

## ALL EMPLOYEES:

Safety and Quality are synonymous and inseparable. Our goal is to instill an acute safety awareness in our fellow employees to enable them to perform up to their highest potential and thereby help to ensure a consistently safe Railroad operation.

We will manage the Operating Department of the Union Pacific to the highest standards of Safety and Quality to meet our customer requirements in a consistent and predictable manner at the lowest possible cost, while creating and developing the best workplace environment for our employees and the financially strongest company for the benefit of our employees and shareholders.



ALL INJURIES  
ARE PREVENTABLE



# UNION PACIFIC RAILROAD CO.

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SYSTEM  
**TIMETABLE**  
**No. 6**

Effective 12:01 a.m. Sunday,  
MAY 15, 1988

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.

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FOR THE GOVERNMENT OF  
EMPLOYEES CONCERNED.

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

R. K. DAVIDSON, Vice President — Operation.



## 2 CHICAGO SUBDIV. — ILLINOIS & ST. LOUIS DIVS.

## CHICAGO SUBDIV. — ILLINOIS & ST. LOUIS DIVS. 3

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.

Radio Communication via Channel One Call-in Two. Exception: Yard Center Control Opr. Call-in Channel One.		Station Nos.	Sidings Feet	Maximum Speed Between 81st St. and Gorham (Except as below) 81st St. to Dolton Jct. 30 Dolton Jct. to Thornton Jct. 20 Between Mile Posts — Thornton Jct. to 28.0 40 49.0 and 51.0 50 60.3 and 61.7 50 Northward track 55 153.4 and 153.5 20 164.8 and 165.0 30 175.7 and 176.6 30 193.9 and 194.6 20 194.6 and 195.4 35 202.7 and 203.5 50 218.4 and 219.1 20 224.5 and 224.7 30 252.0 and 254.2 30 264.9 and 266.7 55 270.4 and 270.9 50 275.9 and 277.0 30 298.0 and 299.3 30 299.3 and 302.6 55	MPH
Mile Post	SOUTH STATIONS NORTH				
9.0	81ST STREET				
10.1	Oakdale CR				
16.9	DOLTON JCT. CSX, IHB	ZA-17			
18.0	YARD CENTER	ZA-18	Yd.		
20.1	THORNTON JCT. GTW	ZA-20			
25.7	TWELFTH ST.				
27.0	JAY EJ&E	ZA-26			
27.8	CHICAGO HEIGHTS	ZA-27	Yd.		
49.7	PENCE CR	ZA-49			
49.9	MOMENCE	ZA-50	e5535 w2944		
60.1	ST. ANNE KBS	ZA-60			
73.6	BEN				
77.5	WATSEKA ATSF	ZA-77			
82.6	WOODLAND JCT.	ZA-83			
94.0	GOODWINE	ZB-92	10800		
108.0	ELLIS	ZB-108	10474		
125.9	GLOVER CR	ZB-126	8229		
135.6	BLOCK	ZB-136	12458		
145.1	VILLA GROVE	ZB-145	11710		
153.4	TUSCOLA ICG, CSX	ZB-153	9894		
169.1	CADWEL	ZB-168	10303		
176.1	SULLIVAN ICG	ZB-176			
185.2	FINDLAY	ZB-185	11988		
185.5	FINDLAY JCT.	ZB-186			
199.8	CLARKSBURG	ZC-200	10481		
204.5	MODE NS	ZC-205			
218.9	ALTMONT	ZC-219	9622		
220.9	EAST ST. ELMO				
3.4 MILES VIA CR					
224.3	WEST ST. ELMO				
235.7	ST. PETER	ZC-236	10284		
242.4	KINMUNDY ICG	ZC-242			
252.1	SALEM	ZC-252	14761		
254.1	CSX				
263.3	KELL	ZC-263	9718		
274.9	MT. VERNON NS, CSX	ZC-276	7180		
287.2	INA	ZC-287	8083		
298.2	BENTON JCT. ICG	ZC-298			
298.2	ILLINOIS DIVISION				
301.8	BENTON	ZC-302	10707		
306.1	BN				
314.9	BUSH	CD-24	7432		
335.5	GRIMSBY	CD-3	5729		
339.0	GORHAM	C-93	Yd.		
330.0					

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

Signal Indication with current of traffic. Rule 251 in effect between Yard Center and Southward absolute signal Ben.

Rule 252 in effect between Ben and MP 30 both tracks. Control operator located Yard Center. Trains receiving a Stop indication at Signal 292 must communicate with control operator at Jay Tower before proceeding.

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

TIMETABLE NO. 6

Business Tracks	MP	Sta. No.	Cissna Park Industrial Lead:
Thornton	21.7	ZA-22	Goodwine to Cissna Park 5.9 Miles.
Steger	28.8	ZA-29	Max. Speed 10 MPH.
Beecher X	35.8	ZA-38	Claytonville . . . . . 94.2 ZF-94
Grant Park X	44.7	ZA-45	Cissna Park . . . . . 97.9 ZF-98
Wichert	57.9	ZA-58	Westville Branch: Villa Grove to Danville
Papineau X	64.2	ZA-64	42.2 Miles. Yard Limits Villa Grove-
Marinton	67.7	ZA-68	Westville Max. Speed 20 MPH
Pittwood	71.5	ZA-72	Fairland . . . . . 161.9 ZD162
Coaler	79.6	ZA-80	Zeigler #5 . . . . . 161.0 ZD161
Woodland	81.8	ZA-82	Longview . . . . . 159.7 ZD160
Bryce	87.5	ZB-88	Broadlands . . . . . 155.7 ZD156
Fountain Creek	96.1	ZB-96	Allerton . . . . . 152.6 ZD153
Reilly	103.4	ZB-103	Hastings . . . . . 150.1 ZD150
Dailey	116.5	ZB-117	Sidell . . . . . 146.5 ZD146
Royal	120.0	ZB-120	Indianola . . . . . 142.1 ZD142
Bongard	140.0	ZB-140	Westville . . . . . 132.8 ZD132
West Ridge	148.9	ZB-149	Danville . . . . . 122.7 ZD123
Bourbon	159.4	ZB-159	Operation via CR 10.1 Miles Westville to
Arthur	164.7	ZB-165	Danville.
Chippis	173.1	ZB-173	Jamaica Industrial Lead: Sidell Jct. to
Findlay	185.2	ZB-185	Jamaica 5.4 Miles. Max. Speed 10 MPH.
Shelbyville	193.9	ZC-194	Jamaica . . . . . 150.9 ZE151
Mocassin	212.9	ZC-213	Salem Industrial Lead: Breaks out Salem
St. Elmo	224.6	ZC-224	2.0 miles Max. Speed 10 MPH.
Parro	225.0	ZC-225	
Bakerville	279.3	ZC-282	
B. S. Mine #5	317.5	CD-22	
Murphysboro	328.8	CD-10	

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

Hot Box Detectors and Drugging 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.

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

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

## PANA SUBDIV.—ILLINOIS & ST. LOUIS DIVS.

Maximum Speed:	MPH	Radio communication via Channel One, call-in Two		Station Nos.	Sidings Feet
Findlay Jct.-Lenox (Except as below)		SOUTH	NORTH		
MP 205.1 — MP 205.4	60				
BN iron ore trains loaded or empty between Lenox and Walsh Jct. max. speed 40 MPH.					
Two main tracks designated east and west tracks between Vierling Jct. and Lenox.					
Northward trains departing St. Louis, Valley Jct., A&S and Madison secure clearance before leaving Lenox.					
Southward BN trains secure UP clearance at Toland.					
<b>BUSINESS TRACKS</b>					
Sohigro	MP 188.8			ZB-189	
Westvelt	MP 191.8			ZB-192	
Rosamond	MP 209.4			ZB-209	
Nokomis	MP 218.2			ZB-218	
Witt	MP 227.4			ZB-222	
Irving	MP 227.4			ZB-227	
Taylor Springs	MP 234.4			ZB-234	
15 MPH dual control switch turnouts: BN Wye at Vierling Jct., crossover at Lenox MP 275.7.					
Hot Box and Drugging Equipment Detectors located at MP 198.5, MP 219.2, MP 241.6 and MP 260.5.					
		185.5	FINDLAY JCT.	ZB-186	
		205.1	PANA	ZB-205	8773
		213.5	OHLMAN	ZB-213	10340
		232.1	HILLSBORO	ZB-232	11961
		243.7	WALSH JCT.		
		248.1	JOAN	ZB-243	10203
		265.1	GARD	ZB-260	10782
<b>ILLINOIS DIVISION</b>					
		273.7	ST. LOUIS DIVISION		
		273.7	VIERLING JCT.		
		275.7	LENOX		
		290.0	ST. LOUIS	MX-001	
104.8					

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

TIMETABLE NO. 6

4 JOPPA BRANCH — ILLINOIS DIVISION

Radio communication via Channel One				Station Nos.	Sidings Feet	Yard Limits: Benton Jct. to MP 300.1 MP 303.0 to MP 309.6
Mile Post	SOUTH	STATIONS	NORTH			
298.2	▼	BENTON JCT. 6.8	Ⓢ-2	ZC-298	Freeman Ind. Lead originates at Jenkins (5.0 Miles)	
305.0	▼	WEST FRANKFORT 3.8	Ⓢ	ZC-305	Freeman Ind. Lead Max. Speed ... 10 MPH	
308.8	▼	JENKINS 7.6	Ⓢ	ZC-309	3870	
316.4	▼	MARION ⊗ COE ⊗ 7.6	Ⓢ	ZC-317	2700	
324.0	▼	NEILSON JCT. ⊗ 5.3	Ⓢ	ZC-324	Freeman City Sta. No. Johnston City	
329.3	▼	GOREVILLE 10.4	Ⓢ-2	ZC-329	2655	
339.7	▼	VIENNA JCT. 11.8	Ⓢ	ZC-340	Freeman #4 313.3	
351.5	▼	KARNAK ⊗ NS ⊗ 11.8	Ⓢ	ZK-352	6840	
363.3	▼	JOPPA	Ⓢ	ZK-363	Yd. Cypress 321.8 ZC-322 Chasco 345.3 ZC-345 Cook (on BN) 348.5 ZK-348 Metropolis ZK-367 (on BN) ZK-370	
65.1						

Maximum Speed (Except as below)	MPH	Trains originating West Frankfort enroute Chicago Subdiv, secure clearance at West Frankfort.
Between Mile Posts	35	
324.2 and 324.5	20	Operation on BN R.R. between Vienna Jct. and Metropolis 22.3 Miles.
334.6 and 334.8	20	
347.2 and 363.1	25	
363.1 and End of track	10	TWC in effect MP 300.1 to MP 363.3

DE SOTO SUBDIV. — ST. LOUIS DIVISION

Radio Communication via Channel Two, call-in One.				Station Nos.	Sidings Feet	Maximum Speed (Except as below) Pgsr. Frt.
Mile Post	SOUTH	STATIONS	NORTH			
00.5	▼	ST. LOUIS 1.8 Miles Via TRRA	Ⓢ	MX-1		15 15
02.3	▼	GRAND AVE. ⊗ 1.5 Via BN	Ⓢ			15 15
0.0	▼	IRON MTN. JCT. ⊗ 6.8	X-1			25 25
6.8	▼	DAVIS JCT. 2.7	X-8			55 —
9.5	▼	BARRACKS 9.2	X-10			55 —
18.7	▼	WICKES 7.8	X-19	4842		30 30†
26.5	▼	RIVERSIDE 15.7	X-26	4865		55 —
42.2	▼	DE SOTO 8.8	X-42	6370		45 45
51.0	▼	BLACKWELL 6.0	X-51	4311		55 —
57.0	▼	CADET 3.9	X-57	4630		45 45
60.9	▼	MINERAL POINT 14.4	X-61	4300		55 50
75.3	▼	BISMARCK 16.5	X-75	4909		45 45
91.8	▼	TIP TOP 16.5	X-92	4180		45 40
107.9	▼	ANNAPOLIS 9.8	X-108	4474		45 —
117.7	▼	GADS HILL 9.6	X-120	4296		35 35
127.3	▼	PIEDMONT 18.1	X-127	6570		45 —
145.4	▼	WILLIAMSVILLE 19.2	X-146	4382		40 —
164.6	▼	BLACK RIVER JCT. 0.9	X-164			10 10
165.5	▼	POPLAR BLUFF	X-166	Yd.		10 10
162.3						10 10

See Special Instructions Item 19 for AMTK schedules.

DE SOTO SUBDIV. — ST. LOUIS DIVISION 5

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Iron Mountain	80.7	X-81	North Des Arc	111.8	X-112
Middlebrook	83.1	X-83	Leeper	133.1	X-133
Glover	97.8	X-99	Mill Spring	134.5	X-135
Chloride	100.1	X-101	Wilby	155.4	X-155

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 0.9 is 16 feet 11 inches on main track. It must be known cars or equipment will clear before moving over this portion of the railroad. Operation between Grand Ave. and Iron Mtn. Jct. 1.5 miles via BN RR. Rule 105 in effect. Maximum Speed 20 MPH. 10 MPH through turnout Grand Ave. 15 MPH through turnout Iron Mtn. Jct. Movements controlled by operator Gratiot Street. On McArthur Bridge — Maximum speed 10 MPH. Radio communications St. Louis Terminal via channel 2. Manchester Ave. and Chippewa-Christy Lead — Stop and flag crossing.

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

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

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

Bonne Terre Branch: Bismarck to Bonne Terre 15.8 miles. Yard Limits entire branch. Max. speed 10 MPH.

Stations:	MP	Sta. No.	Stations:	MP	Sta. No.
Bismarck	126.0	X-75	Desloge	35.6	MC-35
Derby Jct.	118.2	MB-36	Dolomite	34.0	MC-34
Rivermines	37.6	MC-38	McDowell Spur	32.3	MC-32
Flat River	37.1	MC-37	Bonne Terre	31.1	MC-32

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

CARONDELET BRANCH — ST. LOUIS DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.
13.0	▼	KIRK JCT. 0.6	Ⓢ	MX-12
13.6	▼	⊗ BN ⊗ 3.0		
16.6	▼	GRANT 7.1		GH-4
23.8	▼	BROADWAY JCT. 10.8	T	GH-11

Ⓢ Crestwood, MP 13.9 to MP 15.8 Maximum Speed 20 MPH. Green and red flashing light indicators located each side highway crossings MP 15.3 and MP 22.4, unless indicator is green stop and member of crew flag highway traffic.

PEA RIDGE BRANCH — ST. LOUIS DIVISION

Yard Limits:	Radio Communication via Channel Two, call-in One.			
	WEST	STATIONS	EAST	Station Nos.
MP 57.8 to MP 59.0.	Miles			
MP 83.1 to end of Track	▼		▲	
Maximum Speed (Except as below)	57.7	CADET 0.9	Ⓢ-1	X-57
MP 60.0 - MP 62.0	58.6	NEW FOUNTAIN FARM 13.8	Ⓢ-1	XA-58
MP 81.0 - MP 81.4	72.4	INDIAN CREEK 11.7		XA-72
Switch point derail installed main track MP 83.6.	84.1	PEA RIDGE	Ⓢ	XA-84
Rule 10(D) not in effect.	26.4			

6 CHESTER SUBDIV. — ST. LOUIS 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 ⊕ ⊙ ⊕ ⊕	C-9		60 Valley Jct. Interlocking 10
1.5	AIRPORT 1.5			Between Mile Posts 0.0 and 7.0 30
1.7	PARKS 0.2	C-10		Both legs wye Chester and South siding Ford 10
4.3	NO. DUPO 2.6	C-13		65.2 and 65.8 30
5.5	WOODS 1.2			65.8 and 66.0 50
6.0	DUPO 0.5	C-15	Yd.	North leg wye Gorham 10
7.5	SOUTH DUPO 1.5			Chicago Subdiv. Conn. Gorham 20
9.4	ICG 1.9			116.4 and 117.6 50
20.6	VAL 11.2	C-29		117.6 and 119.3 40
33.6	FULTS 13.0			119.3 and 119.5 30
47.7	KIDD 14.1			189.3 and Dexter Jct. 25† Missouri Jct. and 191.0 35
49.6	FLINTON 1.9			165.4 and 165.6 35
52.1	GAGE JCT. 3.7			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. Yd. Limits MP 0.0 to MP 6.3
55.8	REILY 5.0	C-63		Business Tracks MP Sta. No. Warnock 15.1 C - 24 Valmeyer ⊕ 22.5 C - 31 Prairie du Rocher ⊕ 41.7 C - 50 Raddle 77.0 C - 86 Powder Plant 98.6 C - 98 Wolf Lake 99.7 C - 107 Ware 104.0 C - 113 McClure 113.0 C - 122 Dudley 182.8 XD- 17 Bess 179.7 XD- 14 Fisk 176.1 XD- 11 Boeving 170.0 XD- 4
60.8	MENARD JCT. 2.1			SSW southward trains originating Valley Jct. secure clearance or track warrant.
62.9	CHESTER 2.8	C-70	7357	UP southward trains departing A&S, Valley Jct. or Dupo secure clearance or track warrant. 40 MPH equilateral turnout: Menard Jct. 40 MPH dual control switch turnouts: Raddle Jct., Howardton, Jct., Halsey Jct.
65.7	FORD 4.6	C-73	n6522 s6160	15 MPH dual control switch turnouts: Valley Jct., Airport, south end Parks, No. Dupo, Dupo, South Dupo, Flinton — both ends yard, Chester — south end siding.
70.3	ROCKWOOD JCT. 2.1	C-77		Southward trains secure SSW train orders and clearances at Chester; and contact SSW Dispatcher before passing Illmo to determine if any new orders are in effect.
72.4	CORA 0.6	C-80		Northward trains secure SSW train orders and clearances at Poplar Bluff.
73.0	CORA JCT. 3.3	C-81		
76.3	RADDLE JCT. 5.1	C-85		
81.4	JACOB 2.8	C-90		
84.2	GORHAM 0.6	C-93	Yd.	
84.8	CHAP 5.7	C-94		
90.5	HOWARDTON JCT. 4.5	C-100		
95.0	HALSEY JCT. 13.0	C-104		
108.0	POTTS 7.5	C-117		
115.5	NILE 4.2	C-125		
119.7	SIMBCO 3.0	C-129		
122.7	CAPEDEAU JCT. 1.3	C-132		
	ILLMO 45.6 via SSW	C-133		
192.6	MISSOURI JCT. 2.2 to CHARLESTON JCT.	C-179		
191.4	DEXTER JCT. 1.0	XD-26		
190.3	CHARLESTON JCT. 0.2			
190.1	DEXTER 11.4	XD-24	6406	
178.7	IVES 6.6	XD-13	9205	
172.1	JUNLAND 6.6	XD-6	9863	
165.7	POPLAR BLUFF 196.5	X-166	Yd.	

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

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

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

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

CHESTER SUBDIV. — ST. LOUIS DIVISION 7

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

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

Hot Box and Dragging Equipment Detectors located at ⊕ MP 28.0, ⊕ MP 50.5, ⊕ 69.5, ⊕ 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. — ST. LOUIS & ILLINOIS DIVISIONS

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 8.0	CA-10	4540
77.3	STEELEVILLE 5.3	CA-16	9007
79.4	PERCY ⊕ ICG ⊕ 2.4	CA-18	
83.7	NEW WILSON 4.2	CA-23	5225
92.5	PINCKNEYVILLE ⊕ ICG ⊕ ⊕ -2 8.8	CA-31	Yd.
95.5	SHAKE RAG 2.7	CA-34	
102.7	TAMAROA ⊕ ICG ⊕ 7.4	CA-41	
111.2	SCHELLER 8.5	CA-49	Yd.
111.6	⊕ ICG ⊕ 0.4		
115.0	WALTONVILLE ⊕ BN ⊕ 2.8	CA-53	
121.8	JSW JCT. 7.2	CA-60	
ST. LOUIS DIVISION			
ILLINOIS DIVISION			
124.6	MT. VERNON 2.9 Via JSW Branch ⊕ ⊙	ZC-276	Yd.
60.8			

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

Industrial Leads — Maximum Speed: Fidelity Mine Lead 3.2 Miles, 5 MPH; Captain Mine, Burning Star No. 4, Burning Star No. 2 and Orient 10 MPH. CAPTAIN MINE: (4.9 Miles) Originates at MP 81.2. Captain Mine Jct. 82.5. Captain Mine 86.1 CA-20. Over Scale 300 feet west of No. 1 and Load yard switch Cap. Mine. 3 MPH. Do not leave cars on scale track. BURNING STAR NO. 4; (CA-21). Originates at New Wilson. BURNING STAR NO. 2; (4.5 Miles). Originates at Shake Rag. ICG Jct. — MP99.1. Jct. 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: Mt. Vernon to Old Ben 21 — 13.8 Miles. Yard Limits entire branch. Max. Speed 20 MPH except MP 287.2-MP 290.5—10 MPH. Mt. Vernon MP 276.9 ZC-276. JSW Jct. MP 279.9. Huff 279.9 ZC-280; Nason 286.5 CA-68; Inland No. 1 291.1 ZC-275; Old Ben 21 293.1 ZC-277; Old Ben 26 CA-053.

SIKESTON BRANCH — ST. LOUIS DIVISION

Radio Communication via Channel Two.		Station Nos.	Maximum Speed (Approach Highway 61 Crossing, Sikeston, prepared to stop for high-way traffic.)
Mile Post	SOUTH STATIONS NORTH		
216.4	END OF TRACK 5.0		Business Tracks MP Sta. No. Miner 214.5 XD-49
211.4	SIKESTON 0.4	XD-46	Morehouse 205.4 XD-40
211.0	⊕ BN ⊕ 19.7		Essex 195.6 XD-30
191.3	DEXTER JCT. ⊕ SSW G ⊕ -1	XD-26	Hunterville 198.7 XD-33
25.1			

**8 STE. GENEVIEVE BRANCH — ST. LOUIS DIV.**

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

**SPARTA BRANCH — ST. LOUIS DIVISION**

Maximum Speed (Except as below)		Radio Communication via Channel Two, Call-in Two		Station Nos.	Sidings Feet
MPH	Mile Post	SOUTH STATIONS	NORTH STATIONS		
35					
14.0 and 30.0	10				
30.0 and MP 54.5	25				
48.7	20				
54.5 and 56.2	10				
69.0 and 77.2	25				
80.2 and 83.0	10				
Operation on ICG North Sparta to South Sparta.					
Yard Limits: MP 56.6 to MP 59.0, and MP 80.2 to End of Track at Kellogg.					
Business Tracks					
Oil Center	MP 14.5	MI-16			
Hoyleton	23.2	MI-24			
Oakdale	40.9	MI-41			
IP Co.	47.0	MI-47			
Zeigler					
Mine # 11	51.5	MI-51			
		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 — ST. LOUIS DIVISION**

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

**WYNNE SUBDIV. — MEMPHIS & ARKANSAS DIVS. 9**

Radio Communication and call in via Channel Two except Channel One between Paragould and Jonesboro Jct. and on Helena Ind. lead.		Station Nos.	Sidings Feet	Maximum Speed MPH
Mile Post	SOUTH STATIONS			
				MP 235.3—MP 407.5 (Except as Below) ... 40
219.9	PARAGOULD	Ⓟ-2	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 8080
	18.7			
256.7	HARRISBURG		C-280	7794
	21.3			
278.0	NORTH WYNNE			
	3.0			
281.0	WYNNE	Ⓟ UP Ⓡ	Ⓟ-2 T	C-304 6944
	9.9			
290.9	CALDWELL		C-314	7527
	5.0			
295.9	FORREST CITY	Ⓟ SSW	C-319	
	18.1			
314.0	MARIANNA		C-337	6776
	11.5			
325.5	LEXA	Ⓟ-2	C-349	8792
	1.0			
326.5	HELENA JCT.	T Ⓟ	C-351	
	13.0			
339.5	LAKEVIEW		C-363	6953
	29.2			
368.7	SNOW LAKE	Ⓟ-2	C-392	6985
	9.1			
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	6946
	19.8			
<b>MEMPHIS DIVISION</b>				
<b>ARKANSAS DIVISION</b>				
399.7	NORTH McGEHEE	Ⓡ		
	0.7			
406.8	McGEHEE	Ⓡ Ⓟ-2 T	C-432	Yd.
	188.2			

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

Main track between MP 327.0 and MP 382.0 out of service.  
Trains operating between Cypress Bend, MP 399.7 and Arkansas River Draw Bridge, MP 382.0, must stop and protect all crossings protected by flashers and flasher gates.

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

Operation on SSW Between Jonesboro Jct and Paragould 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.

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

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

Radio Communication via Channel One, call-in Two.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts	MPH Psg. Frt.
Mile Post	SOUTH STATIONS				
165.5	POPLAR BLUFF T-2I	X-166	Yd.	165.3 and 165.6	30 30
165.6	0.1 4TH STREET			172.1 and 172.9	70 —
165.7	0.2 HENDERSON	I		179.2 and 179.3	65 —
167.5	1.8 SOUTH POPLAR	I		184.9 and 185.1	70 —
170.0	2.5 STANLEY	I	X-170	191.6 and 192.9	50 40
172.9	2.9 HARVIEL JCT.		X-173	192.9 and 193.3	70 55
173.0	<b>ST. LOUIS DIVISION</b>				
	<b>MEMPHIS DIVISION</b>				
180.4	7.5 NEELYVILLE		X-180 8302	224.3 and 227.8	50 50
192.2	11.8 CORNING	⊕ - 2 ↑	X-192 8300	Alicia Siding	10 10
199.0	6.8 KNOBEL	↑	X-199 9698	258.0 and 263.9	50 50
202.9	3.9 PEACH ORCHARD	↑	X-203 8159	263.9 and 264.6	35 35
214.4	11.5 O'KEAN	↑	X-214 8204	264.6 and 265.0	65 —
223.6	9.2 MURTA JCT.		X-223	266.6 and 266.9	70 —
224.9	1.3 WALNUT RIDGE		X-225	288.1 and 288.6	40 40
226.3	1.4 HOXIE ⊕ BN ⊕	⊕ - 2	X-226 8515	292.1 and 292.7	60 —
228.5	2.2 MINTURN JCT.		X-228	292.7 and 293.1	55 55
238.9	10.4 ALICIA	↑	X-239 8318	294.1 and 294.6	70 —
251.8	12.9 TUCKERMAN	↑	X-252 8326	322.4 and 323.6	65 —
258.1	6.3 CAMPBELL JCT.		X-258	333.2 and 333.5	60 —
259.5	1.4 DIAZ JCT.	T I	X-259	339.4 and 339.6	65 —
261.7	2.2 NEWPORT	⊕ - 2 I	X-262	339.6 and 343.8	40 40
263.9	2.2 NORTH BRIDGE JCT.		X-264	North and South Wye	
264.1	0.2 WHITE RIVER ⊕ M			Bald Knob	15 15
264.5	0.4 SOUTH BRIDGE JCT.		X-265	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.	
269.7	5.2 JIFFY	I	X-269	40 MPH dual control switch turnouts: Harviell Jct., Murta Jct., Minturn Jct., Glaise Jct.	
274.3	4.6 GLAISE JCT.		X-275	15 MPH dual control switch turnouts: Poplar Bluff — MP 165.6 crossover East Main to north end Poplar Bluff yard, Hoxie — 3 switches north end of siding MP 226.9, Newport — West main track to south end of yard MP 262.5, Bald Knob — All crossovers, siding and Memphis Subdiv. wye conn, N. Little Rock — East departure lead, 3 switches north end receiving yard, main track crossovers at crest.	
278.1	3.8 BRADFORD	↑	X-278 9964	Business Tracks	
286.7	8.6 RUSSELL JCT.		X-286	Delaplaine	207.6 X-208
288.4	1.7 BALD KNOB ⊕ - 2 T I		X-288 14580	Olyphant	269.8 X-270
289.7	1.3 JUD	I	X-289	Judsonia	292.6 X-293
296.4	6.7 KENSETT		X-296	Higginson	299.7 X-300
298.4	2.0 HIG	I	X-298	McRae	308.2 X-308
306.5	8.1 MACK	I	X-306	Beebe	312.7 X-313
319.2	12.7 WACROSS	I	X-320	Ward	317.6 X-318
330.7	11.5 JAX	I	X-331	Cabot	323.0 X-323
332.1	1.4 JACKSONVILLE	T	X-332	Valentine	336.1 X-336
339.2	<b>MEMPHIS DIVISION</b>				
339.4	<b>N. LITTLE ROCK DIV. NORTH END YARD</b>				
343.6	4.2 N. LITTLE ROCK ⊕ T I		X-344	Jacksonville Ind. Lead: 2.8 miles. Max. Speed 10 MPH originates at Jacksonville: Jacksonville - LRAFB.	
345.6	<b>L. ROCK AMTK STA.</b>				
	180.1			DK&S Branch: 5.5 miles between Kensett, Doniphan and Searcy. Yard Limits entire branch. Max. Speed 20 MPH, except 10 MPH on curves.	

See Special Instructions Item 19 for AMTK schedules.

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

Hot Box and Dragging Equipment Detectors located at ⊕MP 188.6, ⊕MP 207.6, ⊕MP 232.5, ⊕MP 255.3, ⊕MP 283.4, ⊕MP 304.0 and ⊕MP 323.0.

MEMPHIS SUBDIV.—MEMPHIS DIVISION 11

Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (except as below) Between Mile Posts	MPH
Mile Post	WEST STATIONS				
380.7	MEMPHIS (Sargent Yd.) ⊕	XG-93	Yd.	Bald Knob	15
380.6	0.1 KC JCT. ⊕ NS G			298.2 and 298.6	30
378.2	2.4 TEXAS ST. ⊕ ICG ⊕			298.6 and 299.1	40
378.1	0.1 KENTUCKY ST. ⊕ ⊕			306.2 and 306.4	30
376.5	1.6 HARAHAN			331.8 and 334.8	40
375.8	0.7 BRIDGE JCT. ⊕ BN ⊕	XG-88		334.8 and 336.1	50
375.2	0.6 BRIARK	XG-87		345.5 and 346.4	50
370.0	5.2 PRESLEY JCT. ⊕ BN ⊕	XG-82		375.2 and 378.1	25
361.5	8.5 CRAWFORDSVILLE	↑	XG-74 9760	ICG ⊕ — Forest Yard on NS Main Tracks	
348.3	13.2 SMITHDALE	↑	XG-60 7697	Kentucky St. — ICG ⊕	
332.4	15.9 WYNNE ⊕ UP ⊕	⊕ - 2 T ↑	C-304 8618	ICG ⊕ — Old Aulon Tower on CSX Track	
318.8	13.6 FAIR OAKS ⊕ SSW ⊕	↑	XG-31 9489	ICG Southwest Wye at Iowa Avenue	
300.0	18.8 NEW AUGUSTA	↑	XG-12 6196	ICG West Jct. via Y and MV Track	
298.5	1.5 WHITE RIVER ⊕ M			Trains originating Memphis secure clearance prior to passing Kentucky St.	
287.9	10.6 BALD KNOB	⊕ - 2 T	X-288	Business Tracks	
	92.8			Rio Vista	292.8 XG-6
Movement of trains and engines between Sargent Yard and CP 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 CP 377.9.					
15 MPH turnouts: Wye conn Bald Knob. Gate protecting NS RR crossing MP 380.6 may be left lined as last used.					
Hot Box and Dragging Equipment Detectors located ⊕MP 292.5, ⊕MP 315.2, ⊕MP 341.0 and ⊕MP 357.5. Wynne ⊕Wynne Subdiv. train dispatcher is the operator per Rule 312 (2). Communication via Channel Two.					

NORTH LITTLE ROCK DIVISION

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

N. Little Rock — West departure lead Max. Speed 30 MPH. Radio Communication Via Channel 2.

Carlisle Branch: North Little Rock to Carlisle 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.

**12 LITTLE ROCK SUBDIV. — N.L.R. & ARK. DIVS.**

Mile Post	Radio communication via Channel One, call-in One.		Station Nos.	Sidings Feet	MPH Psg. Frt. 75 60	Maximum Speed (Except as below) Between Mile Posts
	SOUTH ▼	NORTH ▲				
343.6	N. LITTLE ROCK	TX	X-344	Yd.		351.2 and 351.7
345.1	HILL					357.3 and 357.7
345.3	ARK. RIVER	⊙				361.1 and 363.3
345.6	L. ROCK AMTK STA.	IX	X-346			363.3 and 364.6
347.2	LR JCT.					364.9 and 366.3
351.7	ENSIGN		X-352			382.5 and 385.9
<b>358.9</b>	<b>N. LITTLE ROCK DIV.</b>					388.1 and 389.5
<b>358.9</b>	<b>ARKANSAS DIVISION</b>					414.1 and 414.8
364.1	ALEXANDER	IX	X-359			425.9 and 426.9
368.7	BAUXITE JCT.	⊙-I	X-364	5208		434.8 and 435.9
370.2	BENTON	T	X-369			441.7 and 442.8
373.3	SALINE JCT.		X-370			457.0 and 459.1
377.3	HASKELL	†	X-373	11099		470.6 and 471.3
384.6	TRASKWOOD	†	X-377	6044		471.5 and 471.6
388.7	GIFFORD	†	X-385	6210		483.2 and 483.6
392.2	MALVERN	T⊙-I	X-389			485.9 and 488.9
399.6	ABCO	†	X-390	9238		488.9 and 490.2
405.6	DONALDSON	†	X-400	6320		Union Station tracks
411.0	WITHERSPOON	†	X-406	6329		Little Rock
422.3	ARKADELPHIA	⊙-I	X-411	8626		Van Buren Wye tracks
426.3	CURTIS JCT.		X-422			Bauxite Siding
429.3	GURDON	⊙-I T	X-426	Yd.		Malvern Wye tracks
442.4	BEIRNE JCT.		X-429			Benton yard tracks
449.6	BOUGHTON	†	X-438	8164		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.
457.7	PRESCOTT	†	X-442	8900		Business Tracks
478.2	EMMET	†	X-450	6297 m10477		Tracks
480.4	HOPE	⊙ KRR ⊙ ⊙-I	X-458	85769		Vogels East
490.2	GUERNSEY	†	X-463	5997		Main
	FULTON	†	X-471	9308		Sterling Stores-East Main
	HOMAN	†	X-478	8729		Ark. Power & Light-West Main
	CLEAR LAKE JCT.		X-481			Mabelvale-West Main
	TEXARKANA	⊙⊙-I	X-491	Yd.		AG West Main
	146.6					Ark. Power & Light-East Main

See Special Instructions Item 19 for AMTK schedules.  
 Two main tracks designated East and West tracks between N. Little Rock and Saline Jct.; Curtis Jct. and Beirne Jct.; Clear Lake Jct. and Texarkana.  
 40 MPH equilateral turnouts: Saline Jct. and Clear Lake Jct.  
 15 MPH dual control switch turnouts: N. Little Rock — Main track crossovers Locust St., south end receiving yard at Locust St. and south end running track; Little Rock — Crossover switch entrance north end Amtrak Depot and Vinegar Spur Pulaski Ind. Lead; Bauxite — Siding switches; Benton — Switch to Benton Yard; Gurdon — Gurdon subdiv. conn. Texarkana — East lead.

N. Little Rock — Departure lead Max. Speed 30 MPH.  
 N. Little Rock — ABS Departure Lead from Signal 3435 to Little Rock Subdiv. main track at south end of yard.

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

Hot Box and Dragging Equipment Detectors located: ⊙MP 359.0, ⊙MP 374.0, ⊙MP 395.0, ⊙MP 416.0, ⊙MP 432.0, ⊙MP 453.0 and ⊙MP 476.0

**HOT SPRINGS BRANCH — ARKANSAS DIVISION 13**

Mile Post	Radio communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed Mountain Pine to MP Jct. MP Junction to MP 397.7 (except as below)	MPH
	SOUTH ▼	NORTH ▲				
422.3	MOUNTAIN PINE	T	XH-90		MP 407.0 and MP 406.3	25
410.4	HOT SPRINGS	⊙⊙T	XH-77	Yd.	MP 402.0 and MP 400.7	20
407.7	MP JCT.		XH-74		MP 400.7 and MP 400.5	10
398.1	JONES MILLS		XH-64	1331	MP 400.5 and MP 399.9	20
393.9	BUTTERFIELD		XH-59	Yd.	MP 398.5 to MP 398.2	20
388.7	MALVERN	T⊙⊙-I	X-389	Yd.	MP 397.7 to Malvern (except as below)	25
					MP 396.5 to MP 396.2	20
					MP 393.9 to MP 393.3	20
					<b>Butterfield Branch:</b>	
					Butterfield-Haskell 12.6 miles	
					Yard Limits entire branch	
					(Maximum Speed 10 MPH)	
					Stop and protect crossing at MP 383.0.	
					Business Tracks	MP No.
					Crabtree	421.6 XH-88
					Sutco	407.4 XH-75
					Lake Catherine	404.1 XH-71
					Stratcor	402.6 XH-69
					Ark. Aluminum	402.4 XH-69
					Pirelli Cable	401.7 XH-68
					Rolling Mill	399.6 XH-64

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

**NORMAN BRANCH — ARKANSAS DIVISION**

Mile Post	Radio Communication via Channel One		Station Nos.
	SOUTH ▼	NORTH ▲	
479.2	BIRDS MILL		XL-52
473.5	GLENWOOD		XL-47
465.3	AMITY		XL-39
454.0	GRAYSONIA		XL-28
446.5	PIKE CITY JCT.	⊙	XL-20
441.0	OKOLONA		XL-15
426.3	GURDON	⊙⊙-I T	X-426
			52.9

Maximum Speed MPH (except as below) 25  
 Between Mile Posts  
 479.2 and 472.1 ..... 20  
 472.1 and 472.0 ..... 10  
 472.0 and 457.7 ..... 20  
 457.7 and 457.4 ..... 10  
 457.4 and 448.0 ..... 20  
 Yard Limits Gurdon to MP 430.0; MP 446.0 to MP 448.0  
 Business Tracks MP No.  
 Summit ..... 433.1 XL-7  
 Rosboro ..... 469.8 XL-43  
 Pike City Ind. lead (3.3 miles)  
 Pike City Jct. — Pike Max. Speed 10 MPH.  
 Pike ..... 449.5 XL-23

**NASHVILLE BRANCH — ARKANSAS DIVISION**

Mile Post	Radio Communication via Channel One		Station Nos.
	SOUTH ▼	NORTH ▲	
493.1	PERKINS		XJ-36
483.1	NASHVILLE	⊙GN&A ⊙	XJ-26
457.5	HOPE	⊙-I	X-458
			35.3

Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 459.0; Nashville MP 481.2 to MP 484.0; MP 492.0 to end of branch.  
 Business Tracks  
 North Hope — XJ-4.  
 Ozan Creek MP 472.0 — XJ-13.

**GURDON BRANCH — ARKANSAS DIVISION**

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet
	SOUTH ▼	NORTH ▲		
426.3	GURDON	⊙⊙-I T	X-426	Yd.
459.8	CAMDEN	⊙-I	E-33	
460.8	SSW	⊙		
463.1	CULLENDALE		E-37	
474.5	LOUANN		E-48	6321
487.5	MONSANTO	⊙	E-61	3222
492.2	EL DORADO	⊙⊙ T	E-66	Yd.
				65.9

Maximum Speed MPH (except as below) 30  
 MP 456.0 — MP 456.8 ..... 20  
 MP 458.8 — MP 460.9 ..... 20  
 MP 487.1 — End of track ..... 20  
 El Dorado Yard Tracks 3 and 4 between Viaduct and South Switch ..... 5  
 Monsanto Ind. lead (2.3 miles) max. speed 10 MPH  
 Yard Limits: Gurdon Little Rock Subdiv Conn. to MP 428.3; MP 487.1 to end of track MP 497.0  
 Business Tracks  
 Reader ..... 437.6 E-11  
 Chidester ..... 444.7 E-18  
 Lester ..... 452.4 E-26  
 Kraft ..... 461.3 E-35  
 Smackover ..... 478.8 E-52  
 Norphet ..... 484.5 E-58



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

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH LR Jct. — MP 371.3 (Except as below) . . . 50 Between Mile Posts
	SOUTH	NORTH			
343.6	N. LITTLE ROCK	X-344	Yd.		LR Jct. and 346.1 . . . 35 346.1 and 346.3 . . . 30 346.3 and 349.3 . . . 35 363.3 and 364.0 . . . 25 371.3 and 447.2 . . . 25
347.2	LR JCT.				(Except as below) . . . 60 385.8 and 389.7 . . . 20 389.7 and 392.0 . . . 25 Pine Bluff Siding . . . 10 418.5 and 420.0 . . . 25 427.5 and 428.3 . . . 35†
344.2	BIDDLE	XZ-000	7221		Pickens Siding . . . 10 446.2 and 447.8 . . . 20
347.3	<b>N. LITTLE ROCK DIVISION</b>				
353.0	<b>ARKANSAS DIVISION</b>				
354.1	HIGGINS	K-9	8942		Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.
364.5	HENSLEY	K-19	8299		<b>Business Tracks</b> MP Sta. No. Drury Spur 350.3 K-5 Redfield 368.9 K-23 Baldwin 381.8 K-36 Noble Lake 398.3 K-57 Moscow 402.5 K-70 Varner 415.0 K-75 Gould 420.2 K-75 Dumas 427.9 K-82 Tillar 440.7 K-95
370.5	WHITE BLUFF	⊕-2	K-25		
387.6	CP387				
388.6	CP388				
390.9	PINE BLUFF	⊕-2	K-43	10286	
409.6	GRADY		K-64	9820	
426.0	PICKENS	CP 426	K-86	9446	
431.0	McGEHEE	⊕-2T	C-432	Yd.	
447.2					
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.  
15 MPH dual control switch turnouts: White Bluff; South end old siding and Soltz Machinery Pine Bluff.  
Hot Box and Dragging Equipment Detectors located at ⊕MP 373.2, ⊕MP 398.3 and ⊕MP 421.5.

**LAKE PROVIDENCE BRANCH — ARKANSAS DIV.**

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Rule 99 (4) in effect Maximum Speed MPH (Except as below) . . . 10 Between Mile Posts
	SOUTH	NORTH			
408.1	McGEHEE	⊕-2T	C-432	Yd.	412.0 and 454.0 . . . 5 <b>Business Tracks</b> MP Sta. No. Trippie 412.1 K-106 Shelburn 463.1 K-158 H & W
424.1	MACON LAKE		K-118		Warehouse 463.8 K-159 Hollybrook 474.4 K-169 Transylvania 478.5 K-173 Talla Bena T 490.9 K-186 Goldman 544.4 K-240
431.3	LAKE VILLAGE		K-126	2574	<b>YARD LIMITS</b> McGehee to MP 410.2
446.8	EUDORA		K-141	2654	Trackage out of service MP 500.0 to Ferriday
470.1	LAKE PROVIDENCE		K-165	2597	Talla Bena Ind. Lead 2.2 miles — Maximum speed 10 MPH
487.4	SONDHEIMER		K-182		<b>Vidalia Ind. Lead</b> 9.3 miles Ferriday to Vidalia, Max Speed 10 MPH, out of service
498.4	TALLULAH ⊕ MSRC ⊕		K-194	2051	<b>Business Tracks</b> MP Sta. No. Concordia Jct. 643.4 E-217 Vidalia . . . T . . . 651.6 E-226
511.5	QUIMBY		K-207		
523.3	NEWELLTON		K-219	2607	
533.7	ST. JOSEPH		K-229		
546.1	WATERPROOF		K-242		
557.2	CLAYTON		E-210		
637.2	FERRIDAY		E-216	Yd.	
642.2					
154.6					

**WARREN BRANCH — ARKANSAS DIVISION**

Rule 99 (4) in effect. Yard Limits: MP 442.0 to MP 447.3; MP 460.3 to end of track. Maximum Speed . . . 25 MPH Note — Trains and engines move over crossing, MP 445.7 when protected by crew member.		Radio Communication via Channel One.		Station Nos.
SOUTH	NORTH	SOUTH	NORTH	
Mile Post				
422.6	DERMOTT			C-439
445.3	MONTICELLO ⊕ AD&N ⊕			KC-29
461.4	WARREN			KC-45
38.7				

TIMETABLE NO. 6

**MONROE SUBDIV. — ARKANSAS & LOUISIANA DIVS. 15**

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MPH 408.1 and 531.6 (Except as below) . . . 60 Between Mile Posts
	SOUTH	NORTH			
408.1	McGEHEE	⊕-2 T	C-432	Yd.	408.4 and 409.2 . . . 20 414.5 and 416.6 . . . 35 449.4 and 449.6 . . . 50 455.2 and 455.6 . . . 50 473.1 and 474.0 . . . 25† 480.9 and 481.0 . . . 25† 486.3 and 498.9 . . . 50 498.9 and 504.3 . . . 30 Monroe Siding . . . 10 Strauss track
415.6	DERMOTT		C-439		Monroe . . . 5 507.0 and 507.4 . . . 50 524.5 and 525.1 . . . 50 528.1 and 531.6 . . . 30
422.0	HUDSPETH		C-446	8873	531.6 — Texmo Jct. (Except as below) . . . 50 537.4 and 537.8 . . . 30† 558.6 and 559.0 . . . 30 571.8 and 575.3 . . . 40 582.3 and 585.7 . . . 40 590.2 and 590.6 . . . 40† 593.1 and 593.2 . . . 30 Tioga Siding . . . 10 595.0 and Texmo Jct. . . . . 30
440.1	SUNSHINE		C-464	9010	
460.8	BONITA		C-484	9135	
481.0	COLLINSTON	⊕-2 T	C-505	9058	
491.8	SWARTZ		C-515	8872	
498.6	HUTTIG JCT.	CP 498	C-524		
501.0	⊕ MSRC ⊕				
501.1	MONROE	⊕-2	C-525	13840	
502.9	BOSCO		C-540	9387	
516.6	OUACHITA RIVER ⊕ ⊕				
528.2	GRAYSON	⊕-2	C-558	9200	
535.1	OLLA		C-572	7952	
548.7	GEORGETOWN	⊕-2	C-585	8003	
561.6	ANTONIA		C-601	9584	
576.9	<b>ARKANSAS DIVISION</b>				
591.4	<b>LOUISIANA DIVISION</b>				
592.6	TIOGA ⊕ L&A ⊕		C-616	8029	MP 581 is omitted. The next mile post beyond MP 580 is MP 582. Yard Limits: MP 596.6 to Texmo Jct. 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. 15 MPH dual control switch turnouts: Texmo Jct.
595.1	⊕ L&A ⊕				
596.5	RED RIVER				
596.6	RED RIVER JCT.	⊕	C-620		
597.8	TEXMO JCT. ⊕	⊕	TB-196		
601.5	ALEXANDRIA	⊕-2	C-625	Yd.	
190.8					

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	Pulphwood	532.5	C-556
E. Ashley	435.6	C-459	Clarks	537.4	C-561
Portland	436.4	C-460	Standard	546.9	C-570
Parkdale	445.0	C-469	Urania	552.8	C-576
Bayou	446.3	C-470	Tullos	556.5	C-580
Wilmot	449.3	C-473	H & C Veneer	574.5	C-599
Muller	454.0	C-477	Christi Spur (Farmland)	577.9	C-602
McGinty	454.1	C-478	Pollock	580.4	C-605
Jones	457.2	C-481	Simms	⊕-2 586.9	C-611
Galton	467.2	C-491	Camp Beauregard	592.5	C-618
Mer Rouge	473.5	C-497	<b>Bastrop Branch</b> Collinston to MP 551.7 8.8 miles. Industrial Lead entire branch. Bastrop ⊕ ALM ⊕ ⊕ 553.6 . . . E-127 Maximum speed 30 MPH except MP 553.3 — MP 553.7 . . . 10 MPH		
Hancock	489.3	C-513			
Ercs	508.3	C-532			
Riverton	526.2	C-550			
Columbia	530.5	C-554			

**HUTTIG BRANCH — ARKANSAS DIVISION**

Rule 99 (4) in effect Maximum Speed MPH (Except as below) . . . 25 MP 526.1 — MP 550.0 . . . 5 MP 550.0 — MP 553.6 . . . 10 MP 567.0 — Huttig Jct. . . . 10		Radio Communication via Channel One.		Station Nos.
SOUTH	NORTH	SOUTH	NORTH	
Mile Post				
527.2	HUTTIG			F-3
553.7	OUACHITA RIVER ⊕ ⊕			
554.0	STERLINGTON			F-30
568.1	⊕ A&M ⊕			
568.6	HUTTIG JCT. ⊕			
	MONROE	T ⊕-2		C-525
41.4				

TIMETABLE NO. 6

Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts		MPH
Mile Post	SOUTH STATIONS NORTH			195.8 and 190.4	179.2 and 178.4	
192.1	ALEXANDRIA	C-625	Yd.	170.9 and 170.3	35	
190.4	WILLOW GLEN	TB190		163.3 and 162.5	40	
177.0	MEEKER	TB177	10453	128.8 and 128.1	30	
163.1	BUNKIE	TB163	10249	118.9 and 117.6	40	
152.0	MORROWS	TB153	8960	115.0 and 114.8	30	
138.5	PALMETTO	TB139	11970	109.9 and 108.9	35	
129.5	MELVILLE	TB129		102.5 and 101.0	35	
114.1	LIVONIA	TB114	11165	95.3 and 94.9	25	
101.8	GROSSE TETE	TB102	11647	91.4 and 88.7	20	
95.0	MORLEY	TB95		86.7 and 84.0	20	
90.1	ADDIS	TB90	19342	White Castle Siding	25	
85.4	PLAQUEMINE	TB85		75.5 and 75.0	20	
75.8	WHITE CASTLE	TB75	6048	66.0 and 64.0	40	
67.8	McCALL	TB68	8070	Donaldsonville Siding	25	
64.7	DONALDSONVILLE	TB65	10457	20.9 and 20.8	40	
53.1	ST. JAMES	TB52	8879	16.6 and 16.4	40	
40.0	JOHNSON	TB40	11336	13.8 and 10.2	20	
30.9	TAFT	TB28		Drill extension	Willis to Waggaman 20 MPH	
28.5	AMA JCT.	TB20		Yard limits: MP 190.4 to MP 195.8 and MP 13.8 to MP 0.0.		
26.9	FARMERS	TB19		Business Tracks	MP No.	
20.8	SELLERS	TB17		Chambers	184.0 TB-185	
16.5	CYANAMID	TB16		MFC Spur	182.8 TB-183	
13.9	WILLS	TB13		Red Barn		
11.4	AVONDALE	C-806	Yd.	Chem. Co.	169.8 TB-170	
10.2	W. BRIDGE JCT.	TB10	Yd.	LeMoyen	148.7 TB-149	
				Rosa	145.1 TB-146	
				McKneely	120.9 TB-121	
				Fordoche	119.1 TB-118	
				Marrineaux		
				Spur	114.0 TB-114	
				Maringouin	109.3 TB-109	
				Lynch Spur	96.0 TB-96	
				Sid Richardson	89.3 TB-89	
				Copolymer	89.2 TB-89	
				Dow	88.8 TB-88	
				Dover	84.2 TB-82	
				Allemania	81.3 TB-83	
				Georgia Pacific	81.3 TB-81	
				Hercules	81.3 TB-81	
				Central Farmers	62.5 TB-63	
				Ampro	62.3 TB-63	
				Triad	62.3 TB-63	
				Melamine Chem.	62.3 TB-63	
				Gulf	61.0 TB-61	
				Vacherie	46.3 TB-46	
				Armant	46.2 TB-46	
				Columbia	35.8 TB-36	
				Edgard	35.0 TB-35	
				LP&L Spur	30.0 TB-30	
				Hahnville	25.0 TB-26	
				Dufresne	23.3 TB-23	
				Monsanto	21.4 TB-21	
				Ama	19.3 TB-19	
				Farmers Export	19.2 TB-19	
				Service Foundry	14.0 TB-14	

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

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

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

Two main tracks designated East and West tracks between Ama Jct. and Avondale. 15 MPH dual control switch turnouts: Willow Glen; crossover and conn. to Beaumont Subdiv. Livonia; North yard lead Addis; crossovers Farmers, Sellers and Wills. Engines may occupy main track between switching limit signs Willow Glen, MP 190.5 and MP 189.9 upon signal indication after authority has been obtained from train dispatcher. Operation W. Bridge Jct. to E. Bridge Jct. to Cotton Whse Yard via New Orleans Public Belt RR. NOPB Rules and Special Instructions apply. For operation over Mississippi River Bridge, when helper engine is placed at rear of train behind caboose, not more than two operating units nor more than 4,000 operative horsepower will be used and 1050 amps of power must not be exceeded. All employees on caboose must ride on helper units during entire movement. When helper engine is placed at rear of train without caboose, not more than 6,000 operative horsepower will be used and the power limitation of 1050 amps does not apply. Operation E. Bridge Jct. to Gently Yard via NS and CSX RR. Operation between Wills and Gouldsboro governed by instructions yardmaster Avondale. Hot Box and Dragging Equipment Detectors located at ① MP 168.1, ② MP 134.1, ③ MP 108.2, ④ MP 83.5, ⑤ MP 61.1, ⑥ MP 45.2 and ⑦ MP 22.1. Between Texmo Jct. and Willow Glen movement of trains and engines will be governed by instructions of yardmaster, Alexandria.

Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts		MPH
Mile Post	SOUTH STATIONS NORTH			601.2 and 602.5	603.6 and 634.4	
601.6	ALEXANDRIA	C-625	Yd.	634.5 and 636.0	25	
615.7	BRINGHURST	C-640	7500	649.8 and 651.4	35	
635.6	OAKDALE	C-659		658.6 and MP Wye	15	
642.0	TRACY	C-666	8300	Wye Track		
654.1	ELDER	C-679	4850	Kinder	10	
660.6	KINDER	B-544	Yd.	661.2 and 690.1	30	
680.0	IOWA JCT.	C-704		690.8 and 693.2	20	
690.2	LAKE CHARLES	C-720	Yd.	Wharves & Apron Docks	5	
694.2				Do not exceed 40 MPH if train averages over 90 gross tons per car. Do not exceed 35 MPH if train averages over 100 gross tons per car.		
		95.0				

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Woodworth	610.6	C-634	Fontenot	664.2	C-688	American M.F.C.	680.5	C-703
Glenmora	623.6	C-647	Fenton	669.4	C-694	Manchester	688.0	C-712
Van-Ply	638.1	C-662	Woodlawn	675.0	C-700	Harbor	690.0	C-713
McNary	622.6	C-646						

Gate governing movement over railroad crossing Kinder must not be operated without authority of train dispatcher. Yard Limits: MP 601-00 to MP 603-25; MP 658-24 to MP 662-01; MP 688-18 to Lake Charles. Lake Charles Goss Port Lead ① SP ② KCS ③ 25 MPH turnouts both ends of sidings: Bringhurst and Tracy. Harbor Ind. Lead — Lake Charles to Harbor 12.4 miles — max. speed tangent track 25 MPH; curved track 10 MPH. All radio communication in connection with Alexandria Terminal operation is to be handled exclusively on Channel 2. Hot Box and Dragging Equipment Detectors: # MP 625.2 and # MP 648.7.

NOLC BRANCH — LOUISIANA DIVISION

Mile Post	SOUTH STATIONS NORTH	Station Nos.	Yard limits entire Branch	
			Maximum Speed (Except as below)	MPH
	W. BRIDGE JCT.	C-809	City Limits Gretna	6
	WESTWEGO	C-812	City Limits Westwego	6
	MARRERO	C-813		
	HARVEY	C-814	Business Tracks	MP No.
	GRETNA	C-815	Chevron Chem.	12.0 Y-12
1.0	GOULDSBORO	Y-1	Alliance	21.4 Y-21
9.2	BELLE CHASSE	Y-10	Myrtle Grove	22.2 Y-26
23.0	END OF TRACK		Lift Bridge over Algiers Canal	MP 6.5 ① ②
			Lift Bridge over Harvey Canal	MP 4.2 ① ③

Radio Communication with Avondale Yard via Channel Two. Crews must communicate with each other to avoid meeting between stations. Trains and engines approach Louisiana Ave., Sala Ave. and Avenue "A" — Westwego at restricted speed, looking out for highway vehicles and prepared to stop short of crossing.

18 BEAUMONT SUBDIV. — LOUISIANA & HOUSTON DIVS.

CTC—Gulf Coast Jct. to MP 449.7 and Elizabeth to MP 641.5		Radio communication via Channel One, Call in Two		Station Nos.	Sidings Feet
Mile Post	WEST STATIONS	EAST STATIONS			
643.9	ANCHORAGE ⊗ UP ⊙ T ⊙		B-644		
631.5	ERWINVILLE		B-631		
621.1	LIVONIA ⊗ UP ⊙		TB-114		
610.4	ATCAFALAYA RIV. ⊕ ⊙				
597.6	KROTZ SPRINGS		B-610	4114	
590.7	PORT BARRE		B-597	8300	
590.2	OPELOUSAS	⊕ -2	B-590		
590.1	⊗ SP ⊙				
584.2	⊗ UP ⊙				
572.0	LAWTELL		B-584	3700	
570.3	POWELL		B-572	8300	
559.5	EUNICE	⊕ -2 T	B-570		
545.2	BASILE		B-559	4116	
544.5	KINDER ⊗ UP ⊕ ⊕ -2 T	CP 545	B-544		
544.4	HUB				
543.4	K.D. SIDING		B-543	8300	
532.3	REAVES		B-532	7616	
515.3	GORDON		B-515	5616	
508.4	⊗ KCS ⊙				
508.0	DEQUINCY	⊕ -2	B-508	8386	
507.3	CS JUNCTION		B-507		
507.2	LOUISIANA DIVISION				
723.6	HOUSTON DIVISION				
723.6	HELME		B-504	4881	
728.4	LUCAS		B-499	4907	
735.2	STARKS		B-492	7996	
740.6	RULIFF		B-487	4890	
750.2	MAURICEVILLE ⊗ UP ⊙		B-477	10371	
760.4	VIDOR		B-467	13359	
764.9	SP JCT.				
765.9	NECHES RIVER ⊕ ⊙				
766.0	⊗ SP-ATSF ⊙				
460.8	GCL JCT.				
460.6	⊗ SP-KCS-ATSF ⊙	CP 461			
460.2	BEAUMONT	CP 460	B-461	Yd.	
459.1	TOWER 74	CP 456			
458.0	ELIZABETH		B-455	7768	
455.1	AMELIA	⊙ ⊕ -2	B-450	Yd.	
451.1	GRAYBURG	CP 449	B-441	8300	
449.7	HULL	⊕ -2 †	B-427	8087	
441.3	MARTHA		B-409	4664	
427.2	HUFFMAN	⊕ -2 †	B-398	8290	
409.0	DYERSDALE JCT.		B-385		
398.8	SETTEGAST JCT.		B-382		
385.4	GULF COAST JCT.		A-229		
381.6					
378.0					
	266.6				

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

TIMETABLE NO. 6

BEAUMONT SUBDIV. — LOUISIANA & HOUSTON DIVS. 19

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

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

Max Speed GCL Jct. to CS Jct.	MPH	Business Tracks	MP
(Except as below)	40	Alton Box Co.	721.2
Over UP Crossing MP 750.2	30†	Green Island	726.8
City Limits Vidor MP 757.0 to MP 762.0	30	Lemonville	748.1
Over Neches River Bridge MP 765.9	20	Korf.	764.9
City Limits Beaumont	20		

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

Location of Hot Box and Dragging Equipment Detectors:

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

ORANGE BRANCH — HOUSTON DIVISION

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

CROWLEY BRANCH — LOUISIANA DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Maximum Speed (except as below)	
	SOUTH STATIONS	NORTH STATIONS		MPH	
570.3	EUNICE	⊕ -2	B-570	MP 570.3 MP 571.3	30
577.9	MOWATA		BD-578	MP 590.6 End of track	10
592.3	CROWLEY		BD-592	Industrial Lead Entire Branch Crowley-Mill Row Lead ⊗ SP ⊙	
	22.0			Business Tracks	MP No.
				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 STATIONS	NORTH STATIONS		
0.0	BUNKIE	⊕ -2 T	TB-163	
3.6	EOLA		TL-4	
5.2	ST. LANDRY		TL-9	470
11.2	VILLE PLATTE		TL-20	1927
6.7	LEDOUX		TL-27	705
9.3	OPELOUSAS ⊗ UP ⊙ ⊕ -2		B-590	611
11.9	CHURCH POINT		TX-36	752
47.9				

TIMETABLE NO. 6

## 20 AVOYELLES BRANCH — LOUISIANA DIV.

Maximum Speed MPH (Except as below)	Radio Communication via Channel One, Call-in Two, except Addis Terminal, Channel Two						
	City Limits- Morganza . . . . . 25† City Limits- New Roads . . . . . 25† All L&A tracks other than main tracks, through turnouts and crossovers . . . . . 10 Bridge 767.7 . . . . . 20 Lobdell Jct. — West Jct. (Conn. with UP Baton Rouge Subdiv.) . . . 20 MP 11.8 — MP 11.9 . . . . . 10 MP 11.8 — MP 0.0 . . . . . 20 Business . . . . . Sta. Tracks . . . . . MP No. La Cour . . . . . 745.0 TD-48 Morrison . . . . . 755.5 TD-38 Cajun Elec. Power . . . . . 762.6 TD-30 La. Elec. Coop . . . . . 766.4 TD-26 Smithfield . . . . . 774.4 TD-19 Avoyelles Parish Coop . . . . . 2.0 TD-2	Mile Post	SOUTH ▼	STATIONS	NORTH ▲	Station Nos.	Sid-ings Feet
		735.9		LETTSWORTH . . . . .		TD-58	2002
		742.6		BATCHELOR . . . . .		TD-51	4163
		750.9		MORGANZA . . . . .		TD-42	1234
		760.9		NEW ROADS . . . . .		TD-33	3768
		768.3		GLYNN . . . . .		TD-25	
		779.9		LOBDELL . . . . .	Ⓞ	TD-13	7741
		780.7		LOBDELL JCT. . . . .	Ⓞ	TD-12	
		12.8		BR JCT. . . . .		TD-10	
		11.9		ANCHORAGE JCT. Ⓞ UP Ⓞ		TD-9	
		10.4		PORT ALLEN . . . . .		TD-8	
		7.8		CANAL Ⓞ	Ⓞ	TD-6	
		6.5		ADDIS . . . . .	Ⓞ-2	TD-90	Yd.
							57.0

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

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

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

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

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

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

Yard Limits: MP 778.5 to Addis.

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

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

\*Also equipped with oversize load feature.

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

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

## BATON ROUGE BRANCH — LOUISIANA DIV.

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

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

Yard limits BR Jct. to MP Jct.

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

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

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

except:

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

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

All movements must be made per Rule 93.

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

Hot Box and Dragging Equipment Detectors: MP 782.3# and MP 784.8#.

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

## SHREVEPORT SUBDIV. — RED RIVER DIVISION 21

Mile Post	Radio Communication via Channel Two, Call-in One					Station Nos.	Sid-ings Feet	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 . . . . . 35 214.0 and 236.5 . . . . . 25 245.8 and 247.8 . . . . . 25 310.9 and 316.0 . . . . . 20 316.0 and 317.0 . . . . . 10 317.0 and 320.3 . . . . . 20 348.6 and 350.6 . . . . . 40 350.7 and 351.4 . . . . . 30 Sidings: Lucas, Lake End, Cypress, Fern . . . . . 10 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.
	WEST ▼	STATIONS	EAST ▲	Station Nos.	Sid-ings Feet			
192.1		ALEXANDRIA . . . . .	Ⓞ	Ⓞ	TB-195	Yd.		
		3.6						
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		
247.5		NATCHITOCHE . . . . .	Ⓞ	-1	TB-247			
		1.5						
265.7		LAKE END . . . . .			TB-265	2935		
		18.2						
286.0		WESTDALE . . . . .			TB-286	8400		
		20.3						
308.6		LUCAS . . . . .			TB-308	4805		
		22.6						
311.7		Ⓞ KCS Ⓞ . . . . .	Ⓞ	Ⓞ				
		3.7						
313.9		Ⓞ SP Ⓞ . . . . .	Ⓞ	Ⓞ				
		2.2						
315.0		CUTOFF JCT. . . . .	Ⓞ	Ⓞ	TB-315	Yd.		
		1.1						
315.6		HOLLYWOOD JCT. . . . .	Ⓞ	Ⓞ	TB-316	Yd.		
		0.6						
		0.3						
1.5		HOLLYWOOD YD. Ⓞ -1T Ⓞ			TS-316			
		6.4						
322.3		REISOR . . . . .	Ⓞ	Ⓞ	TB-321	13515		
		20.8						
343.1		SCOTTSVILLE . . . . .			TB-342	4028		
349.5		LOUISIANA . . . . .	Ⓞ	Ⓞ		7551		
351.0		MARSHALL . . . . .	Ⓞ	-1	TP-67	Yd.		
		1.5						
351.4		MARSHALL JCT. . . . .	Ⓞ	T				
		0.4						
		156.9						

Louisiana Division jurisdiction Texmo Jct. to Alexandria.

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

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.

Hot Box and Dragging 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. 20 MPH turnout, Hollywood Jct.

Bayou Pierre lead — International Paper: MP 0 to MP 3 — 25 MPH, MP 3 to MP 6 — 10 MPH



Maximum Speed Between Whitesboro Jct. and Tower 55 (Except as below) .60	Radio communication via Channel Two, Call-in Two		Station Nos.	Sid- ings Feet
	Mile Post	STATIONS		
Between Mile Posts	RAY-DENISON			
173.3 and 173.7 . . . 35	20.9 MILES VIA MKT			
186.2 and 186.5 . . . 50	173.1	WHITESBORO JCT. . . . .	TA-173	Yd.
188.6 and 189.1 . . . 50	191.5	PILOT POINT . . . . .	TA-191	7627
191.5 and 192.1 . . . 40	204.6	MINGO . . . . .	TA-203	7589
203.3 and 203.7 . . . 30	209.1	DENTON . . . . .	TA-209	7208
208.1 and 209.8 . . . 30	215.3	ROANOKE . . . . .	TA-225	7699
Denton Siding . . . . . 10	225.4	<b>TEXAS DIVISION</b>		
221.7 and 222.2 . . . 30	237.0	<b>FT. WORTH DIVISION</b>		
228.6 and 228.9 . . . 55	238.1	SSW . . . . .		
229.2 and 242.7 . . . 40	240.5	HODGE . . . . .	TA-240	9688
242.7 and 251.1 . . . 20	242.8	PEACH STREET . . . . .	TA-243	7549
Tower 55 —	244.5	TOWER 55 . . . . .	TP-245	Yd.
Through		92.3		
Interlocking . . . . . 15	Operation on Dallas Subdiv. between Tower 55 and Centennial Yard.			
On Wye tracks				
Tower 55 . . . . . 10				
7:30 AM to 8:30 AM and 3:00 PM to 4:00 PM weekdays do not exceed 50 MPH between MP 216 and MP 217				
Hot Box and Dragging Equipment Detectors MP 194.3 and MP 219.4.				
15 MPH dual control switch turnouts: Whitesboro Jct.				

Rule 94 in effect between MP 242.7 and Tower 55.  
Operation via MKT between Whitesboro Jct. and Ray-Denison. Union Pacific crews operating on MKT use radio communication via Channel One.  
Northward trains secure UP clearance prior to passing Tower 55. Northward trains secure MKT clearance at Tower 55. Southward trains operating on Whitesboro Subdiv. secure UP clearance if required prior to passing MKT Ray Yard.  
Trains and engines operating between MP 242.7 and Tower 55 be governed by instructions of Operator Tower 55.

**BONHAM BRANCH — TEXAS & RED RIVER DIVS.**

Mile Post	Radio Communication via Channel Two Call-in Two		Station Nos.	Sid- ings Feet	RULE 99 (4) in effect between Texarkana and Bonham only. Maximum Speed (except as below) . . . . . MPH
	WEST	EAST			
0.0	TEXARKANA	TP-0	Yd.	0.0 and 4.0 . . . . . 20	
0.6	KS			4.0 and 5.0 . . . . . 10	
14.8	HOOKS	TA15	4051	12.0 and 16.0 . . . . . 10	
34.2	DE KALB	TA34	4059	23.0 and 27.0 . . . . . 10	
61.0	CLARKSVILLE	TA61	2310	30.0 and 33.0 . . . . . 10	
91.0	PARIS	TA91	Yd.	61.0 and 62.0 . . . . . 10	
91.7	ATSF			64.0 and 66.0 . . . . . 10	
126.0	<b>RED RIVER DIV.</b>				70.0 and 121.0 . . . . . 10
128.1	BONHAM	TA128	Yd.	126.0 and 157.0 . . . . . 10	
141.6	MKT	TA142		Business Tracks . . . . .	
154.5	SP			Nash . . . . . 5.1 TA-5	
154.6	MKT			Proetz Lbr. Co. . . . . 6.0 TA-6	
154.7	SHERMAN	TA155	Yd.	Anglo-American Paper . . . . . 6.6 TA-7	
173.1	WHITESBORO JCT.	TA173	Yd.	Lone Star Ord. Plant . . . . . 15.7 TA-12	
				Red River Army Depot . . . . . 17.3 TA-17	
				New Boston . . . . . 22.0 TA-22	
				Annona . . . . . 52.5 TA-53	
				Mulberry Lbr. . . . . 59.4 TA-58	
				Detroit . . . . . 74.2 TA-74	
				Kimberly Clark . . . . . 93.4 TA-94	
				Brookston . . . . . 100.0 TA-100	
				Honey Grove . . . . . 112.0 TA-112	
				Windom . . . . . 117.3 TA-117	
				Savoy . . . . . 139.2 TA-139	
				TP&L . . . . . 140.0 TA-140	
				Friendship Homes . . . . . 161.1 TA-161	
				Whitesboro . . . . . 173.1 TA-173	

Yard Limits: MP 0.0 to MP 2.9; MP 59.0 to MP 63.0; MP 88.2 to MP 95.0; MP 126.0 to MP 132.2; MP 152.2 to MP 156.1 and MP 171.3 to MP 173.1.  
Within Red River Army Depot — Stop and protect Texas St. and 1st St. South.

Maximum Speed between Okay Jct. and KO&G Jct. (Except as below) . . . . . 49	Radio communication via Channel One, Call-in One		Station Nos.	Sid- ings Feet
	Mile Post	STATIONS		
128.2 and 128.3 . . . 10	120.2	OKAY JCT. . . . .	L-233	
City Limits	122.4	AU JCT. . . . .		
Muskogee	123.9	UX JCT. . . . .		
Muskogee Over UP . . . . . 20	128.3	MKT . . . . .		
167.4 and 167.6 . . . 45	133.8	MUSKOGEE UP	MG-3	8624
173.0 and 175.0 . . . 25	145.9	WAINWRIGHT . . . . .	MG-146	7766
183.7 and 184.0 . . . 25	174.1	HENRYETTA . . . . .	MG-174	4140
184.6 and 185.1 . . . 40	202.2	MINA . . . . .	MG-202	7560
202.0 and 217.0 . . . 40	215.3	MKT		
Except:	226.0	LEON . . . . .	MG-226	7700
Calvin — Over	252.5	TUPELO . . . . .	MG-252	7798
MKT . . . . . 20	269.5	WAPANUCKA . . . . .	MG-270	
231.1 and 231.4 . . . 45	278.0	CAIN . . . . .	MG-279	7760
242.5 and 246.4 . . . 40	297.6	KO&G JCT. . . . .	MG-298	
256.5 and 256.8 . . . 30	20.9 MILES VIA MKT			
267.6 and 273.5 . . . 40	RAY-DENISON			
284.0 and 289.3 . . . 40	198.3			
291.5 and 295.5 . . . 30	Northward trains secure UP track bulletins at Denison Operation over Verdigris River MP 122.4 to MP 123.9 joint-MKT. Hot Box and Dragging Equipment Detectors — MP 169-25; MP 199-04; MP 236-25 and MP 271-18. 40 MPH turnouts: AU Jct. and UX Jct.			
Thru Conn. KO&G Jct. . . . . 15	Yard Limits			
Sidings:	MP 126.0 to MP 136.0			
Wainwright, Henryetta and Tupelo . . . . . 10	MP 296.0 to KO&G Jct			

STATIONS BETWEEN KO&G JCT AND RAY-DENISON

Station	MKT MP	Sta. No.	Sidings Feet	Business Tracks	MP	Sta. No.
DURANT . . . . .	641.4		9635	Port Lead	126.4	MG-126
OLIVE . . . . .	649.1	MK 649	10092	Calvin	216.3	MG-216
STALEY . . . . .	655.9	MK 656		Allen	230.0	MG-230
EXCESS . . . . .	656.7	MK 657		Coleman	277.6	MG-278
DENISON . . . . .	660.9		Yd.	Durant	298.0	MG-298
RAY . . . . .	661.9		Yd.			

**MIDLAND VALLEY BRANCH — TEXAS DIVISION**

Mile Post	STATIONS		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.
	WEST	EAST			
20.8	PANAMA	MV21			Maximum Speed . . . . . MPH (Except as below) . . . . . 25
29.3	FS & VB				Between Mile Posts
55.2	STIGLER	MV55			95.1 and 96.0 . . . . . 20
95.8	SHOPTON	MV96	Yd.		96.0 and 98.0 . . . . . 12
97.1	BN				132.8 and 135.3 . . . . . 20
97.2	MKT				152.0 and 166.0 . . . . . 20
100.1	MUSKOGEE UP	MV97			166.0 and 188.0 . . . . . 10
141.5	JENKS	MV142	550		Business
148.1	TULSA	MV152	Yd.		Tracks . . . . .
152.3	SS RY				Bokoshe . . . . . 27.2 MV-27
187.2	BARNSDALL	MV187			Keota . . . . . 40.9 MV-41
					Gloco . . . . . 47.4 MV-47
					Kerr McGee . . . . . 50.5 MV-50
					Porum . . . . . 67.5 MV-67
					Carbonex Coal . . . . . 69.7 MV-67
					Warner . . . . . 77.2 MV-77
					Skiatook . . . . . 166.6 MV-167

Operation via BN between MP 97.2 and MP 97.8.  
Operation via BN between Cherokee Yd. and ATSF yard lead, Tulsa. Secure verbal authority from BN dispatcher before entering CTC territory for movement in either direction. Refer to Special Instructions, Item 14 (b). Max. speed 20 MPH except 10 MPH over 17th St. Cherokee Yd.  
Main Track out of service MP 20.8 to MP 40.0 and MP 101.1 to MP 146.0.



28 AUSTIN SUBDIV. — PALESTINE & SAN ANTONIO DIVS.

Mile Post	SOUTH	STATIONS	NORTH	Sta-tion Nos.	Sid-ings Feet	Maximum Speed MPH	
						MP 0.0—MP 93.9	(Except as below)
0.0	PALESTINE	T	AX-81	Yd.	0.0 and 1.5	20	30†
1.0	WEST JCT.	Y	AX-81		1.5 and 2.0	30	30
8.5	TUCKER		AX-90	3686	13.0 and 21.3	45	45
18.0	OAKWOOD		AX-99	7609	34.3 and 35.2	40	40
34.7	BUFFALO	2	AX-116	3546	61.9 and 65.7	45	45
43.8	JEWETT		AX-125	4237	89.0 and 91.0	25†	25†
54.8	MARQUEZ	2	AX-136	9141	93.9 and Over	40	40
70.4	EASTERLY		AX-152	3919	Crossing Valley Jct. thru No. 1 & 2 Tracks	25	25
77.1	FRANKLIN		AX-158	9819	(Except as below)	60	60
77.3	HEARNE	SP	AX-171	6199	94.7 and 94.9	45	45
89.6	VALLEY JCT.	UP	AX-175	Yd.	109.9 and Over ATSF	40	40
93.4	GAUSE		AX-181	8170	Crossing 113.0 and 114.0	45	45
93.6	MILANO	ATSF	AX-191	7744	118.7 and 120.9	45†	45†
99.6	MARJORIE	2	AX-205	8194	130.1 and 130.3	30	30
110.0	THRALL		AX-220	8482	143.9 and 144.3	35†	35†
123.4	MKT				144.3 and 144.9	15	15
138.4	TAYLOR		AX-226	Yd.	144.9 and 264.3	MPH	MPH
144.4	HESTES		AX-232	7450	(Except as below)	70	60
144.8	ROUND ROCK		AX-243	7115	144.9 and 145.9	35	35†
166.0	McNEIL	AUNW	AX-247	4931	145.9 and 146.7	40	40
166.0	SNEED		AX-253	8516	146.7 and 147.7	60	45
173.8	AUSTIN		AX-262	2893	160.0 and 161.8	60	—
179.1	BERGSTROM	1	AX-268	7370	165.9 and 166.0	40	40
187.3	KYLE		AX-282	7391	166.9 and 171.0	60	—
201.0	CENTEX		AX-288	8105	171.0 and 179.6	35	35†
208.7	MKT		AX-290		179.6 and 179.8	15	15
208.8	SAN MARCOS		AX-291		179.8 and 186.1	35	35†
209.7	GOODWIN		AX-302	9921	190.5 and 192.0	60	55
221.5	MKT				192.0 and 195.0	65	—
227.4	CORBYN		AX-316	7627	201.6 and 203.2	55	50
234.5	CRAIG JCT.				205.3 and 207.6	55	50
235.9	BRACKEN		AX-322	8248	207.6 and 211.1	30	30
241.0	NORTH LOOP		AX-333	7596	219.9 and 220.0	60	—
251.5	ADAMS		AX-335	4051	223.0 and 230.0	30	30†
254.0	PALESTINE DIVISION				230.0 and 232.0	60	50
255.0	SAN ANTONIO DIV.				232.0 and 235.6	60	—
258.8	SAN ANTONIO		AX-340		240.3 and 240.7	60	—
259.1	APACHE JCT.	SP	AX-341		242.8 and 244.3	60	—
259.8	SP				247.4 and 248.6	60	—
260.4	SP				248.6 and 256.1	45	45
264.3	SOSAN		AX-345		256.1 and 257.4	40	40
					257.4 and 258.5	30	30
					258.5 and 260.0	20	20†
					260.0 and 260.9	30	30
					260.9 and 263.1	35	35
					264.7 and 264.9	15	15

See Special Instructions Item 19 for AMTK schedules.  
 15 MPH dual control switch turnouts; Leroy track Palestine; crossover West Jct.; switch to MKT connection and crossover from freight lead to main track at Taylor.  
 Yard Limits: West Jct. to MP 4.1; MP 258.8 to MP 265.7.  
 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.

AUSTIN SUBDIV. — PALESTINE & SAN ANTONIO DIVS. 29

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

Trains arriving Palestine call yard office from Tucker.

Trains arriving Sosan call yardmaster from North Loop MP 251.5.

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

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.

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

CRYSTAL CITY BRANCH — SAN ANTONIO DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Sta-tion Nos.	Sid-ings Feet	Radio Communication via Channel One	
						MPH Max. Wt. 240,000 lbs.	MPH Max. Wt. 240,000 lbs.
163.9	LAPRYOR			GX164			
146.0	CRYSTAL CITY	1		FX146	Yd.		
143.4	RIVER			FX143	Yd.		
134.5	BRUNDAGE			FX134	4324		
118.3	COUNTY LINE			FX118	2068		
105.0	GARDENDALE	1		AX422			
						85.8	

Maximum Speed Crystal City — Gardendale 25 MPH; Crystal City — MP 164.5 20 MPH; Wye tracks Crystal City 15 MPH.  
 Between Dabney (HX 18) MP 190.8 and Blewett (HX 14) MP 187.3, 3.5 miles operation by Vulcan Materials.





Maximum Speed T&NO Jct-Alvin (Except as below)	MPH	Radio Communication via Channel Two Call-In Two		Station Nos.	Sid- ings
T&NO Jct. — MP 18	55	SOUTH	NORTH		
MP 18 — MP 14	20	▼	▲		
Between Alvin and Algoa (Except as below)	45	Mile Post	STATIONS		Feet
Wye Tracks Alvin and	50	377.0	SETTEGAST YD. T ⊕	B-379	Yd.
Algoa	25	368.1	8.9		
East leg wye Alvin	20.3	368.1	NEW SOUTH YD. . . .	B-368	Yd.
Between T&NO Jct. and Algoa trains exceeding 90 tons per car or exceeding 7000 tons total must not exceed 45 MPH.	19.4	19.4	T & NO JCT. ⊗ SP ⊕	B-367	
Algoa—MP 204.3 (Except as below)	14.0		5.4	n7690 s9350	
Between Mile Posts	10.0		MYKAWA . . . . .	B-362	
343.3 and 342.9	25		4.0	B-358	5400
320.3 and 318.6	20		PEARLAND . . . . .	B-352	12800
309.6 and 308.2	25		5.9		
305.6 and 303.5	35		HASTINGS . . . . .	B-348	Yd.
285.5 and 283.4	30†		4.1		
Inari Siding	10		ALVIN . . . . . ⊕-2 T	B-347	Yd.
204.3 and 0.0	49		1.6		
(Except as below)	24.4		27 CROSSOVER . . . . .	B-347	
186.8 and 184.9	25		2.6		
162.2 and 161.6	20†		ALGOA . . . . .	B-343	
155.1 and 154.2	20		0.4		
142.0 and 140.0	25		BROWNIE . . . . . †	B-342	9636
132.0 and 131.2	20†		9.4		
125.3 and 125.0	15†		LIVERPOOL . . . . . †	B-333	7552
118.8 and 95.0	40		13.4		
95.0 and 65.0	30		CP 322	B-321	Yd.
48.0 and 45.4	35		ANGLETON . . . . . ⊕-2 T	B-308	7690
42.2 and 41.4	40		11.8		
25.6 and 24.8	15		CP 315	B-306	
22.1 and 18.0	35†		BRAZORIA . . . . . †	B-306	
3.1 and 3.0	15†		2.7	B-306	
3.0 and 1.0	20		S. BERNARD RIV. ⊕	B-306	
Business	MP		4.7	B-301	5095
Tracks	Sta.		9.1	B-292	7800
Monsanto Storage	335.9		ALLENHURST . . . . . †	B-292	7800
Chocolate Bayou	335.6		9.6		
Spur	327.3		⊗ ATSF ⊕		
Danbury	298.5		0.3	B-284	5121
Pan American	297.5		BAY CITY . . . . . ⊕-2 T	B-275	7800
Petroleum Spur	297.5		8.6	B-275	7800
Abercrombie	297.5		BUCKEYE . . . . . †	B-265	7800
Bonus Crop	290.5		10.6	B-250	7800
Fertilizer	277.3		BLESSING . . . . . †	B-250	7800
Celanese Storage	269.6		14.9	B-245	7800
Elmaton	209.4		LAWARD . . . . . †	B-245	7800
McFaddin	190.4		4.8	B-245	7800
Refco Corp.	186.0		LOLITA (PCN Conn.) . . . . .	B-245	7800
Refugio	173.6		4.8	B-240	7051
Cranel	148.1		VANDERBILT . . . . . ⊕-2	B-240	7051
Calallen	147.3		10.6	B-230	5547
Corpus Christi Filtration	146.7		5.2	B-224	
Plant	138.7		KEERAN . . . . .	B-219	Yd.
Lon Hill	132.1		3.1		
Nueces	122.8		PLACEDO ⊗ SP ⊕ . . . . .	B-219	Yd.
Driscoll	112.0		5.0		
Chemel	103.1		BLOOMINGTON ⊕-2		
Ricardo	82.8		3.3		
Riviera	52.4		BARGE CANAL ⊕ ⊙		
Turcotte	41.4		10.3		
Yturria	36.9		INARI . . . . . †	B-205	7521
Lylford	14.1		12.3	B-193	7252
Sebastian	14.1		13.4	B-180	6392
Russelltown	14.1		18.0		
Yard Limits:			WOODSBORO . . . . .	B-180	6392
MP 0.5 to MP 3.4;					
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	2				
Shintech lead	2				
Business	Sta.				
Tracks	MP				
Ross	7.3				
Clute	9.5				
Hoskins	11.4				
Freeport	15.4				

TIMETABLE NO. 6

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

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

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

ATSF timetable direction from T&NO Jct. to Alvin is eastward. Two main tracks between Alvin and Algoa. Timetable direction from Alvin to Algoa is westward. Track to the right as observed by a Southward train (UP timetable direction) is designated as the North track and track to the left is designated as the South track.

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

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

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

Trains secure clearance Vanderbilt.

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

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

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

Phillips Refinery Spur — MP 297.5

2.3 miles  
Max. Speed . . . . . 10 MPH

Celanese Industrial

Lead — MP 277-00  
2.3 miles  
Max. Speed . . . . . 10 MPH

Victoria Branch:

Between Bloomington and Victoria 12.5 miles. Yard Limits entire branch. Maximum Speed . . . . . 20 MPH

Business Tracks MP Sta.  
Dernal . . . . . 4.2 BM-4  
Airoc 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 GMP 1.2

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

Hidalgo Branch: Mission to Hidalgo 8.0 miles. Yard Limits entire branch.

Maximum Speed . . . . . 15 MPH

Business Tracks MP Sta.  
Hidalgo Team . . . . . 7.9 BYO48  
McAllen Trade Zone . . . . . 8.0 BYO48

Business Tracks MP Sta.  
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

Maximum Speed 20 MPH

Business Tracks MP Sta.

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

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.

Main Track out of service MP 19.0 to end of track.

Tap and Settegast Yard . . . . . 5.8 Miles

Tap and T&NO Jct . . . . . 3.5 Miles

TIMETABLE NO. 6

34 LAREDO SUBDIV. — SAN ANTONIO DIVISION

Mile Post	Radio Communication via Channel One, Call-In One		Station Nos.	Sidings Feet	Maximum Speed MPH		
	SOUTH	NORTH			(Except as below)	MP	Sta. No.
264.3	SOSAN	⊕ T ⊕	AX345	Yd.	281.4 and 282.7	40†	49
265.7	HEAFER JCT.				290.7 and 291.5	40†	
278.5	GESSNER		AX360	8300	312.6 and 313.3	30†	
318.0	MELON		AX399	7450	323.0 and 324.0	30	
339.5	GARDENDALE	⊕-1 T	AX422	7575	340.0 and 363.0	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 265.7; MP 405.6 to end of track Laredo.

CORPUS CHRISTI SUBDIV. — SAN ANTONIO 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 MPH		
	SOUTH	NORTH			(Except as below)	MP	Sta. No.
3.1	SOSAN	T ⊕ ⊕	AX345	Yd.	33.0 and 35.0	20†	49
20.3	LEHR		CC20	2570	77.1 and 77.8	20†	
34.3	PLEASANTON	⊕-2	CC34	8307	94.2 and 94.5	25	
55.2	CAMPBELLTON		CC55	7898	113.1 and 113.2	30†	
75.8	FLOOD GATE	⊕			145.5 and 149.0	10	
77.3	THREE RIVERS	⊕-2	CC77	2110			
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	⊕ T ⊕-2	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.

RIVER SUBDIV. — MISSOURI & KANSAS CITY DIVISIONS 35

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed MPH		
	WEST	EAST			(except as below)	PSGR.	FRT
125.3	JEFFERSON CITY	⊕-2T	MX-125	Yd.	129.3 and 129.8	40	35
127.9	RIVER JCT.	⊕	MX-128		137.5 and 137.9	40	35
143.8	SANDY HOOK		G-15	9475	137.9 and 139.9	45	40
156.7	WOOLDRIDGE		G-27	8999	160.5 and 163.3	50	—
170.8	BOONVILLE		G-41	6744	163.3 and 163.5	50	45
178.4	LAMINE		G-50	12853	169.0 and 175.0	50	45
186.9	BLACKWATER		G-58	8327	175.6 and 177.1	40	35
195.0	NAPTON		G-66	7743	179.1 and 179.7	50	—
202.1	MARSHALL	T ⊕-1	G-73	8010	183.0 and 194.6	40	40
215.2	MALTA BEND	⊕-1	G-86	9619	194.6 and 197.1	50	—
230.6	HODGE	⊕	G-101	9699	197.1 and 207.8	50	45
247.6	MYRICK	⊕-1	G-118	11297	211.7 and 213.7	50	—
256.6	RENICK		G-127	7800	218.3 and 219.0	45	40
268.6	LAKE CITY		G-139	9451	220.7 and 229.8	45	40
276.2	ETON JCT.	⊕-1	G-145		236.3 and 237.5	50	45
	7.6 MILES VIA ATSF						
283.8	CONGO		G-153		242.0 and 242.2	50	45
284.5	MISSOURI DIVISION						
284.5	ROCK CREEK JCT.	⊕ ⊕	MX-276		252.6 and 252.9	45	40
276.8	SOUTHWEST JCT.	⊕ KCS ⊕	MX-277		252.9 and 253.9	50	45
278.2	NEFF YARD	⊕ T	MX-283	Yd.	265.1 and 265.7	35	35
279.0					269.6 and 271.4	50	—
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. All sidings Sandy Hook to East End Lake City inclusive are 25 MPH turnouts except Napton and west end Boonville. Yard Limits: MP 284.0 to Neff Yard. Hot Box and Dragging Equipment Detectors located ⊕ MP 139.0, ⊕ MP 160.9, ⊕ MP 184.2, ⊕ MP 199.2, ⊕ MP 223.5 and ⊕ MP 263.8. Southwest Jct. wye ⊕ KCS ⊕.

Business Tracks	MP	Sta. No.
Nelson	189.6	G-60
Marshall Lead	202.1	GB-2
Stanhope	209.5	G-80
Blosser	211.0	G-82
Waverly	224.5	G-95
Napoleon	258.0	G-129
Blue Valley	270.4	G-141
Ripley	274.2	G-144

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

**Marshall Ind. Lead 2.0 Miles.**  
Max. Speed 10 MPH.  
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.  
**Lexington Branch:**  
Myrick to Lexington 1.9 Miles.  
Max. Speed 10 MPH. Yard limits entire branch.  
Lexington 249.3 LA-55  
Lexington — north side of Farmers Assn.  
Elevator — do not ride side of equipment beyond close clearance signs.

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	MPH	
						Maximum Speed	Psg. Frt.
							75 60
							30 30
0.0		GRATIOT ST. 2.3					30 30
2.3		GRAND AVE. 0.2		MX-2			30 30
0.5		ST. LOUIS 1.8 Miles Via TRRA		MX-1			30 30
2.3		GRAND AVE. 4.5		MX-2			30 30
6.8		MAPLEWOOD 4.0		MX-7			50 50
10.8		WEBSTER 2.4		MX-11			65 50
13.2		KIRK JCT. 2.4		MX-12			70 —
13.2		ST. LOUIS DIVISION					60 —
		MISSOURI DIVISION					60 55
13.4		KIRKWOOD 0.2		MX-13			65 55
18.7		PARK 5.3		MX-18			70 —
23.4		BOYD 4.7		MX-22			70 —
32.2		DOZIER 8.8		MX-31			70 —
37.0		SUMMIT 4.8		MX-37			60 50
43.7		WEST LABADIE 6.7		MX-44			55 50
46.5		SOUTH POINT 2.8		MX-52			50 50
57.7		PACE 8.0		MX-58			65 55
73.0		BERGER 15.3		MX-74			45 45
86.2		GASCONADE JCT. 13.2		MX-86			70 —
90.9		MORRISON JCT. 4.7		MX-91			65 55
100.2		CHAMMOIS 9.3		MX-100			70 —
102.0		AMES 1.8		MX-102			65 —
116.7		BONNOT JCT. 14.7		MX-116			70 —
117.3		OSAGE JCT. 0.6		MX-117			75 55
124.3		MOREAU 7.0		MX-124			60 —
125.5		JEFFERSON CITY 1.2		MX-125			70 —
127.9		RIVER JCT. 2.4		MX-128			65 —
140.2		CENTER TOWN 12.3		MX-140	8456		70 55
150.3		CALIFORNIA 10.1		MX-150	3947		55 50
166.1		DOW 15.8		MX-166	8556		60 —
175.7		OTTERVILLE 9.6		MX-175	1131		55 45
181.1		SMITHTON 5.4		MX-181	2646		60 —
187.7		MKT 6.6					50 50
188.9		SEDALIA 1.2		MX-188	4615		65 —
195.7		DRESDEN 6.8		MX-195	7658		60 —
208.1		KNOBNOSTER 12.4		MX-208	6097		55 50
218.4		WARRENSBURG 10.3		MX-218			60 —
224.4		CENTER VIEW 6.0		MX-224	8937		65 —
232.8		HOLDEN 8.4		MX-232	3328		40 40
237.5		KINGSVILLE 4.7		MX-237	2797		55 —
243.0		STRASBURG 5.5		MX-242	4287		65 —
249.2		PLEASANT HILL 6.2		MX-249	9890		45 45
250.0		MISSOURI DIVISION					50 50
		KANSAS CITY DIVISION					60 —
252.3		AVON 3.0		MX-252	4061		65 —
259.8		LEE'S SUMMIT 7.5		MX-259	8106		45 45
271.2		INDEPENDENCE JCT. 13.6		MX-271			65 —
273.2		INDEPENDENCE 2.0		MX-273			65 —
276.8		ROCK CR. JCT. 3.6		MX-276			65 —
283.0		KANSAS CITY 6.2 Miles Via KCT (Un. Sta)		MX-282			55 55
		278.8					35 35

See Special Instructions Item 19 for AMTK schedules.

Business Tracks:	MP	Sta. No.	Business Tracks:	MP	Sta. No.
Lake Jct. ....	8.0	MX 8	Osage .....	117.4	MX 117
Webster .....			River Terminal .....	129.2	MX 130
Groves .....	10.0	MX 10	McGirk .....	144.7	MX 144
Barretts .....	16.5	MX 16	Shell Spur .....	151.3	MX 151
Valley .....			Clarksburg .....		
Park .....	18.9	MX 18	②-2 .....	156.6	MX 156
Eureka .....	27.9	MX 29	Tipton .....	162.8	MX 162
Pacific ②-2 .....	X 34.8	MX 36	Syracuse .....	168.1	MX 168
Gray Summit .....	39.9	MX 40	Lamonte .....	200.9	MX 200
Washington .....	51.7	MX 54	Montserratt .....		
Midwest Joist .....	56.8	MX 56	②-2 .....	211.5	MX 211
New Haven .....	67.3	MX 67	Missouri Public .....	257.3	MX 257
Hermann .....	X 81.0	MX 80	Western Electric .....	261.0	MX 261
Gasconade .....	88.5	MX 88	Little Blue .....	265.1	MX 265
Bonnot's Mill .....	113.1	MX 112			

Yard Limits: MP 0.0 to MP 6.8.

Trains except AMTK must secure clearance before leaving Jefferson City.

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

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

MKT connection Sedalia located MP 188.2.

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.

40 MPH equilateral turnouts: Gasconade Jct., Morrison Jct.

15 MPH dual control switch turnouts: Grand Ave. on North track, Jct. switch with Carthage Subdivision at Pleasant Hill and both ends siding Avon.

10 MPH dual control switch turnouts: Grand Ave. on South track to BN.

Between MP 250.0 and Nelf Yard be governed by Kansas City 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 Passenger 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 ②MP 28.7, ②MP 49.3, ②MP 71.0, ②MP 95.9, ②MP 120.3, ②MP 152.3, ②MP 170.0, ②MP 190.3, ②MP 210.8, ②MP 230.2 and ②MP 255.7.

Washington-Equation MP 51.8 equals MP 54.8

38 CARTHAGE SUBDIV. — MISSOURI DIVISION

Radio Communication via Channel Two, Call-in One.						Maximum Speed MPH	
Mile Post	STATIONS	Station Nos.	Siding Feet	Between Mile Posts		MPH	
				642.8 and 468.4	49	40	25
642.8	PLEASANT HILL T-1	MX-249	9890	633.6 and 632.1	40	593.3 and 592.4	25
637.3	ORE 5.5	P-5	7690	574.4 and 574.2	35	528.0 and 527.0	15
633.2	HARRISONVILLE 4.1	P-10	2234	511.7 and 511.5	40	490.4 and 488.0	20
626.6	LONE TREE 6.6	P-16	4009	483.2 and 481.5	35	481.5 and 478.0	45
612.5	ADRIAN 14.1	P-29	7514	478.0 and 477.9	35	471.1 and 470.6	35
605.5	BUTLER 7.0	P-38	4593	468.4 and 409.9	40	(Except as below)	40
592.3	RICH HILL 13.2	P-50	8216	468.4 and 467.4	30	462.9 and 460.1	35
589.6	PANAMA 2.7	P-54		460.1 and 459.5	30	459.5 and 453.1	35
584.6	HORTON 5.0	P-58		448.3 and 447.6	35	447.6 and 445.4	25
574.6	NEVADA MKT	P-69	1741	445.4 and 436.7	35	436.7 and 429.4	30
572.7	NASSAU JCT. 1.9	P-71		423.8 and 422.5	35	420.6 and 420.3	30
561.2	SHELDON 11.5	P-82		411.3 and 409.9	35	409.9 and 381.7	49
550.7	LAMAR 10.5	P-93	7646	(Except as below)	49	404.8 and 399.1	35
548.7	BN 2.0			399.1 and 393.6	45	393.6 and 392.1	40
538.2	JASPER 10.5	P-105	4404	385.7 and 381.7	35	381.7 and 259.5	49
527.6	CARTHAGE BN A	P-115		(Except as below)	49	376.1 and 374.3	35
525.8	PEARL 2.1		7478	360.0 and 359.0	25	341.6 and 339.3	30
506.8	STOTTS CITY 9.0	WR-250	7761	335.0 and 335.2	30	319.4 and 318.7	25
489.6	BN 0.5			306.6 and 308.3	25	308.4 and 308.3	45
489.1	AURORA 10.7	WR-232	3002	288.3 and 286.5	30	286.5 and 286.0	10
478.5	CRANE 17.8	WR-221	7738	285.4 and 285.4	20	284.0 and 279.6	40
460.7	REEDS SPRING 9.2	WR-204		279.6 and 277.7	40	277.7 and 275.0	40
451.5	GRETNA 5.8	WR-194	6790	264.7 and 264.4	30	260.9 and 259.5	35
445.7	HOLLISTER 11.4	WR-189	2136	Business Tracks	Sta. No.		
434.3	DAVIS 1.6	WR-178	6851	Archie 620.3	P-23		
432.7	CRICKET 16.6	WR-176	2191	Passaic 609.2	P-34		
416.1	BERGMAN 23.8	WR-159	7710	Irwin 556.3	P-86		
392.3	YELLVILLE 10.8	WR-136	7547	Carytown 533.7	P-109		
381.5	COTTER 24.1	WR-125	7840	Empire Spur 515.2	WR-258		
357.4	NORFORK 17.9	WR-102	8342	Hoberg 499.0	WR-242		
339.5	CRESWELL 9.9	WR-83	2539	Galena 468.0	WR-211		
329.6	MOUNT OLIVE 17.2	WR-73	7913	Branson 447.3	WR-191		
312.4	GUION 4.8	WR-56	2364	Pyatt 403.0	WR-146		
307.6	MYERSVILLE 2.7	WR-50	8097	Flippin 386.5	WR-130		
304.9	BILTMORE 16.0	WR-49	2553	Calico Rock 341.4	WR-85		
288.9	CUSHMAN 2.8	WR-30	8294	Sylamore 325.0	WR-68		
286.1	BATESVILLE 20.6	WR-29	2492	Earnharts 293.0	WR-36		
265.5	PAROQUET 7.4	WR-9	4363	Cushman Spur 288.1	WR-31		
259.5	DIAZ JCT. 383.3	X-259		Pfeiffer Spur 283.6	WR-27		

Yard Limits: Jct. Sedalia Subdiv. to MP 641.4; Carthage — MP 530.4 to MP 524.6; MP 383.6 to MP 379.5; and MP 260.7 to Diaz Jct.  
TWC in effect: MP 260.7 and MP 379.5, MP 383.6 and MP 524.6, MP 530.4 and MP 641.4.  
Carthage Subdiv. trains originating Kansas City secure Sedalia and Carthage track bulletins at Kansas City.

CARTHAGE SUBDIV. — MISSOURI DIVISION 39

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 276.2.

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

Webb City Branch: Carthage to Joplin 17.4 Miles. Max. Speed 20 MPH except: MP 528.0 — MP 530.1 and MP 544.9 — MP 545.3 — 15 MPH. Yard Limits entire branch. Cars with height in excess of 18 feet 6 inches must not be handled south of MP 528.5.

Business Tracks:	MP No.	Sta. No.
Dumont	531.8	P-119
Ireco	533.7	P-120
Webb City	538.7	P-126
Joplin	545.3	P-133

Atlas Branch: Webb City to Atlas 6.1 miles. Yard limits entire branch. Max Speed 10 MPH.  
Atlas, MP 6.1; Sta. No. HC-6

SPRINGFIELD BRANCH — MISSOURI DIVISION

All tracks at Springfield are yard tracks.

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

BN Stations: Marionville, MP 264; Logan, MP 262; Billings, MP 257; Republic, MP 252; Brookline, MP 247; Nichols, MP 242.

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.
488.2	AURORA		WR-232
	VIA BN 29.9 MILES		
511.1	SPRINGFIELD		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 CITY DIVISION

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

Subdiv.	Opr. Limits	Yard Limits
River	MP 284.5	MP 284.0
Sedalia	MP 250.0	None
Coffeyville	MP 284.3	MP 283.0
Falls City	MP 289.0	MP 288.0
Marysville	MP 6.5	MP 4.0

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

15 MPH Dual control switch turnouts:

Marysville Subdiv. Conn. Mile Pole 0.2: MP 1.0 to MP 1.4, between main tracks center crossover; Kaw Jct., MP 5.1 between westward main track & old belt; Wyandotte — connection; KCNW conn.; East Yard Jct.; Leeds — north switch Blue River Yard; Sheffield wye and crossover — Tower 8; Troost Ave. interlocking switches Nos. 303, 305A, 305B, 307A, 307B, 309A, 309B, 311B, 312, 313A, 313B, 314, 317, 321B and 325; Broadway interlocking switches Nos. 203, 207B, 211 and 221.

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

Speed frater switches 15 MPH.

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

BN Santa Fe St. KCS Gillis St.

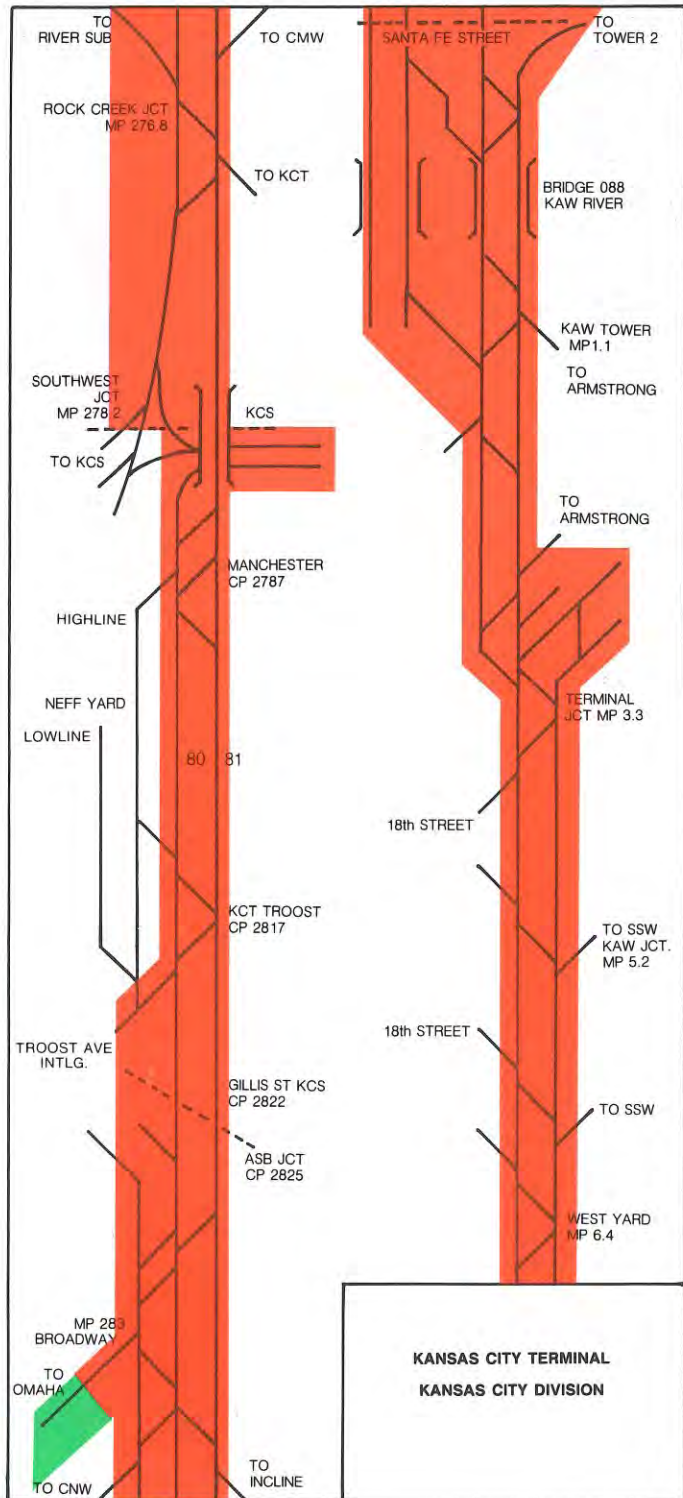
Radio communication Kansas City Terminal via Channel Two.

Employees of all lines be governed by Greater Kansas City Area Operating Rules, Effective March 20, 1988, while operating on tracks of railroads other than that by which they are employed.

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

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

Leeds — Chevrolet property, protect all crossings.



TIMETABLE NO. 6

Mile Post	SOUTH Radio communication via NORTH Channel One, Call-in One		Stations	Station Nos.	Sidings Feet	Maximum Speed MPH
	▼	▲				
279.0			NEFF YARD	MX-283		40
277.4			1.7			296.9 (Except as below) Between Mile Posts Wye to River Subdiv. 15
279.1			⊗ KCT			278.7 and 280.3 25
279.2			0.1 KCT CONN			296.9 and 335.0 (Except as below) 60
280.4			1.2 CENTROPOLIS	MX-288		325.2 and 327.0 40
283.4			3.0 LEEDS JCT.	MX-291		327.0 and 327.9 55
284.3			KANSAS CITY DIVISION			331.3 and 331.7 55
			VAN BUREN DIVISION			332.8 and 335.0 40
290.0			6.2 DODSON	MX-298	13968	Osawatomie — Around wye 10
298.5			8.5 KENNETH	MX-308	15477	On running track 333 to 334.5 20
310.9			12.4 BUCYRUS	MX-319	7479	335.0 and 376.2 (Except as below) 55
317.2			6.2 WAGSTAFF	MX-326	7555	338.5 and 339.9 50
326.2			8.7 PAOLA	MX-334		340.9 and 341.8 45
326.6			0.4 ⊗ BN			343.5 and 344.2 50
326.7			0.1 ⊗ MKT			348.1 and 348.2 25†
328.5			1.8 BROWN	MX-336	10831	348.2 and 348.6 40
333.0			4.5 OSAWATOMIE	MX-341	Yd.	356.9 and 357.8 30
336.0			3.0 TOLER			371.6 and 372.6 50
338.9			2.9 BALDWIN			376.2 and 467.7 (Except as below) 60
343.5			4.6 LANE JCT.	R-9		383.8 and 385.0 30
353.4			9.9 HECLA	R-20	7358	385.0 and 392.1 55
357.4			4.0 ⊗ ATSF			403.6 and 418.1 55
361.3			3.8 BIRCH	R-29	7745	417.6 30
371.7			10.4 DIXON	R-39	9081	418.1 and 418.3 50
381.7			9.3 FIELDS	R-51	7801	418.3 and 423.0 55
391.0			7.5 VERNON	R-59	9021	423.0 and 423.3 45
398.5			16.6 DURAND	H-85	8327	423.3 and 426.3 55
415.1			2.5 ROPER	R-82	7856	426.3 and 428.5 40
417.6			8.1 BENEDICT ⊗ ATSF	R-85		428.5 and 433.6 55
425.7			9.1 HENNELLY	R-94	7861	433.6 and 435.2 30
434.8			0.1 NEODESHA	R-102	8265	435.2 and 437.3 55
434.9			7.4 ⊗ BN			443.4 and 448.2 55
442.3			6.3 SYCAMORE	R-109	9490	448.2 and 450.3 40
448.6			1.4 ⊗ ATSF			450.3 and 451.3 55
450.0			13.4 INDEPENDENCE	R-116	8084	458.1 and 462.1 55
463.4			4.4 DEARING	R-130	8223	462.1 and 462.2 55
467.8			4.4 COFFEYVILLE	R-135	10506	462.2 and 467.3 55
			190.1			467.3 and 467.7 20
						Business Tracks MP No. Alexander 284.8 MX-291 Missey 285.6 MX-293 Barry-Gann Libr. Co. 292.1 MX-300 International Paper Co. 296.2 MX-305 Greeley 348.1 R-15 Garnett 357.6 R-24 Westphalia 373.6 R-41 New Strawn 375.6 R-43 Le Roy 384.4 R-51 Buffalo 411.2 R-78 Altoona 427.2 R-94 Blake 453.3 R-120 DMA 461.2 R-129 Fredonia 462.5 RC-12
						Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.
						Equation: MP 299.2=MP 300.0

Two main tracks Neff Yard-Leeds Jct. and MP 334.5-Lane Jct. designated east and west tracks.

Yard Limits: MP 279.0 to MP 283.0.

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.

TIMETABLE NO. 6



### 44 HOISINGTON SUBDIV. — WICHITA DIVISION

Mountain Standard Time Horace to Pueblo Radio communication via Channel One. Call-in Two		Dual control switches located both ends Hois- ington yard. Maximum Speed MPH (Except as below) 60		Station Nos.	Sid- ings Feet
Mile Post	WEST STATIONS	EAST STATIONS	MPH		
558.8	HOISINGTON	ⓂⓈⓈ-1 T	40	MX-567	Yd.
568.9	OLMITZ		50	MX-577	8231
575.6	OTIS		45	MX-583	3870
583.4	BISON		40	MX-592	6219
590.3	LA CROSSE	Ⓢ-1	50	MX-598	3872
605.3	MCCRACKEN		40	MX-613	7555
616.0	BROWNELL	Ⓢ-1	40	MX-624	3988
622.1	OSGOOD		45	MX-630	6066
627.3	RANSOM		55	MX-635	3875
633.8	ARNOLD		55	MX-642	2521
640.3	UTICA	Ⓢ-1	55	MX-648	6429
655.6	SHIELDS		55	MX-663	6304
665.0	HEALY	Ⓢ-1	55	MX-673	
670.2	RANCH		40†	MX-678	6211
681.7	Ⓢ ATSF		50		
682.5	SCOTT CITY	Ⓢ-1	25	MX-690	3309
682.8	Ⓢ ATSF		15		
692.1	MODOC		45	MX-700	6309
699.2	MARIENTHAL		90	MX-707	
707.1	LEOTI	Ⓢ-1	90	MX-715	3968
717.1	SELKIRK		90	MX-725	6089
729.0	TRIBUNE		7000	MX-737	2521
730.8	HORACE	ⓈⓈ-1T	Hot Box and Dragging Equipment Detectors located at Ⓢ 595.5, Ⓢ 625.7, Ⓢ 705.6, Ⓢ 792.1, Ⓢ 850.5 and ATSF Ⓢ 595.1.	MX-739	Yd.
740.5	WALKINGHOOD		Business Tracks MP Sta. Boyd 562.9 MX-571 Hargrave 598.0 MX-606 Pen	MX-748	8954
746.6	TOWNER		Dennis 649.4 MX-657 Manning 671.4 MX-679 Coronado 704.1 MX-712 Whitelaw 724.6 MX-732 Astor 736.9 MX-745 Kanco 742.9 MX-750 Brandon 766.2 MX-774 Galatea 799.1 MX-807 Arlington 821.4 MX-829 Crowley 851.9 MX-860 Olney	MX-754	
752.5	STUART		Springs 857.3 MX-865 Boone 876.1 MX-884 (Industrial Lead Pueblo to end of track — Old Main Line.)	MX-760	6069
758.1	SHERIDAN LAKE	Ⓢ-1	Yard Limits: MP 556.0 to MP 560.0; MP 730.0 to MP 733.0.	MX-766	3764
771.8	CHIVINGTON		Operation west of Pueblo Jct. governed by DRGW timetable and Special Instructions.	MX-780	6181
785.8	EADS	Ⓢ-1	Avondale: Entrance road to ordinance plant — Stop and protect before crossing.	MX-794	6365
807.7	HASWELL	Ⓢ-1	TWC in effect MP 560 to MP 730; MP 733 to MP 869.4.	MX-816	6527
830.5	HEATH		40 MPH Dual control switch turnout at NA Jct.	MX-838	6392
841.2	SUGAR CITY	T		MX-849	
846.4	ORDWAY	Ⓢ-1		MX-854	7234
863.1	PULTNEY			MX-871	6070
869.4	NA JCT.			MX-876	
591.8	AVONDALE	Ⓢ-1 †		MX-889	8153
603.6	DEVINE	Via ATSF		MX-895	
609.6	BAXTER			MX-897	7500
611.8	PUEBLO JCT.	Ⓢ		MX-903	
617.8	PUEBLO	T		MX-905	Yd.
897.1					
338.8					

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

TIMETABLE NO. 6

### WICHITA SUBDIV. — WICHITA & VAN BUREN DIVISIONS 45

Maximum Speed MPH Durand to Iola 20 Durand to Wichita (except as below) 40 MP 420.6 — MP 421.6 25 MP 431.0 — MP 438.0 35 MP 458.0 — MP 476.6 25 Both legs of Wye-Durand 10		Radio communication via Channel One, Call-in Two		Station Nos.	Sid- ings Feet
Mile Post	WEST STATIONS	EAST STATIONS	MPH		
367.4	IOLA		20	H-68	
367.8	Ⓢ ATSF		25		
374.7	PIQUA		25	H-76	1560
383.6	DURAND	T Ⓢ-2	25	H-85	4872
Yard Limits: MP 387.7 to end of track Iola; MP 451.9 to MP 455.5 and MP 476.6 to Wichita.					
Piqua-Humboldt Ind. Lead 10.33 miles. Max. speed 20 MPH. Humboldt — HU-10					
<b>VAN BUREN DIVISION</b>					
<b>WICHITA DIVISION</b>					
386.0	YATES CENTER		2.4	H-87	
394.4	BATESVILLE		8.4	H-96	4851
420.7	EUREKA		26.3	H-122	
438.6	SUMMIT		17.9	H-140	4256
452.7	WALNUT		14.1	H-154	4472
454.5	ELDORADO	ⓈⓈ	1.8	H-155	
454.6	McPHERSON JCT.	T	0.1	H-155	
482.0	WICHITA YD.	ⓈⓈ T	27.4	H-186	Yd.
114.6					

### McPHERSON BRANCH — WICHITA DIVISION

Maximum Speed MPH (Except as below) 40 MP 466.0 — MP 467.5 25 MP 486.5 — MP 488.8 20 MP 494.0 — MP 496.0 20 MP 501.0 — MP 502.0 20 MP 546.9 — MP 552.0 10		Radio communication via Channel One, Call-in Two		Station Nos.	Sid- ings Feet
Mile Post	SOUTH STATIONS	NORTH STATIONS	MPH		
552.0	SALINA		0.5	KP187	Yd.
551.5	Ⓢ ATSF		0.1		
551.4	Ⓢ UP		7.4		
544.0	MENTOR		4.2	KM008	1618
539.8	ASSARIA		8.7	KM012	1513
531.1	LINDSBORG		9.4	MX504	1257
521.7	HILTON		4.8	KM030	1154
516.9	Ⓢ ATSF		0.3		
516.2	McPHERSON		1.3	PB-62	Yd.
544.9	Ⓢ SSW		13.3		
501.6	MOUND RIDGE	Ⓢ	6.5	PB-47	1730
495.1	HESSTON		8.1	PB-41	1862
487.0	Ⓢ ATSF		12.1		
486.8	NEWTON		0.2	PB-32	
474.7	Ⓢ OKT		0.2		
474.5	WHITEWATER		7.4	PB-20	1087
467.1	POTWIN		12.5	PB-13	
454.6	McPHERSON JCT.	Ⓢ T	97.0	H-155	
Track warrant control in effect MP 544.0 to MP 457.4 McPherson Branch trains operate over Council Grove sub between west siding switch Bridgeport and Lindsay. Ⓢ Salina, Iron Ave. and Fish Street. Rule 10D not in effect Equation: MP 516.2 = MP 516.6					

### TOPEKA BRANCH — VAN BUREN DIVISION

Yard Limits: Entire Branch. MAXIMUM SPEED 20 MPH		Station Nos.	Sid- ings Feet
Mile Post	WEST STATIONS		
368.1	LOMAX	MX-376	
381.8	END OF TRACK		
13.7			
Business Tracks		MP Sta. No.	
Michigan		374.4 T-97	
Overbrook		381.6 T-104	

TIMETABLE NO. 6



**46 HARDTNER BRANCH — WICHITA DIVISION**

Rule 99 (4) in effect: Between MP 491.0 and Conway Springs only.		WEST	EAST	Station Nos.	Sidings
Mile Post	STATIONS	▲	▼		Feet
485.9	HARDTNER JCT. ....	⊙ T		M-001	....
	2.0				
487.9	⊗ ATSF				
	0.9				
488.8	⊗ ATSF				
	5.5				
494.3	FRONTIER			H-196	6398
	7.1				
501.4	CLEARWATER			H-202	1169
	5.5				
506.9	MILLERTON			H-208	1364
	6.0				
512.9	CONWAY SPRINGS ...	⊕ ⊙ T		NL-135	Yd.
	11.4				
524.3	ARGONIA			H-225	....
	0.2				
524.5	⊗ ATSF				
	6.7				
531.2	FREEPORT			H-232	2220
	10.4				
541.6	ANTHONY			H-243	....
	0.4				
542.0	⊗ ATSF				
	16.8				
558.8	CORWIN			H-260	....
	5.2				
564.0	HAZELTON			H-265	....
	7.2				
571.2	KIOWA			H-272	....
	1.3				
572.5	⊗ ATSF G				
	0.6				
573.1	⊗ ATSF				
	3.7				
576.8	STUBBS			H-278	....
	4.7				
581.5	HARDTNER		T	H-283	....
	95.6				

**STAFFORD BRANCH — WICHITA DIVISION**

Rule 99 (4) in effect. Max. Wt. 220,000 lbs. between Olcott and Iuka, except on authority of Superintendent.		WEST	EAST	Station Nos.	Sidings
Mile Post	STATIONS	▲	▼		Feet
558.7	CONWAY SPRINGS ...	⊕ ⊙ T		NL-135	Yd.
	8.4				
567.1	MILTON			NL-144	....
	5.1				
572.2	⊗ ATSF G				
	20.1				
592.3	KINGMAN			NL-169	....
	0.8				
593.1	⊗ ATSF G				
	0.8				
593.9	⊗ ATSF				
	4.5				
598.4	BROWNS SPUR			NL-175	....
	7.4				
605.8	PENALOSA			NL-183	....
	4.2				
610.0	OLCOTT		T	NL-187	....
	9.9				
619.9	PRESTON		⊙	NC-10	599
	0.2				
620.1	⊗ SSW G				
	9.9				
630.0	IUKA		⊙ T	NC-20	....
	4.5				
614.5	TURON			NL-191	....
	0.5				
615.0	⊗ SSW				
	13.6				
628.6	STAFFORD			NL-205	....
	1.0				
629.6	⊗ ATSF				
	9.7				
639.3	HUDSON			NL-216	....
	9.0				
648.3	SEWARD			NL-225	....
	5.4				
653.7	RADIUM			NL-230	....
	95.0				

**HUTCHINSON BRANCH — WICHITA DIVISION 47**

SOUTH		NORTH	Station Nos.	Sidings	Maximum Speed Between Wichita and Geneseo (Except as below)	MPH
Mile Post	STATIONS	▲	▼	Feet		
573.2	GENESEO		⊕ ⊕	MX-532	3890	25
	12.2					
561.0	⊗ ATSF					20
	0.5					10
560.5	LYONS		⊕ ⊙	M-76	2536	10
	10.4					20
550.1	ST JCT.					20
	13.09 MI. VIA ATSF					
537.5	YA JCT.					
	4.0					
533.5	⊗ ATSF					
	0.9					
532.6	HUTCHINSON		⊕ ⊙	M-48	Yd.	
	0.6					
532.0	⊗ SSW					
	0.4					
531.6	⊗ ATSF					
	0.1					
531.5	⊗ ATSF					
	9.1					
522.4	YODER			M-37	2192	
	5.5					
516.9	HAVEN			M-32	2888	
	7.0					
509.9	MT. HOPE			M-25	3029	
	10.8					
499.1	COLWICH			M-14	1516	
	4.1					
495.0	MAIZE			M-10	1502	
	9.1					
485.9	HARDTNER JCT.		⊙ T	M-1	....	
	2.9					
483.0	⊗ ATSF					
	0.0					
483.0	⊗ WTA					
	0.4					
482.6	⊗ OKT					
	0.2					
482.4	⊗ BN					
	0.4					
482.0	WICHITA YD.		⊕ ⊕ T	H-186	Yd.	
	91.7					

Yard Limits: Wichita to MP 487.7; MP 529.5 to MP 537.4; MP 558.1 to MP 562.0 and MP 570.6 to Geneseo.  
 Operations via ATSF, between YA Jct. and ST Jct. TWC in effect. (See Item 14(a) Special Instructions.)  
 ATSF trains will use Union Pacific main track at Lyons between MP 561.1 and MP 559.2.  
 Hutchinson: In yard ⊗ SSW G.

**CONWAY SPRINGS BRANCH — WICHITA DIVISION**

Mile Post	WEST	EAST	Station Nos.	Sidings	Yard Limits: MP 537.3 to MP 558.0.
	STATIONS	▲	▼	Feet	
522.9	ARKANSAS CITY		NB-25	....	Maximum Speed Between Belle Plaine & Conway Springs ... 20
	43.3 MI. VIA ATSF				
537.9	BELLE PLAINE		NL-115	....	Winfield Ind. Lead 5.0 miles opens off ATSF MP 249.7 Max. speed 10 MPH.
	6.6				
544.5	⊗ OKT				
	14.2				
558.7	CONWAY SPRINGS ...	⊕ ⊙ T	NL-135	Yd.	Business Tracks MP No. Riverdale ... 544.4 NL-121 Anson ... 552.2 NL-129 Winfield ... 517.2 NL-94
	68.7				

Operation over ATSF Belle Plaine to Arkansas City Special Instructions Item 14(a).

**BURR OAK BRANCH — WICHITA DIVISION**

Mile Post	WEST	EAST	Station Nos.	Maximum Speed	MPH
	STATIONS	▲	▼	Yard Limits: Entire Branch	
496.4	JAMESTOWN		S-166	Business Tracks MP No. Randall ... 506.7 SE-11 Jewell ... 512.9 SE-17 Mankato ... 521.5 SE-26	
	33.3			At Mankato — Stop and protect crossing — U.S. Highway 36.	
529.7	BURR OAK		SE-34		
	33.3				

48 CONCORDIA BRANCH — WICHITA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Rule 99(4) in effect Maximum Speed MPH (Except as below) 25 Between Mile Posts — 491.2 and 491.4 . . . 10 548.0 and 560.0 . . . 10
403.8		VLIETS . . . . .	⊙	S-74		
408.8		FRANKFORT ⊙ UP ⊙ . . . . .	⊙	KX131	2168	
413.7		TUTTLE . . . . .		S-83	5235	Business Tracks MP Sta. No.
425.6		BLUE RAPIDS . . . . .		S-95		Waterville 430.5 S-100
437.7		BARNES . . . . .		S-107		Linn . . . . . 450.6 S-120
443.6		GREENLEAF . . . . .		S-113	3103	Palmer . . . . . 455.4 S-125
464.4		CLIFTON . . . . .		S-134	2701	Ames . . . . . 473.8 S-143
466.0		⊙ KYLE ⊙ . . . . .		S-136		Gilbert . . . . . 509.5 S-179
471.0		CLYDE . . . . .		S-141		Solomon Rapids 519.3 S-189
485.1		⊙ ATSF ⊙ . . . . .		S-141		Glen Elder . . . . . 525.6 S-195
485.4		CONCORDIA . . . . .	⊕-1 ⊙	S-155	Yd.	Cawker City . . . . . 532.9 S-202
490.3		YUMA . . . . .		S-160	2189	Bloomington . . . . . 553.7 SF-15
496.3		BURR OAK JCT. . . . .	⊙	S-166		Yard Limits: MP 403.8 to MP 409.1; MP 484.0 to MP 496.7; MP 511 to MP 519.3; MP 537.9 to MP 539.5; MP 578.6 to end of track Stockton.
496.4		JAMESTOWN . . . . .	⊙	S-166		
502.8		SCOTTSDALE . . . . .		S-172		CONCORDIA: Washington Ave. and Cedar St. — Stop and protect.
514.4		BELOIT ⊙ UP ⊙ . . . . .	⊙	S-184	1633	At Osborne, stop and protect U.S. Highway 281 crossing.
524.1		GLEN . . . . .		S-194	1938	
533.3		CAWKER . . . . .		S-203	1724	
538.6		DOWNS . . . . .	⊕-1 T ⊙	S-208	Yd.	
548.5		OSBORNE . . . . .		SF-10		
562.1		ALTON . . . . .		SF-23		
570.4		WOODSTON . . . . .		SF-32		
580.4		STOCKTON . . . . .	⊙ T	SF-42	Yd.	
176.6						

LENORA BRANCH — WICHITA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Rule 99(4) in effect Maximum Speed MPH (Except as below) 25 Between Mile Posts — 540.0 and 572.0 . . . . . 10 614.6 and 614.7 . . . . . 10†
538.6		DOWNS . . . . .	⊕-2 T ⊙	S-208		
557.8		GAYLORD . . . . .		S-227		Yard Limits: MP 538.8 to MP 539.5; MP 622.3 to Lenora
572.6		KIRWIN . . . . .		S-242		Business Tracks MP Sta. No.
583.1		GLADE . . . . .		S-253		Portis . . . . . 547.7 S-217
598.5		LOGAN . . . . .		S-268		Harlan . . . . . 552.9 S-222
612.9		EDMOND . . . . .		S-282		Cedar . . . . . 563.0 S-233
623.3		LENORA . . . . .	⊙	S-293		Claudell . . . . . 567.8 S-237
84.7						Speed . . . . . 589.8 S-259

SOLOMON BRANCH — WICHITA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed (Except as below) . . . . . 25 Other than MT . . . . . 5 Between Mile Posts — 22.7 and 24.0 . . . . . 10 56.9 and 57.4 ⊕ . . . . . 10 Glasco and Asherville . . . . . 10†
0.0		SOLOMON . . . . .	T	KP172		Yard Limits MP 55.0 to MP 57.9
6.5		NILES . . . . .		KS907	3042	Business Tracks MP Sta. No.
14.7		BENNINGTON . . . . .		KS915	2541	Lindsey . . . . . 20.9 KS921
34.7		DELPHOS . . . . .		KS935	1683	Minneapolis . . . . . 23.3 KS923
46.8		SIMPSON . . . . .		KS947	1476	Glasco . . . . . 41.6 KS942
57.2		⊙ UP ⊙ . . . . .				Asherville . . . . . 49.8 KS950
57.4		BELOIT . . . . .	⊙	S184	1374	
57.4						

PLAINVILLE BRANCH — WICHITA DIVISION 49

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed (Except as below) . . . . . 40 Other than MT . . . . . 5 Between Mile Posts — 0.0 and 6.6 . . . . . 25 6.6 and 21.5 . . . . . 30 21.5 and 31.0 . . . . . 25 33.0 and 34.0 . . . . . 25 37.0 and 51.5 . . . . . 30 51.5 and 52.9 . . . . . 25 61.5 and 63.8 . . . . . 30 67.0 and 79.0 . . . . . 30 83.7 and 85.9 . . . . . 25 87.8 and 88.0 . . . . . 25 94.1 and 98.5 . . . . . 25 101.2 and 102.8 . . . . . 25 104.2 and 109.0 . . . . . 25 115.5 and 125.0 . . . . . 30 129.0 and 137.9 . . . . . 30 137.9 Xing . . . . . 5† 137.9 and 177.5 . . . . . 30 194.0 and 203.1 . . . . . 30 203.0 and 203.3 E leg wye . . . . . 15 223.8 and 224.5 . . . . . 15
0.0		SALINA . . . . .	⊙	KP187	Yd.	Yard Limits MP 0.0 to MP 0.6 MP 221.2 to Oakley
11.5		CULVER . . . . .		KO012	1276	Business Tracks MP Sta. No.
23.8		BEVERLY . . . . .		KO024	2466	Trenton . . . . . 3.4 KO003
33.8		⊙ ATSF ⊙ . . . . .				Tescott(E) . . . . . 18.5 KO019
34.2		LINCOLN CENTER . . . . .		KO034	1421	Shady Bend(W) . . . . . 26.4 KO026
40.7		VESPER . . . . .		KO041	2468	Quartzite(W) . . . . . 32.9 KO033
46.9		SYLVAN GROVE . . . . .		KO047	1938	Luray . . . . . 65.4 KO065
56.0		LUCAS . . . . .		KO056	1714	Palco . . . . . 117.8 KO118
71.5		WALDO . . . . .		KO072	2061	Damar . . . . . 122.7 KO123
79.2		PARADISE . . . . .		KO079	1258	Penokee . . . . . 144.7 KO145
87.0		NATOMA . . . . .		KO087	1618	Tasco . . . . . 162.5 KO163
95.1		CODELL . . . . .		KO095	1478	Seguin . . . . . 179.1 KO179
103.5		PLAINVILLE . . . . .	T	KO104	1899	Spica(E) . . . . . 218.0 KO218
110.4		ZURICH . . . . .		KO110	1783	Quartzite cement track units not permitted beyond loading ramp.
129.3		BOGUE . . . . .		KO129		
138.0		HILL CITY . . . . .		KO138	1157	
150.2		MORLAND . . . . .		KO150	1306	
155.4		STUDLEY . . . . .		KO155	1338	
170.4		HOXIE . . . . .		KO170	1495	
186.2		MENLO . . . . .		KO186	1450	
203.5		COLBY . . . . .		KO204	946	
212.5		MINGO . . . . .		KO213	1952	
224.7		OAKLEY . . . . .	⊙ T	KP377		
224.7						

ST. JOSEPH BRANCH — KANSAS DIVISION

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

50 SALINA SUBDIV. — KANSAS & WICHITA DIVISIONS

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 Sidings (6 axle units) 5 Industry Tracks 5 Menoken (W Leg of Wye) 20
	WEST	EAST			
73.0		EAST MENOKEN..... T			Between Mile Posts— 91.0 and 91.8..... 30
78.7		SILVER LAKE.....	KP079	4578	104.6 and 104.8⊕..... 35
83.6		ROSSVILLE.....	KP084	6558	123.1 and 123.5..... 35
92.0		ST. MARYS.....	KP092	4068	129.7 and 133.7..... 35
104.7		WAMEGO.....	KP105	7007	133.7 and 137.2⊕..... 30
119.3		MANHATTAN.....	KP119		137.2 and 141.0..... 35
131.6		EAST FUNSTON.....	KP132	6386	143.6 and 145.3..... 35
139.5		JUNCTION CITY..... T	KP140	6873	162.7 and 165.3..... 25
139.6		<b>KANSAS DIVISION</b>			167.9 and 168.3..... 35
152.3		<b>WICHITA DIVISION</b>			171.6 and 173.7..... 35
163.7		CHAPMAN.....	KP152	6591	184.2 and 187.2..... 20
164.5		ABILENE.....	KP164	5818	210.0 and 216.1..... 30
164.7		⊗ ATSF⊕.....			221.9 and 224.5..... 30
167.4		WEST ABILENE.....	KP165		231.7 and 233.5..... 35
172.3		SOLOMON..... T	KP172	1791	235.0 and 236.2..... 35
179.9		NEW CAMBRIA.....	KP180	4132	263.0 and 264.2..... 35
184.6		EAST SALINA..... ⊕	KP185		301.8 and 303.6..... 35
186.6		SALINA..... T ⊕	KP187	Yd.	322.2 and 322.4..... 25
187.2		⊗ ATSF⊕.....			375.8 and 378.3..... 20
194.8		BAVARIA.....	KP195	2763	<b>Business</b> Sta. Tracks MP No. Kiro..... 75.2 KP075
200.9		BROOKVILLE.....	KP201	5275	Belvue..... 98.0 KP098
219.3		KANOPOLIS.....	KP219	2917	Industrial Park(W)..... 118.2 KP118
223.3		ELLSWORTH.....	KP224	4902	Lake(W)..... 125.9 KP126
239.9		WILSON.....	KP240	2584	Funston..... 133.6 KP134
246.2		DORRANCE.....	KP246	2925	Fort Riley..... 135.7 KP136
263.6		RUSSELL.....	KP263	3022	Lacy(E-W)..... 143.0 KP143
272.4		GORHAM.....	KP272	5024	Stoney(W)..... 150.6 KP151
290.1		HAYS.....	KP290	5278	Detroit..... 158.5 KP159
303.3		ELLIS.....	KP303		Black Wolf..... 231.5 KP232
308.4		RIGA.....	KP308	2719	Bunker Hill..... 253.4 KP253
322.3		WAKEENEY.....	KP322	2336	Walker..... 275.5 KP276
343.3		QUINTER.....	KP343	3610	Victoria..... 279.6 KP280
350.9		BUFFALO PARK.....	KP351	3032	Toulon..... 284.8 KP285
365.2		GRINNELL.....	KP365	2370	Yocemento(E)..... 295.3 KP295
377.4		OAKLEY..... ⊕ T	KP377	5726	Ogallah..... 313.1 KP314
		304.4			Voda..... 330.0 KP330
					Collyer..... 335.8 KP336
					Grainfield..... 356.3 KP356
					Campus..... 371.2 KP371

HALLAM BRANCH — KANSAS DIVISION

Mile Post	WEST	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH Yard Limits: MP 36.3 to MP 37.4
37.4		SHELDON STATION.....			
36.0		HALLAM.....	KH036	4529	
30.0		CLAYTONIA.....	KH030	1621	
16.7		PLYMOUTH.....	KH017	2301	
6.5		JANSEN.....	KH006	4344	
0.0		FAIRBURY.....	KX188	4906	
		37.4			

TIMETABLE NO. 6

FALLS CITY SUBDIV.—NEBRASKA-KANSAS & KANSAS CITY DIVS. 51

Mile Post	Radio communication via Channel One, Call-in One Rule 10(D) not in effect.		Station Nos.	Sidings Feet	Trains originating Atchison secure clearance.
	SOUTH	NORTH			
5.2		SUMMIT..... ⊕			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.
6.4		SOUTH OMAHA.....			Atchison Yard: Stop before crossing ATSF.
473.1		GILMORE JCT..... ⊕	O-191		Yard Limits: MP 280.0 to MP 288.0; MP 383.0 to MP 385.6; Gilmore Jct. to Summit.
473.1		<b>NEBRASKA DIVISION</b>			<b>Maximum Speed: MPH</b>
467.1		<b>KANSAS DIVISION</b>			Neff Yard and MP 287.6..... 25
465.5		LA PLATTE.....	O-185	3517	Over State line and Montzall Ave..... 10
465.2		⊗ BN⊕.....			Between MP 287.6 and Summit (Except as below)..... 40
455.1		MURRAY.....	O-172	3633	Between Mile Posts 291.1 and 291.7..... 35
447.4		UNION..... ⊕-1 T	O-165	4586	309.6 and 309.9..... 30
436.9		NEBRASKA CITY..... ⊕-1	O-153	Yd.	311.5 and 311.8..... 10
428.5		PAUL..... ⊕ BN⊕	O-146	3522	322.5 and 322.9..... 35
423.2		JULIAN.....	O-141		329.5 and 332.2..... 20
414.1		AUBURN..... ⊕-1	O-132	6145	Atchison — Around curve Union depot and between curve and 10th Street and thru UP-BN Jt. Br. Connection..... 10
401.0		STELLA.....	O-119	3523	434.7 and 437.0..... 25
393.2		VERDON.....	O-112	6137	447.3 and 448.5..... 30
384.3		FALLS CITY..... ⊕ BN⊕ ⊕-1	O-102	Yd.	<b>Business Tracks</b> MP Sta. No. Ft. Leavenworth..... 310.7 0-030
379.1		RESERVE.....	O-97		Huron..... 347.4 0-064
370.3		HIAWATHA..... ⊕-1	O-88	4631	Everest..... 351.7 0-069
369.7		UP CONN.....			Padonia..... 375.3 0-093
358.7		WILLIS.....	O-76	6383	Strausville..... 389.9 0-107
341.3		LANCASTER.....	O-59		Stella..... 401.0 0-119
338.1		SHANNON.....	O-56	6378	Howe..... 408.4 0-126
332.3		NORKAN JCT.....	O-49		Clarke..... 420.1 0-138
330.7		ATCHISON..... T ⊕-1	O-48	Yd.	Mynard..... 458.9 0-176
320.0		OAK MILLS.....	O-38	7495	Ft. Crook..... 471.3 0-189
314.2		WADE..... ⊕	O-32	5049	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 St. 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.
310.0		LEAVENWORTH.....	O-27	4024	At Wolcott Smoot Grain Co. Elevator do not operate engine over pit on No. 2 track.
306.2		COCHRANE.....	O-23	5624	Between Gilmore Jct. and Summit be governed by Bridge Subdivision Tenant Line Rules. Rule 251 in effect between Gilmore Jct. and Summit.
298.2		WOLCOTT..... ⊕-1	O-16	7809	
293.4		NEARMAN.....	O-10	6243	
289.0		<b>KANSAS DIVISION</b>			
287.5		<b>KANSAS CITY DIVISION</b>			
287.5		EDGEWATER..... ⊕	O-05	4000	
284.7		⊗ UP⊕.....			
284.5		KAW PT.....			
283.0		BROADWAY..... ⊕			
282.0		⊗ KCS⊕.....			
280.0		NEFF YD..... T ⊕	MX283	Yd.	
		197.1			

15 MPH dual control switch turnouts: South Switch Atchison, South end siding Leavenworth, North end BPU Spur, Nearman, Norkan Jct. Industrial Lead: Norkan Jct. to MP 338.0, 5.7 miles.

GRAND ISLAND BRANCH — KANSAS DIVISION

Mile Post	WEST	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
0.0		HASTINGS..... ⊕ T	KX262	Yd.	<b>Business</b> MP Sta. No. Tracks MP No. Doniphan..... 12.2 KG113
6.8		HANSEN.....	KG108	3266	River(W)..... 18.4 KG119
21.5		⊗ BN⊕..... ⊕			Yard Limits: Entire branch
22.3		GRAND ISLAND..... ⊕ T	NX147	Yd.	
		22.3			

TIMETABLE NO. 6

Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS EAST			
1.4	ARMSTRONG YARD	KX003	Yd.	70
3.3	TERMINAL JCT.			5
5.2	KAW JCT.			15
6.4	WEST YARD			30
6.5	KANSAS CITY DIVISION			60
8.9	MUNCIE	KX010	c4350	60
17.5	BONNER SPRINGS	KX018	c2806	60
18.0	ATSF			10
21.5	COLD SPUR	KX022		60
28.8	LINWOOD	KX028	c8600	20
39.6	LAWRENCE	KX040	c1997	40
43.2	MIDLAND	KX043		20
51.6	PERRY	KX052	c6093	60
67.4	EAST TOPEKA			60
68.0	TOPEKA	KX068		60
68.2	SSW			50
70.2	WEST TOPEKA			60
73.0	EAST MENOKEN	KX073		60
74.0	MENOKEN JCT.			45
76.0	WEST MENOKEN			50
84.2	KENEFECK	KX084	12502	35
92.0	COOK	KX092	9467	20
102.0	AIKINS	KX101	24081	25
102.2	JEFFREY	KX103		30
112.7	DULUTH	KX112	12512	50
118.3	EVANS	KX118	10938	55
126.8	SULLIVAN	KX127	12837	60
130.9	UP			50
132.1	FRANKFORT	KX131	9887	55
137.5	WINIFRED	KX137	11708	5
142.6	UPLAND	KX143		5
148.1	MARYSVILLE	KX148	Yd.	30
149.4		CP149		40
150.3	WEST MARYSVILLE			40
155.5	ORRICK	KX155		40
158.6	BREMEN	KX158	12120	
164.5	GERRY	KX163	13514	
171.6	HOLLENBERG	KX172	12776	
180.4	BN			
184.6	FAIRBURY	KX188	13353	
193.6	HEDRIX	KX194	9227	
201.9	ALEXANDRIA	KX203	12725	
209.3	BELVIDERE	KX212	8000	
210.2	BN			
217.2	CARLETON	KX219	13024	
226.0	DAVENPORT	KX226	13179	
233.7	BN			
234.9	EDGAR	KX236	12553	
241.7	FAIRFIELD	KX244	8000	
248.0	ANAN	KX249	12765	
256.4	LEVEL	KX257	19163	
260.5	BN			
261.8	HASTINGS	KX262	12922	
273.9	HAYLAND	KX275	12992	
279.8	DENMAN	KX283	9996	
285.2	CP 285			
287.9	KANSAS DIVISION			
287.9	NEBRASKA DIVISION			
	GIBBON JCT.	CP175	T	285.8

TIMETABLE NO. 6

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 to Gibbon Jct.  
 40 MPH dual control switch turnouts: West yard MP 6.4 between Nos. 1 & 2; West Topeka MP 70.4 between Nos. 1 & 2; East Menoken; West Menoken; Aikens MP 104.5; Upland two main tracks; Orrick; Gibbon Jct.;  
 15 MPH dual control switch turnouts: Kansas City MP 1.0 to MP 1.4 between main tracks center crossover; Kaw Jct., MP 5.1 between Westward main track & old belt; East Topeka; Topeka; Marysville Yard lead; Endicott.  
 Speed Frater Switches 15 MPH.  
**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.  
 Hot Box and Dragging Equipment Detectors located: Westward only @MP 15.0, \$MP 31.4, \$MP 53.0; Eastward only \$MP 26.9, \$MP 46.9, \$MP 62.2; Other \$MP 88.2, \$MP 108.0, \$MP 123.4, @MP 134.7, \$MP 156.4, \$MP 177.5, \$MP 192.3, \$MP 213.5, \$MP 232.3, @MP 251.9, @MP 276.7.  
 Equation MP 2.6 equals MP 3.3.

**Bestwall Branch** Marysville to Bestwall 9.9 miles. Maximum speed 20 MPH. Yard limits entire branch.  
 Business Track MP Sta. No.  
 Bestwall 9.9 KB 345

**WEeping WATER BRANCH — KANSAS DIVISION**

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed ... 20MPH
447.4	UNION	⊖-1 ⊕ T	O-165		
460.4	WEeping WATER	⊕ ⊖ -1	OD-41		
461.4	OMAHA JCT.	⊕	OD-42		
465.9	LOUISVILLE	⊕	OD-52		
					Yard Limits: Entire Branch

**ATCHISON BRANCH — KANSAS 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	
347.8	FRENCH			
				16.7 Miles Via BN
331.1	WINTHROP			
330.8	DRAWBRIDGE (Mo. River)	⊕		
330.7	ATCHISON	⊖ -1 T	O-48	
				19.2
				10 MPH over UP-BN Joint Bridge
				St. Joseph: 1. Stop and protect following crossings: Illinois Ave., Fourth St., Second and Cedar, Highway 759 at Artesian Ice Plant. 2. If crossing signal does not operate, before occupying Packers Ave. Spur 759 Highway, flag each side crossing with red flag by day or fusee by night. 3. Do not ride side of equipment, tracks 771 and 772 beyond close clearance signs Farmland Fertilizer.

TIMETABLE NO. 6

Radio communication via Channel One		Sta- tion Nos.	Sid- ings Feet	Maximum Speed Summit to North Platte (Except as below) Lite Engs Summit- Fremont	MPH 70
Mile Post	WEST STATIONS EAST				
0.0	COUNCIL BLUFFS	NX001	Yd	Track 1 -70 to -50	60
2.1	EE MO. RIV. BR.	X		Council Bluffs Tracks 1 & 2 -60 to +60	10
2.4	WE MO. RIV. BR.	X		MT MP 0.6 to 2.4	25
3.1	TOWER "B"	NX003		MT 2, 3 & 4 MP 0.6 to 2.1	15
3.9	20TH STREET	X		MT 5 MP 0.6 to 2.1	10
5.2	SUMMIT	NX005		MP 2.1 to 2.4	25
8.9	SEYMOUR	X NX009	w2000	Omaha MT 3 & 4 to Gilmore Jct.	25
11.1	WOODY	TX NX011	e11353	Side Hill Track Between Mile Posts MT 1 & 2, MP 2.4 and 5.4	20
12.2	NASCO	X NX012		5.4 and 6.8	50
13.6	WECO	TX NX014	e8240	14.1 and 14.7 15.9 and 16.2	60
16.7	LANE	X NX017		18.1 and 19.8	60
21.5	ELKHORN	NX022	c3400	21.9 and 22.7	60
28.0	VALLEY	TX NX028	w5400	22.2 and 22.6	50
33.9	MERCER	X NX034	e8850	22.6 and 24.0	60
39.3	FREMONT	X NX039	w4073	24.6 and 24.8	55
40.0	BN	X	w10000	27.5 and 28.5	45
46.3	AMES	NX046	c3670	38.5 and 40.7	40
54.4	NORTH BEND	NX054	c7530	Fremont Old Passing Track Fremont CNW Yard Tracks	5
61.7	ROGERS	X NX061		68.7 and 69.2	10
68.7	SCHUYLER	X NX069	w6300	83.6 and 85.0	50
76.6	RICHLAND	X NX077	e5350	Columbus yard tracks 124.5 B crossing	45
78.8	HOWER	X NX078		144.0 and 145.8	60
80.2	BEHLEN	X NX080	w2073	145.8 and 147.1	35
84.5	COLUMBUS	TX NX085	w6800	147.1 and 149.3	50
92.6	DUNCAN	NX092	e6300	Grand Island, fit trains moving on yd tracks, except yd track No. 1	5
100.5	SCHAFFER	X NX100	c5320	BN Transfer Yard track No. 1	10
102.3	SILVER CREEK	X NX102		Alda, wye trackage and all trackage in and outside Ordnance plant	5
113.6	CLARKS	NX114	c3700	Buda, all airfield trackage 187.8 and 189.8	10
117.9	THUMEL	X NX118		both main tracks Lexington	45+
124.3	BN	X		Main Street to 1500 feet east on Scale track	10
124.9	CENTRAL CITY	TX NX125	w4758	On 3rd and 4th tracks north, east of depot	5
135.1	CHAPMAN	NX135	e5300	Coza Armour Trks 248.2 and 249.3	5
146.2	GRAND ISLAND	TX NX147	c7400	258.1 and 258.3	60
146.5	BN	X		Keith No. 3 Track 281.1 and 283.0	40
154.5	ALDA	TX NX155	e2166	282.5 and 283.0	45
162.3	WOOD RIVER	X NX162		283.0 and 291.5	40
169.9	SHELTON	X NX170	c3305	Business Tracks MP No. Waterloo (W) 24.7 NX025 Moorman 70.3 NX079 Doulon (W) 80.9 NX081 Havens (W) 108.2 NX108 Gulfoil (W) 115.9 NX116 Paddock (W) 128.7 NX129 Optic (E) 179.8 NX180 Willow Island 243.2 NX243 Beck (W) 280.5 NX281	
175.3	GIBBON	CP175 T	s4236	Five main tracks Council Bluffs: MP 0.60 to MP 2.1	
176.0	BUDA	CP184 T	e3227	Two main tracks MP 2.1 to MP 5.2 (No. 1 & No. 2 Trks): CP 175 to CP 191; CP 276 to CP 283.	
184.3	KEARNEY	X NX189	w8543	Three main tracks CP 274 to CP 276.	
189.1	ALFALFA CENTER	X NX194	e5190	Double track (Rule 251) MP 3.5 to MP 5.2 (No. 3 & No. 4 Trks): Summit to CP 175; CP 191 to CP 274; CP 283 to CP 291.	
191.5	ODESSA	NX198	c3630	ACS Summit to MP 283.4 North Platte to CP 291.	
198.3	ELM CREEK	NX205	c6250	Fremont-Canning Factory Spur BN	
204.3	OLVERTON	NX213	c10600	Alda — Ordnance Track — Only 4 axle locomotives having maximum gross weight of 275,000 lbs. permitted.	
217.9	JOSSELYN	X NX218	e1679	Manual interlocking switches located at Farr: East end westward siding; West end eastward siding; Grand Island: East and west end, south one.	
224.4	LEXINGTON	TX NX224	w5450	Fremont: No. 1 longway to CNW yard; shortway No. 2 track to CNW.	
232.3	DARR	NX233	c3750		
238.2	COZAD	NX238	c14000		
248.8	GOTHENBURG	TX NX249	w5845		
256.5	FARR	NX256	e6000		
261.5	BRADY	NX262	w10458		
270.6	MAXWELL	X NX271	e10000		
274.0	KEITH	CP274 T	c3645		
275.0		CP276 T			
276.0					
NEBRASKA DIVISION					
282.0	NORTH PLATTE DIVISION				
283.4	NORTH PLATTE	CP283 T			
286.5	NORTH PLATTE	TX NX284	Yd		
291.0		CP291 T			
286.5					

At Council Bluffs

No. 1 Track extends from end of block sign located MP 0.6 to CCP Jct., MP—70.  
No. 2 Track extends from end of block sign located MP 0.6 to Spring Switch MP—50.

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

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

VALLEY, between hold indicators MP 26.1 and MP 34.6.

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

SCHUYLER, between hold indicators MP 66.9 and MP 70.0.

COLUMBUS, on westward main track, from MP 84.6 to hold indicator at MP 83.5 and from MP 83.5 to MP 82.1 when dwarf signal at MP 83.5 displays a restricting indication per Rule 245M on eastward main track between MP 84.5 and the hold indicator at MP 86.2.

CENTRAL CITY, westward signal 1231 and eastward signal 1268.

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

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

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.

HIGH WIDE SHIFTED LOAD DETECTOR located at: MP 34.0.  
40 MPH dual control switch turnouts: CP 175; CP 184; CP 191; Farr; CP 274; CP 276; CP 283; CP 285 eastward departure yard & eastward main track MP 285.5.

15 MPH dual control switch turnouts: Council Bluffs; Omaha except at MP 3.4 between Nos. 1, 2 & 3 main tracks; Summit; Grand Island except at MP 144.6 between main tracks; CP 286 eastward departure yard & eastward main track MP 286.2; North Platte westward classification yard area MP 286.7 & Balloon area MP 288.8.

Speed frater switches 15 MPH.

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

NORTH PLATTE DIVISION

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

SPEED RESTRICTIONS

Following speeds must not be exceeded on yard tracks or running tracks shown:  
North Running Track, New Westward Coal Track and New Westward Receiving Lead:

Between MP 283.8 and MP 291.2	35 MPH
All tracks in Eastbound Yard	25 MPH
All tracks in Westbound Yard	25 MPH
Power Lead Overpass	5 MPH

BLOCK SIGNALS

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

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

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

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

15 MPH dual control switch turnouts: CP 288.

Speed frater switches 15 MPH.

### 56 BEATRICE BRANCH — NEBRASKA & KANSAS DIVS.

Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40
Mile Post	WEST STATIONS EAST			
0.0	VALLEY	NX028	Yd.	0.1 and 0.3 15
5.8	⊗ BN 5.8			3.8 and 4.0 35
11.6	MEAD 5.8	NA012	4247	5.8 BN Crossing 20 <sup>+</sup>
26.3	WESTON 14.7	NA026	3397	6.4 and 7.7 25
37.3	VALPARAISO 11.0	NA037	4453	19.1 and 19.5 30
47.4	GARRATT 10.1	NA048	5313	28.8 and 36.3 35
55.5	BN CONN 8.1			36.3 and 37.4 25
56.5	⊗ BN 1.0			55.4 and 56.5 20
57.1	LINCOLN 0.6	NA057	1100	56.9 and 57.5 15
57.4	⊗ BN 1.6			57.2 between west scale track and east house track switch 5 <sup>+</sup>
59.0	⊗ BN 5.7	NA065	5821	59.0 BN Crossing 20
64.7	JAMAICA 5.1	OE039		65.4 Jamaica Siding 5
69.8	ALDO 19.1	NA089	3657	96.5 and 97.3 15
88.9	PICKRELL 7.9	NA097	4320	Beatrice, Allers Grain Company spur and Kilpatrick track 5
96.8	BEATRICE 16.3			98.8 and 101.4 25
113.1	⊗ BN 1.2			105.7 Elevator Spur 5
114.3	BADGER 19.9	NA114	5343	107.2 and 112.6 30
133.3	NEBRASKA DIVISION			110.3 Blue Springs siding 5
134.2	KANSAS DIVISION			113.1 BN Crossing 20 <sup>+</sup>
	MARYSVILLE	KX148	Yd.	Marysville — yard tracks 10
	134.2			Business Tracks MP 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 95 to MP 98.5; MP 131.3 to Marysville.

### STROMSBURG BRANCH — NEBRASKA DIVISION

Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40
Mile Post	WEST STATIONS EAST			
0.0	VALPARAISO	NA037		All tracks except MT 5
13.5	BRAINARD 13.5	NS214	967	Between Mile Posts — 1.3 and 6.4 30
21.8	YANKA 8.3	NS222	3300	6.4 and 8.0 25
23.2	DAVID CITY 1.4	NS223	1156	8.1 and 11.0 30
23.5	⊗ BN 0.3			13.5 25 <sup>+</sup>
40.1	SHELBY 16.6	NS240	1507	23.0 and 23.5 20
52.9	STROMSBURG 12.8	NS253	1200	29.9 and 31.0 30
56.8	DURANT 3.9	NS257	1079	47.5 and 48.2 30
63.0	POLK 6.2	NS263	2497	72.0 and 73.0 25
75.3	⊗ BN 10.8			Business Tracks MP No. Loma 7.4 NS207 Rising City 33.3 NS233 Osceola 47.5 NS248 Hordville 68.5 NS269 Heber 73.8 NS274
75.9	CENTRAL CITY 0.6	NX125		
	75.9			

### CRETE BRANCH — NEBRASKA DIVISION

Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 25
Mile Post	WEST STATIONS EAST			
0.0	ALDO	NA070		Between Mile Posts — 0.0 and 0.5 10
12.3	KRAMER 12.3	NE113	1603	17.4 and 19.0 10
18.1	CRETE 8.8	NE119		Main track derail at MP 0.1
	19.0			

### OLD MAIN LINE — NEBRASKA DIVISION 57

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

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 (Except as below) 40
Mile Post	WEST STATIONS EAST			
0.0	COLUMBUS	NX085	Yd.	All tracks except MT 5
9.4	OCONEE 9.4	NN309	400	Between Mile Posts — 0.0 and 1.9 10
25.7	HUMPHREY 16.3	NN326	2537	25.4 and 25.6 35
40.9	ENOLA 7.8	NN341	4760	29.8 and 30.6 35
48.7	⊗ CNW 0.6			34.0 and 34.3 35
49.3	NORFOLK 49.3	NN350		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 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 (Except as below) 40
Mile Post	WEST STATIONS EAST			
0.0	OCONEE 11.3	NN309	1009	All tracks except MT 5
11.3	GENOA 22.4	NN411	1640	Between Mile Posts 11.0 and 12.1 25
33.7	ALBION 34.7	NN434	1207	22.2 and 23.0 25 <sup>+</sup>
				Yard Limits: Oconee to MP 0.5
				Business Tracks MP 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 (Except as below) 25
Mile Post	WEST STATIONS EAST			
0.0	GENOA 13.7	NN411	1640	All Tracks except MT 5
13.7	FULLERTON 16.6	NN514	1604	Business Tracks MP No. Stockyard Siding 22.2 NN522 Belgrade (W) 23.1 NN523 Primrose 36.6 NN537
30.3	CEDAR RAPIDS 14.0	NN530	1052	
44.3	SPALDING 44.6	NN544	1955	

### ORD BRANCH — NEBRASKA DIVISION

Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40
Mile Post	WEST STATIONS EAST			
0.8	GRAND ISLAND 21.1	NX147	Yd.	Between Mile Posts — 17.7 and 18.2 25
21.9	ST. PAUL 39.1	NO622	1348	22.2 and 61.0 25
61.0	ORD 60.2	NO661	1311	All Tracks except main Track 5
				Yard Limits MP 0.8 to MP 3.8
				Business Tracks MP No. St. Libory 11.1 NO611 Elba 30.7 NO631 North Loup 48.8 NO649 Saunders (E) 58.5 NO658

TWC IN EFFECT MP 3.8 to MP 61.3

**58 SIDNEY SUBDIV. — N. PLATTE-CHEYENNE & WYOMING DIVS.**

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	WEST STATIONS	EAST			
					70
291.0	CP291				5
<b>NORTH PLATTE DIVISION</b>					
<b>CHEYENNE DIVISION</b>					
296.5	HERSHEY		NX297	n3388	5
297.7		CP298	NX298		10
299.1	O'FALLONS	CP 300 T	NX301	n10600	5
303.7	SUTHERLAND		NX303		5
311.5	CP312		NX312		5
322.5	CP322				5
332.3		CP332		n11600	5
334.8	OGALLALA	CP335	NX335	s7079	5
349.7	CP350		NX350		5
354.3	BIG SPRINGS		NX354		5
363.0		CP363	NX363	n9500	5
365.3	JULESBURG	CP365 T	NX365	s9500	5
377.5	CP378				5
380.3	CHAPPELL		NX380		5
392.0	CP392				5
407.5	SIDNEY	CP408 T	NX408	n12280 s12280	5
415.5	BROWNSON		NX416	c4169	5
423.9	CP424				5
437.2		CP437			5
438.4	OWASCO		NX440	n9550	5
444.5	KIMBALL		NX445	c6324	5
448.5	CP449				5
456.2	BUSHNELL		NX457		5
459.5	CP459		NX459		5
469.5	CP469		NX469		5
475.4		CP 475		n10550	5
476.5	EGBERT		NX478		5
477.5		CP 478			5
480.8	CP481		NX481		5
491.0	CP491		NX491		5
500.6	ARCHER	CP 501	NX501	s5956	5
<b>CHEYENNE DIVISION</b>					
<b>WYOMING DIVISION</b>					
506.3	CP506				5
506.5		CP 508			5
508.3	CHEYENNE		WX510	Yd.	5
509.5					5
218.5					

40 MPH dual control switch turnouts: CP291 between Nos. 1 & 2, 1 & departure lead and departure lead & coal departure track; CP298; CP300; CP312; CP322; CP332; CP335; CP350; CP363; CP365; CP378; CP392; CP408; CP424; CP437 between Nos. 1 & 2; CP449; CP459; CP469; CP481; CP501; CP 506; CP 508 except east set crossovers between Nos. 2 & 3 & Drill Tracks. 15 MPH dual control switch turnouts: CP508 Yard lead & Drill track.

**SOUTH TORRINGTON BRANCH — CHEYENNE DIV.**

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	WEST STATIONS	EAST			
0.0	YODER		NP182		20
5.8	VETERAN		NP188		5
18.5	SOUTH TORRINGTON		NP201	Yd.	5
18.5					

South Torrington — Holly Sugar Track 853, no engine or loaded car permitted over unloading pit. Tracks 856 & 857, engines not permitted more than 100 feet inside factory gate.

**TIMETABLE NO. 6**

**NORTH PLATTE SUBDIV. — CHEYENNE DIVISION 59**

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	WEST STATIONS	EAST			
0.0	O'FALLONS	CPO T	NX301		40
19.5	NEVENS		NP019	8000	30
35.7	MARTIN		NP035	8000	25
51.4	RUTHTON		NP052	8000	20
67.6	NEW OSHKOSH		NP068	8000	30
96.8	EASTWOOD		NP097	8000	30
113.7	NORTHPORT		NP114	6936	30
115.1	BN	CP115	NP115		30
140.7	BROCKHOFF		NP141	8000	30
145.9	GERING		NP146	3132	30
159.7	SOUTH MORRILL	T	NP162	8000	30
164.2	JOYCE		NP164		30
181.6	YODER		NP182	2250	30
222.9	ALBIN		NP422	2553	30
244.4	EGBERT		NX478		30
244.4					

40 MPH dual control switch turnouts: O'Fallons. 15 MPH dual control switch turnouts: Northport. Rule 10(D) not in effect. Main track out of service MP 183.0 to MP 243.0.

Hot Box and Drugging 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 main track switch lined for WRPI (CNW) connection. Yoder — Normal position main track switch lined for South Torrington Branch.

**JULESBURG SUBDIV. — CHEYENNE DIVISION**

Mile Post	Radio Communication via Channel Two		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	WEST STATIONS	EAST			
0.0	JULESBURG		NX365		50
7.1	OVID		NJ372		5
14.6	SEDGWICK		NJ380	3602	20
23.1	RED LION		NJ388	4254	20
57.5	STERLING		NJ423	8277	20
75.3	MESSEX		NJ441	6910	20
81.1	UNION		NJ446		20
87.0	SNYDER		NJ452	4599	20
98.6	FT. MORGAN		NJ464	4825	20
117.7	ORCHARD		NJ483	3797	20
135.4	HARDIN		NJ501	5800	20
143.1	KERSEY		NJ508	3554	20
151.1	LASALLE		WD687	2723	20
151.1					

**GREELEY SUBDIV. — CHEYENNE DIVISION**

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

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

**TIMETABLE NO. 6**

60 GREELEY SUBDIV. — WYOMING & CHEYENNE DIVS.

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	SOUTH STATIONS	NORTH STATIONS			
103.3	BORIE	CP519			4.0 to DRGW Belt Line Through Spring Switch
99.9	WEST SPEER	CPC520			DRGW Belt Line to N.Yd.
98.6	SPEER	CPC518	WS518	6740	BN-DRGW Xing at N.Yd.
97.7	SPEER JCT.	CP98			DRGW Yard Trks
97.7	WYOMING DIVISION				
	CHEYENNE DIVISION				
85.9	CARR		WD726	7355	Between Mile Posts— 3.0 and 6.6
72.0	NUNN		WD712	7951	17.9 and 20.0
63.0	AULT		WD703	7905	25.2 and 26.3
55.7	CP56				45.9 and 46.9
54.2		CP54			46.9 and 48.0
52.5		CP53		8320	48.0 and 49.7
51.8	GREELEY		WD692		49.7 and 50.8
50.7		CP51			50.8 and 52.4
47.2		CP47			58.8 and 59.3
46.3		CP46			96.1 and 97.7
46.1	LA SALLE	T	WD687	9118	97.7 and 97.8
45.3		CP45			97.8 and 98.5
34.8	PLATTEVILLE		WD675	7975	Speer and Borie
19.2	BRIGHTON		WD659	7960	CP519 C/O No. 1 Trk to or from Borie Cut-off
11.5	HAZELTINE		WD652	7935	Business Tracks MP Sta. No.
6.3	ADAMS	CP6	WD646		DuPont 8.2 WD648
4.9	COMMERCE CITY	CP5	WD645		Rolla 10.6 WD650
4.0	DRGW CONN.				Henderson 14.1 WD655
2.2	PULLMAN		KP638	Yd.	Powers 22.8 WD663
1.7	36th STREET		WD640		Lupton (S) 25.8 WD666
0.0	DENVER UNION TERMINAL				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 2.9 to MP 4.0.
					Two main tracks MP 4.0 to MP 4.8.

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

DENVER SUBDIV. — WICHITA & CHEYENNE DIVS.

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum speed MPH
	WEST STATIONS	EAST STATIONS			
377.4	OAKLEY		KP377	5726	Oakley to 625.5
378.3	WICHITA DIVISION				
	CHEYENNE DIVISION				
386.1	MONUMENT		KP386	2456	625.5 to Pullman
421.2	WALLACE		KP421	2168	(Except as below)
429.8	SHARON SPRINGS		KP430	3599	Between Mile Posts—
441.8	WESKAN		KP442	3082	375.8 and 378.5
463.0	CHEYENNE WELLS		KP463	2670	534.8 and 536.6
473.5	FIRST VIEW		KP474	2451	637.5 and 638.2
487.5	KIT CARSON		KP488	2806	All tracks except MT
507.6	AROYA		KP508	2292	Yard Limits: 375.9 to MP 378.5, MP 626.0 to MP 638.2.
517.7	BOYERO		KP518	2576	Signals governing airport trackside warning detectors
526.7	CLIFFORD		KP526	4760	Eastward: 6340 & 6350
535.8	HUGO		KP536	3777	Westward: 6319 & 6327
550.5	LIMON		KP551	2075	TWC in effect between MP 378.5 and MP 625.5
550.6	CLK				Rule 10(D) not in effect.
563.0	CEDAR POINT		KP563	4947	Business Tracks MP Sta. No.
571.7	AGATE		KP572	4837	Page City 393.6 KP394
584.0	DEER TRAIL		KP584	2680	Winona 399.0 KP399
609.3	BENNETT		KP609	4976	McAllister 408.4 KP408
618.4	WATKINS		KP618	4632	Arapahoe 453.3 KP453
630.5	SABLE		KP631	4132	Byers 596.4 KP597
638.2	PULLMAN		KP638	Yd.	Strasburg 602.5 KP603
					Wattenberg (E) 622.5 KP622
					Westenberg 625.0 KP625
					Magee 628.1 KP628
					Roydale 631.9 KP632
					Sandown 634.5 KP634

DENT BRANCH — CHEYENNE DIVISION 61

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	SOUTH STATIONS	NORTH STATIONS			
50.6	LA SALLE		WD687	Yd	Between Mile Posts— 25.8 and 25.6
42.8	DENT		WF683	984	21.4 and 6.4
26.1	FREDERICK		WF667	4420	6.4 and 5.1
22.2	ST. VRAINS		WF663	2538	Business Sta. Tracks MP No.
5.1	CP 5				Rivers 36.9 WF677
					Gowanda 34.6 WF675
					Eastlake 14.1 WF654
					Northglenn 11.7 WF652
					Welby 8.2 WF648

Main Track out of service between MP 42.3 to MP 23.0. Rule 10(D) not in effect. TWC in effect MP 42.1 to MP 6.4. Yard Limits: MP 50.6 to MP 42.1; MP 6.4 to MP 5.1. At Commerce City — While standing Southward trains must not block Brighton Blvd. crossing. Normal position main track switch at north end Dent Wye, MP 42.8 lined for Fort Collins Branch, and at north end St. Vrains Wye, MP 22.2 lined for Boulder Branch.

Fort Collins Branch Dent to Boettcher 30.8 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 0.04 Wye switch — 5 MPH; 12.8 and 18.5 — 10 MPH; 22.6 — 10 MPH; 23.8 — 10 MPH; 25.0 and 30.8 — 10 MPH; Boettcher spur to cement plant — 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Milliken	1.7	WF802	Fort Collins	25.0	WF825
Kelim	9.1	WF809	BN	25.2	
Boyd Lake	13.7	WF814	BNG	25.3	
Harmony	19.5	WF820	Poudre	27.9	WF828
			Boettcher	30.4	WF830

MP 10.0. If signal displays Stop movement must be preceded by flagman over highway crossing. At Fort Collins, engine bell must be rung continuously while moving within city limits. MP 25.1, hand operated derail on main track.

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

Boulder Branch St. Vrains to Valmont 15.9 Miles. Yard Limits entire branch. Maximum speed 20 MPH except on Lakeside Lead — 10 MPH. Business tracks: David Joseph MP 10.0 Sta. No. WF610; Eric MP 15.2 Sta. No. WF615; Valmont MP 24.0 Sta. No. WF624.

LARAMIE SUBDIV. — WYOMING DIVISION

TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS EASTWARD BU福德 (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.

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

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

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

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

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 used set on every third car, with hand brake applied on car on each end of each cut.



62 LARAMIE SUBDIV. — WYOMING DIVISION

Radio communication via Channel One.		STATIONS	Station Nos.	Siding Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST				
509.5		CHEYENNE	CP511	WX510	Yd.
510.9		CHEYENNE	CP511	WX510	Yd.
519.4		BORIE	CP519	WX519	
529.0		GRANITE	WX529	n4238	
536.6		BUFORD	WX537	c6151	
543.0		DALE	CP543	WX545	
545.6		DALE JCT.	CP545		
547.3		HERMOSA	CP547	WX548	
548.6		HERMOSA	CP549		
565.3		LARAMIE	CP565	WX566	Yd.
566.0		LARAMIE	CP567		
567.4		LARAMIE	CP567		
509.5		CHEYENNE	CP511	WX510	Yd.
510.9		CHEYENNE	CP511	WX510	Yd.
C517.2		SPEER	CPC517	WS518	c6740
C518.3		SPEER	CPC518	WS518	
C519.3		SPEER	CPC520		
C525.6		EMKAY	WS526	6558	
C534.5		LYNCH	WS534	6687	
C543.1		HARRIMAN	WS543	7079	
C550.0		PERKINS	WS550	6492	
C554.9		DALE JCT.	CP545		
B547.3		HERMOSA	CP547	WX548	
B548.3		HERMOSA	CP549		
B548.6		HERMOSA	CP549		
B556.7		RED BUTTES	WS557	5852	
B565.3		LARAMIE	CP565	WX566	Yd.
B565.6		LARAMIE	CP565	WX566	Yd.
566.0		LARAMIE	CP567		
567.4		LARAMIE	CP567		
570.6		CP570			
582.2		CP582			
584.8		BOSLER	CP585	WX585	c4300
594.1		LOOKOUT	CP594	WX594	
601.0		CP601			
605.2		ROCK RIVER	CP605	WX605	c6195
609.0		WILCOX	CP609	WX609	
616.8		CP617			
623.4		MEDICINE BOW	CP623	WX623	
623.5		MEDICINE BOW	CP624		
624.5		MEDICINE BOW	CP624		
632.6		CP633			
639.0		RAMSEY	CP639	WX639	n19198
641.0		CP641			
643.0		HANNA	CP643	WX643	s19202
650.1		DURRANT	CP650	WX649	
662.3		WALCOTT	CP662	WX662	
672.1		BENTON	CP672		
675.8		SINCLAIR		WX676	
678.0		CP678		n10788	
680.3		CP680		n11990	
681.2		CP681			
682.7		CP683			
682.8		RAWLINS	CP683	WX683	
685.0		RAWLINS	CP685	s19126	

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

60 MPH dual control switch turnouts: CP565 between Nos. 2 & 3 (equilateral); 40 MPH dual control switch turnouts: CP508 except east set crossovers between Nos. 2 & 3 & Drill Track; CP511 except east set crossovers between Nos. 2 & 3 and except all crossovers between Nos. 3 & 4 or yard leads; CPC518 No. 4 & Greeley Subdiv; CP519; CP543; CP545; CPB564; CP565 between Nos. 1 & 2; CP570; CP582; CP594; CP601; CP609 CP617; CP624; CP633; CP639 between Nos. 1 & 2 & south siding; CP643 between Nos. 1 & 2 & sidings; CP650; CP662; CP672; CP680; CP681 No. 2 & siding; CP683; CP685  
 70 MPH dual control switch turnouts: Granite between Nos. 1 & 2; CPB549 between Nos. 2 & 3 tracks;  
 15 MPH dual control switch turnouts: CP508 Yard lead & Drill track; CPC518 No. 3 & siding; West Harriman; CP547 between Nos. 1 & 2; CP681 yard lead.  
 All trains must contact Yardmaster by radio before arriving Cheyenne.

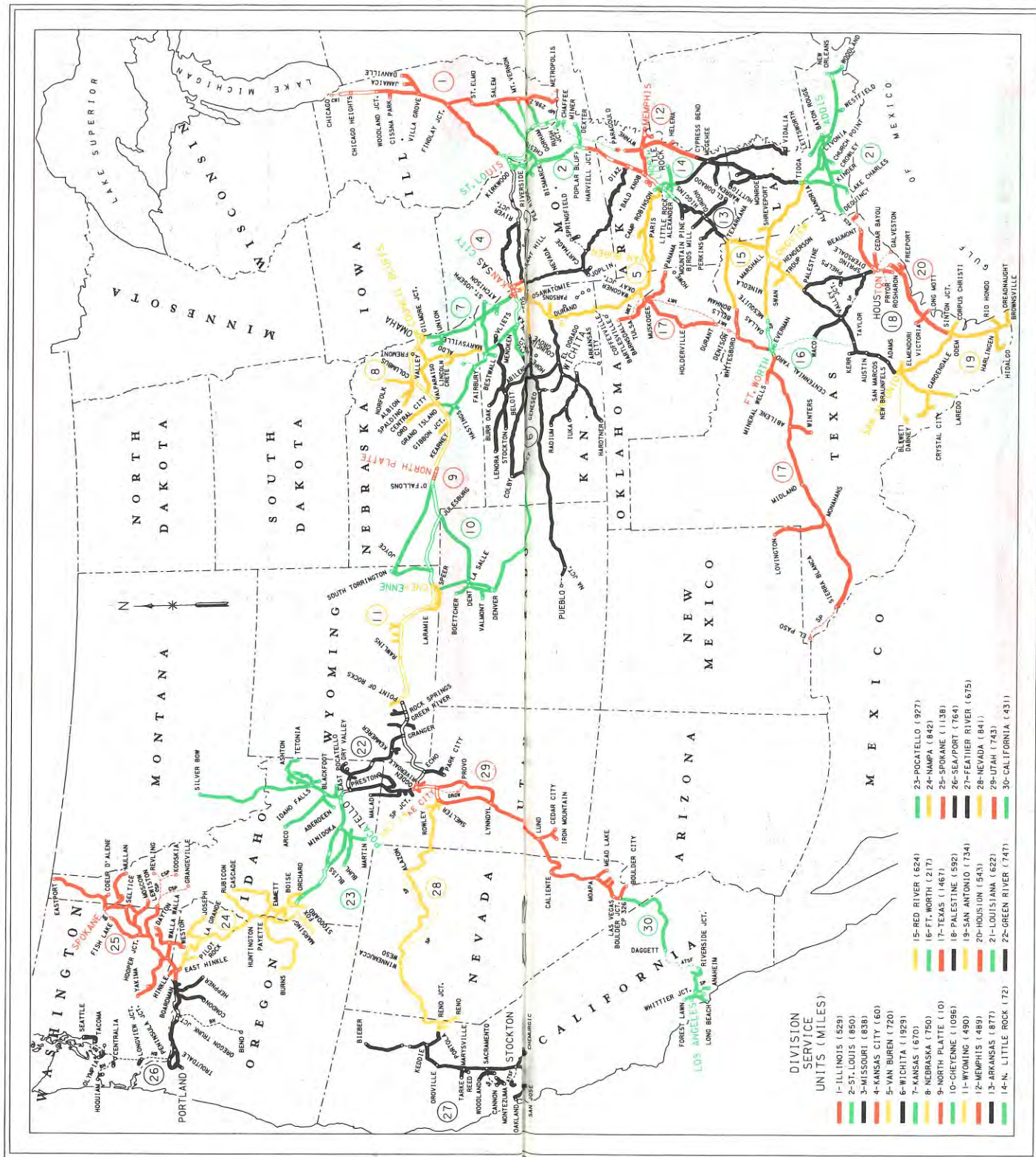
TIMETABLE NO. 6

RAWLINS SUBDIV. — WYOMING & GREEN RIVER DIVS. 63

Radio communication via Channel One.		STATIONS	Station Nos.	Siding Feet	Maximum Speed MPH
Mile Post	WEST				
682.8		RAWLINS	CP683	WX683	n11990
685.0		RAWLINS	CP685	s19126	
699.6		17.5	CP700	WX700	
700.3		RINER	CP702	WX701	n13042
702.2		11.7	CP702		
712.0		CRESTON		WX712	w2865
724.2		WAMSUTTER		WX724	c10002
732.7		RED DESERT		WX733	w11200
740.0		TIPTON		WX740	e9080
746.7		TABLE ROCK		WX747	w2470
757.4		BITTER CREEK		WX757	e10279
766.0		BLACK BUTTES	CP766	WX766	w11000
766.7		BLACK BUTTES	CP766	WX766	e10298
WYOMING DIVISION					
775.5		GREEN RIVER DIVISION			
777.4		POINT OF ROCKS		WX777	c8103
783.2		THAYER		WX784	w12550
796.1		BAXTER		WX796	c5646
798.7		6.0	CP798		
800.8		ROCK SPRINGS	CP801	WX802	n16690
802.1		ROCK SPRINGS	CP801	WX802	
802.5			CP803		
804.1			CP804		
809.0		KANDA		WX809	
814.7		CENTER GREEN RIVER	CP814		
815.1		CENTER GREEN RIVER	CP815		
817.0		GREEN RIVER	CP817	WX817	Yd.
819.4		PERU	CP819	WX819	
824.9		PERU	CP825	WX825	
833.4			CP833	WX833	
835.1		ALCHEM	CP835	WX835	
838.0		WESTVACO		WX838	
843.9		GRANGER	CP844	WX844	
847.2		GRANGER	CP847	WX847	n15057
164.4					

Trains secure clearance at Green River.  
 40 MPH dual control switch turnouts: CP683; CP685; CP700; CP702; CP766 between Nos. 1 & 2; CP801; CP804; CP814; CP825; CP833; CP844; CP847;  
 20 MPH dual control switch turnouts: CP815;  
 15 MPH dual control switch turnouts: CP817 between Running Track & Yard lead; CP835 between Running Track & Allied Spur.  
 Movements on Jim Bridger, Chevron, Tenneco, Texas Gulf, General Chemical and Stauffer Spurs are governed by Rule 105.  
 Two main tracks Rawlins to CP702; CP801 to CP847.  
 Double track (Rule 251) CP702 to CP801 except CTC in effect on No. 2 Track between CP798 and CP801.  
 Manual interlocking switches located at: West switch eastward siding Table Rock and Bitter Creek; CP766.  
 ACS in effect entire subdivision.  
 Hot Box and Drugging Equipment Detectors located at: Both Tracks @MP 692.2, @MP 792.3, @MP 808.2, @MP 819.3, @MP 822.3, @MP 834.5; Westward only @MP 713.4, @MP 719.5, @MP 721.7, @MP 733.4, @MP 754.0; Eastward only @MP 767.7, @MP 748.5, @MP 731.5, @MP 710.6. Note: At MP 719.5 and MP 721.7 when "D" light is illuminated and signal 7237 displays Stop, train must be inspected for dragging equipment and train dispatcher advised of any exceptions noted. Detectors at MP 819.3 and MP 822.3 are equipped with verbal defect indicator.  
 Spur Tracks: Air brakes must be cut in and operative on all cars handled on General Chemical & Texas Gulf Spurs and Stauffer Spur between MP 0.0 & MP 8.0.  
 Before departure from Chevron, Stauffer, General Chemical, Texas Gulf and FMC plant yards, terminal test of air brakes must be made as prescribed by Rule 1002(B).  
 South Pass Branch Rock Springs to Winton Jct. 9.5 miles. Yard limits entire branch. Maximum speed 15 MPH except: MP 6.0 and MP 9.3 — 10 MPH, and on Reliance Spur — 5 MPH. CTC in effect MP 0.0 to MP 2.9.  
 Business Tracks MP Sta. No.  
 Reliance 6.0 WW706  
 Winton Jct. 9.5 WW710

TIMETABLE NO. 6



TIMETABLE NO. 6

TIMETABLE NO. 6



Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH	
					Between Mile Posts	(Except as below)
783.6	NORTH YARD ... T			Yd.	40	50
P800.1	GRANT TOWER ...				12	
P796.6	DRGW ...				10	20
P787.0	SANDY ...	UP042	5072		15	35
P782.6	DRAPER ...	UP046	2760		30	35
P775.8	MOUNT ...	UP053	3667		30	35
P771.1	CUTLER ...	UP058	3657		30	35
P769.3	LEHI ...	UP059	2047		30	35
P766.4	AMERICAN FORK ...	UP062			30	35
P763.0	PLEASANT GROVE ...	UP065	4002		35	35
P760.9	PIPEMILL ...		2360		35	35
P757.9	GENEVA ...	UP072	5975		30	30
P757.3	LAKOTA JCT. CP P757 ...					
P752.8	CP P753 ...					
P752.0	PROVO ... T	UP076	Yd.		UP032	
P748.9	CPP749 ...				UP033	
P736.3	PAYSON ...	UP092	5420		UP034	
P722.2	STARR ...	UP107	6129		UP036	
P711.5	NEPHI ...	UP118	6108		UP037	
P700.6	SHARP ...	UP128	13420		UP039	
P696.0	JUAB ...	UP133	6135		UP067	
P690.7	PARLEY ...	UP148	6138		UP070	
P688.8	LYNN DYL CPC666 X ...	UP147	6930		UP075	
P665.7	LYNN DYL CPC666 X ...	UP147	6930		Spanish Fork (E-W) ... P744.4 UP085	
					Martmar ... P676.1 UP153	
					CTC between MP P757.3 & MP P752.8.	

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

### MALAD BRANCH — GREEN RIVER DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH	
					Between Mile Posts	(Except as below)
51.5	MALAD ... T		UD952	1091	20	30
31.0	NUCOR ...		UD931		30	30
17.8	TREMONTON ...		UD918	2409	30	30
5.5	CORINNE ...		UD906	2643	30	30
0.0	BRIGHAM CITY ... T		UN021		30	10
					Business Tracks MP No.	Sta. No.
					Ford ... 11.5	UD912
					Garland ... 19.7	UD920

Yard Limits Brigham City MP 0.0 to MP 2.0

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 UL314

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH	
					Between Mile Posts	(Except as below)
782.8	SALT LAKE CITY ... T		UZ029	Yd.	79	60
782.6	DRGW ...				79	70
782.4	DRGW ...					
779.8	INDUSTRIAL CENTER ...	UZ033				12
783.6	NORTH YARD ... T			Yd.		
782.9	GRANT TOWER (D&RGW) ...					25
782.5	DRGW ...					
782.0	10th WEST ... CPC781					15
780.5	ORANGE ST. CPC780 X ...		s6004			10
779.2	2.0 CPC779					
778.5	BUENA VISTA ...	UZ034	s6004			20
768.2	GARFIELD ...	UZ045	s6155			20
766.4	SMELTER ... CPC766 X ...	UZ047				20
764.5	LAKE POINT ...	UZ049	6015			50
756.2	ERDA ...	UZ057	6005			50
747.5	WARNER ... T	UZ065	9722			—
743.1	STOCKTON ...	UZ070	6410			55
736.2	ST. JOHN ...	UZ077	6010			40
723.0	FAUST ...	UZ090	8805			45
717.1	PEHRSON ...	UZ096	6013			50
710.6	LOFGREEN ...	UZ103	6717			45
704.8	BOULTER ...	UZ109	8855			45
698.0	TINTIC ...	UZ114	6005			50
691.9	McINTYRE ...	UZ121	6037			60
685.1	JERICO ...	UZ128	9709			20
675.5	CHAMPLIN ...	UZ138	6797			35
667.5	LYNN DYL CPC667 X ...	UZ147	8804			15
665.7	CPC666 X ...	UZ147				15
664.4	CPC664 ...	UZ157	5990			15
658.3	STRONG ...	UZ164	9024			15
650.9	DELTA ... CPC650 X ...	UZ164				
649.7	CPC648 ...	UZ173	5998			
648.0	VAN ...	UZ182	5991			777.6
639.8	VAN ...	UZ198	5990			777.2
631.2	CLEAR LAKE ...	UZ203	8862			766.7
617.3	BLOOM ...	UZ214	6027			732.8
610.0	CRUZ ...	UZ223	5997			661.2
599.5	BLACK ROCK ...	UZ228	5995			777.6
589.9	READ ...	CX236	8799			772.2
584.7	MURDOCK ...					40
579.0	MILFORD ... CPC577 X ...					40
576.7	MILFORD ...					40

See Special Instructions Item 19 for AMTK schedules.

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.

Hot Box and Dragging Equipment Detectors: @MP 751.0, @MP 729.7, \$MP 703.3, \$MP 670.9, \$MP 644.0, \$MP 623.4, \$MP 604.6, \$MP 583.5.

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

40 MPH dual control switch turnouts: CPC766;

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



Mile Post	Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts—	MPH	
	WEST ▼	EAST ▲				Psg.	Frt.
334.3	LAS VEGAS	XT	CX479	Yd.	334.3 and 309.3	79	60
334.0	3.8				309.3 and 163.1	79	70
333.0		CPC334			(Except as below)		
330.5	CPC330	X	CX484		All sidings except Sloan, Joshua, Cima, Kelso No. 1 Siding, Sands	20	20
328.5	3.1	CPC329			Between Mile Posts—		
327.9	BOULDER JCT.	T	CX486	3403	334.6 and 333.0	20	20
326.4		CPC328			Las Vegas—		
		CPC326			329.5 Cind-R-Lite and Stocks Mill Spurs		5
	UTAH DIV.				332.6 and 326.0 (North Running Trk)	40	40
322.4	ARDEN	T	CX490	6480	Arden-Blue Diamond Spur		10
314.8	SLOAN	†	CX498	6288	321.1 and 319.7	65	55
309.0	ERIE	†	CX504	8831	319.7 and 314.6	40	30
301.3	JEAN		CX512	5730	312.5 and 311.7	50	40
296.4	BORAX		CX517	5791	309.8 and 309.3	70	60
287.9	CALADA	†	CX526	8792	254.0 and 236.0 WW Psg Trains handled with dynamic brake in operation; light engines with operative dynamic brake		45 45
277.5	NIPTON		CX535	5774	WW Frt Trns controlled exclusively with dynamic brake		
272.4	MOORE		CX541	5769			
267.0	IVANPAH	†	CX545	9835			
263.2	BRANT		CX550	5760			
257.9	JOSHUA	†	CX555	6062			35
254.6	3.9	CPC255			254.4 and 251.3	45	45
253.3	CIMA	CPC253 T	CX559	6355	246.7 and 246.5	45	45
252.6	3.6	CPC252			231.2 and 230.9	75	60
250.4	CHASE		CX563	5667	196.2 and 194.1	55	45
247.3	ELORA		CX566	5723	191.8 and 188.4	55	45
243.0	DAWES	†	CX570	9029	188.4 and 186.1	70	60
239.3	HAYDEN		CX574	5788	CP168 and East Yermo (Running Trk)	40	40
235.4	KELSO	†	CX577	9191	163.6	40	40
226.1	KERENS		CX587	5757			
218.3	SANDS	†	CX595	9016			
211.6	BALCH		CX601	5758			
203.5	CRUCERO		CX609	5765			
197.0	BASIN		CX616	6198			
191.5	AFTON	CPC192	CX621				
187.1	DUNN	†	CX626	9526			
182.3	FIELD		CX631	5718			
177.5	MANIX		CX635	5771			
168.7	TOOMEY	CPC168	CX645				
163.9	4.9	CPC164					
163.1	YERMO	T	CX650	Yd.			
	171.2						

See Special Instructions Item 19 for AMTK schedules.

40 MPH dual control switch turnouts: Toomy;

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

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

On westward trains between Cima and Kelso, all empty flat cars must be entered 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.

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

On descending grades from Cima to Kelso the following applies:

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

Retaining valves must be used as described by 1-3 below:

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

#### EXCEPTIONS:

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

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

When retainers are used, a sufficient amount of retainers to hold train while recharging must be set (in high pressure position) but not less than ½ of the entire train's retainers must be set, and retaining valves must not be placed in exhaust position until the train is stopped at Kelso.

2. On any Frt. train exceeding 80 tons per operative brake with 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 must not exceed 15 MPH Cima to Kelso and must stop and remain standing ten minutes at Dawes to cool wheels.

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

From Cima to Kelso, Frt. trains less than 85 tons per operative brake, not required to use retaining valves may operate at a speed not to exceed 25 MPH provided speed can be controlled with minimum brake pipe reduction (6-8 lbs.). If more than minimum brake pipe reduction (6-8 lbs.) is required to control speed, a speed of 20 MPH must not be exceeded.

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

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

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

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

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

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

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.

Mile Post	Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts—	MPH	
	WEST STATIONS	EAST STATIONS					
163.1	YERMO	● T CPC 162 CPC 161	CX650	.....	163.1 and		
162.0					158.5	79	60
160.5					58.1 and 0.0	79	60
158.8	DAGGETT	CPC 159	CX654	.....	All sidings	20 20	
102.1 MILES VIA ATSF DAGGETT TO WEST RIVERSIDE							
56.6	WEST RIVERSIDE	CPC 57		.....	161.8 and	50 45	
53.8	STREETER		CX759	6095	159.0 and		
48.2	PEDLEY	T	CX765	5986	158.8	30 30	
45.2	MIRA LOMA		CX767	5952	56.6 and 55.4	45 45	
38.4	CPC38			.....	55.4 and 53.4	50 50	
38.1	⊗ SP			.....	53.4 and 51.8	65 55	
36.1	MONTCLAIR		CX777	5968	50.8 and 49.9	70 —	
33.0	⊗ SP	CPC 33		.....	Mira Loma		
28.0	SPADRA	†	CX784	8991	Space		
24.8	WALNUT		CX789	6032	Center		
17.8	PUNTE JCT.	CPC 18	CX795	.....	Tracks	5	
16.9	CITY OF INDUSTRY		CX796	5937	40.0 and 38.4	65 —	
16.6	BARTOLO	CPC 17	CX801	.....	38.4 and 38.1	45 45	
11.3	WHITTIER JCT.	CPC 10	CX802	.....	38.1 and 11.3	65 —	
10.8	PICO-RIVERA	CPC 9	CX803	5918	11.3 and		
9.5	CPC8			.....	10.2	65 55	
7.7	CPC7			.....	10.2 and 8.0	65 50	
5.9	EAST LOS ANGELES	⊗ X	CX806	.....	8.0 and 7.2	35 35	
4.2	EAST YARD	⊗ TX	CX809	Yd.	East Yd EW		
2.8	DOWNNEY ROAD	CPC 4		.....	on Trk 3		
2.1	SOTO ST JCT.	CPC 3		.....	7.7 and 5.7	40 40	
1.7	NINTH ST. JCT.	CPC 10		.....	7.2 and 1.6	20 20	
0.0	FIRST ST.	CPC 0		.....	1.6 and 0.0	35 35	
-0.9	PASADENA JCT.	⊗ ⊗	CX812	.....	LA Union		
-1.1	MISSION TOWER	⊗ T		.....	Psg. Term.		
-1.8	LOS ANGELES (Union Station)	⊗	CX813	Yd.	LA Riv. Br. & 0.0	15 15	
				.....	Yard Limits:		
				.....	MP 8.0 to MP 3.0.		

See Special Instructions Item 19 for AMTK schedules.  
 40 MPH dual control switch turnouts: West Riverside;  
 20 MPH dual control switch turnouts: Pico Rivera MP 9.5;  
 15 MPH dual control switch turnouts: Daggett MP 158.8; Whittier Jct.; First St (into yard), Ninth St. Jct., (Sears SW) and Downey Rd. (X-over to No. 1 track).

Operation on ATSF Daggett to West Riverside.  
 Eastward Union Pacific trains which will operate via ATSF must secure ATSF track warrant at Union Pacific East Yard, Los Angeles.

Westward Union Pacific trains which will operate via ATSF must secure ATSF track warrant at 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.

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

Hot Box Detector: #16.5  
 Hot Box Detector: SMP 42.4, MP 16 (Special Instr. 13(1)(I), (J) & (K) and 13(2) and (4) apply).

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

UP Station Numbers on ATSF	ATSF MP	Sta. No.	Business Tracks	MP	Sta. No.
Nebo	741.6	CX658	Riverside Jct.	58.1	CX754
Barstow	746.4	CX663	Riverside	57.5	CX755
Lenwood	6.7	CX668	Arlington	53.2	CX760
Hodge	13.6	CX674	Champagne (W)	43.3	CX769
Helendale	21.1		Ballou	40.4	CX773
East Oro Grande	29.4		Ontario	37.1	CX775
Oro Grande	31.5	CX693	Pomona	31.9	CX781
Victorville	36.7	CX699	Montebello	8.1	CX804
Frost	38.0	CX702			
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 STATIONS			
0.0	WHITTIER JCT.	CPC 10	⊗	CX802	20
0.1	⊗ SP		⊗		5
5.2	COLIMA JCT.		⊗		10
5.5 MILES VIA SP					
10.5	FULLERTON JCT.		⊗		10
15.5	⊗ ATSF		⊗		5
17.3	FULLERTON		⊗	CW217	10
19.0	⊗ ATSF		⊗		15
19.9	ANAHEIM		⊗	CW220	15
20.0					10

Crestmore Br.-California Division Pedley to Crestmore 6.9 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Track MP Sta. No.  
 Crestmore 6.8 CE007

Glendale Br.-California Division Pasadena Jct. to Forest Lawn 5.8 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Tracks MP Sta. No.  
 Glendale Jct. 1.6 CR301  
 Arroyo Jct. 4.6 CL401  
 Glendale 5.1 CL404  
 Forest Lawn 5.8 CL404  
 Operation on SP MP 2.0 to Arroyo Jct. MP 4.6.  
 At Arroyo Jct., Dayton interlocking operator must be contacted for authority to handle switch.

Lakewood Br.-California Division Douglas Jct. to Lakewood 2.8 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Track MP Sta. No.  
 Lakewood 1.6 CS602

76 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			
11.2	SP			
12.5	PARAMOUNT	CS510	5915	
14.6	DOUGLAS JCT.	CS512		
19.2	MANUEL	CS516	5807	
21.6	THENARD CONN.			
21.7	SP			
22.1	MEAD TRANSFER	CS519	Yd.	
23.2	HENRY FORD BLVD.			
25.3	EAST SAN PEDRO	CS523		
	22.2			

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.

LAKE SUBDIV. — NEVADA DIVISION 77

Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed MPH Between Mile Posts — 911.4 and 669.2 ... 79 70 All sidings (Except as below) ... 20 20 Timpie Siding ... 30 30 886.7 and 886.5 ... 70 60 880.0 and 872.0 ... 70 60 872.0 and 868.6 ... 65 55 868.6 and 864.2 ... 60 50 864.2 and 856.9 ... 70 60 856.9 and 856.6 ... 60 50 818.0 and 808.1 ... 60 50 806.1 and 800.0 ... 70 60 800.0 and 799.3 ... 40 35 799.3 and 795.2 ... 50 45 795.2 and 786.5 ... 70 60 786.5 and 784.5 ... 60 45 784.5 and 776.5 ... 30 25 776.5 and 775.1 ... 50 40 775.1 and 772.6 ... 75 60 758.7 and 758.4 ... 60 50 758.4 and 755.2 ... 60 50 755.2 and 753.3 ... 45 40 753.3 and 728.7 ... 70 60 720.6 and 717.0 ... 70 60 717.0 and 716.2 ... 65 55 716.2 and 715.1 ... 70 60 713.6 Alazon using crossing ... 25 25 713.6 and 681.0 ... 70 60 681.0 and 674.8 ... 55 45 674.8 and 669.5 ... 65 50 669.5 and 669.0 ... 35 35 Business Tracks MP Sta. No. Lake Point (E) 906.3 Solar (W) ... 893.4 UX064 Ellerbeck (E) 892.9 UX065 Marblehead ... 870.8 UX087 Aragonite (E) 861.5 UX097 Argee ... 855.0 UX104 Blair (W) ... 808.7 UX149 Tulasco (E) ... 708.8 UX249 Pardo (E) ... 673.6 UX285
Mile Post	WEST STATIONS EAST			
911.4	SMELTER CPC766	UX047		
911.3	UTAH DIVISION			
	NEVADA DIVISION			
	14.3			
897.7	BURMESTER CP F898	UX061	6292	
897.1	11.1			
886.0	TIMPIE	UX072	8028	
	7.4			
878.6	DELLE	UX079	8000	
	12.5			
866.1	LOW	UX092	6236	
854.2	CLIVE	UX104	6002	
	8.9			
845.3	KNOLLS	UX113	5965	
	10.4			
834.9	BARRO	UX123	6251	
	9.8			
825.1	ARINOSA	UX133	6239	
	9.6			
815.5	SALDURO	UX143	6114	
	8.9			
806.6	WENDOVER	UX151	10410	
	8.0			
798.6	OLA	UX160	6012	
	9.7			
788.9	PILOT	UX169	5994	
	7.8			
781.1	CLIFSIDE	UX177	5983	
	8.7			
772.4	SILVER ZONE	UX186	5990	
	6.0			
766.4	SHAFTER	UX192	6006	
	8.9			
757.5	SAGE	UX201	6027	
	10.3			
747.2	SPRUCE	UX211	6246	
	9.0			
738.2	VENTOSA	UX220	6224	
	10.1			
728.1	RUBY	UX230	5966	
	10.4			
717.7	WELLS	UX240	6189	
	4.1			
713.6	ALAZON CPF714	UX244		
	12.6			
701.0	SP CONN.	UX257		
	1.0			
700.0	DEETH	UX258	5769	
	16.7			
683.3	ELBURZ	UX275	5844	
	0.2			
683.1	SP CONN.			
670.7	13.9	CPF671		
669.2	ELKO	UX293		
668.7	3.0	CPF669		
	ELKO AMTRAK STATION			
666.2				
	259.4			

See Special Instructions Item 19 for AMTK Schedules

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

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

40 MPH dual control switch turnouts: Smelter;

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

15 MPH dual control switch turnouts: East Clive MP 854.9.

UP station numbers on SP track.

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

Amtrak No. 6 need not receive clearance at Elko.

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

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

Rule 251 in effect Elko to Alazon, Eastward only.

Hot Box and Dragging Equipment Detectors located at: \$MP 733.0, \$MP 783.3, \$MP 830.0, \$MP 860.4, eMP 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.



Radio Communication via Channel One.		WEST	EAST	Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts —	MPH Psgsr.	Frnt.
Mile Post		STATIONS				669.2 and 535.9 (Except as below)		
669.2		ELKO	⊙ CPF669	UX293	Yd.	All sidings (Except as below)	79	70
668.7		3.0 ELKO AMTRAK STATION				Herlong Siding	20	20
666.2		20.2 EAST CARLIN	⊙ CPF646	UX312		Valmy (No. 20 TO, Weso using turnouts	25	25
646.0		2.6 WEST CARLIN	⊙ CPF643	UX315		669.5 and 669.0	35	35
643.4		12.9 BARTH		UX327		669.0 and 664.0	60	60
630.5		11.0 BEOWAWE		UX339	5907	660.7 and 659.0	70	60
619.5		44.1 ELLISON		UX383	6053	654.1 and 652.6	70	60
575.4		3.2 VALMY	⊙ CPF572	UX386		652.6 and 650.8	65	50
572.2		36.2 WESO	CPF536 CPF533	UX422		650.8 and 650.3	50	40
536.0		3.7 WINNEMUCCA	CPF532 CPF531 CPF530	UX426	n10007 s7091	650.3 and 649.0	60	45
532.8		13.1 RAGLAN		PX440	6223	649.0 and 648.3	55	45
530.8		10.6 GASKELL		PX450	6249	East and West Carlin using turnout	15	15
530.6		17.0 JUNGO		PX461	6255	648.3 and 643.4	60	60
519.2		9.0 ANTELOPE		PX471	6246	643.4 and 641.6	70	60
487.6		8.2 FLOKA		PX479	6163	638.3 and 637.7	70	60
479.4		8.8 RONDA		PX488	6246	637.7 and 628.2	45	40
470.6		9.3 CHOLONA		PX497	6243	625.8 and 625.4	70	60
461.3		10.1 TREGO		PX507	6222	618.5 and 618.0	70	60
451.2		13.3 GERLACH	T	PX520	6380	611.0 and 610.1	70	60
437.9		7.1 PHIL		PX528	6245	606.5 and 605.0	70	60
430.8		14.5 REYNARD		PX542	5739	543.4 and 543.1	75	—
416.3		11.6 SANO		PX554	6235	537.2 and 536.7	75	—
404.7		11.0 SAND PASS		PX565	6234	Maximum Speed Between Mile Posts		MPH
393.7		9.3 SP CONN	CPF384			535.9 and 321.4 (Except as below)		
384.4		11.8 FLANIGAN		PX574	6258	All sidings	20	
383.5		9.1 HERLONG	CPF383	PX587	4279	535.9 and 527.0	60	
382.9		17.0 DOYLE	CPF352	PX596	6456	521.8 and 520.9	60	
371.7		3.8 SCOTTS		PX613	6213	510.4 and 509.9	65	
362.6		2.7 RENO JCT.	CPF341 T	PX616		497.0 and 495.7	60	
352.2		11.6 CHILCOOT		PX619	6342	495.7 and 494.5	40	
345.6		3.8 HAWLEY	CPF322	PX631	5857	494.5 and 489.9	35	
341.8		6.1 PORTOLA		PX637	10748	489.9 and 488.3	50	
341.4		347.8				488.3 and 481.1	60	

See Special Instructions Item 19 for AMTK Schedules  
 25 MPH dual control switch turnouts: Valmy; Weso;  
 20 MPH dual control switch turnouts: SP Connection MP 384.4 & MP 384.2;  
 15 MPH dual control switch turnouts: East & West Carlin;  
 10 MPH dual control switch turnouts: Reno Jct., CPF 341 to Reno Branch.

Business Tracks	MP	Sta. No.	Kamos (E)	601.3	UX356
Hunter (E)	657.0	UX302	Rennox (E)	591.3	UX367
Tonka (E)	650.1	UX309	Russell (E)	582.3	
Carlin (E)	644.6	UX314	Golconda (E)	548.0	UX409
Duggan (E)	631.8	UX326	E. Army (E)	373.1	
Cluro (E)	627.1	UX331	Red House (E)	563.0	UX395
Dunphy (E)	610.1	UX348	Pozla	349.1	PX610

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

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

Rule 251 in effect Weso to Elko, Eastward only.

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

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

HOT BOX HOLDING SIGNAL LOCATIONS

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. High Load Detector at MP 340.3.

When a train is held by a stop signal at one of the above locations and communication with train dispatcher cannot be established, the entire train must be inspected for hot box journals. If proceed signal is received prior to completion of inspection, inspection must be completed before train may proceed, unless verbal authority from train dispatcher is received.

CLEARANCE REQUIREMENTS

All trains via UP Winnemucca must secure Union Pacific clearance at Winnemucca. Amtrak No. 6 must, unless otherwise instructed, secure Union Pacific clearance at Sparks authorizing movement over Winnemucca, Lake and Lynndyl Subdivisions.

SP trains originating Sparks which are to operate east of Weso on Union Pacific must, unless otherwise instructed, secure Union Pacific clearance at Sparks.

SP trains originating SP Winnemucca which are to operate east of Weso on Union Pacific must check with Union Pacific train dispatcher prior to departing from SP Winnemucca.

Eastward SP trains originating Wendel must secure Union Pacific clearance at Wendel authorizing movement Flanigan to Winnemucca.

Westward SP trains enroute UP Winnemucca from Carlin must secure Union Pacific clearance at Carlin authorizing movement Weso to UP Winnemucca.

Eastward SP trains must receive Union Pacific clearance at Carlin authorizing movement Carlin to Alazon.

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 mast route lined to SP connection; and to left of mast lined for UP into Flanigan siding.

RENO BRANCH — NEVADA DIVISION

Mile Post	WEST	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	MARTIN	⊙	PR421	2000	14.9 and 17.0	10
28.3	NORTH RENO	⊙	PR428		19.5 and 20.3	10
33.1	RENO	⊙	PR433	Yd.	20.5 and 27.2	20
					Learno Ind. Lead	10
					27.2 and 33.1	10
					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

Main track derrails: MP 28.9; 30.7; 31.7.

Six axle units prohibited MP 30.5 to MP 33.

Yard Limits: MP 20.0 to MP 33.1.

TWC in effect Reno Jct. - MP 20.0.

The following are Nevada Divn. Branches:

<b>Ellerbeck Branch</b> Ellerbeck to Dolomite 5.7 Miles. Yard Limits entire branch. Maximum Speed . . . . . 20 MPH Business Tracks . . . . . MP Sta. No. Wye . . . . . 2.7 UQ103 Flux . . . . . 3.7 UQ104 Dolomite . . . . . 4.7 UQ105	<b>Marblehead Branch</b> Marblehead to Marblehead Plant 4.9 Miles. Yard Limits entire branch. Maximum Speed . . . . . 10 MPH Business Track . . . . . MP Sta. No. Marblehead Plant . . . . . 4.7 UM305
<b>Rowley Branch</b> Delle to Rowley 11.2 Miles. Yard Limits entire branch. Maximum Speed . . . . . 20 MPH Business Track . . . . . MP Sta. No. Rowley . . . . . 10.6 UR211	<b>Loyalton Branch</b> Hawley to Loyalton 12.3 Miles. Yard Limits entire branch. Maximum Speed 10 MPH Main Track Derrail at MP 12.2 Business Track . . . . . MP Sta. No. Loyalton . . . . . 11.8 PL512 Six axle units prohibited.

80 CANYON SUBDIV. — NEVADA & FEATHER RIVER DIVS.

Radio Communication via Channel One.						Maximum Speed Between Mile Posts MPH	
Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	321.4 and 201.9	201.9 and 92.0	All sidings
321.4	PORTOLA		PX637	10771	321.4 and 299.8	30	
320.0	NEVADA DIVISION				299.8 and 232.2	25	
	FEATHER RIVER DIV.				232.2 and 202.0	35	
310.4	BLAIRSDEN	CPF320	PX648	4869	202.0 and 201.7	30	
301.9	SLOAT		PX656	7892	180.6 and 177.5	30	
296.4	SPRING GARDEN		PX662	4610	167.1 and 165.8	40	
287.9	QUINCY JCT.		PX670	3843	141.3 and 135.2	20	
282.2	KEDDIE	CPF282	PX677	7169	135.2 and 129.0	40	
281.5					129.0 and 97.3	60	
280.7		CPF281			97.3 and 95.2	50	
280.5		CPF280			95.2 and 92.0	20	
277.3	PAXTON		PX681	4202	Quincy Jct.—Stock, House & Interchange Tracks	5	
270.5	VIRGILIA		PX688	9810	West Wye Switch		
260.1	BELDEN		PX698	4573	Keddie, Diverging Route	10	
255.6	CAMP RODGERS		PX703	6713	Business Tracks MP	Sta. No.	
247.6	MERLIN	CPF 243	PX711	3683	Tobin(W) 253.1	PX706	
239.5	PULGA		PX719	6091	Twain 273.9	PX685	
234.9	POE		PX723	6739	W. Oroville(E) 201.2	PX753	
226.0	JAMES		PX732	6515	Cleveland 175.6	PX779	
220.0	ELSEY		PX738	6385	Sankey(W) 152.6	PX802	
213.9	KRAMM	CPF210	PX744	6311	Bombay(E) 146.6	PX807	
210.0	OROVILLE	CPF206	PX749	4687	Globe 140.7	PX814	
205.0		CPF205			Cordova(E) 134.4	PX820	
204.7		CPF204			Kenwood(E) 133.2	PX821	
203.9	OROVILLE YARD		PX751	Yd.	Laguna Creek(E) 129.8	PX823	
202.9	CRAIG	CPF202	PX761	6155	Villinger(W) 107.8	PX845	
202.5					Kingdom 104.7	PX849	
193.0	BINNEY JCT	SP	PX774		Slide Detector devices: At locations listed below, if a detector device has been actuated signal will display aspect per Rule 245N. After stopping trains must proceed not exceeding restricted speed looking out for rocks on track or other obstructions.		
185.6	MARYSVILLE	SP	PX776	5055	Eastward: Signals 2362; 2368; 2576; 2644.		
180.2	MOUNKES	CPF162	PX782	7290	Westward: Signal 2675.		
178.8	PLEASANT GROVE		PX798	6242	Absolute signals: West Belden; West Pulga; Signals 2379; 2371.		
172.9	DEL PASO	CPF141	PX811	6247	Special Instructions Item 11 in effect.		
161.9	HAGGIN	CPF140	PX815		At Stockton ATSF connection between UP and ATSF movements must not exceed 5 MPH and cars 61 feet or longer are prohibited.		
156.5	SO. SACRAMENTO	CPF137	PX818	Yd.	25 MPH dual control switch turnouts: Virgilia; 20 MPH dual control switch turnouts: Hammer Lane MP 97.3; 15 MPH dual control switch turnouts: Blairsdien; Sloat; Spring Garden; Quincy Jct.; Keddie; Keddie Wye; Paxton; Belden; Camp Rodgers; Merlin; Pulga; Poe; East Oroville MP 210.9; West Oroville MP 204.9; Oroville Depot MP 203.7; Binney Jct.; Haggin; "R" Street; South Sacramento MP 136.9; Pollock; Flora St. MP 94.3; Stockton Tower MP 93.1; Stockton MP 90.9.		
143.6	POLLOCK	CPF135	PX822	4874			
140.8	PHILLIPS		PX832	6250			
139.5	THORNTON		PX840	3638			
136.9	HAMMER LANE		PX856	5895			
136.0	EL PINAL	SP	PX859				
135.1	FLORA ST.	CPF95	PX860				
132.4	WEBER AVE.	SP					
121.9	ATSF	CPF94					
113.9	STOCKTON	CPF93	PX862	Yd.			
97.9							
95.1							
94.3							
93.8							
93.2							
92.7							
92.0							
225.4							

Equation: MP 205.5 equals MP 209.5.

Clearance Requirements

All westward trains originating Oroville must receive clearance at Oroville.  
All eastward trains originating Oroville must receive clearance at Oroville.

Dragging Equipment Detectors:

#MP 319.2	#MP 290.2	#MP 267.5	#MP 241.5
#MP 316.7	#MP 286.3	#MP 264.6	#MP 237.2
#MP 314.7	#MP 284.0	#MP 262.0	#MP 234.2
#MP 312.6	#MP 281.5	#MP 257.6	#MP 222.2
#MP 308.0	#MP 279.5	#MP 253.5	#MP 217.7
#MP 305.2	#MP 275.5	#MP 249.2	#MP 109.5
#MP 300.0	#MP 273.4	#MP 245.6	
#MP 293.8	#MP 269.5	#MP 243.5	

Hot Box Detector: #MP 212.7, #MP 161.3, #MP 124.6, #MP 109.5.

BIEBER SUBDIV. — FEATHER RIVER DIVISION

Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
111.8	BIEBER		PK112	Yd.	40
					20
94.8	LITTLE VALLEY		PK095	4251	20
					10
76.5	HALLS FLAT		PK076	6758	40
					25
62.9	LODGE POLE		PK063	4235	25
55.8		CP F956			25
43.8	ROBBERS CREEK		PK044	7245	35
38.5		CP F939			25
25.7	ALMANOR		PK026	7942	25
					10
14.7	GREENVILLE		PK015	4236	20
					10
6.2	MOCCASIN		PK006	4208	40
0.2		CP F901			20
0.0	KEDDIE	CPF280 T	PX677		20
111.8					

Northward signal MP 55.8 is north end of CTC.  
TWC in effect MP 55.8 to Bieber.  
Southward trains must obtain clearance at Bieber for territory between MP 55.8 and Oroville.

At Keddie, northward trains must check with Bieber Subdivision dispatcher and southward trains must check with Canyon Subdivision dispatcher before leaving. Clearance not required at Keddie.

Dragging Equipment Detector: #MP 1.1.

The following are Feather River Divn. Branches  
Yuba City Branch Marysville to Sutter 10.6 Miles. Yard limits entire branch. Maximum Speed 10 MPH.  
Business Tracks MP Sta. No. Business Tracks MP Sta. No.  
Yuba City 137.3 PC002 Colusa 139.8 PC005  
Paloro 138.6 PC003 Sutter 5.2 PA105  
Harter 139.4 PC004 Track out of service. MP 5.5 to MP7.1  
Maximum gross weight on cars Colusa to Sutter 220,000 lbs.

Pearson Branch Cleveland to Reed 5.3 Miles. Yard limits entire branch. Maximum Speed 10 MPH.  
Business Tracks MP Sta. No. Business Tracks MP Sta. No.  
Alicia 132.4 PP202 Pearson 129.7 PP205  
Reed 129.1 PP206

Dozier Branch Cannon to Libfarm 10 MPH. Yard Limits Cannon to Libfarm. Track out of service entire branch.  
Business Tracks MP Sta. No. Libfarm 74.2 PZ718  
Haggin 95.5 PX815 Maximum gross weight on cars 220,000 lbs.  
19th Street Jct. 95.0 Cannon to Libfarm.  
34.5 Miles via SP UP trains operate on SP Haggin to Cannon to reach Dozier Br.  
Cannon T 7.9 PV681  
Dozier T 64.6 PZ708

UP Station Numbers on SP  
Webster PV608 Tremont PV616 Dixon PV621  
Swingle PV609 Suro PV618 Elmira PV629  
Davis PV613

Montezuma Branch Dozier to Montezuma 14.6 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.  
Business Tracks MP Sta. No. Business Tracks MP Sta. No.  
Creed-Atlas Powder Co (W) 59.8 PM805 Rio Vista Jct. (W) 57.8 PM807  
Montezuma 50.0 PM815  
Maximum gross weight on cars 220,000 lbs. Track out of service entire branch.

Woodland Branch Westside to Woodland 16.7 Miles. Yard Limits entire branch. Maximum Speed 10 MPH:  
Business Tracks MP Sta. No. Business Tracks MP Sta. No.  
Broderick 92.3 PH501 Conaway (W) 11.8 PW412  
Mikon SP 1.6 PW402 Hebron (E) 14.8 PW415  
Lodal 2.7 PW403 Woodland 16.6 PW417

Holland Branch Broderick to Clarksburg 11.5 Miles. Yard Limits entire branch. Maximum Speed 10 MPH except between:  
Business Tracks MP Sta. No. Business Tracks MP Sta. No.  
West Sacramento 92.2 PV601 Bascule Bridge 90.7  
Westgate 91.6 PH502 Riverview 87.0 PH507  
Yolo Port Conn. 90.9 PH503 Clarksburg (W) 5.9 PH513

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

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

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) ... 20 Between Mile Posts
	WEST	EAST			
93.2	STOCKTON TOWER		PX862		
33.5 MILES VIA ATSF					
48.5	EAST PITTSBURG		PN931		48.7 and 46.1 ... 10 39.1 and 38.6 ... 10
48.1	⊗ ATSF				Business Tracks MP No. Shell Point (W) 43.6 PN935
47.4	⊗ ATSF				McAvoy 42.5 PN936 Nichols (W) 41.0 PN937
47.0	PITTSBURG		PN932		Clyde 37.2 PN941 Operation Via ATSF Stockton to East Pittsburg.
46.2	⊗ ATSF				Yard Limits: Entire Branch
44.9	WEST PITTSBURG		PN933	510	At Stockton ATSF connection between UP and ATSF movements must not exceed 5 MPH and cars 61 feet or longer are prohibited.
39.0	PORT CHICAGO		PN939		Track out of service MP 38.6 to MP 37.1
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	STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) ... 60 All sidings ... 20 Between Mile Posts— 92.0 and 90.4 ... 20 Hunter St. Lead ... 5 84.5 SP Xing ... 30 74.1 SP Xing ... 50 Tracy Branch Spur ... 5 67.0 and 58.2 ... 35 58.2 and 52.3 ... 30 52.3 and 50.5 ... 50 50.5 and 48.5 ... 20 48.5 and 46.6 ... 40 46.6 and 45.0 ... 50 45.0 and 38.8 ... 45 38.8 and 34.4 ... 35 34.4 and 30.9 ... 40 30.9 and 29.2 ... 30 15.2 and 10.6 ... 35 10.6 and 7.2 ... 20 7.2 and Chestnut Jct. ... 10
	WEST	EAST			
92.0	STOCKTON	T	PX862	Yd.	
91.7		CP F92			
91.0	7.5	CP F91			
89.9		CP F90			
84.5	⊗ SP				
82.1	WYCHE		PX872	5555	
74.1	⊗ SP				
72.8	TRACY	T	PX881	10692	
63.3	MIDWAY		PX891	5518	
56.2	ALTAMONT		PX898	5560	
47.0	LIVERMORE		PX907	4117	Business Tracks MP No.
38.1	HEARST		PX916	4423	French Camp 88.4 PX867
30.8		CP F31			Lathrop 85.8 PX870
30.5	NILES JCT. ⊗ SP	T	PX923		Cochran 75.6 PX878
30.4		CP F30			Lyoth (W) 73.8 PX880
29.7	FREMONT		PX924	4042	Ayala (E) 70.9 PX882
29.3		CP F29			Lox (W) 50.3 PX904
27.5		CP F27			Trevarno (W) 49.2 PX905
25.5		CP F25			Radium 43.4 PX911
20.8	HAYWARD		PX934	6922	Pleasanton (W) 41.7 PX912
20.1		CP F20			Pabrico (W) 27.0 PX927
19.3		CP F19			Union City 25.9 PX928
15.4		CP F15			Carpenter 24.9 PX929
13.8		CP F14			Estudillo 16.1 PX938
11.3	KOHLER		PX942	3524	San Leandro 14.7 PX939
10.6	MELROSE ⊗ SP	CP F10	PX943		Fruitvale 9.6
9.9		CP F9			
8.8		CP F8			
7.2	FALLON ST. CP F7		PX946		Two main tracks Fallon Street to Oakland. Movements made under instructions of Yardmaster Oakland or train dispatcher.
5.8	MAGNOLIA TOWER ⊗ SP		PX948		
4.7	OAKLAND	T	PX949	Yd.	
89.5					

Yard Limits MP 8.0 to Oakland

Shifted Load and Drugging Equipment Detector:

⊗ MP 23.2 #MP 42.5 Detector will verbalize its location as being MP 43 while detector is actually at MP 42.5. Special Instn. Item 13 applies except for No. (3). Under (1)(i) the following is an addition "If the white light is flashing, train dispatcher must be notified and he will notify the signal department."

MP 90.5 ⊗ SP ⊗ — Hunter Street Lead.

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

15 MPH dual control switch turnouts: Stockton Tower MP 93.1; Stockton MP 90.9; E. Ortega MP 90.8; E. Wyche; E. Midway; W. Altamont; Livermore (S.P.) MP 48.6; W. Hearst; Niles Jct., except E. Niles Jct., MP 30.8; Fremont; Fallon St.; Tower (SP Xing) MP 5.9;

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

**TIDEWATER SOUTHERN SUBDIV. — FEATHER RIVER DIVISION 83**

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) ... 25 Between Mile Posts — 29.7 and 33.2 ... 10 All tracks in No. Yard 46.6 and 47.9 ... 10
	WEST	EAST			
0.0	STOCKTON YD.	T	PX862	Yd.	
1.7	ORTEGA		PX864		
5.2	MANTECA JCT.		PQ005	2170	Business Tracks MP No. Valimet (E) 2.2 PQ002
19.8	ESCALON		PQ020	1390	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 6.0.
25.6	McHENRY		PQ026	1220	
30.1	NORTH YARD JCT.		PQ030		
31.4	MODESTO ⊗ M&ET		PQ032		
32.7	⊗ SP				
34.5	ROGERS		PQ035	2010	
41.6	HATCH	T	PQ042	1240	
44.7	KEARNEY		PQ045		
47.9	TURLOCK		PQ048		
47.9					

Manteca Br.-Feather River Divn. 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 Br.-Feather River Divn. 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	STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) ... 35 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
	WEST	EAST			
0.0	NILES JCT.	CP F31 T	PX923		
0.2		CP F902			
4.5		CP F904			
7.0	WARM SPRINGS		PS707	Yd.	
8.8		CP F909			
10.1		CP F910			
11.5	MILPITAS	T	PS711	Yd.	
17.5	SAN JOSE		PS717	Yd.	
19.6	VALBRICK ⊗ SP		PS720		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.
20.4	WILLOW GLEN ⊗ SP		PS721		
22.3	⊗ SP				
	WEST SAN JOSE		PS722		
23.0					

84 POCATELLO SUBDIV. — GREEN RIVER & POCATELLO DIVS.

Mile Post	Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) All Sidings except Granger, Nutria, Opal, Kemmerer, Lefe and Montpelier	MPH Frt.
	WEST STATIONS	EAST STATIONS				
0.0	GRANGER	CP847 T	WX847	7260	Between Mile Posts— 0.0 and 0.8	20
1.6	8.4	CP2			28.7 and 31.3	40
8.4	MOXA		IX855	7359	31.3 and 32.3	60
16.4	8.0		IX863	12034	32.3 and 35.5	40
24.8	8.4		IX872	7345	35.5 and 40.8	50
33.3	8.6		IX881	7370	40.8 and 44.6	35
38.9	7.3	CP39			48.8 and 49.6	55
39.9			IX887	7867	54.5 and 55.8	30
40.6		CP40		6567	55.8 and 57.8	35
42.2	8.1	CP42		7867	57.8 and 63.6	60
48.0	FOSSIL		IX898	7329	63.6 and 65.4	50
53.3	5.3		IX903	7374	65.4 and 68.2	55
59.5	6.2		IX907	7352	87.4 and 87.7	50
65.3	5.9		IX912	11783	92.9 and 93.1	50
72.0	6.7		IX919	7342	96.7 and 98.3	60
77.4	5.4		IX925	7399	98.3 and 99.7	50
83.1	5.7		IX931	8566	102.6 and 104.8	50
88.8	5.7		IX935	7367	104.8 and 105.4	60
94.5	5.7		IX941	7331	107.8 and 120.4 No.	60
102.3	7.8		IX950	7405	120.6 and 130.1	50
107.9	5.6	CP108			130.1 and 138.7	60
114.8	7.3	CP115			138.7 and 141.0	50
115.2			IX962	Yd.	141.0 and 146.3	45
116.9	5.2	CP117			146.3 and 148.3	60
120.4					152.1 and 152.4	50
127.7	7.3	CP121			163.5 and 168.9	60
136.2	8.5		IX974	10039	168.9 and 171.7	50
144.0					171.7 and 174.7	55
145.5	10.0	CP144			174.7 and 177.4	60
146.2		CP145			177.4 and 179.0	45
151.2	5.0		IX993	7465	179.0 and 180.0	35
151.2	5.5		IX999	7297	180.0 and 183.1	45
156.7	5.5		IY003	7426	183.1 and 185.5	55
162.2	5.5		IY009	17498	185.5 and 187.9	35
170.2	8.0		IY018	7337		
177.0	6.8	CP177			Maximum Speed (Except as below)	79 70
178.6	8.9	CP179			187.9 and 195.3	60 50
185.9		CP186			195.3 and 197.7	65 55
189.8	5.9	CP190			McCammion Jct. No. 1 MT to or from Ogden Subdivn. crossing over	15 15
191.7		CP192	IX038		197.7 and 200.0	70 55
201.7	9.9		IY038		200.0 and 202.6	60 50
201.7	9.0		IY049	5777	212.2 and 213.3	70 —
210.7					214.2 and 214.6	20 20
213.1					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.	
213.5	3.5	CP P13			Business Tracks	MP Sta. No.
214.2		CP P14			Sage	63.0 IX910
214.2		POCATELLO	IY061	Yd.	Pegram	98.1 IX945
					Lava Hot Springs	180.5 IY027

See Special Instructions Item 19 for AMTK schedules.  
 Trains enroute to Ogden Subdiv. must identify opposing trains.  
 Two main tracks Dingle to Pescadero; Blaser to Topaz; CP190 to Pocatello.  
 Hot Box and Dragging Equipment Detectors: #MP 20.5, #MP 61.4, #MP 79.6, #MP 106.6, #MP 153.4, #MP 174.2, #MP 197.4 (Trks 1 and 2).  
 Yard Limits MP 212.0 to MP 217.0.  
 40 MPH dual control switch turnouts: Granger CP847; CP2; CP108; CP121; CP177; CP186; CP190;  
 15 MPH dual control switch turnouts: CP42 Cumberland Branch; CPP13; CPP14. CPP16 between Nos. 1 & 2 or No. 3 & Montana ML.  
 Speed frater switches 15 MPH.

TIMETABLE NO. 6

POCATELLO SUBDIV. — GREEN RIVER & POCATELLO DIVS. 85

The Following Are Green River Divn Branches:

Cumberland Branch Kemmerer to Skull Point Mine 10.9 Miles. Yard limits entire branch.

Maximum Speed 20 MPH except between Mile Posts: 0.0 and 0.3 — 15 MPH; 4.9 and 5.6 — 15 MPH; 10.0 and 10.9 — 10 MPH.

Business Tracks MP Sta. No.

Glencoe Jct. 5.3 U705

Amoco Spur 7.7

Chevron Spur

Skull Point Mine 10.2

MP 7.7 Amoco Industry Yard is protected by signals.

Chevron Industry all movements must be governed by signal indication.

Elkol Branch Glencoe Jct. to Elkol 3.3 Miles. Yard limits entire branch.

Maximum Speed 20 MPH except between Mile Posts: 0.0 and 0.2 — 15 MPH; 2.5 and 3.3 — 10 MPH.

Business Track MP Sta. No.

Elkol 2.6 U904

Exxon Industrial Spur Opal (MP 23) to Shute Creek 16.8 Miles. Movements authorized by Track Warrant Control.

Maximum Speed 40 MPH except between Mile Posts: 0.0 and 1.0 — 15 MPH; MP 16.0 and MP 16.8 — 10 MPH.

Business Track MP Sta. No.

Shute Creek 16.3

Conda Branch Soda Springs to Conda 7.5 Miles. Yard limits entire branch.

Maximum Speed 20 MPH except between MP 6.5 to MP 7.5 and Conda yard 5 MPH.

Business Tracks MP Sta. No.

Monsanto 1.8 IC002

Epcoc 5.9 IC006

Conda 7.1 IC007

Grace Branch Alexander to Grace 5.8 Miles. Yard limits entire branch.

Maximum Speed 10 MPH except at MP 5.3 and on Grace Elevator Tracks 5 MPH.

Business Track MP Sta. No.

Grace 5.8 IG506

DRY VALLEY BRANCH — GREEN RIVER DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
0.0	EPCO		IC006	9873	Maximum Speed (Except as below)	25
11.7	11.7 WOOLEY VALLEY		ID012		Epcoc — all yard tracks	10
18.3	6.6 DRY VALLEY		ID018		Mountain Fuel Track No. 1	5
					Center Load Track above rollover dumper	5
					Between Mile Posts — 0.0 and 1.0	15
					3.5 and 4.9	15
					Dry Valley Yard	5
					Yard Limits Epcoc to MP 2.0	

CACHE VALLEY BRANCH — GREEN RIVER DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
50.8	PRESTON		UC251	1319	Maximum Speed (Except as below)	35
48.1	WHITNEY		UC248	1301	Between Mile Posts—	
43.6	FRANKLIN		UC244	1699	13.6 and 13.9	15
41.5	PRESTO		UC242	7700	17.7 and 18.0	15
37.4	RICHMOND		UC237	1692	42.9 and 44.0	25
24.1	LOGAN		UC224	2311	50.2 and 51.1	10
17.6	HYRUM		UC218	1224	Business Tracks	MP Sta. No.
13.8	WELLSVILLE		UC214	1023	Holt	20.2 UC220
0.2	CACHE JCT.		UN049	5300	Sugar Factory(E)	21.7 UC222
					Smithfield	31.5 UC232

TIMETABLE NO. 6

**86 TWIN FALLS BRANCH — POCATELLO DIV.**

Radio Communication via Channel One			Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 Between Mile Posts — 11.7 and 15.0 12† 20.1 Bridge (6 axle units) 10 21.0 and 22.8 12† 52.8 and 53.8 35† 73.2 and 74.4 10
Mile Post	WEST STATIONS EAST	Stations			
0.0	MINIDOKA	⊙ T	IY120	13190	Business Tracks MP Sta. No.
13.5	RUPERT	⊙ T	IT614	9185	Acequia 8.1 IT608
21.8	BURLEY	T	IT622	2750	Schow(E) 16.5 IT616
26.0	STARRH'S FERRY	⊙ T	IT626	3575	Heyburn 19.6 IT620
41.8	MURTAUGH	⊙ T	IT641	3355	Hobson(E) 28.5 IT628
53.3	KIMBERLY	⊙ T	IT653	2805	Milner 33.6 IT634
58.7	TWIN FALLS	⊙ T	IT659	.....	Hansen 49.7 IT650
73.8	BUHL	T	IT674	.....	McMillan 56.4 IT656
73.8					Curry 63.4 IT666
					Filer 66.0 IT666
					Peavey 68.5 IT669
					Cedar 71.4 IT671

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

**NORTH SIDE BRANCH — POCATELLO DIVISION**

Radio Communication via Channel One.			Station Nos.	Sidings Feet	Maximum Speed MPH Yard Limits 40 MP 0.0 to MP 5.0 MP 65.0 to MP 72.9 Business Tracks MP Sta. No.
Mile Post	WEST STATIONS EAST	Stations			
0.0	RUPERT	⊙ T	IT614	9185	Hynes 11.4 IT811
4.4	MYERS	⊙	IT805	7865	Hazelton 24.0 IT824
5.7	PAUL	⊙	IT806	1705	Falls City 40.6 IT841
15.9	SCHODDE	⊙	IT816	2530	Barrymore 42.5 IT843
47.9	JEROME	⊙	IT848	2530	Hydra 45.8 IT846
56.7	WENDELL	⊙	IT857	2530	Tuttle 66.2 IT866
72.9	BLISS	⊙ T	IY198	5845	

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 Br. — Pocatello Divn.** 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 Br. — Pocatello Divn.** 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
Ruby(W)	3.1	IT703
Beetville	4.3	IT704
Pella	5.2	IT705
North Kenyon	8.1	IT708
Kenyon	9.6	IT710
Martin	11.5	IT712

**SCOVILLE BRANCH — POCATELLO DIVISION 87**

Mile Post	SOUTH STATIONS NORTH	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 Aberdeen Jct. T/O 15 Between Mile Posts — 42.0 and 58.6 25 58.6 and 59.4 10
7.1	ABERDEEN JCT.	IA607	.....	Business Tracks MP Sta. No.
20.1	TABER	IA620	1540	Olsen (E) 15.9 IA616
39.7	SCOVILLE	IA640	1650	Operation by General Order.
59.1	ARCO	IA659	1760	
52.0				

**YELLOWSTONE BRANCH — POCATELLO DIVISION**

Mile Post	SOUTH STATIONS NORTH	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 Between Mile Posts — 25.1 and 26.1 20† 29.6 and 29.8 20† 36.9 10 36.9 and 38.2 20† 38.2 and 50.7 25 50.7 and 52.0 10
51.0	ASHTON	IE051	2145	Business Tracks MP Sta. No.
36.8	ST. ANTHONY	IE037	5225	St. Leon (S) 3.7 IE004
26.0	REXBURG	IE026	3135	Garry (S) 12.5 IE013
13.8	RIGBY	IE014	2530	Lorenzo 18.1 IE018
7.6	UCON	IE008	2805	Thornton 29.8 IE021
3.0	ORVIN	IE003	825	Sugar City 29.8 IE030
1.0	IDAHO FALLS	IF185	Yd.	Hart T 30.7 IE031
51.0				Wamar (S) 31.3 IE032
				Yard Limits MP 0.0 to MP 9.0

**St. Anthony Br.-Pocatello Divn.** 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

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

**Goshen Br.-Pocatello Divn.** 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.
Ammon	18.1	IE118
Bonded Siding (S)	20.8	IE120

**EAST BELT BRANCH — POCATELLO DIVISION**

Mile Post	SOUTH STATIONS NORTH	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 Between Mile Posts— 0.0 and 3.0 25 4.7 and 4.9 20 14.3 St. Xing 25† 16.0 and 16.3 20 18.8 and 19.5 25 19.5 and 24.0 20 28.0 and 28.7 35 30.2 and 37.7 25 37.7 and 38.6 10
38.0	NEWDALE	IE438	550	Business Tracks MP Sta. No.
16.2	RIRIE	IE416	990	Hilltop (S) 27.7 IE428
3.0	LINCOLN JCT.	IE403	.....	Walker 28.1 IE429
0.0	ORVIN	IE003	825	Parkinson 32.2 IE432
38.6				Moody 34.3 IE434
				Operation by General Order.

**West Belt Br.-Pocatello Divn.** 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 Br.-Pocatello Divn.** 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

88 NAMPA SUBDIV. — POCATELLO & NAMPA DIVS.

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed MPH	Psg. Frt.
	WEST	EAST				
		STATIONS			(Except as below)	79 70
214.2		POCATELLO	CP216 X	Yd.		
215.8			CP215			
216.0		2.1	CP216			
216.3		POCATELLO JCT.	CP216 X			
216.9			CP217			
222.8		8.1	CP223			
224.4			CP225	7645	15	15
230.2		MICHAUD	CP225	7645	15	15
238.4		AMERICAN FALLS	CP225	7104	60	50
242.5		BORAH	CP225	6053	40	40
250.0		QUIGLEY	CP225	8258	65	45
256.0		WAPI	CP225	5952	35†	35†
260.3		DEWOLF	CP225	8280	40	40
267.9		HAWLEY	CP225	5980	60	50
272.9		MINIDOKA	CP225	13190	60	50
276.8		MAX	CP225	5848	40	40
284.6		ADELAIDE	CP225	8273	55	45
289.8		KIMAMA	CP225	5965	70	60
295.7		SENER	CP225	5976	60	50
303.1		OWINZA	CP225	8359	45	35
314.7		DIETRICH	CP225	CP315	60	50
321.8		SHOSHONE	CP225	12870	60	50
323.1			CP324 X		60	50
330.3		TUNUPA	CP225	8269	40	40
337.1		GOODING	CP225	8232	45†	45†
344.8		FULLER	CP225	8283	55	45
350.0		BLISS	CP225	5861	35	35
356.0		TICESKA	CP225	6021	20	20
372.8		17.3	CP373 I			
374.0		GLENN'S FERRY	CP376 X	1Y22i		
376.3		19.3	CP376 X			
391.6		REVERSE	CP392	8341		
393.3			CP393			
401.2		MOUNTAIN HOME	CP393	8234		
408.2		SEBREE	CP393	8251		
413.7		CLEFF	CP393	8242		
423.6		ORCHARD	CP393	9349		
435.2		OWYHEE	CP393	8240		
446.4		KUNA	CP393	8053		
448.8		POCATELLO DIVISION				
448.8		NAMPA DIVISION				
454.9		FOX	CP449			
456.4		8.0	CP455 I			
456.8		NAMPA	CP456	1Y304	Yd.	
		242.6				

See Special Instructions Item 19 for AMTK schedules.  
 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.  
 Hot Box and Dragging Equipment Detectors #MP 233.5, #MP 252.3, #MP 268.9, #MP 290.9, #MP313.4, #MP 339.9, #MP 369.0 (No. 1 track), #MP 379.8 (No. 2), #MP 397.2, #MP 417.9, #MP 443.7.  
 Two main tracks Pocatello to CP225; CP315 to CP324; CP356 to CP393; CP449 to CP465.  
 40 MPH dual control switch turnouts: CP225 between main tracks; CP315; CP324; CP356; CP393 between main tracks; CP423 to Boise; CP449;  
 20 MPH dual control switch turnouts: CP225 siding; CP356 siding; CP393 siding;  
 15 MPH dual control switch turnouts: CPP15; CPP16 No. 3 to Montana Subdiv. or crossover between No. 1 & 2 main tracks; CP373; CP392; CP456 to Boise or west crossover; CP376 No. 1 to No. 2 and to West Glenn's Ferry.  
 Speed frater switches 15 MPH.

GAY BRANCH — POCATELLO DIVISION 89

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed MPH	Psg. Frt.
	SOUTH	NORTH				
		STATIONS			(Except as below)	20
0.0		FORT HALL	IF146	Yd.		
9.3		9.3 NINE MILE		1650		
20.4		11.1 GAY	IQ020			
		21.5				

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

MONTANA SUBDIV. — POCATELLO DIVISION

Mile Post	Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed MPH	Psg. Frt.
	SOUTH	NORTH				
		STATIONS			(Except as below)	40
390.0		SILVER BOW	IF390	Yd.	390.0 and 388.1	10
380.6		9.4 FEELY	IF381	880	388.1 and 383.7	30
369.9		10.7 DIVIDE	IF370	1870	383.7 and 382.3	25
359.1		10.8 MELROSE	IF359	2915	382.3 and 373.5	30
340.3		18.8 APEX	IF340	2145	368.2 and 361.7	20
328.0		12.3 DILLON	IF328	7095	354.4 and 351.0	30
320.2		7.8 BARRETTS	IF320	7590	346.3 and 342.7	25
301.8		18.4 RED ROCK	IF303	7370	318.7 and 315.9	30
280.1		21.7 LIMA	IF280	4455	310.2 and 309.2	30
273.3		6.8 SNOWLINE	IF273	2420	280.3 and 277.4	30
264.9		8.4 MONIDA	IF265	2915	271.8 and 271.0	35
258.7		6.2 HUMPHREY	IF258	5595	269.9 and 269.7	35
248.5		10.2 SPENCER	IF249	2750	267.6 and 262.9	30
234.6		14.0 DUBOIS	IF235	5060	259.2 and 238.3	20
217.4		17.1 HAMER	IF218	2475	257.6 and 254.9	25
201.9		15.5 ROBERTS	IF202	2585	254.9 and 252.7	25
184.8		17.1 IDAHO FALLS	IF185	Yd.	251.4 and 251.0	35
175.5		9.3 SHELLEY	IF176	4950	246.7 and 244.0	35
169.1		6.4 FIRTH	IF169	5830	236.7 and 235.6	35
158.1		11.0 BLACKFOOT	IF158	3685	188.6 and 187.4	35
146.0		12.1 FORT HALL	IF146	7095	185.9 and 185.5	10
140.8		5.2 TYHEE	IF140	5885	185.5 and 182.5	25†
136.7		4.1 MONTANA JCT. CPM37			176.0 and 175.0	30†
135.1		1.6 POCATELLO JCT. CP216			169.5	35
		254.9			158.8 and 157.3	20†
					136.7 and 135.1	25

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

ABERDEEN BRANCH — POCATELLO DIVISION

Mile Post	Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed MPH	Psg. Frt.
	SOUTH	NORTH				
		STATIONS			(Except as below)	40
B0.0		BLACKFOOT	IF158	Yd.	B0.1 and B0.4	10
B7.1		7.1 ABERDEEN JCT.	IA607		B0.4 and B7.1	20
0.0		4.1 ROCKFORD	IA904	1485	4.0 and 4.3	25
28.2		24.1 ABERDEEN	IA928	1760	10.3	25†
		35.3			15.9 and 16.2	25
					27.5 and 28.3	15
					Collins (Spurs)	10
					Aberdeen Jct. T/O	15

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

**90 BOISE CUT-OFF — NAMPA DIVISION**

Radio Communication via Channel One.						MPH	
Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	Psg. Frt.	
B423.5	ORCHARD 25.1	CP423	IY270	9349	B439.5 and B440.4 B446.5 and B451.3 B467.0 and B467.8	25 25 20 20 20 25	49 40
B448.6	BOISE 2.3	T	IB296	s1055	Business Tracks	MP Sta. No.	
B450.9	BOISE JCT. 6.6		IB298		Hillcrest	B445.2 IB292	
B457.5	MERIDIAN 10.3	CP423	IB305	3850	Perkins	B451.5 IB299	
B467.8	NAMPA 44.3	CP456	IY304		Beatty	B454.9 IB302	
					Aluma (W)	B462.8 IB311	

See Special Instructions Item 19 for AMTK schedules.

40 MPH dual control switch turnouts: CP 423; 15 MPH dual control switch turnouts: CP 456.

Stoddard Br.-Nampa Divn. 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 — NAMPA DIVISION**

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum speed (Except as below) Between Mile Posts —	MPH
99.1	CASCADE 16.4	⊕ T	IN099	1485	99.7 and 98.0 98.0 and 92.5 92.5 and 83.1	10 30 20
82.7	SMITHS FERRY 18.8	T	IN083	1430	81.0 and 64.0 64.0 and 60.0	SW10-NW15 20
63.9	BANKS 14.2		IN064	1650	60.0 and 53.0 53.0 and 50.3	SW10-NW15 20
49.7	HORSESHOE BEND 22.8		IN050	1485	49.1 and 45.7 45.7 and 44.1	25 35
26.9	EMMETT 24.3	⊕ T	IN027	4510	40.3 and 38.7 38.7 and 37.4	30 SW10-NW15
2.6	FISCHER 2.6	⊕	IN003	2310	37.4 and 33.2 33.2 and 31.2	20 25
0.0	NAMPA 99.7	⊕ T	IY304		27.7 and 25.6 22.4 and 18.9 14.8 and 13.8	12† SW10-NW15 30

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.

Wildler Br.-Nampa Divn. Caldwell to Wildler 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	Wildler	11.0	IW711

Homedale Br.-Nampa Divn. 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

**PAYETTE BRANCH — NAMPA DIVISION 91**

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum speed (Except as below) Between Mile Posts —	MPH
0.4	PAYETTE 4.7	⊕	IY350	8100	0.4 and 0.7 1.0 and 4.9 6.5 and 6.9	10 25 25
5.1	FRUITLAND 24.0		IN305	1265	6.9 9.6 and 10.8 13.7 and 13.9	10† 25 35
29.1	EMMETT 28.7	⊕ T	IN027	4510	25.2 and 25.6 28.4 and 29.1	35 12†
Yard Limits						Business
MP 0.4 to MP 1.0						Trucks
MP 27.0 to MP 29.1						MP Sta. No.
						Effie (W)
						Buckingham
						Tom Thumb
						New Plymouth

**NEW MEADOWS BRANCH — NAMPA DIVISION**

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

**OREGON EASTERN BRANCH — NAMPA DIVISION**

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed	MPH
0.0	ONTARIO 15.5	⊕ T	IY346	Yd.	Yard Limits	20
15.5	VALE 8.0	⊕	IO016	6325	Ontario to MP 25	
23.5	CELATOM 50.1	⊕	IO024	2145	Business	
73.6	JUNTURA 53.0	T	IO074	2475	Trucks	MP Sta. No.
126.6	CRANE 30.2		IO127	1430	Claude(W)	2.7 IO003
156.8	BURNS 157.2	T	IO157	1155	Cairo	3.7 IO004
						Luse
						Little Valley
						Harper
						Namorf
						Jonesboro
						Long
						Riverside
						Dunnean
						Venator
						Redess
Track out of Service						
MP 25 to MP 157.2						

**JOSEPH BRANCH — NAMPA DIVISION**

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH
83.3	JOSEPH 23.8	T	OJ084	1960	83.6 and 82.5 81.8 and 78.2 78.2 and 77.9	10 25 20
59.5	WALLOWA 38.9	T	OJ060	1246	77.9 and 75.0 72.8 and 71.8	25 25
20.6	ELGIN 16.9	T	OJ021	1805	65.2 and 64.4 56.0 and 24.0	20 10
3.7	BAUM 3.7	⊕	OJ004	2000	24.0 and 19.1 19.1 and 15.6	20 15
0.0	LA GRANDE 83.6	⊕ T	OX486		0.3 and 0.0	15
MP 290.3 (1st St.) La Grande stop sign controls eastward movements.						
TWC in effect between MP and MP 83.5.						
Yard Limits:						
MP 5.0 to MP 0.0.						
Business		MP Sta. No.	Business		MP Sta. No.	Business
Enterprise	77.6	OJ078	Kimmel	39.4	OJ040	Trucks
Lostine	67.5	OJ068	Looking Glass	33.6	OJ034	MP Sta. No.
Sevier	56.3	OJ057	Gulling	24.9	OJ025	Alicel
Minam	46.7	OJ047	Imbler	12.0	OJ012	Island City

Pilot Rock Br.-Nampa Divn. Rieth to Pilot Rock 14.3 Miles. Maximum speed 25 MPH except between Mile Posts: 0.0 and 0.7 — 15 MPH; 6.9 and 7.1 — 20 MPH; 10.7 and 11.3 — 15 MPH; 13.0 and 14.3 — 15 MPH. Main track derail at MP 12.5 and MP 13.9. Operation by General Order.

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

92 LA GRANDE SUBDIV. — NAMPA & SPOKANE DIVS.

Radio Communication via Channel One, Hinkle to Huntington Radio Communication Via Channel Two — Huntington CP538 to Nampa.				Station Nos.	Siding Feet	Maximum Speed	MPH
Mile Post	WEST STATIONS	EAST	Psgr.				
456.4				CP456	Yd.		
456.0							
456.4	NAMPA		CP457	Y304			
457.0	8.9		CP459				
462.6			CP465				
465.7							
472.6	CALDWELL		Y313				
480.3	NOTUS		Y320	8292			
480.8	PARMA		Y328	8261			
488.3	NYSSA		Y336	8717			
498.9	ONTARIO		Y346	8311 8440		20	20
502.7	PAYETTE		Y350	8100		30	25
509.6	CRYSTAL		Y357	8256			
526.2	WEISER		Y363	8070 8246		35	35
532.8	COBB		Y373	7974		20	20
538.4	ROCK ISLAND		Y381	8242		50	50
538.4						50	50
538.4	HUNTINGTON		OX386	8295		60	60
538.4	LIME		OX391	6885		60	60
538.4	WEATHERBY		OX398	8510		60	60
368.7	DURKEE		OX407	9960		15	15
361.0	OXMAN		OX414	8339		60	60
355.2	PLEASANT VALLEY		OX420	6535		70	—
351.9	ENCINA		OX424	10245		75	60
347.5	QUARTZ		OX428	5270		75	60
341.6	BAKER		OX434	10495		60	45
337.7	WING		OX438	5190		35	25
332.2	HAINES		OX444	8633		70	60
322.0	NORTH POWDER		OX453	8460		30	20
312.6	TELOCASET		OX463	7210		60	60
308.8	CROOKS		OX467	8456		60	50
302.5	UNION JCT.		OX473	8554		50	50
295.3	LONE TREE		CP295			70	25
290.7	5.2					30	20
289.0	LA GRANDE		OX486			40	30
289.0	4.4		OX487			50	40
287.8	PERRY		OX488			35	25
285.7			OX490			40	30
282.4	HILGARD		OX494	9295		70	55
275.6	MOTANIC		OX500	8727		40	40
272.1	NORDEEN		OX504			20	E20
271.0	KAMELA		OX504	6965		30	20
265.0	MEACHAM		OX511			30	20
257.7	HURON		OX518	9057		35	30
254.3	CAMP		OX522	5855		55	45
248.7	DUNCAN		OX527	8541		45	35
239.8	BONIFER		OX536	8619		30	25
236.9	GIBBON		OX538	5090		35	25
229.6	HOMLY		OX546	5765		55	45
225.3	MINTHORN		OX551	9121		35	35
219.0	MUNRA		OX557	5662		20	20
215.7	PENDLETON		OX560	7935		50	40
212.7	RIETH		OX564	13450		55	45
208.1	BARNHART		OX567	6390		60	50
199.7	NOLIN		OX577	9269		60	50
192.5	ECHO		OX583	6290		50	40
188.8	NAMPA DIVISION					60	50
188.8	SPOKANE DIVISION					50	40
186.2	CP189					60	50
185.5	3.3					50	40
185.3	HINKLE		OX591			60	50
286.5							

See Special Instructions Item 19 for AMTK schedules.

All trains secure clearance at La Grande. AMTRAK trains are not required to receive a clearance at Hinkle. Two main tracks CP295 to CP286; CP273 to CP265; CP189 to Hinkle.

TIMETABLE NO. 6

LA GRANDE SUBDIV. — NAMPA & SPOKANE DIVS. 93

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

40 MPH dual control switch turnouts: CP 465; CP 295; CP 189; CP 184 between departure track & No. 1 main track;  
 20 MPH dual control switch turnouts: W. Cobb; W. Oxman; CP 273; W. Camp; E. Minthorn; W. Pendleton; W. Echo.  
 15 MPH dual control switch turnouts: CP 456 to Boise or west crossover; CP 457; W. LaGrande; Kamela; Rieth to Pilot Rock Branch; CP 185.

AIR BRAKE REQUIREMENTS

With passenger trains, running test as prescribed in Air Brake Rule 1007(B) must be made before descending grades at Encina, Telocaset and Kamela.  
 At Encina, Telocaset and Kamela, speed of all trains over crest of grade must be 5 MPH less than maximum authorized speed on descending grades.  
 On descending grades from Encina to Durkee, from Kamela to Hilgard and from Kamela to Huron, the following applies:  
 Frt. trains exceeding 60 tons per operative brake must be handled with a brake pipe reduction of not less than 6 lbs.  
 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:  
 Frt. trains exceeding 85 tons per operative brake must not exceed 25 MPH.  
 Frt. trains exceeding 60 tons per operative brake must be handled with a brake pipe reduction of not less than 6 lbs.  
 Retaining valves must be used:  
 1. On any Frt. train exceeding 100 tons per operative brake and having less than one horsepower effective dynamic brake per trailing ton.  
 2. On any Frt. train being handled without pressure maintaining.  
 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 336.1, #MP 304.9, #MP 298.9, #MP 284.4, #MP 280.3 (talking dragging equipment detector), #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 (dragging equipment detector only), #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.

SEATTLE SUBDIV. — SEA/PORT DIVISION

Radio Communication via Channel Two.				Station Nos.	Siding Feet	Maximum speed	MPH
Mile Post	SOUTH STATIONS	NORTH	Seattle to Fife (except as below)				
180.1	SEATTLE			OX951	Yd.	45	
179.9	⊗ BN					12	
173.7	⊗ BN		CPS74			40	
173.3	⊗ BN		CPS73			30	
166.9	KENT			OX938	3148	40	
162.3	AUBURN			OX933	4319	20	
154.5	SUMNER			OX925	4539	20	
148.0	FIFE			OX919	4597	20	
147.4			CPS47	OX917		20	
146.8	RESERVATION			OX917		10	
6.8	140.0 MILES VIA BN			OX778		10	
5.6	NO. PORTLAND JCT.			OX776		10	
4.0	PENINSULA JCT. CP5			OP501		15	
1.6	ST. JOHNS JCT. CP4			OP500	Yd.	15	
	ALBINA					6	

Argo Interlocking 12  
 Between Mile Posts —  
 178.0 (Military Rd) 40  
 173.3 and 173.0 30  
 171.0 and 166.0 40  
 168.0 and 167.2 Siding 20  
 162.8 and 161.8 Siding 20  
 162.3 and 160.8 40  
 154.9 and 153.3 30  
 154.7 and 153.7 Siding 10  
 148.5 and 147.4 Siding 20  
 147.0 and 146.7 15  
 Peninsula Jct. Wye 15  
 6.8 and 4.0 25  
 4.0 and 0.9 15  
 0.9 and 0.0 (Riv. Br.) 6  
 Yard Limits:  
 St Johns Jct. to Albina.  
 Operation on BN Reservation to North Portland Jct.  
 Northward trains via BN secure BN clearance at Albina and southward trains via BN secure BN clearance at Seattle.  
 15 MPH  
 Tacoma (Muni Line) — ⊗ BN ⊗  
 Tidewater — ⊗ BN ⊗  
 Spokane St. ⊗ BN ⊗  
 (Railroad Ave. and Atlantic St.) ⊗ BN ⊗  
 Business Tracks MP No.  
 Puyallup 152.9 OX924  
 Andover 171.5 OX942  
 Black River 173.7 OX945  
 Georgetown 179.3  
 15 MPH dual control switch turnouts: Sumner; CP5.  
 Exception to Special Instr. Item 13(4) does not apply on Sea/Port Divn., but does apply at #MP 164.0.

All caboosless 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 Kelton
OX794 Ridgefield	OX820 Rocky Point	OX864 Wabash	OX900 Shelacoom
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

TIMETABLE NO. 6



94 PORTLAND SUBDIV. — SPOKANE & SEA/PORT DIVISIONS

Mile Post	Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed MPH	
	WEST	EAST			Hinkle to The Dalles	MPH Psg. Frt.
185.3		HINKLE	OX591			
183.7	3.2	CP184			79	70
182.1						
175.9	6.2	MUNLEY	OX600	8785		50 40
169.8	6.1	CLARKE	OX605	6465		60 50
164.2	5.0	BOARDMAN	OX612	9844		70 60
163.3		SPOKANE DIVISION				
		SEA/PORT DIVISION				
156.7	7.5	CASTLE	OX617	9527		60 50
46.9	9.8	HEPPNER JCT.	OX627	9735		60 50
138.7	8.2	ARLINGTON	OX638	9962		60 50
128.8	9.9	BLALOCK	OX646	9747		60 50
120.9	7.9	QUINTON	OX652	9740		60 50
112.6	8.3	GOFF	OX661	10795		60 50
103.2	9.4	CP104				60 50
100.4	2.8	MILLER	OX675	2585		60 50
94.9	5.5	OREGON TRUNK JCT.	OX680			60 50
84.9	10.0	THE DALLES	OX691			60 50
81.7	3.2	CRATES	OX694			60 50
72.2	9.5	MOSIER	OX706	6385		60 50
63.1	9.1	HOOD RIVER	OX712			60 50
58.4	4.7	MENO	OX716	9895		60 50
43.0	15.0	CASCADE LOCKS	OX733	6752		55 45
33.3	9.7	DODSON	OX741	10635		50 40
26.7	6.6	BRIDAL VEIL	OX749	6360		35 35
17.0	9.7	SANDY	OX753	10560		35 25
	1.4					6 6
		VIA GRAHAM LINE				
15.6	15.0	TROUTDALE	CP15	OX760	2850	50 50
0.6		E. PORTLAND	CP1	OX773		35 35
		VIA KENTON LINE				
22.0	11.6	TROUTDALE	CP15	OX760	6045	50 50
10.4	2.7	CHAMP	OX772	8403		6 6
7.7	2.1	KENTON	OX775			10 10
5.6	1.6	PENINSULA JCT.	CP5	OX776		10 10
4.0	1.6	ST. JOHNS JCT.	CP4	OP501		25 20
1.6	2.4	ALBINA	OX500	Yd.		15 10
0.6	1.0	E. PORTLAND	CP1	OX773		15 10
0.4	0.2	STEEL BRIDGE				10 10
0.0	0.4	PORTLAND	OX775			10 10

PORTLAND VIA GRAHAM 184.2  
PORTLAND VIA KENTON 190.6

See Special Instructions Item 19 for AMTK schedules.  
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.  
Hot Box and Drugging 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 Special Instn. Item 13(4) does not apply to Sea-Port Divn.  
Amtrak trains are not required to receive a clearance at Hinkle.  
60 MPH dual control equilateral turnout; CP 104.  
40 MPH dual control switch turnouts: CP 184 between Departure track & No. 1 main track; CP182; CP82; CP15 to Kenton main;  
20 MPH dual control switch turnouts: W. Boardman; W. Blalock; Goff; E. Mosier; Cascade Locks.  
15 MPH dual control switch turnouts: CP5 and CP1.

PORTLAND SUBDIV. — SPOKANE & SEA/PORT DIVISIONS 95

Business Tracks	MP	Sta. No.	Rockwood	MP	OP764
Rufus	108.7	OX666	Reynolds	20.0	OX762
Biggs	103.8	OX672	Hemlock	17.0	OX765
Rowena	76.6	OX700	Fir	12.4	OX769
Wyeth	49.8	OX726	St. Johns		OP504
Bonneville (W)	38.0	OX737	Barnes		OP507

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

BEND BRANCH — SEA/PORT DIVISION

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

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

Heppner Br. — Sea/Port Divn. Heppner to Heppner Jct. 45.4 Miles. Maximum Speed 25 MPH except between Mile Posts:

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 Br. — Sea/Port Divn. Condon to Arlington 44.8 Miles. Maximum Speed 25 MPH except between Mile Posts:

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

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

GRAYS HARBOR BRANCH — SEA/PORT DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
0.6	CENTRALIA	OT	OX862		10
	53.3 MILES VIA BN				
69.0	ABERDEEN	OT	OQ654		10
72.6	HOQUIAM	OT	OQ658		10
	58.4				

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

OLYMPIA BRANCH — SEA/PORT DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH
0.0	EAST OLYMPIA	OT	OX881		10
4.8	TUMWATER		OO905		10
7.2	OLYMPIA	OT	OO907		10
	7.2				

Main Track derails at MP 5.6 and MP 7.2.

Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum speed MPH Eastport to SI Yard . . . 40 Fish Lake to Hinkle . . . 50
Mile Post	SOUTH STATIONS	NORTH	(Except as below) Between Mile Posts —	
140.7	EASTPORT	OS141	3990	139.1 and 133.5 . . . 35 133.5 and 132.7 . . . 30 130.5 and 124.2 . . . 30 124.2 and 123.7 . . . 15 123.7 and 117.4 . . . 20 117.4 and 116.7 . . . 15 116.7 and 110.2 . . . 20 110.2 and 109.5 . . . 10 109.5 and 108.0 . . . 20 105.9 and 105.4 . . . 35 100.4 and 96.6 . . . 30 96.6 and 92.6 . . . 35 85.9 and 83.2 . . . 35 69.4 and 68.8 . . . 35 68.8 and 63.3 . . . 35 63.3 and 60.0 . . . 35 63.0 and 60.0 . . . 25
119.1	MOYIE SPRINGS	OS119	1730	Clagstone Siding . . . 10 22.0 BN Xing . . . 20 2.5 and 1.5 . . . 10 354.7 . . . 30
109.3	BN			353.5 and 352.8 . . . 45 351.8 and 350.0 . . . 35 305.9 and 305.6 . . . 40 294.5 and 294.4 . . . 45 292.3 and 291.9 . . . 35 282.2 and 275.1 . . . 35 273.0 and 271.6 . . . 45
109.0	BONNERS FERRY	OS110	2270	East Switch Ayer & . . . 40 Ayer Jct. . . . . 40 245.7 and 244.5 . . . 45 239.0 and 238.4 . . . 45 236.0 and 235.4 . . . 45 232.3 and 230.6 . . . 35 220.0 and 219.7 . . . 40 216.6 and 215.6 . . . 35 215.6 and 213.5 . . . 20
95.8	SHILOH	OS096	4615	213.0 and 213.5 Siding . . . 20 213.5 and 210.2 . . . 40 210.2 and 209.2 . . . 35 186.6 and 185.1 . . . 35 185.1 and 184.7 . . . 20 184.7 and 184.4 (Wye) . . . 20 Hinkle-Mikami Spur . . . 10
86.8	SAMUELS	OS087	2205	All southward cabooses trains operating on Spokane Subdivision between MP 195.2 and Hinkle must not exceed 35 MPH
75.3	BN			Yard Limits: Eastport to MP 139.0, MP 78.0 to MP 73.0, MP 13.0 to BN Conn.
74.6	SANDPOINT	OS075	4900	Business Tracks MP Sta. No. Meadow Creek (N) . . . 126.7 OS126 Deep Creek(S) 103.7 OS104 Mesenbrink (N) . . . 119.8 OS120 Dover (S) . . . 71.5 OS072 Chilco . . . 36.2 OS037 Interstate (S) . . . 20.2 OS021 Austin (N) . . . 12.7 OS013 Trentwood-Velox . . . 10.8 OS012 Millwood-Irvin . . . 6.8 OS009 Croskey . . . 333.2 OK151 Teske (S) . . . 310.6 OK129 Ankeny . . . 293.0 OK111 Park (S) . . . 279.7 OK098 Ash . . . 228.2 OK044 Sun Harbor . . . 224.1 OK039 Humorist . . . 222.6 OK038 Wallula Heights (N) . . . 218.0 OK034
57.6	VAY	OS058	8615	Dragging equipment detector located at #MP 195.2. Exception to Item 13(4) of Special Instructions apply.
50.1	CLAGSTONE	OS050	6200	
25.3	COEUR D'ALENE JCT.	OS026	1730	
22.0	BN			
21.7	GRAND JCT.	OS022	2690	
2.7	SI YARD		2190	
2.5	BN CONN.			
	14.4 MILES VIA BN			
354.8	FISH LAKE			
350.4	CHENEY	CPE50	OK169	5140
350.0	CHENEY			
329.1	WELLS	OK147	6595	
306.2	MARENGO	OK125	3700	
285.0	HOOPER JCT.	OK103	2065	
273.8	JOSO	OK092	6715	
273.0	AYER JCT.	CPE73	OK086	
B269.7	AYER JCT.	CPE70	OK086	
269.5	AYER	CPE69	OK082	
267.9	AYER		OK082	
256.7	MATTHEWS	OK072	9770	
246.7	WALKER	OK062	9752	
237.8	PAGE	CPE38	OK052	9710
236.9	PAGE		OK052	
215.8	WALLULA	CPE16	OK031	7640
215.4	WALLULA	CPE15	OK029	
215.2	WALLULA JCT.	CPE13	OK029	
213.4	WALLULA JCT.		OK029	
203.3	JUNIPER	OK019	7395	
193.3	COLD SPRINGS	OK009	7490	
186.6	COLD SPRINGS	CPE86	OK009	
185.1	HINKLE	OX591	Yd.	
184.2	HINKLE			

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.  
 When northward signal at MP 350.4 (Cheney) displays Stop indication, northward trains must contact UP train dispatcher and be governed by his instructions.  
 Coeur D'Alene Br.—Spokane Divn. 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	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) . . . 40 Between Mile Posts—
98.0	YAKIMA	T	OW498		98.0 and 97.0 . . . 10 91.7 and 91.0 . . . 20 89.6 and 89.2 . . . 20 79.2 and 78.3 . . . 30
91.3	WASH. CENT. RR				74.0 and 72.5 . . . 30 58.5 and 57.2 . . . 25 38.7 and 37.9 . . . 20 On Richland Spur Richland Jct. to Richland . . . 25 8.0 and 7.4 . . . 15 0.5 and 0.1 . . . 35 0.1 and 0.0 . . . 20
63.7	MIDVALE	T	OW464	1960	Siding at Richland Jct. 10
57.5	GRANDVIEW		OW459	2600	Business Tracks MP Sta. No. Union Gap . . . 94.9 OW496 Zillah . . . 78.5 OW479 Granger . . . 73.7 OW474 Biggam . . . 48.3 OW449
19.0	RICHLAND JCT.		OW420	2575	TWC in effect between MP 15 and MP 98 Yard Limits: MP 15.0 to MP 7.0
13.0	KENNEWICK		OW414	2205	
8.9	HEDGES		OW409	675	
7.5	KALAN BR.				
7.0	VILLARD JCT.	CPY 7	OW407	3675	
0.6	ATTALIA	CPY 2	OW401	3670	
0.0	WALLULA	CPE 15 T	OK031	7640	

MP 7 to MP 8 Equals 1.5 Miles.  
 15 MPH dual control switch turnouts: CPY6; CPY2; CPY1.  
 Sunnyside Br — Spokane Divn. Midvale to Sunnyside 3.2 Miles. Yard Limits entire branch.  
 Maximum Speed 20 MPH.  
 Business Tracks MP Sta. No.  
 Sunnyside . . . 2.8 OW503

WALLULA BRANCH — SPOKANE DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) . . . 40 Between Mile Posts—
30.8	WALLA WALLA	T	OW647		26.6 and 26.5 . . . 35 24.6 and 24.5 . . . 35 19.1 and 18.5 . . . 25 13.6 and 12.3 . . . 35 12.3 and 12.1 . . . 15 12.1 and 9.7 . . . 25 9.7 and 4.7 . . . 15 4.7 and 3.8 . . . 25
15.3	TOUCHET		OW315	6165	Business Tracks MP Sta. No. Whitman . . . 24.0 OW324 Lowden . . . 19.4 OW319
3.8	ZANGAR JCT.	CPW 3	OW304		
0.1	WALLULA JCT.	CPE 13	OK029		

MP 5 to MP 6 equals 0.7 miles  
 Yard Limits: MP 29.0 to Walla Walla  
 15 MPH dual control Switch turnouts; CPW3.

DAYTON BRANCH — SPOKANE DIVISION

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

TWC in effect between Dayton and MP 20.2  
 Yard Limits  
 MP 48.0 to MP 45.0

McKay Br. — Spokane Divn. 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

98 TEKOA BRANCH — SPOKANE DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed MPH	
						S Spokane to MP 41.5	MP 41.5 to Hooper Jct. 25
163.5		BN CONN	⊙				
161.0		SPOKANE	⊙ ⊙ T	OT161			
143.6		MANITO		OT143			
131.7		FAIRFIELD		OT132	1840		
116.1		TEKOA	T	OT116			
110.5		SELTICE		OT110	720		
95.4		BN	⊙				
77.7		COLFAX	⊙ T	OT077	1600		
52.3		WINONA	T	OT052	3260		
48.0		SUTTON		OT048	2320		
25.6		HOOPER JCT.	⊙ T	OK103	1585		
137.9							
Business Tracks						MP	Sta. No.
Mica						149.7	OT150
Freeman						146.9	OT147
Rockford						138.4	OT138
Rahm						126.6	OT126
Latah						123.3	OT123
Farmington						104.5	OT104
Walters						98.6	OT098
Garfield						93.1	OT095
Elberton						89.9	OT090
Glenwood						83.6	OT083
Mockonema						72.5	OT072
Diamond						68.5	OT065
Thera						64.8	OT058
Endicott						57.9	OT051
La Crosse						41.5	OT041
Pampa						37.1	OT035
Gordon						33.4	OT030
Hooper						26.8	OT315
Yard Limits MP 163.5 to MP 158.0; MP 78.0 to MP 76.0; MP 28.0 to MP 25.6							

RIPARIA BRANCH — SPOKANE DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	MPH
71.5		EAST LEWISTON	⊙			40	
69.9		CLEARWATER RIV.	⊙ ⊙			10	
69.1		TRANSFER	⊙	OC369	4015	25	
45.5		CRUM		OC345	3685	25	
22.3		PENAWAWA		OC322	4538	25	
15.8		CENTRAL FERRY		OC315	5228	25	
1.0		RIPARIA	⊙ T	OT017	2690	25	
B0.0		AYER JCT.		OK086		25	
82.0							
Business Tracks						MP	Sta. No.
Ballast Trk.						50.0	OC335
Almota						35.0	
Yard Limits							
East Lewiston to MP 66.0							
MP B10.0 to MP 3.0							
Mileposts prefixed with letter "B" Ayer Jct. to Riparia.							
Mileage equation MP B10.5 equals MP 0.0.							

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

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

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

WALLACE BRANCH — SPOKANE DIVISION 99

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	MPH
7.6		MULLAN	⊙			40	
0.0		WALLACE	⊙	OT584		10	
80.4		KELLOGG-WARDNER	⊙	OT573	1710	10+	
62.5		ENAVILLE	⊙ T	OT566	375	30	
30.5		HARRISON		OT534	1000	35	
23.5		ST. JOE RIV.	⊙ ⊙			35	
22.8		CHATCOLET		OT526	1220	20	
16.3		PLUMMER		OT520		10	
B19.8		MOZART		OT512	4660	20	
B12.2		MANITO		OT143	3373	10	
B0.4						20	
91.5							
Yard Limits MP 62.0 to Mullan							
Mile Posts Manito to Plummer are prefixed with letter "B". Mileage equation MP B19.8 equals MP 16.2.							
Business Trks						MP	Sta. No.
Shont						⊙ 72.8	OT576
Bradley Lane						67.2	OT571
Worley						45.2	OT549
Setters						MPB 13.5	OT513
						MPB 6.8	OT507

PLEASANT VALLEY BRANCH — SPOKANE DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	MPH
47.8		SELTICE		OT110	720	35	
39.7		BN	⊙			20	
39.1		OAKESDALE		OT439	1735	20	
18.3		ST. JOHN		OT418	1455	25	
0.0		WINONA	⊙ T	OT052	3260	25	
47.8							
Business Tracks						MP	Sta. No.
Warner						45.3	OT445
Thornton						31.2	OT431
Sunset						25.4	OT425
Business Tracks						MP	Sta. No.
Junco						20.8	OT412
Willada						11.5	OT412
Yard Limits: MP 1.0 to 0.0							

MOSCOW BRANCH — SPOKANE DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	MPH
28.1		MOSCOW	⊙	OT228		25	
19.3		BN	⊙			15	
18.7		PULLMAN		OT219	1225	15	
12.7		ALBION		OT213	1155	15	
0.0		COLFAX	⊙ T	OT077		15	
28.5							
Business Tracks							
Willson MP 25.8						OT226	Parvin MP 7.8
Whitlow MP 20.5						OT221	Risbeck MP 4.5
Shawnee MP 9.7						OT210	
Yard Limits							
MP 28.5 to MP 27.0							
MP 1.0 to MP 0.0							

## ITEM 1. STANDARD TIME:

STANDARD TIME MAY BE OBTAINED BY CALLING:  
CENTRAL 622-3183; MOUNTAIN-PACIFIC 778-5711 or  
725-7111 (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. (Unless otherwise specified on subdivision page)	60
3 Thru dual control switch turnouts. (Unless otherwise specified on subdivision page)	30
4 Thru other turnouts. (Unless otherwise specified on subdivision page)	15
5 Sidings (Except as specified on subdivision page) CTC Territory Other Sidings.	30 20
6 Other than main tracks and sidings (except as specified on subdivision page)	10
7 Balloon tracks & Wye tracks, except those portions used as main track or siding.	5
8 Movements on live rails of track scales.	5
9 Movements of engines at servicing facilities.	5
10 Engines 90-95, 951, 6936 and Amtrak engines. Road engines Road switchers 1322-1399	82 70 60
11 Yard switch engines 1200-1274; 1300-1321; 1501-1502.	50
12 When multiple unit engine is controlled from other than leading unit.	30
13 Engines running light when necessary to use other than dynamic brake to control speed. Engines running light, on descending grade in excess of 1 percent, when necessary to use other than dynamic brake to control speed.	45 25
14 Trains handling wrecking derricks: American hoist derricks 903045-903050 Other Derricks.	60 40
15 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
16 Loaded continuous welded or jointed rail trains Empty continuous welded or jointed rail trains	40 50
17 Self-propelled cranes, pile drivers and similar equipment moving under own power.	35

## ITEM 2. (CONTINUED)

	MPH
18 Holmes, Pettibone and similar type cranes, and hy-rail equipped wheel changers.	25
19 Jordan spreaders and other machines of spreader type, when in operation with wings extended. Spreaders in reverse movement.	15 25
20 Loaded or empty tank cars Exception: Trains handling loaded FMLX 19000-19023 and MONX 17000-17010 series cars and loaded VICX 9011, 9036, 9060, 9077, 9080.	60 40
21 Trains handling ballast in series WP 10049-10874, UP 90000-91999, UP 901000-901599, UP 902100-902545, UP 60000-66799.	50
22 Loaded or empty unit trains for transportation of coal, grain, ore, phosphate rock, soda ash or other bulk commodities.	50
23 Trains handling logs, unless cars are staked and wired in accordance with AAR rules. Through truss bridges.	20 5
24 Trains handling empty gondolas or empty open-top hopper cars.	50
25 Trains with retaining valves in use.	20
26 Trains handling empty bulkhead flat cars. Exceptions: TTZX 83500-83799, TTZX 86000-86374, UP 215400-215649, UP 215700-215799, UP 217000-217141, UP 273000-273344 and MP 728000-728099 series cars; and empty JTTX flat cars with bulkheads without Toyota truck-bed racks. Empty JTTX flat cars with bulkheads and Toyota truck-bed racks.	40 50 70
27 Trains handling loaded ordinary flat cars, loaded bulkhead flat cars or loaded gondola cars. Exceptions: Flat cars loaded with auto frames; TOFC or COFC traffic; loaded JTTX flat cars with bulkheads and Toyota truck-bed racks; TBCX 7471-7481, TBCX 76700-76707, EJE 6800-7283 and MP 950050-950224 series cars.	50 60 70
28 Trains handling ore cars. Exception: Empty ore cars. UP 27000; CNW 112000, 113000, 114000, 118000, 119000, 121000 and 122000; SP 345000 through 345669 series cars.	50 40
29 Trains handling empty TOFC or COFC flat cars or other empty intermodal equipment. This includes empty JTTX flat cars without bulkheads and Toyota truck-bed racks. Exception: All empty five-platform articulated double stack well cars; empty UP 252000-252001 and all empty NTTX five-platform articulated single-level spine cars for carrying containers.	60 70
30 Trains handling tie plate spreader MP 15417	40
31 Trains handling MPX cars. Exception: Series 27028-27060, 30000-30014 and 50001-50014 unless otherwise restricted.	35 50
32 Trains handling outfit cars. Exception: After mechanical department approval following inspection of cars prior to movement or after inspection and approval at first mechanical point.	40 50

### 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 General Director, Service Resources with maximum consist not to exceed 70 cars. Two rail train sets must not be combined unless authorized by General Director, Service Resources.

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

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

When in freight trains, outfit cars must be handled only on head end of train and must not be used in switching service.

### ITEM 4. LOCOMOTIVE TABLE:

Model	Axles	Rated H.P.	Approx. Weight Lbs.	Length in Feet	Starting Tractive Effort	Tractive Effort at 1050 Amps Lbs.
GP15-1	4	1500	260,800	55	62,200	46,800
GP28	4	2000	263,000	56	65,750	51,300
GP30	4	2250	263,000	56	65,750	55,440
GP35	4	2500	261,000	56	65,750	55,440
GP38-2	4	2000	269,000	59	67,250	55,440
GP40	4	3000	277,000	59	69,250	55,440
GP40-2	4	3000	277,000	59	69,250	55,440
GP40X	4	3500	274,000	60	68,750	41,520
GP50	4	3500	273,000	59	68,250	64,200
SW10	4	1200	251,000	44	62,800	35,100
SW1500	4	1500	261,160	45	65,290	43,000
MP15	4	1500	266,800	48	66,520	46,800
MP15DC	4	1500	267,800	49	66,950	46,800
B23-7	4	2250	266,800	62	66,650	60,400
B30-7A	4	3000	267,700	62	68,925	60,400
SD40	6	3000	393,000	66	98,250	83,160
SD40-2	6	3000	392,000	69	97,500	83,160
SD50	6	3800	394,000	71	98,500	96,300
SD60	6	3800	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	78,000
C36-7	6	3750	391,000	67	97,750	77,000
E9	6	2400	333,770	71	83,943	58,000
DD40X	8	6600	545,000	99	135,000	68,800
DASH8-40C	6	4000	391,000	70	97,750	77,000

### ITEM 4-A. LOCOMOTIVE INSTRUCTIONS:

Except for double stack trains or when authorized by train management, freight trains will be limited to eight locomotives on head end not to exceed 16,600 working horsepower. The maximum of eight locomotives includes

### ITEM 4-A. (CONTINUED)

units that are working, isolated, dead in consist, or dead in train immediately behind the locomotive consist. No more than eight coupled locomotives (twelve at North Platte) may be moved or switched within locomotive facilities including movement between service tracks and train yards. The maximum of eight locomotives does not apply to power transfers with or without caboose(s) as authorized by train management.

### 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.

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

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".

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

Yardmasters must notify train dispatcher before placing loads exceeding 12 feet in width in a train (11 feet east and south of Kansas City). Train dispatcher will issue a track bulletin to that train and to all trains which may meet, pass or be passed by that train, notifying them of the wide load.

If no message or track bulletin is received to cover such shipments, conductor will notify dispatcher prior to movement of train. 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 5A. CHEMICAL TRAINS:

Designated restricted chemical trains are trains with the following symbols regardless of the number of loaded chemical cars, trailers or containers in their consist when operating over the territories listed:

HOAD	— Between Houston and Addis
HOCHBO	— Between Houston and Dolton
HONL	— Between Houston and North Little Rock
HOP1	— Between Vanderbilt and Salem
HOAG 1	— From Angleton to Houston

Designated restricted chemical trains are limited to 100 cars/platforms or 6,000 feet (not including locomotives), whichever is less.

Restricted chemical trains are those which contain 20 or more loaded cars, loaded trailers and/or loaded containers for which a hazardous material response is generated at the end of the train consist. *Exceptions:* Loaded box cars, loaded trailers or loaded containers carrying mixed loads with 49501 as the first five digits of the commodity number (STC Code) are not to be included when determining whether a train is a restricted chemical train. Conductors are responsible to notify the train dispatcher that the train is a restricted chemical train prior to departure from initial terminal or if train becomes a restricted chemical train due to pick-up enroute.

Chemical trains are restricted to 10 MPH less than the maximum speed for the subdivision, except where maximum subdivision speed is 30 MPH or less, chemical trains may operate at maximum subdivision speed (if maximum subdivision speed is 35 MPH, a maximum speed of 30 MPH is permitted). Where lower speed restrictions are in effect within the subdivision or if the train is restricted to a lower speed for other reasons, the lower speed governs.

Chemical trains will hold the main track during meets and passes when practicable. When two chemical trains meet, the train holding the main track will stop short of the first siding switch until the opposing train is in the siding and stopped. Chemical trains are restricted to a maximum speed of 10 MPH when operating on a siding and through turnouts while entering and leaving the siding.

### ITEM 5-B. INTERMODAL TRAINS:

Intermodal cars are defined as:

1. TOFC and COFC flat cars, for containers or trailers;
2. Five-platform articulated well cars (double stack), for containers;

**ITEM 5-B. (CONTINUED)**

3. Five-platform articulated single-level spine cars (UP 252000-252001 and NTTX series), for containers;
4. Five-platform articulated ARC-5 cars (UTTX series), for trailers;
5. Four-platform single axle 4-Runner cars (TTFX series), for trailers; and
6. Single-platform single axle Front Runner cars (TTUX series), for trailers.

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

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

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

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

**ITEM 6. MAXIMUM GROSS WEIGHT LIMITATIONS:**

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

4 axles .....	263,000 lbs.
Exception: FMLX 19000-19023 and MONX 17000-17010 Series cars and VICX 9011, 9036, 9060, 9077, 9080 .....	315,000 lbs.
6 axles .....	394,500 lbs.
8 axles .....	526,000 lbs.

Such authority together with any restrictions, must be furnished to conductor. If speed restrictions are required, track bulletin must be issued, when practicable.

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

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

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

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

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

**ITEM 7. EMPLOYES MUST PROVIDE THEMSELVES WITH 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.

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

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

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

This item does not apply to engineers working in yard service, operating within the 25 mile limit, when authorized by a division manager to handle equipment within such limits. Authority must not be granted unless the engineer is knowledgeable of the territory, or an employe who is knowledgeable of the territory, occupies the control compartment with the engineer to advise him regarding the physical characteristics.

**ITEM 8. RAIL DETECTOR CARS:**

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 ADDITIONS (and M/W Rules Where Applicable):**

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

**(1) DEFINITIONS:**

**Bonded Controlled Siding** — A controlled siding within CTC or interlocking limits designated by 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."

## ITEM 10. (CONTINUED)

(4) **RULE 2:** Changed to read: While on duty, employes governed by the General Code of Operating Rules and Maintenance of Way Rules, except those employed in an office where a standard clock is located, must have and use a reliable watch capable of indicating time in hours, minutes and seconds continuously on the same display. Hours must be indicated in arabic numerals.

Continental time will be used where authorized.

(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 track bulletins.

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

On such subdivisions the limits of Track Bulletin Form B protecting men and equipment must extend between numbered mile posts and green flag must be displayed only at the limits of the track bulletin.

Roadway Sign for protection of men and equipment (Form B Track Bulletin) will be a Yellow-Red flag. Any reference to Yellow flags also applies to Yellow-Red flags.

(7) **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.

(8) **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.

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

Rule 11 does not apply when fusee is located beyond the nearest rail of an adjacent track.

(10) **RULE 12:** Second paragraph changed to read: When placing torpedoes, two must be placed on each rail not less than 150 feet apart.

(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 offices where clearances may be obtained.

(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 block signal displaying green as its aspect or part of its aspect.

**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 unless train dispatcher authorizes, by signal indication, a higher speed.

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

## ITEM 10. (CONTINUED)

(The following exception does not apply to restricted chemical trains regardless of train symbol.)

**Exception:** For symbol trains ending in the letter "Z" that do not exceed 5000 trailing tons, and for trains consisting entirely of five platform articulated double stack well cars and/or five platform articulated single-level spine cars (NTTX Series, UP Series) regardless of train symbol and trailing tonnage, the following applies when stopped by an emergency application of the brakes and no harsh slack action is experienced incidental to stopping. If brake pipe pressure on rear car has been restored as indicated by caboose gauge or end of train telemetry device, leakage test must be made and be within prescribed limits, then train may proceed without providing inspection on each side of all cars and units. If brake pipe pressure cannot be restored or leakage test is not within prescribed limits; or if there is harsh slack action incidental to stopping; or if train required excessive power to start after stopping; then both sides of entire train must be inspected.

(18) **RULE 103: Paragraph 1 revised to read:** When cars are shoved, kicked or dropped over road crossings at grade, a crew member must be on the ground at the crossing until front of movement has passed over the crossing. Each movement over the crossing must be made only on his signal.

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

(20) **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.

(21) **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.

(22) **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.

(23) **RULE 103(U): New Rule:** 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.

(24) **RULE 104(B): Add:**

(6) Within ABS/TWC territory, trains operating without caboose may leave siding switches lined and locked for siding, only upon authority stated on Line 17 of the Track Warrant in words "Leave the ... (location) ... switch ... (station) ... open." Until cleared by the dispatcher, subsequent track warrants will read on Line 17 "... (location) ... switch ... (station) ... lined for siding."

Unless block signal indicates that the switch is properly lined, trains must approach switches listed on Line 17 prepared to stop short of the switch.

After lining a switch listed on Line 17 of a track warrant for the main track movement, trains must inform the dispatcher that switch has been restored to its normal position."

(25) **RULE 104(C): Add paragraph:** Both switches of a crossover must be opened before a crossover movement is started, and the movement must be completed before either switch is restored to normal position. EXCEPTION: Dual control switches may be returned to power as prescribed by second and third paragraphs of Rule 315(A) as revised in Special Instructions.

(26) **RULE 107:** Changed to read: A passenger train approaching a station where it will receive or discharge passengers, if routed on a track where an adjacent track could be used by other trains to pass between it and the station platform, must contact the train dispatcher to ascertain that no trains or engines are approaching or will use the adjacent track. If trains or engines are approaching on the adjacent track, passenger train must be instructed to

## ITEM 10. (CONTINUED)

delay arrival until train or engine has cleared or has stopped clear of the platform unloading area.

When a passenger train is receiving or discharging traffic, a train or engine must not pass between it and the station platform until all passengers and all employes have cleared the track between the passenger train and the station platform. Thereafter, train or engine may pass when preceded by an employe walking just ahead of the engine, or first car when shoving cars, to protect movement.

(27) **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.

(28) **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.

(29) **RULE 109(D): New Rule:** 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.

(30) **RULE 109(E): New Rule: INSPECTIONS IN BLOCK SIGNAL TERRITORY:** When a train is proceeding on a signal more restrictive than a clear signal and is approaching a siding, junction, beginning or end of Double Track, or any location where it may have to wait, meet or pass another train, a crew member must promptly attempt to make radio contact with crew members of any train which may be at or approaching the same point, advising of their presence and pending roll-by inspections.

(31) **RULE 152: First Paragraph Changed to Read:**

Movements against the current of traffic must be authorized by train order, track warrant or track bulletin except as provided by Rules 93, 94 or 252.

(32) **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.

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

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

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

(36) **RULE 209(B):** Track warrants and track bulletins may be transmitted mechanically to stations equipped with CRT machines. All numbers written in the body of 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 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.

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

(38) **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 16 apply.

(39) **RULE 245: Delete first paragraph.**

(40) **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 or approach limited.

(41) **RULE 252: Last Two Paragraphs Changed to Read:**

If additional time is required, authority must be obtained from the control operator before authorized time limit has expired. If not clear by the time track permit expires or unable to contact control operator, authority is

## ITEM 10. (CONTINUED)

extended until control operator can be contacted or train clears the limits by signal indication.

If more than one track permit is in effect at any time within the same or overlapping limits, all trains or employes involved must be notified and all movements must then be made at restricted speed and prepared to stop short of equipment fouling the track within these limits.

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

**Exception revised to read:**

(1). Within CTC limits, train may proceed not exceeding 30 MPH prepared to stop at next signal until it can be seen that the next signal indicates proceed and track is clear to that signal.

(2). Within ACS territory and it is known cab signal device is cut in and operative, train may operate in accordance with cab signal indication.

(43) **RULE 305(A). New Rule:**

**APPROACH TO AUTOMATIC INTERLOCKING:** A train having passed a signal governing the approach to an automatic interlocking displaying a proceed indication and speed is below ½ the authorized timetable speed at that location or below 10 MPH, whichever is greater, must proceed prepared to stop at the interlocking signal until it can be seen the interlocking signal indicates proceed.

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

(45) **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.

(46) **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.

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

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

(49) **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.

(50) **RULE 351: Fifth and Sixth 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.

(51) **RULE 351(C): First paragraph 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.

(52) **RULE 371:** Second paragraph does not apply to passenger trains. Passenger trains must continue to comply with block signal indication.

(53) **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



**ITEM 10. (CONTINUED)**

train, cab signal devices may be cut out and train must proceed in accordance with second paragraph of Rule 372(A).

(54) **RULE 400:** Delete second paragraph.

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

(56) **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 been made 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.

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

(58) **RULE 463:** Add:

The train dispatcher may void a numbered line on a track bulletin, or an entire track bulletin, verbally using one of the following examples:

(d) **LINE** — (number) — **OF TRACK BULLETIN NO** — **OF** — (date) — **READING** (quote line to be made void) **IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(e) **TRACK BULLETIN NO** — **OF** — (date) — **IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

(59) **RULE 610:** Changed to read: Only operating employees in the performance of their duties, including deadheading, are permitted to ride trains or engines. Other employees 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.

(60) **RULE 620:** Changed to read: Not more than five people may ride in the control compartment.

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

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

(1) **Add: RULE 4031(A): MOVING EQUIPMENT IN LOCOMOTIVE AND CAR REPAIR FACILITIES:** Before any move is made in response to hand signals, specific instructions for each move to be made must be understood by all employees involved.

When repositioning cars with a car mover in response to hand signals, the disappearance from view of the employee giving such signals must be regarded as a signal to stop. Employee giving such signals must have visual contact with the operator of the car mover while moving and with all other employees associated with the move at all times.

Cars must be coupled or chained to the car mover.

(2) **Add: RULE 4031(B): WHEEL CHOCKS:** Proper wheel chocks must be used in all cases where required. When installing or removing wheel chocks, employees must not extend any part of body beyond outside edge of rail.

(3) **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: Employees may be out of seat:

1. After boarding moving caboose (at other than initial or final terminal);
2. To use toilet facilities;

**ITEM 10-A (CONTINUED)**

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.

(4) **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:**

**End of Train Telemetry Device (EOT Device)** — A system of components capable of determining the rear car brake pipe pressure and transmitting that information to the front unit for display to the locomotive engineer.

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

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

For the purpose of calculating tons per operative brake for five-platform articulated well cars (double stack) and for five platform articulated ARC-5 cars (UTTX series), calculations should be based on three operative brakes per five-platform car.

For the purpose of calculating tons per operative brake for five-platform articulated single-level spine cars (UP252000-252001 and NTTX series) and for four-platform single axle 4-Runner cars (TTFX series), calculations should be based on two operative brakes per multi-platform car.

(2) **RULE 1004(A)2: Add:** When an EOT device is used to comply with this requirement, a brake pipe reduction of at least 5 pounds must be observed.

(3) **RULE 1004(A)3: Add:** When an EOT device is used to comply with this requirement, a brake pipe increase of at least 5 pounds must be observed.

(4) **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.

(5) **RULE 1005(D)1(A): Changed to read:** Inspection of the brakes on the cars to be added may be made before they are added to the train, provided a gauge or device is used to indicate that the rear car of the cars to be added is charged to at least 60 pounds for a freight train or at least 70 pounds for a passenger train. Leakage test must be made after cars are added to the train.

(6) **RULE 1103(C): Changed to read:** The helper engineer should, when practicable, be the first to work power after communicating with engineer on lead locomotive. During starting, helper locomotive of over 7600 horsepower should not be more than two throttle notches higher than lead locomotive, when practicable.

## ITEM 10-B. (CONTINUED)

(7) **RULE 1108(B)4:** Changed to read: When necessary to place power behind caboose (or rear car if no caboose) to assist a train to the top of an ascending grade, or to a location where the main track may be cleared, not more than two working units, not exceeding a total of 7600 working HP may be used and 1050 amps of power must not be exceeded; other units in locomotive consist must be isolated. All employees on caboose must ride on unit(s) assisting train during entire movement.

(8) **RULE 1108(B)4(a):** New rule: If train does not have a caboose and unit(s) assisting train do not exceed 6000 working horsepower, the power limitation of 1050 amps does not apply.

(9) **RULE 1109(A):** Add:

(The following does not apply to restricted chemical trains regardless of train symbol.)

**Exception:** For symbol trains ending in the letter "Z" that do not exceed 5000 trailing tons, and for trains consisting entirely of five platform articulated double stack well cars and/or five platform articulated single-level spine cars (NTTX Series, UP Series) regardless of train symbol and trailing tonnage, the following applies when stopped by an emergency application of the brakes and no harsh slack action is experienced incidental to stopping. If brake pipe pressure on rear car has been restored as indicated by caboose gauge or end of train telemetry device, leakage test must be made and be within prescribed limits, then train may proceed without providing inspection on each side of all cars and units. If brake pipe pressure cannot be restored or leakage test is not within prescribed limits; or if there is harsh slack action incidental to stopping; or if train requires excessive power to start after stopping; then both sides of entire train must be inspected.

(10) **RULE 1113(B):** Changed to read: Locomotives not equipped for MU operation (such as government units, export commercial units and some yard switcher units) and locomotives with inoperative MU equipment must be moved dead-in-train behind the locomotive consist; or separated from each other and from the locomotive consist by not less than five cars and entrained not more than thirty cars behind the control unit. Units with bolted drawbars must be placed not more than five cars from rear of train.

(11) **RULE 1114(N):** New Rule: The controlling unit of a locomotive consist (including both lead and helper locomotive consists) must not be isolated while train or engine is moving except when the unit is not operating properly.

(12) **RULE 1115(H), Unit Numbers Changed to read:** MP 1402-1421, A&S 1500-1522, and UP S9-S31.

## ITEM 10-C. HELPER SERVICE INSTRUCTIONS CHANGES:

(1) Employees who operate on the territories listed below must provide themselves with and have available for reference "Helper Service Instructions and Tonnage Rating Tables for Helper Territories," dated September, 1987. This pamphlet provides revisions and supplemental instructions to the 1108 series of rules for helper territories.

Between Pocatello and Hinkle  
Pocatello and Silver Bow  
Milford and Los Angeles  
Salt Lake and Green River  
Cheyenne and Rawlins  
Kansas City and Pleasant Hill  
Kansas City and Osawatomie

Over the Mississippi River bridge on the  
New Orleans Public Belt Railroad.

(2) Changes to rules contained in both the Air Brake & Train Handling Rules book and in the Helper Service Instructions book will be listed in Item 10-B; and will apply to both books. Changes to rules contained only in the Helper Service Instructions are listed below.

(3) **Rule 1108(B)8(a):** New rule: Between Hinkle and Huntington, refer to Maximum Trailing Tonnages for four units on page 15 of Helper Service Instructions. When helpers are to be cut into train, tonnage shown for four units should not be exceeded for either the tonnage handled by the lead locomotive consist or for tonnage behind the helper locomotive consist. If necessary to switch units between locomotive consists to balance power, the train dispatcher should be notified in advance to minimize train delay.

## ITEM 10-C. (CONTINUED)

(4) **Rule 1108(C)4:** Changed to read: When helper locomotive is cut out of train and used to shove rear portion back to train, before coupling into rear portion of train, regulating valve on helper locomotive must be reduced to 20 psi below regulating valve on lead locomotive. Then rear portion will be coupled to head portion.

(5) **Rule 1108(C)5:** New rule: After helper locomotive is detached from rear of train or is cut out of train and train is recoupled, lead locomotive must make an Application and Release test of the rear car in accordance with Rule 1004 before proceeding.

(6) **Rule 1108(E):** New Rule: **HELPER OPERATION WITH AN ENGINEER ONLY:**

1. Conductor or brakeman of train being helped must assist the helper engineer when cutting helper into and out of train. A brakeman (the conductor in cabooseless operations) must ride in controlling locomotive of train being helped. The conductor must ride in caboose when train is so equipped, unless helper is entrained behind caboose. A brakeman, if available, must ride in control compartment of helper consist while helper is moving in train.

2. When the helper engineer is alone, if necessary to temporarily alight from helper for purpose of inspection, handling of switches or derails, or for other purposes, train dispatcher should be notified. Before leaving cab of controlling locomotive, engineer should contact the train dispatcher, state the helper location, reason for leaving locomotive and expected duration of absence.

Equipment must be secured against movement, with hand brakes applied as necessary. Throttle must be placed in "Idle," reverse lever centered, generator field switch opened (off), independent brake fully applied and automatic brake released. Portable radio, when available, must be carried.

Upon reboarding locomotive, engineer should notify train dispatcher of his return.

3. Refer to System Timetable #6, Special Instructions, Item 10. (45). When the helper engineer is alone, the first paragraph of Rule 315(A) is modified and requires inspection, on the ground, of the first dual control switch or derail after the leading wheels of locomotive are beyond the insulated joints of the signal governing movement over the dual control switch or derail, but before movement is made over the first dual control switch or derail. Examination of all dual control switches or derails must be made from the ground, see that they are properly lined, and that selector lever or hand crank, if so equipped, is in proper position.

4. At all times while working alone, helper engineer must operate from control compartment of lead locomotive in direction of travel, with control compartment also in direction of travel.

5. When engineer is working alone and helper is stopped, roll-by inspection of other trains must be made from the cab of the helper locomotive.

## ITEM 10-D. INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS CHANGES:

(1) Section VI, Item No. 7, Page 15, changed to read: Except for a tank car placarded "COMBUSTIBLE RESIDUE", a tank car displaying "RESIDUE" placards in a moving or standing train may not be placed nearer than the second car from an engine or occupied caboose.

(2) Section VIII, Item No. 10, Page 19, changed to read: Expiration date October 31, 1988.

## ITEM 10-E. MAINTENANCE OF WAY RULES CHANGES:

(1) **RULE 99(E):** Third paragraph changed to read: Two miles from the red flag, two torpedoes must be placed on each rail not less than 150 feet apart.

Fourth paragraph changed to read: Flagman shall then return one-half the distance to the red flag, where flagman must remain and flag approaching trains with hand signals until relieved by the foreman or by another flagman carrying the foreman's written instructions.

EXCEPTION revised and requires flagman to return one-half the distance to the red flag. When maximum speed is 40 MPH or less, flagging distance is one mile.

## ITEM 10-E. (CONTINUED)

(2) **RULE 1428:** First paragraph revised to read: Motor car must throttle down and reduce speed to one-half the maximum authorized speed when passing over any switch or frog except speed of 5 MPH must be observed over self-guarding frogs.

**Exception to second paragraph:** A hy-rail operating under proper authority, with operable shunts and signals lined for movement, must not exceed 20 MPH over switch or derail keeping a close lookout to insure switch or derail is properly lined for movement.

## 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  $\oplus$ -1 and  $\oplus$ -2 which denote hase stations or radio control points. Employees may contact train dispatcher by operating Dispatcher 1 button for  $\oplus$ -1 stations and Dispatcher 2 button for  $\oplus$ -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.

## ITEM 12 (CONTINUED)

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

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 rotary, push button or toggle switches on radio front panel. On radios with three toggle switches, the "Receive Up/Down" switch should not be used under normal service. Channel Assignments:

Railroad	Channel	Display	Railroad	Channel	Display
UPRR	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
ICG	DISPATCHER	7878	MKT	DISPATCHER	3232
CSP	DISPATCHER	3030	HBT-MILW	DISPATCHER	4444

Tone Positions: 5-position Tone Switch	Dispatcher	20-position Tone Switch
1	UP DISPATCHER	11
2	UP DISPATCHER I	18
3	UP DISPATCHER II	19

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

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 detector is actuated and overheated journal is indicated on car with initials UPFE, car must be setout even if inspection develops no defects unless another car within five cars ahead or behind the car indicated is found to have an overheated journal.

## ITEM 13. (CONTINUED)

(f) When bridge or other physical characteristic prevents required inspection, train may be moved not exceeding 4 mph, no further than necessary to permit inspection.

(g) Connecting crews, if any, must be notified by incoming crew of failure to locate hot journal if indication is received from any detector and car is not set out.

(h) When a car experiences two consecutive hot box detector actuations and overheated journal cannot be found, car must be set out.

Exception: Passenger equipment or business cars need not be set out if inspection reveals no hot journal condition.

Following General Instructions applicable only to detectors equipped with "System On" lights.

(i) Each detector is equipped with a steady burning white light to indicate "System On". This light must be illuminated during the passage of the entire train. If not illuminated when passed by engine and rear of train, train must be stopped at once and given immediate walking inspection and dispatcher notified. This will not apply at detectors equipped with verbal indicators known to be functioning.

At some detectors, two white lights (one facing each direction) are used to indicate "System On". If at least one light is burning when passed by both engine and rear of train, the system is "On".

(j) Each detector is equipped with a revolving red beacon or strobe which will normally be dark, but will be activated by defect. When red beacon or strobe is illuminated, train must be stopped at once.

If red beacon or strobe is illuminated and no information is received by display or verbal indicators, make immediate inspection of entire train for defects.

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

## (2) Detector Station Equipped With Light Array Indicator:

When illuminated, array lights indicate the following:

(a) White light-side — One side light illuminated indicates one or more hot journals detected on side of train indicated by array. Make immediate walking inspection of entire side of train. If both white side lights are illuminated, one or more hot journals detected on both sides of the train. Make immediate walking inspection both sides of the entire train.

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

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

(a) When high wide shifted load detector or dragging equipment detector is activated, a separate message for each detector will be voice broadcasted to the train which must be stopped and inspected.

(b) When high wide shifted load message is received, an inspection must be made to ensure that there is no excessive width or height car in train. If double stack cars are in train, inspection must be made to determine that there are not two (2) 9 foot 6 inch containers stacked on the same car. Notify dispatcher to call signal maintainer to reset detector.

(c) Any car found in train with shifted load or with two (2) containers of 9 foot 6 inches stacked will be reported to dispatcher and, if required, car set out.

(d) After passing detector, if no message is received, train must stop and inspection made for dragging equipment, high wide or shifted loads. Dispatcher must be called to notify signal maintainer to reset detector.

(e) If no defects are found by the detector, a "No Defect" message will be broadcast.

## ITEM 13. (CONTINUED)

## (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:

(1) Verbal information is not received or understood.

(2) When detector announces, "integrity failure".

Exception: Dragging equipment detectors west of Omaha 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.

## 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 or red over 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) RULE 317(2) will not apply on ATSF tracks.		
(4) 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		

## ITEM 14. (CONTINUED)

own running gear through a turnout must not exceed one half of maximum authorized speed for that turnout.

- (5) 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 &amp; A Tracks Between:

1. GCL Jct. and CS Jct. (Seventh Subdivision)
2. Letsworth 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.  
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 245M (Restricting): Proceed at Yard Speed instead of Restricted Speed.
- (10) KCS Rule 284: **Aspect:** Flashing yellow. **Name:** Medium Approach. **Indication:** Proceed, reducing speed to 30 MPH before leading wheels pass the next signal.
- (11) KCS Rule 291(A): **Aspect:** Red with number plate and letter "P" marker. **Name:** Permissive. **Indication:** Proceed at Restricted Speed.

## ITEM 14. (CONTINUED)

- (12) Rule 305: Exception to requirement for Restricted Speed in CTC territory does not apply.

- (13) 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.

- (14) 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.

- (15) SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.

- (16) 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.

- (17) 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.

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

<b>Aspect:</b>	<b>Indication:</b>
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

(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

## ITEM 14. (CONTINUED)

have a copy of speed restrictions addressed to their train showing date, location, and name of employe who copied it before proceeding.

(7) DRGW Rule 509. When a train or locomotive is stopped by a Stop and Proceed ABS, it may proceed at once at restricted speed to the next ABS, expecting to find a train in the block, switch not properly lined, broken rail, mud, rock or snow slides, high water damage, or any other condition that would prevent the safe passage of trains.

(8) DRGW Rule 509-A. When a train or locomotive is stopped by a Positive Stop ABS, it may proceed when the ABS is cleared or when it is authorized to proceed by Permissive Card showing proper form. After stop is completed, Permissive Card can be copied. If the Positive ABS governs entrance to a diverging route, Permissive Card must show on which track train or locomotive must proceed. Permissive Card must be repeated to the train dispatcher by the employe receiving it. If it is possible for an opposing train or locomotive to be in the block, the train dispatcher will authorize the train or locomotive to proceed by issuing Permissive Form "A".

Form "A" — Proceed on . . . track under flag protection and according to Rule 509.

When the train dispatcher positively knows there is no opposing train or locomotive between the communicating points, Permissive Form "B" will be issued:

Form "B" — Proceed on . . . track at Restricted Speed, according to Rule 509.

If movement is to enter siding, Form "D" will be issued:

Form "D" — Proceed into . . . siding, at Restricted Speed, according to Rule 509.

(9) DRGW Rule 560. If entire train or locomotive has passed an ABS governing its movement, reverse movement must not be made without the proper Positive ABS indication, except when authorized by the train dispatcher, the movement may be made after proper protection has been provided.

(10) DRGW Rule 561. If head end of train or locomotive only, passes a Positive ABS and then reverse movement is made so that the Positive ABS is again in advance of the train or locomotive, the train dispatcher must be notified at once.

(11) DRGW Rule 281-B. Aspect: Red over flashing yellow.

Name: Diverging Approach Medium.

Indication: Proceed authorized speed until entire train is through turnout, approaching next signal medium speed.

(12) DRGW Rule 282. Aspect: Flashing yellow. Name: Approach Medium.

Indication: Proceed, approaching next signal medium speed.

(13) DRGW Rule 285. Aspect: Yellow. Name: Approach.

Indication: Proceed, prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.

(14) DRGW Rule 290. Aspect: Red over lunar. Name: Restricting.

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

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

Indication: Stop then proceed according to Rule 509.

(16) DRGW Rule 292. Aspect: Red. 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/FOREMAN'S INSTRUCTIONS FOR WORK ORDER FEEDBACK:

(1) At the beginning or during a train crew's run or yard job's shift, the conductor or foreman will be furnished a computer generated *Work Order Issue* document. This document includes one or more individual *Work Orders* which describe the *scheduled work* needed to be performed in stations/yards, at industries, and at interchanges. The conductor or foreman must record the following information on this document: *pull times*, *placement (spot) times*, and *interchange delivery times*. The conductor/foreman must sign and date the completed report.

When making station/yard setouts, the conductor or foreman must record the *setout time(s)*, the *yard number(s)*, and the *track number(s)* of where the setout was made as well as the *direction* and *sequence* showing how the setouts line up within each track.

If a car or block is handled differently from the instructions appearing on the Work Order, the *exception* must be noted on the document (*on the blank space below the printed detail line*).

Every line of *scheduled work* that is *not done* must show the appropriate *Not Done Reasons Why Code* in the setout time column.

(2) When *unscheduled work* is performed, i.e., *work not prescribed by a Work Order Issue document*, the conductor or foreman must record the moves on form 29363.

(3) At locations where Work Order Issue documents are *not received* or a job has been designated to pickup or setout cars from industry/interchange, the document used (*such as a track list*) must be treated as a Work Order. Work performed must be noted on the document *as prescribed by Item 1*. Upon completing the work, the conductor or foreman must affix his/her signature to the document and must show date and time the work is completed.

Where form 29363 is not available, *switch lists* used in the manner described above must also be marked and signed.

(4) When *verbal instructions* are received, the work performed must be recorded *as prescribed by Item 2*. When performing *intra-plant* switching moves requested by a customer, the name of the customer's employee requesting the moves must be recorded in the *RSN* field of form 29363. If form 29363 is not available, the car movements may be recorded on the reverse side of the Work Order Issue document.

(5) If an industry provides switch lists to crews, 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 by our crew, i.e., *pull*, *place*, or *switch to another spot*, even if the work was previously noted on the document by the industry.
- Note any exceptions to the documents under the appropriate equipment ID's.
- Date and sign bottom of list.

b. if the industry will not release the list (*and retains the document for their own record keeping*), the conductor or foreman must:

- Transfer all pertinent information from the document to form 29363 (*see Item 2*) or a handwritten list if form 29363 is not available.
- Note date and time the work was accomplished.
- Sign and date.

(6) Upon completing all documents pertaining to car movements (*including Work Order Issues*), conductors and yard foremen are required to provide feedback as soon as practicable. Feedback may be accomplished by one of the following means:

a. If your train is being reported by the National Customer Service Center in St. Louis, Missouri:

1) Telephone the Work Order Operations department of the NCSC.

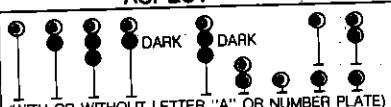

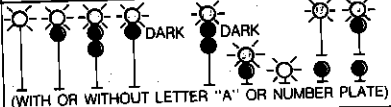

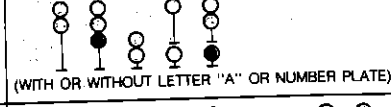

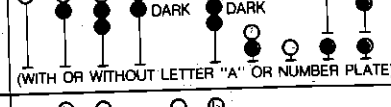
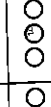
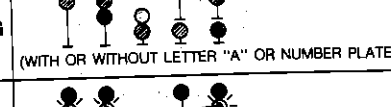
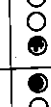
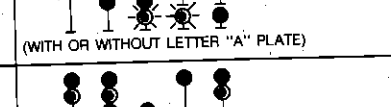
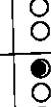
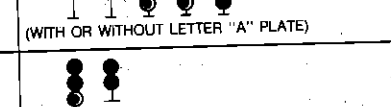
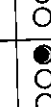
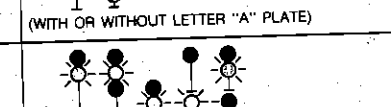
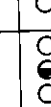
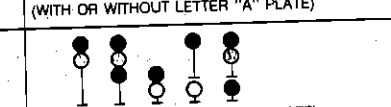
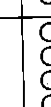
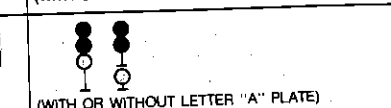
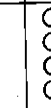
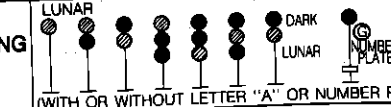

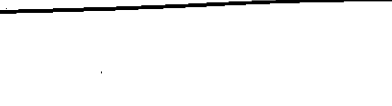

2) Transmit via facsimile to the Work Order Operations department of the NCSC with mandatory telephone verification.

b. If your train is being reported by the local OCC (Yard Office):

- 1) Completed documents must be delivered or forwarded to the local OCC.

Accurate, complete and timely feedback enables proper T.C.S. reportings providing "OUR" customers with up to the minute car location information, also ensuring assessment of all applicable car handling charges.

## ITEM 16. BLOCK AND INTERLOCKING SIGNALS:

RULE	NAME	ASPECT	ACS
245A	CLEAR	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245B	APPROACH LIMITED	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245C	APPROACH MEDIUM	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245D	APPROACH	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245E	APPROACH RESTRICTING	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	
245F	DIVERGING CLEAR LIMITED	 (WITH OR WITHOUT LETTER "A" PLATE)	
245G	DIVERGING CLEAR	 (WITH OR WITHOUT LETTER "A" PLATE)	
245H	DIVERGING CLEAR SLOW	 (WITH OR WITHOUT LETTER "A" PLATE)	
245J	DIVERGING APPROACH LIMITED	 (WITH OR WITHOUT LETTER "A" PLATE)	
245K	DIVERGING APPROACH	 (WITH OR WITHOUT LETTER "A" PLATE)	
245L	DIVERGING APPROACH SLOW	 (WITH OR WITHOUT LETTER "A" PLATE)	
245M	RESTRICTING	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	

## INDICATION

Proceed.

Proceed. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays Clear or Approach Limited.

Proceed. Speed passing next signal must not exceed 30 MPH.

Proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 30 MPH must immediately reduce to that speed.

Proceed prepared to pass next signal at restricted speed, not exceeding 15 MPH.

Proceed on diverging route. Speed through turnout must not exceed 40 MPH.

Proceed on diverging route at prescribed speed through turnout.

Proceed on diverging route. Speed through turnout must not exceed 15 MPH.


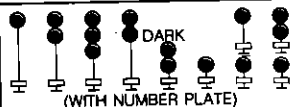

Proceed on diverging route at prescribed speed through turnout. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays Clear or Approach Limited.

Proceed on diverging route at prescribed speed through turnout prepared to stop before any part of train or engine passes the next signal. Trains exceeding 30 MPH must immediately reduce to that speed.



Proceed on diverging route prepared to stop before any part of train or engine passes the next signal. Speed through turnout must not exceed 15 MPH. Speed to next signal must not exceed 30 MPH.

Proceed at restricted speed, not exceeding prescribed speed through turnout.

## ITEM 16. (Continued)

RULE	NAME	ASPECT	ACS
245N	FLASHING STOP AND PROCEED	 FLASHING RED LIGHT ON ANY SIGNAL	<input type="radio"/> <input type="radio"/> <input type="radio"/> <input checked="" type="radio"/>
245P	STOP AND PROCEED	 DARK (WITH NUMBER PLATE)	<input type="radio"/> <input type="radio"/> <input type="radio"/> <input checked="" type="radio"/>
245Q	STOP	 DARK (WITH OR WITHOUT LETTER "A" PLATE)	<input type="radio"/> <input type="radio"/> <input type="radio"/> <input checked="" type="radio"/>

**ITEM 17. INDICATORS**  
**INDICATOR RULES 247B AND 247E.**

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

## INDICATION

Stop before any part of train or engine passes the signal then proceed at restricted speed through entire block.

Stop before any part of train or engine passes the signal then proceed at restricted speed through entire block.

Stop before any part of train or engine passes the signal.

**ITEM 18. NOTICE REQUIRED BY FEDERAL RAILROAD ADMINISTRATION:**

## NOTICE

**TO ALL HOURS OF SERVICE EMPLOYEES**

Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. If you refuse to take this test, the Company will initiate a disciplinary investigation against you.

If you take the test and it is positive for drugs, you may be subject to discipline under Rule G of General Code of Operating Rules, Maintenance of Way Rules or Safety, Radio and General Rules for all Employees which prohibits the illegal use of any drug, narcotic or controlled substance at any time, either on-duty or off-duty. You are expected to know those drugs, narcotics or controlled substances which are illegal to use.

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

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

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

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

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

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



## ITEM 19. AMTRAK TRAIN SCHEDULES

(a). Scheduled times for AMTRAK trains are for information purposes only, except AMTRAK trains must observe station stops and time(s) shown.

(b). Trains scheduled to receive or discharge traffic must not leave the point where such traffic is received or discharged before the time shown in the schedule.

(c). Where one time is shown at a station, it is the leaving time, except at terminating stations, it is the arriving time. Where two times are shown, they are arriving and leaving time.

(d).

5 Daily ↓	SALT LAKE CITY — WINNEMUCCA	6 Daily ↑
11:37 pm(MST)	SALT LAKE CITY (D&RGW)	5:50 am(MST)
	ELKO	12:13 am 12:10 am
	WINNEMUCCA (SP)	10:15 pm(PST)
5 ↓	STATIONS	6 ↑

(e).

31 Daily ↓	33 Daily ↓	ST. LOUIS — KANSAS CITY	30 Daily ↑	32 Daily ↑
5:05 pm	8:05 am	ST. LOUIS	2:35 pm	9:05 pm
5:30 pm	8:30 am	KIRKWOOD	2:04 pm	8:30 pm
7:24 pm	10:24 am	JEFFERSON CITY	12:20 pm	6:46 pm
8:29 pm	11:29 am	SEDALIA	11:04 am	5:32 pm
8:59 pm	11:59 am	WARRENSBURG	10:32 am	5:02 pm
9:39 pm	12:39 pm	LEE'S SUMMIT	9:51 am	4:21 pm
9:56 pm	12:56 pm	INDEPENDENCE	9:34 am	4:04 pm
10:25 pm	1:25 pm	KANSAS CITY (Un. Sta.)	9:15 am	3:45 pm
31 ↓	33 ↓	STATIONS	30 ↑	32 ↑

(f).

35 Daily ↓	SALT LAKE CITY — BARSTOW	36 Daily ↑
11:57 pm	SALT LAKE CITY (D&RGW)	5:55 am
2:00 am	DELTA	3:15 am
2:59 am 3:02 am	MILFORD	2:15 am 2:12 am
4:57 am	CALIENTE	12:15 am
7:45 am (MST) 7:00 am (PST)	LAS VEGAS	9:55 pm (MST) 8:40 pm (PST)
10:27 am	BARSTOW (ATSF)	5:20 pm
35 ↓	STATIONS	36 ↑

## ITEM 19. (Continued)

(g).

21 Leave Mon Wed Sat	ST. LOUIS — SAN ANTONIO	22 Arrive Mon Wed Sat
12:30 am	ST. LOUIS	6:50 am
4:15 am 4:18 am	POPLAR BLUFF	2:50 am 2:34 am
5:12 am	WALNUT RIDGE	1:30 am
5:48 am	NEWPORT	12:56 am
7:33 am 7:41 am	L ROCK AMTK STA.	11:32 pm 11:22 pm
8:26 am	MALVERN	10:15 pm
8:47 am	ARKADELPHIA	9:52 pm
10:09 am 10:12 am	TEXARKANA	8:37 pm 8:34 pm
11:27 am	MARSHALL	7:18 pm
11:57 am	LONGVIEW	6:46 pm
2:32 pm 2:42 pm	DALLAS	4:05 pm 3:55 pm
8:20 pm	TAYLOR	10:40 am
9:15 pm	AUSTIN	9:50 am
9:55 pm	SAN MARCOS	9:00 am
11:50 pm	SAN ANTONIO (SP)	7:20 am
21 Arrive Mon Wed Sat	STATIONS	22 Depart Sun Tue Fri

(h).

25 Daily ↓	SALT LAKE CITY — PORTLAND	26 Daily ↑
11:50 pm	SALT LAKE CITY (D&RGW)	6:10 am
12:43 am	OGDEN	4:58 am
1:43 am	CACHE JCT.	3:55 am
3:09 am 3:13 am	POCATELLO	2:30 am 2:26 am
4:43 am	SHOSHONE	12:45 am
7:10 am	BOISE	10:40 pm
7:45 am 7:55 am	NAMPA	10:05 pm 9:55 pm
8:31 am	ONTARIO	9:05 pm
10:25 am	BAKER	7:08 pm
11:29 am (MST) 10:33 am (PST)	La GRANDE	6:05 pm (MST) 5:01 pm (PST)
12:46 pm 12:50 pm	PENDLETON	2:55 pm 2:51 pm
1:23 pm 1:28 pm	HINKLE	2:00 pm 1:58 pm
2:55 pm	THE DALLES	12:34 pm
3:25 pm	HOOD RIVER	12:06 pm
3:50 pm	CASCADE LOCKS	11:42 am
5:05 pm	PORTLAND	10:45 am
25 ↓	STATIONS	26 ↑

## ROADWAY SIGNS



TRACK WORKER

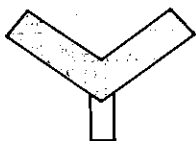


FOR CROSSINGS



FOR TUNNELS, ETC.

## REQUIRED WHISTLE SIGNAL RULE 15(I).



YARD LIMIT SIGN

PERMANENT  
SPEED  
RESTRICTION  
SIGNPERMANENT  
RESUME  
SPEED  
SIGN

STOP SIGN.



STOP SIGN.

YELLOW-RED FLAG  
PROTECTING MEN  
AND EQUIPMENT

YELLOW FLAG



RED FLAG



GREEN FLAG

## COLOR CODES



CTC

ABS

ABS-TWC

TWC

TIMETABLE NO. 6

## EXPLANATION OF CHARACTERS

- Ⓐ —Automatic Interlocking.  
 Ⓑ —Radio Base Station.  
 Ⓑ-1 —Call-in System Dispatcher 1.  
 Ⓑ-2 —Call-in System Dispatcher 2.  
 Ⓓ —Draw Bridge.  
 Ⓒ —Gate — Normal Position Against Conflicting Route.  
 G —Gate — Normal Position Against This Subdiv.  
 Ⓜ —Manual Interlocking.  
 Ⓢ —Stop Sign.  
 T —Turning Facility.  
 ⓧ —Railroad Crossing At Grade.  
 Ⓨ —Yard Limits.  
 n —Northward.  
 s —Southward.  
 e —Eastward.  
 w —Westward.  
 c —Center.  
 X —Crossover Between Main Tracks — Dual Control Switches.  
 X —Hand Operated Crossover.  
 Z —Item 10(25) does not apply.
- Ⓒ —Item 9 Special Instructions Applies.  
 \* —Air Brake Rule 1101(A)6.  
 † —Applies Only Until Eng. Has Reached Resume Speed Sign.  
 ‡ —Applies Only Until Eng. Has Passed Hand Operated Switches.  
 Ⓑ —Reduce/Resume Speed Signs at Other Than Prescribed Location.  
 # —Detector Stations Equipped With 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	6	54.5	1	20	45.0	1	34	38.2	6	0	10.0

TIMETABLE NO. 6