



## MISSION STATEMENT

Southern Pacific Lines' mission is to anticipate and satisfy the requirements of its customers for highly responsive and cost effective transportation and distribution services.

**SPEED TABLE**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
—	45	80.0	1	08	52.9	1	46	34.0
—	46	78.3	1	10	51.4	1	48	33.3
—	47	76.6	1	12	50.0	1	50	32.7
—	48	75.0	1	14	48.6	1	52	32.1
—	49	73.5	1	16	47.4	1	54	31.6
—	50	72.0	1	18	46.1	1	56	31.0
—	51	70.6	1	20	45.0	1	58	30.5
—	52	69.2	1	22	43.9	2	—	30.0
—	53	67.9	1	24	42.9	2	05	28.8
—	54	66.6	1	26	41.9	2	10	27.7
—	55	65.5	1	28	40.9	2	15	26.7
—	56	64.2	1	30	40.0	2	24	25.0
—	57	63.2	1	32	39.1	2	30	24.0
—	58	62.6	1	34	38.3	2	45	21.8
—	59	61.0	1	36	37.5	3	—	20.0
1	—	60.0	1	38	36.8	3	30	17.1
1	02	58.0	1	40	36.0	4	—	15.0
1	04	56.2	1	42	35.3	5	—	12.0
1	06	54.2	1	44	34.6	6	—	10.0



# CENTRAL REGION TIMETABLE

# 2

EFFECTIVE SUNDAY, APRIL 7, 1991  
AT 12:01 A.M.

**K. A. MOORE**

*Vice President - Operations*

**E. L. HORD**

*Ass't Vice President - Transportation Services*

**A. L. MARZANO**

*General Manager*

**W. HOLTMAN, JR.**

**R. L. BATORY**

*Ass't General Managers*

**D. E. CAMPBELL**

*Regional Road Foreman of Equipment - System*

**A. C. FOX**

*Superintendent - Transportation*

*Superintendents*

**D. C. WATERS**

*Sparks Division*

**R. J. DAVIS**

*Kansas City Division*

**M. B. DAVIS**

*Salt Lake Division*

**S. D. SMITH**

*Denver Division*

**W. J. SLINKARD**

*St. Louis Division*

**CENTRAL REGION TRANSPORTATION CENTER**

P. E. Smith	Regional Transportation Manager	Denver
G. L. Rees	Sr. Asst. Regional Transp. Manager	Denver
W. R. Doland	Ass't. Regional Transp. Manager	Denver
M. J. Milovich	Ass't. Regional Transp. Manager	Denver
D. V. Olsen	Ass't. Regional Transp. Manager	Denver
H. A. Spears	Ass't. Regional Transp. Manager	Denver

**SPARKS DIVISION**

B. E. Lamb	Road Foreman of Equipment	Sparks
J. G. Pomykata	Road Foreman of Equipment	Sparks
N. R. Holmes	Road Foreman of Equipment	Klamath Falls

**SALT LAKE DIVISION**

J. E. Armbrust	Division Mechanical Officer	Salt Lake City
M. S. Leatherbury	Terminal Trainmaster	Salt Lake City
N. C. Wiseman	Trainmaster	Salt Lake City
K. W. Jensen	Road Foreman of Equipment	Helper
M. M. Ervin	Road Foreman of Equipment	Salt Lake City
S. K. Lewis Jr.	Asst. Road Foreman of Equipment	Roper
E. M. May	Road Foreman of Equipment	Ogden
J. C. Rawlinson	Trainmaster	Elko

**DENVER DIVISION**

A. R. Tucker	Asst. Superintendent	Denver
M. G. McCall	Division Mechanical Officer	Denver
D. B. Fordham	Terminal Trainmaster	Grand Junction
J. M. Mayer	Terminal Trainmaster	Denver
W. A. Boggs	Terminal Trainmaster	Pueblo
R. N. Hyatt	Trainmaster	Grand Junction
R. E. Dowling	Trainmaster	Denver
D. A. Hall	Trainmaster	Pueblo
R. J. Tackwell	Trainmaster	Phippsburg
R. L. Phillips	Trainmaster/Roadmaster	Alamosa
R. A. Isabell	Road Foreman of Equipment	Grand Junction
W. J. Wells	Road Foreman of Equipment	Grand Junction
D. M. Pittenger	Asst. Road Foreman of Equipment	Denver
J. D. Phillips	Asst. Road Foreman of Equipment	Denver
H. D. Gibbs	Road Foreman of Equipment	Pueblo
R. L. Myli	Road Foreman of Equipment	Pueblo
D. J. Campbell	Road Foreman of Equipment	Minturn

**KANSAS CITY DIVISION**

L. S. Murray	Asst. Superintendent	Kansas City
J. F. Masterson	Division Mechanical Officer	Kansas City
D. L. Hale	Trainmaster	Kansas City
E. M. Anderson	Trainmaster	Kansas City
B. H. Richard	Trainmaster	Kansas City
C. R. Murray	Trainmaster	Kansas City
B. Norman Jr.	Trainmaster	Kansas City
S. W. Plyler	Trainmaster	Herington
J. W. Rife II	Trainmaster	Herington
C. E. Copeland	Road Foreman of Equipment	Kansas City
D. G. McCann	Road Foreman of Equipment	Kansas City

**ST. LOUIS DIVISION**

M. A. Paras	Asst. Superintendent	Chicago
B. T. Ware	Trainmaster/Mechanical	E. St. Louis
W. A. Sanders	Trainmaster	E. St. Louis
C. S. Biggs	Trainmaster	E. St. Louis
J. W. Harvey	Road Foreman of Equipment	E. St. Louis
R. G. Huff	Trainmaster	Bloomington
A. L. Hering	Chief Dispatcher	Springfield

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**EXPLANATION OF CHARACTERS**

- A — Automatic Interlocking
- g — Gate, Normal Position against conflicting movement.
- G — Gate, Normal Position against this district.
- @ — Gate, Left in Position last used.
- M — Manual Interlocking
- Q — Radio Base Station
- S — Railroad Crossing Protected By Stop Sign
- T — Turning Facility
- W — Water
- Y — Yard Limits
- 2MT — Two Main Tracks, no current of traffic
- ABS — Automatic Block Signal System
- ABR — Absolute Block Register Territory
- CTC — Centralized Traffic Control
- DTC — Direct Traffic Control
- DT — Double Track
- TWC — Track Warrant Control

Denver

Salt Lake

Sparks

Kansas City

St. Louis

**DENVER DIVISION  
SUBDIVISION 1**

SOUTHWARD ↓		STATIONS		↑ NORTHWARD		
Station Number	Siding Feet	Subdivision 1			Mile Post	
		<b>19TH ST. INTERLOCKING</b>	Y		0.7	
4.3 Movements between 19th St. Interlocking and South Denver are over the trackage of the BN RR.						
09313		<b>SOUTH DENVER INTERLOCKING</b>	MY		3.6	
104.2 Movements between South Denver and Bragdon will be governed by AT&SF-DRGW Joint Line Timetable						
09490		<b>BRAGDON</b>		C T C	108.5	
		0.3				
09492		<b>TAPP</b>				108.8
		8.0				
09493		<b>FUEGO</b>				116.8
		1.4				
09496		<b>PUEBLO JCT.</b>	MY		118.2	
		1.2				
09800		<b>PUEBLO</b>	Y		119.4	
(119.4)						

**SPEED ON OTHER THAN MAIN TRACK**

Locomotive servicing tracks .....	5
All other tracks Subdivision 1 .....	10

**SPECIAL INSTRUCTIONS  
SUBDIVISION 1**

**OPERATION 19TH ST.  
INTERLOCKING—SOUTH DENVER**

Movements between 19th St. Interlocking and South Denver Interlocking will be governed by: Central Region Timetable 2; AT&SF-D&RGW Joint Line Timetable 3; General Code of Operating Rules.

Train, yard and other locomotive movements will keep to the right on two running tracks between 19th Street Interlocking and South Denver M.P.3.6. Movements will be made only when authorized by the BN 38th Street yardmaster. Running track switches must be left lined for running tracks.

**South Denver Interlocking**—Interlocking controlled by D&RGW train dispatcher at Denver. Phone is near each interlocking signal.

**19th Street Interlocking**—Controlled by BN 31st Street Operator. If interlocking signals display other than proceed, crew member must contact either BN 38th Street yardmaster or BN 31st Street operator and be governed by his instructions.

**OPERATION SOUTH DENVER—BRAGDON**

Movements between South Denver and Pueblo will be governed by:

- Central Region Timetable 2
- AT&SF—D&RGW Joint Line Timetable 3
- General Code of Operating Rules

**JOINT OPERATION DENVER**

Movements will be governed by:  
AT&SF—D&RGW Joint Line Timetable 3  
Central Region Timetable 2  
General Code of Operating Rules

**DENVER DIVISION  
SUBDIVISION 1**

**OPERATION BRAGDON—PUEBLO**

Movements will be governed by:  
AT&SF—D&RGW Joint Line Timetable 3  
General Code of Operating Rules

“Northward DRGW trains originating Pueblo must secure ATSF track warrant, track bulletins and track condition messages from DRGW Yard Office. They must also secure a DRGW track warrant and track bulletins at the same location.”

Northward trains originating Pueblo must obtain permission to depart from Assistant Trainmaster Pueblo.

CTC in effect between MP 108.5 (Bragdon) and MP 118.5 (Pueblo Jct.)

**JOINT OPERATION PUEBLO**

General Code of Operating Rules govern train and locomotive movements within yard limits, Pueblo.

Westward UP freight trains will use either UP Inbound-Outbound or D&RGW Inbound-Outbound track Pueblo Jct. to East Roger as routed by D&RGW train dispatcher.

Switch to D&RGW Subdivision 8 may be left lined for route of last movement.

Eastward UP freight trains will use UP Inbound-Outbound from East Roger to Pueblo Junction, unless otherwise instructed by assistant trainmaster.

Eastward UP freight trains and northward D&RGW freight trains must advise assistant trainmaster when ready to leave Pueblo Yard. Assistant trainmaster must inform D&RGW train dispatcher that train is leaving and designate track that train is occupying approaching Pueblo Junction.

D&RGW train dispatcher will advise assistant trainmaster of westward UP trains and/or D&RGW southward trains when train or trains are approaching Pueblo Junction and assistant trainmaster will advise which track to advance train on Pueblo Junction to East Roger.

Unless otherwise provided, all train, yard and other locomotive movements between Pueblo Yard and Southern Junction must be authorized by assistant trainmaster Pueblo.

**Railroad crossings at grade protected by signals or signals and derails:**

Sub Divn.	MP	Location	Tracks Governed	Remarks
1	118.5	Pueblo	ATSF-BN Main Tracks	Manual Interlocking controlled by D&RGW train dispatcher.
	118.5		AT&SF Main track D&RGW Main track	

**DENVER DIVISION  
SUBDIVISIONS 8, 10 AND 11**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Subdivision 8			Mile Post
09800		<b>PUEBLO</b> 3.0	Y	2	118.9
09814		<b>MINNEQUA</b> 1.0	Y	M	121.9
09818		<b>SOUTHERN JCT.</b> 47.0	Y	T	122.9
Movements between Southern Jct. and Walsenburg are over the trackage of the BN R.R.					
09836		<b>WALSENBURG</b> 15.3	Y		175.0
09850		<b>LA VETA</b> 6.5	TW	T	190.3
09855	1500	<b>OCCIDENTAL</b> 10.4		W	196.8
09860	1700	<b>FIR</b> 7.4		T	207.2
09865	3400	<b>SIERRA</b> 13.6			214.6
09870	2200	<b>FT. GARLAND</b> 4.2			228.2
09875		<b>BLANCA</b> 19.3			232.4
09890		<b>ALAMOSA</b>	TWY		251.7
(127.7)					

**Creede Branch  
Subdivision 10**

09890		<b>ALAMOSA</b> 11.4	TWY		251.7
09952	700	<b>PARMA</b> 0.5			263.1
09955		<b>AGRO</b> 2.5			263.6
09958	1500	<b>ZINZER</b> 0.9			266.1
09962		<b>SUGAR JCT.</b> 0.4	T	T	267.0
09966	600	<b>PLEASANT SPUR</b> 1.6		W	267.4
09970		<b>MONTE VISTA</b> 13.8		C	269.0
09975	850	<b>DEL NORTE</b> 6.1			282.8
09978	700	<b>HANNA</b> 9.3			288.9
09982	1000	<b>SOUTH FORK</b> 0.9			298.2
09987		<b>DERRICK</b> 13.0		T	299.1
09990	500	<b>WAGON WHEEL GAP</b> 6.0			312.1
09993	1000	<b>WASSON</b> 2.6		T	318.1
09995		<b>CREEDE</b>			320.7
(69.0)					

**Antonito Branch  
Subdivision 11**

09890		<b>ALAMOSA</b> 4.3	WY		251.7
09905	300	<b>LA FRUTO</b> 1.0		T	256.0
09910	500	<b>HENRY</b> 2.6		W	257.0
09915	1700	<b>ESTRELLA</b> 6.6		C	259.6
09925		<b>LA JARA</b> 3.5			266.2
09933	1000	<b>BOUNTIFUL</b> 3.6			269.7
09936	1900	<b>ROMEO</b> 7.0			273.3
09945		<b>ANTONITO</b>			280.3
(28.6)					

Permanent derail located at Antonito MP 281.5.  
Six axle locomotives must not be operated on the following tracks:

All Subdivisions: West of Walsenburg  
Yard and industry tracks at stations as designated by Yard Circulars.

D&RGW Subdivision 8 trains will use UP inbound-outbound track from East Roger to Subdivision 8 connection at Main Street. Trains entering Pueblo from Subdivision 8 must obtain permission from assistant trainmaster prior to fouling UP inbound-outbound track.

**DENVER DIVISION  
SUBDIVISIONS 8, 10 AND 11**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Walsenburg-Jansen Subdivision 8			Mile Post
09836		<b>WALSENBURG</b>			175.0
Movements between Walsenburg and BN Crossing (AT&SF MP 638.8) are over the trackage of the BN R.R.					
		<b>BN Crossing</b>			AT&SF 635.8
Movements between BN Crossing and Jansen are over the trackage of the AT&SF R.R.					
09843		<b>JANSEN</b>			638.0
(39.2)					

**MAXIMUM AUTHORIZED SPEED FOR TRAINS  
BETWEEN PUEBLO AND ALAMOSA**

LIMITS	ALL TRAINS	LIMITS	ALL TRAINS
118.9 and 122.9	12	195.0 and 222.0	12
175.0 and 190.3	25	222.0 and 251.7	30
190.3 and 195.0	20		

**CREEDE BRANCH**

251.7 and 299.7	25	299.7 and 320.7	(Not in service)
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**ANTONITO BRANCH**

251.7 and 265.5	25	266.7 and 279.7	25
265.5 and 266.7	15	279.7 and 280.3	12

**SPEED ON OTHER THAN MAIN TRACK**

Locomotive servicing tracks	5
All other tracks Subdivisions 8, 10, & 11	10

**SPECIAL INSTRUCTIONS  
SUBDIVISIONS 8, 10 and 11  
RETAINERS**

Retainers must be used from Fir to Sierra when tons per axle of operative dynamic brake exceeds 400 tons.

Retainers must be used at all times from Fir to La Veta.

Refer to Region Special Instructions for retainer use instructions.

**RAILROAD CROSSINGS AT GRADE NOT PROTECTED BY SIGNALS:**

Sub Divn.	MP	Location	Tracks Governed	Remarks
8	121.9	Minnequa	C&W D&RGW	Manual interlocking. Normal position of all switches is for D&RGW. Gates with Stop Signs normally lined against C&W. See special instructions for C&W crews in phone box.

**JOINT OPERATION PUEBLO — JANSEN**

Double track between Southern Jct. and Walsenburg, used jointly by D&RGW and BN. Westward track (formerly the northward track) is under BN operating jurisdiction. Eastward track (formerly Southward track) is under D&RGW operating jurisdiction. BN Time-Table and General Code of Operating Rules govern train operation on both tracks. BN form of track warrant control will be used on both main tracks.

Trains between Walsenburg and Trinidad will be governed by the General Code of Operating Rules and BN's Denver Division Timetable.

Between BN Crossing (AT&SF MP 635.8) and Jansen, trains will be governed by the General Code of Operating Rules and AT&SF System Timetable.

CTC in effect between BN Crossing (AT&SF MP 635.8) and Jansen.

Trains must secure permission from Control Station by telephone nearest to signal which controls movement.

At Jenson, operation over the trackage of the Colorado and Wyoming Railway Co. will be governed by the General Code of Operating Rules and the following.

- YARD LIMITS WILL BE INDICATED BY "V" SHAPED SIGNS:** East end at Mile Post 067.5; west end at 4,092 feet west of the extreme west yard switch.
- WITHIN YARD LIMITS:** All trains and engines must use their designated joint yard tracks; also may use C&W No. 1 north track and main track without protection as prescribed by

**DENVER DIVISION  
SUBDIVISIONS 8, 10 AND 11**

Rule 99 against any opposing train or engine but must give way as soon as possible. All movements must be made at restricted speed. The responsibility of accident rests with the approaching train or engine.

3. **ON ALL TURNOUTS AND CROSSOVERS:** Trains, engines or cars must not exceed speed of ten MPH.  
 4. **Joint Yard Track — Designations:**

			Track Length Within Clearance Marks
Track No. 1 —	South Siding	AT&SF to C&W	3,053 feet
Track No. 2 —	South Siding	D&RGW to C&W	2,935 feet
Track No. 3 —	South Siding	C&S to C&W	2,939 feet
Track No. 4 —	South Siding	C&W to C&S	2,925 feet
Track No. 5 —	South Siding	C&W to D&RGW	2,764 feet
Track No. 6 —	South Siding	C&W to AT&SF	2,751 feet

5. **C&W NO. 1 North Track** (capacity 24 cars, 50 feet per car, between clearance marks 1,233 feet) may be used when needed by all railroads for setting out or removing cars. Joint Yard tracks Numbers 4, 5, and 6 may be used by each respective railroad to set out overflow of cars to the C&W Agent at Allen Mine, Colorado.  
 6. Notice is hereby given there are bridges, culvert, retaining wall, cattle guards, other obstructions and close clearances between tracks at such locations to avoid injury in passing them.

**COMMUNICATIONS**

7. Mail box with designated compartments for each railroad located on south wall outside of section tool house for exchanging mail, way bills, and other railroad business. Keep locked with switch lock when not being used.  
 8. **TELEPHONES** — Railroad and Mountain States T&T Company located with directories on south wall inside of section tool house.

**NOTE**

No. 1 track will at times be occupied with wide loads; at such time, D&RGW crews will use Track No. 3 instead of No. 2.

**DENVER DIVISION  
SUBDIVISIONS 1-A, 1-B AND 4-A**

WESTWARD ↓		STATIONS	↑ EASTWARD	
Station Number	Siding Feet	Subdivision 1-A		Mile Post
09305	09305	<b>DENVER UD</b> 0.7		0.0
Movements between Denver UD and BN 23rd St. Crossing are over Trackage of BN RR				
		<b>BN 23 RD. ST. XING</b>	A	0.7
09210		<b>FOX JCT</b> 1.0		1.5
09200		<b>NORTH YARD</b> 1.0		2.5
09190		<b>UTAH JCT.</b> 0.7	M	3.2
09189		<b>C &amp; S JCT.</b> 1.6		4.8
09187		<b>ARVADA</b> 2.2		7.0
09185	7020	<b>LEYDEN</b> 5.4		12.4
09176	7330	<b>ROCKY</b> 5.6		18.0
09169	5780	<b>CLAY</b> 3.2		21.2
09166	6530	<b>PLAIN</b> 3.3		24.5
09163	5550	<b>CRESCENT</b> 6.7		31.2
09160	6900	<b>CLIFF</b> 6.3	W	37.0
09157	8320	<b>ROLLINS</b> 4.6		42.1
09153	5660	<b>TOLLAND</b> 5.0		47.1
09150	5750	<b>EAST PORTAL</b> 3.0	WT	50.1
09146	7110	<b>WINTER PARK</b> 6.8		56.9
09142	4830	<b>FRASER</b> 5.3		62.2
09137	9830	<b>TABERNASH</b> 3.8	WT	66.0
09133	9360	<b>GRANBY</b> 9.8	W	75.8
09130	7830	<b>SULPHUR</b> 10.4		86.2
09127	7050	<b>FLAT</b> 6.8		93.0
09123	5570	<b>TROUBLESOME</b> 5.0		98.0
09116	5990	<b>KREMMLING</b> 5.5		103.5
09113	6730	<b>GORE</b> 2.5		106.0
09110	4920	<b>AZURE</b> 5.3		111.3
09107	8540	<b>RADIUM</b> 5.1	W	116.4
09103	4560	<b>YARMONY</b> 6.6		123.0
08736		<b>BOND</b> 6.3	W	129.3

**SUBDIVISION 4-A**

08736		<b>BOND</b> 12.8	2MT CTC	129.3
08732	7430	<b>DELL</b> 13.1	C T C	142.1
08720	7720	<b>RANGE</b> 11.6		155.2
08690	6150	<b>DOTSERO</b>		166.8
(166.8)				



**DENVER DIVISION  
SUBDIVISIONS 1-A, 1-B AND 4-A**

**MAXIMUM AUTHORIZED SPEED FOR TRAINS  
BETWEEN DENVER and DOTSERO**

LIMITS	PSGR	FRT	PSGR	FRT	
0.0 and 1.1	10	10	73.0 and 74.0	35	35
1.1 and 1.5	45	45	74.0 and 79.4	75	60
1.5 (Turnout)	30	30	79.4 and 82.3	40	40
1.6 and 3.4	45	45	82.3 and 83.7	65	60
3.4 (Wheelchecker)	25	25	83.7 and 84.0	55	50
3.4 and 4.0	45	45	84.0 and 86.2	60	60
4.0 and 7.0	65	60	86.2 and 86.6	40	40
7.0 and 12.0	50	45	86.6 and 88.8	20	20
12.0 and 17.2 (Eastward)	60	30	88.8 and 92.0	60	60
12.0 and 17.2 (Westward)	60	50	92.0 and 97.0	65	60
17.2 and 17.4	35	30	97.0 and 100.1	79	60
17.4 and 18.2	50	50	100.1 and 101.0	70	60
18.2 and 22.7	28	25	101.0 and 101.2	50	50
22.7 and 23.1	26	25	101.2 and 103.0	79	60
23.1 and 28.0	28	25	103.0 and 103.8	55	55
28.0 and 29.3	26	25	103.8 and 105.8	65	60
29.3 and 36.0	28	25	105.8 and 106.3	35	35
36.0 and 37.0	26	25	106.3 and 108.5	30	25
37.0 and 40.3 (Eastward)	43	30	108.5 and 116.6	25	25
37.0 and 40.3 (Westward)	43	40	116.6 and 117.2	30	30
40.3 and 41.2	27	25	117.2 and 118.6	35	35
41.2 and 41.6 (Eastward)	43	30	118.6 and 120.6	40	35
41.2 and 41.6 (Westward)	43	40	120.6 and 122.8	30	30
41.6 and 41.8	33	30	122.8 and 125.0	35	35
41.8 and 45.4 (Eastward)	42	30	125.0 and 128.3	25	25
45.4 and 48.1 (Eastward)	50	30	128.3* and 129.7* (Westbound Trk.)	20	20
41.8 and 45.4 (Westward)	42	40	129.7 and 130.8 (Westbound Trk.)	30	30
45.4 and 48.1 (Westward)	50	40	128.3 and 129.2 (Eastbound Trk.)	25	25
48.1 and 48.6	28	25	129.2 and 130.8 (Eastbound Trk.)	55	55
48.6 and 49.7	33	25	130.8 and 131.6	55	55
49.7 and 56.3	55	40	131.6 and 133.0	45	45
56.3 and 56.8	35	35	133.0 and 134.7	35	35
56.8 and 58.7	40	35	134.7 and 137.7	40	40
58.7 and 62.2	30	25	137.7 and 139.3	35	35
62.2 and 65.3	65	55	139.3 and 142.1	40	40
65.3 and 65.4	35	35	142.1 and 142.8	30	30
65.4 and 67.0	55	55	142.8 and 143.8	40	35
67.0 and 68.7	30	30	143.8 and 144.2	35	35
68.7 and 69.3	25	25	144.2 and 153.6	40	35
69.3 and 73.0	30	30	153.6 and 156.7	55	55
			156.7 and 157.0	45	45
			157.0 and 158.6	55	55
			158.6 and 161.4	40	40
			161.4 and 166.8	40	35
			166.8 (Turnout)	35	35

\*Speed may be increased when lead locomotive reaches limit of restriction.  
Passenger trains are authorized to operate at speeds indicated in above table at locations where speed signs denote a lesser speed.

Light engine or engine and caboose only with operative dynamic brake may operate at the speed indicated at the following locations.

MP 18.0 - 12.0 (Eastward)	50
MP 50.1 - 37.5 (Eastward)	40
MP 56.8 - 58.7 (Both directions)	40
MP 58.7 - 62.2 (Both directions)	30

When tons per operative brake exceeds 80 tons and when tons per axle of operative dynamic brake exceeds 250 tons, train must not exceed speed indicated at the following locations.

MP 50.1 - 12.0 (Eastward)	20
MP 12.0 - MP 7.0 (Eastward)	30
Bond - MP 116 (Both directions)	25

**DENVER DIVISION  
SUBDIVISIONS 1-A, 1-B AND 4-A**

WESTWARD ↓		STATIONS	↑ EASTWARD	
Station Number	Siding Feet	Craig Branch Subdivision 1-A		Mile Post
08736		<b>BOND</b> 9.9		128.8
09095	5160	<b>CRATER</b> 4.0	C	138.7
09092	7470	<b>VOLCANO</b> 9.3	T	142.7
09085	5690	<b>TOPONAS</b> 9.8	C	152.0
09080		<b>YAMPA</b> 6.2		161.8
09079		<b>PHIPPSBURG</b>		168.0

**Craig Branch  
Subdivision 1-B**

09079		<b>PHIPPSBURG</b> 6.2		168.0
09076		<b>EDNA</b> 9.7		174.2
09063	6190	<b>SIDNEY</b> 7.2		183.9
09059	3910	<b>STEAMBOAT</b> 8.9	C	191.1
09055	7950	<b>ADAMS</b> 1.2	T	199.5
09048		<b>MILNER</b> 6.8	C	201.2
09040		<b>HARRIS</b> 3.0		208.0
09033	7320	<b>DAWSON</b> 4.1		211.0
09027		<b>HAYDEN</b> 6.9		215.1
09020	6760	<b>DORSEY</b> 9.0		222.0
09017	8450	<b>EVANS</b> 0.7		231.0
09013		<b>CRAIG</b>	T W Y	231.7
(102.9)				

**Axial Branch**

09717		<b>EVANS</b> 1.9	Y	0.0
09013		<b>CRAIG</b> 1.1	Y	1.9
09011		<b>UTE JCT.</b> 5.2	W	3.0
09005	5280	<b>EMPIRE</b> 1.2	C	8.2
09007		<b>EMPIRE JCT.</b> 16.1		9.4
09002		<b>AXIAL</b>	Y	25.5
(25.5)				

**MAXIMUM AUTHORIZED SPEED FOR TRAINS  
CRAIG BRANCH**

**BETWEEN BOND and CRAIG**

LIMITS	ALL TRAINS	LIMITS	ALL TRAINS
128.8 and 149.7	20	190.4 and 191.1	30
149.7 and 152.0	30	191.1 and 200.0	50
152.0 and 167.2	40	200.0 and 209.5	40
167.2 and 168.7	10	209.5 and 228.3	50
168.7 and 173.4	25	228.3 and 229.2	30
173.4 and 180.3	40	229.2 and 230.0	50
180.3 and 181.3	25	230.0 and 231.7	20
181.3 and 190.4	40		

**AXIAL BRANCH  
BETWEEN EVANS and AXIAL**

Westward		Eastward	
0.0 and 25.5	25	25.5 and 0.0	20

**DENVER DIVISION  
SUBDIVISIONS 1-A, 1-B AND 4-A**

**SPEEDS ON OTHER THAN MAIN TRACK:**

Remotely controlled turnouts, crossovers and sidings	30
<b>Exceptions:</b>	
West switch Rocky siding	25
Sidings Plain, Crescent, East Portal and Azure	25
East switch Cliff siding	25
East switch Radium	25
Siding Clay	12
Siding Tabernash	20
Craig Branch: Sidings Crater and Volcano	20
Adams Jct. switch MP 200.0	20
East Evans switches between MP 230.1 and MP 230.3	20
Belt Line Utah Jct-UP Transfer	20
Phippsburg Long Lead	30
Energy Spur: Eastward from MP 12	12
Westward to MP 12	20
Ute Spur:	15
All other tracks Subdivision 1-A, 1-B and 4-A	10

**SPECIAL INSTRUCTIONS  
SUBDIVISIONS 1-A, 1-B AND 4-A**

**RETAINERS**

Retainers must be used within the following locations when tons per axle of operation dynamic brake exceeds maximum indicated limit.

Locations	Maximum Limit
Winter Park to Fraser East Portal to Leyden Craig Br.: Crater to Bond	550 for all type of units except for SD-60. 666 for SD-60

Refer to Region Special Instruction for retainer use instructions.

**TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE**

Sub Div	Name	Mile Post	Stn No.	Capy. In Feet	Switch Connection
1-A	Stock Yard Spur	BL2.2	09205	Yard	West
	Chem Spur	15.5	09132	2000	West
	Rocky Spur	18.0	09176	Yard	West
	A E C	18.0	09180	Yard	West
	G W A	18.0	09172	Yard	West
	AMAX	102.0	09119	Yard	East & West
	Egeria Spur	150.5		3100	West
	Toponas House track	153.0	09084	2250	East
	Yampa Stock track	161.8	09080	1850	East & West
	1-B	Energy Spur	200.1	09082	
Energy No. 1 & 2		12.5		Yard	East & West
Energy No. 3		6.0		6300	East & West
Ute		U 6.2	09009	Yard	East

**RAILROAD CROSSINGS AT GRADE PROTECTED BY SIGNALS OR SIGNALS AND DERAILS**

MP	Location	Tracks Governed	Remarks
3.2	Denver	BN-Belt Line D&RGW Main Track - Belt Line	CTC and Manual Interlocking Controlled by D&RGW train dispatcher.

**DENVER DIVISION  
SUBDIVISIONS 1-A, 1-B AND 4-A**

**HOUSE TRACKS**

Sub Div	Station Name	Clearance Capacity Feet	Connection Switch
1-A	Arvada	784	E&W
	Leyden	480	W
	Rocky	878	E&W
	Plain	1,231	E&W
	Crescent	1,002	E&W
	Cliff	1,988	E&W
	Rollins	1,157	E&W
	East Portal	1,238	E&W
	Winter Park	130	E&W
	Winter Park Crane Spur	1,603	W
	Fraser	739	E&W
	Granby	2,947	E&W
	Sulphur	1,262	E&W
	Flat	673	E&W
	Troublesome	1,439	E&W
	Kremmling	1,624	E&W
	Gore	1,531	E&W
Azure	1,089	E&W	
Radium	1,068	E&W	
4-A	Dell	615	E&W
	Range	1,109	E&W

Six axle locomotives must not be operated on the following tracks:

Subdivision 1-A: Chem Spur and Rocky Spur.

All Subdivisions: Yard and Industry tracks at stations as designated by Yard Circulars.

**REPEATER SIGNALS**

Repeater signals designated by the letter "R" are located at Winter Park MP 56.5 and Radium MP 116.1 Repeater signal indicates the aspect of the next absolute signal located beyond the repeater signal. When repeater signal is dark or displays a flashing red aspect it is an indication that the next absolute signal will be displaying a Stop indication. Repeater signal aspects are for information only.

**LOCATION OF TRACKSIDE DETECTORS**

MP	Type	MP	Type
<b>Subdivision 1-A</b>			
3.3	H-6	103.9	H-5
39.2	H-3	125.0	H-3
48.0	H-4	158.9	H-2
<b>Subdivision 4-A</b>			
48.5	H-5	148.4	H-2
58.8	H-4	156.1	H-5
<b>Subdivision 1-B</b>			
63.7	H-2	195.1	H-2
80.1	H-2	223.1	H-2
98.9	H-2		H-2

**OPERATION ENERGY SPUR**

CTC is in effect on spur track.

**OPERATION NORTH YARD**

Sign at MP 2 on Inbound-Outbound Lead, North Yard bears word "APEX." This sign located at point where maximum grade leaving North Yard begins. In switching movements at south end of North Yard switch engine handling cuts consisting of sufficient cars to make it necessary to pass this sign must have sufficient air brakes coupled and operative on head end of cut to assure necessary braking power to stop locomotive and cars being handled.

**DENVER UNION DEPOT:**

Within the limits of the Denver Union Terminal (DUT) all switches are hand throw switches locked with BN switch locks. Unless switches are actually in use, route must be left lined from Track One to the BN Buck Main and all switches locked. DUT property will be indicated by signs at the entrance to DUT, in addition to yard limit signs at the same locations. Yard limit rule applies on all tracks within DUT limits. Maximum speed on DUT tracks is 10 M.P.H.

**OPERATION BELT LINE**

CTC in effect between Utah Jct. (West end of North Yard) Union Pacific Junction Switch, MP 3.15 and Up Transfer MP 4 as

## DENVER DIVISION SUBDIVISIONS 1-A, 1-B AND 4-A

indicated by CTC signs. Movements over these tracks are controlled by D&RGW train dispatcher.

UP derail is located 100 feet west of head block of switch leading to Eaton Metal Products Co. on D&RGW lead. Derail is equipped with UP and D&RGW switch locks.

Crossing signal protection is provided on Continental Baking Co. Spur at North Broadway. All movements over this crossing on spur must stop before entering crossing, and crossing signal actuated by placing switch key in key switch and turning key to right as far as possible, then remove key. Key switch located on side of signal case on west side of North Broadway. Crossing signal will return to normal after movement over crossing.

### UNION PACIFIC TRACKAGE:

When working on Union Pacific trackage within the Denver area, D&RGW crews will be governed by the General Code of Operating Rules.

### OPERATION ROCKY SPUR

Highway traffic signals interconnected with train movement in service at railroad grade crossings at Highway No. 93 and Highway No. 72 on Rocky Spur Track to protect train movement over each crossing.

Signals for train movement are mounted at each crossing on highway traffic signal mast to the right of track in direction of train movement. Trains approaching these crossings will receive a red aspect. When train has occupied approach track circuit for approximately six seconds, train will receive a green aspect to proceed across intersection. If signal is dark or if unable to obtain green aspect for movement over highway at each location member of crew must be on the ground ahead of movement to see that the crossing is clear and movement over crossing must be made only on his signal. Occurrence must be reported to the train dispatcher. Approach circuit approximately 225 feet long on each side of highway.

Movement over highway should be continuous and crossings will not be blocked by standing equipment if it can be avoided.

Gate across track at Rocky Plant 1200 feet west of switch is handled by AEC Security Guards.

Between the hours of 7 AM and 8 AM and during night hours, arrange to stop and flag all train movements over AEC private road crossing GWA Spur. During night hours leave burning fusee on grade crossing while train is moving over this road crossing.

USAX cars or any similar type cars equipped with two hand brakes, being set out at AEC Rocky Flats, must have both hand brakes applied.

### OPERATION NORTH YARD — EAST PORTAL

Dragging Equipment Detectors located at MP 25.6, MP 25.8 and MP 26.3 between Plain and Crescent, when activated by a train, will transmit a radio defect message and will display flashing purple lights (strobe type) at all of the following locations between east switch Plain and Tunnel 6:

MP 25.0 east of west switch Plain

MP 25.4 west switch Plain

MP 25.6 East Portal Tunnel 2

MP 25.8 Tunnel 3

MP 26.3 west of Tunnel 5

A moving train observing any one of this group of strobe lights illuminated, whether in advance of train or while passing over detector with train, must be stopped immediately and inspection made. These Dragging Equipment Detectors are not equipped with a cut-out switch and cannot be deactivated by train crews. A timer will automatically deactivate the detector indications.

### OPERATION MOFFAT TUNNEL

Operating Rule 236 is amended to extent that a speed of 40 MPH for freight trains and 55 MPH for AMTRAK trains instead of 30 will apply as follows:

Eastward — ABS 566 and 566-A Winter Park to ABS 506 East Portal.

Westward — ABS 501 and 501-A East Portal to ABS 565, Winter Park.

## DENVER DIVISION SUBDIVISIONS 1-A, 1-B AND 4-A

Not more than one train at a time will be permitted to occupy track in Moffat Tunnel between East switch Winter Park and West switch East Portal except a helper locomotive may be uncoupled from the rear of an Eastward train inside Moffat Tunnel or east of East switch Winter Park. After helper locomotive is uncoupled from rear of train, reverse movement will be made at restricted speed to next ABS.

Helper locomotive cutting off westward train at East Portal, must not shove beyond ABS 501 or 501-A. After helper locomotive is uncoupled from rear of train, reverse movement will be made at restricted speed to next ABS.

ABS governing movements over West switch East Portal, in addition to their ABS Function, will not indicate Proceed unless ventilation gate is raised.

If train crew finds gate closed, contact dispatcher immediately to open gate. If dispatcher controls will not open gate and train is inside the tunnel, ventilation should be requested until the problem with the gate is resolved.

Gate control switches are located on the south tunnel wall west of the gate and also in the portal office building to the south side of the track. The gate will open 30 seconds after pushing "GATE OPEN" button. A warning buzzer will sound during this 30 second period. When gate is closing or about to close, a red strobe light on the north wall of the tunnel will flash and buzzer will sound warning.

When train or locomotive movement is to be made into or out of the east end of the Moffat Tunnel on other than signal indication (e.g. verbal permission to pass signal displaying stop indication, authority must first be obtained from the dispatcher before each and every move which requires that movement be made under ventilating gate to insure that gate is locked in the raised position.

Emergency exit air lock doors are located just west of the gate, one on each side of the tunnel walls. If it becomes necessary to use these emergency exits when the gate cannot be raised, PRESSURE MUST BE EQUALIZED before attempting to open air lock doors. This is done by venting a spring loaded relief valve located in the center of each door. Always close and latch door after use BEFORE venting and opening next air lock door.

If train or locomotive is delayed in Moffat Tunnel for any reason, train dispatcher should be promptly notified by radio or nearest telephone. Dispatcher's telephones are located in all Refuges in Moffat Tunnel, No. 1 thru No. 21.

Except as noted below, emergency filter masks are stored in yellow plastic barrels, four masks per barrel, in refuges No. 1 thru No. 21 in Moffat Tunnel. Barrels have a threaded lid which opens by unscrewing counterclockwise. Caution: Remove seal tape from bottom of canister before placing mask over face."

Exceptions:

Refuge 2: Masks are located on top of signal case.

Refuge 20: Masks are located in bungalow.

Refuge 21: Masks are located in locked cabinet on east wall. Requires old DRGW switch key to open.

If breathing equipment including MSA type W-65 self rescue units is used, such equipment must be turned in to the Superintendent's office for servicing.

### OPERATION BOND — CRAIG

Whenever eastward Stop and Proceed ABS 1296 indicates other than clear eastward trains must remain in clear of road crossing and contact train dispatcher for instructions.

Before entering Phippsburg Yard, trains must contact train dispatcher for instructions on which track to use.

CTC in effect on Energy Spur, between Adams Jct. (MP 200) and ABS 121.



**DENVER DIVISION  
SUBDIVISIONS 3 AND 3-A**

WESTWARD ↓		STATION	Subdivision 3	↑ EASTWARD	Mile Post
Station Numbers	Siding Feet				
09800		PUEBLO		2MT	120.5
09690		GOODNIGHT		C	123.0
09684	7390	SWALLOWS		T	130.8
09677	6850	HOBSON		C	139.6
09673		PORTLAND		C	145.8
09668	6100	ADOBE		C	147.1
09662	6930	FLORENCE		C	151.9
09658	7230	CANON CITY	W	C	160.8
09654	9190	PARKDALE		C	171.2
09650	4820	SPIKEBUCK		T	175.9
09646	6190	TEXAS CREEK		C	184.1
09642	5840	COTOPAXI	W	C	191.7
09633	6150	VALLIE			198.1
09617	6630	SWISSVALE			208.0
09594	7240	SALIDA	W		215.1
09590	9960	BROWN CANON			222.2
09586	6890	NATHROP			232.9
09580	9000	AMERICUS			244.7
09576	7640	PRINCETON			252.1
09572	8090	KOBE			263.6
09552	7800	MALTA	T		271.0
09548	7870	TENNESSEE PASS			280.3
09544	8260	PANDO			288.5
09539	10430	BELDEN			296.2
09533	10660	MINTURN	TW		302.0
(181.9)					

**MAXIMUM AUTHORIZED SPEED FOR TRAINS  
BETWEEN PUEBLO and MINTURN**

LIMITS:	ALL TRAINS	LIMITS:	ALL TRAINS
120.6 (Westbound - wheel checker)	25	205.3 and 206.8	30
120.6 and 123.0	40	206.8 and 212.6	35
123.0 and 135.5	60	212.6 and 215.1	45
135.5 and 145.2	50	215.1 and 222.5	50
145.2 and 148.5	45	222.5 and 225.0	35
148.5 and 151.6	50	225.0 and 227.1	25
151.6 and 152.8*	40	227.1 and 229.7	35
152.8 and 158.0	50	229.7 and 239.7	50
158.0 and 161.9	45	239.7* and 240.6*	40
161.9 and 170.1	20	240.6 and 250.1	50
170.1 and 174.7	35	250.1 and 262.3	35
174.7 and 178.2	45	262.3 and 271.0	50
178.2 and 183.7	35	271.0 and 274.7	45
183.7 and 187.6	45	274.7 and 277.9	35
187.6 and 187.9	35	277.9 and 278.5	45
187.9 and 190.7	45	278.5 and 279.2	25
190.7 and 191.6	35	279.2 and 280.3	45
191.6 and 194.1	45	280.3 and 298.0 (Westward)	20
194.1 and 194.7	30	280.3 and 298.0 (Eastward)	25
194.7 and 205.3	35	298.0 and 301.7	30
		301.7 and 302.6	20

\* Speed may be increased when lead locomotive reaches limit of restriction.

**DENVER DIVISION  
SUBDIVISIONS 3 AND 3-A**

Light engine or engine and caboose only with operative dynamic brake may operate at 25 mph from MP 280.3 to MP 298.0 (Westward).

When the tons per operative brake exceeds 80 tons and when tons per axle of operative dynamic brake exceeds 250 tons, westward trains from MP 280.3 to MP 302.0 must not exceed 15 MPH.

When the tons per operative brake exceeds 115 tons and tons per axle of operative dynamic brake exceeds 250 tons, eastward trains from MP 280.3 to MP 245.0 must not exceed 25 MPH.

WESTWARD ↓		Leadville Branch, Subdivision 3-A	↑ EASTWARD	
Station Number	Siding Feet			Mile Post
09552		MALTA	TY	271.0
09560		EILERS	Y	273.3
09562	400	AS&R Spur	Y	274.3
09566		LEADVILLE	Y	275.9
(4.9)				
(Track not in service between Mile Post 272 and Leadville except for company ballast service which may be operated between Mile Post 272 and Eilers.)				

**MAXIMUM AUTHORIZED SPEED FOR TRAINS  
LEADVILLE BRANCH**

LIMITS	ALL TRAINS
271.0 and 275.9	15

**SPEED ON OTHER THAN MAIN TRACKS**

Remotely controlled turnouts, crossovers and sidings . . . . . 30

**Exceptions:**

West switch-Tennessee Pass	25
Crossover Tennessee Pass MP 280.3	20
Sidings Pando and Belden: Eastward	25
Westward	20

Locomotive servicing tracks	5
All other tracks Subdivisions 3 and 3-A	10

**SPECIAL INSTRUCTIONS  
SUBDIVISIONS 3 AND 3-A**

**RETAINERS**

Retainers must be used within the following locations when tons per axle of operative dynamic brake exceeds maximum indicated limit.

Locations	Maximum Limit
Tennessee Pass to Minturn	400 tons
Leadville Br.: Leadville to Malta	300 tons

Refer to Region Special Instructions for retainer use instruction.

**TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE**

Sub. Div.	Name	Mile Post	Stn No.	Capy. In Feet	Switch Connection
3	Pleasanton	195.4	09638	3000	East & West

**RAILROAD CROSSINGS AT GRADE PROTECTED BY  
SIGNALS OR SIGNALS AND DERAILS**

MP	Location	Tracks Governed	Remarks
119.6	Pueblo	D&RGW Yard track and Freight house lead & AT&SF crossings.	Manual Interlocking Controlled by AT&SF train dispatcher.

**DENVER DIVISION  
SUBDIVISIONS 3 AND 3-A**

**HOUSE TRACKS**

Station Name	Clearance Capacity Feet	Connection Switch
Swallows	1,025	E&W
Hobson	198	E
Adobe	806	E
Florence	386	E&W
Parkdale	1,453	E&W
Spikebuck	311	W
Texas Creek	857	E&W
Cotopaxi	676	E&W
Vallie	1,579	E&W
Swissvale	490	E&W
Brown Canon	650	E&W
Nathrop	907	E&W
Princeton	331	E&W
Kobe	180	W
Tennessee Pass	311	E&W
Pando	1,321	E&W

SD type locomotives must not be operated on the following tracks:

- Subdivision 3: Portland Yard  
Adobe Spur  
Canon City power plant
- Subdivision 3-A: Leadville branch

**LOCATION OF TRACKSIDE DETECTORS**

MP	Type	MP	Type
<b>Subdivision 3</b>			
120.8	H-6	188.3	H-5
138.2	H-5	191.8	H-5
141.6	H-2, H-4	195.4	H-5
142.6	H-5	196.6	H-5
146.5	H-5	203.4	H-2
153.4	H-5	230.4	H-5
169.8	H-5	231.1	H-5
174.8	H-2	239.7	H-2
180.2	H-5	264.8	H-4
184.3	H-5	272.6	H-3

**OPERATION PUEBLO — TENNESSEE PASS**

Switch leading from Leadville Branch, Subdivision 3-A, to west leg of wye at Malta and west wye switch at connection to Track 5 must be kept lined for west leg of wye when not in use.

**OPERATION TENNESSEE PASS — MINTURN**

ABS governing movements through Tennessee Pass Tunnel, in addition to ABS functions will not indicate Proceed unless curtains are raised.

In case train finds curtain down or inoperative, train dispatcher must be contacted immediately.

Instructions for manual operation are posted at each tunnel portal.

**OPERATION MINTURN**

Track 1 Minturn must be left clear of cars.

**DENVER DIVISION  
SUBDIVISIONS 4 and 4-B**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Subdivision 4			Mile Post
09533		MINTURN	TW		302.0
09528	8350	6.2 AVON		C T C	308.2
09524	7570	10.8 WOLCOTT			319.0
09514	7760	13.0 SAGE			332.0
08690	6150	9.9 DOTSERO	T		341.9
08660		5.6 ALLEN		2MT CTC	347.5
08655	3960	3.0 SHOSHONE			350.5
08650	5060	4.5 GRIZZLY			355.0
08575	E10790 W7650	5.1 GLENWOOD	TW		360.1
08568	6940	8.0 CHACRA			368.1
08564	6270	4.6 NEWCASTLE			372.7
08560	5810	5.8 SILT			379.5
08556	6160	7.1 RIFLE	TW	C	386.6
08550	7050	3.7 LACY		T	390.1
08546	5860	9.0 DOS		C	399.1
08542	8060	4.9 GRAND VALLEY			404.0
08538	6150	4.7 UNA			408.7
08534	7670	7.9 DEBEQUE			416.6
08530	6280	6.7 AKIN			423.3
08526	4660	4.4 TUNNEL			427.7
08522	4390	4.9 CAMEO			432.6
08516	12200	4.4 PALISADE			437.0
08512	5200	5.5 CLIFTON			442.5
08508		2.8 FRUITVALE			445.0
08400		2.0 EAST YARD			449.0
		1.1 10th STREET			449.1
08350	Yard	0.9 GRAND JCT.			450.0
(146.2)					

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

**BETWEEN MINTURN and GRAND JCT.**

LIMITS		PSGR	FRT	LIMITS		PSGR	FRT
302.0 and 302.6			20	388.4 and 395.3		79	60
302.6 and 303.7			40	395.3 and 397.0		70	60
303.7 and 305.0			30	397.0 and 400.4		79	60
305.0 and 312.1			40	400.4 and 405.3		70	60
312.1 and 312.2			35	405.3 and 409.0		79	60
312.2 and 319.4			40	409.0 and 412.0		70	60
319.4 and 319.5			35	412.0 and 413.2		40	35
319.5 and 337.1			40	413.2 and 417.1		50	50
337.1 and 342.0			35	417.1 and 417.9		40	40
342.0 and 343.5		40	35	417.9 and 420.8		50	50
343.5 and 344.7		35	35	420.8 and 424.4		40	35
344.7 and 348.6		30	30	424.4 and 424.7		40	40
348.6 and 350.0		40	30	424.7 and 428.3		45	40
350.0 and 358.5		30	30	428.3 and 431.5		40	40
358.5 and 359.2		25	25	431.5 and 436.6		45	40
359.2 and 368.1		50	50	436.6 and 437.2*		40	40
368.1 and 374.4		70	60	437.2 and 438.4		70	60
374.4 and 385.4		79	60	438.4 and 448.8		79	60
385.4 and 386.4		50	50	448.8 and 449.0		25	25
386.4 and 388.4		70	60	449.0 and 450.0		35	35

Passenger trains are authorized to operate at speeds indicated in above table at locations where speed signs denote a lesser speed.

\* Speed may be increased when lead locomotive reaches limit of restriction.

**DENVER DIVISION  
SUBDIVISIONS 4 and 4-B**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	ASPEN BRANCH Subdivision 4-B			Mile Post
08575		GLENWOOD	WY		360.1
		12.8			
08620		CARBONDALE		T	373.0
		2.0			
08622		MID-CONTINENT		W	375.0
		10.1			
08625	500	WINGO		C	385.1
		2.3			
08630	1000	BATES			387.4
		5.5			
08635		WOODY CREEK			392.9
		(32.8)			

(Bridges MP 381.8 and 384.9 are out of service)

**MAXIMUM AUTHORIZED SPEED FOR TRAINS  
ASPEN BRANCH**

LIMITS	ALL TRAINS	LIMITS	ALL TRAINS
360.1 and 362.0	10	371.0 and 376.0	10
362.0 and 371.0	20	376.0 and 393.7 (Trk not in service)	

**SPEEDS ON OTHER THAN MAIN TRACK**

Remotely controlled turnouts, crossovers and sidings	30
<b>Exceptions:</b> Depot Siding Grand Jct.	15
Siding Shoshone	10
Grand Jct. Long Lead 10th St. to Fruitvale	30
Grand Jct. Southbound Lead over 7th and 9th Street	5
Grand Jct. Main Track to Long Lead crossover at 10th St.	15
Locomotive Servicing Tracks	5
All other Tracks Subdivisions 4 and 4-B	10

**SPECIAL INSTRUCTIONS  
SUBDIVISIONS 4 AND 4-B**

**TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE**

Sub Divn.	Name	Mile Post	Stn No.	Capy. In Feet	Switch Connection
4	Eagle	329.0	09519	1550	East & West
	Gypsum	335.8	09510	1050	East & West
	Lacy	390.1	08550	Yard	West
	Union Oil	404.0	08544	2000	West
	Exxon-Union Spur			Yard	West
	Public Service	433.3	08518	Yard	East

**HOUSE TRACKS**

Sub Divn.	Station Name	Clearance Capacity Feet	Connection Switch
4	Wolcott	1,462	E
	Dotsero	975	E&W
	Allen	322	E EMT
	Shoshone	237	E&W
	Newcastle	1,393	E&W
	Silt	1,108	E&W
	Rifle	1,699	E&W MT
	Dos	603	E&W
	Una	542	E
	Debeque	1,410	E&W
	Akin	798	E
	Tunnel	324	E
	Cameo	900	E
	Palisade	1,018	E&W
	Clifton	829	E&W

**SPRING SWITCHES**

Sub Divn.	MP	Location	Normal Position	MPH
4	448.5	Grand Jct. westward departure track to Alternate Inbound	Crossover	15

**DENVER DIVISION  
SUBDIVISIONS 4 and 4-B**

Six axle locomotives must not be operated on Yard and Industry tracks at stations as designated by Yard Circulars.

**LOCATION OF TRACKSIDE DETECTORS**

MP	Type	MP	Type
<b>Subdivision 4</b>			
314.6	H-2	406.5	H-3
344.6	H-3	430.1	H-5
365.0	H-3	433.1	H-5
375.4	H-2	433.5	H-2
389.2	H-5	444.1	H-3
		448.8	H-6

**OPERATION ASPEN BRANCH**

Locomotives & Caboose must not be operated under Mid-Continent Coal & Coke Company's loading tipple at Carbondale.

Conveyor tipple at Woody Creek will not clear locomotives or cabooses.

Unless otherwise provided, iron ore from Woody Creek will weigh on weigh-in-motion scales at Mid-Continent. Conductor will furnish Mid-Continent weighmaster with a switch list in train order of cars to be weighed. It is also necessary that weighmaster at the Mid-Continent office be notified that train is ready to weigh so he can go to the scale house ahead of the train.

Weighmaster on duty Mid-Continent 8:00 AM - 4:00 PM Monday through Friday; 8:00 AM - 1:00 PM Saturday and Sunday.

**OPERATION GRAND JUNCTION**

Trains and locomotives must not pass Signals D-1, D-2, D-3, D-5, D-6, D-10, D-12, D-14, or D-16 (all located in vicinity of the hump at East yard and to which ABS and CTC Rules do not apply), when displaying red aspect, without authority from Assistant Trainmaster.

These signals are operated from retarder tower. Signals D-2 and D-5 do not control the movement of yard engines when such yard engines are governed by Trimmer Signal located on west side of humpmaster building.

Unless otherwise instructed, Signal D-5 will govern Eastward trains departing from Tracks 1 through 3 inclusive and Signal D-2 will govern Eastward trains departing from Tracks 4 through 8 inclusive.

Eastward signal, D-1 located to left of track governed is 500 feet east of hump foreman's office on hump lead, East Yard Grand Junction, and displays the following:

Lunar aspect if hump lead or conflicting routes are unoccupied within a distance of 450 feet east of signal.

Red aspect if hump lead or conflicting routes are occupied within a distance of 450 feet east of signal.

Signal indication lights are located in hump office & retarder office, Grand Junction.

Unless otherwise instructed, west switch from alternate track to Track 5 lead at Receiving yard and west switch from alternate track to Track 6 must be lined for alternate track when not in use.

Other switches in the hump area must be left in the same position as they are found.

Inert retarders are located near the west end of all tracks in the classification yard (bowl).

Dual controlled switch point derail located on middle track, 10th Street Grand Junction. Westward trains or locomotives must occupy release section approaching absolute signal one minute before train dispatcher can position signal and dual controlled switch.

When cars are left on Depot Running Track at Grand Junction, Colorado, the west car must be skated for protection.

Skates have been placed at MP 450 for this use.

Westward trains must obtain permission from train dispatcher before leaving Receiving Yard Track to enter long lead in vicinity of the hump.

Eastward trains entering alternate Inbound track East Yard, will be governed by instructions from Assistant Trainmaster.

**DENVER DIVISION  
SUBDIVISIONS 4 and 4-B**

When locomotives are left standing in Grand Junction yard, a sufficient number of hand brakes must be applied to lower end of consist to prevent movement when air brakes are released.

Outbound crews will be responsible to see that all hand brakes are released before moving engine consist.

**OPERATION EAGLE GYPSUM**

Unless otherwise provided, inbound cars will be left on track 2, outbound cars will be picked up off of track 1. Empty hoppers for bulk Gypsum loading will be set to track 3. Hand brakes must be applied to all loads and empties left at Eagle Gypsum.

At the west end of the yard, the switch off of the lead to the Runaway track must be left lined and locked for the runaway track and away from the DRGW main line to provide derail protection. When necessary to re-enter main line after electric switch locks have been closed and after permission from train dispatcher has been granted, electric locks must be opened before runaway track switch is lined for movement.

**DENVER DIVISION  
SUBDIVISIONS 16 and 16-A**

WESTWARD ↓		STATIONS	EASTWARD ↑	
Station Number	Siding Feet	Montrose Branch Subdivision 16		Mile Post
08448		MONTROSE	Y	351.5
08446		1.5 SAGEBRUSH	Y	353.0
08444		3.2 COORS ROE	Y	356.2
08440		6.0 OLATHE	Y	362.2
08436		3.4 LOU PAC	Y	365.6
08432		7.2 DELTA	Y	372.8
08428	7206	4.7 ROUBIDEAU		377.5
08424		20.8 BRIDGEPORT	T	398.3
08422		2.4 COTTER	W	410.7
08420		11.1 WHITEWATER	C	411.8
08350		12.5 GRAND JCT.	Y	424.3
(72.8)				

**North Fork Branch  
Subdivision 16-A**

08496		OLIVER	Y	417.4
08492		0.5 ARCO	Y	416.4
08484		1.3 SOMERSET	Y	415.3
08480		4.3 TERROR CREEK	Y	411.0
08476		4.0 CONVERSE	Y	407.0
08472		1.1 PAONIA	T	405.9
08486		8.1 HOTCHKISS	W	397.8
08464	7100	5.3 ROGERS MESA	C	392.5
08432		19.7 DELTA	Y	372.8
(44.6)				

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

**MONTROSE BRANCH**

LIMITS	ALL TRAINS	LIMITS	ALL TRAINS
351.5 and 352.2	15	385.0 and 386.4	25
352.2 and 361.9	20	386.4 and 393.3	30
361.9 and 362.4	10	393.3 and 393.5	25
362.4 and 373.0	20	393.5 and 395.7	30
373.0 and 373.3	12	395.7 and 397.3	20
373.3 and 375.3	20	397.3 and 415.6	30
375.3 and 378.3	25	415.6 and 416.6	25
378.3 and 380.8	30	416.6 and 422.1	30
380.8 and 381.9	20	422.1 and 422.5	20
381.9 and 385.0	30	422.5 and 424.3	10

**NORTH FORK BRANCH**

372.8 and 373.8	12	391.1 and 394.2	30
373.8 and 374.2	20	394.2 and 394.6	25
374.2 and 380.2	30	394.6 and 396.9	12
380.2 and 383.4	25	396.9 and 397.5	25
383.4 and 387.1	30	397.5 and 404.5	30
387.1 and 388.9	25	404.5 and 407.0	25
388.9 and 389.4	30	407.0 and 408.8	20
389.4 and 389.6	20	408.8 and 415.5	12
389.6 and 390.5	30	415.5 and 417.4	10
390.5 and 391.1	25		

**SPEEDS ON OTHER THAN MAIN TRACK**

All tracks Subdivisions 16 and 16-A ..... 10

**DENVER DIVISION  
SUBDIVISIONS 16 and 16-A**

**SPECIAL INSTRUCTIONS  
SUBDIVISIONS 16 AND 16-A**

Permanent derail located on main track at Montrose MP 352.1.

**LOCATION OF TRACKSIDE DETECTORS**

MP	Type
Subdivision 16 375.7	H-2

**OPERATION DELTA**

For derail protection, switch on south leg of old wye, Subdivision 16, must be left lined and locked for old Delta yard toward river.

**OPERATION NORTH FORK BRANCH**

Slide areas have been identified by signs in the field between MP 395 and MP 397. A series of earth-movement detectors are installed between MP 395 and MP 397. Strobe lights are installed at MP 395 and MP 395.9. If detector is activated between MP 395 and MP 395.9, red strobe lights will be illuminated and radio alert message will be broadcast three times every four minutes until device is manually reset. Radio alert message announces:

“SLIDE DETECTOR TRIPPED AT NORTH FORK MP 395”

If detector is activated between MP 395.9 and MP 397, radio alert message ONLY will be broadcast three times every four minutes until device is manually reset. Radio alert message announces:

“SLIDE DETECTOR TRIPPED AT NORTH FORK MP 396”

When detectors have been activated trains must be stopped before entering slide area and train dispatcher notified. Trains must not proceed unless authorized by the train dispatcher.

Slide detector is installed at MP 414.3 on the North Fork Branch. If detector is activated, a radio alert message will be broadcast three times every four minutes until device is manually reset. Radio alert message announces:

“SLIDE DETECTOR TRIPPED AT NORTH FORK MP 414.3”

**DENVER DIVISION  
SUBDIVISIONS 5, 5-A AND 5-B**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Subdivision 5			Mile Post
08350	Yard	<b>GRAND JCT.</b>	QTW		450.0
		2.1			
08345	5080	<b>DURHAM</b>			451.7
		8.8			
08335	E6630 W6730	<b>FRUITA</b>			460.5
		8.4			
08320	7700	<b>MACK</b>			468.9
		4.2			
08315	7570	<b>RUBY</b>			473.1
		4.9			
08310	4540	<b>SHALE</b>			478.0
		5.3			
08302	6070	<b>UTALINE</b>			483.3
		5.1			
08294	9890	<b>WESTWATER</b>			488.4
		9.7			
08290	7510	<b>AGATE</b>			498.1
		6.3			
08286	6890	<b>CISCO</b>			504.4
		6.1			
08282	6140	<b>WHITEHOUSE</b>		C T C	510.5
		5.1			
08278	5490	<b>ELBA</b>			515.6
		5.1			
08274	7760	<b>SAGERS</b>			520.7
		7.4			
08270	7210	<b>THOMPSON</b>	TW		528.1
		5.7			
08245	5100	<b>BRENDEL</b>			533.8
		6.6			
08240	5890	<b>FLOY</b>			540.4
		6.5			
08234	7810	<b>SOLITUDE</b>			546.9
		8.3			
08230	7060	<b>GREEN RIVER</b>	TW		555.2
		6.3			
08222	6090	<b>SPHINX</b>			561.5
		6.1			
08218	6020	<b>DESERT</b>			567.6
		6.6			
08214	6050	<b>VISTA</b>			574.2
		7.2			
08210	6310	<b>WOODSIDE</b>			581.4
		5.2			
08206	6210	<b>GRASSY</b>			586.6
		6.5			
08202	5940	<b>CEDAR</b>			593.1
		9.8			
08180	8930	<b>MOUNDS</b>			602.9
		8.4			
08176	11240	<b>WASH</b>			611.3
		1.7			
08172	6180	<b>WELLINGTON</b>			613.0
		6.1			
08156	10790	<b>PRICE</b>	W		619.1
		3.0			
08152	6350	<b>MAXWELL</b>			622.1
		3.2			
08148		<b>SPRING GLEN</b>		2 M T C T C	625.3
		0.3			
...		<b>E HELPER X OVER</b>			625.6
		0.8			
08140		<b>HELPER</b>	QTW		626.4
(176.4)					

Territory between Helper and MP 571 including the Sunny-side Branch is under the supervision of the Salt Lake Division.

**DENVER DIVISION  
SUBDIVISIONS 5, 5-A AND 5-B  
MAXIMUM AUTHORIZED SPEED FOR TRAINS  
BETWEEN GRAND JCT. AND HELPER**

LIMITS	PSGR	FRT	LIMITS	PSGR	FRT
448.8 and 449.0	25	25	544.2 and 546.7	79	60
449.0 and 450.0	35	35	546.7 and 547.2	70	60
450.0 and 451.5	50	50	547.2 and 549.4	79	60
451.5 and 460.0	79	60	549.4 and 552.4	70	60
460.0 and 461.0	70	60	552.4 and 554.4	79	60
461.0 and 468.9	79	60	554.4 and 555.6	70	60
468.9 and 471.2	70	60	555.6 and 558.1	75	60
471.2 and 472.8	50	50	558.1 and 563.7	70	60
472.8 and 474.8	79	50	563.7 and 570.4	79	60
474.8 and 477.6	50	50	570.4 and 575.8	75	60
477.6 and 479.2	55	50	575.8 and 576.6	70	60
479.2 and 481.9	50	50	576.6 and 578.4	79	60
481.9 and 486.1	70	60	578.4 and 582.2	70	60
486.1 and 486.9	50	50	582.2 and 582.8	50	50
486.9 and 490.2	70	60	582.8 and 584.8	79	60
490.2 and 492.7	65	60	584.8 and 585.8	55	50
492.7 and 495.3	79	60	585.8 and 587.7	70	60
495.3 and 501.7	70	60	587.7 and 589.7	79	60
501.7 and 502.4	50	50	589.7 and 592.2	35	35
502.4 and 502.7	70	60	592.2 and 594.8	40	35
502.7 and 509.2	75	60	594.8 and 595.3	35	35
509.2 and 511.8	55	55	595.3 and 598.3	70	60
511.8 and 512.7	70	60	598.3 and 598.9	50	50
512.7 and 517.7	75	60	598.9 and 602.8	70	60
517.7 and 521.8	70	60	602.8 and 605.8	55	55
521.8 and 522.1	50	50	605.8 and 614.0	70	60
522.1 and 523.1	79	60	614.0 and 617.4	79	60
523.1 and 523.9	35	35	617.4 and 618.7	70	60
523.9 and 524.6	45	40	618.7 and 619.9	40	40
524.6 and 526.2	40	40	619.9 and 621.1	60	60
526.2 and 527.7	50	50	621.1 and 622.7	70	60
527.7 and 532.0	70	60	622.7 and 624.5	50	50
532.0 and 534.4	79	60	624.5 and 625.3	35	35
534.4 and 535.2	55	55	625.3 and		
535.2 and 535.8	70	60	626.4 (Westward)	30	30
535.8 and 540.2	79	60	625.3 and		
540.2 and 543.5	70	60	626.4 (Eastward)	30	25
543.5 and 544.2	55	55			

Passenger trains are authorized to operate at speeds indicated in above table at location where speed signs denote a lesser speed.

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Sunnyside Branch Subdivision 5-A			Mile Post
08195		<b>SUNNYSIDE</b> 4.3		T	17.5
08188		<b>COLUMBIA JCT.</b> 8.2		W	13.2
08184	6200	<b>BANNING</b> 5.0		C	5.0
08180		<b>MOUNDS</b>		Y	0.0
(17.5)					

**Cane Creek Branch  
Subdivision 5-B**

08266		<b>POTASH</b> 7.3		35.8
08262	500	<b>EMKAY</b> 7.2		28.5
08258		<b>SEVEN MILE</b> 3.0	T	21.3
08254	600	<b>LEE</b> 8.0	W	18.3
08250	600	<b>ARCH</b> 10.3	C	10.3
08245		<b>BRENDEL</b>		0.0
(35.8)				

**DENVER DIVISION  
SUBDIVISIONS 5, 5-A AND 5-B  
MAXIMUM AUTHORIZED SPEED FOR TRAINS  
SUNNYSIDE BRANCH**

LIMITS	ALL TRAINS	LIMITS	ALL TRAINS
Westward		Eastward	
0.0 and 13.2	20	17.5 and 0.0	20
13.2 and 15.0	15		
15.0 and 17.5	10		

**CANE CREEK BRANCH**

0.0 and 22.4	30	23.5 and 35.7	30
22.4 and 23.5	12		

**SPEED ON OTHER THAN MAIN TRACK:**

Remotely controlled turnouts, crossovers, and sidings . . . . . 30

**Exceptions:**

West switch west siding Price . . . . .	15
Depot siding Grand Jct. . . . .	15
C.V. Spur . . . . .	12
Grand Jct.: main track to long lead crossover at 10th St. . . . .	15
Locomotive servicing tracks . . . . .	5
All other tracks Subdivisions 5, 5-A and 5-B . . . . .	10

**SPECIAL INSTRUCTIONS  
SUBDIVISIONS 5, 5-A AND 5-B  
RETAINERS**

Sunnyside Branch: Retainers must be used at all times on all loads Sunnyside to Columbia Jct. When dynamic is inoperative, retainers must be used on all cars Sunnyside to Banning.

Refer to Region Special Instructions for retainer use instructions.

**HOUSE TRACKS**

Sub Divn.	Station Name	Clearance Capacity Feet	Connection Switch
5	Depot Running Tracks	Yard	E&W
	Grand Junction	Yard	E&W
	Durham	695	E&W
	East Fruita	2,290	E&W
	West Fruita	1,500	E
	Mack	497	E&W
	Ruby	306	E&W
	Shale	916	W
	Uialine	263	E&W
	Westwater	992	E&W
	Agate	226	E
	Cisco	1,217	E&W
	Whitehouse	486	E&W
	Elba	383	W
	Sagers	347	E&W
	Thompson	1,500	E&W
	Brendel	1,173	E&W
	Floy	394	E
	Solitude	216	E
	Green River	1,749	E&W
	Sphinx	236	E&W
	Desert	286	W
	Vista	595	E&W
	Woodside	872	E&W
	Grassy	268	W
	Cedar	940	E&W
	Mounds	Yard	W
	Wash	Yard	E&W
	Wellington	1,182	E
	Price	Yard	E&W
	Maxwell	3,605	E&W

**TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE**

Sub Divn.	Name	Mile Post	Stn No.	Capy. In Feet	Switch Connection
5	Industry Tracks:	462.5			
	Industry Lead			3150	West
	Pabco spur		08340	1000	West
	Smith Energy			900	West
	NOWSCO spur			1100	West
	Gary	463.8	08330	Yard	East & West
	C.V. Spur: (Wye)	615.8	08160	Yard	East & West
	Co-op Loop	1.3	08162	Loop	West
	Acco	1.7	08164	Loop	West

Six axle locomotives must not be operated on yard and industry tracks at stations as designated by Yard Circulars.



**DENVER DIVISION  
SUBDIVISIONS 5, 5-A AND 5-B**

**REPEATER SIGNALS**

Repeater signals designated by the letter "R" are located at Grand Jct. MP 449.2 and MP 450.1. Repeater signal indicates the aspect of the next absolute signal located beyond the repeater signal. When repeater signal is dark or displays a flashing red aspect it is an indication that the next absolute signal will be displaying a Stop indication. Repeater signal aspects are for information only.

**LOCATION OF TRACKSIDE DETECTORS**

MP	Type	MP	Type
<b>Subdivision 5</b>		544.9	H-5
454.7	H-3	549.0	H-3
467.6	H-2	551.1	H-4
476.1	H-5	553.3	H-5
490.0	H-2	557.2	H-4
495.3	H-5	563.1	H-2
508.3	H-3	568.6	H-5
519.4	H-5	578.9	H-2
519.9	H-5	592.2	H-2
525.0	H-5	606.1	H-2
528.2	H-5	624.3	H-3
530.1	H-2		

**OPERATION GARY**

Crews having work to perform at Gary Plant will be governed by the following:

Flashing blue lights are displayed on Gary yard tracks 1, 2, 3 and 4 and indicate workmen are on or about equipment on track or tracks when blue lights are displayed. When flashing blue light is displayed on any of these tracks, trains or locomotives must not enter such tracks until the flashing blue light is turned off.

Upon arrival at Gary, if flashing blue light has not been turned off, locomotive whistle will be sounded — 1 long — 1 short, and repeated at one minute intervals until blue light is turned off.

Look out for open pit between rails 720 feet east of west switch to yard track 3, Gary.

**OPERATION THOMPSON**

Acid track lead skated west end near Switch No. 1 at Thompson, Utah. Skates must be removed upon entering; skates must be replaced on track upon departing.

**OPERATION BRENDDEL**

Crews handling inbound loads at Wycon Chemical must set "new" loads east of any "old" loads found on spot or awaiting unloading. Loads found on spot must be respotted to the unloading facility. Hand brakes must be set on all loads, and slack bunched to enable pins to be lifted. Crews must be on the alert for cars to be skated, wheels chocked, hopper doors open, etc.

Empties dropped west of the loadout must be switched to the Ore Track for movement east.

**OPERATION CANE CREEK BRANCH**

Industry trackage at Seven Mile on the Cane Creek Branch designated as follows from the main track:

Ore Track . . . . . (Derail near switch)  
 Gas No. 1—6 car spot . . . . . (Derail near switch)  
 Gas No. 2—4 car spot . . . . . (Derail below lead switch.  
 Normal Position of switch for Gas No. 2)

Cars must not be left between Main Track and Lead Switch on Gas Track Lead on curve and descending grade.

Gate at Gas Plant is secured by private lock, and key is in possession of attendant. Switching will not be performed at Pure Oil Gas loading facilities without attendant being present except in emergency.

Skates must be used in advance of derail for added protection on runaround track.

**OPERATION SUNNYSIDE BRANCH**

TWC in effect between MP 1.3 and 17.5.

The loading tunnel at Sunnyside is equipped with tunnel doors at west end of tunnel. Doors will be opened and closed by load out employees.

Sound whistle while passing preparation plant to serve as notice of arrival.

**DENVER DIVISION  
SUBDIVISIONS 5, 5-A AND 5-B**

Train must not enter tunnel without permission of load out employees.

**OPERATION HELPER**

Dispatcher 5 controls all movement from MP 625.3, Spring Glen, West.

Dispatcher 5 controls dual controlled derail governing eastward movements to Snake Lead. Eastward trains from Coal Yard must communicate with Dispatcher 5 when ready to depart and must occupy release section one minute before dual controlled derail can be positioned to enter Snake Lead.

The derail will automatically return to the derailing position when the trailing car has cleared the release section. The power must be taken off, and the derail hand operated prior to making a westward trailing movement when the derail is in the derailing position.

Eastward trains departing on No. 1 Yard Lead must occupy release section located 500 feet west of ABS 6256 WA for one minute before dual controlled switches can be positioned for departure.

**SALT LAKE DIVISION  
SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K**

WESTWARD ↓		STATIONS	↑ EASTWARD	
Station Number	Siding Feet	Subdivision 6		Mile Post
08140		HELPER QTW		626.4
		0.9 W. HELPER XOVER		627.3
08136		1.5 UTAH RY JCT XOVER		628.8
08132		1.6 CASTLE GATE		630.4
08124		2.3 LYNN XOVER		632.7
08120	5230	6.2 KYUNE		638.9
08090		5.5 COLTON XOVER		644.8
		5.7 E SUMMIT XOVER		650.1
08086	7840	1.3 SUMMIT T	2	651.4
		0.5 W SUMMIT XOVER	M	651.9
08082	7900	9.1 GILLULY W	C	661.0
08074		11.3 NARROWS XOVER	T	672.3
08072		4.4 RIO XOVER	C	676.7
08068		8.0 CASTILLA XOVER		684.7
08016		W11.1 E12.1 SPRINGVILLE XOVER		695.8
08012		2.8 IRONTON XOVER		698.6
08005		2.5 PROVO QWT		701.1
07998		4.6 LAKOTA UP JCT.		705.7
07994		1.4 GENEVA XOVER		707.1
07992		1.3 PIPE MILL		708.4
07988	8820	6.6 AMERICAN FORK	C	715.0
07980	7240	5.3 MESA	T	720.3
07972	6470	8.3 RIVERTON	C	728.6
07890	E6790	6.3 MIDVALE TW	2	734.9
		1.0 MIDVALE XOVER	M	735.9
07850		4.8 EAST ROPER	C	740.8
07800		1.7 ROPER TW	T	742.0
		1.5 13th SOUTH CROSSOVER	C	743.5
		0.7 UP 9th SO CROSSOVER AY		744.2
07750		0.9 SALT LAKE QY		745.1
(Eastward 119.7) (Westward 118.7)				

**SALT LAKE DIVISION  
SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K**

**MAXIMUM AUTHORIZED SPEED FOR TRAINS  
BETWEEN HELPER AND SALT LAKE**

LIMITS	PSGR		FRT	LIMITS	PSGR		FRT
	WESTWARD				EASTWARD		
624.5 and 625.3	35	35	35	745.1 and 744.2	12	12	12
625.3 and 639.9	30	30	30	744.2 and 742.0	30	30	30
639.9 and 644.5	35	35	35	742.0 and 731.1	70	60	60
644.5 and 650.3	65	60	60	731.1 and 727.8	75	60	60
650.3 and 651.6	60	60	60	727.8 and 724.5	70	60	60
651.6 and 654.3	45	25	25	724.5 and 723.0	60	60	60
654.3 and 665.3	30	25	25	723.0 and 721.6	45	45	45
665.3 and 666.8	55	40	40	721.6 and 717.3	75	60	60
666.8 and 667.7	35	35	35	717.3 and 716.3	45	45	45
667.7 and 670.8	40	40	40	716.3 and 708.3	75	60	60
670.8 and 672.7	55	40	40	708.3 (Turnout)	55	55	55
672.7 and 674.3	30	30	30	708.3 and 702.0	75	60	60
674.3 and 680.2	40	40	40	702.0 and 701.0	40	40	40
680.2 and 682.0	40	35	35	701.0 and 700.0	50	50	50
682.0 and 688.2	50	50	50	700.0 and 695.7	60	50	50
688.2 and 692.7	60	50	50	695.7 and 692.7	50	50	50
692.7 and 695.7	50	50	50	692.7 and 688.2	60	50	50
695.7 and 700.0	60	50	50	688.2 and 682.0	50	50	50
700.0 and 701.0	50	50	50	682.0 and 680.2	40	35	35
701.0 and 702.0	40	40	40	680.2 and 674.3	40	40	40
702.0 and 708.3	75	60	60	674.3 and 672.7	30	30	30
708.3 (Turnout)	55	55	55	672.7 and 670.8	55	45	45
708.3 and 716.3	75	60	60	670.8 and 669.9	40	40	40
716.3 and 717.3	45	45	45	669.9 and 667.7	45	45	45
717.3 and 721.6	75	60	60	667.7 and 666.8	35	35	35
721.6 and 723.0	45	45	45	666.8 and 665.3	55	45	45
723.0 and 724.5	60	60	60	665.3 and 654.3	30	30	30
724.5 and 727.8	70	60	60	654.3 and 651.6	45	30	30
727.8 and 731.1	75	60	60	651.6 and 650.3	60	60	60
731.1 and 742.0	70	60	60	650.3 and 644.5	65	60	60
742.0 and 744.2	30	30	30	644.5 and 639.9	35	35	35
744.2 and 745.1	12	12	12	639.9 and 638.7	30	30	30
				638.7 and 625.3	30	25	25

Passenger Trains are authorized to operate at speeds indicated in above table at locations where speed signs denote a lesser speed.

Light engine or engine and caboose only with operative dynamic brake may operate at speed indicated at the following locations:

MP 638.9 - Spring Glen (Eastward)	30
MP 651.4 - MP 665.6 (Westward)	30

When tons per operative brake exceeds 80 tons and when tons per axle of operative dynamic brake exceeds 250 tons, train must not exceed speed indicated at the following locations:

MP 651.4 - MP 665.6 (Westward)	20
MP 665.6 - MP 682.0 (Westward)	25
MP 638.9 - Spring Glen (Eastward)	20

**SPEED ON OTHER THAN MAIN TRACK**

Remotely controlled turnouts, crossover and sidings	30
<b>Exceptions:</b> Crossover UT. Railway Jct.	15
Crossover Castilla	40
Crossover Springville	50
Sidings, Kyune, Summit and Midvale	10
Geneva Steel Plant Yard	5
Bacchus Spur	12
UP RR and D&RGW Running Tracks	
(Roper to Grant Tower)	Restricted Speed
Locomotive servicing tracks	5
All other tracks Subdivisions 6, 6-E, 6-J and 6-K	10

**SALT LAKE DIVISION  
SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Pleasant Valley Branch Subdivision 6-C			Mile Post
		<b>END OF BRANCH</b>	Y		21.1
		1.6			
08110	12600	<b>SKYLINE</b>	Y		19.5
		2.0			
08106	7690	<b>VALCAM</b>	Y		17.5
		2.3			
08102		<b>SCOFIELD</b>		T W C	15.2
		15.2			
08090		<b>COLTON</b>	Y		0.0
(21.1)					

TWC in effect between MP 1.0 and 16.0

**Tintic Branch  
Subdivision 6-E**

08048	900	<b>BURGIN</b>	Y		32.4
		4.9			
08044	400	<b>PEARL</b>	Y		27.5
		2.4			
08040	1000	<b>ELBERTA</b>	Y		25.1
		7.8			
08036	600	<b>TOWNSEND</b>	Y		17.3
		1.3			
08032		<b>KEIGLEY</b>	Y		16.0
		5.2			
08028	1200	<b>PAYSON</b>	Y		10.8
		5.7			
08025	4600	<b>S. F. SUGAR FACTORY</b>	Y		5.1
		1.3			
08024	1100	<b>SPANISH FORK</b>	Y		3.8
		1.2			
08020	1000	<b>KIRBY</b>	Y		2.6
		2.6			
08016		<b>SPRINGVILLE</b>	Y		0.0
(32.4)					

**Bingham Branch  
Subdivision 6-J**

07944		<b>LEAD MINE</b>	Y		11.9
		2.4			
07927		<b>PROLER STEEL</b>	Y		9.5
		2.8			
07936		<b>BAGLEY</b>	Y		6.7
		0.1			
07926	1200	<b>INTERSTATE BRICK</b>	Y		6.6
		1.5			
07922		<b>WELBY</b>	Y		5.1
		0.8			
07918	400	<b>BALKAMP</b>	Y		4.3
		0.6			
07914	400	<b>PLASTRONICS</b>	Y		3.7
		0.2			
07912	1000	<b>SOUTH WIRE</b>	Y		3.5
		1.5			
07910	1100	<b>WEST JORDAN</b>	Y		2.0
		0.5			
07906	300	<b>DAVIDSON LUMBER</b>	Y		1.5
		0.8			
07902	2200	<b>US SMELTER</b>	Y		0.7
		0.7			
07890		<b>MIDVALE</b>	Y		0.0
(11.9)					

**Garfield Branch  
Subdivision 6-K**

07964		<b>MAGNA</b>	Y		17.9
		6.7			
07954		<b>BACCHUS SPUR</b>	Y		11.2
		0.1			
07950	900	<b>KEARNS READYMADE</b>	Y		10.9
		0.4			
07958	400	<b>PIPE AND TUBE</b>	Y		10.7
		5.6			
07922		<b>WELBY</b>	Y		5.1
(17.9)					

**SALT LAKE DIVISION  
SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K**

**MAXIMUM AUTHORIZED SPEED FOR TRAINS  
PLEASANT VALLEY BRANCH**

LIMITS		ALL TRAINS	LIMITS		ALL TRAINS
Westward			Eastward		
0.0 and 1.0	.....	20	21.1 and 19.5	.....	10
1.0 and 19.5	.....	15	19.5 and 0.0	.....	20
19.5 and 21.1	.....	10			

**TINTIC BRANCH**

LIMITS		ALL TRAINS	LIMITS		ALL TRAINS
Westward			Eastward		
0.0 and 17.0	.....	20	32.4 and 17.0	.....	15
17.0 and 27.5	.....	15	17.0 and 0.0	.....	20
27.5 and 32.4	.....	10			

Trains handling loads of grain must not exceed 10 MPH on Tintic Br.

**BINGHAM BRANCH**

LIMITS		ALL TRAINS	LIMITS		ALL TRAINS
Westward			Eastward		
0.0 and 5.3	.....	10	11.9 and 9.5	.....	10
5.3 and 9.5	.....	15	9.5 and 5.3	.....	20
9.5 and 11.9	.....	10	5.3 and 0.0	.....	10

**GARFIELD BRANCH**

LIMITS	ALL TRAINS
5.1 and 17.9	..... 20

**SPECIAL INSTRUCTIONS  
SUBDIVISIONS 6, 6-E, 6-J AND 6-K**

**RETAINERS**

Retainers must be used within the following locations when tons per axle of operative dynamic brake exceeds maximum indicated limit.

Locations	Maximum Limit
Castle Gate to Helper Summit to Rio Xover	550 tons per axle for all type of units except for SD-60. 666 tons per axle for SD-60.
Kyune to Castle Gate	500 tons
Bingham Br.: Leadmine to Welby	250 tons

Retainers must be used at all times on all loads Burgin to Pearl on the Tintic Br.

When dynamic brake is inoperative, retainers must be set in slow direct position on all cars Skyline to Colton on Pleasant Valley Br.

Refer to Region Special Instructions for retainer use instructions.

**HOUSE TRACKS**

Sub Divn.	Station Name	Clearance Capacity Feet	Connection Switch
6	Helper	361	E EMT
	Utah Ry. Jct.	3,375	E EMT
	Kyune	332	W WMT
	Summit	Yard	E&W WMT
	Gilluly	2,337	E EMT
	East Narrows	2,045	E EMT
	West Narrows	175	W WMT
	American Fork	185	W
	Riverton	1,459	E&W
	Midvale	Yard	E&W
	Castle Gate	Yard	E&W WMT
	Colton	Yard	W EMT
	Keigley	Yard	MT
	Springville	Yard	W EMT

**SALT LAKE DIVISION  
SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K**

**RAILROAD CROSSINGS AT GRADE PROTECTED BY SIGNALS OR SIGNALS AND DERAILS:**

Sub Divn.	MP	Location	Tracks Governed	Remarks
6	744.2	9th South Salt Lake City	D&RGW running tracks and UP main track. D&RGW main track & UP main track.	Automatic Interlocking. If absolute signal does not display proceed indication to allow movement through interlocking, train or engine must remain at stop signal and crew member operate push button release on high absolute signal. If after 3 minutes the absolute signal continues to display stop indication, crew member at railroad crossing will give hand proceed signal, only after all approaching trains or engines on conflicting routes have stopped.

**RAILROAD CROSSINGS AT GRADE NOT PROTECTED BY SIGNALS:**

Sub Divn.	MP	Location	Tracks Governed	Remarks
6	0.7 on Spur	Sugar House Spur (Roper)	D&RGW spur and UP main track.	D&RGW trains and engines must stop clear of crossing and after ascertaining that no conflicting movement is approaching may then hand operate and lock gate against movements on UP track. After crossing movement is completed, gate must immediately be restored to normal position and locked.

**TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE**

Sub Divn.	Name	Mile Post	Stn No.	Cap. In Feet	Switch Connection	
6	Lynn, Eastward track	632.0	08124	3500	East	
	Detour, Westward track	665.3	08078	702	West	
	Detour, Eastward track	665.1	08078	2562	East	
	Castilla, Westward track	684.5	08068	500	East & West	
	Gomex, Westward track	688.6	08064	Yard	East	
	Sutro, Eastward track	690.7	08060	3550	East	
	Ironton, UPRR Wye, Eastward track	698.8	08012	Yard	East	
	Provo UPRR Jct. Eastward track	700.8	08005	Yard	West	
	Geneva UPRR Connection	706.95	07994	UPRR Yard	West	
	Geneva Yard Westward track	707.1	07994	Yard	East	
	Pipe Mill Spur	710.1	07992	4700	West	
	Murray Sampler, Westward track	737.4	07870	4600	East & West	
	Forest Products, Eastward track	737.8	07805	200	East	
	Murray T.T., Eastward track	738.7	07865	Yard	West	
	Titan Steel, Eastward track	738.9	07865	200	East	
	Fireclay, Westward track	739.1	07860	500	East	
	P K Wholesale, Eastward track	740.5	07835	200	East	
	Sugar House Spur	742.5	07845	Yard	West	
	6-J	Dalton Spur	7.5	07932	5280	East

**LOCATIONS OF PERMANENT DERAILS ON MAIN TRACK.**

Sub Divn.	Location
6-J	Proler ..... MP 9.2

**SALT LAKE DIVISION  
SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K**

Six axle locomotives must not be operated on the following tracks:

- Subdivision 6: Fireclay at Murray
- Subdivision 6-E: East of Keigley and Spanish Fork Sugar Factory
- All Subdivisions: Yard and industry tracks at stations as designated by Yard Circulars.

**REPEATER SIGNALS**

Repeater signals designated by the letter "R" are located at Helper MP 627.4 and Kyune MP 638.7. Repeater signal indicates the aspect of the next absolute signal located beyond the repeater signal. When repeater signal is dark or displays a flashing-red aspect it is an indication that the next absolute signal will be displaying a Stop indication. Repeater signal aspects are for information only.

**LOCATION OF TRACKSIDE DETECTORS**

MP	Type	MP	Type
<b>Subdivision 6</b>			
647.5	H-2	685.3	H-3
668.1	H-3	705.8	H-4
677.2	H-4	711.7	H-2
685.0	H-4	730.7	H-2
		743.1	H-6

**OPERATION CASTLE GATE**

Yellow flashing strobe light is located at the tipple. Warning light will be activated when coal chute is extended or released from locked, secured position. Trains must stop short of loading facility when warning light is activated.

**OPERATION PLEASANT VALLEY BRANCH**

A Mountain Bell telephone is located at Valley Camp at approximately MP 17.3. Phone booth is located on south side of track adjacent to Valley Camp's access road just east of the road crossing.

Telephone may be used by Skyline and Valcam trains to contact Dispatcher to obtain or report track warrant clear at Valcam. This will be necessary only when other means of communication fail.

Phone numbers are posted in the telephone booth. Track Warrant forms are also available in the phone booth.

Yellow flashing strobe light is located on west side of Valcam load out facility and on both sides of load out at Skyline.

Warning light will be activated when coal chute is extended, or released from locked secured position. Trains must stop short of loading facility when warning light is activated.

**OPERATION THISTLE TUNNEL**

Dragging Equipment Detectors located at MP 681.8 E and MP 681.8 W, when activated by a train, will display flashing purple lights (strobe type) at the following locations:

- MP 681.8 — DED with strobe light and voice alert.
- MP 680.3 — East of Thistle Tunnels — strobe lights only.

Any train observing strobe light illuminated at MP 680.3, whether in advance of train or while passing over detector with train, must be stopped immediately and inspection made.

The strobe-only indicators at MP 680.3 are not equipped with a cut-out switch and cannot be deactivated by train crews. A timer will automatically deactivate the detector indications.

**OPERATION PROVO**

Union Pacific Coal tracks No. 1 (north) and No. 2 (south) — Switches at east and west end of the coal tracks are to be left lined for track 2.

The switch from No. 1 track to the wye must be left lined for No. 1. The Union Pacific main line switch (west end) will be lined normal for the coal tracks. Coal trains will normally be delivered to the Union Pacific on track 2 and left to clear on the west end. If track 1 is clear, it will be used as a return route for Rio Grande power.

Track 1 will normally be used for delivery of empty coal trains from the Union Pacific to the Rio Grande.

When setting out or picking up at Provo, sufficient hand brakes must be applied to cars left standing to prevent cars from rolling out.

All tracks in UPRR yard are designated as Interchange tracks.

**SALT LAKE DIVISION  
SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K**

**OPERATION GENEVA**

Movement out of Geneva through power operated switch point derail is governed by positive ABS 707.2-WA.

Gate No. 1 grade crossing must not be blocked for more than 5 minutes, 7 days a week, 24 hours a day. Trains departing Geneva must stop short of Gate No. 1 crossing until permission is received from Dispatcher 5 to enter the main track.

An illuminated blue flashing light at Gate No. 1 grade crossing indicates an ambulance or other emergency vehicle approaching. Crossing must be immediately cleared without delay.

Following instructions must be observed for trains entering Geneva plant:

1. All inbound trains are to weigh.
2. Inbound trains must use the middle lead (Geneva A/20 Lead).
3. Outbound trains, unless otherwise advised, must use the East Lead (Geneva A/1 Lead).
4. Speed while weighing must not exceed 4 MPH. A green light on the masts located at each end of the scale indicates proper weighing speed. A red light indicates weighing speed must be reduced. The red light will be illuminated until weighing begins. Trains stopping on the scale while weighing must not make a reverse movement.
5. All cars set out at Geneva must be bled off with sufficient handbrakes applied to secure the track.
6. Geneva yardmaster's office is equipped with a Rio Grande radio monitoring channels 4 and 2. Geneva Scale is equipped with a Rio Grande radio monitoring only channel 4. Trains in Geneva yard will use these two channels only. Contact yardmaster or scale for yarding instructions. In yardmaster's absence, contact Dispatcher No. 5.
7. Copies of conductor's train lists must be left for the Geneva yardmaster on the counter in the Geneva Yard Office.
8. Trains doubling over at the west end of Geneva Yard must use the straight rail while doubling.
9. All switches in the Geneva Plant are to be considered as rigid switches and must be hand operated.
10. Taxi cabs are not permitted in the Geneva Plant. Relief crews must contact the security guard at Gate 1 or Gate 4 to make arrangements for pedestrian travel through Gate No. 2.

**OPERATION GARFIELD BRANCH**

Trains entering Kennecott Corporation track MP 1.8 Bacchus Spur, must call Kennecott Corporation train dispatcher, Copperton, for permission to operate electric locks.

When Kennecott Corporation dispatcher's office is closed or when phones are out of service movement may be made by operating electric locks and waiting 3 minutes before lining switches. Movement may then be made after providing flag protection.

After switches have been lined and signals indicate proceed movement across Kennecott Corporation main track may be made. Movement must be continuous and switches restored to normal position on completion of movement.

Trains entering Hercules property at Bacchus will operate within plant as follows:

Deraill located 287 feet west of building No. 2241 normally lined for derailling position, is locked with private lock when trucks are being loaded or unloaded. Barricades on track with flashing warning lights, indicate track is fouled by trucks. Sound whistle and guard will remove barricade and unlock derail when track is clear.

Prior to crossing main track roadways, make a complete stop before proceeding. Should vehicular traffic be present, provide a flagman with proper equipment to control movement of train or vehicles based on the following requirements: Vehicles transporting nitroglycerin, live missiles or other hazardous cargo, shall have the right of way at all times. These may be easily identified. They are equipped with rotating or flashing red lights, clearly visible, and generally are preceded by an escort with similar flashing lights. All ordinary vehicular traffic will yield right of way when trains are present.

Trains entering Magna Yard must occupy release section approaching block signal at west end of yard. If signal does not display proceed indication, a member of the crew must operate

**SALT LAKE DIVISION  
SUBDIVISIONS 6, 6-C, 6-E, 6-J AND 6-K**

"release" located at entrance switch to yard. After operating "release" and signal fails to indicate proceed, crew member must precede movement a sufficient distance to stop any conflicting movements.

Wye switches at Welby must be lined and locked for Garfield Branch when not in use.

**OPERATION BINGHAM BRANCH**

All cars set out at Leadmine yard must have handbrakes applied.

**JOINT OPERATIONS  
ROPER — SALT LAKE CITY**

All freight trains, switch and light engine movements, including interchange deliveries between UP North Yard and D&RGW 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 D&RGW Assistant Trainmaster. The use of the 13th South cross-over from running track to Westbound Passenger Main Track must be authorized by D&RGW Assistant Trainmaster, and D&RGW train dispatcher. North track is designated UPRR Running Track. South track is designated as D&RGW Running Track. All movements between Roper and Grant Tower on these running tracks are governed by Rule 105.

Before entering D&RGW tracks at Roper Yard, crews must contact Assistant Trainmaster and obtain track on which to yard train and track for return movement.

All trains entering Roper Yard must switch to radio channel No. 2 at the "E" signs located; East of Roper MP 740.3, West of Roper MP 742.6.

**UNION PACIFIC SPECIAL RULE:** All D&RGW crews arriving UPRR North Yard Salt Lake City must contact Tower Yardmaster for instruction to enter yard.

All employees while using UP tracks including D&RGW delivery and receiving tracks, will be under the jurisdiction of UP supervisors and will obey their instructions.

**SALT LAKE DIVISION  
SUBDIVISIONS 7 AND 7-A**

WESTWARD ↓		STATIONS	↑ EASTWARD	
Station Number	Siding Feet	Subdivision 7		Mile Post
07750		<b>SALT LAKE</b> Y		745.1
		0.4		
07696		<b>GRANT TOWER</b> MY		745.4
		3.3		
		<b>UP BECKS CROSSING</b> M	CTC	748.7
		1.8		
		<b>D&amp;RGW/UP N. SALT LAKE CROSSOVER</b>		750.6
		30.8		
Movements between D&RGW/UP N. Salt Lake Crossover and Ogden are over the trackage of the UP R.R.				
07500		<b>OGDEN</b>		782.0
		(36.2)		

**Subdivision 7-A**

		<b>D&amp;RGW/UP N. SALT LAKE CROSSOVER</b> Y	T	750.6
		3.3		
07680	7000	<b>WOODS CROSS</b> Y	W	753.9
		16.5		
07650	7900	<b>CLEARFIELD</b>	C	770.4
		0.9		
		<b>UP SYRACUSE CROSSING</b> M		771.3
		8.0		
		<b>UP SUGAR WORKS CROSSING</b> M		779.3
		1.8		
		<b>TRANSFER</b>		781.1
		0.9		
07500		<b>OGDEN</b>		782.0
		(31.4)		
(Track between MP 755.1 and MP 778.0 is not in service)				

**MAXIMUM AUTHORIZED SPEED FOR TRAINS  
BETWEEN SALT LAKE AND D&RGW/UP N. SALT LAKE CROSSOVER**

LIMITS:	ALL TRAINS	LIMITS:	ALL TRAINS
745.5 and 745.9	10	745.9 and 746.6	25
		746.6 and 750.6	60

**SPEEDS ON OTHER THAN MAIN TRACKS**

Remotely controlled turnouts, crossovers and sidings	30
Locomotive servicing tracks	5
All other tracks, Subdivisions 7 & 7-A	10

**SPECIAL INSTRUCTIONS  
SUBDIVISIONS 7 AND 7-A**

**TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE**

Sub Divn.	Name	Mile Post	Stn No.	Capy. In Feet	Switch Connection
7	Oil Shale spur	750.0	07685	Yard	East
	NSL Stockyard	750.3	07690	Yard	East
	Rose Park T.T.	747.1		1126	West
7-A	Utah Emulsions	752.0	07684	400	West
	Crysen Oil	752.8	07683	1288	West
	Trumble Oil	752.8	07683	1200	East
	Fry	752.8	07680	500	East
	Layton	767.6	07665	2350	East & West
	Roy	775.1	07640	3000	East & West

**HOUSE TRACKS**

Sub Divn.	Station Name	Clearance Capacity Feet	Connection Switch
7-A	Woods Cross	650	E&W

**SALT LAKE DIVISION  
SUBDIVISIONS 7 AND 7-A**

**RAILROAD CROSSINGS AT GRADE PROTECTED BY  
SIGNALS OR SIGNALS AND DERAILS:**

Sub Divn.	MP	Location	Tracks Governed	Remarks
7	745.5	Grant Tower	D&RGW main track & UP switch track	Manual Interlocking controlled by D&RGW train dispatcher.
			D&RGW running tracks & UP main track.	
	748.7	Becks	D&RGW main track & UP switch track.	CTC and Manual Interlocking controlled by D&RGW train dispatcher. Normal position of derails and signals against UP.
7-A	771.3	Syracuse	D&RGW main track and UP branch track.	Crossing is out of service.

**OPERATION NORTH SALT LAKE-OGDEN  
SUBDIVISION 7**

Movements between North Salt Lake and Ogden will be governed by current UP Timetable and the General Code of Operating Rules.

A train must not enter UP CTC without a track warrant or verbal instructions from UP train dispatcher.

D&RGW Transfer Yard tracks 1, 2, and 3 are out of service.

All trains must continuously ring locomotive bell and sound whistle while moving on westward main track between MP 742.5 (21 St. South) and MP 740.7 (33 St. South).

**Westbound Trains**

Conductors must contact the Union Pacific Salt Lake City Sub-dispatcher by telephone at: 1-800-726-1055 prior to departure if have work at Clearfield.

All trains must contact the Union Pacific 30th Street Tower by radio (UP and SP channels) and receive yarding instructions before arriving at Bridge Junction C.P. 817.

**OPERATION CLEARFIELD**

At Freeport Center, Clearfield, when handling cars on North or South main switching lead west of Rio Grande connection switch, sufficient air brakes must be cut in and operative to control movement on descending grade with at least one air brake cut in for every six loads.

Within the limits of the Clearfield Freeport Center, operating Rule 105 governs all UP and D&RGW train and engine movements.

All set outs will be made into Mini Yard #1. Trains will use the hand throw switches off Main #1 to the extension (just R.R. west of C.P. 809) to get to the mini yard. Conductor will leave copy of Form 6003 in mailbox across from mini yard #4 switch.

When instructed to pick up cars at Clearfield, conductor must inform Union Pacific dispatcher of fact prior to departure from Ogden.



**SALT LAKE DIVISION  
OGDEN DISTRICT**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Ogden Line			Mile Post
07500		<b>OGDEN</b>	QTY		782.3
		0.1			
		<b>CECIL JUNCTION</b>		A	781.2
		11.5		B	
07455		<b>UTAH INDUSTRIAL PARK</b>	T	S	769.7
		2.5			
07445	M6240	<b>LITTLE MOUNTAIN</b>		D	767.2
		8.7		T	
07435	21193	<b>PROMONTORY POINT</b>		CTC	758.5
		5.6			
07420		<b>BRIDGE</b>			752.9
		13.3			
07409		<b>TRESEND</b>			739.7
		5.1			
07403	10560	<b>LAKESIDE</b>		D	734.6
		5.1		T	
07395		<b>STRONGKNOB</b>		C	729.5
		8.8			
07389	9670	<b>HOGUP</b>			720.7
		9.6			
07383	9650	<b>GROOME</b>			711.1
		9.0			
07377	9590	<b>LEMAY</b>		C	702.1
		8.4			
07372	9630	<b>JACKSON</b>		T	693.7
		8.6			
07365	9580	<b>PIGEON</b>		C	685.1
		5.3			
07359	8130	<b>LUCIN</b>			679.8
		18.7W - 17.9E			
07342	6180	<b>MONTELLO</b>	W	ABS	661.9
		17.1		DT	
07335		<b>COBRE</b>			644.8
		4.2			
07325	9715	<b>VALLEY PASS</b>			640.6
		8.1			
07320	9700	<b>PEQUOP</b>		C	632.5
		7.9		T	
07315	9480	<b>HOLBORN</b>		C	624.6
		8.2			
07310	6680	<b>MOOR</b>			616.4
		8.9			
07305	6145 5080	<b>WELLS</b>	W	ABS	607.5
		3.9		DT	
07180		<b>ALAZON (UP Conn)</b>		CTC	603.6
		12.5			
07160		<b>UP Connection</b>		A	591.1
		1.5		B	
07155		<b>DEETH</b>		S	589.6
		12.5			
07145	7600	<b>HALLECK</b>			576.7
		17.4			
	5430	<b>ELKO (UP Conn)</b>		D	559.3
		2.3			
07119		<b>ELKO</b>	Y	T	557.0
		22.5			
07100		<b>CARLIN (UP Conn)</b>	WQY		534.5
		(248.8 Westward) (247.8 Eastward)			

Between Alazon and Carlin, UP and SP trackage are used jointly. Unless otherwise instructed eastward trains of both companies will use UP track and westward trains of both companies will use SP track.

**ADDITIONAL STATIONS**

Mile Post	Station	Station Number	Mile Post	Station	Station Number
<b>Ogden Line</b>			<b>Eastward Track</b>		
564.8	Osino	07126	669.3	Tecoma	07347
573.1	Elburz (UP Conn.)	07135			

**SALT LAKE DIVISION  
OGDEN DISTRICT**

**MAXIMUM AUTHORIZED SPEED FOR TRAINS  
OGDEN To CARLIN**

WESTWARD		WESTWARD	
LIMITS	Fr	LIMITS	Psg
780.0 and 767.2	60	645.0 and 616.8	60
767.2 (Turnout)	50	616.8 and 614.9	45
767.2 and 762.9	50	614.9 and 613.8	40
762.9 and 762.8	40	613.8 and 607.0	45
762.8 and 754.9	60	607.0 and 583.0	60
754.9 and 721.4	40	583.0 and 568.1	70
721.4 and 679.5	60	568.1 and 567.8	65
679.5 (Turnout)	50	567.8 and 558.8	70
679.5 and 663.4	40	558.8 and 554.0	65
663.4 and 655.8	60	554.0 and 541.8	70
655.8 and 645.0	50	541.8 and 541.3	60
641.5 (X-Over V. Pass)	45	541.3 and 535.9	70

**AGAINST CURRENT OF TRAFFIC**

WESTWARD	EASTWARD TRACK	WESTWARD	EASTWARD TRACK
<b>Ogden to Little Mountain</b>		<b>Lucin to Valley Pass</b>	
780.0 and 780.0	10	679.4 and 653.3	49
780.0 and 779.9	40	653.3 and 650.0	40
779.9 Xing	STOP 103(A)	650.0 and 641.5	49
779.9 and 777.9	40	<b>Moor to Alazon</b>	
777.9 Xing	STOP 103(A)	616.7 and 608.6	40
777.9 and 777.1	40	608.6 and 603.7	49
777.1 Xing	STOP 103(A)	603.7 and 603.2	40
777.1 and 776.1	40		
776.1 Xing	STOP 103(A)		
776.1 and 775.0	40		
775.0 Xing	STOP 103(A)		
775.0 and 767.0	40		

**ALAZON To OGDEN**

EASTWARD	EASTWARD
(UP) 713.7 and 603.7	679.5 (Turnout)
603.7 and 608.6	679.5 and 721.4
608.6 and 616.2	721.4 and 754.9
616.2 (Crossover)	754.9 and 762.8
616.2 and 645.0	762.8 and 762.9
645.0 and 650.0	762.9 and 767.2
650.0 and 653.3	767.2 and 780.0
653.3 and 658.0	780.0 and 780.6
658.0 and 679.5	

**AGAINST CURRENT OF TRAFFIC**

EASTWARD	WESTWARD TRACK	EASTWARD	WESTWARD TRACK
	Psg		Fr
<b>Carlin to Alazon</b>		<b>Little Mountain to Ogden</b>	
539.9 and 535.9	25	767.0 Crossing	STOP RULE 103(A)
535.9 and 559.3	59	767.0 and 772.0	49
559.3	35	772.0 Crossing	STOP 103(A)
559.3 and 603.5	59	772.0 and 772.7	49
<b>Alazon to Moor</b>		772.7 and 775.1	40
603.5 and 607.0	49	775.1 Crossing	STOP 103(A)
607.5 and 613.8	45	775.1 and 775.5	40
613.8 and 614.9	40	775.5 and 776.0	49
614.9 and 616.8	45	776.0 Crossing	STOP 103(A)
<b>Valley Pass to Moor</b>		776.0 and 777.1	49
641.5 and 662.0	49	777.1 Crossing	STOP 103(A)
662.0	35	777.1 and 777.9	49
662.0 and 663.4	49	777.9 Crossing	STOP 103(A)
663.4 and 679.4	40	777.9 and 780.0	49

On descending grades between MP 645.4 and 660.0, MP 671.0 and 675.0 (No. 2 track), and MP 616.3 and 607.8, the following table must be used to determine the maximum speed taking into account freight trains TPOB and tons per axle of operative dynamic brake.

Tons Per Operative Brake (TPOB)	Tons Per Axle of Operative Dynamic Brake	
	250 or Less	Over 250
115 or below	No Restriction	40 MPH
Above 115	40 MPH	25 MPH

**SALT LAKE DIVISION  
OGDEN DISTRICT**

**SPEEDS ON OTHER THAN MAIN TRACK:**

Sidings and turnouts at:	
Moor, Holborn, Pequop, Valley Pass, Jackson, Lemay, Groome, Hogup, Lakeside, and Promontory Point . . . . .	25
Siding and Turnouts at:	
Piegon . . . . .	20
Sidings and turnouts at:	
Halleck, Wells, Montello, and Little Mountain . . . . .	10
Crossovers at: Valley Pass . . . . .	
Moor . . . . .	45
Locomotive maintenance facility tracks Ogden and Carlin . . . . .	25
Palisade Quarry Tracks #4494 and #4497 . . . . .	5
All other tracks Ogden District . . . . .	10

**SPECIAL INSTRUCTIONS**

**RULE K. Impaired Side Clearances:**

MP	Description	MP	Description
539.5 . . . . .	Tunnel	569.9 . . . . .	Bridge
542.5 . . . . .	Bridge	570.4 . . . . .	Bridge
566.6 . . . . .	Tunnel	778.5 . . . . .	Bridge
567.2 . . . . .	Bridge		

**RULE 7(A). Carlin:** Westward SP trains or engines must contact Carlin Yard Office for yarding instructions before passing signal 5359.

**RULE 93. Location of yard limits:**

West MP		East MP
533.4 . . . . .	Carlin . . . . .	536.5
554.0 . . . . .	Elko . . . . .	562.5
780.2 . . . . .	Ogden . . . . .	

**RULE 100. Carlin:** The requirement to place torpedoes will not apply.

**RULE 103(L). Ogden:** Not less than five hand brakes must be applied on west end of freight trains or cuts of cars unless otherwise advised by yardmaster.

**Carlin:** On trains, or cuts of more than 20 cars, two handbrakes must be applied on the east and west end.

When cars are separated to clear Tenth Street crossing, additional handbrakes are not required at this location.

**RULE 103(N). Carlin:** All placarded cars will only be set out of trains, switched, or repaired east of the Freeport Storage building (Old Ice House).

**RULE 104(B). Elko:** Part (5) will not apply on SP main track.

**RULE 104(M). Spring switches equipped with facing point locks are located as follows:**

Station	Location	Normal Position
Moor . . . . .	East end crossover . . . . .	Main track
Moor . . . . .	East end eastward siding . . . . .	Main track
Valley Pass . . . . .	West end westward siding . . . . .	Main track

**RULE 109(A).** Walking inspection of train is not required between:

MP 694.0 and MP 734.0                      MP 759.0 and MP 767.0  
MP 739.7 and MP 755.0

**RULE 109(C). Trackside Detectors.**

MP	Type	Trk	MP	Type	Trk
547.6 . . . . .	E1, E2	W	664.0 . . . . .	E1, E2	W
563.0 . . . . .	F1	W	676.4 . . . . .	E1, E2	E
581.0 . . . . .	E1, E2	W	683.8 . . . . .	E1, E2	
599.0 . . . . .	E1, E2	W	706.0 . . . . .	E1, E2	
604.6 . . . . .	F1	E	719.0 . . . . .	F1	
610.4 . . . . .	F1	W	734.0 . . . . .	E1, E2	
620.6 . . . . .	E1, E2		757.9 . . . . .	E1, E2	
641.9 . . . . .	E1, E2	E	772.0 . . . . .	E3	
644.2 . . . . .	E1, E2	W	772.0 . . . . .	E1, E2	E
664.0 . . . . .	E1, E2	E	776.0 . . . . .	F1	E

**RULE 251. Applies between:**

Alazon, MP 603.5, and Carlin  
Alazon, MP 603.8, and Moor, MP 616.2;  
Valley Pass, MP 641.6, and Lucin, MP 679.3;  
Little Mountain, MP 767.2, and Ogden;

**SALT LAKE DIVISION  
OGDEN DISTRICT**

Ogden, Elko and Carlin: Receipt of track warrant will authorize westward trains to enter and run with current of traffic.

**RULE 252. Applies between:**

Alazon and Moor.  
Valley Pass and Lucin.

**RULE 295. Indicators located as follows:**

Illum. Letter	On Signal	Authorizes and requires Movement as follows
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M . . . . .	Absolute . . . . .	Enter main track and proceed as prescribed by Rule 251. Display of letter "M" at West Elko, does not relieve conductors or engineers of compliance with Rule 317.
M . . . . .	5629 . . . . .	Indicator applies to UP freight trains only. UP freight trains and engines proceed on main track. If letter "M" is not displayed, UP freight trains and engines enter SP siding and proceed through crossover to UP freight yard.

**RULE 301. East Carlin:** Detour extends from east ice house lead on SP to East Carlin on UP.

Eastward SP freight trains and other trains and engines when so directed, between UP and SP yards will use Carlin detours.

**Elko:** Detour extends from UP yard to Elko on SP main track at MP 558.6. East detour extends from SP siding to UP freight yard.

Westward trains or engines leaving UP yard via detour must enter approach circuit to indicate that such trains are ready to depart, and must not foul SP main track until letter "M" displayed, or authority received from SP train dispatcher, either directly or through SP operator Carlin or UP operator at Elko.

**RULE 314(A). Block signals with "P" plates:**

Eastward	Protection	Westward
	Rock slide fence over east portal Tunnel 2 . . . . .	5401
	Rock slide fence MP 541.1 . . . . .	5427
	Rock slide fence, east portal Tunnel 3 . . . . .	5673
	High water detector, Culvert MP 589.3 and 591.1 . . . . .	5915
	High water detector, Culvert MP 672.1 westward track . . . . .	6733
	High water detector, Culvert MP 677.3 westward track . . . . .	6775
	High water detector, Culvert MP 679.3 westward track . . . . .	Absolute
6780 . . . . .	High water detector, Culvert MP 679.3 eastward track . . . . .	Absolute

**RULE 350. CTC is in effect on main track and sidings between:**

MP 713.6 UP main track and MP 713.9 UP main track  
MP 603.5 SP main track and MP 603.8 SP main track  
MP 616.2 and MP 641.6; MP 679.3 and MP 721.4;  
MP 754.9 and MP 767.2

**Alazon:** When absolute signals display stop indication, member of crew must contact SP train dispatcher for instructions. If signal can not be cleared, train dispatcher may authorize member of crew to operate push buttons in box mounted on signal house north side SP track. Instructions are posted in box.

If absolute signal can not be cleared by operation of push buttons, train must receive authority to proceed from SP Train dispatcher. If movement is to be made to UP main track, additional authority must be received from UP train dispatcher.

Single unit eastward signal and westward signal on SP eastward main track govern movements against the current of traffic. They are equipped with switch key actuator start boxes. Permission must be obtained from train dispatcher before switch key is inserted in start box. Signals will not clear until switch key actuator is operated.

At following locations, signals governing movements against current of traffic are equipped with a switch key actuator start box. Permission must be obtained from train dispatcher, before switch key is inserted in start box. Signals will not clear until switch key actuator is operated.

**Little Mountain, MP 767.2:** Eastward signal.

**Lucin:** Westward signal (start box located on C.T.C. house, south side of track).

**Valley Pass:** Eastward signal.

**Moor:** Westward signal west end of siding.

**RULE 450. Alazon:** SP track warrant received at UP or Amtrak stations, Salt Lake, permits movement on SP track at Alazon.

**SALT LAKE DIVISION  
OGDEN DISTRICT**

**RULE 480. Direct Traffic Control Designated Limits:**

East MP	Block Name	West MP	East MP	Block Name	West MP
754.9	Bridge	746.2	737.3	Lakeside	735.3
746.2	Tresend	737.3	735.3	Stongknob	721.4

**MISCELLANEOUS**

1. Engines listed must not operate on tracks shown below:

CLASS OF ENGINE		RESTRICTED TRACK
All Engines	Carlin	—Vogeler Whse. Spur over track scale.
	Elko	—Vogeler Whse. Spur over track scale.
	Utah Industrial Pk.	—Over GSL track scale.

**OGDEN TERMINAL  
SPECIAL INSTRUCTIONS**

**RULE 7(A).** Eastward trains must not pass MP 779.5 (Highway 126 overpass) until yarding instructions have been received from train dispatcher, yardmaster or their representative.

**RULE 103(L).** Not less than five handbrakes must be set on west end unless relieved by yardmaster.

**RULE 105.** Within Ogden Terminal ..... 15 MPH

**Exceptions:**

- Thru crossovers, turnouts, North leg of wye and Bridge Jct. .... 10 MPH
- SP Locomotive Facility ..... 5 MPH

**RULE 312(4).** When westward absolute signals at MP 781.3 or eastward absolute signals at MP 781.2 display Stop indication, train must stop. Train may proceed when it is known switches have been properly lined for five minutes.

**MOVEMENTS ON UP TRACKS WITHIN  
OGDEN TERMINAL**

**RULE 7(A).** Trains or engines must have permission of yardmaster before lining switches and moving over Patterson Avenue or using North Runner.

**RULE 350.** Movements between Riverdale MP 989.6 and East Riverdale MP 988.6, may be made without receipt of Track Warrant, on signal indication or authority of Union Pacific train dispatcher.

**SPARKS DIVISION  
NEVADA DISTRICT**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Feet	Ogden Line			Mile Post
07100		CARLIN (UP Conn)	QY		534.5
06940		BARTH (UP Conn)			520.3
06930		BEOVAWE (UP Conn)		A	508.2
06915	6880	MOSEL		B	492.9
06900	6500	BATTLE MOUNTAIN		D	475.8
06875		IRON POINT		T	448.1
06870		PREBLE			439.3
06860		TULE			422.8
06855		WESO (UP Conn)			420.9
06850	6756	WINNEMUCCA		C	417.3
06845		ROSE CREEK		T	408.8
06840		COSGRAVE			406.6
06835		MILL CITY			397.0
06830		IMLAY		A	388.7
06825		HUMBOLDT		B	384.1
06820	M6200	RYE PATCH		D	377.0
06815		OREANA		T	366.0
06800	E6075	LOVELOCK			357.8
06735		PERTH			344.3
06730	9940	GRANITE POINT			340.5
06725	9620	TOY			336.8
06720	9860	OCALA			328.4
06715	9600	PARRAN			320.0
06710	10200	UPSAL			311.7
06705	6185	MASSIE		C	302.0
06548	6500	HAZEN		T	292.5
06544	9400	DARWIN		C	288.1
06540	10100	FERNLEY	T		284.5
06536	9600	THISBE			276.1
06534	5745	CLARK			266.2
06528	5875	PATRICK			262.1
06524	5990	HAFED			257.3
06520		VISTA			253.1
06500		SPARKS	QTY	A	249.1
				B	246.2
				D	
				T	
					(288.3)

Between Carlin and Weso, UP and SP trackage are used jointly. Unless otherwise instructed, eastward trains of both companies will use UP track and westward trains of both companies will use SP track.

**ADDITIONAL STATIONS**

Mile Post	Station	Station Number	Mile Post	Station	Station Number	
	<b>Ogden Line</b>					
260.2	Whotoo	06532	466.3	Mote	06885	
350.1	Colado	06810	487.7	Argenta	06910	
434.0	Golconda	06865	525.7	Palisade	06945	
457.5	Valmy	06880		<b>Mine Branch</b>		
			330.8	Fort Churchill	06576	

**SPARKS DIVISION  
NEVADA DISTRICT**

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

**OGDEN LINE**

**BETWEEN SPARKS and WESO**

EASTWARD			EASTWARD		
	Pegr	Frt		Pegr	Frt
243.2 and 247.1	30	30	322.9 and 323.5	75	60
247.1 and 249.4	60	60	323.5 and 329.0	79	60
249.4 (Turnout)	50	50	329.0 and 331.3	75	60
249.4 and 252.1	70	60	331.3 and 340.2	79	60
252.1 and 252.7	40	40	340.2 (Turnout)	50	50
252.7 and 253.8	60	60	340.2 and 343.8	70	60
253.8 and 262.3	70	60	343.8 and 344.8	40	40
262.3 and 264.8	60	60	344.8 and 406.5	70	60
264.8 and 270.8	70	60	406.5 (Turnout)	50	50
270.8 and 273.8	60	60	406.5 and 417.4	79	60
273.8 and 274.1	55	55	417.4 and 417.9*	40	40
274.1 and 285.0	70	60	417.9 and 420.9	79	60
285.0 and 287.0	70	60	420.9 (Crossover)	20	20
287.0 and 322.9	79	60			

**BETWEEN SPARKS and CARLIN**

**AGAINST CURRENT OF TRAFFIC**

EASTWARD		WESTWARD TRACK		EASTWARD		WESTWARD TRACK	
	Pegr	Frt		Pegr	Frt		Frt
# 246.0 and 247.1	30	30	420.7 and 475.3	59	49		
# 247.1 and 249.3	59	49	475.3 and 476.0	45	45		
340.2 and 343.8	59	40	476.0 and 517.9	59	49		
343.8 and 345.0	40	40	517.9 and 525.9	55	50		
345.0 and 358.2	59	49	525.9 and 528.0	45	45		
358.2 and 403.0	50	40	# 528.0 and 533.9	59	49		
403.0 and 406.8	59	49	# 533.9 and 535.9	25	25		

**BETWEEN CARLIN and SPARKS**

WESTWARD			WESTWARD		
	Pegr	Frt		Pegr	Frt
535.9 and 533.9	25	25	358.2 and 344.8	60	60
533.9 and 528.0	60	60	344.8 and 343.8	40	40
528.0 and 525.9	45	45	343.8 and 340.2	60	50
525.9 and 517.9	55	50	340.2 (Turnout)	50	50
517.9 and 507.3	70	60	340.2 and 331.3	79	60
507.3 and 500.9	79	60	331.3 and 329.0	75	60
500.9 and 500.3	60	60	329.0 and 323.5	79	60
500.3 and 476.0	79	60	323.5 and 322.9	75	60
476.0 and 475.3*	45	45	322.9 and 287.0	79	60
475.3 and 443.5	79	60	287.0 and 274.1	70	60
443.5 and 442.6	70	60	274.1 and 273.8	55	55
442.6 and 434.3	79	60	273.8 and 270.8	60	60
434.3 and 428.6	70	60	270.8 and 264.8	70	60
428.6 and 424.7	60	60	264.8 and 262.3	60	60
424.7 and 421.0	70	60	262.3 and 253.8	70	60
421.0 and 417.9	79	60	253.8 and 252.7	60	60
417.9 and 417.4*	40	40	252.7 and 252.1	40	40
417.4 and 406.5	79	60	252.1 and 249.4	70	60
406.5 (Turnout)	50	50	249.4 (Turnout)	50	50
406.5 and 403.0	70	60	249.4 and 247.1	60	60
403.0 and 358.2	50	40	247.1 and 246.0	30	30

**AGAINST CURRENT OF TRAFFIC**

WESTWARD		EASTWARD TRACK		WESTWARD		EASTWARD TRACK	
	Pegr	Frt		Pegr	Frt		Frt
406.8 and 344.8	59	49	# 249.3 and 247.1	59	49		
344.8 and 343.8	40	40	# 247.1 and 246.0	30	30		
343.8 and 340.2	59	49					

\***RULE 10(E).** Speed may be increased when lead engine passes increased-speed sign.

# Refer to Rule 93 Yard Limits.

**SPEEDS ON OTHER THAN MAIN TRACK:**

Sidings and turnouts at: Hafed, Patrick, Clark, Thisbe, Fernley, Darwin, Hazen, Parran, Toy, Granite Pt. ....	25
Sidings and Turnouts at: Massie, Upsal, Ocala and Winnemucca .....	20
Sidings and turnouts at: Lovelock, Rye Patch, Battle Mtn., Mosel .....	10
Nevada Barth Co. track scales .....	3
Locomotive maintenance facility tracks Carlin and Sparks .....	5
Track #4411 (between Rose Creek and Winnemucca) .....	5
All other tracks Nevada District .....	10

**SPARKS DIVISION  
NEVADA DISTRICT**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Length	Mina Branch			Mile Post
06596		END OF BRANCH			385.0
06592		THORNE			384.4
06588	3130	SCHURZ		D	354.2
06572	4025	WABUSKA		T	328.0
06564	3070	APPIAN		C	307.0
06560		DIATOM			293.0
06548		HAZEN		Y	288.1
(96.3)					

**Fallon Branch**

06552		FALLON		D	303.9
06548		HAZEN		T	288.1
(15.8)					

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

BETWEEN		MINA BRANCH		ALL TRAINS	
HAZEN and THORNE .....					25
Exceptions:		Exceptions:			
288.3 and 289.5 .....	20	328.0 and 385.0 .....	10		
<b>FALLON BRANCH</b>					
HAZEN and FALLON .....					20

**SPECIAL INSTRUCTIONS**

**RULE K. Impaired Side Clearances:**

MP	Description	MP	Description
249.8	Bridge	302.5	Bridge
251.0	Bridge	518.9	Bridge
258.1	Bridge	519.7	Bridge
260.6	Wide Load Detector	523.3	Bridge
299.8	Bridge	525.2	Bridge and Tunnel
295.1	Bridge	525.4	Bridge
302.1	Bridge		

**Valmy (Sierra Pacific Power Plant):** Impaired clearance on west side of coal unloading structure at North Valmy Power Station. Automatic unloading feature is operated by a live third rail which makes physical contact with actuating shoes on each car. Members of crew must not use walkways or ride on sides of cars while train is being operated over trestle.

**RULE 7(A). Carlin:** Eastward SP trains or engines must contact Carlin Yard Office for yarding instructions prior to arrival at the west switch of the west detour.

**RULE 93. Location of yard limits:**

West MP	East MP	
241.0	Sparks	249.3
288.1	Hazen (Mina Branch)	289.0
288.1	Hazen (Fallon Branch)	289.0
533.4	Carlin	536.5

**RULE 100.** At Carlin and between Sparks and Vista the requirement to place torpedoes will not apply.

**RULE 103(L). Carlin:** On trains, or cuts of more than 20 cars, two handbrakes must be applied on the east and west end.

When cars are separated to clear Tenth Street crossing, additional handbrakes are not required at this location.

**RULE 103(N). Carlin:** All placarded cars will only be set out of trains, switched, or repaired east of the Freeport Storage building (Old Ice House).

**SPARKS DIVISION  
NEVADA DISTRICT**

**RULE 104(M).** Spring switches equipped with facing point locks are located as follows:

Station	Location	Normal Position
Winnemucca	East end siding	Main Track
Winnemucca	West end siding	Main Track
Weso	West switch, west crossover	UP main track
Weso	East switch, east crossover	UP main track

**RULE 109(A).** Walking inspection of train is not required between: MP 252.5 and MP 253.8

**RULE 109(C). Trackside Detectors.**

MP	Type	Trk	MP	Type	Trk
251.6	E1,E2		412.0	E1,E2	
260.5	F2		427.3	E1,E2	W
270.5	E1,E2		452.0	E1,E2	W
297.0	E1,E2		469.9	E1,E2	W
323.7	E1,E2		479.7	F1	W
340.8	F1	E	491.0	E1,E2	W
346.7	E1,E2	E	498.6	F1	W
346.7	F1	W	512.5	E1,E2	W
355.8	E1,E2	W	639.1	(UPRR)	E
380.2	E1,E2	E			
387.2	E1,E2	W			

**RULE 151. Sparks and Vista:** Trains and engines must keep to the left.

**RULE 153. Between Sparks and Vista:**  
North Track is No. 2 Track.  
South Track is No. 1 Track.

**RULE 251. Applies between:**  
Sparks and Vista, MP 249.3;  
Perth, MP 340.3, and Rose Creek, MP 406.5;  
Carlin and Weso, MP 421.0.

**RULE 252. Applies between:** Perth and Rose Creek.

**RULE 295. Indicators located as follows:**

Illum.	On	Authorizes and requires
Letter	Signal	Movement as follows
S	.....	Absolute Enter siding Winnemucca.

**RULE 312(1) Weso:** CTC is under control of UP train dispatcher. When absolute signal governing westward movement to SP main track displays stop indication, train must receive authority from both UP and SP train dispatchers before proceeding.

Two unit eastward absolute signal governing movement against the current of traffic on SP main track is equipped with switch key actuator start box. Permission must be obtained from SP Dispatcher before switch key is inserted in start box. Signals will not clear until switch key actuator is operated.

**Winnemucca:** A train directed to enter siding Winnemucca may pass signal displaying "Stop" indication without stopping, provided switch has been properly lined for the siding.

**RULE 312(4) Carlin:** For movement through crossovers to main track past westward absolute signal at MP 534.5: if signal displays Stop indication, train must stop. Train may proceed when it is known that switches have been properly lined for five minutes.

**RULE 314(A). Block signals with "P" plates:**

Eastward	Protection	Westward
2508	Rock slide fence, MP 252.5	Absolute
Absolute	Rock slide fence, MP 254.5	2553
2554	Rock slide fence, MP 256.6	Absolute
Absolute	Rock slide fence, MP 256.9	Absolute
Absolute	Collision detector, roadway underpass, MP 275.4	Absolute
	Rock slide fence, MP 517.5-MP 518.1	5181
	Rock slide fence, MP 524.4	5255
	Rock slide fence, MP 527.0-MP 527.6	5277
	Two Rock slide fences, MP 530.5-MP 530.7	5315

**RULE 350.** CTC is in effect on main track and sidings except siding Winnemucca between:

MP 249.3 and MP 340.3; MP 406.5 and MP 421.0.

**Flanigan:** When absolute signal for eastward movement to UP main track displays Stop indication, crew member must contact UP train dispatcher for instructions by radio on UP road channel, if available, or telephone at Flanigan.

**SPARKS DIVISION  
NEVADA DISTRICT**

**RULE 450. Weso:** UP track warrant received at Sparks permits movement on UP track at Weso.

**RULE 480. Direct Traffic Control Designated Limits:**

East MP	Block Name	West MP	East MP	Block Name	West MP
Fallon Branch			Mina Branch		
End of			385.0	Mina	329.0
Branch	Fallon	289.0	329.0	Wabuska	308.0
			308.0	Appian	289.0

**MISCELLANEOUS**

**1. Restricted Tracks**

A. Engines listed must not operate on tracks shown below:

CLASS OF ENGINE	RESTRICTED TRACK
	Carlin
	—Vogeler Whse. Spur over track scale.

B. Only engines listed may operate on branches shown below:

CLASS OF ENGINE	RESTRICTED TRACK
EF418, EF420, EF423 EF430	Mina Branch (between Wabuska and Thorne) and Fallon Branch

**SPARKS TERMINAL  
SPECIAL INSTRUCTIONS**

**RULE 7(A).** Westward freight trains must not pass crossover MP 247.3 without obtaining instructions for disposition of train.

Freight trains must not depart Sparks without authority of yardmaster, or, if no yardmaster on duty, train dispatcher or his representative.

**RULE 103(L).** Unless otherwise instructed by yardmaster or his representative, not less than five handbrakes must be applied on east end of freight trains or cuts of cars consisting of more than 10 cars. Handbrakes will not be applied if outgoing crew takes charge of train on arrival and if inbound crew is advised by yardmaster that engine is not to be detached.

**SPARKS DIVISION  
MODOC DISTRICT**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Number	Siding Length	Modoc Line		Mile Post	
06855		<b>WESO (UPCONN)</b>		420.9	
Movements between Flanigan and Weso are over the trackage of the U.P.R.R.					
05275	6818	<b>FLANIGAN</b> 13.4			336.4
05255		<b>HERLONG</b> 8.9			349.8
05200		<b>WENDEL</b> 16.0	QT		358.7
05155	5196	<b>KARLO</b> 17.8			374.7
05150	5875	<b>CREST</b> 15.6			392.5
05140	6053	<b>MORAN</b> 15.2			408.1
05130	5807	<b>SAGE HEN</b> 15.4			423.3
05125	5800	<b>LIKELY</b> 4.9			438.7
05120		<b>BAYLEY</b> 2.8			443.6
05115		<b>McARTHUR</b> 11.0			446.4
05100	5000	<b>ALTURAS</b> 1.4	QT		457.4 458.3
05088		<b>JUNIPER</b> 18.0			459.9
05084	4936	<b>CANBY</b> 7.7			477.7
05080	3859	<b>AMBROSE</b> 20.7			485.4
05076	4905	<b>PEREZ</b> 14.2			506.1
05072		<b>COPIC</b> 1.7	D		520.3
05068		<b>STALEY</b> 2.3	T		522.0
05064	3648	<b>STRONGHOLD</b> 1.1	C		524.3
		<b>BN CROSSING</b> 2.3	A		525.4
05060		<b>TUBER</b> 2.0			527.7
05056	2058	<b>TULE LAKE</b> 3.5			529.7
05052	4883	<b>HATFIELD</b> 2.8			533.2
05044		<b>MALONE</b> 1.9			536.0
05040	3660	<b>MERRILL</b> 2.7			537.9
05036		<b>LOST RIVER</b> 3.2			540.6
05032		<b>HOSLEY</b> 3.3			543.
05028	3666	<b>STUKEL</b> 3.2			547.1
05024		<b>SPRING LAKE</b> 2.9			550.3
05018		<b>TEXUM</b>	TY		553.2
(192.9)					

**MAXIMUM AUTHORIZED SPEED FOR TRAINS  
MODOC LINE**

BETWEEN	ALL TRAINS	ALL TRAINS	
<b>TEXUM and FLANIGAN</b> .....		<b>40</b>	
<b>EXCEPTIONS:</b>	<b>ALL TRAINS</b>	<b>EXCEPTIONS:</b>	
553.2 and 552.9E .....	25	421.1 and 418.8E .....	35
553.2 and 552.9W .....	10	392.7 and 385.1 .....	25
485.0 and 480.3 .....	25	385.1 and 380.0 .....	30
480.3 and 478.6E .....	30	380.0 and 376.3 .....	35
460.0 and 458.3 .....	30	376.3 and 375.4E .....	35
458.3 and 456.8 .....	10	367.6 and 365.8W .....	30
456.8 and 455.0 .....	25	365.8 and 359.0 .....	30
436.4 and 423.7 .....	25	359.0 and 358.6 .....	10
423.7 and 421.1 .....	35	358.6 and 357.3 .....	25

E Eastward — W Westward

**SPARKS DIVISION  
MODOC DISTRICT**

**GRADE RESTRICTIONS:**

On the descending grade between: Ambrose MP485 and Canby MP479; Crest MP392.5 and MP387.7; MP383 and Karlo MP375; MP365.6 and Wendel MP360; and Sage Hen MP423.4 and Likely MP438; the following table must be used to determine the maximum allowable speed taking into account the freight train's TPOB and tons per axle of operative dynamic brake:

TPOB	Tons Per Axle Operative Dynamic Brake		
	250 or less	250 + to 350	350 + to 500
Below 80	no restriction	30	25
80 to 110	30	25	20
110.1 to 140	25	25	20

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and a 18 pound brake pipe reduction will not control the train at the allowable speed, the train must be "stopped" and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars placed in operative position. The train must not proceed except as instructed by a road foreman of equipment or other proper authority.

When retainers are used be governed by Region Special Instruction:

<b>SPEED ON OTHER THAN MAIN TRACK</b> .....	<b>10</b>
<b>Exceptions:</b> Juniper, trackage serving Calandor Pine .....	<b>5</b>
Siding Flanigan .....	<b>25</b>

**SPECIAL INSTRUCTIONS**

**RULE 93. Location of yard limits.**

	East MP
..... Texum .....	<b>552.9</b>

**Alturas:** Yard Limits extend on line serving Lakeview from point of connection with Modoc Line to MP 458.6. Between these points operation is joint with Great Western Railway.

**Wendel:** Yard Limits extend on line serving Susanville from points of connection with Modoc Line on east and west legs of wye to MP 360.0. Within these limits operation is joint with Sierra Pacific Industries.

**RULE 104(M). Texum:** Spring switch with facing point lock located MP 427.0, Modoc Line Jct. on Texum yard lead. Switch may be traileed through from Modoc Line only. Switch may be left lined for other than normal movement.

**RULE 109(C). Trackside Detectors**

MP	Type	MP	Type	MP	Type
354.6	E1, E2	436.0	F1	520.2	E1, E2
368.0	E1, E2	463.6	F1	533.6	F1
389.9	F1	481.1	F1	548.7	E1, E2
416.8	E1, E2	501.2	F1	548.7	F1
425.4	F1				

**RULE 480. Direct Traffic Control Designated Limits:**

West MP	Block Name	East MP	West MP	Block Name	East MP
552.9	Spring Lake	547.3	460.3	Alturas	455.4
547.3	Stukel	538.0	455.4	Bayley	439.5
538.0	Merrill	532.9	439.5	Likely	423.3
532.9	Tule Lake	524.8	423.3	Sage Hen	408.7
524.8	Stronghold	520.0	408.7	Moran	392.9
520.0	Copic	506.6	392.9	Crest	374.8
506.6	Perez	485.8	374.8	Karlo	360.1
485.8	Ambrose	478.3	360.1	Wendel	356.6
478.3	Canby	460.3	356.6	Flanigan	336.6

**Flanigan:** Westward trains leaving UPRR may enter siding at Flanigan when necessary to clear UPRR and unable to promptly obtain block authority from train dispatcher.

**RULE 650. Klamath Falls:** Westward trains must obtain permission from Klamath Falls Yardmaster before passing Tingley crossing MP 552.8.

Freight trains must not depart without permission from yardmaster.



**KANSAS CITY DIVISION  
JEFFERSON CITY DISTRICT**

WESTWARD ↓		STATIONS	↑ EASTWARD	
Station Numbers	Siding Feet	Jefferson City Line		Mile Post
.....		<b>JEFFERSON CITY</b> 158.5		
MOVEMENTS BETWEEN JEFFERSON CITY AND ROCK CR. JCT. VIA THE SEDALIA SUBDIVISION ARE OVER THE TRACKAGE OF THE UP R.R. MOVEMENTS BETWEEN JEFFERSON CITY AND ETON JCT. CONGO AND ROCK CR. JCT VIA THE RIVER SUBDIVISION ARE OVER THE TRACKAGE OF THE UP R.R. MOVEMENTS BETWEEN ETON JCT AND CONGO ARE OVER THE TRACKAGE OF THE A.T.S.F. R.R. (SEE RULE N.)				
...		<b>ROCK CR JCT</b> 8.5		
MOVEMENTS BETWEEN ROCK CR. JCT AND KANSAS CITY ARE OVER THE TRACKAGE OF THE KANSAS CITY TERMINAL R.R. (SEE RULE N.)				
62100		<b>KANSAS CITY</b>	QT	298.0
(167.0)				

Two main tracks between ETON JCT and CONGO. CTC in effect on both tracks.

Maximum authorized speed between ETON JCT and CONGO, 55 MPH.

**Exceptions:**

Trains over 90 TPOB or 7,000 tons .....	45
ETON — Crossovers .....	40
ETON — U.P. connection .....	30
MP 437.5-437.8 .....	35
MP 437.9-438.4 .....	45
MP 443.7-444.5 .....	40
CONGO — West Crossover .....	40
CONGO — East Crossover & U.P. Conn. ....	30

**RULE N.**

1. Operation over the trackage of the ATSF RR will be governed by Central Region Timetable, and the General Code of Operating Rules.

2. Operation over Kansas City area Terminal trackage will be governed by the General Code of Operating Rules and the Greater Kansas City Area Operating and Special Instructions.

Westward trains operating between Jefferson City and Kansas City must review and comply with any instructions pertaining to movements over Kansas City Terminal Trackage contained in Union Pacific Railroad Company, Kansas City Terminal Division General Orders posted at Union Pacific Yard Office, Jefferson City.

**RULE 104(C).** Armourdale Yard only — crossover switches may be left lined for straightaway movement or for movement through the crossover unless the crossover is connected to the main track or to a siding.

Both switches of any crossover must be left lined either for straightaway movement or for movement through the crossover.

**RULE 450.** Eastward trains operating between Kansas City and Jefferson City must obtain SP track warrant in addition to UP track warrant prior to departure Kansas City.

Crews arriving Jefferson City on trains operated from Kansas City or East St. Louis on UP trackage must deliver track warrant along with any track bulletins and region messages to the relieving crew.

**KANSAS CITY DIVISION  
QUINCY DISTRICT**

WESTWARD ↓		STATIONS	↑ EASTWARD	
Station Numbers	Siding Feet			Mile Post
62100		<b>KANSAS CITY</b>		298.0
MOVEMENTS BETWEEN KANSAS CITY AND NORTH KANSAS CITY ARE OVER THE TRACKAGE OF KANSAS CITY TERMINAL RR (SEE RULE N)				
<b>NORTH KANSAS CITY</b>				
MOVEMENTS BETWEEN NORTH KANSAS CITY AND BIRMINGHAM ARE OVER THE TRACKAGE OF THE BN RR OR NS RR (SEE RULE N)				
<b>BIRMINGHAM JCT.</b>				
MOVEMENTS BETWEEN BIRMINGHAM AND MAXWELL ARE OVER THE TRACKAGE OF THE NS RR (SEE RULE N)				
<b>MAXWELL</b>				
MOVEMENTS BETWEEN MAXWELL AND CICERO ARE OVER THE TRACKAGE OF THE BN RR (SEE RULE N)				
<b>CICERO</b>				
MOVEMENTS BETWEEN CICERO AND CHICAGO ARE OVER THE TRACKAGE OF THE BRC (SEE RULE N)				
63400		<b>CHICAGO</b>		

**RULE N.** Operation over the Kansas City Terminal trackage will be governed by the General Code of Operating Rules and the Greater Kansas City Area Operating and Special Instructions.

Operation over the BN RR and NS RR between North Kansas City and Birmingham Jct. will be governed by the General Code of Operating Rules and BN Timetable.

Operation over the NS RR between Birmingham Jct. and Maxwell will be governed by NS Rules and Timetable.

Operation over the Belt Railway of Chicago will be governed by Belt Railway of Chicago Rules.

**KANSAS CITY DIVISION  
TOPEKA DISTRICT**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Herington Line			Mile Post
62100		<b>KANSAS CITY</b>	QT		298.0
MOVEMENTS BETWEEN KANSAS CITY AND S.J. JCT ARE OVER THE TRACKAGE OF THE U.P. RAILROAD. MOVEMENTS BETWEEN KANSAS CITY AND U.P. RR MP 3.3 (WEST YARD) ARE OVER THE TRACKAGE OF THE KANSAS CITY TERMINAL RR (SEE RULE N)					
...		<b>SJ JCT</b>		CTC	89.7
60100		<b>TOPEKA YARD</b>	QT	DT	90.9
...		<b>WEST TOPEKA</b>		ABS	96.4
60070	14002	<b>MAPLE HILL</b>			108.4
60060	13888	<b>PAXICO</b>			119.9
60050		<b>ALMA</b>			126.3
60045		<b>VOLLAND</b>		C	133.8
60040	75000	<b>ALTA VISTA</b>		C	141.8
60035		<b>DWIGHT</b>			147.7
60030	19843	<b>WHITE CITY</b>			158.0
60025		<b>LATIMER</b>			163.8
...		<b>EAST HERINGTON</b>	Y	2MT	166.5
...		<b>U.P. CROSSING</b>	M	DTC	171.3
60000		<b>HERINGTON</b>	QTY	ABS	171.4
(147.6)					

**MAXIMUM AUTHORIZED SPEED FOR TRAINS  
SJ JCT and PRATT**

LIMITS	ALL TRAINS	LIMITS	ALL TRAINS
88.8 and 90.6	10	137.9 and 143.4	40
90.6 and 90.9	30	143.4 and 166.5	60
90.9 and 93.1	50	166.5 and 166.6	50
93.1 and 96.3	60	166.6 and 169.6	60
96.3 and 97.2	50	169.6 and 171.3	40
97.2 and 137.9	60	171.3 and 171.8	25

**SPEED ON OTHER THAN MAIN TRACK:**

Siding within CTC	40
Dual control switch turnout	40
<b>Exceptions:</b>	
MP 96.4 and 166.5	50
Crossover at MP 171.4 between Walnut St. and Up crossing	25
All other tracks Topeka District	10

**SPECIAL INSTRUCTIONS**

**RULE N.** Operation over the Kansas City Area Terminal trackage will be governed by the General Code of Operating Rules and the Greater Kansas City Area Operating and Special Instructions.

**RULE 93. Location of Yard Limits:**

168.7	Herington	172.3
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**RULE 103(G).** Old Katy Track at White City must not be switched with more than one four axle locomotive.

**RULE 109(C). TRACKSIDE DETECTORS:**

MP	Type	MP	Type
103.0	E1, E2	152.0	F1
114.0	F1	162.5	E1, E2
124.5	F1	171.4	E4
129.9	E1, E2		

**RULE 153.** Main tracks between MP 166.5 and MP 171.4 are designated as multiple main tracks, signalled for movement in both directions. The track to the right as viewed in the westward direction is the #1 track. The track to the left is the #2 track.

**RULE 251.** Is in effect between MP 90.8 Topeka Yard and MP 96.4 West Topeka.

**RULE 252.** Is in effect on two main tracks between MP 90.8 and MP 96.4.

**KANSAS CITY DIVISION  
TOPEKA DISTRICT**

**RULE 312.** Remote controlled dual-control switches listed below are equipped with radio receivers. Located in advance of each switch is a sign that displays a unique four-digit code which will activate that switch. When the four-digit command is transmitted within one mile after passing the approach sign, by use of the numerical buttons on an equipped radio or a hand-held encoder, the dual-controls switch will line automatically for the diverging route. When the dual-control switch is remote activated prior to the time the train passes a point one mile beyond the approach sign, the switch will reverse and the signal at the switch will display Restricting. The approach signal will display Approach Restricting. If the approach signal does not display Approach Restricting, the train must stop and manually operate the switch.

In addition to utilizing the radio command to reverse a switch to allow a train on the main track to enter the diverging route, the command signal can also reverse the switch to allow a train to enter the main track.

The locations of the signs and the specific digital command codes are as follows:

Remote Controlled Switch Location	Approach Sign Location	Reverse Switch Command No.
Herington D&RGW Connection	MP 163.3	9950

**RULE 314(A). Block signals with "P" plates:**

Eastward	Protection	Westward
Absolute - east switch Volland	High water detector 132.0	1311
Absolute - east switch Paxico	High water detector bridge 116.5	1163
Absolute - west switch Maple Hill	High water detector bridge 109.12	Absolute - east switch Maple Hill
Absolute - MP 90.2	High water detector bridge 89.2	Absolute UP signals governing movement to SSW trackage at Topeka

**RULE 317. Topeka:** The five minute wait is not required when advice is received from the train dispatcher that no movements with the current of traffic on the track to be entered have been or will be authorized. When crew has received this advice, they must notify the train dispatcher when their movement is clear of the main track.

**RULE 350.** CTC is in effect on main track and sidings, between MP 89.0 and 90.8, MP 96.4 and 166.5.

**RULE 480. Direct Traffic Control Designated Limits:**

WEST MP	BLOCK NAME	EAST MP	WEST MP	BLOCK NAME	EAST MP
No. 1 Track			No. 2 Track		
168.7	Pueblo	166.5	168.7	Chicago	166.5

**ST. LOUIS DIVISION  
ST. LOUIS DISTRICT**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	KC Line			Mile Post
62560		<b>CARRIE AVE</b> 7.7			2.6
MOVEMENTS BETWEEN CARRIE AVE. AND RI JUNCTION ARE OVER THE TRACKAGE OF THE TRRA OF ST. LOUIS (See Rule N.)					
...		<b>RI JUNCTION</b> 0.1	Y		10.3
...		<b>STLB&amp;T CROSSING</b> 2.4	gY		10.4
62550	3550	<b>LACKLAND</b> 5.2	QY		12.8
62535	2000	<b>VIGUS</b> 5.6			18.0
62530		<b>HINE</b> 3.2			23.6
62515		<b>CHESTERFIELD</b> 3.2		D T C	26.8
62475		<b>AIR PARK</b> 3.4			30.0
62470		<b>CENTAUR</b> 12.8			33.4
62460		<b>LABADIE</b> 5.2		A	46.0
62450		<b>VILLA RIDGE</b> 8.3		B	51.2
62435		<b>UNION</b> 14.5		R	59.5
62420		<b>LESLIE</b> 6.7			74.0
62415		<b>GERALD</b> 4.0			80.7
62410	2409	<b>ROSEBUD</b> 8.8			84.7
62405		<b>OWENSVILLE</b> 8.6			91.5
62380		<b>BLAND</b> 5.1			100.1
62378		<b>BELLE</b> 19.9			105.2
62370	3580	<b>ARGYLE</b> 19.6			125.1
62362	5270	<b>HENLEY</b> 15.2			144.7
62356		<b>ELDON</b> 17.1			159.9
62350	3600	<b>VERSAILLES</b> 8.9			177.0
62348	2433	<b>STOVER</b> 30.4			185.9
62334	3660	<b>WINDSOR</b> 19.1			216.3
62324	3380	<b>CHILHOWEE</b> 27.1			235.4
...		<b>UP CROSSING</b> 0.4	A		262.5
62312	3310	<b>PLEASANT HILL</b> 19.8			262.9
62304	4560	<b>RAYTOWN</b> 5.6			282.7
62290		<b>LEEDS JCT</b> 2.5			288.3
MOVEMENTS BETWEEN LEEDS JCT AND SHEFFIELD JCT ARE OVER THE TRACKAGE OF THE BN R.R. (See Rule N.)					
...		<b>SHEFFIELD JCT</b> 7.2			290.8
MOVEMENTS BETWEEN SHEFFIELD JCT AND KANSAS CITY, KS. ARE OVER THE TRACKAGE OF THE KANSAS TERMINAL R.R. (See Rule N.)					
62100		<b>KANSAS CITY</b>	TQ		298.0
(295.2)					

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

BETWEEN	ALL TRAINS
RI JUNCTION AND OWENSVILLE (MP 93.0)	10
(Track Out of Service between MP 93.0 and MP 288.3)	
<b>SPEED ON OTHER THAN MAIN TRACK</b>	10
Exception: KC Line	5

**ST. LOUIS DIVISION  
ST. LOUIS DISTRICT**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Jefferson City Line			Mile Post
...		<b>EAST ST. LOUIS</b> 3.7	QT		
MOVEMENTS BETWEEN EAST ST. LOUIS AND GRATIOT ST. ARE OVER THE TRACKAGE OF THE TRRA BRIDGE RAILWAY SYSTEM (SEE RULE N.)					
...		<b>GRATIOT ST.</b> 125.3			
MOVEMENTS BETWEEN GRATIOT ST. AND JEFFERSON CITY ARE OVER THE TRACKAGE OF THE UP R.R.					
...		<b>JEFFERSON CITY</b>			(129.0)

**ADDITIONAL STATIONS**

Mile Post	Station	Station Number	Mile Post	Station	Station Number
23.5	St. Louis County Water Works	62525	118.2	Freeburg	62372
			134.6	Meta	62366
24.2	City of St. Louis Water Works	62520	149.5	Eugene	62360
			198.8	Cole Camp	62342
28.6	Helwig Bros	62505	202.6	Hunt Spur	62340
39.9	St. Albans	62465	205.4	Ionia	62338
44.5	Union Electric	62455	227.0	Leeton	62328
64.9	Jeffriesburg	62430	268.7	Greenwood	62310
71.6	Beaufort	62425	272.0	South Lee	62306
97.3	Ellis	62382			

**SPECIAL INSTRUCTIONS**

**RULE N.**

A. Operation over the trackage of the TRRA of St. Louis will be governed by "TRRA of St. Louis Operating Rules" and current "TRRA Special Instructions For The Information and Government of Employees Only."

B. The St. Louis Municipal Bridge Railroad system trackage will be operated by TRRA and movements will be governed by the General Code of Operating Rules insofar as they are not in conflict with instruction booklet titled "Special Instructions Governing Operation on the tracks of the St. Louis Municipal Bridge Railway System." Employees operating over the municipal bridge are required to have a copy of these instructions available while on duty. TRRA Rules 628 and 629 will apply at Gratiot St.

**RULE 93. Location of Yard Limits:**

10.3 R.I. Junction ..... Lackland, 14.0

**RULE 103(A).** Before movement is made over Baur Blvd. crossing on industrial lead, MP 13.0; or over highway crossing on industrial track MP 28.9; member of crew must take position at crossing to afford warning to traffic.

**RULE 103(G).** Mavrick Tube Spur, MP 59.9, Union, must not be switched with more than one locomotive.

**RULE 226. Absolute Block Register Territory:**

Territory	Register Location
MP 45.9 and MP 93.0 (Owensville)	Telephone Booth MP 45.9

**RULE 450.** Westward trains operating between East St. Louis and Jefferson City must obtain an SP track warrant in addition to UP track warrant, prior to departure from East St. Louis.

Crews arriving Jefferson City on trains operated from Kansas City or East St. Louis on UP trackage, must deliver track warrant along with any track bulletins and messages to the relieving crew.

**RULE 453.** Crews arriving Owensville on westward trains will lock any track bulletins in box provided for that purpose. Crew of next eastward train originating Owensville will obtain and respect these track bulletins.

**RULE 480. Direct Traffic Control Designated Limits:**

West MP	Block Name	East MP
33.4	Lackland	14.0
45.9	Labadie	33.4

**MISCELLANEOUS**

Six axle locomotives prohibited on all industry tracks and at other locations as specified by Supt. Special Notice.

**ST. LOUIS DIVISION  
SPRINGFIELD DISTRICT SPCSL CORP.**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Wilmington Line			Mile Post
63400		<b>CHICAGO</b>			
For Movements Between Chicago and Joliet be governed by Rule N					
63860		<b>JOLIET</b>	Y	2	36.7
		<b>UD TOWER (METRA XING)</b>	M	M	37.3
63855		<b>SOUTH JOLIET</b>	Y	T	38.5
63850	1890	<b>ELWOOD</b>		A	45.8
63830		<b>WILMINGTON</b>		B	52.5
63828	2750	<b>HITT</b>		S	54.5
				D	
				T	
				C	
63795		<b>MAZONIA</b>			62.6
63785	12375	<b>DWIGHT (CR XING)</b>			73.6
63780	12760	<b>ODELL</b>			81.7
63765	11770	<b>PONTIAC</b>			91.9
63755		<b>CHENOA (TP&amp;W XING)</b>			102.3
63750	11440	<b>BALLARD</b>			106.6
63700	17952	<b>NORMAL</b>			124.1
63730		<b>BN TARGET (NS XING)</b>	MQ		126.5
63700	12672	<b>BLOOMINGTON</b>	TQW	C	126.0
63640	12430	<b>McLEAN</b>		T	140.9
63630		<b>ATLANTA</b>		C	145.8
63620		<b>LAWDALE</b>			150.0
63605	10010	<b>ATHOL (IC XING)</b>			155.7
63590		<b>LINCOLN</b>			156.4
63570		<b>BROADWELL</b>			163.4
63565	9625	<b>ELKHART</b>			167.3
63555		<b>SHERMAN</b>			178.0
63550	10175	<b>RIDGLEY (CIM XING)</b>	MQ		182.9
63507		<b>SPRINGFIELD</b>	Q		185.1
63440		<b>ILES (NS XING)</b>	M		187.3
63418		<b>KC JCT.</b>		2 MT	187.8
63418		<b>HAZEL DELL</b>		CTC	189.5
63380	10505	<b>AUBURN</b>			200.6
63370		<b>VIRDEN</b>			207.0
63365	9625	<b>GIRARD (BN XING)</b>		C	210.8
63360		<b>NILWOOD</b>		T	214.5
63350	17490	<b>CARLINVILLE</b>		C	223.8
63330	11165	<b>SHIPMAN</b>			238.3
63325		<b>BRIGHTON</b>			246.0
63320	13420	<b>GODFREY</b>			252.1
63170		<b>ALTON</b>			257.2
63210		<b>WANN</b>	M		262.1
Movements between Wann and WR Tower will be governed by Conrail and SPCSL Joint Track Timetable No. 1					
		<b>WR TOWER</b>	M	D	274.9
63110		<b>VENICE</b>		T	278.0
		<b>Q TOWER</b>	M	C	281.0
Movements between Q Tower and Hole-in-the-Wall on No. 2 track is over the trackage of the TRRA					
		<b>Q TOWER</b>	MY		281.0
		<b>HOLE-IN-THE-WALL</b>		2MT	281.7
		<b>VALLEY JCT</b>	M	YL	283.6
63055		<b>CHURCH</b>		#1TK	287.2
				DTC	
				#2TK	
(248.0)					

**ST. LOUIS DIVISION  
SPRINGFIELD DISTRICT SPCSL CORP.**

WESTWARD ↓		STATIONS		↑ EASTWARD	
Station Numbers	Siding Feet	Pequot Line			Mile Post
		<b>JOLIET</b>		Y	36.7
Movement between Joliet and Pequot are over the trackage of ATSF RR (See Rule N)					
63810		<b>PEQUOT</b>		2MT	57.1
63805		<b>COAL CITY</b>		CTC	58.5
63795		<b>MAZONIA</b>		CTC	63.3 62.6
(6.2)					

**AIRLINE LINE**

63418		<b>KC JCT.</b>		D	187.8
		<b>COCKRELL</b>		T	192.4
				C	

**MAXIMUM AUTHORIZED SPEED FOR TRAINS  
WILMINGTON LINE**

BETWEEN JOLIET and CHURCH					
PSGR FRT			PSGR FRT		
36.7 and 37.9 (#1 & #2 tks.)	10	10	155.6 and 156.8	70	50
37.9 and 38.5 (#2tk.)	35	10	156.8 and 181.7	79	60
37.9 and 38.5 (#1tk.)	10	10	181.7 and 182.6	70	50
38.5 and 39.4 (#1tk.)	30	30	182.6 and 186.5	25	25
38.5 and 40.0	60	40	186.5 and 187.3	60	40
40.0 and 45.7	79	60	187.3 (N&S Xing)	10	10
45.7 and 46.0	60	40	187.3 and 189.5	60	40
46.0 and 51.9	79	60	189.5 and 210.5	79	60
51.9 and 53.5	60	40	210.5 (BN Xing)	40	40
53.5 and 72.8	79	60	210.5 and 226.7	79	60
72.8 (CR Xing)	60	40	226.7 and 236.5	60	40
72.8 and 90.7	79	60	236.5 and 248.3	79	60
90.7 and 92.0	50	40	248.3 and 248.6	70	60
92.0 and 102.3	79	60	248.6 and 250.5	79	60
102.3 (TP&W Xing)	50	40	250.5 and 252.1	70	60
102.3 and 109.0	79	60	252.1 and 252.6	50	50
109.0 and 111.2	60	40	252.6 and 262.0	70	60
111.2 and 123.8	79	60	262.0 and 262.1	40	40
123.8 and 126.3	40	25	Between mp 262.1 and 274.9 speed governed by joint timetable		
126.3 and 126.6	20	10	274.9 and 278.0	25	25
126.6 and 127.3	50	40	278.0 and 281.0	10	10
127.3 and 145.7	79	60	281.0 and 287.2 (#1 tk.)	10	10
145.7 and 146.0	60	40	281.7 and 287.2 (#2 tk.)	10	10
146.0 and 155.6	79	60			
155.6 (ICG Xing)	30	25			

**PEQUOT LINE**

BETWEEN PEQUOT and MAZONIA					
PSGR FRT			PSGR FRT		
56.9 (turnout)	20	10	58.3 and 59.3 (#1 & #2 tks.)	79	60
56.9 and 58.0 (#1 & #2 tks.)	79	60	59.3 and 63.2	79	60
58.0 and 58.3 (#1 & #2 tks.)	65	60	63.2 (turnout)	30	30

Freight trains except HOCHF and CHEGA must not exceed 50 MPH on Wilmington and Pequot Lines.

**AIRLINE LINE**

Between KC Jct and Cockrell (Mp 192.4)	25	25
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**SPEED OTHER THAN MAIN TRACK**

	PSGR	FRT
Remotely controlled turnouts	30	30
<b>Exceptions:</b> KC Jct All switches	15	15
Wann Tower Conrail Conn	15	15
Godfrey (turnout GWWR)	10	10
CTC Sidings	30	25
<b>Exception:</b> Ridgley (182.8-183.3)	10	10
All other tracks Springfield District	10	10

**ST. LOUIS DIVISION  
SPRINGFIELD DISTRICT SPCSL CORP.**

**SPECIAL INSTRUCTIONS**

**ADDITIONAL STATIONS**

Mile Post	Station	Station Number	Mile Post	Station	Station Number
46.5	Arsenal	63845	110.5	Lexington	63745
49.8	Prarie Creek	63835	118.5	Towanda	63740
58.8	Com-Ed	63825	136.3	Funks	63660
87.0	Cayuga	63775	173.8	Williamsville	63560
88.6	Bunge	63765	194.3	Chatham	63410
97.8	Ocoya	63760	246.0	Brighton	63325

**RULE N.** Employees of the ICG, A&S, TRRA and GWW Railroads, when performing service on Southern Pacific Lines trackage, will be governed by the General Code of Operating rules, SP Central Region Timetable 2 and by the safety rules and the air brake and train handling rules of the railroad by which they are employed. Employees of the ICG, A&S, TRRA and GWW Railroads must not perform service on SP trackage until they have successfully passed written certification examination covering the General Code of Operating Rules. **EXCEPTION:** Employees of the ICG Railroad may operate between M.P. 36.7 and M.P. 39.4 on the #1 Track and between 36.7 and 37.9 on the #2 Track being governed by ICG Railroad Operating Rules and timetable.

Movements between Joliet and Chicago (Clearing Yard) will be governed by Illinois Central Rules and timetable.

Movements between Argo and Bedford Park will be governed by Indiana Harbor Belt Rules and timetable.

Movements between Lamoyne, Forest Hill, BN 31st Street, and BRC-Clearing Yard will be governed by the Belt Railway of Chicago Rules and special instructions.

Movements between Pequot and Joliet via the Pequot Line will be governed by General Code of Operating Rules and ATSF timetable.

**RULE 92.** Following are designated as Excepted Tracks

- Kerrick Branch—Normal
- East industrial Lead—Pontiac
- Havana District—Lincoln
- Old Alton Main

**RULE 93.** Location of Yard Limits.

36.7	Joliet—South Joliet (#1 TK)	39.4
36.7	Joliet—South Joliet (#2 TK)	37.9
*281.0	Q Tower—Church (#1 TK)	287.1
#284.8	Valley Jct.—Church (#2 TK)	287.1

\* Permission must be obtained from supervisor of operations, GWRR East St. Louis before entering yard limits.

# Permission must be obtained from SP train dispatcher, Springfield before entering yard limits.

**RULE 109(C). TRACKSIDE DETECTORS:**

MP	Type	MP	Type
<b>Wilmington Line</b>			
62.8	E1	163.4	E1
96.6	E1, E2	191.1	E1, E2
141.9	E1	214.6	E1, E2
		239.8	E1, E2

As the train is passing, a tone will sound when a defective wheel passes over the detector. A post-train message will convey voice directive.

Examples of radio read-out messages:

A. If an alarm has sounded:

- “Missouri Western Railway”
- “(detector location)”
- “Hot box detected (side) from head end, axle No. \_\_\_\_” or
- “Dragging equipment near axle No. \_\_\_\_”
- “Detector out”.

B. If no alarms:

- “Missouri Western Railway”
- “(detector location)”
- “No defects”.
- “Detector out”.

**ST. LOUIS DIVISION  
SPRINGFIELD DISTRICT SPCSL CORP.**

**SPECIAL INSTRUCTIONS**

- C. If detector is not working:  
 “Missouri Western Railway”  
 “(detector location)”  
 “Hot box detector is not working”.  
 “Detector out”.

**RULE 153. MULTIPLE MAIN TRACKS:** Two main tracks in service between the following locations:

- Joliet (MP 36.7) and South Joliet (MP 39.4).
- Yard limits in effect on No. 1 track (MP 36.7-MP 39.4).
- Yard limits in effect on No. 2 track (MP 36.7-MP 37.9).
- DTC in effect on No. 2 track (MP 37.9-MP 38.4).

KC Jct. (MP 187.8) and Hazel Dell (MP 189.5).

CTC in effect on No. 1 and No. 2 tracks.

Q Tower (MP 281.0) and Church (MP 287.2).

Yard limits in effect on No. 1 track.

Yard limits in effect on No. 2 track between Valley Jct. and Church.

DTC in effect on No. 2 track between Hole-In-The-Wall and Valley Jct.

Pequot Line between MP 57.1 and MP 59.3.

CTC in effect on No. 1 and No. 2 tracks.

**RULE 240.** When entering any of the following sidings on a Lunar aspect, movement must be made at restricted speed until leading wheels have traversed turnout. Movement on siding will be governed by Rule 105 not to exceed maximum speed specified for siding.

Dwight	Elkhart
Odell	Auburn
Pontiac	Girard
Ballard	Carlinville
McLean	Shipman
Athol	Godfrey

**RULE 300.** ABS in effect between the following locations:  
 No. 1 and No. 2 Track between UD Tower and South Joliet  
 South Joliet and Plaines  
 South Joliet and Mazonia

**RULE 350.** CTC in effect on main track(s) and sidings between Pequot and Mazonia (Pequot Line) and Mazonia and Wann (Wilmington Line). Limits of Normal siding are MP121.5 and MP124.2. Limits of Bloomington siding are MP126.3 and MP128.7.

CTC in effect on Running Track between MP 124.2 and MP 124.9

CTC between west end Normal siding and BN Target (NS Xing) is under the control of operator, BN Target.

Trains must stop before making movement over NS crossing (MP126.5) regardless of signal indication.

**RULE 480.** Direct Traffic Control Designated Limits:

West MP	Block Name	East MP	West MP	Block Name	East MP
<b>Wilmington Line</b>					
45.8	Joliet	37.9	281.0	Venice (#1TK)	275.8
54.2	Elwood	45.8	284.7	Valley (#2TK)	282.8
62.6	Mazonia	54.2	192.4	Airline Line	187.8
				Airline	

**CENTRAL REGION  
SPECIAL INSTRUCTIONS**

**Section A TRACKSIDE DETECTORS**

1. The type and location of all trackside detectors will be listed on each individual subdivision or district.

Symbol	Type of Detector
E-1 ...	Hot Box Talker
E-2 ...	Dragging Equipment Talker
E-3 ...	Hot Wheel Talker
E-4 ...	High/Wide Load Talker
E-5 ...	Loose Wheel Talker
F-1 ...	Dragging Equipment Talker
F-2 ...	High/Wide Load Talker
G-1 ...	Dragging Equipment Revolving Red Light
G-2 ...	High/Wide Load Revolving Red Light
H-1 ...	Dragging Equipment Flashing Purple Light/Talker
H-2 ...	Hot Box GRS Type
H-3 ...	Hot Box Servo-Type
H-4 ...	Shifted Load
H-5 ...	High Water
H-6 ...	Wheel Checker Flashing Purple Light/Talker

When a trackside detector is activated, train must be stopped. If defect is located and it cannot be corrected, car must be set out at first available track provided it is safe to be moved.

When inspecting for hot bearings, each roller bearing required to be inspected must be checked by use of tempilstik, if available, on the roller bearing adapter.

When a train is passing a hot box detector at a speed below 10 MPH and detector subsequently indicates hot journal, all bearings on both sides of the entire train must be inspected.

When a car experiences two false hot box detector actuations on the same journal, car must be set out at first available track. At crew change points outbound crew must be notified of any car experiencing a detector actuation.

When a KEY train experiences a false hot box detector actuation, train must be moved not exceeding 30 MPH to the next hot box detector.

**2. Type E & F: Radio Readout (Talker) Detector:**

When movement over a E-4 or F-2 detector begins, the system should transmit the following entering example message:

"SP detector milepost 121.3, detector working."

The E detectors report the axle count location of a defect from the front of train.

Type F detectors do not provide axle count.

If defect is detected during movement, the system will immediately transmit a defect message.

**Type E Example:** "S.P. detector milepost 121.3, Stop your train! Stop your train!, first hot box axle 210 on left side."

**Type F Example:** "S.P. detector milepost 121.3, Stop your train! Stop your train!, Dragging equipment."

When train has cleared the detector, the defect message will be transmitted an additional two times.

When defect message is received by train crew, the train must be stopped and inspected for indicated defect(s).

If defect is not located at the reported axle location, crew must inspect 20 axles ahead and behind the axle indicated on both sides. If axle location is not provided, crew must inspect both sides of entire train for the indicated defect.

If defect messages are received during passage of train over the detector site and the end of train message combines defect reports with the phrase "Detector Malfunction," train must be stopped and entire train must be inspected on both sides for the type(s) of defect(s) normally detected by that detector.

**Example** — "S.P. detector milepost 121.3, Stop your train! Stop your train!, first hot box axle 210 on left side, detector malfunction,"

**CENTRAL REGION  
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When train has passed the detector with no defects found, the system will transmit "no defect" message.

**Example** — "S.P. detector milepost 121.3 no defects, no defects."

When detector is not functioning properly, it will transmit "S.P. detector milepost 121.3, detector malfunction".

When a Type E trackside detector alarm is activated on dispatcher's CTC control machine, the train dispatcher must immediately contact the train involved instructing them to stop and inspect their train due to detector being activated.

**3. Loose Wheel Detectors:** When loose wheel detector is actuated, inspect for lateral movement of wheel on axle. This can be detected by inspecting backside of wheel for scoring on axle. If defect is not found on indicated axle, inspect an additional 20 axles ahead and behind indicated axle on both sides.

**4. Type G: Revolving Red Light**

A revolving red beacon will be mounted on post or relay case adjacent to detector and will be normally dark. When detector is activated, the revolving red light will be displayed. Train must be stopped and a walking inspection made of entire train.

**5. Decision Tables:**

The following charts outline aspects and specific conditions of Type E, F & G trackside detectors. Across the top of each chart are listed the aspects and specific conditions. Each of these are independent of one another. To determine the required action for each, follow vertically down the chart below each column to each box that has an entry. These entries are the symbols for the types of detectors requiring action for that specific aspect or condition. To determine the required action, follow the entry line to the right.

**ASPECTS AND SPECIFIC CONDITIONS**

No power message received	Revolving red light observed before engine passes detector	Revolving red light observed after engine passes detector	Advised detector is out of service	Advised by train dispatcher detector has been activated	REQUIRED ACTION
	G-1		E-1, E-2, E-3, E-5, F-1		No action required except if train passes two consecutive inoperative detectors and has not received a visual inspection on both sides, then train must be stopped and inspection made.
		G-1, G-2		E-1, E-2, E-3, E-4, E-5	Stop and inspect for the type of defect normally detected by that detector.
E-1, E-2, E-3, E-4, E-5	G-1, G-2				Report condition to the train dispatcher.
	G-2		E-4, F-2, G-2		Freight train must be stopped short of protected structure and train inspected for high/wide load. Inspection required only in direction of approach to structure.

**CENTRAL REGION  
SPECIAL INSTRUCTIONS**

**ASPECTS AND SPECIFIC CONDITIONS**

Verbal defect message received	No verbal transmission received	Verbal transmission received but not understood	Detector malfunction message received w/o a defect message	Detector malfunction message received with a defect message	Entering detector message is not received	REQUIRED ACTION
E-1, E-2, E-3, E-4, E-5, F-1, F-2						Stop and inspect for indicated defect
	E-1, E-2, E-3, E-5, F-1		E-1, E-2, E-3, E-5, F-1			No action required except if train passes two consecutive inoperative detectors and has not received a visual inspection on both sides, then train must be stopped and inspection made.
		E-1, E-2, E-3, E-4, E-5, F-1, F-2		E-1, E-2, E-3, E-4, E-5, F-1, F-2		Stop and inspect entire train for the type of defect normally detected by that detector.
	E-1, E-2, E-3, E-4, E-5, F-1, F-2		E-1, E-2, E-3, E-4, E-5, F-1, F-2	E-1, E-2, E-3, E-4, E-5, F-1, F-2	E-4, F-2	Report condition to the train dispatcher.
	E-4, F-2		E-4, F-2		E-4, F2	Freight train must be stopped short of protected structure & train inspected for high/wide load unless verbal "no defect" message is received. Inspection required only in direction of approach to structure.

**6. Type H-1: Dragging Equipment Detector, Flashing Purple Light/Talker:**

Dragging Equipment Detectors will be identified in the field by reflectorized "D" signs; employees must familiarize themselves with their location.

Normal indication of Dragging Equipment Detectors is dark and no radio alert is transmitted.

When the purple indication and/or radio alert is activated, train must be stopped immediately and inspection made. It must be known that the equipment and track are in safe condition before proceeding. When practicable, detector indication must be deactivated by opening circuit switch located on side of adjacent signal case.

If a detector is illuminated and/or radio alert is activated in advance of a train, unless otherwise instructed by train dispatcher, train must be stopped and circuit switch opened. Movement beyond the detector signal must be made prepared to stop short of obstruction for one-half mile watching carefully for evidence of track damage from dragging or derailed equipment.

Report must be made to the train dispatcher by the first available means of communication.

**7. Type H-2, H-3: Hot Box Detector, Remote Readout:**

If hot box is detected during the time train is passing over detector, graph at train dispatchers office will indicate car and location in train. Employees reading graphs must notify crew of train of suspected hot journal and location of car or axle in train. Train must be stopped at once and journal inspected. If journal is of normal temperature, inspection must be made of 20 axles ahead and behind car or axle indicated on both sides of train.

**8. Type H-4: Shifted Load Detector:**

Shifted load detectors will be identified in the field by the letters "SL". Detectors are normally dark but will display a purple indication and/or transmit an intermittent 24-second radio alert when activated.

**CENTRAL REGION  
SPECIAL INSTRUCTIONS**

If the purple indication and/or radio alert is activated, train must be stopped immediately and inspection made. It must be known that loads have not shifted and equipment and track are in safe condition before proceeding. When practicable, detector must be deactivated by opening circuit switch located on side of adjacent signal case.

If a detector is illuminated and/or radio alert is transmitted in advance of a train, unless otherwise instructed by train dispatcher, train must be stopped and circuit switch opened. Movement beyond shifted load detector must be made prepared to stop short of obstruction for three miles, watching carefully for damage to bridges, tunnels or other close clearance structures.

Report must be made to train dispatcher by first available means of communication.

**9. Type H-5: High Water Detector:**

High Water Detectors will be identified in the field by reflectorized "HW" signs. Detectors activated by high water are equipped with a purple strobe light indication and radio voice alert. When activated, detectors will set adjacent block signals to Stop Indication, purple strobe light will flash, and radio alert message will be transmitted once every minute until device is reset.

When such signals are activated, train will comply with Rule 241 or Rule 312. Bridges or other structures protected by high water detectors must not be passed until a thorough inspection has been made and it is known that structures are safe for movement of train.

**10. Type H-6: Wheel Checker Detector, Flashing Purple Light/Talker:**

When the purple indication and/or radio alert is activated, train must be stopped immediately and inspection made by crew member or Mechanical Dept. employee for defect on indicated axle. Mechanical Dept. employee stationed at remote readout will determine axle location.

**Section B SPEED RESTRICTIONS — Locomotives**

Restrictions must be respected when operating on any foreign railroad.

1. Locomotives (including Foreign Line) ..... 70 MPH

**EXCEPTIONS:**

SP 1010 — 1013 .....	40 MPH
SP/SSW 2251 — 2759 .....	40 MPH
SP 2971 — 2976 .....	40 MPH
SP 3201 .....	79 MPH
SP 3207 .....	79 MPH
DRGW 130 — 149: When used as controlling locomotive .....	20 MPH
DRGW 130 — 149: When not used as controlling locomotive .....	40 MPH
GP30-GP35 .....	60 MPH
AMTRAK Locomotives .....	79 MPH

2. Engine operated from other than lead unit in direction of movement..... 20 MPH

3. Light engine with operative dynamic brake may operate at passenger train speed not to exceed ..... 60 MPH

4. Light engine without operative dynamic brake must operate at freight train speed not to exceed ..... 40 MPH  
On descending grade exceeding 1.4% speed must not exceed ..... 20 MPH

**Section C SPEED RESTRICTIONS — CARS**

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

1. Bulkhead Flat Cars (TOPS Code FB):  
Weighing less than 50 tons ..... 45 MPH





**CENTRAL REGION**  
**SPECIAL INSTRUCTIONS**

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**Section E. TRAIN MAKEUP RESTRICTIONS**

Following train makeup restrictions apply unless conductor is otherwise instructed by a division officer or Asst. Regional Transp. Manager.

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1. When the train tonnage exceeds 4,000 tons, the lead five cars must weigh 50 tons or more. This restriction will not apply:
    - (a) When there are less than 20 loaded cars in train.
    - (b) When there are not 5 loaded cars in train weighing 50 tons or more.(NOTE) For the application of this restriction, two consecutive loaded articulated car platforms are to be considered the equivalent of one car weighing 50 tons or more.

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  2. Cars measuring less than 42 feet in length must not be coupled to a car longer than 73 feet in length. This restriction will not apply in the rear 4,000 tons of train.

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  3. Empty tank cars measuring less than 35 feet in length must be entrained in the rear 4,000 tons of train.

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  4. Trains consisting of mostly empty cars will have any block of 10 or more cars which have an average weight of 100 tons or more entrained near the head end.

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  5. Entrainment restrictions for articulated cars and for two-axle intermodal cars:
    - (a) Not more than 10 non-articulated cars may be entrained ahead of a loaded double stack car. Each non-articulated car entrained ahead of a loaded double stack car must weigh 50 tons or more.
    - (b) A loaded two-axle intermodal car or a loaded single-level articulated car must be entrained with no more than 8,000 tons trailing. Exception: this will not apply to two-platform cars (TOPS code QB).
    - (c) Empty two-axle intermodal cars (TOPS code QA) must be entrained immediately ahead of a caboose or, if cabooseless train, must be rear car of train. A maximum of 5 may be moved in a train.

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  6. Caboose are not to be moved other than at rear of train, unless specifically authorized, except when handling a few cars in local or road switcher service.

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  7. Trains containing a solid block of 20 or more loaded multi-level cars must not exceed 6,500 feet in length excluding engines.

---

  8. Following train make up restrictions apply to locomotive crane-pile drivers:
    - (a) They must be handled in work trains or special trains composed entirely of MofW;
    - (b) Train must not exceed 4,000 tons and/or 3,000 feet; and
    - (c) When train make up will permit, locomotive crane-pile drivers must be entrained not less than five cars nor more than 10 cars from head end of train.

---

  9. Following train makeup restrictions apply to OTTX cars:
    - (a) Empty cars must be entrained at rear of train.
    - (b) Loaded cars must be entrained as close to the rear as train makeup will permit.
    - (c) Trains having ten 10 or less loaded OTTX cars must not exceed 6100 feet.
    - (d) Trains having more than ten 10 loaded or empty OTTX cars must not exceed 4500 feet.

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  10. Scale test cars and cars designated as a rear-ender (RE) must be entrained within the rear five cars of train. A scale test car must not be handled as the rear car of train.
- 

**CENTRAL REGION**  
**SPECIAL INSTRUCTIONS**

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11. Loaded continuous-welded-rail (CWR) trains must be handled separately from other trains.

EXCEPTION: Short ribbon rails 700 feet or less in length loaded on cars which include one or more of the following cars: SPMW 5111, SPMW 5396, SPMW 5402, SPMW 6134, SPMW 6199, SPMW 6255, SPMW 6293, SPMW 6324, SPMW 6678 and SPMW 97003 may be moved in mixed trains providing tonnage behind loaded ribbon rail cars does not exceed 2,000 tons.

A box car or high-side gondola car must be positioned on each end of CWR train as a buffer car during all movements except preparatory to and during unloading or loading.

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12. Trailing tonnage handled behind rail pick-up cars RGAX 4594 - 4696 must not exceed 1000 tons.
- 

13. Double-stack cars with containers stacked two-high may only be operated on Subdivisions 1, 3, 4, 5, 6 and 7.

Clearance limitations on these subdivisions will only permit movement of a 9'6" container stacked with an 8'6" container. A car with two containers measuring 9'6" stacked together must not be handled in train.

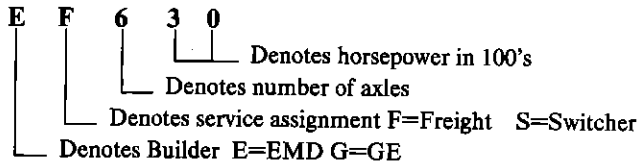
If shifted load detector is tripped by train containing double-stack cars, in addition to the required inspection, before proceeding, it must be known that double-stack containers do not exceed maximum height.

**CENTRAL REGION  
SPECIAL INSTRUCTIONS**

**SECTION F. LOCOMOTIVE LIST**

LOCOMOTIVE NUMBER	CLASSIFICATION	TYPE	DYNAMIC BRAKE
<b>SP/SSW</b>			
1010-1013	ES400	Slug	
1500-1542	ES615	SD7	ST
1600-1613	GS400	TEBU	EF
2251-2293	ES412	SW1200	
2430-2759	ES415	SW1500	
2870-2899	ES418	GP9	ST
2961-2970	ES620	SD35	ET
2971-2976	ES620	SD35	EF
3102-3109	ES625	SD35	ET
3186-3196	EF418	GP9	ST
3200-3209	EF636	SD45	ET
3301-3886	EF418	GP9	ST
4060-4153	EF420	GP20	ST
4160-4203	EF420	GP35	ET
4301-4451	EF618	SD9	ST
4800-4844	EF420	GP38-2	EF
5100-5114	GF423	B23-7	EF
5300-5318	EF623	SD39	ET
6300-6681	EF425	GP35	ET
6700-6892	EF636	SD45T-2	EF
7200-7231	EF435	GP40X	EF
7240-7273	EF430	GP40-2	EF
7300-7399	EF630	SD40	EF
7400-7566	EF636	SD45-2	EF
7600-7677	EF430	GP40-2	EF
7754-7773	GF437	B36-7	EF
7774-7883	GF430	B30-7	EF
7940-7967	GF430	GP40-2	EF
8000-8039	GF439	B39-8	EF
8040-8090	GF440	B40-8	EFH
8210-8573	EF630	SD40T-2	EF
8689-8773	GF633	U33C	EF
8818-9136	EF636	SD45T-2	ET
9157-9404	EF636	SD45T-2	EF
9600-9664	EF438	GP60	EFH
<b>D&amp;RGW</b>			
130-139	ES412	SW1200	
140-149	ES410	SW1000	
3001-3028	EF423	GP30	ST
3029-3050	EF425	GP35	ST
3051-3093	EF430	GP40	ST
3094-3115	EF430	GP40-2	ST
3116-3130	EF430	GP40-2	ET
3131-3153	EF630	GP40	ST
5300-5304	EF615	SD7	ST
5305-5314	EF618	SD9	ST
5315-5340	EF636	SD45	ET
5341-5413	EF630	SD40T-2	ET
5501-5509, 5511, 5513-5516	EF635	SD50	ET
5510, 5512, 5517	EF635	SD50	ETH
5762-5763	EF415	F9B	ST
5771	EF415	F9A	ST
5903-5954	EF418	GP9	ST

**Classification**



**Dynamic Brakes:**

- SF=Standard Range-Flat      ET=Extended Range-Tapered  
 ST=Standard Range-Tapered    EFH=Extended Range-Flat-High Capacity  
 EF=Extended Range-Flat        ETH=Extended Range-Tapered-High Capacity

**CENTRAL REGION  
SPECIAL INSTRUCTIONS**

**Section G. LOAD LIMITS**

1. Unless authorized by Superintendent, heavier loads will not be handled.

Where maximum load limit shown is 263,000 pounds or more, gross loads of 395,000 pounds may be handled on 6 (six) axle cars when load limit of car is not exceeded.

Where maximum load limit is 263,000 pounds or more, gross loads of 526,000 pounds may be handled on 8 (eight) axle cars, with a maximum of 3 (three) cars coupled together, when load limit of cars is not exceeded.

Unless specifically authorized, all relief outfit cranes, locomotives, cranes and pile drivers must not operate over lines having maximum load limits of less than 263,000 lbs.

Load limit will not apply to articulated cars.

<b>Maximum</b> .....	<b>263,000 pounds</b>
<b>Exceptions:</b>	
Fallon Branch: Hazen-Fort Churchill .....	281,000 pounds
Fort Churchill-End of Br. ....	230,000 pounds
Aspen Branch between Carbondale and Woody Creek .....	251,000 pounds
Creede Branch between South Fork and Creede .....	251,000 pounds

**Section H. PLACEMENT OF HELPER LOCOMOTIVE:**

Unless otherwise instructed, placement of helper locomotive will be governed by the number of powered axles in the helper as shown below.

AXLES	PLACEMENT REQUIREMENTS
8 or less	Behind caboose or on rear of cabooseless train.
12 or less*	Ahead of caboose or on rear of cabooseless train.
More than 12*	Must be cut in ahead of one-half the tonnage rating for helper locomotive.

\* Exception: Solid loaded bulk commodity trains only may use up to 18 axles in helper locomotive ahead of caboose or on rear of cabooseless train.

1. Unless otherwise instructed, a helper exceeding the number of axles specified may be used on rear of train provided excess locomotives are isolated. A maximum of two locomotives may be isolated.

2. When helper locomotive has over 24 axles of power, the first five cars ahead of helper must each weigh 80 tons or more and be 73 feet or less in length.

3. An entrained locomotive must not exceed 36 axles of power.

4. Multi-platform articulated spine cars (TOPS code Q) or loaded two-axle cars (TOPS code QA) must not be nearer than the sixth car ahead of a helper locomotive.

Exception: This restriction will not apply to two-platform cars (TOPS code QB).

5. Helper locomotive must be entrained ahead of empty two-axle cars (TOPS code QA), rail pick-up cars RGAX 4694-4696, scale test cars or cars designated as rear enders.

6. If necessary, placement of locomotive may be varied a few cars in either direction to comply with above restrictions or to provide separation from restricted cars.

**CENTRAL REGION  
SPECIAL INSTRUCTIONS**

**Section I. ADJUSTED TONNAGE RATINGS**

FROM	TO	GP-30 GP-35 GP-38	GP-40 B-30-7 B-30	GP-60 B-40-8 B-39-8	SD-40 SD-45 SD-45T2	SD-50 SD-60 SD-60m C-40-8 DRGW 5341- 5413 (PTC)	Adjust- ment Factor
Denver	East Portal	1000	1075	1300	1550	1875	3
Tabernash	Winter Park	1050	1125	1300	1600	2000	4
Bond	Tabernash	1950	2050	2550	2900	3600	6
Bond	Toponas	1000	1100	1300	1550	2100	3
Phippsburg	Toponas	1200	1300	1300	1900	2500	3
Phippsburg	Pallas	2200	2400	2550	3400	4600	6
Haybro	Phippsburg	1425	1500	1450	2125	2800	4
Steamboat	Haybro	2200	2400	2550	3400	4800	6
Craig	Steamboat	4000	4300	4550	6000	8000	9
Adams	Energy	1750	1925	2200	2625	3500	6
Pueblo	Swallows	2300	2500	2550	3450	4700	6
Swallows	Canon City	3500	3900	3100	5600	7700	6
Hobson	Pueblo	5200	5600	6000	7500	10,000	6
Canon City	Salida	1650	1750	1850	2450	3350	4
Salida	Tennessee Pass	1400	1500	1750	2000	2600	4
Minturn	Tennessee Pass	625	675	850	950	1200	2
Grand Jct.	Glenwood	2150	2300	2550	3250	4050	6
Glenwood	Minturn	1525	1650	2000	2300	2875	6
Glenwood	Bond	1650	1750	2000	2450	3100	6
Glenwood	Mid-Continent	1950	2050	2550	2900	3625	3
Mid-Continent	Woody Creek	950	1000	1475	1400	1950	3
Malta	Eilers	750	825	850	1150	1500	2
Eilers	Leadville	625	675	850	950	1300	2
Pueblo	Minnequa	1600	1750	1950	2400	3350	4
Minnequa	Walsenburg	1950	2100	2550	2900	4000	6
Walsenburg	La Veta	1300	1400	1300	1950	2550	4
La Veta	Fir	600	650	750	950	1300	2
Alamosa	Russell	2000	2150	2800	3050	3950	5
Russell	Sierra	1400	1500	2000	2100	2900	4
Sierra	Fir	775	850	950	1250	1625	3
Walsenburg	Trinidad	1950	2100	2350	2900	4000	5
Trinidad	Walsenburg	1950	2100	2550	2900	4000	5
Grand Jct.	Mounds	1900	2000	2150	3000	3750	6
Potash	Brendel	1750	1900	2200	2600	3250	6
Brendel	Emkay	1400	1500	1800	2100	2900	5
Mounds	Helper	2000	2150	2550	3400	4600	6
Helper	Grand Jct.	2000	2150	2150	3050	4200	6
Mounds	Columbia Jct.	1250	1350	1900	1850	2600	3
Columbia Jct.	Sunnyside	650	700	750	980	1400	2
Grand Jct.	Delta	5200	5600	4550	7500	10,000	10
Delta	Montrose	2150	2300	2400	3250	4450	5
Delta	Somerset	2150	2300	2550	3250	4450	5
Hotchkiss	Rogers Mesa	3800	4100	5500	6000	7450	8
Subdiv. 16 Wye	East Yard	4700	5000	6300	7000	10,000	8
Helper	Castle Gate	1000	1100	1450	1550	2050	3
Castle Gate	Kyune	800	925	1050	1325	1750	3
Kyune	Summit	1950	2050	2550	2900	4050	3
Provo	Summit	2500	2700	2550	3800	5300	3
Castilla	Summit	1050	1125	1300	1600	2000	3
Provo	Geneva	5400	5800	5550	.....	.....	8
Salt Lake	Ogden	3500	3700	3300	5100	7100	8
Ogden	Salt Lake	3500	3700	3300	5100	7100	8
Colton	Scotfield	1150	1200	1600	1650	2300	3
Scotfield	Skyline	650	700	850	950	1350	2
Midvale	Welby	950	1000	1150	1400	2000	2
Welby	Dalton Jct.	650	700	1000	1350	1900	2
Dalton Jct.	Lead Mine	600	650	750	950	1350	1
Magna	Welby	2450	2650	2550	3700	5200	3
Springville	Keigley	1900	2050	2350	2850	3900	5
Pearl	Keigley	1900	2050	850	2850	3900	5
Keigley	Burgin	470	500	750	700	900	1
Weso	Wendel	1575	1850	2900	2800	2200	3
Wendel	Alturas	900	1000	1400	1475	1400	3
Alturas	Ambrose	750	800	1250	1250	1200	3
Ambrose	K. Falls	2600	3500	5100	5000	5800	9
K. Falls	Likely	1575	1850	2900	2800	3200	3
Likely	Sage Hen	900	1000	1400	1475	1950	3
Sage Hen	Weso	1575	1850	2900	2800	3200	4
Ogden	Montello	2600	3500	5100	5000	5800	9
Montello	Valley Pass	1250	1350	2250	2000	3000	3
Valley Pass	Sparks	2600	3500	5100	5000	5800	9
Sparks	Carlin	2600	3500	5100	5000	5800	9

**CENTRAL REGION  
SPECIAL INSTRUCTIONS**

**Section I. ADJUSTED TONNAGE RATINGS — Continued**

FROM	TO	GP-30 GP-35 GP-38	GP-40 B-30-7 B-36-7	GP-60 B-40-8 B-39-8	SD-40 SD-45 SD-45T2	SD-50 SD-60 SD-60m C-40-8 DRGW 5341- 5413 (PTC)	Adjust- ment Factor
Carlin	Wells	2600	3500	5100	5000	5800	9
Wells	Moor	1250	1325	2250	2400	3000	3
Moor	Ogden	2600	3500	5100	5000	5800	9
East St. Louis	Bloomington	1800	2050	3000	3000	3000	4
Bloomington	Wilmington	2800	4200	6000	6000	6000	6
Wilmington	Chicago	2600	3500	5000	5000	5000	9
Chicago	Wilmington	1800	2050	3000	3000	3000	3
Wilmington	Bloomington	2800	4200	6000	6000	5000	9
Bloomington	East St. Louis	2100	2600	4000	3700	4000	6
Herrington	Kansas City	2600	3500	4550	5100	5800	10
Kansas City	Herrington	1800	2050	3000	3000	3700	6
East St. Louis	Chicago	1800	2050	3000	3100	4000	3
Chicago	East St. Louis	1800	2050	3000	3100	4000	3
Herrington	Kansas City	2600	3500	4550	5100	5800	3
Kansas City	Herrington	1800	2050	3000	3000	3700	3
Chicago	Quincy	1950	2050	2550	2900	3600	6
Quincy	Chicago	1900	2050	2350	2850	3900	5
Quincy	Kansas City	1000	1075	1300	1550	1875	3
Kansas City	Quincy	1150	1200	1600	1650	2300	3

SD- 40 type locomotives equipped with Positive Traction Control (PTC) are rated the same as SD-50's.

When GP-type locomotives are used in a mixed consist, their short-time rating will govern all other locomotives in the same consist.

Locomotives equipped with PTC will have a short-time rating plate denoting short-time rating for that locomotive. This short-time rating plate is to be used instead of the short-time rating on the loadmeter.

**Section J. COUPLER LIMITS**

Unless otherwise provided, adjusted tonnage handled by locomotives on head end of trains must not exceed:

Territory	Car Coupler Type	
	Standard	High Strength
Subdivision 1-A North Yard to East Portal Tabernash to Winter Park Bond to Crater Phippsburg to Toponas	5500 5500 5500 6500	8000 8000 8000 9000
Subdivision 1-B Haybro to Phippsburg	6500	9000
Subdivision 3 Canon City to Tennessee Pass Belden to Tennessee Pass Minturn to Belden	7500 3600 5000	10,500 5000 7200
Subdivision 4 Glenwood to Dotsero Dotsero to Minturn	7700 7700	11,500 11,500
Subdivision 6 Helper to Kyune Castilla to Summit	4500 5500	6500 8000
Subdivision 8 Pueblo to Minnequa Sierra to Fir La Veta to Fir	7500 4500 3500	12,000 6800 5000
Ogden District Wells to Moor Lucin to Valley Pass (Eastward Main) Montello to Valley Pass (Westward Main)	9000 9000 9000	11,500 11,500 11,500
Modoc District Canby to Ambrose Wendel to Sage Hen Perez to Ambrose Likely to Sage Hen	5000 10,000 6000	7500 8000 13,800 8500

If train consists of more than this tonnage, helper locomotive must be used.

**CENTRAL REGION  
SPECIAL INSTRUCTIONS**

**Section K. RETAINERS**

When retainers are used, the following will govern:

- (a) Retaining valve must be set to low pressure or slow direct position on all cars whose actual weight is 50 tons or less, and in high pressure position on all cars over 50 tons.
- (b) A speed of 15 MPH will not be exceeded.
- (c) The **SHORT CYCLE METHOD** of braking **MUST** be used. This method consists of making frequent automatic brake applications and short holds. If brake pipe pressure is gradually reducing and cannot be regained by slower train speed, and brake pipe reduction reaches 18 pounds, train **MUST STOP** and air brake system must be recharged.

**Section L. PASSENGER TRAINS**

**Passenger Trains Other Than Amtrak Trains:**

Special passenger trains other than Amtrak trains are governed by passenger train speed limits. Trains will be operated with brake pipe pressure limited to 90 psi. Terminal air brake tests will be conducted as prescribed by air brake rules for passenger trains with the following exception:

In addition to the prescribed air tests, train must be put into emergency (initiated from the automatic brake valve on the controlling locomotive). It must be known that all cars in the train respond to this emergency brake application.

**All Passenger Trains Including Amtrak Trains:**

All cars except power car may have a hand brake at each end of car. It must be known that both hand brakes are released before car or cars are moved.

Most passenger equipment is equipped with a 480 volt A.C. Head End Power (HEP) system. This system provides all electrical systems with power including heating and air conditioning. Electrical power is distributed through train by means of high voltage power cables connected from car to car. This system is normally activated and energized when the diesel engine in the generator car is running whether the train is standing or moving. Employees are prohibited from handling, adjusting or performing work between or under cars when the Head End Power is energized.

Enginemen, trainmen or any other employees will not make inspection or repairs between or under cars, couple air hoses, adjust electrical cables or plug in electrical cables until it is known that the Head End Power system has been de-energized.

Head End Power must be shut off when:

- A train is to be switched; or
- Coupling or replacing air hoses or air hose gaskets; or
- Any time it is required that a workman go under or about the cars to perform service.

Only designated, authorized personnel will be permitted in the Head End Power car. This authorized person(s) will be the person to contact when it is necessary to de-energize Head End Power for any of the aforementioned reasons. It must be ascertained from this person that electrical power has been shut off and that it is safe to perform any work under or about the train.

Except under emergency conditions, passenger trains will not make unscheduled stops unless authorized to do so by the train dispatcher. Generally, failure of Head End Power will not be considered an emergency.

**Section M. RADIO CHANNEL ASSIGNMENTS**

Locomotives and cabooses have assigned radio channels and, unless otherwise provided, must be used as follows:

- Channel 1: Subdivisions 1, 1-A except between MP 7.5 and East Portal, 4-A, 5, 5-A, 5-B, 8, 10 and 11.
- Channel 2: Yard, 16-A, 1-B between Evans and Axial.

**CENTRAL REGION  
SPECIAL INSTRUCTIONS**

Channel 3: Moffat Tunnel, Subdivisions 1-B between Phippsburg and Evans, Subdivision 16.

Channel 4: Subdivisions 1-A between MP 7.5 and East Portal, 3, 3-A, 4, 4-B, 6, 6-C, 6-E, 6-J, 6-K, 6-L, 7, 7-A and when trains are loading coal at locations on the Axial Branch or Energy Spur.

On eight-channel radios equipped with A-B toggle switch, the following will govern:

Position A: D&RGW channels 1-4

- Position B: B-1 UP Road
- B-2 Blank
- B-3 SP Road
- B-4 SP Road

**All Channel Radio/D&RGW Radio Equivalent Channels**

D&RGW Radio Channels	All Channel Radio Channel
1	54/54
2	92/92
3	19/97
4	23/23

**Section N. KEY TRAINS**

**KEY Train:** A KEY train designation will apply to any train or cut of cars:

- (1) Having a tank or box car placarded **EXPLOSIVE A**, **POISON GAS**, or **RADIOACTIVE**.
- (2) Having a tank car containing a product classified as **Flammable Gas** or the individual commodities:

- |                      |                    |
|----------------------|--------------------|
| Anhydrous Ammonia    | Methyl Chloroform  |
| Chlorine             | Methylene Chloride |
| Hydrogen Chloride    | Perchloroethylene  |
| Hydrogen Fluoride    | Trichloroethylene  |
| Hydrofluoric Acid    | Sulphur Dioxide    |
| Carbon Tetrachloride | Allyl Chloride     |
| Chlorobenzene        | Dichloropropane    |
| Chloroform           | Dichloropropene    |
| Dichlorobenzene      | Epichlorohydrin    |
| Ethylene Dibromide   | Ethyl Chloride     |
| Ethylene Dichloride  |                    |

- (3) When the last letter of the train's TOPS identification is the letter K.

The following restrictions apply to KEY trains:

- (1) KEY trains are restricted to a maximum speed of 50 MPH.
- (2) When a KEY train experiences a false hot box detector actuation, train may be moved not exceeding 30 MPH to the next hot box detector.
- (3) When operating conditions will permit, a KEY train will hold the main track at a meeting or passing point when maximum speed on a siding is 10 MPH.
- (4) When a KEY train experiences an emergency application of the brakes, inspection must be made of all cars and units. It must be known that the equipment and track are in a safe condition and all wheels are properly positioned on the rail before proceeding.

**CENTRAL REGION**  
**SPECIAL INSTRUCTIONS**

**Section O. ADDITIONS & REVISIONS TO THE GENERAL CODE OF OPERATING RULES**

**Definitions:**

**Absolute Signal.** Is revised to read:

A block or interlocking signal designated by either:  
(a) the absence of marker and number plate; or (b) number plate and "P" on square or round marker plate.

**Variable Switch.** Is revised to read:

A switch designated by letter "V"; when trailed through the switch points will remain lined in the position to which forced.

Following is added:

**District.** A portion of the railroad, shown in the timetable, which designates operational boundaries.

**RULE B.**

Last paragraph is revised to read:

Rules may be issued, canceled or modified by track bulletin, general order or special instructions.

Following is added:

Operation on the trackage of the Southern Pacific Lines will be governed by the General Code of Operating Rules Second Edition effective October 29, 1989.

A rule for the day will be identified by Superintendent's Special Notice and on Track warrant. Each employe must read and be familiar with the 'Rule for Today' when commencing each day's work.

**RULE D.** Following is added:

Any employe observing another employe's condition which would interfere with their ability to perform their assigned duties, must immediately inform their own supervisor, who will then report to proper authority.

**RULE G.** Is revised to read:

The use of alcoholic beverages or intoxicants by employees subject to duty, or their possession, use, or being under the influence thereof while on duty or on Company property, is prohibited.

Employees shall not report for duty under the influence of, or use while on duty or on Company property any drug, medication or other substance, including those prescribed by a doctor, that will in any way adversely affect their alertness, coordination, reaction, response or safety. Questionable cases involving prescribed medication shall be referred to a Company Medical Officer.

The illegal use, possession or sale while on or off duty of a drug, narcotic, or other substance which affects alertness, coordination, reaction, response or safety, is prohibited.

**RULE J.**

Third paragraph is revised to read:

Employees must not exceed the hours of service laws without proper authority, except trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99. Trains must be properly secured before exceeding the hours of service, if practicable, and except as provided by this paragraph, a crew will then be considered relieved of all duties, but not released upon reaching hours of service limitation.

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**RULE Q. AUTHORIZED ABBREVIATIONS:**

CTW	Computer Track Warrant System
DIST	District
DYB	Dynamic Brake
ETD	End of Train Device
HED	Head End Device
HPT	Horsepower Per Ton
MSGR	Messenger
TRK BUL	Track Bulletin
TPOB	Tons Per Operative Brake
TWD	Trackside Warning Detector

**RULE 3. TIME COMPARISON:**

Time may be compared from any of the following telephone numbers:

Pacific Time	San Francisco 541-1827
Mountain Time	Tucson 629-2328
Central Time	Houston 223-6098, 223-6069, 223-6083

**RULE 4(C). GENERAL ORDERS, CIRCULARS, BULLETINS AND NOTICES:**

Following is added:

The moment a new timetable takes effect, all general orders issued prior to the effective date of the new timetable are cancelled.

**RULE 10(C). FLAG LOCATION:**

Second paragraph is revised to read:

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train when practicable, but must be respected when displayed to the left.

**RULE 10(E). PERMANENT SPEED SIGNS:**

Following is added:

Reduce Speed signs will be placed 2 miles in advance of restrictions. Exception: On Denver Division and Salt Lake Division between MP 571 and Ogden, speed signs denoting the maximum speed in MPH for trains are located 2500 feet in advance of certain locations where speed of trains is permanently restricted.

On Denver Division and Salt Lake Division between MP 571 and Ogden, a permanent resume speed sign or a speed sign prescribing higher speed will not be placed at the end of each restriction.

**RULE 15. REQUIRED WHISTLE SIGNALS:**

Part (1) first paragraph is revised to read:

Approaching crossings at grade, to be commenced sufficiently in advance to afford warning, but not less than one-fourth mile before reaching a crossing, if distance permits, and prolonged or repeated until crossing is occupied by engine. If distance does not permit, whistle signal must be commenced sufficiently in advance of entering crossing to provide warning.

**EXCEPTION:** Within the state of Colorado approaching crossings at grade, whistle signal must be commenced sufficiently in advance of crossing to afford warning and be prolonged and repeated until crossing is occupied.

**RULE 17(D). DITCH LIGHTS:**

New rule is added:

When equipped, ditch lights must be displayed to the front of train when headlight is required to be on bright.

**RULE 24. ENGINE IDENTIFYING NUMBER:**

Following is added:

AMTRAK trains may use schedule number for identification purposes, provided schedule number is correctly indicated in address on track warrant.

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#### RULE 25(A). PROTECTION OF OCCUPIED OUTFIT CARS:

New Rule is added:

This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

##### **Outfit Car**

Any on-track vehicle, including outfit, camp or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

##### **Effective Locking Device**

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

##### **Rolling Equipment**

Engines, railroad cars, and one or more engines coupled to one or more cars.

##### **Switch Providing Direct Access**

A switch, which if traversed by rolling equipment, could permit that rolling equipment to couple to the equipment being protected.

##### **Warning Signal**

A white sign with the words "OCCUPIED CAMP CAR" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods:

(1) **ON A MAIN TRACK** - One of the following methods of protection must be provided:

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remote controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided;
- Date, time, name, and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of the occupied outfit cars and locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

(2) **ON OTHER THAN MAIN TRACK** - One of the following methods of protection or a combination thereof must be provided.

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(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remote controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided;
- Date, time, name, and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.

(3) **WARNING SIGNALS** - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

#### RULE 34. OBSERVE AND CALL SIGNALS:

Following is added:

When train encounters a signal aspect requiring a reduction in speed or movement onto a diverging route, crew member in the cab of controlling locomotive must transmit by radio train identification and signal aspect. Crew members occupying cabs in trailing locomotives, helper or caboose must acknowledge transmission.

#### RULE 81(A). MAIN TRACK AUTHORIZATION:

Following is added:

11. Rule 226 Absolute Block Register Territory
12. Rule 152 Authorizing movements against the current of Traffic

#### RULE 82. REVERSE MOVEMENT:

Is revised to read:

All reverse movements by a train must be made at **RESTRICTED SPEED** prepared to stop short of men or equipment.

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Permission from train dispatcher must be obtained before making a reverse movement in CTC, DTC or non-signalized TWC territory.

Reverse movement within the same block may be made in signalized TWC or Rule 251 territory without permission from train dispatcher or control operator.

Within TWC or Rule 251 territory, a train having passed beyond the limits of a block must not back into that block without authority from the train dispatcher or control operator.

#### **RULE 92. FRA EXCEPTED TRACK:**

New Rule is added:

On track(s) designated as "FRA Excepted Track" the following will govern:

- (1) Maximum speed must not exceed 10 MPH;
- (2) No passenger train shall be operated; and
- (3) No train shall be operated that contains more than five cars required to be placarded by the Hazardous Material Regulations.

#### **RULE 93. YARD LIMIT RULE:**

Following is added:

This rule will not apply with manual Interlocking limits.

Within yard limits trains and engines will keep posted as to expected arrival of AMTRAK trains and must not delay them.

#### **RULE 99. FLAGGING RULE:**

Specified Flagging Distance:

MAXIMUM SPEED FOR ANY TRAIN	FLAGGING DISTANCE
25 MPH or less . . . . .	1 Mile
Over 25 MPH . . . . .	2 Miles

#### **RULE 101. PRECAUTIONS ACCOUNT UNUSUAL CONDITIONS:**

Following is added:

When a train other than a unit train handling bulk commodities experiences severe weather and/or high winds that suddenly reduces train speed by 5 MPH or more, train must stop and not proceed until severe wind conditions have subsided.

When the train dispatcher receives notification of high wind condition, he will contact all trains affected as to maximum speed permitted within the area involved.

#### **RULE 101(D). UNUSUAL CONDITIONS:**

New rule is added:

When a train is instructed by the train dispatcher in the words, "BETWEEN (location) AND (location) BE GOVERNED BY RULE 101(D)", within specified limits crew members must watch carefully for slides and rock and be prepared to stop within the range of vision due to possible obstruction.

#### **RULE 102. EMERGENCY STOP OR SEVERE SLACK ACTION:**

Is revised to read:

When a train or engine is stopped by an emergency application of the brakes or has had severe slack action incidental to stopping, the following action must be taken:

- (1) If there is an adjacent main track or controlled siding which may be obstructed, an immediate warning must be given by radio stating the exact location and status of the train. A crew member must immediately proceed ahead of the train with fuses and must stop any train seen approaching on the adjacent track. The crew member must go at least two miles unless advised: (a) that the adjacent main track is not obstructed, or (b) that the train dispatcher or control

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operator has provided protection on the adjacent main track.

(2) An inspection must be made of all cars and units. It must be known that the equipment and track are in a safe condition and all wheels are properly positioned on the rail before proceeding.

EXCEPTION: An inspection is not required if all the following conditions are met:

- (a) Train is not a KEY train; and
- (b) The speed at which the emergency application of brakes occurred was 20 MPH or above; and
- (c) Brake pipe continuity was not broken; and
- (d) There was no unusual slack action incidental to stopping; and
- (e) The train has more than 50 percent loaded cars OR the total train length is less than 5,000 feet. (Each platform of an articulated car is to be considered as 1/2 car when determining the number of loads and empties in train.)

(3) If located on the main track or controlled siding, the milepost location traversed by the train or engine while moving must be immediately noted. The train dispatcher must be notified without delay.

A train on an adjacent track receiving radio notification must approach the location at RESTRICTED SPEED and stop short of any obstruction or stop signal, unless advised the track is clear and it is safe to proceed.

When operating in double track or multiple main track CTC territory, if a train operating in the same direction is observed stopped on an adjacent main track, the train must immediately reduce speed and proceed prepared to stop short of cars fouling the track, unless advised the track is clear.

#### **RULE 103(A). AUTOMATIC CROSSING DEVICES:**

Following is added:

On tracks other than main tracks where crossing is equipped with automatic gates or other automatic crossing warning devices and "STOP" signs are located approximately 25 ft. each side of crossing, movements must stop at "STOP" sign and allow warning devices to operate before entering crossing.

#### **RULE 103(F). BLOCKING PUBLIC CROSSINGS:**

Is revised to read:

A public crossing which is blocked by a stopped train must be opened within ten minutes unless no vehicle or pedestrian is waiting at the crossing.

#### **RULE 103(H). UNDERSTANDING BETWEEN CREWS SWITCHING:**

Following is added:

When two or more trains or engines are working at locations where Mechanical Department forces are not on duty, employees must not couple air hoses nor go on, under or between cars for the purpose of making repairs until a member of the crew has notified employees on other trains or engines in the immediate vicinity and yardmaster, where assigned, that work is about to be performed and complete understanding had to prevent movement on the affected track.

Coupling caboose and road engine to train will be considered as an indication that train is made up and switchmen have completed their work. Switchmen must not perform switching on or couple other cars to a train on which the road engine and caboose have been attached without instructions from the yardmaster who will see that members of the crew are notified in advance. When a port-

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able marker is displayed on the rear car, it is to be considered the same as a caboose.

#### **RULE 103(L). SECURING CARS OR ENGINES:**

Following is added:

When hand brakes are required, a sufficient number of hand brakes, but not less than two where there are two or more cars must be applied.

Where practicable to do so, when single cars are set out for other than loading or unloading purposes at points where yard engines are not employed, they must be left coupled to other cars already set out or on tracks protected with derails, rail skids, facing point switches or ascending grade toward main track.

Hand brake must not be depended upon to hold two-axle cars. When two-axle car is set out, it must be chained to rail or coupled to non-two-axle car.

#### **RULE 103(O). CAR BEING LOADED OR UNLOADED:**

Following is added:

Empty cars must not be pulled from an industry or team track until any accumulation of dunnage is removed and all top hatches and bottom outlets are closed on cars so equipped.

#### **RULE 103(U). SAFETY STOP:**

New rule is added:

Before a cut of cars exceeding 2000 ft. is coupled to other cars, movement must be stopped within 100 ft. of joint prior to making coupling.

#### **RULE 104(A). POSITION OF SWITCHES:**

Second paragraph is revised to read:

Enginemen and trainmen on engine must be alert in all matters pertaining to safety. While running, they must keep alert, carefully note signals affecting their movement, observe position of switches and derails immediately ahead of engine in direction of movement to see they are properly set, and watch for obstructions and defects in track.

#### **RULE 104(B). MAIN TRACK SWITCHES:**

Part (5) is revised to read:

(5) Within single track signalled territory, trains operating without a caboose may be authorized by train dispatcher or yardmaster to leave a main track switch lined and locked for other than normal movement. A movement encountering such switch must leave switch lined and locked for normal movement, unless otherwise directed by train dispatcher or yardmaster.

#### **RULE 104(C). CROSSOVER SWITCHES:**

First paragraph is revised to read:

The normal position of crossover switches is lined for other than crossover movement. Both switches of a yard track crossover not connected to a main track must be left lined either in the normal position or for movement through the crossover.

#### **RULE 104(D). APPROACHING MOVEMENT:**

Following is added:

When making yard movements on any work lead or an adjoining track, the movement will have the right to move on the track for which the switches are properly lined. If switch is lined against the movement, the movement must not proceed until it is safe to do so. Position of the switches will govern the right of movement regardless of whether they are spring, rigid or variable.

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#### **RULE 104(M). SPRING SWITCHES:**

Part (2) will not apply.

#### **RULE 106. RESPONSIBILITY OF TRAINMEN AND ENGINEMEN:**

Following is added:

(6) Crews entering yards will be responsible for their trains or engines until clear on designated track and equipment is properly secured, unless relieved by another crew.

#### **RULE 106(B). TRAIN MASS PROFILE GRAPH:**

New rule is added:

When a train mass profile graph is provided for a train, the conductor and engineer must verify the accuracy of the GA graph by checking the following:

(1) The identifying unit indicated on the train's track warrant is included in the list of units shown on the GA graph; and

(2) The total train tonnage shown on the GA graph agrees with the train tonnage indicated on the train list.

If the identifying unit is not indicated on the GA graph or the tonnages do not agree, then necessary action must be taken to verify that the GA graph is for the train being operated.

#### **RULE 109(A). TRAIN INSPECTION:**

Following is added:

When necessary to set out a bad order car, prompt report must be made to train dispatcher stating nature of defect. If coupler is damaged, state whether "A" or "B" end; if wheel or journal is involved, state journal number, size and location by numeric system; state car initials and number, if loaded, show contents, route and destination.

#### **RULE 130. EMERGENCY APPLICATION OF BRAKES:**

New Rule is added:

When a train is advised by the train dispatcher of a specific location where another train has experienced an emergency application of brakes, movement between specific milepost locations must be made not exceeding 30 MPH looking out for misaligned track. After head end of train clears the restricted limit, train dispatcher must be notified if track appears to be safe for movement at normal speed.

#### **RULE 152. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC:**

First paragraph is revised to read:

Except as provided by Rule 93 or 94, movements against the current of traffic must be authorized by track bulletin, track permit, Rule 486 or train dispatcher.

#### **RULE 153. MULTIPLE MAIN TRACKS:**

Following is added:

Where two tracks are in service and are designated by number, the track to the right as viewed in a westward direction is the #1 TRACK. The track to the left is the #2 TRACK.

#### **RULE 226. ABSOLUTE BLOCK REGISTER TERRITORY:**

New rule is added:

Absolute block register territory will be designated in the timetable. A register labeled "Absolute Block Register Territory" will apply only on that designated territory. A train or operator in charge of on-track equipment is authorized to occupy Absolute Block Register Territory under the following conditions:



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1. Following information must be entered in register on the first blank line:

Train or on-track equipment	Conductor or MofW employee	Date	Time Territory Occupied	Time Territory Cleared
A	B	C	D	E

**COLUMN**

**REQUIRED ENTRY**

- A—Enter the train identification or MofW on-track equipment number.
- B—Enter last name of conductor or operator in charge of on-track equipment.
- C—Current date
- D—Time entry is made in register.

2. If the territory is occupied by a preceding train movement entry cannot be made on register until engineer of each preceding movement has been contacted and advised territory will be jointly occupied. When territory is jointly occupied by a train, Maintenance of Way on-track equipment and/or another train, all train movements must be made at RESTRICTED SPEED prepared to stop short of men and equipment fouling the track within the territory.

3. After movement has been completed, the time the territory was cleared must be entered in Column E. A line is then to be drawn through the entire entry. The required exit entry may be completed by any authorized employee.

**RULE 252. TRACK PERMIT:**

Following is added:

Except at a railroad crossing, trains granted a track permit, after stopping may pass a signal displaying Stop Indication within the limits or to enter limits without further authority. A track permit does not authorize occupancy of main track between opposing absolute signals at a railroad crossing.

**RULE 253. ENTERING DOUBLE TRACK WHERE RULE 252 APPLIES:**

New rule is added:

A train may enter double track at a hand operated or spring switch at an intermediate point within limits where Rule 252 applies only after receiving a track permit or verbal authority from control operator designated to issue track permits in that territory.

**RULE 295. LETTER-TYPE INDICATORS:**

New rule is added:

When letter-type indicators are illuminated, they require movement by train or engine as shown in timetable. Restrictions imposed by block signals must be complied with.

**RULE 302. IMPROPERLY DISPLAYED SIGNALS OR ABSENCE OF LIGHTS:**

Following is added:

After passing a block signal displaying a CLEAR, DIVERGING CLEAR, APPROACH DIVERGING or ADVANCE APPROACH and the next governing signal is dark, train must comply with required signal indication as soon as possible using good train handling techniques.

Improperly displayed block signal must be reported to the train dispatcher.

**RULE 303. WHERE STOP MUST BE:**

First Paragraph is Revised to Read:

Within CTC territory or interlocking, if a train overruns a Stop indication, warning to other trains must be given at once by radio, and flag protection must be provided immediately against possible conflicting movements. If a train overruns a signal that requires it to stop, train

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must stop and the fact must be reported to the train dispatcher.

**RULE 303(G). TRACK AND TIME WITHIN INTERLOCKING:**

New rule is added:

Within manual interlocking limits Rules 351 through 351(E) will apply.

**RULE 312. STOP INDICATION:**

Part (3) is revised to read:

(3) AT AUTOMATIC INTERLOCKING be governed by the instructions in release box. When instructions in release box refer to Rule 312(3), movement may proceed at RESTRICTED SPEED after complying with one of the following:

- (a) Observe that signals on the conflicting routes are displaying Stop indication; or,
- (b) Observed that derails on conflicting route are in derauling position; or,
- (c) Train has occupied at least 50 feet of track within interlocking limits, staying clear of conflicting routes for ten minutes.

**RULE 314(A). BLOCK SIGNAL WITH TRIANGULAR "P" PLATE:**

New rule is added:

A block signal with triangular plate bearing letter "P" is also actuated by a special protective device(s). When signal displays a red aspect, an inspection from the ground must be made of train, track or structure for which protection is provided to be sure it is safe for the passage of trains.

**EXCEPTION:** An inspection from the ground is not required when it can be determined from the engine that the track or structure for which the protection is provided is safe for the passage of the train.

Number or location of such signals will be shown in timetable, with description of the special protection afforded.

**RULE 315(A). DUAL CONTROL SWITCHES AND DERAILS:**

1st paragraph will not apply.

**RULE 317. ENTERING MAIN TRACK AT HAND OPERATED OR SPRING SWITCH:**

Is revised to read:

In territory outside of CTC or manual interlocking limits, before a train or engine may enter a main track at a hand operated or spring switch, it must be opened to establish block signal protection. After expiration of five minutes if no movement is seen or heard approaching, a train or engine having authority may enter main track. A spring switch may be returned to the normal position and locked after the leading wheels of movement have passed the absolute signal governing movement to the main track.

**EXCEPTION:** A. The opening of a spring switch and the five minute wait or B, the five minute wait after a hand operated switch has been opened is not required under any of the following conditions:

- (1) Where the switch is equipped with an electric lock and the seal is not broken.
- (2) Where the block occupancy indicator indicates the block is clear.
- (3) When the block signal governing movement to the main track displays a proceed indication.
- (4) When the signals governing movements on the main track indicate no train is approaching from either direction.

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(5) Where the block to be entered is occupied by a train, engine, or car either standing or moving away from the switch to be used.

(6) When the main track between the siding switches is occupied by a train which has been met or a standing train to be passed.

(7) Outside yard limits when entering a main track for authorized movement against the current of traffic.

(8) Where Rule 94 is in effect, provided movement is not made beyond Rule 94 limits for five minutes after the main track circuit is fouled, unless authorized by a proceed indication of a controlled signal.

(9) Within DTC when granted work and time authority.

(10) Within DTC when the conductor or engineer has ascertained from the train dispatcher that no following train has been authorized within the DTC block to be occupied.

(11) To enter a main track where track permit authorizing movement has been granted.

(12) Outside yard limits when authorized by track warrant to "WORK BETWEEN" two specific points.

#### **RULE 351. TRACK AND TIME:**

Is revised to read:

A train may occupy a track or tracks within specified limits and for time period authorized by control operator. Train movements may be made in either direction within the limits being governed by signal indication.

Track and time will be granted verbally from the control operator specifying track, limits and time.

When the limits are designated by a switch, such limits extend only to the signal governing movement over the switch. If the switch is to be included within the limits granted, the control operator must specify that limits include switch.

Except at a railroad crossing, trains granted track and time limits, after stopping may pass a signal displaying Stop Indication within the limits or to enter limits without further authority. Track and time limits do not authorize occupancy of main track between opposing absolute signals at a railroad crossing.

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.

#### **RULE 351(B). PROTECTING MACHINES, TRACK CARS OR EMPLOYEES:**

Is revised to read:

Track and time limits may be granted for machines, track cars or employees in the same manner as to trains.

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.

#### **RULE 351(C). JOINT TRACK AND TIME LIMITS:**

Is revised to read:

Before track and time can be granted where limits will be jointly occupied, the train dispatcher must advise the employee requesting track and time that the limits will be jointly occupied. In addition, if track and time limits are to

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be jointly occupied with another train or by a train and operator(s) of on-track equipment, the train dispatcher must first advise the engineer of train(s) and operator(s) of on-track equipment that limits will be jointly occupied.

When a train is advised limits will be jointly occupied with train, machine, track car or employee, all movements must be made at RESTRICTED SPEED prepared to stop short of men or equipment fouling the track within the limits. Movements must continue to be made at RESTRICTED SPEED unless the train dispatcher advises the train that the limits are no longer jointly occupied.

#### **RULE 352. TRACK OUT OF SERVICE:**

New rule is added:

In the event of a serious service interruption in which track has been rendered impassable within CTC limits, an Operating Dept. officer may request the track be removed from service within specified limits. Upon such request, the control operator must apply blocking or marking devices to the control machine to prevent movement into the limits. When track is removed from service, track and time authority must not be granted to trains or employees within the limits and trains must not be authorized to pass controlled signal to enter limits until authority has been obtained from the Operating Dept. officer in charge at location. Within such limits, all movements must be made at RESTRICTED SPEED prepared to stop short of men and equipment fouling the track.

Blocking or marking devices must not be removed until limits have been released by Operating Dept. officer.

#### **RULE 411. MARKING VOID:**

Following is added:

A voided track warrant which lists track bulletins must be retained on all trips made during the tour of duty on which it was received.

#### **RULE 450. TRACK BULLETINS:**

Following is added:

When track warrant indicates two stations, all track bulletins in effect between stations named will be listed on track warrant.

When track warrant indicates a single station, only track bulletins in effect at that station will be listed.

Before movement is made outside station limits or beyond stations named, crew must ascertain from the train dispatcher if there are any additional track bulletins in effect in the territory to be used.

At crew change locations when inbound crew has been directed to deliver track warrants, track bulletins and instructions to relieving crew, these documents must be compared by the relieving crew with the train dispatcher before proceeding.

The following forms of track warrant and track bulletins are in effect.

(Examples of forms begin on next page.)

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SP TRACK WARRANT	
TO:	
AT:	
TRK BULLETINS IN EFFECT	
N:	N: N: N: N: N: N: N:
RULE OF THE DAY:	
REGION MESSAGES:	
COMPLETE:	TRAIN DISPATCHER
UNFORESEEN TRACK RESTRICTIONS (TRAIN ID) DO NOT EXCEED	
SPEED	MP MP
_____ BETWEEN _____ AND _____	
_____ BETWEEN _____ AND _____	
_____ BETWEEN _____ AND _____	
_____ BETWEEN _____ AND _____	

SP TRK BULLETIN FORM A NUMBER	
TO:	
AT:	
DO NOT EXCEED SPEED INDICATED BELOW BETWEEN	
AT THE FOLLOWING LOCATIONS	
TRAIN	MPH RESTRICTION LIMIT
1	
2	
COMPLETE:	TRAIN DISPATCHER

SP TRACK WARRANT			
NO.	DATE:		
TO:	AT:		
1	TRACK WARRANT NO.	IS VOID.	
2	PROCEED FROM	TO ON TRACK.	
3	PROCEED FROM	TO ON TRACK.	
4	WORK BETWEEN	AND ON TRACK.	
5	NOT IN EFFECT UNTIL		
6	THIS AUTHORITY EXPIRES AT		
7	NOT IN EFFECT UNTIL ARRIVAL OF		
	AT		
8	HOLD MAIN TRACK AT LAST NAMED POINT.		
9	DO NOT FOUL LIMITS AHEAD OF		
10	CLEAR MAIN TRACK AT LAST NAMED POINT.		
11	BETWEEN AND MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN		
12	OR ENGINE. BETWEEN AND MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.		
13	DO NOT EXCEED MPH BETWEEN AND		
14	DO NOT EXCEED MPH BETWEEN AND		
15	PROTECTION AS PRESCRIBED BY RULE 99 NOT REQUIRED AGAINST FOLLOWING TRAINS ON THE SAME TRACK.		
16	TRACK BULLETINS IN EFFECT NO: NO: NO: NO: NO: NO:		
17	OTHER SPECIFIC INSTRUCTIONS:		
OK	DISPATCHER		
RELAYED TO _____	COPIED BY _____		
LIMITS REPORTED CLEAR AT _____	BY _____		

**CENTRAL REGION  
SPECIAL INSTRUCTIONS**

SP TRK BULLETIN FORM B NUMBER							
TO:							
AT:							
ON _____ BE GOVERNED BY RULE 455 WITHIN THE FOLLOWING LIMITS:							
USE COLUMN "FLAGS AT MP" WHEN YELLOW FLAGS ARE DISPLAYED LESS THAN TWO MILES FROM RESTRICTION LIMIT.							
	MILE POSTS AND/OR STATION LIMITS	FROM	UNTIL	TRACK (S)	FLAGS AT MP	GANG	STOP
1							
2							
COMPLETE:	TRAIN DISPATCHER						

SP TRK BULLETIN FORM C NUMBER	
TO:	
AT:	
COMPLETE:	TRAIN DISPATCHER

**RULE 451(A). CHECKING CORRECTNESS:**

New Rule is added:

Immediately upon receipt, track warrant and track bulletins must be checked for correctness by all crew members. It must be known that they are properly addressed and that track bulletin numbers on track warrant correspond with the track bulletins received.

Any error or omission on a track warrant or track bulletin must be immediately corrected.

When error has been made in the address of a non-numbered track warrant or track bulletin it may be corrected on verbal authority of train dispatcher.

Mechanically transmitted track warrants and track bulletins must be checked for legibility and missing or broken characters.

Each page of a mechanically transmitted track warrant and track bulletin must be completely contained on one sheet of paper. Any page of a track warrant or track bulletin not contained on one sheet of paper is to be considered improper.

Each line in the body of a mechanically transmitted track warrant or track bulletin will be numbered on the extreme right margin. The total number of lines in the body of the track warrant or track bulletin will be listed on the complete line between the complete time and the train dispatcher's initials. On a multiple page track bulletin, the complete time and train dispatcher's initials will appear only on the last page. Crew members must verify that the line numbers are in sequential numerical order and that the last line number is the same as the number indicated on the complete line. On a multiple page track bulletin, the first line number on a following page must be the next sequential number from the last line number on the preceding page. If a line number is missing or the last line number is not the same as the number on the complete line, the track bulletin is to be considered as having omissions.

## CENTRAL REGION

### SPECIAL INSTRUCTIONS

#### RULE 452. RETAINING TRACK BULLETINS:

Is revised to read:

Track bulletins and track warrants that list track bulletins must be retained and complied with on all trips made during the tour of duty on which they were received.

#### RULE 456. EXCESSIVE DIMENSION EQUIPMENT:

Rule will not apply.

#### RULE 459. CHANGE OF GENERAL ORDER OR SPECIAL INSTRUCTIONS:

First paragraph is revised to read:

When authorized by the Superintendent or other designated officer, general orders, special instructions or rules may be issued, canceled or modified by track bulletin.

#### RULE 463. VOIDING TRACK BULLETINS:

Where the word "line" appears in parts (1)(a) and (2)(a) of this rule the word "restriction" will apply.

#### RULE 465. DISTURBED TRACK:

New rule is added:

When a track bulletin is received containing the following wording "BETWEEN (Milepost) AND (Milepost) BE GOVERNED BY RULE 465," engineer must handle the train so that track and structures within specified limits are subjected to a minimum of train handling generated forces.

As near as practicable the engineer will use train handling techniques that reduce adverse force by making power and brake adjustments prior to or following the restriction and by carefully controlling speed.

#### RULE 482. ENTER LIMITS:

Second and third paragraphs are revised to read:

Authority will be issued and acknowledged using the following sample format:

**Train Dispatcher:** "7241 West with Engineer Jones at 8:10 AM, you are authorized to proceed Westward in one block, Anna."

**Engineer Jones:** "7241 West with Engineer Jones at 8:10 AM. I am authorized to proceed Westward in one block, Anna."

**Train Dispatcher:** "7241 West, that is correct."

When the authority in more than two DTC blocks is given, it will be issued using the following sample format:

**Train Dispatcher:** "7241 West with Engineer Jones at 8:10 AM, you are authorized to proceed Westward in three blocks, Anna through Cloy."

#### RULE 483. RELEASING DTC BLOCK AUTHORITY:

Second and third paragraphs are revised to read:

A DTC block will be reported released and acknowledged released using the following sample format:

**Conductor Brown:** "7241 East, with Engineer Jones, I am releasing one block, Anna."

**Train Dispatcher:** "7241 East, with Engineer Jones, you are releasing one block, Anna."

**Conductor Brown:** "That is correct."

When releasing more than two blocks, they will be released using the following sample format:

**Conductor Brown:** "7241 East, with Engineer Jones, I am releasing three blocks, Anna through Cloy."

#### RULE 486. WORK AND TIME AUTHORITY:

Is revised to read:

A train or operator in charge of on-track equipment is authorized to occupy the limits of a DTC block after

## CENTRAL REGION

### SPECIAL INSTRUCTIONS

receiving work and time authority from the train dispatcher. Work and time authority may be granted:

(1) To a train within signalled territory if the DTC block is clear of trains, or after a definite understanding that the trains which have entered the block under authority of Rule 482 have passed the location where the track will be fouled.

(2) To a train in non-signalled territory if the DTC block is clear.

(3) To an operator in charge of on-track equipment in signalled and non-signalled territory if the DTC block is clear of trains, or after a definite understanding that the train which has entered the block under authority of Rule 482 has passed the location where the track will be fouled.

(4) To more than one train and/or operator of on-track equipment within the same DTC block in signalled and non-signalled territory. The train dispatcher must advise the employee requesting authority that the DTC block will be jointly occupied. In addition, if joint authority is to be issued in a DTC block with another train or with a train and operator(s) of on-track equipment, the train dispatcher must first advise the engineer of the train(s) and the operator(s) that the DTC block will be jointly occupied.

A train or operator of on-track equipment that has been granted work and time authority, may occupy the DTC block named and move in either direction. When the train is advised the DTC block is to be jointly occupied, movement must be made at RESTRICTED SPEED prepared to stop short of men and equipment fouling the track within the limits. Movement must continue to be made at RESTRICTED SPEED unless the train dispatcher specifically advises the train that the block is no longer jointly occupied.

A train or operator in charge of on-track equipment that has been granted work and time authority within a DTC block behind a specific train having authority under Rule 482, must not pass that train.

Work and time authority will be issued and acknowledged using the following sample format:

**Train Dispatcher:** "7241 East with Engineer Jones, I am granting you work and time in one block, Anna, until 10:10 a.m."

**Engineer Jones:** "7241 East with Engineer Jones, I am granted work and time in one block, Anna, until 10:10 a.m."

**Train Dispatcher:** "7241 East that is correct."

When the authority is given in more than two DTC blocks, it will be issued using the following sample format:

**Train Dispatcher:** "7241 East with Engineer Jones, I am granting you work and time in three blocks, Anna through Cloy, until 10:10 a.m."

Unless granted an extension of time, train and/or on-track equipment must be clear and report the DTC block "Released" before expiration of the time limit. If additional time is required, authority must be obtained from the train dispatcher before the authorized time limit has expired. When unable to contact the train dispatcher and work and time authority has expired, authority is extended until the train dispatcher can be contacted.

Until work and time authority in a DTC block is released, a train must not be authorized under Rule 482 to enter that block.

When work and time authority is granted to a passenger train in a non-signalled DTC block which is jointly occupied by another train, the passenger train must provide flag protection against the other train.

**CENTRAL REGION**  
**SPECIAL INSTRUCTIONS**

**RULE 488. CHANGE AUTHORITY:**

New Rule is added:

When it becomes necessary to change the type of authority previously granted to a train, new authority will be granted in the prescribed manner. After "(TRAIN ID), That is correct" response is received from the train dispatcher, authority previously granted in each block in which authority was changed becomes void.

**RULE 521(A). UNFORESEEN TRACK RESTRICTIONS:**

New Rule is added:

When it is necessary to transmit a track restriction not covered by a track bulletin directly to a train, it is to be accomplished as follows:

- (1) Train dispatcher must state his intention to issue a track restriction.
- (2) Track restriction must be copied in writing by the receiving employee before it is repeated back to the train dispatcher.
- (3) Restriction will be issued using the following format:  
(TRAIN ID) DO NOT EXCEED (SPEED) BETWEEN (LIMIT) and (LIMIT)
- (4) Track restriction may not be copied by an employee operating the controls on an engine of a moving train.

**RULE 521(B). LOCATION IDENTIFICATION:**

New rule is added:

When radio communication is available, crew member in the cab of controlling unit must transmit train identification and location before passing any station; crew members occupying cabs in trailing units and/or caboose must acknowledge transmission.

**RULE 604. DUTY — REPORTING OR ABSENCE:**

Following is added:

Continued failure by employes to protect their employment shall be sufficient cause for dismissal.

**RULE 607. CONDUCT:**

Following is added:

Any act of hostility, misconduct or willful disregard or negligence affecting the interest of the Company is sufficient cause for dismissal and must be reported.

Indifference to duty, or to the performance of duty, will not be condoned.

Courteous deportment is required of all employes in their dealing with the public, their subordinates and each other. Boisterous, profane or vulgar language is forbidden.

Employees must be conversant with and adhere to the Company's Affirmative Action Policy. Instances of discrimination or sexual harassment must be reported and, if substantiated, may result in disciplinary action up to and including dismissal.

**RULE 616. HAZARDOUS MATERIALS:**

Southern Pacific Lines trainmen and enginemen must have a copy of the U.S. Department of Transportation "1990 Emergency Response Guidebook" available while on duty.

**RULE 619. AVOIDING DELAYS:**

Second paragraph is revised to read:

Trains must not be delayed for trainmen and enginemen to eat, without permission of train dispatcher.

**CENTRAL REGION**  
**SPECIAL INSTRUCTIONS**

**RULE 620. RIDING ENGINE:**

Is revised to read:

On cabooseless trains, unless otherwise provided, the conductor and engineer must ride in the control cab of the lead unit of the locomotive consist.

Unless otherwise provided, and when duties will permit, an additional crew member must ride in the control cab of the lead unit of the locomotive consist.

**RULE 627(B). BROKEN PARTS OF EQUIPMENT:**

New rule is added:

When broken pieces of wheels, flanges or other parts are found, indicating defective equipment or track which may cause damage or derailment, immediate report must be made to train dispatcher.

**RULE 630. EXCESSIVE DIMENSION LOADS:**

Is revised to read:

Excessive dimension loads should be placed on or near the head end of train.

An excessive dimension load may be moved in a train only after excessive dimension clearance message is received or conductor ascertains any applicable restrictions from the train dispatcher.

Conductor must advise train dispatcher and engineer(s) that train contains excessive dimension load. Until the train dispatcher has been notified, the conductor is responsible for protection against other wide loads.

Clearance message will contain all restrictions encountered over the entire route of movement. If train is rerouted to a route not specified in the clearance message, new clearance authority must be received from the train dispatcher.

When an excessive dimension load is set out enroute between terminals, load must be placed on a track which will provide sufficient clearance from the main track and conductor must notify the train dispatcher that car is being set out.

When the inbound crew of a train containing an excessive dimension load is relieved by an outbound crew the inbound conductor must ascertain that the outbound conductor has a copy of clearance message.

When excessive dimension load is handled, the conductor is responsible for compliance with all restrictions in an excessive dimension clearance message. A train must not pass a location where restriction is shown for the meeting or passing of trains without authority from the train dispatcher. The train dispatcher will not grant such authority until it is known no restricted meet or pass will occur at that location. The train dispatcher will assume responsibility for the safe movement of excessive dimension load at the restricted meet or pass location when such authority is granted.

In double track territory, the train dispatcher will specify a time limit when granting authority to pass a restricted meet or pass location. If a train is unable to clear the restricted meet or pass location prior to expiration of the time limit, the conductor must contact the train dispatcher and obtain additional authority before passing the restricted meet or pass location. The train dispatcher may include multiple restricted meet or pass locations when granting authority.

Within yards where a yardmaster is on duty, movement must not be made beyond restricted meet or pass location until conductor has ascertained from the yardmaster that no meet or pass will occur.

## CENTRAL REGION

### SPECIAL INSTRUCTIONS

#### RULE 631. OPEN TOP LOADS:

Is revised to read:

If a train's makeup and length permit, an open top car loaded with poles, rail, lumber, pipe, or another commodity which is liable to slide and protrude beyond the car end, must not be placed as the rear car of a caboosless train, or in a train next to:

- (1) an occupied outfit car;
- (2) a passenger car;
- (3) an engine;
- (4) a caboos;
- (5) a shipment of automotive vehicles or machinery that is not fully enclosed;

#### RULE 635. ENGINES DETOURED:

Is revised to read:

When trains are detoured over another railroad, the pilot engineer will operate train unless otherwise instructed by an officer.

#### RULE 650. YARDMASTER:

Following is added:

It is the responsibility of the yardmaster to take immediate and decisive action if he has knowledge of any employee under his jurisdiction being in a condition unable to render safe or satisfactory service, or is a hazard to other employees working in the yard. He must immediately notify proper authority and not allow any movements to be made that could cause damage to property or injury to employees until assured such condition is corrected.

He must report promptly to proper authority any accidents or violations of rules and instructions; report any damage to cars, engines or other equipment, lading or property that occurs during his tour of duty. He must promptly inform proper authority of any personal injuries that are sustained by any employee working under his jurisdiction.

#### RULE 651. HOSTLER:

New rule is added:

The hostler helper must perform his/her duties as instructed by the hostler, and it is the hostler's responsibility to require proper performance and observance of the rules by his/her helper.

Appliances used in taking supplies of fuel, water or sand must not be secured in delivery position until engine is properly placed and brakes applied. Engine must not be moved until such appliances have been returned and secured in non-delivery position.

#### RULE 801. DECEASED:

Is revised to read:

In case of a non-accidental death on a train, the deceased must be left at the first station where services of a coroner are available unless otherwise directed by civil authorities.

In case of death on Company property, or a corpse is found thereon, immediately notify proper public authority and do not move the body or leave the scene until authorized by proper public authority.

In all cases, a report must be made to the Superintendent.

#### RULE 805. MECHANICAL INSPECTION:

Is revised to read:

All equipment such as cars, locomotives, machinery or tools, etc., including location involved in accidents or personal injuries, must be promptly inspected by the foreman or other person in charge of the work to ascertain the condition of same. Inspection must be made by at least two

## CENTRAL REGION

### SPECIAL INSTRUCTIONS

Mechanical Dept. employees, if available. A report of such inspection stating the conditions found and name or names of the persons making the inspection must be promptly forwarded through the proper channels to the Superintendent.

When tools, machinery or other types of equipment or appliances are involved in an accident or personal injury, they must, if at all possible, be marked for identification and placed in the custody of some responsible officer or employee and held subject to the orders of the Superintendent, regardless whether or not the inspection reveals any defect thereto.

#### RULE 806. REPORTING:

Is revised to read:

If an employee is injured while on-duty or while on Company property, **immediate** verbal report must be made to the injured employee's supervisor, who then must report the incident to the proper authority. All injuries to employees when on-duty, and off-duty injuries where they occur on Company property, and all injuries to persons other than employees occurring on Company property, must be promptly reported on prescribed form. Crew members and all other employees witnessing the accident or injury must submit report.

Personal injury occurring while off-duty that will in any way impair the performance of the duties of an employee must be reported to the proper authority as soon as possible and prescribed written form completed upon return to service.

#### RULE 807. STATEMENTS:

Is revised to read:

Employees must not make any statement either oral or written, concerning any accident, claim or suit in which the Company is, or may be involved, to any person other than an authorized representative of the railroad without permission, except in cases involving on-duty injury to employees and information required by local law enforcement officers under the laws of the community, county or state. If there is any question as to the propriety of what constitutes information that can properly be given, the Superintendent must be contacted for clarification.

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SPECIAL INSTRUCTIONS**

**Section P AMTRAK TRAIN SCHEDULES**

Scheduled times for AMTRAK trains to be used for information purposes only except AMTRAK trains must observe station stops and time(s) shown.

Within yard limits trains and engines will keep posted as to expected arrival of AMTRAK trains and must not delay them.

↓ 21	↓ 305	↓ 303	↓ 311	STATIONS		↑ 300	↑ 302	↑ 22	↑ 312	↑ 304
Eagle	State House	Ann Rutledge	The Loop			State House	State House	Eagle	The Loop	Ann Rutledge
Daily	Daily	Daily	Daily except Sunday			Daily except Sat & Sun	Sat & Sun Only	Daily	Daily except Sunday	Daily
S 6:40 pm	S 4:20 pm	S 11:45 am	S 9:02 am	JOLIET		S 9:35	S 11:00	S 12:46 pm	S 5:30	S 8:15
	S 4:58		S 9:39	DWIGHT		S 8:54	S 10:19		S 4:52	# 7:36
S 7:35	S 5:16		S 9:57	PONTIAC		S 8:34	S 9:59		S 4:34	
S 8:10	S 5:50	S 1:06 pm	S 10:24	NORMAL		S 8:07	S 9:32	S 11:17	S 4:07	S 6:52
S 8:48	S 6:27	S 1:43	S 11:02	LINCOLN		S 7:28	S 8:53	S 10:35	S 3:28	S 6:12
S 9:30	S 7:05	S 2:21	A 12:07 pm	SPRINGFIELD		S 6:56	S 8:21	S 10:03	3:00 pm	S 5:40
S 10:13	S 7:47			CARLINVILLE		S 5:49	S 7:14			* 4:30
S 10:44	S 8:42	S 3:55		ALTON		S 5:19	S 6:44	S 8:23		S 4:00
A 11:45 pm	A 9:45	A 5:05		ST LOUIS		4:35 am	6:00 am	7:35 am		3:15 pm

A — Arrive    S — Station Stop    # — Station Stop Sunday Only    \* — Station Stop Friday Only

**CENTRAL REGION  
SPECIAL INSTRUCTIONS**

5 DAILY ↓	DENVER — SALT LAKE	6 DAILY ↑
9:00 am	DENVER, CO	8:05 pm
10:55 am	FRASER, CO	4:55 pm
11:20 am	GRANBY, CO	4:25 pm
2:20 pm	GLENWOOD, CO	1:30 pm
4:25 pm	GRAND JCT., CO	11:40 am
5:40 pm	THOMPSON, UT	9:50 am
7:30 pm	HELPER, UT	8:20 am
9:30 pm	PROVO, UT	6:25 am
11:20 pm	SALT LAKE CITY, UT	5:35 am
5 ↓	STATIONS	6 ↑

5 DAILY ↓	ELKO — SPARKS	6 DAILY ↑
3:33 am	ELKO, NV	
5:58 am	WINNEMUCCA, NV	8:40 pm
8:56 am	SPARKS, NV	5:45 pm
5 ↓	STATIONS	6 ↑

F — Flag Stop

**CENTRAL REGION  
SPECIAL INSTRUCTIONS**

**Section Q. TOPS CAR CODES**

TOPS car codes are a three digit code used to identify different types of rail cars. The first digit identifies the basic type of car; second digit outlines a more specific description of a car type and the third digit gives a very detailed car description that is used by employees involved in car distribution. For train operations, only the first two car code digits are important. The following table of TOPS codes will identify any specific car kind using the first two digits. Locate the first digit alpha character (which will designate car kind) in the first column under "First Digit." Then look directly across to the "Second Digit" column to locate the corresponding second digit code which shows additional car description.

FIRST DIGIT	SECOND DIGIT
<b>A = SPECIAL SERVICE (ALL XP INCLUDED)</b>	1 = 40' - 49'11" 2 = 50' - 55'01" 3 = 55'02" - 69' 4 = GT 69' 5 = CUSHIONED 40' - 49'11" 6 = CUSHIONED 50' - 55'01" 7 = CUSHIONED 55'02" - 69' 8 = CUSHIONED GT 69' A = HI CUBE 40' - 49'11" B = HI CUBE 50' - 55'01" C = HI CUBE 55'02" - 69' D = HI CUBE GT 69'
<b>B = PLAIN BOX (NON-INSULATED)</b>	1 = 40' - 49'11" 2 = 50' - 55'01" 3 = 55'02" - 69' 4 = GT 69' 5 = CUSHIONED 40' - 49'11" 6 = CUSHIONED 50' - 55'01" 7 = CUSHIONED 55'01" - 69' 8 = CUSHIONED GT 69' A = HI CUBE 40' - 49'11" B = HI CUBE 50' - 55'01" C = HI CUBE 55'01" - 69' D = HI CUBE GT 69' M = SPECIAL BOX CAR X = ALL-DOOR BOX CAR
<b>C = COVERED HOPPER</b>	J = 4000-4999 CUBIC FT. @ X = 5000-9999 CUBIC FT. @ 1 = 1900-2050 CUBIC FT. + 2 = 2051-2999 CUBIC FT. + 3 = 3000-3999 CUBIC FT. + 4 = 4000-4999 CUBIC FT. + 5 = 5000-5999 CUBIC FT. +
<b>D = BOX CAR EQUIPPED FOR CROSS BARS</b>	4 = 40' - 49'11" 5 = 50' - 55'01" 6 = 55'02" - 69' 7 = GT 69'
<b>F = FLAT CAR</b>	C = CHAIN TIE DOWNS B = BULKHEADS A = ANODE W = WOODRACK (PULPWOOD) P = PLAIN H = HEAVY DUTY STRAIGHT D = HEAVY DUTY DEPRESSED I = I BEAM L = LOG FLAT S = COILED STEEL R = COVERED T = TOTE BIN M = OTHER
<b>G = GONDOLA</b>	4 = 0' - 51'11" 5 = 52' - 59'11" 6 = 60' AND OVER S = STEEL R = COVERED (ROOF) P = MISC. SPECIAL EQUIPMENT - OTHER
<b>H = OPEN-TOP HOPPER</b>	5 = 50 TON 7 = 70 TON 0 = 100 TONS L = LONGITUDINAL UNLOADING S = SPECIAL SVCE
<b>I = INSULATED BOX</b>	1 = 40' - 49'11" 2 = 50' - 55'01" 3 = 55'02" - 69' 4 = GT 69' 5 = CUSHIONED 40' - 49'11" 6 = CUSHIONED 50' - 55'01" 7 = CUSHIONED 55'02" = 69' 8 = CUSHIONED GT 69' A = HI CUBE 40' - 49'11" B = HI CUBE 50' - 55'01" C = HI CUBE 55'02" - 69' D = HI CUBE GT 69'
<b>L = BOX CAR INSULATED BULKHEAD EQUIPMENT</b>	A or 4 = 40' - 49'11" B or 5 = 50' - 55'01" C or 6 = 55'02" - 69' D or 7 = GT 69'


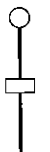
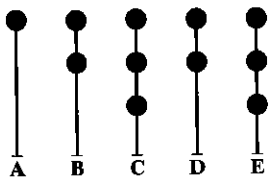
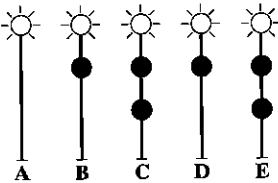
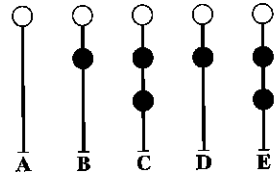
**CENTRAL REGION  
SPECIAL INSTRUCTIONS**

FIRST DIGIT	SECOND DIGIT
<b>M = MISCELLANEOUS</b>	2 = BI-LEVEL 3 = TRI-LEVEL S = SCALE TEST CAR BLANK = SPECIAL CARS
<b>N = BOX CAR NON-INSULATED BULKHEAD EQUIPPED</b>	A or 4 = 40' - 49'11" B or 5 = 50' - 55'01" C or 6 = 55'02" - 69' D or 7 = GT 69'
<b>O = ORE CARS</b>	1 = PLAIN 2 = SPECIAL DUMP 3 = OTHERS 4 = SP 467500 - 467549
<b>P = TOFC</b>	NUMERIC = SINGLE-LENGTH CAR GENERALLY 50'-75' LONG. ALPHA = DOUBLE-LENGTH CAR GENERALLY 85'-89'4" LONG.
<b>Q = INTERMODAL FLATS SINGLE CAR AND MULTI-PLATFORM CARS</b>	A,K, or J = 1 PLATFORM B,L, or 2 = 2 PLATFORMS C,M, or 3 = 3 PLATFORMS D,N, or 4 = 4 PLATFORMS E,O, or 5 = 5 PLATFORMS F,P or 6 = 6 PLATFORMS G,Q or 7 = 7 PLATFORMS H,R or 8 = 8 PLATFORMS I,S or 9 = 9 PLATFORMS J,T or 10 = 10 PLATFORMS
<b>R = REFRIGERATED BOX</b>	A or 4 = 40'00" - 49'11" B or 5 = 50'00" - 55'01" C or 6 = 55'02" - 69'00" D or 7 = OVER 69'00"
<b>S = INTERMODAL FLATS (Double-Stack)</b>	1 = 1 PLATFORM 3 = 3 PLATFORM C, D, 4, or 5 = 5 PLATFORMS
<b>T = TANK</b>	2 = LESS THAN 35' 3 = 35' - 42' 4 = 42' - 50' 5 = 50' - 70' 7 = OVER 70' T = TEST CAR
<b>W = WOODCHIP HOPPER</b>	S = SOLID BOTTOM GONDOLA D = DROP BOTTOM GONDOLA H = HOPPER
<b>X = FOOD CAR</b>	4 = 40'00" - 49'11" 5 = 50'00" - 59'11" 6 = 60'00" - 69'11" 7 = OVER 69'11"
<b>Y = WORK EQUIPMENT &amp; PASSENGER</b>	B = BOX G = GONDOLA H = HOPPER/BALLAST/DIRT SPREADER T = TANK D = DERRICK F = FILM R = TEST/RESEARCH P = BUSINESS/PASSENGER CAR C = BURRO CRANE S = BUNK CAR M = TIE CAR O = OTHER L = COMMUTE PASSENGER CAR



**Section R. DISTANT, BLOCK AND INTERLOCKING SIGNAL ASPECTS AND INDICATIONS APPLICABLE ON**

**DENVER DIVISION AND SALT LAKE DIVISION BETWEEN HELPER AND OGDEN**

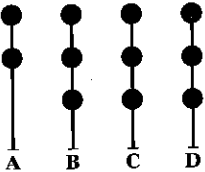
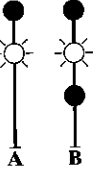
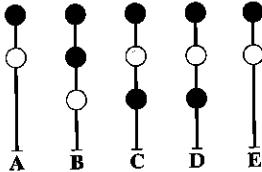
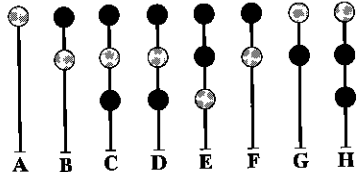
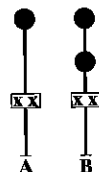
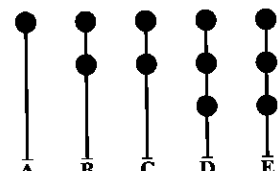
RULE	NAME	COLOR LIGHT SIGNAL ASPECTS	INDICATION
228	Distant Signal Clear	 <p>← plate bearing prefix D</p>	<p>Proceed.</p> <p>If train is delayed between distant signal clear and next signal, it must then proceed prepared to stop short of next signal.</p>
229	Distant Signal Approach	 <p>← plate bearing prefix D</p>	<p>Proceed prepared to stop at next signal.</p>
230	Clear	 <p>(With or without number plate and/or P marker)</p>	<p>Proceed.</p>
234	Advance Approach	 <p>(With or without number plate and/or P marker)</p>	<p>Proceed, approaching next signal not exceeding 30 MPH.</p>
236	Approach	 <p>(With or without number plate and/or P marker)</p>	<p>Proceed prepared to stop at next signal. Trains exceeding 30 MPH must at once reduce to that speed.</p>

Explanation of symbols

- ← Dark aspect
- ☉ ← Lunar light
- ☀ ← Flashing color light
- ☒ ← Number plate

**Section R. DISTANT, BLOCK AND INTERLOCKING SIGNAL (Continued) ASPECTS AND INDICATIONS APPLICABLE ON**

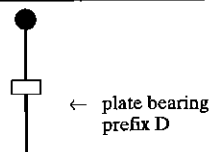
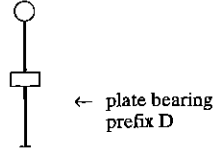
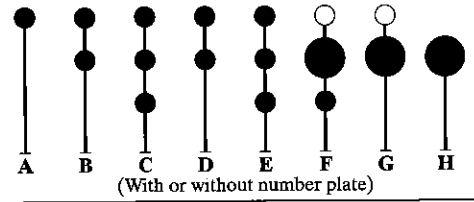
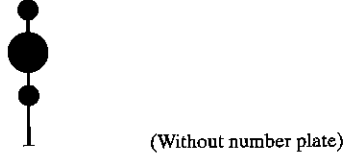
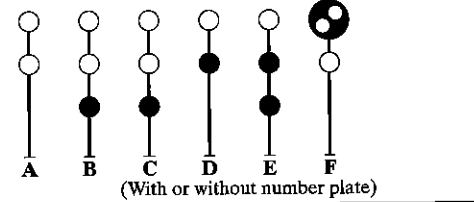
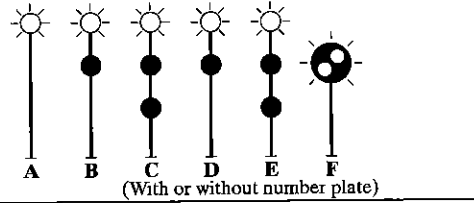
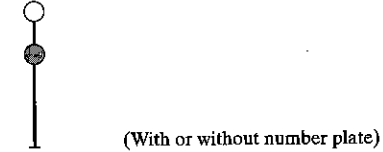
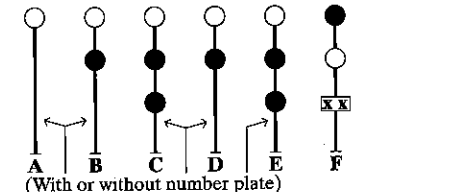
**DENVER DIVISION AND SALT LAKE DIVISION BETWEEN HELPER AND OGDEN**

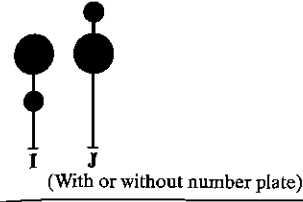
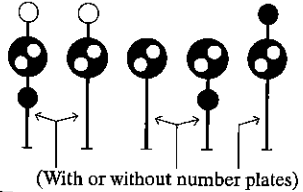
RULE	NAME	COLOR LIGHT SIGNAL ASPECTS	INDICATION
237	Diverging Clear	 <p>(Without plates or with number plate and "P" marker)</p>	Proceed on diverging route not exceeding prescribed speed through turnout.
238	Diverging Advance Approach	 <p>(Without plates or with number plate and "P" marker)</p>	Proceed on diverging route not exceeding prescribed speed through turnout approaching next signal not exceeding 30 MPH.
239	Diverging Approach	 <p>(Without plates or with number plate and "P" marker)</p>	Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal. Trains exceeding 30 MPH must at once reduce to that speed. Movement to non-signalled track will be governed by Rule 105.
240	Restricting	 <p>(With or without number plate and/or "P" marker)</p>	Proceed at restricted speed.
241	Stop and Proceed	 <p>(With number plate)</p>	Stop then proceed at restricted speed.
242	STOP	 <p>(Without plates or with number plate and "P" marker)</p>	Stop.

- Explanation of symbols**
- ← Dark aspect
  - ⊙ ← Lunar light
  - ☉ ← Flashing color light
  - XX ← Number plate

**Section S. DISTANT, BLOCK AND INTERLOCKING SIGNAL ASPECTS AND INDICATIONS APPLICABLE ON**

**SPARKS, KANSAS CITY AND ST. LOUIS DIVISIONS AND OGDEN DISTRICT OF SALT LAKE DIVISION**

RULE	NAME	SIGNAL ASPECTS
228	Distant Signal Clear	
229	Distant Signal Approach	
230	Clear	
231	Slow Clear	
233	Approach Diverging	
234	Advance Approach	
235	Approach Restricting	
236	Approach	

SIGNAL ASPECTS	INDICATION
	Proceed. If train is delayed between distant signal Clear and next signal, it must then proceed prepared to stop short of next signal.
	Proceed prepared to stop short of next signal or switch point indicator.
	Proceed
	Proceed and be prepared to proceed on diverging route not exceeding prescribed speed through turnout
	Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout
	Proceed prepared to stop at second signal unless the next signal displays a Clear, Approach Diverging or Advance Approach.
	Proceed prepared to pass next signal at restricted speed.
	Proceed prepared to stop at next signal. Trains exceeding 40 MPH must at once reduce to that speed.












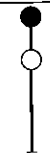












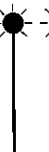

















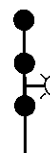
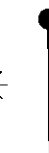







**Explanation of symbols**

- ← White light
- ← Dark
- ☼ ← Flashing color
- ⦿ ← Lunar light
- ⓧ ← Number plate
- ← Color position Signal head

Note: When one color light only is displayed in a color position signal head, it is to be considered the same as two lights.

**Section S. DISTANT, BLOCK AND INTERLOCKING SIGNAL (Continued) ASPECTS AND INDICATIONS APPLICABLE ON**

**SPARKS, KANSAS CITY AND ST. LOUIS DIVISIONS, AND OGDEN DISTRICT OF SALT LAKE DIVISION**

RULE	NAME	SIGNAL ASPECTS
236A	Slow Approach	 (Without number plate)
237	Diverging Clear	 A  B  C  D     (With or without number plate)
238	Diverging Advance Approach	 A  B (With or without number plate)
239	Diverging Approach	 A  B  C  D  E  F  G (With or without number plate)
240	Restricting	 A  B  C  D  E  F  G  H  I  J   K  L  M  N   O  P  Q  R  S (With or without number plate)
241	Stop and Proceed	 A  B  C  D  E (With number plate)
242	STOP	 A  B  C  D  E  F  G

SIGNAL ASPECTS	INDICATION
	Proceed prepared to advance on diverging route at prescribed speed through turnout and be prepared to stop short of next signal.
	Proceed on diverging route not exceeding prescribed speed through turnout.
	Proceed on diverging route not exceeding prescribed speed through turnout and be prepared to stop at second signal unless next signal displays a Clear, Approach Diverging or Advance Approach.
	Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop short of next signal. Trains exceeding 40 MPH must at once reduce to that speed.
	Proceed at restricted speed.
	Stop then proceed at restricted speed.
	STOP.

**Explanation of symbols**

- ← White light
- ← Dark
- ☼ ← Flashing color
- ⊙ ← G Plate
- ☾ ← Lunar light
- ⊠ ← Number plate
- ← Color position Signal head

Note: When one color light only is displayed in a color position signal head, it is to be considered the same as two lights

**CENTRAL REGION**  
**SPECIAL INSTRUCTIONS**

**Section T. HAZARDOUS MATERIAL INSTRUCTIONS**

1. A train crew must have a copy of the shipping papers for all hazardous materials being transported. A shipping paper may be in the form of a shipping order, bill of lading, manifest or other document containing the following information:
  - (a). The endorsement from the top left corner of the waybill, either **EXPLOSIVES, POISON GAS, RADIOACTIVE MATERIAL** or **DANGEROUS**. An endorsement is not required for a combustible liquid or for a tank car containing residue of a combustible liquid or a material classed as an **ORM-A, B, C, D** or **E**.
  - (b). The car number.
  - (c). The total quantity, either by weight, volume, or as otherwise appropriate usually indicated 1 T/C for one tank car.
  - (d). The shipping name of the material. Do not abbreviate, i.e., **L.P.G.** for liquefied petroleum gas.
  - (e). The hazard class of the material.
  - (f). The identification number (**NA** or **UN**).
  - (g). An **R.Q.** designation if indicated.
  - (h). The placard notation.
  - (i). If the car is a tank car which is empty but last contained a hazardous material, the words "**RESIDUE — LAST CONTAINED:**" must precede the shipping name.
  - (j). The emergency contact phone number.
  - (k). Technical name for **N.O.S.** descriptions.
  - (l). Emergency Response Information.
2. The hazardous consist accompanying the train mass profile graph satisfies the shipping paper requirements.

**EXAMPLE 1:**

GATX 12345

\* \* \* \* \*

**\*DANGEROUS\***

\* \* \* \* \*

1 T/C Chlorine  
Non-Flammable Gas UN 1017  
R.Q. (Chlorine)  
Placarded: Chlorine

Emergency Contact:  
1-800-424-9300

**EXAMPLE 2:**

GATX 123456

\* \* \* \* \*

**\*DANGEROUS\***

\* \* \* \* \*

1 T/C Flammable Liquid, **N.O.S.**  
(k) Tech. Name = (Isobutanol  
Solutions)

Emergency Contact: Flammable Liquid UN 1993  
1-800-424-9300 Placarded: Flammable

When a hazardous material car to be picked up has no shipping papers, the crew must obtain the required information by radio or other means from the train dispatcher or yard office and must retain this information in writing until other appropriate shipping papers are received. If shipping paper information is not available, the car must not be picked up.

3. When picking up loaded or residue placarded cars containing hazardous materials at plants, interchange points or other locations, unless otherwise provided, trainmen will make inspection to determine cars have no obvious leaks, that hand brakes, air brakes and trucks are in safe condition for movement, and that the identification number shown on the car or placard is the same as that shown on the shipping paper. Cars not in safe condition for movement, incompletely or inaccurately placarded, or having missing or inaccurate identification numbers must not be handled. Immediate report must be made to either the train dispatcher, yardmaster or supervisor as appropriate, by first available means of communication when such cars are not picked up. Report must include car number, location, and reason car cannot be moved.

**CENTRAL REGION**  
**SPECIAL INSTRUCTIONS**

4. Before coupling to any tank car on a track where tank cars are loaded or unloaded:
  - (a) Any sign reading "**STOP-TANK CAR CONNECTED**" must first be removed by other than trainman or engineman.
  - (b) Trainman must make an inspection to determine all connections have been removed and that cars to be moved are not coupled to other tank cars connected to loading or unloading fittings.
5. The following switching restrictions apply to loaded placarded cars containing hazardous materials:
  - (a) A car placarded **EXPLOSIVES A, POISON GAS**, a tank car containing **FLAMMABLE GAS**, or a flat car carrying a trailer or container displaying any hazardous material placard must not be cut off in motion nor be coupled into by any car moving under its own momentum.
  - (b) When handling a car placarded **EXPLOSIVES A** it must be separated from the engine by at least one nonplacarded car.
  - (c) Cars placarded **EXPLOSIVES A** while in a yard or siding must be located so that they will be safe from all probable danger of fire. They must not be placed under a bridge or overhead highway crossing nor in or alongside a passenger station.
6. Placarded cars must be properly positioned in a train as outlined in the timetable chart entitled "**Position in Train of Placarded Cars Containing Hazardous Materials.**"
7. The crew of a train handling loaded placarded cars or empty tank cars that last contained hazardous materials must have in its possession a document indicating the position in the train of each placarded car except when the position is changed by the crew or when picked up enroute.
8. Upon discovery of an unintentional release of material from a rail car transporting hazardous material, notify the train dispatcher or supervisor by first available means of communication, providing:
  - (a) Your name and title.
  - (b) Location of the leaking car.
  - (c) Car initial and number.
  - (d) Contents of the car.
  - (e) Location of leak from the car.
  - (f) Rate of leak.

## HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to ½ mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY train dispatching by the quickest means possible. Roseville (916) 781-5801 or (800) 767-3846; Denver (303) 595-2129, (303) 595-2005; Springfield (800) 426-2195

Tell him:

- (1) Your name and title.
  - (2) Train identification symbol.
  - (3) Specific location of the incident (station, mile-post location, nearest street or highway crossing).
  - (4) If you need fire or medical response.
- E. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train mass profile graph including hazardous consist and hazardous commodities printout. HELP them determine which cars and products are derailed or damaged. The conductor must provide waybill data, but should retain the waybills and/or consist for delivery to a responding operating officer.
- F. IF NO FIRE OR VAPOR CLOUDS are apparent,
- (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
  - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.
  - (3) IF IT IS SAFE TO DO SO, inspect the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) and uphill side if possible. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual odors or sounds. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- G. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
- (1) Initial and number of cars involved.
  - (2) Location of hazardous material in derailment.
  - (3) Description of hazardous material from shipping papers or hazardous consist.
  - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
  - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
  - (6) Location of nearby stream, river, pond, lake or other body of water.
  - (7) Location of access roads.
  - (8) Any other information that will help the dispatcher understand the situation.
- H. WARN people to stay away from the emergency area.
- I. REMAIN at the Emergency Response Command Center until relieved by a railroad Operating Officer.

