34	
	35.1	Zimmerdale		PB-37	
	30.3	Elyria		PB-56	
	30.3	Bridgeport		MX499	
	20.9	Sid		KM005	
	20.9	Wesleyan		KM003	
	12.2	ASSARIA		KM012	1513
	8.0	MENTOR		KM008	1618
	0.6	⊗ UP ⊗			
	0.5	⊗ ATSF ⊗			
	0.0	SALINA	⊙	KP187	
97.0					
Track warrant control in effect MP 3.0 to MP 487.0 MP 486.0 to MP 457.4					

50 HARDTNER BRANCH — KANSAS DIVISION

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

STAFFORD BRANCH — KANSAS DIVISION

Rule 99 (4) in effect. Max. Wt. 220,000 lbs. between Olcott and Iuka, except on authority of Superintendent.		WEST ▼	EAST ▲	Sta- tion Nos.	Sid- ings Feet
Yard Limits: Conway Springs to MP 559.9, MP 610.1 to End of Track Iuka.	558.7	CONWAY SPRINGS	⊙ ⊙ T	NL-135	Yd.
	567.1	MILTON		NL-144	
Maximum Speed MPH (Except as below) . 25	572.2	⊗ ATSF G			
Between Mile Posts	592.3	KINGMAN		NL-169	
586.6 and 590.9 10	593.1	⊗ ATSF G			
601.1 and 654.0 10	593.9	⊗ ATSF			
Between Olcott and Iuka 20	598.4	BROWNS SPUR		NL-175	
Preston, through turnout at end of siding 15	605.8	PENALOSA		NL-183	
Business MP Sta. Tracks MP No.	610.0	OLCOTT	T	NL-187	
Norwich 571.4 NL-148	619.9	PRESTON	⊙	NC-10	599
Belmont 580.4 NL-157	620.1	⊗ SSW G			
Alameda 585.3 NL-162	630.0	IUKA	⊙ T	NC-20	
Neola 620.9 NL-198	614.5	TURON		NL-191	
	615.0	⊗ SSW			
	628.6	STAFFORD		NL-205	
	629.6	⊗ ATSF			
	639.3	HUDSON		NL-216	
	648.3	SEWARD		NL-225	
	653.7	RADIUM		NL-230	
		95.0			

HUTCHINSON BRANCH — KANSAS DIVISION

Rule 99 (4) in effect: between MP 491.0 and Conway Springs only.		WEST ▼	EAST ▲	Sta- tion Nos.	Sid- ings Feet	Maximum Speed Between Wichita and Geneseo (Except as below) 30	MPH
	482.0	WICHITA YD.	⊙ ⊙ T	H-183	Yd.	482.0 and 485.0 20	
	482.4	⊗ BN				485.0 and 486.0 10	
	482.6	⊗ OKT				530.5 and 533.7 20	
	483.0	⊗ WTA				559.2 and 561.1 20	
	483.0	⊗ ATSF					
	485.9	HARDTNER JCT.	⊙ T	M-1		Business Sta. Tracks MP No.	
	495.0	MAIZE		M-10	1502	Wichita Sand 490.5 M-5	
	499.1	COLWICH		M-14	1516	Superior Sand 490.9 M-6	
	509.9	MT. HOPE		M-25	3029	Berwet 496.0 M-11	
	516.9	HAVEN		M-32	2888	Lock Joint 497.7 M-13	
	522.4	YODER		M-37	2192	KGE Co. 498.3 M-14	
	531.5	⊗ ATSF				Andale 504.2 M-19	
	531.6	⊗ ATSF				Small Spur 511.1 M-26	
	532.0	⊗ SSW				Elmer 526.0 M-41	
	532.6	HUTCHINSON	⊙	M-48	Yd.	Yaggy 535.8 M-54	
	533.5	⊗ ATSF				Nickerson (between YA Jct. & ST Jct.) 544.0 M-59	
	537.5	YA JCT.				Kanopolis 14.3 M-103	
		13.09 MI. VIA ATSF				Stations on ATSF between YA Jct. and ST Jct.: Name ATSF MP	
	550.1	ST JCT.				YA Jct. 222.7	
	560.5	LYONS	⊙ ⊙	M-76	2536	Yaggy 223.2	
	561.0	⊗ ATSF				Nickerson 228.6	
	573.2	GENESEO	⊙ ⊙	MX-532	3890	ST Jct. 235.6	
	524.5					TWC in effect MP 487.7 to MP 570.6	
		91.7					

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

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

ATSF trains will use Union Pacific main track at Lyons between MP 561.1 and MP 559.2.

Hutchinson: In yard ⊗ SSW G.

CONWAY SPRINGS BRANCH — KANSAS DIVISION

Rule 99 (4) in effect. Max. Wt. 220,000 lbs. between Olcott and Iuka, except on authority of Superintendent.		WEST ▼	EAST ▲	Sta- tion Nos.	Sid- ings Feet	Yard Limits: MP 537.3 to MP 558.0.	Maximum Speed Between Belle Plaine & Conway Springs 20	MPH
	522.9	ARKANSAS CITY		NB-25		Winfield Ind. Lead 5.0 miles opens off ATSF MP 249.7 Max. speed 20 MPH.		
		43.3 MI. VIA ATSF				Business MP Sta. Tracks MP No.		
	537.9	BELLE PLAINE		NL-115		Riverdale 544.4 NL-121		
	544.5	⊗ OKT				Anson 552.2 NL-129		
	558.7	CONWAY SPRINGS	⊙ ⊙ T	NL-135	Yd.	Winfield 517.2 NL-94		
		68.7						
Operation over ATSF Belle Plaine to Arkansas City Special Instructions Item 14(a).								

52 COUNCIL BLUFFS SUBDIV. — NEBRASKA DIVISION

Radio communication via Channel One		STATIONS	EAST ▲	Station Nos.	Sid-ings Feet	Maximum Speed MPH
Mile Post	WEST ▼					
0.0		COUNCIL BLUFFS	●	NX001	Yd.	Summit to North Platte 70 (Except as below)
2.1		EE MO. RIV. BR.	●			Lite Engs Summit-Fremont 60
2.4		WE MO. RIV. BR.	●			Council Bluffs
3.1		TOWER "B"	●	NX003		MT 1 & 2 15
3.9		20TH STREET	●			MP 0.0 to 0.5 25
5.2		SUMMIT	●	NX005		MP 0.5 to 2.4 25
8.9		SEYMOUR	●	NX009	w2000	MP 2.3 & 4 15
11.1		WOODY	●	NX011	e11353	MT 5 10
12.2		NASCO	●	NX012		MP 0.5 to 2.1 25
13.6		WECO	●	NX014	e8240	MT 2 10
16.7		LANE	●	NX017		MP 2.1 to 2.4 25
21.5		ELKHORN	●	NX022	c3400	Omaha 20
28.0		VALLEY	●	NX028	w5400	MT 3 & 4 25
33.9		MERCER	●	NX034	e8850	Running Tracks 7 & 8 20
39.3		FREMONT	●	NX039	w4073	Between Mile Posts — 40
40.0		BN	●		w10000	MT 1 & 2, MP 2.4 and 5.4 50
46.3		AMES	●	NX046	c3670	14.1 and 14.7 60
54.4		NORTH BEND	●	NX054	c7530	15.9 and 16.2 60
61.7		ROGERS	●	NX061		18.1 and 19.8 60
68.7		SCHUYLER	●	NX069	w6300	21.9 and 22.2 60
76.6		RICHLAND	●	NX077	e5350	22.2 and 22.6 60
78.8		HOWER	●	NX078		22.6 and 24.0 60
80.2		BEHLEN	●	NX080	w2073	24.0 and 24.8 55
84.5		COLUMBUS	●	NX085	w6600	27.5 and 28.5 45
92.6		DUNCAN	●	NX092	c5320	38.5 and 40.7 40
100.5		SCHAFFER	●	NX100		Fremont Old Passing Track 10
102.3		SILVER CREEK	●	NX102		Fremont CNW Yard Tracks 50
113.6		CLARKS	●	NX114	c3700	83.6 and 85.0 50
117.9		THUMEL	●	NX118		Columbus yard tracks 10
124.3		CENTRAL CITY	●	NX125	w4758	124.3 BN crossing 45
124.9		CHAPMAN	●	NX135	e5300	145.8 and 145.8 60
135.1		GRAND ISLAND	●	NX147	c7400	145.8 and 147.1 35
146.2		GIBBON	●	NX176		147.1 and 149.3 50
146.5		BUDA	●	NX184	Yd.	Grand Island, frt trains moving on yd tracks, except yd track No. 1 5
154.5		ALDA	●	NX155	e2166	BN Transfer 10
162.3		WOOD RIVER	●	NX162		Yard track No. 1 15
169.9		SHELTON	●	NX170	c3305	Alda, wye trackage, both in and outside Ordnance plant 5
175.3		GIBBON	●	NX176	s4236	All other Ordnance trackage except main tracks 5
176.0		BUDA	●	NX184	e3227	Ordnance main tracks 10
184.3		KEARNEY	●	NX189	w8543	Buda, all airfield trackage 10
191.5		ALFALFA CENTER	●	NX194	e5190	187.8 and 189.8 10
194.1		ODESSA	●	NX198	c3630	WW ↑ & rear of trn is by MP 189 45
198.3		ELM CREEK	●	NX205	c6250	187.8 and 189.8 45
204.3		OVERTON	●	NX213	c10600	EW ↑ & rear of trn is by MP 188.9 45
213.9		JOSSELYN	●	NX218	e1679	Lexington 45
217.9		LEXINGTON	●	NX224	w5450	Main Street to 1500 feet east on Scale track 10
224.4		DARR	●	NX233	e6014	On 3rd and 4th tracks north, east of depot 5
232.3		COZAD	●	NX238	c3750	Cozad Armour Trks 5
238.2		GOTHENBURG	●	NX249	w5845	248.2 and 249.3 60
248.8		FARR	●	NX256	e10000	258.1 and 258.3 65
256.5		BRADY	●	NX262	c3645	Keith No. 3 Track 40
261.5		MAXWELL	●	NX271	e2182	281.1 and 282.5 55
270.6		KEITH	●	NX273		282.5 and 283.0 45
274.0		NORTH PLATTE	●	NX284	Yd.	283.0 and 291.5 40
275.0						Business Tracks MP Sta. No. 24.7 NX025
276.0						Waterloo (W) 79.3 NX079
283.4						Moorman 80.9 NX081
286.5						Doulom (W) 108.2 NX108
291.0						Havens (W) 115.9 NX116
						Gulfoil (W) 123.7 NX129
						Paddock (W) 178.8 NX180
						Optic (E) 243.2 NX243
						Willow Island 280.5 NX281
						Beck (W) 280.5 NX281

286.5

COUNCIL BLUFFS SUBDIV. — NEBRASKA DIVISION 53

NOTE: For additional Omaha/Council Bluffs Special Instructions refer to Bridge Subdivision Tenant Lines Rules, effective 12:01 am Oct. 6, 1985.

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 crossings protected by crossing signals or gates, or when view is obstructed, or when moving through interlocking and conditions that require movement be preceded by a flagman. 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 34.6.

FREMONT, on westward track between hold indicators CP 39 and MP 44.8.

SCHUYLER, between hold indicators MP 66.9 and MP 70.0.

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

CENTRAL CITY, westward signal 1231 and eastward signal 1268.

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

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

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

Hot Box and Dragging Equipment Detectors located at:

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

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

NORTH PLATTE TERMINAL

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

SPEED RESTRICTIONS

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

North Running Track, New Westward Coal Track and New Westward Receiving Lead:

Between MP 283.8 and MP 291.2 35 MPH

All tracks in Eastbound Yard 25 MPH

All tracks in Westbound Yard 25 MPH

Power Lead Overpass 5 MPH

BLOCK SIGNALS

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

Eastward Signal at MP 291.3 East Humpmaster

Eastward Signals at MP 287.6 and MP 286.6 East Tower Yardmaster

Westward Signals at MP 282.5 and MP 287.6 West Yardmaster

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

54 FALLS CITY SUBDIV. — NEBRASKA DIVISION

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.	
Mile Post	SOUTH STATIONS			NORTH STATIONS	Station Nos.	Sidings Feet
5.2	SUMMIT	⊙			Trains originating Atchison secure clearance.
6.4	SOUTH OMAHA				Between MP 329.6 and MP 332.1 all trains and engines must move at restricted speed and may move in either direction without flag protection. Within these limits trains and engines may enter main track at hand operated switch without authority of control operator and without waiting 5 minutes as required by Rule 317.
473.1	GILMORE JCT.	⊙	O-191		Atchison Yard: Stop before crossing ATSF.
467.1	LA PLATTE		O-185	3517	Yard Limits: MP 280.0 to MP 287.5; MP 383 to MP 385.6; Gilmore Jct. to Summit.
465.5	⊗ BN ⊙				Maximum Speed: MPH
465.2	⊗ BN ⊙				Neff Yard and MP 287.6. 25
455.1	MURRAY		O-172	3633	Over State line and Montgall Ave. 10
447.4	UNION	⊙ ⊕-1 T	O-165	4586	Between MP 287.6 and Summit (Except as below) 40
436.9	NEBRASKA CITY	⊙-1	O-153	Yd.	Between Mile Posts
428.5	PAUL	⊗ BN ⊙	O-146	3522	291.1 and 291.7 35
423.2	JULIAN		O-141	2896	309.6 and 309.9 30
414.1	AUBURN	⊙-1	O-132	6145	322.5 and 322.9 35
401.0	STELLA		O-119	3523	329.5 and 332.2 20
393.2	VERDON		O-112	6137	Atchison — Around curve
384.3	FALLS CITY	⊗ BN ⊙	O-102	Yd.	Union depot and between curve and 10th Street and thru UP-BN Jt. Br.
379.1	RESERVE	⊙-1	O-97		Connection 10
370.3	HIAWATHA	⊙-1	O-88	4631	434.7 and 437.0 25
369.7	UP CONN.				447.3 and 448.5 30
358.7	WILLIS		O-76	6383	Business Tracks MP Sta. No.
341.3	LANCASTER		O-59		Ft. Leavenworth 310.7 0-030
338.1	SHANNON		O-56	6378	Huron 347.4 0-064
332.3	NORKAN JCT.		O-49		Everest 351.7 0-069
330.7	ATCHISON	T ⊕-1	O-48	Yd.	Padonia 375.3 0-093
320.0	OAK MILLS		O-38	7495	Strausville 389.9 0-107
314.2	WADE	⊙	O-32	5049	Stella 401.0 0-119
310.0	LEAVENWORTH		O-27	4024	Howe 408.4 0-126
309.2	⊗ BN ⊙				Clarke 420.1 0-138
306.2	COCHRANE		O-23	5624	Mynard 458.9 0-176
298.2	WOLCOTT	⊙-1	O-16	7809	Ft. Crook 471.3 0-189
293.4	NEARMAN		O-10	6243	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.
287.5	EDGEWATER	⊙	O-05	4000	At Wolcott Smoot Grain Co. Elevator do not operate engine over pit on No. 2 track.
284.7	⊗ UP ⊙				
284.5	KAW PT.				
283.0	BROADWAY	⊙			
282.0	⊗ KCS ⊙				
280.0	NEFF YD.	T ⊕	MX283	Yd.	

197.1

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

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

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

Norkan Jct. Industrial Lead: Norkan Jct. to MP 338.0, 5.7 miles. Rule 10(D) not in effect.

OLD MAIN LINE — NEBRASKA DIVISION 55

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

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

NORFOLK BRANCH — NEBRASKA DIVISION

Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH	
Mile Post	WEST STATIONS			EAST STATIONS	MPH
0.0	COLUMBUS	⊙ ⊕ T	NX085	Yd.	(Except as below) 40
9.4	OCONEE	⊙ T	NN309	400	All tracks except MT 5
25.7	HUMPHREY		NN326	2537	Between Mile Posts—
40.9	ENOLA		NN341	4760	0.0 and 1.0 5
48.7	⊗ CNW ⊙	⊙			25.4 and 25.6 35
49.3	NORFOLK	⊙ T	NN350		29.8 and 30.6 35
					34.0 and 34.3 35
					36.3 and 36.4 35
					37.2 and 37.4 35
					Yard Limits:
					Columbus to MP 1.9
					MP 8.7 to MP 10.3
					MP 47.5 to MP 49.3
					Business Tracks MP Sta. No.
					Platte Center 14.7 NN315
					Tarnov 20.3 NN320
					Madison 35.4 NN335

ALBION BRANCH — NEBRASKA DIVISION

Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH	
Mile Post	WEST STATIONS			EAST STATIONS	MPH
0.0	OCONEE	⊙ T	NN309	1009	(Except as below) 40
11.3	GENOA		NN411	1640	All tracks except MT 5
33.7	ALBION		NN434	1207	Between Mile Posts
					11.0 and 12.1 25
					22.2 and 23.0 25
					Yard Limits:
					Oconee to MP 0.5
					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

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

ORD BRANCH — NEBRASKA DIVISION

Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH	
Mile Post	WEST STATIONS			EAST STATIONS	MPH
0.8	GRAND ISLAND	⊙ ⊕ T	NX147	Yd.	(Except as below) 40
21.9	ST. PAUL	T	NO622	1348	Carey Airport Trackage 10
61.0	ORD	T	NO661	1311	Between Mile Posts—
					17.7 and 18.2 25
					22.2 and 61.0 25
					Yard Limits
					MP 0.8 to MP 3.8
					Business Tracks MP Sta. No.
					St. Libory 11.1 NO611
					Elba 30.7 NO631
					North Loup 48.8 NO649
					Saunders (E) 58.5 NO658

56 MARYSVILLE SUBDIV. — NEBRASKA DIVISION

Radio Communication via Channel Two.		STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST EAST				
1.4		ARMSTRONG YARD	KX003	Yd.	70
3.3		TERMINAL JCT.			5
5.2		KAW JCT.			5
6.4		WEST YARD			5
8.9		MUNCIE	KX010	c4350	5
17.5		BONNER SPRINGS	KX018	c2806	5
18.0		ATSF			5
21.5		COLD SPUR	KX022		5
28.8		LINWOOD	KX028	c8600	5
39.6		LAWRENCE	KX040	c1997	5
43.2		MIDLAND	KX043		5
51.6		PERRY	KX052	c6093	5
67.4		EAST TOPEKA			5
67.5		ATSF			5
68.0		TOPEKA	KX068		5
68.2		SSW			5
70.2		WEST TOPEKA			5
73.0		EAST MENOKEN	KX073		5
74.0		MENOKEN JCT.			5
76.0		WEST MENOKEN			5
84.2		KENEFFICK	KX084	12502	5
92.0		COOK	KX092	9467	5
102.0		AIKINS	KX101	24081	5
102.2		JEFFREY	KX103		5
112.7		DULUTH	KX112	12512	5
118.3		EVANS	KX118	10938	5
126.8		SULLIVAN	KX127	12837	5
130.9		UP			5
132.1		FRANKFORT	KX131	9887	5
137.5		WINIFRED	KX137	11708	5
142.6		UPLAND	KX143		5
148.1		MARYSVILLE	KX148	Yd.	30
149.4		MARYSVILLE	CP149		40
150.3		WEST MARYSVILLE			40
155.5		ORRICK	KX155		5
158.6		BREMEN	KX158	12120	5
164.5		GERRY	KX163	13514	5
171.6		HOLLENBERG	KX172	12776	5
180.4		BN			5
184.6		FAIRBURY	KX188	13353	5
193.6		HEDRIX	KX194	9227	5
201.9		ALEXANDRIA	KX203	12725	5
209.3		BELVIDERE	KX212	8000	5
210.2		BN			5
217.2		CARLETON	KX219	13024	5
226.0		DAVENPORT	KX226	13179	5
233.7		BN			5
234.9		EDGAR	KX236	12553	5
241.7		FAIRFIELD	KX244	8000	5
248.0		ANAN	KX249	12765	5
256.4		LEVEL	KX257	19163	5
260.5		BN			5
261.8		HASTINGS	KX262	12922	5
273.9		HAYLAND	KX275	12992	5
279.8		DENMAN	KX283	9996	5
285.2		CP 285			5
287.9		GIBBON JCT.	CP175		5

TIMETABLE NO. 5

MARYSVILLE SUBDIV. — NEBRASKA DIVISION 57

Rule 251 in effect between West Yard and East Topeka.
 Two main tracks Kansas City to West Menoken; Upland to Orrick; CP 285 to Gibbon Jct.
 ACS in effect East Menoken Jct. to Gibbon Jct.
CLEARANCE REQUIREMENTS
 SSW Trains: Westward SSW Yard office, Kansas City; Eastward SSW yard office Herrington, KS.
GENERAL INSTRUCTIONS
 At Marysville, a member of the crew must report to train dispatcher or yardmaster for instructions before coming into yard and must not block Highway 77 crossing.
 Speed Signal locations: West Yard; East Topeka to Gibbon Jct.
 Hot Box and Drugging Equipment Detectors located: Westward only @MP 15.0, \$MP 31.4, \$MP 53.0; Eastward only \$MP 26.9, \$MP 46.9; Other \$MP 87.3, \$MP 104.5, \$MP 123.4, @MP 141.4, \$MP 156.4, \$MP 177.5, \$MP 192.3, \$MP 213.5, \$MP 232.3, @MP 251.9, @MP 276.7.
 Between Kansas City and MP 6.4 be governed by Kansas Division operating instructions.
 Equation MP 2.6 equals MP 3.3.

WEEPING WATER BRANCH — NEBRASKA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as Below) Between Mile Posts —
447.4	UNION	-1 T	O-165		20 MPH
460.4	WEEPING WATER	-1	OD-41		10
461.4	OMAHA JCT.		OD-42		10
465.9	LOUISVILLE		OD-52		10
					23.9

Business Tracks MP No. Sta. No.
 Nehawka 451.7 OF4
 Manley 459.8 OD-46

Yard Limits: Entire Branch

ATCHISON BRANCH — NEBRASKA DIVISION

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

TOPEKA BRANCH — NEBRASKA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Yard Limits: Entire Branch.	Maximum Speed MPH
368.1	LOMAX		MX-376		20
406.5	ATSF				20
407.6	TOPEKA	T	T-130		20
					39.5

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

TIMETABLE NO. 5

58 BEATRICE BRANCH — NEBRASKA DIVISION

Radio Communication via Channel One.				Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST	Stations			
0.0	VALLEY	● T	NX028	Yd.	40	0.1 and 0.3
5.8	BN	●			15	3.8 and 4.0
11.6	MEAD		NA012	4247	20†	5.8 BN Crossing
26.3	WESTON		NA026	3397	25	6.4 and 7.7
37.3	VALPARAISO	T	NA037	4453	30	19.1 and 19.5
47.4	GARRATT		NA048	5313	35	28.8 and 36.3
55.5	BN CONN	●			25	36.3 and 37.4
56.5	BN	●			20	55.4 and 56.5
57.1	LINCOLN	● T	NA057	1100	15	56.9 and 57.5
57.4	BN	●				57.2 between west scale track and east house track switch
59.0	BN	●			5†	59.0 BN Crossing
64.7	JAMAICA		NA065	5821	5	65.4 Jamaica Siding
69.8	ALDO		OE039		15	96.5 and 97.3
88.9	PICKRELL		NA089	3657		Beatrice, Allers Grain Company spur and Kilpatrick track
96.8	BEATRICE	●	NA097	4320	25	98.8 and 101.4
113.1	BN	●			5	105.7 Elevator Spur
114.3	BADGER		NA114	5343	30	107.2 and 112.6
134.2	MARYSVILLE	● T	KX148	Yd.	5	110.3 Blue Springs siding
					20†	113.1 BN Crossing
					10	Marysville — yard tracks

Business Tracks MP No. 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
 Barneston 118.0 NA118
 Marietta 125.9 NA126

Yard Limits: Valley to MP 2.1; MP 54.5 to MP 58.9; MP 131.3 to Marysville.

STROMSBURG BRANCH — NEBRASKA DIVISION

Radio Communication via Channel One.				Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST	Stations			
0.0	VALPARAISO	T	NA037		40	1.3 and 6.4
13.5	BRAINARD		NS214	967	25	6.4 and 8.0
21.8	YANKA		NS222	3300	30	8.1 and 11.0
23.2	DAVID CITY		NS223	1156	25†	13.5
23.5	BN				20	23.0 and 23.5
40.1	SHELBY		NS240	1507	20	29.9 and 31.0
52.9	STROMSBURG		NS253	1200	30	47.5 and 48.2
56.8	DURANT		NS257	1079		
63.0	POLK		NS263	2497		
75.3	BN					
75.9	CENTRAL CITY	● T	NX125			

Business Tracks MP No. Sta. No.
 Loma 7.4 NS207
 Rising City 33.3 NS233
 Osceola 47.5 NS248
 Hordville 68.5 NS269
 Heber 73.8 NS274

CRETE BRANCH — NEBRASKA DIVISION

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

ST. JOSEPH BRANCH — NEBRASKA DIVISION 59

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

Business Tracks MP No. Sta. No.
 Troy 13.9 KJ099
 Hamlin 50.1 KJ063
 Summit(E) 94.1 KJ019
 Home 105.2 KJ008

Yard Limits
 St. Joseph to MP 5.2

Bestwall Branch Marysville to Bestwall 9.9 Miles. Maximum Speed 20 MPH. Track warrant control in effect.
 Business Track MP Sta. No.
 Bestwall 9.9 KB345

HALLAM BRANCH — NEBRASKA DIVISION

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

GRAND ISLAND BRANCH — NEBRASKA DIVISION

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

Business Tracks MP No. Sta. No.
 Doniphan 12.2 KG113
 River(W) 18.4 KG119

Yard Limits:
 MP 0.0 to MP 1.0
 MP 18.0 to MP 22.3
 TWC MP 1.0 to MP 18.0

60 CONCORDIA BRANCH — NEBRASKA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
403.8		VLIETS		S-74		
		5.0				
408.8		FRANKFORT ⊗ UP ⊗		KX131	2168	
		4.9				
413.7		TUTTLE		S-83	5235	
		9.1				
425.6		BLUE RAPIDS		S-95		
		12.1				
437.7		BARNES		S-107		Rule 99(4) in effect
		5.9				Maximum Speed MPH
443.6		GREENLEAF		S-113	3103	(Except as below) 35
		20.8				Between Mile Posts —
464.4		CLIFTON		S-134	2701	418.0 and 580.5 30
		1.6				491.2 and 491.4 10
466.0		⊗ KYLE ⊗		S-136		
		5.0				
471.0		CLYDE		S-141		Business Tracks MP Sta. No.
		14.1				Waterville 430.5 S-100
485.1		⊗ ATSF ⊗		S-155	Yd.	Linn 450.6 S-120
		0.3				Palmer 455.4 S-125
485.4		CONCORDIA ⊕-1 ⊕		S-155	Yd.	Ames 473.8 S-143
		4.9				Gilbert 509.5 S-179
490.3		YUMA		S-160	2189	Solomon Rapids 519.3 S-189
		6.0				Glen Elder 525.6 S-195
496.3		BURR OAK JCT.	⊕	S-166		Cawker City 532.9 S-202
		0.1				Bloomington 553.7 SF-15
496.4		JAMESTOWN	⊕	S-166		
		6.4				Yard Limits: MP 403.8 to MP 408.8; MP 484.0 to MP 496.7; MP 513.0 to MP 515.0; MP 537.9 to MP 539.5; MP 578.6 to end of track Stockton.
502.8		SCOTTSVILLE	⊕	S-172		CONCORDIA: Washington Ave. and Cedar St. — Stop and protect.
		11.6				At Osborne, stop and protect U.S. Highway 281 crossing.
514.4		BELOIT ⊗ UP ⊗	⊕	S-184	1633	
		9.7				
524.1		GLEN	⊕	S-194	1938	
		9.2				
533.3		CAWKER	⊕	S-203	1724	
		5.3				
538.6		DOWNNS ⊕-1 T ⊕	⊕	S-208	Yd.	
		9.9				
548.5		OSBORNE		SF-10		
		13.6				
562.1		ALTON		SF-23		
		8.3				
570.4		WOODSTON		SF-32		
		10.0				
580.4		STOCKTON	⊕ T	SF-42	Yd.	
		245.3				

BURR OAK BRANCH — NEBRASKA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Maximum Speed MPH
496.4		JAMESTOWN	⊕	S-166	10 MPH
		33.3			Yard Limits: Entire Branch
529.7		BURR OAK	⊕	SE-34	
		33.3			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	STATIONS	EAST	Station Nos.	Maximum Speed MPH
538.6		DOWNNS ⊕-2 T ⊕	⊕	S-208	25
		19.2			Between Mile Posts —
557.8		GAYLORD		S-227	614.6 and 614.7 10†
		14.8			Yard Limits:
572.6		KIRWIN		S-242	MP 538.8 to MP 539.5;
		10.5			MP 622.3 to Lenora
583.1		GLADE		S-253	Business Tracks MP Sta. No.
		15.4			Portis 547.7 S-217
598.5		LOGAN		S-268	Harlan 552.9 S-222
		14.4			Cedar 563.0 S-233
612.9		EDMOND		S-282	Claudell 567.8 S-237
		10.4			Speed 589.8 S-259
623.3		LENORA	⊕	S-293	
		84.7			

SALINA SUBDIV. — NEBRASKA DIVISION 61

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
73.0		EAST MENOKEN	T			40
		5.7				Sidings (6 axle units) 5
78.7		SILVER LAKE		KP079	4578	Industry Tracks 5
		4.9				Menoken (W Leg of Wye) 20
83.6		ROSSVILLE		KP084	6558	Between Mile Posts—
		8.4				91.0 and 91.8 30
92.0		ST. MARYS		KP092	4068	104.6 and 104.8⊕ 35
		12.7				118.2 and 119.0 35
104.7		WAMEGO		KP105	7007	119.0 and 119.7 25
		14.6				119.7 and 121.8 35
119.3		MANHATTAN	●	KP119		123.1 and 123.5 35
		12.3				129.7 and 133.7 35
131.6		EAST FUNSTON		KP132	6386	133.7 and 137.2⊕ 30
		7.9				137.2 and 141.0 35
139.5		JUNCTION CITY ● T		KP140	6873	143.6 and 145.3 35
		12.8				162.7 and 163.3 35
152.3		CHAPMAN		KP152	6591	163.3 and 164.6 25
		11.4				164.6 and 165.3 35
163.7		ABILENE	●	KP164	5818	167.9 and 168.3 35
		0.8				171.6 and 173.7 35
164.5		⊗ ATSF ⊗				184.6 and 187.2 35
		0.2				187.2 ATSF Xing 25
164.7		WEST ABILENE		KP165		210.0 and 216.1 30
		7.6				221.9 and 224.5 30
172.3		SOLOMON	T	KP172	1791	231.7 and 235.5 35
		7.6			3528	235.0 and 236.2 35
179.9		NEW CAMBRIA		KP180		263.0 and 264.2 35
		4.7				301.8 and 303.6 35
184.6		EAST SALINA	⊕	KP185		322.2 and 322.4 25
		2.0				375.8 and 378.3 35
186.6		SALINA	T ⊕ ●	KP187	Yd.	Business Tracks MP Sta. No.
		0.6				Kiro 75.2 KP075
187.2		⊗ ATSF ⊗				Belvue 98.0 KP098
		7.6				Industrial Park(W) 118.2 KP118
194.8		BAVARIA		KP195	2763	Eureka Lake(W) 125.9 KP126
		6.1				Funston 133.6 KP134
200.9		BROOKVILLE		KP201	5275	Fort Riley 135.7 KP136
		18.4				Lacey(E-W) 143.0 KP143
219.3		KANOPOLIS		KP219	2917	Stoney(W) 150.6 KP151
		4.0				Detroit 158.5 KP159
223.3		ELLSWORTH		KP224	4902	Black Wolf 231.5 KP232
		16.6				Bunker Hill 253.4 KP253
239.9		WILSON		KP240	2584	Walker 275.5 KP276
		6.3				Victoria 279.6 KP280
246.2		DORRANCE		KP246	2925	Toulon 284.8 KP285
		17.4				Yocemento(E) 295.3 KP295
263.6		RUSSELL		KP263	3022	Ogallah 313.1 KP314
		8.8				Voda 330.0 KP330
272.4		GORHAM		KP272	5024	Collyer 335.8 KP336
		17.7				Grainfield 356.3 KP356
290.1		HAYS		KP290	5278	Campus 371.2 KP371
		13.2				
303.3		ELLIS		KP303		
		5.1				
308.4		RIGA		KP308	2719	
		13.9				
322.3		WAKEENEY		KP322	2336	
		21.0				
343.3		QUINTER		KP343	3610	
		7.6				
350.9		BUFFALO PARK		KP351	3032	
		14.3				
365.2		GRINNELL		KP365	2370	
		12.2				
377.4		OAKLEY	⊕ ● T	KP377	5726	
		304.4				
						Yard Limits
						MP 184.2 to MP 187.4.
						MP 375.9 to Oakley.
						At Salina trains enroute Marysville Subdivision secure clearance.
						Rule 10(d) not in effect.

TRIGO INDUSTRIAL LEAD: MP 479.1 to MP 502.5. Maximum speed 20 MPH except Ohio Street Salina — 10 MPH. ⊕ UP ⊕ MP 494.8

Business Tracks	MP	Sta. No.
KIPP	484.7	GK-6
SALINA ⊕ T	494.9	GK-16
TRIGO	499.1	GK-21

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed MPH	
					(Except as below)	
0.0	SOLOMON	T	KP172	....	20.2 and 21.0	25
6.5	NILES		KS907	3042	22.7 and 24.0	10
14.7	BENNINGTON		KS915	2541	34.0 and 34.8	25
34.7	DELPHOS		KS935	1683	56.9 and 57.4	10
46.8	SIMPSON		KS947	1476	Niles, Bennington and Simpson	25†
57.2	UP				Glasco and Asherville	10†
57.4	BELOIT	●	S184	1374		
					Yard Limits MP 55.0 to MP 57.9	
					Business Tracks	MP Sta. No.
					Lindsey	20.9 KS921
					Minneapolis	23.3 KS923
					Glasco	41.6 KS940
					Asherville	49.8 KS952

PLAINVILLE BRANCH — NEBRASKA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed MPH	
					(Except as below)	
0.0	SALINA	●	KP187	Yd.	0.0 and 6.6	25
11.5	CULVER		KO012	1276	6.6 and 21.5	30
23.8	BEVERLY		KO024	2466	21.5 and 31.0	25
33.8	ATSF	●			33.0 and 34.0	25
34.2	LINCOLN CENTER		KO034	1421	37.0 and 51.5	30
40.7	VESPER		KO041	2468	51.5 and 52.9	25
46.9	SYLVAN GROVE		KO047	1938	61.5 and 63.8	30
56.0	LUCAS		KO056	1714	67.0 and 79.0	30
71.5	WALDO		KO072	2061	83.7 and 85.9	25
79.2	PARADISE		KO079	1258	87.8 and 88.0	25
87.0	NATOMA		KO087	1618	94.1 and 98.5	25
95.1	CODELL		KO095	1478	101.2 and 102.8	25
103.5	PLAINVILLE	●	KO104	1899	104.2 and 109.0	25
110.4	ZURICH		KO110	1783	115.5 and 125.0	30
129.3	BOGUE		KO129	....	129.0 and 137.9	30
138.0	HILL CITY		KO138	1157	137.9 Xing	5†
150.2	MORLAND		KO150	1306	137.9 and 177.5	30
155.4	STUDLEY		KO155	1338	194.0 and 203.1	30
170.4	HOXIE		KO170	1495	203.1 and 203.3 E leg wye	15
186.2	MENLO		KO186	1450	223.8 and 224.5	15
203.5	COLBY	T	KO204	946		
212.5	MINGO		KO213	1952	Yard Limits MP 0.0 to MP 0.6	
224.7	OAKLEY	●T	KP377	....	MP 221.2 to Oakley	
					Business Tracks	MP Sta. 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.	

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
					(Except as below)	
291.0	CP291	X		....	283.2 and 291.5	40
296.5	HERSHEY	X	NX297	n3388	South Running Track (CP 291 to CP 298)	40
297.7		CP298 X	NX298		O'Fallons Siding	40
299.1	O'FALLONS	T X	NX301	n10600	323.5 and 324.4	60
303.7	SUTHERLAND	X	NX303	....	Ogallala North Siding	40
311.5	CP312	X	NX312	....	Julesburg Sidings	40
322.5	CP322	X		....	407.5	60 †
332.3		CP332		n11600	422.6 and 423.5	60
334.8	OGALLALA	T X	NX335	s7079	456.9 and 457.2	65
349.7	CP350	X	NX350	....	462.8 and 463.0	65
354.3	BIG SPRINGS	X	NX354	....	466.5	60 †
363.0		CP363 X	NX363	n9500	Wypo Trks.	5
365.3	JULESBURG	● T X	NX365	s9500	486.2 and 486.5	60
377.5	CP378	X		....	493.7 and 494.0	60
380.3	CHAPPELL	X	NX380	....	497.7 and 498.2	60
392.0	CP392	X		....	502.2 and 503.0	50
407.5	SIDNEY	● T X	NX408	n12280 s12280	506.3 and 508.3 (No. 3 trk.)	40
415.5	BROWNSON	T	NX416	c4169	508.3 and 509.1	35
423.9	CP424	X		....	509.1 and 510.5	20 †
437.2		CP437 X		....	
438.4	OWASCO	T	NX440	n9550	Business Tracks	MP Sta. No.
444.5	KIMBALL	X	NX445	c6324	Varnier (W)	302.1 NX302
448.5	CP449	X		....	Paxton	315.5 NX316
456.2	BUSHNELL	X	NX457	....	Roscoe	327.7 NX328
459.5	CP459	X	NX459	....	Brule	343.9 NX344
469.5	CP469	X	NX469	....	Lodge Pole	389.7 NX390
475.4		CP 475		n10550	Sunol	396.3 NX396
476.5	EGBERT	T	NX478	....	Colton	401.0 NX401
477.5		CP 478		....	Potter	425.9 NX426
480.8	CP481	X	NX481	....	Jacinto (E)	430.8 NX431
491.0	CP491	X	NX491	....	Dix	435.4 NX435
500.6	ARCHER	CP 501 X	NX501	s5956	Pine Bluffs	466.7 NX467
506.3	BARNETT	CP506 X	NX506	....	Wypo (W)	470.2 NX470
508.3		CP 508 X		....	Tracy (E)	472.0 NX472
509.5	CHEYENNE	● T	WX510	Yd.	Burns	483.6 NX483
					Hillsdale (E)	489.4 NX490
					218.5	

Two main tracks CP291 to CP506.

Three main tracks CP506 to CP508.

Four main tracks CP508 to Cheyenne.

ACS CP 291 to Cheyenne

Speed Signal locations: CP291 to CP508.

Hot Box and Dragging Equipment Detectors located at: @MP 297.7, @MP 316.4, @MP 335.2, @MP 353.1, @MP 372.5, @MP 397.1, @MP 416.1, @MP 434.4, @MP 454.3, @MP 475.2, @MP 499.0. Note: At MP 297.7

Strobe Light governs No. 2 and South Running Tracks.

64 NORTH PLATTE SUBDIV. — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH 164.2 and 244.4 25 182.1 and 182.5 5
	WEST STATIONS	EAST STATIONS			
0.0		O'FALLONS	CPO T	NX301	ACS in effect O'Fallons to CP113 MP 115.6 to MP 157.0 for Westward Trains, MP 115.6 to MP 158.8 for Eastward Trains.
19.5		NEVENS		NP019	Yard Limits MP 144.0 to MP 146.1 MP 156.8 to MP 164.2
35.7		MARTIN		NP035	Contact CNW Operator before entering or leaving yard limits MP 156.8 to MP 164.2.
51.4		RUTHTON		NP052	
67.6		NEW OSHKOSH		NP068	
96.8		EASTWOOD		NP097	
113.7		NORTHPORT		NP114	
115.1		BN	CP115	NP115	
140.7		BROCKHOFF		NP141	
145.9		GERING		NP146	
159.7		SOUTH MORRILL		NP162	
164.2		JOYCE		NP164	
181.6		YODER		NP182	
222.9		ALBIN		NP422	
244.4		EGBERT		NX478	

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

JULESBURG SUBDIV. — WYOMING DIVISION

Mile Post	Radio Communication via Channel Two		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH Ovid Sugar Company 5 Between Mile Posts— 56.1 and 59.1 20 150.7 and 151.1 20
	WEST STATIONS	EAST STATIONS			
0.0		JULESBURG		NX365	
7.1		OID		NJ372	
14.6		SEDGWICK		NJ380	
23.1		RED LION		NJ388	
54.5		CERES		NJ420	
57.5		STERLING		NJ423	
75.3		MESSEX		NJ441	
81.1		UNION		NJ446	
87.0		SNYDER		NJ452	
98.6		FT. MORGAN		NJ464	
109.0		WELDONA		NJ474	
117.7		ORCHARD		NJ483	
135.4		HARDIN		NJ501	
143.1		KERSEY		NJ508	
151.1		LASALLE		WD687	

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

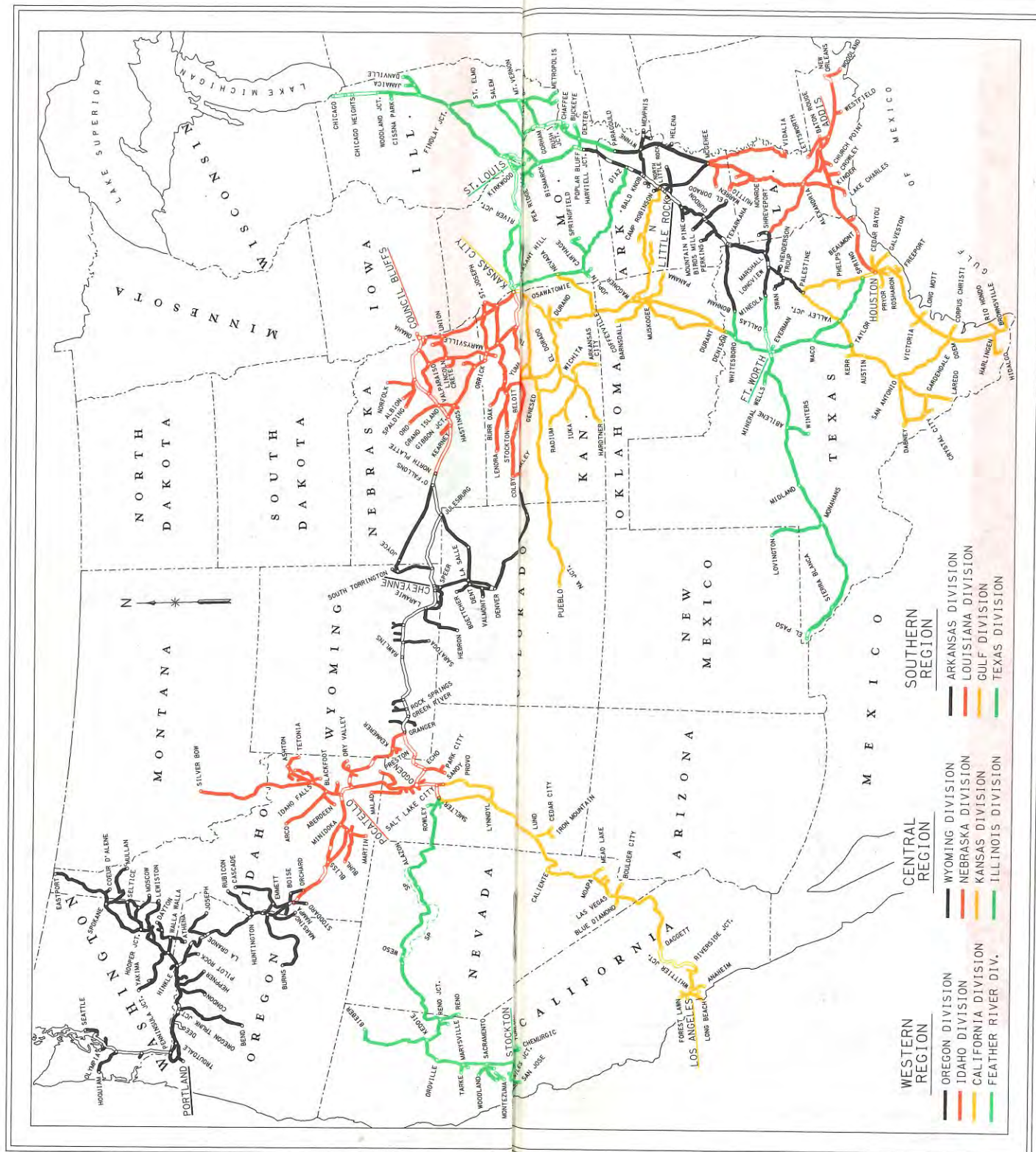
GREELEY SUBDIV. — WYOMING DIVISION 65

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH Between Mile Posts— 0.4 and 3.0 both tracks 25 4.0 to DRGW Belt Line Through Spring Switch DRGW Belt Line to N.Yd. BN-DRGW Xing at N.Yd. DRGW Yard Trks 10 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 Business Tracks MP Sta. No. DuPont 8.2 WD648 Rolla 10.6 WD650 Henderson 14.1 WD655 Powars 22.8 WD663 Lupton (S) 25.8 WD666 Ione 30.3 WD671 Gilcrest 40.3 WD680 Evans (S) 48.3 WD689 Garden City 49.8 WD690 Gill 54.6 WD694 Lucerne 56.1 WD696 Eaton 58.8 WD700 Pierce 66.7 WD707 Dover (S) 77.0 WD717 Double Track (Rule 251) MP 0.4 to MP 4.0. Two main tracks MP 4.0 to MP 5.1.
	SOUTH STATIONS	NORTH STATIONS			
103.3	BORIE	CP519			
99.9	WEST SPEER	CPC520			
98.6	SPEER	CPC518	WS518	6740	
97.7	SPEER JCT.	CP98			
85.9	CARR		WD726	7355	
72.0	NUNN		WD712	7951	
63.0	AULT		WD703	7905	
55.7	CP56				
54.2		CP54		8320	
52.5		CP53			
51.8	GREELEY		WD692		
50.7		CP51			
47.2		CP47			
46.3		CP46			
46.1	LA SALLE	CP45	WD687	9118	
45.3					
34.8	PLATTEVILLE		WD675	7975	
19.2	BRIGHTON		WD659	7960	
11.5	HAZELTINE		WD652	7935	
6.3	ADAMS	CP6	WD646		
4.9	COMMERCE CITY	CP5	WD645		
4.0	DRGW CONN.				
2.2	PULLMAN		KP638	Yd.	
1.7	36th STREET		WD640		
0.0	DENVER UNION TERMINAL				

MP 4: Spring switch at MP 4 on southward 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.
Yard Limits: MP 0.0 to MP 4.8

DENVER SUBDIV. — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum speed MPH Oakley to 622.0 40 622.0 to Pullman 35 Between Mile Posts— 375.8 and 378.5 35 534.8 and 536.6 35 637.5 and 638.2 15 All tracks except MT 5 Yard Limits: Oakley to MP 378.5, MP 622.0 to MP 638.2. Sta. No. Business Tracks MP No. Page City 393.6 KP394 Winona 399.0 KP399 McAllaster 408.4 KP408 Arapahoe 453.3 KP453 Byers 596.4 KP597 Strasburg 602.5 KP603 Wattenberg (E) 622.5 KP622 Mesa 625.0 KP625 Magee 628.1 KP628
	WEST STATIONS	EAST STATIONS			
377.4	OAKLEY		KP377	5726	
386.1	MONUMENT		KP386	2456	
421.2	WALLACE		KP421	2168	
429.8	SHARON SPRINGS		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		KP536	3777	
550.5	LIMON		KP551	2075	
556.6	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		KP632	5102	
634.5	SANDOWN		KP634	3454	
638.2	PULLMAN		KP638	Yd.	



TIMETABLE NO. 5

TIMETABLE NO. 5

Radio communication via Channel One.		WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
Mile Post						70	
509.5		CHEYENNE	CP511	WX510	Yd.	Between Mile Posts—	
510.9						508.3 and 509.1	35
519.4		BORIE	CP519	WX519		509.1 and 510.1	20
529.0		GRANITE		WX529	n4238	510.1 and 510.2	20
536.6		BUFORD		WX537	c6151	509.1 and 510.5	20
543.0		DALE	CP543	WX545		510.5 and 511.8	40
545.6		DALE JCT.	CP545			Via Buford & Colores—	
547.3						511.8 and 522.1	55
548.3		HERMOSA	CP547	WX548		522.1 and 525.6	45
548.6			CP549			525.6 and 530.0	55
565.3						530.0 and 532.1	45
566.0		LARAMIE	CP565	WX566	Yd.	532.1 and 537.9	55
567.4			CP567			537.9 and 540.4	40
509.5		CHEYENNE	CP511	WX510	Yd.	540.4 and 544.1	45
510.9						544.1 and 546.4	40
C518.3		SPEER	CPC518	WS518	c6740	546.4 and 565.3	40
C519.3			CPC520			CP519 C/O No. 1 Track to or from Borie cutoff	15
C525.6		EMKAY		WS526	6558	Borie and Speer	50
C534.5		LYNCH		WS534	6687	Via Speer & Harriman—	
C543.1		HARRIMAN		WS543	7079	C511.8 and C553.5	50
C550.0		PERKINS		WS550	6492	C553.5 and C555.1	40
C554.9		DALE JCT.	CP545			Via Red Buttes—	
B547.3		HERMOSA	CP547	WX548		B547.3 and B549.0	40
B548.3			CP549			B549.0 and B565.6	60
B548.6		RED BUTTES		WS557	5852	CPB564 and CP570 Siding	40
B556.7						Laramie-Tie Yard Lead	10
B565.3						Warehouse 2, 3 & 4 Trks	5
B565.6		LARAMIE	CP565	WX566	Yd.	587.7 and 588.4	60
566.0			CP567			593.3 and 593.7	65
567.4						598.5 and 602.5	65
570.6		CP570				637.5 and 637.8	60
582.2		CP582				Hanna South Siding	40
584.8		BOSLER	CP585	WX585	c4300	Hanna — Yd Trks	5
594.1		LOOKOUT	CP594	WX594		643.4 and 648.0	60
601.0		CP601				650.2 and 650.7	60
605.2		ROCK RIVER	CP605	WX605	c6195	653.1 and 656.4	60
609.0		WILCOX	CP609	WX609		661.0 and 662.8	65
616.8		CP617				662.8 and 666.5	60
623.5		MEDICINE BOW	CP623	WX623	c5984	Rawlins Sidings	40
624.5			CP624			682.3 and 682.8 MT & Sidings	20
632.6		CP633				Coal Spur Tracks	
639.0		RAMSEY	CP639	WX639	n19198	Ramsey Spur (Arch II, Rose-Bud & Carbon County)	
641.0		CP641				0.0 and 3.6	20
643.0		HANNA	CP643	WX643	s19202	2.7 and 2.9 (Arch Siding)	15
650.1		DURRANT	CP650	WX649		3.6 and 4.2	15
662.3		WALCOTT	CP662	WX662		Old Energy Lead	20
672.1		BENTON	CP672			Other Trks on Coal Spurs	5
675.8		SINCLAIR		WX676		Dual control turnout at MP 547.3 between No. 2 track and No. 3 track is a No. 10 equilateral — 30 MPH.	
678.0			CP678		n10788	Dual control turnout at MP 565.3 between No. 2 and No. 3 track is a No. 20 equilateral — 60 MPH.	
680.3			CP680		n11990	Business Tracks	
681.2			CP681			Wycon (E)	514.5 WX515
682.7			CP683			Sherman (W)	540.4 WX540
682.8		RAWLINS		WX683		Colores (E)	553.8 WX554
685.0						Forelle (E)	561.7 WX562
						Cooper Lake (E)	590.6 WX591
						Edson (W)	656.6 WX657

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. 5

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, CPC517, CPC518, CP519, CPC520, Borie, CP528, CP530, CP536, CP537, Dale Jct. (1&2), CP547 (except EW signal on No. 2), CP549, CPB556, CPB557, CPB564, CP565, CP570 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

Radio Communication via Channel One		WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
Mile Post						20	
0.0		LARAMIE		WX566	Yd.	Sidings	10
14.7		MILLER		WC015	1223	Between Mile Posts—	
54.6		FOX PARK		WC055	932	29.6 and 30.4	15
64.1		WYOCOLO		WC064	2851	38.1 and 48.3	10
70.8		CAMP		WC071	1601	53.7 and 56.0	15
79.8		NORTHGATE		WC080	1497	56.2 and 77.9	10
92.2		WALDEN		WC092	Yd.	Walden Yard Trks	5
108.0						Business Tracks	
						Centennial(E)	29.7 WC030
						Albany	40.4 WC040
						Kings Canon(E)	73.6 WC074
						Brownlee	88.3 WC088
						At MP 48, eastward trains must stop and fully recharge train line before proceeding.	
						Yard Limits entire branch.	

ENCAMPMENT BRANCH — WYOMING DIVISION

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

TIMETABLE NO. 5

WEST		Radio communication via Channel One East of MP 980 and via Channel Two West of MP 980				EAST	
First Class					First Class		
26 Psgr.					25 Psgr.		
Daily	Mile Post	STATIONS	Station Nos.	Sidings Feet	Daily		
	847.2	GRANGER CP847 T ↑ X	WX847	n15057			
	854.0	VERNE WX854	WX854	c5795			
	866.2	HAMPTON X	WX866				
	875.4	CARTER WX875	WX875	c6277			
	885.6	BRIDGER WX886	WX886	c6068			
	890.5	LEROY X	WX891				
	897.6	SPRING VALLEY WX898	WX898	c5807			
	900.1	ASPEN CP900 X	WX902				
	904.8	ALTAMONT CP905 X	WX904	e4944 w8875 e8264			
	917.2	EVANSTON TX	WX917				
	927.1	WAHSATCH WX928	WX928	c4254			
	943.0	EMORY WX943	WX943	c5797			
	952.7	ECHO X	WX952	c5845			
	957.1	HENEFER WX957	WX957	c5489			
	961.1	DEVIL'S SLIDE WX961	WX961	c5483			
	967.0	MORGAN WX968	WX968	c5546			
	978.7	STRAWBERRY CP977 X	WX978				
	988.6	EAST RIVERDALE CP988 X					
	989.9	RIVERDALE CP990 ⊙ X	WX990	Yd.			
AM	992.6	OGDEN ● ⊙ T	UY993	Yd.	AM		
5 13	0.0	OGDEN ● ⊙ T	UY993	Yd.	s12 57		
	818.4	BRIDGE JCT CP817 ⊙ X	UY994				
	817.8	BRIDGE JCT CP818 ⊙ X					
	817.5	BRIDGE JCT CP817 ⊙ X					
	811.5	CLEARFIELD CP809 T X	UZ002	c4727			
	809.2	CLEARFIELD CP807 X	UZ002				
	807.2	LAYTON CP804	UZ007				
	803.9	LAYTON CP804	UZ007				
	802.2	KAYSVILLE CP802	UZ009	n6418			
	793.2	CENTERVILLE CP793 X	UZ018				
	791.0	WOODS CROSS UZ021	UZ021				
	787.5	NORTH SALT LAKE CP788 X	UZ024				
	787.9	18TH NORTH CP785 ⊙ X					
	783.6	NORTH YARD ⊙ ● T	Yd.				
	782.8	SALT LAKE CITY ⊙ ●	UZ029	Yd.			
6 30	782.9	GRANT TOWER (D&RGW) ⊙ ●	UZ029	Yd.	11 57		

AM	171.6			PM
Maximum Speed	MPH	941.6 and 942.9 EW		40
Granger to Evanston	65	942.9 and 952.1		40
Evanston to Ogden	50	952.1 and 952.5		35
(Except as below)		952.5 and 954.5		45
Between Mile Posts —		963.1 and 965.1		30
868.0 and 869.1	60	974.1 and 976.1		40
880.1 and 880.3	50	978.7 and 980.3		30
880.3 and 882.5	50	980.3 and 983.8 No. 2		35
882.5 and 885.0	60	986.8 and 989.5 No. 2		45
885.0 and 896.7	40	980.3 and 981.0 No. 1		35
896.7 and 901.7	40	981.0 and 983.5 No. 1		40
901.7 and 903.6	40	983.5 and 989.5 No. 1		45
903.6 and 908.6	45	989.5 and 992.0		35
908.6 and 916.0	60	992.0 and 992.6		20
916.0 and 917.6	35	Ogden, between East		
917.6 and 919.1	45	Riverdale & West Bridge		
927.5 and 928.8 WW	35	Jct. CP818 Bypass Trk		40
928.8 and 935.8 WW	30	Spurs not otherwise shown		10
935.8 and 939.4 WW	40			
939.4 and 942.9 WW	45			
926.5 and 941.6 EW	45			

TIMETABLE NO. 5

Maximum Speed		MPH		Business Trks.		MP	Sta No.
Ogden to Salt Lake City	Psg. Frt.	70	70	Millis (E-W)	912.5	WX913	
Riverdale Bypass Trk	40	40	40	Curvo (E)	932.1	WX933	
Bridge Jct. CP817 to Shasta Lead	15	15	15	Castlerock (E-W)	936.2	WX936	
N leg of Wye between Bridge Jct. CP817 & 28th St.	10	10	10	Baskin (E)	947.9	WX948	
Main Track No. 1 & South leg of Wye Trk between Patterson Ave. & Bridge Jct. CP818	15	15	15	Peterson (W)	975.4	WX976	
Ogden Terminal Limits				Utah (E-W)	984.7	UY985	
Cecil Jct. Through crossover	15	15	15	Lodjic(W)	816.7	UY995	
798.2 and 796.5	70	60	60	Layton	804.2	UZ007	
792.4 and 792.2	70	60	60	Kaysville	803.2	UZ009	
787.3 and 784.5	35	35	35	Woods Cross	791.3	UZ021	
784.5 and 782.8	20	20	20	Pioneer	789.2	UZ022	
Salt Lake Switching				Becks	786.1	UZ026	
District Industry tracks		5		Begin Western Region at MP 846.5			

Between Strawberry CP977 and Riverdale CP990, and between Bridge Jct. CP818 and 18th North CP785 — No. 1 Main Track is North track, No. 2 Main Track is South track.
 Double track (Rule 251) CP847 to CP900; CP905 to CP977; CP990 to Ogden. To CP818; CP785 to MP 783.5.
 ACS in effect entire Subdivision.
 Hot Box and Drugging Equipment Detectors located at: Both Tracks @MP 986.2; Westward only @MP 867.7, @MP 909.1, @MP 936.9, @MP 968.8; Eastward only @MP 958.6, @MP 925.6, @MP 884.1, @MP 854.7.
 Rule 151 Exception: Between MP 931.5 and Strawberry trains must keep to the left.
 Yard limits MP 989.0 to Ogden; Ogden to MP 818.0, MP 787.0 to MP 781.0.
 Speed Signal locations: Strawberry, East Riverdale. CP785, CP788, CP793, CP807, CP811, CP817, CP818.
 ⊙ in effect in Salt Lake City.

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 one car 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.

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

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

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Coalville	5.7	WP606	Keetley Jct.	24.5	WP625
Wanship	13.0	WP613	Park City	T. 27.4	WP628

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

Ontario Branch Keetley Jct. to Phoston 2.5 miles. Yard Limits entire branch. Maximum speed 15 MPH. Track out of service MP 0.0 to MP 2.5.

Business Track: Phoston, MP 2.2 Sta. No. WP 702.
 Air brakes must be cut in and operative on all cars handled.

Syracuse Branch Clearfield to Barnes	MP	Sta. No.	Evona Branch Ogden to Relico	MP	Sta. No.
2.1 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.			1.6 Miles. Relico to Sugar Wks xng (D&RGW) 0.5 miles, Sugar Wks xng to Sugar Wks Plant 1.1 miles. Total length 3.2 miles. Yard Limits entire branch. Maximum Speed 10 MPH.		
Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Freeport Center	0.6	UZ002A	Evona(E)	0.7	UV700
Barnes	2.1	UB602	Relico(E)	1.0	UV702
Hill Field Branch Ogden to Arsenal			Sugar Works		
6.8 Miles. Yard Limits entire branch. Maximum Speed 15 MPH except between MP 4.4 to MP 4.8 10 MPH, MP 6.0 to MP 6.8 10 MPH.					
Business Tracks	MP	Sta. No.			
Orchard(W)	2.6	UH102			
Cozydale(E)	3.4	UH103			
Roy(W)	4.2	UY999			
Arsenal	6.7	UH106			

Little Mountain Branch Little Mountain Jct. to Little Mountain 14.4 miles. Yard Limits — entire branch. Maximum Speed 10 MPH. Branch out of service MP 5.0 to MP 13.0.
 Business Track MP Sta. No.
 Little Mountain 13.8 UJ314

TIMETABLE NO. 5

SOUTH		Radio communication via Channel Two.					NORTH	
First Class			Station Nos.	Sidings Feet		First Class		
26 Pgr.	Mile Post	STATIONS			25 Pgr.	Daily		
AM	111.4		CP 192		AM			
3 10	111.2	McCAMMON	CP U11	IY038	3 05			
	109.7	6.4	CP U10					
3 17	104.8	ARIMO		UN105	6046	2 57		
		4.4						
3 21	100.4	VIRGINIA		UN100	3600	2 52		
		5.4						
3 26	95.0	DOWNEY		UN095	5991	2 47		
		10.6						
3 35	84.4	SWAN LAKE		UN085	6005	2 37		
		5.6						
3 40	78.8	COULAM		UN078	6007	2 29		
		7.4						
3 46	71.4	DAYTON		UN071	6011	2 23		
		6.0						
3 52	65.4	WESTON		UN065	6022	2 17		
		8.8						
4 00	56.6	TRENTON		UN057	6102	2 09		
		8.0						
s4 10	48.6	CACHE JCT		UN049	8619	s2 03		
		4.6						
4 22	44.0	WHEELON		UN045	6010	1 47		
		8.3						
4 30	35.7	DEWEY		UN036	6039	1 39		
		5.3						
4 35	30.4	HONEYVILLE		UN030	5984	1 34		
		9.3						
4 44	21.1	BRIGHAM CITY		UN021	6519	1 25		
		6.5						
4 51	14.6	WILLARD		UN014	5965	1 18		
		5.1						
.....	9.5	LITTLE MOUNTAIN JCT						
		0.5						
4 56	9.0	HOT SPRINGS		UN009	5938	1 13		
		3.2						
.....	5.8	WIP		UN006	1140			
		3.3						
5 02	2.5	SP JCT		UN002	6573	1 05		
		2.5						
s5 10	0.0	OGDEN		UY993	Yd.	1 00		
AM		111.4					AM	

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

Speed Signal locations: McCammon, MP 111.4 = MP 191.6 on Pocatello Subdiv.

Yard Limits: MP 50.0 to MP 47.0; MP 23.0 to MP 20.0; MP 2.0 to MP 818.0.

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 50	Riverdale By-Pass Trk	40 40
93.9 and 92.3	65 55	N leg of Wye between	
90.4 and 90.2	55 45	Bridge Jct. CP 817 & 28th St.	10 10
87.5 and 85.6	65 55	Bridge Jct CP 817 to	
83.0 and 82.7	50 40	Shasta Lead	15 15
67.1 and 66.1	50 40	Main Track No. 1 & South leg of	
64.5 and 64.1	65 55	Wye Trk between Patterson	
53.9 and 53.5	65 55	Ave. & Bridge Jct. CP 818	15 15
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	Business Tracks	
47.5 and 47.2	35 35	Cornish	MP 60.6 UN061
47.2 and 46.4	30 30	Perry	17.3 UN017
46.4 and 44.6	12 12	Randall	6.3 UN007
44.6 and 42.0	50 40	Harrisville	4.7 UN005
42.0 and 41.0	65 55		

MALAD BRANCH — IDAHO DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
51.5		MALAD	T	UD952	1091	1.0 and 1.5	30
		20.5				3.6 and 3.9	30
31.0		NUCOR		UD931		5.2 and 6.5	30
		13.2				11.7 and 12.1	30
17.8		TREMONTON		UD918	2409	27.0 and 27.9	30
		12.3				29.3 and 29.9	30
5.5		CORINNE		UD906	2643	34.9 and 35.1	30
		5.5				42.4 and 42.7	30
0.0		BRIGHAM CITY	⊙ T	UN021		48.4 and 51.1	30
						51.1 and 52.1	10
		52.1					
Yard Limits Brigham City MP 0.1 to MP 2.0						Business Tracks	Sta. No.
						Ford	11.5 UD912
						Garland	19.7 UD920

TIMETABLE NO. 5

SOUTH		Radio Communication via Channel One					NORTH	
First Class			Station Nos.	Sidings Feet		First Class		
26 Pgr.	Mile Post	STATIONS			25 Pgr.	Daily		
AM	111.4		CP 192		AM			
3 10	111.2	McCAMMON	CP U11	IY038	3 05			
	109.7	6.4	CP U10					
3 17	104.8	ARIMO		UN105	6046	2 57		
		4.4						
3 21	100.4	VIRGINIA		UN100	3600	2 52		
		5.4						
3 26	95.0	DOWNEY		UN095	5991	2 47		
		10.6						
3 35	84.4	SWAN LAKE		UN085	6005	2 37		
		5.6						
3 40	78.8	COULAM		UN078	6007	2 29		
		7.4						
3 46	71.4	DAYTON		UN071	6011	2 23		
		6.0						
3 52	65.4	WESTON		UN065	6022	2 17		
		8.8						
4 00	56.6	TRENTON		UN057	6102	2 09		
		8.0						
s4 10	48.6	CACHE JCT		UN049	8619	s2 03		
		4.6						
4 22	44.0	WHEELON		UN045	6010	1 47		
		8.3						
4 30	35.7	DEWEY		UN036	6039	1 39		
		5.3						
4 35	30.4	HONEYVILLE		UN030	5984	1 34		
		9.3						
4 44	21.1	BRIGHAM CITY		UN021	6519	1 25		
		6.5						
4 51	14.6	WILLARD		UN014	5965	1 18		
		5.1						
.....	9.5	LITTLE MOUNTAIN JCT						
		0.5						
4 56	9.0	HOT SPRINGS		UN009	5938	1 13		
		3.2						
.....	5.8	WIP		UN006	1140			
		3.3						
5 02	2.5	SP JCT		UN002	6573	1 05		
		2.5						
s5 10	0.0	OGDEN		UY993	Yd.	1 00		
AM		111.4					AM	

NORTH SIDE BRANCH — IDAHO DIVISION

SOUTH		Radio Communication via Channel One					NORTH	
First Class			Station Nos.	Sidings Feet		First Class		
26 Pgr.	Mile Post	STATIONS			25 Pgr.	Daily		
AM	111.4		CP 192		AM			
3 10	111.2	McCAMMON	CP U11	IY038	3 05			
	109.7	6.4	CP U10					
3 17	104.8	ARIMO		UN105	6046	2 57		
		4.4						
3 21	100.4	VIRGINIA		UN100	3600	2 52		
		5.4						
3 26	95.0	DOWNEY		UN095	5991	2 47		
		10.6						
3 35	84.4	SWAN LAKE		UN085	6005	2 37		
		5.6						
3 40	78.8	COULAM		UN078	6007	2 29		
		7.4						
3 46	71.4	DAYTON		UN071	6011	2 23		
		6.0						
3 52	65.4	WESTON		UN065	6022	2 17		
		8.8						
4 00	56.6	TRENTON		UN057	6102	2 09		
		8.0						
s4 10	48.6	CACHE JCT		UN049	8619	s2 03		
		4.6						
4 22	44.0	WHEELON		UN045	6010	1 47		
		8.3						
4 30	35.7	DEWEY		UN036	6039	1 39		
		5.3						
4 35	30.4	HONEYVILLE		UN030	5984	1 34		
		9.3						
4 44	21.1	BRIGHAM CITY		UN021	6519	1 25		
		6.5						
4 51	14.6	WILLARD		UN014	5965	1 18		
		5.1						
.....	9.5	LITTLE MOUNTAIN JCT						
		0.5						
4 56	9.0	HOT SPRINGS		UN009	5938	1 13		
		3.2						
.....	5.8	WIP		UN006	1140			
		3.3						
5 02	2.5	SP JCT		UN002	6573	1 05		
		2.5						
s5 10	0.0	OGDEN		UY993	Yd.	1 00		
AM		111.4					AM	

Operation by General Order.

Myers — Engines must not enter covered area at TASCO 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

15 MPH. Except between MP 0.0 and 1.0 10 MPH, MP 9.0 and MP 9.2 10 MPH.

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

Oakley Branch Burley to Martin 11.6 Miles.

Yard Limits entire branch. Maximum speed

20 MPH. Except between MP 0.1 and 1.0 10 MPH, MP 11.5 and MP 11.7 10 MPH.

Business Tracks	MP	Sta. No.
Crippen(E)	2.1	IT702
Buty(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

CACHE VALLEY BRANCH — IDAHO DIVISION

WEST		Radio Communication via Channel One.		EAST		
First Class	Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class	
25 Psgr.					26 Psgr.	
Daily					Daily	
AM	3 35	POCATELLO	● T X ○ CPP15 ○ CPP16	IY061	Yd.	AM s2 41
	214.2	2.1				
	215.8					
	216.0					
	216.3	POCATELLO JCT.	CP216 X CP217 X			
	216.9	8.1				
	222.8	MICHAUD	CP223 CP225	IY071	7645	
	224.4	5.8				
	230.2	BANNOCK		IY077	8267	
	238.4	AMERICAN FALLS		IY086	7104	
	242.5	BORAH		IY090	6053	
	250.0	QUIGLEY		IY097	8258	
	256.0	WAPI		IY103	5952	
	260.3	DEWOLF		IY107	8280	
	267.9	HAWLEY		IY115	5980	
	272.9	MINIDOKA	T †	IY120	13190	
	276.8	MAX		IY123	5848	
	284.6	ADELAIDE		IY132	8273	
	289.8	KIMAMA		IY136	5965	
	295.7	SENTEG		IY143	5976	
	303.1	OWINZA		IY151	8359	
	314.7	DIETRICH	CP315			
s5 12	321.8	SHOSHONE	CP324 X	IY169	12870	s1 00
	323.1	8.5				
	330.3	TUNUPA		IY178	8269	
	337.1	GOODING		IY185	8232	
	344.8	FULLER		IY191	8283	
	350.0	BLISS	T	IY198	5861	
	356.0	6.7	CP356			
	356.7	TICESKA		IY205	6021	
	372.8	17.3	CP373 X			
	374.0	GLENNS FERRY	CP376 X	IY221		
	376.3	19.3	CP376 X			
	391.6	REVERSE	CP392	IY240	8341	
	393.3	7.9	CP393			
	401.2	MOUNTAIN HOME	T	IY249	8234	
	408.2	SEBREE		IY255	8251	
	413.7	CLEFT		IY260	8242	
6 37	423.6	ORCHARD	CP423	IY270	9349	11 30
	435.2	OWYHEE		IY282	8240	
	446.4	KUNA	†	IY294	8053	
		2.4				
		IDAHO DIVISION				
		OREGON DIVISION				
	448.8	FOX	CP449			
	454.9	8.0	CP455 X			
	456.4		CP456			
s8 07	456.8	NAMPA	● T	IY304	Yd.	10 15
AM	242.6					PM

Boise Cut-off — See page 81.
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.
Yard Limits in effect MP 212.0 to MP 217.0.

Maximum Speed	MPH	Psgr.	Frt.	Stations	MP	Sta.
(Except as below)		70	70			
WW Trns on No. 2 Trk using C/O Pocatello Jct.	15	15		374.1 Xing CP 373 and CP 376 using C/O	20†	20†
All sidings except Michaud, Minidoka, Bliss, Sebree and Kuna	20	20		376.5 and 377.6 384.9 and 390.7 400.8 and 402.3 Sebree Siding 447.3 and 450.8	15	15
Between Mile Posts				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.	60	50
CP216 turnouts through diverging routes	15	15			60	50
213.4 and 215.0	20	20			35†	35†
218.8 and 220.0	65	50			20	20
237.9 and 241.3	65	55			70	60
314.7 and 316.3 No. 2	55	45				
321.5 and 321.8	35†	35†				
321.8 and 326.6	70	60				
337.5 and 338.0	45†	45†				
340.7 and 343.4	60	50				
360.2 and 360.8	55	45				
364.9 and 366.0	60	60				
367.3 and 368.3	70	60				
369.1 and 371.1	60	50				
371.1 and 374.1	45	35				

Speed Signal locations: Pocatello, CP223, CP225, Minidoka, CP315, CP323, Bliss, CP356, CP393, Sebree, CP423, Kuna, Fox.
Hot Box and Draining Equipment Detectors #MP 233.5, #MP 252.3, #MP 268.9, #MP 290.9, #MP 313.4, #MP 339.5, #MP 369.0 (No. 1 track), #MP 379.8 (No. 2), #MP 397.2, #MP 417.9, #MP 445.1.
Two main tracks Pocatello to CP225; CP356 to CP393; CP449 to CP465.

WEST		Radio Communication via Channel Two.		EAST		
First Class	Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class	
25 Psgr.					26 Psgr.	
Daily					Daily	
AM	3 35	POCATELLO	● T X ○ CPP15 ○ CPP16	IY061	Yd.	AM s2 41
	214.2	2.1				
	215.8					
	216.0					
	216.3	POCATELLO JCT.	CP216 X CP217 X			
	216.9	8.1				
	222.8	MICHAUD	CP223 CP225	IY071	7645	
	224.4	5.8				
	230.2	BANNOCK		IY077	8267	
	238.4	AMERICAN FALLS		IY086	7104	
	242.5	BORAH		IY090	6053	
	250.0	QUIGLEY		IY097	8258	
	256.0	WAPI		IY103	5952	
	260.3	DEWOLF		IY107	8280	
	267.9	HAWLEY		IY115	5980	
	272.9	MINIDOKA	T †	IY120	13190	
	276.8	MAX		IY123	5848	
	284.6	ADELAIDE		IY132	8273	
	289.8	KIMAMA		IY136	5965	
	295.7	SENTEG		IY143	5976	
	303.1	OWINZA		IY151	8359	
	314.7	DIETRICH	CP315			
s5 12	321.8	SHOSHONE	CP324 X	IY169	12870	s1 00
	323.1	8.5				
	330.3	TUNUPA		IY178	8269	
	337.1	GOODING		IY185	8232	
	344.8	FULLER		IY191	8283	
	350.0	BLISS	T	IY198	5861	
	356.0	6.7	CP356			
	356.7	TICESKA		IY205	6021	
	372.8	17.3	CP373 X			
	374.0	GLENNS FERRY	CP376 X	IY221		
	376.3	19.3	CP376 X			
	391.6	REVERSE	CP392	IY240	8341	
	393.3	7.9	CP393			
	401.2	MOUNTAIN HOME	T	IY249	8234	
	408.2	SEBREE		IY255	8251	
	413.7	CLEFT		IY260	8242	
6 37	423.6	ORCHARD	CP423	IY270	9349	11 30
	435.2	OWYHEE		IY282	8240	
	446.4	KUNA	†	IY294	8053	
		2.4				
		IDAHO DIVISION				
		OREGON DIVISION				
	448.8	FOX	CP449			
	454.9	8.0	CP455 X			
	456.4		CP456			
s8 07	456.8	NAMPA	● T	IY304	Yd.	10 15
AM	242.6					PM

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.
MP 186.7 to MP 189.4 is ABS-TWC.
Equation: Distance MP 314 to MP 316 is 1.4 miles.

WEST		Radio Communication via Channel Two.		EAST		
First Class	Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class	
25 Psgr.					26 Psgr.	
Daily					Daily	
AM	3 35	POCATELLO	● T X ○ CPP15 ○ CPP16	IY061	Yd.	AM s2 41
	214.2	2.1				
	215.8					
	216.0					
	216.3	POCATELLO JCT.	CP216 X CP217 X			
	216.9	8.1				
	222.8	MICHAUD	CP223 CP225	IY071	7645	
	224.4	5.8				
	230.2	BANNOCK		IY077	8267	
	238.4	AMERICAN FALLS		IY086	7104	
	242.5	BORAH		IY090	6053	
	250.0	QUIGLEY		IY097	8258	
	256.0	WAPI		IY103	5952	
	260.3	DEWOLF		IY107	8280	
	267.9	HAWLEY		IY115	5980	
	272.9	MINIDOKA	T †	IY120	13190	
	276.8	MAX		IY123	5848	
	284.6	ADELAIDE		IY132	8273	
	289.8	KIMAMA		IY136	5965	
	295.7	SENTEG		IY143	5976	
	303.1	OWINZA		IY151	8359	
	314.7	DIETRICH	CP315			
s5 12	321.8	SHOSHONE	CP324 X	IY169	12870	s1 00
	323.1	8.5				
	330.3	TUNUPA		IY178	8269	
	337.1	GOODING		IY185	8232	
	344.8	FULLER		IY191	8283	
	350.0	BLISS	T	IY198	5861	
	356.0	6.7	CP356			
	356.7	TICESKA		IY205	6021	
	372.8	17.3	CP373 X			
	374.0	GLENNS FERRY	CP376 X	IY221		
	376.3	19.3	CP376 X			
	391.6	REVERSE	CP392	IY240	8341	
	393.3	7.9	CP393			
	401.2	MOUNTAIN HOME	T	IY249	8234	
	408.2	SEBREE		IY255	8251	
	413.7	CLEFT		IY260	8242	
6 37	423.6	ORCHARD	CP423	IY270	9349	11 30
	435.2	OWYHEE		IY282	8240	
	446.4	KUNA	†	IY294	8053	
		2.4				
		IDAHO DIVISION				
		OREGON DIVISION				
	448.8	FOX	CP449			
	454.9	8.0	CP455 X			
	456.4		CP456			
s8 07	456.8	NAMPA	● T	IY304	Yd.	10 15
AM	242.6					PM

WEST		Radio Communication via Channel Two.		EAST		
First Class	Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class	
25 Psgr.					26 Psgr.	
Daily					Daily	
AM	3 35	POCATELLO	● T X ○ CPP15 ○ CPP16	IY061	Yd.	AM s2 41
	214.2	2.1				
	215.8					
	216.0					
	216.3	POCATELLO JCT.	CP216 X CP217 X			
	216.9	8.1				
	222.8	MICHAUD	CP223 CP225	IY071	7645	
	224.4	5.8				
	230.2	BANNOCK		IY077	8267	

80 SCOVILLE BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH	MPH
7.1	ABERDEEN JCT.		IA607		25.1 and 26.1	25
20.1	TABER		IA620	1540	29.6 and 29.8	20
39.7	SCOVILLE	T	IA640	1650	36.9 and 38.2	20
59.1	ARCO	T	IA659	1760	38.2 and 50.7	25
	52.0				50.7 and 52.0	10

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

YELLOWSTONE BRANCH — IDAHO DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH	MPH
51.0	ASHTON	T	IE051	2145	25.1 and 26.1	20
36.8	ST. ANTHONY	T	IE037	5225	29.6 and 29.8	20
26.0	REXBURG		IE026	3135	36.9 and 38.2	20
13.8	RIGBY		IE014	2530	38.2 and 50.7	25
7.6	UCON	⊙	IE008	2805	50.7 and 52.0	10
3.0	ORVIN	⊙ T	IE003	825		
1.0	IDAHO FALLS	⊙ ● T	IF185	Yd.		
	51.0					

Business Tracks MP Sta. No.
 St. Leon (E) 3.7 IE004
 Garry (E) 12.5 IE013
 Lorenzo 18.1 IE018
 Thornton 20.7 IE021
 Sugar City 29.8 IE030
 Hart 30.7 IE031
 Wamar (E) 31.3 IE032
 Yard Limits MP 0.0 to MP 9.0

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

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

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

Business Tracks	MP	Sta. No.
Ammon	18.1	II518
Bonded Siding (E)	20.8	II520

EAST BELT BRANCH — IDAHO DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH	MPH
38.0	NEWDALE		IE438	550	0.0 and 3.0	25
16.2	RIRIE		IE416	990	4.7 and 4.9	20
3.0	LINCOLN JCT.		IE403		14.3 St. Xing	25
0.0	ORVIN	T	IE003	825	16.0 and 16.3	20
	38.6				18.8 and 19.5	25
					19.5 and 24.0	20
					28.0 and 28.7	35
					30.2 and 37.7	25
					37.7 and 38.6	10

Operation by General Order.

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 Ucon to Menan 10.7 Miles. Yard limits entire branch. Maximum Speed 20 MPH except between Mile Posts 9.0 and 10.7 — 10 MPH.

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

Teton Valley Branch Ashton to Tetonia 30.8 Miles. Operation by General Order. Maximum Speed 25 MPH except between Mile Posts: 4.5, 7.0 and 20.0 (Bridges) 12 MPH, 19.0 and 19.3 — 15 MPH, 25.0 and 25.4 — 15 MPH, 30.0 and 30.8 — 10 MPH.

Business Tracks	MP	Sta. No.
Ashton	0.0	IE051
Marysville	1.7	IV502
Grainville	6.0	IV506
Drummond	8.5	IV509
France	12.7	IV513
Lamont	15.7	IV516
Judkins (W)	22.2	IV522
Felt (W)	26.2	IV526
Tetonia	30.3	IV530

BOISE CUT-OFF — OREGON DIVISION

WEST First Class 25 Pgr.	Mile Post	STATIONS	Station Nos.	Sidings Feet	Radio Communication via Channel One.	EAST First Class 26 Pgr.
AM 6 37	B423.5	ORCHARD	CP423	IY270		PM 11 30
s7 32	B448.6	BOISE	T	IB296		s10 55
	B450.9	BOISE JCT.		IB298		
	B457.5	MERIDIAN		IB305	3850	
s8 07	B467.8	NAMPA	CP456 ● T	IY304		10 15
AM					44.3	PM

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

Stoddard Branch Nampa to Stoddard 17.2 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 0.1 and 0.8 — 15 MPH; 16.7 and 17.2 — 10 MPH.

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

IDAHO NORTHERN BRANCH — OREGON DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum speed (Except as below) MPH	MPH
99.1	CASCADE	⊙ T	IN099	1485	99.7 and 98.0	10
82.7	SMITHS FERRY	T	IN083	1430	98.0 and 92.5	30
63.9	BANKS		IN064	1650	92.5 and 83.1	20
49.7	HORSESHOE BEND		IN050	1485	81.0 and 64.0	SW10-NW15
26.9	EMMETT	⊙ ● T	IN027	4510	64.0 and 60.0	20
2.6	FISCHER	⊙	IN003	2310	60.0 and 53.0	SW10-NW15
0.0	NAMPA	⊙ ● T	IY304		53.0 and 50.3	20
	99.7				49.1 and 45.7	25
					45.7 and 44.1	35
					40.3 and 38.7	30
					38.7 and 37.4	SW10-NW15
					37.4 and 33.2	20
					33.2 and 31.2	25
					27.7 and 25.6	12
					22.4 and 18.9	SW10-NW15
					14.8 and 13.8	30
					8.8 and 8.7	25
					0.4 and 0.2	15

Yard Limits: Nampa to MP 4.0; MP 24.0 to MP 28.0; MP 98.0 to Cascade. TWC in effect Fischer to Emmett.

Operation by General Order

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

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

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

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

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

Homedale Branch Nyssa to Marsing 33.1 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 32.9 and 33.5 — 10 MPH.

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

WEST	Radio Communication via Channel One. Hinkle to Huntington		EAST	
First Class	Radio Communication Via Channel Two — Huntington CP538 to Nampa.		First Class	
25 Pmgr.	STATIONS		26 Pmgr.	
Daily	Mile Post	Station Nos.	Sidings Feet	Daily
AM	456.4	NAMPA CP456 T	IY304	Yd.
8 17	456.8	CP457		
	457.1	CP458		
	459.4	CP459		
	464.4	CP463		
	465.9			
	472.6	CALDWELL	IY313	
	480.3	NOTUS	IY320	8292
	488.8	PARMA	IY328	8261
		NYSSA	IY336	8717
s8 57	498.9	ONTARIO	IY346	8311
	502.7	PAYETTE	IY350	8100
	509.6	CRYSTAL	IY357	8256
	516.1	WEISER	IY363	8070
	526.2	COBB	IY373	8246
	532.8	ROCK ISLAND	IY381	8242
	538.4	HUNTINGTON CP538	OX386	8296
	540.8	CP388		
	544.6	LIME	OX391	6885
	548.3	WEATHERBY	OX398	8510
	567.7	DURKEE	OX407	9960
	568.7	OXMAN	OX414	8339
	569.7	PLEASANT VALLEY	OX420	6535
	571.9	ENCINA	OX424	10245
	573.9	QUARTZ	OX428	5270
s10 52	575.9	BAKER	OX434	10495
	577.9	WING	OX438	5190
	582.2	HAINES	OX444	8633
	582.0	NORTH POWDER	OX453	8460
	582.6	TELOCASET	OX463	7210
	583.8	CROOKS	OX467	8456
	585.5	UNION JCT.	OX473	8554
	585.3	LONE TREE CP295		
	585.7	CP291		
s11 57	585.7	LA GRANDE	OX486	8525
s11 02	585.7	CP288	OX487	8520
	585.7	CP287	OX488	
	585.7	CP286	OX490	
	585.7	PERRY	OX494	9295
	585.7	HILGARD	OX500	8727
	585.7	MOTANIC	OX504	
	585.7	NORDEEN	OX504	
	585.7	KAMELA	OX504	6965
	585.7	MEACHAM	OX511	
	585.7	HURON	OX518	9057
	585.7	CAMP	OX522	5855
	585.7	DUNCAN	OX527	8541
	585.7	BONIFER	OX536	8619
	585.7	GIBBON	OX538	5090
	585.7	HOMLY	OX546	5765
	585.7	MINTHORN	OX551	9121
	585.7	MUNRA	OX557	5662
s1 17	585.7	PENDLETON	OX560	7935
	585.7	RIETH	OX564	13450
	585.7	BARNHART	OX567	6390
	585.7	NOLIN	OX577	9269
	585.7	ECHO	OX583	6290
	585.7	CP189		
	585.7	CP188		
	585.7	CP185		
s2 02	585.7	HINKLE	OX591	2 25
PM	286.5			PM

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

Maximum Speed	MPH		MPH	
	Pmgr.	Frt.	Pmgr.	Frt.
Nampa to LaGrande	70	70	304.0 and 303.2	40 30
LaGrande to Pendleton	70	60	302.2 and 302.6	65 55
Pendleton to Hinkle	70	65	295.3 and 291.1 No. 1	40 40
(Except as below)			291.1 and 288.9 No. 1	20† 20†
Sidings: Durkee, Pleasant Valley, Encina, Quartz, Baker, Wing, Haines, Telocaset, Camp, Gibbon, Homly, Minthorn, Munra, Barnhart, Echo	20	20	288.9 and 282.0 No. 1	25 25
Lime (Siding)	30	25	289.8 and 285.7 No. 2	20† 20†
Between Mile Posts—			282.0 and 257.2 Thru Turnouts	25 20
447.3 and 450.8	70	60	E & W Kamela	15 15
448.8 and 454.7 No. 2	50	50	257.2 and 247.3	35 30
454.7 and 456.0 No. 1	65	55	247.3 and 244.8	55 45
454.7 and 456.0 No. 2	40	40	244.8 and 244.0	45 35
456.0 and 457.1 No. 1	35	35	244.0 and 242.0	55 45
456.0 and 458.0 No. 2	20	20	242.0 and 239.7	25 25
458.0 and 464.8 No. 2	50	50	239.7 and 237.9	50 40
465.0 and 466.0	50	50	237.9 and 236.6	35 25
481.0 and 481.3	60	60	234.0 and 231.6	55 45
489.1 Xing	60†	60†	231.6 and 227.3	40 30
498.7 and 498.8	60	60	218.9 and 217.6	50 45
502.6 and 503.2	60	60	217.6 and 214.1	35 35
Crystal—using T/O EE	15	15	213.3 and 213.0 Siding	20 20
515.8 and 516.4	60	60	214.1 and 212.9	50 40
523.2 and 524.9	70	60	210.9 and 208.9	55 45
524.9 and 528.1	60	50	206.9 and 204.5	60 50
529.4 and 535.5	70	60	204.5 and 202.3	55 45
535.5 and 536.9	55	45	202.3 and 200.7	60 50
536.9 and 388.5	40	30	198.2 and 194.5	55 45
MP 388.8 equals MP 389.8			194.5 and 193.4	50 40
389.8 and 388.5	40	30	192.2 and 191.8	50 50
388.5 and 372.7	30	25	191.8 and 190.7	60 50
371.1 and 370.7	70	60	188.6 and 182.1 No. 1	40 40
366.6 and 366.2	70	60	188.6 and 182.1 No. 2	60 50
364.6 and 355.9	30	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.	
355.9 and 348.4	35	30	Business Tracks	
348.4 and 347.2	70	60	Apple Valley(E)	486.1 Sta. No. IY333
347.2 and 346.9	50	50	Washoe(W)	501.1 IY348
346.9 and 345.1	70	60	Wood(W)	506.4 IY353
345.1 and 341.1	50	50	Feltham	512.9 IY360
321.6 and 319.5	50	50	Wix(W)	514.2 IY362
319.5 and 316.0	30	25	Nelson	372.6 OX403
316.0 and 315.4	40	30	Mission(E)	220.8 OX555
315.4 and 311.9	50	40	Stanfield	188.4 OX587
311.9 and 307.1	40	30		
307.1 and 304.0	35	25		

AIR BRAKE REQUIREMENTS

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

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

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

- Trains must be handled with a brake pipe reduction of not less than 6 pounds.
- Retaining valves must be used:

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

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

- Trains exceeding 85 tons per operative brake must not exceed 25 MPH.
- Train must be handled with not less than 6 pound brake pipe reduction.
- Retaining valves must be used:

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

Speed Signal locations: CP455, CP456, CP465, CP538, CP388, Lime, Weatherby, Oxman, North Powder, Crooks, Union Jct., CP295, CP291, CP289, CP288, CP286, Hilgard, Motanic, CP273, Kamela, CP265, Huron, Duncan, Bonifer, Minthorn, Pendleton, Rieth, Nolin, CP189 No. 2, CP188 No. 1, CP187 No. 1, CP185 No. 1.

Hot Box and Dragging Equipment Detector: #MP 478.1, #MP 507.0, #MP 524.6, #MP 380.5, #MP 371.8, #MP 345.6, #MP 333.1, #MP 304.9, #MP 301.2, #MP 284.4, #MP 272.9, #MP 268.2, #MP 263.5, #MP 261.5, #MP 259.4, #MP 255.6, #MP 243.7, #MP 239.7, #MP 222.0, #MP 211.1, #MP 195.0, #MP 188.6. Exception to Item 13(4) of Special Instructions apply at #MP 380.5, #MP 345.6, #MP 304.9, #MP 284.4, #MP 272.9, #MP 268.2, #MP 263.5, #MP 261.5, #MP 259.4, #MP 255.6, #MP 239.7, #MP 222.0 and #MP 188.6.

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

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

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

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

WEST		Radio Communication via Channel Two.			EAST	
First Class	Mile Post	STATIONS	Sta-tion Nos.	Sid-ings Feet	First Class	Daily
25 Pgr.					26 Pgr.	
PM	185.3	HINKLE	OX591		PM	s2 22
2 05	183.7	3.2 CP184				
	182.1	6.2 CP182				
	175.9	6.1 MUNLEY	OX600	8785		
	169.8	5.0 CLARKE	OX605	6465		
	164.2	7.5 BOARDMAN	OX612	9844		
	156.7	9.8 CASTLE	OX617	9527		
	146.9	8.2 HEPPNER JCT.	OX627	9735		
	138.7	9.9 ARLINGTON	OX638	9962		
	128.8	7.9 BLALOCK	OX646	9747		
	120.9	8.3 QUINTON	OX652	9740		
	112.6	9.4 GOFF	OX661	10795		
	103.2	2.8 CP104				
	100.4	5.5 MILLER	OX675	2585		
	94.9	10.0 OREGON TRUNK JCT.	OX680			
s3 37	84.9	3.2 THE DALLES	OX691		s12 55	
	81.7	9.5 CRATES	OX694			
	72.2	9.1 MOSIER	OX706	6385		
s4 07	63.1	4.7 HOOD RIVER	OX712		s12 25	
	58.4	15.0 MENO	OX716	9895		
s4 32	43.0	9.7 CASCADE LOCKS	OX733	6752	s11 59	
	33.3	6.6 DODSON	OX741	10635		
	26.7	9.7 BRIDAL VEIL	OX749	6360		
	17.0	1.4 SANDY	OX753	10560		
VIA GRAHAM LINE						
	15.6	11.6 TROUTDALE	OX760	2850		
	0.6	15.0 E. PORTLAND CP1	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 CP1	OP773			
	0.4	0.4 STEEL BRIDGE				
s5 42	0.0	PORTLAND	OP775		11 00	
PM	PORTLAND VIA GRAHAM 184.2				AM	
	PORTLAND VIA KENTON 190.6					

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

ACS in effect The Dalles to Troutdale and Troutdale to East Portland via Graham line.
 Two main tracks Hinkle to CP 182; Albina to Portland.
 Double track (Rule 251) CP104 to Crates.
 Yard Limits: MP 82.0 to MP 88.0; St. Johns Jct. to MP 0.5.
 Speed Signal locations: CP184, CP182, CP104, CP82, Mosier, Meno, Cascade Locks, Dodson, Bridal Veil, Sandy, CP15, CP5, CP4, CP1.
 Hot Box and Dragging Equipment Detectors: #MP 23.0, #MP 52.9, #MP 76.1, #MP 91.5(WB), #MP 107.5, #MP 124.9, #MP 142.9, #MP 160.5, #MP 7.8 (Graham Line).
 Exception to Item 13(4) of Special Instructions apply at #MP 7.8 (Graham Line) and #MP 91.5(WB)

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

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

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

Heppner Branch. Heppner to Heppner Jct. 45.4 Miles. Maximum Speed 25 MPH except between Mile Posts:

	MPH	Business Tracks	MP	Sta. No.
45.4 and 43.4	10	Heppner	45.2	OH245
31.7 and 31.5	20	Lexington	36.3	OH236
22.7 and 20.7	15	Jordan	31.0	OH231
19.0 and 17.9	20	Ione	28.3	OH228
16.2 and 16.0	20	McNab	25.2	OH225
0.3 and 0.0	15	Morgan	19.8	OH220
		Heppner Jct.	0.0	OX627

Operation by General Order

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

Condon Branch. Condon to Arlington 44.8 Miles. Maximum Speed 25 MPH except between Mile Posts:

	MPH	Business Tracks	MP	Sta. No.
44.8 and 40.5	10	Condon	44.5	ON345
36.0 and 24.0	10	Gwendolen	36.3	ON337
22.0 and 21.2	15	Clem	28.6	ON329
19.2 and 18.6	15	Mikkalo	24.4	ON325
18.6 and 15.0	10	Rock Creek	16.0	ON316
0.4 and 0.0	15	Shutler	7.3	ON308
		Arlington	0.0	OX638

Operation by General Order

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

Mt. Hood Railway. Hood River to Dec 15.5 Miles. Yard Limits on entire railway. Maximum Speed 20 MPH except between Mile Posts:

	MPH	Business Tracks	MP	Sta. No.
0.0 and 1.8	15	Hood River	0.0	OX712
1.8 and 2.1	10	Switchback	2.9	
2.8 and 3.7	10	Pinegrove	5.6	
3.7 and 5.6	15	Lenz	7.4	
7.6 and 7.8	15	Odell	8.5	
10.7 and 11.1	15	Dec	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 Dec. 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.

86 PAYETTE BRANCH — OREGON DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed MPH	
					(Except as below)	MPH
0.4	PAYETTE		IY350	8100	0.4 and 0.7	40
	4.7				1.0 and 4.9	25
5.1	FRUITLAND		IN305	1265	6.5 and 6.9	25
	24.0				6.9	10†
29.1	EMMETT	● T	IN027	4510	9.6 and 10.8	25
	28.7				13.7 and 13.9	35
					25.2 and 25.6	35
					28.4 and 29.1	12†
Yard Limits					Business Tracks	MP Sta. No.
MP 27.0 to MP 29.1					Effe (W)	4.0 IN304
					Buckingham	6.8 IN307
					Tom Thumb	8.8 IN309
					New Plymouth	11.1 IN311

NEW MEADOWS BRANCH — OREGON DIVISION

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum speed MPH	
					(Except as below)	MPH
84.1	RUBICON		IM484	2035	4.3 and 5.7	35
	2.3				7.4 and 7.7	25
81.8	TAMARACK		IM482	1375	9.9 and 11.0	25
	21.7				11.0 and 29.3	20
60.1	COUNCIL	● T	IM460	2750	32.9 and 33.5	25
	19.6				33.5 and 34.3	20
40.5	CAMBRIDGE		IM441	1650	34.3 and 36.8	25
	21.4				36.8 and 39.1	20
19.1	CONCRETE		IM419	2255	39.1 and 42.4	30
	19.1				42.4 and 43.2	20
0.0	WEISER	● T	IY363	Yd.	45.1 and 54.8	25
	84.5				54.8 and 56.7	20
					65.4 and 67.3	30
					67.3 and 80.7	20
					83.9 and 84.5	10
Operation by General Order					Business Tracks	MP Sta. No.
Yard Limits					Presley	11.6 IM412
Weiser to MP 1.0					Midvale	31.8 IM432
MP 59.0 to MP 61.0					Mesa (W)	56.6 IM457

OREGON EASTERN BRANCH — OREGON DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
					Yard Limits	MPH
0.0	ONTARIO	● T	IY346	Yd.	Ontario to MP 25	20
	15.5				Business Tracks	MP Sta. No.
15.5	VALE	●	IO016	6325	Claude (W)	2.7 IO003
	8.0				Cairo	3.7 IO004
23.5	CELATOM	●	IO024	2145	Luse	6.9 IO007
	50.1				Little Valley	34.8 IO035
73.6	JUNTURA	T	IO074	2475	Harper	42.0 IO042
	53.0				Namorf	51.3 IO051
126.6	CRANE		IO127	1430	Jonesboro	62.2 IO062
	30.2				Long	86.6 IO087
156.8	BURNS	● T	IO157	1155	Riverside	92.8 IO093
	157.2				Dunnean	102.8 IO103
					Venator	110.2 IO110
					Redess	143.5 IO144
Track out of Service						
MP 25 to MP 157.2						

JOSEPH BRANCH — OREGON DIVISION

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed MPH	
					(Except as below)	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 19.1	20
0.0	LA GRANDE	● T	OX486		19.1 and 15.6	15
	83.6				0.3 and 0.0	15
Operation by General Order						
Yard Limits:						
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	Alice	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 12.5 and MP 13.9. Operation by General Order.

Business Tracks	MP Sta. No.	Business Tracks	MP Sta. No.
McBee	2.1 OM103	Pilot Rock	14.0 OM115
Sparks	6.0 OM107		

TIMETABLE NO. 5
SEATTLE SUBDIV. — OREGON DIVISION 87

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Radio Communication via Channel Two.	
					Maximum speed MPH	MPH
180.1	SEATTLE	● T	OX951	Yd.	Seattle to Fife	45
	0.2				(except as below)	
179.9	⊗ BN				Argo Interlocking	12
	0.6				Between Mile Posts —	
179.3	GEORGETOWN				182.7 and 180.1	15
	5.6				168.0 and 167.2	20
173.7	⊗ BN	CPS74			173.3 and 173.0	30
	0.4				171.0 and 166.0	40
173.3	⊗ BN	CPS73			162.8 and 161.8	20
	6.4				162.3 and 160.8	40
166.9	KENT		OX938	3148	154.9 and 154.3	30
	4.6				154.7 and 153.7	10
162.3	AUBURN		OX933	4319	148.5 and 147.4	30
	7.8				146.9 and 146.7	15
154.5	SUMNER		OX925	4539	Peninsula Jct. Wye	15
	6.5				6.8 and 4.0	25
148.0	FIFE		OX919	4597	4.0 and 0.9	15
147.4	RESERVATION	CPS47	OX917		0.9 and 0.0 (Riv. Br.)	6
146.8	140.0 MILES VIA BN				Yard Limits:	
					St. Johns Jct. to Albina.	
6.8	NO. PORTLAND JCT.	●	OX778		Operation on BN Reservation to North Portland Jct.	
	1.2				Northward trains via BN secure BN clearance at Albina and southward trains via BN secure BN clearance at Seattle.	
5.6	PENINSULA JCT. CP5	T	OX776		Speed signal locations: Fife, CPS74; CPS73.	
	1.6				No. 10 Turnout:	
4.0	ST. JOHNS JCT. CP4	●	OP501		Both ends Sumner. 15 MPH	
	2.4				Tacoma (Muni Line) — ⊗ BN	
1.6	ALBINA	● T	OP500	Yd.	Tidewater — ⊗ BN	
	181.2				Spokane St. — ⊗ BN	
					(Railroad Ave. and Atlantic St.) — ⊗ BN	

Dragging equipment detector located at: #MP 164.0. Exception to Item 13(4) of Special Instructions apply. All cabooseless trains operations on Portland and Seattle subdivisions between Portland Terminal Area and the State of Washington must not exceed 20 MPH while operating in the State of Oregon.

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

GRAYS HARBOR BRANCH — OREGON DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
					Yard Limits	MPH
0.6	CENTRALIA	● T	OX862		Raisch Spur	10
	53.3 MILES VIA BN				Cosmopolis Spur	10
69.0	ABERDEEN	●	OQ654		53.1	5†
	3.6				53.4 (Drawbridge)	5
72.6	HOQUIAM	●	OQ658		Business Tracks	MP Sta. No.
	58.4				Raisch	3.2 OQ603
					Cosmopolis	51.2 OQ651
					⊗ BN	53.3
Yard Limits:						
Cosmopolis to Aberdeen.						
Blakeslee Jct. to Raisch.						

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	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
					Main Track	MPH
0.0	EAST OLYMPIA	● T	OX881		Capitol	1.9 OQ092
	4.8				Yard Limits MP 0.0 to MP 0.3;	
4.8	TUMWATER		OO905		MP 7.0 to MP 7.2.	
	2.4				Three axle units are prohibited	
7.2	OLYMPIA	●	OO007			
	7.2					

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

TIMETABLE NO. 5

Mile Post	Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum speed MPH	
	SOUTH STATIONS	NORTH STATIONS			Eastport to SI Yard	Fish Lake to Hinkle
140.7	EASTPORT	OS141	3990	(Except as below)	Between Mile Posts —	35
119.1	MOYIE SPRINGS	OS119	1730	139.1 and 132.5	133.5 and 132.5	30
109.3	BN			130.5 and 124.2	124.2 and 123.7	30
109.0	BONNERS FERRY	OS110	2270	123.7 and 117.4	117.4 and 116.7	20
95.8	SHILOH	OS096	4615	116.7 and 110.2	110.2 and 109.5	20
86.8	SAMUELS	OS087	2205	109.5 and 108.0	108.0 and 105.4	20
75.3	BN			105.4 and 96.6	96.6 and 92.6	35
74.6	SANDPOINT	OS075	4900	85.9 and 83.2	83.2 and 81.0	35
57.6	VAY	OS058	8615	69.4 and 68.8	68.8 and 63.3	25
50.1	CLAGSTONE	OS050	6200	63.3 and 63.0	63.0 and 60.0	25
25.3	COEUR D'ALENE JCT.	OS026	1730	63.0 and 60.0	Clagstone Siding	10
22.0	BN			22.0 BN Xing	22.0 BN Xing	20
21.7	GRAND JCT.	OS022	2690	354.7 through turnout	353.5 and 352.8	30
2.7	SI YARD		2190	351.8 and 350.0	350.0 and 305.6	35
2.5	BN CONN.			294.5 and 294.4	292.3 and 291.9	45
	14.4 MILES VIA BN				282.2 and 275.1	45
354.8	FISH LAKE	CPE50		273.0 and 271.6	271.6 and 215.6	20
350.4	CHENEY	OK169	5140	245.7 and 244.5	239.0 and 238.4	45
329.1	WELLS	OK147	6595	236.0 and 235.4	232.3 and 230.6	35
285.0	HOOPER JCT.	OK103	2065	230.0 and 219.7	216.6 and 215.6	40
273.8	JOSO	OK092	6715	215.6 and 213.5	213.5 and 210.2	20
273.0	AYER JCT.	CPE73		210.2 and 209.2	186.6 and 185.1	35
269.5	AYER	CPE70	OK086	185.1 and 184.7	184.7 and 184.4	20
267.9	AYER	CPE69	OK082	184.7 and 184.4	Hinkle-Mikami Spur	10
256.7	MATTHEWS	OK072	9770	All southward caboeseless trains operating on Spokane Subdivision between MP 195.2 and Hinkle must not exceed 35 MPH		
246.7	WALKER	OK062	9752	Yard Limits: Eastport to MP 139.0, MP 78.0 to MP 73.0, MP 13.0 to BN Conn.		
237.8	PAGE	CPE38	OK052	Business Tracks MP Sta. No.		
236.9	PAGE	OK052	9710	Meadow Creek 126.5 OS126		
215.8	WALLULA	CPE15	OK031	Deep Creek(S) 103.7 OS104		
215.4	WALLULA	CPE15	OK031	Mesenbrink (N) 119.8 OS120		
213.4	WALLULA JCT.	CPE13	OK029	Dover (S) 71.5 OS072		
203.3	JUNIPER	OK019	7395	Chilco 36.2 OS037		
193.3	COLD SPRINGS	CPE86	OK009	Interstate (S) 20.2 OS021		
186.6	COLD SPRINGS	CPE86	OK009	Austin (N) 12.7 OS013		
185.1	HINKLE	OX591	Yd.	Trentwood-Velox 10.8 OS012		
184.2	HINKLE	OX591	Yd.	Millwood-Irvin 6.8 OS009		

ABS Rules in effect MP 185.1 and MP 186.6
 Mileage Equation: MP 269.69 Equals MPB 267.64.
 Operation on BN from BN Conn. to Fish Lake
 Northward trains via Fish Lake must secure BN clearance prior to departing Hinkle.
 Southward trains must secure BN clearance prior to departing BN Connection.
 Speed Signal locations: Page, Wallula, Wallula Jct, Juniper, Cold Springs, Hinkle.
 When northward signal at MP 350.4 (Cheney) displays Stop indication, northward trains must contact UP train dispatcher and be governed by his instructions.

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

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

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

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

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 MP Sta. No.
 Sunnyside 2.8 OW503

WALLULA BRANCH — OREGON DIVISION

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

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

DAYTON BRANCH — OREGON DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH	
	SOUTH	NORTH			(Except as below)	MPH
13.1	DAYTON	OW713	875		Between Mile Posts —	25
5.2	WAITSBURG JCT.	OW705			14.1 and 12.5	10
0.0	BOLLES	OW672	1345		Waitsburg Spur	10
71.3	BOLLES	OW672	1345		0.6 and 0.0	15
66.7	PRESCOTT	OW667	1310		66.3 and 64.8	10
47.2	BN				53.4 and 52.7	15
46.8	WALLA WALLA	OW647			48.2 and 45.1	12
36.1	MILTON-FREEWATER	OW637	1900		36.8 and 35.8	15
20.8	WESTON	OW622	3400		33.4 and 28.3	15
					26.2 and 24.0	15
					33.1 and 24.0	15
					Descending	
					21.3 and 20.5	20
					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

Operation by General Order.
 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 MP Sta. No.
 Menoken 75.5 OW676
 McKay 78.6 OW679

92 LYNN DYL SUBDIV. — IDAHO & CALIFORNIA DIVS.

WEST					EAST	
First Class		Radio communication via Channel One			First Class	
35 Psgr.	5 Psgr.	Mile Post	STATIONS	Station Nos.	Sidings Feet	6 Psgr. Daily
VIA PASSENGER LINE						
		782.8	SALT LAKE CITY	UZ029	Yd.	
		782.6	⊗ DRGW			
		782.4	⊗ DRGW			
		779.8	INDUSTRIAL CENTER	UZ033		
VIA FREIGHT LINE						
PM	PM	783.6	NORTH YARD		Yd.	AM AM
		782.9	GRANT TOWER (D&RGW)			6 05 6 15
		782.5	⊗ DRGW	CPC782		
		782.0	10th WEST	CPC781		
		780.5	ORANGE ST.	CPC780	s6004	
		779.2	2.0	CPC779		
		778.5	BUENA VISTA	UZ034	s6004	
		768.2	GARFIELD	UZ045	n6050	
		766.4	SMELTER	CPC766	s6155	
IDAHO DIVISION						
PM		764.5	CALIFORNIA DIVISION LAKE POINT	UZ049	6015	AM
		756.2	ERDA	UZ057	6005	
		747.5	WARNER	UZ065	9722	
		743.1	STOCKTON	UZ070	6410	
		736.2	ST. JOHN	UZ077	6010	
		723.0	FAUST	UZ090	8805	
		717.1	PEHRSON	UZ096	6013	
		710.6	LOFGREEN	UZ103	6717	
		704.8	BOULTER	UZ109	8855	
		698.0	TINTIC	UZ114	6005	
		691.9	McINTYRE	UZ121	6037	
		685.1	JERICHO	UZ128	9709	
		675.5	CHAMPLIN	UZ138	6797	
		667.5	LYNN DYL	CPC667		
		664.4	STRONG	CPC666 X	UZ147	8804
		658.3	DELTA	CPC664		
		650.9	VAN	CPC651	UZ157	5990
		649.7	CLEAR LAKE	CPC650 T	UZ164	9024
		648.0	BLOOM	CPC648	UZ173	5998
		639.8	BROOM	UZ182	5991	
		631.2	CRUZ	UZ198	5990	
		617.3	BLACK ROCK	UZ203	8862	
		610.0	READ	UZ214	6027	
		599.5	MURDOCK	UZ223	5997	
		589.9	MILFORD	UZ228	5995	
		584.7		CPC579		
		579.0		CPC577		
		576.7		CX236	8799	2 35
AM		206.8				AM

Idaho Div. jurisdiction Salt Lake City to Smelter, California Div. jurisdiction Smelter to Milford.

⊗ in effect at Salt Lake City. Yard Limits: Salt Lake City to MP 780.8, MP 787.0 to MP 781.0. 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, CP 664, Milford. Hot Box and Dragging Equipment Detectors: @MP 751.0, @MP 729.7, SMP 703.3, SMP 670.9, SMP 644.0, SMP 623.4, SMP 604.6, SMP 583.5.

At Milford not less than four hand brakes must be applied on train left unattended.

TIMETABLE NO. 5

LYNN DYL SUBDIV. — IDAHO & CALIFORNIA DIVS. 93

Maximum Speed	MPH	LOCATION	MPH
	Psgr. Frt.		Psgr. Frt.
Between Mile Posts —		721.0 and 719.6	60 50
779.2 and 678.0	79 60	715.9 and 711.3	55 45
678.0 and 576.5	79 70	711.3 and 705.8	55 40
(Except as below)		703.8 and 702.1	70 60
Passenger Line —		700.0 and 699.6	70 60
Between 9th South & Psgr. Station & 4th West & 5th West Streets	12 12	689.0 and 680.5	60 45
		680.5 and 678.9	65 50
Between Mile Posts —		656.4 and 655.8	70 60
782.6 and 782.4 DRGW Xings.	20 20	576.3 (Siding)	20 20
782.4 and 779.2	25 25	576.5	20 20
		576.5 and 576.2	50 35
Freight Line —		IPP Spur @ Lynndyl CP C664	
Grant Tower (except south leg of Wye)	15 15	0.0 and 8.9	40 40
South leg of Wye	10 10	Offsite siding	15 15
		All other tracks	15 15
All sidings except Lynndyl and Milford	20 20		
Business Tracks		MP	Sta. No.
Between Mile Posts —		778.9	
782.9 and 780.8 No. 1 & No. 2	20 20	Centennial Park (E)	777.2 UZ036
780.8 and 770.2 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
763.4 and 762.7	65 55	Shields	752.2 UZ061
758.9 and 757.1	55 40	Bauer (E)	745.0 UZ068
757.1 and 754.2	60 45	Clover (E)	732.8 UZ081
744.1 and 742.1	50 40	Cline (E)	661.2 UZ152

PROVO SUBDIV. — IDAHO & CALIFORNIA DIVS.

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed	MPH
	▼		▲			Between Mile Posts —	
						P786.4 and P764.0	40
						P752.7 and P665.7	50
						(Except as below)	
						Salt Lake City —	
						Between 2nd South & 9th South Sts.	12
						Between Mile Posts —	
						P798.5 and P782.0	20
						Midvale Spur at Atwood	10
						P782.0 and P778.0	35
						P778.0 and P777.6	20
						P777.6 and P773.4	30
						P772.0 and P757.3	20
						Thru #15 turnout at Lakota Jct.	30
						P757.4 and P755.0	35
						Geneva Steel Plant Xings.	15
						P755.0 and P753.4	30
						P753.4 and P752.8	20
						P733.5 and P732.6	30
						P711.8 and P710.0	30
						P694.4 and P692.6	35
						P692.6 and P691.8	30
						Parley Siding	20
						P686.2 and P676.4	30
						P676.4 and P674.8	35
						P667.2 and P666.3	35
						P666.3 and P665.8	30
						Yard Limits	
						MP P800.1 and MP P782.0	
						MP P772.0 and MP P749.0	
						Business Tracks	MP Sta. No.
						Officer	P797.4 UP032
						Burton	P796.8 UP033
						Husler	P795.6 UP034
						Murray	P793.0 UP036
						Pallas	P791.7 UP037
						Atwood (E)	P790.5 UP039
						Hardy (W)	P761.8 UP067
						Bonnie (W)	P760.3 UP069
						Bunker (E)	P759.9 UP070
						Clyde (W)	P759.4 UP071
						Gate (E)	P756.1 UP075
						Spanish Fork (E-W)	P744.4 UP085
						Martmar	P676.1 UP153
						135.1	

Idaho Div. jurisdiction No. Yd. to Sandy (MP P 786.4), California Div. jurisdiction Sandy to Lynndyl.

In addition trains operate over DRGW between Grant Tower and Lakota Jct., MPP 757.3. ⊗ 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.

TWC in effect between MP P782 and MP P772.

CTC in effect between MP P757.3 and MP P752.8.

TIMETABLE NO. 5

WEST		Radio Communication via Channel Two.	STATIONS	Sta-tion Nos.	Sid-ings Feet	EAST			
First Class	Mile Post					35 Pgr.	36 Pgr.	First Class	Daily
Daily										AM	PM
	7 30	334.3	LAS VEGAS ● XT	CX479	Yd.		PM s8 40		
		334.0	CPC334						
		333.0	CPC333						
		330.5	CPC330 X	CX484					
			3.1 CPC329						
		328.5	CPC328 X						
		327.9	BOULDER JCT. T †	CX486	3403				
		326.4	5.0 CPC326						
		322.4	ARDEN T	CX490	6480				
			7.6						
		314.8	SLOAN †	CX498	6288				
			5.5						
		309.0	ERIE T	CX504	8831				
			8.0						
		301.3	JEAN T	CX512	5730				
			4.9						
		296.4	BORAX T	CX517	5791				
			8.8						
		287.9	CALADA †	CX526	8792				
			10.1						
		277.5	NIPTON T	CX535	5774				
			5.1						
		272.4	MOORE T	CX541	5769				
			5.0						
		267.0	IVANPAH T	CX545	9835				
			4.2						
		263.2	BRANT †	CX550	5760				
			5.3						
		257.9	JOSHUA †	CX555	6062				
			3.9						
		254.6	CIMA CPC255		9864				
		253.3	CPC253 T †	CX559	6355				
		252.6	CPC252						
		250.4	CHASE T	CX563	5667				
			3.1						
		247.3	ELORA T	CX566	5723				
			4.0						
		243.0	DAWES †	CX570	9029				
			4.0						
		239.3	HAYDEN T	CX574	5788				
			3.9						
		235.4	KELSO †	CX577	9191				
			9.3						
		226.1	KERENS T	CX587	5757				
			8.1						
		218.3	SANDS †	CX595	9016				
			6.4						
		211.6	BALCH T	CX601	5758				
			8.1						
		203.5	CRUCERO T	CX609	5765				
			6.5						
		197.0	BASIN T	CX616	6198				
			5.2						
		191.5	AFTON CPC192	CX621					
			4.4						
		187.1	DUNN †	CX626	9526				
			5.1						
		182.3	FIELD T	CX631	5718				
			4.8						
		177.5	MANIX T	CX635	5771				
			9.5						
		168.7	TOOMEY CPC168	CX645					
			4.9						
		163.9	CPC164 X						
		163.1	YERMO ● T	CX650	Yd.				
AM		171.2					PM		

Maximum Speed	MPH		Cima-WW Psgr Trains handled with dynamic brake in operation; light engines with operative dynamic brake	MPH	
	Psgr.	Frt.		Psgr.	Frt.
Between Mile Posts—					
334.3 and 309.3	79	60			
309.6 and 163.1	79	70			
(Except as below)					
All sidings except Sloan, Joshua, Cima, Kelso No. 1 Siding, Sands	20	20			
Between Mile Posts—					
334.6 and 333.0	20	20			
Las Vegas—					
329.5 Cind-R-Lite and Stocks Mill Spurs		5			
332.6 and 326.0					
(North Running Trk)	40	40			
Arden-Blue Diamond Spur		10			
321.1 and 319.7	65	55			
319.7 and 314.6	40	30			
312.5 and 311.7	50	40			
309.8 and 309.3	70	60			
			254.0 and 236.0		
			WW Frt Trns controlled exclusively with dynamic brake		
			254.4 and 251.3	45	45
			246.7 and 246.5	45	45
			231.2 and 230.9	70	60
			196.2 and 194.1	55	45
			194.1 and 191.8	50	40
			191.8 and 188.4	55	45
			188.4 and 186.1	70	60
			CP168 and East Yermo (Running Trk)	40	40

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

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

On descending grades from Cima to Kelso the following applies:

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

Retaining valves must be used:

1. On any train exceeding 90 tons per operative brake.
 2. On any train exceeding 80 tons per operative brake with less than two horsepower effective dynamic brake per trailing ton.
 3. Any train with less than one horsepower effective dynamic brake per trailing ton. Such trains must not exceed 15 MPH Cima to Kelso and must stop and remain standing ten minutes at Dawes to cool wheels.
 4. On all westward trains, dynamic brake must be tested between MP 309 and MP 292. Conductor must advise engineer number of cars in train, total tonnage, and tons per operative brake.
- From Cima to Kelso, trains less than 85 tons per operative brake, not required to use retaining valves may operate at a speed not to exceed 25 MPH provided speed can be controlled with minimum brake pipe reduction (6-8 lbs.). If more than minimum brake pipe reduction (6-8 lbs.) is required to control speed, a speed of 20 MPH must not be exceeded.

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

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

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

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

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

Hot Box and Dragging Equipment Detectors: \$MP 324.2, \$MP 292.7, \$MP 273.7, \$MP 256.0, \$MP 233.4, \$MP 209.2, \$MP 175.3.

BMI BRANCH — CALIFORNIA DIVISION

Mile Post	WEST	STATIONS	EAST	Sta-tion Nos.	Sid-ings Feet	Maximum Speed	
						(Except as below)	MPH
						MP 0.0 to MP 0.4	25
						MP 0.4 to MP 1.0	10
						9.5 and 10.9	20
0.0	T	BOULDER JCT. T	⊙	CX486			
		9.9					
9.9	P	HENDERSON		CN810	2527		
		10.9					
						Henderson BMI Lead and Yard Tracks	5
						Yard Limits	
						Boulder Jct. to MP 1.0	
						Main Trk derals at MP 10.5 and 10.8	

98 LOS ANGELES SUBDIV. — CALIFORNIA DIVISION

WEST		Radio Communication via Channel Two.				EAST	
First Class	Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class	Daily	
35 Psgr.					36 Psgr.		
AM	163.1	YERMO	CX650		PM		
	162.0	CPC 162					
	160.5	CPC 161					
		4.3					
10 55 AM	158.8	DAGGETT	CX654		5 35 PM		
102.1 MILES VIA ATSF DAGGETT TO WEST RIVERSIDE							
	56.6	WEST RIVERSIDE					
		2.9					
	53.8	STREETER	CX759	6095			
		5.6					
	48.2	PEDLEY	CX765	5986			
		3.0					
	45.2	MIRA LOMA	CX767	5952			
		6.8					
	38.4	CPC38					
		0.3					
	38.1	SP					
		2.0					
	36.1	MONTCLAIR	CX777	5968			
		3.1					
	33.0	SP	CPC 33				
		5.0					
	28.0	SPADRA	CX784	8991			
		3.2					
	24.8	WALNUT	CX789	6032			
		7.0					
	17.8	PUENTE JCT.	CPC 18	CX795			
		0.9					
	16.9	CITY OF INDUSTRY	CX796	5937			
		8.6					
	16.6	CPC 17					
	11.3	BARTOLO	CPC 11	CX801			
		0.5					
	10.8	WHITTIER JCT.	CPC 10	CX802			
		0.3					
	10.5	PICO-RIVERA	CX803	5918			
		2.8					
	9.5	CPC8					
		0.5					
	7.7	CPC7					
		1.3					
	7.2	EAST LOS ANGELES	CX806				
		1.7					
	5.9	EAST YARD	CX809	Yd.			
		1.4					
	4.2	DOWNNEY ROAD	CPC 4				
		1.1					
	2.8	SOTO ST JCT	CPC 3				
		1.1					
	2.1	NINTH ST. JCT.	CPC 10				
		0.7					
	1.7	FIRST ST.	CPC 0				
		0.9					
	0.0	PASADENA JCT.	CX812				
		0.1					
	-0.9	MISSION TOWER					
		0.7					
	-1.1	LOS ANGELES (Union Station)	CX813	Yd.			
		163.7					

Maximum Speed Between Mile Posts—	Psg.	MPH Frt.	Maximum Speed	Psg.	MPH Frt.
163.1 and 158.5	79	60	38.4 and 38.1	45	45
58.1 and 0.0	79	60	38.1 and 11.3	65	60
(Except as below)			11.3 and 10.2	65	55
All sidings	20	20	10.2 and 7.7	65	50
Between Mile Posts—			East Yd EW on Trk 3		
161.8 and 161.3	50	45	7.7 and 5.7	40	40
159.0 and 158.8	30	30	7.7 and 1.6	20	20
56.6 and 55.4	45	45	1.6 and 0.0	35	35
55.4 and 53.4	50	50	LA Union Psgr. Term.		
53.4 and 51.8	65	55	LA Riv. Br. & 0.0	15	15
50.8 and 49.9	70	60	Yard Limits:		
Mira Loma Space Center			MP 8.0 to Los Angeles.		
Tracks		5	Speed thru turnout must not exceed 15		
40.0 and 38.4	65	60	MPH at the following locations, Whittier Jct, First St (into yard), Ninth St Jct (Sears SW) and Downey Rd (X-over to No. 1 trk).		

Operation on ATSF Daggett to West Riverside.
 Eastward Union Pacific trains which will operate via ATSF must secure ATSF track warrant at Union Pacific East Yard, Los Angeles.
 Westward Union Pacific trains which will operate via ATSF must secure ATSF track warrant at Yermo.
 Union Pacific trains originating at Colton and operating on ATSF tracks must secure ATSF track warrant at Colton and must secure UP clearance at Colton to operate on UP tracks west of Riverside.
 Speed Signal locations: MP 168.6 (Main and Running Tracks), MP 159, Puente Jct., City of Industry, Whittier Jct. CP8, CP7, (Eastward trains on No. 2 and No. 4 track) City of Industry (siding) for eastward trains, Puente Jct. (SP main track) for westward trains, Anaheim Branch governing eastward movement onto main track at Whittier Jct. CP 8 (No. 1 track) for eastward trains.
 Hot Box Detector: SMP 42.4.

LOS ANGELES SUBDIV. — CALIFORNIA DIVISION 99

UP Station Numbers on ATSF	ATSF MP	Sta. No.	Business Tracks	MP	Sta. No.
Nebo	741.6	CX658	Riverside Jct.	58.1	CX754
Barstow	746.4	CX663	Riverside	57.5	CX755
Lenwood	6.7	CX668	Arlington	53.2	CX760
Hodge	13.6	CX674	Champagne (W)	43.3	CX769
Helendale	21.1		Ballou	40.4	CX773
East Oro Grande	29.4		Ontario	37.1	CX775
Oro Grande	31.5	CX693	Pomona	31.9	CX781
Victorville	36.7	CX699	Montebello	8.1	CX804
Frost	38.0	CX702			
Thorn	41.1				
Hesperia	45.1	CX707			
Lugo	50.1	CX712			
Summit	55.9	CX718			
Alray	59.7				
Cajon	62.8	CX726			
Keenbrook	69.4	CX730			
Devore	71.5	CX735			
Verdemont	73.9	CX737			
Ono	76.1	CX740			
San Bernardino	81.3	CX746			
Colton	2.9	CX749			
Highgrove	6.7	CX752			

ANAHEIM BRANCH — CALIFORNIA DIVISION

Mile Post	Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH	
	SOUTH STATIONS	NORTH			Between Mile Posts —	MPH
0.0	WHITTIER JCT.	CPC 10	CX802		0.0 and 0.2	5
	0.1				0.2 and 0.3	10
0.1	SP				0.3 and 2.8	15
	5.1				5.1 and 5.2	10
5.2	COLIMA JCT.				10.5 and 11.0	5
					11.0 and 15.6	15
					16.8 and 17.7	15
					18.5 and 20.4	10
5.5 MILES VIA SP						
10.5	FULLERTON JCT.				Business Tracks	MP Sta. No.
	5.0				Whittier	2.4 CW202
15.5	ATSF				La Habra	9.6 CS210
	1.8				Yard Limits entire branch.	
17.3	FULLERTON		CW217		Operation on SP Colima Jct to Fullerton Jct.	
	1.7				Entire Anaheim Branch	
19.0	ATSF					
	0.9					
19.9	ANAHEIM		CW220	1056		
	20.4					

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

Business Track
 Crestmore MP Sta. No.
 6.8 CE007

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

Business Tracks
 Glendale Jct. 1.6 CR301
 Arroyo Jct. 4.6 CL401
 Glendale 5.1 CL404
 Forest Lawn 5.8 CL404

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

100 SAN PEDRO BRANCH — CALIFORNIA DIVISION

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

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 (213-834-8511 or 8512).

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. (213-830-1443)

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.

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 (213-830-1443) and the SP Eighth Street Yard (213-437-0639).

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.

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

Business Track	MP	Sta. No.
Lakewood	1.6	CS602

LAKE SUBDIV. — FEATHER RIVER DIVISION 101

WEST		Radio Communication via Channel One.		EAST	
First Class	Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class
5 Psgr.					6 Psgr.
Daily	PM	AM	Daily	PM	AM
	911.4	SMELTER CPC766 I 14.3 IDA DIVN.	UX047		
	897.7	FEATHER RIVER DIVN. BURMESTER CP F898 T	UX061	6168	
	897.1	TIMPIE	UX072	8274	
	886.0	DELLE	UX079	8080	
	878.6	LOW	UX092	6146	
	866.1	CLIVE	UX104	6161	
	854.2	KNOLLS	UX113	6150	
	845.3	BARRO	UX123	6160	
	834.9	ARINOSA	UX133	6143	
	825.1	SALDURO	UX143	6143	
	815.5	WENDOVER	UX151	10200	
	806.6	OLA	UX160	6000	
	798.6	PILOT	UX169	6000	
	788.9	CLIFSIDE	UX177	6000	
	781.1	SILVER ZONE	UX186	6160	
	772.4	SHAFTER	UX192	6198	
	766.4	SAGE	UX201	6183	
	757.5	SPRUCE	UX211	6153	
	747.2	VENTOSA	UX220	6160	
	738.2	RUBY	UX230	6123	
	728.1	WELLS	UX240	6198	
	717.7	ALAZON CPF714	UX244	12 36	
2 30	713.6	SP CONN.	UX257		
	701.0	DEETH	UX258	5769	
	700.0	ELBURZ	UX275	5844	
	683.1	SP CONN.			
	683.1	ELKO CPF671	UX293		
	670.7	ELKO CPF669			
	669.2	ELKO AMTRAK			
	668.7	STATION			11 50
	666.2				
	259.4				PM

Mountain Standard Time Smelter to the Eastward signal at East Burmester.
Pacific Standard Time from the Westward signal at East Burmester to Oakland.
Yard Limits MP 664.0 to MP 671.0.

Maximum Speed	MPH		MPH	
	Psgr.	Frt.	Psgr.	Frt.
Between Mile Posts —				
911.4 and 669.2	70	70	60	50
(Except as below)			70	60
All sidings	20	20	40	40
(Except as below)			70	60
Timpie Siding	30	30	65	55
886.7 and 886.5	70	60	70	60
880.0 and 872.0	70	60	70	60
872.0 and 868.6	65	55	60	50
868.6 and 864.2	60	50	60	50
864.2 and 856.9	70	60	35	35
856.9 and 856.6	60	50		
856.6 and 837.1	70	60		
818.0 and 806.1	60	50		
806.1 and 800.0	60	50		
800.0 and 799.3	40	35		
799.3 and 795.2	50	45		
795.2 and 786.5	70	60		
786.5 and 784.5	50	45		
784.5 and 776.5	25	25		
776.5 and 775.1	50	40		
775.1 and 768.3	70	60		

UP station numbers on SP track.	Mosel	New Argenta	Hilltop	Battle Mountain	Mote	Iron Point
Halleck	UX271	UX355	UX357	UX371	UX381	UX394
Osino	UX284	UX357	UX370			
Vivian	UX311					
Palisade	UX321					

Amtrak No. 6 need not receive clearance at Elko.
At Elko only Eastward UP Extra trains need receive a Lake Subdiv. and Lynndyl Subdiv. clearance.

At Elko: 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.

102 LAKE SUBDIV. — FEATHER RIVER DIVISION

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.

Eastward SP inferior trains arriving Weso may run ahead of superior trains Weso to Carlin when CTC signal at Weso displays proceed indication. Under the same conditions, eastward inferior UP trains may run ahead of superior trains Weso to Alazon. Inferior SP trains receiving proceed signal at east Carlin may run ahead of eastward superior trains Carlin to Alazon. Eastward superior trains must run expecting to find inferior trains running ahead under these conditions.

Rule 251 in effect Elko to Alazon, Eastward only.

Speed Signal location: Smelter, Timpie.
Hot Box and Dragging Equipment Detectors located at: \$MP 733.0, \$MP 783.3, \$MP 830.0, \$MP 860.4, \$MP 893.7 (hot box also). 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 Death will display flashing "H" until train has passed detector. If no hot journal is found, indication will change to steady "H". If a hot journal has been found, flashing "H" indication will not change and train must immediately stop and contact train dispatcher to determine location of hot journal in train.

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

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

WINNEMUCCA SUBDIV. — FEATHER RIVER DIVISION

WEST Mile Post	Radio Communication via Channel One.	STATIONS	Station Nos.	Sidings Feet	EAST	
					First Class	6 Pgr. Daily
669.2		ELKO	UX293	Yd.		PM
668.7	3.0	CPF669				
666.2		ELKO AMTRAK STATION			11 50	
646.0	20.2	EAST CARLIN	UX312		11 45	
643.4	2.6	WEST CARLIN	UX315			
630.5	12.9	BARTH	UX327			
619.5	11.0	BOWAWAY	UX339	5999		
575.4	4.1	ELLISON	UX383	6268		
572.2	3.2	VALMY	UX386			
536.0	36.2	WESO	UX422		9 45	
532.8	3.7	CPF536		n10000		
		CPF533				
532.1		WINNEMUCCA	UX426	s5150		PM
530.8	13.1	CPF532 T				
530.6		CPF531				
519.2		CPF530				
508.6	10.6	RAGLAN	PX440	6145		
496.6	12.0	GASKELL	PX450	6148		
487.6	9.0	JUNGO	PX461	6163		
479.4	8.2	ANTELOPE	PX471	6156		
470.6	8.8	FLOKA	PX479	6167		
461.3	9.3	RONDA	PX488	6158		
451.2	10.1	CHOLONA	PX497	6150		
437.9	13.3	TREGO	PX507	6145		
430.8	7.1	GERLACH	PX520	6289		
416.3	14.5	PHIL	PX528	6160		
404.7	11.6	REYNARD	PX542	5647		
393.7	11.0	SANO	PX554	6152		
384.4	9.3	SAND PASS	PX565	6162		
383.5	0.9	SP CONN	CPF384			
382.9	11.8	FLANIGAN	PX574	6162		
371.7		CPF383				
362.6	9.1	HERLONG	PX587	4193		
352.1	17.0	DOYLE	PX596	6369		
345.6		CPF352				
341.8	3.8	SCOTT'S	PX613	6126		
339.1	2.7	RENO JCT.	PX616	3000		
327.5	11.6	CHILCOOT	PX619	6245		
322.2	6.1	HAWLEY	PX631	5770		
321.4		CPF322				
	347.8	PORTOLA	PX637	10771		

TIMETABLE NO. 5

WINNEMUCCA SUBDIV. — FEATHER RIVER DIVISION 103

Maximum Speed	MPH	Maximum Speed	MPH
Between Mile Posts —	Psg. Frt.	Between Mile Posts	
669.2 and 535.9 (Except as below)		535.9 and 321.4 (Except as below)	70
All sidings (Except as below)	70 70	All sidings	20
Valmy (No. 20 T.O.), Weso —		535.9 and 527.0	60
Using Turnouts	25 25	521.8 and 520.9	60
671.0 and 664.0	35 35	510.4 and 509.9	65
664.0 and 652.6	70 60	508.4 and 504.0	60
652.6 and 651.1	70 60	497.0 and 495.7	60
651.1 and 650.1	60 50	495.7 and 494.5	40
650.1 and 648.3	50 40	494.5 and 489.9	35
648.3 and 643.4	55 45	489.9 and 488.3	50
643.4 and 638.3	60 60	488.3 and 481.1	60
638.3 and 637.7	70 60	481.1 and 480.1	55
637.7 and 628.2	60 60	480.1 and 474.2	60
628.2 and 605.0	45 40	434.1 and 429.5	60
East and West Carlin using Turnout	70 60	404.7 and 399.9	55
	15 15	399.9 and 397.7	50
		397.7 and 397.0	35
		397.0 and 395.4	30
		395.4 and 390.7	35
Business Tracks	MP No.	390.7 and 387.4	50
Hunter (E)	657.0 UX302	387.4 and 353.8	60
Tonka (E)	650.1 UX309	353.8 and 348.4	40
Carlin (E)	644.6 UX314	348.4 and 347.6	35
Duggan (E)	631.8 UX326	347.6 and 343.7	40
Cluro (E)	627.1 UX331	343.7 and 340.0	50
Dunphy (E)	610.1 UX348	340.0 and 324.1	60
Kampos (E)	601.3 UX356	324.1 and 321.4	30
Rennox (E)	591.3 UX367	Reno Jct. Using Turnout	10
Red House (E)	563.0 UX395		
Golconda (E)	548.0 UX409		
Pozla	349.1 PX610		

Speed thru turnout must not exceed 15 MPH at W. Floka, E. Flanigan & W. Reno. Jct.
UP station numbers on SP track.
Vivian UX311 New Argenta UX357 Battle Iron Point ... UX394
Palisade UX321 Argenta UX358 Mountain .UX371 Tule UX420
Mosel UX355 Hilltop UX370 Mote UX381

Yard Limits MP 671.0 to MP 664.0.
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. See General Order FR 17 (to be added).

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

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

HOT BOX DETECTORS			
Westward	Eastward	Westward	Eastward
MP 497.2	MP 363.2	MP 382.9	MP 480.0
MP 469.1	MP 393.1	MP 352.1	MP 509.1
MP 430.2	MP 438.6		

Hot Box and Dragging Equipment Detectors: \$MP 503.8, \$MP 475.0, \$MP 434.5, \$MP 387.1, \$MP 358.3.
Special Instruction 247B Applies.

CLEARANCE REQUIREMENTS
Southern Pacific trains which are to operate east of Winnemucca or Weso on the Union Pacific must, unless otherwise instructed, receive a Union Pacific clearance at Wendel or Sparks. Union Pacific clearance at Winnemucca is not required.
AMTRAK No. 6 must receive Union Pacific clearance at Winnemucca authorizing movement over Elko — Lake and Lyndly subdivisions.

Southern Pacific orders affecting movement between Southern Pacific Winnemucca and Weso will be delivered to Union Pacific Crew at Southern Pacific Winnemucca.

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

RENO BRANCH — FEATHER RIVER DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below)		MPH
						Reno Jct. to east wye switch	25	
0.0		RENO JCT.	CPF341 T	PX616		12.5 and 12.7	10	
		21.3				14.9 and 17.0	10	
21.3		MARTIN		PR421	2000	19.5 and 20.3	10	
		7.0				20.5 and 27.3	20	
28.3		NORTH RENO		PR428		27.2 and 28.2	10	
		4.8				28.2 and 30.0	20	
33.1		RENO		PR433	Yd.	30.0 and 33.1	10	
		33.1				Interchange to SP	5	
						Business Tracks	MP	Sta. No.
						Anderson	18.8	PR419
						Leareno	21.0	PR422
						Panther	23.4	PR423
						Cougar (W)	25.4	PR425
						Comstock	30.3	PR430
						Sierra Pacific(E)	30.5	PR431

Loyalton Branch Hawley to Loyalton 12.3 Miles. Yard Limits entire branch. Maximum Speed 10 MPH Main Track Derail at MP 12.2

Business Track	MP	Sta. No.
Loyalton	11.8	PL512

TIMETABLE NO. 5

104 CANYON SUBDIV. — FEATHER RIVER DIVISION

Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts MPH
WEST	EAST			
Mile Post	STATIONS			
321.4	PORTOLA	PX637	10771	321.4 and 299.8
320.1	11.0 CPF320			299.8 and 232.2
310.4	BLAIRSDEN	PX648	4869	225.2 and 224.3
301.9	8.5 SLOAT	PX656	7892	201.9 and 201.7
296.4	5.5 SPRING GARDEN	PX662	4610	201.7 and 180.6
287.9	8.5 QUINCY JCT.	PX670	3843	180.6 and 177.5
282.2	6.4 KEDDIE	CPF282		177.5 and 166.6
281.5	4.2 KEDDIE	PX677	7169	166.6 and 166.3
280.7	4.2 KEDDIE	CPF281		166.3 and 141.3
280.5	4.2 KEDDIE	CPF280		141.3 and 135.2
277.3	PAXTON	PX681	4202	135.2 and 129.0
270.5	6.8 VIRGILIA	PX688	9810	129.0 and 97.3
260.1	10.4 BELDEN	PX698	4573	97.3 and 95.2
255.6	4.5 CAMP RODGERS	PX703	6713	95.2 and 92.0
247.6	8.0 MERLIN	PX711	3683	Quincy Jct.—Stock, House & Interchange Tracks
239.5	8.1 PULGA	PX719	6091	West Wye Switch
234.9	4.6 POE	PX723	6739	Keddies, Diverging Route
226.0	8.9 JAMES	PX732	6515	Speed thru turnout must not exceed 15 mph at E&W Haggin and E&W Pollock
220.0	6.0 ELSEY	PX738	6385	Business Tracks MP Sta. No.
213.9	6.1 KRAMM	PX744	6311	Mable (W)
210.0	4.8 OROVILLE	CPF210		Tobin (W)
205.0	2.2 OROVILLE	CPF206		Twain
204.7	2.2 OROVILLE	CPF205		W. Oroville (E)
203.9	2.2 OROVILLE	CPF204		Cleveland
202.9	9.9 OROVILLE YARD	PX751	Yd.	Sankey (W)
202.5	9.9 OROVILLE YARD	CPF202		Bombay (E)
193.0	12.8 CRAIG	PX761	6155	Globe
186.6	12.8 BINNEY JCT	CPF186		Cordova (E)
180.2	1.4 MARYSVILLE	PX774	5055	Kenwood (E)
178.8	5.9 MARYSVILLE	PX776	5055	Laguna Creek (E)
172.9	16.4 MOUNKES	PX782	7290	Villinger (W)
161.9	12.9 PLEASANT GROVE	PX798	6242	Terminus
156.5	4.1 DEL PASO	PX811	6247	Jct. (W)
143.6	3.5 HAGGIN	CPF140		Kingdom
139.5	3.5 HAGGIN	CPF137		Slide Detector devices: At locations listed below, if a detector device has been actuated signal will display aspect per Rule 245C. After stopping trains must proceed not exceeding restricted speed looking out for rocks on track or other obstructions.
136.0	0.0 SO. SACRAMENTO	PX816	Yd.	Eastward: Signals 2362; 2368; 2576; 2644. Westward: Signal 2675.
135.1	3.6 POLLOCK	PX822	4874	Absolute signals: West Belden; West Pulga. Signals 2379; 2371.
132.4	10.5 PHILLIPS	PX832	6250	Special Instructions Item 11 in effect.
121.9	8.0 THORNTON	PX840	3638	Where signal aspect 245S and 245T are displayed, the prescribed speeds through turnouts are:
113.9	16.0 HAMMER LANE	PX856	5895	W. Oroville
97.9	2.8 EL PINAL	PX859	Yd.	O. Oroville
95.1	1.3 FLORA ST.	CPF95		E. Oroville
94.3	0.0 FLORA ST.	CPF95		W. Kramm
93.8	0.6 WEBER AVE.	CPF94		E. Kramm
93.2	1.2 WEBER AVE.	CPF93		W. Elsey
92.7	1.2 STOCKTON	PX862	Yd.	E. Elsey
92.0	225.4 STOCKTON			W. James
Equation: MP 205.5 equals MP 209.5.				
Dragging Equipment Detectors:				
#MP 319.2	#MP 290.2	#MP 267.5	#MP 241.5	
#MP 316.7	#MP 286.3	#MP 264.6	#MP 237.2	
#MP 314.7	#MP 284.0	#MP 262.5	#MP 234.2	
#MP 312.6	#MP 282.2	#MP 257.6	#MP 222.2	
#MP 308.0	#MP 279.5	#MP 253.5	#MP 217.7	
#MP 305.2	#MP 275.5	#MP 249.2	#MP 109.5	
#MP 300.0	#MP 273.4	#MP 245.6		
#MP 293.8	#MP 269.5	#MP 243.5		
Hot Box Detector: #MP 161.3, #MP 124.6, #MP 109.5. (Hot Box also)				
At Stockton ATSF connection between UP and ATSF movements must not exceed 5 MPH and cars 61 feet or longer are prohibited.				

TIMETABLE NO. 5

BIEBER SUBDIV. — FEATHER RIVER DIVISION 105

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH																																																																																																																																																																		
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111.8	BIEBER	PK112	Yd.	111.0 and 106.5																																																																																																																																																																			
94.8	LITTLE VALLEY	PK095	4251	106.5 and 98.1																																																																																																																																																																			
76.5	HALLS FLAT	PK076	6758	98.1 and 93.4																																																																																																																																																																			
62.9	LODGE POLE	PK063	4235	93.4 and 78.7																																																																																																																																																																			
55.8	ROBBERS CREEK	PK044	7245	37.3 and 34.6																																																																																																																																																																			
43.8	ALMANOR	PK026	7942	34.6 and 16.0																																																																																																																																																																			
38.5	GREENVILLE	PK015	4236	16.0 and 14.2																																																																																																																																																																			
25.7	MOCCASIN	PK006	4208	6.2 and 1.0																																																																																																																																																																			
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Cannon	7.9	PV681				Dozier	64.6	PZ708				Webster	PV608	Tremont	PV616	Dixon	PV621	Swingle	PV609	Sucro	PV618	Elmira	PV629	Davis	PV613					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	Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.	Broderick	92.3	PH501	Conaway (W)	11.8	PW412	Mikon	1.6	PW402	Hebron (E)	14.8	PW415	Lodal	2.7	PW403	Woodland	16.6	PW417	Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.	West Sacramento	92.2	PV601	Bascule Bridge	90.7		Westgate	91.6	PH502	Riverview	87.0	PH507	Yolo Port Conn.	90.9	PH503	Clarksburg (W)	5.9	PH513
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TIMETABLE NO. 5

106 PORT CHICAGO BRANCH — FEATHER RIVER DIVISION

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

UP Station Numbers on ATSF

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

OAKLAND SUBDIV. — FEATHER RIVER DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
92.0	STOCKTON	T	PX862	Yd.	All sidings 20 Between Mile Posts — Hunter St. Lead 5 84.5 SP Xing 30 74.1 SP Xing 50 Tracy Branch Spur 5
91.7		CP F92			67.0 and 58.2 35
91.0		CP F91			58.2 and 52.3 30
89.9	⊗ SP ⊙	CP F90			52.3 and 45.0 50
84.5					45.0 and 38.8 45
82.1	WYCHE		PX872	5555	38.8 and 34.4 35
					34.4 and 30.9 40
74.1	⊗ SP ⊙				30.9 and 29.2 30
72.8	TRACY	T	PX881	10692	30.8 thru turnout 10 15.2 and 10.6 35 10.6 and 7.2 20
63.3	MIDWAY		PX891	5518	7.2 and Chestnut Jct. 10
56.2	ALAMONT		PX898	5560	Where signal aspect 245S and 245T are displayed, the prescribed speeds through turnouts are: E. Niles Jct: MP 30.8 10 W. Tracy: MP 71.7 30 E. Tracy: MP 73.6 30
47.0	LIVERMORE		PX907	4117	Business Tracks MP No. French Camp 88.4 PX867 Lathrop 85.8 PX870 Cochran 75.6 PX878 Lyoth (W) 73.8 PX880 Ayala (E) 70.9 PX882 Lox (W) 50.3 PX904 Trevarno (W) 49.2 PX905 Radum 43.4 PX911 Pleasanton (W) 41.7 PX912 Pabrico (W) 27.0 PX927 Union City 25.9 PX928 Carpenter 24.9 PX929 Estudillo 16.1 PX938 San Leandro 14.7 PX939 Fruitvale 9.6
38.1	HEARST		PX916	4423	
30.8		CP F31			
30.5	NILES JCT. ⊗ SP ⊙	T	PX923		
30.4		CP F30			
29.7	FREMONT		PX924	4042	
29.3		CP F29			
27.5		CP F27			
25.5		CP F25			
20.8		CP F21			
20.1	HAYWARD		PX934	6922	
19.3		CP F19			
15.4		CP F15			
13.8		CP F14			
11.3	KOHLER		PX942	3524	
10.6	MELROSE ⊗ SP ⊙	CP F10	PX943		
9.9		CP F9			
8.8		CP F8			
7.2	FALLON ST. ⊗ CP F7 ⊙		PX946		
	MAGNOLIA TOWER ⊗ SP ⊙		PX948		
5.8					
4.7	OAKLAND	⊕ T	PX949	Yd.	Two main tracks Fallon Street to Oakland. Movements under instructions of Yardmaster Oakland.
	89.5				

Yard Limits MP 8.0 to Oakland
Shifted Load and Dragging Equipment Detector:
⊕MP 23.2 (hot box also)
MP 90.5 ⊗ SP ⊙ — Hunter Street Lead.

TIDEWATER SOUTHERN SUBDIV. — FEATHER RIVER DIVISION 107

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
0.0	STOCKTON YD.	⊕ T	PX862	Yd.	13.8 and 14.5 20 19.2 and 21.0 20 22.5 and 23.2 20 25.7 and 9th & P Sts. 20
1.7	ORTEGA	⊕	PX864	Yd.	Modesto 20 North Yard 10 Modesto 9th and P Sts. 20 and MP 33.2 10
5.2	MANTECA JCT.	⊕	PQ005	2170	33.2 and 34.8 20 41.6 and 42.2 20 44.7 and 46.6 20 46.6 and 47.9 10
19.8	ESCALON		PQ020	1390	When handling more than 50 cars or 5,000 tons, or 15 or more loaded covered hoppers, do not exceed 25 MPH.
25.6	McHENRY		PQ026	1220	
30.1	NORTH YARD JCT.		PQ030	Yd.	Business Tracks MP 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 6.2.
31.4	MODESTO ⊗ M&E T		PQ032	Yd.	
32.7	⊗ SP ⊙				
34.5	ROGERS		PQ035	2010	
41.6	HATCH	T	PQ042	1240	
44.7	KEARNEY		PQ045	Yd.	
47.9	TURLOCK		PQ048	Yd.	
	47.9				

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

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

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

Business Track	MP	Sta. No.
Chemurgic	2.9	PG203

SAN JOSE BRANCH — FEATHER RIVER DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
0.0	NILES JCT	CPF31 T	PX923	Yd.	Between Mile Posts — 0.0 and 0.3 including wye 10 7.5 and 10.0 25 10.0 and 15.7 20 15.7 and 23.0 10
0.2		CPSJ 1			
4.5		CPSJ 4			
7.0	WARM SPRINGS		PS707	Yd.	
8.8		CPSJ 9			
10.1		CPSJ 10			
11.5	MILPITAS	⊕ T	PS711	Yd.	Business Tracks MP No. Irvington (W) 3.3 PS703 Inland Steel 4.9 PS705 Curtner (W) 8.0 PS708 Berryessa (W) 14.1 PS714 Yard Limits: MP 10.0 to MP 23.0 CTC Niles Jct. to MP 10.1.
17.5	SAN JOSE	⊕	PS717	Yd.	
19.6	VALBRICK ⊗ SP ⊙	⊕	PS720	Yd.	
20.4	WILLOW GLEN ⊗ SP ⊙	⊕	PS721	Yd.	
	⊗ SP ⊙				
22.3	WEST SAN JOSE	⊕	PS722	Yd.	
	23.0				

ITEM 1. STANDARD TIME:

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

ITEM 2. MAXIMUM SPEEDS:

NOTE: All slower speed restrictions must be observed.

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

	MPH
1 Moving against the current of traffic unless otherwise specified.	49
2 Thru No. 20 equilateral turnout. (Except Illinois, Arkansas and Kansas Divisions)	60
3 Thru No. 20 equilateral turnout designated by ø and thru No. 20 precurved turnout designated by Ø. (Illinois, Arkansas and Kansas Divisions only)	40
4 Thru No. 20 turnout unless different speed specified on schedule page.	40
5 Thru No. 14, 15 and 16 turnouts. Exception: No. 14 on curves.	30 20
6 Thru other turnouts.	15
7 Sidings in CTC Territory (Except as specified on schedule page) Other Sidings.	30 20
8 Other than main tracks and sidings (except as specified on schedule page)	10
9 Balloon tracks & Wye tracks, except those portions used as main track or siding.	5
10 Movements on live rails of track scales.	5
11 Movements of engines at servicing facilities.	5
12 Engines 90-95, 951, 6936 and Amtrak engines. Road engines Road switchers 1000-1014 and 1322-1399	82 70 60
13 Yard switch engines.	50
14 When multiple unit engine is controlled from other than leading unit.	30
15 Engines running light unless all locomotives in consist are equipped with fully effective dynamic brake. Engines running light, on descending grade in excess of 1 percent, when necessary to use engine brake to control speed.	45 25
16 Trains handling wrecking derricks: American hoist derricks 903045, 903046, 903047, 903050. Other Derricks. Exception: MPX-153	60 40 35
17 Trains handling two axle scale test cars, snow plows, Jordan spreaders or locomotive cranes on their own wheels; foreign line or privately owned derricks, cranes or other similar equipment on their own wheels on revenue billing (unless further restricted on waybill or train consist); company owned cranes loaded on flat cars (except series MP 17001-17042 which may be operated at 50 MPH unless otherwise restricted): On Subdivisions on tangent track On Subdivisions on curved track On Branches	35 25 25
18 Loaded or empty welded or jointed rail trains	40
19 Self-propelled cranes, pile drivers and similar equipment moving under own power.	35

TIMETABLE NO. 5

ITEM 2. (CONTINUED)

	MPH
20 Holmes, Pettibone and similar type cranes, and hydraulic equipped wheel changers.	25
21 Jordan spreaders and other machines of spreader type, when in operation with wings extended. Spreaders in reverse movement.	15 25
22 Trains handling tank cars containing Phosphorus, Liquid Petroleum Gas, Propane, Anhydrous Ammonia, Chlorine. Exception: Phosphorus in FMLX 19000 and 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 for transportation of coal, grain, soda ash, ore or other bulk commodities. When loaded: When empty. Exception: Loaded Unit trains between Council Bluffs and Salt Lake City and loaded Valmy coal trains (Note: All loaded phosphate rock trains 40 MPH)	40 50 50
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 217000-217141 and MP 728000-728099 series cars. JTXX cars and those equipped with Toyota truck-bed racks.	40 50 70
30 Trains handling loaded ordinary flat cars, bulkhead flat cars and gondola cars. 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.	40
32 Trains handling empty TOFC or COFC flat cars	60
33 Trains handling tie plate spreader MP 15417	40
34 MPX cars Exception: Series 8007-8034; 8105-8124; 27006-27060; 30000-30014; 50001-50014; and 70004-70039 may be handled at 50 MPH unless otherwise restricted.	30
35 Coiled steel Geneva UT-Pittsburg CA only.	45

TIMETABLE NO. 5

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. Bridge cranes will be accompanied by bridge crane operator who will require the crane to be inspected within 50 miles of initial terminal where crane departs, thence every 100 miles. Inspection to determine that crane headed in right direction, boom tied down and being handled at appropriate speed. Crane with boom not in trailing position may be moved to first location where crane can be turned only when authorized by chief dispatcher or operating officer. Cranes MPX-31 through MPX-40 and MPX-51 through MPX-60 must be handled with boom disconnected and entrained next ahead of rear car when practicable. 18 Ton or less capacity on-track cranes must not be handled in trains on their own wheels.

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

Two or more passenger or business cars must not be coupled together for movement in head end of freight trains. When necessary to handle in head end of freight trains, such cars must be separated from each other by at least two freight cars. Business cars Selma 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	280,800	55	62,200	46,800
GP28	4	2000	263,000	56	65,750	51,300
GP30	4	2250	263,000	56	65,750	56,440
GP35	4	2500	261,000	56	65,750	56,440
GP38	4	2000	263,000	59	65,750	51,300
GP38-2	4	2000	269,000	59	67,250	56,440
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	62,600	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	266,800	62	66,650	60,400
B30-7A	4	3000	267,700	62	66,925	60,400
SD40	6	3000	393,000	68	96,250	83,160
SD40-2	6	3000	392,000	69	97,500	83,160
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
E8	6	2400	383,770	71	83,943	58,000
DD40X	6	6600	545,000	99	135,000	98,800

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

In freight trains, freight cars 85 feet or more in length must not be coupled to any car 39 feet or less in length. This does not apply to a freight car 85 feet or more in length when coupled to a caboose and caboose is the last car in train.

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

TIMETABLE NO. 5

ITEM 5. (CONTINUED)

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

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

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

ITEM 6. MAXIMUM GROSS WEIGHT LIMITATIONS:

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

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

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

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

If maximum weight shown is	220,000 lbs.	240,000 lbs.	263,000 lbs.
Then: 4 axle cars may handle	220,000 lbs.	240,000 lbs.	263,000 lbs.
" 6 " " " "	330,000 lbs.	360,000 lbs.	394,500 lbs.
" 8 " " " "	418,000 lbs.	456,000 lbs.	526,000 lbs.

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

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

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

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

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

ITEM 7-A. QUALIFICATIONS OF ENGINEERS:

An engineer who has not made a road trip over the subdivision as engineer or fireman during the preceding 12 months must make fact known when called and may be required by the company to make a round trip over said subdivision to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days, will make the fact known to his conductor and before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all General Orders issued on said Subdivision during such 150 days period.

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

TIMETABLE NO. 5

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:**

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

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

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

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

(3) RULE G: Changed to read:

"The use of alcoholic beverages by 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.

(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 and Track Bulletin Form A will specify the numbered mile posts between which the

ITEM 10. (CONTINUED)

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 or Track Bulletin Form B protecting men and equipment must extend between numbered mile posts and green flag must be displayed only at the limits of the order.

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

(8) **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 flag.

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

Arrow type signs with yellow background will be placed 2500 feet in advance of restrictions.

(10) **RULE 11:** Revised and requires train must stop before any part of train passes fusee.

(11) **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 Oregon and Washington, in addition to locations listed in Operating Rule 15(I), engine whistle must be sounded and bell rung approaching private crossings.

(12) **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.

(13) **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.

(14) **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.

(15) **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.

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

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

(18) **RULE 103(I):** When road engines with or without cars are to be coupled to a train, whether in a yard or on line, the movement must be stopped 150 feet from the train and further movement must be preceded by a crew member when it can be safely done.

(19) **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.

(20) **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.

(21) **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 — Cars as indicated in Form 8620, Instructions for Handling Hazardous Materials.

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

ITEM 10. (CONTINUED)

(23) **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.

(24) **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.

(25) **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.

(26) **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.

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

(28) **RULE 205:** When used in clearances, train orders, track warrants or track bulletins, Missouri Pacific engines will be designated by initial preceding the engine number. Example: "Eng. MP 4220".

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

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

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

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

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

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

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

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

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

Aspects and indications shown in Special Instructions Item 17 apply.

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

(34) **RULE 246B: Indication changed to read:** Proceed. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays clear, advance approach or approach limited.

(35) **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.

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

Exception revised to read 30 MPH instead of 40 MPH.

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

ITEM 10. (CONTINUED)

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.

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

(39) **RULE 315(A): First paragraph changed to read:**

Before proceeding from a stop indication over a dual control switch or derail, crew member must precede the movement and examine the first dual control switch or derail, see that it is properly lined, and that selector lever or hand crank, if so equipped, is in proper position, and remain at switch or derail until leading wheels have passed the signal governing movement over the switch or derail. Remaining switches or derails, if any, must then be examined by crew member on the ground before movement is made over switch or derail.

Second and third paragraphs changed to read: If control operator is unable to line dual control switch or derail to desired position, or indication of control machine does not show that switch or derail is lined and locked, before authorizing train to proceed, he must instruct crew member to operate it by hand for the movement. After at least one unit or car has passed over the switch points or derail, it must be returned to power unless otherwise instructed by control operator.

(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 351: Third and Fourth paragraphs changed to read:** Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

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

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

(47) **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).

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

(49) **RULE 410: First paragraph changed to read:** A track warrant, once in effect, is in effect until crew member has reported clear of the limits, or it has become void. Crew member must report to train dispatcher when they have cleared the limits.

Add to Second paragraph: When unable to contact dispatcher and time limits have expired, authority is extended until train dispatcher can be contacted.

(50) **RULE 450:** Form C track bulletin is authorized for conditions not covered by Forms A and B.

ITEM 10. (CONTINUED)

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

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

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

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

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

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

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

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

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

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

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

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

(1) **DEFINITIONS:**

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

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

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

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

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

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

ITEM 11. HY-RAIL MOTOR PATROL:

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

1. All rules pertaining to track cars apply to HMP's and all rules pertaining to trains are in effect, except when train is being escorted under provisions contained herein.
2. HMP's are identified by name or number followed by direction.
3. When train is to be escorted through a territory, HMP operator will secure authorization of train dispatcher and train dispatcher will ensure train and HMP operator have complete understanding of escort limits. After understanding is reached, HMP operator may occupy main track only after radio contact has been established with train to be escorted.

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

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

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

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

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

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

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

ITEM 12. USE OF RADIO.

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

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

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

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

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

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

ITEM 12. (CONTINUED)

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

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

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

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

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

(1) General Instructions:

The following instructions apply to all detectors:

- 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 and inspection required, train must be stopped at once. Inspection of car by axle count must be made to insure retaining valves in exhaust position, hand brakes fully released, no sticking brakes, no broken truck bolster, no brake rigging down or dragging, no lading down or dragging between cars, no lading has dropped down through container floor or cross members of double stack container flat cars. All journals on both sides of car indicated by axle count must be inspected. If no obvious sign of overheating is present on axle indicated, cautiously place bare hand on truck side frame working hand toward roller bearing end cap, keeping in mind that any part of this equipment may be extremely hot. If bare hand cannot be held on side frame or roller bearing for a few seconds, car must be set out. If car develops no defects, in addition to inspection of other conditions outlined above, inspection must be made on both sides of five cars ahead and five cars behind the car indicated by axle count. When defect is found, pink tag supplied in crew packet, must be noted as to type of defect and attached on or near overheated bearing or on car body nearest defective equipment. Conductor will advise train dispatcher by radio of all information relative to inspection and disposition of car involved.
- When 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 Southern Region and on Illinois and Kansas Divisions.

- 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".

- 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.

- At detectors equipped with both verbal and visual indicators where no defects are indicated and it appears one system may not be functioning, the other system may be accepted when that system has given indication that it is operational. Indication of light array may be accepted only when observed by crew member until rear of train has passed detector location. If either system indicates there is a defect or announces "integrity failure", train must be stopped and inspected as required by instructions for that system.

(2) Detector Station Equipped With Light Array Indicator:

When illuminated, array lights indicate the following:

- 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.
- Yellow light-side — Both yellow lights will be illuminated when dragging equipment is detected. Make immediate inspection of entire train for dragging equipment. Air hoses hanging below top of rail and dragging chains will be detected.

(3) High Wide Shifted Load and Dragging Equipment Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators:

- When high wide shifted load detector or dragging equipment detector is activated, a separate message for each detector will be voice broadcasted to the train which must be stopped and inspected.
- When high wide shifted load message is received, an inspection must be made to ensure that there is no excessive width or height car in train. If double stack cars are in train, inspection must be made to determine that there are not two (2) 9 foot 6 inch containers stacked on the same car. Notify dispatcher to call signal maintainer to reset detector.
- Any car found in train with shifted load or with two (2) containers of 9 foot 6 inches stacked will be reported to dispatcher and, if required, car set out.
- After passing detector, if no message is received, train must stop and inspection made for dragging equipment, high wide or shifted loads. Dispatcher must be called to notify signal maintainer to reset detector.
- If no defects are found by the detector, a "No Defect" message will be broadcast.

(4) Hot Box and Dragging Equipment Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators:

When movement over detector begins, detector will announce once to crew that the system is operational.

After entire train has passed detector, the detector will announce whether or not any defects have been detected. If defects are detected, a two-second alarm tone will be transmitted as each defect is detected. When entire train has passed detector, the detector will announce each defect by axle count starting from lead axle of lead unit, giving type of defect and location. The message will be transmitted twice followed by "Detector, out." Train must be stopped at once and indicated locations inspected for defects, even if red beacon (if so equipped) has not been actuated.

Train must also be stopped at once and entire train inspected when:

- Verbal information is not received or understood.
- When detector announces, "integrity failure".

ITEM 13. (CONTINUED)

Exception: Dragging equipment detectors on the Western Region and Nebraska and Wyoming Divisions transmit only when a defect has been detected.

(5) Detector Stations Equipped With Remote Readout:

When there is an indication of defect, hold signal will indicate Stop. Train dispatcher will advise where defect is located in train. If car 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.

(6) Detector Stations Equipped With Wind Speed Indicators:

When instructions from detector indicates wind speed is:

(1) 40-49 MPH — Any train that has DTTX type double stacks that do not have at least one loaded container on each platform, will not be operated.

(2) 50-69 MPH — Any double stack train not having at least one loaded container on each platform must immediately reduce speed to 25 MPH.

(3) 70 MPH and above — Double stack trains will not be operated.

On the Salt Lake Subdivision only, when wind speed is:

(1) 50-59 MPH — All trains restricted to 25 MPH.

(2) 60-69 MPH — All trains restricted to 20 MPH and all trailer and container trains must operate on No. 2 Main Track.

(3) 70 MPH and above — No trains will be operated.

ITEM 14. OPERATIONS OVER FOREIGN LINES:

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

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

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.

ITEM 14. (CONTINUED)

(4) RULE 317(2) will not apply on ATSF tracks.

(5) Maximum authorized speed for wrecking derricks is 10 MPH at any point where train order speed restriction is 20 MPH or less, except if speed restriction is less than 10 MPH the more restrictive speed will govern. When handling wrecking derricks, cranes, pile drivers, Jordan spreaders and similar machinery moving on their own running gear through a turnout must not exceed one half of maximum authorized speed for that turnout.

(6) A complete and detailed report must be made by wire to the ATSF Trainmaster joint with the ATSF Chief Dispatcher, covering all railroad accidents, accidents at grade crossings, personal injuries, unusual or defective track, signal or any other conditions that would affect the movement of a train or engine.

(b) Use of BN Tracks Between:

1. Crystal City and Ste. Genevieve
2. Springfield and Aurora
3. Cherokee Yard and BN-ATSF Connection, Tulsa
4. Rockview and Chaffee
5. Winthrop and St. Joe
6. Oregon Trunk Jct. and Bend
7. Reservation and North Portland Jct.
8. Centralia and Hoquiam
9. BN Conn. (Spokane) and Fish Lake

General Code of Operating Rules and BN Timetable apply.

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

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

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

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

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

(3) Rule 10: Yellow and Green Flags will not be used.

Rule 10(E): Green Resume Speed signs are not used.

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

(5) 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.

(6) 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.

(7) 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.

ITEM 14. (CONTINUED)

Engines or cars set out in sidings, industry tracks or other tracks must have wheels chocked in addition to hand brakes being set.

- (8) Rule 105: Trains or engines using a siding or any track other than a main track must proceed at Yard Speed.
- (9) Rule 245D (Approach): Immediately reduce to 30 MPH instead of 40 MPH.
- (10) Rule 245G (Restricting): Proceed at Yard Speed instead of Restricted Speed.
- (11) KCS Rule 284: **Aspect:** Flashing yellow. **Name:** Medium Approach. **Indication:** Proceed, reducing speed to 30 MPH before leading wheels pass the next signal.
- (12) KCS Rule 291(A): **Aspect:** Red with number plate and letter "P" marker. **Name:** Permissive. **Indication:** Proceed at Restricted Speed.
- (13) Rule 305: Exception to requirement for Restricted Speed in CTC territory does not apply.
- (14) 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.
- (15) 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.
- (16) Road engines backing or controlled from rear unit must not exceed 30 MPH.
- (17) SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.
- (18) 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.
- (19) 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.

- (20) UP Special Instructions. Item 13. Hot Box and Dragging Equipment Detectors.

Aspect:	Indication:
White light on equipment house illuminated:	System on.

UP Special Instructions will apply with respect to each condition indicated in addition to following:

Journal or adapter found noticeably hotter than others, car must be set out.

If defect is not located train must be observed closely and if defect is indicated on same axle a second time car must be set out.

Oversize load detector installations will not clear man on side of car.

(d) Use of DRGW Tracks Between: (General Code of Operating Rules Apply Except As Modified Below.)

1. Denver — DRGW Belt Line and North Yard
2. Salt Lake City — Grant Tower and Provo

ITEM 14. (CONTINUED)

(1) DRGW Definition Reduced Speed. A speed that will permit stopping short of another train or obstruction, or anything that may require the speed of a train or locomotive to be reduced.

(2) DRGW Definition Restricted Speed. A speed that will permit stopping short of another train or obstruction and that will permit stopping within one-half the range of vision, but not exceeding 20 miles per hour.

(3) DRGW Definition Medium Speed. A speed not exceeding 30 miles per hour.

(4) Rule 10. A reflectorized yellow flag or disc placed on the right side of movement indicates that the track one and one-half miles distant is in condition for speed of not more than 10 MPH, unless a different speed is 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.

ITEM 14. (CONTINUED)

(14) DRGW Rule 290. Aspect: Red over lunar. Name: Restricting. Indication: Proceed at restricted speed: (1) Within ABSS to next signal governing in same direction. (2) At interlocking outside ABSS through interlocking limits. (3) Onto non-signalized track until entire train is through turnout; if there is no turnout, until head end of train has passed the signal.

(15) DRGW Rule 291. Aspect: Red. Name: Stop and Proceed.

Indication: Stop then proceed according to Rule 509.

(16) DRGW Rule 292. Aspect: Red. Name: Stop.

Indication: Stop.

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 was previously noted on the document by the industry.
- Note any exceptions to document under appropriate equipment ID.
- Sign and date bottom of list.

ITEM 15. (CONTINUED)

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 Employes which prohibits the illegal use of any drug, narcotic or controlled substance at any time, either on-duty or off-duty. You are expected to know those drugs, narcotics or controlled substances which are illegal to use.

If you take the urine test, because of its sensitivity, the test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment on the job from a positive urine test.

If you have used any drug off the job (other than a medication that you can prove that you possessed lawfully and that would not in any way adversely affect your alertness, coordination, reaction, response or safety on the job) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

You should be aware that the Company may initiate a disciplinary investigation if your urine or blood tests positive for illegal drugs, even if a blood sample shows that illegal drugs were used off-duty but not on-duty.

You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 C.F.R. Part 219, Subpart C).

A complete copy of this Federal Regulation is available for your review at any Division Superintendent's office.

ITEM 17. (CONTINUED)

RULE	NAME	ASPECT	ACS
245M	DIVERGING CLEAR MEDIUM		



SIGNAL RULES 245S-245W APPLY IN NON-SPEED SIGNAL TERRITORY.

245S	DIVERGING APPROACH		
245T	DIVERGING CLEAR		
245U	APPROACH DIVERGING		
245V	APPROACH RESTRICTING		
245W	DIVERGING APPROACH DIVERGING		

INDICATION
Proceed on diverging route. Speed through turnout must not exceed 30 MPH.
Proceed on diverging route. Speed through turnout must not exceed 15 MPH.
Proceed on diverging route. Speed through turnout must not exceed 40 MPH. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays clear, advance approach or approach limited.
Proceed on diverging route prepared to stop at next signal. Speed through turnout and to next signal must not exceed 30 MPH.
Proceed on diverging route prepared to stop at next signal. Speed through turnout must not exceed 15 MPH. Speed to next signal must not exceed 30 MPH.
Proceed on diverging route prepared to stop at next signal. Prescribed speed through turnout. Trains exceeding 30 MPH must immediately reduce to that speed.
Proceed on diverging route. Prescribed speed through turnout.
Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
Proceed prepared to pass next signal at restricted speed.
Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal at prescribed speed through turnout.

ITEM 18. INDICATORS

INDICATOR RULES 247B AND 247E.

RULE	ASPECTS	NAME	INDICATION
247B	<p>HOLD INDICATOR</p>  <p>(TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED)</p> <p>ILLUMINATED</p>	Hold	Communicate with operator or dispatcher before proceeding.
247E	<p>SLIDE WARNING INDICATOR</p>  <p>(TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED)</p> <p>ILLUMINATED</p>	Slide warning	After stopping, proceed at restricted speed to next signal. Keep close lookout for rocks or other obstructions, broken, bent or damaged rail.

NOTES



TRACK WORKER

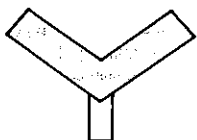


FOR CROSSINGS

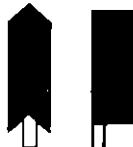


FOR TUNNELS, ETC.

REQUIRED WHISTLE SIGNAL RULE 15(I).



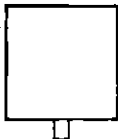
YARD LIMIT SIGN

PERMANENT
SPEED
RESTRICTION
SIGNPERMANENT
RESUME
SPEED
SIGN

STOP SIGN.



STOP SIGN.

YELLOW-RED FLAG
PROTECTING MEN
AND EQUIPMENT

YELLOW FLAG



RED FLAG



GREEN FLAG

COLOR CODES



CTC

ABS

ABS-TWC

TWC

TIMETABLE NO. 5

EXPLANATION OF CHARACTERS

- Ⓐ — Automatic Interlocking. † — Applies Only Until Eng. Has Reached Resume Speed Sign.
 Ⓑ — 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.
 Ⓖ — Gate — Normal Position Against This Subdiv.
 Ⓜ — Manual Interlocking.
 Ⓝ — Stop Sign.
 T — Turning Facility.
 Ⓧ — Railroad Crossing At Grade.
 Ⓨ — Yard Limits.
 ∅ — 40 MPH Equilateral Turnout.
 ⓪ — 40 MPH Precurved Turnout.
 n — Northward.
 s — Southward.
 e — Eastward.
 w — Westward.
 c — Center.
 I — Crossover Between Main Tracks — Dual Control Switches.
 X — Hand Operated Crossover.
 ● — Air Brake Rule 1101(A)6.
 Ⓣ — Item 9 Special Instructions Applies.
 ‡ — 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.
 ‡ — High Wide Shifted Load and Dragging Equipment Detector.
 † — Bonded Controlled Siding

Capacity of sidings shown clearance point to clearance point.

Track diagrams and color codes are for general information only and are not to scale.

NOTICE

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

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. 5