ALL EMPLOYES:

Safety and Quality are synonymous and inseparable. Our goal is to instill an acute safety awareness in our fellow employes 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 employes and the financially strongest company for the benefit of our employes and shareholders.



ALL INJURIES ARE PREVENTABLE



UNION PACIFIC RAILROAD CO.

SYSTEM

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.

FOR THE GOVERNMENT OF EMPLOYES CONCERNED.

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

Division	Safety Hot Line	Superintendent	Headquarters
Illinois	622-3101	D. D. Tholen	St. Louis, MO
St. Louis	622-2053	D. K. Barnes	St. Louis, MO
Memphis	722-4500	A. A. Chacon	Memphis, TN
Arkansas	622-1894	R. G. Lang	No. Little Rock, AR
No. Little Rock	373-2490	R. M. Chapman	No. Little Rock, AR
Red River	622-2173	R. L. Short	Longview, TX
Ft. Worth	878-4520	J. L. Riney	Ft. Worth, TX
Texas	878-4521	L. A. Roach	Ft. Worth, TX
Palestine	622-2144	J. E. Dennis	Spring, TX
San Antonio	622-3025	F. A. Lopez	San Antonio, TX
Houston	622-1891	P. L. Tucker	Houston, TX
Louisiana	622-2303	P. N. Crabtree	Addis, LA
Missouri	622-3111	K. C. Packard	Kansas City, MO
Kansas City	622-3175	C. O. Malone	Kansas City, MO
Van Buren	622-1825	G. O. Everett	Van Buren, AR
Wichita	622-1800	B. D. Banion	Wichita, KS
Kansas	1-800-356-9204	R. D. Naro	Kansas City, MO
Nebraska	271-3635	D. J. Duffy	Council Bluffs, IA
North Platte	532-4484	G. B. Rector	North Platte, NE
Cheyenne	778-3513	L. D. Smith	Cheyenne, WY
Wyoming	778-3453	B. M. Brown	Cheyenne, WY
Green River	622-4994	M. D. Dealy	Pocatello, ID
Pocatello	622-4995	P. C. Wyatt	Pocatello, ID
Nampa	465-3285	K. D. Milam	Nampa, ID
Spokane	536-7211	R. W. Butler	Spokane, WA
Sea/Port	622-3189	R. J. Larkin	Portland, OR
Feather River	942-5236	D. R. Lyon	Stockton, CA
Nevada	622-3238	M. M. Connolly	Salt Lake City, UT
Utah	622-3155*	D. M. Wheeler	Salt Lake City, UT
California	622-2111*	M. C. Frey	Los Angeles, CA
	*622-3153 Y	ermo to Las Vegas	

Chief Dispatchers

J. W. Crews	Spring, TX
D. D. Beggs	No. Little Rock, AR
S. C. Wallace	North Platte, NE
D. D. Bruns	North Platte, NE
A. L. Landreth	Kansas City, MO
C. T. Haley	Kansas City, KS
J. W. Frampton	Cheyenne, WY
B. E. Schroeder	Sacramento, CA
T. J. Carney	Salt Lake City, UT
B. S. Schulthies	Salt Lake City, UT
W. D. Burgel	Albina, OR

Protect Your Back

Because a Healthy Back is so Important, Please practice the Principals of PRO BACK:

- 1. Keep it CLOSE
- 2. Keep your upper body **ERECT**
- 3. Lift SMOOTHLY, Don't Jerk
- 4. DON'T Lift and Twist

AAS 26						
Aberdeen 89 423 Grays Harbor 95. 442 Pea Ridge 5	Subdivisions	*Pg. **ID		*Pg. **ID		*Pg. **ID
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	Grace	85406			Yuba City	81322

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Second State Station Statio	2	CHI	CAGO SUBDIV. — ILLIN	OIS &	ST.	LOUIS DIVS.	
STATIONS	Rad	lio Com	munication via Channel One Call-in Two.			Maximum Speed	MPH
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49.9	49.7		PENCÉ O CR O	ZA-49		194.6 and 195.4	35
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## WATSEKA ⊗ ATSF ♥ ● -2X	73.6		BEN	K	1	204.9 and 200.7	55
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135.6		- 1	17.0	20 100	0.00		5
TUSCOLA		1	BLOCK 9.7	1000		318.0 and 318.0 318.0 and 323.0	50
TUSCOLA	100	D	9.5		75.00	323.0 and 336.0 338.0 and Chester	40
15.7 CADWELL CADWELL		00	8.3	1000	1000	Subdiv. Conn	20
176.1 SULLIVAN ⊗ ICG ⊗ ZB-176 SulLivAn ⊗ ICG ⊗ 1.1 SullivAn ⊗ ICG ⊗ 1.2 SullivAn ⊗ ICG ⊗ 1.2 SullivAn ⊗ ICG ⊗ 1.1 SullivAn ⊗ ICG ⊗ 1.1 SullivAn ⊗ ICG ⊗ SullivAn ⊗ ICG ⊗ SullivAn ⊗ ICG ⊗ SullivAn ⊗ ICG ⊗ SW Train Orders and Clearance at Salem and, contact SSW Dispatcher before passing Illmo to determine if any new orders are in effect. 14.3	7		CADWELL	50.00	100	Gorham	
185.2		21	7.0	100	10303	MP 9.0 and MP	30.0.
199.8 CLARKSBURG ZC-200 10481 ZC-205 ALTAMONT ZC-219 9622 ZC-209 ZC-219 P622 ZC-219 P622 ZC-219 P622 ZC-219 P622 ZC-219 P622 ZC-219 P622 ZC-219 ZC-219 P622 ZC-221 ZC-221 ZC-222 ZC-222 ZC-222 ZC-222 ZC-223 ZC-233 ZC-234 ZC-235 ZC-236 P738 ZC-236			9,1	1000	3000	Southward Trains	s to
199.8 CLARSBURG	1983		0.3	1000	11988	SSW Train Order	s and
204.5	123/2				****	and, contact SSW	1)15-
14.4 ALTAMONT ZC-219 9622 ALLINOIS DIVISION ST. LOUIS DIVISION BENTON LCT. © ICG © ILLINOIS DIVISION BENTON LCT. © ICG © ILLINOIS DIVISION St. BENTON St.	23.0		4.7		10481	Illmo to determi	ne if
220.9 EAST ST. ELMO 3.4 MILES VIA CR WEST ST. ELMO 11.4 ST. PETER 242.4 KINMUNDY ♥ ICG ♥ ZC-242 252.1 SALEM 9.7 SALEM 9.2 EAST & ZC-252 14761 254.1 © CSX ♥ 2 263.3 KELL 11.6 MT. VERNON ♥ NS, CSX ♥ 3 274.9 INA 1.0 BENTON JCT. ♥ ICG ♥ 2 287.2 288.2 298.2 ST. LOUIS DIVISION 300.1 8.8 BUSH 20.6 GRIMSBY 314.9 BUSH 314.9 GORHAM T ♥ -2 ↑ GORHAM T ♥ -2 330.0		-	14.4	100	*****	any new orders a	ire in
3.4 MILES VIA CR WEST ST. ELMO 11.4 ST. PETER 242.4 KINMUNDY ⊗ ICG ⊚ ZC-242 252.1 SALEM 252.1 SALEM 253.3 KELL 263.3 KELL 11.6 MT. VERNON ⊗ NS, CSX ⊚ 3-2 11.3 MT. VERNON ⊗ NS, CSX ⊚ 3-2 11.0 BENTON JCT. ⊗ ICG ⊚ © -2 288.2 298.2 ST. LOUIS DIVISION 300.1 SBENTON 3			2.0	ZC-219	9622		
224.3 235.7 235.7 242.4 ST. PETER. 242.4 KINMUNDY ⊗ ICG ⊚ ZC-242 252.1 SALEM 0. 9.7 SALEM 0. 9.2 253.3 KELL 2. 263.3 KELL 3. 274.9 I1.6 MT. VERNON ⊗ NS, CSX ◎ 3. 287.2 INA 1.0 SENTON JCT. ⊗ ICG ⑤ 3. 287.2 288.2 288.2 288.2 301.8 BENTON 0. ST. LOUIS DIVISION 306.1 S. BENTON 0. S. CO-24 7432 335.5 GRIMSBY 0. 330.0 330.0	220.9			******			
235.7 ST. PETER	224.3				2 24 5		
242.4 KINMUNDY © ICG © ZC-242 252.1 SALEM 9.7	235.7	2	ST. PETER	7.C-236	10284		
252.1 SALEM 9.7	242.4		6.7		10201		
254.1	252.1		9.7	Vil Car	14761		
263.3 KELL 9.2 ZC-263 9718 274.9 MT. VERNON ® NS, CSX ® -2 T 11.0 ZC-287 1NA ZC-287 288.2 BENTON JCT. ® ICG ® ZC-288 288.2 ST. LOUIS DIVISION 301.8 BENTON ZC-302 305.1 S.8 BUSH & D-2 † CD-24 335.5 GRIMSBY † CD-3 339.0 GORHAM T ® -2 330.0	254.1	-1	2.0	20.232	14701		
274.9 MT. VERNON ® NS, CSX ® -2 T ZC-276 7180 12.3 1NA	263.3		9.2	70-263	0719		
287.2 INA	274.9		MT. VERNON & NS. CSY M	1.5	27.0		
298.2 298.2 298.2 ST. LOUIS DIVISION ST. LOUIS DIVISION 301.8 BENTON BENTON SERVICE ST. LOUIS DIVISION ST. LOUIS DIVISION 305.1 SERVICE ST. LOUIS DIVISION		116	TNIA		- C+5		
301.8 BENTON ZC-302 10707 306.1	200		BENTON ICT ® ICC ® ® 3	Establish .	0003		
301.8 BENTON ZC-302 10707 306.1		- P.	ILLINOIS DIVISION	ZC-298			
306.1 8.8 BUSH 8.8 BUSH 20.6 GRIMSBY CD-3 5729 GORHAM T - 2 C-93 Yd.	201.0		ST. LOUIS DIVISION	2.272.0	ryand (
306.1			4.3	ZC-302	10707		
335.5 GRIMSBY CD-3 5729 339.0 GORHAM T 🕒 - 2 C-93 Yd.	37.64		⊗ BN ⊗				
339.0 GORHAM T © -2 C-93 Yd.			20.6 BUSH 🕲 - 2 🕈	CD-24	7432		
330.0	200	3		100	5729		
	339.0	4		C-93	Yd.		
	Two	mair					

Two main tracks between 8 Ist Street and Woodland Jct. designated Northward and Southward tracks. ABS-signalled for movement on both tracks in both directions 8 Ist 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 Jay Tower before proceeding.

Trains moving against current of traffic between 8 Ist St. and Ben must approach interlocking.

Trains moving against current of traffic between 8 lst 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

CHICAGO SUBDIV. — ILLINOIS & ST. LOUIS DIVS. 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 Pincknevville Subdiv. secure clearance at Mt. Vernon.

		Sta.	
Business Tracks	MP	No.	
Thornton	21.7	ZA- 22	
Steger	28.8	ZA- 29	
Beecher X	35.8	ZA- 38	
Grant Park X	44.7	ZA- 45	
Wichert	57.9	ZA- 58	
Papineau X	64.2	ZA- 64	
Martinton	67.7	ZA- 68	
Pittwood	71.5	ZA- 72	
Coaler	79.6	ZA- 80	
Woodland	81.8	ZA- 82	
Bryce	87.5		
Fountain Creek	96.1	ZB- 96	
Reilly	103.4	ZB-103	
Dailey	116.5	ZB-117	
Royal	120.0	ZB-120	
Bongard	140.0	ZB-140	
West Ridge	148.9	ZB-149	
Bourbon	159.4	ZB-159	
Arthur	164.7	ZB-165	
Chipps	173.1	ZB-173	
Findlay	185.2	ZB-185	
Shelbyville	193.9	ZC-194	
Moccasin	212.9	ZC-213	
St. Elmo	224.6	ZC-224	
Parro	225.0	ZC-225	
Bakerville	279.3	ZC-282	
B. S. Mine #5	317.5		
Murphysboro	328.8	CD- 10	
Crew members must comm	nunicat	e with train	1 (

MICHIEL ALLAC

Cissna Park Industrial Lead: Goodwine to Cissna Park 5.9 Miles. Max. Speed 10 MPH. Westville Branch: Villa Grove to Danville 42.2 Miles. Yard Limits Villa Grove-Westville Max. Speed 20 MPH Zeigler #5 161.0 ZD161 Longview..... 159.7 ZD160 Broadlands 155.7 ZD156 Allerton 152.6 ZD153 Hastings 150.1 ZD150 Westville 132.8 ZD132 Operation via CR 10.1 Miles Westville to Danville. Jamaica Industrial Lead: Sidell Jct. to Jamaica 5.4 Miles. Max. Speed 10 MPH. Salem Industrial Lead: Breaks out Salem

2.0 miles Max. Speed 10 MPH.

ILLINIOLO O CT LOUIC DIVIC

dispatcher before operating time release at automatic interlocking CR crossing Glover.

Hot Box Detectors and Dragging Equipment Detectors located at: ⊕ MP 32.2, ⊕ MP 55.5, ⊕ MP 75.7, ⊕ MP 98.3, ⊕ MP 122.7, ⊕ MP 139.9, ⊕ MP 160.8, ⊕ MP 179.5, ⊕ MP 190.1, ₱ MP 201.8, ₱ MP 219.5, ₱ MP 237.6, ₱ MP 267.1, ₱ MP 293.5 and ₱ MP 321.0.

40 MPH dual control switch turnout: Findlay Jct., 15 MPH dual control switch turnouts: Dolton Jet., Thornton Jet., 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.

Maximum Speed: MPH Findlay JctLenox		On	ommunication via Channe e, call-in Two	Sta-	Sid- ings
(Except as below) 60 MP 205.1 — MP 205.4 40	Mile Post	SOUTH	STATIONS A	tion Nos.	Feet
BN iron ore trains loaded or empty	185.5		FINDLAY JCT	ZB-186	
petween Lenox and Walsh Jct. max. peed 40 MPH. Two main tracks designated east	205.1		19.6 PANA	ZB-205	8773
and west tracks between Vierling Jct.	213.5	=	8.4 OHLMAN	ZB-213	10340
Northward trains departing St. Louis, Valley Jct., A&S and Madison	232.1	pt.	HILLSBORO ® -2 1	ZB-232	11961
ecure clearance before leaving Lenox. Southward BN trains secure UP	243.7		WALSH JCT		
clearance at Toland.	248.1		JOAN 1	ZB-243	10203
BUSINESS TRACKS Sta. No.	265.1	2	GARD 1	ZB-260	10782
Sohigro MP 188.8 ZB-189 Westervelt MP 191.8 ZB-192	La inte		ILLINOIS DIVISION		
Rosamond MP 209.4 ZB-209	273.7		ST. LOUIS DIVISION		
Nokomis MP 218.2 ZB-218 Witt MP 222.9 ZB-222	273.7	0	VIERLING JCT	11.000	
rving MP 227.4 ZB-227	275.7		LENOX Ø ₿-:	11111	
Taylor Springs . MP 234.4 ZB-234 15 MPH dual control switch	290.0		ST. LOUIS @ @	MX-001	
urnouts: BN Wye at Vierling Jct., crossover at Lenox MP 275.7.			104.8		
Hot Box and Dragging Equipment Detectors located at #MP 198.5, #MP 219.2, #MP 241.6 and #MP					

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.

Mile Post	Radio communication via Channel One SOUTH NORTH ▼ STATIONS ▲	Sta- tion Nos.	Sid- ings Feet	
298.2	BENTON JCT Ø B-2	ZC-298		originates at
305.0	WEST FRANKFORT ♥®	ZC-305		Jenkins (5.0 Miles)
308.8	JENKINS	ZC-309	3870	Freeman Ind. Lead Max.
316.4	7.6 MARION & COE ©	ZC-317	2700	Speed 10 MPH Business Sta.
324.0	7.6 NEILSON JCT. Ø	ZC-324		Tracks MP No. Johnston City
329.3	GOREVILLE @-2	ZC-329	2655	310.7 ZC-311 Freeman #4
339.7	VIENNA JCT.	ZC-340		313.3 ZC-313 Hudgens
351.5	karnak⊗ns⊚	ZK-352	6840	321.8 ZC-322 Cypress 345.3 ZC-345
363.3	JOPPA	ZK-363	Yd.	Chasco 348.5 ZK-348 Cook (on BN) ZK-367
	65.1	-		Metropolis (on BN) ZK-370

	_	(on Div)
Maximum Speed	MPH	Trains originating We
(Except as below)	35	Frankfort enroute Chicago Subdi
Between Mile Posts		secure clearance at West Frankfo
324.2 and 324.5	20	Operation on BN R.R. between
334.6 and 334.8	20	Vienna Jct. and Metropolis 22
347.2 and 363.1	25	Miles.
363.1 and End of track	10	TWC in effect MP 300.1 to M 363.3.

DE SOTO SURDIV - ST. LOUIS DIVISION

		adio Communication via			Carlotte Santana		PH
Mile Post	SOUTI	nannel Two, call-in One. H STATIONS NORTH	Sta- tion Nos.	Sid- ings Feet	Maximum Speed (Except as below) Thru Grand Ave. Interlocking Thru Turnout	Psgr. 60	50 15
D0.5		ST. LOUIS	MX-1		Iron Mtn. Jct. Between Iron	15	15
		1.8 Miles Via TRRA			Mtn. Jct.		
D2.3	r	GRAND AVE. ∅ ® 1.5 Via BN	7151	1918	and Davis St. Thru turnouts	25	25
0.0	4	IRON MTN. JCT. Ø	X-1	,	Davis Jct 6.8 and 8.0	25	15 25
6.8	1	DAVIS JCT T	X-8	XXXX	9.5 and 12.7 17.4 and 21.3	50	
9.5		BARRACKS	X-10	1221	21.3 and 33.0 35.7 and 36.0	55 55 30	30
18.7	P	WICKES	X-19	4842	41.5 and 42.8 42.8 and 45.7 52.9 and 54.5	55 45	45
26.5	2	RIVERSIDE @ -1 T	X-26	4865	54.5 and 70.3 70.3 and 71.1	55 45	45
42.2	P	DE SOTO	X-42	6370	71.1 and 75.3	55	30
51.0	5	BLACKWELL	X-51	4311	75.3 and 75.5 75.5 and 78.1 97.2	45	45
57.0	A	6.0 CADET	X-57	4630	98.0 and 98.4 100.4 and 126.3	55	Ö
60.9	Þ	3.9 MINERAL POINT	X-61	4300	(Except as below)	55 45	50
75.3	4	BISMARCK	X-75	4909	105.7 and 108.7 109.3 125.4 and 126.3	45 45 45	40
91.8	5	16.5 TIP TOP 🕲 -1	X-92	4180	126.3 and 165.9 (Except as below)	55	40
07.9	-	16.1 ANNAPOLIS	X-108	4474	129.6 and 131.0 135.1 and 136.7	45 45	_
17.7	4	9.8 GADS HILL 🕲 -1	X-120	4296	136.7 and 137.4 146.4 and 148.9	35 35	35
27.3	0		X-127	6570	148.9 and 151.0 153.2 and 154.2	45	=
45.4	-	WILLIAMSVILLE ®-1	X-146	4382	164.5 and 165.4 Thru Sidings	40	-
64.6	7	19.2 BLACK RIVER JCT	X-164	1111	DeSoto	10	10
65.5		0.9 POPLAR BLUFF ®-1 T	X-166	Yd.	Mineral Point Tip Top Annapolis	10	10

See Special Instructions Item 19 for AMTK schedules.

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

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.

Chloride

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 0.0B, Poplar St. Jct. MP 0.5, Lesperance St. MP 1.1B, 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: Bismarck Derby Jct	126.0 118.2	X-75 MB-36	Desloge	35.6 34.0	MC-35 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	ORTH	Station Nos.	© Crestwood, MP 13.9 to MP 15.8 Maximum Speed 20 MPH.
13.0		KIRK JCT	.9B	MX-12	Green and red flashing light indica- tors located each side highway cross-
13.6		⊗ BN ⊗			ings MP 15.3 and MP 22.4, unless indicator is green stop and member
16.6		GRANT		GH-4	of crew flag highway traffic.
23.8		BROADWAY JCT	T	GH-11	
		10.8			

PEA RIDGE BRANCH — ST. LOUIS DIVISION

Yard Limits: MP 57.8 to MP 59.0. MP 83.1 to end of Track		adio Communication via channel Two, call-in One. T STATIONS	Sta- tion Nos.
Maximum Speed MPH	57.7	CADET ®-1 🕏	X-57
(Except as below)	58.6	NEW FOUNTAIN FARM	. XA-58
MP 81.0 - MP 81.4 25	72.4	INDIAN CREEK	. 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	10

		nication via Channel One, call-in One.	Sta-	Sid-	Maximum Speed MPH
	SOUTH	NORTH	tion	ings	(Except as Below) . 60 Valley Jct.
Post 0.0	T H	STATIONS ▲ VALLEY JCT. ⊗ TRRA Ø ⊗ ® I	Nos.	Feet	Interlocking 10 Between Mile Posts
1.5	H	1.5 AIRPORT	C-5		0.0 and 7.0 30 Both legs wye Chester and South siding
	All	0.2	C 10	****	Ford 10
1.7	U	2.6	C-10	3.576.69	65.2 and 65.8 30 65.8 and 66.0 50
4.3	A	NO. DUPO	C-13	***	North leg wye Gorham 10
5.5	TJ.	WOODS	1 18 5 11 18 8	4 8 4 4 4	Chicago Subdiv. Conn. Gorham 20
6.0	Ħ1	DUPO	C-15	Yd.	116.4 and 117.6 50 117.6 and 119.3 40
7.5	T	SOUTH DUPO ® 1.9	300000	24924	119.3 and 119.5 30 189.3 and Dexter Jct. 25†
9.4	H	ICG I			Missouri Jct. and 191.0
20.6	H	VAL	C-29		165.4 and 165.6 35 Do not exceed
33.6	Ħ	FULTS	C-42		55 MPH if freight train averages over 90 gross
47.7	Ħ	KIDD X 1.9	C-56		tons per car — 50 MPH in train averages over 100
49.6	Н.	FLINTON X	C-58	Yd.	gross tons per car. Yd. Limits MP 0.0 to MF
52.1	H	GAGE JCT	C-60		6.3 Business
55.8	H	3.7 REILY	C-63	Samo	Tracks MP Sta. No Warnock . 15.1 C - 24
60.8	4	5.0 MENARD JCT		,	Valmeyer ® 22.5 C - 31 Prairie du
62.9	6	2.1 CHESTER	C-70	7357	Rocher (9) 41.7 C - 50 Raddle 77.0 C - 86
		2.8		n6522	Powder
65.7	da .	FORD	C-73	s6160	Wolf Lake 99.7 C -107
70.3	h	ROCKWOOD JCT	C-77		McClure . 113.0 C -122 Dudley 182.8 XD- 17
72.4		CORA	C-80		Bess 179.7 XD- 14 Fisk 176.1 XD- 11
73.0	W	CORA JCT	C-81		Boeving 170.0 XD- 4
76.3	n	RADDLE JCT.	C-85		trains originating Valley
81.4	H	JACOB X	C-90		Jct. secure clearance of track warrant.
84.2	11	2.8 GORHAM 🕲 -1 T	C-93	Yd.	UP southward trains departing A&S, Valley
84.8	N.	0.6 CHAP X	C-94		Jct. or Dupo secure clear- ance or track warrant.
90.5	U .	5.7 HOWARDTON JCT	C-100		40 MPH equilateral turnout: Menard Jct.
95.0		4.5 HALSEY JCT.	C-104	III.	40 MPH dual control switch turnouts: Raddle
108.0	H.	POTTS	C-117		Jct., Howardton, Jct., Halsey Jct. 15 MPH dual control
115.5	B	7.5 NILE	C-125		
		4.2		13300	Jct., Airport, south end Parks, No. Dupo, Dupo, South Dupo, Flinton - both ends yard, Chester -
119.7	R	SIMBCO	C-129	****	both ends yard, Chester - south end siding.
122.7	1	CAPEDEAU JCT	C-132	****	Southward trains
		ILLMO	C-133	*****	secure SSW train orders and clearances at Chester;
192.6	1	MISSOURI JCT	C-179		and contact SSW Dis- patcher before passing
191.4		DEXTER JCT	XD-26		Illmo to determine if any new orders are in effect.
190.3		CHARLESTON JCT		*****	Northward trains
190.1	Þ	DEXTER 1 9	XD-24	6406	secure SSW train orders and clearances at Poplar
178.7	C	II.4 IVES	XD-13	9205	Bluff.
172.1	5	JUNLAND	XD-6	9863	
165.7		POPLAR BLUFF 🔞 -1 T	X-166	Yd.	
	1	196.5			
				_	

CTC — Between Valley Jct. & Dexter Jct.; on East Track only between Dexter Jct. & Charles-ton 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

All ra via Channel Sta. No.		ation for loaded and tions on SSW betw Station	empty coal tra- een Illmo and I Sta. No.	Dexter Jct.: SSW MP	Station
C-135	5.2	Ancell	C-157	29.7	Bell City
C-138	9.6	Quarry	C-159	32.2	Ardeola
D-074	16.1	Delta	C-162	35.0	Lozeta
C-149	21.4	Randles	C-164	37.0	Avert
C-151	23.7	Perkins	C-174	47.1	Paront
C-154	26.4	Mesler	C-175	48.8	Mo. Jct.
C-156	28.6	Heagy			

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 movement by signal indication.

PINCKNEYVILLE SUBDIV. — ST. LOUIS & ILLINOIS DIVISIONS

Maximum Speed MPH (Except as below)	Mile Post	Radio communication via Channel Two, call-in Two. SOUTH NORTH The STATIONS	Sta- tion Nos.	Sid- ings Feet
65.9 and 77.0 30 Pinckneyville to	64.0	CHESTER BT	C-70	935
Pyatts via ICG 10 North leg of wye	72.0 5	WELGE	CA-10	4540
Pinckneyville 10 92.5⊗ 20	77.3	STEELEVILLE	CA-16	9007
101.7 and 103.7 10 111.0 and 121.5 25	79.4	PERCY Ø ICG Ø	CA-18	3.06
115.0\omega	83.7	NEW WILSON	CA-23	5225
121.6 and Mt. Vernon 20 Rule 10(D)	92.5	PINCKNEYVILLE © ICG @B -2	CA-31	Yd.
not in effect Sta.	95.5	2.7 SHAKE RAG	CA-34	
Business Tracks No. Pyatts-Fidelity	102.7	TAMAROA⊗ICG⊗	CA-41	246
Mine (via ICG at Pinckneyville)	111.2	8.5 SCHELLER	CA-49	Yd.
(8.4 miles) CA-39	111.6	⊗icg@		
	115.0	2.8 WALTONVILLE⊗BN⊗	CA-53	111
	121.8	JSW JCT ST. LOUIS DIVISION	CA-60	922
	124.6	ILLINOIS DIVISION 2.9 Via JSW Branch MT. VERNON	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 ease on each track

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. 1CG 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
Mile	Radio Communication via Channel Two.	Sta- tion	Maximum Speed 30 MPH (Approach Highway 61 Crossing, Sikeston, prepared to stop for high- way traffic.)
Post	▼ STATIONS ▲	Nos.	Sta.
216.4	END OF TRACK		Business Tracks MP No.
211.4	SIKESTON	XD-46	Miner
211.0	⊗ BN 🍪		Hunterville 198.7 XD-33
191.3	DEXTER JCT. SSW G B - 1	XD-26	

MB-32 MB-36

Yard Limits: Riverside-Crystal City		Radio Communication via Channel Two, Call-in One	Sta-
MPH Maximum Speed	Mile Post	SOUTH NORTH	tion Nos.
	0.0	RIVERSIDE B O T	X-27
Operation on BN R.R. between Ste. Genevieve and Crystal City be governed by General Code of Operating Rules and Special	1.9	HERCULANEUM ®	MC-2
Instructions Item 14(b). Thomure - Track and time must be granted	4.5	CRYSTAL JCT.	MC-5
by BN train dispatcher before switches are lined	5.2	CRYSTAL CITY ♥	MC-6
for BN main.		24.0 MILES VIA BN	
Station on BN R.R. between Crystal City and Thomure:	83.0	THOMURE	MB-0
Name RN MP	85.0	STE. GENEVIEVE T®	MB-2
Crystal City		31.2	
Rush Island 46.1 Brickeys 53.1 Coral 56.6 Duren 61.5	City Crys Max	ation on PPG Co. tracks between and Crystal Jct. Max Speed 10 M tal City Spur breaks out at Cry Speed 10 MPH. Max. gross wt. 1 1.5 miles.	PH. stal Jct.
	McC Ag-N Mosl 35.2		0 MPH
	Most	ness Tracks MP	Sta. No. MB-5 MR-9

STE, GENEVIEVE BRANCH—ST, LOUIS DIV.

SPARTA BRANCH — ST. LOUIS DIVISION

Esther

Trains or engs. must not eccupy following public crossings at grade without first providing flag protection for vehicular traffic by a mem-MP 116.4 Route 32; MP 114.3 Route 0; MP 110.8 Route D; MP 101.7 Route 32.

Maximum Speed MPH (Except as below) 35 Between Mile Posts		Radio Communication via Channel Two, Call-in Two		
14.0 and 30.0 10 30.0 and MP 54.5 25 48.7 \omega 20 54.5 and 56.2 10	Mile Post	SOUTH STATIONS NORTH	Sta- tion Nos.	Sid- ings Feet
69.0 and 77.2	14.0	CENTRALIA	MI-14	
Operation on ICG North Sparta to South Sparta.	32.6	NASHVILLE Ø CSX Ø	MI-34	*** 2.1
Yard Limits: MP 56.6 to MP	48.7	COULTERVILLE⊗ICG⊕® 8.5	MI-49	2702.
59.0, and MP 80.2 to End of Track at Kellogg.	57.4	SPARTA 2 · ○	MI-58	Yd.
Business Tracks Sta.	77.7	GAGE JCT	1711112	
Oil Center 14.5 MI-16		2.5 MI. VIA CHESTER SUBDIV.		
Hoyleton 23.2 MI-24 Oakdale 40.9 MI-41	80.2	FLINTON Ø	MI-80	Yd.
IP Co 47.0 MI-47 Zeigler	83.0	KELLOGG ♥	MI-82	Yd.
Mine # 11 51.5 MI-51	P. T. Ball	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

Channel One, call-in One.		Maximum Speed 30 MPH
SOUTH NORTH	Station Nos.	
CAPEDEAU JCT	C-132	
MARQUETTE	CF-4	
RUSH JCT	CF-6	
5.7		
	CAPEDEAU JCT	CAPEDEAU JCT

	Two exc	ommunication and call in via Channel cept Channel One between Paragould esboro Jct. and on Helena Ind. lead.	Sta-	Sid- ings	Maximum Speed MPH MP 235.3— MP 407.5 (Except as
Post	▼	STATIONS	tion Nos.	Feet	Below) 40
219.9	11	PARAGOULD B-2	C-243	8938	Mile Posts
221.6	1	PARAGOULD JCT	C-245		235.3 and 235.5 30 Harrisburg
		13.7 Miles via SSW		=37	Siding 10
235.3		JONESBORO JCT	C-259		295.2 and 297.7 25
238.0		2.7 JONESBORO ⊗ BN ⊗	C-262	8080	312.0 and 313.6 30
256.7	1	HARRISBURG *	C-280	7794	359.5 and 361.0 30 365.0 and
278.0		NORTH WYNNE			368.5 10 370.0 and
281.0	1	WYNNE ⊗ UP ♥ 2 T ↑	C-304	6944	373.0 30
290.9	5	CALDWELL 9	C-314	7527	377.4 and 377.5 10
295.9		FORREST CITY ⊗ SSW ⊗	C-319		377.5 and 380.0 30
314.0	>	18.1 MARIANNA	C-337	6776	380.0 and 380.5 10
325.5	4	LEXA	C-349	8792	380.5 and 406.8 30
326.5	>	HELENA JCT T®	C-351		406.8 and 407.5 20
339.5	=	LAKEVIEW	C-363	6953	Yard Limits:
368.7	6	29.2 SNOW LAKE	C-392	6985	MP 406.8 to MP 407.5.
377.8		9.1 WHITE RIVER ◎ Ø			
381.1		MEDINA	C-405		
382.0		ARKANSAS RIVER ©			
387.0	6	5.0 WATSON ⋅ 🖽 -2 🕈	C-411	6946	
399.7		19.8 MEMPHIS DIVISION			
406.8		NORTH McGEHEE			
407.5	1	0.7 McGEHEE	C-432	Yd.	
		188.2		-	

Business	Sta.	Business	Sta.	Business	Sta.
Tracks MP	No.	Tracks MP	No.	Tracks MP	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	
Colt 286.2	C-310	Elaine 347.1	C-371		100

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.

SSW Stations Paragould Jct. and Jonesboro Jct.: SSW MP Station 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

MPH Psgr. Frt.

30

40 50 70 55

75 60

70 65

50 10 50 50 10 50

35 35

70

40 40

55 70 55

65

65 40

15

Do not exceed 55 MPH if freight train averages over 90

gross tons per car — 50 MPH if train averages over 110

Murta Jct., Minturn Jct.,

15 MPH dual control

- MP 165.6 crossover East

switch turnouts: Poplar Bluff

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 depar-

ture lead, 3 switches north

end receiving yard, main

207.6 269.8

292.6 299.7

308.2 312.7

317.6 323.0

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

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

X-208 X-270 X-293

X-293 X-300 X-308 X-313 X-318 X-323

track crossovers at crest.

Maximum Speed (Except as below)

Between Mile Posts

165.3 and 165.6 172.1 and 172.9 179.2 and 179.3

184.9 and 185.1 191.6 and 192.9 192.9 and 193.3

224.3 and 227.8 Alicia Siding ... 258.0 and 263.9 263.9 and 264.6

264.6 and 265.0

266.6 and 266.9

288.1 and 288.6

292.1 and 292.7

292.7 and 293.1 294.1 and 294.6

322.4 and 323.6

333.2 and 333.5

339.4 and 339.6 339.6 and 343.8

gross tons per car. 40 MPH dual control switch turnouts: Harviell Jct.,

North and South Wye Bald Knob

Glaise Jct.

Business

Delaplaine

Olyphant ... Judsonia . . .

Higginson . . McRae

Beebe

Ward. Cabot Valentine . .

curves.

Tracks

SSW RR.

SSW Jct. 355.6 Tenark 354.5 CH-42

	Ra		Sid-		
Mile Post	SOUTH	STATIONS	NORTH	Sta- tion Nos.	ings Feet
165.5	11	POPLAR BLUFF	T®-2¥	X-166	Yd.
165.6	IH	4TH STREET		1.701	
165.7	H	HENDERSON	, , , , , , X	1111	32.00
167.5	H	SOUTH POPLAR 2.5	X	3144	
170.0	H	STANLEY	🗴	X-170	1111
172.9	P	HARVIELL JCT. ST. LOUIS DIV	/ICION	X-173	616
173.0		MEMPHIS DIV		-	
180.4	b	7.5 NEELYVILLE	٩٩	X-180	8302
192.2	d	11.8 CORNING	B-2 P	X-192	8300
199.0	4	KNOBEL	9	X-199	9698
202.9	b	3.9 PEACH ORCHAF	D •	X-203	8159
214.4	d	11.5 O'KEAN	P	X-214	8204
223.6	h	MURTA JCT		X-223	3945
224.9	11.	WALNUT RIDGI		X-225	
226.3	-11-	HOXIE BN @	® - 2	X-226	8515
228.5	14	MINTURN JCT.		X-228	
238.9	5	ALICIA	P	X-239	8318
251.8	c	12.9 TUCKERMAN	٠۴	X-252	8326
258.1	1	CAMPBELL JCT.		X-258	
259.5		DIAZ JCT	TI	X-259	
261.7	i i	NEWPORT	®-2¥	X-262	Yd.
263.9	P	NORTH BRIDGE	JCT	X-264	4 6 9 5
264.1		WHITE RIVER	00		
264.5	d	0.4 SOUTH BRIDGE	JCT	X-265	
269.7	H	JIFFY	x	X-269	4414
274.3	4	4.6 GLAISE JCT		X-275	
278.1	b	BRADFORD	٠٩	X-278	9964
286.7	R	8.6 RUSSELL JCT		X-286	
288.4	16	BALD KNOB	®-2TX	X-288	14580
289.7	H	JUD	x	X-289	* 1.1 1
296.4	41	6.7 KENSETT		X-296	
298.4		HIG	x	X-298	
306.5	H	8.1 MACK	x	X-306	****
319.2	2	WACROSS	I	X-320	
330.7		JAX	X	X-331	3.6.1/3
332.1	4	1.4 JACKSONVILLE .	T	X-332	
339.2	1	7.3 MEMPHIS DIVI			
339.4	付	N. LITTLE ROC NORTH END YA	RD		
343.6	-41	N. LITTLE ROCK		X-344	Yd.
770	11	2.0			e 24
345.6		L. ROCK AMTK	SIA	X-346	1111

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

MEMPHIS SUBDIV - MEMPHIS DIVISION

Mile Post	Channel WEST	mmunication via One, Call-in Two EAST STATIONS	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH (except as below) 60 Between Mile Posts North and South wye Bald Knob 15
380.7	_ MEM	PHIS (Sargent Yd.) ® 0.1	XG-93	Yd.	298.2 and 298.6 30
380.6	KC JC	T. ØNS G	713.5	1333	298.6 and 299.1 40 306.2 and 306.4 30
378.2		2.4 S ST. ⊗ ICG ⑤	7777	****	331.8 and 334.8 40 334.8 and 336.1 50
378.1		0.1 UCKY ST.◎ ᠖	1347	1467	345.5 and 346.4 50 375.2 and 378.1 25
376.5		1.6 .HAN	1111		ICG⊗ — Forest Yard on NS Main
375.8	BRID	0.7 GE JCT.⊗BN @	XG-88	7773	Tracks
375.2	BRIAI	0.6 RK	XG-87		ICG⊗ — Old Aulon Tower on CSX Track 10
370.0		5.2 LEY JCT.⊗ BN ◎	XG-82		ICG Southwest Wye at Iowa Avenue 5
361.5		8.5 FORDSVILLE †	XG-74	9760	ICG West Jct, via Y and MV Track 10
348.3	1	3.2 IDALE ?	XG-60	7697	Trains originating Memphis
332.4	WYNI	5.9 NE⊗UPØ ®-2T?	C-304	8618	secure clearance prior to pass- ing Kentucky St.
318.8	1	3.6 OAKS⊗SSW⊗•	XG-31	9489	Business Sta.
300.0	1	3.8 AUGUSTA	XG-12	6196	Tracks MP No. Rio Vista 292.8 XG-6
298.5		I.5 E RIVER ØØ	200	1000	Patterson 307.3 XG-19 McCrory @-2.309.3 XG-21
	19	0.6	7997	***	Hamlin 324.7 XG-37 Levesque 337.5 XG-50
287.9		KNOB	X-288	4114	Parkin 346.9 XG-59 Earle
		2.8			Gavin
nd CP	377 9 must be	ns and engines between made at restricted spe-	Sargent	Yard	W. Memphis Ind. Ld 370.0 XG-85
uthorit	y of operator	Kentucky St.			
etween	o main tracks Briark and C	designated North and P 377 9	South Ti	racks	Tenark Branch: 0.9 Miles (Max. Speed 10 MPH) SSW
15	MPH turnouts	: Wye conn Bald Kno	b		Jct. to Tenark. Yard Limits.
ned as	last used.	S RR crossing MP 380	J.6 may be	e left	CTC Briark to SSW Jct. via

NORTH LITTLE ROCK DIVISION

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

Carlisle Branch:

lined as last used.

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

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.

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
₩ 33 W ₩	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

North Little Rock	MP 343.6	Sta. No. X-344
Arkansas River 🕅 🗇 East Little Rock	345.0 349.2	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

12 LITTLE ROCK SUBDIV. - N.L.R. & ARK. DIVS.

		Radio communication Channel One, call-in One.		110	MPH Maximum Speed Psgr. Fr
	Ra	dio Communication at			(Except as below) 75 60 Between Mile Posts
		exarkana and N. Little Rock via Channel 2.	2.2	Sid-	339.6 and 343.8 40 40 343.8 and 346.5 30 30
Mile	SOUTH		Sta- tion	ings	346.5 and 347.4 40 40
Post		STATIONS A	Nos.	Feet	347.4 and 351.2 60 — 351.2 and 351.7 50 50
		THE PERSON AS A SECTION	T. O. N		357.3 and 357.7 60 50
343.6	T.	N. LITTLE ROCK ⊕T 1.5	X-344	Yd.	361.1 and 363.3 60 50 363.3 and 364.6 70 —
345.1	44	HILL		3.42	364.9 and 366.3 65 — 382.5 and 385.9 60 55
345.3		ARK. RIVER @ 0			388.1 and 389.5 35 35 414.1 and 414.8 70 —
45.6	H	L. ROCK AMTK STA X	X-346		425.9 and 426.9 40 40 434.8 and 435.9 65 —
347.2	T	LR JCT.			441.7 and 442.8 50 50
351.7	H	4.5 ENSIGN	X-352		470.6 and 471.3 70 -
		N. LITTLE ROCK DIV.		100	483.2 and 483.6 65 -
358.9	++-	ARKANSAS DIVISION			485.9 and 488.9 60 — 488.9 and 490.2 25 20
358.9		ALEXANDER	X-359		Union Station tracks
364.1	18	5.2 BAUXITE JCT ®-1	X-364	5208	Van Buren Wye tracks 15 15
368.7		4.6 BENTONT	X-369		Bauxite Siding 10 10 Malvern Wye tracks 10 10
370.2	Y	1.5 SALINE JCT	X-370		Benton yard tracks 5 Do not exceed 55 MPH if freigh
373.3	6	3.1 HASKELL	0.00	11099	train averages over 90 gross tor per car — 50 MPH if train aver
77.3	5	4.0 TRASKWOOD *	X-377	6044	ages over 110 gross tons per car.
84.6	6	7.3 GIFFORD	X-385	6210	Business Sta. Tracks MP No.
888.7		4.1	X-389		Vogels East Main 351.0 X-35
92.2		3.5 ABCO	X-390	9238	Sterling Stores- East Main 352.3 X-35
99.6		7.4 DONALDSON	X-400	6320	Ark. Power & Light-West
05.6		6.0 WITHERSPOON ?	X-406	6329	Main 353.4 X-35 Mabelvale-West
11.0		5.4 ARKADELPHIA ®-1 P	100	8626	Main 355.0 X-35 AG West Main 356.3 X-35
22.3	-	11.3			Ark. Power & Light-East
26.3		4.0 GURDON	2 000	100	Main 356.5 X-35 Enmar-East
	Ш	3.0	X-429	10.	Main 356.7 X-35 Ark. Cont.
29.3	L	BEIRNE JCT		0404	Corp 357.1 X-35 Bryant-West
37.6		BOUGHTON	X-438	8164	Main 362.7 X-36 Perla 386.7 X-38
42.4	4	PRESCOTT 9	X-442	8900	Daleville 410.0 X-41 Gum Springs 415.5 X-41
49.6	Me	EMMET 7	X-450	n10477	Beirne 430.1 X-43
57.7	2	HOPE & KRR @ @ - 1 * 5.3	X-458	17/10	
63.0		GUERNSEY	X-463	5997	
70.3		FULTON •	X-471	9308	
78.2	F		X-478	8729	
80.4	D		X-481	****	
190.2	B	TEXARKANA 981	X-491	Yd.	
		146.6			

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

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

Mile	V	Radio communication via Channel One. UTH NORTH		Sid- ings	Maximum Speed Mountain Pine to MP Jct MP Junction to MP 397.	
Post	_	STATIONS A	tion Nos.	Feet	(except as below)	
422.3		MOUNTAIN PINE T	XH-90	****	MP 402.0 and MP 400.7 MP 400.7 and MP 400.5 MP 400.5 and MP 399.9	
410.4		HOT SPRINGS ♥®T 2.7	XH-77	Yd.	MP 398.5 to MP 398.2 MP 397.7 to Malvern (except as below)	
407.7	4	MP JCT	XH-74		MP 396.5 to MP 396.2 MP 393.9 to MP 393.3	
398.1	0	JONES MILLS 4.2	XH-64	1331	Butterfield Branch: Butterfield-Haskell 12.6 m Yard Limits entire branch	
393.9	-	BUTTERFIELD 5.2	XH-59	Yd.	(Maximum Speed 10 MPI Stop and protect crossing at 383.0.	
388.7		MALVERN T Ø -1	X-389	Yd.		
		33.6			Business Tracks MP Crabtree	
		at MP Jct. to Mountain	Pine.		Sutco	

Special Instructions, Item 9, applies Hot Springs 7:00 p.m. until 7:00 a.m.

ell 12.6 miles ire branch ed 10 MPH) crossing at MP MP Nos. 421.6 XH-88 407.4 XH-75 404.1 XH-71 402.6 XH-69 402.4 XH-69 401.7 XH-68 399.6 XH-64 Stratcor Ark, Aluminum . Pirelli Cable Rolling Mill . . .

MPH 20

> 25 10

> 20

10 20

20

NORMAN BRANCH — ARKANSAS DIVISION

Maximum Speed MPH (except as below) 25 Between Mile Posts 479.2 and 472.1 20 472.1 and 472.0 10	Mile Post	R: OUTH ▼	adio Communication Channel One STATIONS	NORTH	Sta- tion Nos.
472.0 and 457.7 20 457.7 and 457.4 10 457.4 and 448.0 20	479.2		BIRDS MILL	********	XL-52
Yard Limits Gurdon to MP 430.0; MP 446.0 to MP 448.0	473.5		GLENWOOD		XL-47
Sta. Business Tracks MP No.	465.3	1	AMITY		XL-39
Summit	454.0		GRAYSONIA		XL-28
Pike City Ind. lead (3.3 miles) Pike City Jct. — Pike Max. Speed	446.5	1	PIKE CITY JCT	⊗	XL-20
10 MPH. Pike	441.0	1	OKOLONA		XL-15
Pike	426.3		GURDON	Ø -1 T	X-426
			52.9		

NASHVILLE BRANCH — ARKANSAS DIVISION

Maximum Speed MPH (except as below) 30 Between Mile Posts 492.0 and 484.0 25 483.3 and 483.2 10	Radio Communication via Channel One SOUTH Mile Post STATIONS	Sta- tion Nos.
458.0 and 457.1 10	493.1 PERKINS	XJ-36
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 459.0; Nashville MP 481.2 to MP 484.0;	9.9 483.1 NASHVILLE ⊗ GN&A © 0	XJ-26
MP 492.0 to end of branch. Business Tracks	457.5 HOPE ®-1 ©	X-458
North Hope — XJ-4. Ozan Creek MP 472.0 — XJ-13.	35.3	3 3 - 2

GURDON BRANCH — ARKANSAS DIVISION

Padio Communication via

Maximum Speed MPH (except as below)	Mile Post	OUTH	Channel One NO	DRTH ▲	Sta- tion Nos.	Sid- ings Feet
MP 487.1 — End of track 20	426.3	1		D-1 T	X426	Yd.
El Dorado Yard Tracks 3 and 4 between Viaduct and South Switch 5	459.8		33.5 CAMDEN	0-1 (9)	E-33	
Monsanto Ind. lead (2.3 miles)	460.8		⊗ ssw ⊗	+390		
max. speed 10 MPH Yard Limits: Gurdon Little	463.1		CULLENDALE		E-37	
Rock Subdiv Conn. to MP 428.3; MP 487.1 to end of track MP	474.5	P	LOUANN		E-48	6321
497.0. Business Sta.	487.5	4	MONSANTO	0	E-61	3222
Tracks MP No. Reader 437.6 E-11	492.2		EL DORADO ®	ТФ	E-66	Yd.
Chidester 444.7 E-18 Lester 452.4 E-26 Kraft 461.3 E-35 Smackover Ø 478.8 E-52 Norphlet 484.5 E-58			65.9			

15

Mile Post	SOUTH	Radio communication via Channel One, Call-in Two NORTH	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPF LR Jct. — MP 371.3 (Except as below) 50 Between Mile Posts
-		N. LITTLE ROCK IB T	X-344	Yd.	LR Jct. and 346.1 35
343.6		3.6	A-344	TO.	346.1 and 346.3 30 346.3 and 349.3 35
347.2		LR JCT.			363.3 and 364.0 25
347.3	=	3.1 BIDDLE	XZ-000	7221	371.3 and 447.2 (Except as below) 60 385.8 and 389.7 20
353.0		N. LITTLE ROCK DIVISION			389.7 and 392.0 25 Pine Bluff Siding 10
354.1	c	HIGGINS	K-9	8942	418.5 and 420.0 25 427.5 and 428.3 35
364.5	=	HENSLEY	K-19	8299	Pickens Siding 10 446.2 and 447.8 20
370.5	1	WHITE BLUFF,	K-25	94815	Do not exceed 55 MPH ifreight train averages over
387.6	A	CP387	*****		90 gross tons per car — 50 MPH if train averages over
388.6	E	CP388	13.57.11	17000	110 gross tons per car.
390.9	-	2.3 PINE BLUFF	K-43	10286	Business Sta. Tracks MP No.
409.6 426.0	P	18.7 GRADY 21.2 CP 426 PICKENS	K-64	9820	Drury Spur 350.3 K-5 Redfield 368.9 K-23
431.0	d	PICKENS	K-86	9446	Baldwin381.8 K-36 Noble Lake 398.3 K-53
447.2	4	16.2 мсGEHEE	C-432	Yd.	Moscow 402.5 K-57 Varner 415.0 K-70 Gould 420.2 K-75
		106.6			Dumas

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

Subdiv.

Pine Bluff ③ 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 v SOUTH STATION	NORTH	Sta- tion Nos.	Sid- ings Feet	Rule 99 (4) in effect Maximum Speed MPH (Except as below) 10 Between Mile Posts 412.0 and 454.0 5
408.1	McGEHEE	⊗ ® -2 T	C-432	Yd.	Business Sta. Tracks MP No.
424.1	MACON LAKE		K-118		
431.3	LAKE VILLAGE	*********	K-126	2574	H & W
	15.5 EUDORA		K-141	2654	Warehouse 463.8 K-159 Hollybrook 474.4 K-169 Transylvania 478.5 K-173
470.1	LAKE PROVIDENCE.		K-165	2597	Talla Bena. T 490.9 K-186
487.4	17.3 SONDHEIMER	********	K-182		Goldman 544.4 K-240 YARD LIMITS McGehee to MP 410.2
498.4	TALLULAH MSRC	Ø	K-194	2051	Trackage out of service
511.5	QUIMBY	. 2011 7 10 2 10 2 10 2	K-207	****	MP 500.0 to Ferriday
523.3	11.8 NEWELLTON	*******	K-219	2607	Talla Bena Ind. Lead 2.2 miles — Maximum speed 10 MPH
533.7	ST. JOSEPH		K-229	2230	Vidalia Ind. Lead
546.1	WATERPROOF		K-242	1.11	
557.2 637.2		*******	E-210		10 MPH, out of service Business Sta.
642.2	FERRIDAY		E-216	Yd.	Tracks MP No. Concordia Jct. 643.4 E-217
	154.6				Vidalia T 651.6 E-226

WARREN BRANCH - ARKANSAS DIVISION

Rule 99 (4) in effect. Yard Limits: MP 442.0 to M 447.3; MP 460.3 to end of tract Maximum Speed 25 MP Note — Trains and engin move over crossing, MP 445 when protected by crew membe	k. H es .7 Mile r. Post	Radio Communication via Channel One. SOUTH NORTH STATIONS	Sta- tion Nos.
Business Tracks MP No	422.6	DERMOTT	C-439
Baxter 426.5 KC- Cominto 434.0 KC- Killin 442.5 KC-	17 445.3	MONTICELLO⊗AD&N©⊗	KC-29
Wilmar 454.0 KC-		warren Ø	KC-45
	1	38.7	

		Radio communication via Channel One, Call-in Two	Sta-	Sid-	Maximum Speed MPF 408.1 and 531.6 (Except as
Mile Post	SOUTH	STATIONS A	tion Nos.	ings	below) 60 Between Mile Posts
408.1		McGEHEE 🕲 -2 T	C-432	Yd.	408.4 and 409.2 20 414.5 and 416.6 35
415.6	4	7.5 DERMOTT	C-439	*****	449.4 and 449.6 50 455.2 and 455.6 50
422.0	2	6.3 HUDSPETH	C-446	8873	473.1 and 474.0 25
440.1		18.0 SUNSHINE	C-464	9010	480.9 and 481.0 25 486.3 and 498.9 50
460.8	4	20.5 BONITA	C-484	9135	498.9 and 504.3 30 Monroe Siding 10
481.0	b	20.1 COLLINSTON 🕲 -2 T	C-505	9058	Strauss track Monroe 5
491.8	3	10.7 SWARTZ	C-515	8872	507.0 and 507.4 50 524.5 and 525.1 50
498.6 501.0	1	9.2 CP 498 HUTTIG JCT. T	C-524		528.1 and 531.6 30 531.6 — Texmo Jct.
501.1		0.1 ⊗ MSRC ©			(Except as below) 50 537.4 and 537.8 30
		1.8 MONROE	0.505	40040	558.6 and 559.0 30
502.9		13.7	141000	13840	582.3 and 585.7 40
516.6	P	BOSCO	C-540	9387	590.2 and 590.6 40 ^o 593.1 and 593.2 30
528.2		OUACHITA RIVER Ø ♥	2000		Tioga Siding 10 595.0 and Texmo
535.1	Þ	GRAYSON 🕲 -2	C-558	9200	Jct 30
548.7	b	13.6 OLLA	C-572	7952	Do not exceed 55 MPH i freight train averages ove
561.6	4	GEORGETOWN 🕲 -2	C-585	8003	90 gross tons per car — 50 MPH if train averages ove
576.9	2	ANTONIA	C-601	9584	110 gross tons per car.
		14.2 ARKANSAS DIVISION			MP 581 is omitted. The
591.4		LOUISIANA DIVISION TIOGA & L&A @	0.016	8029	next mile post beyond MI 580 is MP 582.
592.6	1-	0.5 ⊗ L&A @	C-616	8029	Yard Limits: MP 596.0 to Texmo Jct.
595.1	1			2000-	Operation between
596,5		RED RIVER ©	13195		Texmo Jct. and Alexandria on Shreveport Subdiv
596.6		RED RIVER JCT ♥	C-620	11117	Radio communication a Alexandria: yardmaste
597.8	4	TEXMO JCT. Ø Ø	TB-196		channel two. ABS — Double tracl
601.5		— 3.7 — ALEXANDRIA	C-625	Yd.	between Red River Jct. and
		190.8			Texmo Jct, Rule 251 in effect.
					15 MPH dual contro switch turnouts: Texmo Jct
Н	ot Box	and Dragging Equipment Detector	rs locate	d at,#	MP 438.1. #MP 469.2.
⊕ MP Busin	485.1,	# MP 525.8, # MP 545.7, # MP 5€	69.4 and Business	₩ MP	586.8. Sta.
Track					MP No. 532.5 C-556 537.4 C-561
E. Asl	iley		Clarks		

Business	Sta.	Business Sta.
Tracks MP	No.	Tracks MP No.
Montrose	C-456	Pulpwood
E. Ashley	C-459	Clarks
Portland	C-460	Standard
Parkdale445.0	C-469	Urania
Bayou	C-470	Tullos
Wilmot	C-473	H & C Veneer574.5 C-599
Muller	C-477	Christi Spur (Farmland) 577.9 C-602
McGinty	C-478	Pollock 580.4 C-605
Jones	C-481	Simms
Galion	C-491	Camp Beauregard 592.5 C-618
Mer Rouge	C-497	Bastrop Branch Collinston to MP 551.7
Hancock	C-513	8.8 miles.
Erco	C-532	Industrial Lead entire branch.
Riverton	C-550	Bastrop @ ALM @ @ 553.6 E-127
Columbia	C-554	Maximum speed 30 MPH except
		MP 553.3 — MP 553.7 10 MPH

HUTTIG BRANCH — ARKANSAS DIVISION

Rule 99 (4) in effect Maximum Speed MPH (Except as below)	Mile Post	Radio Communication via Channel One. SOUTH STATIONS	Sta- tion Nos.
MP 567.0 — Huttig Jct 10 Inside IMC Plant	527.2	HUTTIG	F-3
Sterlington 5	553.7	OUACHITA RIVER S	
usiness Tracks MP No. pencer	554.0	STERLINGTON	F-30
	568.1	⊗ A&LM S	
ard Limits: MP 566.0 to Huttig ct.	568.6	HUTTIG JCT. S	
		MONROE T®-2	C-525
		41.4	

			n Two			(Except as below) . 60
				Sta-	Sid-	Between Mile Posts 195.8 and 190.4 20
Mile	SOUT		NORTH	tion	ings	179.2 and 178.4 45
Post		STATIONS	A	Nos.	Feet	179.2 and 178.4
192.1		ALEXANDRIA	ВТО	C-625	Yd.	163.3 and 162.5 40
102.		1.7		0 020	101	128.8 and 128.1 30
190.4	2	WILLOW GLEN	⊗	TB190		118.9 and 117.6 40
		13.4				115.0 and 114.8 30
177.0	4	MEEKER	******** T	TB177	10453	109.9 and 108.9 35 102.5 and 101.0 35
163.1	A	BUNKIE	(A) 2T 9	TB163	10249	95.3 and 94.9 25
100.1		11.1	9-21 1	10103	10243	91.4 and 88.7 20
152.0	13	MORROWS		TB153	8960	86.7 and 84.0 20
27.0	1	13.5		555.50		White Castle Siding 25
138.5	1	PALMETTO		TB139	11970	75.5 and 75.0 20
100 5		9.0	®-2	TD 120		66.0 and 64.0 40 Donaldsonville Siding 25
129.5	×	MELVILLE O O	@-2	TB129		20.9 and 20.8 40
114.1	d	LIVONIA O UP	Q	TB114	11165	
124.1		12.3		12.11	11100	13.8 and 10.2 20
101.8	q	GROSSE TETE .	********	TB102	11647	Drill extension Wills
255		6.8		200	1	Drill extension Wills Waggaman 20 MP
95.0		MORLEY OO	В	TB95		waggaman 20 Mi
90.1	4	4.9 ADDIS	®-2 T	TB90	19342	
81.0	7	4.6	CP81	1 1 1 1 1	19042	A STATE OF THE PARTY AND A STATE OF THE PARTY
85.4		PLAQUEMINE .		TB85		Yard limits: MP 190,4 to M 195.8 and MP 13.8 to MP 0.0
		9.6	800 2000 0 3 TO	0.000	100	195.8 and MP 13.8 to MP 0.0
75.8	4	WHITE CASTLE		TB75	6048	
	-	8.0		mn (0		Sta.
67.8		McCALL	₩-2	TB68	8070	Business Tracks MP No.
64.7	F	DONALDSONVII		TB65	10457	Chambers 184.0 TB-18
04.7	9	11.6	GLEI	1003	10457	MFC Spur182.8 TB-18 Red Barn
53.1	9	ST. JAMES	Treatment ?	TB52	8879	Red Barn
A Jan		13.1		40.00		Chem. Co 169.8 TB-17 LeMoyen 148.7 TB-14
40.0	4	JOHNSON		TB40	11336	Rosa
30.9 28.5		11.5 TAFT	CP31	TB28	500	McKneely 120.9 TB-12
26.9		7.7	CP27	1020		Fordoche 119.1 TB-11
20.8	n	AMA JCT	CIZI	TB20	9000	Marrineaux
-	- 11	1.5	11,111,111,111	1,520	0000	Spur114.0 TB-11
19.3	M	FARMERS	X	TB19	****	Maringouin 109.3 TB-10 Lynch Spur 96.0 TB-96
	L.	2.2			160	Sid Richardson 89.3 TB-89
17.1	n	SELLERS	X	TB17	1 8 4 9	Copolymer 89.2 TB-89
16.5		CYANAMID & SI	D (M)	TB16		Dow 88.8 TB-88
10.0		2.6	•	1510		Dover 84.2 TB-82
13.9	H	WILLS	Øx	TB13		Allemania 81.3 TB-83
0.000		2.5		200	San I	Georgia Pacific 81.3 TB-81 Hercules 81.3 TB-81
11.4	r	AVONDALE	Ø ®	C-806	Yd.	Central Farmers 62.5 TB-63
10.2	1	W. BRIDGE JCT.	M	TB10	Yd.	Ampro 62.3 TB-63
10.2				IBIU	TO.	Triad 62.3 TB-63
		192.1				Melamine Chem. 62.3 TB-63
				1 1 7		Gulf 61.0 TB-61 Vacherie 46.3 TB-46
		ommunications in				Armont 46.2 TR 46
		d Avondale are to	be handled ex	clusivel	y on	Columbia 35.8 TB-36
Channe	1 Z.					Edgard B-2 35.0 TB-35
Thiba.	our p	anahi MaCall to 11	Vestfield C 4	Miles 3	Vand	LP&L Spur 30.0 TB-30
		anch: McCall to V branch. Max. Spee		willes.	ara	Hahnville 25.0 TB-26
	Cittie	отапон, мах. эрес	d 20 MITH.		Sta.	Dufresne 23.3 1B-23
Busines	ss Tra	cks			No.	Monsanto 21.4 TB-21 Ama 19.3 TB-19
ula			arriver :	5.0 T	H-7	Ama
Monty .					H-8	Service Foundry 14.0 TB-14
estfie!	ld		asian I	8.9 T	H-9	Del tico i building 14.0 115-14

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 than 4,000 operative horsepower will be used and 1050 amps of power must not be exceeded. All employes on caboose must ride on helper units during entire movement. When helper engine is placed at rear of train without caboose, not more than 6,000 operative horsepower will be used and the power limitation of 1050 amps does not apply.

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

Operation between Wills and Gouldsboro governed by instructions yardmaster Avondale. Hot Box and Dragging Equipment Detectors located at
MP 168.1, MP 134.1, MP MP 45.2 and MP MP 22.1.

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

LAKE CHARLES SUBDIV. — LOUISIANA DIVISION

Mile SOL	Radio communication vi Channel One, Call-in Tw	O Sta-	Sid- ings		4PF 40
Mile Post	STATIONS	M Nos.	Feet		35 30
601.6		® T ♥ C-625	Yd.	634.5 and 636.0	25
615.7	BRINGHURST	C-640	7500	Elder Siding	35 10 15
635.6	OAKDALE	B-2 C-659		Wye Track Kinder	10
642.0	TRACY	C-666	8300	661.2 and 690.1	30 20
654.1	12.1 ELDER	C-679	4850	Wharves & Apron Docks	5
660.6	KINDER ⊗UPG	Ø T Ø B-544	Yd.	Do not exceed 40 MPl train averages over 90 g	H i
680.0	19.4 IOWA JCT.⊗SP⊗	C-704		tons per car. Do not exe 35 MPH if train aver	cee
690.2	⊗ SP 🕲			over 100 gross tons per	
694.2	LAKE CHARLES (9®♥ C-720	Yd.		
	95.0				

Business		Sta.	Business		Sta.	Business		Sta.
Tracks -		No.		MP		Tracks	MP	No.
						American M.F.C.		
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 ⊗ SP ⊗ ⊗ KCS ©

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 NORTH ▼ STATIONS ▲	Sta- tion Nos.	Yard limits entire Branch Maximum Speed (Except as below)	MPH 10
1.0 9.2 23.0	W. BRIDGE JCT. WWSTWEGO. T® MARRERO. HARVEY. ® GRETNA. GOULDSBORO 8.2 BELLE CHASSE 13.8 END OF TRACK. W	C-809 C-812 C-813 C-814 C-815 Y-1 Y-10	City Limits Gretna City Limits Westwego Business Tracks MP Chevron Chem. 12.0 Alliance 21.4 Myrtle Grove 22.2 Lift Bridge over Algiers Canal MP 6.5 © ®	6 6 Sta. No. Y-12 Y-21 Y-26
	31.0	III_E	Lift Bridge over Harvey	
	dio Communication with Avondale nel Two.	Yard via	Canal MP 4.2 O S	

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		Radio	One, Call in Two	C	Sid-
641.5	Mile	WEST	EAST	Sta- tion	ings
Trains secure clearance -	Post		STATIONS	Nos.	Feet
DeQuincy unless otherwise verbally instructed by train		-	ANCHORAGE ⊗ UP ST S	B-644	2000
dispatcher.	631.5		ERWINVILLE	B-631	****
All radio communication in connection with HB&T opera-	621.1	t	LIVONIA Ø UP Ø	TB-114	
tion is to be handled exclu- sively on Channel 2.			ATCHAFALAYA RIV.		
TO THE RULE OF THE PARTY OF	010.4	6	.05	B-610	4114
Two main tracks designated north and south between	597.6	-	12.8 PORT BARRE	1200	8300
Langham Road and KCS Ry, drawbridge Beaumont; and between Dyersdale Jct. and Settegast Jct.	590.7	F	6.9 OPELOUSAS 🕲 -2	0.71	6300
Settegast Jct.	590.2	1-	⊗ SP Ø	D 350	
Beaumont — Operation on SP R.R, between CP 456 and	1	1	⊗ UP ⊗		20.1
Tower 74 — UP rules, timeta- ble and Special Instructions		1	5.9 LAWTELL	B-584	3700
apply.	572.0	7	12.2 POWELL	B-572	8300
YardLimits:MP449.7toWest Switch Elizabeth; MP 641.5 to			1.7 EUNICE B -2 T	1000	No. of Co.
end of track.	559.5	1	10.8 BASILE	B-559	4116
Maximum Speed MPH Anchorage to MP 453.7 50	545.2 544.5	7	15.0 CP 545 KINDER & UP & B-2 T	B-544	4110
MP 453.7 to Settegast Jct. 60	544.4		0.1 HUB		
(Except as below) Between Anchorage and	543.4	1	I.0 K.D. SIDING	B-543	8300
MP 641.2 20 Between Mile Posts	532.3	5	11.1		10-60
619.8 and 619.9 30 611.0 and 610.5 35	515.3	1	REAVES	B-532	7616 E616
598.1 and 597.3 30† City Limits Opelousas 20†	Jan.	1	GORDON	B-515	5616
571.4 and 568.8 20† City Limits Basile 35†	508.4	7	⊗ KCS ⊗	D 500	0000
City Limits Elton 40+	508.0	Į.	DEQUINCY 🕲 -2	B-508	8386
Wye Track Kinder 10 544.8 and 543.9 20† 508.8 and 507.4 20	507.3		CS JUNCTIONLOUISIANA DIVISION	B-507	3
GCL Jct. and 453.6 20† 453.7 and 449.7 55	507.2		HOUSTON DIVISION		
445.8 and 445.5 50 Hull, Mobil Oil 5	723.6	4	HELME	B-504	4881
395.2 and 394.0 40 385.4 and 381.6 55	728.4	=	LUCAS.	B-499	4907
Gulf Coast Jct. to Settegast Jct	735.2	4	STARKS	B-492	7996
	740.6	5	RULIFF	B-487	4890
Business Sta. Tracks MP No.	750.2	2	MAURICEVILLE ⊗ UP Ø	B-477	10371
Boudreaux 637.8 B-637 McDearmon	760.4	-	VIDOR	B-467	13359
(Big River Ind.)630.8 B-630	764.9		SP JCT		eserci.
East Krotz	765.9	7	NECHES RIVER ♥	*****	attac
Hazelwood 600.1 B-600 Jnatex 563.6 B-563	766.0		⊗ SP-ATSF ⊗		
Elton	460.8	1	GCL JCT.	*****	
Fulton 523.2 B-523 Hardin 422.4 B-422	460.6 460.2		⊗ SP-KCS-ATSF Ø	*****	
nt Chem Co 4185 B-418	460.0 459.1	H	0.6 CP 460 BEAUMONT CP 459	B-461	Yd.
15 MPH dual control switch	459.0	1	TOWER 74		11000
urnouts: Livonia — conn to Alexandria Sub.; Krotz	456.8 455.1	4	3.9 CP 456 ELIZABETH 🛇	B-455	7768
prings; Lawtell; Basile; Beaumont — all switches	451.1		4.0 AMELIA ⊗®-2	B-450	Yd.
xcept East and West Switches;	449.7 441.3	d	9.8 CP 449 GRAYBURG •	B-441	8300
Between MP 449.7 and west	427.2		HULL	B-427	8087
witch Elizabeth all move-	409.0	3	18.2 MARTHA	B-409	4664
nents will be made under irection of operator at Tower 4 and as prescribed by Rule	398.8	2	10.2 HUFFMAN	B-398	8290
3.	385.4	2	13.4 DYERSDALE JCT.	B-385	5200
Operation on HB&T Sette- ast Jct. to Gulf Coast Jct. Be	381.6	1	3.8 SETTEGAST JCT	B-382	11111
overned by HB&T timetable nd Special Instructions.	378.0	1	GULF COAST JCT		F
	0,0.0		COMBI JUL.	A-229	Sand of

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.

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.

i imetable direction from GCL 3	ct. to Cs	JCL IS INOTHI.
Max Speed GCL Jct. to CS Jct. (Except as below) Over UP Crossing MP 750.2 City Limits Vidor MP 757.0 to MP 762.0 Over Neches River Bridge MP 765.9 City Limits Beaumont	MPH 40 30† 30 20 20	Business Tracks
All tracks other than main tracks, through turnouts and crossovers	10	Location of Hot Box and Dragging Equipment Detectors: # MP 726.0 # MP 743.4 # MP 764.9 — also equipped with oversize load detector # MP 766.4 — also equipped with oversize load detector (both main tracks)

ORANGE BRANCH — HOUSTON DIVISION

Mile Post	Radio communication via Channel One. Call-in Two. SOUTH NORTH STATIONS	Sta- tion Nos.	Yard Limits Entire Branch MPH Maximum Speed MPH (Except as below) 20 MP 489.2 — MP 490.5 10 Doc Brown: Dupont Industrial Lead 10
477.7	MAURICEVILLE ⊗KCS®®T	B-477	Lead 10 Dupont Industrial Lead East
482.9	PEVETO	BE-482	Conn. 10 Firestone Ind. Lead 10
486.9	⊗ SP 🔞		Sta. Business Tracks MP No.
488.0	DOC BROWN T	BE-488	D 405 0 DE 405
490.5	ORANGE 🛇 🕲	BE-490	
	12.9		

CROWLEY BRANCH — LOUISIANA DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two SOUTH NORTH STATIONS	Nos.	Maximum Speed (except as below) MP 570.3 MP 571.3 MP 590.6 End of track	10
570.3	EUNICE T®-2	B-570	Industrial Lead Entire Branch Crowley-Mill Row Lead ⊗ SP	0
577.9	14.4		Business Tracks MP	Sta. No. BD-575
592.3	CROWLEY	BD-592	American	
	22.0		Cyanamid 577.7	BD-577

CHURCH POINT BRANCH — LOUISIANA DIVISION

MPH Maximum Speed (Except as below) 25	Mile Post	Radio Communication via Channel One, Call-in-Two SOUTH NORTH STATIONS	Sta- tion Nos.	Sid- ings Feet
35.0 and End of track 10	0.0	BUNKIE 🕲 2-T	TB-163	***
Business Tracks MP No.	3.6	EOLA	TL-4	+ (3.3
Tate Cove	8.8		TL-9	470
Lithcote	20.0		TL-20	1927
Canal Refinery Spur 46.0 TX-35	26.7	LEDOUX	TL-27	705
	36.0	OPELOUSAS ⊗ UP ⊗ ®-2	B-590	611
	47.9	CHURCH POINT	TX-36	752
		47.9		

20 AVOYELLES BRANCH — LOUISIANA DIV.

Maximum Speed MPH (Except as below) 40 City Limits-			munication via Channel One, except Addis Terminal, Channel Two		
Morganza 25† City Limits- New Roads 25† All L&A tracks	Mile Post	SOUTH	STATIONS NORTH	Sta- tion Nos.	Sid- ings Feet
other than main tracks, through	735.9	1	LETTSWORTH	TD-58	2002
turnouts and crossovers 10	742.6	1	BATCHELOR	TD-51	4163
Bridge 767.7 20 Lobdell Jct. —	750.9	4	MORGANZA	TD-42	1234
West Jct. (Conn. with UP Baton	760.9	D	NEW ROADS	TD-33	3768
Rouge Subdiv.) 20 MP 11.8 —	768.3		GLYNN	TD-25	
MP 11.9 10 MP 11.8 —	779.9	0	LOBDELL 🛇	TD-13	7741
MP 0.0 20 Business Sta.	780.7 12.8	-	LOBDELL JCT	TD-12	
Tracks MP No. La Cour 745.0 TD-48	11.9	4	BR JCT.	TD-10	San.
Morrison 755.5 TD-38 Cajun Elec.	10.4	9	ANCHORAGE JCT.⊗UPS	TD-9	
Power 762.6 TD-30 La. Elec.	7.8	-011	PORT ALLEN 🛇	TD-8	
Coop 766.4 TD-26 Smithfield 774.4 TD-19	6.5		CANAL 00 08	TD-6	Service +
Avoyelles Parish	0.0	V	ADDIS	TB-90	Yd.
Coop 2.0 TD-2			57.0	1	

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 dispatchers.

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 fusee protects movement on the ground at the crossing. A lighted red fusee must be left displayed during the time the crossing is obstructed.

BATON ROUGE BRANCH — LOUISIANA DIV.

Business Sta. Tracks MP No. Baton Rouge 649.0 B-649	Mile Post	Radio Communication via Channel One, Call-in Two except Addis Terminal, Channel Two SOUTH NORTH STATIONS	Sta- tion Nos.	Sid- ings Feet
Baton Rouge Port 7.4 B-649	648.0	NO. BATON ROUGE	B-647	Yd. 7 377
Maximum Speed MPH (Except as	785.5	MP JCT	B-646	- VI
below) 10 Tracks other than	784.8	EAST JCT 🏵	B-645	
main tracks, all turnouts and	781.6	WEST JCT	TD-11	VI L&
crossovers 5	11.9	BR. JCT	TD-10	73.5
		5.4		

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

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

UP frequency - train must stop immediately and walking inspection made.

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

SHREVEPORT SUBDIV. — RED RIVER DIVISION 21

		io Communication via nnel Two, Call-in One				Yard Limits: MP 190.4 to MP 195.8
	WEST		EAST	Sta-	Sid- ings	MP 310.6 to MP 324.5
Mile Post	WEST	STATIONS	A	tion Nos.	Feet	MP 347.5 to MP 351.4 Maximum Speed MPH
192.1	1	ALEXANDRIA	Ø ®	TB-195	Yd.	(except as below) 50 Between Mile Posts
195.7		TEXMO JCT. ♥	Ø	TB-196		190.4 and 195.8 20 195.8 and 199.8 25
203.7)	7.9 RAPIDES		TB-204	4105	208.6 and 209.1 35 214.0 and 236.5 25
225.2	Þ	22.3 FERN	(regen)	TB-225	4124	245.8 and 247.8 25 310.9 and 316.0 20
235.8	4	CYPRESS		TB-236	5094	316.0 and 317.0 10 317.0 and 320.3 20
246.0	2	10.2 CANE		TB-246	4066	348.6 and 350.6 40 350.7 and 351.4 30
247.5		NATCHITOCHES	B -1	TB-247		Sidings: Lucas, Lake End, Cypress, Fern 10
265.7	2	LAKE END		TB-265	2935	Between Marshall and Lucas do not exceed 45 MPH
286.0	Þ	WESTDALE		TB-286	8400	if freight train averages ove 80 gross tons per car —
308.6	¢	LUCAS		TB-308	4805	40 MPH if train average over 90 gross tons per car —
311.7	_4-	⊗ KCS Ø	Ø		10.618	35 MPH if train average over 100 gross tons per car.
313.9		⊗ SP Ø		Legisla		Business Sta.
315.0	-	CUTOFF JCT	Ø	TB-315	Yd.	Tracks MP No. Red River
315.6		HOLLYWOOD JCT.	Ø	TB-316	Yd.	Ind. Ld 197.0 TB197 England AFB 199.8 TB199
1.5		HOLLYWOOD YD.	B-IT	TS-316		Boyce 208.7 TB209 Rodemacher 211.0 TB212 Soybean Spur 244.2 TB24
322.3	4	REISOR	Ø	TB-321	13515	Di IC OCLO TROCE
343.1	b	SCOTTSVILLE		TB-342	4028	
349.5	4	LOUISIANA	Ø		7551	Grand Bayou 281.0 TB28 Bayou Pierre 285.0 TB28
351.0		1.5 MARSHALL	B -1	TP-67	Yd.	Caspiana 296.0 TB290 Gayles 302.4 TB300
351.4		0.4 MARSHALL JCT	Фτ		,,,,,	Olin 303.9 TB304 Flournoy 317.7 TB319
		156.9			-	Greenwood 326.4 TB32:
						Waskom 332.5 TB33 Jonesville 335.4 TB33

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 ston and protect Levy Street. Spreyenort.

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

22 DALLAS SUBDIV. - RED RIVER & FT. WORTH DIVS.

	R	adio Communication nannel One, Call-in	n via Two.		611	Maximum Speed (Except as below	Psgr.	Fr 60
Mile	WEST	STATIONS	EAST	Sta- tion Nos.	Sid- ings Feet	Between Mile Posts	20	20
Post	TI.					0.0 and 1.0 1.0 and 2.9 11.1 and 13.1	50 70	50
0.0		TEXARKANA	98	TP-0	Yd.	15.4 and 18.4	70 70	-
0.5	-11-	⊗ ssw 0 5		11177	****		20 55	5 5
1.8	4	NATIONAL JCT.				36.3 and 38.0	50 70	5
2.4		⊗ KCS ⊗	Commercial designation of the commer		11.5	30.8 and 31.4 36.3 and 38.0 42.2 and 42.7 45.0 and 45.6 46.7 and 47.7	60	=
7.9	5	SULPHÜR		TP-8	9265	40./ and 47.0	70 70	-
14.8	1 1	SPRINGDALE		TP-15	4914	50.2 and 50.4 50.4 and 51.2	50 30	5 3 2
20.4	T	QUEEN CITY		TP-21	7491	51.2 and 51.3 51.3 and 51.5	25 30	3
23.6	4	ATLANTA	B -2 P	TP-24	4756	51.3 and 51.5	65 65 65	1
31.2	-	7.6 BIVINS	7	TP-31	7425	03.4 and 07.4	65 30	3
37.5	-	KILDARE		TP-37	5022	67.2 and 68.9	65	
43.5	1	PAYNE	® -2 P	TP-44	7716	80.6 and 81.5 81.5 and 85.0 86.3 and 89.7 89.7 and 95.0 100.7 and 104.9 112.9	60	-
50.7	4	JEFFERSON & L	&A @ P	TP-51	8549	86.3 and 89.7	60†	4
58.7	-	WOODLAWN	٠٩	TP-58	7395	100.7 and 104.9	40	4
66.3	5	MARSHALL	. ® -2 T ₱	TP-67	8086	112.9 and 113.3	25 65	É
70.5	4	QUINCY		TP-70	4748	126.5 and 126.8 131.5 and 132.2 136.0 and 136.4 139.9 and 141.2	70 65	-
75.3	1	KEOKUK		TP-75	7484	136.0 and 136.4 139.9 and 141.2	50 70	4
81.5	F	LANSING JCT.		TP-83	1111	148.2 and 148.9 148.9 and 149.6	60 50	5
87.7		RED	X		44.4	156.0 and 157.0 159.5 and 159.7	60 60	5
89.6	41	LONGVIEW	B -2	TP-90	Yd.	166 3 and 167 1	50 40	4
		0.3 LONGVIEW JCT				183.9 and 184.6	60 70	3
89.9 90.2 93.8	1	GREGGTON	CP 90	TP-94	13590	182.2 and 183.3 183.9 and 184.6 192.2 and 193.0 193.2 and 194.3 194.3 and 196.4	45	4
104.8	100	11.0 GLADEWATER	•	TP-103	7255		65 70	-
		BIG SANDY & S		TP-113	7277	201.3 and 203.0 203.0 and 205.5	45 70	4
113.8			3W O 1	TP-124	7507	201.3 and 203.0 203.0 and 205.5 205.5 and 208.3 SP 5.1 — SP 0.0	25	1
124.2		FADA		TP-130	4967	Absolute Sig.		
130.0	100	HOARD	® -2	TP-138	15050	Tower 19 — Terminal Jct.	20	2
136.1 136.8	1	MINEOLA	CP 137	10.00	4730	Through curve Terminal Jct.		
142.2	100	SILVER LAKE		TP-143		(both Main tracks)	10	1
150.0		GRAND SALINE		TP-149	7512	716.7 and 716.8	60	
158.8		EDGEWOOD 8.6		TP-160	7559	217.8 and 220.2 224.4 and 225.8	60 50	18
167.4	9	WILLS POINT 8.5	T	TP-167	7728	225.8 and 226.7 226.7 and 228.9 228.9 and 235.4 235.4 and 236.4	30 50	
175.9	P	ELMO		TP-176	7454	228.9 and 235.4 235.4 and 236.4	40 70	4
181.9	P	TERRELL	B -2	TP-183	4406		50 70	1
187.0	5	LAWRENCE		TP-187	7466	237.0 and 238.8 238.8 and 239.2 239.2 and	55	4
199.1	4	MARITH		TP-199	7403	Tower 55 Tower 55 —	40	4
203.3		RED RIVER D	IVISION			River	20	3
	1	FT. WORTH D		TP-204	21400	Through Interlocking		
204.5		MESQUITE	CP 7015	5.54	2.100	On Wye tracks	15	
206.7 209.1		MP JCT. ◎	CP 206	TP-209	7037	In siding	10	
214.2		TOWER 1900			****	Marshall: MP 66.5 —		
		DALLAS	® -2	TP-215		MP 66.7 Does not apply	to 15	
214.8	B	TERMINAL JCT	T Ø.	TP-216		trains entering of leaving Shrevepo	or	
216.1	B	BROWDER	B ?	TP-218	4334	Subdiv. at Mars	hall	
219.9	9 1	CHALK	X	TP-220	XXX.*	Jct. Sidings Grand		
229.0		вор 9.1	B	TP-230	Yd.	Saline and Browder	10	
235.		BOWEN	X	TP-235		Inside tracks auto convoy-		
241.	1 8	POLY	X	TP-241		TOFC Mesquite	10	
244.2	2 FL	-TOWER 55 ♥	CP 244	TP-245		Through sidings and turnouts	27.	
247.4		RIVER 🗑	X	-		East Yard Ft. Worth	15	
251.		3.7 CENTENNIAL Y		A 25 10	1.00	Do not exceed	55 M	PH
						freight train av	45/36/5-00	-

DALLAS SUBDIV. - RED RIVER & FT. WORTH DIVS. 2

Business Tracks		Sta. No.	Business Tracks	MP	Sta. No.
South Texarkana		P11	Eagle Ford	220.0	TP220
Pirkey	76.1 T	P76	Cloudy	222.0	TP224
Trinity	84.6 T		June Pit	223.2	TP225
Pumps		P87	Mt. Creek	223.8	TP226
Hawkins		P119	Grand Prairie	226.4	TP227
Debbie		P129	Great Southwest	231.2	TP231
Amoco		P157	Arlington	232.7	TP233
Forney		P194	Handley	239.2	TP239
Mesquite Team	202.0 T		Jamestown	242.9	TP243
Skyline	205.6 T			2.180	1.00

See Special Instructions Item 19 for Amtk schedules.

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

All trains except AMTK secure clearance at Mineola.

40 MPH dual control switch turnouts: Lansing Jct. 15 MPH dual control switch turnouts: West lead Texarkana; Pirkey lead Keokuk; High One Yard crossover Longview; CP 90; all switches Tower 55.

Hand throw crossover located MP 88.3.

Hot Box and Dragging Equipment Detectors: #MP 29.0, #MP 54.0, #MP 80.0, #MP 108.0, #MP 162.0, MP 190.0 and MP 223.0.

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

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

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

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

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

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

Radio communication at Centennial Yard and Texarkana via Channel Two.

LONGVIEW SUBDIV. - RED RIVER DIVISION

Maximum Speed MPH (Except as below) 50 Between Mile Posts 0.0 and 0.5 20 18.9 and 19.2 45 21.5 and 22.2 45	Mile Post		adio Communication via hannel One Call-in Two TH STATIONS NORTH	Sta- tion Nos.	Sid- ings Feet
26.3 and 28.9	81.3	T	LONGVIEW	TP-90	Yd.
30.1 and 31.5 45 36.4 and 36.5 40	69.2	þ	12.1 KILGORE	AX-12	7922
44.9 and 45.9	58.9	4	OVERTON	AX-22	6991
52.3 and 53.0	45.4	1	TROUP	AX-36	9935
9.6 and 60.6 45 8.0 and 71.0 45	33.4	4	TECULA	AX-48	8580
73.1 and 73.8	27.2	2	JACKSONVILLE ® -2	AX-54	4605
80.3 and 81.1 25 Business Sta.	23.6	b	HUME	AX-57	8000
Tracks MP No. Alcoa Spur 7.4 AX-73	11.9	c	11.7 NECHES	AX-70	8865
Bodie78.0 AX-4	5.0	C	WELLS CREEK	AX-77	5183
15 MPH dual control switch turnouts: both ends siding Jack-	0.6		PALESTINE®	AX-81	Yd.
sonville; Leroy Track Palestine Hot Box and Dragging Equip-	-		81.3		
ment Detectors: #MP 25.4, #MP 53.0 and MP 76.3. LeTourneau Ind. Lead (5.2) Miles) Max. Speed 10 MPH.	Make	all ra tion P	dio communications concerni alestine via Channel #2.	ng termi	nal

Tyler Branch
Troup to Swan 27.0 Miles. Industrial Lead entire branch. Max Speed. 25 MPH except MP 15-MP 27 20 MPH. Max. Wt. 263,000 lbs.

Business Tracks	MP	Sta. No.
Whitehouse	8.6	CQ-9
General Electric	13.5	CQ-13
Elberta		CQ-14
ElbertaTyler SSW @		CQ-19
Swan	26.3	CQ-27

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

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

Maximum Speed MPH Between Whitesboro Jct. and Tower 55	Mile		dio communication via nnel Two, Call-in Two	Sta- tion	Sid- ings
(Except as below)60	Post		STATIONS	Nos.	Feet
Between Mile Posts			RAY-DENISON ®	MK662	Yd.
173.3 and 173.7 35 186.2 and 186.5 50			20.9 MILES VIA MKT		
188.6 and 189.1 50	173.1	Y	WHITESBORO JCT	TA-173	Yd.
203.3 and 203.7 30 208.1 and 209.8 30	191.5	2	18.4	TA-191	7627
Denton Siding 10 221.7 and 222.2 30	204.6	b	MINGO P	TA-203	7589
228.6 and 228.9 55 229.2 and 242.7 40	209.1	5	DENTON B-2	TA-209	7208
242.7 and 251.1 20 Tower 55 — Through	215.3 225.4	•	ROANOKE	TA-225	7699
Interlocking 15	237.0		TEXAS DIVISION		_
On Wye tracks Tower 55 10	238.1		SSW	Boary 1	V
7:30 AM to 8:30 AM	230.1		2.4		1000
and 3:00 PM to 4:00 PM	240.5	9	HODGE	TA-240	9688
weekdays do not exceed 50 MPH between	242.8	d		TA-243	7549
MP 216 and MP 217 Hot Box and Dragging	244.5		1.8 TOWER 55	TP-245	Yd.
Equipment Detectors —	244.0		92.3		1
#MP 194.3 and #MP 219.4. 15 MPH dual control switch turnouts:	O	peration Cente	on on Dallas Subdiv. betweennial Yard.	en Tow	er 5

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.

RONHAM	BRANCH -	TEXAS &	RED	RIVER	DIVS.
	DIMPONUTE			DEEA PER	DI 0 0.

	WEST	io Communication via Channel Two EAST Call-in Two	Sta- tion	Sid- ings	RULE 99 (4) in effect between Texarkana and Bonham only.
Mile Post		STATIONS	Nos.	Feet	Maximum Speed MPF (except as below) 25 Between Mile Posts
0.0	3	TEXARKANA OB	TP-0	Yd.	0.0 and 4.0 20 4.0 and 5.0
0.6		⊗KCS 9	4444		12.0 and 16.0
14.8	4	HOOKS	TA15	4051	30.0 and 33.0
34.2	4	DE KALB	TA34	4059	64.0 and 66.0
61.0	Þ	CLARKSVILLE V	TA61	2310	126.0 and 157.0 10 Business Tracks Sta.
91.0		PARIS ®♥	TA91	Yd.	MP No.
91.7		⊗ATSFS		2017	Nash 5.1 TA-5 Proetz Lbr. Co 6.0 TA-6 Anglo-American
126.0		RED RIVER DIV.			Paper 6.6 TA-7
128.1	1	TEXAS DIVISION BONHAM	TA128	Yd.	Lone Star Ord. Plant 15.7 TA-12 Red River Army
141.6		03.5 ⊗ MKT®	TA142		Depot 17.3 TA-17 New Boston 22.0 TA-22
154.5		. ⊗ SP Ø	****	2.2(2)	Annona
154.6		⊗мкт®		1.52.5	Detroit
154.7		SHERMAN ®-2♥	TA155	Yd.	Brookston 100.0 TA-10 Honey Grove 112.0 TA-11
173.1	4	WHITESBORO JCT.♥	TA173	Yd.	Windom
		173.1	1500		TP&L
					Whitesboro173.1 TA-17

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	Mile SOUTH	Radio communication via Channel One, Call-in One NORT STATIONS	Sta- tion Nos.	Sid- ings Feet
below) 49 128.2 and 128.3 10	120.2	OKAY JCT.		40.00
City Limits Muskogee 25†	122.4	AU JCT		
Muskogee Over UP ⊗ 20	123.9	UX JCT. Ø	*******	
167.4 and 167.6 45 173.0 and 175.0 25	128.3	⊗мкт®		6668
183.7 and 184.0 25 184.6 and 185.1 40	133.8	MUSKOGEE⊗UP◎®♡	T MG-3	8624
202.0 and 217.040 Except:	145.9	WAINWRIGHT	. MG-146	7766
Calvin — Over MKT 20	174.1	HENRYETTA T®	1 MG-174	4140
231.1 and 231.4. 45 242.5 and 246.4. 40	202.2	MINA B	1 MG-202	7560
256.5 and 256.8 30 267.6 and 273.5 40	215.3	13.1 ⊗ MKT ಄		
284.0 and 289.3 40 291.5 and 295.5 30	226.0	LEON	. MG-226	7700
Thru Conn. KO&G Jct15	252.5	TUPELO ®		7798
Sidings: Wainwright,	269.5	WAPANUCKA		
Henryetta and Tupelo 10	278.0 C	8.5 CAIN	MG-279	7760
Yard Limits	297.6	KO&G JCT	MG-298	
MP 126.0 to MP	Post	20.9 MILES VIA MKT		
136.0 MP 296.0 to KO&G		RAY-DENISON	MK-662	Yd.
Jet		198.3		

STATIONS	BETWEEN	KO&G	JCT	AND	RAY-	DENI	NSION
						ta a l	0.1.

Station	MKT MP	Sta.	Sidings Feet	Business Tracks MP	Sta.
		2.000			
DURANT		A	9635	Port Lead 126.4	MG-126
OLIVE		MK 649	10092	Calvin216.3	MG-216
STALEY	655.9	MK 656		Allen ®-1 230.0	
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	WEST	STATIONS	EAST	Sta- tion Nos.	Sid- ings Feet	Rule 99 (4) in 6 Yard limits: MP 4 56.0, MP 93.0 to and MP 146.1 to M	0.0 to MP MP 101.1
20.8		PANAMA		MV21	0.00	Maximum Speed	MPH
29.3	1	⊗ FS & VB © 25.9	******		2,03.57	(Except as below). Between Mile Posts	
55.2		STIGLER	Ø	MV55	****	95.1 and 96.0 96.0 and 98.0	20
95.8	YIIIs	SHOPTON	. OT®	MV96	Yd.	132.8 and 135.3 152.0 and 166.0	20
97.1	1	⊗ BN ⑤		*****		166.0 and 188.0	10
97.2	1	⊗ MKTG					
100.1	+	MUSKOGEE⊗ UP	G OT	MV97	*****	Business Tracks MP	Sta. No.
141.5	>	JENKS		MV142	550	Bokoshe 27.2 Keota 40.9	MV-27 MV-41
148.1		TULSA	. T♥®	MV152	Yd.	Gloco 47.4 Kerr McGee 50.5	MV-47 MV-50
152.3		⊗SS RY ©			****	Porum 67.5 Carbonex Coal 69.7	MV-67 MV-67
187.2	1	34.9 BARNSDALL		MV187		Warner 77.2 Skiatook 166.6	MV-77 MV-167
		166.4					Adv. Sec.

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.

					dio Communication vannel One, Call-in Or			53.0
Maximum Speed: Between Mile Posts 251.9 and 304.0	S	MPH	Mile	WEST		EAST	Sta- tion	Sid- ings
)	60	Post		_Alcoh.u	A	Nos.	Feet
258.0 and 266.8		50	251.1		CENTENNIAL YD. 0.3	Т 🕲	TP-250	Yd.
(Except as below 258.0 and 266.8 277.0 and 282.0 284.8 and 286.1 286.1 and 294.6 and 295.9 and 297.4 298.5 and 298.7 and 364.0 and 364.0		50	251.4	Y	FT. WORTH		TP-252	Yd.
286.1 and 294.6		35	260.3	d	8.9 IONA	9	TP-260	7792
295.9 and 297.4		55		3	12.8			
298.5 and 298.7		50	273.1	8	EARLS	, , , , , , T	TP-273	7983
(Except as below)	50	277.3		WEATHERFORD .		TP-277	8327
			287.1	7	9.8 PREBLE	B-1 *	TP-287	6795
320.2 and 320.8 329.9 and 337.1 340.5 and 341.3 343.1 and 345.6 350.5 and 352.0 360.3 and 364.0		45	1	13	14.0		TD 201	0001
343.1 and 345.6	0.444	40	301.1		BRAZOS		TP-301	6921
360.3 and 364.0		45	313.5		IUDD	B-1 9	TP-313	6952
364.0 and 417.0 (Except as below			326.8	d	13.3 STRAWN	9	TP-326	6959
372.2 and 372.4 378.6 and 378.9		50		100	11.9		TD 220	6913
3/8.6 and 3/8.9 383.2 and 388.6		40	338.7	1	TIFFIN	?	TP-338	0913
392.0 and 393.5	1111	30†	340.8		RANGER	B-1	TP-341	3 4 4 9
393.5 and 405.3 405.3 and 406.1		45	342.3 351.5	0	10.7 EASTLAND	CP342	TP-351	6913
378.6 and 378.9 383.2 and 388.6 392.0 and 393.5 393.5 and 405.3 405.3 and 406.1 406.1 and 409.2 413.0 and 414.6		30		3	9.2	B-1 9	TP-361	9803
			360.7	3	CISCO	0-1 1	1P-301	5.14
(Except as below)	50	367.9	Z)	DOTHAN		TP-368	6920
438.0 and 438.5 446.9 and 448.4		30	381.7		JAYELL	P	TP-381	6772
476.6 and 477.3		30	200.0	1	11.1	B-1 P	TP-392	7366
438.0 and 438.3 446.9 and 448.4 476.6 and 477.3 481.3 and 481.6 509.0 and 510.0 Do not exceed 55 N		25	392.8	K	CLYDE	6-11		
Do not exceed 55 l	MPH	if freight	404.5		HOLDER		TP-405	8779
per car — 50 MPF	if tra	ain aver-	406.6		2.1 ABILENE	B-1	TP-407	Yd.
Do not exceed 55 h train averages over per car — 50 MPH ages over 110 gros Yard Limits: M	s tons	per car.	409.9		3.3 BAGDAD		TP-409	6008
MP 517.0	VIF	307.0—	409.9		5.1			997
Business	MP	Sta.	415.0		TYE		TP-414	5520
Tracks	252	No. TP-252	423.9		MERKEL		TP-423	7775
Bomber	254	TP-255	429.7	h	5.8 TRENT		TP-429	4884
Aledo	263	TP-264	PACE.	1	7.3	*******		1
Santo	307	TP-294 TP-308	437.0	4	ESKOTA		TP-438	748
Bomber Benbrook Aledo Bennett Santo Gordon Johnson Mines Putnam	318	TP-319 TP-324	441.0		TECIFIC		TP-441	233
Putnam	373	TP-374	447.8	2	6.8 SWEETWATER	B-1	TP-448	11649
Baird	380	117-300	1	لسلوم	8.6		TP-456	7430
Air Base Spur Pyramid	413	TP-413	456.4		ROSCOE		1P-430	1430
Colorado City	445		466.4		LORAINE		TP-467	745
Reef Field	504		478.1		DOME	B-1	TP-479	826
Trains will be	gove	rned by			13.0		TP-492	747
instructions of Cre from Ft. Worth	st Ya	rdmaster	491.1		IATAN		100	
Yard.	10 0	untenmai	503.7	3	COAHOMA		TP-503	740
A&S Branch: 38.2	Miles	. Abilene	508.5	0	ZILER	®	TP-509	435
to Winters. Incentire branch.	lustria	al Lead	513.4	183	4.9 BIG SPRING	MA	TP-513	Yd.
Maximum Speed 2 MP 0.0-MP 17.0	5 MP	H except	513,4				11-313	10.
MP 0.0-MP 17.0	· · · · ·	10	-		262.3			_
Business Track ATSF Tuscola Bradshaw Winters	. 16.	7	#M	DE BOX	and Dragging Equip , #MP 317.1, #MP 453.0 and #MP 485 dual control switch to	ment De 347.3. #N	IP 377.0	, #M
Bradshaw	27	4 TJ-28	416.	0, #MP	453.0 and @MP 485	.5.		· vai
Winters	. 38.	2 TJ-38	15	MPH	dual control switch to I turnouts: Bagdad	Merke	l. Swee	twate
		. "	10-23	IVIT	V and Danson Lordin	. F and	Holder	Eckot

General Dynamics — Carswell AFB Industrial Lead Max. Speed 10 MPH.

283.0, #MP 317.1, #MP 347.3, #MP 377.0, #MP 416.0, #MP 453.0 and ## 285.5.

15 MPH dual control switch turnouts: Earls.

25 MPH turnouts: Bagdad, Merkel, Sweetwater, Coahoma, W. end Roscoe, Loraine; E. end Holder, Eskota, Dome, latan.

*********	BBALLOII	TEVAC	D 10 /
W M M W X N M	BRANCH -	- TEXAS	DIV.

Maximum Speed:	Miles	WEST EAST STATIONS	Sta- tion Nos.
Yard Limits: Entire Branch	0.0	WEATHERFORD ①	TP-277
Radio Communication via Channel One, Call-in One.	18.1	WOLTERS	TK-18
	22.0	MINERALWELLS® T	TK-22
		22.0	

	-	TOTALL CODDIV.		11000	DIVIOION	
	WEST	adio Communication via Channel One EAST	Sta-	Sid-	(Except as below)	MPH 60
Mile		Call-in One	tion	ings	Between Mile Posts 513,4 and 515.0	40
Post 513.4		STATIONS BIG SPRING ⊗ ®	Nos. TP-513	Yd.	522 7 1 525 A	50
		10.5		2021	551.6 and 556.5	25† 45
523.9	2	MORITA	TP-524	7560	551.6 and 556.5 570.3 and 574.0 587.1 and 587.6 600.0 and 608.0	55 50
533.3 549.2	2	STANTON	TP-534 TP-549	7492 6856	608 0 and 611 0	30
553.3	1	4.2 MIDLAND ®-1	TP-553	0000	646.8 and 647.1 692.7 and 696.7 735.3 and 735.6 741.3 and 744.0	50 50
		5.8	ALC: A CONTRACT OF	4335	741.3 and 744.0 Sidings Douro and	40
559.0 563.8	K	BOUNCE	TP-559 TP-564	8312	Wickett Through turnout to SP	10
568.7	K	4.9 SOLO	TP-569	4186	Sierra Blanca	25
570.3	1	1.6 ODESSA	TP-570	Yd.	freight train averages over	er 90
20,000		8.6	TP-579	7862	gross tons per car — 50 M train averages over 110	gross
578.9 584.1	1	ARCADE	TP-584	4303	tons per car. Yard Limits: MP 507.	0-MP
593.7	7	9.6	TP-594	7899	517.0	-
609.4	4	15.7 MONAHANS T®-1	TP-609	7465	Tracks	Sta. No.
615.6	1	6.2 WICKETT	TP-615	5451	Ind.	-541 -558
646.6	3	31.0 PECOS	TP-647	4584	Warfield 562.7 TP	-563
666.1	3	19.5 TOYAH	TP-666	11467	Monsanto 617.5 TP	-614 -618
676.7	Q	10.6 GOZAR	TP-676	4216	Pyote 624.2 TP Barstow 640.0 TP	-624 -640
	9	9.6 SAN MARTINE	TP-687	4203	Barstow 640.0 TP Westex 729.0 TP Crusher 744.2 TP	-729 -744
686.3 691.2	P	4.9 LEVINSON	TP-691	4130	25 MPH turnouts at	
698.8	I	7.6 KENT	TP-698	4348	end siding Arcade, Pe and Boracho and east e	nd of
708.8	1	10.0 BORACHO	TP-709	8764	sidings Morita, Sta Monahans and Metz.	nton,
727.1	1	18.3 WILD HORSE	TP-727	4216	Trains secure clear Toyah.	rance
735.0	1	7.9 VAN HORN	TP-735	3584	Hot Box and Dra	gging #MP
746.5	1	11.5 ALLAMORE	TP-746	4220	Equipment Detectors: 544.0, #MP 582.0, 613.6, #MP 644.5 and 706.3.	∌MP ∌MP
753.9	K	7.4 EAGLE FLAT	TP-754	4232	706.3. Engines must not use	
763.6	K	9.7 ARISPE	TP-764	4129	or Eng. Spur at Cri Allamore.	ısher,
768.5	-	SIERRA BLANCA	TP-768		Operation via SP S Blanca to El Paso.	
		88.4 MILES VIA SP	K		Sierra Blanca — applies at SP connection	Time
858.4	1	EL PASO T®	TP-860	Yd.	, , , , , , , , , , , , , , , , , , , ,	
_	_	343.5 STATIONS BETWEEN SIE	DDA DI	ANCA	AND EL PASO	_
					Sto Si	dings
SIERR	A BLA	NCA		SP Mi	ile Post No. F . 736.9 TP-768 10	Feet 0425
LASC	A				.746.1 TP-777 8 .751.3 TP-785	8507 8479
FINL	Υ				760.9 TP-790	7835
McNA ISER	RY				.770.1 TP-803 .783.6 TP-815	8306 9978
TORN	ILLO.				.790.0 TP-826	8589
CLIN	Γ	*****************			800.2 TP-831 .807.3 TP-839	3705
						=
TOW	R 47 S	P CONN		@	827.5	
		T-NM BRANCH -			DIVISION	
	1 0	ladio Communication Via		1000	Q (4) in effect	_

Mile Post	Radio Communication Via SOUTH Channel One, NORTH Call-in One STATIONS	Sta- tion Nos.	Rule 99 (4) in effect. Maximum Speed MPH (Except as below) 25 Between Mile Posts 0.0 and 1.0
105.5	LOVINGTON	TM-105	8.0 and 38.0 10
84.4	21.1 HOBBS	TM-84	48.0 and 74.0
65.0	EUNICE	TM-66	Sta. Business Tracks MP No.
42.3	JAL	TM-42	Combest
23.6	18.7 KERMIT	TM-24	Warren 78.0 TM-78
0.0	23.6 MONAHANS T®-1	TM-000	Climax
	105.5		Low County Ch

AUSTIN	SUBDIV. —	PALESTINE	8	SAN	ANTONIO	DIVS.	29
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	Ch Be	dio Communication nannel Two, Call-in tween Taylor and the nannel One, Call-in	Two Sosan			Maximum Speed MPH MP 0.0—MP 93.9 (Except as below) 50 Between Mile Posts
Mile 5	SOUTH		NORTH	Sta- tion	Sid- ings Feet	0.0 and 1.5
Post	_	PALESTINE	T (B)	Nos.	Yd.	21.1 and 21.3 45 34.3 and 35.2 40
0.0		1.0	7107107		Tu.	61.9 and 65.7 45 Franklin Siding 10
1.0		WEST JCT	Ø	AX-81		89.0 and 91.0 25† 93.9 and Over
8.5		TUCKER 9.5		AX-90	3686	Crossing 40
18.0	>	OAKWOOD 16.7		AX-99	7609	Valley Jct. thru No. 1 & 2 Tracks 25
34.7	Þ	BUFFALO	® -2	AX-116	3546	93.9 and 144.9 (Except as below) 60
43.8	5	JEWETT		AX-125	4237	94.7 and 94.9
54.8	b	MARQUEZ	B-2	AX-136	9141	Crossing 40 113.0 and 114.0 45
70.4	6	15.6 EASTERLY		AX-152	3919	118.7 and 120.9 45† 130.1 and 130.3 30
77.1	Ь	6.7 FRANKLIN		AX-158	9819	143.9 and 144.3 35†
77.3	7	12.5 HEARNE⊗SP®	CP 77	AX-171	6199	144.3 and 144.9 15 MPH
89.6	1	20	T(B) 2		10.74	144.9 and 264.3 Psgr. Frt. (Except as
93.4 93.6		VALLEY JCT. ⊗	CP 93	AX-175	Yd.	below)
99.6	4	GAUSE		AX-181	8170	145.9 and 146.7 40 40 146.7 and 147.7 60 45
110.0	9	MILANO & ATSI	Ø ₱	AX-191	7744	160.0 and 161.8 60 —
123.4	12	MARJORIE	B-2 🕈	AX-205	8194	165.9 and 166.0 40 40 166.9 and 171.0 60 —
138.4	4	THRALL		AX-220	8482	171.0 and 179.6 35 35† 179.6 and 179.8 15 15
144.4		⊗ MKT Ø		101021		179.8 and 186.1 35 35† 190.5 and 192.0 60 55
144.8		0.4 TAYLOR		AX-226	Yd.	192.0 and 195.0 65 — 201.6 and 203.2 55 50
150.8		6.0 HESTES		AX-232	7450	205.3 and 207.6 55 50 207.6 and 211.1 30 30
		10.8 ROUND ROCK.	2 7 5 1 5 5 5 5 5	AX-243	7115	219.9 and 220.0 60 — 223.0 and 230.0 30 30†
161.6	3	4.4_				230.0 and 232.0 60 50 232.0 and 235.6 60 —
166.0	17	McNEIL & AUN	w w	AX-247	4931	240.3 and 240.7 60 —
173.8	3	5.3	access T	AX-253	8516	242.8 and 244.3 60 — 247.4 and 248.6 60 —
179.1	4	AUSTIN		AX-262	2893	248.6 and 256.1 45 45 256.1 and 257.4 40 40
187.3	P	BERGSTROM	B-1 P	AX-268	7370	257.4 and 258.5 30 30 258.5 and 260.0 20 20†
201.0		7.7	?	AX-282	7391	260.0 and 260.9 30 30 260.9 and 263.1 35 35
208.7	0	CENTEX		AX-288	8105	264.7 and 264.9 15 15
208.8	B	MKT JCT		AX-290		Between West Jct. and Val- ley Jct. do not exceed 40 MPH
209.7		SAN MARCOS .		AX-291		if freight train averages over 90 gross tons per car and do
221.5	4	GOODWIN		AX-302	9921	90 gross tons per car and do not exceed 35 MPH if freight train averages over 100 gross
227.4	4-1	5.9 ⊗ MKT Ø	11011111	MI VATA		tons per car.
234.5	2	7.1 CORBYN		AX-316	7627	
	E	1.4		AA-310	/ UL/	
235.9	-	CRAIG JCT	********	7.7.22	06:2	
241.0	I	BRACKEN		AX-322	8248	
251.5	1	NORTH LOOP .	P	AX-333	7596	
254.0	9	ADAMS DALESTINE D	IVISION	AX-335	4051	
255.0	+	SAN ANTON	O DIV.			
258.8 259.1		SAN ANTONIO.	CP 259	AX-340		
259.8		0.7 APACHE JCT. ⊗		AX-341	7/44	
260.4	==	⊗ SP Ø				
	H	3.9	⊕ T♡	AX-345		
264.3		SOSAN	🕹 I 🛈	AA-343		
-	0 1.		10.6. 13.47	CTZ I I	T.	

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.

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

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		Business Tracks	MP	Sta. No.
Champion	12.3 33.3 45.7	AX-93 AX-114 AX-127	Bergstrom Ind. Lead 5.0 Vinson to end of track. Speed 20 MPH.		
New Baden	73.1		Buda	194.2	AX-276
Rockdale	119.1	AX-201	Texas Cement	196.1	AX-278
Majorie (Conn. RS&S)		AX-205	Cedar Supply		AX-284
Thorndale		AX-214	Kroger		AX-293
Hutto		AX-235	New Braunfels	227.3	AX-308
Georgetown Branch: Roy Kerr DX-002 2.0 mi. M	und Roc		Landas Park Dittlinger Parker Bros.	231.1 231.2	AX-309 AX-312 AX-312
MPH. Yard limits entire branc	h.		Ogden		AX-318 AX-329
IBM	169.0	AX-251	Longhorn Industrial Lea		
Hooper Stripling Blake	171.1 171.9	AX-254 AX-253	Max. Speed 10 MPH. (1 service Perrin-Bietel Ros		
Steck Paper Co	172.1	AX-253	track.)		
Vinson	183.8	AX-265	Longhorn T Green Light Spur	250.0	
			Towne Spur		AX-333 AX-334

CRYSTAL CITY BRANCH — SAN ANTONIO DIVISION

Carrizo Springs Branch: 12.2 miles. Crystal City — Carrizo Springs (FX-156). Yard Limits	Mile		Radio Communicatio Channel One STATIONS	n via NORTH	Sta. tion Nos.	Sid- ings Feet
entire branch, Max. Speed 20 MPH Max. Wt. 240,000 lbs.	163.9		LAPRYOR		GX164	23.10
	146.0	7	CRYSTAL CITY	. ® -1 T ♡	FX146	Yd.
Yard Limits: MP 105.0 to MP 107.0; MP 142.0 to MP	143.4		RIVER		FX143	Yd.
164.5.	134.5	4	BRUNDAGE	*******	FX134	4324
Maximum Speed Crystal	118.3	4	COUNTY LINE		FX118	2068
City — Gardendale 25 MPH; Crystal City — MP 164.5 20	105.0	_	13.3 GARDENDALE	. ® -1 T ♥	AX422	44.0
MPH; Wye tracks Crystal City			85.8			

Between Dabney (HX 18) MP 190.8 and Blewett (HX 14) MP 187.3, 3.5 miles operation by Vulcan Materials.

Mile Post	SOUTH ▼	Radio communication via Channel Two, Call-in Two NORTH STATIONS	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH MP 0.0 — MP 165.8 (Except as below) 60 Between Mile Posts 0.0 and 0.4 35 0.4 and 6.0 550
	FX	CENTENNIAL YD. T®	TP-250	Yd.	20.9 and 22.7 40° 25.4 and 25.7 50
		TOWER 55 ♥ T♥®	TP-245		31.0 and 47.5 50 47.5 and 48.3 25
		85.0 MILES VIA MKT			77.8 and 78.2
165.8	A	WACO JCT. FT. WORTH DIVISION	BV-181		97.3 and 100.6 \ 55 100.6 \times 40
165.0		PALESTINE DIVISION	1-11		Valley Jct. thru No. 1 & No. 2 Tracks 25
163.7	4	WACO	BV-178	8548	106.8 and 107.0 50 138.0 and 140.6 25
155.0	6	8.7 HARRISON	BV-155	8562	148.2 and 148.5 55 158.5 and 158.8 55
137.0	10	18.0 MARLIN	BV-139	7552	161.5 and 165.8 25 On Wye tracks Tower 55 10 Thru Turnout Waco Jct. 25
116.5	4.	SALTER	BV-117	8260	Thru Turnout SP-Bryan
100.6	*	VALLEY JCT. & UP & T ?	AX-175	7766	Jct. 25 Thru Turnout SP-Nava 25 Jct. 25
97.3	1	⊗ SP ⊗		****	Sta.
92.0	4	MUMFORD ?	BV-92	8206	Business Tracks MP No. Wardlaw (Waco) BV-173
78.1	4	BRYAN B-2	BV-78	3208	Sarge 110.1 BV-110 Sand Hill 86.7 BV-087
77.8	10	⊗ SP ⊗ 0.3			Indpark 80.3 BV-79 College Sta.
75.5	W	BRYAN JCT.	BV-75		SP MP 94.7 BV-74 Dubrook 2.4 A-209
		26.9 MILES VIA SP			Sutherland Lbr 1.5 A-209 Hou Shell 1.3 A-209
48.6	3	NAVA JCT	BV-49	mi	Parker Bros 1.0 A-209 Campbell Ready Mix
48.5	1	0.1 NAVASOTA	BV-49	3351	0.8 A-209
45.0	7	JERRY *	BV-44	10500	Operation on MKT between Tower 55 and Taylor. General
36.5	6	STONEHAM ®-2	BV-37	4603	Code of Operating rules and MKT Timetable apply. Union
26.1	6	GAZZOLI	BV-26	7450	Pacific crews operating on MKT use radio communica-
22.1		MAGNOLIA	BV-22	4742	tion via Channel One. Operation on SP between
11.2	3	HUFSMITH	BV-11	9201	Nava Jct. and Bryan Jct. Gen- eral Code of Operating Rules
0.0	k	10.3 SPRING JCT	A-209		and SP Timetable apply.

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

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

Operation on Dallas Subdiv. between Tower 55 and Centennial Yard. STATIONS BETWEEN BRYAN AND NAVASOTA

254.5

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

FT. WORTH DIVISION

STATIONS BETWEEN CENTENNIAL YAI	RD AND TAY	LOR	Sidinas
Station	MKT MP	Sta. No.	Feet
TOWER 55	757.1	MK 759	Yd.
NEY	758.5	MK 764	7828
WRENN	763.9		8752
EGAN	777.6	MK 778	
GRANDVIEW	793.2	MK 794	9583
DANA JCT	811.2	MK 812	1477
HILLSBORO	811.9	5812	Yd.
WINSLOW	813.0	BV 198	7218
WEST	827.4	MK 828	8830
ELM MOTT	836.4	MK 837	8060
CAPHEAD	841.9	MK 843	2.4.2.2
WACO JCT.	842.1		****
BELLMEAD	842.9	MK 845	Yd.
WACO	845.5	MK 846	Yd.
BASS	849.7	MK 850	10964
EDDY	865.2	MK 865	10142
TEMPLE	880.0	MK 880	2128
OPAL	880.8	MK 881	
COBEL	881.1	MK 882	3400
SMITH	883.1	MK 883	
LITTLE RIVER	887.6	MK 888	8993
GRANGER	908.1	MK 908	7371
BIRGE	918.4	MK 918	9121
	918.9	MIC 710	
TRANSFER JCT.	110.5	417.1	

Maximum Speed MPH (Except as below) 60 Between Mile Posts	Mile S	Radio SOUTH	communication via Ch One, Call-in One N	nannel ORTH	Sta- tion	Sid- ings
Palestine-old South Main 5 0.0 and 1.6	Post		STATIONS	A	Nos.	Feet
1.6 and 4.0	0.0			₿-1T	AX-81	yd.
4.0 and 9.4	0.0	4	WEST JCT		A-81	+>+++
23.6 and 25.2	1.6	4	SOUTH JCT		A-83	PRACTI
36.7 and 38.6 40†	12.2	5	10.6 ELKHART	9	A-94	7512
3.3 and 48.3 55 0.7 and 51.3 45	37.5	12	CROCKETT (B-1 P	A-119	9961
59.6 and 59.8 55 53.7 and 65.5 40† 70.2 and 72.2 50	64.8	b	TRINITY0	B-1 P	A-146	9755
0.2 and 72.2 50 2.1 and 82.4 55 2.4 and 89.0 45	84.0	· P	PHELPS	-1 T ?	A-165	7977
9.3 and 99.7	95.7	3	NEW WAVERLY		A-177	4777
10.1 and 113.2 30† 44.0 and Belt Jct 45	111.7	1	CONROE & ATSF @	۹ و	A-193	7765
Sidings Elkhart, Crockett, Trinity, Phelps and	127.7 128.1	T	SPRING JCT.	T	A-208	
Conroe	128.3	LIE.	LLOYD YD,	P 128 B -1 ¥	A-210	yd.
Business Sta. Tracks MP No. Salmon 18.3 A-100	130.9 131.5	H	WESTFIELD	P 131	A-213	*****
Vucor 23.1 A-104 Grapeland 24.5 A-106	137.2	H	5.7 ALDINE	X	A-219	
Chemical 33.2 A-114	142.0	H	McGOWEN		A-223	****
ovelady 51.2 A-133 Vedco 52.5 A-134	145.8	-++-	BELT JCT. ⊗ HBT (N I	A-227	
tiverside 71.7 A-153 a. Pacific 93.2 A-175 Villis	146.6	-++-	⊗ SP 💇	0.2793	******	v
Camp Strake 114.0 A-196	147.5		GULF COAST JCT.	****		Н
Fin Barn	150.1	Ш	SETTEGAST YD. T	r 🛛 🕅	B-379	yd.
Voodlands 118.6 A-199 Famina			150.1			
Spring 128.3 A-210 etero & Drilloo 136.3 A-218 Exas Crushed Stone 138.9 A-220 Hardy 142.3 A-224 Houston B-372 Juntarillo Branch B-372	Tra north Ft.	of Be Worth	and Dragging Equipm (#MP 67.4; #MP 9 d engines must secure lt Jct. 1 Subdiv. trains must th of Spring Jct.	clearan	ice before	moving

north of Belt Jct. Ft. Worth Subdiv. trains must secure clearances before moving north of Spring Jet.

Two main tracks designated east and west tracks between

Yard Limits Entire Branch Maximum Speed

MPH

Phelps to Huntsville AD-7. 7.0 miles. Yard Limits entire branch. Max. Speed 10 MPH. Bus Tracks: Townley MP 3 St. No. AD-4. Spring Jct. and Belt Jct.

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

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

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

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

BAYTOWN BRANCH — HOUSTON DIVISION

Radio Communication via

Mile Post	WEST	STATIONS	EAST	Sta- tion Nos.	(Except as below) Between Mile Posts 7.5 and 9.0 11.0 and 11.6	10
35.0		AYOU O		BG-35	14.7 and 14.9	10
33.4		N	9	BG-33	(Except Penn City Road east to end of track	
30.7). ©		2000	Arco Industrial lead	10
28.5		YARD	T	BG-28	22.6 and 23.3	
27.0	COADY Y	ARD		BG-27	Lift bridge over Cedar Bayou	
22.5		IDS		BG-22	No. 3 — U.S. Steel lead prote signals. When signals indicate	Stop be
18.0	CHANNEI 2.0	LVIEW		BG-18	governed by instructions in release	Sta.
10.0				C - 1 1 1	Business Tracks MP	
	SMITH			BG-16		No. BG-13
16.0	SMITH 6.5 MARKET	ST,		BG-16 BG-9	Armco	BG-13 BG-13
16.0	SMITH 6.5 MARKET		T	BG-9	Armco	BG-13

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

BROWNSVILLE SUBDIV. — HOUSTON & SAN ANTONIO DIVS. 33

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:

HR

VI

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.

ocated @MP 144.3, @MP 189.7, @MP 246.8,

#Hot Box and Draggin #MP 270.3, #MP 29 Phillips Refinery Spur 2.3 miles Max. Speed	
Celanese Industrial Lead — MP 277-00 2.3 miles Max. Speed	10 МРН
Victoria Branch: Between Bloomingto miles. Yard Limits en Maximum Speed	on and Victoria 12.5 tire branch.
Business Tracks Dernal Airco Ind.	MP No. 4.2 BM-4 4.5 BM-4
Brownsville Port Line Maximum Speed	7.8 miles MPH

Brownsville Por Maximum Spee		in	e		7.	8		n	11	le	25						MPF
(Except as bel	ow)	,		į.	į		į.		×				,			15
MP 0.0 - MP	0.5			v	V	ì	i.	į.	į.		·						5
MP 0.5 — MP	2.2				V		ĺ.	į.				è			,		10
SP GMP 1.2																	
When operating Grande Internatits timetable and	ion	al		R	I	3	t	06		2	0	v	e	rı	16	20	1 by

Hidalgo Branch: Mission to Hic 8.0 miles. Yard Limits entire by	algo	
Maximum Speed	. 15	MPH
		Sta.
Business Tracks M		No.
		11010

OSP GMP 1.2 When operating on Brownsville as Grande International RR be gove is timetable and special instruction	rned by
lidalgo Branch: Mission to Hidal .0 miles. Yard Limits entire bran	go ich.
Maximum Speed	15 MPH Sta.
Jusiness Tracks MP	No.
Hidalgo Team 7.9	BYO48
McAllen Trade Zone 8.0	BYO48

Seadrift Branch:				
Between Blooming	ton	and	Long	Mott
14.0 miles. Yard Lin	nits	ent	re bran	nch.
Maximum Speed				
MP 0.0 - MP 13.				
MP 13.0 — MP14.0)			
				Sta.
Business Tracks			MP	No.
Heyser		111	5.0	BK-0.
Green Lake				BK-1
North Seadrift				BK-1
Long Mott			14.0	BK-1
	_	_		

Rio Hondo Branch:	
San Benito to Rio Hondo	9.0 miles.
Yard Limits entire branch.	
Max. speed is 10 MPH except	pt 5 MPH
over	
Highway 77, San Benito	

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

Mission Branch: Harlingen to Mission 42.0 miles.
Industrial lead entire branch.
Max. Speed 25 MPH Except 10 MPH
MP 32.3 to MP 36.8.
(X) SP(S) MP

WSPO	
	Sta.
Business Tracks	MP No.
Kipfer	1.9 BR-2
LaFeria	8.3 BR-8
Mercedes	
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	
McAllen	34.2 BR-34
Sharyland	

Sharyland

Yard Limits Entire Branch

Mission

36.9

BR-40

SUGARLAND BRANCH HOUSTON DIVISION

Mile Post	connection is to be con	communicat with HB&T of ducted on Cl	peration	Sta- tion Nos.
0.0	TAP			
7.9	7.9 PIERCE JC	T	CTTTT -	AE-7
19.0			41141	AE-19
21.1	HAWDON.	E 3 4 5 1 4 5 1 4 5 1	****	AE-21
		21.1		

Main	Track	out	of	service	MP	19.0	10	end	C
track.									

Sugarland	. 33.0	AG-33
Fresno	.16.0	AE-16
Metal Arts		AE-14
Witco Co		AE-13
Interpac	.10.1	AE-10
Almeda	.10.8	AE-11
Klein Industrial	. 9.2	AE-9
Myrtle	. 8.5	AE-8
Business Tracks	MP	No.
		Sta.
Maximum Speed 20 MFn		

Be governed by HB&T timetable and Special Instructions.

Operation over SP between T&NO Jct. nd Sugarland, be governed by SP Tap and Settegast Yard 5.8 Miles Tap and T&NO Jct 3.5 Miles

LAREDO SUBDIV. - SAN ANTONIO DIVISION

		adio Communication via Channel One, Call-In One NORTH	Sta. tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below) 49 Between Mile Posts 281.4 and 282.7 40† 290.7 and 291.5 40†
Post	_		-0.000		312.6 and 313.3 30†
264.3		SOSAN BTO	AX345	Yd.	323.0 and 324.0 30
		1.4			340.0 and 363.0 40
265.7	1	HEAFER JCT.	3.14	25.00	Business Sta.
070 5		12.8 GESSNER	13/2/0	0200	Tracks MP No.
278.5	9		AX360	8300	Lytle 282.1 AX-363 Natalia 287.1 AX-368
318.0		39.5 MELON	AX399	7450	Devine
310.0	4	21.5	AAJJJ	7430	Armour
339.5		GARDENDALE B-1 T	AX422	7575	Chemical 310.1 AX-390
000,0	4	6.3	707422	1515	Medina
345.8	7	COTULLA	AX427	4616	Electric
0.10.0	r	21.8		1000	Pearsall B-1 313.0 AX-394
367.6		ATLEE	AX449	3191	Derby 321.9 AX-403 Dilley 329.1 AX-410
0.00		2.4			Artesia
371.0	4	FINLEY	AX451	8300	Wells356.9 AX-438
		41.0	10000000		Encinal 9-1 373.6 AX-455
412.0		⊗ TM ©	26.43	1111	Callaghan 385.3 AX-467
		0.2			Nye
412.2		LAREDOT®♡	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.

	Radio	US CHRISTI SUBE Communication via Channel all-In Two between Sosan and		SAI	ANTONIO DIV.
	Oden betwe SOUT	n. Channel One Call-In Two en Odem and Corpus Christi	Sta- tion Nos.	Sid- ings Feet	Maximum Speed
3.1	1	SOSAN T® ♥		Yd.	(Except as below) 49
20.3		17.2 LEHR	CC20	2570	South Leg SAUG Wye MP 3.1 10
34.3		PLEASANTON B-2	CC34	8307	Between Mile Posts
55.2	5	20.9 CAMPBELLTON	CC55	7898	33.0 and 35.0 20†
75.8		20.6 FLOOD GATE ፟	24,000.00		77.1 and 77.8 20†
77.3	2	THREE RIVERS ®-2	CC77	2110	94.2 and 94.5 25 113.1 and 113.2 30†
77.8		FLOOD GATE Ø	*****		145.5 and 149.0 10
88.1	4	GEORGE WEST	CC88	7850	Business Sta.
113.0		24.9 MATHIS	CC113		Tracks MP No. San Jose . 6.7 CC-7
124.7	b	II.7 HUBERT	CC124	3176	Espey Sand Pit 23.1 CC-23
132.2	1	7.5 ODEM⊗UPG ♡T®-2 9.0	B-155	Yd.	Leming 26.6 CC-27 Coughran 38.8 CC-39
141.2		VIOLA Ø	CC141	15.719	McCoy 46.3 CC-46 San Miguel
145.6	-	MP JCT			Power Plant 53.0 CC-53 Whitsett 63.3 CC-63 Sunniland 68.0 CC-68
145.9	-	⊗ CCTA Ø		4.619.64	Edroy 126.1 CC-126
149.0		3.1 CORPUS CHRISTI @ T @ C	CC150	Yd.	
		145.9		1	

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

		ladio communication via Channel One, Call-in One			Maximum Speed (except	PSGR.	
Mile Post	WEST	STATIONS A	Sta- tion Nos.	Sid- ings Feet	as below) Between Mile Posts 129.3 and 129.8 137.5 and 137.9	40 40	35
125.3		JEFFERSON CITY ® -2T	MX-125	Yd.	137.9 and 139.9	50	40
127.9	1	RIVER JCT	MX-128		163.3 and 163.5	50	45
143.8		SANDY HOOK	G-15	9475	175.6 and 177.1 179.1 and 179.7	50	35
156.7	4	WOOLDRIDGE	G-27	8999	183.0 and 194.6 194.6 and 197.1	50	40
170.8	E.	BOONVILLE	G-41	6744	197.1 and 207.8 211.7 and 213.7	50	-
178.4	2	7.6 LAMINE	G-50	12853	218.3 and 219.0	45	40 40
186.9	6	BLACKWATER	G-58	8327	236.3 and 237.5 242.0 and 242.2	50	45 45
195.0	b	NAPTON	G-66	7743	252.6 and 252.9	50	40
202.1	Þ	7.1 MARSHALL T ❸-1	G-73	8010	265.1 and 265.7 269.6 and 271.4	50	35
215.2	E	MALTA BEND 🕲 -1	G-86	9619	On ATSF, (Exceeded)		
230.6	4	HODGE ®	G-101	9699	Eton Crossover Un. Pac Conn		
247.6	4	17.0 MYRICK	G-118	11297	MP 437.5 — MP 437.8		35
256.6	12	RENICK	G-127	7800	MP 437.9 — MP 438.4	102545	45
268.6	7	LAKE CITY	G-139	9451	MP 443.7 — MP 444.2		40
276.2	7	ETON JCT @ -1	G-145	(13.1)	Un. Pac Conn		
283.8 284.5		7.6 MILES VIA ATSF CONGO	G-153)))))))	Congo W. Crossov *Except, trains a tons or more per 7000 tons — 45 I	veragin car or	g 9
284.5	15	KANSAS CITY DIVN. ROCK CREEK JCT. Ø Ø	MX-276				
276.8	F	1.4 SOUTHWEST JCT. Ø KCS Ø	120 5				
279.0		0.8 NEFF YARD ® T	MX-283	 Yd.			
		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. wyc \(\Omega \) KCS \(\Omega \).

		Sta.
Business Tracks	MP	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	A ⁻	TSF MP
Eton ,		436.5
Courtney		439.4
Sugar Creek		442.6
Congo		444.2

Marshall Ind. Lead 2.0 Miles.

Mars Speed 10 MPH.

Marshall Lead — protect all crossings and do not drop or kick cars over crossings. Employes 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-5
Lexington — north side of Farmers Assn.
Elevator — do not ride side of equipment

beyond close clearance signs.

		St	a.		Sta.
Business Tracks:	MP	N	Э.	Business Tracks: MP	No.
Lake Jct	8.0	MX	8	Osage	MX 117
Groves 9	10.0	MX	10	McGirk	
Barretts	16.5	MX	16	Shell Spur	MX 151
Park	18.9	MX	18	B-2	MX 150
Eureka	27.9	MX	29	Tipton 162.8	
Pacific B -2 X	34.8	MX	36	Syracuse	MX 16
Gray Summit	39.9	MX	40	Lamonte 200.9	
Washington	51.7	MX	54	Montserratt	
Midwest Joist	56.8	MX	56	B-2	MX 21
New Haven	67.3	MX	67	Missouri Public 257.3	MX 25
HermannX		MX	80	Western Electric 261.0	
Gasconade	88.5	MX	88	Little Blue	
Bonnot's Mill	113.1	MX	112		

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 State Fair Spur

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 Neff 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 dis-patcher 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 oper-ated 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.

Washington-Equation MP 51.8 equals MP 54.8

36	SEDA	LIA SUBDIV. — ST. LOU	IS-MISS	SOUR	I & KANSAS CITY	DIVS	3.
	Radi	o communications via			Maximum Spood	MI	
	Rad	nnel One, Call-in Two lio Communications			Maximum Speed (Except as below)	Psgr. 75	60
St.	Louis '	Ferminal via Channel Two		Sid-	Between Mile Posts South Main Track:		
Mile	WEST	EAST	Station	ings	MP 0.0 to MP 3.7 North Main Track:	30	30
Post		STATIONS A	Nos.	Feet	MP 0.0 to MP 2.3	30	30
0.0		GRATIOT ST ® ♥		23.64.3	Through Grand Ave Interlocking	15	15
2.3	T-	GRAND AVE.	MX-2	rece	MP 2.4 to MP 3.7 North and South	30	30
0.5		ST. LOUIS	MX-1		Main Tracks: 3.7 and 13.4	50	40
2.3	IF	GRAND AVE. ₩	MX-2		13.4 and 13.7	30 50	30 50
6.8	110	MAPLEWOOD 🛇 I	MX-7		14.0 and 15.4	65	50
10.8		WEBSTER 9 X	MX-11		17.1 and 21.0	70 60	55
13.2	ME	KIRK JCT	MX-12	*****	21.7 and 23.3	70 60	
13.2		MISSOURI DIVISION			27.1 and 28.8	60	55 55
13.4		KIRKWOOD 9 @-2	MX-13	erec.	32.7 and 33.9	70 60	_
18.7		5.3 PARK	MX-18		33.9 and 34.8	50 70	50
23.4		BOYD I	MX-22		48.9 and 49.8 49.8 and 55.5	65	_
32.2		8.8 DOZIER	MX-31		58.5 and 59.0 61.8 and 67.0	70 60	55
37.0	310	4.8 SUMMIT	MX-37		67.0 and 67.2	60	50
43.7	311	6.7 WEST LABADIE X	MX-44		70.7 and 71.3	55	50
46.5	31.	2.8 SOUTH POINTX	MX-52		80.3 and 81.5	50 55 70	55
57.7	41	8.0	MX-58		85.0 and 86.2	65	50 55 45
73.0		15.3 BERGER	MX-74		87.9 and 89.3	60	55
	0.1	13.2	MX-86		89.8 and 92.2 92.2 and 93.1	70 60	55
86.2	A.	GASCONADE JCT		x	93.1 and 94.4	70 65	Ξ
90.9	41	MORRISON JCT	MX-91		97.6 and 97.9 106.9 and 107.1	60	55 55
100.2	4	CHAMOIS T	MX-100	****	107.1 and 108.9 108.9 and 109.1	70 65	Ξ
102.0	T)	AMES	MX-102	* 4 * * *	109.1 and 109.9 113.9 and 114.1	70 70	=
116.7	1	BONNOT JCT	MX-116	1.0000	115.6 and 126.8 (Except as below)	75	55
117.3	11	OSAGE JCT	MX-117	*****	115.6 and 116.7 116.7 and 118.6	55 60	=
124.3	7	MOREAU	MX-124	****	118.6 and 121.6 123.7 and 124.7	70 65	=
125.5	14	JEFFERSON CITY TX 2.4	MX-125		123.7 and 124.7 124.7 and 125.3 125.3 and 126.8 126.8 and 276.8	45 20	45 20
127.9		RIVER JCT	MX-128	2141 = 1414	(Except as below)	70	55
140.2		CENTERTOWN	MX-140	9	126.8 and 128.5 128.5 and 129.8	55 55	50
150.3		CALIFORNIA	MX-150	3947	129.8 and 132.4 132.4 and 132.8	55	50
166.1	1	DOW	MX-166	DESC	132.8 and 136.5 136.5 and 139.0	55	45
175.7		OTTERVILLE	MX-175	1131	139.0 and 143.9 146.1 and 147.6	60	\equiv
181.1		SMITHTON	MX-181	2646	147.6 and 149.0 150.1 and 151.2	65	50
187.7		⊗ MKT @	171647	0	151.2 and 151.6 153.6 and 155.9	65	Ξ
188.9		SEDALIA	MX-188	4615	156.9 and 162.1 162.1 and 163.0	50	50
195.7		DRESDEN	MX-195	7658	167.0 and 168.4 168.4 and 171.2	65 55	50
208.1	1	KNOBNOSTER	MX-208	6097	171.2 and 173.9 173.9 and 174.3	60	_
218.4	-	WARRENSBURG ®	MX-218	*****	174.3 and 178.3 178.3 and 178.8 183.7 and 187.7	65	
224.4		CENTERVIEW	MX-224	8937	187.7 and 190.1	65 40	40
232.8	P	HOLDEN	MX-232	3328	190.1 and 193.5 200.7 and 201.1	55	\equiv
237.5		KINGSVILLE	MX-237	2797	205.3 and 208.1 208.1 and 208.2 208.2 and 208.7	65 55	Ξ
243.0	· P	STRASBURG	MX-242	4287	212.0 and 212.5	65	77
249.2	1	PLEASANT HILL T	MX-249	9890	216.7 and 218.8 218.8 and 221.4	65 45 55	45 50
250.0	+	KANSAS CITY DIVISION			221.4 and 222.4 227.5 and 227.9 231.7 and 232.9 232.9 and 233.2 248.5 and 249.4	60 65 65 55 45	\equiv
252.3	2	3.0 AVON	MX-252	4061	231.7 and 232.9 232.9 and 233.2	55	-
259.8	C	7.5 LEE'S SUMMIT ®-2	MX-259	100	252.0 and 252.4	65	45
271.2	h	13.6 INDEPENDENCE JCT	MX-271		255.1 and 255.2	65	75
273.2		2.0 INDEPENDENCE X®-2	MX-273		256.4 and 257.2 257.2 and 259.4 259.4 and 259.8 259.8 and 260.2	60 45	45
276.8	7	ROCK CR. JCT. ₪	MX-276		200.2 and 201.0	35 65 55	351
283.0	1	6.2 Miles Via KCT KANSAS CITY (Un. Sta)	MX-282	5.7	264.4 and 265.8	60	55† 40
		278.8			265.8 and 265.9 271.0 and 276.8	55 35	55† 35
	_			_			_

	Ch	dio Communication via annel Two, Call-in One.		200	Maximum Speed MF
Mile	SOUTH	NORT	H Sta-	Sid- ings	Between Mile Posts 642.8 and 468.4
Post		STATIONS A	Nos.	Feet	(Except as below) 49 633.6 and 632.1 40
642.8	1	PLEASANT HILL T®-	1 Ø MX-249	9890	593.3 and 592.4 2:
637.3	5	ORE	P-5	7690	528.0 and 527.0 1:
633.2	9	4.1 HARRISONVILLE	T P-10	2234	511.7 and 511.5 40 490.4 and 488.0 20
26.6	9	LONE TREE	P-16	4009	483.2 and 481.5 35 481.5 and 478.0 45
12.5	6	14.1 ADRIAN	P-29	7514	478.0 and 477.9 35 471.1 and 470.6 35
05.5	d	7.0 BUTLER ©	D-1 P-38	4593	
92.3	4	RICH HILL	P-50	8216	468.4 and 467.4 30 462.9 and 460.1 3
89.6		PANAMA	P-54		460.1 and 459.5 30 459.5 and 453.1 32
84.6		HORTON	P-58		448.3 and 447.6 3 447.6 and 445.4 2 445.4 and 436.7 3
74.6	*		P-69	1741	436.7 and 429.4 30
72.7	1	NASSAU JCT.	P-71		423.8 and 422.5 35 420.6 and 420.3 30
61.2		SHELDON	P-82		411.3 and 409.9 3: 409.9 and 381.7
50.7	4	10.5 LAMAR	P-93	7646	(Except as below) 49 404.8 and 399.1 35
48.7		⊗ BN ⊗		****	399.1 and 393.6 45 399.6 and 392.1 40 385.7 and 381.7 35 381.7 and 259.5
38.2	Þ	JASPER	P-105	4404	385.7 and 381.7 35 381.7 and 259.5
27.6	4	CARTHAGE & BN &	A		(Except as below) 49 376.1 and 374.3 35 360.0 and 359.0 25
25.8	Þ	2.1	P-115	7478	341.6 and 339.3 30
06.8	þ	STOTTS CITY	WR-250	7761	335.0 and 335.2 30 319.4 and 318.7 25 306.6 and 305.8 25
89.6	-	⊗ BN	1111	1151	308.4 and 308.3 45
89.1	b	0.5 AURORA ©	-1 WR-232	3002	288.3 and 286.5 30 286.5 and 286.0 10 286.0 and 285.4 20
78.5		CRANE	WR-221	7738	285 4 and 284 0 30
60.7		REEDS SPRING	WR-204	1100	284.0 and 279.6 40 279.6 and 277.7 35 277.7 and 275.0 40
51.5	4	GRETNA	WR-194	6790	264.7 and 264.4 30 260.9 and 259.5 35
45.7	9	HOLLISTER	WR-189	2136	Business Sta. Tracks: MP No.
34.3	4		-1 WR-178	6851	Archie 620.3 P-23 Passaic 609.2 P-34
32.7	-	CRICKET	WR-176	2191	Irwin556.3 P-86 Carytown 533.7 P-109
16.1	4	BERGMAN	WR-159	7710	Empire
92.3	>	YELLVILLE	WR-136	7547	Hoberg . 499.0 WR-24 Galena . 468.0 WR-21
31.5	5	COTTER ®-1	WR-125	7840	Branson 447.3 WR-19 Pyatt 403.0 WR-14
57.4	0	NORFORK ®	-1 WR-102	8342	Flippin . 386.5 WR-13 Calico
39.5	0	CRESWELL	WR-83	2539	Rock 341.4 WR-85 Sylamore 325.0 WR-68
29.6	<	MOUNT OLIVE	WR-73	7913	Earnharts 293.0 WR-36 Cushman
12.4	4	GUION	® WR-56	2364	Spur 288.1 WR-31 Pfeiffer
07.6	P	MYERSVILLE	WR-50	8097	Spur 283.6 WR-27 Moorefield 281.4 WR-25
04.9		BILTMORE	WR-49	2553	Sulphur Rock 276.3 WR-20
88.9	4.3	CUSHMAN	WR-30	8294	Ark. Eastman 273.6 WR-17
36.1		BATESVILLE ® 20.6	-1 WR-29	2492	Newark 270.3 WR-14 Inde-
55.5		PAROQUET	WR-9	4363	pendence267.7 WR-12 ZZ Siding259.5 WR-1
9.5		383.3	D X-259	33.00	The second secon

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 332.5, @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 Dumont. 531.8 Ireco 533.7		Atlas Branch: Webb City to Atlas 6.1 miles. Yard limits entire branch. Max Speed
Webb City	P-126	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	Mile Post	SOUTH NORTH ▼ STATIONS ▲	Sta- tion Nos.
and Walnut Streets. BN Stations: Marionville, MP 264;	488.2	AURORA	WR-232
Logan, MP 262; Billings, MP 257;		VIA BN 29.9 MILES	
Republic, MP 252; Brookline, MP 247; Nichols, MP 242.	511.1	SPRINGFIELD ⊗BN®	PD-34
		29.9	

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

KANSAS 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

Subdiv.	Opr. Limits	Yard Limits
River	MP 284.5	MP 284.0
Sedalia	MP 250.0	None
Coffevville	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. I & 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 Ø Santa Fe St. ⊗ KCS Ø Gillis St.

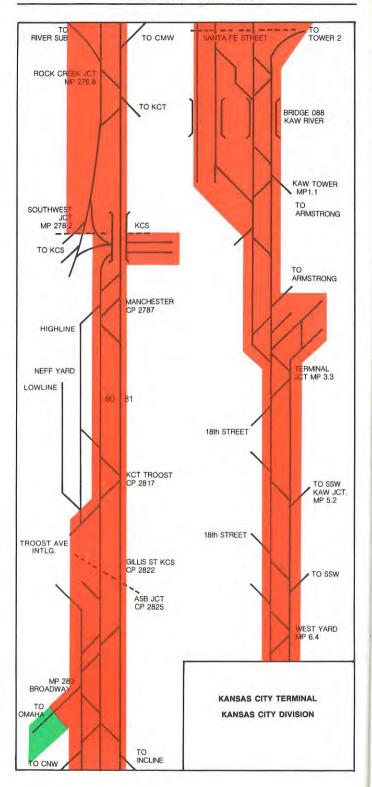
Radio communication Kansas City Terminal via Channel Two.

Employes 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.		Marysville Subdiv.:	
and Montgall Ave	10	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	
Kansas City Terminal:		(except as below)	40
MP 276.8 and MP 284.0	40	MP 277.4 — MP 278.7	20
Highline Track 101		MP 278.7 — MP 280.3	25
Manchester to Troost	20		

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

Leeds - Chevrolet property, protect all crossings.



COFFEYVILLE SUBDIV. - K.C. & VAN BUREN DIVS. 41

	SOUTH Radio communication Channel One, Call-in	One 🛦 Sta-	Sid- ings	Maximum Speed MPI Neff Yard to MP 296.9
Mile Post	STATIONS	tion Nos.	Feet	(Except as below) 4
279.0	NEFF YARD			Between Mile Posts Wye to River
277.4	1.7			Subdiv 1 Neff Yard and 278.7 2
	1			278.7 and 280.3 2
279.1			*****	296.9 and 335.0 (Except as below) 6
279.2	KCT CONN			325.2 and 327.0 4
280.4	1.2 CENTROPOLIS	⊗MX-288		331.3 and 331.7 5
	3.0		7.7.4.3	332.8 and 335.0 4 Osawatomie —
283.4	LEEDS JCT KANSAS CITY D	IVISION BMX-291		Around wye 1
84.3 -	VAN BUREN DI	/ISION		On running track
00.0	6.2	2012	12060	335.0 and 376.2
290.0	DODSON	🕲 -1 🕈 MX-298	100	(Except as below) 5. 338.5 and 339.9 5
98.5	12.4 KENNETH	P MX-308	15477	340.9 and 341.8 4 343.5 and 344.2 5
10.9	BUCYRUS	MX-319	7479	348.1 and 348.2 2
17.2	WAGSTAFF	® -1 • MX-326	7555	348.1 and 348.2 2 348.2 and 348.6 4 356.9 and 357.8 3
	8.7		11.3	371.6 and 372.6 5
26.2	PAOLA	MX-334		376.2 and 467.7 (Except as below) 6
26.6	⊗ BN Ø			383.8 and 385.0 3 385.0 and 392.1 5
26.7				403.6 and 418.1 5
28.5	BROWN	9 MX-336	10831	417.6
	4.5			418.3 and 423.0 5
33.0	OSAWATOMIE	® T MX-341	Yd.	423.0 and 423.3 4 423.3 and 426.3 5
36.0	TOLER	X		426.3 and 428.5 4
38.9	2.9 BALDWIN	x		433.6 and 435.2 3
43.5	4.6 LANE JCT	R-9		435.2 and 437.3 5 443.4 and 448.2 5
	9.9	Total Control of the		448.2 and 450.3 4
53.4	HECLA		7358	450.3 and 451.3 5. 458.1 and 462.1 5.
57.4	■			462.1 and 462.2 4 462.2 and 467.3 5
61.3	3.8 BIRCH	P R-29	7745	467.3 and 467.7 2
71.7	10.4 DIXON	P R-39	9081	Business Sta. Tracks MP No.
	10.0		0.00	Alexander 284.8 MX-29
81.7	FIELDS	P R-51	7801	Missey 285.6 MX-29 Barry-
91.0	VERNON	P R-59	9021	Gann
98.5	7.5 DURAND	®-2 T P H-85	8327	Lbr. Co. 292.1 MX-30 International
15.1	16.6 ROPER	P R-82	7856	Paper Co. 296.2 MX-30
	2.5		,050	Greeley _ 348.1 R-1
17.6	BENEDICT ⊗ ATSF 8.1			Westphalia373.6 R-4
25.7	HENNELLY	P R-94	7861	New
34.8	9.1 NEODESHA	., 🕲 🕈 R-102	8265	Le Roy ® 384.4 R-5
34.9	0.1 ⊗ BN ©			Buffalo 411.2 R-/
	7.4	5 5.00	0.400	Altoona
42.3	SYCAMORE	P R-109	9490	Blake 453.3 R-12 DMA 461.2 R-12
48.6				Fredonia
50.0	1.4 INDEPENDENCE	® P R-116	8084	
63.4	DEARING	۴ R-130	8223	Do not exceed 55 MPH if freight train averages over
	4.4			90 gross tons per car — 5
67.8	COFFEYVILLE	® -2T P R-135	10506	MPH if train average over 110 gross tons pe
	190.1			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.

42 VAN BUREN SUBDIV. - VAN BUREN & NO. LITTLE ROCK DIVN.

S	HTUO	NORTH			Maximum Speed MPI MP 662.8 —
Mile	R	adio Communication via Channel One, Call-in Two	Sta- tion	Sid- ings	MAXITUM Speed MPF MP 662.8 — OG&E Spur (Except as below). 60 Between Mile Posts 662.8 and 662.7 20 660.7 and 660.6 20 660.6 and 660.5 30
Post	-	STATIONS	Nos.	Feet	662.8 and 662.7 20 660.7 and 660.6 20
662.8	1	COFFEYVILLE ■-2T P 2.3 ⊗MKTØ	R-135	10506	660.6 and 660.5 30 657.1 and 657.0 55
660.5		9.5		++15	657.1 and 650.5 30 657.1 and 657.0 55 653.5 and 652.3 55 646.5 and 646.4 55 643.3 and 643.2 55 640.6 and 639.6 30
651.0	l E	LENAPAH P	L-311	7737	643.3 and 643.2 55 640.6 and 639.6 30
634.4	P	CLEM 9	L-293	9273	
622.1	1	OOLOGAH	L-282	7503	628.5 and 628.3 55 622.2 and 621.3 45
610.3	+	CLAREMORE⊗BN⊕		220.0	632.7 and 632.5 55 628.5 and 628.3 55 622.2 and 621.3 45 620.3 and 620.1 55 618.8 and 617.5 40
607.3	P	PRATT 9	L-268	7274	616.6 and 616.1 55 613.3 and 611.6 55
596.9	P	INOLA 9	L-257	9316	610.3 and 609.3 30 608.6 and 608.5
581.4	14	WAGONER ⊗ MKT ⊗ ® -2	L-242	o a	605.3 and 603.2 55 599.1 and 598.7 55 597.1 and 596.5 35
579.6	P	COOKSON	L-239	9209	597.1 and 596.5 35 589.1 and 588.6 55
575.5		OKAY JCT.	L-233		589.1 and 588.6 55 586.3 and 585.6 55 581.7 and 580.5 25
568.7	4	OG & E SPUR	L-229	1000	576.2 and 575.7 55 OG&E Spur —
557.5	2	BRAGGS 🕲 -2	L-218	8622	
541.3	>	UPSON	L-201	8033	(Except as below). 50 On OG&E Spur . 10 564.4 and 564.1 . 40 560.8 and 560.7 . 40
526.7		⊗ KCS ⊗			564.4 and 564.1 40 560.8 and 560.7 40
519.7	b	7.0 HANSON	L-180	8087	560.1 and 559.5 45 556.3 and 556.1 45
504.7	b	15.0 GREENWOOD	L-164	9055	544.5 and 544.1 45 536.2 and 536.1 30
498.4	10	⊗ AM Ø	1111111	11117	535.1 and 534.6 40 526.8 and 525.2 35
497.2		VAN BUREN Ø T ❸ -2	L-158	Yd.	513.0 and 513.5 45 508.9 and 507.6 45
486.0	5	11.2	L-146	7703	500.4 and 500.1 45 499.2 and 497.6 25
469.7	K	DYER	L-130	7671	479.7 and 479.5 45 474.5 and 471.6 40
456.5	6	13.2 ALIX	L-117	7616	499.2 and 497.6 25 479.7 and 479.5 45 474.5 and 471.6 40 467.3 and 464.3 45 MP 446.4 — MP
443.0	6	13.1 SPADRA	L-105	7447	395.0 (Except as below) 60
435.6		7.4 CLARKSVILLE JCT	L-93		436 1 and 434 5 45
427.5	0	8.1 SCOTIA	L-85	8266	427.0 and 426.8 45 426.8 and 423.6 50 420.2 and 415.0 35 415.0 and 412.8 45
417.7	3	9.8 T RUSSELLVILLE B-2	L-75	6073	415.0 and 412.8 45
417.6		0.1 D.&R. CONN		30.50	412.8 and 411.1 50 402.3 and 401.9 50 MP 395.0 — MP
410.7		6.9 WORTHEN	L-68	7945	
400.1	7	10.6 BLACKVILLE	3.44	66.75	(Except as below) 50 392.9 and 391.4 30
392.5	1	7.6	L-57	7840	386.1 and 385.9 45 382.1 and 371.0 45 359.8 and 359.3 35
381.3	5	MORRILTON	L-50	4664	359.3 and 357.5 45
	1	MENIFEE	L-38	7598	343.2 (Except as below) 50 392.9 and 391.4 30 386.1 and 385.9 45 382.1 and 371.0 45 359.8 and 359.3 35 359.3 and 357.5 45 346.0 and 343.2 25 Wye N. Little Rock 15
373.1		CONWAY	L-30	4750	Business Sta.
363.6		MAYFLOWER	L-21	10749	Nowata @-2 640.1 L-300
354.6		MARCHE 9 10.4	L-11	7920	Public
346.1	-	NO LITTLE BOCK DIVIN			Service 621.5 L-281 Black Fox 594.6 L-254 Fort Gibson 567.9 L-228
344.2	-1	NO. LITTLE ROCK DIVN. N. LITTLE ROCK	X-344	Yd.	Gore 546.5 L-206
		318.6			Vian 537.4 L-197 Salisaw ©-2 525.8 L-186 Muldrow 513.1 L-173
Bet	ween O		exceed 45	MPH	Bakaert Steel 500.5 L-158
train a	averages I if trai	G&E Spur and Van Buren do not s from 80 to 100 gross tons per can n averages over 100 gross tons p s: MP 495.8 to MP 498.5.	ar. Do not e per car.	exceed	Mulherry 479 7 1-140
Yar 15	d Limit	ts: MP 495.8 to MP 498.5. Jual control switch turnouts: Pu Laumelle Lead and West Leg of V	blic Servic	e and	Ozark ©-2 464.8 L-125 Co-op Spur 462.9 L-123 Carbon 459.2 L-120
lock.	Spur, M	laumelle Lead and West Leg of	Wye North	Little	Knoxville 433.6 L-91
25 J	MPH to Oyer, Po	urnout both ends Braggs, Upson, oping, Alix, Scotia, Worthen, Black trains or engines enter Union P	Hanson, Cackville, M	Green- enifee	AP&L424,5 L-83 Cargil423.4 L-82
nd Ma Befo	yflower. ore D&	R trains or engines enter Union P	acific main	track	Atkins405.8 L-63 Banquet404.2 L-63
All	trains r	permission must be obtained fro nust flag crossing Conway when	m Dispate	her.	AP&L
utoff tr	C in 6	effect MP 568.7 and MP 498.5,		0.00	No. 2 362.3 L-19 Maumelle 355.3 L-13 Jeffrey 349.5 L-6
IP 355.	.4.				Levy 345.7 L-3

COUNCIL GROVE SUBDIV. - VAN BUREN & WICHITA DIVS. 43

	WEST	Radio communication via Channel One, Call-in One	Sta-	Sid- ings	Maximum Speed MPH (Except as below) 55 Osawatomie — Around
Mile Post	WEST	STATIONS A	tion Nos.	Feet	wye
334.4	1	OSAWATOMIET®	MX-341	Yd.	334.4 and 335.0 30
343.3	Þ	RANTOUL	MX-351	7158	344.4 and 344.8 50 352.2 and 352.6 50 353.8 and 354.9 20
354.1	4	OTTAWA ®-1	MX-362	7465	353.8 and 354.9 20 357.1 and 357.2 30
354.4		⊗ ATSF ⊗	22515		357.2 and 357.3 50 385.0 and 387.1 40†
357.1		⊗ ATSF ⊗			401.7 and 406.2 50 425.7 and 426.7 25
368.7	5	LOMAX	MX-376	4591	1 430 6 and 430 9 50
376.8	5	FLINT	MX-385	6662	432.5 and 433.3 30 433.3 and 435.0 45 450.8 and 452.5 30
386.2		⊗ ATSF ⊗			495.9 and 497.0 30 524.4 and 525.0 40 544.9 and 545.9 30† 557.3 and 559.4 30
386.4		OSAGE CITY ®-1	MX-394	6398	557.3 and 559.4 30 Do not exceed 50 MPH
401.9	6	15.5 ADMIRE	MX-410	6447	if freight train averages
412.2	-	10.3 LAKE *	MX-420	6125	over 100 gross tons per car — 45 MPH if train aver- ages over 110 gross tons
		13.4 VAN BUREN DIVISION			per car. Hot Box and Dragging, etc.
424.3 -	_	WICHITA DIVISION	1.7.		Hot box and dragging
425.6		COUNCIL GROVE ®-1	MX-432	Yd.	Hot box and dragging equipment detectors located at #MP 364.8, #MP
425.8		PETE	MX-433		390.8, ∰MP 440.2 and ∰MP 533.0.
436.3	0	WILSEY	MX-444	6454	Business Sta. Tracks MP No.
445.6	2	PRAIRIE	MX-454	8981	Richter 360.5 MX-368 Lyndon 378.6 MX-386
451.0	P	HERINGTON ®-1	MX-459	4624	Vassar 375.3 MX-383 Miller 395.3 MX-403
451.5		⊗ ssw 🔞) (1. e. c.	Allen 405.8 MX-414 Bushong 411.0 MX-419
458.6	4	HOPE	MX-467	4618	Delavan 443.9 MX-452 Dillon 462.9 MX-471
459.2	-	⊗ ATSF ⊗			Carlton 470.9 MX-479 Gypsum -1
468.0	Þ	ELMO	MX-476	6347	Frederick 530.4 MX-538 Prodco 535.4 MX-539
476.1	P	CODY	MX-485	6568	Prodco . 535.4 MX-539 Redwing 552.8 MX-561
491.2	6	BRIDGEPORT	MX-499	6559	15 MPH Dual control switch turnouts: Council
496.2		5.0 LINDSBORG	MX-504		Grove at west end No. 1 track.
505.6	b	MARQUETTE ®-1	MX-513	6427	Dual control switches located both ends Hoising-
518.2	b	CRAWFORD	MX-526	4391	ton yard. 25 MPH turnouts both
524.5	2	6.3 GENESEO T®-1	MX-532	12731	Cody.
529.7		⊗ BN ©		1111	Yard Limits: MP 556.0 to MP 560.0. TWC in effect MP 335.0
537.6	4	BUSHTON	MX-545	4608	to Lake. Pete to MP 556.0.
545.2	0	7.6 CLAFLIN	MX-553	7177	
558.8		13.6 HOISINGTON Ø T Ø Ø-1	MX-567	Yd.	
		224.5			

PARIS BRANCH - VAN BUREN DIVISION

TWC in effect MP 515.0 to MP 553.1.		Radio communication via Channel One, Call-in Two		Sid-
Yard Limits: MP 504.5 to	Mile	SOUTH NORTH	Sta- tion	ings
MP 515.00.	Post	▼ STATIONS ▲	Nos.	Feet
Maximum Speed 10 MPH	502.5	VAN BUREN ®T	L-158	1111
Business Tracks MP No.	502.6	⊗UP⊗		VIA AM
Barling 518.1 LD-16 Lavaca 526.3 LD-24	504.5	FT. SMITH	LD-5	
Branch540.0 LD-38 Ratcliff544.1 LD-42 Fort Chaffee . 519.4 LD-17 Charleston 535.3 LD-33 Stop and Protect: Midland St. Suburban Lead	506.3	⊗ AM G		
	507.0	⊗ KCS ©		
	509.3	⊗ AM ⑤		
Ark Hiway 109 Paris South "E" St Ft. Smith	512.8	SO. FT. SMITH Ø	LD-10	
	536.0	THESSING	LD-34	1727
	553.1	17.1 PARIS	LD-51	
		50.6		

Operation over AM between Van Buren and Ft. Smith. See Item 14(b) Special Instructions. Employe must communicate with BN train dispr. before operating time release at Ark. River bridge 4106. AM clearance required when operating on AM track between Van Buren and Ft.

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

44 HOISINGTON SUBDIV. — WICHITA DIVISION

	R	ountain Standard Time Horace to Pueblo adio communication via nannel One. Call-in One			Dual control switches located both ends Hoisington yard. Maximum Speed MPH (Except as below) 60
Mile Post	WES	STATIONS EA	Sta tion Nos.	Sid- ings Feet	Between mile posts 588.9 and 589.3 50 589 and 581 45 617.0 and 820.9 40 846 and 848 40
558.8		HOISINGTON Ø Ø ®-1	T MX-567	Yd.	Thru Sidings
568.9	0	10.1 OLMITZ	MX-577	8231	Osgood
575.6	6	6.7 OTIS	MX-583	3870	Utica
583.4	6	7.8 BISON	MX-592	6219	Scott City 10
590.3	6	6.9 LA CROSSE ®		3872	Leoti 10 Selkirk 10 Walkinghood 10
605.3	5	15.0 McCRACKEN	MX-613	100	Walkinghood 10 Stuart 10 Chivington 10
616.0	1	10.7 BROWNELL		3988	Eads 10 Haswell 10
622.1		6.1 OSGOOD		6066	Do not exceed 50 MPH if freight train averages over
	9	5.2	MX-630	1	100 gross tons per car — 45 MPH if train averages over
627.3	9	RANSOM	MX-635	3875	110 gross tons per car. Eastward trains 55
633.8	P	ARNOLD	MX-642	2521	Westward trains
640.3	9	UTICA	-1 MX-648	6429	Over 110 cars 55 Over 6200 feet long 55 Over 6100 train
655.6	P	SHIELDS	MX-663	6304	tons
665.0		HEALY ®	-1 MX-673	*****	(Except as below) 597.3 and 598.6 40
670.2	9	RANCH	MX-678	6211	615.9 and 616.0 50
681.7	-	⊗ ATSF ©	o man	,,,,,	Pueblo Jct.:
682.5	d	SCOTT CITY ®	-1 MX-690	3309	Pueblo Jct.: 617.5 and 617.9 15 On ATSF do not exceed 45 MPH when averaging 90
682.8		⊗ ATSF ©	de l'accione		tons or over per operative brake, or when train exceeds
692.1	=	9,3 MODOC	. MX-700	6309	7000 tons.
699.2		7.1 MARIENTHAL	MX-707		Hot Box and Dragging Equipment Detectors locat-
707.1	0	7.9 LEOTI		3968	ed at # MP 595.5, # MP 625.7, # MP 6792.1, # MP 705.6, # MP 792.1, # MP
717.1	7	10.0 SELKIRK	MX-725	6089	1 0 JU. J allu MISE WIF
729.0	-	11.9 TRIBUNE	1000	232	595.1. Business Sta.
116.1	9	1.8	MX-737	2521	Tracks MP No. Boyd 562.9 MX-571
730.8		HORACE ⊗ - 9.7	7	Yd.	Hargrave 598.0 MX-606 Pen
740.5	9	WALKINGHOOD	MX-748	8954	Dennis. 649.4 MX-657
746.6		TOWNER	MX-754	1020	Coronado704.1 MX-712
752.5	P	STUART	MX-760	6069	Whitelaw724.6 MX-732 Astor 736.9 MX-745
758.1	9	SHERIDAN LAKE ® 13.7	-1 MX-766	3764	Kanco 742.9 MX-750 Brandon 766.2 MX-774
771.8	P	CHIVINGTON	MX-780	6181	Galatea 799.1 MX-807 Arlington821.4 MX-829
785.8		EADS	-1 MX-794	6365	Crowley 851.9 MX-860 Olney
807.7	4	HASWELL	D-1 MX-816	6527	Springs 857.3 MX-865 Boone 876.1 MX-884
830.5	4	HEATH	MX-838	6392	(Industrial Lead Pueblo to end of track — Old
841.2	1	SUGAR CITY	T MX-849	,,,,	Main Line.) Yard Limits: MP 556.0
846.4		ORDWAY ®	-1 MX-854	7234	to MP 560.0; MP 730.0 to MP 733.0.
863.1	9	PULTNEY	MX-871	6070	Operation west of
200.4		6.3			Pueblo Jct. governed by DRGW timetable and
869.4 591.8		NA JCT	MX-876	9701	Special Instructions. Avondale: Entrance
603.6	7	AVONDALE		8153	road to ordnance plant — Stop and protect
609.6		DEVINEVia AT	SF MX-895		before crossing. TWC in effect MP 560
611.8	P	BAXTER	P MX-897	7500	to MP 730: MP 733 to MP 869.4.
617.8	13	PUEBLO JCT. ØJ	MX-903	1161	40 MPH Dual control switch turnout at NA Jct.
897.1		PUEBLO	B MX-905	Yd.	
		338.8			
_		between NA lot and Bueblo			

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

WICHITA SUBDIV. — WICHITA & VAN BUREN DIVISIONS

Maximum Speed MPH Durand to Iola 20 Durand to Wichita	Mile WEST	communication via Channel One, Call-in Two EAST	Sta- tion	Sid- ings
(except as below) 40	Post V	STATIONS A	Nos.	Feet
MP 420.6 — MP 421.6 25	367.4	IOLA	H-68	* * * * * *
MP 431.0 — MP 438.0 35 MP 458.0 — MP 476.6 25 Both legs of Wye-Durand 10	367.8	⊗ ATSF ⊗		⊗
Yard Limits: MP 387.7 to end	374.7	PIQUA	H-76	1560
of track Iola; MP 451.9 to MP 455.5 and MP 476.6 to Wichita.	383.6	8.9 DURAND T⊕-2♡	H-85	4872
Piqua-Humboldt Ind. Lead	384.0	VAN BUREN DIVISION		
10.33 miles. Max. speed 20		WICHITA DIVISION 2.4		
MPH. Humboldt HU-10	386.0	YATES CENTER ♥	H-87	13113
Business Tracks MP No. Athens	394.4	BATESVILLE	H-96	4851
Toronto399.5 H-101 Neal407.6 H-109	420.7	EUREKA	H-122	
Reece	438.6	SUMMIT	H-140	4256
Benton469.4 H-170	452.7	14.1 WALNUT⊗	H-154	4472
Electric Spur472.4 H-172 Greenwich474.4 H-175 TWC in effect	454.5	1.8 ELDORADO	H-155	
MP 387.7 to MP 476.6 Rule 10D not in effect	454.6	McPHERSON JCT T	H-155	
Rule 10D not in ellect	482.0	27.4 WICHITA YD ⊗® T	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	Radio communication via Channel Mile SOUTH One, Call-in Two NORTH tion Post STATIONS Nos.	Sid- ings Feet
MP 494.0 — MP 496.0 20 MP 501.0 — MP 502.0 20 MP 546.9 — MP 552.0 10	552.0 SALINA Ø KP187	Yd.
Over Crossings at: MP 543.9	551.5 ⊗ ATSF ©	2041
MP 541.9 (westward) 25† MP 534.0 — MP 534.5 30	551,4	6433
Yard Limits: MP 552.0 to MP	544.0 MENTOR Ø KM008	1618
544.0: MP 536.0 to MP 534.8: MP 531.7 to MP 530.4: MP	539.8 ASSARIA KM012	1513
518.2 to MP 514.0: MP 488.0 to MP 486.0: MP 457.4 to MP	531.1 LINDSBORG Ø MX504	1257
454.6. Business Sta	521.7 HILTON KM030	1154
Business Sta. Tracks MP No. Oil Hill 456.7 PB-2	516.9 ———	1185
Brainerd . 471.6 PB-17 McLains . 481.4 PB-27	516.2 McPHERSON Ø PB-62	Yd.
Marvel Industries 488.8 PB-34	514.9 × SSW Ø	
Zim- merdale 491.7 PB-37	501.6 MOUND RIDGE ® PB-47	1730
Elyria 509.3 PB-56 Bridgeport 536.2 MX499	495.1 PB-41	1862
Sid 547.0 KM005 Wesleyan 549.1 KM003	487.0 × ATSF 0.2	
Track warrant control in effect	486.8 NEWTON PB-32	1,007
MP 544.0 to MP 457.4	474.7 OKT 0.2	
McPherson Branch trains	474.5 WHITEWATER PB-20	1087
between west siding switch Bridgeport and Lindsborg.	7.4 POTWIN PB-13	****
Salina, Iron Ave. and Fish Street.	454.6	
Rule 10D not in effect	97.0	
Equation: MP 516.2 = MP 516.6		

TOPEKA BRANCH — VAN BUREN DIVISION

Mile Post	WEST EAST ▼ A STATIONS	Sta. tion Nos.	Yard Limits: Entire Branch. MAXIMUM SPEED	MPH Sta. No.
	LOMAX Ø 13.7 END OF TRACK	MX-376	Michigan 374.4	Γ- 97 Γ-104
	13.7			

TWC in effect MP 487.7 to MP 570.6

Normal position of Hardtner Jct. switch is lined for Hardtner Branch.

Rule 99 (4) in effect: between MP 491.0 and Conway Springs only.	Mile Post	WEST	EAST A	Sta- tion Nos.	Sid- ings Feet
	485.9	1	HARDTNER JCT 🏵 T	M-001	
Yard Limits: Hardtner Jct. to MP 491.0, MP 511.0 to MP	487.9	33 T	Ø ATSF ©		****
514.6.	488.8	1	0.9 ⊗ ATSF ©	1161	****
Maximum Speed MPH (Except as below) 25	494.3	P	FRONTIER	H-196	6398
Between Mile Posts 512.3 and 513.0 25	501.4		7.1 CLEARWATER	H-202	1169
514.6 and 573.5 10	506.9	þ	MILLERTON	H-208	1364
Business Sta. Tracks MP No. Murray Gill 493.3 H-194	512.9	+	CONWAY SPRINGS ® ♥ T	NL-135	Yd.
CG&F Elevator 493.8 H-195	524.3	116	ARGONIA	H-225	****
Clearwater Co-op 500.4 H-201	524.5		⊗ ATSFØ	1222	*25.
Shook 548.2 H-250 Ruella 552.0 H-253	531.2	4	FREEPORT	H-232	2220
TWC in effect MP 491.0	541.6		ANTHONY	H-243	4111
to MP 511.0	542.0		⊗ ATSF S	1211	23.00
	558.8		CORWIN	H-260	2000
	564.0		5.2 HAZELTON	H-265	
	571.2		KIOWA	H-272	
	572.5		⊗ ATSF G	460	
	573.1		⊗ ATSF №	10000	
	576.8		STUBBS	H-278	
	581.5	-	HARDTNER T	H-283	
	TI	- 5	95.6	0.0	77

STAFFORD BRANCH — WICHITA DIVISION

Rule 99 (4) in effect. Max. Wt. 220,000 lbs.	Mile	WEST	EAST	Sta- tion	Sid- ings
between Olcott and Iuka, except on authority of	Post		STATIONS	Nos.	Feet
Superintendent.	558.7	T	CONWAY SPRINGS BYT	NL-135	Yd.
Yard Limits: Conway Springs to MP 559.9. MP 610.1 to End of Track	567.1		8.4 MILTON	NL-144	1,110
Iuka.	572.2	1	⊗ ATSF G	1.71.6	
Maximum Speed MPH (Except as below) 25	592.3		KINGMAN	NL-169	
Between Mile Posts 614.7 and 625.0 10	593.1	1	Ø ATSF G	me.	
Olcott to Iuka 10	593.9	1	⊗ ATSF ©	188.00	4491
Business Sta. Tracks MP No.	598.4		BROWNS SPUR	NL-175	44.0
Norwich 571.4 NL-148 Belmont 580.4 NL-157	605.8		PENALOSA	NL-183	
Alameda 585.3 NL-162 Neola 620.9 NL-198	610.0	>	OLCOTT T	NL-187	
	619.9	P	9.9 PRESTON 🛇	NC-10	599
	620.1	-	⊗ ssw G		200
	630.0		<u>IUKA</u>	NC-20	40.00
	614.5		TURON	NL-191	
	615.0		⊗ ssw ⊗	1111	9939
	628.6		STAFFORD	NL-205	
	629.6		⊗ ATSF ⊗		2150
	639.3		9.7 HUDSON	NL-216	,733
	648.3		SEWARD	NL-225	53.71
	653.7		RADIUM	NL-230	mine.
	1		95.0		

1200	SOUTH	NORTH	Sta- tion	Sid- ings	Maximum Speed MPH
Mile Post		STATIONS	Nos.	Feet	Between Wichita and Geneseo
573.2	1	GENESEO⊕®	MX-532	3890	(Except as below) 25 Between Mile Posts
561.0		⊗ ATSF ©			482.0 and 485.0 20 485.0 and 486.0 10
560.5	>	LYONS	M-76	2536	486.0 and 491.5 10 530.5 and 533.7 20
550.1	-	ST JCT			559.2 and 561.1 20
537.5	-	13.09 MI. VIA ATSF YA JCT			Business Sta. Tracks MP No. Wichita Sand 490.5 M-5
533.5		⊗ ATSF ®			Superior
532.6		HUTCHINSON ®♥	M-48	Yd.	Sand 490.9 M-6 Berwet 496.0 M-11
532.0		⊗ ssw ⊗			Lock- Joint 497.7 M-13 KGE Co 498.3 M-14
531.6		⊗ ATSF ©		1.49.32	Andale 504.2 M-19 Small Spur 511.1 M-26
531.5		⊗ ATSF ©			Elmer 526.0 M-41
522.4	4	YODER	M-37	2192	Yaggy 535.8 M-54 Nickerson
516.9	<	HAVEN	M-32	2888	(between YA Jct. &
509.9	4	MT. HOPE	M-25	3029	ST Jct.) 544.0 M-59 Stations on ATSF between
499.1	P	COLWICH	M-14	1516	YA Jct. and ST Jct.: Name ATSF MP
495.0	<	MAIZE	M-10	1502	YA Jct 222.7
485.9		9.1 HARDTNER JCT, ⊗ T 2.9	M-1		Yaggy
483.0		⊗ ATSF Ø			TWC in effect MP 487.7

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.

Yd.

H-186

OBT

483.0

482.6

482.4

482.0

⊗ WTA ⊗

⊗ OKT ⊗

⊗ BN Ø

WICHITA YD.

91.7

(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 STATIONS	Sta- tion Nos.	Sid- ings Feet	Yard Limits: MP 537.3 to MP 558.0.
522.9	ARKANSAS CITY	NB-25		Maximum Speed MPH
	43.3 MI. VIA ATSF			Between Belle Plaine & Conway Springs 20
537.9 544.5	BELLE PLAINE 6.6 OKT ® 14.2	NL-115	*****	Winfield Ind. Lead 5.0 miles opens off ATSF MP 249.7 Max. speed 10 MPH.
558.7	CONWAY SPRINGS BOT	NL-135	Yd.	Business Sta.
	68.7			Tracks MP No.
	tion over ATSF Belle Plaine to Arka Instructions Item 14(a).	insas City		Riverdale 544.4 NL-121 Anson 552.2 NL-129 Winfield 517.2 NL-94

BURR OAK BRANCH — WICHITA DIVISION

Mile Post	WEST	STATIONS	EAST	Sta- tion Nos.	Maximum Speed 10 MPH Yard Limits: Entire Branch Sta.
496.4		JAMESTOWN	Ø	S-166	Randall 500./ SE-11
529.7		BURR OAK	Ø	SE-34	Jewell 512.9 SE-17 Mankato 521.5 SE-26
-		33.3			At Mankato - Stop and pro-
					tect crossing — U.S. Highway 36.

Mile Post	WEST	STATIONS A	Sta- tion Nos.	Sid- ings Feet	Rule 99(4) in effect Maximum Speed MPH (Except as below) 25
403.8	nui y li	VLIETS Ø	S-74		Between Mile Posts — 491.2 and 491.4 10
408.8	1	FRANKFORT⊗UP⊗⊗	KX131	2168	548.0 and 560.0 10
413.7	1	TUTTLE	S-83	5235	Business Sta.
425.6		9.1 BLUE RAPIDS	S-95		Tracks MP No. Waterville 430.5 S-100 Linn 450.6 S-120
437.7	5	BARNES	S-107	200	Palmer 455.4 S-125
443.6	P	5.9 GREENLEAF	S-113	3103	Ames 473.8 S-143 Gilbert 509.5 S-179
464.4	4	20.8 CLIFTON	S-134	2701	Solomon Rapids 519.3 S-189
466.0		⊗KYLES	S-136		Glen Elder 525.6 S-195
471.0		CLYDE	S-141		Cawker City 532.9 S-202
485.1		⊗ ATSF S	14.482		Blooming- ton 553.7 SF-15
485.4		CONCORDIA ®-1 ⊗	S-155	Yd.	Yard Limits: MP 403.8
490.3	4	4.9 YUMA	S-160	2189	to MP 409.1; MP 484.0 to MP 496.7; MP 511 to MP
496.3	1	BURR OAK JCT	S-166		519.3; MP 537.9 to MP 539.5; MP 578.6 to end of
496.4		JAMESTOWN Ø	S-166		track Stockton.
502.8	4	SCOTTSVILLE	S-172		CONCORDIA: Wash-
514.4	5	BELOIT Ø UP S	S-184	1633	ington Ave. and Cedar St. — Stop and protect.
524.1	6	9.7 GLEN	S-194	1938	At Osborne, stop and
533.3	6	9.2 CAWKER	S-203	1724	protect U.S. Highway 281 crossing.
538.6	4	5.3 DOWNS	S-208	Yd.	
548.5		9.9 OSBORNE	SF-10		
562.1	94	13.6 ALTON	SF-23	****	
570.4		WOODSTON	SF-32		
580.4	-	STOCKTON Ø T	SF-42	Yd.	
		176.6		1 1	

LENORA BRANCH — WICHITA DIVISION

Mile Post	WEST ▼	STATIONS	EAST	tion Nos.	Rule 99(4) in effect Maximum Speed (Except as below)	MPH
538.6		DOWNS	B -2 T ♥	S-208	Between Mile Posts -	
557.8		GAYLORD		S-227	540.0 and 572.0 614.6 and 614.7	
572.6	-1.	KIRWIN		S-242	IVIT 330.0 to IVIT 337	5;
583.1		10.5 GLADE		S-253	MP 622.3 to Lenora	Sta.
598.5		LOGAN		S-268	Business Tracks MP Portis 547.7	No. S-217
612.9		EDMOND		S-282	Harlan 552.9 Cedar 563.0	S-222 S-233
623.3		LENORA	Ø	S-293	Claudell 567.8 Speed 589.8	S-237 S-259
		84.7	•		7.00	

SOLOMON BRANCH — WICHITA DIVISION

Mile Post	WEST	STATIONS	EAST	Sta- tion Nos.	Sid- ings Feet	Maximum speed (Except as below) Other than MT	. 5
0.0		SOLOMON	T.	KP172	1 cct	Between Mile Posts — 22.7 and 24.0	
0.0		6.5		KF1/2		56.9 and 57.4 ®	
6.5	4	NILES		KS907	3042	Glasco and Asherville	10†
14.7	>	8.2 BENNINGTON 20.0		KS915	2541	Yard Limits MP 55.0 to MP 57.	9
34.7	5	DELPHOS		KS935	1683	Business	Sta.
46.8	b	12.1 SIMPSON		KS947	1476	Tracks MP Lindsey 20.9 Minneapolis 23.3	No. KS921 KS923
57.2	+	⊗UPS			****	Glasco 41.6 Asherville 49.8	KS942 KS950
57.4	Þ	BELOIT	⊗	S184	1374	Asnerville 49.8	K5950
		57.4					

PLAINVILLE BRANCH — WICHITA DIVISION

Mile Post	WEST	STATIONS	EAST	Sta- tion Nos.	Sid- ings Feet	Maximum speed MPH (Except as below) 40 Other than MT 5 Between Mile Posts —
0.0		SALINA	,. Ø	KP187	Yd.	0.0 and 6.6
11.5		11.5 CULVER		KO012	1276	21.5 and 31.0 25 33.0 and 34.0 25
23.8	-	BEVERLY	20121	KO024	2466	37.0 and 51.5
33.8		⊗ ATSF S				61.5 and 63.8 30 67.0 and 79.0 30
34.2		0.4 LINCOLN CENTER .		KO034	1421	83.7 and 85.9
40.7	7	6.5 VESPER		KO041	2468	94.1 and 98.5
46.9	6	6.2 SYLVAN GROVE		KO047	1938	104.2 and 109.0 25
56.0	-	9.1 LUCAS		KO056	1714	129.0 and 137.9 30
71.5	4	15.5 WALDO	*****	KO072	2061	137.9 Xing 5† 137.9 and 177.5 30
		7.7			175550	194.0 and 203.1 30 203.0 and 203.3 E leg
79.2	1	PARADISE	11936	KO079	1258	wye
87.0	9	NATOMA	****	KO087	1618	Yard Limits
95.1	5	8.4 CODELL		KO095	1478	MP 0.0 to MP 0.6 MP 221.2 to Oakley
103.5	4	PLAINVILLE 6.9	T	KO104	1899	Business Sta.
110.4	5	ZURICH		KO110	1783	Tracks MP No. Trenton 3.4 KO003
129.3		BOGUE	12022	KO129	1213	Tescott(E) 18.5 KO019 Shady Bend(W) 26.4 KO026
138.0	>	HILL CITY		KO138	1157	Quartzite(W) 32.9 KO033 Luray 65.4 KO065
150.2	>	MORLAND		KO150	1306	Palco117.8 KO118 Damar122.7 KO123
155.4	6	STUDLEY		KO155	1338	Penokee 144.7 KO145 Tasco 162.5 KO163
170.4	4	HOXIE		KO170	1495	Seguin179.1 KO179
186.2	4	15.8 MENLO		KO186	1450	Spica(E) 218.0 KO218 Quartzite cement track units
203.5	5	COLBY		KO204	946	not permitted beyond loading ramp.
212.5	-	9.0 MINGO		KO213	1952	
224.7		OAKLEY	тФ.	KP377	****	
		224.7			-	

ST. JOSEPH BRANCH — KANSAS DIVISION

Mile Post	WEST	EAST STATIONS A	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below) 40 St. Joseph—Mo. Riv. Bridge 5
	<u> </u>				St. Joseph—Connection
0.0		ST. JOSEPH	OA021	Yd.	EE Mo. Riv. Br. to Yard Lead
0.4		MO. RIV. BR. ♥ ♥	9.50	2,500	Other than MT 5
1.7	b	ELWOOD Ø	KJ112	3768	Between Mile Posts— 7.0 and 13.8
5.0	0	WATHENA ⊗	KJ108	1420	14.0 and 26.3 25 40.6 and 40.9 30
24.8	4	19.8 SEVERANCE	KJ089	1668	42.1 UP Xing 20 43.6 and 44.7 25
28.9	4	LEONA	KJ084	1703	51.0 and 51.4
34.2	C	ROBINSON	KJ079	1358	60.4 and 60.9 30† 73.2 and 73.8 30
42.1	+	⊗UP\$			75.8 and 75.9 25† 76.6 and 77.5 30†
42.7	b	HIAWATHAT	O 088	1805	82.1 and 89.0 25 94.5 and 95.0 25
53.9		MORRILL	KJ059	****	99.4 and 101.3 30 Business Sta.
60.7	4	SABETHA	KJ053	4694	Tracks MP No. Troy 13.9 KJ099
68.8	4	8.1 ONEIDA	KJ045	1497	Hamlin 50.1 KJ063 Summit(E) 94.1 KJ019
77.2	>	SENECA	KJ036	1420	Home 105.2 KJ008
84.2	-	7.0 BAILEYVILLE	KJ029	1262	Yard Limits St. Joseph to MP 5.2
89.2	0	AXTELL	KJ024	2014	Main track out of service between MP 5.3 and MP 28.7
99.3	d	BEATTIE	KJ014	1838	
107.7		UPLAND	KX143	1144	
		107.7			

SALINA SUBDIV. - KANSAS & WICHITA DIVISIONS

	R	ladio Communication via Channel One		20.5	Maximum Speed MPH (Except as below) 40
Mile Post	WEST	STATIONS EAST	Sta- tion Nos.	Sid- ings Feet	Sidings (6 axle units) . 5 Industry Tracks 5 Menoken (W Leg of Wye) 20
73.0	4	EAST MENOKENT	***	Arte	Between Mile Posts— 91.0 and 91.8 30
78.7		5.7 SILVER LAKE	KP079	4578	104,6 and 104.8 35 123.1 and 123.5 35
83.6	Ь	ROSSVILLE	KP084	6558	129.7 and 133.7 35 133.7 and 137.2 30 137.2 and 141.0 35
92.0		ST. MARYS	KP092	4068	
104.7	6	WAMEGO	KP105	7007	162.7 and 165.3 25
119.3		MANHATTAN	KP119	4114	171 (1 172 7 25
131.6	0	EAST FUNSTON	KP132	6386	171.6 and 173.7 184.2 and 187.2 210.0 and 216.1 221.9 and 224.5 231.7 and 233.5 235.0 and 236.2 35 263.0 and 264.2 35 201.8 and 202.3 35
139.5	D	JUNCTION CITYT	KP140	6873	231.7 and 233.5 35 235.0 and 236.2 35
139.6		WICHITA DIVISION			263.0 and 264.2 35
450.0		12.8	KP152	6591	322.2 and 322.4 25
152.3	P	CHAPMAN			375.8 and 378.3 20
163.7	P	ABILENE	KP164	5818	Business Sta. Tracks MP No.
164.5	7	⊗ ATSF ⊗	++++		Kiro 75.2 KP075 Belvue 98.0 KP098
164.7		WEST ABILENE	KP165	1791	Industrial Park(W) 118.2 KP118
172.3	9	SOLOMON T	KP172	3528	Eureka Lake(W) 125 9 KP126
179.9	5	NEW CAMBRIA	KP180	4132	Funston 133.6 KP134
184.6	+	EAST SALINA	KP185	4.00	Fort Riley 135.7 KP136 Lacy(E-W) 143.0 KP142 Stoney(W) 150.6 KP15
186.6		SALINA T ⊗	KP187	Yd.	Detroit 158 5 KP150
187.2		⊗ ATSF ⊗	40.00	1102	Black Wolf
194.8	b	7.6 BAVARIA	KP195	2763	Victoria 279.6 KP280
200.9		BROOKVILLE	KP201	5275	Toulon 284.8 KP28: Yocemento(E) 295.3 KP29:
219.3	<	18.4 KANOPOLIS	KP219	2917	Voda
223.3	0	4.0 ELLSWORTH	KP224	4902 5103	Collyer 335.8 KP336 Grainfield 356.3 KP356
239.9	0	16.6 WILSON	KP240	2584	Campus 371.2 KP37
246.2	5	6.3 DORRANCE	KP246	2925	40 MPH dual control switch turnouts: East Menoken.
263.6	5	17.4 RUSSELL	KP263	3022	Yard Limits MP 184.2 to MP 188.0 MP 375.9 to MP 378.5
272.4	5	8.8 GORHAM	KP272	5024	At Salina trains enroute Marysville Subdivision secure
290.1	b	17.7 HAYS	KP290	5278	clearance.
303.3	N	13.2 ELLIS	KP303	****	Rule 10(D) not in effect. TRIGO INDUSTRIAL
308.4		5.1 RIGA	KP308	2719	LEAD: MP 479.1 to MI 502.5. Maximum speed 10
322.3	0	WAKEENEY	KP322	2336	MPH, ØUPS MP 494.8 Business Sta
343.3	>	QUINTER	KP343	3610	Tracks MP No Kipp 484.7 GK- 0
350.9	4	7.6 BUFFALO PARK	KP351	3032	Salina®T494.9 GK-10 Trigo499.1 GK-2
365.2	>	GRINNELL	KP365	2370	
377.4	P	0AKLEY	KP377	5726	
		304.4			

HALLAM BRANCH - KANSAS DIVISION

Mile Post	WEST	STATIONS A	ST	Sta- tion Nos.	Sid- ings Feet	MPH Maximum Speed 25
37.4		SHELDON STATION		8.84.6	0.00	Yard Limits: MP 36.3 to MP 37.4
36.0	4	HALLAM	-14	KH036	4529	3013 13 111 3 117
30.0	4	CLAYTONIA		KH030	1621	
16.7	b	PLYMOUTH		KH017	2301	
6.5	5	JANSEN		KH006	4344	
0.0	1	5.8 FAIRBURY		KX188	4906	
		37.4				

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

	Chan	o communication via anel One, Call-in One e 10(D) not in effect.	Sta-	Sid-	Trains originating Atchison secure clearance.
Mile Post	SOUTH		tion Nos.	ings	Between MP 329.6 and MP 332.1 all trains and engine must move at restricted speed and
5.2		SUMMIT Ø	1103.	Tect	may move in either direction without flag protection. Within these limits trains and engine may enter main track at hand operated switch without authority
6.4		SOUTH OMAHA			may enter main track at hand
473.1		GILMORE JCT	0-191		Tor control operator and without
473.1	1	NEBRASKA DIVISION KANSAS DIVISION	2.77	-	waiting 5 minutes as required by Rule 317.
467.1	1	LA PLATTE	O-185	3517	Atchison Yard: Stop before crossing ATSF.
465.5		OBNO.6			Yard Limits: MP 280.0 to MF 288.0; MP 383 to MP 385.6
465.2	-	⊗ BN Ø	sinces.		Gilmore Jct. to Summit.
455.1	>	MURRAY 7.7	0-172	3633	Maximum Speed: MPH Neff Yard and MP 287.6
447.4	0	UNION	O-165	4586	Over State line and
436.9	-	NEBRASKA CITY B-1	0-153	Yd.	Montgall Ave. 10 Between MP 287.6 and
428.5	2	8.4 ⊗ BN @ PAUL	0-146	3522	below)
423.2		JULIAN	0-141	1734	Between Mile Posts 291.1 and 291.7 35
414.1	9	AUBURN	O-132	6145	309.6 and 309.9 30 311.5 and 311.8
401.0	2	13.1 STELLA	0-119	3523	291.1 and 291.7 3: 309.6 and 309.9 3(1).5 and 311.8 1(2).322.5 and 322.9 3: 329.5 and 332.2 2(2).
393.2	5	VERDON	0-112	6137	Union depot and
384.3	-	FALLS CITY ⊗ BN ⊗ 5.2 ⊗ B-1	O-102	Yd.	between curve and 10th Street and thru UP-BN
379.1		RESERVE	0-97		Jt. Br. Connection 10 434.7 and 437.0 22 447.3 and 448.5 30
370.3	- 6	HIAWATHA ®-1	O-88	4631	Sto
369.7		UP CONN			Business Tracks MP No.
358.7	19	WILLIS	O-76	6383	Everest 351.7 0-069
341.3		LANCASTER	O-59		Padonia
338.1	79	SHANNON	O-56	6378	Howe
332.3		NORKAN JCT.	O-49	+177	Clarke
330.7	5	ATCHISON T 🕲-1	O-48	Yd.	Movement across Fourth and
320.0	9	OAK MILLS	O-38	7495	Tenth Streets at Atchison — crossing gates must be in lowered
314.2	6	WADE (B)	O-32	5049	position before 4th or 10th St crossing can be occupied. If gates do not lower automatically or
310.0	1	LEAVENWORTH	O-27	4024	do not lower automatically or have raised due to automatic time
306.2	3	COCHRANE	O-23	5624	out feature, movement must be stopped and gates lowered prior to
298.2	7	WOLCOTT ®-1	0-16	7809	occupying crossings by operating the lowering switch located on both sides of 4th and 10th Sts.
293.4	7	NEARMAN	O-10	6243	both sides of 4th and 10th Sts.
89.0	+	KANSAS DIVISION KANSAS CITY DIVISION		-	These switches are marked indi- cating the track they serve and can
287.5	9	FDGEWATER (Y)	O-05	4000	be activated by the use of a switch key. Compliance with Rule
84.7	1	⊗ UP Ø	*****		103(A) of the General Code of Operating Rules is not altered by
284.5	2	KAW PT			these instructions. At Wolcott Smoot Grain Co.
83.0	H	BROADWAY Ø ₿		in.	Elevator do not operate engine over pit on No. 2 track.
82.0	1	⊗ KCS ₩	****	****	Between Gilmore Jct. and Sum-
80.0		NEFF YD T®	MX283	Yd.	mit be governed by Bridge Subdi- vision Tenant Line Rules.
		197.1			Rule 251 in effect between Gilmore Jct. and Summit.

by Bridge Subdi-Line Rules. effect between 15 MPH dual control switch turnouts: South Switch Atchison, South end siding Leavenworth, North end BPU Spur, Nearman.
Norkan Jet. Industrial Lead: Norkan Jct. to MP 338.0, 5.7 miles.

GRAND ISLAND BRANCH — KANSAS DIVISION

Mile Post	WEST	STATIONS &	ST	Sta- tion Nos.	Sid- ings Feet	Maximum Speed	MPH 25
0.0	T	HASTINGS	DТ	KX262	Yd.	Business Tracks MP	Sta. No.
6.8	d	HANSEN	was.	KG108	3266	Doniphan 12.2 River(W) 18.4	KG113 KG119
21.5		⊗ BN S	0	1000		Yard Limits:	ROTTS
22.3		GRAND ISLAND	TG	NX147	Yd.	Entire branch	
		22.3					

MARYSVILLE SUBDIV. — KANSAS CITY & KANSAS DIVS. 53

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 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 Maximum Speed 20MPH Staings Mile WEST EAST tion Rusiness STATIONS Post Feet Nos. MP Tracks No. 451.7 OF4 Nehawka . . . 447.4 UNION ®-1 Ø T O-165 459.8 OD-46 Manley 460.4 WEEPING WATER OD-41 Yard Limits: Entire Branch 461.4 OMAHA JCT. OD-42 465.9 LOUISVILLE 0 OD-52

ATCHISON BRANCH — KANSAS DIVISION

Mile Post	WEST EAST ▼ STATIONS ▲	Sta- tion Nos.
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	O-48
	19.2	

10 MPH over UP-BN Joint Bridge

Operation from Atchison to Win-throp over UP-BN Joint Bridge; BN tracks between Winthrop and French.

Drawbridge: turn span over Missouri River protected by signals. When signals indicate Stop be governed by instructions posted at Absolute Signal.

St. Joseph: 1. Stop and protect following crossings: Illinois Ave., 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.

CP 285

285 8

KANSAS DIVISION

NEBRASKA DIVISION GIBBON JCT..... CP175 7

285 2

287.9

287.9

Mile	WEST	munication via Channel One EAST	Sta- tion	Sid- ings	Maximum Speed MP Summit to North Platte 70 (Except as below) Lite Engs Summit-
Post	V	STATIONS A	Nos. NX001	Feet Yd.	Fremont
0.0	1	21	NAUUI	Tu.	Council Bluffs Track 1
2.1	A	EE MO. RIV. BR. Ø	1,427	0(4:414)	-,70 to50
2.4		WE MO. RIV. BR. ◎ I		1811	60 to +.60
3.1		TOWER "B" ₩	NX003	11 11 10 10	MP 0.6 to 2.4 25 MT 2. 3 & 4 MP 0.6 to 2.1 15 MT 5
3.9		20TH STREET Ø X	1111	mark e	MP 0.6 to 2.1
5.2	1	SUMMIT O	NX005	1000	MP 0.6 to 2.1
8.9	由	SEYMŐÚRX	NX009	w2000	MT 2 MP 2.1 to 2.4 2:
11.1	H	WOODY TX	NX011	e11353	Omaha MT 3 & 4 to Gilmore Jet, 2: Side Hill Track 2: Between Mile Posts — MT 1 & 2, MP 2.4 and
12.2	H	NASCO X	NX012	1111	Between Mile Posts —
13.6	H	WECO, TX	NX014	e8240	MT 1 & 2, MP 2.4 and 5.4 4
16.7		LANE X	NX017	1111	5.4 4 4 5 5 14 1 1 1 1 1 1 1 1 1 1 1 1 1 1
21.5		ELKHORN	NX022	c3400	15.9 and 16.2
28.0	6	VALLEY TX	NX028	w5400 e8850	21.9 and 22.2
33.9	H	5.9 MERCER X	NX034		22.6 and 24.0 6 24.0 and 24.8 5
39.3	Q	FREMONT Ø	NX039	w4073	27.5 and 28.5† 4 38.5 and 40.7 4
40.0	1	⊗ BN 07		w10000	Fremont Old Passing Track
		6.3 AMES	NX046	c3670	Fremont CNW Yard
46.3		8.1	NX054	c7530	68.7 and 69.2
54.4	13	NORTH BEND	100	07330	83.6 and 85.0
61.7	F	ROGERS X	NX061	w6300	83.6 and 83.0 Columbus yard tracks 1 124.3 BN crossing 4 144.0 and 145.8 6 45.8 and 147.1 and 149.3 Grand Island, fir trains moving on yd tracks, excent yd track No. 1
68.7	中	SCHUYLER X	NX069	e5350	144.0 and 145.8 6 145.8 and 147.1 3 147.1 and 149.3 5
76.6	F	RICHLAND X	NX077	2251	Grand Island, frt trains
78.8	Ш	HOWER X	NX078	1588	RN Transfer
80.2	H	BEHLEN X	NX080	w2073 w6600	Yard track No. I Alda, wye trackage and all trackage in and outside
84.5	d T	COLUMBUSTX	NX085	e6300	trackage in and outside
92.6		DUNCÂN	NX092	c5320	Ordnance plant Buda, all airfield trackage I 187.8 and 189.80 both main tracks 4
00.5	H	SCHAFER X	NX100	every.	both main tracks 4
02.3	H	SILVER CREEK	NX102		Main Street to 1500 feet
13.6	100	SILVER CREEK X 11.3 CLARKS	NX114	c3700	east on Scale track I On 3rd and 4th tracks
17.9		THUMEL X	NX118	20163	north, east of depot
24.3		⊗ BN 84	V M B 2		both main tracks
24.9	18	CENTRAL CITY TX	NX125	w4758 e5300	Keith No. 3 Track 4 281.1 and 282.5
35.1		10.2 CHAPMAN	NX135	c7400	282.5 and 283.0 283.0 and 291.5
146.2	1	GRAND ISLAND 0 TX	NX 147	Yd.	St.
146.5	1	⊗ BN 83	1000	2111	Business Tracks
	76	ALDA TX	NX155	e2166	Moorman 79.3 NX
154.5	H.	7.8	NX162	1000	Havens (W) 108.2 NX
162.3		7.6			Paddock (W) 128.7 NX
169.9	M	SHELTON X	NX170	C3303	Willow Island 243.2 NX
175.3 176.0	12	GIBBON CP175 T X	NX176	s4236	Beck (W) 280.5 NX
184.3		BUDA CP184 T I	NX184		Five main tracks Council
104.0	17	4.8		0543	Two main tracks MP 2.1 to
189.1	4	KEARNEYX	NX189	e5190	Trks); CP 175 to CP 191;
191.5		5,0 CP191 X ALFALFA CENTER X	NX194	100	Three main tracks CP 274 to CP 276.
198.3		ODESSA	NX198	100	Double track (Rule 251) MP
		6.0	NX205	550.	4 Telest Summit to CR 17
204.3	B	ELM CREEK	NX213	1	CP 191 to CP 274; CP 28 to CP 291.
213.9	H.	OVERTÓN	NX218		ACS Summit to MP 283.4
217.9	4	JOSSELTN		W5450	
224.4	T	JOSSELÝN X 6.5 LEXINGTON TX	NX224	60014	
232.3		5.9	NX233		Alda — Ordnance Track — Only 4 axle locomotives
238.2	H	COZAD	NX238	W5845	
248.8	94	GOTHENBURGTX	NX249	e6000	
256.5	1	FARR 5.0	NX256	e10000	located at Farr: East end
261.5	H	BRADY 9.1	NX262	100	Grand Island: Fast and we
270.6	10	MAXWELL. X	NX271	e2182	end, south one.
274 0 275.0	Hely	4.4 CP274 X	NX273		end, south one. Fremont: No. 1 longway to CNW yard; shortway No. track to CNW.
275.0 276.0	IT	KEITH CP276 X	11112/	1000	track to CNW.
		11.5 NEBRASKA DIVISION			
282.0	+	NORTH BLATTE DIVISION	1	-	
		CP283 X	N. 192.50	1 400	4
283.4 286.5		NORTH PLATTE TX	NX284	1 Yd	

COUNCIL BLUFFS SUBDIV. - NEBRASKA & N. P. DIVS. 55

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

Eastward Signals at MP 287.6 and MP 286.6

Westward Signals at MP 282.5 and MP 287.6

East Humpmaster East Tower Yardmaster

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.

	R: WEST	adio Communication Channel One.	n via	Sta- tion	Sid- ings	Maximum Speed MPI (Except as below) 40 Between Mile Posts — 0.1 and 0.3 15
Mile Post	A.	STATIONS	A	Nos.	Feet	3.8 and 4.0
0.0	T	VALLEY	т Ф	NX028	Yd.	6.4 and 7.7B
5.8		⊗ BN Ø			1000	28.8 and 36.3 35
11.6	b	5.8 MEAD		NA012	4247	36.3 and 37.4 25 55.4 and 56.5 20
26.3	b	WESTON		NA026	3397	56.9 and 57.5
37.3		VALPARAISO	T	NA037	4453	track and east house track switch
47.4		10.1 GARRATT		NA048	5313	59.0 BN Crossing 20
55.5	4	BN CONN Ø			3944	65.4 Jamaica Siding 5 96.5 and 97.3 15 Beatrice, Allers Grain
56.5		⊗ BN Ø	Ø			Company spur and
57.1	\$	0.6 LINCOLN	Ø	NA057	1100	98.8 and 101.4 25
57.4	====	⊗ BN	Ø			105.7 Elevator Spur 5 107.2 and 112.6 30
59.0		⊗ BN			TTTT	110.3 Blue Springs siding
64.7	C	JAMAICA		NA065	5821	113.1 BN Crossing 20 Marysville — yard
69.8	4	ALDO		OE039		tracks 10
88.9	b	19.1 PICKRELL		NA089	3657	Business Sta. Tracks MP No.
96.8	5	7.9 BEATRICE	Ø	NA097	4320	Yutan(E) 6.3 NA00 Wahpco (W) 14.7 NA00
113.1	1	⊗ BN Ø		119311		Krumel (E) 17.4 NA0 Wahoo 18.9 NA0
114.3		1.2 BADGER		NA114	5343	Touhy (W) 33.2 NA03
133.3		NEBRASKA DI		1		Raymond 46.5 NA04 Kawa (W) 52.2 NA05
134.2		KANSAS DIV MARYSVILLE	ISION T	KX148	Yd.	Linpark (W) 54.7 NA0 Princeton 74.7 NA0
		134.2				Cortland 79.5 NA00 Holmesville (W) 105.7 NA10

STROMSBURG BRANCH - NEBRASKA DIVISION

R		Radio Communication via Channel One.	Radio Communication via Channel One.				Maximum Speed MPH (Except as below) 40 All tracks except MT 5
Mile	WEST	ATA TIONS	EAST	tion Nos.	ings	Between Mile Posts — 1.3 and 6.4	
Post		STATIONS	_		rect	6.4 and 8.0 25	
0.0		VALPARAISO	T	NA037		8.1 and 11.0 30	
13.5	c	BRAINARD		NS214	967	13.5	
21.8	5	YANKA		NS222	3300	29.9 and 31.0 30 47.5 and 48.2 30	
23.2	4	DAVID CITY	anterer (NS223	1156	72.0 and 73.0 25 Business Sta.	
23.5		⊗ BN \$			1112	Tracks MP No.	
40.1	Þ	16.6 SHELBY 12.8		NS240	1507	Rising City 33.3 NS233 Osceola 47.5 NS248	
52.9	P	STROMSBURG		NS253	1200	Hordville 68.5 NS269 Heber 73.8 NS274	
56.8	P	DURANT		NS257	1079		
63.0	C	POLK		NS263	2497		
75.3	-	⊗ BN Ø					
75.9		0.6 CENTRAL CITY	T	NX125	44.1		
		75.9		-			

CRETE BRANCH — NEBRASKA DIVISION

		Radio Communication Channel One.		Sta-	Sta- Sid-	Sid- (Except as below)	Maximum Speed MPH (Except as below) 25
Mile Post	WEST	STATIONS	EAST	tion Nos.	Feet	Between Mile Posts — 0.0 and 0.5	
0.0	1	ALDO		NA070	1 000	17.4 and 19.0	
12.3	4	12.3 KRAMER		NE113	1603	Main track derail at MF 0.1	
18.1		5.8 CRETE		NE119	1994		
		19.0					

TIMETABLE NO. 6

OLD MAIN LINE — NEBRASKA DIVISION

Mile	Radio communication via Channel One WEST EAST	Sta- tion	Sid- ings	Maximum Speed Yard Limits entire Old Line.	MPH 20 I Main
Post	▼ STATIONS ▲	Nos.	Feet	Business	Sta.
10.9	GILMORE JCT 🛇		1411	Tracks MP Gilmore 12.3 Papillion 16.8	No. NM012 NM017
25.7	LANE Ø	NX017	3. 4. 4. 4	Millard 22.6	NM023
	14.8				

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

NORFOLK BRANCH — NEBRASKA DIVISION

	Ra	Radio Communication via Channel One		Sid-		Maximum Speed MPH (Except as below) 40 All tracks except MT 5
Mile Post	WEST	STATIONS	EAST	Sta- tion Nos.	ings	Between Mile Posts— 0.0 and 1.9
0.0		COLUMBUS	⊘т	NX085	Yd.	29.8 and 30.6
9.4	-	OCONEE	т Ф	NN309	400	36.3 and 36.4
25.7	þ	HUMPHREY		NN326	2537	Yard Limits:
40.9	d	ENOLA	e er ener	NN341	4760	Columbus to MP 1.9 MP 8.7 to MP 10.3
48.7		⊗ CNW ⊗	Ø			MP 47.5 to MP 49.3 Business Sta.
49.3		NORFOLK	⊘т	NN350	1111	Tracks MP No. Platte Center 14.7 NN31
		49.3				Tarnov 20.3 NN32 Madison 35.4 NN33

ALBION BRANCH — NEBRASKA DIVISION

	Ra	Radio Communication via Channel One	via	St. Sid	Sid-	Maximum Speed (Except as below) All tracks except MT	
Mile Post	WEST	STATIONS	EAST	Sta- tion Nos.	ings Feet	Between Mile Posts 11.0 and 12.1	
0.0		OCONEE	⊗т	NN309	1009	Yard Limits:	
11.3	4	GENOA	T	NN411	1640	Oconee to MP 0.5 Business	Sta.
33.7	C	ALBION		NN434	1207	Tracks MP Mill Spur (E) 2.0	No. NN402
		34.7			-	Monroe 4.0 St. Edward 22.3	NN404 NN422

CEDAR RAPIDS BRANCH — NEBRASKA DIVISION

	Ra	ndio Communication via Channel One		Sid-	Maximum Speed (Except as below) All Tracks except M	
Mile Post	WEST	STATIONS A	Sta- tion Nos.	ings Feet	Business Tracks MP Stockyard	Sta. No.
0.0		GENOA	NN411	1640	Siding 22.2 Belgrade (W) 23.1	
13.7	þ	FULLERTON	. NN514	1604	Primrose 36.6	NN537
30.3	Þ	CEDAR RAPIDS	. NN530	1052		
44.3		SPALDING 7	NN544	1955		
		44.6				

ORD BRANCH — NEBRASKA DIVISION

Mile Post	Ra WEST	dio Communication via Channel One EAS STATIONS	ST	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MP (Except as below) 40 Between Mile Posts 17.7 and 18.2 25 22.2 and 61.0 25 All Tracks except main 25
0.8		GRAND ISLAND	T	NX147	Yd.	Track 5
21.9	>	21.1 ST. PAUL	T	NO622	1348	Yard Limits MP 0.8 to MP 3.8 Business Sta.
61.0	4	ORD	T	NO661	1311	Tracks MP No.
		60.2				St. Libory 11.1 NO61 Elba 30.7 NO63
TWC II	N EFFEC	CT MP 3.8 to MP 61.3				North Loup 48.8 NO64 Saunders (E) 58.5 NO65

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

	via Ya	Radio Communication and Channel east of MP 293; hannel 2 MP 293 to CP501; Channel 1 west of CP501.		Sid-	Maximum Speed MPF (Except as below) 70 Big Springs, over highway crossing when using siding 5
Mile Post	WEST	STATIONS A	Sta- tion Nos.	ings	using siding
291.0	HI	CP291	1408.	rect	Straight track 10
	11	5.5 NORTH PLATTE DIVISION		3.4.5	Between Mile Posts -
292.0 -	-11	CHEYENNE DIVISION			South Running Track
296.5	剣	HERSHEY	NX297	n3388	283.2 and 291.5 40 South Running Track (CP 291 to CP 298) 40 O'Fallons Siding 40
297.7 299.1	47	O'FALLONS CP 300 T T	NX298 NX301	n10600	323.5 and 324.4 60 Ogallala North Siding 40 Julesburg Sidings 40
303.7	N	SUTHERLANDX	NX303	****	407.5
311.5	Ħ	CP312	NX312		422.6 and 423.5 60 456.9 and 457.2 65 462.8 and 463.0 65
322.5	H	CP322		exag.	466.5 60 ·
332.3 334.8	4	OGALLALA CP332	NX335	n11600 s7079	486.2 and 486.5
349.7	H	14.9 CP350	NX350		497.7 and 498.2 60
354.3	1	4.6 BIG SPRINGSZ	NX354	244.7	502.2 and 503.0 50 506.3 and 508.3 (No. 3
363.0		11.0 CP363 † X	NX363	n9500	trk.) 40 508.3 and 509.1
365.3	P	JULESBURG CP365 T P X	NX365	s9500	509.1 and 510.5 (B) 20
377.5	H	CP378		****	Sta. Business Tracks MP No. Varner (W) 302.1 NX302
380.3	- N	CHAPPELL Z	NX380	****	Paxton
392.0	H	CP392 ▼	9.74		Roscoe
407.5	1	15.5 ₹ SIDNEY CP408 T ¥	NX408	n12280	Junoi
415.5	1	8.0 BROWNSON T	NX416		Colton
423.9		8.4 CP424 X			Dix
437.2	8	14.5 CP437 X			Wypo (W)470.2 NX470 Tracy (E)472.0 NX472
438.4	TJ.	OWASCO	NX440	n9550	Hillsdale (E) 489.4 NX490
444.5		KIMBALL 4.0	NX445	c6324	Barnett(W) 506.7 NX506
448.5	u	CP449 I	1093	10.55	Two main tracks CP291 to CP506.
456.2	2	BUSHNELL Z	NX457	****	Three main tracks CP506 to CP508.
459.5	1	CP459	NX459	WAY.	Four main tracks CP508 to Cheyenne.
469.5	4	7.0	NX469	200	ACS CP 291 to Cheyenne Hot Box and Dragging Equip-
475.4 476.5	411	EGBERT T P	NX478	n10550	ment Detectors located at:
477.5	31	3.3 CP 478	2141		@MP 297.7, @MP 316.4, @MP 335.2, @MP 353.1, @MP
480.8	H	CP481 X	NX481	3552	372.5, @MP 397.1, @MP 416.1 @MP 434.4 @MP
491.0	H	CP491	NX491		454.3, @MP 475.2, @MP 499.0. Note: At MP 297.7
500.6	1	ARCHER CP 501 \$	NX501	s5956	Strobe Light governs No. 2 and South Running Tracks.
506.3 -		CHEYENNE DIVISION			Spring switches at west end of north siding. Sidney and
506.5	Th	WYOMING DIVISION	100		Owasco are equipped with
	111	3.0 CP 508 V		****	facing point lock. All trains must contact
508.3 509.5		CHEYENNE T	WX510	Yd.	Yardmaster by radio before arriving Cheyenne.

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; CP365; 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.

	I	Radio Communication via Channel One.		50/	Sid-	(Except as below) 20 Between Mile Posts—
Mile Post	WEST	STATIONS	EAST	Sta- tion Nos.	ings	18.0 and 18.5 5 Other than main track 5
0.0		YODER	. , . T	NP182		South Torrington — Holly Sugar Track 853, no engine or
5.8	h	VETERAN		NP188	****	loaded car permitted over unloading pit. Tracks 856 &
18.5	2	SOUTH TORRING	TONT	NP201	Yd.	857, engines not permitted more than 100 feet inside fac-
1		18.5				tory gate.

TIMETABLE NO. 6

NORTH PLATTE SUBDIV. - CHEYENNE DIVISION 59

Mile Post	Ra WEST ▼	adio Communication via Channel One EAST STATIONS	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH
0.0	1	O'FALLONS CPO T 19.5	NX301		South Morrill East Siding and Turnout 30
19.5	4	NEVENS 7	NP019	8000	South Morrill West
35.7	6	16.2 MARTIN	NP035	8000	Siding and Turnout 30 164.2 and 244.4 25
51.4	1	15.7 RUTHTON	NP052	8000	182.1 and 182.5 5 217.0 and 217.3 20
67.6	E	NEW OSHKOSH	NP068	8000	ACS in effect O'Fallons to CP113. MP 115.6 to MP 157.0 for Westward Trains, MP 115.6
96.8	4	EASTWOOD	NP097	8000	to MP 158.8 for Eastward
113.7	cto	NORTHPORT P	NP114	6936	Trains. Yard Limits
115.1		⊗ BN Ø	NP115		MP 156.8 to MP 164.2 Contact CNW Operator
140.7	0	BROCKHOFF	NP141	8000	before entering or leaving yard limits MP 156.8 to MP 164.2.
145.9	3	GERING T	NP146	3132	Business Tracks MP Sta. No.
159.7	-	SOUTH MORRILL. ØT	NP162	8000	Sarben 12.8 NP013 Keystone 28.4 NP028
164.2		JOYCE Ø	NP164		Lewellen 59.3 NP059 Oshkosh 70.8 NP071
181.6	5	17.4 YODER T	NP182	2250	Lisco 86.4 NP086 Broadwater 100.4 NP100
222.9	4	41.2 ALBIN	NP422	2553	Towers 109.6 NP110 Melbeta(W) 137.9 NP138
244.4	1	EGBERTT	NX478		South Mitchell(E) 155.8 NP156
		244.4			Lyman 167.9 NP168 Hawk Springs . 192.8 NP452
15 M Rule	IPH du 10(D)	al control switch turnouts: O' al control switch turnouts: No not in effect. out of service MP 183.0 to M	rthport.		Meier 201.1 NP444 La Grange 203.9 NP441 Lindbergh 229.8 NP415 Flagging distance TWO miles between O'Fallons and South Morrill.

Hot Box and Dragging Equipment Detectors: #MP 15.9, #MP 31.6, #MP 46.7, #MP 61.2, #MP 79.7, #MP 91.1, #MP 107.2, #MP 121.6, #MP 136.3, #MP 150.8.

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

JULESBURG SUBDIV. — CHEYENNE DIVISION

Mile	Radio WEST	Communication via Two	Channel EAST	Sta- tion	Sid- ings	Maximum Speed MPH (Except as below) 50 Ovid Sugar Company Yard 5
Post		STATIONS	A	Nos.	Feet	Between Mile Posts— 56.1 and 59.1 20
0.0	T	JULESBURG	******	NX365		150.7 and 151.1 20
7.1		OVID 7.1		NJ372		Business Sta. Tracks MP No.
14.6	P	SEDGWICK	******	NJ380	3602	Crook 30.1 NJ395 Proctor 38.8 NJ404
23.1	- 2	RED LION		NJ388	4254	Iliff 45.6 NJ411 Ceres 54.5 NJ420
57.5	2	34.4 STERLING	Ø	NJ423	8277	Merino(W) 70.2 NJ436 Goodrich 114.2 NJ480
75.3		MESSEX		NJ441	6910	Monfort 140.3 NJ505 Yard Limits
81.1	-	5.3 UNION		NJ446		MP 56.1 to MP 59.1 MP 149.7 to LaSalle
87.0	0	SNYDER		NJ452	4599	UNION MP 81.1 — Normal position of main track switch
98.6	0	FT. MORGAN		NJ464	4825	lined for BN connection. At Sterling BN trains must
117.7	Þ	ORCHARD		NJ483	3797	receive authority from UP dis- patcher before fouling UP
135.4	D	HARDIN		NJ501	5800	main track. TWC in effect Julesburg to
143.1	Þ	KERSEY	*******	NJ508	3554	MP 56.1: MP 59.1 to MP 149.7.
151.1		LASALLE	Фт	WD687	2723	BN McCook train dis- patcher authorizes movements
		151.1				between MP 59.1 and MP 81.1.

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	I or more HP per trailing ton Less than I 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 ½ HP per trailing ton	35 MPH 30 MPH 20 MPH
100 & Over	I or more HP per trailing ton Less than I HP per trailing ton	30 MPH 20 MPH

Mile	SOUT		Sta- tion	Sid- ings	Maximum Speed MPH (Except as below) 60 Between Mile Posts—
Post		STATIONS A	Nos.	Feet	0.4 and 3.0 both tracks 20
103.3	~	BORIE CP519 ¥	4.004	4344	4.0 to DRGW Belt Line
99.9	al.	WEST SPEER CPC520	See.		Through Spring Switch
98.6	- W	SPEER CPC518 ¶	WS518	6740	DRGW Belt Line to N.Yd 20
97.7	1	SPEER JCT CP98 T		233.2	BN-DRGW Xing at N.Yd 10
97.7	-	CHEYENNE DIVISION			DRGW Yard Trks 10
		- 11.8			Between Mile Posts— 3.0 and 6.6
85.9	5	CARR	WD726	7355	17.9 and 20.0 40†
72.0	3	NUNN	WD712	7951	25.2 and 26.3 40 45.9 and 46.9 20†
63.0	4	AULT	WD703	7905	46.9 and 48.0 50
63.0		7.3	12000	7905	48.0 and 49.7 55 49.7 and 50.8 50
55.7	b	CP56	200		50.8 and 52.4 20†
54.2 52.5		3.9 CP54 CP53	2276	8320	58.8 and 59.3 45 96.1 and 97.7 50
51.8	- 1	GREELEY	WD692		97.7 and 97.8 25
50.7	12		11.61	PYRA	97.8 and 98.5 40
47.2 46.3	-41	5.7 CP47 CP46	1971	***	Speer and Borie 50 CP519 C/O No. 1
46.1	34	LA SALLE T ?	WD687	9118	Trk to or from
45.3 34.8	ь	PLATTEVILLE	WD675	7975	Borie Cut-off 15
2002		15.6	100		Business Tracks MP Sta. No. DuPont 8.2 WD648
19.2	P	BRIGHTON	WD659	7960	Rolla 10.6 WD650
11.5	4	HAZELTINE	WD652	7935	Henderson 14.1 WD655 Powars 22.8 WD663
6.3		5.2 ADAMS	WD646	5120	Lupton (S) 25.8 WD666 Ione 30.3 WD671
4.9	34-	COMMERCE CITY (0)	WD645		Gilcrest 40.3 WD680
4.0	1	COMMERCE CITY &	W D045	****	Garden City 49.8 WD690
4.0	1	DRGW CONN. Ø Ø		11.2	Gill 54.6 WD694 Lucerne 56.1 WD696
2.2	*	PULLMAN ØT	KP638	Yd.	Eaton 58.8 WD700 Pierce 66.7 WD707
	Н	0.5		1,000	Dover (S) 77.0 WD717
1.7	П	36th STREET	WD640	2124	Double Track (Rule 251) MP 2.9 to MP 4.0.
0.0	Ħ	DENVER UNION TERMINAL OT	1,114		Two main tracks MP 4.0 to MP 4.8.
- 145	101	103.3			to DRGW Belt Line is equipped

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.

Yard		VER SUBDIV. — WI		_	HEYENNE DIVS.
Radio MP 3	77.4 to	nunication via Channel One. MP 399.0; via Channel Two y 399.0 to MP 638.2 EAST STATIONS	Sta- tion Nos.	Sid- ings Feet	Maximum speed MPH Oakley to 625.5 . 40 625.5 to Pullman . 20 (Except as below) Between Mile Posts— 375.8 and 378.5 . 35
377.4		OAKLEY O'T	KP377	5726	534.8 and 536.6 35 637.5 and 638.2 15
378.3		CHEYENNE DIVISION			All tracks except MT 5
386.1	0	MONUMENT	KP386	2456	Yard Limits: 375.9 to MP 378.5, MP 626.0 to MP
421.2	Þ	WALLACE	KP421	2168	638.2. Signals governing airport
429.8	C	SHARON SPRINGS	KP430	3599	trackside warning detectors Eastward: 6340 & 6350
441.8	Þ	WESKAN	KP442	3082	Westward: 6319 & 6327 TWC in effect between
463.0	Þ	CHEYENNE WELLS	KP463	2670	MP 378.5 and MP 625.5 Rule 10(D) not in effect.
473.5	4	FIRST VIEW	KP474	2451	BusinessTracks MP No.
487.5	P	KIT CARSON	KP488	2806	Page City393.6 KP394 Winona399.0 KP399
507.6	3	AROŶĂ	KP508	2292	McAllaster 408.4 KP408 Arapahoe 453.3 KP453
517.7	Þ	BOYERO	KP518	2576	Byers 596.4 KP597 Strasburg 602.5 KP603
526.7	C	CLIFFORD	KP526	4760	Wattenberg (E) 622.5 KP622 Mesa
535.8	1	HUGO 14.7	KP536	3777	Magee 628.1 KP628 Roydale 631.9 KP632
550.5	-	LIMON	KP551	2075	Sandown 634.5 KP634
550.6	9.	⊗ CĽk ©			
563.0	P	CEDAR POINT	KP563	4947	
571.7	7	AGATË	KP572	4837	1
584.0	7	DEER TRAIL	KP584	2680	
609.3	P	BENNETT	KP609	4976	
618.4		WATKINS	KP618	4632	
630.5	- P	SABLE Ø	KP631	4132	
638.2	山	PULLMAN ♥ T	KP638	Yd.	

Mile Post	SOUTH	dio Communicatio Channel One. STATIONS	n via NORTH	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below) 40 Between Mile Posts — 25.8 and 25.6 15
50.6	T	LA SALLE	От	WD687	Yd	21.4 and 6.4 25 6.4 and 5.1 20
42.8	P	DENT	Фт	WF683	984	Business Sta.
26.1		FREDERICK		WF667	4420	Tracks MP No. Rivers 36.9 WF677
22.2	4	ST. VRAINS	Т	WF663	2538	Gowanda 34.6 WF675 Eastlake 14.1 WF654
5.1		CP 5	Ø			Northglenn 11.7 WF652 Welby 8.2 WF648
		15.5				

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; 22.8 — 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	WF825
Kelim⊗GWS 9.1	WF809	⊗BN©25.2	
Boyd Lake	WF814	⊗BNG25.3	
Harmony	WF820	Poudre 27.9	
A September 1 Sept		Boettcher	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; Erie MP 15.2 Sta. No. WF615; Valmont MP 24.0 Sta. No. WF624.

LARAMIE SUBDIV. — WYOMING DIVISION

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

Tons/Operative Brake:	Effective Dynamic Brake On Units Providing:	Maximum Speed:
59/less		Timetable
60-79	1 or more HP per trailing ton Less than 1 HP per trailing ton	Timetable 30 MPH*
80-99	1 or more HP per trailing ton Less than 1 HP per trailing ton Less than ½ 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

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 ½ 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 YEL-LOW — 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, @MPB 557.7. Note: At MP 554.9 Strobes located on south side of No. 3 track also

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

260.8

	1000			-	-	11.00
	Radio	communication v Channel One.	na .	Sta-	Sid-	Maximum Speed MPH (Except as below)70
Mile	WEST	STATIONS	EAST	tion Nos.	ings	Cheyenne-Yard Leads 15
Post	ы	STATIONS			rect	Between Mile Posts—
509.5 510.9	湖	CHEYENNE	CP511 X	WX510	Yd.	508.3 and 509.1
519.4	H.	BORIE 9.9	CP519 ₹	WX519	G EE E	510.1 and 510.2 No. 2 & 3 20‡ 509.1 and 510.5 No. 4 . 20‡ 510.5 and 511.8 40
529.0	4	GRANIŢĘ	P X	WX529	n4238	510.5 and 511.8
536.6	-10	7.6 BUFORD	P X	WX537	c6151	Via Buford & Colores— 511.8 and 522.1
543.0	H	DALE	CP543 ¥	WX545	****	522.1 and 525.6
545.6	br.	DALE JCT	CP545 X			530.0 and 532.1
547.3	П	2.7	CP547 ₹			532.1 and 537.9
548.3 548.6	H	HERMOSA	CP549 ¥	WX548		540.4 and 544.1
		17.7	CP565 X	200		546.4 and 565.3 40
565.3 566.0	14	LARAMIE	T	WX566	Yd.	CP519 C/O No. 1 Track to or from Borie cutoff 15
567.4	Щ.		CP567 X			Borie and Speer 50
509.5 510.9		CHEYENNE	T X . CP511 X	WX510	Yd.	Via Speer & Harriman— C511.8 and C553.5 50
C517.2	H	8.8	CPC517 X			C511.8 and C553.5 50 C553.5 and C555.1 40
C518.3	H		518 T T X	WS518	c6740	Via Red Buttes— B547.3 and B549.0 40
C519.3	-		CPC320 A	Ween.	ccco	B549.0 and B565.6 60
C525.6	E	EMKAY		WS526	6558	CPB564 and CP570 Siding 40
C534.5	E	LYNCH 8.6		WS534	6687	Laramie-Tie Yard Lead 10 Ice House 2, 3 & 4 Trks 5
C543.1	6	HARRIMAN 6.9	******	WS543	7079	
C550.0	ef	PERKINS		WS550	6492	587.7 and 588.4
C554.9		DALE JCT	. CP545 X			637.5 and 637.8
B547.3 B548.3	The	HERMOSA	CP547 X	WX548		Hanna Sidings
B548.6		8.4	CPB549 X	احرب ليا		643.4 and 648.0
B556.7	8	RED BUTTES.		WS557	5852	650.2 and 650.7
B565.3 B565.6	1	9.3	CPB564 CP565 ¥	WX565		661.0 and 662.8 65
566.0	M	LARAMIE	CP567 X	WX566	Yd.	662.8 and 666.5 60 Rawlins Sidings 40
567.4		4.6	CP30/ A		,.,.	682.3 and 682.8 MT &
570.6		CP570 11.6		73.00		Sidings
582.2	13	CP582	X		****	105 governs.
584.8		BOSLER	CP585	150.00	c4300	Ramsey Spur (Arch II, Rosebud & Cyprus)
594.1		LOOKOUT	. CP594 X	WX594	Curr	0.0 and 3.6
601.0		CP601.	. , , , , , , X	7,4 (7)	****	3.6 and 4.2
605.2	H	ROCK RIVER .		WX605	c6195	Eastward movements must contact dispatcher before
609.0	A	WILCOX	. CP609 X	WX609	6.11.4	passing East Switch Ram- sey Lead at MP 1.8.
616.8	H	CP617.	X			Medicine Bow Spur 20
623.4	IP	MEDICINE BOW				Other Trks on Coal Spurs 5
623.5 624.5	F	9.2	CP623	1		Business Sta. Tracks MP No.
632.6	F	CP633.,	X			Wycon (E) 514.5 WX515
639.0	Th	6.4	639 T F X	WX639	n19198	Colores (E) 553.8 WX554
641.0		CP641 2.0 2.0				Forelle (E) 561.7 WX562 Cooper Lake (E) 590.6 WX591 Edson (W) 656.6 WX657
643.0	Æ	2.0 HANNA 7.1	CP643 9 X	WX643	s19202	At Cheyene Westward trains on
650.1	H	DURRANT		WX649		North or South leads must not
662.3	13	WALCOTT		WX662		tion" unless governing signal (approximately 400 feet west of sign) displays a proceed indica- tion or authority has been
672.1	B	WALCOTT 9.8 BENTON	. CP672 X	1,395,83	3.3	sign) displays a proceed indica- tion or authority has been
675.8	M	3.7	. 0. 012 4	WX676		
678.0	d.	SINCLAIR	CD679 9	7,7070	n10788	MAIN TRACKS: Nos. 1 & 2 via Buford-Colores to Rawlins, Nos. 3 & 4 Cheyenne to West Speer, MP prefixed To Nos. 1 & 14 a - riman, MP prefixed "D", 1 & 14 a - via Red Buttes, MP prefixed "B", ACS in effect entire subdivision.
680.3	Th	7.0	CP678 T		n11990	riman, MP prefixed "C"; No. 3
681.2 682.7	15		CP681 CP683X		1221	ACS in effect entire subdivision.
682.8 685.0		RAWLINS	CP685 9 X		s19126	
	one Ch					Jarriman = 182.8

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 & not except all crossovers between Nos. 3 & 4 or yard leads; CP518 No. 4 & Greeley Subdiv: CP519; CP543; CP545; CP545;

RAWLINS SUBDIV. - WYOMING & GREEN RIVER DIVS. 63

	Radio communication via Channel One	26	Sid-	Maximum Speed MPI
Mile WES	T EAST	Sta- tion	ings	Rawlins to CP 801 70
Post V	STATIONS A	Nos.	Feet	CP 801 to Green River 60
1001				Green River to Granger 70 (Except as below)
682.8	RAWLINS CP683 TX P	WX683	n11990 s19126	
685.0	CP685 I	W 25003	313120	Rawlins sidings 40 682.3 and 682.8
	17.5	Line Start	100000	MT & Sidings 20
99.6	RINER CP700 X	WX700	.1555	Between Mile Posts —
700.3 702.2	CP702 X	WX701	n13042	Riner siding 40
02,2	11.7	****		703.0 and 704.2 60
			w2865	708.6 and 709.0 60 713.7 and 714.3 60
712.0	CRESTON T	WX712	c10002	740.2 and 740.9 EW 60
	12.2	. ***	w11200	740.2 and 743.1 WW 60
724.2	WAMSUTTERTX	WX724	e9080	700.7 and 702.3 00
502	8.5		00000	774.3 and 776.6 60 797.3 and 798.4 45
32.7	RED DESERT Z	WX733	129.44	798.4 and 801.3 50
40.0	7.3 TIPTON X	WY740	w2470	801.3 and 803.3 40
40.0	6.7	WA 140	W24/0	803.3 and 803.5 55
746.7	TABLE ROCK	WX747	e10279	807.5 and 807.8 50 809.6 and 814.1 45
	10.7	1.33		814.1 and 816.7 30
757 4	BITTER CREEK Ø X	WYZEZ	w11000 e10298	816.7 and 816.9
5/,4		WAISI	e10298	No. 1, 2 & Running Trks. 20
766.0	9.3		w6560	Running Tracks 3 & 4 25 816.9 and 818.2 30
766.7	BLACK BUTTES TX	WX766	w7340	818.2 and 823.6 50
	10.7			818.2 and 823.6 50 823.6 and 828.4 60
75.5	WYOMING DIVISION			833.6 and 834.1 60
77.4	GREEN RIVER DIVISION POINT OF ROCKSTX	WX777	c8103	Westvaco Running Trk 10
110.4	5.8	1000	17.000	Granger Siding 40
783.2	THAYER X	WX784	w12550	Jim Bridger Spur (WYC DIV.) — 8.2 Miles originate
06.1	12.9 BAYTER	WX796	c5646	at Point of Rocks
96.1	BAXTER	WA /90	65046	Maximum speed 20 (Except as below) 4.0 and 4.7 10
98.7	6.0 CP798	0.414.70	22.44	(Except as below)
800.8	CP801 X			6.2 and 8.2 10
302.1 302.5	ROCK SPRINGS TX P	WX802	n16690	To be because the control of the con
302.5 304.1	ODOO4 ¥	1133	1000	Chevron Spur — 9.0 Miles Maximum Speed 20
			14,70	THE RESERVE OF THE PARTY OF THE
09.0	KANDA Z	WX809	2000	Tenneco Spur — 9 Miles 10
314.7 315.1	CENTER GREEN RIVER	****	3.50	Stauffer Spur — 10 Miles 20
113,1	1.9 CP815 X	2563	13.43	7.0 and 10.2 10
317.0	GREEN RIVER CP817 T X X	WX817	Yd.	General Chem Spur —
19.4	7.9 CP819	WX819		2.4 Miles 10
324.9	7.9 CP819 PERU CP825 X 8.5	WX825		Texas Gulf — 5.2 Miles 20
33.4	6.5 CP833 I		1000	3.6 and 4.8 15
11	1.7	1000		4.8 and 5.2 5
35.1	ALCHEM CP835	WX835	01200	Sta.
338.0	WESTVACO	WX838	100	Business Tracks MP No.
343.9	9.2 CP844 X	WX844	100.00	Hadsell(E-W) 690.2 WX69
347.2	GRANGER CP847 T F	WX847	n15057	Robinson(W) . 744.1 WX74 CIG Spur(W) 748.7 WX74
	164.4			Monell(E) 751.7 WX75
	107.4			Patrick Draw(W) 753.6 WX75
Trains	secure clearance at Green Rive	r.	out and	Hallville(W) 771.2 WX77
40 M	PH dual control switch turnouts P702; CP766 between Nos. 1 & 2 P825; CP833; CP844; CP847;	: CP683;	CP685;	Bryan (W) 830.2 WX83 Tenneco (E) 830.7 WX83
P/00; CI	2/UZ; CP/66 between Nos. 1 & 2	; CP801;	CP804;	Stauffer (E) 834.1 WX83
ZU IVI	ri dual control switch turnouts.	Crois:		Texas Gulf
15 M	PH dual control switch turnouts	: CP817	between	Soda (E) 842.5 WX84
Running 7	rack & Yard lead: CP835 betwee	n Runnin	g Track	
& Allied S	pur.			

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,

Bitter Creek; CP766.

ACS in effect entire subdivision.

Hot Box and Dragging Equipment Detectors located at: Both Tracks @MP 692.2,

@MP 792.3, @MP 808.2, %MP 819.3, %MP 822.3, @MP 834.5; Westward only @MP 713.4,

%MP 719.5, %MP 721.7, @MP 733.4, @MP 754.0, @MP 773.8; Eastward only @MP 767.7,

@MP 748.5, @MP 731.5, @MP 731.6. 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.

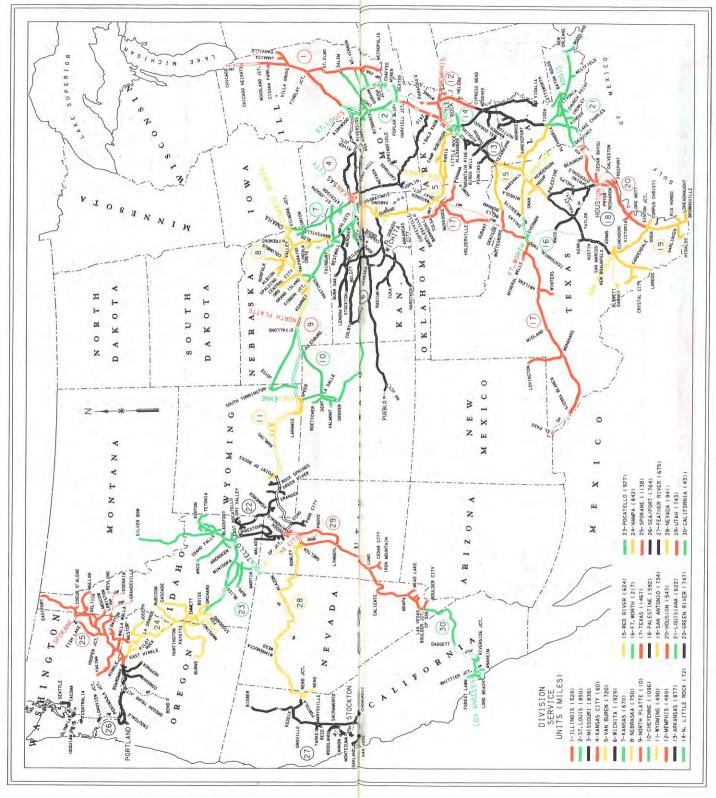
Sour Tracks: Air brakes must be cut in and operative on all cars handled on General

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** Sta. No. Reliance 6.0 WW706 WW710



	nel One East of MP Channel Two West of	MP 980	Can.	Sid-	Maximum Speed MPH Granger to Evanston 65 Evanston to Ogden 50
VEST	300 Bank	EAST	Sta- tion	ings	(Except as below) Between Mile Posts —
	STATIONS	A			868.0 and 869.1 60 880.1 and 880.3 50
坍	6.8	84/1 1 4			880.3 and 882.5 60 882.5 and 885.0 50
n	12.2	••••••••		70	885.0 and 896.7
ü	9.2	X	marine a second		901.7 and 903.6 40 903.6 and 908.6 45
П	10.2	*******			908.6 and 916.0 60
	4.9	**********			916.0 and 919.1 45 927.5 and 928.8 WW 35
ш	7.1	A			928.8 and 935.8 WW 30 935.8 and 939.4 WW 40
n	2.5	CROOO Y	702737		939.4 and 942.9 WW 45 926.5 and 941.6 EW 45
Л	4.1			10000	941.6 and 942.9 EW 40 942.9 and 952.1 40
A	7.7	. CF903 A	11.00	100	952.1 and 952.5
A	4.7	a rear ear r	1.766	w8875	963.1 and 965.1 30 974.1 and 976.1 40
中	9.9	1X	10.59	16591	978.7 and 980.3 30 980.3 and 983.8 No. 2
Z	15.9	******	100	1	986.8 and 989.5 No. 2 45
ü	9.7			100	980.3 and 981.0 No. 1 35 981.0 and 983.5 No. 1 40
n	4.4	X	18.5	1000000	983.5 and 989.5 No. 1 45 989.5 and 992.0 35
Ш	4.0			44.5.	992.0 and 992.6 20 Ogden, between East
Ш	6.9	******	1.32	100.00	Riverdale & West
n	9.7	Onnes W		120.0	Bridge Jct. CP818 Bypass Trk.* 40
П	10.9		WX9/8	3 4 4 3	* Bypass Trk. is not within Yard Limits.
+				\vdash	Spurs not otherwise
	EAST RIVERDALE	CP988 ¥		1000	shown
	RIVERDALE		WX990	Yd.	Ogden to Salt Lake City 79 70
姐	OGDEN	PRIST	UY993	Yd.	(Except as below)
1	BRIDGE ICT C	P818 (V) X	117994		Bridge Jct. CP817 to
H	8.5 CLEARFIELD CI	CP811 X	45.47		Shasta Lead 15 15
П	4.5 LAYTON				N leg of Wye between Bridge
Ш	1.0		100	n6418	Jct. CP817 & 28th St 10 10
A	10.0				Main Track No. 1 & South leg of Wye Trk
H	2.2		. 004 5 %		of Wye Trk between
Щ	3.5	CP788 ¥	100	100.00	Patterson Ave. & Bridge Jct.
44	2.0		10001		CP818 15 15
Ш	1.9	10.102.00	1000	Yd.	812.3
11	0.8	0	- Contract	1.350	
111	GRANT TOWER (I	O&RGW)	1.11.1	1371	787 9 and 787 0 70 —
		10 6- 11	ATV	dalas	787.0 and 784.5 35 35 784.5 and 782.8 20 20
MP	H dual control switch	turnouts:	CP900; C	CP905;	Switching
n N	os. 1 & 2 MP 817.8	; CP811;	CP807; C	CP818 CP793;	District Industry tracks 5
MP	H dual control switch	turnouts:	CP990; C	P819;	Business Trks. MP Sta No.
at M	MP 817.6 between Nos. 1 & 2 except east	os. 1 & 2; crossover.	CP809;	CP785	Business Trks. MP Sta No Curvo (E) 932.1 WX932 Castlerock (E- W) 936.2 WX936
twee	n Strawberry CP977:	and Rivero	iale CP99	0, and	W)
Main	Track is North track,	No. 2 Mai	n Track is	South	Baskin (E) 947.9 WX948 Peterson (W) 975.4 WX976 Uintah (E-W) 984.7 WX98
ouble	track (Rule 251) CI	847 to Cl	P900; CP	905 to	
CS in	effect Granger to Of	gden.		and size	Kaysville 803.2 UZ009 Woods Cross . 791.3 UZ021 Pioneer 789.2 UZ022
ot Bo Track	x and Dragging Equip cs @MP 986.2; @M	ment Dete P 958.6:	Westward	ted at:	Layton 804.2 UZ007 Kaysville 803.2 UZ009 Woods Cross 791.3 UZ022 Pioneer 789.2 UZ022 Becks 786.1 UZ020
967	7, @MP 909.1, @MP	936.9, @	MP 968.8	; East-	
only	@MP 925.6. @MP 8	34.1, @MI	834.1.		
ule	@MP 925.6, @MP 8 151 Exception: Be trains must keep to	tween M	P. 931.5	and	
	e Sport No. C. C. C. C. S. M. C. C. C. S. Boulder C. C. C. S. Boulder C. C. S. Boulder C. C. C. S. Boulder C. C. C. S. Boulder C. C. C. S. Bou	GRANGER CF VERNE 12.2 HAMPTON 12.2 HAMPTON 22.5 GRANGER 12.2 HAMPTON 22.5 GRANGER 10.2 BRIDGER 4.9 LEROY 1.1 SPRING VALLEY 4.9 LEROY 4.4 HENEFER 4.7 LEVANSTON 9.9 WAHSATCH 15.9 EMORY 9.7 ECHO 4.4 HENEFER 10.9 GREEN RIVER DI LO 10.9 GREEN RIVER DI LO 10.9 GREEN RIVER DI LO 10.0 LAYSVILLE 10.0 CENTERVILLE 10.0 CENTERVILLE 10.0 CENTERVILLE 10.0 CENTERVILLE 10.0 LETTEN IN ORTH 10.0 L	GRANGER CP847 T Y X VERNE 12.2 HAMPTON X 9.2 10.2 BRIDGER 4.9 LEROY X 7.1 SPRING VALLEY ASPEN CP900 X ALTAMONT CP905 X 7.7 MILLIS EVANSTON TX 9.7 WAHSATCH 15.9 EMORY 9.7 ECHO X 4.4 HENEFER DEVIL'S SLIDE 6.9 MORGAN STRAWBERRY CP977 X 10.9 GREEN RIVER DIVISION EAST RIVERDALE CP988 X RIVERDALE CP980 X 1.3 RIVERDALE CP980 X ASPEN CP811 X CLEARFIELD CP818 X BRIDGE JCT CP818 X BRIDGE JCT CP818 X BRIDGE JCT CP818 X LAYTON CP804 KAYSVILLE CP907 X 1.0 CENTER VILLE CP793 X WOODS CROSS NORTH SALT LAKE CTY 0.8 SALT LAKE CITY 0.9 GRANT TOWER (D&RGW) 171.6 ES SPECIAL INSTRUCTIONS LITE IN TOWAIN Track IN O.2 Main Track is North track, No. 2 Main Track is North track QUEDRATOR COTOR TRACK	GRANGER CP847 T Y WX847 VERNE	GRANGER CP847 T ▼ WX847 VERNE

SALT LAKE SUBDIV. — GREEN RIVER & UTAH DIVS. TONNAGE/SPEED RESTRICTIONS — WESTWARD WAHSATCH TO OGDEN — FREIGHT TRAINS

Tons/Operative Brake:	Effective Dynamic Brake On Units Providing:	Maximum Speed:
59/Less		Timetable
60-79	I or more HP per trailing ton Less than I HP per trailing ton	Timetable 20 MPH MP 928-936; 40 MPH MP 936-990
80-99	Less than 1 HP per trailing ton Less than ½ HP per trailing ton	20 MPH MP 928-936; 40 MPH MP 936-990 20 MPH MP 928-952; 25 MPH MP 952-990
100 & Over	I or more HP per trailing ton Less than I HP per trailing ton	20 MPH MP 928-936; 40 MPH MP 936-990 20 MPH MP 928-952; 30 MPH MP 952-990

The Following are Green River Divn. Branches

Park City Branch Echo to Park City 27.4 miles. Yard Limits entire branch, Maximum speed 10

MPH: **Business Tracks** Sta. No. **Business Tracks** WP628

Ontario Branch Keetley Jct. to Phoston 2.5 miles. Yard Limits entire branch. Maximum speed 15 MPH. Track out of service MP 0.0 to MP 2.5.
Business Track: Phoston, MP 2.2 Sta. No. WP 702.

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

MP 2.6 3.4 4.2 6.7

Sta. No. UH102 UH103 UY999 UH106

Syracuse Branch Clearfield to Barnes
2.1 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.
Business Tracks MP Sta. No.
Freeport Center 0.6 UZ002A
Barnes 11 UZ02A MP Sta. No. 0.6 UZ002A 2.1 UB602 Hill Field Branch Ogden to Arsenal 6.8 Miles. Yard Limits entire branch. Maximum Speed 15 MPH except between MP 4.4 to MP 4.8 10 MPH, MP 6.0 to MP 6.8 4.4 to MP 4.8 10 MPH, MF 10 MPH. Business Tracks Orchard(W) Cozydale(E) Roy(W)

Arsenal .

Evona Branch Ogden to Relico 1.6 Miles.
Relico to Sugar Wks xng (D&RGW) 0.5
miles, Sugar Wks xng to Sugar Wks Plant
1.1 miles. Total length 3.2 miles. Yard Limits entire branch. Maximum Speed 10 MPH.
Business Tracks MP Sta. No.
Evona(E) 0.7 UV700
Relico(E) 1.0 UV702
Sugar Works

	R	adio Communicatio	n via			7.10.7	MI	PH
Mile Post	SOUTH	Channel Two. STATIONS	NORTH	Sta- tion Nos.	Sid- ings Feet	Maximum Speed McCammon to MP 57.8	Psgr.	Fri 60
111.4 111.2 111.1 109.7	10	McCAMMON	CP 192 T †	IV038		MP 57,8 to Ogden (Except as below)		60
104.8	P	ARIMO		UN105	6046	Between Mile Posts —		
100.4	P	VIRGINIA		UN100	3600	111.4 and 111.2 111.2 and 110.8	40 45	35
95.0	-	DOWNEY		UN095	5991	107.7 and 107.4	65	55
84.4	b	10.6 SWAN LAKE		UN085	6005	102.6 and 102.4 99.6 and 99.4 93.9 ® and 92.3	65	55
78.8	b	COULAM		UN078	6007	90.4 and 90.2	65 55	55 45
71.4	b	DAYTON		UN071	6011	87.5 and 85.6 83.0 and 82.7	65 50	55
65.4	4	WESTON		UN065	6022	67.1 and 66.1 64.5 and 64.1	50 65	40
56.6	6	TRENTON		UN057	6102	53.9 and 53.5	70	55
48.6	E	CACHE JCT		UN049	8619	49.3 and 49.0	50 20	40 20
44.0	6	4.6 WHEELON		UN045	6010	49.0 and 47.2 47.2 and 46.4	35 30	35
35.7	4	DEWEY		UN036	6039	46.4 and 44.6 ® 44.6 and 42.0	12 50	12
30.4	4	HONEYVILLE		UN030	5984	42.0 and 41.0 38.0 and 37.8	65 50	55
21.1	71	9.3 BRIGHAM CITY	7.10/15/4	UN021	6519	23.4 and 23.1 22.0	70 70†	55
14.6	-	WILLARD	100	UN014	5965	21.1 and 20.9 19.3 and 19.2	45	35 55
9.5	K	5.1 LITTLE MOUNT.	AIN JCT			13.9 and 10.3 3.0 and 2.0	70 70	=
9.0	6	0.5 HOT SPRINGS		UN009	5938	2.0 and 1.0 1.0 and 0.0	35 15	35 15
5.8		3.2		0.000	1.000	Ogden Terminal Limits		
5.6		GREEN RIVER D	Carl and a little	UN006	1140	Cecil Jct. Through		
2.0	+	UTAH DIVIS	.,	-	-	crossover	15	15
1.7	B	SP JCT		UN002	6573	Business Tracks MP	Sta	. No
0.0		OGDEN		UY993	Yd.	Cornish 60. Perry 17.	6 UN	

See Special Instructions Item 19 for AMTK schedules. Yard Limits: MP 23.0 to MP 20.0; MP 2.0 to MP 818.0.

Mile Post	WEST	EAST STATIONS A	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH Between Mile Posts — P786.4 and P764.0 40 P752.7 and P665.7 50
783.6		NORTH YARD ØT	4100	Yd.	(Except as below) Salt Lake City —
P800.1		GRANT TOWER ♥			Between 2nd South & 9th South Sts 12
P796.6		⊗ DRGW© ©		****	Between Mile Posts— Midvale Spur
P787.0	>	SANDY @	UP042	5072	at Atwood 10 798.7 and 757.3 20
P782.6	0	DRAPER	UP046	2760	Geneva Steel Plant Xings
P775.8	>	MOUNT &	UP053	3667	757.3 and P755.0 35 P755.0 and P753.4 30
P771.1	>	CUTLER &	UP058	3657	P753.4 and P752.8 20 P733.5 and P732.6 30
P769.3	-	LEHI	UP059	2047	P711.8® and P710.0 30 P694.4 and P692.6 35
P766.4	_	AMERICAN FORK ©	UP062		P692.6 and P691.8 30 Parley Siding 20
P763.0	Þ	PLEASANT GROVE &	UP065	4002	P686.2 and P676.4 30 P676.4 and P674.8 35
P760.9	C	PIPEMILL		2360	P667.2 and P666.3 35 P666.3 and P665.8 30
P757.9	, 0	GENEVA &	UP072	5975	Yard Limits P800.1 and P749.0
P757.3 P752.8	1	LAKOTA JCT CP P757 Ø & CP P753 Ø 5.3	1111	****	Business Sta. Tracks MP No. Officer P797.4 UP032
P752.0	F	PROVO	UP076	Yd.	Burton P796.8 UP033 Huslers P795.6 UP034
P748.9	E.	CPP749	4111	4410	Murray P793.0 UP036 Pallas P791.7 UP037
P736.3	P	PAYSON	UP092	5420	Atwood (E) P790.5 UP039 Hardy (W) P761.8 UP067
P722.2	4	STARR 9	UP107	6129	Bunker (E) P759.9 UP070 Gatex (E) P756.1 UP070
P711.5	- 2	NEPHI	UP118	6108	Spanish Fork (E-W)P744.4 UP08:
P700.6	=	SHARP 1	UP128	13420	Martmar P676.1 UP15: CTC between MP P757.3 &
P696.0	P	JUAB 9	UP133	6135	MP P752.8.
P680.7 P668.8	4	PARLEY 15.0 CPP669	UP148	6138	
P665.7	7	LYNNDYL CPC666 X		6930	
		135.1		-	

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 underpass.

MALAD BRANCH — GREEN RIVER DIVISION

Mile	SOUTH		NORTH	Sta- tion	Sid- ings	Maximum Speed MPH (Except as below) 40
Post		STATIONS	A	Nos.	Feet	Between Mile Posts— 1.0 and 2.0
51.5	d	MALAD	. , , T	UD952	1091	3.6 and 3.9 30 5.2 and 6.5 30
31.0	4	NUCOR		UD931	5444	11.7 and 12.1 30 27.0 and 27.9 30
17.8	d	TREMONTON		UD918	2409	29.3 and 29.9 30 34.9 and 35.1 30
5.5	2	CORINNE		UD906	2643	42.4 and 42.7 30 48.4 and 51.1 30
0.0	1	BRIGHAM CITY .	т Ф.,.	UN021		51.1 and 52.1 10
		52.1			_	Business Sta.
Yard L	imits B	righam City MP 0.0 to	MP 2.0			Tracks MP No. Ford

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.

MP Sta. No.
Little Mountain 13.8 UL314

Mile Post STATIONS A Station Nos. Feet VIA PASSENGER LINE Station Nos. Feet (Except as below)	
Mile Post ▼ STATIONS ▲ tion Nos. Feet 779.2 and 678.0 79 VIA PASSENGER LINE	
VIA PASSENGER LINE 678.0 and 576.5 (Except as below)	
VIA PASSENGER LINE (Except as below)	70
D. D. C. T. L. C.	
782.8 SALT LAKE CITY O UZ029 Yd. Passenger Line —	
782.6 DRGW 🚳 💮 Between 9th South & Psgr.	
0.2 Station & 4th	
782.4	12
779.8 INDUSTRIAL CENTER UZ033 Between Mile Posts —	
VIA FREIGHT LINE 782.6 and 782.4 DRGW Xings	20
783.6 NORTH YARD Ø T Yd. 782.4 and 779.2 🛈	20
0.7	25
GRANT TOWER (D&RGW) I Freight Line — Grant Tower	
ODRGW (except south leg	16
782.5 782.0 10th WEST CPC781 of Wye) 15 South leg of Wye 10	
780.5 ORANGE ST. CPC780 I s6004 All sidings except	
779.2 2.0 CPC779 Lynndyl and	281
778.5 BUENA VISTA UZ034 s6004 Milford 20	20
768.2 GARFIELD X UZ045 86155 Posts —	10
766.4 SMELTER CPC766 UZ047 782.9 and 760.8	20
764.5 LAKE POINT UZ049 6015 780.8 and 779.2	
8.3 No. 1 & No. 2 50	50
756.2 ERDA UZ057 6005 770.6 and 770.1 No. 1 & No. 2 70	_
747.5 WARNER 9 T UZ065 9722 767.5 and 767.1	
743.1 STOCKTON UZ070 6410 763.4 and 762.7 65	
736.2 ST. JOHN UZ077 6010 757.1 \$\text{\text{\text{0}}} \ \text{13.4} \\ \text{13.4} \\ \text{13.9} \\ \text{13.4} \\ \text{13.9} \\ \text{13.4} \\ \text{13.9} \\ \tex	40
723.0 FAUST	
717.1 PEHRSON UZ096 6013 721.0 and 719.6 60	50
710.6 EUFGREEN	40
704.8 BOULTER 1 UZ109 8855 689.0 and 680.5 60	45
698.0 TINTIC UZ114 6005 679.2 and 678.9 65	50
691.9 McINTYRE UZ121 6037 576.3 (Siding) 20:	
685.1 JERICHO 1 UZ128 9709 576.5 and 576.2 \(\mathbb{\text{B}}\) 50	35
675.5 667.5 CHAMPLIN	C664
665.7 CPC666 X 1 UZ147 8804 Offsite siding 15	15 15
664.4 658.3 STRONG UZ157 5990 Business	Sta.
650.9 8.3 CPC651 6071 Tracks MP	No.
649.7 DELTA . CPC650 T UZ164 9024 SLGW Conn. (W) 778.9	
639.8 VAN UZ173 5998 Centennial	
631.2 CLEAR LAKE UZ182 5991 Terminal (W) 777.2	UZ036 UX035
617.3 BLOOM UZ198 5990 Clover (E) 732.8	UX046 UZ081
610.0 CRUZ P UZ203 8862 Cline (E) 661.2	UZ152
599.5 BLACK ROCK UZ214 6027	
589.9 READ UZ223 5997	
584.7 579.0 MURDOCK UZ228 5995	
576.7 MILFORD CPC577 X CX236 8799	
206.8	

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.

70		CALIENTE	SOBDI	v. — u	IAH			1401
	Ra	adio Communicatio Channel One.	n via			Maximum Speed	Psgr.	MPI.
Mile	WEST		EAST	Sta- tion	Sid- ings	Between Mile Posts— 576.2 and 500.0	. 79	70
Post	A	STATIONS	A	Nos.	Feet	500.0 and 393.9 393.9 and 334.3		50
576.7 574.7	P		PC577 PC575 ? X	CX236	8862	(Except as below) All sidings except		00
571.4	Þ	UPTON		CX241	6026	Milford, Crestline,		
561.5	Þ.	9.9 THERMO	?	CX251	8737	Richmond.		
550.7	3	LATIMER	******	CX262	5988	Eccles, Caliente, Carp, Galt and Garnet	20	20
541.8	3	LUND 10.1	• T	CX272	9101	Between Mile Posts—		
531.7	P	ZANE		CX281	6006	576.5 and 576.2 ® 576.3 (Siding)	50 20‡	
526.2	2	BERYL	denierii.	CX286	5981	502.5 and 500.0 500.0 and 497.9	70	55
516.5	P	HEIST		CX297	8854	497.9 and 497.6 497.6 and 494.6	70	Ξ
510.2	7	MODENA 9.1	T	CX303	6004	494.6 and 492.4 492.4 and 491.5	75	Ξ
501.1	10	UVADA 4.6	والافهامام والأو	CX312	6008	491.5 and 489.9 489.9 and 488.7		40
496.8	1	CRESTLINE	receive ?	CX319	8817	488.7 and 486.8 486.8 and 484.4	60	30
489.6 484.2	-	5.4		CX324 CX328	6013	481.7 and 479.1 479.1 and 477.3 477.3 and 475.9	40 50 35	35 35 25
484.2	9	ACOMA 8.6 ISLEN	•	CX328	8539	475.9 and 475.0 475.0 ® and 470.7	30	25 20
470.6	1	5.0 RICHMOND		CX342	5812	470.7 and 469.1 469.1 and 468.1	30	25 45
464.5	12	6.1 ECCLES	•	CX342	15105	468.1 and 466.3 466.3 and 466.0	60	45
461.0 459.8	F	4.7 C	PC461 2460 T 9 X	CX353	9708	466.0 and 463.9 463.9 and 461.7	60	45
458.3 454.8	7		PC458	CX358	7830 6079	461.7 and 461.2	30	25 35
449.9	7	4.9 STINE		CX363	5976	460.0 and 458.4 455.2 and 452.5	50	40
445.5	6	4.7 BOYD	· · · · · · · •	CX368	8824	452.5 and 450.2 450.2 and 450.0		30 30
438.4	8	ELGIN		CX375	6275	450.0 and 446.9 446.9 and 445.4	40 35	30 30
434.7	b	KYLE	· · · · · · · •	CX379	8833	445.4 and 444.0 444.0 and 442.0	30	30 25
429.1	d	LEITH		CX384	5925	442.0 and 430.7 430.7 and 430.0	40 35	35 30
418.4	5	10,4 CARP	· · · · · · · · · · · · · · · · · · ·	CX394	8922	430.0 and 428.2 428.2 and 427.9	55	45
413.4	2	VIGO 5.4		CX399	6068	427.9 and 425.4 425.4 and 419.7	70	45
408.0	2	GALT		CX405	6100	419.7 and 418.0 418.0 and 416.4	35	40 30
402.5	E	HOYA	1	CX410	8839	416.4 and 414.0 414.0 and 411.0 411.0 and 407.5	35	30 30 30
398.1	9	ROX		CX415	6645	407.5 and 404.6 404.6 and 403.7	40 35 40	30 30
393.0	4	FARRIER 9.9		CX420	6056	400.6 and 398.6 398.6 and 397.5	70	35
383.5	F	MOAPA	† T	CX430	8919	397.5 and 395.9 395.9 and 394.6	70 40	35
373.8	9	UTE		CX439	6102	394.6 and 393.9 380.9 and 379.6	60	45 55
363.2	7	DRY LAKE		CX450 CX456	6094	379.6 and 379.1 359.5 and 358.5		50
356.9 352.0	5	GARNET 5.0 APEX	I	CX456	8787 6072	358.5 and 356.1 Fibreboard Spur-	45	35
346.7		5.3 DIKE		CX466	6107	11.3 miles On Fibreboard Spur	-	20
338.7	4	7.6 WANN	•	CX474	8974	MP 9.2 to 11.3 Lovell-Nellis Spur	-	10
335.3 334.6	n	4.8	CPC336 CPC335	51111	5514	351.1 and 348.3 Valley-Nellis Spur	45	35 10
334.3	11	LAS VEGAS 242.5	X T	CX479	Yd.	Las Vegas Industrial Park Spur On		
		Distance MP 493 to				336.1 and 335.4		50
Se		l Instructions Item			dules.	334.6 and 333.0 Business		Sta.
							2.0 C	No. X341
						Fibreboard		X459
						Spur(W) 352 Lovell(W) 344 Valley-Nellis	2.0 C 4.6 C	X461 X468

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

On passenger trains, running air test as required by Air Brake Rule 1007(B) must be made at MP 494 eastward and westward.

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

Hot Box and Dragging Equipment Detectors: \$MP 566.4, \$MP 546.4, \$MP 520.8, #478.8, #MP 474.0, #MP 472.3, #MP 470.0, #MP 448.7, #MP 442.9, #MP 434.6, #MP 432.0, #MP 430.2, @423.0, #MP 410.4, #MP 406.5, @MP 388.2, @MP 353.1.

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

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

Retaining valves must be used as follows:

- On any Frt, train with less than one horsepower effective dynamic brake per trailing ton and averaging more than 75 tons per operative brake, all retaining valves from Islen to Richmond.
- On any Frt. train with less than one horsepower effective dynamic brake averaging less than 75 tons per operative brake, not less than 25 retaining valves on head end of train, from Islen to Richmond.

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

EXCEPTION TO ITEM 5-B INTERMODAL TRAINS:

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

CEDAR CITY	BRANCH -	UTAH DIVISION
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Mile Post	WEST ▼	STATIONS	EAST	Sta- tion Nos.	Sid- ings	Maximum Speed MPH (Except as below) 25 Between Mile Posts —		
0,0	1	LUND	T	CX272	9101	MP 0.1 and 0.5 10 23.0 and 29.7 20		
20.3	4	IRON SPRINGS	T	CI321	****	29.7 and 32.4		
31.8	-	CEDAR CITY	,	CI333	+ / w.t.	Business Sta. Tracks MP No.		
		32.4			ZΠ	Stock Yards (W) 29.9 Main Track Derail at MP 31.8		

IRON MOUNTAIN BRANCH — UTAH DIVISION

Mile Post	Post V STATIONS		AST	Sta- tion Nos.	Sid- ings	Maximum Speed MPH (Except as below) 25 Between Mile Posts —
0.0	T	IRON SPRINGS	T	CI321	1.1.1.1	0.0 and 1.2
14.4	1	IRON MOUNTAIN .		CI415	2.474	D. alice and a second s
		14.7			-	Business Sta. Track MP No.
R	etaining	valves must be used on	all car	s on all t	rains	Comstock T 10.9 CI411 Main Track Details at MP

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

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

BMI BRANCH — UTAH DIVISION

13.5 and MP 14.5

Mile Post	WEST ▼	STATIONS A	ST	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below)
0.0	T		DТ	CX486	need.	9.5 and 10.9 10 Henderson
9.9	Þ	9.9 HENDERSON		CN810	2527	BMI Lead and Yard Tracks
		10.9				Yard Limits
						Boulder Jct. to MP 1.0 Main Trk derails at MP 10.5 and 10.8

MEAD LAKE BRANCH — UTAH DIVISION

Mile Post	WEST	STATIONS	EAST	Sta- tion Nos.	Sid- ings	Maximum Speed MPH (Except as below) 25 Between Mile Posts —
0.0	1	MOAPA	T	CX430	6066	1.6 and 2.3
16.7	1	MEAD LAKE	T	CV717	diam	7.0 and 9.0 20 16.5 and 17.1 10
		17.1				Business Tracks MP Sta. No. Arrowhead
						(W) 3.3 CV703 Logandale 10.2 CV710

Valley-Nellis Air Base(W)

Nevada Industrial

Park(W)

342.6 CX470

340.0 CX473

		Communication via			Maximum Speed	MF Psgr.	
Mile	WEST	nel Two.	Sta- tion	Sid- ings	Between Mile Posts—	rsgr.	rı
Post		STATIONS A	Nos.	Feet	334.3 and 309.3 309.3 and 163.1	79	60
334.3		LAS VEGAS XT	CX479	Yd.	(Except as below) All sidings except	79	70
334.0 333.0	Ш	CPC334 CPC333	100		Sloan, Joshua, Cima, Kelso No. 1		
330.5	H	CPC330 1	CX484		Siding, Sands Between Mile	20	20
328.5	П	3.1 CPC329 CPC328 X		Com.	Posts— 334.6 and 333.0	20	20
327.9 326.4	H	BOULDER JCT T P CPC326	CX486	3403	Las Vegas— 329.5 Cind-R-Lite		
	1	UTAH DIV.			and Stocks Mill Spurs		5
326.4		CALIFORNIA DIV.			1 332.6 and 326.0		3
322.4	4	5.0 ARDENT	CX490	6480	(North Running Trk)	40	40
314.8		7.6 SLOAN	CX498	6288	Arden-Blue Diamond Spur	-	10
309.0		5,5 ERIE	CX504	8831	321.1 and 319.7 319.7 and 314.6	65	55 30
	P	8.0 JEAN	CX512	5730	312.5 and 311.7 309.8 and 309.3	50	40
301.3	9	4.9				70	60
296.4	9	BORAX 8.8	CX517	5791	254.0 and 236.0 WW Psgr Trains		
287.9	9	CALADA	CX526	8792	handled with dynamic		
277.5	-	NIPTON	CX535	5774	brake in operation; light engines with		
272.4	Þ	MOORE	CX541	5769	operative dynamic	45	45
267.0	Þ	IVANPAH † 4.2	CX545	9835	brake WW Frt Trns	43	43
263.2	9	BRANT	CX550	5760	controlled exclusively with		
257.9	5	JOSHUA P	CX555	6062	dynamic brake		35
254.6		3.9 CPC255 CIMA CPC253 T ¶		9864	254.4 and 251.3		45 45
253.3 252.6	4	3.6 CPC252	CX559	6355	246.7 and 246.5 231.2 and 230.9 196.2 and 194.1	75	60
250.4	1	CHASE	CX563	5667	194.1 and 191.8	55 50	45
247.3	Þ	ELORA	CX566	5723	191.8 and 188.4 188.4 and 186.1	55 70	45 60
243.0	P	DAWES	CX570	9029	CP168 and East Yermo		
239.3	P	HAYDEN	CX574	5788	(Running Trk)	40	40
235.4	6	3.9 ? KELSO	CX577	9191 9191			
226.1	8	9.3 KERENS	CX587	5757			
218.3	Ъ	8.1 SANDS *	CX595	9016	M.		
211.6		6.4 BALCH	CX601	5758			
203.5	1	8.1 CRUCERO	CX609	5765	14 1		
197.0	7	6.5 BASIN	CX616	6198			
	1	5.2 AFTON	CX621	0150			
191.5		4.4	CX626	9526			
187.1	9	DUNN		7/61			
182.3	9	FIELD	CX631	5718			
177.5	9	MANIX	CX635	5771			
168.7	n	TOOMEY CPC168	CX645	12.1			
163.9 163.1	1	YERMO CPC164 X	CX650	Yd.			
		171.2			1		

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 entrained near rear of train. Through freight trains must not pick up loads on rear end of train.

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

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

On descending grades from Cima to Kelso the following applies:

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

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

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

EXCEPTIONS:

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

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

When retainers are used, a sufficient amount of retainers to hold train while recharging must be set (in high pressure position) but not less than 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.

	C	Communication via nannel Two.		C4-	Sid-	Maximum Speed		MPF
Mile Post	WEST		AST	Sta- tion Nos.	ings Feet	Between Mile Posts—	Psgr.	Frt.
163.1 162.0	U	YERMOCPC	●T	CX650		163.1 and 158.5 58.1 and 0.0 (Except as	79 79	60 60
160.5	15	4.3 CPC	161			below) All sidings	20	20
158.8		DAGGETTCPC		CX654		Between Mile Posts—		
	.I MILES	VIA ATSF DAGGETT TO	WEST	RIVERSI		161.8 and 161.3	50	45
56.6	De.	WEST RIVERSIDE	C 57	24.4	+++4	159.0 and 158.8	30	30
53.8	5	STREETER		CX759	6095	56.6 and 55.4	45	45
48.2	9	PEDLEY	. T	CX765	5986	55.4 and 53.4 53.4 and 51.8	50 65	50 55
45.2	9	MIRA LOMA		CX767	5952	50.8 and 49.9 Mira Loma	70	-
38.4		CPC38	1110		1197	Space Center		
38.1	-11-	⊗ SP Ø		3.138	1111	Tracks		5
36.1	4.	MONTCLAIR		CX777	5968	40.0 and 38.4 38.4 and 38.1 38.1 and 11.3	65 45	45
33.0	1	⊗ SP 🐧	33	***	1321	38.1 and 11.3 11.3 and	65	-
28.0	5	SPADRA	9	CX784	8991	10.2®	65	55
24.8	b	WALNUT		CX789	6032	10.2 and 8.0 8.0 and 7.2	65 35	50 35
17.8	N.	PUENTE JCT CPC	18	CX795		East Yd EW		
16.9	4	CITY OF INDUSTRY		CX796	5937	on Trk 3 7.7 and 5.7	40	40
16.9 16.6 11.3		BARTOLO CPC	211	CX801		7.2 and 1.6 1.6 and 0.0	20 35	20 35
10.8		WHITTIER JCT. CPC	10	CX802		LA Union Psgr. Term.	35	33
10.5	4	PICO-RIVERA	c a	CX803	5918	LA Riv. Br.	15	15
9.5 7.7		CPC8 2.8	Ø			Yard Limits:	13	13
7.2		CPC7	. 0	0331	0.84	MP 8.0 to MP 3.0.		
5.9	411	EAST LOS ANGELES O	DX	CX806				
4.2		EAST YARD ♥	TX	CX809	Yd.			
2.8	H	DOWNEY ROAD CPO	§4¥ T	F(4,4,4)	4111			
2.1		SOTO ST JCT CF	C 3					
1.7		NINTH ST. JCT. CPC 1						
0.0	H	FIRST ST CPC 0	ØI	23.40				
-0.9	4	FIRST ST CPC 0 0.9 PASADENA JCT	00	CX812	2222			
-1.1		MISSION TOWER	Фτ	3.533	7.00			
-1.8		LOS ANGELES (Union Station)	.0	CX813	Yd.			

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

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: #16.5.

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

Hot Box Detector: \$MP 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 train are abeing 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.

L	LOS	ANGEL	ES S	SUBDIV.	-CALI	FORNIA	DIV.
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TIP Station Numbers on ATSF	1 1 1	Business Tracks	MP	Sta. No.
ATSF 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	CX702			
Thorn				
Hesperia 45.1	CX707			
Lugo 50.1	CX712			
Summit 55.9	CX718			
Alray 59.7				
Cajon	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. SOUTH NORTH STATIONS	Sta- tion Nos.	Sid- ings Feet	Maximum Speed (Except as below) MPH 20 Between Mile Posts — 0.0 and 0.2 5 0.2 and 0.3 10 0.3 and 2.8 15
0.0	WHITTIER JCT CPC 10 ♥	CX802		5.1 and 5.2
0.1	⊗ SP ⊗	****		11.0 and 15.6
5.2	COLIMA JCT 🛇			18.5 and 20.2 10
	5.5 MILES VIA SP			Sta.
10.5	FULLERTON JCT			Business Tracks MP No. Whittier 2.4 CW202
15.5	⊗ ATSF Ø ⊗	****		Yard Limits entire branch.
17.3	fullerton ♥	CW217		Operation on SP Colima Jct to Fullerton Jct.
19.0	⊗ ATSF ⊗			9 Entire Anaheim Branch
19.9	anaheim	CW220	1056	
	20.0		1	

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		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

	Radio Communication Channel Two.				Maximum Speed (Except as below)	MPH 20
Mile SOL	ЛН	NORTH	Sta- tion	Sid- ings	Lead known as Consolidated	
Post V	STATIONS	A	Nos.	Feet	Lumber Co. track Thenard connecting	
2.8	DOWNEY RD. CP HOBART & ATSF 0.5	& Ø Ţ	CX809 CS500	****	tracks	5
3.6	- ⊗ LA JCT RY Ø	Ø			23.6 and 25.2 Mead yard tracks	5
5.1	⊗sp@	Ø	1495		Yard Limits Entire Branch	10
7.4	-⊗SPØ	Ø	****	EXXE	Business	Sta.
11.2	⊗sp@`	∅			Tracks MP Bell Ø 5.4	No. CS504
12.5	PARAMOUNT	Ø	CS510	5915	Workman 9.3 Rioco 13.8	CS507 CS511
14.6	DOUGLAS JCT	Ø	CS512		Carson 17.7 Terminal	CS515
19.2	MANUEL		CS516	5807	Island ① 24.2 At MP 22.02 – Ar	CS521
21.6	THENARD CONN	. Ø Ø	****	1110	Overhead Viaduct ance is 19.65 feet A	the clear-
21.7	⊗ SP 💲				ance is 19.03 feet A	.1.R.
22.1	MEAD TRANSFER		CS519	Yd.		
23.2	1.1 HENRY FORD BLVD. OOO			****		
25.3	EAST SAN PEDRO	· Ø	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.

9 Entire San Pedro Branch

Harbor Belt Line RR: Employes 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.

	Radi	o Communication via Channel One.			Maximum Speed	Mi Psgr.	
	al and	Constitution (Constitution)	Sta-	Sid-	Between Mile		
Mile Post	WEST	STATIONS EAST	tion Nos.	Feet	Posts — 911.4 and 669.2 (Except as	79	70
911.4	E	SMELTER CPC766 I	UX047		below) All sidings	20	20
911.3		NEVADA DIVISION			(Except as below)		
-077	1	14.3	******		Timpie Siding	30	30
897.7 897.1		BURMESTER CP F898 T	UX061	6292	886.7 and 886.5 880.0 and 872.0	70 70	60
886.0	P	TIMPIE *	UX072	8028	872.0 and 868.6	65	55
878.6	4	7.4 DELLE T	UX079	8000	868.6 and 864.2 864.2 and 856.9	60 70	50 60
	-	12.5		-	856.9 and 856.6	60	50
866.1		LOW	UX092	6236	818.0 and 808.1 806.1 and 800.0	70	60
854.2	9	CLIVE	UX104	6002	800.0 and 799.3 ®	40	35
845.3	5	8.9 KNOLLS	UX113	5965	799.3 and 795.2 795.2 and 786.5	50 70	45 60
7	4	10.4		100	786.5 and 784.5	60	45
834.9	7	BARRO	UX123	6251	784.5 and 776.5 776.5 and 775.1	30 50	25 40
825.1	1	ARINOSA	UX133	6239	775.1 and 772.6 758.7 and 758.4	75	60
815.5		9.6 SALDURO	UX143	6114	758.7 and 758.4 758.4 and 755.2	60	50 60
		8.9		10410	755.2 and 753.3	45	40
806.6		WENDOVER T	UX151	10410	753.3 and 728.7	70 70	60
798.6	P	OLA	UX160	6012	720.6 and 717.0 717.0 and 716.2	65	55
788.9	=	PILOT.	UX169	5994	716.2 and 715.1 713.6 Alazon using	70	60
781.1		7.8 CLIFSIDE	UX177	5983	crossing	25 70	25 60
772.4	4	SILVER ZONE	UX186	5990	681.0 and 674.8 674.8 and 669.5	55 65	45 50
766.4	Þ	SHAFTER	UX192	6006	669.5 and 669.0 Business		Sta.
757.5	=	SAGE	UX201	6027	Tracks Mi Lake Point (E) 906		No.
747.2	Þ	10.3 SPRUCET 9.0	UX211	6246	Solar (W) 893 Ellerbeck (E) 892	.4 U.	X064 X065
738.2	1	VENTOSA	UX220	6224	Marblehead . 870 Aragonite (E) 861		X087 X097
728.1	Þ	10.1 RUBY	UX230	5966	Argee 855 Blair (W) 808	.0 U	X104 X149
717.7	· Þ	WELLS	UX240	6189	Tulasco (E) 708 Pardo (E) 673		X249 X285
713.6		ALAZON CPF714	UX244		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
701.0		SP CONN	UX257				
700.0	P	DEETH	UX258	5769			
683.3	1	16.7 ELBURZ	UX275	5844			
683.1 670.7	4	SP CONN	27.74	****			
669.2 668.7	5	ELKO	UX293		1		
666.2		ELKO AMTRAK					
000.2	-15	259,4	7777	****			
		al Instructions Item 19 for AM					_

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 nur	mbers on SP	track.			
Halleck		Mosel		Battle Mountain	
Osino	UX284	New Argenta		Mote	
Vivian		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 Lynndyl 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, \$MP 893.7 (hot box also). Hot Box Detector located at MP 693.5, equipped with automatic flashing "H" indicator. When flashing "H" does not change to steady "H" indication, trains must stop and communicate with train dispatcher.

78 WINNEMUCCA SUBDIV. — NEVADA DIVISION

	Radio	Communication via Channel One.	-	C: A	Maximum Speed	_ MI	
Mile	WEST	EAST	Sta- tion	Sid- ings	Between Mile	Psgr.	Fr
Post	V	STATIONS A	Nos.	Feet	Posts — 669.2 and 535.9		
669.2 668.7	2	ELKO 3.0 © CPF669 ELKO AMTRAK STATION	UX293	Yd.	(Except as below)	79	70
666.2	4	ELKO AMTRAK STATION	****		(Except as below) Herlong Siding	20 10	20
646.0	d	EAST CARLIN WCPF646	UX312		Herlong Siding Valmy (No. 20 TO, Weso		
643.4		WEST CARLIN © CPF643	UX315		using turnouts 669.5 and 669.0 669.0 and 664.0	25 35	25
630.5	1	BARTH	UX327	2333	I bou / and boy 0	60 70	60
619.5	5	11.0 BEOWAWE	UX339	5907	654 1 and 652 6	70 65	60
575.4	6	ELLISON	UX383	6053	652.6 and 650.8 650.8 and 650.3 650.3 and 649.0	50 60	25 35 60 60 50 40 45 45
572.2	13	VALMY	UX386		650.3 and 649.0 649.0 and 648.3 East and West	55	45
536.0 532.8		WESO CPF536 3.7 CPF533	UX422	n10007	Carlin using	15	15
	d.		UX426	s7091	648.3 and 643.4 643.4 and 641.6 638.3 and 637.7 637.7 and 628.2	15 60 70	60
532.1 530.8 530.6 519.2	T	WINNEMUCCA CPF532 T 13.1 CPF531 CPF530	UA420	5/091	638.3 and 637.7	70 45	60 60 60 40
519.2	4	RAGLAN	PX440	6223	625.8 and 625.4 618.5 and 618.0 611.0 and 610.1	70 70†	60
508.6	Þ	I0.6 GASKELL	PX450	6249	611.0 and 610.1	70	60
496.6	9	JUNGO	PX461	6255	606.5 and 605.0 543.4 and 543.1 537.2 and 536.7	70 75 75	-
187.6	9	ANTELOPE	PX471	6246	Maximum Speed		MPH
179.4	9	FLOKA	PX479	6163	Between Mile Posts 535.9 and 321.4 (Ex	cept	70
170.6	4	RONDA	PX488	6246	as below)		70
161.3	4	CHOLONA	PX497	6243	521.8 and 520.9		60
151.2	4	TREGO	PX507	6222	497.0 and 495.7	*****	60
437.9	P	GERLACH T	PX520	6380	as below). All sidings 535.9 and 527.0 521.8 and 520.9 510.4 and 509.9 497.0 and 495.7 495.7 and 494.5 484.5 and 489.9 488.3 and 481.1 481.1 and 480.1		35
130.8	4	7.1 PHIL	PX528	6245	488.3 and 481.1	*****	60
116.3	4	REYNARD	PX542	5739	480.1 and 474.2		60
104.7	b	SANO	PX554	6235	434.1 and 429.5 404.7 and 399.9		55
393.7	3	SAND PASS	PX565	6234	397.7 and 397.0	****	50 35
384.4	1	9.3 SP CONN CPF384		1111	404.7 and 399.9 399.9 and 397.7 and 397.0 397.0 and 395.4 and 390.7 390.7 and 387.4 and 390.7 and 387.4 and 384.0 and 348.4 and 347.6 and 347.6 and 347.6 and 343.7 and 340.0 and 324.1 and 321.4		30 35 50
883.5	- 10	FLANIGAN	PX574	6258	387.4 and 384.0	*****	60
383.5 382.9 371.7	4	HERLONG. CPF383	PX587	4279	353.8 and 348.4		40
	12	DOYLE	PX596	6456	348.4 and 347.6		35
362.6 352.2 345.6	Ti-	DOYLÉ 17.0 CPF352 SCOTTS	PX613	6213	343.7 and 340.0 340.0 and 324.1		60
341.8	-	RENO JCT CPF341 T	PX616		324.1 and 321.4		30
339.1	9	CHILCOOT	PX619	6342			
	þ	HAWLEY	PX631	5857			
327.5 322.2 321.4	d	6.1 CPF322 PORTOLA	PX637	10748			
		347.8	2777				

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.

		Sta.	Kampos (E)		3 UX356
Business Tracks		No.	Rennox (E)	591.	3 UX367
Hunter (E)	657.0	UX302	Russell (E)		3
Tonka (E)		UX309	Golconda (E)	548.	0 UX409
Carlin (E)		UX314	E. Army (È)		1
Duggan (É)		UX326	Red House (E)		
Cluro (E)		UX331	Pozla		
Dunphy (E)			7		
UP station numbers on	SP track.				
VivianUX311	New Arger	ntal IX357	Battle	Iron Poin	t UX394
Palisade UX321	Argenta		Mountain UX371		UX420
Mosel UX355	Hilltop		Mote UX381	Tuic	

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.

TIMETABLE NO. 6

WINNEMUCCA SUBDIV. — NEVADA DIVISION 79

HOT BOX HOLDING SIGNAL LOCATIONS

Westward MP 497.2 MP 469.1 MP 430.2	Eastward MP 363.2 MP 393.1	Westward MP 382.9 MP 352.1	Eastward MP 480.0 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	STATIONS	EAST	Sta- tion Nos.	Sid- ings Feet	(Except as below) Reno Jct. to east wye switch	10 10
0.0	1		CPF341 T	PX616	46.49	14.9 and 17.0	10
21.3	O	MARTIN	🛇	PR421	2000	19.5 and 20.3	10
28.3		NORTH RENO	Ø	PR428		Learno Ind. Lead 27.2 and 33.1	10
33.1	14	4.8 RENO	🛇	PR433	Yd.	Interchange to SP	5
		33.1			7	Business Tracks MP N	ta.
Main track derails: MP 28.9; 30.7; 31.7. Six axle units prohibited MP 30.5 to MP 33. Yard Limits: MP 20.0 to MP 33.1. TWC in effect Reno Jct MP 20.0.					Leareno 21.0 PR Panther 23.4 PR Cougar(W) 25.4 PR Comstock 30.3 PR Sierra	1419 1422 1423 1425 1430	

The following are Nevada Divn. Branches: Ellerbeck Branch Ellerbeck to Dolomite

5.7 Miles. Yard Limits enti Maximum Speed	
Business Tracks	MP Sta. No
Wye	2.7 UO103
Flux	3.7 UO104
Dolomite	4.7 UQ105

Dolomito		04.05
Rowley Branch Delle to Ro		
Miles. Yard Limits entire b		
Maximum Speed		20 MPH
Business Track	MP	Sta. No.
Rowley	10,6	UR211

head Plant 4.9 Miles. Yard			
branch. Maximum Speed			
Business Track	MP	Sta.	No.
Marblehead Plant	4.7	UM	305
Loyalton Branch Hawley to	Lova	lton	12.3

Loyalton Branch Hawley		
Miles. Yard Limits enti-		
mum Speed 10 MPH Mai	in Track Der	ail at
MP 12.2		

Business Track	MP	Sta. N
Loyalton	11.8	PL51
Six axle units prohibited.		

Mile Post	WEST	Channel One. EAST STATIONS	Sta- tion Nos.	Sid- ings Feet	Maximum Speed Between Mile Posts MPI 321.4 and 201.9 45 201.9 and 92.0 70 All sidings 20 (Except as below)
321.4	4	PORTOLA	PX637	10771	201.9 and 92.0 / 0 (Except as below) 20 (Except as below) 32.1.4 and 299.8 30 299.8 and 232.2 . 25 225.2 and 224.3 35 202.0 and 201.7 30 180.6 and 177.5 30 167.1 and 165.8 40 141.3 and 135.2 20 135.2 and 129.0 40 129.0 and 97.3 60 97.3 and 95.2 50 95.2 and 92.0 20
320.0	+	NEVADA DIVISION FEATHER RIVER DIV.			225.2 and 224.3 35 202.0 and 201.7 30
310.4		BLAIRSDEN CPF320	PX648	4869	180.6 and 177.5 30 167.1 and 165.8 40
301.9		SLOAT	PX656	7892	141.3 and 135.2 20 135.2 and 129.0 40
296.4	6	5.5	PX662	4610	129.0 and 97.3 60 97.3 and 95.2 50
287.9		SPRING GARDEN P 8.5 QUINCY JCT P	PX670	3843	95.2 and 92.0 20
282.2	3	6.4 CPF282	PX677	7169	House & Interchange
280.7	71	KEDDIE T P 4.2 CPF281 CPF280	FAOTT	7109	Tracks 5
280.5 277.3	13	PAXION	PX681	4202	West Wye Switch Keddie, Diverging Route
270.5		VIRGILIA	PX688	9810	C
260.1	6	BELDEN	PX698	4573	Business Tracks MP
255.6	0	CAMP RODGERS 9	PX703	6713	Business Tracks MP No. Tobin (W) 253.1 PX70 Twain 273.9 PX68 W. Oroville (E) 201.2 PX75 Cleveland 175.6 PX80 Sankey (W) 152.6 PX80
247.6	1	MERLIN 9	PX711	3683	Cleveland 175.6 PX77 Sankey (W) 152.6 PX80
239.5	10	8.1 CPF 243	PX719	6091	Bombay (E) 146.6 PX80 Globe 140.7 PX81
234.9		4.6 POE	PX723	6739	Cordova (E) 134.4 PX82 Kenwood (E) 133.2 PX82
226.0	3	JAMES	PX732	6515	
220.0	1	6.0		100	Creek(E) 129.8 PX82 Villinger(W) 107.8 PX84 Kingdom 104.7 PX84
		6.1	PX738	6385	Slide Detector devices: A
213.9	12	KRAMM	PX744	6311	Slide Detector devices: A locations listed below, if detector device has been actu ated signal will display aspec per Rule 245N. After stoppin
205.0	100	OROVILLE CPF206 2.2 CPF205	PX749	4687	ated signal will display aspect per Rule 245N. After stoppin
203.9		OROVILLE YARD T	PX751	Yd.	exceeding restricted speed
202.5		CRAIG CPF202	PX761	6155	looking out for rocks on trac or other obstructions.
185.6		BINNEY JCT & SP	PX774	2112	Eastward: Signals 2362; 2368; 2576;
78.8		MARYSVILLE	PX776	5055	2644. Westward:
72.9		MOUNKES	PX782	7290	Signal 20/3
61.9		16.4 CPF162 PLEASANT GROVE	PX798	6242	Absolute signals: West Belden; West Pulga. Signals 2379; 2371.
43.6		12.9 DEL PASO	35.00.0	6247	Special Instructions Item 11 ii
40.8 39.5		4.1 CPF141	PX811	100	At Stockton ATSF connec
36.9		3.5 CPF137	PX815		tion between UP and ATSI
36.0		SO. SACRAMENTO 3.6 CPF135 POLLOCK 9	PX818	Yd.	movements must not exceed a MPH and cars 61 feet o longer are prohibited.
32.4		10.5	PX822	4874	
21.9		PHILLIPS	PX832	6250	25 MPH dual control switch turnouts: Virgilia; 20 MPH dual control switch
13.9	B	THORNTON	PX840	3638	turnouts: Hammer Lane MI
97.9	B	HAMMER LANE	PX856	5895	97.3; 15 MPH dual control switch
95.1	7	EL PINAL SPO	PX859		turnouts: Blairsden; Sloat Spring Garden; Quincy Jct.
94,3		FLORA ST. CPF95	PX860		Belden; Camp Rodgers; Mer
93.8		WEBER AVE. SP 0.6 © CPF94 ⊗ATSF®			In; Pulga; Poe; East Oroville MP 210.9; West Oroville MF
93.2		⊗ATSF®CPF93	1111		204.9; Oroville Depot MF 203.7; Binney Jct.; Haggin
92.0		STOCKTONT	PX862	Yd.	"R" Street; South Sacramento MP 136.9; Pollock; Flora St
		225.4			turnouts: Blairsden; Sloat Spring Garden; Quincy Jct. Keddie; Keddie Wye; Paxton Belden; Camp Rodgers: Mer lin: Pulga; Poe; East Oroville MP 210.9; West Oroville MF 204.9; Oroville Depot MF 203.7; Binney Jct.; Haggin "R" Street; South Sacramentt MP 136.9; Pollock; Flora St MP 94.3; Stockton Tower MF 93.1; Stockton MP 90.9.
learan All w	ce Requestward	P 205.5 equals MP 209.5. airements trains originating Oroville n e. trains originating Oroville n e.		200	200

					20	Sid-	Maximum Sp	eed	MPF
Mile	SOUTH			NORTH	Sta- tion	ings	(Except as	below)	40
Post	-	STATIONS		A	Nos.	Feet	All sidings : Bieber Main		
111.8	d	BIEBER		⊗т	PK112	Yd.	Between Mile	Posts -	- 26
94.8	4	LITTLE VAI 18.3	LLEY		PK095	4251	Between Mile 78.7 and 111 16.0 and 37.1	3	25
76.5	2	HALLS FLA	т	т	PK076	6758	16.0 and 14.1 6.2 and 1.0 1.0 and 0.0		35
62.9	6	LODGE POI	LE		PK063	4235	Yard Limits	MP 111	1.0 to
55.8 43.8	4	ROBBERS C	REEK	CP F956	PK044	7245	MP 111.8 At Bieber MI	P 111.8	=BN
38.5	Ь	18.1 ALMANOR		CP F939	PK026	7942	MP 91.0		Sta.
14.7	1	11.0 GREENVILI			PK015	4236	Business Trk Little Valley		
6.2	Ъ	MOCCASIN			PK006	4208	Lumber Co Willow	20.000	
0.2		KEDDIE		CP F901	PX677		Springs (W) Crescent Mill Indian Creek Clear Creek J Westwood	s89.	8 PK090 8 PK009
		111.8			131077	1111	Indian Creek Clear Creek J	(W) 3. lct. 35.	1 PK003 2 PK035
No	rthward	signal MP 5	5.8 is	north end	of CTC.		Westwood	39.	4 PK039
Sou erritor At Subdivi with Ca ince no	thward y betwee Keddie sion di anyon S ot requir	fect MP 55.8 trains must en MP 55.8 a northward spatcher and tubdivision dired at Keddie quipment De	obtair and Or trains south ispatch	n clearance roville. must chea award trainer before	ns must leaving.	check	15 MPH dua turnouts: Rol manor; Gree Moccasin; Ea Keddie.	bbers C nville 1 ast Ked	creek; Al- MP 15.1 die Wye
		ing are Feath							
Yu	ba City	Branch Mary	sville	to Sutter 1	0.6 Miles	. Yard	limits entire br	ranch. N	Maximum
speed !	UMPH								
			MP	Sta. No.	Busin	less Ir	acks	MP	Sia, No.
				Sta. No. PC002 PC003	Colus Sutte	a		139.8	PC005
ruba C Paloro Harter	ity		137.3 138.6 139.4	Sta. No. PC002 PC003 PC004	Busin Colus Sutter Track	a r c out of	service N	139.8	PC005
ruba C Paloro Harter	ity		137.3 138.6 139.4	Sta. No. PC002 PC003 PC004 rs Colusa t	Busin Colus Sutter Track o Sutter 2	a r c out of	service N	139.8	PC005
Yuba C Paloro Harter Ma	ximum arson Br	gross weight	137.3 138.6 139.4 on car	rs Colusa t	o Sutter 2	out of 220,000	service N	139.8 5.2 4P 5.5	PC005 PA105 to MP7.1
Pes 0 MPI	ximum urson Br	gross weight	137.3 138.6 139.4 on car	Reed 5.3 M	o Sutter I	a	service	139.8 5.2 MP 5.5 Maximi	PC005 PA105 to MP7.1
Yuba C Paloro Harter Ma Pes 0 MPI Busines	ximum urson Br H. ss Track	gross weight	137.3 138.6 139.4 on car id to F	Reed 5.3 M Sta. No.	iles. Yard Busin Pears	out of 220,000 d limits	service	139.8 5.2 MP 5.5 Maximu MP 129.7	PC005 PA105 to MP7.1 um Speed Sta. No. PP205
Paloro Harter Ma Pes 0 MPI Busines	ximum arson Br H. ss Track	gross weight anch Clevelar	137.3 138.6 139.4 on car id to F MP 132.4	Reed 5.3 M Sta. No. PP202	Busin Pears Reed	out of 220,000 d limits ess Tra	service	139.8 5.2 MP 5.5 Maximu MP 129.7 129.1	PC005 PA105 to MP7.1 um Speed Sta. No. PP205 PP206
Per O MPI Busines	ximum arson Br H. ss Track	gross weight anch Clevelar s	137.3 138.6 139.4 on car id to F MP 132.4	Reed 5.3 M Sta. No. PP202	Busin Pears Reed	out of 220,000 d limits ess Tra	service	139.8 5.2 MP 5.5 Maximu MP 129.7 129.1	PC005 PA105 to MP7.1 um Speed Sta. No. PP205 PP206
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Per Ma Per Ma Per O MPI Busines Llicia	ximum arson Br d. ss Track zier Bran entire b	gross weight anch Clevelar (S	137.3 138.6 139.4 on car nd to F MP 132.4 Libfa	Sta. No. PP202	Busin Pears Reed	out of 220,000 d limits ess Tra on	service M) lbs. entire branch. acks	139.8 5.2 MP 5.5 Maximu MP 129.7 129.1	PC005 PA105 to MP7.1 um Speed Sta. No. PP205 PP206 ack out of
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Paloro Harter Ma Per 0 MPI Busines Alicia Doz ervice Busines Haggin 9th Sti 4.5 Mi Cannon	ximum arson Br l. ss Track rier Brai entire b ss Track reet Jct. iles via	gross weight anch Clevelar (s nech Cannon to ranch. (s	137.3 138.6 139.4 on can nd to F MP 132.4 Libfa MP 95.5 95.0	Sta. No. PP202 arm 10 MP Sta. No. PX815	Busin Pears Reed H. Yard I Libfar Maxin Canno UP tr	cout of 220,000 d limits (continued in the continued in t	service	139.8 5.2 MP 5.5 Maximu MP 129.7 129.1 arm. Tra 74.2 cars 220	PC005 PA105 to MP7.1 um Speed Sta. No. PP205 PP206 ack out of PZ718 0,000 lbs.
Per O MPI Busines Alicia . Dozervice Staggin 9th Str 4.5 Micannon Oozier .	ximum Arson Br H. SS Track Zier Bran entire b SS Track reet Jct. iles via	gross weight anch Clevelar (s nech Cannon to ranch. (s SP T T mbers on SP PV608	137.3 138.6 139.4 on can nd to F MP 132.4 Libfa MP 95.5 95.0 7.9 64.6	Sta. No. PP202 arm 10 MP Sta. No. PX815 PV681 PZ708	Busin Pears Reed H. Yard I Libfan Maxin Cannu UP tr	ia	service M Ibs. entire branch. acks Cannon to Libfa oss weight on a bfarm. erate on SP Hatier Br.	139.8 5.2 MP 5.5 Maximu MP 129.7 129.1 Trm. Tra 74.2 cars 220	PC005 PA105 to MP7.1 um Speed Sta. No. PP205 PP206 ack out of PZ718 0,000 lbs. Cannon
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Peso O MPI Palarior Palarior Peso O MPI Busines Riccia. Doo: Porticia.	ximum xirson Br	gross weight anch Clevelar (s anch Cannon to ranch. (s SP T T mbers on SP PV608 PV609 PV613 Branch Doz MPH. S wder Co (W) gross weight o branch Westsi	137.3 138.6 139.4 on can dd to F MP 132.4 D Libfa MP 95.5 95.0 7.9 64.6 Tr Su ier to MP 59.8	sta. No. PX815 PV681 PZ708 PW815 PW815 PW816 PW816 PW816 PW817 P	Busing Pears Reed H. Yard I Libfan Maxin Cannu UP tr to rea 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	r out of r o	service M. entire branch. acks Cannon to Libfa coss weight on control of the cost of	139.8 5.2 MP 5.5 Maximu MP 129.7 129.1 Trm. Tra 74.2 cars 220 aggin to MP 57.8 branch	PC005 PA105 to MP7.1 um Speed Sta. No. PP205 PP206 ack out of PZ718 0,000 lbs. Cannon PV621 PV629 ch. Maxi- Sta. No. PM807 PM815
Cuba C Paloro Parter Ma Paloro	ximum Itson Br I. I. SS Track zier Brar entire b ss Track reet Jct. iles via ion Nun ntezuma need 10 s Track tlas Pot ximum occum o	gross weight anch Clevelar (s meh Cannon to ranch. (s) SP T mbers on SP PV609 PV613 Branch Doz MPH. S wder Co (W) gross weight of Branch Westsi	137.3 138.6 139.4 on card dd to F MP 132.4 D Libfa MP 95.5 95.0 Tr Su ier to MP 59.8	sta. No. PY815 PV681 PZ708 PW681 PZ708 PW681 PZ708 PW681 PZ708 PW681 PZ708 PW805 s 220,000 Woodland	Busing Italian Taken Tak	r out of	service	139.8 S.2 Land Maximu MP 129.7 129.1 129.1 129.1 Trm. Tra 74.2 cars 22(Cars 22) 129.1 Trm. Tra 75.8 50.0 branch. MP 175.8 branch. MP 175.8 branch. MP 175.8 branch. MR 175.8 bra	PC005 PA105 to MP7.1 mr Speed Sta. No. PP205 PP206 ack out of PZ718 0,000 lbs. Cannon PV621 PV629 ch. Maxi- Sta. No. PM807 PM815
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Vaba C valor of Valor	ximum ximum Irson Br I. I. Iss Track reet Jct. Illes via ion Nui ntezuma need 10 x Track tilas Pox ximum odland E 0 MPH x Track	gross weight anch Clevelar (s anch Cannon to ranch. (s T T mbers on SP PV608 PV609 PV613 Branch Doz MPH. s weder Co (W) gross weight of Branch Westsi	137.3 138.6 138.6 139.4 on card MP 132.4 D Libfa MP 95.5 95.0 7.9 64.6 Tr Su MP 59.8 MP	rs Colusa to Reed 5.3 M Sta. No. PP202 arm 10 MP Sta. No. PX815 PV681 PZ708 emont	Busing Italian Taken Tak	r out of	service	139.8 S.2 Land Maximu MP 129.7 129.1 129.1 129.1 Trm. Tra 74.2 cars 22(Cars 22) 129.1 Trm. Tra 75.8 50.0 branch. MP 175.8 branch. MP 175.8 branch. MP 175.8 branch. MR 175.8 bra	PC005 PA105 to MP7.1 um Speed Sta. No. PP205 PP206 ack out of PZ718 0,000 lbs. Cannon PV621
Juba C valoro Mara Mara Mara Mara Mara Mara Mara M	ximum III A	gross weight anch Clevelar s meh Cannon to ranch. s SP T mbers on SP PV609 PV613 Branch Doz MPH. s wder Co (W) gross weight of Branch Westsi s	137.3 138.6 139.4 on car do to F MP 95.5 95.0 Tr. 9 164.6 Tr. Su MP 99.5 132.4 Tr. 9 164.6 Tr. Su MP 99.1 132.4 Tr. 9 164.6 Tr. Su MP 99.2 13.6 1.6 2.7	rs Colusa t Reed 5.3 M Sta. No. PP202 arm 10 MP Sta. No. PX815 PV681 PZ708 emont cro Montezum Sta. No. PM805 s 220,000 Woodland Sta. No. PH501 PW402 PW403	Busing Bu	a r out of 220,000 d limits coss Tracon	entire branch. acks Cannon to Libfa coss weight on cost weight on cost weight on cost weight on cost with the cos	139,8 5.2 4P 5.5 5.2 4P 5.2 4P 5.5 5.2 4P	PC005 PA105 to MP7.1 um Speed Sta. No. PP205 PP206 ack out of PZ718 0,000 lbs. Cannon PV621 PV629 ch. Maxi- Sta. No. PM807 PM815 Maximum Sta. No. PW412 PW415 PW415 PW415 PW417
Yuba C valor	ximum ximum xison Br	gross weight anch Clevelar (s anch Cannon to ranch. (s T T mbers on SP PV608 PV609 PV613 Branch Doz MPH. S granch Westsi (s Branch Westsi (s) S Branch Westsi	137.3 138.6 139.4 on car and to F MP 132.4 Dibfe MP 95.5 95.0 Tr Su ier to MP 95.8 on car de to V MP 92.3 1.6 2.7 k to C	rs Colusa t Reed 5.3 M Sta. No. PP202 arm 10 MP Sta. No. PX815 PV681 PZ708 emont cro Montezum Sta. No. PM805 s 220,000 Woodland Sta. No. PH501 PW402 PW403	Busing Bu	a r out of 220,000 d limits coss Tracon	service	139,8 5.2 4P 5.5 5.2 4P 5.2 4P 5.5 5.2 4P	PC005 PA105 to MP7.1 um Speed Sta. No. PP205 PP206 ack out of PZ718 0,000 lbs. Cannon PV621 PV629 ch. Maxi- Sta. No. PM807 PM815 Maximum Sta. No. PW412 PW415 PW415 PW417
Yuba C alaron Al	zier Brai L. S. Track zier Brai L. S. Track zier Brai zier Brai s. Track zier Jct. iles via ion Nui ion Nui i	gross weight anch Clevelar (s meh Cannon to ranch. (s SP T mbers on SP PV608 PV609 PV613 Branch Doz MPH. S wder Co (W) gross weight s granch Westsi s anch Broderic except between	137.3 138.6 139.4 on car do to F MP 132.4 on Car Su	rs Colusa to Reed 5.3 M Sta. No. PP202 rm 10 MP Sta. No. PX815 PV681 PZ708 remont	Busin-Rice Vender 1.5 Miles	rout of course o	service	139.8 2.2 4P 5.5 1 129.7 129.1 129.7 129.1 129.1 17m. Tra 74.2 cars 22(cars 22	PC005 PA105 to MP7.1 um Speed Sta. No. PP205 PP206 ack out of PZ718 0,000 lbs. Cannon PV621 PV629 ch. Maxi- Sta. No. PM807 PM815 Maximum Sta. No. PW412 PW415 PW417 Maximum
Harter Ma Market	zier Brai L. S. Track zier Brai L. S. Track zier Brai zier Brai s. Track zier Jct. iles via ion Nui ion Nui i	gross weight anch Clevelar (s meh Cannon to ranch. (s SP T mbers on SP PV608 PV609 PV613 Branch Doz MPH. S wder Co (W) gross weight s granch Westsi s anch Broderic except between	137.3 138.6 139.4 on car do to F MP 132.4 on Car Su	rs Colusa to Reed 5.3 M Sta. No. PP202 rm 10 MP Sta. No. PX815 PV681 PZ708 remont	Busin-Rice Vender 1.5 Miles	rout of course o	service	139.8 2.2 4P 5.5 1 129.7 129.1 129.7 129.1 129.1 17m. Tra 74.2 cars 22(cars 22	PC005 PA105 to MP7.1 um Speed Sta. No. PP205 PP206 ack out of PZ718 0,000 lbs. Cannon PV621 PV629 ch. Maxi- Sta. No. PM815 Maximum Sta. No. PW412 PW417 faximum Sta. No.
Yuba C Paloro Paloro Harter Ma Paloro Haggin Haggin Haggin John Halter Ma Paloro Haggin Haggin Haggin Halter Haggin Halter Halt	zier Brai L. S. Track zier Brai L. S. Track zier Brai zier Brai s. Track zier Jct. iles via ion Nui ion Nui i	gross weight anch Clevelar (s mech Cannon to ranch. (s) SP T T mbers on SP PV608 PV609 PV613 Branch Doz MPH. S wder Co (W) gross weight of tranch Westsi s anch Broderic except betwee	137.3 138.6 139.4 on car do to F MP 132.4 on Car Su	rs Colusa to Reed 5.3 M Sta. No. PP202 rm 10 MP Sta. No. PX815 PV681 PZ708 remont	Busing Busing Busing Wood 1.5 Miles Busing Busing Conav Hebro Wood 1.5 Miles Busing Busing Conav Hebro Wood 1.5 Miles Busing Rio V Busing Conav Hebro Wood 1.5 Miles Busing Rio V Busing Conav Hebro Wood 1.5 Miles	as a cout of 220,000 de la limits dess Transcon de la limits de la lim	entire branch. acks Cannon to Libfa coss weight on cost ibfarm. berate on SP Hatier Br. Dixon Elmira and Limits entire acks (W) f service entire bracks Limits entire bracks Limits entire bracks	139.8 5.2 4P 5.5 5.2 4P 5.2 4P 5.5 5.2 4P 5.5 6.2 4P 5.2 4P 5.5 6.2 4P 5.2 4P 5.5 6.2 4P 5.2 4P 5.5 6.2 4P 5.2 4P 5.5 6.2 4P 5.2 4	PC005 PA105 to MP7.1 um Speed Sta. No. PP205 PP206 ack out of PZ718 0,000 lbs. Cannon PV621 PV629 ch. Maxi- Sta. No. PM807 PM815 Maximum Sta. No. PW412 PW415 PW417 Maximum

#MP 264.6 #MP 262.0 #MP 257.6 #MP 253.5 #MP 249.2 #MP 243.5

#MP 290.2 #MP 284.0 #MP 281.5 #MP 279.5 #MP 275.5 #MP 273.4 #MP 269.5

PORT CHICAGO BRANCH — FEATHER RIVER DIVISION

Mile Post	WEST	STATIONS	EAST	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH East Pittsburg to Clyde
93.2	STOCKT	ON TOWER	Ø	PX862	reet	(Except as below) 20 Between Mile Posts
48.5 48.1 47.4 47.0 46.2 44.9 39.0	33.5 MIL EAST PI	ES VIA ATSF TTSBURG 9.4 9.7 9.7 9.7 1.3 TTSBURG 1.3 HICAGO	Ø Ø Ø	PN931 PN932 PN933 PN939	510	48.7 and 46.1
Wood Gillis Holt Trull	sbro	PN903 W PN905 B PN909 K	Orwood Verner ixler nightsen		PN915 PN916 PN919	and ATSF movements must not exceed 5 MPH and cars 61 feet or longer are prohibited. Track out of service MP 38.6 to MP 37.1 Dupont PN92: East Antioch PN92: Sando PN92: Antioch PN92: Antioch PN92:

OAKLAND SUBDIV. - FEATHER RIVER DIVISION

	Rad	lio Communication via Channel One			Maximum Speed MPH (Except as below) 60 All sidings 20
Mile Post	WEST	STATIONS A	Sta- tion Nos.	Sid- ings Feet	Between Mile Posts— 92.0 and 90.4 20 Hunter St. Lead 5 84.5 SP Xing 30
92.0 91.7 91.0 89.9		STOCKTON T	PX862	Yd.	84.5 SP Xing
84.5		⊗ SP Ø	1.500	2011	52.3 and 50.5 50
82.1	8.0	WYCHE	PX872	5555	50.5 and 48.5 20 48.5 and 46.6 40
74.1		⊗SP ^{8.0}	1600		46.6 and 45.0 50 45.0 and 38.8 45
72.8	M	TRACY T	PX881	10692	38.8 and 34.4
63.3	10	9.5 MIDWAY	PX891	5518	30.9 and 29.2 30 15.2 and 10.6 35
56.2	x	ALTAMONT	PX898	5560	10.6 and 7.2 20
47.0	÷	LIVERMORE	PX907	4117	7.2 and Chestnut Jct 10 Business Sta. Tracks MP No.
38.1	4	HEARST	PX916	4423	French Camp 88.4 PX867
30.8 30.5 30.4		7.6 CP F31 NILES JCT. SP T 0.8 CP F30	PX923	****	Lathrop 85.8 PX870 Cochran 75.6 PX878
29.7 29.3 27.5 25.5	13	FREMONT CP F29 9.6 CP F27 CP F25	PX924	4042	Lyoth (W) . 73.8 PX880 Ayala (E) . 70.9 PX882 Lox (W) . 50.3 PX904 Trevarno (W) 49.2 PX905 Radum . 43.4 PX911
20.8 20.1 19.3 15.4 13.8	=	CP F21 HAYWARD CP F20 CP F19 8.8 CP F15 CP F14	PX934	6922	Pleasanton (W) 41.7 PX912 Pabrico (W) 27.0 PX927 Union City 25.9 PX928 Carpenter 24.9 PX929
11.3	=	KOHLER	PX942	3524	Estudillo 16.1 PX938
10.6	-	MELROSE⊗SP® CP F10 CP F9	PX943	1100	San Leandro 14.7 PX939 Fruitvale 9.6
8.8 7.2	N.	FALLON ST. CP F70	PX946	200	Two main tracks Fallon Street to Oakland. Movements made under instructions of
5.8	-	MAGNOLIA TOWER⊗SP® ⊗	PX948		Yardmaster Oakland or train dispatcher.
4.7		OAKLAND OT	PX949	Yd.	
				-	

Yard Limits MP 8.0 to Oakland

Shifted Load and Dragging 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 Instr. 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 \otimes SP \otimes — 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; Freemont; Fallin 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

Maximum Speed MPH (Except as below) 25 Between Mile Posts —	Sid- ings Feet	Sta- tion Nos.	EAST	STATIONS	WEST	Mile Post
29.7 and 33.2	Yd.	PX862		STOCKTON	T	0.0
Modesto		PX864	Δ			1.7
Business Tracks MP No.	2170	PQ005	CA JCT		5	5.2
Valimet (E) 2.2 PQ002 Sharps Lane (E) 3.3 PQ003	1390	PQ020	N		C	19.8
Turner 6.2 PQ006 Atlanta 12.5 PO012	1220	PQ026	RY		b	25.6
Simms		PQ030	YARD JCT	NORTH YAR	-	30.1
Aurora		PQ032	о го ⊗ м&ет	MODESTO ⊗	-	31.4
Bronco (W) 37.5 PQ037 Yard Limits MP 0.0 to MP 6.0.	****	****		⊗ SP		32.7
Taid Limits Wi 0.0 to Wir 0.0.	2010	PQ035	3		4	34.5
	1240	PQ042	T		P	41.6
1/-	77.57	PQ045	Υ		+	44.7
		PQ048	K	TURLOCK	+	47.9
				47.9		

Manteca Br.-Feather River Divn. Manteca Jct. to South Manteca 6.6 Miles. Yard Limits entire branch. Maximum Speed 10 MPH. MP Sta. No. 5.1 PF105 MP Sta. No. 6.6 PF107 **Business Tracks** Business Tracks South Manteca

Manteca Chemurgic Br.-Feather River Divn. Hatch to Chemurgic 2.9 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

MP 2.9 Sta. No. PG203 **Business Track**

SAN JOSE BRANCH — FEATHER RIVER DIVISION

Mile	WEST	EAST	Sta- tion	Sid- ings	Maximum Speed MPH (Except as below) 35
Post	•	STATIONS A	Nos.	Feet	Between Mile Posts — 0.0 and 0.3 including wye 10
0.0 0.2 4.5	7	NILES JCT CP F31 7.0 CP F90 CP F90			7.5 and 10.0
7.0 8.8 10.1	7	WARM SPRINGS 4.5 CP F90 CP F91	PS707	Yd.	Business Tracks MP No.
11.5	7	MILPITAS 🛇		Yd.	Inland Steel 4.9 PS705
17.5	\$	SAN JOSE	D PS717	Yd.	Curtner (W) 8.0 PS708 Berryessa (W) 14.1 PS714
19.6		VALBRICK SPS	D PS720		Yard Limits: MP 10.0 to MP 23.0
20.4		WILLOW GLEN & SP &	D PS721	1122	CTC Niles Jct. to MP 10.1.
22.3	+	⊗sp® West san Jose(D PS722		
		23.0	1. 1	100	

	Ra	adio Communication via Channel Two.			Maximum Speed	MPI Frt.
Mile	WEST	T EAST	Sta- tion	Sid- ings	(Except as below) All Sidings except Granger, Nutria, Opal,	70
Post	· ·	STATIONS A	Nos.	Feet	Kemmerer, Leefe and Montpelier	20
0.0	烘	GRANGER CP847 T F X 8.4 CP2	WX847	7260	Between Mile Posts— 0.0 and 0.8	40
8.4	-	MOXA	IX855	7359	0.0 and 0.8	60 40
16.4	4	NUTRIA 9	IX863	12034	32.3 and 35.5	50 35
24.8	75	OPAL	IX872	7345	40.8 and 44.6	35 55 50
33.3	4	WATERFALL	IX881	7370	54.5 and 55.8	30 35
38.9 39.9	8	7.3 CP39 KEMMERER ?	13007	6567	55.8 and 57.8	60
40.6 42.2	4	8.1 CP40 A	IX887	7867	63.6 and 65.4	55
48.0		FOSSIL	-IX898	7329	87.4 and 87.7 92.9 and 93.1	50 50
53.3	4	5.3 NUGGET	IX903	7374	96.7 and 98.3	50
59.5	7	ORR	IX907	7352	102.6 and 104.8	50 60
65.3	4	5.9 LEEFE T ?	IX912	11783	107.8 and 120.4 No.	60
72.0		6.7 BECKWITH	IX919	7342	120.6 and 130.1	50 60
	12	5.4	IX925	7399	138.7 and 141.0	50 45
77.4	1	5.7			146.3 and 148.3	60 50
83.1	P	COKEVILLE	IX931	8566	152.1 and 152.4 163.5 and 168.9 168.9 and 171.7	60
88.8	3	MARSE	IX935	7367	171.7 and 174.7	50 55
94.5	2	7.8	1X941	7331	174.7 and 177.4	60 45
102.3	4	HARER	IX950	7405	179.0 and 180.0 180.0 and 183.1	35 45
107.9	1	DINGLE CP108	10/1/4/4	4444	183.1 and 185.5	55 35
114.8		7.3 CP115 X	1X962	Yd.	Psgr.	Frt.
115.2 116.9	#	MONTPELIER	12,902	10,	Maximum Speed	70
120.4	Щ	PESCADERO CP121	2111	GERT	(Except as below) 79 187.9 and 195.3 60 195.3 and 197.7 65	50 55
127.7	4	GEORGETOWN	IX974	10039	McCammon Jct	33
136.2	3	8.5 MANSON	IX983	7354	No. 1 MT to or from Ogden	
144.0 145.5		10.0 CP144 CP145	2274	****	Subdivn. crossing over 15	15
146.2	3	SODA SPRINGS T 5.0	IX993	7465	197.7 and 200.0 70 200.0 and 202.6 60 212.2 and 213.3 70	55 50
151.2	4	ALEXANDER	IX999	7297	212.2 and 213.3 70 214.2 and 214.6 20	20
156.7	d	TALMAGE	IY003	7426	Do not exceed 65 M freight train averages ov	
162.2	Ь	BANCROFT	IY009	17498	gross tons per car. De exceed 60 MPH if freight	o not
170.2	6	PEBBLE	IY018	7337	averages over 100 gross	tons
177.0	6	BLASER CP177		State	per car. Business	
178.6		8.9 CP179 X			Tracks MP Str Sage 63.0 II	a. No. X910 X945
185.9 189.8	E	TOPAZ _{.9} ····· CP186 CP190	3111	****	Pegram 98.1 II Lava Hot	X945
191.7	1	McCAMMON CP192 T X	IY038		Springs 180.5	Y027
201.7	1	INKOM X	IY049 EN RIVER			
210.7	AT.	E. POCATELLO CP211	POCAT	ELLO	7	
213.1		M CP PIZE		4		
213.5	4	3.5 OCP P13 I OCP P14 I POCATELLO OT X	IY061	Yd.		
214.2	III.	214.2	11001	īū.		
- 6		-1 I Idam 10 Con Al	ATTY	30.100		_

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.

POCATELLO SUBDIV. - GREEN RIVER & POCATELLO DIVS.

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 IJ705

 Amoco Spur
 7.7

 Chevron Spur
 ...

 Skull Point Mine
 10.2

 MP 7.7 Amoco Industry Yard is protected

by signals.

Chevron Industry all movements must be governed by signal

Elkol Branch Glencoe Jct. to Elkol 3.3 Miles. Yard limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 0.0 and 0.2 — 15 MPH; 2.5 and 3.3 — 10 MPH.

Business Track MP Sta. No. Elkol 2.6 IJ904

Exxon Industrial Spur Opal (MP 23) to Shute Creek 16.8 Miles. Movements authorized by Track Warrant Control. Maximum Speed 40 MPH except between Mile Posts: 0.0 and 1.0 — 15 MPH; MP 16.0 and MP 16.8 — 10 MPH. Business Track MP Sta. No. Shute Creek 16.3 Conda Branch Soda Springs to Conda 7.5 Miles. Yard limits entire branch. Maximum Speed 20 MPH except between MP 6.5 to MP 7.5 and Conda yard 5 MPH. Business Track MP Sta. No.

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

1.8

IC002

IC006

IC007

Conda

DRY VALLEY BRANCH — GREEN RIVER DIVISION

Mile Post	SOUTH ▼	STATIONS	NORTH	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below) 25 Epco — all yard tracks 10 Mountain Fuel Track
0.0	1	EPCO 11.7 WOOLEY VALL 6.6		IC006 ID012	9873	No. 1
18.3	>	DRY VALLEY .	, T	ID018	1100	3.5 and 4.9
_		18.3				Dry Valley Yard 5 Yard Limits Epco to MP 2.0

CACHE VALLEY BRANCH — GREEN RIVER DIVISION

Mile	SOUTH	NORTH	Sta- tion	Sid- ings	Maximum Speed MPH (Except as below) 35
Post	•	STATIONS A	Nos.	Feet	Between Mile Posts—
50.8	Þ	PRESTON T	UC251	1319	13.6 and 13.9 15 17.7 and 18.0 15
48.1	b	WHITNEY	UC248	1301	42.9 and 44.0 25 50.2 and 51.1 10
43.6	b	FRANKLIN	UC244	1699	Business Sta. Tracks MP No.
41.5	d	PRESTO	UC242	7700	Holt 20.2 UC220 Sugar Factory(E) 21.7 UC222
37.4	d	RICHMOND	UC237	1692	Smithfield 31.5 UC232
24.1	d	LOGANT	UC224	2311	
17.6	>	HYRUM.,	UC218	1224	
13.8	þ	WELLSVILLE	UC214	1023	1
0.2		CACHE JCT T	UN049	5300	
		51.1			

TWIN FALLS BRANCH - POCATELLO DIV.

	Radio Communication vi Channel One		Sta-	Sid-	Maximum Speed (Except as below) Between Mile Posts — 11.7 and 15.0	
Mile Post	WEST	STATIONS	EAST	tion Nos.	ings	20.1 Bridge (6 axle units) 21.0 and 22.8
0.0	đ	MINIDOKA	⊗т	IY120	13190	52.8 and 53.8
13.5	-	RUPERT	⊕ т	IT614	9185	73.2 and 74.4
21.8	4	8.3 BURLEY	T	IT622	2750 2970	Tracks MP 1 Acequia 8.1 I' Schow(E) 16.5 I'
26.0	F	STARRH'S FERRY		IT626	3575	Heyburn 19.6 I' Hobson(E) 28.5 I'
41.8	Þ	15.8 MURTAUGH		IT64!	3355	Milner 33.6 I' Hansen 49.7 I'
53.3	d	KIMBERLY	*****	IT653	2805	McMillan 56.4 I'Curry 63.4 I'
58.7	201	TWIN FALLS	⊗т	IT659	47.66	Filer 66.0 I' Peavey 68.5 I'
73.8	5	BUHL	T	IT674	dager	Cedar 71.4 I'
		73.8				

MP 55.0 to MP 60.0. NORTH SIDE BRANCH — POCATELLO DIVISION

Mile Post WEST Post EAST Lion Nos. Station Nos. Station Station Nos. MP 0.0 to MP 5.0 MP 65.0 to MP 72.9 Post Nos. 0.0 RUPERT ⚠ T 1T614 9185 Hynes 11.4 Hazelton 24.0 Fost Nos. MP 65.0 to MP 72.9 Post Nos. MP 65.0 to MP 72.9 Post Nos. MP 65.0 to MP 65.0 to MP 72.9 Post Nos. MP 65.0 to MP 65.0 to MP 72.9 Post Nos. MP 65.0 to MP 65.0 to MP 72.9 Post Nos. MP 65.0 to MP 65.0 to MP 65.0 to MP 72.9 Post Nos. MP 65.0 to MP 72.9 Post Nos. MP 65.0 to MP 65.0			Radio Communication via Channel One.			6:4	Maximum Speed	MPH 40
0.0 ROPERT UT 11614 9185 Hynes 11.4 4.4 MYERS Ø IT805 7865 Falls City 40.6 5.7 PAUL 0 IT806 1705 Hydra 45.8 15.9 SCHODDE IT816 2530 47.9 JEROME IT848 2530 56.7 WENDELL IT857 2530	lile W	EST	STATIONS	EAST	tion	ings	MP 0.0 to MP 5.0 MP 65.0 to MP 72.9	Sta.
4.4 MYERS. © IT805 7865 Hazelton 24.0 Falls City 40.6 Barrymore 42.5 Hydra 45.8 Tuttle 66.2 47.9 JEROME IT848 2530 8.8 WENDELL IT857 2530 Hazelton 24.0 Hazelton 24.0 Hazelton 24.0 Hazelton 24.0 Hazelton 24.0 Hazelton 24.0 Barrymore 42.5 Hydra 45.8 Tuttle 66.2 45.8 Tuttle 66.2	0.0	T		От	IT614	9185		No. IT811
5.7 PAUL	4.4	þ	MYERS	Ø	IT805	7865	Hazelton 24.0	IT824 IT841
15.9 SCHODDE 1T816 2530 141116 66.2 47.9 JEROME 1T848 2530 56.7 WENDELL 1T857 2530	5.7	4	PAUL	Ø	IT806	1705		IT843 IT846
47.9 JEROME	5.9	4	SCHODDE		IT816	2530	Tuttle 66.2	IT866
56.7 WENDELL 1T857 2530	7.9	4	JEROME		IT848	2530		
	6.7	1	WENDELL		IT857	2530		
72.9 BLISS Ø T IY198 5845	2.9	1		т Ø	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.

area at wet nopper.						
Raft River Br. — Pocatello D Declo 9.2 Miles. Yard Limits e Maximum speed 15 MPH. Ex MP 0.0 and 1.0 10 MPH, MP 9.2 10 MPH.	ntire branch. cept between	Oakley Br. — Pocatello Divn. Burley to Martin 11.6 Miles. Yard Limits entir branch. Maximum Speed 20 MPH. Excep between MP 0.1 and 1.0 10 MPH, MP 11.3 and MP 11.7 10 MPH.				
Business Tracks M Unity 3 Elcock 4 Evans(E) 4 Evans(E) 5 Evans(E) 6 Evans(E) 7 Ev	.1 IT903 .0 IT904 .7 IT905 .0 IT906 .5 IT908	Business Tracks MP Crippen(E) 2.1 Ruby(W) 3.1 Beetville 4.2 Pella 5.2 North Kenyon 9.6 Martin 11.5	I IT702 I IT703 I IT704 I IT705 I IT708 I IT710			

TIMETABLE NO. 6

SCOVILLE BRANCH - POCATELLO DIVISION 87

Mile SOUT	SOUTH		NORTH	Sta- tion Nos.	Sid- ings	Maximum Speed MPH (Except as below) 40
		STATIONS			Feet	Aberdeen Jct. T/O 15 Between Mile Posts —
7.1		ABERDEEN JCT.	G-14-14-4	IA607	ares.	42.0 and 58.6
20.1	P	TABER		IA620	1540	Business Sta.
39.7		SCOVILLE	T	IA640	1650	Tracks MP No. Olsen (E) 15.9 IA616
59.1	4	ARCO	T	IA659	1760	Operation by General Order.
		52.0				

YELLOWSTONE BRANCH — POCATELLO DIVISION

Nos.		
	Feet	Between Mile Posts — 25.1 and 26.1
IE051	2145	29.6 and 29.8 20†
IE037	5225	36.9 and 38.2 20† 38.2 and 50.7 25
IE026	3135	50.7 and 52.0 10
IE014	2530	Business Tracks MP Sta. No.
IE008	2805	St. Leon (S) 3.7 IE004 Garry (S) 12.5 IE013
IE003	825	Lorenzo 18.1 IE018 Thornton 20.7 IE021
IF185	Yd.	Sugar City 29.8 IE030 Hart T 30.7 IE031
		Wamar (S)31.3 IE032 Yard Limits MP 0.0 to MP 9.0
	IE037 IE026 IE014 IE008 IE003	IE037 5225 IE026 3135 IE014 2530 IE008 2805 IE003 825

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

Sta. No. IE229 IE234 **Business Tracks** 29.2 33.3

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

		Sta.
Business Tracks	MP	No.
Ammon	18.1	II518
Bonded Siding (S)	20.8	11520

EAST BELT BRANCH -- POCATELLO DIVISION

Mile	SOUTH		NORTH	Sta- tion	Sid- ings	Maximum Speed MPH (Except as below) 40
Post		STATIONS	A	Nos.	Feet	Between Mile Posts— 0.0 and 3.0
38.0	Þ			IE438	550	4.7 and 4.9 20
16.2	4	21.8 RIRIE		IE416	990	14.3 St. Xing
3.0	- 1	LINCOLN JCT.		IE403		19.5 and 24.0 20 28.0 and 28.7
0.0	1	3.0 ORVIN	T	IE003	825	30.2 and 37.7
		38.6				Business Tracks MP Sta. No.
Ken (N Lincoli	ess Track N)n	0.4 IE400 N 2.2 IE402 E	Business Tra Mikami (S) . Byrne enson	14.0	IE421	Hilltop (S)

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.

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

EAST

Maximum Speed

Except as

All sidings except Michaud, Minidoka, Bliss, Sebree and Kuna CP P215

turnouts through diverging routes . .

Between Mile Posts— 213.8 and 215

and

and

and

and

anc

and

and

and

and

and and

and and

and

per car.

Business Tracks

Don Schiller(W)
Schiller(W)
King Hill(W)
Hammett X
Simco(W)
LaFleuer(W)

and 390.6 and 393.2

and 456.4

454,7 and 456.4 No. 2 456.0 and 457.1 No. 1 35 456.4 and 457.4 No. 2 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 ner car.

Amtrak operates on Boise Cut-off between CP423 and CP456.

.0 and

and 241.3 and 316.7

All sidings

Sid

ings

Feet

Yd.

7645

8267

7104

6053

8258

5952

8280

5980

13190

5848

8273

5965

5976

8359

12870

8269

8232

8283

5861

6021

8341

8234

8251

8242 9349

8240

8053

Yd.

Sta.

tion

Nos

IY061

IÝÔ71

IY077

IY086

IY090

IY097

IY103

IY107

IY115

IY120

IY123

IY132

IY136

IY143

IY151

IY169

IY178

IY185

IY191

IY198

IY205

IY221

IY240

IY249

IY255

1Y260

IY270

IY282

IY294

IY304

. . . . T

CP356

CP373 X

CP376 ¥

CP392 CP393

CP423

MPH Er. Frt.

70

20

20 50

40 55 40 70

45 35† 65 35†

40 45† 60 40 45†

55

Psgr.

79

20

15 15

40

55

70 70

60 45 35†

60

60

Radio Communication via

POCATELLO

2.1

MICHAUD

BANNOCK

BORAL

OUIGÍ

WAPI

MAX

KIMA

SENTER

OWINZA

TUNUPA

FULLÉ

BLISS

TICESKA

REVERSE

SEBRÉÉ

ORCHARD

OWYHEE

CLEF

FOX

NAMPA

242.6

GOODING

SHOSHONE

8.5

6.7

173

GLENNS FERRY

MOUNTAIN HOME.... T

POCATELLO DIVISION

NAMPA DIVISION CP449 CP455 X 8.0 CP456

DIETRICH CP315

DEWOF

HAWLEY

MINIDOKA

ADELAIDE

AMERICAN FALLS

STATIONS

POCATELLO JCT. CP2161

WEST

Mile Post

214.2 215.8 216.0

216.3

222.8

230.2

238.4

242.5

250.0

256.0

260.3

267 9 272.9

276.8

284.6

289 8

295.7

303.1

3147

330 3

337.1

344.8

350.0

356.0

372.8 374.0 376.3

391.6

401.2

408.2

413.7

423.6

435.2

446.4

448.8

448.8 454.9 456.4

20.4	0	GAY T	IQ020		gle unit Gay to MP 9, consist must not exceed 40 cars.
		21.5			
Tra must be retainin	ins fro tested g valv	om Gay must not be controlled prior to passing MP 18.0. On the image in "HP" position must be	ed exclusion trains from used on a	vely by m Gay. Il cars.	dynamic brake. Dynamic brake, if dynamic brake is inoperative,

MONTANA CURDIV - DOCATELLO DIVISION

	Radio	Communication v	ria		24	Maximum Speed MPH (Except as below) 40
Mile Post	SOUTH	STATIONS	NORTH	Sta- tion Nos.	Sid- ings Feet	Between Mile Posts — 390.0 and 388.1 10 388.1 and 383.7 30
390.0	-1	SILVER BOW	т О,	IF390	Yd.	383.7 and 382.3 25 382.3 and 373.5 30
380.6	0	9.4 FEELY		IF381	880	368.2 and 361.7 20 354.4 and 351.0 30
369.9	5	DIVIDE		IF370	1870	346.3 and 342.7 25 318.7 and 315.9 30
359.1	>	MELROSE	erreenser.	IF359	2915	310.2 and 309.2 30 280.3 and 277.4 30
340.3	C	18.8 APEX		IF340	2145	271.8 and 271.0 35 269.9 and 269.7 35
328,0	Þ	DILLON	· · · · · · · · · · ·	IF328	7095	267.6 and 262.9 30 259.2 and 258.3 30
320.2	0	BARRETTS		1F320	7590	257.6 and 254.9 20 254.9 and 252.7 25
301.8	C	RED ROCK		1F303	7370	251.4 and 251.0
280.1	<	21.7 LIMA	i i e rojeri	IF280	4455	236.7 and 235.6 35 188.6 and 187.4 35
273.3	5	SNOWLINE	diam'r.	IF273	2420	185.9 and 185.5 10 185.5 and 182.5 25†
264.9	4	MONIDA	, T	IF265	2915	176.0 and 175.0 30† 169.5
258.7	Q	HUMPHREY		IF258	5595	158.8 and 157.3 20† 136.7 and 135.1 25
248.5	C	SPENCER		IF249	2750	Business Sta. Tracks MP No.
234.6	P	DUBOIS	education (2)	IF235	5060	Maiden Rock 365.8 IF366 Navy 348.5 IF349
217.4	Þ	HAMER		IF218	2475	Ford 322.2 IF322 Kidd 294.0 IF294
201.9	C	ROBERTS		IF202	2585	Waco 228.6 IF229 Camas 223.3 IF223
184.8	9	IDAHO FALLS .	т 🗞	IF185	Yd	Golden Valley (N- S) 198.2 IF199
175.5	9	SHELLEY		IF176	4950	Bassett 196.5 IF197
169.1	Þ	FIRTH		IF169	5830	Pours 101 2 IE101
158.1	-5	BLACKFOOT	т Ф	IF158	3685	Fibre (S) 180.4 IF180 Cotton 179.3 IF179
146.0	b -	FORT HALL		IF146	7095	Mitchell 176.9 IF177 Wapello 164.0 IF164
140.8	C	TYHEE		IF140	5885	Gibson 151.0 IF151 Chubbuck
136.7	-	MONTANA JCT. CI	РМ37 🏵 🚳			(S) 138.2 IF138 15 MPH dual control switch turnouts: Pocatello Jct. —
135.1	1	POCATELLO JCT. C	P216 ♥ Ø	- 200		Montana main track, and crossover between tracks 1 &
	Limits	254.9 : Silver Bow to 1	AD 200 0	NAD 220	0.4	2, Junction switch to Montana main track.

Yard Limits: Silver Bow to MP 388.0; MP 330.0 to MP 325.0; MP 188.0 to MP 181.0; MP 160.0 to MP 156.0; MP 138.0 to Pocatello Jct. MP 186.7 to MP 189.4 is ABS-TWC. Equation: Distance MP 314 to MP 316 is 1.4 miles

ABERDEEN BRANCH

STATIONS

ABERDEEN JCT

BLACKFOOT

ROCKFORD

ABERDEEN

35 3

See Special Instructions Item 19 for AMTK schedules. At Pocatello (Pole Line Road), Shoshone, Glenns Ferry, Ontario and Mountain Home whistle detectors mounted on orange colored whistle posts have been installed near main

crossings.
All eastward trains must sound whistle before passing whistle posts. Exceptions: At Glenns Ferry both eastward and westward trains must sound whistle.

Yard Limits in effect MP 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

40 MPH dual control switch turnouts: CP225 between main tracks; CP315; CP324; CP356;

40 MPH dual control switch furnouts: CF223 between main tacks, CF37, CF324, CF365, CF393 between main tracks; CF423 to Boise; CF449;
20 MPH dual control switch turnouts: CF225 siding; CF366 siding; CF393 siding;
15 MPH dual control switch turnouts: CF215; CFP16 No. 3 to Montana Subdiv. or crossover between No. 1 & 2 main tracks; CF373; CF392; CF456 to Boise or west crossover;
CF376 No. 1 to No. 2 and to West Glenn's Ferry. Speed frater switches 15 MPH.

28.2

Mile SOUTH

Post

B0.0

0.0

4.1

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

Sta No. IA602 IA604 **Business Tracks** Collins IA605 IA906 Moreland(w) B5.6 iberty 10.3 IA910 Pingree

MPH

10

POCATELLO DIVISION

Sid-

ings

Feet

Yd.

1485

1760

Sta-

tion

IF158

IA607

IA904

IA928

NORTH

8

Maximum Speed

4.0 and 4.3

Collins (Spurs)

Aberdeen Jct. T/O

(Except as below)
Between Mile Posts
B0.1 and B0.4
B0.4 and B7.1

Radio Communication via Channel One. WEST		Maximum Speed (Except as below			MI Psgr. 49				
Mile	-	STATIONS	A	Sta- tion	ings	Between M	ile		
Post			- 1	Nos.	Feet	Posts — B439.5 and	B440.4	25	25
B423.5	1	ORCHARD	CP423	IY270	9349	B446.5 and B467.0 and		20 30	20 25
B448.6	L	BOISE	T	1B296	s1055	Business) de	St	
B450.9	1	BOISE JCT	11111111	IB298		Tracks Hillcrest	MP B445.2	IB2	192
B457.5	b	MERIDIAN	CP423	IB305	3850	Perkins Beatty	B451.5 B454.9	IB2	
B467.8	1	NAMPA	. CP456 T	IY304		Aluma (W)	B462.8	IB3	311
		44.3							

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

IO IVII II.					
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

	SOUTH	9771001	Sta-	Sid-	Maximum speed MPH (Except as below) 40
Mile		STATIONS A	tion	ings	Between Mile
Post			Nos.	Feet	Posts —
99.1	4	CASCADE	T IN099	1485	99.7 and 98.0 10
82.7	P	SMITHS FERRY	T IN083	1430	98.0 and 92.5 30 92.5 and 83.1 20 81.0 and 64.0 . SW10-NW15
63.9	4	BANKS	. IN064	1650	64.0 and 60.0 20 60.0 and 53.0SW10-NW15
49.7	b	HORSESHOE BEND	. IN050	1485	53.0 and 50.3 20 49.1 and 45.7 25
26.9	1	EMMETT 🛇	T IN027	4510	45.7 and 44.1
2.6	-	FISCHER	D IN003	2310	38.7 and 37.4 . SW10-NW15 37.4 and 33.2 20
0.0	[2.6 NAMPA ∅	T IY304		33.2 and 31.2 25 27.7 and 25.6 12†
		99.7			22.4 and 18.9 SW10-NW15
MP 9	8.0 to C	its: Nampa to MP 4.0; MP 2 ascade. TWC in effect Fisch			14.8 and 13.8 30 8.8 and 8.7 25 0.4 and 0.2 15

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.

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.

	Sta.
Business Tracks MP	No.
Belvidere 95.3	IN096
Big Eddy (W)75.2	IN075
Gardena (E) 55.1	IN055
Montour41.0	IN041
Jenness 18.8	IN019
Middleton 9.4	IN009
Maddens 6.1	IN006

Wilder Br.-Nampa Divn. Caldwell to Wilder 11.4 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 0.0 and 0.3 — 10 MPH; 10.5 and 11.4 — 10 MPH. **Business Tracks** MP Sta. No. **Business Tracks** MP Sta. No. IW703 IW704 IW705 Simplot 2.5 Greenleaf(W) IW710 5.0 IW711 11.0

			3.1 Miles. Yard Limits enti 2.9 and 33.5 — 10 MPH.	re branch	. Maximum
Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Nyssa	0.0	IY336	Napton	16.9	IH817
Overstreet		IH808	Homedale	24.5	IH824
Adrian	10.6	IH811	Marsing	33.1	IH833

PAYETTE BRANCH - NAMPA DIVISION

91

Mile Post	WEST	STATIONS	AST	Sta- tion Nos.	Sid- ings Feet	Maximum speed MPH (Except as below) 40 Between Mile Posts 0 0.4 and 0.7 10 1.0 and 4.9 25
0.4	-	PAYETTE	Ø	IY350	8100	6.5 and 6.9
5.1	<	FRUITLAND		IN305	1265	9.6 and 10.8
29.1	上	EMMETT	T Ø.	IN027	4510	25.2 and 25.6
		28.7				Business Sta.
Ya	ard Lim	its				Tracks MP No. Eiffie (W) 4.0 IN304
M	P 0.4 to	MP 1.0				Buckingham 6.8 IN307 Tom Thumb . 8.8 IN309
M	P 27.0 t	to MP 29.1				New Plymouth 11.1 IN311

NEW MEADOWS BRANCH — NAMPA DIVISION

Mile Post	SOUTH	STATIONS	IORTH	Sta- tion Nos.	Sid- ings Feet	Maximum speed MPH (Except as below) 40 Between Mile Posts 4 4.3 and 5.7 35 7.4 and 7.7 25
84.1	Þ	RUBICON	T	IM484	2035	9.9 and 11.0
81.8		TAMARACK	T	IM482	1375	32.9 and 33.5
60.1	4	21.7 COUNCIL	От	IM460	2750	34.3 and 36.8 25 36.8 and 39.1 20
40.5		19.6 CAMBRIDGE		IM441	1650	39.1 and 42.4 30 42.4 and 43.2 20 45.1 and 54.8 25
19,1	4	CONCRETE		IM419	2255	54.8 and 56.7 20 65.4 and 67.3 30
0.0	1	19.1 WEISER	От	IY363	Yd.	67.3 and 80.7 20 83.9 and 84.5 10
		84.5				Business Sta.
Ya						Tracks MP No. Presley 11.6 IM412 Midvale 31.8 IM432 Mesa (W) 56.6 IM457

OREGON EASTERN BRANCH - NAMPA DIVISION

Mile Post	WEST STATIONS	EAST	Sta- tion Nos.	Sid- ings	Maximum Speed Yard Limits Ontario to MP 25	MPH 20
0.0	ONTARIO	. OT	IY346	Yd.	Business	Sta.
15.5	15.5 VALE	⊗	10016	6325	Tracks MP Claude(W) 2.7 Cairo 3.7	No. 10003 10004
23.5	CELATOM	⊗	IO024	2145	Luse 6.9 Little Vallev 34.8	IO007 IO035
73.6	JUNTURA	T	IO074	2475	Harper 42.0 Namorf 51.3	IO042 IO051
126.6			IO127	1430	Jonesboro 62.2 Long 86.6	IO062 IO087
156.8	30.2 BURNS	T	IO157	1155	Riverside 92.8 Dunnean 102.8	IO093 IO103
	157.2			1-1-	Venator110.2	10110

JOSEPH BRANCH — NAMPA DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below) 30 Between Mile Posts— 83.6 and 82.5 10
83.3	de	JOSEPH	T	OJ084	1960	81.8 and 78.2 25
59.5	>	WALLOWA	T	OJ060	1246	78.2 and 77.9 20 77.9 and 75.0 25
20.6	c	38.9 ELGIN	T	OJ021	1805	72.8 and 71.8
3.7	Þ	16.9 BAUM	🛇	OJ004	2000	56.0 and 24.0 10 24.0 and 19.1 20
0.0	1	3.7 LA GRANDE	⊗ т	OX486		19.1 and 15.6 15 0.3 and 0.0 15
MP	290.3 (1: ls eastwa	83.6 st St.) La Grande rd movements.	stop sign			TWC in effect between MP 5 and MP 83.5. Yard Limits: MP 5.0 to MP 0.0.
Enterp Lostine Sevier	rise	MP Sta. No. 177.6 OJ078 I 67.5 OJ068 I 56.3 OJ057 O	Business Fracks Cimmel Looking Gla Bulling	39.4 iss 33.6 24.9	Sta. No. OJ040 OJ034 OJ025 OJ012	Business Tracks MP Sta. No. Alicel 8.1 OJ008 Island City 2.2 OJ003

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

92 LA GRANDE SUBDIV. - NAMPA & SPOKANE DIVS.

92 [Communication via	NAMI	Ac	Maximum Speed	MP Psgr.	
	Radio	Communication Via Channel Two —			Nampa to LaGrande	79	70
	Huntin	gion CP538 to Nampa.	Sta-	Sid-	LaGrande to	19	
Mile	WEST	STATIONS EAST	tion .	ings	Pendleton Pendleton to	79	60
Post			Nos.	Feet	Hinkle	79	65
4564 4574 4594 4657	347	NAMPA CP456 T	IY304	Yd.	(Except as		
457.1	711	SR427	0.00		below) Sidings: Durkee, Pleasant Valley,		
464.8	1011	CALDWELL CP465	IY313	4	Pleasant Valley,		
472.6		NOTUS.	IY320	8292	Encina, Quartz, Baker, Wing,		
480.3	A. I	PARMA 8.5	IY328	8261	Haines.		
		NIVER 8.5	S. 6 70 6	1000000	Telocaset, Camp, Gibbon, Homly,		
488.8		NYSS 8.5 T	1Y336	8717	Minthorn, Munra,		
498.9	1	ONTARIOT	1Y346	8311 8440	Barnhart, Echo	20	20 25
502.7	A6	PAYETTE	IY350	8100	Lime (Siding) Between Mile	30	25
509.6	12	CRYSTAL	IY357	8256	Posts—		
	3	0,3		8070 8246	456.0 and 457.1 No. 1	35	35
	10	WEISER T	IY363	200	456.4 and 457.4		
526.2	1	COBB 6.6	IY373	7974	No. 2 457.4 and 464.8	20	20
532.8	14	ROCK SLAND	1Y381	8242	No. 2	50 50	50 50
538.4		CP538	OX386	8295	465.0 and 466.0 481.0 and 481.3	60	60
538 4 389 5 384 3	7	HUNTINGTON CP388	OX391	6885	489.1 Xng 498.7 and 498.8	60+	60† 60
	7.	7.2	OX391	444	502.6 and 503.2	60	60
377.1	1	WEATHERBY ?		8510	Crystal — using	15	15
368.7	L.P	DURKEE	OX407	9960	T/O EE 515.8 and 516.4	60	60
361.0	9	OXMAN	OX414	8339	520.5	70† 70†	
355.2	P	PLEASANT VALLEY	OX420	6535	523.1 and 524.9 524.9 and 528.1 529.4 and 535.5 535.5 and 536.9 536.9 and 388.5	75	60
351.9	- 20	ENCINA	OX424	10245	524.9 and 528.1	60 75	50 60
347.5	- P	QUARTZ	OX428	5270	535.5 and 536.9	60	45
341.6	17	BAKER T	OX434	10495	MP 538 8 equals N	40 AP 380	30
337.7	=	WING.	OX438	5190	MP 538.8 equals N 388.5 and 372.7	35	25
332.2	d	HAINES	OX444	8633	371.1 and 370.7 366.6 and 366.2	70 70	60
322.0	6	NORTH POWDER P	OX453	8460	364.6 and 355.9	30	20
312.6	- 15	TELOÇASETT	OX463	7210	364.6 and 355.9 355.9 and 348.4 348.4 and 347.2 347.2 and 346.9 346.9 and 345.1	40	30 60
308.8	1. 16	TELOÇÂSETT	OX467	8456	347.2 and 346.9	60	50
302.5	20	UNION JCT T P	OX473	8554	345.1 and 341.1	50	60 50
295.3		LONE TREE CP295	7.07	2000	331.3	70†	_
			12000		321.6 and 319.5 319.5 and 316.0 316.0 and 315.4 315.4 and 311.9	70 30	60 25 30
290.7 289.0	- 14	LA GRANDE	8 X 489	1111	316.0 and 315.4	40 50	30 40
287.8	F.	4.4 CP287 X	OX488	101	311.9 and 307.1	40	30
285.7	K	PERRY T CP286	OX490		307 L and 304 0	35	25 30
282.4	P	HILGAKO	OX494	9295	304.0 and 303.2 303.2 and 302.6 295.3 and 291.1	70	55
275.6	d	MOTANIC	OX500	8727	295.3 and 291.1	40	40
272.1	4	NORDEEN CP273	OX504		No. 1 291.1 and 289.8	70	40
271.0	反	KAMELAT	OX504	6965	No. 1 and No.	20±	F20+ 1
265.0	2	MEACHAM CP265	OX511		289.8 and 282.0	30	E20† E
257.7	4	HURON	OX518	9057	289.8 and 282.0 282.0 and 257.2 257.2 and 247.3 247.3 and 244.8 244.8 and 244.0 244.0 and 242.0	30 35	20 30
254.3	d	CAMP	OX522	5855	247.3 and 244.8	35 55 45	45 35
248.7	4	DUNÇAN	OX527	8541	244.8 and 244.0 244.0 and 242.0	60	45
239.8	9	BONIFER	OX536	8619	242.0 and 239.7	30	45 25
236.9	0	GIBBON T	OX538	5090	237.9 and 236.6	50 35	40 25
229.6	5	HOMLY	OX546	5765	234.0 and 231.6	55	45 30
225.3	4	MINTHORN	OX551	9121	237.9 and 236.6 234.0 and 231.6 231.6 and 227.3 218.9 and 217.6 217.6 and 214.1 213.3 and 213.0	40 55	45
219.0	1	MUNRA	OX557	5662	217.6 and 214.1	35	35
215.7		PENDLETON	OX557	7935	Siding	20 50	20
		2.0	Phillippe Co.	100	Siding. 214.1 and 213.0 210.9 and 208.9 206.9 and 204.5 204.5 and 202.3 202.3 and 200.7 198.2 and 194.5 194.5 and 193.4 192.2 and 191.8	50 55	40 45
212.7		RIETH.	OX564		206.9 and 204.5	60	50
208.1		BAKNHAKI	OX567	6390	204.5 and 202.3	55 60	45 50
199.7	8	BARNHART NOLIN F	OX577	9269	198.2 and 194.5	55	45
192.5	P	201103.0	OX583	6290	194.5 and 193.4	50 50	40 50
188.8		NAMEA DIVISION			171.0 4114 100.0	60	50
	-83	SPOKANE DIVISION	Coars		188.6 and 182.1 No. 1	50	40
188-69 186-55 185-5	4	3.3 E 85 X	24.4	****	188.6 and 182.1		
	7		1111	****	No. 2	60	50
185.3	_11	HINKLE T	OX591		Do not exceed of freight train ave	65 MP	H if
		286.5			80 gross tons per	car Do	not

See Special Instructions Item 19 for AMTK

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.

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)		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

40 MPH dual control switch turnouts: CF 403; CF 223; CF 103, CF 104 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

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 soed 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 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.

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 361.1, #MP 304.9, #MP 298.9, #MP 284.4, #MP 280.3 (ialking dragging equipment detector); #MP 272.9, #MP 268.2, #MP 261.5, #MP 259.4, #MP 255.6, #MP 243.7, #MP 239.7, #MP 222.0, #MP 211.1 (dragging equipment detector) and the standard properties 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 259.4, #MP 259.4, #MP 259.4, #MP 239.7, #MP 222.0 and #MP 188.6.

SEATTLE SUBDIV. — SEA/PORT DIVISION

dio Communication via Channel Two.		Sid-
NORTH		ings
STATIONS A	Nos.	Feet
SEATTLE T	OX951	Yd.
⊗BNØ		
⊗ BN 0 CPS74	7974	22.45
⊗ BN Ø CPS73	2000	3321
KENT	OX938	3148
AUBURN	OX933	4319
SUMNER	OX925	4539
FIFE †	OX919	4597
RESERVATION	OX917	
140.0 MILES VIA BN		
NO. PORTLAND JCT. 0	OX778	2000
PENINSULA JCT. CP5 T	OX776	
ST. JOHNS JCT. CP4 🛇	OP501	4331
	OP500	Yd.
	Channel Two. STATIONS	Channel Two. Station North Station Nos.

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

Maximum speed	MPH
Seattle to Fife	45
(except as below)	
Argo Interlocking	12
Between Mile Posts -	
178.0 (Military Rd) 173.3 and 173.0	40
1/3.3 and 1/3.0	30
171.0 and 166.0	40
168.0 and 167.2 Siding	20
162.8 and 161.8 Siding	20 40
154 0 and 154 3	30
154.7 and 153.7 Siding	10
162.3 and 160.8 154.9 and 154.3 154.7 and 153.7 Siding 148.5 and 147.4 Siding	20
147.0 and 146.7	15
Peninsula Jct. Wve	15
Peninsula Jct. Wye 6.8 and 4.0	25
4.0 and 0.9	15
4.0 and 0.9 0.9 and 0.0 (Riv. Br.)	6
Yard Limits:	
St Johns Jct. to Albina.	
Operation on BN Reserv	vation
to North Portland Jct.	I
Northward trains via Bit secure BN clearance at	V
Albina and southward to	aine
via BN secure BN clears	nce
at Seattle.	inco
15 MPH	
Tacoma (Muni	
Line) - & BNO;	
Tidewater — SBNS Spokane St. SBNS;	
Spokane St. W BN W;	7.0
(Railroad Ave. and Atlan	ntic
Business	04-
Tracks MP	Sta. No.
Puvallun 152 0 C	X924
	X942
Black River 173.7 O	X945
Georgetown 179.3	177.10
15 MPH dual control s	witch
turnouts; Sumner; CP5.	-
Exception to Special	Instn.
Item 13(4) does not app	ly on
Sea/Port Divn., but does	apply
at #MP 164.0.	

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

TIMETABLE NO. 6

80 gross tons per car. Do not exceed 60 MPH if freight train

averages over 100 gross tons

per car.

PORTLAND SUBDIV. — SPOKANE & SEA/PORT DIVISIONS

	Ra	dio Communication via			Maximum Speed	MI	
Mile Post	WEST	Channel Two. EAST STATIONS	Sta- tion Nos.	Sid- ings Feet	Hinkle to The Dalles	Psgr. 79	70
185.3	H	HINKLET	OX591		Albina	79	65
183.7 182.1	4	3.2 CP184 X CP182			Posts —		
175.9	34	6.2 MUNLEY	OX600	8785	188.6 and 182.1 No. 1 188.6 and 182.1	50	40
169.8		6.1 CLARKE	OX605	6465		60	50 50
164.2	E	5.0 BOARDMAN	OX612	9844	166.0 and 124.3	60 70 70	60
163.3	2	SPOKANE DIVISION	011012		114.7 and 113.7 113.7 and 113.4 104.9 and 103.2	$\frac{70}{70}$	60
103.3		SEA/PORT DIVISION 7.5			103.2 and 103.1 99.3 and 98.8	60	60
156.7		CASTLE	OX617	9527	97.8 and 96.5 88.2 and 86.1	60 75 75	50 65 65
46.9	3	9.8 HEPPNER JCT	OX627	9735	86.1 and 83.2 83.2 and 81.2	60	50
138.7	2	8.2 ARLINGTON	OX638	9962	81.2 and 79.0 79.0 and 77.0	55 65 60 55	45 55 50
128.8	6	9.9 BLALOCK	OX646	9747	77.0 and 75.9	60 55	45
120.9	6	7.9 QUINTON	OX652	9740	75.0 and 73.7	60	50 55 40
112.6	4	8.3 GOFF	OX661	10795	72.7 and 70.4 70.4 and 68.4	65 50 40	30
103.2		9,4 CP104	7 4 5 7		68.4 and 66.7 66.7 and 66.4	55 45 55	45 35
100.4		2,8 MILLER	OX675	2585	66.4 and 63.4 63.4 and 59.4		45 40
94.9		5.5 OREGON TRUNK JCT. X	OX680	2000	59.4 and 49.0 49.0 and 45.0	65 55 50 35	55 45
84.9	1	10.0 THE DALLES 🛇 🕲	OX691		45.0 and 42.5 42.5 and 41.4	35	40 25 50
		3.2		****	39.9 and 37.3 37.3 and 35.5	60 55 60	45 50
81.7		CRATESCP82	OX694	22.67	32.8 and 27.5 25.9 and 24.0 24.0 and 23.8 22.4 and 20.1	60	50 40
72.2	4	MOSIER	OX706	6385	22.4 and 20.1	50 60 55	50 45
63.1		HOOD RIVER	OX712	1131	18.1 and 15.9	70	60
58.4	9	MENO 9	OX716	9895	Via Graham Maximum Speed	55	45
43.0	9	CASCADE LOCKS •	OX733	6752	Between Mile Posts —	00.	
33.3	4	DODSON	OX741	10635	13.5 and 13.2 7.6 and 6.8	50 50	40
26.7	4	BRIDAL VEIL	OX749	6360	5.2 and 2.8 2.8 and 0.9	35 35	35 25
17.0	7	SANDY *	OX753	10560	0.9 and 0.5 Via Kenton	6	6
_	-	VIA GRAHAM LINE		_	Between Mile Posts —		
15.6	+	TROUTDALE CP15	OX760	2850	21.9 and 16.4 16.4 and 6.2	50 35	50 35
0.6	15	E. PORTLAND CPI ♥ T	OP773		6.7 (Tyndall Ave) Peninsula Jct. Wye	10†	101
		VIA KENTON LINE			6.2 and 4.0 4.0 and 0.9	25 15	25 15
22,0		TROUTDALE CP15	OX760	6045	0.9 and 0.5	6	6
10.4	>	CHAMP	OX772	8403	0.5 (Steel Bridge) and 0.0	6	6
7.7		Z.7 KENTON	OX775		Portland Union Station on all tracks		
5.6	=	PENINSULA JCT. CP5 T	OX776		P.T.R.R	10	10
4.0	+	ST. JOHNS JCT. CP4♥	OP501		Lead (Castle)		25 20
1.6	1	ALBINA 🌣 T	OP500	Yd.	0.5 and 0.7		15
0.6	1	E. PORTLAND CPI Ø T	OP773		Do not exceed 65	MPI	H if
0.4	1	0.2 STEEL BRIDGE ♥ Ø			freight train average gross tons per car.		r 80
0.0		0.4 PORTLAND ®	OP775		Do not exceed 60 freight train averages	MPI over	
5,5		PORTLAND VIA GRA		4.2	gross tons per car.		

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 Dragging Equipment Detectors: #MP 23.0, #MP 52.9, MP 76.1.

#MP 91.5(WB), #MP 107.5, #MP 124.9, #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.

Locks.
15 MPH dual control switch turnouts: CP5 and CP1.

PORTLAND SUBDIV. — SPOKANE & SEA/PORT DIVISIONS 95

Business Tracks	MP	Sta. No.	Rockwood	11.8	OP764
Rufus		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	12.1	OP504
Bonneville (W)	38.0	OX737	Barnes		OP507
All cabooseless trains of	perating	on Portland	and Seattle Subdivisions	hetween	Portland
Terminal area and the st state of Oregon,	ate of W	ashington mu	st not exceed 20 MPH whi	le operati	ng in the

BEND BRANCH - SEA/PORT DIVISION

Mile Post	WEST ▼	STATIONS	EAST	Sta- tion Nos.	Sid- ings Feet	Operation via BN Oregon Trunk Jct. to Bend. Trains enroute Bend Bran must receive BN clearance at The Dalles	
0.0	OREGO	N TRUNK JCT		OX680		at The Dalles.	
	151.9 M	ILES VIA BN			1		
151.9	BEND .		T	OB151			
		151.9					
Station		Station No.	Station		Station No.	Station	Station No.

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

Heppner Br. — Sea/Port Divn, Heppner to Heppner Jct. 45.4 Miles. Maximum Speed 25 Heppner Br. — Sea/Port Div MPH except between Mile Posts: 45.4 and 43.4 131.7 and 31.5 122.7 and 20.7 19.0 and 17.9 16.2 and 16.0 20.3 and 0.0 11 MPH MPH MPH MPH MPH 10 **Business Tracks** 20 Heppner OH245 OH236 Lexington

15 20 20 31.0 28.3 25.2 19.8 Jordan OH231 Ione OH228 OH225 15 MPH McNab..... Morgan OH220 Heppner Jct.

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

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 ▼ S	TATIONS	EAST	Sta- tion Nos.	Sid- ings Feet	MPF Raisch Spur
0.6	CENTRALIA		От	OX862	Caller	53.4 (Drawbridge) 5
	53.3 N	53.3 MILES VIA BN			Business Sta.	
69.0	ABERDEENC)S	Ø	OQ654	V. 15	Tracks MP No. Raisch 3.2 OQ603
72.6	HOQUIAM	3.6	🛇	00658		Cosmopolis 51.2 OQ651
	5				Yard Limits:	
At Bla	ions on BN Ce keslee Jct. BN erdeen BN MP	MP 2.0 equ:	als UP MP	2.4.		Cosmopolis to Aberdeen. Blakeslee Jct. to Raisch.

OLYMPIA BRANCH — SEA/PORT DIVISION

Mile	WEST		EAST	Sta- tion	Sid- ings	Maximum Speed MPH 10			
Post		STATIONS		Nos.	Feet	Business			
0.0	N	EAST OLYMPIA	OT.	OX881	****	Track MP Sta. No Capitol 1.9 OO90			
4.8	þ	TUMWATER		00905		Yard Limits MP 0.0 to MP 0.3; MP 7.0 to MP 7.2.			
7.2		OLYMPIA	Ø	00907	1117	Three axle units are prohibited			
		7.2			100	•			
Jain Ti	rack der	ails at MP 5.6 and MP 7	.2.						

96	SP	OKANE SUB	DIV. –	- SP	DKA	NE DIVISION
	R	adio Communication Channel Two.	via		G' 1	Maximum speed MPH Eastport to SI Yard 40 Fish Lake to Hinkle 50
Mile Post	SOUT	H STATIONS	NORTH	Sta- tion Nos.	Sid- ings Feet	(Except as below) Between Mile Posts — 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
140.7	4	EASTPORT	⊘т	OS141	3990	130.5 and 124.2 30
119.1	4	MOYIE SPRINGS		OS119	1730	124.2 and 123.7 15 123.7 and 117.4 20
109.3		⊗ BN ©			1204	123.7 and 117.4 20 117.4 and 116.7 15 116.7 and 110.2 20
109.0	-	0.3 BONNERS FERRY	T	OS110	2270	110.2 and 109.5 10 109.5 and 108.0 20 105.9 and 105.4 35
95.8	b	SHILOH		OS096	4615	100.4 and 96.6 30
86.8	6	9.0 SAMUELS		OS087	2205	96.6 and 92.6 35 85.9 and 83.2 35 69.4 and 68.8 25 68.8 and 63.3 35 63.3 and 63.0 25 63.0 and 60.0 35
75.3	5_	⊗ BN			1417	68 X and 64 4
74.6		SANDPOINT	Ø	OS075	4900 2445	Clagstone Siding 10
57.6	Þ	VAY 17.0 7.5		OS058	8615	22.0 BN Xing 20 2.5 and 1.5 10
50.1	c	CLAGSTONE		OS050	6200	354.7 30 353.5 and 352.8 45 351.8 and 350.0 35
25.3	-	COEUR D'ALENE	JCTT	OS026	1730	305.9 and 305.6 40
22.0		⊗ BN		161	01.12	22.0 BN Xing 20 2.5 and 1.5 10 354.7 30 353.5 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 45 273.0 and 271.6 20 East Switch Ayer & Ayer Jct. 40
21.7	C	GRAND JCT		OS022	2690	273.0 and 271.6 20 East Switch Aver &
2.7	0	SI YARD	🛇	1221	2190	Ayer Jct. 40 245.7 and 244.5 45 239.0 and 238.4 45
2.5		BN CONN	🛛 🛇	****	,	
		14.4 MILES VIA B	N			232.3 and 230.6 35 220.0 and 219.7 40
354.8 350.4		FISH LAKE	PE50	01/1/0	6440	236.0 and 235.4. 49 232.3 and 230.6. 35 220.0 and 219.7. 40 216.6 and 215.6. 35 215.6 and 213.5 Siding 20 215.0 and 213.5 Siding 20 210.2 and 209.2. 35
350.0		CHENEY		OK169	5140	215.0 and 213.5 Siding 20 213.5 and 210.2 40 210.2 and 209.2 35
329.1		WELLS	******	OK147	6595	
306.2	2	MARENGO		OK125	3700	185.1 and 184.7 20 184.7 and 184.4 (Wye) 20 Hinkle-Mikami Spur 10
285.0	Ľ	HOOPER JCT	T	OK103	2065	All southward cabooseless
273.8 273.0	-	JOSO	CPE73 ♥	OK092	6715	trains operating on Spokane
B269.7 269.5		AYER JCT 3,8	CPE70 ♥ CPE69 ♥	OK086		Subdivision between MP 195.2 and Hinkle must not exceed 35 MPH
267.9	5-	AYER	T	OK082		Vard Limite: Eastport to MP
256.7	P	MATTHEWS		OK072	9770	139.0, MP 78.0 to MP 73.0, MP 13.0 to BN Conn.
246.7 237.8	P	WALKER	PE38	OK062	9752	Business Sta. Tracks MP No.
237.8 236.9	P	PAGE	1	OK052	9710	Meadow Creek (N) 126.7 OS126 Deep Creek(S) 103.7 OS104
215.8 215.4	1	- 8	PE16 PE15	OVON	7640	(N)119.8 OS120
215.2	T	WALLULA	CDE12	OK031	7040	Dover (S) 71.5 OS072 Chilco 36.2 OS037 Interstate (S) 20.2 OS021 Austin (N) 12.7 OS013
213.4	1	WALLULA JCT		OK029	7205	Interstate (S) 20.2 OS021 Austin (N) 12.7 OS013
203.3	1	JUNIPER		OK019	7395	Velox 10.8 OS012
193.3 186.6	7	COLD SPRINGS .	PE86	OK009	7490	Millwood- Irvin 6.8 OS009 Croskey 333.2 OK151
185.1 184.2	-	HINKLE	T	OX591	Yd.	Croskey 333.2 OK151 Teske (S) 310.6 OK129 Ankeny 293.0 OK111 Park (S) 279.7 OK098
		327.7				Ankeny
AI M	BS Rule ileage E	s in effect MP 185.1 equation: MP 269.69 on BN from BN Co d trains via Fish Lak	and MP 1 Equals MI	86.6 PB 267.6	54.	Sun Harbor
No	orthwar	d trains via Fish Lal	ce must sec	ure BN	clear-	Wallula Heights (N)218.0 OK034

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.

Dragging equipment detector located at #MP 195.2.
Exception to Item 13(4) of Special Instructions apply.

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

YAKIMA BRANCH - SPOKANE DIVISION

97

Mile Post	WEST	STATIONS EAST	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below) 40 Between Mile Posts— 98.0 and 97.0 10 91.7 and 91.0 20
98.0	U	YAKIMA T	OW498	41351	89.6 and 89.2 20
91.3	+	Ø WASH, CENT. RR Ø	1111		79.2 and 78.3 30† 74.0 and 72.5 30 58.5 and 57.2 25
63.7	4	MIDVALE T	OW464	1960	58.5 and 57.2
57.5	Þ	GRANDVIEW	OW459	2600	Richland Jet. to Richland 25
19.0	0	38.5 RICHLAND JCT	OW420	2575	8.0 and 7.4
13.0	d	KENNEWICK Ø	OW414	2205	0.1 and 0.0 20
8.9	d	HEDGES Ø T	OW409	675	Siding at Richland Jct. 10
7.5		KALAN BR. ♥♥ ♥	45.11		Business Sta. Tracks MP No. Union Gap94.9 OW496
7.0	1	VILLARD JCT. © CPY 7 6.4 CPY 6	OW407	3675	Zillah78.5 OW479
0.6	4	ATTALIA CPY 2	OW401	3670	Granger 73.7 OW474 Biggam 48.3 OW449
0.0	Jac.	0.6 CPY 1 WALLULA CPE 15 T	OK031	7640	TWC in effect between MP 15 and MP 98
		98.0			Yard Limits: MP 15.0 to MP 7.0

Sunnyside Br — Spokane Divn. Midvale to Sunnyside 3.2 Miles. Yard Limits entire branch. Maximum Speed 20 MPH. Business Track Sta. No. OW503 Sunnyside

WALLULA BRANCH — SPOKANE DIVISION

Mile Post	WEST	STATIONS A	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below) 40 Between Mile Posts — 26.6 and 26.5 35
30.8 15.3 3.8	V	WALLA WALLA	OW315 OW304	6165	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
Y	ard Lim	WALLULA JCT CPE 1 30.7 MP 6 equals 0.7 miles its: MP 29.0 to Walla Walla dual control Switch turnouts			Business Sta. Tracks MP No. Whitman 24.0 OW324 Lowden 19.4 OW319

DAYTON BRANCH — SPOKANE DIVISION

Mile Post	SOUTH	STATIONS	RTH	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below) 25 Between Mile Posts— 14.1 and 12.5 10
13.1		DAYTON	T	OW713	875	Waitsburg Spur 10 0.6 and 0.0 15
5.2		7.9 WAITSBURG JCT		OW705	7377	71.3
0.0 71.3	4	BOLLES		OW672	1345	53.4 and 52.7
66.7	4	PRESCOTT		OW667	1310	36.8 and 35.8 15 33.4 and 28.3 15
47.2	-	⊗ BN S	Ø		erer)	26.2 and 24.0 15 33.1 and 24.0
46.8	\$	WALLA WALLA	Øт	OW647	****	Descending
36.1	1	MILTON-FREEWATER	١	OW637	1900	Business Sta. Tracks MP No.
20.8	-	WESTON		OW622	3400	Waitsburg 3.5 OW704
		63.6		1		Ennis 60.9 OW662 Valley Grove 53.6 OW654
Ya	ard Limi	ffect between Dayton and its	d MP	20.2		Spofford 39.9 OW641 Barrett 33.1 OW634 Bade 30.2 OW631

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 QW676 MP 75.5 78.6 McKay OW679

OT048

OK103

1585

OT.

105.8 and 104.6 104.6 and 104.0 . 102.4 and 98.7 . .

35.0 and 33.8... 32.3 and 31.8

26.5 and 25.6

20 10

48.0

25.6

HOOPER JCT.

			1 102.4 and 70./
137.9			95.8 and 91.9
	-	Cto	91.9 and 91.2 91.2 and 87.0
Entropy Patrick	MP	Sta.	87.0 and 86.5
Business Tracks		OT150	86.5 and 83.1
Mica	149.7		
Freeman	146.9	OT147	83.1 and 82.8
Rockford		OT138	82.8 and 81.5
Rahm	126.6	OT126	81.5 and 79.8
Latah	123.3	OT123	78.5 and 77.1
Farmington	. 104.5	OT104	77.1 and 73.2
Walters		OT098	70.0 and 69.0
Garfield		OT095	69.0 and 68.2
Elberton		OT090	65.6 and 64.9
Glenwood		OT083	63.0 and 62.7
Mockonema		OT072	61.5 and 61.2
Diamond		OT068	58.1 and 57.8
Thera		OT065	55.0 and 53.3
Endicott	0		53.3 and 51.5
La Crosse			51.5 and 50.0
Pampa		OT305	50.0 and 49.3
Gordon	22.4		44.4 and 41.8
	0 . 0		41.8 and 41.0
Hooper	. 20.0	0.515	41.6(over switch on wye
Yard Limits MP 163.5 to MP 158	0: MP	78.0 to	38.2 and 38.0
MP 76.0: MP 28.0 to MP 25.6	.0, 1111	. 0.0	35.0 and 33.8
WIT 70.0, WIT 20.0 TO WIT 25.0			32.3 and 31.8

- SPOKANE DIVISION RIPARIA BRANCH

Mile Post	WEST	STATIONS A	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below) 40 70.0 and 69.6 10 11.5 and 10.0 25
71.5	4	EAST LEWISTON 0	0		B5.5 and B4.6 25 Aver Jct, T/O 25
69.9		CLEARWATER RIV. O		E-4-4	Business Sta.
69.1	6	TRANSFER	OC369	4015	Tracks MP No. Ballast Trk 50.0
45.5	5	23.6 CRUM	OC345	3685	Almota 35.0 OC335
22.3	5	PENAWAWA	. OC322	4538	Yard Limits East Lewiston to MP 66.0
15.8	6	6.5 CENTRAL FERRY	. OC315	5228	MP B10.0 to MP 3.0 Mileposts prefixed with letter
1.0	100	RIPARIA⊙1	ОТ017	2690	"B" Ayer Jct. to Riparia. Mileage equation MP B10.5
B0.0	1	AYER JCT	. OK086	4 7 7 4	equals MP 0.0.
		92.0		1	

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 2.3 and 3.7 3.8 9.4 and 10.6 10 MPH 15 MPH **Business Tracks** OK904 Hermiston OK911 Umatilla 10.2 Main track derail 40 feet west of Johns Manville spur at Umatilla

WALLACE BRANCH — SPOKANE DIVISION

99

Mile Post	WEST	STATIONS &	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below) 40 Between Mile Posts— 0.0 and 7.6 10
7.6	1	MULLAN Ø	3 79 1	1210	80.0 and 80.3 5† 67.2 and 80.0 10†
0.0 80.4		VALLACE ♥	OT584		60.0 and 61.2 25 58.8 and 60.0
68.8	>	11.6 KELLOGG-WARDNER ♥	OT573	1710	53.6 and 54.9 30 50.6 and 50.9 30
62.5	-	ENAVILLE	OT566	375	47.9 and 48.9 30 43.7 and 43.9 35
30.5	P	HARRISON	OT534	1000	38.3 and 39.9
23.5		7.0 ST. JOE RIV. ♥⑤			28.7 and 31.3
22.8	<	CHATCOLET	OT526	1220	23.5 and 23.9 10 16.6 and 23.5 20
16.3 B19.8		6.5 PLUMMER	OT520		B19.4 and 16.6 10 B16.6 and B19.4 20
B12.2	>	MOZART	OT512	4660	B0.0 and B0.2 20
B0.4	方	MANITO	OT143	3373	Business Trks. MP No.
		91.5			Shont Ø 72.8 OT 576 Bradley 67.2 OT 571
		P 62.0 to Mullan s Manito to Plummer are pref	ixed with	letter	Lane

PLEASANT VALLEY BRANCH--SPOKANE DIVISION

"B". Mileage equation MP B19.8 equals MP 16.2.

Mile Post	WEST ▼	EAST STATIONS	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MPH (Except as below)
47.8	1	SELTICE	OT110	720	47.5 and 45.1 30 45.1 and 44.6 20
39.7		⊗ BN S			44.6 and 41.3 30 41.3 and 34.4 20
39.1	5	OAKESDALE	OT439	1735	34.4 and 29.7
18.3	5	ST. JOHN	OT418	1455	25.7 and 23.0 30 23.5 (St. Joe Bridge) 10
0.0	5	WINONA Ø T	OT052	3260	23.0 and 22.7
		47.8			19.3 and 15.8 25 14.3 and 12.5 20
Warne	ton	Sta. cks MP No. Business Track 45.3 OT445 Juno 31.2 OT431 Willada 25.4 OT425	20.8	Sta. No. OT421 OT412	6.0 and 5.1

MOSCOW BRANCH — SPOKANE DIVISION

Mile W	VEST	STATIONS	EAST	Sta- tion Nos.	Sid- ings Feet	Maximum Speed MP (Except as below) 25 Between Mile Posts — 28.5 and 26.5
28.1		MOSCOW	Ø	OT228	9 44 4	25.4 and 24.6
19.3		⊗ BN		Lines		19.5 and 18.5
18.7	d			OT219	1225	17.3 and 15.0
12.7	þ	ALBION		OT213	1155	11.3 and 10.6
0.0	1	COLFAX	От	OT077		8.8 and 8.4
		28.5				4.2 and 3.9 20
Busines		cks 4P 25.8 OT226 Par	vin MP 7.8	OT208		3.1 and 1.1

Whitlow MP 20.5 OT221 Risbeck MP 4.5 OT205 Shawnee MP 9.7 OT210

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

ITEM 1. STANDARD TIME:

100

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	82 70
	Road switchers 1322-1399	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.	45
	Engines running light, on descending grade in excess of 1 percent, when necessary to use other than dynamic brake to control speed.	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

TIMETABLE NO. 6

ITEM 2. (CONTINUED)

		MPI
18	Holmes, Pettibone and similar type cranes, and hyrail equipped wheel changers.	25
19	Jordan spreaders and other machines of spreader type, when in operation with wings extended.	15
	Spreaders in reverse movement.	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
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.	20
24	Through truss bridges.	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,	40
	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.	50
	Empty JTTX flat cars with bulkheads and Toyota truck-bed racks.	70
27	Trains handling loaded ordinary flat cars, loaded bulkhead flat cars or loaded gondola cars.	50
	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.	60 70
28		
20	Trains handling ore cars. Exception: Empty ore cars. UP 27000; CNW 112000, 113000, 114000, 118000, 119000, 121000 and 122000; SP 345000 through 345669	50
	series cars.	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.	60
	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.	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	40
	point.	50

SPECIAL INSTRUCTIONS

ITEM 3. TRAINS HANDLING COMPANY **EOUIPMENT:**

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 MofW Supervisor in charge of rail train.

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

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

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

Scale test cars and cars tagged, stencilled, or billed, "Handle only on rear end of train" must be entrained next ahead of rear car. If more than one twoaxle 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	55,400
GP40-2	4	3000	277,000	59	69,250	55,400
GP40X	4	3500	274,000	60	68,750	41,520
GP50	- 4	3500	273,000	59	68,250	64,200
SW10	4	1200	251,000	44	62,600	35,100
SW1500	4	1500	261,160	45	65,290	43,000
MP15	4	1500	266,800	48	66,520	46,800
MP15DC	4	1500	267,800	49 .	66,950	46,800
B23-7	4	2250	266,800	62	66,650	60,400
B30-7A	4	3000	267,700	62	68,925	60,400
SD40	6	3000	393,000	66	98,250	83,160
SD40-2	6 6	3000	392,000	69	97,500	83,160
SD50	6	3800	394,000	71	98,500	96,300
\$D60		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	76,000
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 REOUIRING 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

Cabooses, 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

HOPI - 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

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:

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ITEM 5-B. (CONTINUED)

- 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
- 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	74 5 000 11 -
VICX 9011, 9036, 9060, 9077, 9080	
6 axles	394,500 lbs.
0 avlas	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						
Ther	: 4	axi	е са	rs m	ay hanc	lle
**	6	,	91	**	***	
	-			4-		

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 condr.

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 Employes.
- (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 hom 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:

- 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
- 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."

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(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

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

(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(1), 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
- (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
- (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. EXCEP-TION: 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

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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 352

- (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
- (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

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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 compatable 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 word.

(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 worded

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

(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 employes or operating managers.

ITEM 10-A. SAFETY, RADIO AND GENERAL RULES FOR ALL EMPLOYES 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 employes involved.

When repositioning cars with a car mover in response to hand signals, the disappearance from view of the employe giving such signals must be regarded as a signal to stop. Employe giving such signals must have visual contact with the operator of the car mover while moving and with all other employes 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, employes 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: Employes 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 baving 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 horse-power should not be more than two throttle notches higher than lead locomotive, when practicable.

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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 employes 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 hrake 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.

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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. Afterunderstanding 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
- 5. If radio contact cannot be reestablished, HMP and train will stop at first point of communication and notify train dispatcher. After instructing train and HMP operator that they are no longer operating under track patrol escort, train dispatcher may furnish track and time in accordance with rules.
- 6. In CTC territory, HMP's will approach absolute signals prepared to stop or take siding. HMP's taking siding will report to train dispatcher when clear of main track.
- 7. When two escorted trains meet, HMP escorting train taking siding will take siding ahead of such train and remain there until HMP and escorted train in opposite direction have passed and signal has been lined for movement to main track. Neither train will leave the station until HMP escorting it has proceeded two miles and reported.
- 8. When HMP reaches end of territory through which train is to be escorted, HMP Operator will report clear of main track to train dispatcher and release escorted train.

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

ITEM 12. USE OF RADIO.

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

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

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

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.
	 UP No. I Road Channel 	8	_	ICG No. 1 Rd. Channel
	- 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:

	or cumming transfer	michies.			
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	Dispatch	er	20-positi Tone Sw		
1 .	UP DISPATO	HER	11		
2	UP DISPATO	HER I	18		
3	UP DISPATO	HER 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:

- (a) Train speed of at least 10 MPH must be maintained while train is moving over detector. If speed is less than 10 MPH over detector. make inspection of entire train.
- (b) Do not stop train over detector equipment when practicable.
- (c) Avoid braking, if practicable, while approaching or passing detector. Excessive braking will cause false indications.
- (d) Instructions (a) and (b) above may be suspended at the discretion of the crew in the interest of safe train operation, or in an emergency condition, in which case crew must inspect entire train.
- (e) When detectors are actuated 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 botb 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 train. Make immediate walking inspection both sides of the entire
- (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. Tecific 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:

Approach

SIGNAL ASPECT NAME (1) Yellow over yellow or flashing yellow (2) Red over flashing Diverging

yellow or red

over yellow

oach Proceed, approaching next signal not exceeding 40 MPH and prepared to enter diverging route at prescribed speed. rging Proceed through diverging

INDICATION

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)

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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

Springfield and Aurora

- Cherokee Yard and BN-ATSF Connection, Tulsa
- Rockview and Chaffee Winthrop and St. Joe

Oregon Trunk Jct. and Bend

Reservation and North Portland Jet.

Centralia and Hoquiam

BN Conn. (Spokane) and Fish Lake

General Code of Operating Rules and BN Timetable apply.

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

1. GCL Jct. and CS Jct. (Seventh Subdivision)

2. Lettsworth and Lobdell Jct (L&A Baton Rouge Subdiv)

3. East Jct and Lobdell Jct

Be governed by General Code of Operating Rules, UP System Timetable

and Special Instructions except as modified below:

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

(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.

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 fusees 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 fusees. 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.

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

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

Aspect:

Indication:

White light on equipment

System on. house illuminated;

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

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

(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, accord-

ing 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

(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-signaled 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

(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 INSTRUC-TIONS 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.

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

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.

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ITEM 16. BLOCK AND INTERLOCKING SIGNALS:

DI II E	NAME	ASPECT	ACS
RULE 245A	CLEAR	DARK DARK DARK DARK DARK OR NUMBER PLATE)	•000
245B	APPROACH LIMITED	DARK DARK (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	0000
245C	APPROACH MEDIUM	(WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	0000
245D	APPROACH	O DARK DARK DARK (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	0000
245E	APPROACH RESTRICTING	8 8 0 8	0000
245F	DIVERGING CLEAR LIMITED	(WITH OR WITHOUT LETTER "A" PLATE)	• 000 • 000
245G	DIVERGING CLEAR	(WITH OR WITHOUT LETTER "A" PLATE)	
245H	DIVERGING CLEAR SLOW	(WITH OR WITHOUT LETTER "A" PLATE)	0000
 245J	DIVERGING APPROACH LIMITED	(WITH OR WITHOUT LETTER "A" PLATE)	0000
 245K	DIVERGING APPROACH	(WITH OR WITHOUT LETTER "A" PLATE)	0000
245L	DIVERGING APPROACH SLOW	(WITH OR WITHOUT LETTER "A" PLATE)	0000
245	RESTRICTIN	LUNAR DARK	

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	0000
245P	STOP AND PROCEED	DARK G G G G G G G G G G G G G G G G G G G	0000
245Q	STOP	(WITH OR WITHOUT LETTER "A" PLATE)	000

SPECIAL INSTRUCTIONS

ITEM 17. INDICATORS ATOR BILLES 247B AND 247E

RULE	ASPECTS	NAME	INDICATION
2478	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	(TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED)	Slide warning	After stopping, proceed at restricted speed to next signal. Keep close lookout for rocks or other obstructions, broken, bent or damaged rall.

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:

TO ALL HOURS OF SERVICE EMPLOYES

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

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

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

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

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

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

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

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

ITEM 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. KANSAS Louis 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 YEGAS	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. — SAN LOUIS ANTONIO	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 1





FOR CROSSINGS

FOR TUNNELS, ETC.

REQUIRED WHISTLE SIGNAL RULE 15(I).





RESTRICTION

SIGN







STOP SIGN.

STOP SIGN.



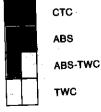
YELLOW-RED FLAG PROTECTING MEN



RED FLAG



COLOR CODES



EXPLANATION OF CHARACTERS

- -Automatic Interlocking.
- -Radio Base Station.
- @-1 —Call-in System Dispatcher 1.
- B-2 -Call-in System Dispatcher 2.
- -Draw Bridge.
- -Gate Normal Position Against Conflicting Route.
- -Gate Normal Position Against This Subdiv.
- -Manual Interlocking.
- -Stop Sign.
- -Turning Facility.
- -Railroad Crossing At Grade.
- -Yard Limits.
- -Northward.
- -Southward.
- ---Eastward.
- -Westward.
- -Center.
- Crossover Between Main Tracks - Dual Control Switches.
- -Hand Operated Crossover.
- -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											
1	lin. 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
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	0	54	66.6	ı	12	50.0		26	41,9	2 2	0	30.0
	0	56	64.2	1	13	49.3	1	27	41.4		5	28.8
	0	58	62.0	1	14	48.6	1	28	40.9	2	10	27.7
	1 l	Ō	60.0	Ì	15	48.0	1	29	40.4	2 2	15	26.7
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