



UNION PACIFIC RAILROAD CO.

SYSTEM

TIMETABLE No. 8

Effective 12:01 a.m. Sunday,
APRIL 7, 1991

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

MOUNTAIN TIME WEST OF NORTH PLATTE, NE.,
HORACE, KS., OAKLEY, KS., AND EL PASO, TX.,
TO SMELTER, UT., LAS VEGAS, NV., AND
LA GRANDE, OR.

PACIFIC TIME WEST OF SMELTER, UT.,
LAS VEGAS, NV., AND LA GRANDE, OR.

FOR THE GOVERNMENT OF
EMPLOYEES CONCERNED.

Fellow Employees:

In his "Chapter Two" message, Chairman Mike Walsh has challenged each of us to become totally committed to our company's business plan. Each employee's involvement is an essential element in achieving competitive success. With that as our guide, I ask each of you to consider your role in accomplishing this department's and this company's mission: to become and remain the best — and safest — provider of transportation services to our customers. I also ask your personal involvement in preventing injuries so we may all share in a safe, healthy and prosperous future. May you have great success in your individual and team efforts.

Executive Vice President Operations

R. K. DAVIDSON, Executive Vice President — Operation.
A. L. SHOENER, Vice President — Field Operations.
M. F. KELLY, Vice President — Transportation Services.
S. J. McLAUGHLIN, Vice President — Engineering Services.

Division	Safety Hot Line	Superintendent	Headquarters
R. M. Chapman, General Superintendent			
02 Midwest	992-1117	K. C. Packard	Kansas City, MO
03 Kansas City	992-3175	G. O. Everett	Kansas City, MO
04 Van Buren	992-1825	J. E. Dennis	Van Buren, AR
05 Nebraska	271-3635	M. M. Connolly	Omaha, NE
06 North Platte	271-6706	T. E. Simon	North Platte, NE
11 Ft. Worth	878-4520	R. F. Stephan	Ft. Worth, TX
12 Texoma	878-4521	S. R. Searle	Ft. Worth, TX

Division	Safety Hot Line	Superintendent	Headquarters
R. D. Naro, General Superintendent			
01 St. Louis	992-2053*	D. K. Barnes	St. Louis, MO
08 Arkansas	992-1894	R. G. Lang	No. Little Rock, AR
09 No. Little Rock	373-2490	S. L. Hefley	No. Little Rock, AR
10 Red River	992-2173	B. D. Banion	Longview, TX
13 San Antonio	992-3025	F. A. Lopez	San Antonio, TX
14 Houston	992-1891	P. L. Tucker	Spring, TX
15 Louisiana	992-2303	P. N. Crabtree	Addis, LA

Division	Safety Hot Line	Superintendent	Headquarters
D. J. Duffy, General Superintendent			
07 Cheyenne	778-3513	C. O. Malone	Cheyenne, WY
16 Green River	992-4994	W. T. Farr	Green River, WY
17 Idaho	992-4995	J. E. Bridger	Pocatello, ID
18 Columbia River	249-2539	J. L. Riney	Portland, OR
19 Feather River	942-5263	S. R. Barkley	Stockton, CA
20 Utah	992-3155*	R. S. Blackburn	Salt Lake City, UT
21 California	992-2111	A. A. Chacon	Los Angeles, CA

Engineering Services	Safety Hot Line
Tie Gangs	800-877-0538
Rail Gangs	800-877-0539

R. B. King, Assistant Vice President — Train Management

Train Management	Area Superintendent
Central Area	— W. F. Sutton
Eastern Area	— R. W. Schreiber
Southern Area	— D. M. Wheeler
Western Area	— R. K. Bergholm

Protect Your Back

When Lifting:

1. Keep it close
2. Keep your upper body erect
3. Lift smoothly, don't jerk
4. Don't lift and twist

NOTICE

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

CHEMTREC 1-800-424-9300.

Subdivisions/ Branches	ID #	Page	Subdivisions/ Branches	ID #	Page	Subdivisions/ Branches	ID #	Page
Aberdeen	423	98	Grays Harbor	442	109	Plainville	226	49
Albion	209	61	Greeley	228	69	Pleasant Valley	456	113
Alexandria	100	16-17	Greenville	552	28	Pocatello	401	96-97
Anaheim	339	87	Gurdon	6	13	Port Chicago	321	93
Atchison	528	57	Hallam	219	59	Portland	434	107-108
Atlas	501	51	Hardtner	58	23	Provo	309	80
Austin	151	32-33	Helena	512	9	Raft River	412	97
Avoyelles	101	17	Heppner	436	109	Reno	316	90
Baird	152	30-31	Herington	569	23	Rio Hondo	530	41
Baton Rouge	102	19	Hidalgo	513	41	Riparia	452	112
Baytown	103	34	Hill Field	307	79	River	73	56
Beatrice	205	60	Hoisington	59	46-47	Rowley	313	89
Beaumont	104	18-19	Homedale	419	101	St. Anthony	426	99
Bend	438	109	Hot Springs	7	13	Ste. Genevieve	22	8
Bestwall	218	58	Houston	558	38-39	Salina	74	48
Bieber	319	94	Hoxie	8	10	Salt Lake	240	78-79
BMI	337	85	Hutchinson	61	22	San Antonio	560	37
Boise Cutoff	409	101	Idaho Northern	414	101	San Jose	331	95
Boulder	232	69	Iron Mountain	334	81	San Pedro	343	87
Brownsville	105	40-41	Joppa	10	5	Scoville	424	99
Burr Oak	50	50	Joseph	432	102	Seadrift	522	41
Cache Valley	302	81	Julesburg	229	67	Seattle	441	108
Caliente	332	82-83	KCT	90	54	Sedalia	76	52-53
Canyon	318	92-93	La Grande	431	104-106	Shawnee	547	26
Cape			Lakewood	342	87	Sidney	213	68
Girardeau	1	8	Laramie	233	75-77	Sikeston	2	7
Carlisle	505	11	Lawton	567	26	Solomon	225	50
Carthage	52	51	Lenora	64	50	South		
Cedar City	333	81	Little Mountain	304	80	Torrington	215	68
Cedar Rapids	210	61	Little Rock	12	12	Sparta	23	8
Chemurgic	330	95	Longview	158	21	Spokane	444	110
Cherokee	540	42-43	Los Angeles	338	84-86	Springfield	77	51
Chester	3	6-7	Loyalton	317	94	Stafford	78	23
Chicago	4	2-3	Malad	303	80	Stoddard	418	101
Choctaw	541	27	Marblehead	312	89	Stromsburg	206	60
Clinton	549	49	Marysville	216	58-59	Sugarland	115	41
Coeur D'Alene	445	110	McPherson	68	25	Sunnyvale	447	111
Coffeyville	62	44	Mead Lake	335	83	Syracuse	305	79
Concordia	54	50	Memphis	14	11	Tenoka	451	112
Condon	437	109	Midland Valley	69	43	Tenark	523	11
Conway			Monroe	15	15	Teton Valley	430	99
Springs	55	22	Montana	421	98	Thibodeaux	529	16
Corpus Christi	107	37	Moscow	457	113	Tidewater		
Council Bluffs	201	62-63	Nampa	408	100	Southern	328	95
Crestmore	340	87	Nashville	16	13	Trinity	163	34
Crete	207	60	New Meadows	416	102	Tulsa	551	43
Dallas	154	20-21	NOLC	113	19	Twin Falls	410	97
Dayton	449	111	Norfolk	208	61	Umatilla	435	106
Denton	553	28	Norman	17	13	Van Buren	24	45
De Soto	5	4	North Platte	214	67	Victoria	525	41
DFW	554	29	North Side	411	97	Wallace	454	113
DK&S	509	10	Oakley	413	97	Wallula	448	111
Dozier	327	94	Ogden	301	79	Warren	25	14
Dry Valley	407	97	OKT	566	24-25	Waxahachie	557	29
East Belt	428	99	Olympia	443	109	Weeping Water	66	57
Elko	315	88-89	Orange	114	19	Webb City	81	51
Ellerbeck	311	89	Ord	211	61	West Belt	429	99
Evona	306	79	Pana	18	3	Wichita	82	49
Falls City	70	57	Paris	19	44	Wilder	420	101
Ft. Collins	231	69	Payette	415	102	Woodland	325	94
Ft. Worth	156	36	Pea Ridge	20	5	Wynne	27	9
Galena	544	43	Pearson	323	94	Yakima	446	111
Gay	422	98	Pilot Rock	433	106	Yellowstone	425	99
Georgetown	511	33	Pinckneyville	21	7	Yuba City	322	94
Goshen	427	99	Pine Bluff	28	14			

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Explanation of Characters	Inside Back Cover
Continental Time Conversion Chart	Inside Back Cover
Table of Speeds	Inside Back Cover

Table with columns: Mile Post, SOUTH CP No., STATIONS, NORTH, Station Nos., Sidings Feet, Maximum Speed MPH. Includes stations like 81ST STREET, OAKDALE, DOLTON JCT, and EAST ST. ELMO.

Two main tracks between 81st Street and Woodland Jct. designated Northward and Southward tracks. Signal Indication with current of traffic.

Signal Indication with current of traffic. Rule 251 in effect between 81st Street and Southward absolute signal Ben.

Rule 252 in effect between Ben and MP 20.2; and between MP 16.5 and MP 9.1 on both tracks. Control operator located in Yard Center.

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

Trains receiving a Stop indication at Signal 292 must communicate with control operator at Jay Tower before proceeding.

Southward trains originating Chicago area secure track warrant Yard Center.
Northward CSX and Soo Line trains secure UP track warrant at Danville.
Chicago Subdiv. trains secure track warrant Villa Grove and Salem.
Trains to and from Pinckneyville Subdiv. secure track warrant at Mt. Vernon.

Table with columns: Business Tracks, Sta. MP No., Cissna Park Industrial Lead, Max. Speed 10 MPH. FRA Exceeded. Includes stations like Thornton, Beecher X, Grant Park X, etc.

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

Train Defect Detectors located on both tracks: (MP 32.2, MP 55.5, MP 75.7. Others: MP 91.3, MP 103.4, MP 122.7, MP 140.0, MP 160.7, MP 179.5, MP 190.1, MP 201.8, MP 219.5, MP 237.7, MP 267.1, MP 293.5, MP 308.4 and MP 321.0.

40 MPH dual control switch turnout: Findlay Jct.
30 MPH Spring switch turnouts: South end sidings Glover, St. Peter, Kell.

15 MPH Dual control switch turnouts: Twelfth St., 144th St., Dolton Jct., Thornton Jct., Pence and middle crossover Salem.

Operation via Conrail between MP 220.8 and MP 224.4. Radio transmission established with CR train dispatcher by pushing radio transmit button four times.

PANA SUBDIV.—ST. LOUIS DIV.

Table with columns: Mile Post, SOUTH CP No., STATIONS, NORTH, Station Nos., Sidings Feet, Maximum Speed: MPH. Includes stations like FINDLAY JCT., PANA, OHLMAN, HILLSBORO, etc.

Two main tracks designated East and West tracks between Vierling Jct. and Lenox, Control Operator at Lenox.

Northward trains departing St. Louis, Valley Jct., A&S and Madison secure track warrant before leaving Lenox.

Southward BN trains secure UP track warrant at Toland.

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

4 DE SOTO SUBDIV. — ST. LOUIS DIVISION

Radio Display — 2424		STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) Thru Grand Ave. Interlocking	MPH Psg. Frt.
Mile Post	SOUTH	CP No.	NORTH				60 50
D0.5			ST. LOUIS	MX-001		Thru Turnout Iron Mtn. Jct.	15 15
			1.8 Miles Via TRRA			Between Iron Min. Jct. and Davis St.	10 10
D2.3			GRAND AVE.			6.7 and 6.9	25 25
0.0			1.5 Via BN	X-001		6.9 and 8.0	15 15
			IRON MTN. JCT.			9.5 and 12.7	25 25
6.4			BROADWAY JCT.	GH-011		17.3 and 21.3	50 —
			0.4			21.3 and 33.0	55 —
6.8			DAVIS JCT.	X-008		35.6 and 36.0	55 —
			3.0			41.5 and 42.6	30 30†
9.8		D010	BARRACKS	X-010		42.8 and 45.7	55 —
			8.9			52.9 and 54.5	45 45
18.7		D019	WICKES	X-019	4836	Diverging Route Cadet	— —
19.7		D020	7.6			56.5 and 56.75	10 10
26.3		D026	RIVERSIDE	X-026	4912	54.5 and 70.3	55 —
27.3		D027	15.2			70.3 and 71.1	45 45
41.5		D041	DE SOTO	X-042	6359	71.1 and 75.3	55 —
42.8		D043	9.2			75.4 and 75.5	30 30†
50.7		D051	BLACKWELL	X-051	4390	75.5 and 78.1	55 —
51.8		D052	6.0			97.2	45 45
56.7		D057	CADET	X-057	4602	98.0 and 98.4	55 —
57.7		D058	3.7			100.4 and 126.3	— —
60.4		D060	MINERAL POINT	X-061	4349	(Except as below)	55 50
61.3		D062	14.5			101.3 and 101.5	30 30
74.9		D075	BISMARCK	X-075	4992	105.7 and 108.7	45 40
76.0		D076	16.5			109.3	45 45
77.2		D078				125.4 and 126.3	45 40
91.4		D091	TIP TOP	X-092	4243	126.3 and 165.9	55 40
92.3		D092	16.5			(Except as below)	45 —
107.9		D107	ANNAPOLIS	X-108	4538	135.1 and 136.7	45 —
108.9		D109	9.3			136.7 and 137.4	35 35
117.2		D117	GADS HILL	X-120	4334	145.6 and 145.7	30 25
118.2		D118	9.3			146.4 and 148.9	35 35
126.5		D127	PIEDMONT	X-127	6560	148.9 and 151.0	45 35
127.9		D128	17.7			153.2 and 154.2	45 —
144.2		D144	WILLIAMSVILLE	X-146	4418	164.5 and 165.4	40 —
145.2		D145	20.7			All Sidings	10 10
164.9		D164	BLACK RIVER JCT.	X-164		Except: Wickes	20 20
			0.6			Riverside	20 20
165.5			POPLAR BLUFF	X-166	Yd.	Bismarck	20 20
			162.3			Loaded unit ore or ballast trains	— 35

See Special Instructions Item 20 for AMTK schedules.

Train Defect detectors located: ⊕ MP 18.0, ⊕ MP 60.1, ⊕ MP 98.0 and ⊕ MP 143.0.

Equations: MP 95 to MP 97 = 1.3 mi.; MP 119 to MP 121 = 0.7 mi.; and MP 160 to MP 161 = 0.7 mi.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Triangle Spur	10.8	X-11	Chloride	100.1	X-101
CF Industries	11.0		North Des Arc	111.8	X-112
Hillcrest	17.8	X-17	Leeper	133.1	X-133
Pevely	27.3	X-23	Mill Spring	134.5	X-135
Iron Mountain	80.7	X-81	Wilby	155.4	X-155
Middlebrook	83.1	X-83			
Glover	97.8	X-99			

Switching at following stations or Business Tracks restricted to one (1) four axle unit: CF Industries; Dow Lead Riverside; Desoto yard tracks; Buckman Lead Cadet; Roundhouse and new track Bismarck; Iron Mountain; Glover; Annapolis-Tie track and GAF Lead; and Tie track Williamsville, Triangle Spur and Hillcrest switches spiked and tracks out of service.

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

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

Trains originating 23rd St. and Lesperance St. secure track warrant before departing.

Overhead clearance Southwest Avenue, MP 0.9 is 16 feet 11 inches on main track. It must be known cars or equipment will clear before moving over this portion of the railroad.

Operation between Grand Ave. and Iron Mtn. Jct. 1.5 miles via BN RR. Rule 105 in effect. Maximum Speed 20 MPH. 15 MPH through turnout Grand Ave. 10 MPH through turnout Iron Mtn. Jct. Movements controlled by operator Gratiot Street.

On McArthur Bridge — Maximum speed 10 MPH.

Yardmasters, Gratiot Street Opr., Gateway Opr., Road crews, maintenance of way, carmen and hostlers will monitor and use Radio display 2020.

All St. Louis and Dupo Yard jobs will use Radio display 2424 and will need to use Radio display 2020 to communicate with the above when necessary.

Lesperance Industrial Lead: Rutger St. to Davis Jct., 6.1 miles. Maximum Speed 10 MPH Rule 105 in effect. Stations: Gratiot St. MP 0.0 ⊕, Poplar St. Jct. MP 0.5, Lesperance St. MP 1.1 ⊕ Sta. No X-003 and Davis Jct. MP 6.8. Between 8th St. and Rutger St. authority must be obtained from Operator Gratiot Tower.

Broadway Industrial Lead: Broadway Jct. MP23.6 T Sta. No. GH011 to MP 22.0 (Old Carondelet Branch) 1.6 miles. Maximum speed 10 MPH. Rule 105 in effect. At Bayless Ave., movement must be stopped and crew member on ground warn traffic until crossing is occupied. Entire Lead restricted to four axle units. Derailed installed at MP 22.0.

Bonne Terre Industrial Lead: Bismarck MP 126.1 to Bonne Terre MP 30.1, 16.6 miles. Max. speed 10 MPH. Except 5 MPH MP 125.9 to MP 126.1. Rule 105 in effect. Equation: MP 118.2 equals MP 38.8. Entire lead restricted to 4 axle units.

Stations:	MP	Sta. No.	Stations:	MP	Sta. No.
Bismarck	126.0	X-75	Desloge	35.6	MC-35
Derby Jct.	38.8	MB-36	Dolomite	34.0	MC-34
Rivermines	37.6	MC-38	McDowell Spur	32.3	MC-32
Flat River	37.1	MC-37	Bonne Terre	31.1	MC-32

Monsanto Ind. lead 2.0 miles, originates at MP 32.0 Bonne Terre Branch (max. speed 5 MPH). Derailed on lead at MP 97.5. Rule 105 in effect.

PEA RIDGE BRANCH — ST. LOUIS DIVISION 5

Radio Display 2424.		STATIONS		Station Nos.
Miles	WEST	EAST		
57.7	CADET			X-57
	0.9			
58.6	NEW FOUNTAIN FARM			XA-58
	13.8			
72.4	INDIAN CREEK			XA-72
	11.7			
84.1	PEA RIDGE			XA-84
	27.2			

Yard Limits:
MP 57.8 to MP 59.0.
MP 83.0 to end of Track
Maximum Speed MPH
(Except as below) 30
MP 60.0 - MP 62.0 10
MP 81.0 - MP 81.4 25
MP 83.1 - MP 84.8 10
Pea Ridge-over all switches 5
Switch point derail installed main track MP 83.6.
Movement within yard limits must be made at restricted speed and stop short of men and machines fouling track.
Rule 10(D) not in effect.

Switching at New Fountain Farm and Indian Creek Restricted to one (1) four axle unit.

JOPPA BRANCH — ST. LOUIS DIVISION

Radio Display — 2020		STATIONS		Station Nos.	Sidings Feet	Freeman Ind. Lead originates at Jenkins (5.0 Miles) Max. Speed 10 MPH Rule 105 in effect.
Mile Post	SOUTH	NORTH				
298.2	BENTON JCT.	CPI 298 ⊕ -2	ZC-298			
	6.8					
305.0	WEST FRANKFORT		ZC-305			Operation on BN R.R. between Vienna Jct. and Metropolis 22.3 Miles.
	3.8					
308.8	JENKINS		ZC-309	3870		
	7.6					
316.4	MARION ⊗ COE ⊕		ZC-317	2700		
	7.6					
324.0	NEILSON JCT.		ZC-324			
	5.3					
329.3	GOREVILLE	⊕ -2	ZC-329	2655		
	10.4					
339.7	VIENNA JCT.		ZC-340			
	11.8					
351.5	KARNAK		ZK-352	6840		
	11.8					
363.3	JOPPA		ZK-363	Yd.		
	66.0					

Yard Limits:	MPH	Business Tracks	MP	Sta. No.
Benton Jct. to MP 302.0		Freeman #4	313.3	ZC-313
Maximum Speed	35	Hudgens	321.8	ZC-322
(Except as below)		Chasco	348.5	ZK-348
Between Mile Posts		Cook (on BN)		ZK-367
324.2 and 324.5	20	Metropolis (on BN)		ZK-370
334.6 and 334.8	20	TWC in effect MP 302.0 to MP 364.2.		
347.2 and 363.1	25			
363.1 and End of track MP 364.2	10			
Spring Switch Neilson Jct.	30			

8 STE. GENEVIEVE BRANCH—ST. LOUIS DIV.

Yard Limits: Riverside-Crystal City		Radio Display-2424.		Station Nos.
Mile Post	SOUTH STATIONS	NORTH		
0.0	RIVERSIDE	⊕ ⊙ T	X-27	
1.9	HERCULANEUM	⊕	MC-2	
4.5	CRYSTAL JCT.		MC-5	
5.2	CRYSTAL CITY	⊙	MC-6	
8.2	END OF TRACK			
		24.0 MILES VIA BN TO STE GENEVIEVE		
		31.2		

Operation on BN R.R. between Ste. Genevieve and Crystal City be governed by General Code of Operating Rules and Special Instructions Item 14(b).
Thomure - Track and time must be granted by BN train dispatcher before switches are lined for BN main.

Station on BN R.R. between Crystal City and Thomure:

Name	BN MP
Crystal City	42.1
Selma	44.6
Rush Island	46.1
Brickkeys	53.1
Coral	56.6
Duren	61.5

Operation on PPG Co. tracks between Crystal City and Crystal Jct. Max Speed 10 MPH. Crystal City Industrial Lead: Crystal Jct. MP 4.5 to End of Track, 3.5 miles; Maximum Speed 10 MPH. Gross wt. 220,000 lbs. Rule 105 in effect. Business Tracks: Ag-Nit Spur MP 8.0 Sta. No. MC-8. Crews must ensure that warning to highway traffic is provided at all road crossings equipped with warning devices by crew member on the ground at crossing before crossing is occupied by train or engine. Restricted to one four axle unit only.

Mosher Industrial Lead: Thomure to Derby Jct. 37.2 miles.
Maximum Speed 10 MPH
FRA Excepted. Rule 105 in effect.

Business Tracks	MP	Sta. No.
Thomure	83.0	MB-0
Ste. Genevieve	85.0	MB-2
Mosher	87.0	MB-5
MFA	91.5	MB-9
Ogborn	110.7	MB-27
Esther	115.2	MB-32
Derby Jct.	118.2	MB-36

Between MP 83 and MP 118.2 crews must ensure that warning to highway traffic is provided at all road crossings equipped with warning devices by crew member on the ground at crossing before crossing is occupied by train or engine.
Main Track out of service MP 91.7 to MP 118.2. Derails installed at MP 83.05, MP 88.0 and MP 116.5.

SPARTA BRANCH — ST. LOUIS DIVISION

Maximum Speed MPH (Except as below)		Radio Display-2424		Station Nos.	Sidings Feet
Mile Post	SOUTH STATIONS	NORTH			
23.0 and 30.0			MI-24		
30.0 and MP 54.5			MI-34		
48.7			MI-49		
54.5 and 56.2			MI-58	Yd.	
69.0 and 77.2			C 060		
80.2 and 83.0					
Operation on IC between North Jct. and South Jct.: Yard Limits in effect. Obtain permission from IC Dispatcher before entering Yard Limits and report clear of limits when movement has been completed. Maximum speed 10 MPH.		2.8 MI. VIA CHESTER SUBDIV.			
Yard Limits: MP 56.7 to MP 59.0, and MP 78.4 to End of Track at Kellogg.		CPD049 FLINTON		C 058	Yd.
Business Tracks		KELLOGG		MI-82	Yd.
Oakdale	40.9	MI-41			
IP Co.	47.0	MI-47			
Zeigler					
Mine # 11	51.5	MI-51			
TWC in effect between MP 77.7 and MP 59.0, and between MP 56.1 and MP 23.0.		58.3			

CAPE GIRARDEAU BRANCH — ST. LOUIS DIVISION

Radio Display - 2424.		Maximum Speed
Mile Post	SOUTH STATIONS	10 MPH FRA Excepted.
122.8	CAPEDEAU JCT.	C-132
127.0	MARQUETTE	CF-4
128.5	RUSH JCT.	CF-6
5.7		

WYNNE SUBDIV. — ST. LOUIS & ARKANSAS DIVS. 9

Radio Display: Dexter Jct. to Jonesboro Jct.—2020 Jonesboro Jct. to McGehee—2424		Station Nos.	Sidings Feet	Maximum Speed MPH
Mile Post	SOUTH CP No.	STATIONS	NORTH	
191.4		DEXTER JCT. ⊕ UP ⊕	⊕	MP 235.3—MP 278.3 (Except as below) 60
		65.6 MILES VIA SSW		
		ST. LOUIS DIVISION		
219.9		PARAGOULD JCT.		Between Mile Posts 235.3 and 235.5 30
		13.7 Miles via SSW		235.5 and 242.1 50
		ARKANSAS DIVISION		242.1 and 243.6 45
221.6		JONESBORO JCT.		Harrisburg Siding 30
		1.3		MP 278.3—MP 407.5 (Except as below) 40
235.3	Y235	JONESBORO	⊕ ⊙	295.2 and 297.7 25
		20.3		312.0 and 313.6 30
236.6	Y236	HARRISBURG	⊕ BN ⊕	359.5 and 361.0 10
238.0	Y237			365.0 and 368.5 10
256.9	Y257	NORTH WYNNE		370.0 and 373.0 30
258.5	Y258			377.4 and 377.5 10
277.9	Y278			377.5 and 380.0 30
280.4	Y280	WYNNE	⊕ T ⊕	380.0 and 380.5 10
		0.3		380.5 and 406.8 30
280.7	Y281	CALDWELL		406.8 and 407.5 20
282.2	Y282			
289.3	Y285	FORREST CITY	⊕ SSW ⊕	Yard Limits: MP 399.7 to MP 407.5. Equations: MP 191.4 = SSW MP 1-50.1, SSW MP 167.6 = SSW MP 57.9, MP 219.9 = SSW MP 104.3, MP 221.6 = SSW MP 106.0, MP 235.3 = SSW MP 119.7.
290.9	Y291			Business Tracks
295.9	Y291			MP No.
		17.6		Paragould 219.9 C-243
313.5	Y313	MARIANNA		Greenfield 251.6 C-275
315.0	Y315			Whitehall 262.4 C-286
323.9	Y324	LEXA	⊕ ⊕	Cherry Valley 267.8 C-291
325.5	Y326			Colt 286.2 C-310
326.2	Y327	HELENA JCT.	⊕ T	C-317
		12.5		Yaletowne 293.3 C-317
338.7	Y339	LAKEVIEW		Barton 329.2 CK-12
340.2	Y340			Oneida 335.3 C-359
368.0	Y368	SNOW LAKE	⊕ ⊕	Wabash 341.1 C-365
369.4	Y369			Elaine 347.1 C-371
377.8	Y374	WHITE RIVER	⊕ ⊕	Mellwood 356.6 C-380
		2.2		Medina 381.1 C-405
382.0		ARKANSAS RIVER	⊕	Cypress Bend 399.7 C-423
		4.3		
386.3	Y386	WATSON	⊕ ⊕	
387.8	Y388			
406.8	A407	NORTH McGEHEE	⊕	
		0.7		
407.5		McGEHEE	⊕ T ⊕	
		188.2		

CTC between MP 235.3 and MP 406.8.
Main track between MP 327.0 and MP 399.7 out of service. Trains will not operate over this territory without authority of either Division Superintendent or General Signal Supervisor.
Trains operating between Cypress Bend, MP 399.7 and Arkansas River Draw Bridge, MP 382.0, must stop and protect all crossings protected by flashers and flasher gates.
Normal position of main track switch Cypress Bend, MP 399.7, is lined and locked for the Cypress Bend-Potlatch Lead and can remain lined and locked for Cypress Bend Lead after use. Trains or engines must stop before passing through this switch when entering Cypress Bend Lead. Maximum speed through turnout 10 MPH.
Wynne — Normal position Coal Shute Wye track switch lined for movement to Memphis Subdiv.
Train defect detectors located at ⊕MP 250.6, ⊕MP 268.5.
15 MPH dual control switch turnouts: Helena Jct., south end siding Lexa.
Operation on SSW between Jonesboro Jct and Dexter Jct.
SSW Stations Dexter Jct. and Jonesboro Jct.:

Station	SSW MP	Sta. No.	Station	SSW MP	Sta. No.
Mo. Jct.	1-48.8	C-175	Greenway	78.8	C-215
Bernie	1-59.5	C-185	Rector	85.6	C-222
Airsucle	1-64.3	C-190	Jay	90.7	C-227
Maiden	1-67.7-57.9	C-191	Marmaduke	92.9	C-229
Campbell	64.4	C-194	Blythville Jct.	103.0	C-239
St. Francis	69.9	C-206	Brookland	115.7	C-250
Piggott	75.6	C-212	Farville	117.8	C-252

Trains operating over SSW between Paragould and Jonesboro Jct. must secure SSW track warrant at originating station.
Cypress Bend Ind. Lead: MP 399.7 to Potlatch 3.5 Miles. Max. Speed 5 MPH. Rule 105 in effect.
Helena Branch: Helena Jct. to Helena 12.0 miles — Max. speed 10 MPH. FRA Excepted Track. Yard Limits entire branch.
Stations: Wycamp 329.6 CJ-3, Helena 338.6 CJ-12

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

Radio Display: N. Little Rock to Biddle—4242 Biddle to McGehee—2020				Maximum Speed MPH LR Jct. — MP 371.3 (Except as below) .. 50 Between Mile Posts LR Jct. and 346.1 35 346.1 and 346.3 30 346.3 and 349.3 35 MP 371.3 — MP 447.2 (Except as below) .. 60 385.8 and 389.7 30 427.5 and 428.3 35† 446.2 and 447.8 20	
Mile Post	SOUTH CP No.	NORTH STATIONS ▲	Station Nos.	Sidings Feet	
343.6		N. LITTLE ROCK	X-344	Yd.	Thru Sidings
343.9	X348	LR JCT.	X-345		Higgins 10
346.6	X349	BIDDLE	XZ-000	Yd.	Hensley 10
348.1	X350				Grady 10
N. LITTLE ROCK DIVISION					
ARKANSAS DIVISION					
353.0	A353	HIGGINS	K-9	8912	Old and New Sidings
354.8	A355				Pine Bluff 10
363.8	A363	HENSLEY	K-19	8257	Pickens 10
365.5	A366				
370.5	A369	WHITE BLUFF	K-25		Do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if train averages over 110 tons per operative brake.
387.6	A387	N. SSW CONN.	K-41		Business Tracks MP Sta. No.
388.6	A388	S. SSW CONN.			Drury Spur 350.3 K-5
389.7	A389			11945	Baldwin 381.8 K-36
390.6	A390	PINE BLUFF	K-43	10289	Noble Lake 398.3 K-53
392.1	A392				Moscow 402.5 K-57
392.7	A394	GRADY	K-64	9779	Gould 420.2 K-75
407.6	A408				Dumas 427.9 K-82
409.6	A409				
426.1	A426				
431.1	A431	PICKENS	K-86	9397	
433.0	A433				
446.5	A446	NORTH McGEHEE	K-101		
447.2		McGEHEE	C-432	Yd.	
106.6					

CTC between MP 343.6 and MP 447.2.
 Operation N. Little Rock and LR Jct. on Little Rock Subdiv.
 FRA excepted tracks: All tracks McGehee Yard except No. 1 and No. 2; Sheridan Lead (PB&W Spur).
 Two main tracks between CPA 387 and CPA 388 designated No. 1 and No. 2, jointly used by UP and SSW. Most eastern track is No. 1.
 White Bluff Ind. Lead Max. Speed 10 MPH.
 15 MPH dual control switch turnouts: White Bluff; South end old siding and Soltz Machinery Pine Bluff.
 Old siding track Biddle designated No. 102. Max. Speed 20 MPH Rule 105 in effect.
 Train Defect Detectors located at ⊕MP 360.0, ⊕MP 373.2, ⊕MP 398.3, ⊕MP 421.0 and ⊕MP 435.0.
 Equation: MP 447.2 = MP 408.1.

WARREN BRANCH — ARKANSAS DIVISION

Operation by General Order.		Radio Display: 2020			
Maximum Speed (Except as below)	MPH	SOUTH ▼	NORTH ▲	Station Nos.	
422.0 and 422.3	10				
422.3 and 425.0	5				
425.0 and 431.0	10				
431.0 and 442.0	25				
442.0 and 446.0	10				
446.0 and 459.0	30				
459.0 and 461.4	10				
Yard Limits: MP 442.0 To MP 447.3 and MP459.0 To MP 461.4 (End of Track). Note — Trains and engines move over crossing, MP 445.7 when protected by crew member.					
Business Tracks	MP No.				
Killin	442.5			KC-28	

MONROE SUBDIV.—ARKANSAS & LOUISIANA DIVS. 15

Radio Display: McGehee to Alexandria—2020 Alexandria to Lake Charles—2727				Maximum Speed MPH 408.1 and 531.6 (Except as below) .. 60 Between Mile Posts 408.4 and 409.2 20 414.5 and 416.6 35 449.4 and 449.6 50 455.0 and 455.6 40 473.1 and 474.0 25† 480.9 and 481.0 40† 486.3 and 498.9 50 498.9 and 504.3 30	
Mile Post	SOUTH CP No.	NORTH STATIONS ▲	Station Nos.	Sidings Feet	
408.1		McGEHEE	C-432	Yd.	Sidings at:
409.2	A410		C-433		Sunshine 10
415.6		DERMOTT	C-439		Sunshine 10
					Bonita 10
421.4	A421	HUDSPETH	C-446	8947	Collinston 10
423.3	A423				Monroe 10
439.7	A440	SUNSHINE	C-464	8980	Strauss track Monroe 5
441.6	A441				507.0 and 507.4 50
460.7	A461	BONITA	C-484	9019	524.5 and 525.1 50
462.5	A462				528.1 and 531.6 30
479.2	A480	COLLINSTON	C-505	9137	531.6 — Texmo Jct. (Except as below) .. 50
481.0	A482				537.4 and 537.8 40†
490.6	A491	SWARTZ	C-515	8884	540.1 and 540.8 40
492.4	A492				558.6 and 559.4 30
498.7	A498				571.8 and 575.3 40
501.0	A501	HUTTIG JCT.	C-524		582.3 and 585.7 40
501.1	A501	MONROE	C-525	13804	590.2 and 590.6 40†
503.8	A504				593.1 and 597.30
516.4	A516	BOSCO	C-540	9328	597.8 and 190.4 20
518.3	A518	OUACHITA RIVER			190.4 — 694.2 (Except as below) .. 40
528.2					603.6 and 634.4 30
534.5	A535	GRAYSON	C-558	9166	634.5 and 636.0 25†
536.4	A536				649.8 and 651.4 35
548.2	A548	OLLA	C-572	7941	658.6 and MP Wye 15
549.8	A550				661.2 and 690.1 25
560.3	A560	GEORGETOWN	C-585	8009	690.1 and 693.2 20
561.9	A563				Sidings at:
575.8	A576	ANTONIA	C-601	9534	Sunshine 10
577.8	A577				Bonita 10
ARKANSAS DIVISION					
LOUISIANA DIVISION					
591.4	L592	TIOGA	C-616	7370	Collinston 10
593.0	L593				Bosco 10
593.1		L&A			Olla 10
593.2	L595	MALLIN			Georgetown 10
596.6	L596	RED RIVER JCT.	C-620		Antonia 10
597.0	L598	(WYE CONN)			Tioga 10
195.7	L196	TEXMO JCT.	TB-196		Elder 10
192.1	L190	ALEXANDRIA	C-625	Yd.	Thru Turnouts:
190.4		WILLOW GLENN	TB-190		Bringhurst 25
615.7		BRINGHURST	C-640	7619	Tracy 25
642.0		TRACY	C-666	8409	Camp Beauregard Lead 5
654.1		ELDER	C-679	5241	Wye Track 10
660.6		KINDER	B-544		Kindergarten 10
680.0		IOWA JCT.	C-704		Wharves & Apron Docks 5
690.2		LAKE CHARLES	C-720	Yd.	Do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if train averages over 110 tons per operative brake.
694.2					MP 581 is omitted: MP 580 to MP 582 = 0.7 miles. Equation: MP 447.2 Pine Bluff Sub = MP 408.1. Yard Limits: 195.7 to 190.4; MP 658.6 to MP 662.0 and MP 688.5 to MP 694.2
285.8					

CTC between MP 408.1 and MP 195.7.
 CTC on Wye Conn at CPL 598.
 ABS between MP 190.4 and MP 660.6
 TWC between MP 190.4 and MP 694.2.
 Equations: MP 408.1 = MP 447.2 on Pine Bluff Subdiv.
 MP 597.8 = MP 195.7
 MP 190.4 = MP 602.3

Train Defect Detectors located at, ⊕MP 420.0, ⊕MP 438.1, ⊕MP 454.0, ⊕MP 469.2, ⊕MP 485.0, ⊕MP 509.0, ⊕MP 525.8, ⊕MP 545.9, ⊕MP 569.3, ⊕MP 586.9, ⊕MP 625.2 and ⊕MP 648.7.

Gate governing movement over railroad crossing Kinder must not be operated without authority of train dispatcher.
 City Lead — 5.5 miles CPA 501, to MP 566.0. Maximum speed 10 MPH. Yard Limits entire Lead.

Lake Charles Goss Port Lead ⊕ SP ⊕ ⊕ KCS ⊕
 Harbor Ind. Lead—Lake Charles to Harbor 12.4 miles—max. speed tangent track 25 MPH: curved track 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Dermott	415.6	C-439	Camp Beauregard	592.5	C-618
Montrose	432.1	C-456	Woodworth	610.6	C-634
E. Ashley	435.6	C-459	McNary	622.6	C-646
Portland	436.4	C-460	Glenmora	623.6	C-647
Parkdale	445.0	C-469	Oakdale	635.6	C-659
Bayou	446.3	C-470	Van-Ply	638.1	C-662
Muller	454.0	C-477	Fontenot	664.2	C-688
McGinty	454.1	C-478	Fenton	669.4	C-694
Jones	457.2	C-481	Woodlawn	675.0	C-700
Galion	467.2	C-491	American M.F.C.	680.5	C-703
Mer Rouge	473.5	C-497	Manchester	688.0	C-712
Erco	508.3	C-532	Harbor	690.0	C-713
Riverton	526.2	C-550			
Columbia	530.5	C-554			
Clarks	537.4	C-561			
Louisiana Pac.	551.5	C-575			
Urania	552.8	C-576			
H & C Veneer	574.5	C-599			
Christi Spur (Farmland)	577.9	C-602			

Bastrop Ind. Lead Collinston to MP 551.7 & 8 miles.
 Rule 105 in effect.
 Bastrop ⊕ ALM ⊕ 553.6 .. E-127
 Maximum speed 20 MPH except
 MP 551.7 to MP 553.3 10 MPH
 MP 560.2 over crossing 10 MPH

16 ALEXANDRIA SUBDIV. — RED RIVER & LOUISIANA DIVS.

Radio Display: Marshall Jct to Alexandria — 2424 Alexandria to Algiers — 2727					Maximum Speed MPH (Except as below)
Mile Post	SOUTH CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
351.4	R066	MARSHALL JCT	T		351.4 and 350.7 30 350.6 and 348.6 40 320.3 and 310.9 20 247.8 and 245.8 25 236.2 and 235.8 40 209.1 and 208.6 35 199.8 and 195.8 25
351.0		MARSHALL	⊕ T	TP-67	Yd.
349.5		LOUISIANA	⊕	TB350	7549
343.1		SCOTTVILLE		TB342	4058
322.3		REISOR	⊕	TB321	13337
1.5		HOLLYWOOD YD	⊕ T	TS316	Yd.
315.6		HOLLYWOOD JCT		TB316	Yd.
315.0		CUTOFF JCT		TB315	Yd.
313.9		⊕ SP			
311.7		⊕ KCS			
308.6		LUCAS		TB308	4439
286.0		WESTDALE		TB286	8427
265.7		LAKE END		TB265	2575
246.0		CANE		TB246	4133
235.8		CYPRESS		TB236	5298
225.2		FERN		TB225	4136
203.7		RAPIDES		TB204	4096
197.3	R197	(CONN TO MONROE SUB)			
195.8		RED RIVER DIVISION			
195.7	L196	LOUISIANA DIVISION TEXMO JCT	⊕	TB196	
192.1		ALEXANDRIA	⊕ T	C-625	Yd.
190.4	L190	WILLOW GLEN	⊕	TB190	
178.8	L179	MEEKER	↑	TB177	10954
176.6	L177				
164.1	L164	BUNKIE	⊕ T	TB163	10691
162.0	L162				
152.7	L153	MORROWS	↑	TB153	9026
150.9	L151				
141.6	L142	PALMETTO	↑	TB139	11853
139.3	L140				
128.4		MELVILLE	⊕ ⊕ ⊕	TB129	
114.9	L115	⊕ UP			
114.8	L115	LIVONIA	↑	TB114	11526
112.4	L113				
103.9	L104	GROSS TETE	↑	TB102	12338
101.4	L101				
95.0		MORLEY	⊕ ⊕ ⊕	TB-95	
91.3	L091	ADDIS	⊕ T	TB-90	E14427 W20277
87.3	L087				
85.7	L086				
81.0	L081				
76.6	L077	WHITE CASTLE	↑	TB-75	7251
75.0	L075				
68.6	L069	McCALL	↑	TB-68	8061
66.9	L067				
65.1	L065	DONALDSONVILLE	⊕ T	TB-65	11068
62.9	L063				
53.9	L054	ST. JAMES	↑	TB-52	8480
52.2	L052				
41.8	L042	JOHNSON	↑	TB-40	11816
39.4	L039				
30.9	L031				
26.9	L027				
20.9	L021	AMA JCT.	↑	TB-20	
19.4	L019	FARMERS	↑	TB-19	
17.2	L017	SELLERS	↑	TB-17	
16.5	L016	CYANAMID	⊕ SP	TB-16	
13.9	L014	WILLS	⊕ I	TB-13	
11.4		AVONDALE	⊕ ⊕	C-806	Yd.
10.2		W. BRIDGE JCT.	⊕ SP	TB-10	Yd.
7.5		WESTWEGO	⊕ T	C-809	Yd.
5.5		MARRERO	⊕	C-812	
4.3		HARVEY	⊕ ⊕ ⊕	C-813	
2.6		GRETNA	⊕	C-814	
1.5		GOULDSBORO	⊕	C-815	Yd.
1.0		ALGIERS	⊕		
		201.3			

CTC between MP 197.3 and MP 195.7; MP 190.4 and MP 13.9.
TWC between MP 348.0 and MP 197.3.
ABS between MP 351.4 and MP 197.3
CTC on Conn. track at CPR 197
All radio communications in connection with Alexandria, Addis and Avondale are to be handled exclusively on Radio Display — 2424.
Yard limits: MP 351.4 to MP 348.0; MP 324.5 to MP 320.0; MP 195.7 to MP 190.4 and MP 13.8 to MP 0.0.

Thibodeaux Branch: McCall to Lula 5.0 Miles. Yard Limits entire branch. Max. Speed 20 MPH.

Business Tracks	MP	Sta. No.
Lula	5.0	TH-7

TIMETABLE NO. 8

ALEXANDRIA SUBDIV. — RED RIVER & LOUISIANA DIVS. 17

Two main tracks designated East and West tracks between Ama Jct. and Avondale; and, between Texmo Jct. and Alexandria.

0 MPH dual control switch turnout on cross-over and connection to Beaumont Subdiv. at Livonia.

15 MPH dual control switch turnouts: Willow Glen; North yard lead Addis; crossovers Farmers, Sellers and Wills.

40 MPH dual control switch turnout: Ama Jct.

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

All trains contact train dispatcher before using business track at Rodemacher.

All trains secure permission from Reisor yardmaster before entering yard limits between MP 320.0 and MP 324.5.

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

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

Bayou Pierre lead — MP 0.0 to MP 3. 20 MPH; MP 3 to MP 6. 10 MPH.

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

Operation W. Bridge Jct. to E. Bridge Jct. to Cotton Whse Yard via New Orleans Public Belt RR. NOPB Rules and Special Instructions apply. For operation over Mississippi River Bridge, when helper engine is placed at rear of train behind caboose, not more than two operating units nor more than 4,000 operative horsepower will be used and 1050 amps of power must not be exceeded. All employees on caboose must ride on helper units during entire movement. When helper engine is placed at rear of train without caboose, be governed by UP Air Brake Rule 1108(B1).

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

Operation between Wills and Goulsboro governed by instructions yardmaster Avondale.

Train Defect Detectors located at ⊕ MP 337.0, ⊕ MP 292.0, ⊕ MP 268.6, ⊕ MP 242.6, ⊕ MP 216.8, ⊕ MP 181.2, ⊕ MP 168.2, ⊕ MP 150.1, ⊕ MP 134.1, ⊕ MP 118.3, ⊕ MP 108.2, ⊕ MP 83.1, ⊕ MP 60.1, ⊕ MP 45.2 and ⊕ MP 22.1.

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

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

AVOYELLES BRANCH — LOUISIANA DIV.

Radio Display—2727					
Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
735.9		LETTSWORTH		TD-58	2002
742.6		BATCHELOR		TD-51	4163
750.9		MORGANZA		TD-42	1480
760.9		NEW ROADS		TD-33	3768
768.3		GLYNN		TD-25	
779.9		LOBDELL	⊕	TD-13	7741
780.7		LOBDELL JCT.	⊕	TD-12	
12.8					
11.9		BR JCT.		TD-10	
10.4		ANCHORAGE JCT.	⊕ UP	TD-9	
7.8		PORT ALLEN	⊕	TD-8	
6.5		CANAL	⊕ ⊕	TD-6	
0.0		ADDIS	⊕ -2	TB-90	Yd.
		57.0			

Yard Limits: MP 778.5 to Addis.
CTC between Lobdell Jct. and West Jct. (UP Baton Rouge Branch).
DTC in effect between Lettsworth and Lobdell Jct.
Train Defect Detectors: ⊕ MP 737.2; ⊕ MP 755.9 and ⊕ MP 776.3.

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

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

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

Southward trains leaving L&A main track at Lobdell Jct. will report clear to L&A train dispatcher.
Mile post locations Lettsworth to Lobdell Jct. inclusive are L&A (Baton Rouge Subdiv.) mileages.

Sidings Lettsworth, Batchelor and Glenn, and Houstrack New Roads — North switch to loading dock, out of service.

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

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

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

TIMETABLE NO. 8

20 DALLAS SUBDIV. — RED RIVER & FT. WORTH DIVS.

Radio Display: Texarkana to Marshall—2727 Marshall to Mineola—2424 Mineola to Cent. Yd.—2020		Maximum Speed (Except as below) MPH	
Mile Post	STATIONS	Station Nos.	Sidings Feet
0.0	TEXARKANA	TP-0	Yd.
0.5	⊗ SSW		
1.8	R002 NATIONAL JCT.	TP-2	
2.4	⊗ KCS		
6.8	R007 SULPHUR	TP-8	9283
8.7	R009		
14.2	R014 SPRINGDALE	TP-15	4898
15.3	R015		
19.7	R020 QUEEN CITY	TP-21	7401
21.2	R021		
30.4	R030 BIVINS	TP-31	7225
31.9	R032		
36.9	R037 KILDARE	TP-37	5012
38.0	R038		
42.7	R043 PAYNE	TP-44	7761
44.3	R044		
49.4	R049 JEFFERSON	TP-51	8475
51.1	R051		
58.0	R058 WOODLAWN	TP-58	7390
59.5	R060		
65.5	R065 MARSHALL	TP-67	8060
66.7	R066 (CONN TO ALEX. SUBDIV.)		
67.2	R067		
70.0	R070 QUINCY	TP-70	4747
71.0	R072		
74.5	R075 KEOKUK	TP-75	7406
76.1	R076		
81.5	R082 LANSING JCT.	TP-83	
87.8	R088 RED		
89.6	R089 LONGVIEW	TP-90	Yd.
89.8	R090 LONGVIEW JCT.		
90.2	R091 WEST LEAD	TP-91	
93.0	R093 GREGGTON	TP-94	13475
95.7	R096		
104.0	R104 GLADEWATER	TP-103	7410
105.5	R105		
113.0	R113 BIG SANDY ⊗ SSW	TP-113	7272
114.5	R114		
123.4	R123 FADA	TP-124	7516
124.9	R125		
135.9	R136 MINEOLA	TP-138	Yd.
138.9	R139		
141.7	R142 SILVER LAKE	TP-143	4737
142.7	R143		
149.6	R150 GRAND SALINE	TP-149	7517
151.1	R151		
158.1	R158 EDGEWOOD	TP-160	7540
159.6	R160		
166.7	R167 WILLS POINT	TP-167	7727
168.3	R168		
175.1	R177 ELMO	TP-176	7445
177.7	R177		
181.4	R181 TERRELL	TP-183	4406
172.4	R182		
186.2	R186 LAWRENCE	TP-187	7462
187.7	R188		
198.3	R198 MARITH	TP-199	7311
199.9	R200		
203.5	RED RIVER DIVISION		
203.5	FT. WORTH DIVISION		
205.5	T204 MESQUITE	TP-202	20613
206.6	T206		
207.6	T208		
208.3	T209 MILLER	TP-209	7255
209.8	T210		
209.9	T211 MP JCT.		
	5.2 Miles Via SP		
	1.9 Miles Via Dallas ROW Dist.		
	TOWER 19		
	DALLAS	TP-215	
214.8	T215 TERMINAL JCT.	TP-216	
215.6	T216 BROWDER	TP-218	
216.6	T217		
219.9	T220 CHALK		
227.6	T228		
235.2	T235 BOWEN	TP-235	
241.0	T241 POLY	TP-241	
244.0	T244		
245.4	TOWER 55	TP-245	
247.4	RIVER	TP-247	
251.1	CENTENNIAL YD.	TP-250	Yd.

CTC between MP 0.0 and MP 244.0

DALLAS SUBDIV. — RED RIVER & FT. WORTH DIVS. 21

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
South Texarkana	11.4	TP11	Eagle Ford	220.0	TP220
Atlanta	24.0	TP24	Cloudy	222.0	TP224
Pirkey	76.1	TP76	June Pit	223.2	TP225
Trinity	84.6	TP85	Mt. Creek	223.8	TP226
Pumps	87.0	TP87	Grand Prairie	225.5	TP227
Hawkins	118.6	TP119	Joe Sp	229.0	TP230
Debbie	128.9	TP129	Great Southwest	231.2	TP231
Amoco	156.3	TP157	Arlington	232.7	TP233
Forney	194.0	TP194	Handley	239.2	TP239
Skyline	205.6	TP205			

Following tracks are FRA excepted: Skyline — MP 205.6; East Dallas Lead — MP 211.0; Trinity Ind. Dist. Lead — MP 214.0; Eagle Ford Ind. Lead — MP 220.0; Great Southwest So. Ind. Lead — MP 229.0; Great Southwest RR Lead — MP 231.0 and Everman Lead and Ind. Tracks — MP 225.0.

Equation: MP 490.3 = MP 0.0, MP 209.9 = MP 5.2 (SP), MP 0.0 (SP) Forest Ave., MP 1.9 = MP 214.6

AMTK secure track warrant at Texarkana.

See Special Instructions Item 20 for Amtk schedules.

Mineola — Maximum speed track A-1 20 MPH

Trains originating Centennial Yard secure track warrant prior to passing Tower 55.

40 MPH dual control switch turnouts: Lansing Jct. 15 MPH dual control switch turnouts: Pirkey lead Keokuk; High One Yard crossover Longview; Track 23 west end Texarkana.

Hand throw crossover located MP 88.3 between North Track and Water Track.

Train Defect Detectors: ⊗ MP 5.9, ⊗ MP 29.5, ⊗ MP 46.6, ⊗ MP 62.0, ⊗ MP 80.3, ⊗ MP 98.0, ⊗ MP 108.2, ⊗ MP 128.9, ⊗ MP 147.0, ⊗ MP 162.3, ⊗ MP 180.0, ⊗ MP 201.0 and ⊗ MP 223.0 (both tracks).

Bonham Ind. Lead — MP 0.0 to MP 0.6

Do not exceed 10 MPH on Wye track siding Marshall to Alex. Subdiv.

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

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

Two main tracks designated No. 1 and No. 2 between Texarkana and National Jct. Most southern track is No. 1.

Operation via SP, CPT 211 to Tower 19, via Right of Way District, Tower 19 to Terminal Jct., Max. Speed 10 MPH on all auxiliary tracks and all turnouts. Interlocking Rules in effect.

Operation via ATSF MP 54 and Tower 19 (MP 51.4) governed by Rule 93.

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

Yard Limits between MP 244.0 and MP 251.9.

Radio communication at Centennial Yard and Texarkana; Display—2424.

LONGVIEW SUBDIV. — RED RIVER DIV.

Radio Display: 2424		Maximum Speed (Except as below) MPH	
Mile Post	STATIONS	Station Nos.	Sidings Feet
81.3	R089 LONGVIEW	TP-90	Yd.
80.5	R080		
70.9	R071 KILGORE	AX-12	7893
69.2	R069		
59.0	R059 OVERTON	AX-22	7061
57.5	R057		
46.0	R046 TROUP	AX-36	8923
44.2	R045		
33.7	R034 TECULA	AX-48	8600
31.9	R033		
28.2	R028 JACKSONVILLE	AX-54	
24.2	R024 HUME	AX-57	8324
22.6	R022		
12.7	R013 NECHES	AX-70	8873
10.9	R011		
5.4	R005 WELLS CREEK	AX-77	5285
4.3	R003		
0.4	R001		
0.2	R000		
0.0	PALESTINE	AX-81	Yd.

Make all radio communications concerning terminal operation Palestine on Radio Display—2424

CTC between MP 81.3 and MP 0.0.

Tyler Ind. Lead
Troup to Swan 27.1 Miles. Operation by General Order. Max Speed. 20 MPH
Except between:
MP 26 to MP 27 10 MPH
Max. Wt. 263,000 lbs.

Henderson Ind. Lead
Overton to Henderson 16.0
Operation by General Order.
Max. Speed 20 MPH

Business Tracks	MP	Sta. No.
Whitehouse	8.6	CQ-9
General Electric	13.5	CQ-13
Elberta	13.9	CQ-14
Tyler ⊗ SSW ⊗	19.0	CQ-19
Swan	26.3	CQ-27

Business Tracks	MP	Sta. No.
Humble Oil Rack	2.7	BX-4
Henderson	16.0	BX-16

LeTourneau Ind Lead 5.2 Miles.
Maximum Speed 10 MPH
Rule 105 in effect.

22 HUTCHINSON BRANCH — TEXOMA DIVISION

Radio Display 4242		Station Nos.	Sidings Feet	Maximum Speed Between Wichita and Geneseo (Except as below) MPH
SOUTH Mile Post	NORTH STATIONS			
572.7	GENESEO	MX-532	3890	25
561.0	⊗ ATSF			20
560.5	LYONS	M-76	2536	20
550.5	ST JCT.			20
235.6	12.9 MI. VIA ATSF			
222.7	YA JCT.			
537.5	⊗ ATSF			
533.5	HUTCHINSON	M-48	Yd.	
532.6	⊗ SSW			
532.0	⊗ ATSF			
531.6	⊗ ATSF			
531.5	⊗ ATSF			
522.4	YODER	M-37	2192	
516.9	HAVEN	M-32	2888	
509.9	MT. HOPE	M-25	3029	
499.1	COLWICH	M-14	1516	
495.0	MAIZE	M-10	1502	
485.9	HARDTNER JCT.	M-1		
483.0	⊗ ATSF			
483.0	⊗ WTA			
482.6	⊗ UP			
482.4	⊗ BN			
482.0	WICHITA YD.	H-186	Yd.	
90.6				

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

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

Hutchinson: In yard ⊗ SSW G.

Conway Springs Branch — Wichita to Arkansas City (NB-25). Operation via ATSF 43.3 miles/special instructions Item 14(a). Radio Communications via Radio Display — 2020.

Winfield Ind. Lead:		
5.0 miles Opens off ATSF MP 249.7.		
Max. Speed 10 MPH. Rule 105 in effect.		
Business Track	MP	Sta. No.
Winfield	517.2	NL-94

Arkansas City Ind. Lead:		
1.8 Miles open off ATSF MP 264.2.		
Max. Speed 10 MPH. Rule 105 in effect.		

NOTES

HERINGTON BRANCH — TEXOMA DIVISION 23

Radio Display — 4242		Station Nos.	Sidings Feet	Maximum Speeds (Except as below) Between Mile Posts
SOUTH Mile Post	NORTH STATIONS			
171.3	HERINGTON ⊗ UP	PB20	6000	40
178.5	LOST SPRINGS ⊗ ATSF	HMI179	6000	20
194.3	MARION	HMI194	4660	20
194.5	⊗ ATSF			20
208.4	ATSF JCT.			20
208.5	⊗ ATSF			20
222.8	WHITEWATER ⊗ UP	PB020	6200	20
223.1	HERINGTON JCT.			20
51.8				

TWC Entire Branch: MP 223.1=MP 474.7 on McPherson Subdiv.

Woodbine Industrial Lead: Abilene to Woodbine 18.8 miles. Maximum Speed is 10 MPH except 5 MPH on auxiliary tracks. Rule 105 in effect. FRA excepted.

Business Tracks	MP	Sta. No.
Pearl	W-186.7	KA186
Woodbine	W-180.3	KA180
Enterprise ⊗ ATSF	W-192.8	KA193

Rule 10(D) not in effect.

⊗ UP (MP 171.3) is controlled by SSW train dispatcher at Kansas City, Ks.

Business Tracks	Mile Post	Sta. No.
Lincolnton	183.5	HM184
Antelope	187.4	HM187
Aulne	200.4	HM200
Peabody	208.3	HM208
Elbing	216.2	HM216

Yard Limits between MP 171.3 and MP 180.0; MP 208.0 and MP 209; MP 221.0 and MP 223.1.

HARDTNER BRANCH — TEXOMA DIVISION

Radio Display 2020		Station Nos.	Sidings Feet
WEST Mile Post	EAST STATIONS		
485.9	HARDTNER JCT.	M-001	
487.9	⊗ ATSF		
488.8	⊗ ATSF		
494.3	FRONTIER	H-196	6398
501.4	CLEARWATER	H-202	1169
512.9	CONWAY SPRINGS	NL-135	Yd
524.5	⊗ ATSF		
531.2	FREEPORT	H-232	2220
542.0	⊗ ATSF		
571.2	KIOWA	H-272	
572.5	⊗ ATSF G		
573.1	⊗ ATSF		
581.5	HARDTNER	H-283	
95.9			

STAFFORD BRANCH — TEXOMA DIVISION

Radio Display 2020		Station Nos.	Sidings Feet
WEST Mile Post	EAST STATIONS		
558.7	CONWAY SPRINGS	NL-135	Yd.
572.2	⊗ ATSF G		
592.3	KINGMAN	NL-169	
593.1	⊗ ATSF G		
593.9	⊗ ATSF		
610.0	OLCOTT	NL-187	
619.9	PRESTON	NC-10	599
620.1	⊗ SSW G		
630.1	IUKA	NC-20	
614.5	TURON	NL-191	
615.0	⊗ SSW		
628.6	STAFFORD	NL-205	
629.6	⊗ ATSF		
653.7	RADIUM	NL-230	
95.4			

Max. Wt. 220,000 lbs. between Olcott and Iuka, except on authority of Superintendent.

End of Track: MP 654.1. FRA Excepted Track: MP 585.0 to MP 654.1 and between Olcott and Iuka.

Mile Post	Radio Display: 2424		Station Nos.	Sidings Feet	Rule 10(D) not in effect	Maximum speed Between MP 241.8 and MP 436.3	MPH	
	SOUTH STATIONS	NORTH						
241.8	WICHITA	Ⓟ	H186	Yd.	241.8 and 243.7	10		
242.0	UP	Ⓟ			243.7 and 245.4	20		
243.7	NORTH JCT.	Ⓟ	HA001		245.4 and 247.0	10		
245.4	SOUTH JCT.	Ⓟ	HM245		247.0 and 247.7	10		
249.6	MIDLAND	Ⓟ	HM250	7200	300.0 and 320.4	25		
266.4	RIVERDALE		HM266	6100	370.4 and 370.5	25		
273.8	WELLINGTON		HM274	3900	400.0 and 403.3	20		
294.5	CALDWELL		HM295	5780	414.1 and 414.2	25		
302.6	RENFROW		HM303		418.0 and 418.6	35		
311.6	ATSF	Ⓟ			435.4 and 436.3	20		
318.5	JEFFERSON		HM319	6228	Between MP 436.3 and MP 561.0			
330.7	KREMLIN		HM331	4640	(Except as below)	40		
339.5	NORTH ENID	T	HM340	6044	241.8 and 243.7	10		
340.5	BN	Ⓟ			243.7 and 245.4	20		
341.8	ENID	Ⓟ	HM342	8095	245.4 and 247.0	10		
366.5	JACKS		HM367	4342	247.0 and 247.7	10		
388.4	OKARCHE		HM388	5178	300.0 and 320.4	25		
396.1	CONCHO		HM396	7302	370.4 and 370.5	25		
400.9	UP	Ⓟ			400.0 and 403.3	20		
402.5	EL RENO	Ⓟ	HM402	Yd.	414.1 and 414.2	25		
403.6	PACIFIC JCT.		HM403F		418.0 and 418.6	35		
418.0	MINCO		HM418	8010	435.4 and 436.3	20		
435.6	BN	Ⓟ			Between MP 436.3 and MP 561.0			
436.3	CHICKASHA	T	HM436	6650	(Except as below)	40		
456.0	RUSH SPRINGS		HM456	6316	584.5 and 584.8	25		
475.5	DUNCAN	Ⓟ	HM476	Yd.	590.4 and 593.1	25		
481.2	SUNRAY		HM481	6682	604.7	10		
500.1	WAURIKA		HM500	5800	604.8 and 608.9	25		
510.7	RYAN		HM511	6297	608.9 and 611.0	20		
535.5	STONEBURG		HM536	4878	611.0 and 611.3	10		
543.4	BOWIE	Ⓟ	HM544	4585	611.3 and 611.9	20		
	TEXOMA DIVISION							
561.0	FT WORTH DIVISION							
563.0	CHICO	Ⓟ	HM563	4608	611.9 and 612.9	20		
569.6	BRIDGEPORT		HM570		612.9 and 619.9	20		
599.2	HICKS		HM599	5301	619.9 and 622.9	20		
604.7	SAGINAW	Ⓟ	HM605		622.9 and 629.9	20		
609.6	TOWER	Ⓟ	HM609		629.9 and 631.1	20		
611.4	PEACH	Ⓟ	HM611	Yd.	631.1 and 637.1	20		
611.9	PURINA JCT.	T	HM612		637.1 and 643.1	20		
612.4	6TH ST. JCT.	T	HM613		643.1 and 649.1	20		
612.9	17TH ST.	Ⓟ			649.1 and 655.1	20		
					655.1 and 661.1	20		

ABS between MP 596.7 and MP 608.9.
 TWC between MP 241.8 and MP 608.9.
 Multiple main track between MP 610.2 and 17th St. (BN Ⓟ).
 Trains and Engines must contact yardmaster at Ney yard before entering yard limits between north end Peach yard (MP 611.4), Purina Jct (MP 611.9) and 17th St. (MP 612.9). Main Track switch at north end of Multiple Main Track (MP 610.2) may be left lined as needed. Race Track switch north end Peach (MP 611.0) may be left lined as needed.

Manual Interlocking between 6th Street Jct. (MP 612.4), Purina Jct. (MP 611.9) and Dalwor Jct. (MP 612.2). Do not exceed 10 MPH within these limits.
 Between 6th St. Jct. (MP 612.4) and Purina Jct. (MP 611.9), and between Dalwor Jct. (MP 612.2) and Purina Jct. (MP 611.9), hand-operated switches must not be fouled or operated by hand unless governing signal displays Proceed indication or authority is obtained from the Control Operator.

Restrictions on Auxiliary Tracks:

- Kingfisher — Open pit north end No. 3 Track Wolfe Ready Mix Plant.
- El Reno — Evergreen Mill private industry scales are not equipped with dead rail. Engines are not permitted on these scales.
- Ryan — Unloading spout on elevator track will not clear man on east side of car.
- Do not use more than one unit in movements beyond 4000 feet from Main Track switch on Texas Electric Spur, MP 597.5.
- All auxiliary Tracks Bridgeport, Paradise, Boyd and Newark are FRA excepted Tracks.
- Peach — Engines must not be operated over scales on Purina Elevator Tracks 1 and 3.
- Equation: MP 277 to MP 279 = 1.3 miles.

Rule 312(3) Exceptions:

- ATSF Crossing (MP 311.6)—Trains and engines stopped by Stop indication at absolute signal governing movement over crossing must not proceed until way is seen to be clear on conflicting routes and a Proceed signal is given by crew member located at the crossing.
- El Reno-UP Crossing (MP 400.9)—When train or engine is stopped by Stop indication at a signal governing movement over crossing, a crew member must go to the crossing and if no train or engine is on conflicting route and signals on conflicting route indicate Stop, train or engine may proceed on hand signal from crew member located at the crossing. If signals on conflicting route do not indicate Stop, flag protection per Rule 99 must be provided on conflicting routes.

Wichita:

Between North Jct. and South Jct., trains and engines will be governed by the Wichita Union Terminal Special Rules and Regulations, which provide:

"Between interlocking North Jct. and interlocking South Jct. the two west tracks are main tracks signalled in both directions. Trains and engines using these main tracks will be governed by interlocking and block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

Interlocking signals at North Jct. and South Jct. controlled by Santa Fe Train Dispatcher located at Newton, Kansas.

Except as provided above, crews on trains and engines operating over tracks of the Wichita Union Terminal Railway Company will be governed by rules and regulations of their respective company."

McPHERSON SUBDIV — MIDWEST AND TEXOMA DIVS

Mile Post	Radio Display — 4242		Station Nos.	Sidings Feet
	SOUTH STATIONS	NORTH		
551.7	SALINA	T	KP187	Yd.
551.5	ATSF	Ⓟ		
551.4	UP	Ⓟ		
	MIDWEST DIVISION			
544.0	TEXOMA DIVISION			
544.0	MENTOR	Ⓟ	KM008	1618
539.8	ASSARIA		KM012	1513
531.1	LINDSBORG		MX504	1257
521.7	HILTON		KM030	1154
516.9	ATSF	Ⓟ		
516.2	McPHERSON	Ⓟ	PB-62	Yd.
514.9	SSW	Ⓟ		
501.6	MOUND RIDGE	Ⓟ	PB-47	1730
495.1	HESSTON		PB-41	1862
487.0	ATSF	Ⓟ		
486.8	NEWTON	Ⓟ	PB-32	
475.0	WHITEWATER JCT.			
474.7	HERINGTON JCT.			
229.5	FURLEY		HM230	
241.2	CLINE	Ⓟ	HA003	5830
241.6	BN	Ⓟ		
241.8	WICHITA	Ⓟ	H186	Yd.
242.0	UP	Ⓟ		
	96.2			

McPherson Subdiv. trains operate over Hoisington sub between west siding switch Bridgeport and Lindsborg.
 Salina, Iron Ave. and Ash Street.
 Rule 10D not in effect
 Equation: MP 516.2 = MP 516.6. MP 474.7 = MP 223.1.
 TWC in effect MP 545.5 to MP 239.0.
 Train Defect Detectors:
 % MP 492.1 and % MP 528.2
 Whitewater Ind. Lead — 0.6 miles off MP 475.0 to end of track. Max. speed 10 MPH. Rule 105 in effect. ⓅUPG at MP 222.8 on Herington Branch. Bus. Trk.: Whitewater (PB-20).

SHAWNEE BRANCH — TEXOMA DIVISION

Radio Display: 2424		Station Nos.	Sidings Feet	Rule 10(D) not in effect	
Mile Post	WEST STATIONS EAST			Maximum speed (Except as below)	MPH
295.5	HOWE	ME295	1000	299.6 and 300.1	25
	6.3			Between Mile Posts —	
301.8	WISTER BN	ME302	3125	317.0 and 321.0	10
	33.8			348.0 and 349.0	10
335.6	WILBURTON	ME335	3273	365.0 and 366.4	20
	4.4			368.0 and 370.0	10
340.0	LIMESTONE	ME340	7558	397.1 and 398.3	10
	26.4			410.7	20
365.4	MCALESTER UP	MK564		417.0 and 421.0	10
	11.0			432.0 and 438.0	10
377.4	HAYWOOD	MO377	3845	482.5	20
	9.1			484.0 and 485.6	10
386.5	STUART	MO387	4080	512.0 and 513.6	10
	24.2				
410.7	HOLDENVILLE BN	MO411	Yd.	DO NOT EXCEED 5 MPH on all auxiliary tracks, turnouts and sidings except: Shawnee 10	
	11.3				
425.0	LIMA	MO425	5635	Business Tracks MP No.	Sta. No.
	22.8			Red Oak 322.3	ME322
447.8	ATSF JCT.			Panola 330.0	ME330
	1.1			Hartshorne 351.5	ME351
448.9	SHAWNEE	MO449	6200	Alderson 360.8	ME361
	8.1			Hilltop 391.1	MO391
457.0	DALE	MO457	4588	Calvin 397.2	MG216
	25.5			Nu Metals 417.4	MO417
482.5	BN			Wewoka 418.7	MO419
	3.1			Brick 422.0	MO422
485.6	OKLAHOMA CITY	MO486	Yd.	Seminole 431.2	MO431
	0.9			Tracy 435.8	MO436
486.5	BN			Harrah 466.1	MO466
	0.3			Huey 467.3	MO467
486.8	BN			Choctaw 472.6	MO473
	7.7			Goodner 481.5	MO482
494.5	COUNCIL	MO495	987	Midwest 484.1	MO483
	6.4			OG&E 496.0	MO496
501.0	YUKON	MO501	2678	Lacey 498.0	MO498
	11.4			Cimarron 503.4	MO503
512.3	BELT JCT.			Banner 507.7	MO507
	1.3				
513.6	EL RENO	HM402	Yd.	Yard Limits: MP 323.1 — MP 325.1, MP 365.0 — MP 370.0; MP 482.9 — MP 492.8.	
	218.1			Exception to Rule 104(B): McAlester — Main Track switch (MP 366.6) must be left lined and locked for movement from Main Track to north leg of Wye when not otherwise in use. FRA excepted tracks: All tracks within yard limits except main track at Shawnee and Okla. City: Main track between MP 417.0 and MP 421.0 and between MP 432.0 and MP 438.0.	

TWC between MP 295.5 and MP 512.3
 Main Track out of service between MP 370.0 and MP 417.0.
 Equations: MP 352 to MP 354 = 1.6 miles. MP 491 to MP 492 = 1.4 miles.

Howe — Movements over public crossing MP 295.5 must be preceded by a crew member to provide warning.

Shawnee — Use only one unit while switching except Shawnee Mill track.

Shawnee — All tracks serving Shawnee Mill from Bell Street west have close clearance and will not clear a man on sides or top of cars.

Shawnee — No. 3 Yard Track is designated as siding. West siding switch located at MP 449.8; east siding switch located at MP 448.5.

El Reno — All tracks between MP 400.8 (OKT Sub) and Belt Jct. (MP 512.3) and Pacific Jct. (MP 403.6 OKT Sub) are yard tracks.

LAWTON BRANCH — TEXOMA DIVISION

Radio Display: 2424		Station Nos.	Sidings Feet	Maximum speed (Except as below)	
Mile Post	SOUTH STATIONS NORTH			MPH	MPH
0.0	CHICKASHA	HM436	Yd.	0.0 and 1.0	10
	9.3			17.7 and 17.9	10
9.3	VERDEN	HN009	2100	23.3 and 36.5	10
	8.7			42.1 and 54.6	10
17.8	ANADARKO	HN018	Yd.	Thru sidings and turnouts 5	
	15.5			Business Tracks MP No.	Sta. No.
33.0	APACHE	HN033	2593	Ft. Sill 49.2	HN050
	9.3			Yard Limits: MP 0.0 — MP 2.0; MP 41.2 — MP 54.6.	
42.2	RICHARDS SPUR	HN042	2286	TWC between MP 0.0 to MP 42.2.	
	10.9			FRA Excepted Tracks: All tracks except main track at Anadarko and Apache; Main Track and auxiliary tracks between MP 42.2 and MP 54.6.	
53.1	LAWTON	HN053	1259		
	0.2				
53.3	BN G.				
	1.3				
54.6	END OF TRACK				
	54.6				

CHOCTAW SUBDIV. — TEXOMA & FT. WORTH DIV. 27

Radio Display: 2424		Station Nos.	Sidings Feet	Maximum Speed (Except as below)	
Mile Post	SOUTH CP No. STATIONS NORTH			MPH	MPH
564.8	MCALESTER	MK566	11226	564.2 and 566.7	25+
	1.1			641.0 and 645.2	40+
565.9	UP	MK567		653.9 and 662.8	30
	6.7			662.8 and 666.7	40
572.6	NAVY	MK573	8529	666.7 and 677.3	40
	8.5			683.1 and 683.7	35
574.4	U574			701.5 and 702.1	40
581.1	U581			713.3 and 713.7	50
582.9	U583			718.1 and 719.8	30
589.2	U593			738.6 and 752.7	40
593.2	U595			752.7 and 754.3	20
595.0	U595			15 MPH dual control switch turnouts and thru sidings: McAlester and Pottsboro. Tower 55 — Through Interlocking 15 On Wye tracks Tower 55 10 Weekdays — Between Hours 7:30 AM to 8:30 AM and 3:00 PM to 4:00 PM 726.0 and 727.0 50 Through Siding and Turnouts Durant 10	
602.6	U602			Business Tracks MP No.	Sta. No.
604.5	U604			Ethan Allen 607.0	
630.4	U630			Atoka 609.6	MK610
632.1	U632			Calera 646.1	MK646
641.2	U641			Red Dam Spur 658.0	MK658
643.1	U643			Perrin Field 666.6	MK669
648.1	U648			Sadler 679.2	MK682
650.1	U650			Collinsville 689.5	TA179
655.9	U656			Aubry 708.6	TA198
656.2	U656			Pillsbury 716.2	
657.2	U657			Denton 719.1	TA209
				Affiliated Foods 741.6	
660.9	U661			Keller 740.3	TA230
662.9	U663			Yard Limits: MP 752.7 to Tower 55.	
663.7	U664			Train Defect Detectors — MP 588.3, MP 607.9, MP 633.8, MP 653.3, MP 680.2, MP 704.3, and MP 729.4. CTC between MP 564.8 and MP 752.8. Operation between MP 752.8 and Tower 55 be governed by instructions operator Tower 55.	
666.5	U666				
667.7	U668				
682.0	U682				
683.7	U684				
700.0	U700				
701.6	U702				
713.8	U714				
715.4	U715				
725.1	U725				
735.2	U735				
736.7	U737				
747.0					
748.1	SSW				
749.5	T749				
751.4	T752				
752.8	T753				
754.3					
754.5					

Operation on Dallas Subdiv. between Tower 55 and Centennial Yard.
 McAlester — When making switch movements from scale track to main track and West Lead to siding (MP 565.4), movement must not be made over Monroe Street until gates are down and flashers are operating unless protected by member of crew.

Stringtown — Movements on North House Track approaching State Highway 43 (MP 602.49) crossing must know that flashers are working and gates are down before occupying the crossing. The island circuit is designated by yellow boards attached to ties on both sides of the crossing. Trains, in siding, being met or passed will clear the island circuit when practicable.

Stringtown — When quarry is not operating, gate across quarry track by scale house is closed.

Durant — Movements over public crossings on all auxiliary tracks except the siding must be protected by a crew member on the ground at the crossing until the crossing is occupied.

Radio Display: 2020			Station Nos.	Sidings Feet	Rule 10(D) not in effect.	
Mile Post	SOUTH STATIONS	NORTH			Maximum speed (Except as below) MPH	MPH
711.5	END TRACK	⊙			711.5 and 714.0	20†
	2.8				729.5 and 732.1	25†
714.3	GREENVILLE	⊙ SSW ⊙	MT714		736.8 and 741.3	20†
	1.3				745.5 and 762.0	25
715.6	MELTON	⊙	MT715	6116	762.0 and 766.8	10
	23.1				Garland — Do not exceed 5 MPH on the Safeway Lead Track and on North or South Wye tracks at the TOFC Ramp.	
738.7	ROCKWALL		MT738		Dallas — Do not exceed 5 MPH on any track except Main Track and No. 1, No. 2 and No. 3 yard tracks.	
	11.3					
750.0	ELLIS	⊙	MT750	4649		
	0.8					
750.8	GARLAND	⊙ ATSF ⊙	MT751			
	10.6					
761.4	ATKINS	⊙	MT761			
	5.5					
766.8	DALLAS	⊙	TP215	Yd.		
	110.0					

ABS between:
 MP 711.5 and MP 750.4
 MP 756.1 and MP 765.5
 TWC in effect between MP 711.5 and MP 766.8
 Yard Limits: MP 748.4—MP 766.9.

Equation: MP 746 to MP 747 = 1.8 Mi.

Greenville — Trains and engines will approach MP 713.6 and MP 713.7 expecting to find Main Track switches lined against Main Track movements and will not operate over street crossings during the following hours except by special authority:

Monday through Saturday

7:00 AM to 7:15 AM
 7:45 AM to 8:15 AM
 11:45 AM to 12:15 PM
 12:45 PM to 1:00 PM
 4:45 PM to 5:15 PM

Sunday

11:45 AM to 12:15 PM

Denton Branch — 36.6 miles Deny (MP 758.1) to Denton (MP 721.5). Yard limits entire branch. Maximum speed 20 MPH except 10 MPH between MP 752.0 and MP 758.0. All tracks except main track . . . 5 MPH. Main track out of service between MP 721.7 and MP 729.5. Radio communication via radio display-2020.
 FRA EXCEPTED TRACK: MP 743.9 to MP 721.7; Brookhollow Ind. Lead and all Industry Tracks; Air Lawn Ind. Lead and all Industry Tracks.

Stations	MP	Sta. No.
Denton	⊙ 721.5	TA209
Coors	⊙ 730.9	TN731
Lewisville	⊙ 736.8	TN736
Trinity Mills	⊙ 742.2	TN742
Carrollton	⊙ BN/SSW 744.6	TN744
Beaver	⊙ 746.1	TN746
Farmers Branch	⊙ 746.9	TN746
Oldham	⊙ 750.7	TN751
Dallas Jct.	X 757.3	TC642
Deny	⊙ 758.1	MT766

NOTES

Radio Display: 2020			Station Nos.	Sidings Feet	Rule 10(D) not in effect.	
Mile Post	SOUTH STATIONS	NORTH			Maximum speed (Except as below) MPH	MPH
612.9	17TH ST.	⊙ BN ⊙			611.9 and 612.2	10
	0.5				612.2 and 614.2	20†
612.4	T612	6TH ST. JCT. ⊙ T ⊙	HM613		617.1 and 617.2	20†
	0.2				627.6 and 627.7	20†
612.2	T611	DALWOR JCT. T ⊙			628.7 and 628.8	10
	1.3				629.8 and 638.0	30
613.5	T613	SYLVANIA	TC614	4802	638.0 and 643.8	25
614.5	T614	7.6			Thru Sidings and turnouts 10	
621.1	T621	HURST	TC622	5043	Auxiliary tracks	5
622.2	T622	4.7				
625.8	T626	TARRANT	TC627	10039		
627.8	T628	7.6			Business Tracks MP	Sta. No.
633.4	T634	NC JCT.			Richland Park	618.2 TC618
	1.4				Centerport	629.6 TC629
634.8	T635	IRVING	TC635	4729	Ratteree	633.7 TC634
635.1	T636	SC JCT.			Perkins	641.3 TC641
635.8	T637	2.6			Frito-Lay Lead	636.1 TC636
637.4	T638	MOCKINGBIRD	TC639	Yd.	Brookhollow B.	637.4 TC637
639.0	T639	5.2			Brookhollow A.	638.7 TC639
642.6		DALLAS JCT.	TC642		Record Crossing	639.7 TC640
	1.3					
643.9	T644	NORTH JCT.	TC643			
	31.8					

CTC between MP 612.2 and MP 643.9.
 Yard Limits: 17th St. (MP 612.9) to 6th St. Jct. (MP 612.4).

Restrictions On Auxiliary Tracks:

Irving:

Trains and engines will not stop and block any public street crossings between the hours of 7:00 a.m. and 8:30 a.m. and between 4:00 p.m. and 6:00 p.m., Monday through Friday.

Industrial and Yard Track Restrictions Account of Bridges:

Highland Industrial District 240,000 Lbs.
 Trinity Industrial District 240,000 Lbs.

BN trains originating N.C. Jct. or S.C. Jct. must secure track warrant at BN Irving Station.

Southward BN trains must secure track warrant at BN North Yard, Ft. Worth.

FRA Excepted Tracks: Brookhollow leads A and B; Record-xing Team; Mockingbird Yard — all tracks except Siding and Tail Track.

WAXAHACHIE BRANCH — FT. WORTH & HOUSTON DIVS.

Radio Display: 2020			Station Nos.	Sidings Feet	Rule 10(D) not in effect.	
Mile Post	SOUTH STATIONS	NORTH			Maximum speed (Except as below) MPH	MPH
766.8	DALLAS	T ⊙	TP215		766.8 and 767.0	10†
	0.2				767.0 and 769.3	20†
767.0	NORTH TOWER	⊙ UP ⊙			769.3 and 770.6	10
	1.9				770.6 and 779.5	25†
768.9	TOWER 19	⊙ ATSF ⊙			782.2 and 784.0	30
	0.4				785.3 and 785.4	25
769.3	ENDOT	⊙			796.3 and 797.9	20†
	12.4				797.9 and 832.5	10
781.7	LANCASTER		TF781	3932	Thru sidings and turnouts	10
	9.5					
791.2	STERRETT	⊙	TF791	6252	Business Tracks MP	Sta. No.
	5.4				Sargent	770.8 TF770
796.6	⊙ SP ⊙				Peeler	772.7 TF772
	1.3				Service	793.5 TF793
797.9	BRI JCT.	⊙			Armaglass	794.6 TF794
	0.2				Nena	802.6 TF802
798.1	WAXAHACHIE	⊙	TF798	1435	Italy	813.1 TF813
					Milford	818.1 TF818
798.1	FT. WORTH DIVISION					
	HOUSTON DIVISION					
	34.4				Yard Limits: MP 769.3—MP	
832.5	DANA JCT.	⊙	MK811		771.1, MP 790.0—MP 823.5	
	65.7				Operation between Dallas and	

Equation: MP 766.8 = MP 214.8 (Dallas Subdiv.)

Operation between Dallas and Endot via Dallas Subdiv.

ABS between MP 769.3 and MP 797.9
 TWC between MP 769.3 and MP 797.9

Main Track out of service between MP 802.7 and MP 832.0.

Endot — Southward trains restricted Endot remain back of absolute signal north of ATSF Interlocking (Tower 19).

Northward BN Trains originating BRI Jct. secure Waxahachie Branch track warrant at BN station, Teague, Texas.

BRI Jct.—Normal Position main track switch lined for movement to and from UP/BN main tracks.

FRA Excepted Track from MP 797.9 to MP 832.5.

NOTES

Radio Display: 2020		Station		Station Nos.	Sidings Feet	Maximum Speed: MPH
Mile Post	WEST CP No.		EAST			Between Mile Posts
251.1		CENTENNIAL YD. ...	⊕ T ⊙		Yd.	251.9 and 304.0
251.4		FT. WORTH	⊙	TP250	Yd.	(Except as below) 60
251.8	T252	FT. WORTH DIV.				258.0 and 266.6 50
		TEXOMA DIV.				266.6 and 266.8 25
259.6	T260	IONA	↑	TP260	7731	277.0 and 282.0 50
261.2	T261	12.8				284.8 and 286.1 50
272.4	T273	EARLS	↑	TP273	7989	286.1 and 294.6 55
274.0	T274	4.1				294.6 and 295.9 35
276.5	T277	WEATHERFORD		TP277	8385	295.9 and 297.4 55
278.2	T278	9.9				298.5 and 298.7 50
286.4	T286	PREBLE	⊕ ↑	TP287	6734	304.0 and 364.0
287.8	T288	14.0				(Except as below) 50
300.4	T300	BRAZOS	↑	TP301	6853	326.2 and 326.8 45
301.9	T302	12.4				329.9 and 337.1 35
312.8	T313	JUDD	⊕ ↑	TP313	6898	340.5 and 341.3 45
314.3	T314	13.3				343.1 and 345.6 35
326.1	T326	STRAWN	↑	TP326	6864	350.5 and 352.0 40
327.5	T328	11.9				360.3 and 364.0 45
338.0	T388	TIFFIN	↑	TP338	6807	364.0 and 417.0
339.4	T339	12.8				(Except as below) 60
342.2	T342	EASTLAND		TP341		372.2 and 372.4 50
350.8	T351	9.6		TP351	6902	378.6 and 378.9 50
352.2	T352	CISCO	⊕ ↑	TP361	9786	383.2 and 388.6 40
360.4	T360	6.8				392.0 and 393.5 30↑
362.4	T362	DOTHAN	↑	TP368		393.5 and 405.3 50
367.2	T367	13.9				405.3 and 406.1 45
368.4	T369	JAYELL	↑	TP381	6926	406.1 and 409.2 30
381.1	T381	11.0				413.0 and 414.6 40
382.5	T382	CLYDE	⊕ ↑	TP392	7457	417.0 and 513.4
392.1	T392	12.4				(Except as below) 50
393.6	T394	HOLDER	↑	TP405	8784	438.0 and 438.5 40
404.5		2.1				446.9 and 448.4 30
406.6		ABILENE	⊕	TP407	Yd.	476.6 and 477.3 30
409.9		BAGDAD		TP409	6006	481.3 and 481.6 30
423.9		MERKEL		TP423	7737	509.0 and 513.4 25
429.7		TRENT		TP429	4908	513.4 and 768.7
437.0		ESKOTA		TP438	7490	(Except as below) 60
441.0		TECIFIC		TP441		533.7 and 535.0 50
447.8		SWEETWATER	⊕	TP448	11569	551.6 and 556.5 25↑
456.4		ROSCOE		TP456	7577	570.3 and 574.0 45
466.4		LORAIN		TP467	7457	587.1 and 577.6 55
478.1		DOME	⊕	TP479	8257	600.0 and 608.7 50
491.1		IATAN		TP492	6830	606.7 and 611.0 30
503.7		COAHOMA		TP503	7405	646.8 and 647.1 45
508.5		ZILER		TP509	3801	692.7 and 696.7 50
513.4		BIG SPRING	⊕	TP513	Yd.	735.3 and 735.6 50
523.9		MORITA		TP524	7555	741.2 and 744.0 40
533.3		STANTON		TP534	7515	Do not exceed 55 MPH
549.2		CHUB		TP549	7086	if freight train averages
563.8		PEGASUS		TP564	8410	over 90 tons per operative
578.9		ARCADE		TP579	7864	brake — 50 MPH if train
593.7		METZ		TP594	8000	averages over 110 tons per
609.4		MONAHANS	⊕ T	TP609	7505	operative brake.
646.6		PECOS	⊕	TP647		Yard Limits: MP 251.1
666.1		TOYAH	⊕	TP666	11865	— MP 251.9
708.8		BORACHO	⊕	TP709	8742	10 MPH thru sidings
768.7		SIERRA BLANCA	⊕	TP768		Earls, Tiffin, Clyde, Holder,
		86.2 MILES VIA SP				Bagdad, Merkel, Eskota,
		EL PASO	⊕ T	TP860	Yd.	Dome, Chub, Arcade,
		603.6				Toyah and Borachos.

CTC between MP 251.8 and MP 393.6.
 ABS between MP 393.6 and MP 768.7.
 TWC between MP 393.6 and MP 768.7.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Bomber	252.0	TP-252	Warfield	562.7	TP-563
Benbrook	254.0	TP-255	Solo	568.7	TP-569
Aledo	263.0	TP-264	Odessa	570.3	TP-570
Bennett	294.0	TP-294	Douro	584.1	TP-584
Santo	307.0	TP-308	Texas Elec.	613.6	TP-614
Gordon	318.0	TP-319	Wickett	615.6	TP-615
Johnson Mines	324.0	TP-324	Monsanto	617.5	TP-618
Ranger	340.8	TP-341	Pyote	624.2	TP-624
Putnam	373.0	TP-374	Barstow	640.0	TP-640
Baird	386.0	TP-386	Gozar	676.7	TP-676
Bandag	401.0	TP-401	San Martine	686.3	TP-687
Air Base Spur	413.0	TP-413	Levinson	691.2	TP-691
Tye	414.0	TP-414	Kent	698.8	TP-698
Pyramid	445.0	TP-445	Wild Horse	727.1	TP-729
Colorado City	475.0	TP-476	Westex	729.0	TP-729
Reef Field	504.0	TP-504	Van Horn	735.0	TP-735
Dix	538.7	TP-539	Crusher	744.2	TP-744
Midland	553.3	TP-553	Allamore	746.5	TP-746
Tex-Harvey	541.8	TP-541	Eagle Flat	753.9	TP-754
Ind. Foundation	557.6	TP-558	Arisp	763.6	TP-764
Bounce	559.0	TP-559			

SP STATIONS BETWEEN SIERRA BLANCA AND EL PASO

Station	SP Mile Post	Sta. No.	Sidings Feet
SIERRA BLANCA	736.9	TP-768	10425
LASCA	746.1	TP-777	8507
SMALL	751.3	TP-785	8479
FINLAY	760.9	TP-790	7835
McNARY	770.1	TP-803	8306
ISER	783.6	TP-815	9978
TORNILLO	794.0	TP-826	8589
FABENS	800.2	TP-831	—
CLINT	808.0	TP-839	8705
BELEN	815.2	TP-846	—
ALFALFA	822.8	TP-854	—
TOWER 47 SP CONN	827.5	—	—

A & S Ind. Lead. Abilene to MP 7.0. FRA excepted track. Maximum speed 10 MPH.
 General Dynamics — Carswell AFB Ind. Lead. FRA excepted track. Maximum speed 10 MPH.

NOTES

Do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if train averages over 110 tons per operative brake.
 Yard Limits: MP 251.1 — MP 251.9
 10 MPH thru sidings Earls, Tiffin, Clyde, Holder, Bagdad, Merkel, Eskota, Dome, Chub, Arcade, Toyah and Borachos.
 15 MPH thru turnouts Earls.
 15 MPH thru turnouts between MP 247.4 (Dallas Subdiv.) and CPT252.
 25 MPH thru turnouts: Bagdad, Merkel, Sweetwater, Coahoma, W. end Roscoe, Lorine, E. end Holder, Eskota, Dome, Iatan, W. end sidings Arcade, Pegasus and Borachos and E. end sidings Morita, Stanton, Monahans and Metz, and at Sierra Blanca to SP.
 Train Defect Detectors located:
 ⊕MP 283.0,
 ⊕MP 317.1,
 ⊕MP 347.3,
 ⊕MP 377.0,
 ⊕MP 416.0,
 ⊕MP 453.0,
 ⊕MP 485.4,
 ⊕MP 544.0,
 ⊕MP 582.0,
 ⊕MP 613.6,
 ⊕MP 644.5, and
 ⊕MP 706.3.
 Engines must not use No. 3 or Engine Spur at Crusher.
 Operation via SP Sierra Blanca to El Paso.

Radio Display: 4242				Station Nos.	Sidings Feet	Maximum Speed MPH 0.0 and 54.0 54.0 and 144.9 (Except as below) Between Mile Posts
Mile Post	SOUTH CP No.	STATIONS	NORTH			
0.0		PALESTINE	⊕ T	AX-81	Yd.	20
1.1	Q000	WEST JCT. 1.1 7.4	⊕	A-81		30
8.5		TUCKER 9.5		AX-90	3635	40
18.0		OAKWOOD		AX-99	7692	40
34.7		BUFFALO 9.1	⊕	AX-116	3575	50
43.8		JEWETT 11.0		AX-125	4265	40
54.8		MARQUEZ 15.6	⊕	AX-136	9207	40
70.4		EASTERLY 6.7		AX-152	3821	45
76.0		FRANKLIN		AX-158	9530	45
77.2	Q077	3.2				30
89.2		⊗ SP				35
89.6		HEARNE 3.8	⊕	AX-171	6218	15
93.4		⊗ UP				MPH
93.6	Q094	VALLEY JCT. 5.6		AX-175		Psg. Frt.
99.0	Q099	GAUSE	↑	AX-181	8151	70 60
100.7	Q101	10.9				35 35
109.9	Q109	MILANO	⊗ ATSF	AX-191	7759	40 40
111.5	Q111	12.7				60 45
122.6	Q122	MARJORIE	⊕ ↑	AX-205	8254	60 45
124.4	Q124	14.7				45 45
137.3	Q136	THRALL	↑	AX-220	8576	60 35
139.0	Q139	7.0				60 35
RED RIVER DIVISION						
SAN ANTONIO DIVISION						
144.3		⊗ UP				70 60
144.4	Q145	0.5	⊕	AX-226	Yd.	35 35
146.2	Q146	5.1				40 40
149.9	Q150	HESTES	↑	AX-232	7413	60 45
151.5	Q152	10.5				60 45
160.4	Q160	ROUND ROCK	↑	AX-243	7148	60 45
161.8	Q162	5.7				60 50
166.1		McNEIL	⊗ AUNW	AX-247	4972	60 50
172.6	Q173	6.5	↑	AX-253	8494	60 50
174.3	Q174	6.5				60 50
179.1		AUSTIN 7.5		AX-262	1953	60 50
186.6	Q186	BERGSTROM	⊕	AX-268	7543	45 45
188.1	Q188	13.6				40 40
200.2	Q200	KYLE	↑	AX-282	7524	30 20
201.8	Q202	6.5				30 30
206.7	Q206	CENTEX	↑	AX-288	8249	35 35
208.3	Q208					20 20
(Except as below)						49
212.0	Q212	UP JCT. 7.0	I	AX-294		20
219.0	Q219	1.9				40
220.9	Q221	GOODWIN	↑	AX-302	9990	40
223.1	Q223	12.5				40
233.4	Q233	CORBYN	↑	AX-316	7978	40
235.0	Q235	0.9				40
235.9	Q236	CRAIG JCT. 3.4		AX-317		40
239.3	Q239	BRACKEN	↑	AX-322	8428	40
241.1	Q241	11.3				40
250.6	Q250	NORTH LOOP	↑	AX-333	7559	40
252.1	Q252	8.5				40
259.1	J259	SAN ANTONIO	⊕	AX-340		40
259.9		APACHE JCT.	⊗ SP	AX-341		40
260.4		⊗ SP				40
264.3		SOSAN	⊕ T	AX-345	Yd.	40
265.2		(SPLIT DERAIL)	⊕			40
265.7		HEAFER JCT.	⊕			40
278.5		GESSNER		AX-360	8737	40
318.0		MELON		AX-399	7653	40
339.5		GARDENDALE	⊕ T	AX-422	7721	40
345.8		COTULLA		AX-427	5421	40
371.0		FINLEY		AX-451	8444	40
385.3		CALLAGHAN		AX-467	8800	40
412.0		⊗ TM				40
412.2		LAREDO	⊕ T	AX-494	Yd.	40
412.5						

Radio communications concerning terminal operation at: Palestine — Radio Display 2424; Sosan — Radio Display 8080 or 2424; Laredo — Radio Display 2020.

Southward trains arriving Sosan call yardmaster from North Loop — MP 251.5. Northward trains arriving Sosan call yardmaster from Von Ormy — MP 273.

Trains arriving Laredo secure instructions from Laredo yard before entering yard limits.

Southward trains arriving San Antonio must contact SP Del Rio Dispr. for permission to use SP interlocking when engine passes over Martin Street.

Train defect detectors located: ⊕ MP 26.7, ⊕ MP 51.3, ⊕ MP 73.1, ⊕ MP 103.0, ⊕ MP 119.7, ⊕ MP 140.3, ⊕ MP 168.9, ⊕ MP 198.1, ⊕ MP 227.3, ⊕ MP 245.0, ⊕ MP 299.3, ⊕ MP 329.0, ⊕ MP 356.0 and ⊕ MP 378.2.

RESTRICTIONS:

Double-stack cars must not be handled on track No. 1 (old MKT Main) between CPQ 212 and CPQ 219.

Taylor—Do not use more than one 4-axle unit while switching on house track, north leg of Wye, Williamson County grain tracks No. 1 and No. 2 at MP 144.

Austin—Crews handling trains in excess of 30-cars must not make a backup movement at south end of Austin siding while any portion of train occupies crossover and track to north end of Colorado River Bridge.

Texas Cement—Do not allow locomotive to occupy scales on track 706 or 707. Do not allow more than one loaded car at a time to occupy these scales.

Dittlinger—MP 231.1, do not exceed 10 MPH on WRRC tracks.

Main track split — Derailed located at MP 265.2, normally lined in derailing position, is a power operated, radio activated derail equipped with switch point indicators. Operating instruction by general order.

Do not exceed 40 MPH on following trains unless otherwise instructed by track warrant or track bulletin; SAHO, SAHO-2, OSAHO, HOSA, HOSA-2 and OHOSA.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.		
Long Lake	12.3	AX-93	Parker Bros.	231.2	AX-312		
Koch (Conn. BN)	45.7	AX-127	Ogden	236.7	AX-318		
Rockdale	119.1	AX-201	Wetmore	247.7	AX-329		
Majorie (Conn. RS&S)	124.4	AX-205	Longhorn	T	249.2	AX-330	
Thorndale	132.2	AX-214	Green Light Spur		250.0	AX-331	
Hutto	154.3	AX-235	Towne Spur		251.8	AX-333	
Round Rock	161.6	AX-243	Adams		254.0	AX-335	
IBM	169.0	AX-251	Devine		291.5	AX-373	
Hooper	171.1	AX-254	Armour				
Stripling Blake	171.9	AX-253	Chemical		310.1	AX-390	
Steck Paper Co.	172.1	AX-253	Medina Electric		310.5	AX-391	
Vinson	183.8	AX-265	Pearsall		⊕	313.0	AX-394
Buda	194.2	AX-276	Derby		321.9	AX-403	
Texas Cement	196.1	AX-278	Dilley		329.1	AX-410	
Cedar Supply	202.3	AX-284	Atlee		367.6	AX-449	
San Marcos	209.7	AX-29	Encinal		⊕	373.6	AX-455
Kroger	211.6	AX-293	UNITEC			397.9	AX-478
Geronimo Spur	220.0	AY-010	Port Laredo		T	400.6	AX-482
New Braunfels	227.3	AX-308	Nye			408.3	AX-490
Landas Park	227.8	AX-309					
Dittlinger	231.1	AX-312					

Georgetown Branch: Round Rock to Kerr DX-002 2.0 mi. Max. Speed 10 MPH.

Yard limits entire branch. Bergstrom Ind. Lead 5.0 miles Vinson to end of track. Max. Speed 10 MPH.

Longhorn Industrial Lead 4.0 miles Max. Speed 10 MPH. (Track out of service Perrin-Bietel Road to end of track.) FRA excepted track. Dabney Ind. Lead—3.5 miles between Dabney (HX18) and Blewett (HX14) Operated by Vulcan Materials.

Two main tracks CPQ212 to CPQ219. CTC in effect on Both Tracks. Tracks designated No. 1 and No. 2. Most eastern track at CPQ212 is No. 1.
 CTC between: MP 0.0 and MP 1.1; MP 77.2 and MP 259.1
 ABS between: MP 1.1 and MP 77.2; MP 260.4 and MP 262.3
 TWC between: MP 1.1 and MP 77.2; MP 264.3 and MP 412.2
 See Special Instructions Item 20 for AMTK schedules. 15 MPH dual control switch turnouts; Leroy track Palestine; crossover West Jct.; switch to UP connection and crossover from freight lead to main track at Taylor.
 Yard Limits: MP 259.0 to MP 268.0; MP 405.1 to end of track.
 No. 22 will secure UP track warrant at SP Station San Antonio.
 All trains secure track warrant at Taylor as prescribed by Rule 450.

Maximum Speed (Except as below)	MPH	Radio Display: 2020		Station Nos.	Sid- ings Feet	
		Mile Post	SOUTH CP No.			NORTH STATIONS ▲
Between Mile Posts	60	0.0		PALESTINE	AX-81	Yd.
0.0 and 1.6	30	0.1		Q000 WEST JCT.	A-81	
1.6 and 4.0	40	0.8		Q001 1.5		
4.0 and 9.4	45	1.6		Q002 SOUTH JCT.	A-83	
9.4 and 11.9	50	12.1		Q012 ELKHART	A-94	7540
11.9 and 21.7	45	13.7		Q014 25.4		
23.6 and 25.2	30	37.5		Q037 CROCKETT	A-119	9880
25.2 and 26.7	45	39.5		Q039 26.4		
36.7 and 38.6	40	64.0		Q064 TRINITY	A-146	9875
42.7 and 43.3	45	65.0		Q066 19.0		
43.3 and 48.3	55	83.0		Q083 PHELPS	A-165	7992
50.7 and 51.3	45	84.7		Q085 27.1		
59.6 and 59.8	55	110.1		Q110 CONROE	A-193	7827
63.7 and 65.5	40+	111.6		Q112 17.7		
70.2 and 72.7	50	127.75		RED RIVER DIVISION		
82.1 and 82.4	55	127.8		HOUSTON DIVISION		
82.4 and 89.0	45	127.8		Q127 SPRING JCT.	A-208	
99.3 and 99.9	55	128.3		Q128 LLOYD YARD	A-210	Yd.
105.3 and 105.6	55	130.4		Q130 SPRING	A-209	
110.1 and 114.0	30	130.9		Q131 3.2		
144.0 and Belt Jct.	45	131.5		Q132 WESTFIELD	A-213	
Sidings Elkhart, Crockett, Trinity, Phelps and Conroe	10	137.3		Q137 ALDINE	A-219	
Business	Sta.	142.0		Q142 MCGOWEN	A-223	
Tracks	MP No.	144.0		Q144 3.8		
Salmon	18.3 A-100	145.8		BELT JCT.	A-227	
Nucor	23.1 A-104	146.6		SP		
Grapeland	24.5 A-106	147.5		GULF COAST JCT.	A-229	
Southwest		150.1		SETTEGAST YARD	B-379	Yd.
Chemical	33.2 A-114					
Lovelady	51.2 A-133					
Wedco	52.5 A-134					
Riverside	71.7 A-153					
La. Pacific	93.2 A-175					
New Waverly	95.7 A-177					
Willis	103.7 A-185					
Tin Barn	117.9 A-197					
Bison	117.4 A-198					
Woodlands	118.6 A-199					
Tamina	120.6 A-202					
Spring	128.3 A-209					
Jetero & Drilco	136.3 A-218					
Texas						
Crushed						
Stone	138.9 A-220					
Hardy	142.3 A-224					
Houston	B-372					
Huntsville Industrial						
Lead — Phelps to Huntsville, AD-7, 6.8 miles, maximum speed 10 MPH, Rule 105 in effect. Business Tracks: Townley MP 3 — Sta. No. AD-4.						

VIA
HBT

CTC between MP 0.0 and MP 150.1.
Train Defect Detectors located at MP 16.9; MP 33.4; MP 49.1; MP 67.4; MP 91.3; MP 115.1 and MP 134.6.
Trains and engines must secure track warrant before moving north of Belt Jct.
Ft. Worth Subdiv. trains must secure track warrant before moving north of Spring Jct.
Two main tracks designated east and west tracks between Spring Jct. and Belt Jct.
Yard limits: MP 144.0 — MP 150.1.
Palestine — Key trains must not use Old South Main.

All radio communications concerning terminal operations at Palestine must be handled on Radio Display — 2424.

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

All radio communications in connection with HB&T operation are to be handled exclusively on Radio Display — 2424.

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

BAYTOWN BRANCH — HOUSTON DIVISION

Mile Post	Radio Display: 2020		Station Nos.	Yard Limits Entire Branch Maximum Speed (Except as below)	MPH
	WEST ▼	EAST ▲			
35.0	CEDAR BAYOU	CPH035	BG-35	Between Mile Posts	20
33.4	BAYTOWN		BG-33	7.5 and 9.0	10
30.7	E.O. CO.			Jacinto Port Lead	10
28.5	DURHAM YARD		BG-28	(Except Penn City Road east to end of track)	20
27.0	COADY YARD		BG-27	Arco Industrial lead	10
22.5	HIGHLANDS		BG-22	US Steel Industrial lead	10
18.0	COLE		BG-18	25.0 and 35.0	10
16.0	SMITH		BG-16	Lift bridge over Cedar Bayou Bridge No. 3 — U.S. Steel lead protected by signals. When signals indicate Stop be governed by instructions in release box.	
9.5	MARKET ST.		BG-9	Business Tracks	Sta. No.
3.8	SETTEGAST YD.		B-379	Armco	12.6 BG-13
				Walton Barge Terminal	13.1 BG-13
				Greens Bayou	14.3 BG-14
				Ordnance Spur	15.0 BG-15
				Berwind Railway Service	16.3 BG-16
				Arco Ind. Lead	17.5 BG-17
				Mantu	19.8 BG-19
				Normal position main track switch East Coady Yard (MP 27.4) lined for movement to lead.	

All radio communication in connection with HB&T operations is to be handled exclusively on Radio Display — 2424. Crews must communicate with each other to avoid meeting between stations.

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

Radio Display: Cent. Yard to Waco Jct.—2727 Waco Jct. to Spring Jct.—2424		Maximum speed Between Tower 55 and Bryan Jct. (Except as below) 60		MPH
Mile Post	SOUTH CP No.	STATIONS	NORTH	Station Nos.
250.9		CENT. YD.	Ⓞ T	TP250
250.3		TOWER 55	Ⓞ T	TP245
249.5		HATTIE ST.	Ⓞ X	
248.8	T249	NEY	Ⓞ Y	MK759
248.6		⊗ SP		MK760
244.8	T245	WRENN	↑	MK764
243.3	T243	12.7		7626
FT. WORTH DIVISION				
HOUSTON DIVISION				
230.6	Q231	EGAN	↑	MK778
228.9	Q229	5.7		8430
224.9		⊗ ATSF		
		10.3		
214.6	Q215	GRANDVIEW	↑	MK794
212.8	Q213			9407
198.4	Q199	18.7		
195.9	Q197	WINSLOW	↑	MK813
194.5	Q195	15.0		6933
180.9	Q181	WEST	↑	MK828
179.2	Q179	9.2		8558
171.7	Q172	ELM MOTT	↑	MK837
170.1	Q170	5.5		7761
166.2	Q166	CAPHEAD	↑	MK843
		0.3		
165.9	Q165	WACO JCT.	↑	BV-181
		3.0		
162.9	Q163	WACO	Ⓞ ↑	BV-178
161.1	Q161	7.0		8524
155.9	Q156	HARRISON	Ⓞ ↑	BV-155
154.2	Q154	8.0		8531
137.9	Q138	MARLIN	↑	BV-139
136.3	Q135	20.7		7558
117.2	Q117	SALTER	↑	BV-117
115.5	Q115	16.3		8270
102.5	Q103			
100.9	Q102	VALLEY JCT.	T ↑	AX-175
100.6		⊗ UP		7631
100.4	Q100	3.3		
97.3		⊗ SP		
		3.9		
93.4	Q093	MUMFORD	↑	BV-92
91.7	Q092	15.6		8154
77.8		⊗ SP		
		2.1		
75.7	Q076	BRYAN JCT.	Ⓞ	BV-75
597.0	Q075	SP BRYAN JCT.		BV75
595.2	Q073	SP BRYAN		8169
		15.0		
582.0	Q060	SP MILLICAN		BV59
580.6	Q058			8135
		11.3		
570.7	Q048	SP NAVASOTA JCT.		
		2.4		
46.2	Q046	JERRY	↑	BV-44
44.1	Q044	19.3		10449
26.9	Q027	GAZZOLI	↑	BV-26
25.3	Q025	15.3		7414
11.6	Q011	HUFSMITH	↑	BV-11
9.7	Q010	9.7		9175
0.0	Q127	SPRING JCT.		A-208

250.1
CTC between MP 0.0 (Spring JCT) and MP 250.3 (Double Crossover) operate on Dallas Subdiv. between Tower 55 and Centennial Yard.

Equations:
MP 165.85 = MP 842.14 (Houston Subdiv.), MP 75.67 = SP MP 96.99, SP MP 70.73 = MP 48.39, MP 0.0 = MP 127.84 (Trinity Subdiv.)

Yard Limits:
MP 250.7 to MP 246.6.

Train Defect Detectors:
Ⓞ MP 234.0, Ⓞ MP 219.9, Ⓞ MP 200.4, Ⓞ MP 183.5, Ⓞ MP 159.0, Ⓞ MP 142.5, Ⓞ MP 124.3, Ⓞ MP 107.8, Ⓞ MP 85.4, % SP MP 89.9, % SP MP 84.6, Ⓞ SP MP 75.0, Ⓞ MP 32.4, and Ⓞ MP 13.7.

Ney — Multiple Main Tracks between MP 250.3 and MP 248.8 Track on yard office side is North Track. Track on yard side is South Track.

Restrictions on Auxiliary Tracks:
Burleson — Movements over House Track must occupy island circuit; know lights are flashing 20 seconds; and then movement may proceed over crossing.
Hillsboro — On yard track west of Old Siding, movements over Walnut Street, Elm Street and Franklin Street must be preceded by flagman to provide warning.
Winslow — Movements on Elevator Track over Church Street must occupy island circuit; know lights are flashing 20 seconds; and then movement may proceed over crossing.
Waco — FRA excepted tracks; all tracks on Old Main Line (Mart) at MP 164.0
Marlin — FRA excepted tracks; all tracks on Old Main Line at MP 138.0.
Bryan — FRA excepted tracks; all tracks on Bryan Ind. Park lead at MP 80.3.

Operation on SP RR between Bryan Jct and Navasota Jct. Be governed by general code operating rules and SP RR timetable.

Radio Display: 4242		Maximum speed Between Mile Posts (Except as below) 40		MPH
Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet
0.0	SMITHVILLE	Ⓞ T	BA-110	Yd.
	36.4			
36.4	LOCKHART	Ⓞ	BA-146	4400
	10.4			
46.8	REEDVILLE	Ⓞ	BA-156	1830
	4.7			
85.5	AJAX	Ⓞ	BA-161	
	3.2			
88.7	UP JCT.	CPQ212	AX-294	
112.4	CRAIG JCT.	CPQ236	AX-317	
	12.4			
124.8	FRATT		AY-039	2856
	11.7			
136.5	SP JCT.	Ⓞ SP		
	1.0			
137.5	SLOAN	Ⓞ	AY-052	
	79.9			

Business Tracks MP Sta. No.
Red Rock 20.7 BA130
Maxwell 43.5 BA153
San Marcos 86.3 AX291
Ogden 112.6 AX318
Longhorn 123.6 AX330
Remount 127.1 AY041
Travis 130.3 AY044

ABS between MP 85.5 and MP 88.7; MP 112.4 and MP 136.5.
TWC between MP 0.0 and MP 84.9; MP 112.4 and MP 136.5.

Restrictions on Auxiliary Tracks:
Double stack cars must not be handled between CPQ 236 and SP Jct.
Loaded unit coal trains and trains handling 30 or more loads of grain, cement, rock, and/or ballast must not exceed 35 MPH.

Six-axle locomotives must not be used on business tracks at San Marcos, Ogden, Longhorn or Travis.

FRA excepted track from MP 136.5 to end of track, including Yokum Bend Yard, and all tracks except main track at San Marcos.

Sloan—Six-axle units must not be used on short leg of wye.

Southward movements over Presa Street (Mile Post 136.2) must know flashers and gates have been activated minimum of 20 seconds before occupying crossing.

Equation: MP 51.9 = MP 85.8

CORPUS CHRISTI SUBDIV. — SAN ANTONIO DIV.

Radio Display: 2020		Maximum Speed (Except as below) South Leg SAUG Wye MP 3.1 10		MPH
Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet
3.1	SOSAN	T Ⓞ	AX345	Yd.
	17.2			
20.3	LEHR		CC20	2570
	14.0			
34.3	PLEASANTON	Ⓞ	CC34	8307
	20.9			
55.2	CAMPBELLTON		CC55	7898
	20.6			
75.8	N. FLOOD GATE	Ⓞ		
	2.0			
77.8	S. FLOOD GATE	Ⓞ		
	10.3			
88.1	GEORGE WEST		CC88	7850
	24.9			
113.0	MATHIS	Ⓞ	CC113	
	11.7			
124.7	HUBERT		CC124	3176
	7.5			
132.2	ODEM	Ⓞ UP G.	B-155	Yd.
	9.0			
141.2	VIOLA	Ⓞ	CC141	
	4.4			
145.6	MP JCT.			
	0.3			
145.9	⊗ CCTA	Ⓞ		
	3.1			
149.0	CORPUS CHRISTI	Ⓞ T Ⓞ	CC150	Yd.
	145.9			

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

Handle all radio communications concerning terminal operation Sosan on Radio Display — 8080 or 2424; Corpus Christi on Radio Display — 2424.

Trains arriving Sosan call yardmaster from Loop 410, MP 8.7.
Yard Limits: MP 3.1 to MP 8.0; MP 130.0 to MP 133.8; MP 140.5 to Corpus Christi.
Trains and engines operating between Viola and Corpus Christi be governed by instructions of yardmaster on duty at Corpus Christi. When not on duty contact train dispatcher.

Corpus Christi — FRA excepted tracks in Old Yard: No. 2, No. 3 and No. 4.

Mile Post	Radio Display: Waco Jct. to MP 194—2424 MP 194 to Galveston—2727		Stations	Sidings	Maximum speed MP 842.1 to MP 918.9	MPH
	SOUTH	NORTH				
842.1	WACO JCT. CPQ165	▲	BV-181		(Except as below)	
842.9	BELLMead 0.8	▲	MK845	Yd.	Between Mile Posts	
843.6	SSW NORTH JCT. 0.7	▲			842.1 and 846.5	20
844.2	SSW SOUTH JCT. 0.6	▲			846.5 and 848.0	25
849.7	BASS 6.5	▲	MK850	10964	848.0 and 852.6	50
865.2	EDDY 14.8	▲	MK865	10142	852.6 and 853.2	35†
880.0	TEMPLE 0.8	▲	MK880	2128	862.3 and 863.3	50
880.8	OPAL ATSF	▲	MK881		870.8 and 873.2	50
881.1	COBEL 0.3	▲	MK882	3400	877.3 and 878.3	50
887.6	LITTLE RIVER 20.5	▲	MK888	8093	878.3 and 881.3	25
908.1	GRANGER 10.3	▲	MK908	7371	881.1 and 888.5	60
918.4	BIRGE 0.5	▲	MK918	8962	889.8 and 890.3	45
918.5	HOUSTON DIV.				894.3 and 896.1	60
918.9	SAN ANTONIO, DIV.				897.7 and 898.1	50
935.0	TAYLOR UP	▲	AX226		901.2 and 903.0	50
948.9	ELGIN AUNW	▲	MK935	6345	907.7 and 908.7	30
969.4	PHELAN 20.5	▲	MK949	8804	912.8 and 914.2	50
78.0	SMITHVILLE 8.6	▲	BA110	Yd.	917.8 and 918.9	35
89.0	LA GRANGE 6.9	▲	BA091	3933	MP 918.9 to MP 184.2	35†
95.9	LCRA 6.2	▲	BA078	9349	(Except as below)	40
102.1	FAYETTEVILLE 11.5	▲	BA078	9349	87.2 and 88.2	20
113.6	NEW PLUM 10.4	▲	BA066	5565	88.2 and 89.4	25
124.0	CAT SPRING 12.4	▲	BA056	5649	89.4 and 91.5	30
135.4	SEALY ATSF	▲	BA044	2837	90.9 and 91.5	30
147.8	BROOKSHIRE 8.2	▲	BA032	4705	101.3 and 101.7	35
156.0	KATY 5.2	▲	BA024	4100	134.5 and 136.0	25
161.2	WHIT 17.7	▲	BA019	5900	147.0 and 148.4	25†
170.8	SAN ANTONIO DIVISION				154.7 and 157.0	30†
178.9	HOUSTON DIVISION				170.8 and 178.9	20
180.2	EUREKA 0.6	▲	BA001	Yd.	178.9 and 180.2	10
180.8	HOUSTON SP	▲			180.2 and 182.4	20
184.2	N.G.&H JCT.	▲			182.4 and 184.2	10
184.8	CONGRESS 0.7	▲			MP184.2 and MP233.2	
185.2	S.G.&H JCT. 1.9	▲			(Except as below)	35
187.8	TOWER 85 HBT	▲	A235		184.2 and 184.4	10
189.8	PTRA CONN. 2.0	▲			184.4 and 195.2	20
190.0	SP 0.3	▲			203.2 and 209.2	25
190.3	HARRISBURG 4.7	▲	A237		222.8	20
194.7	DUMONT 3.7	▲	A241	3854	223.6 and 226.8	25
198.4	GENOA 3.1	▲	A245	4930	226.8 and 227.8	20
201.9	GRAHAM 4.3	▲	A248	6884	227.8 over Lift Span	10
205.8	WEBSTER 4.0	▲	A252	1986	227.8 and 233.2	20
209.8	SHELL SIDING 13.0	▲	A257	6802	Thru sidings and turnouts between:	
222.8	TEXAS CITY JCT. TCT	▲	A270		MP842.1 and MP 969.4	20
223.4	TEXAS CITY YARD 0.6	▲	A270	3650	(Except)	10
226.9	VIRGINIA POINT 0.9	▲	A274		Temple	10
227.8	CAUSEWAY BRIDGE	▲			Cobel	10
228.8	ISLAND 3.4	▲	A276		Thru sidings and turnouts between:	
232.2	GALVEZ YARD 1.0	▲	A280	Yd.	MP 969.4 and MP 233.2	10
233.2	GALVESTON	▲	A280		(Except)	10

MOVEMENTS BETWEEN EUREKA AND HOUSTON GOVERNED BY AUTHORITY HB&T-RTC OPERATOR.
Northward Movements must contact HB&T-RTC Operator before passing Howard Drive (MP 193.0).

MOVEMENT THROUGH GALVESTON CAUSEWAY INTERLOCKING:
(1) If train or engine is stopped by absolute signal at Virginia Point or Island, crew member must immediately communicate with interlocking operator at lift bridge.
(2) Crew may be given verbal authority to proceed from Stop indication by sending a man ahead to inspect the route. Operator must not grant such authority until it is known the route is lined and clear of opposing movement.
(3) Operator must be advised in advance of any known condition that will delay the train or engine or prevent it from making usual speed.

Train Defect Detectors: ⓄMP 852.6, ⓄMP 874.0, ⓄMP 892.2, and ⓄMP 911.4. ⓄMP 931.7, ⓄMP 951.4, ⓄMP 85.5, ⓄMP 106.3, ⓄMP 127.4, ⓄMP 146.0 and ⓄMP 164.0.

Restrictions on Auxiliary Tracks:
Bellmead — Do not exceed 5 MPH on Yard Tracks.
Temple — Do not exceed 5 MPH or use more than one 4-axle unit on Hole Track.
Granger — South leg of Wye, DO NOT exceed 5 MPH. Six-axle units must not be used on south leg of Wye unless authorized by Chief Dispatcher.

Granger — Movements on siding approaching F.M. Road 2983 (MP 908.3) must know flashers are working and gates are down for 20 seconds before occupying crossing.
Dunstan Mine Track — Stop will be made before engine passes over car retarder located under tipple. Crew member will inspect all units in engine consist to see that no part is lower than three inches above the top of the rail. Crew member will stand on the ground at the retarder each time the signal passes over the retarder. Do not exceed 2 MPH over retarder, engine only.
Smithville — Movements on auxiliary tracks approaching Miller Street crossing (MP 970.2) must occupy island circuit and know flashers are working and gates are down for 20 seconds before occupying crossing. The island circuit is identified by orange boards attached to ties approximately 40 feet each side of the crossing.

Operation of Mechanical Electrically Locked Switches and Interlocking Devices:
ATSF Crossing (MP 880.7) — When absolute signal displays Stop indication, communicate with Control Operator at ATSF Office and be governed by his instructions in proceeding through interlocking limits. If unable to communicate with Control Operator to secure signal to proceed, devices may be manually operated. First, determine that absolute signals on ATSF display Stop indication, then manually line dual control derail for UP movement. After lining derail, must again determine that absolute signals on ATSF display Stop indication. Hand signal will then be given for movement over crossing. After movement over crossing and clear of interlocking limits, dual control derail must be restored to "Derailing" position and selector lever to "Power" position. ATSF Control Operator must be notified as soon as possible.
Dunstan — Loaded unit coal trains allowed only on Bastrop Mine track.
Smithville Yard Tracks — loaded unit coal trains allowed only on back lead, straight track, old No. 1 track and No. 16 track.

Smithville — Movements on auxiliary tracks approaching Miller Street crossing (MP 70.2) must occupy island circuit and know flashers are working and gates are down for 20 seconds before occupying crossing. The island circuit is identified by orange boards attached to ties approximately 40 feet each side of the crossing.
LCRA — Northward movements on Lead, do not exceed 5 MPH while approaching flasher crossing.

Sealy — Train crews delivering multi-levels of automobiles to ATSF will not shove other cars with automobile cars.
Sealy — ATSF Siding Track is designated as a "Controlled Siding" and is governed by Train Control System signal indication. Before opening switch and entering onto and using siding, communicate with ATSF Train Dispatcher and secure permission to use Siding Track. ATSF telephone in vicinity of switch or at Automatic Interlocking.

Brookshire — Trains leaving cars on siding must not leave cars standing in the island circuit at the gated crossing at MP 147.6. The limits of the island circuit are designated by ties painted yellow on each side of the crossing.

Whit — Track No. 1 (3000 feet long) located west of and adjacent to the siding track. Unless otherwise instructed, trains in excess of 5900 feet in length required to clear the Main Track will pull front portion of train into Track No. 1 and then pull rear portion of train into the siding track.

Eureka — Southward movements from the Tail Track to the Main Track crossing Sheppard Drive at MP 180.4 must ascertain that crossing gates are down before proceeding over the crossing.

Eureka — While switching Southern Warehouse at MP 176.1, movement must not be made over Maryvest Road until it is known that the flashers and crossing gates are operating and in the proper position before fouling the crossing unless the crossing is protected by flagman.

Houston — Do not exceed 5 MPH on Tracks 1 through 6 and on Back Lead Track at City Yard.
Eureka — Yard Lead/Main Track switch north end and south end of yard must be left lined for Main Track to Yard Lead movements.

Operation on HB & T governed by HB & T Timetable. Radio communication in connection HB & T operation are to be handled exclusively on Radio Display-2424.
Fondren Spur — When necessary to shove cars over Highway 3, MP 207.3 at night, crossing must be protected by flagman.

Fondren Spur — Cars set out on Spur Track must not be left between Main Track and Highway 3 crossing.
Do not exceed 10 MPH while switching industries between MP 208.2 and MP 210.9.

Texas City Jct. — Movement to TCT yard tracks must not exceed 8 MPH over connection and employ must ride leading car when shoving.
Galveston — Transfer lead switch into Museum Track must be left lined and locked for transfer lead movement.

NOTES

Business Tracks	MP	Sta. No.
Waco	845.5	BV178
Troy	872.1	MK872
Smith	883.1	MK883
Holland	896.8	MK897
Bartlett	902.8	MK903
Coupland	926.7	MK927
Dunstan Mine	946.0	MK947
Bastrop	953.8	MK954
Plum	82.1	BA098
Cardiff	150.8	BA029
Addicks	166.7	BA013
Hennessey	172.9	BA007
Ford Lead	185.9	
Tx. Crushed		
Stone	189.7	A237
Rambler	191.7	A237
T&T Siding	193.2	
Kellogg	195.8	A241
HL&P	196.8	A241
Ashland	197.6	A245
Gifford Hill	199.1	A245
McDonough	199.5	A247
Olcott	201.3	A248
McCoy	206.5	A252
Fondren	207.1	A254
Midway Concrete	208.4	
Dickinson	212.8	A260
Marathon-Marco	213.0	A260
LaMarque	221.2	A267

Yard Limits: MP 842.1—MP 843.5; MP 969.0—MP 969.4; MP 177.0—MP 194.3; MP 228.8—MP 233.2.

ABS between MP 846.5 and MP 918.9; MP 184.2 and MP 184.4; MP 185.9 and MP 194.7.
TWC in effect between: MP 842.1 and MP 177.0; MP 194.3 and MP 226.9.
Equation: MP 969.4 = MP 69.4.
See Special Instructions Item 20 for AMTK Schedules.

40 BROWNSVILLE SUBDIV. — HOUSTON DIV.

Maximum Speed MPH T&NO Jct. - Alvin (Except as below)	Mile Post	SOUTH	CP No.	Radio Display — 2020 STATIONS	NORTH	Station Nos.	Sidings Feet
55				SETTEGAST YD.	⊙ T	B-379	Yd.
20	18			8.9			
45	18			NEW SOUTH YD.	⊙	B-368	Yd.
20	MP 18—MP 14			1.2			
25	MP 18—MP 14			T & NO JCT.	⊙ SP ⊙	B-367	Yd.
20	MP 18—MP 14			5.4			
20	MP 18—MP 14			MYKAWA		B-362	Yd.
20	MP 18—MP 14			4.0			
25	MP 18—MP 14			PEARLAND		B-358	5400
25	MP 18—MP 14			5.9			
30	MP 18—MP 14			HASTINGS		B-352	Yd.
30	MP 18—MP 14			4.1			
30	MP 18—MP 14			ALVIN	⊙ T	B-348	Yd.
30	MP 18—MP 14			1.6			
30	MP 18—MP 14			27 CROSSOVER		B-347	Yd.
30	MP 18—MP 14			2.5			
30	MP 18—MP 14			ALGOA		B-343	Yd.
30	MP 18—MP 14			0.3			
30	MP 18—MP 14			BROWNIE	T ♯	B-342	10025
30	MP 18—MP 14			9.0			
30	MP 18—MP 14			LIVERPOOL	♯	B-333	7631
30	MP 18—MP 14			13.7			
30	MP 18—MP 14			ANGLETON	⊙ T	B-322	Yd.
30	MP 18—MP 14			320.1		B-321	Yd.
30	MP 18—MP 14			318.0			
30	MP 18—MP 14			315.5			
30	MP 18—MP 14			308.6			
30	MP 18—MP 14			307.0			
30	MP 18—MP 14			305.5			
30	MP 18—MP 14			301.2			
30	MP 18—MP 14			300.0			
30	MP 18—MP 14			293.1			
30	MP 18—MP 14			291.5			
30	MP 18—MP 14			284.1			
30	MP 18—MP 14			283.5			
30	MP 18—MP 14			282.3			
30	MP 18—MP 14			275.4			
30	MP 18—MP 14			273.6			
30	MP 18—MP 14			269.9			
30	MP 18—MP 14			263.3			
30	MP 18—MP 14			249.9			
30	MP 18—MP 14			248.3			
30	MP 18—MP 14			244.4			
30	MP 18—MP 14			240.3			
30	MP 18—MP 14			238.6			
30	MP 18—MP 14			230.4			
30	MP 18—MP 14			229.3			
30	MP 18—MP 14			224.3			
30	MP 18—MP 14			224.1			
30	MP 18—MP 14			221.0			
30	MP 18—MP 14			219.1			
30	MP 18—MP 14			216.0			
30	MP 18—MP 14			206.0			
30	MP 18—MP 14			204.4			
30	MP 18—MP 14			193.4			
30	MP 18—MP 14			180.0			
30	MP 18—MP 14			162.0			
30	MP 18—MP 14			161.2			
30	MP 18—MP 14			159.0			
30	MP 18—MP 14			156.4			
30	MP 18—MP 14			154.8			
30	MP 18—MP 14			154.5			
30	MP 18—MP 14			141.4			
30	MP 18—MP 14			118.4			
30	MP 18—MP 14			97.6			
30	MP 18—MP 14			77.0			
30	MP 18—MP 14			67.6			
30	MP 18—MP 14			46.4			
30	MP 18—MP 14			26.8			
30	MP 18—MP 14			25.6			
30	MP 18—MP 14			19.0			
30	MP 18—MP 14			0.7			
30	MP 18—MP 14			377.0			

CTC between MP 2.4 and MP 204.4; MP 162.0 and MP 154.5.
 TWC between MP 204.4 and MP 162.0; MP 154.5 and MP 0.7.

BROWNSVILLE SUBDIV. — HOUSTON DIV. 41

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

All radio communications in connection with HB&T operation are to be handled exclusively on Radio Display — 2424.

Operation on ATSF between T&NO Jct. and Algoa, be governed by General Code of Operating Rules and ATSF timetable.

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

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

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

Sidings at Norias, Sarita, Raymondville, and Greta equipped with derrails and must not be used for meeting or passing trains unless otherwise instructed by the train dispatcher.

SP trains arriving Harlingen must report to UP train dispatcher when clear of UP main track.
 Train Defect Detectors located ⊙MP 134.2, ⊙MP 148.4, ⊙MP 167.5, ⊙MP 189.7, ⊙MP 209.9, ⊙MP 226.9, ⊙MP 246.8, ⊙MP 270.3, ⊙MP 295.5, ⊙MP 314.0 and ⊙MP 330.0.

Phillips Refinery Spur — MP 297.5
 2.3 miles Rule 105 in effect.
 Max. Speed 10 MPH

Celanese Industrial
 Lead — MP 277-00 Rule 105 in effect.
 2.3 miles
 Max. Speed 10 MPH

Victoria Branch:
 Between Bloomington and Victoria 12.5 miles. Yard Limits entire branch.
 Maximum Speed 20 MPH.
 Except between MP 5.0 and End of Track 10 MPH

Business Tracks MP Sta. No.
 Dernal 4.2 BM-4
 Aircro Ind. 4.5 BM-4

Brownsville Port Line 7.9 miles
 Maximum Speed MPH
 (Except as below) 10
 MP 0.0 — MP 0.5 5
 MP 0.5 — MP 2.2 10
 ⊙SP GMP 1.2

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

Hidalgo Branch: Mission to Hidalgo
 8.0 miles. Yard Limits entire branch.
 Maximum Speed 10 MPH

Business Tracks MP Sta. No.
 Hidalgo Team 7.9 BYO48
 McAllen Trade Zone 8.0 BYO48

Monsanto Ind. Lead—MP 335.6
 5.6 miles
 Maximum Speed MPH
 (Except as below) 15
 MP 3 — MP 5 10

SUGARLAND BRANCH — HOUSTON DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.
7.9	PIERCE JCT.		⊙	AE-7
11.1				
19.0	ARCOLA (End of Track)		⊙	AE-19

Yard Limits Entire Branch.
 Maximum Speed 20 MPH

Business Tracks MP Sta. No.
 Myrtle 8.5 AE-8
 Klein Industrial 9.2 AE-9
 Almaeda 10.8 AE-11
 Interpac 10.1 AE-10
 Witco Co. 13.1 AE-13
 Metal Arts 13.7 AE-14
 Sugarland 33.0 AG-33

Be governed by HB&T timetable and Special Instructions.
 Operation over SP between T&NO Jct. and Sugarland, be governed by SP timetable.

42 CHEROKEE SUBDIV.—VAN BUREN, TEXOMA & KANSAS CITY DIVS.

Radio Display: 2020				Station Nos.	Sidings Feet	Maximum speed MPH (Except as below) 55
Mile Post	SOUTH CP No.	STATIONS					NORTH
0.0			KANSAS CITY			41.9 and 43.4
2.0			29TH STREET			43.4 and 58.7
4.0			KANSAS CITY DIVISION			58.7 and 59.2
VAN BUREN DIVISION						
41.1 Miles Via BN						
43.3		V326	PAOLA	MX334		59.2 and 69.9
46.5			RINGER	RM047	8752	69.9 and 71.1
66.8			DUNLAY	RM067	8726	71.1 and 87.7
82.8			KINCAID	RM083	6278	87.7 and 88.1
94.7			MORAN	RM095	6285	88.1 and 93.2
112.6			KIMBALL	RM113	6150	93.2 and 93.7
120.6			ERIE	RM121	8218	93.7 and 95.0
138.2			PARSONS	RM136	Yd.	105.0 and 112.6
386.0						112.6 and 112.8
387.1						112.8 and 120.2
394.2			LABETTE	LM394	9477	120.2 and 121.0
400.8			OSWEGO	LM401		121.0 and 133.7
410.2			CHETOPE	LM410	4261	133.7 and 136.2
421.4			WELCH	LM421	7830	387.5 Southern Ave.
438.0			WINDERS	LM438	4568	400.8
438.8			VINITA	LM439		401.3 and 401.5
442.0			KEELE	LM442	8889	409.0 and 410.0
454.4			ADAIR	LM454	7495	421.1 and 421.6
468.2			PRYOR	LM468	8741	438.0 and 439.8
477.7			MAZIE	LM478	4961	454.1 and 454.9
488.2		V582	WAGONER	L 242		463.1 and 464.7
575.6		V576	OKAY JCT	L 233		471.7 and 472.3
493.8						487.5 and 489.2
496.0		U496	AU JCT	LM496		501.8 and 504.0
497.4		U497	UX JCT	LM497		519.0 and 520.3
498.6			CHASE	LM499	8412	563.6 and 564.2
501.8		U502	MUSKOGEE	MG003	Yd.	40 MPH turnouts: AU Jct. and UX Jct.
503.9		U504				Sidings except Winders, Keele, Welsh and Pryor
515.0		U515	WHITMAN	MG517	8302	Siding and turnouts at:
516.7		U517				Winders 5
523.5		U524				Keele 20
547.2		U547	CANADIAN	MK547	9892	Welsh 20
549.3		U549				Pryor 20
VAN BUREN DIVISION						
TEXOMA DIVISION						
583.7		U564	MCALISTER	MK564		South Switch Muskogee at MP 504.0
584.8				MK566	11226	Business Tracks MP No. Glen Park 2.6 KZ003 Beagle 54.6 RM055 Parker 61.6 RM062 Centerville 70.0 RM070 Elsmore 103.4 RM103 Savonburg 106.4 RM106 Stark 110.4 RM110 Ranchers 420.0 LM420 Big Cabin 446.8 LM447 Chouteau 472.2 LM472 LaBarge 486.8 LM487 Checotah 524.6 MK525 Eufala 538.1 MK539
<p>Equation: MP 136.2 = MP 386.0 MP 386.0 to MP 387 = 1.6 mi. At Wagoner MP 488.2 = MP 581.5 on Van Buren Subdivision.</p>						

Two main tracks between UX Jct and Muskogee designated East and West Tracks, West Track extends from UX Jct MP 497.4 to MP 504.0. East Track extends from OKAY Jct MP 493.8 to AU Jct MP 496.0 and UX Jct MP 497.4 to MP 504.0.

Yard Limits: MP 134.6—MP 387.1; on West Track MP 501.8 to MP 503.9. ABS between: MP 43.3 and MP 134.6; MP 387.1 and MP 488.2; CTC between: MP 488.2 and MP 564.8; and between Okay Jct MP 493.8 and AU Jct MP 496.0.

TWC in effect between MP 43.3 and MP 134.6; MP 387.1 and MP 488.2.

Track between MP 41.9 and MP 43.3 designated as Long Track. Rule 105 in effect. Northward trains enroute to Kansas City via BN trackage, secure BN track warrant before departing Parsons, and; Do not leave Ringer without first contacting BN Train Dispatcher at Springfield for permission to enter the Long Track at CP V326.

Paola — Southward movements through crossover from BN to UP must know crossing protection for Peoria Street is working or flag crossing.

Paola — Southward trains and engines using crossover from BN Main Track to UP Long Track must approach absolute signal at Paola. (MP 43.3) prepared to stop until absolute signal is seen to display a Proceed indication.

Elsmore — Do not exceed 5 MPH on Elevator Track. Train Defect Detectors located: \oplus MP 54.6, \oplus MP 75.5 and \oplus MP 107.2. \oplus MP 416.0, \oplus MP 446.9, \oplus MP 477.9, \oplus MP 507.4, \oplus MP 529.8 and \oplus MP 557.1.

Vinita—Do not exceed 5 MPH on BN Connection Track and on House Track.

Pryor—Industrial Area Restrictions:

GRDA Area: Do not exceed 5 MPH on GRDA Lead Track east and south of the Water Tower Crossing. Within the GRDA Area, fuses must not be used for giving hand signals except in an emergency, and when used, they must not be dropped or thrown to extinguish.

Gate across track at MP 3.5 must be opened by GRDA personnel.

GRDA Area: Both loaded and empty coal trains must be weighted by motion-sensor scales at MP 3.6 to MP 3.7 on GRDA Lead Track. The use of train brakes is not permitted over scales. DO NOT STOP any part of train or engine on the scale except for an emergency or when instructed by the proper authority. Reverse movement must not be made while any part of train or engine is on the scale.

Speed over scales MUST NOT EXCEED 5 MPH. When speed of train is below 5 MPH, signal aspect will show Green. When Yellow aspect is on, train speed must be reduced to proper speed. When aspect is Red, scale is not weighing cars; contact GRDA Dumper Operator.

WIL GRO: Do not exceed 5 MPH on all tracks.

Georgia Pacific Co. (Bestwall Div.): There are two red lights on the southwest corner of the building. When one or both of these lights are illuminated, a lift bridge is obstructing Track 1. Do not couple into or move cars on Track 1 until the lift bridge has been raised. Red light on Track 2, when illuminated, indicates that door to building is closed.

Midwest Carbide Co.: Derails, secured with Midwest Carbide Co. locks, are in place on the west end of Tracks 1 and 2, and must be unlocked by Midwest Carbide employees only.

National Gypsum Co.: There are derails on Tracks 1 and 2 and a lift bridge which obstructs Track 2 when it is in use. Semaphore signals display Stop when the derails and lift bridge are on. Movement must not be made into these tracks when the signals display Stop. National Gypsum personnel only are authorized to operate the derails and signals.

McAlester—When making switch movements from Scale Track to Main Track and West Lead to siding (MP 565.4), movement must not be made over Monroe Street until gates are down and flashers are operating unless protected by member of crew.

McAlester—Engines or cars weighing 200,000 pounds or more must not move over private industry scales McAlester Oil Mill.

GALENA BRANCH — VAN BUREN DIVISION

Radio Display 2020				Station Nos.	Sidings Feet	Maximum speed 10 MPH Yard Limits: MP 419.1 to MP 434.2
Mile Post	SOUTH STATIONS	NORTH				
400.8		OSWEGO		LM401		BN trains operating between Columbus and End of Track secure authority of UP train dispatcher to occupy main track and report when clear.
(17.0 miles via BN)						
419.1		COLUMBUS		LL419	Yd.	Business Tracks MP No. Hallowell 352.5 LL410 Horn 433.9 LL433
427.8		CRAIN		LL427	493	
429.3		MILITARY		LL429	1350	Equations: At Oswego MP 400.8 = BN MP 360.2 At Columbus BN MP 343.2 = MP 418.8
431.5		BN				
432.1		GALENA		LL432	1494	
434.2		END OF TRACK				
32.7						

TULSA BRANCH — VAN BUREN DIVISION

Radio Display - 2020				Station Nos.	Sidings Feet	Maximum speed MPH (Except as below) 25 290.0 and 287.7 20+ 287.7 and 284.0 10 284.0 and 280.3 20+ 280.3 and 278.3 10 Through sidings and turnouts 10
Mile Post	SOUTH STATIONS	NORTH				
324.8		CHASE		LM499		Yard Limits: MP 291.0—MP 278.3.
291.8		BROKEN ARROW		MM292	2850	Business Tracks MP No. Alsuma 286.8 MM288 Oneta 296.9 MM297 Coweta 303.6 MM304 Patch 311.6 MM312 Porter 313.3 MM313 Anchor 319.8 MM320 Wybark 324.0 MM324
287.2		TULSA		MV153	Yd.	
278.3		END OF TRACK				
46.5						

Restrictions on Auxiliary Tracks:

Tulsa — Northward movements approaching Garnett Road on the three tracks in the Auto Convey Yard must not exceed 5 MPH until ascertained that flashers have been actuated before proceeding over crossing.

Tulsa — Movements on auxiliary tracks crossing Rockford Avenue (MP 279.3) and Quincy Avenue (MP 279.2) must occupy island circuit within 30 feet of crossing identified by ties painted yellow, know flashers are working and gates are down for 20 seconds, and then movement may proceed over crossing.

Tulsa — Movements on side track over Third Street (MP 278.6) must occupy island circuit, know gates are down and lights are flashing 20 seconds, and then movement may proceed over crossing.

MIDLAND VALLEY BRANCH — Muskogee \oplus MP 97.1 to End of Track MP 49.5. Stations: STIGLER Sta. No. MV55 MP 55.2 and SHOPTON \oplus T Sta. No. MV96 MP 95.8. 47.6 miles. YARD LIMITS MP 93 and MP 97.1. Maximum speed 25MPH except: MP 61 to MP 62, MP 65 to MP 66. Both 10MPH. Operation by General Order.

JENKS INDUSTRIAL LEAD: MP 135.2 to MP 146.1 Stations: Tulsa T \oplus Sta. No. MV152 MP 148.1. Jenks — Sta. No. MV142. All tracks MP 146.1 to MP 154.7 Tracks. Maximum speed 20MPH. Rule 105 in effect.

Operation via BN between Cherokee Yd. and ATSF yard lead, Tulsa. Secure verbal authority from BN dispatcher before entering CTC territory for movement in either direction. Maximum speed 20MPH except 10MPH over 17th St. Cherokee Yard.

44 COFFEYVILLE SUBDIV.—VAN BUREN DIVISION

Mile Post	SOUTH	CP No.	Radio Display — 2020 STATIONS	NORTH	Station Nos.	Sid-ings Feet	Maximum Speed MP 283.4 to MP 296.9	MPH
283.4		K284	LEEDS JCT.	Ⓤ	MX291		(Except as below) . . . 40	
284.7			KANSAS CITY DIVISION				296.9 and 335.0	
			VAN BUREN DIVISION				(Except as below) . . . 60	
288.4		V288	DODSON	Ⓤ	MX298	13857	325.2 and 327.0	40
291.2		V291	KENNETH	Ⓤ	MX308	15477	327.0 and 327.9	55
296.7		V297	KENNETH	Ⓤ	MX308	15477	331.3 and 331.7	55
300.6		V301	BUCYRUS	Ⓤ	MX319	7432	332.8 and 335.0	40
310.0		V310	BUCYRUS	Ⓤ	MX319	7432	Osawatomie —	
311.6		V312	WAGSTAFF	Ⓤ	MX326	7445	Around wye	10
316.2		V316	WAGSTAFF	Ⓤ	MX326	7445	On running track 333	
317.7		V318	WAGSTAFF	Ⓤ	MX326	7445	to 334.5	20
326.3		V326	PAOLA	Ⓤ	MX334		335.0 and 376.2	
326.4		V326	PAOLA	Ⓤ	MX334		(Except as below) . . . 55	
326.9		V327	BROWN	Ⓤ	MX336	10680	338.5 and 339.9	50
329.1		V329	BROWN	Ⓤ	MX336	10680	340.9 and 341.8	45
333.0		V333	OSAWATOMIE	Ⓤ	MX341	Yd.	343.5 and 344.2	50
334.5		V334	OSAWATOMIE	Ⓤ	MX341	Yd.	348.1 and 348.2	25†
336.0		V336	TOLER	Ⓤ			348.2 and 348.6	40
338.9		V339	TOLER	Ⓤ			356.9 and 357.8	30
343.5		V343	LANE JCT.	Ⓤ	R 009		371.6 and 372.6	50
352.4		V352	HECLA	Ⓤ	R 020	7374	376.2 and 467.7	
353.9		V354	HECLA	Ⓤ	R 020	7374	(Except as below) . . . 60	
360.5		V360	BIRCH	Ⓤ	R 029	7700	383.8 and 385.0	30
362.1		V362	BIRCH	Ⓤ	R 029	7700	385.0 and 392.1	55
370.8		V371	DIXON	Ⓤ	R 039	9103	398.0 and 399.5	40
372.6		V373	DIXON	Ⓤ	R 039	9103	403.6 and 418.1	55
380.9		V381	FIELDS	Ⓤ	R 049	7665	417.6 and 418.3	50
382.6		V383	FIELDS	Ⓤ	R 049	7665	418.1 and 418.3	55
390.1		V390	VERNON	Ⓤ	R 059	8816	423.0 and 423.0	45
391.9		V392	VERNON	Ⓤ	R 059	8816	423.3 and 426.3	55
398.6		V398	DURAND	Ⓤ	H 085	8244	426.3 and 428.5	40
400.3		V400	DURAND	Ⓤ	H 085	8244	428.5 and 433.6	55
414.1		V414	ROPER	Ⓤ	R 082	7909	433.6 and 435.2	30
415.8		V416	ROPER	Ⓤ	R 082	7909	435.2 and 437.3	55
417.6		V416	BENEDICT	Ⓤ	R 085		443.4 and 448.2	55
424.9		V425	HENNELLY	Ⓤ	R 094	7742	448.2 and 450.3	40
426.5		V426	HENNELLY	Ⓤ	R 094	7742	450.3 and 451.3	55
433.1		V433	NEODESHA	Ⓤ	R 102	8241	451.3 and 462.1	55
434.8		V435	NEODESHA	Ⓤ	R 102	8241	462.1 and 462.2	45
434.9		V435	NEODESHA	Ⓤ	R 102	8241	462.2 and 467.3	55
441.5		V442	SYCAMORE	Ⓤ	R 109	9489	467.3 and 467.7	20
443.5		V444	SYCAMORE	Ⓤ	R 109	9489	Business	Sta.
448.6		V444	SYCAMORE	Ⓤ	R 109	9489	Tracts	MP No.
449.1		V449	INDEPENDENCE	Ⓤ	R 116	8045	Koch Ind.	284.8 MX-291
450.8		V451	INDEPENDENCE	Ⓤ	R 116	8045	Vance Bros.	
462.6		V462	DEARING	Ⓤ	R 130	8237	Missey	285.6 MX-293
464.3		V464	DEARING	Ⓤ	R 130	8237	Barry-Gann	
467.1		V467	DEARING	Ⓤ	R 130	8237	Lbr. Co.	292.1 MX-300
467.8		V467	DEARING	Ⓤ	R 130	8237	International	
			COFFEYVILLE	Ⓤ	R 135	7900	Paper Co.	296.2 MX-305
			COFFEYVILLE	Ⓤ	R 135	7900	Greely	348.1 R-15
			COFFEYVILLE	Ⓤ	R 135	7900	Garnett	357.6 R-24
			COFFEYVILLE	Ⓤ	R 135	7900	Westphalia	373.6 R-41
			COFFEYVILLE	Ⓤ	R 135	7900	Le Roy	384.4 R-51
			COFFEYVILLE	Ⓤ	R 135	7900	Buffalo	411.2 R-78
			COFFEYVILLE	Ⓤ	R 135	7900	Altoona	427.2 R-94
			COFFEYVILLE	Ⓤ	R 135	7900	Blake	453.3 R-120
			COFFEYVILLE	Ⓤ	R 135	7900	Fredonia	426.5 RC-12

Do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if train averages over 110 tons per operative brake.
 Equation:
 MP 299.2=MP 300.0
 MP 467.2=MP 663.4 on Van Buren Sub Div.

Two main tracks MP 334.5-Lane Jct. designated No. 1 and No. 2 Tracks. (No. 1 is old "East" Track and No. 2 is old "West" Track.)
 Manual Interlocking with BN at MP 326.3: When interlocking signal at CP V326 displays Stop Indication, communicate with UP train dispatcher and be governed by instructions in release box.
 Northward Trains to operate over BN between Paola and Kansas City must not leave Brown without first contacting BN Train Dispatcher Springfield for permission to enter Long Track at CP V326.
 Fredonia: Reached via ATSF from Benedict. (See Item 14(a) Special Instructions.) TWC in effect between Benedict and Fredonia.
 Train Defect Detectors located at ⓊMP 313.9, ⓊMP 345.8, ⓊMP 366.6, ⓊMP 387.0, ⓊMP 410.9, ⓊMP 438.2 and ⓊMP 459.5.

PARIS BRANCH — VAN BUREN DIVISION

TWC in effect MP 515.0 to MP 551.0.		Radio Display - 2424		
Mile Post	SOUTH	NORTH	Station Nos.	Sid-ings Feet
502.5			VAN BUREN	L-158
			0.1	
			1.8 MILES VIA AM	
502.6			UP	
			1.4	
504.3			FT. SMITH	LD-5
			1.8	
506.3			AM G	
			0.7	
507.0			KCS	
			2.3	
509.3			AM	
			3.5	
512.8			SO. FT. SMITH	LD-10
			23.2	
536.0			THESSING	LD-34
			17.1	1727
553.1			PARIS	LD-51
			50.6	

Operation over AM between Van Buren and Ft. Smith, 1.8 miles. General Code of Operating Rules and AM Timetable apply. Employee must communicate with BN train dispr. before operating time release at Ark. River bridge 4106.

VAN BUREN SUBDIV.—VAN BUREN & NO. LITTLE ROCK DIVS. 45

Mile Post	SOUTH	CP No.	Radio Display 2020 Coffeyville — OG&E Spur 2424 OG&E Spur — MP 355.4 4242 MP 355.4 — NL Rock	NORTH	Station Nos.	Sid-ings Feet	Maximum Speed MP 662.8 — OG&E Spur (Except as below) . . . 60	MPH
662.8			COFFEYVILLE	Ⓤ	R 135	10506	662.8 and 662.7	20
661.6		V662	COFFEYVILLE	Ⓤ	R 135	10506	661.0 and 660.2	25
660.5		V661	BARTLESVILLE JCT.	Ⓤ	L 320		657.1 and 657.0	55
			Osawatomie —				653.5 and 652.3	55
			Around wye				646.5 and 646.4	55
651.7		V652	LENAPAH	Ⓤ	L 311	7714	643.3 and 643.2	55
650.1		V650	LENAPAH	Ⓤ	L 311	7714	640.6 and 639.6	35†
635.0		V635	CLEM	Ⓤ	L 293	9219	639.6 and 639.2	55
633.1		V633	CLEM	Ⓤ	L 293	9219	632.7 and 632.5	55
623.2		V623	OOLOGAH	Ⓤ	L 282	7470	628.5 and 628.3	55
621.5		V621	OOLOGAH	Ⓤ	L 282	7470	622.2 and 621.3	45
610.3			CLAREMORE	Ⓤ			620.3 and 620.1	55
			Ⓤ BN				618.8 and 617.5	40
608.1		V608	PRATT	Ⓤ	L 268	7262	613.5 and 612.5	45
606.8		V606	PRATT	Ⓤ	L 268	7262	612.5 and 611.6	55
598.1		V598	INOLA	Ⓤ	L 257	9147	610.3 and 609.3	30
596.4		V596	INOLA	Ⓤ	L 257	9147	608.6 and 608.5	55
581.6		V582	WAGONER	Ⓤ	L 242		605.3 and 603.2	55
			0.9				599.1 and 598.7	55
580.5		V581	COOKSON	Ⓤ	L 239	9158	597.1 and 596.5	35
578.7		V579	COOKSON	Ⓤ	L 239	9158	589.1 and 588.6	55
575.6		V576	OKAY JCT.	Ⓤ	L 233		586.3 and 585.5	55
			6.8				581.7 and 580.5	25
568.7		V569	OG & E SPUR	Ⓤ	L 229		576.2 and 575.7	55
			11.2				571.5 and 571.9	55
557.5			BRAGGS	Ⓤ	L 218	8444	OG&E Spur —	
			17.2				(Except as below) . . . 50	
541.3			UPSON	Ⓤ	L 201	7964	On OG&E Spur 10	
			14.6				564.4 and 564.1	35
526.7			KCS				560.8 and 560.7	40
			7.0				560.1 and 559.5	45
519.7			HANSON	Ⓤ	L 180	8017	556.3 and 556.1	45
			15.0				544.5 and 544.1	45
504.7			GREENWOOD	Ⓤ	L 164	9002	536.2 and 536.1	30
			6.3				535.1 and 534.6	40
498.4			AM	Ⓤ	L 158	Yd.	526.8 and 525.2	35
			1.2				513.0 and 513.5	45
497.2			VAN BUREN	Ⓤ	L 158	Yd.	508.9 and 507.6	45
			11.2				500.4 and 500.1	45
486.0			DYER	Ⓤ	L 146	7641	499.2 and 497.6	25
			16.2				489.6 and 489.4	40†
467.9			POPING	Ⓤ	L 130	7602	479.7 and 479.5	45
			13.2				474.5 and 471.6	40
456.5			ALIX	Ⓤ	L 117	7602	467.3 and 464.3	45
			13.1				MP 446.4 — MP 395.0	
443.0			SPADRA	Ⓤ	L 105	7582	(Except as below) . . . 60	
			15.5				436.1 and 434.5	45
427.5			SCOTIA	Ⓤ	L 085	8219	427.0 and 426.8	45
			9.8				426.8 and 423.6	50
417.7			RUSSELLVILLE. T.	Ⓤ	L 075	6225	420.2 and 415.0	35
			0.1				415.0 and 412.8	45
417.6			D.&R. CONN.				412.8 and 411.1	50
			6.9				402.3 and 401.9	50
410.7			WORTHEN	Ⓤ	L 068	7897	MP 95.0 — MP 343.2	
			10.6				(Except as below) . . . 50	
400.1			BLACKVILLE	Ⓤ	L 057	7755	392.9 and 391.4	30†
			18.8				386.1 and 385.9	45
381.3			MENIFEE	Ⓤ	L-038	7576	382.1 and 371.0	45
			17.7				359.8 and 359.3	35
363.6			MAYFLOWER	Ⓤ	L 021	10691	359.3 and 357.5	45
			9.0				346.0 and 344.2	25
355.4		V355	MARCHE					

46 HOISINGTON SUBDIV. — VAN BUREN & CHEYENNE DIVS.

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
		Radio Display 4242 Osawatomic to Wilsey 2020 Wilsey to Pueblo				MP 334.4 to MP 451.0
334.4		CPV334 OSAWATOMIE	T	MX-341	Yd.	334.4 and 335.0
335.0		CPV335				335.8 and 334.9
343.3		RANTOUL		MX-351	7158	337.1 and 337.2
354.1		OTTAWA		MX-362	7465	424.9 and 426.0
354.4		⊗ ATSF				432.5 and 433.3
357.1		⊗ ATSF				450.8 and 452.7
368.7		LOMAX		MX-376	4591	477.8 and 479.0
376.8		FLINT		MX-385	6662	495.9 and 497.0
386.2		⊗ ATSF				524.4 and 525.0
386.4		OSAGE CITY		MX-394	6398	529.6 and 529.8
401.9		ADMIRE		MX-410	6447	544.9 and 545.9
412.2		LAKE		MX-420	6125	557.3 and 559.4
		VAN BUREN DIVISION				588.9 and 589.3
424.3		CHEYENNE DIVISION				589.9 and 590.6
425.6		COUNCIL GROVE	⊕	MX-432	Yd.	617.0 and 820.9
425.8		PETE	⊕	MX-433		846 and 847
436.3		WILSEY		MX-444	6454	All Sidings
445.6		PRAIRIE		MX-454	8981	Except Avondale
451.0		HERINGTON		MX-459		Baxter
451.5		⊗ SSW				On ATSF
458.6		HOPE		MX-467	4618	(Except as below)
459.2		⊗ ATSF				597.3 and 598.6
468.0		ELMO		MX-476	6347	615.9 and 616.0
476.1		CODY		MX-485	6568	617.2 and 617.5
491.2		BRIDGEPORT		MX-499	6559	Pueblo Jct.
495.9		LINDSBORG		MX-504		617.5 and 617.9
505.6		MARQUETTE		MX-513	6427	On ATSF do not exceed
518.2		CRAWFORD		MX-526	4391	45 MPH when averaging 90
524.5		GENESE		MX-532	12731	tons or over per operative
529.7		⊗ BN				brake, or when train exceeds
537.6		BUSHTON		MX-545	4608	7000 tons.
545.2		CLAFLIN		MX-553	7177	
558.8		HOISINGTON	T ⊕	MX-567	Yd.	Do not exceed 50 MPH if
568.9		OLMITZ		MX-577	8231	freight train averages over
575.6		OTIS		MX-583		100 tons per operative brake
583.4		BISON		MX-592	6219	— 45 MPH if train averages
590.3		LA CROSSE		MX-598	3872	over 110 tons per operative
605.3		McCRACKEN		MX-613	7555	brake.
616.0		BROWNELL		MX-624		Eastward trains
622.1		OSGOOD		MX-630	6066	Westward trains
627.3		RANSOM		MX-635	3875	Over 110 cars
633.8		ARNOLD		MX-642	2521	Over 6200 feet
640.3		UTICA		MX-648	6429	long
655.6		SHIELDS		MX-663	6304	Over 6100 train
665.0		HEALY		MX-673		tons
670.2		RANCH		MX-678	6211	Train Defect Detectors
681.7		⊗ ATSF				located at
682.5		SCOTT CITY		MX-690	3309	⊕ MP 533.0
682.8		⊗ ATSF				⊕ MP 595.5
692.1		MODOC		MX-700	6309	⊕ MP 625.7
699.2		MARIENTHAL		MX-707		⊕ MP 679.4
707.1		LEOTI		MX-715	3968	⊕ MP 705.6
717.1		SELKIRK		MX-725	6089	⊕ MP 792.1
729.0		TRIBUNE		MX-737	2521	⊕ MP 850.5 and

HOISINGTON SUBDIVISION — CONTINUED 47

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Mountain Time Horace to Pueblo
729.0		TRIBUNE		MX-737	2521	1.8
730.8		HORACE	⊕ ⊕ T	MX-739	Yd.	9.7
740.5		WALKINGHOOD		MX-748	8954	6.1
746.6		TOWNER		MX-754		5.9
752.5		STUART		MX-760	6069	19.3
771.8		CHIVINGTON		MX-780	6181	14.0
785.8		EADS		MX-794	6365	22.9
807.7		HASWELL		MX-816	6527	10.7
830.5		HEATH		MX-838	6392	22.8
841.2		SUGAR CITY		MX-849		16.7
846.4		ORDWAY		MX-854	7234	5.2
863.1		PULTNEY		MX-871	6070	6.3
869.4		NA JCT		MX-876		11.8
591.8		AVONDALE	⊕ ⊕	MX-889	8153	6.0
603.6		DEVINE	Via ATSF	MX-895		2.2
609.6		BAXTER	⊕	MX-897	7500	6.0
611.8		PUEBLO JCT.	⊕	MX-903		1.2
617.8		PUEBLO	T ⊕	MX-905	Yd.	562.7

(Industrial Lead Pueblo to end of track — Old Main Line.)
Operation west of Pueblo Jct. governed by DRGW timetable and Special Instructions.

Avondale: Entrance road to ordnance plant — Stop and protect before crossing. 40 MPH Dual control switch turnout at NA Jct.

Operation between NA Jct. and Pueblo Jct. over joint UP-ATSF track controlled by ATSF dispr. at Newton KS. 30 MPH turnouts both ends sidings Baxter and Avondale. ATSF mileage and mile post numbers used between NA Jct. and Pueblo Jct. CTC in effect.

Topeka Industrial Lead: 13.7 miles; from Lomax MP 368.1 MX-376 to End of Track MP 381.8. Max. speed 20 MPH. Rule 105 in effect. Stations; Michigan MP 374.4 T-097 and Overbrook MP 381.6 T-104.

48 SALINA SUBDIV. — MIDWEST & CHEYENNE DIVISIONS

Mile Post	WEST STATIONS	Radio Display - 4242	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH		
						(Except as below)	MPH	
73.0	CP2073 EAST MENOKEN T					40	40	
78.0	CP2078 SILVER LAKE			KP079		5	5	
79.0	CP2079					5	5	
83.0	CP2082 4.9							
83.6	ROSSVILLE			KP084	6629			
92.0	ST. MARYS			KP092				
104.7	WAMEGO			KP105	7007			
119.3	MANHATTAN			KP119				
131.6	EAST FUNSTON			KP132	6386			
139.5	JUNCTION CITY		T	KP140	6873			
152.3	CHAPMAN			KP152	6591			
163.7	ABILENE		⊙	KP164	5818			
164.5	⊙ ATSF							
164.7	WEST ABILENE		⊙	KP165				
172.3	SOLOMON		T	KP172	3528			
179.9	NEW CAMBRIA			KP180	4132			
184.6	EAST SALINA		⊙	KP185				
186.6	SALINA		T ⊙	KP187	Yd.			
187.2	⊙ ATSF							
194.8	BAVARIA			KP195	2763			
200.9	BROOKVILLE			KP201	5275			
219.3	KANOPOLIS			KP219	2917			
223.3	ELLSWORTH			KP224	4902			
246.2	DORRANCE			KP246	2925			
263.6	RUSSELL			KP263	3022			
272.4	GORHAM			KP272	5024			
290.1	HAYS			KP290	5278			
303.3	ELLIS			KP303				
308.4	RIGA			KP308	2719			
322.3	WAKEENEY			KP322	2336			
343.3	QUINTER			KP343	3610			
350.9	BUFFALO PARK			KP351	3032			
365.2	GRINNELL			KP365	2370			
377.4	OAKLEY		⊙ T	KP377	5726			
378.3	MIDWEST DIVISION							
	CHEYENNE DIVISION							
386.1	MONUMENT			KP386	2456			
421.2	WALLACE			KP421	2168			
429.8	SHARON SPRINGS			KP430	3599			
441.8	WESKAN			KP442	3082			
463.0	CHEYENNE WELLS			KP463	2670			
473.5	FIRST VIEW			KP474	2451			
487.5	KIT CARSON			KP488	2806			
507.6	AROYA			KP508	2292			
517.7	BOYERO			KP518	2576			
526.7	CLIFFORD			KP526	4760			
535.8	HUGO			KP536	3777			
550.5	LIMON			KP551	2075			
550.6	⊙ CLK							
563.0	CEDAR POINT			KP563	4947			
571.7	AGATE			KP572	4837			
584.0	DEER TRAIL			KP584	2680			
609.3	BENNETT			KP609	4976			
618.4	WATKINS			KP618	4632			
630.5	SABLE		⊙	KP631	4132			
638.2	PULLMAN		⊙ T	KP638	Yd.			
	565.2							

PLAINVILLE BRANCH — MIDWEST DIVISION 49

Mile Post	WEST STATIONS	Radio Display — 4242	EAST STATIONS	Station Nos.	Sidings Feet	Maximum speed MPH		
						(Except as below)	MPH	
0.0	SALINA		⊙	KP187	Yd.	40	40	
11.5	CULVER			KO012	1276	5	5	
23.8	BEVERLY			KO024	2466			
33.8	⊙ ATSF							
34.2	LINCOLN CENTER			KO034	1421			
40.7	VESPER			KO041	2468			
56.0	LUCAS			KO056	1714			
79.2	PARADISE			KO079	1258			
87.0	NATOMA			KO087	1618			
95.1	CODELL			KO095	1478			
103.5	PLAINVILLE		⊙ T	KO104	1899			
110.4	ZURICH			KO110	1783			
129.3	BOGUE			KO129				
138.0	HILL CITY			KO138	1157			
150.2	MORLAND			KO150	1306			
170.4	HOXIE			KO170	1495			
186.2	MENLO			KO186	1450			
203.5	COLBY			KO204	946			
212.5	MINGO			KO213	1952			
224.5	OAKLEY		⊙ T	KP377				
	224.5							

CLINTON BRANCH — MIDWEST DIVISION

Mile Post	SOUTH STATIONS	Radio Display 2727	NORTH STATIONS	Station Nos.	Sidings Feet	Rule 10(D) NOT in effect. Maximum speed MPH		
						(Except as below)	MPH	
226.8	SEDALIA		⊙ ⊕	MX188		25	25	
230.8	CAMPBELL		⊙	MW231	6928			
265.4	NORTH CLINTON			MW265				
273.4	LADUE			MW273	4800			
316.0	TODD			MW316	9205			
316.7	NEVADA		⊙ UP ⊕	MW317				
337.4	FORT SCOTT		⊙ BN ⊕ ⊙	MW338				
339.1	GRIFFITH		⊙	MW339	6878			
340.5	END OF TRACK							
	158.6							

Mile Post	WEST STATIONS	Radio Display — 4242	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(except as below)	MPH
383.5	DURAND		T ⊙ ⊕	H-85	4872	40	40
386.0	YATES CENTER		⊙	H-87		5	5
394.4	BATESVILLE			H-96	4851		
420.7	EUREKA			H-122			
438.6	SUMMIT			H-140	4256		
452.7	WALNUT			H-154	4472		
454.5	ELDORADO		⊕	H-155			
476.6	VAN BUREN DIVISION						
482.0	TEXOMA DIVISION						
	WICHITA YD. ⊙ ⊕ T				H-186	Yd.	
	98.3						

50 CONCORDIA BRANCH — MIDWEST DIVISION

Radio Display - 2020		Station Nos.	Siding Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS EAST			
408.8	FRANKFORT	KX131	.....	25
413.7	TUTTLE	S-83	5235	Between Mile Posts — 491.2 and 491.4 10 537.9 and End of Track 580.6 10 (FRA Excepted)
425.6	BLUE RAPIDS	S-95	.....	Business Tracks MP Sta. No.
437.7	BARNES	S-107	.....	Waterville 430.5 S-100
443.6	GREENLEAF	S-113	3103	Linn 450.6 S-120
464.4	CLIFTON	S-134	2701	Palmer 455.4 S-125
466.0	⊙ KYLE ⊙	S-136	.....	Ames 473.8 S-143
471.0	CLYDE	S-141	.....	Gilbert 509.5 S-179
485.1	⊙ ATSF ⊙	S-155	Yd.	Solomon Rapids 519.3 S-189
485.4	CONCORDIA	S-155	.....	Glen Elder 525.6 S-195
490.3	YUMA	S-160	2189	Cawker City 532.9 S-202
496.3	BURR OAK JCT.	S-166	.....	Bloomington 553.7 SF-15
496.4	JAMESTOWN	S-166	.....
502.8	SCOTTSVILLE	S-172	.....	Yard Limits: MP 484.0 to MP 496.7; MP 511 to MP 519.3; MP 537.9 to end of track Stockton MP 580.6.
514.4	BELOIT ⊙ UP ⊙	S-184	1633	CONCORDIA: Washington Ave. and Cedar St. — Stop and protect.
524.1	GLEN	S-194	1938	At Osborne, stop and protect U.S. Highway 281 crossing.
533.3	CAWKER	S-203	1724	TWC in effect MP 409.1 to MP 538.6.
538.6	DOWNES	S-208	Yd.	Equation: MP 421 to MP 424 = 0.2 mi.
548.5	OSBORNE	SF-10	.....
562.1	ALTON	SF-23	.....
570.4	WOODSTON	SF-32	.....
580.4	STOCKTON	SF-42	Yd	
			174.0	

LENORA BRANCH — MIDWEST DIVISION

Radio Display - 2020		Station Nos.	Siding Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS EAST			
538.7	DOWNES	S-208	.....	10 MPH
557.8	GAYLORD	S-227	.....	Yard Limits: Entire Branch FRA Excepted.
572.6	KIRWIN	S-242	.....	Business Tracks MP Sta. No.
583.1	GLADE	S-253	.....	Portis 547.7 S-217
598.5	LOGAN	S-268	.....	Harlan 552.9 S-222
612.9	EDMOND	S-282	.....	Cedar 563.0 S-233
623.3	LENORA	S-293	.....	Claudell 567.8 S-237
			84.5	Speed 589.8 S-259
				Equation: MP 582 to MP 583 = 0.6 mi.
				End of Track MP 623.6.

SOLOMON BRANCH — MIDWEST DIVISION

Radio Display - 4242		Station Nos.	Siding Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS EAST			
0.8	SOLOMON	KP172	.....	25
6.5	NILES	KS907	3042	Other than MT 5
14.7	BENNINGTON	KS915	2541	Between Mile Posts — 22.7 and 24.0 10 56.9 and 57.9 ⊙ 10 Glasco and Asherville 10†
34.7	DELPHOS	KS935	1683	Yard Limits MP 55.0 to MP 57.9
46.8	SIMPSON	KS947	1476	Business Tracks MP Sta. No.
57.2	⊙ UPS ⊙	S184	1374	Lindsey 20.9 KS921
57.4	BELOIT	S184	.....	Minneapolis 23.3 KS923
			56.4	Glasco 41.6 KS942
				Asherville 49.8 KS950
				End of Track MP 57.9.

BURR OAK BRANCH — MIDWEST DIVISION

Radio Display 2020		Station Nos.	Siding Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS EAST			
496.0	JAMESTOWN	S-166	.....	10 MPH
529.7	BURR OAK	SE-34	.....	Yard Limits: Entire Branch FRA Excepted.
			33.7	Business Tracks MP Sta. No.
				Randall 506.7 SE-11
				Jewell 512.9 SE-17
				Mankato 521.5 SE-26
				At Mankato — Stop and protect crossing — U.S. Highway 36.

CARTHAGE BRANCH — MIDWEST & ARKANSAS DIVS. 51

Radio Display 2727 Pleasant Hill-Carhage 2424 Carhage-Diaz Jct. RULE 10D NOT IN EFFECT		Station Nos.	Siding Feet	Maximum Speed (Except as below) MPH
Mile Post	SOUTH CP No. STATIONS NORTH			
643.25	M249 PLEASANT HILL	MX-249	.....	40
637.3	ORE	P-5	7690	Between Mile Posts — 640.2 and 642.8 10 640.2 and 639.8 25 633.75 and 632.0 25 593.3 and 592.4 35† 574.4 and 574.2 35 549.0 and 548.7 25 528.7 and 527.0 10
626.6	LONE TREE	P-16	4009	490.4 and 488.0 20 483.2 and 481.5 35 478.0 and 477.9 35† 477.25 and 477.0 25 475.5 and 475.0 25 471.1 and 470.6 35 468.4 and 467.4 30 462.9 and 460.1 35 460.1 and 459.5 30 459.5 and 453.1 35 448.3 and 447.6 35 447.6 and 445.4 25 445.4 and 436.7 35 436.7 and 429.4 30 423.8 and 422.5 35 420.6 and 420.3 30 411.3 and 409.9 35 404.8 and 399.1 35 385.7 and 381.7 35 383.75 and 384.0 25 378.75 and 378.5 25 376.1 and 374.3 35† 360.0 and 359.0 25† 341.6 and 339.3 30 319.4 and 318.7 25† 308.5 and 308.25 10 306.6 and 305.8 25† 288.3 and 286.5 30† 286.5 and 286.0 20 286.0 and 285.4 30 285.4 and 284.0 30 279.6 and 277.7 35 264.7 and 264.0 10 260.9 and 259.5 35
612.5	ADRIAN	P-29	7514	All sidings and turnouts 10
605.5	BUTLER	P-38	4593	All tracks except main tracks or sidings 5
591.5	RICH HILL	P-50	8216	North leg of Wye Diaz Jct. out of service
574.6	NEVADA ⊙ UP ⊙ ⊙	P-69	1741	Business Tracks: MP Sta. No.
572.7	NASSAU JCT.	P-71	.....	Harrisonville 632.1 P-10
551.0	LAMAR	P-93	7646	Archie 620.3 P-23
548.9	⊙ BN ⊙	.....	.....	Passaic 609.2 P-34
538.8	JASPER	P-105	4404	Sheldon 561.4 P-82
527.6	CARTHAGE ⊙ BN ⊙ ⊙ T	P-115	7478	Irwin 556.5 P-86
525.8	PEARL	.....	.....	Carytown 533.7 P-109
506.8	STOTTS CITY	WR-250	7761	Spur 515.2 WR-258
489.6	⊙ BN ⊙	.....	.....	Reeds Spring 460.5 WR-204
489.1	AURORA	WR-232	3002	Branson 447.3 WR-191
478.5	CRANE	WR-221	7738	Hollister 445.5 WR-189
451.5	GRETNA	WR-194	6790	Cricket 432.7 WR-176
434.3	DAVIS	WR-178	6851	Pyatt 403.0 WR-146
416.1	BERGMAN	WR-159	7710	Flippin 386.5 WR-130
392.3	YELLVILLE	WR-136	7547	Calico Rock 341.4 WR-85
383.6	MIDWEST DIVISION	.....	.....	Sylamore 325.0 WR-68
381.5	ARKANSAS DIVISION	.....	.....	Earnharts 293.0 WR-36
357.4	COTTER	WR-125	7840	Cushman Spur 288.1 WR-31
339.5	NORFORK	WR-102	8342	Pfeiffer Spur 283.6 WR-27
329.6	CRESWELL	WR-83	2539	Moorefield 281.4 WR-25
329.6	MOUNT OLIVE	WR-73	7913	Ark. Eastman 273.6 WR-17
312.4	GUION	WR-56	2364	Newark 270.3 WR-14
307.6	MYERSVILLE	WR-50	8097	
288.9	CUSHMAN	WR-30	8294	
286.1	BATESVILLE	WR-29	2492	
267.7	INDEPENDENCE	WR-12	.....
259.5	DIAZ JCT.	X-259	.....
			383.3	

Yard Limits: Jct. Sedalia Subdiv. to MP 642.0; Carhage — MP 530.4 to MP 524.6; MP 383.6 to MP 379.5; and MP 260.7 to Diaz Jct.

TWC in effect: MP 260.7 and MP 379.5, MP 383.6 and MP 524.6, MP 530.4 and MP 641.4.

Carhage Branch trains originating Kansas City secure Sedalia subdivision and Carhage branch track bulletins at Kansas City.

Trains enroute to Carhage Branch via Diaz Jct. secure track warrant before passing Diaz Jct. Limited clearances of Cotter, Crest, Cricket, Pyatt and Reeds Spring tunnels necessitate careful handling of oversized shipments.

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

Webb City Branch: Carhage MP 528.0 to Joplin 16.8 Miles. Max. Speed 20 MPH except: MP 528.0 — MP 529.0, MP 539.0 — MP 539.75, and MP 542.6 — MP 545.8; 10 MPH. operation by General Order. Cars with height in excess of 18 feet 6 inches must not be handled south of MP 528.5.

Stop and flag main street crossing Webb City on the ORONOGO Lead.

Business Tracks:	MP No.	Atlas Branch: Webb City to Atlas 6.6 miles. Yard limits entire branch. Max Speed 10 MPH.
Ireco	533.7 P-120	
Webb City	538.7 P-126	Atlas, MP 6.1; Sta. No. HC-6
Joplin	545.3 P-133	

Springfield Branch: Aurora MP 488.2 ⊙ WR-232 via BN 29.9 miles to Springfield MP 511.1 ⊙ BN ⊙ PD-34. All tracks Springfield are yard tracks. Maximum speed 10 MPH over crossings at Springfield at Highway, College, Kansas and Walnut Streets. Operation via BN between Aurora and Springfield. See Item 14(b) Special Instructions. Crew secure track warrants at Aurora from BN train dispatcher before occupying BN track at Aurora. BN Stations: Marionville MP 264; Logan MP 262; Billings MP 257; Republic MP 252; Brookline MP 247 and Nichols MP 242.

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	MPH	
							Maximum Speed	Psr. Frt.
Radio Display 2020 Gratiot St. — River Jct. 2424 River Jct. — Kansas City								
0.0			GRATIOT ST. (M) (C) (U)				75	60
2.3			GRAND AVE. (M)		MX002			
0.5			ST. LOUIS (C)		MX001			
2.3			1.8 Miles Via TRRA GRAND AVE. (M)		MX002			
6.8		D007	MAPLEWOOD (C) (I)		MX007			
10.8		D011	WEBSTER (C) (I)		MX011			
13.2		D013	KIRK JCT. (I)		MX012			
14.0			ST. LOUIS DIVISION					
			MIDWEST DIVISION					
20.0		M021	KEEFER CREEK (I)		MX021			
32.3		M032	DOZIER (I)		MX031			
37.0		M037	SUMMIT (I)		MX037			
43.7		M044	WEST LABADIE (I)		MX044			
46.5		M047	SOUTH POINT (I)		MX052			
57.7		M058	PACE (I)		MX058			
72.9		M073	BERGER (I)		MX074			
85.9		M086	GASCONADE JCT. (I)		MX086			
90.6		M091	MORRISON JCT. (I)		MX091			
102.0		M102	AMES (I)		MX102			
116.8		M117	BONNOT JCT. (I)		MX116			
117.3		M118	OSAGE JCT. (I)		MX117			
124.3		M124	MOREAU (I)		MX124			
125.5		M126	JEFFERSON CITY (C) (TX)		MX125	Yd.		
126.4		M128	RIVER JCT. (I)		MX128			
140.2			CENTERTOWN (I)		MX140	8363		
150.3			CALIFORNIA (I)		MX150	4061		
166.1			DOW (I)		MX166	8548		
175.7			OTTERVILLE (I)		MX175	1244		
181.1			SMITHTON (I)		MX181	2760		
188.9			SEDALIA (C)		MX188	4719		
195.7			DRESDEN (I)		MX195	7488		
208.1			KNOBNOSTER (I)		MX208	6167		
218.4			WARRENSBURG (C)		MX218			
224.4			CENTERVIEW (I)		MX224	9015		
242.8		M243	STRASBURG (I)		MX242	4316		
243.8		M244						
247.8		M246	PLEASANT HILL (C)		MX249	9700		
249.0		M249						
252.3		M252	AVON (I)		MX252	4164		
253.2		M253						
258.0		M258	LEES SUMMIT (C)		MX259	7932		
259.6		M260						
271.2		M271	INDEPENDENCE JCT. (I)		MX271			
276.8		M277						
276.8			MIDWEST DIVISION					
276.9			KANSAS CITY DIVISION					
276.9			ROCK CREEK JCT. (C)		MX276			
283.0			6.2 Miles Via KCT RY KANSAS CITY (UN-STA)		MX282			
			278.8					
See Special Instructions Item 20 for AMTK schedules. Washington Equation: MP 51.8 equals MP 54.8.								

Business Tracks:	MP	Sta. No.	Business Tracks:	MP	Sta. No.
Lake Jct.	8.0	MX 8	Hermann	81.0	MX 80
Webster			Gasconade	88.5	MX 88
Groves	10.0	MX 10	Chamois	100.2	MX 100
Kirkwood	13.4	MX 13	Bonnot's Mill	113.1	MX 112
Barretts	16.5	MX 16	River Terminal	129.2	MX 130
Valley			Shell Spur	151.3	MX 151
Park	18.9	MX 18	Tipton	162.8	MX 162
Eureka	27.9	MX 29	Lamonte	200.9	MX 200
Pacific	34.8	MX 36	Missouri Public	257.3	MX 257
Gray Summit	39.9	MX 40	Western Electric	261.0	MX 261
Washington	51.7	MX 54	Independence	273.2	MX 273
New Haven	67.3	MX 67			

Yard Limits: MP 0.0 to MP 6.8.

Trains except AMTK must secure track warrant before leaving Jefferson City.

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

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

MacArthur Bridge, between Gratiot Street Tower and Valley Jct, max speed 10 MPH.

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

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

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

Trains and engines moving with the current of traffic and delayed must ascertain from train dispatcher location of overdue Passenger trains and clear as instructed.

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

LAKE INDUSTRIAL LEAD: Lake Jct. MP 8.4 to MP 10.5 2 miles. Maximum speed 5 MPH. Rule 105 in effect. FRA excepted track. Restricted to four axle units.

KIRKWOOD INDUSTRIAL LEAD: Kirk Jct. MP 13.2 CPD13 Sta. No. MX012 (C) (C) to MP 15.75; 2.5 miles; (C) BN (C) at MP 13.6; (C) Crestwood MP13.9 to MP 15.75; at street crossing MP 15.3, movement must stop and crew member on ground warn traffic until crossing occupied. Rule 105 in effect; maximum speed 10 MPH. FRA excepted track. Derail installed MP 16.5.

Do not exceed 50 MPH if freight train averages over 100 tons per operative brake — 45 MPH if train averages over 110 tons per operative brake.

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

Bagnell Spur: West Main Street — stop and protect. Do not occupy crossing at Dix Road, Industrial Drive or Highway 179 until rotating white light on top of signal case is lighted. If not lighted after two minutes, crew member must protect crossing. Split point Derail located between Industrial Blvd. and Brooks St. East of Convenience Store. Crews using this Spur will be required to line derail behind them while switching only if cars are to be switched to main line or run around track is being used. When making straight deliveries or pick ups, it will not be required to be lined behind while Spur is being used.

At Sedalia when operating on former MKT trackage crossing Emmitt Street, stop 100 feet before occupying crossing, wait 20 seconds to ensure warning devices are operating.

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

40 MPH dual control switch turnouts: Keefers Creek, East crossover Dozier, Gasconade Jct., Morrison Jct., Bonnot Jct., Osage Jct., and East crossover River Jct.
15 MPH dual control switch turnouts: Grand Ave. Jct. switch with Carthage Subdivision at Pleasant Hill and both ends siding Avon.

Dragging equipment detectors located MP 84.2 (both tracks), MP 92.4 (both tracks), MP 113.6 (both tracks) and MP 120.75 (Both tracks).

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

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

Train Defect Detectors located on both tracks: (C) MP 28.7, (C) MP 49.3, (C) MP 71.0, (C) MP 95.7, (C) MP 120.2. Others: (C) MP 152.8, (C) MP 170.0, (C) MP 190.3, (C) MP 210.8, (C) MP 230.1 and (C) MP 255.7.

Mile Post	WEST CP No.	STATIONS	EAST Station Nos.	Sidings Feet	Maximum Speed MPH (Except as Below) Between Mile Posts
Radio Display 5858 East of Kaw River 3838 West of Kaw River					
276.9	K977	ROCK CREEK JCT. ...	MX276		30
277.0		SOUTHWEST JCT. ...	MX277		40
A278.2		⊗ KCS ⊗			
276.9	K977	ROCK CREEK JCT. ...	MX276		15
277.0		MANCHESTER ...			30
278.9		K978			
281.8	K983	KCT TROOST ...			20
282.1		GILLIS ST. ...	⊗ KCS ⊗		
A281.7	K980	LYDIA AVE. ...			25
A282.0		TROOST AVE. ...	⊗ KCS ⊗		
282.4	K984	ASB JCT. ...			10
283.1		BROADWAY ...			
283.7		SANTA FE ST. ...	⊗ BN ⊗		
0.4	K000	HICKORY ST. ...			25
0.8		STATE LINE ...	⊗ KX003	Yd.	
1.2		KAW TOWER ...			
3.3		TERMINAL JCT. ...			
3.7		18TH ST. ...			
5.2		KAW JCT. ...			
6.4		WEST YARD ...			
SOUTH STATIONS NORTH					
A287.5	K288	EDGEWATER ...	0 005	4000	
A286.4		K287	UP CONN. ...	⊗ UP ⊗	
A284.7	K285	MINNESOTA AVE. ...			
A286.0		K286	NO. CYPRESS JCT. ...		
283.1	K283	BROADWAY ...			
B278.2		K278	NEFF YARD ...	MX283	Yd.
B278.6	BIG BLUE ...		⊗ KCT ⊗		
B279.1	K279	KCT CONN. ...			
B279.2		12TH STREET ...			
B280.1		35TH STREET ...			
B282.6		LEEDS JCT. ...			
B283.4					

Southwest Jct. Wye ⊗ KCS ⊗
 The following operating and Yard Limits denote the outer limits of the KCT Subdivision:
 River Subdiv MP 284.5 MP 284.0
 Coffeyville Subdiv MP 284.7 MP B279.0
 Marysville Subdiv MP 6.5 MP 4.0
 Falls City Subdiv MP 289.0 MP A288.0
 Kansas City (BN) MP 4.0

Two main tracks: Manchester MP 278.7 to West Yard MP 6.4 designated No. 1 and No. 2 (No. 1 track is north track); Lydia Ave. MP A281.7 to MP 282.4 designated No. 3 and 4; No. 3 track extends from Lydia Ave. MP A281.7 to Broadway and is 3rd. Main track between MP 282.4 and Broadway, (North of No. 1 track); No. 4 track extends from Lydia Ave. MP A281.7 to ASB Jct. MP 282.4; Leeds Jct. MP B283.4 to Neff Yard designated No. 5 and No. 6; No. 6 extends from Manchester CPK978 (Old Eagle 1) to Leeds Jct. CPK284; No. 5 extends from Leeds Jct. CPK284 to Neff Yard MPB278.2.

CTC — Between: Rock Creek Jct. MP 276.9 and Southwest Jct. MP A278.2; Rock Creek Jct. MP 276.9 and MP 6.5; Lydia Ave. MP A281.7 and ASB Jct. MP 282.4; MP 289 and Broadway CPK283; MP B284.7 and Neff Yard on No. 6 track; and, MP B283.4 and CPK279 on No. 5 track.
 On No. 5 track between KCT Crossing (Sheffield) MP B279.1 and Neff Yard, between Southwest Jct. and Neff Yard, and on Nos. 3 and 4 tracks between Lydia Ave. CPK980 and Neff Yard, trains and engines will use these tracks on authority of Yardmaster Topping Ave.

15 MPH Dual Control Switch Turnouts: Manchester CPK978 No. 7 crossover between No. 1 and No. 2 tracks; KCT Troost CPK981 all switches except No. 3 switch Lowline to Highline; Troost Ave. CPK982 all switches; Broadway CPK283 No. 3 crossover between No. 1 and No. 2 track; and, Incline switch No. 1 to KCT Ry; Hickory Street CPK000 MP 0.4 to MP 1.4 all switches; Kaw Jct. MP 5.1 No. 9 crossover between No. 1 track and Old Belt; Wyandotte Connection; Leeds-North Switch No. 5 to Blue River Yard and No. 7 crossover between No. 5 and No. 6 tracks; Sheffield Wye and Crossover Tower 8.

40 MPH Dual Control Switch Turnouts: No. 1 crossover switches West Yard MP 6.4 main track 1 to main track 2; and, Leeds Jct. CPK284.

In Kansas City, Kansas be governed by item 9 of Special Instructions.
 Leeds — Chevrolet property, protect all crossings.

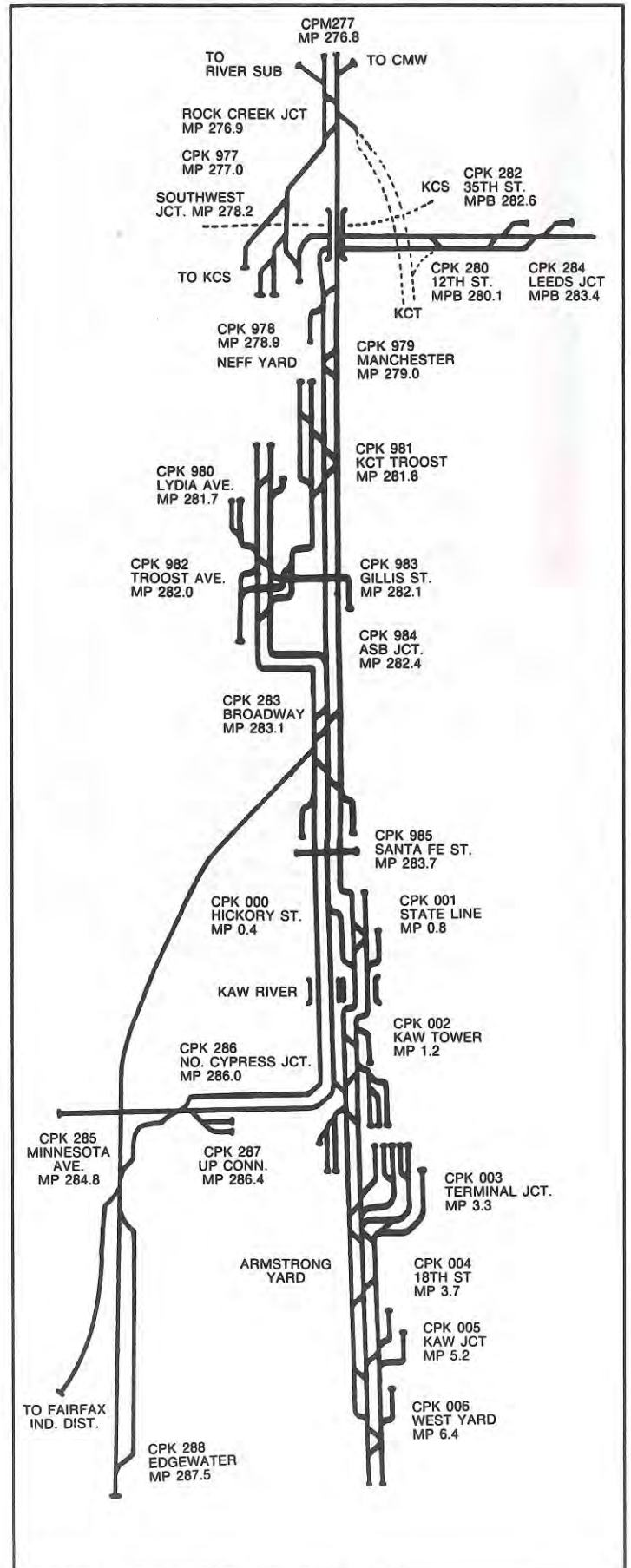
When operating on railroads in Kansas City other than Union Pacific be governed by Greater Kansas City Area Operating and Special Instructions 1991 Edition.

Glen Park: Car-puller between Mill 1 and 2 tracks (Bunge) 80 feet north of loading Tipple will not clear man on side of car. Car-puller between Mill 3 and 4 tracks (Bunge) just south of unloading Tipple will not clear man on side of car.

Coopers Lead will not accommodate high-wide loads and will not clear man on side of car due to close clearance at Bunge Elevator.

On northward movement, 30th Street flasher devices time out in one minute thirty seconds after approach circuit occupied. Signal will not again start operating until island circuit through street is occupied. Northward movements from Glen Park must approach 30th street crossing at very slow speed to permit crossing signals to operate before crossing is occupied by engines or cars.

- Restrictions on auxiliary tracks Glen Park; Do not exceed 5 MPH on any track except:
1. Outbound track from Point Shanty south to BN Conn. 20 MPH
 2. Inbound track from BN Conn. to Mill 1 switch 20 MPH
 3. Coopers Lead 10 MPH



Mile Post	Radio Display 2727			Station Nos.	Sidings Feet	Maximum Speed West Yard to West Menoken (Except as below)	MPH
	WEST	STATIONS	EAST				
6.4	K006	WEST YARD	X	KX006		70	
6.5		KANSAS CITY DIVISION					
		MIDWEST DIVISION					
8.9	Z009	MUNCIE	X	KX010	C 5097	60	6.4 and 7.4
9.8					S 4975	5	Muncie Auto Facility
17.5	Z019	BONNER SPRINGS		KX018	C 3039	60	13.1 and 13.4
18.0	Z020	(HOLD SIG) 3.8				55	16.3 and 17.9
20.6		(EWD HOLD SIG)				30	17.9 and 18.0
21.3	Z021	COLD SPUR	X	KX022		60	20.1 and 27.8
21.4		(WWD HOLD SIG) 7.7				60	33.1 and 33.4
29.0	Z038	LINWOOD	X	KX028	C 8597	50	36.5 and 36.9
38.0		(WWD HOLD SIG) 9.8				40	38.5 and 40.5
38.2	Z040	LAWRENCE	X	KX040	C 2229	60	42.5 and 43.1
40.0		(EWD HOLD SIG) 5.0				10	Lawrence spur
43.2		MIDLAND	X	KX043		60	65.7 and 66.3
		8.4				20	67.2 and 68.3
51.6		PERRY		KX052	C 6305	40	68.3 and 71.5
52.3	Z052	(EWD HOLD SIG)				10	Menoken (West leg of Wye)
54.0	Z054	(WWD HOLD SIG) 15.8					Center Sidings:
62.3	Z063	(WWD HOLD SIG)				10	Muncie
67.4	Z067	EAST TOPEKA	X			10	Bonner Springs
		0.8				15	Linwood
68.2	Z068	TOPEKA	X	KX068	Yd.	10	Lawrence
		2.1				10	Perry
70.3	Z070	WEST TOPEKA	X			60	West Menoken to Gibbon Jct.
		2.6					(Except as below)
72.9	Z073	EAST MENOKEN	X	KX073		50	99.0 and 99.4
		3.1					
76.0	Z076	WEST MENOKEN					
		6.9					
80.7	Z080						Jeffrey Spur 9.0 miles
82.9	Z083	KENEFICK	†	KX084	12734	50	Maximum Speed 25 MPH
85.5	Z086	8.1				45	except 10 MPH beyond MP 5.6 Rule 105 in effect
91.0	Z091	COOK	†	KX092	9472		
92.9	Z093	9.7					109.2 and 109.6
95.2	Z095					50	130.7 and 131.1
99.7	Z100	EAST AIKINS	†	KX101	24182	45	140.3 and 140.6
		2.5				50	147.3 and 147.8
102.2	Z102	JEFFREY	X	KX103		35	147.8 and 149.3
104.4	Z105	WEST AIKINS					Hanover industry spur
111.4	Z111	DULUTH	†	KX112	12569	10	0.0 and 1.7
113.9	Z114	5.8					
117.2	Z117	EVANS	†	KX118	10939	30	185.9 and 186.9
119.4	Z119	8.3				50	188.4 and 188.7
125.5	Z125	SULLIVAN	†	KX127	12837	55	188.7 and 191.3
128.1	Z128	5.6				50	198.3 and 200.2
131.1	Z131	FRANKFORT	†	KX131	9488	55	217.8 and 219.2
133.1	Z133	5.3				55	223.3 and 223.8
136.4	Z136	WINIFRED	†	KX137	11713	30	260.0 and 262.0
138.7	Z139	6.2				40	285.2 and 287.7 (No. 1 Trk)
142.5		MIDWEST DIVISION					287.4 and 287.7 (No. 2 Trk)
142.6	Z143	UPLAND		KX143		40	
		5.3					
147.9	Z148	E MARYSVILLE	T	KX148	Yd.	40	
		1.5					
149.4	Z149	C MARYSVILLE	X		Yd.		
		0.9					Business Tracks MP Sta.
150.3	Z150	W MARYSVILLE	X	KX150	Yd.		Edwardsville (E) 13.9 KX014
		5.2					Sunflower (W) 16.7 KX017
155.5	Z155	ORRICK	X	KX155			Loring (E) 20.5 KX021
		10.4					Newman (E) 55.9 KX056
165.9	Z166	GERRY		KX165			Grantville (W) 61.3 KX061
		7.1					Menoken Jct. 74.0 KX074
170.3	Z170	HOLLENBERG	†	KX172	13008		Grove (W) 80.7 KX081
172.9	Z173	6.8					Delia (W) 88.2 KX088
177.1	Z177	RUDY	†	KX178	9561		Emmett (W) 94.8 KX095
179.3	Z179	3.3					Onaga 109.9 KX110
180.4	Z180	BN					Lillis 121.8 KX122
		2.9					Herkimer (W) 153.5 KX153
183.3	Z183	FAIRBURY	†	KX188	13585		Bremen (W) 158.2 KX158
185.9	Z186	9.3					Hanover (W) 164.5 KX163
187.7	Z188						Endicott (W) 180.6 KX182
192.6	Z193	HEDRIX	†	KX194	9253		Sedan (E) 229.6 KX231
194.5	Z195	8.0					Glennvil 251.5 KX253
200.6	Z201	ALEXANDRIA	†	KX203	12717		Viets Ind. Lead — Frankfort to Viets 5.3 mi. Max Speed 10 MPH — FRA Excepted.
203.2	Z203	7.7					Viets — MP 403.8, S-74. Rule 105 in effect.
208.3	Z208	BELVIDERE	†	KX212	8020		Hansen Ind. Lead — Hastings to Hansen 7.5 mi. Max Speed 10 MPH — FRA Excepted.
209.9	Z210	1.9					Hansen — MP 6.8, KG-108. Rule 105 in effect.
214.8	Z215	CARLETON	†	KX219	13253		Bestwall Branch — Marysville to Bestwall 10.1 mi. Max. Speed 10 MPH. Yard limits entire branch. Bestwall MP 9.9 KB 345.
217.5	Z218	9.9					Equation: Gibbon Jct. MP 287.84 = MP 175.12 on Council Bluffs Subdiv.
224.7	Z225	DAVENPORT	†	KX226	13180		
227.3	Z227	8.9					
233.6	Z234	BN					
		0.1					
233.7	Z234	EDGAR	†	KX236	13070		
236.3	Z236	6.8					
240.5	Z240	FAIRFIELD	†	KX244	8819		
242.4	Z242	6.2					
246.7	Z247	ANAN	†	KX249	12765		
249.3	Z249	7.8					
254.5	Z254	LEVEL	T	KX257	19161		
258.3	Z258	6.0					
260.5	Z260	BN					
		1.6					
262.1	Z262	HASTINGS	T	KX262	13152		
264.7	Z265	10.5					
272.6	Z273	HAYLAND	†	KX275	12996		
275.2	Z275	6.2					
278.8	Z279	DENMAN	†	KX283	9998		
280.9	Z281	6.4					
285.2	Z285	S. GIBBON					
		2.6					
287.8	B175	GIBBON JCT.	T	NX176			
		281.3					

Rule 251 in effect between West Yard and East Topeka.

Two main tracks West Yard to West Menoken; Upland to Gerry; So. Gibbon to Gibbon Jct.

ACS in effect East Menoken to Gibbon Jct.

CCS Test Loops located Hastings and Fairbury.

Between East Topeka and westward hold signal 62.3 Grantville on westward track, trains and engines may move against the current of traffic at restricted speed after authority has been granted by train dispatcher. At westward hold signal 62.3 Grantville, rules 247(B) and 312(4) do not apply. Movement from Stop signal 62.3 may be made only on verbal authority of train dispatcher.

40 MPH dual control switch turnouts: West yard MP 6.4 between Nos. 1 & 2; West Topeka MP 70.4 between Nos. 1 & 2; East Menoken; West Menoken; Aikens MP 104.5; Upland two main tracks; Orrick (between No. 1 and No. 2); Gerry CPZ 166; Gibbon Jct.; South Gibbon - CPZ 285.

15 MPH dual control switch turnouts: East Topeka; Topeka; Marysville Yard lead; Endicott.

TRACK WARRANT REQUIREMENTS

SSW Trains: Westward SSW Yard office, Kansas City; Eastward SSW yard office Herrington, KS.

GENERAL INSTRUCTIONS

At Marysville, a member of the crew must report to train dispatcher or Marysville Yard for instructions before coming into yard and must not block Highway 77 crossing.

Train Defect Detectors located: Both Tracks @MP 15.0, @MP 31.6, @MP 46.8 & @MP 61.3. Other @MP 76.3, @MP 88.2, @MP 108.0, @MP 122.0, @MP 134.7, @MP 160.9, @MP 175.4, @MP 187.6, @MP 198.2, @MP 213.5, @MP 228.4, @MP 245.1, @MP 258.8, @MP 270.3, and @MP 283.3.

HALLAM BRANCH — NEBRASKA DIVISION

Mile Post	Radio Display-2727			Station Nos.	Sidings Feet	TWC in effect MP 2.0 to MP 32.88.	Maximum Speed	MPH
	WEST	STATIONS	EAST					
37.4		SHELDON STATION	⊙				25	
		1.4						
36.0		HALLAM		KH036	4529			
		29.5						
6.5		JANSEN		KH006	4344			
		5.8						
0.0		FAIRBURY	⊙	KX188	4906			
		37.4						

Six axle units not allowed on sidings and elevator tracks. Before entering Main Track or initiating movement within Yard Limits at Hallam, employees must call NPPD, AC402-787-2555, and determine that NPPD crew is not occupying Main Track. Telephones located trackside at Plymouth MP 16.7 and Hallam MP 37.4.

If NPPD crew is occupying Main Track, movement must not be made until NPPD crew is clear of Main Track.

Radio Display — 2424			Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST			
0.0	VALLEY	⊙ T	NX028	Yd.	0.1 and 0.3 3.8 and 4.0 5.8 BN Crossing 6.4 and 7.7
5.8	⊗ BN	⊙			19.1 and 19.5 28.8 and 36.3 36.3 and 37.4 55.4 and 56.5 56.9 and 57.5
11.6	MEAD		NA012	4247	57.2 between west scale track and east house track switch
26.3	WESTON		NA026	3397	59.0 BN Crossing 83.0 and 93.0
37.3	VALPARAISO	⊙ T	NA037	4453	96.5 and 97.3
47.4	GARRATT		NA048	5313	98.8 and 101.4 107.2 and 112.6 113.1 BN Crossing
55.5	BN CONN	⊙			All tracks except main track
56.5	⊗ BN	⊙			Marysville — yard tracks
57.1	LINCOLN	⊙	NA057	1100	Business Tracks MP Sta. No. Yutan(E) 6.3 NA006 Wahpco (W) 14.7 NA015 Krumel (E) 17.4 NA017 Wahoo 18.9 NA019 Agnew 41.8 NA042 Raymond 46.5 NA047 Kawa (W) 52.2 NA052 Linpark (W) 54.7 NA054 Princeton 74.7 NA075 Cortland 79.5 NA080 Holmesville (W) 105.7 NA106 Blue Springs 110.3 NA110 Barneston 118.0 NA118 Marietta 125.9 NA126
57.4	⊗ BN	⊙			
59.0	⊗ BN	⊙			
64.7	JAMAICA		NA065	5821	
69.8	ALDO		NA070		
88.9	PICKRELL		NA089	3657	
96.8	BEATRICE	⊙	NA097	4320	
113.1	⊗ BN	⊙			
114.3	BADGER		NA114	5343	
134.2	MARYSVILLE	⊙ T	KX148	Yd.	

Yard Limits: Valley to MP 2.1; MP 36.3 to MP 39.0; MP 52.0 to MP 58.9; MP 95 to MP 98.5; MP 131.3 to Marysville.

STROMSBURG BRANCH — NEBRASKA DIVISION

Radio Display — 2424			Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST			
-0.1	VALPARAISO	⊙ T	NA037		0.0 and 0.5 All tracks except main track
13.5	BRAINARD		NS214	967	Between Mile Posts — 1.3 and 6.4 6.4 and 8.0 8.1 and 11.0 13.5
21.8	YANKA		NS222	3300	23.0 and 23.5 29.9 and 31.0 47.5 and 48.2
23.2	DAVID CITY		NS223	1156	58.0 and 68.0 72.0 and 73.0 73.3 BN Crossing
23.5	⊗ BN				
40.1	SHELBY	⊙	NS240	1507	Business Tracks MP Sta. No. Rising City 33.3 NS233 Osceola 47.5 NS248 Hordville 68.5 NS269
52.9	STROMSBURG		NS253	1200	Yard Limits: MP -0.1 to MP 1.0 MP 38.0 to MP 42.0 MP 73.0 to MP 75.15
56.8	DURANT		NS257	1079	
63.0	POLK		NS263	2497	
75.3	⊗ BN				
75.9	CENTRAL CITY	T	NX125		

76.0

CRETE BRANCH — NEBRASKA DIVISION

Radio Display — 2424			Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST			
0.0	ALDO		NA070		0.0 and 0.5 All tracks except main track
12.3	KRAMER		NE113	1603	Main track derail at MP 0.1 Crete — Sta. No. NE 119 reached via BN. All tracks Crete are yard tracks (MP 18.5 to MP 19.04)
13.0	END OF TRACK				

13.0

Radio Display — 4242.			Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST			
0.6	COLUMBUS	⊙ T	NX085	Yd.	0.0 and 1.9 25.4 and 25.6 29.8 and 30.6 34.0 and 34.3 36.3 and 36.4 37.2 and 37.4
9.4	OCONEE	⊙ T	NN309	400	Yard Limits: Columbus to MP 1.9 MP 8.7 to MP 10.3 MP 47.5 to MP 48.6
25.7	HUMPHREY		NN326	2537	Business Tracks MP Sta. No. Platte Center 14.7 NN315 Tarnov 20.3 NN320 Madison 35.4 NN335
40.9	ENOLA		NN341		
48.0	NORFOLK	⊙	NN350		
48.6	END OF TRACK	⊙			

48.0

ALBION BRANCH — NEBRASKA DIVISION

Radio Display — 4242.			Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST			
0.1	OCONEE	⊙ T	NN309	1009	11.0 and 12.1 22.2 and 23.0
11.3	GENOA	T	NN411	1640	Yard Limits: Oconee to MP 0.5
33.7	ALBION		NN434	1207	Business Tracks MP Sta. No. Mill Spur (E) 2.0 NN402 Monroe 4.0 NN404 St. Edward 22.3 NN422 End of track MP 34.7

Six axle units not allowed on east leg of Wye track 119 Albion MP 34.5.

CEDAR RAPIDS BRANCH — NEBRASKA DIVISION

Radio Display — 4242.			Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST			
0.1	GENOA	T	NN411	1640	Business Tracks MP Sta. No. Stockyard Siding 22.2 NN522 Belgrade (W) 23.1 NN523 Primrose 36.6 NN537 End of track MP 44.6 Six axle units not allowed on yard track 725 (Cobb track) Fullerton.
13.7	FULLERTON		NN514	1604	
30.3	CEDAR RAPIDS		NN530	1052	
44.3	SPALDING	T	NN544	1955	

44.5

ORD BRANCH — NEBRASKA DIVISION

Radio Display — 4242.			Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS	EAST			
0.5	GRAND ISLAND	⊙ T	NX147	Yd.	MP 17.7 and MP 61.0 Eastbound MP 61.0 and MP 22.2 Eastbound MP 22.2 and Grand Island All Tracks except main Track
21.9	ST. PAUL	T	NO622	1348	Yard Limits MP 0.8 to MP 3.8
61.0	ORD	T	NO661	1311	Business Tracks MP Sta. No. St. Libory 11.1 NO611 Elba 30.7 NO631 North Loup 48.8 NO649 Saunders (E) 58.5 NO658

60.8

TWC in effect MP 3.8 to MP 61.3
No 6-Axle units allowed on East leg of Wye, St. Paul MP 21.9.
End of track MP 61.3

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed
0.4	B901		COUNCIL BLUFFS		NX001	Yd.	MP 70
0.9	B000		7th ST.				
1.0	B001						
2.0	B002						
2.5	B003						
3.4	B004		TOWER B.		NX003		
3.8	B005						
4.8	B006		20th STREET				
5.1	B007		SUMMIT		NX005		
8.9			SEYMOUR	X	NX009	n2208	
11.1			WOODY	TX	NX011	s11584	
12.2			NASCO	X	NX012		
13.6			WECO	TX	NX014	Yd.	
16.7			LANE	X	NX017		
21.5			ELKHORN	X	NX022	c3754	
26.0	B026		(WWD HOLD SIG)			n6356	
28.0			VALLEY	TX	NX028	s4533	
34.5	B035		(EWD HOLD SIG)				
34.7			MERCER	X	NX034		
39.2	B039		FREMONT	X	NX039	n4196	
40.0	B040		BN	X	NX040	s6520	
46.3			AMES	X	NX046	c4040	
54.4			NORTH BEND	X	NX054	c7912	
55.6	B056		(EWD HOLD SIG)				
61.5	B062		ROGERS	X	NX061		
61.8			(WWD HOLD SIG)				
68.7	B072		SCHUYLER	X	NX069	n6778	
71.9			(EWD HOLD SIG)			s5991	
76.6			RICHLAND	X	NX077		
80.2			BEHLEN	X	NX080	n2164	
83.6	B084		(WWD HOLD SIG)			n7062	
84.5			COLUMBUS	TX	NX085	s6980	
92.6	B094		DUNCAN	X	NX092	c5765	
93.6			(EWD HOLD SIG)				
100.5			SCHAFFER	X	NX100		
102.3			SILVER CREEK	X	NX102		
112.1	B112		(WWD HOLD SIG)				
113.1			CLARKS	X	NX114	c4069	
114.2	B114		(EWD HOLD SIG)				
117.9			THUMEL	X	NX118		
123.0	B123		(WWD HOLD SIG)				
124.3			BN	X			
124.9	B126		CENTRAL CITY	TX	NX125	n4144	
126.2			(EWD HOLD SIG)			s5611	
135.7	B136		(WWD HOLD SIG)				
135.0			CHAPMAN	X	NX135	c7976	
144.6	B145		GRAND ISLAND	TX	NX147	Yd.	
146.2			(EWD HOLD SIG)				
146.6	B147		BN	X	NX148		
149.9	B150		(EWD HOLD SIG)				
154.5			ALDA	TX	NX155		
162.3			WOOD RIVER	X	NX162	s2424	
168.1	B168		(WWD HOLD SIG)				
169.9			SHELTON	X	NX170	c3750	
175.1	B175		GIBBON JCT.	X	NX176	s4236	
183.8	B184		BUDA	TX	NX184		
189.1			KEARNEY	X	NX189	n9028	
191.5	B191		ALFALFA CENTER	X	NX194	s5728	
198.3			ODESSA	X	NX198	c4064	
198.7	B198		(EWD HOLD SIG)				
204.3			ELM CREEK	X	NX205		
213.9			OVERTON	X	NX213	c13837	
218.0	B218		(WWD HOLD SIG)			s6236	
224.4			LEXINGTON	TX	NX224	n5737	
225.7	B226		(EWD HOLD SIG)				
232.3			DARR	X	NX233	C4083	
237.9	B238		COZAD	X	NX238	n12296	
240.7	B241						
243.9	B244		WILLOW ISLAND	X	NX243		
254.4	B254		YROMAN	X	NX254	n10028	
255.6	B256		FARR	X	NX256	s10020	
257.7	B258						
261.4	B261		BRADY	X	NX262		

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
261.4	B261		BRADY	X	NX262	
274.0	B274		KEITH	X	NX275	s10611
276.0	B276				NX276	
282.0	B282					
283.4	B283					
284.5	B284					
285.9	B285					
286.4	B286					
286.0	B287					
286.5						

CCS Test Loops located:
Weco Valley
Fremont
Columbus
Grand Island
Kearney
Lexington
Gothenburg

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

VALLEY, between hold indicators MP 26.1 and MP 34.6.
 FREMONT, on westward track between CPB 39 and MP 44.8.
 CENTRAL CITY, westward signal 1231 and eastward signal 1268.
 GRAND ISLAND, between east remote control switch MP 144.0 and hold indicator located at MP 149.8.
 COZAD, westward signal 2365 and eastward signal 2394 are hold signals.

Train Defect Detectors located at:
 Westward, @MP 53.7, @MP 74.6, @MP 103.9, @MP 128.2, @MP 160.1, @MP 183.0, @MP 210.1, @MP 233.4; Eastward (No. 2 only) @285.5, @MP 233.4, @MP 207.4, @MP 183.0, @MP 157.3, @MP 121.8, @MP 100.1, @MP 81.0, @MP 62.9, @MP 43.7.
 Both tracks: @MP 20.0; @MP 243.2; @MP 263.9; @MP 281.1. Acoustical Bearing Detector; MP 269.5 (No. 2 only); Cracked Wheel Detector; MP 283.2 (No. 1 only).
 HIGH WIDE SHIFTED LOAD DETECTOR located at: MP 34.0.
 40 MPH dual control switch turnouts: CPB 175; CPB 184; CPB 191; CPB 244; CPB 254; CPB 256 No. 1 only; CPB 258 No. 2 only; CPB 261; CPB 274; CPB 276; CPB 283; CPB 285 Eastward departure yard & Eastward main track MP 285.5.

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

When moving against the current of traffic over the following public crossings protected by automatic crossing signals or by gates, crew member must be on the ground at the crossing to warn traffic until crossing is occupied, unless a crossing watchman is on duty. This does not modify requirements of Rule 103(A).

Location	Description	Location	Description
MP 76.9	Richland, Ne.	MP 169.2	Shelton, Ne.
MP 98.4	County Road	MP 198.3	Odessa, Ne.
MP 149.1	Webb Road	MP 198.4	Odessa, Ne.
MP 152.0	County Road	MP 213.3	Overton, Ne.
MP 154.9	County Road	MP 213.5	Overton, Ne.
MP 161.7	County Road	MP 224.3	Lexington, Ne.
MP 162.4	Wood River, Ne.	MP 224.5	Lexington, Ne.
MP 162.7	Wood River, Ne.	MP 232.3	Darr, Ne.

Millard Industrial Lead: Lane to Papillion MP 16.25, 9.45 Miles, Rule 105 in effect. Maximum Speed 10 MPH. FRA Exempted Track. Business Tracks: Millard MP 22.6 NM-023; Papillion MP 16.8 NM 017.

River Industrial Lead: Grand Island Track to River MP 18.4 KG 119, 3.9 Mi. Max. Speed 20 MPH, Rule 105 in effect.
 Kearney Industrial Lead: Kearney to Riverdale NK010, 10.0 Miles. Rule 105 in effect. Max. Speed 20 MPH.

At Council Bluffs and Omaha.
 No. 1 Track extends from end of block sign located MP—0.4 to CNW Conn. MP—80.
 No. 2 Track extends from end of block sign located MP—0.4 to Spring Switch MP—50.
 Trains or engines must not enter these tracks unless authority received from UP Council Bluffs Yard. Rule 105 in effect.
 CTC in effect on Main Tracks No. 1 and No. 2 between MP -0.40 and Summit MP 5.1; on Main Tracks No. 3, No. 4 and No. 5 between MP 0.60 and East end River bridge MP 2.1; and, on Main Tracks No. 3 and No. 4 between MP 3.5 and MP 5.2.

SPEED RESTRICTIONS:
 Over street crossings, Council Bluffs 10 MPH
 RAILROAD CROSSINGS—JUNCTIONS:
 COUNCIL BLUFFS: On No. 1 track at CCP Jct., MP—70 CCP Ⓞ;
 On No. 2 Track at BN connection MP 0.18 BN Ⓞ.
 OMAHA: Between Hall Ave. and Burdette St., at 11th Street, Omaha Ⓞ CCP Ⓞ.

Eastbound trains delivering to CNW Council Bluffs must not proceed beyond 9th Ave. MP—25 until contact has been made with CNW Council Bluffs yardmaster for movement instructions.
 EXCESS HEIGHT:
 Due to insufficient clearance, auto racks and double stack equipment is prohibited from moving under 10th St. Bridge on Depot 2 track Omaha.
 Refer to General Code of Operating Rules Rule 103(L) Page 43. In the application of paragraph 2 at locations listed, the following minimum requirements apply:

Location	Minimum Requirements
Between 20th St. and Summit.	Not less than six hand brakes must be applied on east end of cuts of cars left standing on any track.
Summit	Not less than three hand brakes must be applied on east end of cuts of cars left standing on all tracks.
Council Bluffs	All coal trains enroute connecting lines must have a sufficient number of hand brakes to hold train regardless of the number of units attached to train. However, not less than six hand brakes must be set. All other tracks in the yard must have sufficient hand brakes, but not less than 3 hand brakes, to hold the cut.

Yard Limits — CPB 283 to MP 291.5

CPB 283 is end of CTC Westward

CPW 291 is the start of CTC Westward

Movements to and from diesel supply —

West end authority from Washrack Pilot.

East end authority from East Tower Yardmaster.

Movement through locomotive Washrack at diesel servicing facility must be made at one MPH after making sure all doors and windows are closed and secured on the locomotive consist.

No more than eight coupled locomotives may be moved or switched in or around diesel shop.

When moving locomotives into the North loadbox track, no more than two locomotives are to be set into this track, and at a speed that will permit locomotives to be stopped and spotted no closer than fifteen feet from the bumper stop.

No more than eighteen coupled locomotives may be moved or switched between east end of locomotive service track (pits) and west end of locomotive departure tracks, which includes the east end make-up tracks. When handling more than twelve locomotives a second locomotive must have all air lines (mu'ed) to the controlling locomotive for braking power.

Authority for movement to Balloon Track or Wye Tracks either inbound to diesel servicing facility or outbound to train yard must be obtained from Washrack Pilot. Track occupancy indicators located west end diesel servicing facility (MP 288.7 south side of respective track) for outbound movement to train yard and located on north side of East Hump Bridge for inbound movement. When those indicators display a stop indication, authority to pass these indicators must be obtained from the Washrack Pilot.

Track occupancy indicators display the following aspects:

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

Red — Stop before any part of train or engine passes signal.

No more than twelve coupled locomotives may be moved to or from service track servicing facility, to or from train yard and air must be train lined. (Exception to the 12 locomotives will be power transfer to and from North Platte).

When engineers are taking power to train yard and in the absence of the conductor and brakeman:

1. Eastward movements from diesel servicing facility departure tracks by road locomotives to yards may trail through Racor 22 switches provided there is no conflicting movement (do not make any reverse movements over switches after forward movement has started).

2. All outbound power out of the east end of, the east departure tracks of the service track will use Dark Shadows Lead to go to the East Departure Yard Lead in front of the East Tower.

3. Westward movements from diesel servicing facility departure tracks and west shop lead switch and #6 track switch by road locomotives to yards may trail through Racor 22 switches provided there is no conflicting movement (do not make any reverse movements over switches after forward movement has started).

If for some reason you have to take your power consist out of Six Track (that is the first track south of the oil lab building), do not foul the west end of the diesel shop leads until the Washrack Pilot has given you permission and has lined you out.

Authority for train movement around diesel shop on south running track must be obtained from Washrack Pilot who will, in turn, obtain authority from diesel tower foreman.

Locomotives moving out of or into diesel servicing facility with an "A" unit on each end must be operated from the "A" unit according to direction in which the trailing "A" unit is headed. (Exception is when a member of the train crew is positioned on the trailing unit and has constant communication with the engineer).

Movements in train yards:

Rules applicable to main track movements apply to:

1. North running track (belt) between CPB 283 and CPB 286, CPW 289 and MP 291.5.

2. Westward receiving lead between CPB 283 and CPB 286.

3. Westward departure lead between CPW 289 and MP 291.5.

Crews must contact west yardmaster before initiating movement on:

1. Westbound main track — North running track (Belt) Westward run-through tracks — Westward receiving track — from power lead overpass to westward departure tracks or westward coal run-through lead — (eastbound movement on westbound main track from CPW 288 to Ice House Crossovers (MP 286.2) may be authorized by Washrack Pilot only after Pilot contacts west yardmaster.

Crews must contact Washrack Pilot before initiating movement on:

1. Eastbound main track — power lead overpass in either direction — to or from diesel servicing facility.

Manual interlocking locations — (Rule 312(2) in effect at control points shown as manual interlockings):

CPB 284 — (MP 284.6 or Willow Street)

1. On westbound main track westward movement — controlled by west yardmaster.

2. On westbound main track eastward movement — controlled by train dispatcher.

3. On westbound receiving lead westward movement — controlled by west yardmaster.

4. On westbound receiving lead eastward movement — controlled by train dispatcher.

CPB 285 — (MP 285.5)

1. On eastbound main track eastward or westward movement — controlled by train dispatcher.

CPB 286 (MP 285.6)

1. On westbound receiving lead (east or westbound) controlled by west yardmaster.

CPB 287 — (MP 286.0) (Franklin Street)

1. North running track westward movement — controlled by west yardmaster.

2. North running track eastward movement — controlled by train dispatcher.

CPW 288 — (MP 288.4)

1. Controlled by Washrack Pilot either direction.

CPW 290 — (MP 290.4)

1. Controlled by train dispatcher either direction.

CPW 291 —

1. Controlled by train dispatcher either direction.

Rule 312(4) does not apply to stop signals at the following control points movements from these stop signals may be made only on verbal authority of the authority listed —

TIMETABLE NO. 8

CPB 287 — (MP 286.0) (Franklin Street)

1. North running track westward movement — controlled by west yardmaster.

2. North running track eastward movements — controlled by train dispatcher.

CPW 289 —

1. North running track westward movement — controlled by train dispatcher.

2. Westward departure lead westward movement — controlled by train dispatcher.

3. Westward departure lead eastward movement — controlled by west yardmaster.

4. Westbound main track westward movement — controlled by train dispatcher.

5. Westbound main track eastward movement — controlled by Washrack Pilot.

Westward trains must contact west yardmaster for instructions before passing CPB 283.

Eastward trains must contact East Hump Yardmaster for instructions before passing CPW 291.

If unable to contact the respective yardmasters for instructions before passing the above locations, movements must be stopped and dispatcher contacted for track to be used.

Speed Restrictions:	
Between MP 283 and MP 291.5 main tracks	40 MPH
Exceptions:	
MP 283.2 #1 main track	20 MPH
Between MP 289 and MP 290.5 westbound main track	20 MPH
(Sound bell and horn frequently)	
Between MP 289 and MP 290.75 eastbound main track	15 MPH
(Sound bell and horn frequently)	
Dual control switch turnouts:	
CPB 283; CPB 285; CPB 291 between Nos. 1 & 2, 1 and departure lead; and	
departure lead and coal departure track	40 MPH
Dual control switch turnouts: CPW 288	15 MPH
All speed frater switches	15 MPH
Speed over dowty retarders in both east and westbound bowl tracks	10 MPH
All westbound yard tracks	20 MPH
Exceptions:	
North running track — new westward coal tracks and new westward receiving lead	
1. Between MP 283.8 and MP 291.2	35 MPH
2. Between MP 287.6 and MP 289 new coal run-through tracks 289 — 290 — 291 — 292	15 MPH
3. Over westbound run-through fueling station	15 MPH
4. Power lead overpass from signal location MP 288.6 south side to and including the westbound departure/westbound coal run-through lead switch north side	5 MPH
5. Eastward movement on west trim 1 and 2	15 MPH
6. Westward movement to west departure tracks 5 MPH to road crossing, then may be increased to 10 MPH.	
7. Westward movement out of west receiving to west hump pullbacks	15 MPH
All eastbound yard tracks	20 MPH
Exceptions:	
1. New eastbound coal run-through tracks 218 — 219 — 220	15 MPH
2. Over eastbound fueling station	15 MPH
3. South running track between MP 286.2 and MP 287.75	25 MPH
4. Wye tracks east leg — north leg — west leg	5 MPH
Except eastward movement only on north leg of Wye	10 MPH
5. Balloon track	5 MPH
6. South diesel facilities tracks	5 MPH
Except passing through Washrack	1 MPH
7. Diesel shop south runner between MP 287.75 and MP 288.7	5 MPH
8. Biz car spur tracks	5 MPH
All industrial tracks	5 MPH

Other Instructions and Information

When switching at Zone 2, 804 Track (House 4). Operate units and cars at walking speed past the auger on the south side of track.

When spotting cars at Zone 2, 804 Track (House 4) at Poplar Street dock, be sure cars are spotted west of Silver Painted Insulated Joint on North Rail to prevent crossing lights from flashing continuously.

When setting out bad orders on eastbound trains in the extension of the running track, train crews must shove cars west of sign in the extension of the runner.

When setting out bad orders into westbound track #288 make cut before fouling Birdwood Crossing.

Westbound trains arriving North Platte that are delayed for an arrival track east of CPB 283, must not pull past MP 282.5 to avoid blocking the visibility of traffic moving across the stockyards crossing and activating the crossing warning device.

Retarder Yards:

Switching movements handled by car retarder system are controlled by signal indications or as instructed by yardmaster.

Eastward movements on Hump Leads are governed by hump signals located at crest of hump. Aspect displayed on hump signal is repeated on repeater signals located along lead. Indications of these signals are as follows:

Color	Indication
Red	Stop
Green	Proceed (toward hump) not exceeding 8 MPH.
Yellow	Proceed (toward hump) not exceeding 3 MPH.
Flashing Red	Back up (away from hump.)

Trimmer signals, located at crest of hump control movements from the bowl tracks and switching area, westward over the hump, repeater signals repeat the indication displayed by the trimmer signal — the indication of these signals are as follows:

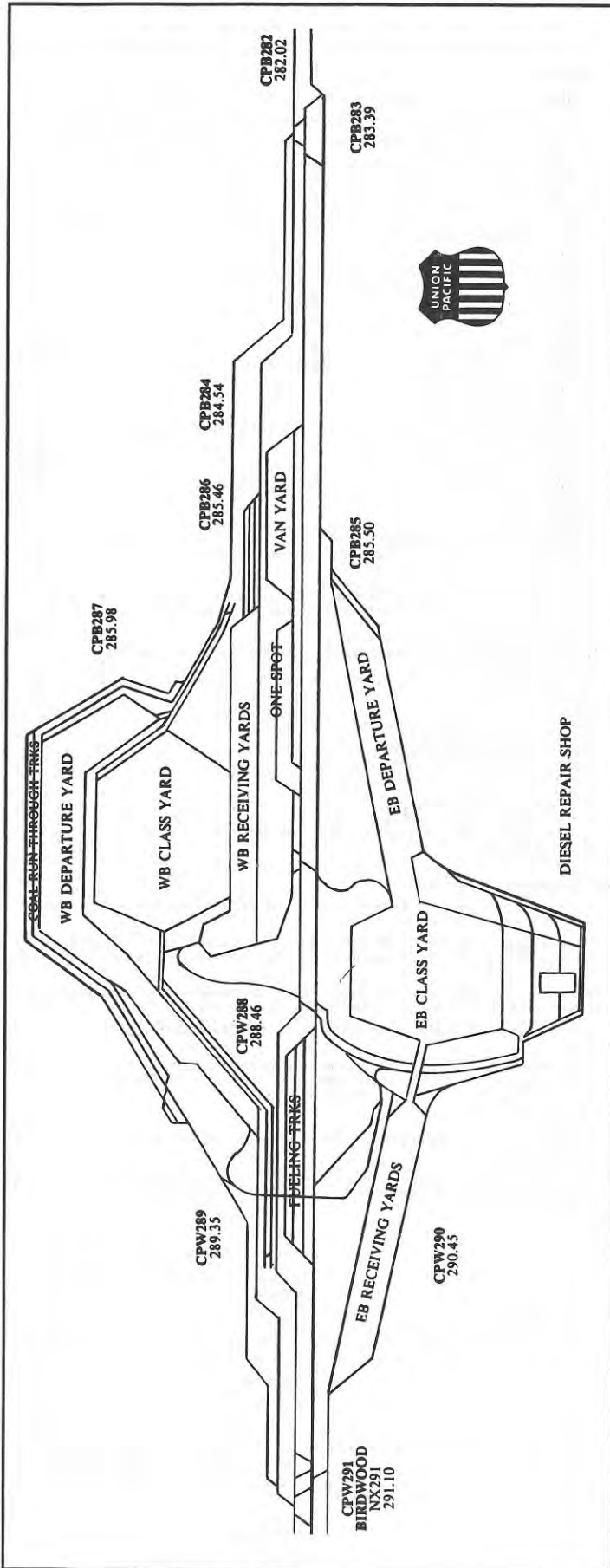
Color	Indication
Red	Stop
Green	Proceed

Hump signals, trimmer signals are controlled from crest of hump by hump yardmaster, engine foreman or other designated employee.

Air whistles, located near humps, are controlled from tower at crest of hump and may also be operated by engine foreman or from tower operators console. Following whistle signals will be used:

Signal	Indication
One long sound	Humping operations about to start.
Two short sounds	Call for maintainer.
Three short sounds	Call for section foreman.

TIMETABLE NO. 8



TIMETABLE NO. 8

Radio Display — 2727		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS EAST			
300.3	W300 O'FALLONS	T NX301	...	BN Transfer Track at CPW 115 10
0.25	CHEYENNE DIVISION			
	NORTH PLATTE DIVISION			
1.0	W001 8.9			115.4 and 115.5 30
8.9	W009 JORDAN	NP009	8712	South Morrill East Siding and Turnout 30
10.4	W012 9.8			South Morrill West Siding and Turnout 30
18.7	W018 NEVENS	NP019	8190	South Morrill Yard tracks 15
20.4	W020 16.2			164.2 and 244.4 30
34.9	W035 MARTIN	NP035	8441	(except as below)
35.6	W037 15.7			182.1 and 182.5 10
50.6	W050 RUTHTON	NP050	8010	213.0 and 217.0 25
52.3	W052 16.2			217.0 and 217.3 20
66.8	W067 NEW OSHKOSH	NP068	8003	217.3 and 219.0 25
68.4	W068 13.3			East and West legs of Wye Egbert 5
80.5	W080 LYTLE	NP081	6945	CTC in effect CPW 300 to CPW157; CPW162 to CPW164.
82.0	W082 15.3			ACS in effect O'Fallons to CPW113, MP 115.6 to MP 157.0 for Westward Trains, MP 115.6 to MP 158.8 for Eastward Trains.
95.8	W096 EASTWOOD	NP097	7999	TWC in effect CPW164 to Egbert.
97.4	W097 17.0			Yard Limits
112.8	W113 NORTHPORT	NP114	7173	MP 157.1 to MP 162.1
114.3	W114 2.6			MP 164.2 to MP 168.25
115.4	W115 BNC 9.4	NP115	...	MP 242.5 to Egbert
124.8	W125 SOUTH BAYARD	NP125	7881	Contact CNW Operator for authority to initiate movement while in South Morrill yard or to enter Yard Limits.
126.4	W127 15.9			CNW Chicago train dispatcher controls movement in CTC MP 162.1 to MP 164.2.
139.8	W140 BROCKHOFF	NP141	8010	40 MPH dual control switch turnouts: O'Fallons.
141.5	W142 7.8			15 MPH dual control switch turnouts: Northport.
147.6	W147 HOKAMP	NP148	8212	
149.3	W149 9.4			
157.0	W157			
159.7	SOUTH MORRILL IT			
162.1	W162 AJ	NP162	Yd.	
164.2	W164 JOYCE	NP164	...	
181.6	YODER	NP182	Yd.	
222.0	NORTH PLATTE DIVISION			
244.4	CHEYENNE DIVISION			
	W478 EGBERT	T NX478	...	

Business Tracks MP Sta. No. MP Sta. No.
 Sarben (E) 12.8 NP013 Gering 145.9 NP146
 Keystone 28.4 NP028 South
 Lewellen 59.3 NP059 Mitchell(E) 155.8 NP156
 Oshkosh 70.8 NP071 Lyman 167.9 NP168
 Lisco 86.4 NP086 Hawk Springs 192.8 NP452
 Broadwater 100.4 NP100 Meier 201.1 NP444
 Towers 109.6 NP110 La Grange 203.9 NP441
 Melbeta(W) 137.9 NP138 Albin 222.9 NP422
 Lindbergh 229.8 NP415

JULESBURG SUBDIV. — CHEYENNE DIVISION

Radio Display — 2727		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS EAST			
-0.6	CPW363 JULESBURG	NX365	...	Ovid Sugar Company Yard 5
7.1	CPW365 7.1	NJ372	3412	Between Mile Posts—
	OVID 16.0			0.0 and 56.1 25
23.1	RED LION 34.4	NJ388	4254	56.1 and 59.1 20
57.5	STERLING 17.8	NJ423	8277	81.1 and 149.7 25
75.3	MESSEX 5.3	NJ441	6910	149.7 and 151.1 20
81.1	UNION 18.0	NJ446	...	Business Tracks
98.6	FT. MORGAN 19.1	NJ464	4825	MP 0.6 to MP 2.0
117.7	ORCHARD 25.4	NJ483	3797	MP 56.1 to MP 59.1
143.1	KERSEY 8.0	NJ508	3554	MP 149.7 to LaSalle
150.9	CPW46 LASALLE	WD687	2723	UNION MP 81.1 — Normal position of main track switch lined for BN connection.
	151.1			TWC in effect MP 2.0 to MP 56.1; MP 59.1 to MP 149.7.

Equation: MP -0.6 = MP 364.7 (Sidney Sub); MP 50.9 = MP 46.3 (Greeley Sub)
 Main track out of service MP 99 to MP 139

TIMETABLE NO. 8

Radio Display 3838 East of MP 293 2727 MP 293 to Sidney 2424 Sidney to Cheyenne		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 70 Big Springs, over highway crossing when using siding 5 Between Mile Posts— 283.2 and 291.5 40 South Running Track (CPW 291 to CPW 298) 40 O'Fallons Siding 40 323.5 and 324.4 60 Ogallala North Siding 40 Julesburg Sidings 40 422.6 and 423.5 60 456.9 and 457.2 65 462.8 and 463.0 65 466.5 60 † 486.2 and 486.5 60 493.7 and 494.0 60 497.7 and 498.2 60 502.2 and 503.0 50 506.3 and 508.3 (No. 3 trk.) 40 508.3 and 509.1 35 509.1 and 510.5 20 †
Mile Post	WEST STATIONS EAST			
286.5		NORTH PLATTE	NX284	Yd.
288.5	W288	(HOLD SIGS)		
289.4	W289			
290.5	W290	BIRDWOOD	NX291	
291.0	W291			
NORTH PLATTE DIVISION				
292.0		CHEYENNE DIVISION		
296.5		HERSHEY	NX297	n6387
297.9	W298	O'FALLONS	NX301	n1356
300.3	W300			
305.5	W306			
311.5	W312		NX312	
322.5	W322			
326.5	W326			
332.4	W332	OGALLALA	NX335	n1263
334.7	W335			
343.1	W343			
345.2	W345			
349.6	W350		NX350	
363.0	W363	JULESBURG	NX363	n9509
365.2	W365		NX365	s10854
377.4	W378			
382.0	W382			
390.0	W390			
392.0	W392			
407.9	W408	SIDNEY	NX408	n11315
410.2	W410			
415.5		BROWNSON	NX416	c5026
424.9	W424			
426.4	W426			
437.2	W437			
439.4	W439	OWASCO	NX440	n10472
443.6	W444			
444.5	W445	KIMBALL	NX445	c6357
445.5	W446			
448.5	W449			
459.4	W459		NX459	
465.6	W465			
467.4	W467			
469.5	W469		NX469	
475.4	W475	EGBERT	NX478	n10805
477.6	W478			
480.7	W481		NX481	
482.8	W483			
491.0	W491		NX491	
501.4	W501	ARCHER	NX501	s6045
506.5	W506	BARNETT	NX506	
508.4	W508			
509.5		CHEYENNE	WX510	Yd.

218.5

40 MPH dual control switch turnouts: CPW291 between Nos. 1 & 2, 1 & departure lead and departure lead & coal departure track; CPW298; CPW300; CPW312; CPW322; CPW332; CPW335; CPW350; CPW363; CPW365; CPW378; CPW392; CPW408; CPW424; CPW437 between Nos. 1 & 2; CPW449; CPW459; CPW469; CPW481; CPW491; CPW501; CPW506; CPW508 except east set crossovers between Nos. 2 & 3 & Drill Tracks.

15 MPH dual control switch turnouts: CPW508 Yard lead & Drill track.

SOUTH TORRINGTON BRANCH — NORTH PLATTE DIV.

Radio Display 2727		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 20 Between Mile Posts— 18.0 and 18.6 5 Other than main track 5 Yard Limits: MP 17.0 to MP 18.6
Mile Post	WEST STATIONS EAST			
0.0	YODER	NP182		
5.8	VETERAN	NP188		
18.5	SOUTH TORRINGTON	NP201	Yd.	
				South Torrington — Holly Sugar Track 853, no engine or loaded car permitted over unloading pit. Tracks 856 & 857, engines not permitted more than 100 feet inside factory gate.

Radio Display — 2424		Station Nos.	Sidings Feet	Maximum Speed MPH MP 103.3 to MP 99.9 (Except as below) 50 50 Between Mile Posts— 103.3 and 102.6 15 15 MP 99.9 to MP 98.6 60 50 MP 98.6 to MP 63.7 (Except as below) 65 55 Between Mile Posts— 98.5 and 97.8 40 40 97.8 and 97.7 25 25 97.7 and 96.1 60 50 MP 63.7 to MP 0.4 (Except as below) 70 60 Between Mile Posts— 59.3 and 58.8 60 45 52.4 and 50.8 20† 20† 50.8 and 46.9 60 50 46.9 and 45.9 20† 20† 26.3 and 25.2 40 40 20.0 and 17.9 40† 40† 6.6 and 3.0 35† 35† 3.0 and 0.4 20 20
Mile Post	SOUTH STATIONS NORTH			
103.3	W519 BORIE	WX519		
99.9	W520 WEST SPEER			
98.6	W518 SPEER	WS518	c6756	
97.7	W098 SPEER JCT.			
86.2	W086 CARR	WD726	7716	
86.2	W085			
73.0	W073 NUNN	WD712	8250	
71.2	W071			
63.7	W064 AULT	WD703	8206	
62.0	W062			
55.7	W056			
54.2	W054			
52.5	W053			
50.7	W051	WD692	8349	
47.2	W047			
46.3	W046	WD687	Yd.	
45.3	W045			
35.6	W036	WD675	8299	
35.9	W034			
20.7	W021 BRIGHTON	WD659	8203	
19.0	W019			
13.0	W013 HAZELTINE	WD652	8232	
11.3	W011			
6.2	W006 ADAMS	WD646		
4.9	W005	WD645		
4.0				
2.2				
1.7				
0.0				

Train Defect Detector: ⊕MP 28.4; ⊕MP 82.0.

Yard Limits: MP 0.0 to MP 6.2. 40 MPH dual control switch turnout: CPW045.

TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS SOUTHWARD SPEER JCT. (CPW098) TO CARR (CPW086)

Tons/Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59/Less		Timetable
60-79	500 or less Over 500	Timetable 30 MPH
80-99	500 or less Over 500 to 1000 Over 1000	35 MPH 30 MPH 20 MPH
100 & Over	500 or less Over 500	30 MPH 20 MPH

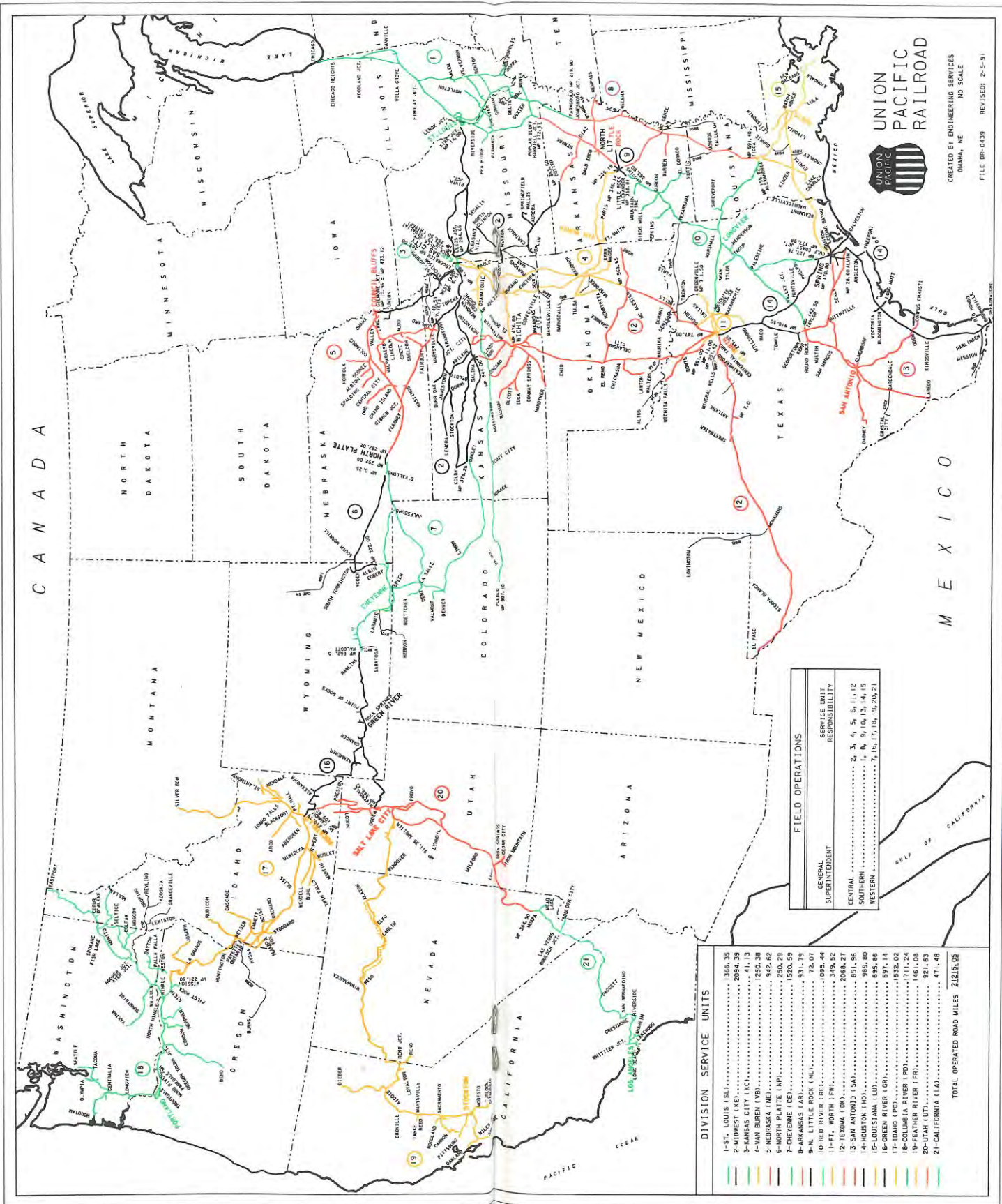
FORT COLLINS BRANCH — CHEYENNE DIVISION

Radio Display — 2424		Station Nos.	Sidings Feet	Yard Limits Entire Branch Maximum Speed MPH (Except as below) 20 Between Mile Posts — 7.4 and 7.8 Wye switch 5 30.0 10† 31.2 10† 32.5 and 32.7 10 Boettcher spur to Cement Plant 10
Mile Post	WEST STATIONS EAST			
0.0	LA SALLE	WD687	Yd.	
7.5	DENT	WF683		
16.3	⊕ GWR			
16.4	KELIM	WF809		
32.4	FORT COLLINS	WF825	Yd.	
32.5	⊕ BN			
32.6	⊕ BN			
37.7	BOETTCHER	WF830		

MP 17.2. If signal displays Stop movement must be preceded by flagman over highway crossing. At Fort Collins, engine bell must be rung continuously while moving within city limits. At MP 32.4, College Ave. Fl. Collins: Circuits changed to include railroad grade crossing. Stop lead unit or lead car past sign "Crossing Start", wait fifty (50) seconds for clear signal which indicates College Ave. auto traffic signals are in stop position before proceeding. If signals do not clear, wait two (2) minutes for circuits to recycle. If signals still do not clear, movement must be preceded by flagman on the ground to warn traffic.

Boulder Branch: Commerce City to Valmont 33.0 miles. Yard Limits entire branch. At Commerce City — while standing, trains must not block Brighton Blvd.

Maximum Speed MPH (Except as below)	Business Tracks	MP	Sta. No.
20	North Glenn	6.7	WF652
11.6	St Vrain	9.0	WF654
17.1 and 17.4 Wye track	David Joseph	17.1	WF663
23.6 and 24.2	Valmont	19.1	WF610
33.0 and 34.1 (end of track)		33.0	WF624



UNION PACIFIC RAILROAD

CREATED BY ENGINEERING SERVICES
OMAHA, NE
NO SCALE

FILE DR-0439 REVISED 2-5-91

FIELD OPERATIONS

GENERAL SUPERINTENDENT	SERVICE UNIT RESPONSIBILITY
CENTRAL	2, 3, 4, 5, 6, 11, 12
SOUTHERN	1, 8, 9, 10, 13, 14, 15
WESTERN	7, 16, 17, 18, 19, 20, 21

DIVISION SERVICE UNITS

1-ST. LOUIS (SLA).....	1365.36
2-MIDWEST (KEP).....	2094.39
3-KANSAS CITY (KCI).....	411.13
4-WAN BUREN (WB).....	1250.38
5-NEBRASKA (NE).....	842.62
6-NORTH PLATTE (NP).....	250.29
7-CHEYENNE (CE).....	1520.59
8-ARKANSAS (ARI).....	931.79
9-N. LITTLE ROCK (NL).....	72.07
10-RED RIVER (RR).....	1095.44
11-FT. WORTH (FW).....	349.52
12-TEXOMA (TX).....	2068.27
13-SAN ANTONIO (SA).....	851.56
14-HOUSTON (HO).....	995.80
15-LOUISIANA (LU).....	895.86
16-DEER RIVER (DR).....	397.14
17-COLUMBIA RIVER (CR).....	834.02
18-COLUMBIA RIVER (FR).....	1461.08
19-FEATHER RIVER (FR).....	921.63
20-UTAH (UT).....	471.48
21-CALIFORNIA (CA).....	471.48
TOTAL OPERATED ROAD MILES	21,515.02

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

Tons/Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59/less		Timetable
60-79	500 or less Over 500	Timetable 30 MPH*
80-99	500 or less Over 500 to 1,000 Over 1,000	35 MPH 30 MPH* 20 MPH
100 & over (See Note 1 below)	Operative dynamic brakes on all units in consist. Without operative dynamic brakes on all units in consist.	20 MPH CPW 536 to CPW 519 and 30 MPH CPW 519 to CPW 511 20 MPH

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

Note 1: Exception;

Trains consisting entirely of double stack cars with 100 or more tons per operative brake are authorized to operate 35 MPH eastward from Buford to Cheyenne provided the train has 325 or less tons per dynamic brake axle.

EASTWARD DALE JCT. (CPW 545) TO CHEYENNE (CPW 511)

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

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

Tons/Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59/less		Timetable
60-79	500 or less Over 500	Timetable 30 MPH
80-99	500 or less Over 500 to 1,000 Over 1,000	35 MPH 25 MPH 20 MPH
100 & over	500 or less Over 500	30 MPH 20 MPH

Between Rawlins and Cheyenne operative dynamic brakes on the head end of eastbound trains that are 100 or more tons per operative brake consisting entirely of double stack cars must not exceed 32 axles. All other trains must not exceed 28 axles.

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

Train Defect Detectors located at: Both tracks @MP 527.6, @MP 561.5, @MP 576.0, @MP 595.8, @MP 609.25, @MP 632.5, @MP 650.2, @MP 672.9, @MPC 543.6, @MPB 557.7.

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

76 LARAMIE SUBDIV. — CHEYENNE & GREEN RIVER DIVS.

Radio Display 2424 Cheyenne — Laramie 4242 Laramie — Rawlins				Station Nos.	Siding Feet	Maximum Speed Between Mile Posts — PSGR FRT MPH	
Mile Post	WEST CP No.	EAST STATIONS ▲	MPH Cheyenne to Dale Jct. Via Buford (Trks. 1 & 2) (508.3 and 545.5) ... 70 55 Via Harriman (Trks. 3 & 4) (C511.8 and C555.1) ... 60 50 Dale Jct. to Laramie Via Trks. 1 & 2 (545.5 and 565.4) ... 45 40 Via Red Buttes (Trk. 3) (B547.3 and B565.4) ... 70 60 Laramie to Rock Springs (565.4 and 801.0) ... 79 70 Rock Springs to Green River (801.0 and 815.1) ... 79 60 (Except as below)			MPH PSGR FRT	
509.5 510.8	W511	CHEYENNE TX	WX510 WX511	Yd.	...	...	...
519.1 528.5 529.6	W519 W528 W530	BORIE GRANITE	WX519 WX529	n4424	...	...	...
536.0 537.2 543.0	W536 W537 W543	BUFORD DALE	WX537	c6048	...	...	...
545.5	W545	DALE JCT	WX545	...	...	...	...
547.3 548.6 553.9 565.4	W547 W549 W554 W565	HERMOSA LARAMIE	WX548 WX566	Yd.	...	...	...
567.6	W567	CHEYENNE TX	WX510	Yd.	...	...	...
509.5 510.8	W511	CHEYENNE TX	WX510	Yd.	...	...	...
C517.2 C518.3 C519.7 C519.7 C525.0 C526.5 C533.5 C534.9 C541.9 C543.4 C548.8 C550.2 C555.1	W517 W518 W520 W525 W526 W533 W535 W542 W544 W548 W550 W545	SPEER EMKAY LYNCH HARRIMAN PERKINS DALE JCT	WX517 WS518 WS526 WS534 WS543 WS550 WX545	c6756 6523 6703 7096 6476	...	...	...
B547.3 B548.6 B556.1 B557.4 B565.3 B565.4	W547 W549 W556 W557 W564 W565	HERMOSA RED BUTTES LARAMIE	WX548 WS557 WX566	...	...	...	...
567.6	W567	CHEYENNE TX	WX510	Yd.	...	...	...
570.5	W570	16.3	...	...	...	...	...
582.3	W582	BOSLER	WX585	...	...	...	...
584.9	W585	9.3	...	...	...	...	...
594.1	W594	LOOKOUT	WX594	...	...	...	...
601.0	W601	11.1	...	...	...	...	...
605.2	W605	ROCK RIVER	WX605	...	...	...	...
609.0	W609	WILCOX	WX609	...	...	...	...
616.8 622.8	W617 W623	RIDGE MEDICINE	WX617	...	...	...	...
624.5	W624	BOW	WX623	...	...	...	...
632.6 639.0	W633 W639	COMO RAMSEY	WX639	n19125	...	...	...
641.0	W641	4.0	...	...	...	...	...
643.0	W643	HANNA	WX643	s19197	...	...	...
650.1	W650	DURRANT	WX650	...	...	...	...
662.1	W662	WALCOTT	WX662	...	...	...	...
672.1	W672	BENTON	WX672	...	...	...	...
678.0 680.3 681.2 682.8	W678 W680 W681 W683	RAWLINS	WX683	n10682 n11930 s19201	...	...	...
685.0	W685	CHEYENNE TX	WX685	...	...	...	...

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

40 MPH dual control switch turnouts: CPW508 except east set crossovers between Nos. 2 & 3 & Drill Track; CPW511 except east set crossovers between Nos. 2 & 3 and except all crossovers between Nos. 3 & 4 or yard leads; CPWC518 No. 4 & Greeley Subdiv; CPW543; CPW545; CPWB564; CPW565 except West crossover between No. 2 and siding; CPW570; CPW582; CPW594; CPW601; CPW609 CPW617; CPW624; CPW633; CPW639 between Nos. 1 & 2 & south siding; CPW643 between Nos. 1 & 2 & sidings; CPW650; CPW662; CPW672; CPW680; CPW681 No. 2 & siding; CPW683; CPW685.
15 MPH dual control switch turnouts: CPW508 Yard lead & Drill track; CPW681 yard lead. All trains must contact Yardmaster by radio before arriving Cheyenne.
ACS in effect entire subdivision.
Exceptions: (Following CCS Test Loops)
Nos: 1 and 4 (No. Runner) MP 681.8 to CPW 683
Nos: 2 and 3 (So. Runner) MP 683.0 to MP 682.2
CPG 815 to CPG 819 Westward Nos. 1 and 2 CPG 815 to CPG 817 Westward Nos: 3 and 4 CPG 817 to CPG 815 Eastward Nos: 1-4.

LARAMIE SUBDIV. — CONTINUED

Radio Display 4242				Station Nos.	Siding Feet	Maximum Speed Between Mile Posts — MPH	
Mile Post	WEST CP No.	EAST STATIONS ▲	MPH PSGR FRT			MPH PSGR FRT	
682.8 685.0	W683 W685	RAWLINS TX W. RAWLINS	WX683 WX685	N11990 S19201	...	...	...
699.6 700.3 702.1	W700 W702	17.5 RINER	WX700 WX701	N12575	...	...	...
712.0	W712	CRESTON	WX712	N3071 C10086	...	...	...
723.7 724.2 724.4 732.7 739.9 740.0 744.4 746.5	W723 W724 W740 W744 W746	(WWD 12.0 HOLD SIG.) WAMSUTTER TX (EWD 8.5 HOLD SIG.) RED DESERT Z (WWD 7.3 HOLD SIG.) TIPTON X TABLE ROCK	WX724 WX733 WX740 WX747	S8867 CX2074 N2340 S10131	...	...	...
756.4 757.4 758.5 766.0 766.7 768.0 777.4 781.2 783.2 785.9 796.1	W756 W757 W758 W766 W766 W769 G781 G786 G798 G801	BITTER CREEK X BLACK BUTTES ZTX POINT OF ROCKS TX THAYER X (EWD 12.9 HOLD SIG.) BAXTER CHEVRON	WX757 WX766 WX777 WX784 WX796	S10843 N10412 N7484 N9225 C8374 N12676 C5972	...	...	...
798.7 801.0 802.1 802.5 804.0	G803 G804	ROCK SPRINGS TX	WX802	N14212	...	...	...
809.0	G814	KANDA	WX809	C6294	...	...	...
814.7 815.1	G814 G815	E. GREEN RIVER GREEN RIVER	WX814	...	...	...	...
132.4							

40 MPH dual control switch turnouts: CPW683; CPW685; CPW700; CPW702; CPW766 between Nos. 1 & 2; CPG801; CPG804; CPG814;
20 MPH dual control switch turnouts: CPG815.

Movements on Jim Bridger and Chevron Spurs are governed by Rule 105.
Two main tracks Rawlins to CPW702; CPG801 to Green River.
Double track (Rule 251) CPW702 to CPG801 except CTC in effect on No. 2 Track between CPG798 and CPG801.
Manual interlocking switches located at: West switch eastward siding Table Rock and Bitter Creek; CP766.
Train Defect Detectors located at: Both Tracks @MP 692.2, @MP 792.3, @MP 808.2, Westward only @MP 713.4, MP 719.5, MP 721.7, @MP 733.4, @MP 754.0, @MP 773.8; Eastward only @MP 767.7, @MP 748.5, @MP 731.5, @MP 710.6. Note: At MP 719.5 and MP 721.7 when "D" light is illuminated and signal 737 displays Stop, train must be inspected for dragging equipment and train dispatcher advised of any exceptions noted.
When moving against the current of traffic over public crossings protected by automatic crossing signals or by gates at Table Rock, Wy. at MP 746.4 and MP 746.5, crew member must be on the ground at the crossing to warn traffic until crossing is occupied, unless a crossing watchman is on duty. This does not modify requirements of Rule 103(A).
Before departure from Chevron, terminal test of air brakes must be made as prescribed by Rule 1002(B).

South Pass Industrial Lead Rock Springs to MP 8.4 = 8.4 miles. Yard limits entire branch. Maximum speed 15 MPH except: MP 6.0 and MP 8.4 — 10 MPH, and on Reliance Spur — 5 MPH. CTC in effect MP 0.0 to MP 2.9.

Business Tracks	MP	Sta. No.
Reliance	6.0	WW706

78 SALT LAKE SUBDIV. — GREEN RIVER & UTAH DIVISIONS

Mile Post	WEST	CP No.	Radio Display 2727		Station Nos.	Sidings Feet	MAXIMUM SPEED	MPH	
			STATIONS	EAST				PSGR	FRT
815.1	G815	GREEN RIVER	X	WX817	Yd.	Evanston (MP 815.1 to 917.2)	79	70	
817.0									
817.3	G817	W. GREEN RIVER	X	WX818		Evanston to Ogden (MP 917.2 to 992.6)	70	50	
819.3									
824.9	G825	PERU	X	WX825		Ogden to Salt Lake (MP 818.2 to 782.9)	79	70	
833.3									
834.9	G835	ALCHEM	X	WX835		(Except as Below) Between Mile Posts— 814.1 and 816.7 816.7 and 816.9	40	30	
839.1									
839.9	G839	W. WESTVACO	X	WX844		No. 1 & Running Trks. 3 & 4	30	25	
844.0									
844.8	G847	GRANGER	T X	WX847	n13456	816.9 and 818.2 818.2 and 823.6 823.6 and 828.4 833.6 and 834.1	40	30	
854.0									
854.0	G876	VERNE	X	WX854	c6040	Running Track CPG835 & CPG839	10	10	
866.2									
875.4	G876	HAMPTON	X	WX866	x1913	Siding CPG844 & CPG847	40	40	
875.6									
885.6	G876	CARTER (HOLD SIGS)	X	WX875	c6522	844.8 and 845.4 849.9 and 850.2 860.1 and 862.5 866.7 and 874.5 878.2 and 880.1 880.1 and 885.0 885.0 and 896.7 896.7 and 901.7 901.7 and 903.6 903.6 and 908.6 908.6 and 915.6 915.6 and 919.1 919.1 and 926.5	60	45	
885.6									
885.6	G876	BRIDGER	X	WX886	c6378	926.5 & 928.8 928.8 & 935.8 935.8 & 939.4 939.4 & 942.9	55	35	
885.6									
885.6	G876	LEROY	X	WX891	x1079	942.9 and 952.1 952.1 and 952.5 952.5 and 954.5 958.1 and 963.1 963.1 and 965.1 967.2 and 967.8 972.4 and 974.1 974.1 and 976.5 976.1 and 978.7 978.7 and 980.3	60	40	
885.6									
885.6	G876	SPRING VALLEY	Z	WX898	x689	No. 1 Track	45	35	
885.6									
885.6	G876	ASPHEN	X	WX902		880.3 & 981.0 981.0 & 983.5 983.5 & 987.9 987.9 & 989.5	45	35	
885.6									
885.6	G876	ALTAMONT	X	WX904	e4825	No. 2 Track	45	35	
885.6									
885.6	G876	MILLIS (WWD HOLD SIG)	X	WX913	c1501	980.3 & 983.8 983.8 & 986.8 986.8 & 989.5 989.5 and 992.0 992.0 and 992.6	45	35	
885.6									
885.6	G876	EVANSTON (EWD HOLD SIG)	TX	WX917	s9218	Bypass Track* CPC988 and CPC818	40	40	
885.6									
885.6	G876	WAHSATCH	TX	WX928	c4662	(*Bypass Track is not within yard limits) Bridge Jct. CPC817 and Shasta Ld.	15	15	
885.6									
885.6	G876	EMORY	X	WX943	c5665	CPC817 and S. Leg Wye	10	10	
885.6									
885.6	G876	ECHO (EWD HOLD SIG)	X	WX952	c6628	CPC818 and Patterson Ave. via	15	15	
885.6									
885.6	G876	DEVIL'S SLIDE (WWD HOLD SIG)	X	WX961	c5791	S. Leg Wye	15	15	
885.6									
885.6	G876	MORGAN	X	WX968	c6751	812.3 807.2 806.1 798.2 and 797.8 792.4 and 792.2 787.9 and 787.0 787.0 and 784.5 784.5 and 782.5	70	70	
885.6									
885.6	G876	STRAWBERRY (WWD HOLD SIG)	X	WX978		Salt Lake Switching District Industry Tracks	5		
885.6									
885.6	G876	GREEN RIVER DIVISION							
885.6									
885.6	G876	UTAH DIVISION							
885.6									
885.6	G876	EAST RIVERDALE	X	WX990	Yd.	Tenneco Spur originates at MP 830.7—9 Miles	10		
885.6									
885.6	G876	RIVERDALE	X	WX990	Yd.	Rule 105 applies.			
885.6									
885.6	G876	OGDEN	X	UY993	Yd.	Stauffer Spur originates at MP 834.1—10 Miles	20		
885.6									
885.6	G876	BRIDGE JCT	X	UY994		Rule 105 applies.			
885.6									
885.6	G876	CLEARFIELD	TX	UZ002	c4727				
885.6									
885.6	G876	LAYTON	TX	UZ007					
885.6									
885.6	G876	KAYSVILLE	TX	UZ009	n6352				
885.6									
885.6	G876	CENTERVILLE	X	UZ018					
885.6									
885.6	G876	NORTH SALT LAKE	X	UZ024					
885.6									
885.6	G876	18TH NORTH	X	UZ025					
885.6									
885.6	G876	NORTH YARD	X	UZ029	Yd.				
885.6									
885.6	G876	SALT LAKE CITY GRANT TOWER (D&RGW)	X	UZ029	Yd.				
885.6									
885.6	G876	203.6							
885.6									

See Special Instructions Item 20 for AMTK schedules. ACS in effect Green River to Ogden. 40 MPH dual control switch turnouts: CPG825; CPG833; CPG844; CPG874; CPG900; CPG905; CPG977; CPC988 except between ByPass & yard lead; CPC818 between Nos. 1 & 2 MP 817.8; CPC811; CPC807; CPC793; CPC788; 15 MPH dual control switch turnouts: CPG817 between Running Track & Yard lead; CPG835 between Running Track & Allied Spur; CPC990; CPC819; CPC817 at MP 817.6 between Nos. 1 & 2; CPC809; CPC785 between Nos. 1 & 2 except east crossover. Between Strawberry CPG977 and Riverdale CPC990, and between Bridge Jct. CPC818 and Grant Tower MP782.9 — No. 1 Main Track is North track, No. 2 Main Track is South track. Double track (Rule 251) CPG847 to CPG900; CPG905 to CPG977; CPC990 to Ogden. CPC785 to MP 783.5. Rule 151 Exception: Between MP 931.5 and Strawberry trains must keep to the left. Yard limits MP 989.0 to Ogden; Ogden to MP 818.0, MP 787.0 to MP 781.0. Spur Tracks: Air brakes must be cut in and operative on all cars handled on General Chemical & Texas Gulf Spurs and Stauffer Spur between MP 0.0 & MP 8.0. Before departure from Stauffer, General Chemical, Texas Gulf and EMC plant yards, terminal test of air brakes must be made as prescribed by Rule 1002(B). Train Defect Detectors located at: Both Tracks Eastward only Westward only % MP 819.3 @MP 958.6 @MP 968.8 % MP 822.3 @MP 925.6 @MP 955.1 @ MP 834.5 @MP 910.6 @MP 936.9 @MP 986.2 @MP 884.1 @MP 909.1 @MP 799.7 @MP 854.7 @MP 890.5 @MP 867.7

Wind indicator at MP 798.0 and MP 795.5.

TIMETABLE NO. 8

SALT LAKE SUBDIV. — GREEN RIVER & UTAH DIVISIONS 79

MPH	Business Trks.	MP	Sta. No.
General Chem Spur originates at MP 835.1	Bryan (W)	830.2	WX830
— 2.4 Miles	Tenneco (E)	830.7	WX831
Rule 105 applies.	Stauffer (E)	834.1	WX834
	Westvaco	838.0	WX838
	Texas Gulf		
	Soda (E)	842.5	WX843
Texas Gulf originates at MP 842.5 — 5.2 Miles	Curvo (E-W)	930.5	WX933
3.6 and 4.8	Casterock		
4.8 and 5.2	(E-W)	936.2	WX936
Rule 105 applies.	Baskin (E)	947.9	WX948
Spurs not otherwise shown.	Peterson (W)	975.4	WX976
	Uintah (E-W)	984.7	WX985
	Lodjic (W)	816.7	UY995
	Layton	806.2	UZ007
	Kaysville	803.2	UZ009
	Woods Cross	791.3	UZ021
	Pioneer	789.2	UZ022
	Becks	786.1	UZ026

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

Tons/Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59/Less		Timetable
60-79	500 or Less Over 500	Timetable 20 MPH MP 928-936; 30 MPH MP 936-990
80-99	500 or Less Over 500 to 1000 Over 1000	Timetable 20 MPH MP 928-936; 30 MPH MP 936-990 20 MPH MP 928-952; 25 MPH MP 952-990
100 & Over	500 or Less Over 500	20 MPH MP 928-936; 30 MPH MP 936-990 20 MPH MP 928-952; 30 MPH MP 952-990

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

OGDEN SUBDIV. — GREEN RIVER & UTAH DIVS.

Mile Post	SOUTH	Radio Display 2020	NORTH	Station Nos.	Sidings Feet	Maximum Speed	MPH	Psg.	Frt.
111.4	G876	McCAMMON CP G111 T 9	CP G192	IY038	e6624 w6368	Ogden	79	60	
109.8									
109.8	G876	GREEN RIVER DIVISION				Between Mile Posts —			
104.8									
104.8	G876	ARIMO	9.8	UN105	6046	110.8 and 111.2	45	40	
95.0									
95.0	G876	DOWNEY	10.6	UN095	5991	107.3 and 107.8	70	60	
84.4									
84.4	G876	SWAN LAKE	5.6	UN085	6005	102.3 and 102.7	65	60	
78.8									
78.8	G876	COULAM	7.4	UN078	6007	99.4 and 99.7	60	55	
71.4									
71.4	G876	DAYTON	4.4	UN071	6011	92.3 and 93.9	70	60	
65.4									
65.4	G876	WESTON	6.0	UN065	6103	90.1 and 90.4	55	50	
56.6									
56.6	G876	TRENTON	8.8	UN057	6098	85.6 and 87.5	70	60	
48.6									
48.6	G876	CACHE JCT	8.0	UN049	8619	82.7 and 83.0	50	45	
44.0									
44.0	G876	WHEELON	4.6	UN045	6010	66.0 and 67.2	50	45	
35.7									
35.7	G876	DEWEY	3.3	UN036	6044	64.1 and 64.5	70	60	
30.4									
30.4	G876	HONEYVILLE	9.3	UN030	5984	53.5 and 53.9	70	60	
21.1									
21.1	G876	BRIGHAM CITY	6.5	UN021	Yd.	51.1 and 51.4	50	45	
14.6									
14.6	G876	WILLARD	5.1	UN014	6027	47.2 and 49.4	40	30	
9.5									
9.5	G876	LITTLE MOUNTAIN JCT	7.4			46.2 and 47.2	40	25	
9.0									
9.0	G876	HOT SPRINGS	0.5	UN009	5938	43.9 and 44.6	45	40	
1.7									
1.7	G876	SP JCT	7.3	UN002	6079	42.0 and 43.9	50	45	
0.0									
0.0	G876	OGDEN	1.7	UY993	Yd.	38.1 and 42.0	70	60	
Equation MP 111.4 — MP 191.6.									

See Special Instructions Item 20 for AMTK schedules. Yard Limits: MP 23.0 to MP 19.0; MP 2.0 Ogden Subdiv. to MP 818.0 Salt Lake Subdiv. Train Defect Detectors @MP 88.7, @MP 59.7, @MP 16.5.

TIMETABLE NO. 8

Radio Display 4242				Station Nos.	Sid-ings	Maximum Speed MPH
Mile Post	WEST	CP No.	EAST STATIONS		Feet	(Except as below)
783.6			NORTH YARD	T	Yd.	Between Mile Posts P748.9 and P665.7 (Except as below) Salt Lake City —
P800.2			GRANT TOWER	⊗		Between 2nd South & 9th South Sts. — 12
P796.6			DRGW	⊗		Between Mile Posts— Midvale Spur at Atwood 10
P787.0			SANDY	⊗	UP042	P798.7 and P757.3 20
P782.6			DRAPER	⊗	UP046	Geneva Steel Plant Xings 15
P775.8			MOUNT	⊗	UP053	P752.8 and P748.9 15
P771.1			CUTLER	⊗	UP058	P733.5 and P732.6 30
P769.3			LEHI	⊗	UP059	P711.8 and P710.0 30
P766.4			AMERICAN FORK	⊗	UP062	P694.4 and P692.6 35
P763.0			PLEASANT GROVE	⊗	UP065	P692.6 and P691.8 30
P760.9			PIPEMILL	⊗		Parley Siding 20
P757.9			GENEVA	⊗	UP072	P686.2 and P676.4 30
P757.2	C758		LAKOTA JCT.	⊗		P676.4 and P674.8 35
P752.8	C753		PROVO	T	UP076	P667.2 and P666.3 35
P752.0						P666.3 and P665.8 30
P748.9	C749					Yard Limits P800.1 and P748.9
P737.1	C738		PAYSON	↑	UP092	Business Tracks MP Sta. No.
P736.3	C735					Officer P797.4 UP032
P735.8	C723		STARR	↑	UP107	Burton P796.8 UP033
P722.9						Huslers P795.6 UP034
P722.2	C721					Murray P793.0 UP036
P721.6	C712		NEPHI	↑	UP118	Pallas P791.7 UP037
P712.1						Hardy (W) P761.8 UP067
P711.5	C710					Bunker (E) P759.9 UP070
P710.9						Gatex (E) P756.1 UP075
P701.7	C702		SHARP	↑	UP128	Spanish Fork (E-W) P744.4 UP085
P700.6	C700					Martmar P676.1 UP153
P699.1						CTC between MP P757.3 and MP P752.8, CPC 749 and CPC 666.
P696.7	C696		JUAB	↑	UP133	
P696.0	C695					
P695.4						
P681.2	C681		PARLEY	↑	UP148	
P680.7	C669		LYNNNDYL	X	UZ147	
P688.8	C666					
P665.7						
			135.1			

In addition trains operate over DRGW between Grant Tower and Lakota Jct.. MP P757.2. Train Defect Detector: ⊗MP P743.7, ⊗MP P727.8, ⊗MP P709.0, ⊗MP P690.2. (Eastward trains must immediately reduce to restricted speed until head end of train is at MP P694 before stopping to inspect train) ⊗MP P671.0

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

Murray — Units must not move over under-track hopper on Gibbons and Reed Spur.

Provo — No units are permitted to operate on Pipe Plant Highline beyond sign at underpass.

MALAD BRANCH — UTAH DIVISION

Radio Display 2020				Station Nos.	Sid-ings	Maximum Speed MPH
Mile Post	SOUTH		NORTH STATIONS		Feet	(Except as below)
51.5			MALAD	T	UD952	40
31.0			NUCOR		UD931	Between Mile Posts— 0.0 and 1.5 20
17.8			TREMONTON		UD918	3.6 and 3.9 30
5.5			CORINNE		UD906	5.2 and 6.5 30
0.0			BRIGHAM CITY	⊗ T	UN021	11.7 and 12.1 30
						27.0 and 27.9 30
						29.3 and 29.9 30
						32.0 and 51.1 30
						51.1 and 52.1 10
						Business Tracks MP Sta. No.
						Ford 11.5 UD912
						Garland 19.7 UD920

Yard Limits Brigham City MP 0.0 to 4.0.

Little Mountain Branch Little Mountain Jct. to Little Mountain 14.4 miles. TWC in effect. Maximum Speed 40 MPH (except as below).

0.0 and 0.4	15	3.5 and 3.7	25
1.4 and 1.7	20	14.2 and 14.3 (End UP operations)	15
Business Track		MP	Sta. No.
Little Mountain		14.3	UL314

CACHE VALLEY BRANCH — UTAH DIVISION

Radio Display 2020				Station Nos.	Sid-ings	Maximum Speed MPH
Mile Post	SOUTH		NORTH STATIONS		Feet	(Except as below)
50.8			PRESTON	T	UC251	25
41.5			PRESTO		UC242	Between Mile Posts— 13.6 and 13.9 15
24.1			LOGAN	T	UC224	17.7 and 18.0 15
0.2			CACHE JCT.	T	UN049	50.2 and 51.1 10
						TWC in effect.
						Business Tracks MP Sta. No.
						Wellsville(E) 13.8 UC214
						Hyrum 17.6 UC218
						Holt 20.2 UC220
						Smithfield 31.5 UC232
						Franklin 43.6 UC244

CEDAR CITY BRANCH — UTAH DIVISION

Radio Display 4242				Station Nos.	Sid-ings	Maximum Speed MPH
Mile Post	WEST		EAST STATIONS			(Except as below)
0.1			LUND	⊗ T	CX272	40
20.3			IRON SPRINGS	T	CI321	Between Mile Posts— 0.0 and 0.25 10
31.8			CEDAR CITY		CI333	23.0 and 29.7 20
						29.7 and 32.4 10
						TWC in effect.
						Yard limits are in effect MP 0.0 to MP 1.0.
						Main Track Derail at MP 31.8

IRON MOUNTAIN BRANCH — UTAH DIVISION

Radio Display 4242				Station Nos.	Sid-ings	Maximum Speed MPH
Mile Post	WEST		EAST STATIONS			(Except as below)
0.0			IRON SPRINGS	⊗ T	CI321	25
14.4			IRON MOUNTAIN		CI415	Between Mile Posts— 0.0 and 1.2 10
						10.1 and 14.5 10
						TWC in effect.
						Yard limits are in effect MP 0.0 to MP 1.2.

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

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

Business Tracks MP Sta. No. Comstock T 10.9 CI411 Main Track Details at MP 13.5 and MP 14.5 Locomotives or cupola cabooses must not operate under the old tipple located over tracks Nos. 732 and 733 at Comstock. Locomotives are not to occupy the scale located south of the tipple on Track 733.

Radio Display 4242 Salt Lake to Caliente, 2727 Caliente to Las Vegas				Station	Sidings	Between Mile Posts —	MPH
Mile Post	WEST	CP No.	EAST STATIONS	Nos.	Feet	Posts —	Psgr. Frt.
VIA FREIGHT LINE							
783.6			NORTH YARD T		Yd.	779.2 and 678.0	79 60
782.8			SALT LAKE CITY	UZ029	Yd.	678.0 and 500.0	79 70
782.4	C782		GRANT TWR. DRGW	UZ030		500.0 and 393.9	79 50
						393.9 and 334.3	79 60
			(Except as below)				
781.9	C781		10TH WEST			Grant Tower (except south leg of Wye)	15 15
780.5	C780		ORANGE ST.	UZ032	S6000	South leg of Wye	10 10
						Sidings at: Warner, Faust, Bouffer, Jericho, Lyndndyl, Delta, Cruz, Milford, Thermo, Lund, Heist, Crestline, Eccles, Caliente, Boyd, Kyle, Carp, Galt, Hoya, Moapa, Garnet and Wann	
779.1	C779		BUENA VISTA	UZ034	S6000	25 MPH — Islen Siding.	
777.9	C778					20 MPH — All sidings not listed above.	30
769.6	C771	X	GARFIELD	UZ045	S6153		
768.8	C770				N5832		
767.5	C769						
767.5	C768						
766.4	C766		SMELTER	UZ047			
765.2	C765		LAKE POINT	UZ049	6012	Between Mile Posts —	
763.9	C764					782.9 and 780.8	
756.9	C757		ERDA	UZ057	5985	No. 1 & No. 2	20 20
748.6	C756					780.8 and 779.2	
748.4	C748		WARNER	UZ065	9722	No. 1 & No. 2	50 50
746.4	C746					770.6 and 770.1	
746.4	C744		STOCKTON	UZ070	6410	No. 1 & No. 2	70 —
742.5	C742					767.5 and 767.1	
736.9	C737		ST. JOHN	UZ077	6009	No. 1 & No. 2	70 —
735.6	C736					763.4 and 762.7	65 55
723.9	C724		FAUST	UZ090	8805	758.9 and 757.1	55 40
722.1	C722					757.1 and 754.2	60 45
717.7	C718		PEHRSON	UZ096	6013	744.1 and 742.1	50 40
716.4	C716					721.0 and 719.6	60 50
711.3	C711		LOFGREEN	UZ103	6717	715.9 and 711.3	55 45
709.9	C709					711.3 and 705.8	55 40
705.7	C706		BOULTER	UZ109	8855	700.0 and 699.6	75 —
703.9	C704					689.0 and 680.5	60 45
698.7	C699		TINTIC	UZ114	5964	680.5 and 679.2	60 50
692.6	C697					679.2 and 678.9	65 50
691.3	C693		McINTYRE	UZ121	6036	656.4 and 655.8	70 60
686.1	C691					576.5 and 576.2	50 35
684.1	C686		JERICHO	UZ128	9709	576.3 (Siding)	20 20
676.2	C689					502.5 and 500.0	70 55
674.8	C676		CHAMPLIN	UZ138	6797	500.0 and 497.9	70 —
667.5	C675					497.9 and 497.6	60 —
667.5	C667		LYNNNDYL	UZ147	8804	497.6 and 494.6	70 —
665.7	C666					494.6 and 492.4	70 —
664.2	C664					492.4 and 491.1	70 —
659.0	C659		STRONG	UZ157	5989	489.9 and 488.9	60 —
657.7	C658					488.9 and 488.7	50 40
650.9	C651		DELTA	UZ164	N6069	488.7 and 486.8	35 30
649.6	C650				S9023	486.8 and 484.4	60 —
647.9	C648					481.7 and 479.1	40 35
640.4	C640		VAN	UZ173	5997	479.1 and 477.3	50 35
639.2	C639					477.3 and 475.9	35 25
631.9	C632		CLEAR LAKE	UZ182	5990	475.9 and 475.0	30 25
630.7	C631					475.0 and 470.7	20 20
617.9	C618		BLOOM	UZ198	5989	470.7 and 469.1	30 25
616.7	C617					469.1 and 468.1	55 45
610.9	C611		CRUZ	UZ203	8862	468.1 and 466.3	60 45
609.1	C609					466.3 and 466.0	50 45
600.2	C602		BLACK ROCK	UZ214	6022	466.0 and 463.9	60 45
598.6	C599					463.9 and 461.7	40 35
590.6	C591		READ	UZ223	5996	461.7 and 461.2	30 25
589.3	C589					461.2 and 460.0	45 35
585.4	C585		MURDOCK	UZ228	5995	460.0 and 458.4	50 40
584.1	C584					458.4 and 455.2	40 35
579.0	C579		E. MILFORD	CX235	21474	455.2 and 450.2	40 30
578.1	C578					450.2 and 450.0	35 30
576.7	C577		MILFORD	CX236		450.0 and 446.9	40 30
574.8	C575					446.9 and 445.4	35 30
572.0	C572		UPTON	CX241	6026	445.4 and 444.0	40 30
570.8	C571					444.0 and 442.0	30 25
562.1	C562		THERMO	CX251	8737	442.0 and 430.7	40 35
560.3	C561						
551.3	C551		LATIMER	CX262	5982	IPP Spur @ Lyndndyl CP C664	40 40
550.0	C550					0.0 and 8.9	15 15
542.8	C543		LUND	CX272	9100	Offsite siding	15 15
540.9	C541					All other tracks	15 15
532.4	C532		ZANE	CX281	6006	Passenger line industrial lead from MP 782.8 to MP 779.2 = 3.6 miles. Max. speed 20 MPH. Yard limits from MP 782.8 to MP 779.5. DRGW @ at MP 782.6 and MP 782.4	
531.1	C531					Movements on IPP Spur are authorized by Track Warrant Control.	
526.9	C527		BERYL	CX286	5972		
525.6	C525						
517.4	C518		HEIST	CX297	8854		
515.6	C516						
510.8	C511	T	MODENA	CX303	6000		
509.6	C510						
501.8	C502		UVADA	CX312	6007		
500.5	C501						
497.6	C498		CRESTLINE	CX319	8811	Business Tracks	MP Sta. No. UZ033
495.8	C496					Industrial Center	779.8 UZ033
490.3	C490		BROWN	CX324	6013	SLGW Conn.	
489.0	C489					(W)	778.9
484.8	C485		ACOMA	CX328	6034	Old Cent. Pk.	
483.6	C484					(E)	777.6 UZ036
477.7	C477		ISLEN	CX338	8539	New Cent. Pk.	
475.0	C475					(E)	778.6
471.3	C471		RICHMOND	CX342	5876	Garfield Pit	766.7 UZ046
470.0	C470					Clover (E)	732.8 UZ081
466.9	C467		ECCLES	CX349	15177	Cline (E)	661.2 UZ152
463.9	C464					Continental	
461.0	C461		CALIENTE	CX353	E6257	Lime (E)	618.0 CX341
459.7	C460				W6768	Little Springs	472.0 CX459
458.2	C458					Fibreboard Spur(W)	352.0 CX461
455.5	C455		ETNA	CX358	6098	Lovell(W)	344.6 CX468
454.2	C454					Valley-Nellis Air Base(W)	342.6 CX470
450.5	C451		STINE	CX363	5978	Nevada Industrial Park(W)	340.0 CX473
449.2	C449						
446.4	C447		BOYD	CX368	8820		
444.6	C445						
439.0	C439		ELGIN	CX375	6166		

Radio Display 4242 Salt Lake to Caliente, 2727 Caliente to Las Vegas				Station	Sidings	Between Mile Posts —	MPH
Mile Post	WEST	CP No.	EAST STATIONS	Nos.	Feet	Posts —	Psgr. Frt.
439.0			ELGIN	CX375	6166	442.0 and 430.7	40 35
437.8						430.0 and 430.0	35 30
435.6	C439		KYLE	CX379	8832	430.0 and 428.2	60 45
433.8	C438					428.2 and 427.9	55 40
429.7	C430		LEITH	CX384	5957	427.9 and 425.4	55 45
428.5	C428					425.4 and 419.7	70 —
417.5	C418		CARP	CX394	8927	419.7 and 418.0	45 40
414.0	C414		VILG	CX399	6083	418.0 and 416.4	35 30
412.7	C413					416.4 and 414.0	40 30
408.8	C409		GALT	CX405	6145	414.0 and 411.0	35 30
407.7	C408					411.0 and 407.5	40 30
403.4	C403		HOYA	CX410	8839	407.5 and 404.6	35 30
401.6	C402					404.6 and 403.7	40 30
398.8	C399		ROX	CX415	6660	400.6 and 398.6	70 —
397.5	C397					398.6 and 397.5	45 35
393.7	C394		FARRIER	CX420	6066	397.5 and 395.9	70 —
392.4	C392					395.9 and 394.6	40 35
UTAH DIV.							
384.5			MOAPA	CX430	8919	394.6 and 393.9	60 45
382.6	C383					380.9 and 379.6	65 55
374.4	C374		UTE	CX439	6101	379.6 and 379.1	60 50
373.1	C373					359.5 and 358.5	60 50
363.9	C364		DRY LAKE	CX450	6094	358.5 and 356.1	45 35
362.6	C363					Fibreboard Spur-11.3 miles yd. limits entire spur	— 20
357.8	C358		GARNET	CX456	8774	On Fibreboard Spur MP 9.2 to 11.3	— 10
356.0	C356					Lovell-Nellis Spur	— 10
352.7	C353		APEX	CX461	6074	351.1 and 348.3	45 35
351.4	C351					Valley-Nellis Spur	— 10
347.3	C347		DIKE	CX466	6156	Las Vegas Industrial Park Spur On Curves	— 5
346.1	C346					336.1 and 335.0	60 50
339.7	C340		WANN	CX474	8974	334.6 and 333.4	20 20
337.8	C338					At Milford not less than four hand brakes must be applied on train left unattended.	
335.3	C336		EAST LAS VEGAS	CX477		40 MPH dual control switch turnouts: CFC766.	
334.6	C335		LAS VEGAS	CX479	Yd.	20 MPH dual control switch turnouts: W. Islen; E. Richmond; Eccles; W. Etna; E. Boyd; W. Elgin; W. Kyle; Galt; Dry Lake; E. Dike.	
334.3						15 MPH dual control switch turnouts: Warner MP 748.4 to yard lead.	
449.3							
Equation: MP 493 to 494 = 850 Ft.							
Equation: MP 495 to 493 = 1.2 mi.							
See Special Instructions Item 20 for AMTK schedules.							
Yard Limits: MP 787.0 to MP 781.0.							
Two main tracks (Freight Line) Grant Tower to Smelter.							
Train Defect Detectors: @MP 773.4 (both tracks) @MP 751.0, @MP 729.7, @MP 703.3, @MP 682.2, @MP 663.0, @MP 644.0, @MP 623.4, @MP 604.6, @MP 583.5, @MP 566.4, @MP 546.5, @MP 520.8, @MP 478.8, @MP 474.0, @MP 472.3, @MP 470.0, @MP 448.7, @MP 442.9, @MP 434.6, @MP 432.3, @MP 430.2, @MP 423.0, @MP 410.4, @MP 406.4, @MP 388.2, @MP 353.1							
Speed Condition Warning Device between MP 494 and MP 495. Be governed by Rule 370.							
On passenger trains, running air test as required by Air Brake Rule 1007(B) must be made at MP 494 eastward and westward.							
On westward freight trains departing Crestline, dynamic brake must be placed in service and tested for proper operation between west switch Crestline and east switch Brown.							
Retaining valves must be used as follows:							

Radio Display 2727.				Station Nos.	Siding Feet	Maximum Speed Between Mile Posts—	Psg.	Frt.	MPH
Mile Post	WEST	CP No.	EAST STATIONS						
334.3			LAS VEGAS	CX479	Yd.	334.3 and 309.3	79	60	
334.0		C334		CX481		309.3 and 163.6	79	70	
330.5		C330		CX484		163.6 and 158.5	79	60	
328.6		C328	6.8			(Except as below)			
327.8		C326	BOULDER JCT	CX486		All sidings except Sloan, Joshua, Cima, Kelso No. 1			
326.4		C323	ARDEN	CX490	8467	Siding, Sands	20	20	
323.9		C321				Except Spadra No. Sidings	30	30	
315.3		C315	SLOAN	CX498	6282	Mira Loma	10	10	
314.0		C314				Between Mile Posts—			
310.0		C310	ERIE	CX504	8843	334.6 and 333.0	20	20	
308.1		C308				Las Vegas—			
301.9		C302	JEAN	CX512	5721	329.5 Cind-R-Lite			
300.7		C301				and Stocks Mill Spurs			5
297.0		C297	BORAX	CX517	5792	332.6 and 326.4			
296.8		C296				(North Running Trk)	40	40	
288.8		C289	CALADA	CX526	8791	321.1 and 319.7	65	55	
287.0		C287				319.7 and 314.6	40	30	
278.2		C278	NIPTON	CX535	5767	312.5 and 311.7	50	40	
276.9		C277				309.8 and 309.3	70	60	
273.0		C273	MOORE	CX541	5765	254.0 and 236.0			
271.8		C272				W Psg Trains handled with dynamic brake in operation; light engines with operative dynamic brake.	45	45	
268.0		C268	IVANPAH	CX545	9835	W Frt Trns not exceeding 85 tons per operative brake which are controlled exclusively with dynamic brake			35
266.0		C266				254.4 and 251.3	45	45	
263.9		C264	BRANT	CX550	5751	246.7 and 246.5	45	45	
262.8		C263				231.2 and 230.9	75	60	
258.5		C259	JOSHUA	CX555	6066	196.2 and 194.1	55	45	
257.2		C257				194.1 and 191.8	50	40	
254.6		C255	CIMA	CX559	S9862	191.8 and 188.4	55	45	
253.3		C253			N6266	188.4 and 186.1	70	60	
252.6		C252				163.3 and 163.6			40+
251.1		C251	CHASE	CX563	5765	163.6 and 163.9	40+	40+	
249.8		C250				Westward			
247.9		C248	ELORA	CX566	5780	Running Track from Toomey-CPC168 to			
246.7		C247				CPC164 to	40	40	
243.9		C244	DAWES	CX570	9025	CPC164 to			
242.0		C242				CPC162 to	20	20	
240.0		C240	HAYDEN	CX574	5780	161.8 and 161.3	55	45	
238.7		C239				159.0 and 158.8	35	30	
236.5		C237	KELSO	CX577	9190	58.1 and 0.0	79	60	
234.5		C235				(Except as below)			
226.7		C227	KERENS	CX587	5754	Between Mile Posts—			
225.4		C225				56.6 and 55.4	45	45	
219.5		C220	SANDS	CX595	9017	53.4 and 51.8	65	55	
217.7		C218				50.8 and 49.9	70	—	
212.2		C212	BALCH	CX601	5765	Mira Loma Space Center			5
211.0		C211				Trucks			
204.2		C204	CRUCERO	CX609	5775	CPC46 and			20
202.9		C203				CPC44 South Siding			
197.3		C197	BASIN	CX616	6196	40.0 and 38.4	65	—	
196.3		C196				38.4 and 38.1	45	45	
191.8		C192	AFTON	CX621		38.1 and 11.3	65	—	
188.0		C188	DUNN	CX626	9529	11.3 and 10.2	65	55	
186.1		C186				10.2 and 8.0	65	50	
182.9		C183	FIELD	CX631	5760	8.0 and 7.2	35	35	
181.7		C182				7.2 and 1.6	20	20	
178.2		C178	MANIX	CX635	5775	1.6 and 0.0	35	35	
176.9		C177				LA Union Psg. Term.			
169.7		C168	TOOMEY	CX645		LA Riv. Br. &	15	15	
163.8		C164		CX649		0.0	25	25	
162.0		C162	YERMO	CX650	Yd.	Yard Limits: MP 8.0 to MP 1.9			
160.5		C161	W. YERMO	CX652		9th St. Jct. to Redondo Tower (No. 2 Main)			10
159.0		C159	DAGGETT	CX654		Equations: MP 158.81 = ATSF MP 737.42 ATSF MP 749.84 = ATSF MP 3.39 ATSF MP 81.23 = ATSF MP 0.0 ATSF MP 10.7 = MP 56.62			
102.1 MILES VIA ATSF DAGGETT TO WEST RIVERSIDE									
56.6		C057	WEST RIVERSIDE			40.0 and 38.4	65	—	
54.5		C055	STREETER	CX759	6090	38.4 and 38.1	45	45	
53.2		C053				38.1 and 11.3	65	—	
48.2		C049	PEDLEY	CX765	5984	11.3 and 10.2	65	55	
46.6		C048				10.2 and 8.0	65	50	
45.7		C047	MIRA LOMA	CX767	14264	8.0 and 7.2	35	35	
45.7		C046				7.2 and 1.6	20	20	
43.9		C044				1.6 and 0.0	35	35	
38.4		C038	ONTARIO			LA Union Psg. Term.			
38.1		C038	SP			LA Riv. Br. &	15	15	
36.7		C037	MONTCLAIR	CX777	5971	0.0 and -1.9	25	25	
35.4		C035				Yard Limits: MP 8.0 to MP 1.9			
33.0		C033	SP			9th St. Jct. to Redondo Tower (No. 2 Main)			10
29.6		C030	SPADRA	CX784	8985	Equations: MP 158.81 = ATSF MP 737.42 ATSF MP 749.84 = ATSF MP 3.39 ATSF MP 81.23 = ATSF MP 0.0 ATSF MP 10.7 = MP 56.62			
27.8		C028							
25.5		C026	WALNUT	CX789	6023				
24.1		C024							
17.8		C018	PUEENTE JCT	CX795					
16.9		C018	CITY OF INDUSTRY	CX796	5936				
16.6		C017							
11.4		C011	BARTOLO	CX801					
10.9		C010	WHITTIER JCT	CX802					
10.7		C009	PICO RIVERA	CX803	7427				
9.2		C008	VAIL AVE.	CX807					
7.6		C007	GARFIELD AVE						
7.2		C007							
5.6		C006	EAST LOS ANGELES	CX806					

Radio Display 2727.				Station Nos.	Siding Feet	Maximum Speed Between Mile Posts—	Psg.	Frt.	MPH
Mile Post	WEST	CP No.	EAST STATIONS						
4.2			EAST YARD	CX809	Yd.	334.3 and 309.3	79	60	
2.8		C004	DOWNEY ROAD			309.3 and 163.6	79	70	
2.1		C003	SOTO ST. JCT			163.6 and 158.5	79	60	
		C002	BRIDGE JCT			(Except as below)			
		C901	REDONDO TOWER			All sidings except Sloan, Joshua, Cima, Kelso No. 1			
			SANTA FE AVE			Siding, Sands	20	20	
1.7		C001	NINTH ST. JCT			Except Spadra No. Sidings	30	30	
-0.1		C000	FIRST ST			Mira Loma	10	10	
-0.8		C900	PASADENA JCT	CX812		Between Mile Posts—			
			MISSION TOWER			334.6 and 333.0	20	20	
-1.1			SP			Las Vegas—			
-1.9			LOS ANGELES		Yd.	329.5 Cind-R-Lite			
						and Stocks Mill Spurs			5
						332.6 and 326.4			
						(North Running Trk)	40	40	
						321.1 and 319.7	65	55	
						319.7 and 314.6	40	30	
						312.5 and 311.7	50	40	
						309.8 and 309.3	70	60	
						254.0 and 236.0			
						W Psg Trains handled with dynamic brake in operation; light engines with operative dynamic brake.	45	45	
						W Frt Trns not exceeding 85 tons per operative brake which are controlled exclusively with dynamic brake			35
						254.4 and 251.3	45	45	
						246.7 and 246.5	45	45	
						231.2 and 230.9	75	60	
						196.2 and 194.1	55	45	
						194.1 and 191.8	50	40	
						191.8 and 188.4	55	45	
						188.4 and 186.1	70	60	
						163.3 and 163.6			40+
						163.6 and 163.9	40+	40+	
						Westward			
						Running Track from Toomey-CPC168 to			
						CPC164 to	40	40	
						CPC164 to			
						CPC162 to	20	20	
						161.8 and 161.3	55	45	
						159.0 and 158.8	35	30	
						58.1 and 0.0	79	60	
						(Except as below)			
						Between Mile Posts—			
						56.6 and 55.4	45	45	
						53.4 and 51.8	65	55	
						50.8 and 49.9	70	—	
						Mira Loma Space Center			5
						Trucks			
						CPC46 and			20
						CPC44 South Siding			
						40.0 and 38.4	65	—	
						38.4 and 38.1	45	45	
						38.1 and 11.3	65	—	
						11.3 and 10.2	65	55	
						10.2 and 8.0	65	50	
						8.0 and 7.2	35	35	
						7.2 and 1.6	20	20	

On westward trains between Las Vegas and Yermo, operative dynamic brakes on the head end of loaded bulk commodity unit trains and double stack trains must not exceed 32 axles; all other trains must not exceed 28 axles. Double stack trains may contain up to four other types of TOFC/COFC cars if entrained in the rear 4500 tons of the train.

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

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

At Cima, speed of all westward trains over crest of grade must be 10 MPH less than maximum authorized speed on descending grade.

With passenger trains, running test as prescribed in Air Brake Rule 1007(B) must be made before descending grade at Cima eastward and westward.

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

On descending grade from Cima to Kelso the following items A through G apply:

- A. Freight trains exceeding 3500 trailing tons must not be controlled exclusively with dynamic brake.
- B. Retaining valves must be set:
 1. On any freight train exceeding 80 tons per operative brake and 250 tons per dynamic brake axle (including helper locomotives). (See Note 1 below)

Note 1: Retaining valve requirement does not apply to double stack trains not exceeding 115 tons per operative brake, not exceeding 9600 trailing tons and not exceeding 300 tons per dynamic brake axle (including helper locomotives). These trains may contain up to four other types of TOFC/COFC cars if entrained in the rear 4500 tons of the train.

- 2. On any freight train exceeding 500 tons per dynamic brake (including helper locomotives). Such trains must not exceed 15 MPH and must stop and remain standing ten minutes at Dawes to cool wheels.
- 3. On any freight train being handled without pressure maintaining.

C. All freight trains exceeding 80 tons per operative brake and operating without retainers:

1. Anytime a train is stopped with a total brake pipe reduction exceeding 15 pounds, sufficient hand brakes, but not less than 15, must be applied to hold train and brake system must be recharged before proceeding. (See Note 2)
2. Anytime total brake pipe reduction exceeds 15 pounds to control speed, train must be stopped and retainers set prior to releasing train brakes. Brake system must be recharged before proceeding. If retainers are not sufficient to hold train while recharging, hand brakes must also be applied. (See Note 2)

Note 2: Whenever necessary to apply hand brakes to hold train on grade, after air brake system is recharged, reduce brake pipe pressure not less than 6 pounds to hold train while hand brakes are released.

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

E. Freight trains exceeding 85 tons per operative brake must not exceed 20 MPH.

F. Freight trains authorized to operate at a maximum speed of 35 MPH when controlled exclusively with dynamic brake must comply with the provisions of item D shown above when train air brakes are used. These trains may operate at a maximum speed of 35 MPH after a running release provided not more than a 12 pound reduction has been made or after train has been stopped and brake system has been recharged.

G. In cases where a train is required to stop, provisions of Air Brake Rule 1101(C) will govern.

Between Kelso and MP 217.6, westward Frt. trains exceeding 75 tons per operative brake and which have over 500 tons per dynamic brake axle, must not exceed 30 MPH at any point.

EXCEPTION TO ITEM 5-B DOUBLE STACK TRAINS:

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

On all westward manifest trains (except TOFC, COFC, Unit trains, and "z" symbol trains) operating between Cima and Kelso:

Trains requiring use of retaining valves, and all trains which required a brake pipe reduction in excess of 10 p.s.i. to control speed on Cima grade will stop at Kelso where crew will perform a walking inspection of their train in accordance with Operating Rule 109(A). While inspecting, particular attention must be given box cars and flat cars, loaded or empty, for signs of smoke, fire, or heat being generated from within car or lading, also noting underframe of car for these signs. On affected train this inspection will be performed when train is stopped to position retaining valves to the Exhaust position. These instructions will be in effect during the months of May through October.

Radio Display 4242. SP 9696 HBL 5858					
Mile Post	SOUTH ▼ STATIONS	NORTH ▲	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 20 Lead known as Consolidated
2.8	DOWNEY RD. CPC4	⊙	CX809		Lumber Co. track 5
3.1	HOBART ⊙ ATSF ⊙	⊙	CS500		Thenard connecting tracks 5
	0.5				Between Mile Posts —
3.6	LA JCT RY ⊙	⊙			21.6 and 23.6 10
	1.5				23.6 and 25.2 5
5.1	⊙ SP ⊙	⊙			Mead yard tracks 10
	1.1				East Leg Hobart Wye 10
6.2	SQ BELL		CS506	3740	Yard Limits: MP 2.8 to MP 5.0;
	1.2				MP 21.6 to MP 25.3.
7.4	⊙ SP ⊙				TWC in effect MP 5.0 to MP
	1.4				21.6. Track warrants are issued
11.2	⊙ SP ⊙				by Hobart Tower
	1.3				Rule 10(D) not in effect.
12.5	PARAMOUNT		CS510	5915	Business Tracks MP Sta. No.
	2.1				Bell ⊙ 5.4 CS504
14.6	DOUGLAS JCT.		CS512		Workman 9.3 CS507
	4.6				Rioco 13.8 CS511
19.2	MANUEL TWO		CS516	5807	Carson 17.7 CS515
	1.0				Terminal Island ⊙ 24.2 CS521
20.6	MANUEL THREE		CS517	5807	At MP 22.02 - Anaheim St.
	0.1				Overhead Viaduct the clearance
21.6	THENARD CONN. ⊙	⊙	CS518		is 19.65 feet A.T.R.
	0.4				MP23.6 — Begin Harbor Belt
21.7	⊙ SP ⊙	⊙			Line RR operations.
	1.1				
22.1	MEAD TRANSFER	⊙	CS519	Yd.	
	2.1				
23.2	HENRY FORD BLVD. ⊙ ⊙ ⊙				
	2.2				
25.3	EAST SAN PEDRO	⊙	CS523		

All southward trains must receive current track bulletins before passing Hobart Tower. All other trains must contact Hobart before initiating movement on any portion of the branch to ensure they have the most current track bulletin.

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

When operating over Harbor Belt Line RR, track warrant must be secured (213-834-8511 or 8512).

On return trip from Berth 49, trains or engines must wait at 6th Street San Pedro Yard until track warrant is obtained from HBL and SP. (213-490-7098)

For movements to and from Los Angeles Harbor, advance switch point indicators and horn receivers to activate switches are located as follows: Westward — MP 21.45; Eastward — MP 21.65.

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

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

Trains enroute to or from Long Beach Harbor must receive permission from Dolores (213-490-7098) and the SP Eighth Street Yard (213-490-7096 or 437-0639).

For movements to and from Long Beach Harbor, advance switch point indicators and horn receivers to activate switches are located as follows: Westward — MP 21.15; Eastward — Thenard connection on south side of Foote St. Dual control switches located at MP 21.35 and MP 21.5 are equipped with color light switch point indicators. If switch is not lined for desired route, it will be necessary to sound blast of engine whistle prior to passing horn receiver. If necessary to hand operate switch instructions will be posted in box located near switch. Due to operation of dual control switches by hand by motor car and hy-rail operators, switch may become out of correspondence with whistle detector when switch point indicator displays red indication and train or engine sounds one long sound of engine whistle. If switch does not line for desired route after first long sound of engine whistle, a second long sound of engine whistle may return whistle detector to correspondence and desired route obtained. A fifteen (15) second time period is required between first and second sound of engine whistle to reset whistle detector.

ANAHEIM BRANCH — CALIFORNIA DIVISION

Display 2727.					
Mile Post	SOUTH ▼ STATIONS	NORTH ▲	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 20 Between Mile Posts —
0.0	WHITTIER JCT. CPC 10 ⊙	⊙	CX802		0.0 and 0.2 5
	0.1 ⊙ SP ⊙	⊙			0.2 and 0.3 10
	5.1				0.3 and 2.8 15
5.2	COLIMA JCT.	⊙	CW205		5.1 and 5.2 10
	5.5 MILES VIA SP				10.5 and 11.0 5
10.5	FULLERTON JCT.	⊙	CW211		11.0 and 15.6 15
	5.0				16.8 and 17.7 15
15.5	⊙ ATSF ⊙	⊙			18.5 and 19.3 10
	1.8				
17.3	FULLERTON	⊙	CW217		Business Tracks MP Sta. No.
	1.7				Whittier 2.4 CW202
19.0	⊙ ATSF	⊙			La Habra 9.6 CS210
	0.3				Yard Limits entire branch.
19.3	ANAHEIM	⊙	CW220	1056	Operation on SP Colima Jct to Fullerton Jct.
	19.3				Stop sign at end of track.
					All trains must contact train dispatcher before initiating movement on any portion of branch to ensure they have the most current track bulletin.
					⊙ At MP 19.0 on auxiliary track.

Crestmore Br.—California Division Pedley to Crestmore 6.9 Miles. Yard Limits entire branch. Maximum Speed 10 MPH. (FRA excepted track)

Business Track MP Sta. No.
Crestmore 6.3 CE007

Lakewood Br.—California Division Douglas Jct. to Lakewood 2.8 Miles. Yard Limits entire branch. Maximum Speed 10 MPH. Trains must contact Hobart Tower before initiating movement on branch to ensure they have the most current track bulletin. (FRA excepted track)

Business Track MP Sta. No.
Lakewood 1.6 CS602

Radio Display 2424.				Station Nos.	Sidings Feet	Maximum Speed MPH	
Mile Post	WEST	CP No.	EAST			Between Mile Posts —	Psg. Frt.
766.4		C766	SMELTER	UX047		911.4 and 535.9	79 70
911.35			UTAH DIVN.			(Except as below)	
			FEATHER RIVER DIVN.			886.7 and 886.5	70 60
897.8	F898		BURMESTER	UX061	6292	872.0 and 868.6	65 55
896.5	F896		11.1			868.6 and 864.2	55 50
887.0	F887		TIMPIE	UX072	8028	864.2 and 856.9	70 60
885.3	F885		7.4			856.9 and 856.6	60 50
879.4	F879		DELLE	UX079	8000	806.1 and 800.0	70 60
877.8	F878		12.5			800.0 and 799.3	40 35
866.8	F867		LOW	UX092	6236	799.3 and 795.2	50 45
865.5	F865		11.9			795.2 and 786.5	70 60
854.9	F855		CLIVE	UX104	6002	786.5 and 784.5	60 45
853.6	F854		8.9			784.5 and 776.5	30 25
845.8	F846		KNOLLS	UX113	5965	776.5 and 775.1	50 40
844.5	F845		10.4			775.1 and 772.6	75 60
835.5	F836		BARRO	UX123	6251	758.7 and 758.4	60 50
834.3	F834		ARINOSA	UX133	6239	758.4 and 755.2	45 40
825.8	F826		9.6			755.2 and 753.3	70 60
824.5	F825		9.6			753.3 and 749.5	70 60
816.0	F816		SALDURO	UX143	6114	720.6 and 717.0	65 55
814.8	F815		8.9			717.0 and 716.2	70 60
808.1	F808		WENDOVER	UX151	10410	716.2 and 715.1	70 60
806.0	F806		8.0			713.6 Alazon using crossover	25 25
799.3	F799		OLA	UX160	6012	713.6 and 707.8	70 60
798.0	F798		9.7			707.8 and 685.0	70 70
789.6	F790		PILOT	UX169	5994	685.0 and 681.0	70 60
788.4	F788		CLIFSIDE	UX177	5983	681.0 and 674.8	55 45
781.6	F782		8.7			674.8 and 669.5	65 50
780.3	F780		7.7			669.5 and 669.0	35 35
773.1	F773		SILVER ZONE	UX186	5990	669.0 and 664.0	60 60
771.8	F772		6.0			664.0 and 659.0	70 60
767.1	F767		SHAFTER	UX192	6006	654.1 and 652.6	70 60
765.8	F766		8.9			652.6 and 650.8	65 50
758.3	F758		10.3			650.8 and 650.3	50 40
757.0	F757		9.0			650.3 and 649.0	60 45
747.9	F748		SPRUCE	UX211	6246	649.0 and 648.3	55 45
746.6	F747		9.0			East and West Carlin using turnout	15 15
738.9	F739		VENTOSA	UX220	6224	648.3 and 643.4	60 60
737.7	F738		10.1			643.4 and 641.6	70 60
728.7	F729		RUBY	UX230	5966	638.3 and 637.7	70 60
727.4	F727		10.4			637.7 and 628.2	45 40
718.4	F718		WELLS	UX240	6189	628.2 and 625.4	70 60
717.1	F717		4.1			625.4 and 618.0	70 60
713.6	F714		ALAZON	UX244		618.0 and 610.1	70 60
			12.6			610.1 and 610.1	75 —
701.0			SP CONN.	UX257		610.1 and 610.1	75 —
700.0			1.0			Between Mile Posts	
683.3			DEATH	UX258	5723	535.9 and 321.4	70
683.3			ELBURZ	UX275	5780	(Except as below)	
683.1			0.2			All sidings	20
			SP CONN			535.9 and 527.0	60
670.7	F671		13.9			527.0 and 520.9	60
668.8	F669		3.0			520.9 and 509.9	65
666.2			ELKO AMTRAK STATION			497.0 and 495.7	60
646.0	F646		20.2			495.7 and 494.5	40
643.4	F643		EAST CARLIN	UX312		494.5 and 489.9	35
630.5			2.6			489.9 and 488.3	50
			WEST CARLIN	UX315		488.3 and 481.1	60
			12.9			481.1 and 480.1	55
			BARTH	UX327		480.1 and 474.2	60
			11.0				
619.5			BEOVAWE	UX339	5907		Sta. No.
588.0	F588		(EWD 44.1 HOLD SIG.)			Business Tracks	MP
575.4			ELLISON	UX383	6053	Lake Point (E)	906.3 UX064
			3.2			Solar (W)	893.4 UX065
572.2	F572		VALMY	UX386		Ellerbeck (E)	892.9 UX087
			(EWD 36.2 HOLD SIG.)			Marblehead	870.8 UX104
568.0	F568					Enviro	855.0 UX149
559.8	F560					Blair (W)	808.7 UX249
535.8	F536		WESO	UX422		Tulasco (E)	708.8 UX285
532.8	F533		3.7			Pardo (E)	673.6 UX302
532.1	F532		WINNEMUCCA	UX426		Hunter (E)	657.0 UX309
530.8	F531		13.1			Tonka (E)	650.1 UX314
530.7	F530					Carlin (E)	644.6 UX326
519.8	F520		RAGLAN	PX440	6223	Duggan (E)	631.8 UX331
518.5	F518		10.6			Cluro (E)	627.1 UX348
509.2	F509		GASKELL	PX450	6249	Dunphy (E)	610.1 UX356
507.9	F508		12.0			Kampos (E)	601.3 UX367
497.2	F497		JUNGO	PX461	6255	Rennox (E)	591.3 UX409
496.0	F496		9.0			Russell (E)	582.3 UX432
488.2	F488		ANTELOPE	PX471	6246	Golconda (E)	548.0 UX409
487.0	F487		8.2			Marcus	525.8 UX432
480.0	F480		FLOKA	PX479	6163	E. Army (E)	373.1 UX395
478.7	F479		8.8			Red House (E)	563.0 UX395
471.2	F471		RONDA	PX488	6246	Pozla	349.1 PX610
469.9	F470		9.3			Equation:	
461.9	F462		CHOLONA	PX497	6243	MP 766.4 = MP 911.42	
						MP 713.6 = SP MP 603.7	
						MP 535.7 = SP MP 420.9	

Radio Display 2424.				Station Nos.	Sidings Feet	UP station numbers on SP track.	
Mile Post	WEST	CP No.	EAST			Halleck	UX271
461.9		F462	CHOLONA	PX497	6243	Osino	UX284
460.6		F461	10.1			Vivian	UX311
451.9		F462	TREGO	PX507	6222	Palisade	UX321
450.6		F451	13.3			Mosel	UX355
438.6		F439	GERLACH	PX520	6380	New Argenta	UX357
437.3		F437	7.1			Hilltop	UX370
431.5		F432	PHIL	PX528	6245	Battle Mountain	UX371
430.3		F430	14.5			Mote	UX381
416.9		F417	REYNARD	PX542	5739	Iron Point	UX394
415.7		F416	11.6			Vivian	UX311
405.4		F405	SANO	PX554	6235	Palisade	UX321
404.1		F404	11.0			Mosel	UX355
394.4		F394	SAND PASS	PX565	6234	New Argenta	UX357
393.1		F393	11.5			Argenta	UX358
384.3		F384	FLANIGAN	PX574	6258	Hilltop	UX370
382.9		F383	11.8			Battle Mountain	UX371
372.1		F372	HERLONG	PX587	4279	Mote	UX381
371.2		F371	9.1			Iron Point	UX394
363.2		F363	DOYLE	PX596	6456	Tule	UX420
361.9		F362				480.1 and 474.2	60
352.2		F352	17.0			434.1 and 429.5	60
346.2		F346	SCOTTS	PX613	6213	404.7 and 399.9	55
344.9		F345	3.8			399.9 and 397.7	50
			RENO JCT.	PX616	6131	397.7 and 397.0	35
			2.7			397.0 and 395.4	30
			CHILCOOT	PX619	6342	395.4 and 390.7	35
			11.6			390.7 and 387.4	50
			HAWLEY	PX631	5857	387.4 and 384.0	60
			6.1			374.0 and 353.8	40
			PORTOLA	PX637	10748	348.4 and 347.6	35
						347.6 and 343.7	40
			607.2			343.7 and 340.0	50
						340.0 and 324.1	60
						324.1 and 321.4	30

See Special Instructions Item 20 for AMTK Schedules Pacific Time west of Smelter.
 40 MPH dual control switch turnouts: Smelter;
 25 MPH dual control switch turnouts: Alazon SP connection to westward SP main track; Valmy.
 20 MPH dual control switch turnouts: Weso, SP Connection MP 384.4 & MP 384.2;
 15 MPH dual control switch turnouts: Argee MP 855.0, East and West Carlin.
 10 MPH dual control switch turnouts: Reno Jct., CPF 341 to Reno Branch.
 Between Elko and Alazon track of UP and SP are used jointly. All eastward trains of both companies will use UP track and all westward trains of both companies will use SP track, unless otherwise instructed.
 Elko: Between MP 664.0 and MP 676.2 trains and engines may move in either direction on authority of train dispatcher. Movement against the current of traffic must be made at restricted speed.
 Rule 251 in effect Weso to Alazon, Eastward only.
 Dual control switches located East Carlin and West Carlin are for SP detour routes.

TRACK WARRANT REQUIREMENTS
 Amtrak No. 6 need not receive track warrant at Elko.
 Trains operating west of Alazon must receive a SP track warrant at north yard.
 All trains via UP Winnemucca must secure Union Pacific track warrant at Winnemucca.
 Amtrak No. 6 must, unless otherwise instructed, secure Union Pacific track warrant at Sparks authorizing movement over Elko Subdivision.
 SP trains originating Sparks which are to operate east of Weso on Union Pacific must, unless otherwise instructed, secure Union Pacific track warrant at Sparks.
 SP trains originating SP Winnemucca which are to operate east of Weso on Union Pacific must check with Union Pacific train dispatcher prior to departing from SP Winnemucca.
 Eastward SP trains originating Wendel must secure Union Pacific track warrant at Wendel authorizing movement Flanigan to Winnemucca.
 Westward SP trains enroute UP Winnemucca from Carlin must secure Union Pacific track warrant at Carlin authorizing movement Weso to UP Winnemucca.
 Eastward SP trains must receive Union Pacific track warrant at Carlin authorizing movement Carlin to Alazon.
 Flanigan: Connection to SP at CPF 384. Westward absolute signal governing movement over connection is a two-unit signal. Upper unit governs movement to UP main track. Lower unit has lunar light indicators mounted on signal mast which indicate to right of mast route lined to SP connection; and to left of mast lined for UP into Flanigan siding.

Westward trains exceeding 4500 trailing tons may entrain empty intermodal equipment behind the first 10 platforms or cars of the train between Reno Jct. and Portola. (This modifies Item 5-B of the Special Instns.) Westward empty intermodal equipment must be switched back to the rear 4500 tons of the train before departing Portola.
 Train Defect Detectors located at: $\text{\textcircled{C}}$ MP 893.7, $\text{\textcircled{C}}$ MP 860.4, $\text{\textcircled{C}}$ MP 829.8, $\text{\textcircled{C}}$ MP 802.8, $\text{\textcircled{C}}$ MP 769.4, $\text{\textcircled{C}}$ MP 733.0, $\text{\textcircled{C}}$ MP 701.0, $\text{\textcircled{C}}$ MP 662.7, $\text{\textcircled{C}}$ MP 639.1, $\text{\textcircled{C}}$ MP 615.4, $\text{\textcircled{C}}$ MP 585.8, $\text{\textcircled{C}}$ MP 554.4, $\text{\textcircled{C}}$ MP 503.8, $\text{\textcircled{C}}$ MP 475.0, $\text{\textcircled{C}}$ MP 456.0, $\text{\textcircled{C}}$ MP 434.5, $\text{\textcircled{C}}$ MP 412.8, $\text{\textcircled{C}}$ MP 387.1, $\text{\textcircled{C}}$ MP 358.3, High Load Detector at $\text{\textcircled{C}}$ MP 340.3.

The following are Feather River Div. Branches:

Branch	Maximum Speed	MP	Sta. No.
Ellerbeck Branch	20 MPH		
Ellerbeck Branch		MP	Sta. No.
Yard Limits entire branch.		2.7	UQ103
Maximum Speed		3.7	UQ104
Business Tracks		4.7	UQ105
Wye			
Flux			
Dolomite			

Marblehead Branch Marblehead to Marblehead Plant 4.9 Miles. Yard Limits entire branch. Maximum Speed 10 MPH
 Business Track MP Sta. No.
 Marblehead Plant 4.7 UM305

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

RADIO DISPLAY 2424.				Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST	EAST	STATIONS			
0.0	▼	▲	RENO JCT. CPF341 T	PX616	.....	25
			21.3			switch 10
21.3	▼	▲	MARTIN	PR421	2000	12.5 and 12.7 10
			7.0			14.9 and 17.0 10
28.3	▼	▲	NORTH RENO	PR428	.....	19.5 and 20.3 10
			4.8			20.5 and 27.2 20
33.1	▼	▲	RENO	PR433	Yd.	Learno Ind. Lead 10
			33.1			27.2 and 33.1 5
						Interchange to SP 5
Main track derrails: MP 28.9; 30.7; 31.7.						Business Tracks MP Sta. No.
Six axle units prohibited MP 30.5 to MP 33.						Coast Gas 11.5 PR410
Yard Limits: MP 0.0 to MP 1.0; MP 20.0 to MP 33.1.						Anderson 18.8 PR419
TWC in effect MP 1.0 - MP 20.0.						Leareno 21.0 PR422
						Panther 23.4 PR423
						Cougar(W) 25.4 PR425
						Comstock 30.3 PR430
						Sierra Pacific(E) 30.5 PR431

Radio Display 2727		STATIONS	Station Nos.	Siding Feet	Maximum Speed Between Mile Posts MPH
Mile Post	WEST CP No.					EAST
321.4		PORTOLA	PX637	10748	321.4 and 202.0
320.2	F320				202.0 and 92.0
311.0	F311	BLAIRSDEN	PX648	4869	92.0 and 4.7
309.9	F310				All sidings (Except as below)
307.7	F303	SLOAT	PX656	7869	321.4 and 299.8
301.1	F301				299.8 and 232.2
296.8	F297	SPRING GARDEN	PX662	4610	225.2 and 224.3
295.9	F286				202.0 and 201.7
282.9	F282	KEDDIE	PX677	7386	180.6 and 177.5
280.7	F281				141.3 and 135.2
280.5	F280				135.2 and 129.0
277.8	F278	PAXTON	PX681	4202	129.0 and 97.3
276.9	F277				97.3 and 95.2
271.5	F272	VIRGILIA	PX688	9810	Quincy Jct.—Stock, House & Interchange Tracks
269.6	F270				West Wye Switch
260.6	F261	BELDEN	PX698	4573	Keddie, Diverging Route
259.6	F260				92.0 and 90.4
256.3	F256	CAMP RODGERS	PX703	6670	Hunter St. Lead
254.9	F255				84.5 SP Xing
250.9	F251				74.1 SP Xing
248.0	F248	MERLIN	PX711	3683	Tracy Branch Spur
247.2	F247				67.0 and 58.2
243.5	F243				58.2 and 52.3
240.1	F240	PULGA	PX719	6091	52.3 and 45.0
238.9	F239				45.0 and 38.8
235.6	F236	POE	PX723	6859	38.8 and 34.4
234.2	F234				34.4 and 30.9
230.4	F230	JAMES	PX732	6613	30.9 and 29.2
226.7	F227				15.2 and 10.6
225.3	F225				10.6 and 7.2
220.7	F221	ELSEY	PX738	6478	7.2 and 4.7
219.9	F219				At Stockton ATSF connection between UP and ATSF movements must not exceed 5 MPH and cars 61 feet or longer are prohibited.
214.5	F215	KRAMM	PX744	6379	
213.2	F213				25 MPH dual control switch turnouts: Virgilia;
204.5	F205	MITCHELL AV.			20 MPH dual control switch turnouts: Hammer Lane MP 97.3; W. Ortega MP89.9.
203.7	F204	OROVILLE YARD	PX751	Yd.	15 MPH dual control switch turnouts: Blairsden; Sloat; Spring Garden; Keddie; Wye; Paxton; Belden; Camp Rodgers; Merlin; Pulga; Poe; Mitchell Ave. MP 204.5; East Oroville MP 203.7; West Oroville MP 202.6; South Sacramento MP 136.9; Pollock; Stockton Tower MP 93.1; Stockton MP 90.9; E. Ortega MP 90.8; E. Wye; E. Midway; W. Altamont; Livermore (S.P.) MP 48.6; W. Hearst; Niles Jct., except E. Niles Jct., MP 30.8; Freemont; Fallon St.; Magnolia Tower (SPXing).
202.6	F202				10 MPH dual control switch turnouts: E. Niles Jct. MP 30.8.
193.6	F194	CRAIG	PX761	6249	Applies only between the hours of 6:01 pm and 7:01 am between MP 139.5 and MP 131.6. At Stockton, up to 16 coupled locomotives may be moved between locomotive make-up or service tracks and train yard.
192.4	F192				Business Tracks MP Sta. Quincy Jct. 287.9 PX670
180.2	F180	BINNEY JCT	PX774		Twin 273.9 PX685
					Tobin (W) 253.1 PX706
					W. Oroville (E) 201.2 PX753
					Cleveland 175.6 PX779
					Sankey (W) 152.6 PX802
					Bombay (E) 146.6 PX807
					Globe 140.7 PX814
					Cordova (E) 134.4 PX820
					Kenwood (E) 133.2 PX821
					Laguna Creek (E) 129.8 PX823
					Villinger (W) 107.8 PX845
					Kingdon 104.7 PX849
					French Camp 88.4 PX878
					Cochran 75.6 PX878
					Lincoln (E, W) 51.5 PX903
					Lox (W) 50.3 PX904
					Trevano (W) 49.2 PX905
					Radum 43.4 PX911
					Pleasanton (W) 41.7 PX912
					Pabrico 27.0 PX927
					Union City 25.9 PX928
					Carpenter 24.9 PX929
					Estudillo 16.1 PX938
					San Leandro 14.7 PX939
					Cal. Glass Spur (E) 14.1
					Kohler 11.3 PX942
					Fruitvale 9.6
					Chestnut Jct. 5.9 PX948

Radio Display 2727		STATIONS	Station Nos.	Siding Feet	Maximum Speed Between Mile Posts MPH
Mile Post	WEST CP No.					EAST
30.5	F030	FREMONT	PX924	4042	30.5 and 29.3
29.3	F029				29.3 and 27.6
27.6	F027				27.6 and 25.6
25.6	F025				25.6 and 20.9
20.9	F021	HAYWARD	PX934	4025	20.9 and 19.4
19.4	F019				19.4 and 15.4
15.4	F015	MELROSE	PX943		15.4 and 10.7
10.7	F010				10.7 and 7.3
7.3	F007	FALLON ST.	PX946		7.3 and 5.8
5.8		MAGNOLIA TOWER			5.8 and 4.7
4.7		OAKLAND	PX949	Yd.	

Slide Detector devices: At locations listed below, if a detector device has been actuated signal will display aspect per Rule 245N. After stopping trains must proceed not exceeding restricted speed looking out for rocks on track or other obstructions. Eastward: Signals 2362; 2368; 2576; 2644. Westward: Signal 2675. Absolute signals: West Belden; West Pulga. Signals 2379; 2371.

Two main tracks Fallon Street to Magnolia Tower (SPXing). Movements made under instructions of Yardmaster Oakland or train dispatcher. MP 90.5 \otimes SP \otimes — Hunter Street Lead. No 6 Axle units allowed beyond McArthur Rd., South Tracy.

Equation: MP 205.5 equals MP 209.5.

Track Warrant Requirements
All westward trains originating Oroville must receive track warrant at Oroville.
All eastward trains originating Oroville must receive track warrant at Oroville.

Yard Limits MP 8.0 to Oakland

Dragging Equipment Detectors:

%MP 319.2	%MP 290.2	%MP 267.5	%MP 241.6
%MP 316.6	%MP 286.3	%MP 264.4	%MP 237.1
%MP 314.6	%MP 284.0	%MP 262.4	%MP 234.2
%MP 312.6	%MP 281.5	%MP 257.7	%MP 222.2
%MP 308.0	%MP 279.5	%MP 253.4	%MP 217.8
%MP 305.2	%MP 275.6	%MP 249.1	
%MP 300.0	%MP 273.5	%MP 245.7	
%MP 293.8	%MP 269.5	%MP 243.5	

Train Defect Detector: \otimes MP 212.7, \otimes 185.6, \otimes MP 161.1, \otimes MP 124.7, \otimes MP 109.5, \otimes MP 69.5, \otimes MP 42.5 Detector will verbalize its location as being MP 43 while detector is actually at MP 42.5, \otimes MP 23.2.

PORT CHICAGO BRANCH — FEATHER RIVER DIVISION

Radio Display 2727		STATIONS	Station Nos.	Siding Feet	Maximum Speed East Pittsburg to Clyde (Except as below) MPH
Mile Post	WEST					EAST
93.2		STOCKTON TOWER	PX862		48.7 and 46.1
		33.5 MILES VIA ATSF			10
48.5		EAST PITTSBURG	PN931		39.1 and 38.6
48.1	\otimes ATSF \otimes	0.4			Sta.
47.4	\otimes ATSF \otimes	0.7			Business Tracks MP No. Shell Point (W) 43.6 PN935
47.0		PITTSBURG	PN932		McAvoy 42.5 PN936
46.2	\otimes ATSF \otimes	0.7			Nichols (W) 41.0 PN937
44.9		WEST PITTSBURG	PN933	510	Clyde 37.2 PN941
39.0		PORT CHICAGO	PN939		Operation Via ATSF Stockton to East Pittsburg.
		44.8			Yard Limits: Entire Branch

At Stockton ATSF connection between UP and ATSF movements must not exceed 5 MPH and cars 61 feet or longer are prohibited. Track out of service MP 38.6 to MP 37.1

UP Station Numbers on ATSF

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

Radio Display 2727			Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	SOUTH STATIONS	NORTH			
111.8	BIEBER	⊙ T	PK112	Yd.	40
	17.0				20
94.8	LITTLE VALLEY		PK095	4251	10
	18.3				25
76.5	HALLS FLAT	T	PK076	6758	10
	13.6				25
62.9	LODGE POLE		PK063	4235	10
	24.4				25
38.5	WESTWOOD		PK039	4388	10
	12.8				25
25.7	ALMANOR		PK026	7942	10
	11.0				25
14.7	GREENVILLE		PK015	4236	10
	8.5				25
6.2	MOCCASIN		PK006	4208	10
0.2	6.2	CPF901 T			25
0.0	KEDDIE	CPF280	PX677		10
	111.8				25

Business Trks. MP No.
 Little Valley 95.4 PK096
 Lumber Co.(W) 89.8 PK090
 Willow Springs (W) 8.8 PK009
 Crescent Mills 3.1 PK003
 Indian Creek (W) 35.2 PK035
 Clear Creek Jct.

TWC in effect MP 0.28 to Bieber.
 Train Defect Detector: %MP 1.1.

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

Pearson Branch Cleveland to Reed 5.9 Miles. Yard limits entire branch. Maximum Speed 10 MPH.
 Business Tracks MP Sta. No. Business Tracks MP Sta. No.
 Alicia 132.4 PP202 Pearson 129.7 PP205
 Reed 129.1 PP206

Dozier Branch Cannon to Montezuma 22.2 Miles 10 MPH. Yard Limits Cannon to Montezuma (equation Dozier MP 0.0 = MP 64.3). Track out of service entire branch.
 Business Tracks MP Sta. No. Business Tracks MP Sta. No.
 Haggin 95.5 PX815 Dozier 64.3 PZ708
 19th Street Jct. 95.0 Creed-Atlas Powder Co (W) 59.8 PM805
 34.5 Miles via SP Rio Vista Jct. (W) 57.8 PM807
 Cannon T 7.9 PV681 Montezuma 50.0 PM815
 UP trains operate on SP Haggin to Cannon to reach Dozier Br.

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

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

UP trains operate on SP from Haggin to reach Woodland and Holland Branches.
 Loyaltan Branch Hawley to Loyaltan 12.3 Miles. Yard Limits entire branch. Maximum Speed 10 MPH Main Track Derail at MP 12.2. FRA excepted track between MP 0.02 and MP 12.3
 Business Track MP Sta. No.
 Loyaltan 11.8 PL512
 Six axle units prohibited.

Radio Display 2727			Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	WEST STATIONS	EAST			
0.0	STOCKTON YD.	⊙ T	PX862	Yd.	25
	1.7				10
1.7	ORTEGA	⊙	PX864		10
	3.5				10
5.2	MANTECA JCT.	⊙	PQ005	2170	10
	14.6				10
19.8	ESCALON		PQ020	1390	10
	6.3				10
26.1	McHENRY		PQ026	1220	10
	4.0				10
30.1	NORTH YARD JCT.		PQ030		10
	1.5				10
31.4	MODESTO ⊙ M&ET		PQ032		10
	1.1				10
32.7	⊙ SP ⊙				10
	1.8				10
34.5	ROGERS		PQ035	2010	10
	7.1				10
41.6	HATCH	T	PQ042	1240	10
	3.1				10
44.7	KEARNEY		PQ045		10
	3.2				10
47.9	TURLOCK		PQ048		10
	47.9				10

Business Tracks MP Sta. No.
 Valimet (E) 2.2 PQ002
 Sharps Lane (E) 3.3 PQ003
 Turner 6.2 PQ006
 Atlanta 12.5 PQ012
 Simms 14.2 PQ014
 Alba 17.0 PQ017
 Aurora 29.5 PQ029
 Moore (E) 33.2 PQ034
 Bronco (W) 37.5 PQ037

Yard Limits MP 0.0 to MP 6.0.
 TWC in effect MP 6.0 to Turlock.
 Rule 10(D) Not in effect.

Chemurgic Br.-Feather River Div. Hatch to Chemurgic 2.9 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.
 Business Track MP Sta. No.
 Chemurgic 2.9 PG203

SAN JOSE BRANCH — FEATHER RIVER DIVISION

Radio Display 2727			Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	WEST STATIONS	EAST			
0.0	NILES JCT.	CP F31 T	PX923		35
0.2	7.0	CP F902			10
4.5		CP F904			25
7.0	WARM SPRINGS		PS707	Yd.	10
	4.5	CP F909			20
8.5		CP F910			10
10.2					10
11.5	MILPITAS	⊙ T	PS711	Yd.	10
	6.0				10
17.5	SAN JOSE	⊙	PS717	Yd.	10
	2.1				10
19.6	VALBRICK ⊙ SP ⊙	⊙	PS720		10
	0.8				10
20.4	WILLOW GLEN ⊙ SP ⊙	⊙	PS721		10
	1.9				10
22.3	⊙ SP ⊙				10
	23.0		PS722		10

Business Tracks MP Sta. No.
 Irvington (W) 3.3 PS703
 Inland Steel 4.9 PS705
 Curtner (W) 8.0 PS708
 Berryessa (W) 14.1 PS714
 Yard Limits: MP 10.2 to MP 23.0
 CTC Niles Jct. to MP 10.2.

Radio Display 2020										
Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) All Sidings except Granger, Nutria, Opal, Kemmerer, Leeffe and Montpelier	MPH Frt.		
846.8	G847		GRANGER	T	WX847	8046		20		
1.6	G002									
8.4	G008		MOXA		IX855	7354	Between Mile Posts—	40		
9.2	G009						0.0 and 0.8	60		
15.2	G015		NUTRIA		IX863	12015	28.7 and 31.3	40		
17.6	G018						31.3 and 32.3	50		
24.0	G024		OPAL		IX872	7340	32.3 and 35.5	35		
25.6	G026						35.5 and 40.8	55		
32.5	G033		WATERFALL		IX881	7371	40.8 and 44.6	50		
39.1	G039						48.8 and 49.6	30		
34.1	G040		KEMMERER		IX887	6567	54.5 and 55.8	35		
40.6	G042		MOYER JCT.			7867	55.8 and 57.8	60		
42.2	G042						57.8 and 63.6	50		
							63.6 and 65.4	55		
47.2	G047		FOSSIL		IX898	7331	65.4 and 68.2	50		
48.7	G048						87.4 and 87.7	50		
52.6	G053		NUGGET		IX903	7316	92.9 and 93.1	60		
54.1	G054						96.7 and 98.3	50		
58.6	G059		ORR		IX907	7251	98.3 and 99.7	50		
60.1	G060						102.6 and 104.8	60		
64.1	G064		LEEFE	T	IX912	11781	104.8 and 105.4	60		
66.5	G066						107.8 and 120.4 No. 10	60		
71.2	G071		BECKWITH		IX919	7337	120.6 and 130.1	50		
72.4	G073						130.1 and 138.7	60		
76.6	G077		PIXLEY		IX925	7396	138.7 and 141.0	45		
78.2	G078						141.0 and 146.3	60		
82.3	G082		COKEVILLE		IX931	8565	146.3 and 148.3	50		
84.0	G084						152.1 and 152.4	60		
88.1	G088		MARSE		IX935	7364	163.5 and 168.9	55		
89.6	G090						168.9 and 171.7	60		
93.8	G094		CHAUSSE		IX941	7339	171.7 and 174.7	45		
95.3	G095						174.7 and 177.4	35		
101.6	G102		HARER		IX950	7389	177.4 and 179.0	45		
103.1	G103						179.0 and 180.0	35		
107.9	G108		DINGLE				180.0 and 183.1	45		
							183.1 and 185.5	55		
							185.5 and 187.9	35		
114.8	G115		MONTPELIER		IX962	Yd.		Psg. Frt.		
116.9	G117						Maximum Speed (Except as below)	79	70	
							187.9 and 192.7	60	50	
120.4	G121		PESCADERO				192.7 and 195.0	70	50	
							195.0 and 195.3	60	50	
126.7	G127		GEORGETOWN		IX974	10057	McCammon Jct.			
128.8	G129						No. 1 MT to or from Ogdan Subdivn.			
135.4	G135		MANSON		IX983	7358		15	15	
136.9	G137						crossing over	70	55	
144.0	G144						195.3 and 200.0	55	50	
145.5	G146		SODA SPRINGS	T	IX993	7347	200.0 and 202.6	70	—	
							212.2 and 213.8	20	20	
146.5	G147						213.8 and 215.0	70	—	
150.5	G150		ALEXANDER		IX999	7300	Do not exceed 65 MPH if freight train averages over 80 tons per operative brake. Do not exceed 60 MPH if freight train averages over 100 tons per operative brake.			
152.0	G152						Business Tracks MP Sta. No.			
156.0	G156		TALMAGE		IY003	7424	Sage	63.0	IX910	
157.5	G158						Pegram	98.1	IX945	
160.5	G161		BANCROFT		IY009	17492	Lava Hot Springs	180.5	IY027	
164.0	G164						Inkom	201.7	IY049	
169.5	G169		PEBBLE		IY018	7339	Rotating amber lights on pole line at MP 212.8, CP211, CP214 and MP 215.7 are for the protection of car dept. personnel working along roadways between east main tracks 1-2-3.			
171.0	G171						When lights are operating, train speeds must not exceed 20 MPH and bell rung continuously. Exception: Amtrak trains.			
177.0	G177		BLASER				Equation: MP 846.81 = MP -0.15			
178.7	G179									
185.9	G186		TOPAZ							
189.7	G190		McCAMMON		IY038					
191.6	G192									
198.4	G198									
203.6	G204									
			GREEN RIVER DIV.							
210.7			IDAHO DIV.							
210.9	P211		E. POCATELLO		IY060					
213.1	P212									
213.3	P213		POCATELLO		IY061	Yd.				
214.2										

See Special Instructions Item 20 for AMTK schedules.
 Two main tracks Dingle to Pescadero; Blaser to Topaz; MP 189.7 to MP 224.4.
 Train Defect Detectors: ⓈMP 20.3, ⓈMP44.6 ⓈMP 61.4, ⓈMP 79.6, ⓈMP 99.9, Ⓢ121.8, Ⓢ139.5, ⓈMP 153.4, ⓈMP 174.2, ⓈMP 197.4 (Trks 1 and 2).
 Yard Limits MP 212 to MP 217.
 40 MPH dual control switch turnouts: Granger CPG847; CPG2; CPG108; CPG121; CPG177; CPG186; CPG190;
 15 MPH dual control switch turnouts: CPG42 Cumberland Branch; CPP13; CPP14. CPP16 between Nos. 1 & 2 or No. 3 & Montana ML.
 Speed frater switches 15 MPH.

The Following Are Green River Div. Branches:
Cumberland Industrial Lead Kemmerer to Skull Point Mine 10.9 Miles. Yard limits entire branch.
 Maximum Speed 20 MPH except between Mile Posts: 0.0 and 0.3 — 15 MPH; 4.9 and 5.6 — 15 MPH; 10.0 and 10.9 — 10 MPH.
 Business Tracks MP Sta. No. Glencoe Jct. 5.3 IJ705
 Amoco Spur 7.7
 Chevron Spur
 Skull Point Mine 10.2
 MP 7.7 Amoco Industry Yard is protected by signals.
 Chevron Industry all movements must be governed by signal indication.
Elkol Industrial Lead Glencoe Jct. to Elkol 3.3 Miles. Yard limits entire branch.
 Maximum Speed 20 MPH except between Mile Posts: 0.0 and 0.2 — 15 MPH; 2.5 and 3.3 — 10 MPH.
 Business Track MP Sta. No. Elkol 2.6 IJ904
Exxon Industrial Spur Opal (MP 23) to MP 3.5 (End of UPRR operations). Yard limits entire branch.
 Maximum speed 20 MPH (except as below). MP 0.0 and 1.0 15 MPH
 Business Track MP Sta. No. Shute Creek 16.3
Conda Industrial Lead MP 5.1 to Conda Mine. 2.0 miles. Rule 105 in effect. Maximum speed 10 MPH. Conda yd. 5 MPH.
 Business Tracks MP Sta. No. Epco 5.5 IC006
 Conda 7.1 IC007
Grace Industrial Lead Alexander to Grace 5.8 Miles. Yard limits entire lead. FRA excepted track (4 to end of track)
 Maximum Speed 10 MPH except at MP 5.3 and on Grace Elevator Tracks 5 MPH.
 Business Track MP Sta. No. Grace 5.8 IG506
 Locomotives are restricted to no more than 4 axes due to Bridge 5.3.

Radio Display 2020									
Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed (Except as below) 20			
0.0		SODA SPRINGS	T			Epco — all yard tracks 10			
						MT. Fuel Track No.1 5			
1.8		MONSANTO		IC002		Center Load Track above rollover dumper 5			
						Between Mile Posts — 5.5 and 6.6 15			
5.5		EPCO		IC006	9873	9.0 and 10.5 15			
						Dry Valley Yd. 5			
17.1		WOOLEY VALLEY		ID012		Yard Limits Epco to MP 7.9			
						TWC in effect			
23.0		DRY VALLEY	T	ID018					
23.0									

Radio Display 4242.									
Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) 40			
0.0		MINIDOKA	T	IY120	13190	Between Mile Posts — 11.7 and 15.0 12+			
						20.1 Bridge (6 axle units) 10			
13.5		RUPERT	T	IT614	9185	21.0 and 22.8 12+			
						52.8 and 53.8 35+			
21.8		BURLEY	T	IT622	2970	73.2 and 74.4 10			
						Business Tracks MP Sta. No. Acequia 8.1 IT608			
26.0		STARH'S FERRY		IT626	3575	Schow(E) 16.5 IT616			
						Heyburn 19.6 IT620			
41.8		MURTAUGH		IT641	3355	Hobson(E) 28.5 IT628			
						Milner 33.6 IT634			
53.3		KIMBERLY		IT653	2805	Hansen 49.7 IT650			
						McMillan 56.4 IT656			
58.7		TWIN FALLS	T	IT659		Curry 63.4 IT663			
						Filer 66.0 IT666			
73.8		BUHL	T	IT674		Peavey 68.5 IT669			
						Cedar 71.4 IT671			
						74.4 END OF TRACK			
						Yard Limits: MP 0.0 to MP 2.0; MP 11.0 to MP 15.0; MP 55.0 to MP 60.0.			

Radio Display 4242.									
Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) 40			
0.2		RUPERT	T	IT614	9185	Between Mile Posts — MP 45.6 to MP 45.8 25			
						Yard Limits: MP 0.0 to 7.0			
4.4		MYERS		IT805	7865	Business Tracks MP Sta. No. Hynes 11.4 IT811			
						Hazelton 24.0 IT824			
5.7		PAUL		IT806		Hayden 28.0 IT828			
						Falls City 40.6 IT841			
47.9		JEROME		IT848	2530	Barrymore 41.8 IT843			
						Hydra 45.8 IT846			
56.7		WENDELL		IT857		Tuttle 66.2 IT866			
						TWC in effect MP 7.0 to MP 57.5			
						57.5			

Myers — Engines must not enter covered area at TASC0 bulk sugar loading plant or covered area at wet hopper.
Raft River Br. — Idaho Div. Burley to Declo 9.2 Miles. Yard limits in effect MP 0.0 to MP 1.0. Operation by General Order. Maximum speed 15 MPH. Except between MP 0.0 and 1.0 10 MPH, MP 9.0 and MP 9.2 10 MPH.
 Business Tracks MP Sta. No. Unity 3.1 IT903
 Elcock 4.0 IT904
 Evans(E) 4.7 IT905
 Springdale 6.0 IT906
 Hatch 7.5 IT908
 Declo 9.0 IT909
Oakley Br. — Idaho Div. Burley to Martin 11.6 Miles. Yard limits in effect MP 0.0 to MP 2.0. Operation by General Order. Maximum Speed 20 MPH. Except between MP 0.1 and 1.0 10 MPH, MP 11.5 and MP 11.7 10 MPH.
 Business Tracks MP Sta. No. Crippen(E) 2.1 IT702
 Ruby(W) 3.1 IT703
 Beetville 4.3 IT704
 Pella 5.2 IT705
 North Kenyon 8.1 IT708
 Kenyon 9.6 IT710
 Martin 11.5 IT712

GAY BRANCH — IDAHO DIVISION

Radio Display 2727. Table with columns: Mile Post, SOUTH STATIONS, NORTH STATIONS, Station Nos., Sidings Feet, Maximum Speed (Except as below) MPH. Includes stations GAY, NINE MILE, FORT HALL.

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

MONTANA SUBDIV. — IDAHO DIVISION

Radio Display 2727. Large table with columns: Mile Post, SOUTH STATIONS, NORTH STATIONS, Station Nos., Sidings Feet, Maximum Speed (Except as below) MPH. Lists numerous stations from SILVER BOW to POCATELLO JCT.

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

ABERDEEN BRANCH — IDAHO DIVISION

Radio Display 2727. Table with columns: Mile Post, SOUTH STATIONS, NORTH STATIONS, Station Nos., Sidings Feet, Maximum Speed (Except as below) MPH. Includes stations ABERDEEN, ROCKFORD, ABERDEEN JCT., BLACKFOOT.

Yard Limits MP B0.0 to MP B7.1. Between Blackfoot and Aberdeen Jct. Mile Posts are prefixed with letter "B". Rule 10(D) not in effect.

SCOVILLE BRANCH — IDAHO DIVISION

Radio Display 2727. Table with columns: Mile Post, SOUTH STATIONS, NORTH STATIONS, Station Nos., Sidings Feet, Maximum Speed (Except as below) MPH. Includes stations ARCO, SCOVILLE, TABER, ABERDEEN JCT.

YELLOWSTONE BRANCH — IDAHO DIVISION

Radio Display 2727. Table with columns: Mile Post, SOUTH STATIONS, NORTH STATIONS, Station Nos., Sidings Feet, Maximum Speed (Except as below) MPH. Includes stations ASHTON, ST. ANTHONY, REXBURG, RIGBY, UCON, ORVIN, IDAHO FALLS.

St. Anthony Br.-Idaho Div. Egin to St. Anthony 9.7 Miles. Operation by General Order. Maximum Speed 20 MPH except at MP 37.4 — 5 MPH; 28.8 = END OF TRACK. Goshen Br.-Idaho Div. Ammon to Lincoln Jct. 4.1 Miles. Yard limits in effect. Maximum Speed 20 MPH except between Mile Posts: 21.4 and 21.6 — 10 MPH; 17.5 and 18.4 — 10 MPH.

Table with columns: Business Tracks, MP No., Sta. No. for Egin, Parker, Ammon, Bonded Siding (S).

EAST BELT BRANCH — IDAHO DIVISION

Radio Display 2727. Table with columns: Mile Post, SOUTH STATIONS, NORTH STATIONS, Station Nos., Sidings Feet, Maximum Speed (Except as below) MPH. Includes stations NEWDALE, RIRIE, LINCOLN JCT., ORVIN.

West Belt Br.-Idaho Div. Ucon to Menan 10.7 Miles. Maximum speed 10 MPH. Yard limits in effect. (FRA Excepted Track). Rule 10(D) not in effect. Teton Valley Br.-Idaho Div. Ashton to MP 1.1. Yard limits in effect. MP 1.1 to MP 30.8 out of service.

Table with columns: Business Tracks, MP No., Sta. No. for Ucon, Colman (S), Grant (S), Lewisville, Midway, Menan.

Radio Display 4242.		STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH Psg. Frt.
Mile Post	WEST CP No.	EAST					
214.2		POCATELLO	Y	IV061	Yd.	All sidings except Michaud, Mimidoka, Bliss, Seabee, Cleft and Kuna	79 70
215.8	P214	2.1				Between Mile Posts	
216.0	P215					213.8 and 215.0	20 20
216.3	P216	POCATELLO JCT.	X	IV063		215.0 and 215.9	75 40
216.9	P217	8.1				218.8 and 220.0	— 50
222.7	P223					224.2 and 224.3	40 40
224.4	P225	MICHAUD		IV071	C7354	No. 2	70 55
229.3	P229	BANNOCK		IV077	8261	237.9 and 241.3	65 45
231.0	P231	8.6				314.7 and 316.7	40 40
237.9	P238	AMERICAN FALLS		IV086	7108	No. 2	35† 35†
239.4	P240	3.8				321.5 and 321.8	— 60
241.7	P242	BORAH		IV090	6042	321.8 and 323.3	— 60
243.0	P243	7.4				321.8 and 323.3	40 40
249.1	P249	QUIGLEY		IV097	8257	No. 2	40 40
250.8	P251	6.2				323.3 and 323.3	40 40
255.3	P255	WAPI		IV103	5969	No. 2	40 40
256.5	P256	4.1				323.3 and 325.6	70 60
258.4	P260	DEWOFF		IV107	8280	325.6 and 326.6	79 60
261.2	P261	7.4				337.5 and 338.0	45† 45†
266.8	P267	HAWLEY		IV115	5990	340.7 and 343.4	40 50
268.0	P268	4.5				356.0 and 356.2	60 40
271.3	P271	MINIDOKA	T	IV120	13190	No. 2	40 40
274.0	P274	4.2				356.0 and 360.2	— 60
276.1	P276	MAX		IV123	5913	360.2 and 360.9	55 45
277.4	P277	7.6				364.9 and 365.4	— 60
283.7	P284	ADELAIDE		IV132	8273	365.4 and 366.0	65 60
285.4	P285	5.4				367.5 and 367.9	70 60
289.1	P289	KIMAMA		IV136	5961	367.9 and 369.1	— 60
290.4	P290	5.8				369.1 and 371.1	60 50
294.9	P295	SENER		IV143	5973	371.1 and 374.1	45 35
296.2	P296	7.3				374.1 and 376.5	35† 35†
302.2	P302	OWINZA		IV151	8354	No. 2	— 60
303.9	P304	12.5				376.5 and 377.6	60 50
314.7	P315	DIETRICH				377.6 and 384.8	— 60
320.4	P320					384.8 and 390.6	60 50
321.8		SHOSHONE		IV169		393.2 and 393.2	— 60
323.1	P323	8.4	X			No. 1	40 40
329.5	P329	TUNUPA		IV178	8260	400.8 and 402.3	45† 45†
331.2	P331	6.7				447.3 and 447.9	— 60
336.2	P336	GOODING		IV185	8232	447.9 and 448.4	70 60
337.9	P338	7.8				448.4 and 450.4	— 60
344.0	P344	FULLER		IV191	8283	450.4 and 450.8	70 60
345.7	P346	5.3				454.7 and 456.1	— 60
349.3	P349	BLISS	T	IV198	5842	No. 1	60 55
350.6	P350					454.7 and 456.4	50 40
356.0	P356	7.4				No. 2	— 60
356.7	P367	TICESKA		IV205	6026	456.0 and 457.1	35 35
372.9	P373	17.3	I			No. 1	— 60
374.0		GLENN'S FERRY	Y	IV221	Yd.	456.4 and 457.4	20 20
376.2	P376	19.3				No. 2	— 60
384.4	P384						
391.6	P392						
393.9	P393	REVERSE		IV240	8338	Do not exceed 65 MPH if freight train averages over 80 tons per operative brake.	
399.5	P400	7.9				Do not exceed 60 MPH if freight train averages over 100 tons per operative brake.	
401.2	P401	MOUNTAIN HOME	T	IV249	8233		
402.6	P403	6.2					
407.4	P407	SEBREE	†	IV255	8250		
409.1	P409	5.4					
412.8	P413	CLEFT	†	IV260	8241	Business Tracks	
414.5	P415					MP Sta. No.	
421.6	P422	10.7				Don 219.8 IY067	
423.5	P424	ORCHARD		IV270	9347	Schiller(W) 226.8 IY074	
434.4	P434	OWYHEE		IV282	8214	King Hill(W) 367.7 IY214	
436.1	P436	11.2				Hammett X 382.6 IY230	
445.6	P446	KUNA	†	IV294	8226	Simco(W) 419.1 IY266	
447.3	P447	3.2				LaFleur(W) 438.9 IY286	
448.8	N449	FOX				Amtrak operates on Boise-cut off between CPP 424 and CPN 456.	
454.9	N455	E. NAMPA	I	IV303			
456.4	N456	8.0					
456.8		NAMPA	T	IV304	Yd.		
		242.6					

See Special Instructions Item 20 for AMTK schedules.
 At Pocatello (Pole Line Road), Shoshone, Glenns Ferry, Ontario and Mountain Home whistle detectors mounted on orange colored whistle posts have been installed near main crossings.
 All eastward trains must sound whistle before passing whistle posts. *Exceptions:* At Glenns Ferry both eastward and westward trains must sound whistle.
 Yard Limits in effect MP 212 to MP 217.
 Train Defect Detectors @MP 233.5, @MP 252.3, @MP 268.9, @MP 290.9, @MP313.4, @MP 333.7, @MP 353.5, @MP 374.0 (No. 1 track), @MP 379.8 both tracks, @MP 397.3, @MP 417.9, @MP 445.1.
 Two main tracks Pocatello to CPP225; CPP315 to CPP324; CPP356 to CPP393; CPP449 to CPN465.
 40 MPH dual control switch turnouts: CPP225 between main tracks; CPP315; CPP324; CPP356; CPP393 between main tracks; CPP423 to Boise; CPP449;
 20 MPH dual control switch turnouts: CPP223 siding; CPP225 siding; CPP356 siding; CPP393 siding;
 15 MPH dual control switch turnouts: CPP214; CPP215 No. 3 to Montana Subdiv. or crossover between No. 1 & 2 main tracks; CPP373; CPP392; CPP456 to Boise or west crossover; CPP376 No. 1 to No. 2 and to West Glenn's Ferry.
 Speed frater switches 15 MPH.

Radio Display 4242		STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH Psg. Frt.
Mile Post	WEST	EAST					
B423.5	ORCHARD	CPP424		IY270	9349	B423.5 and B424.0	49 40
	25.1					B429.1 and B429.5	49 40
B423.6						B433.3 and B434.3	49 40
B448.6	BOISE	T		IB296	\$1055	B439.5 and B440.4	30 25
	2.3					B442.1 and B446.5	55 40
B450.9	BOISE JCT.			IB298		B446.5 and B452.1	20 20
	6.6					B465.1 and B465.5	49 40
B457.5	MERIDIAN			IB305	3850	B467.0 and B467.8	30 25
	10.3					Note: B423.5 and B467.8 reduce speed sign at other than prescribed location.	
B467.8	NAMPA	CPN456 T		IY304		Business Tracks	
	44.3					MP Sta. No.	
						Hillcrest 445.2 IB292	
						Perkins 445.1 IB299	
						Beatty 445.9 IB302	
						Aluma (W) 462.8 IB311	
						4 axle units only are to be used when spotting industries.	

See Special Instructions Item 20 for AMTK schedules.

40 MPH dual control switch turnouts: CPP 424; 15 MPH dual control switch turnouts: CPN 456.

Stoddard Br.-Idaho Div. Nampa to Stoddard 17.5 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 0.1 and 0.8 — 15 MPH; 16.7 and 17.6 — 10 MPH.			
Business Tracks	MP Sta. No.	Business Tracks	MP Sta. No.
Deal	4.5 IS604	Melba	14.6 IS615
Bowmont	8.9 IS609	Stoddard	17.0 IS617
Melmont(E)	11.6 IS612		

IDAHO NORTHERN BRANCH — IDAHO DIVISION

Radio Display 2727		STATIONS		Station Nos.	Sidings Feet	Maximum speed (Except as below)	MPH
Mile Post	SOUTH	NORTH					
99.1	CASCADE	T		IN099	1485	87.0 and 98.0	10
	16.4					81.0 and 64.0	SWD10-NWD15
82.7	SMITHS FERRY	T		IN083	1430	64.0 and 60.0	20
	18.8					60.0 and 53.0	SWD10-NWD15
63.9	BANKS			IN064	1650	53.0 and 50.3	20
	14.2					49.1 and 45.7	25
49.7	HORSESHOE BEND			IN050	1485	45.7 and 44.1	35
	22.8					40.3 and 38.7	30
26.9	EMMETT	T		IN027	4510	38.7 and 37.4	SWD10-NWD15
	24.3					37.4 and 33.2	20
2.6	FISCHER	T		IN003	2310	33.2 and 31.2	25
	2.6					28.0 and 24.0	10†
0.0	NAMPA	T		IY304		22.4 and 18.2	SWD15-NWD10
						14.8 and 13.8	30
						8.8 and 8.7	25
						0.4 and 0.2	15

Yard Limits: Nampa to MP 7.0; MP 24.0 to MP 28.0; MP 98.0 to Cascade. TWC in effect Cascade to Nampa.

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

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

At Emmett, the normal position of the junction switch for the Payette Branch main track and the Idaho Northern main track is lined for the Payette Branch main track.

Wilder Br.-Idaho Div. Caldwell to Wilder 11.4 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 0.0 and 0.3 — 10 MPH; 10.5 and 11.4 — 10 MPH.			
Business Tracks	MP Sta. No.	Business Tracks	MP Sta. No.
So. Caldwell	2.0 IW702	Greenleaf(W)	7.0 IW707
Simplot	2.5 IW703	Allendale	9.7 IW710
Hop(E)(W)	4.4 IW704	Wilder	11.0 IW711
Doles	5.0 IW705		

Homedale Br. Idaho Div. Nyssa to Marsing 33.4 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 32.9 and 33.5 — 10 MPH.			
Business Tracks	MP Sta. No.	Business Tracks	MP Sta. No.
Nyssa	0.0 IY336	Napton	16.9 IH817
Overstreet	8.1 IH808	Homedale	24.5 IH824
Adrian	10.6 IH811	Marsing	33.1 IH833

PAYETTE BRANCH — IDAHO DIVISION

Radio Display 2727				Station Nos.	Sidings Feet	Maximum speed MPH (Except as below)
Mile Post	WEST STATIONS	EAST				
0.4	PAYETTE	⊙	IY350	8100	25	Between Mile Posts —
	4.7				10	0.4 and 0.7
5.1	FRUITLAND		IN305	1265	10+	6.9
	24.0				10+	27.0 and 29.1
29.1	EMMETT	⊙ T	IN027	4510		
	28.7					

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

Yard Limits: MP 0.4 to MP 1.0 and MP 27.0 to MP 29.1
 TWC in effect MP 1.0 to MP 27.0

At Emmett, the normal position of the junction switch for the Payette Branch main track and the Idaho Northern main track is lined for the Payette Branch main track.

NEW MEADOWS BRANCH — IDAHO DIVISION

Radio Display 2727				Station Nos.	Sidings Feet	Maximum speed MPH (Except as below)
Mile Post	SOUTH STATIONS	NORTH				
84.1	RUBICON	⊙ T	IM484	2035	40	Between Mile Posts —
	2.3				35	4.3 and 5.7
81.8	TAMARACK	⊙ T	IM482	1375	25	7.4 and 7.7
	21.7				25	9.9 and 11.0
60.1	COUNCIL	⊙ T	IM460	2750	20	11.0 and 29.3
	19.6				20	31.5 and 32.0
40.5	CAMBRIDGE		IM441	1650	30	(Applies only until engine has passed limits)
	21.4				25	32.9 and 33.5
19.1	CONCRETE		IM419	2255	20	33.5 and 34.3
	19.1				25	34.3 and 36.8
0.0	WEISER	⊙ T	IY363	Yd.	20	36.8 and 39.1
	84.5				30	39.1 and 42.4
					20	42.4 and 43.2
					25	43.1 and 54.8
					20	54.8 and 56.7
					30	65.4 and 67.3
					20	67.3 and 80.7
					10	83.9 and 84.5

Operation by General Order.
 Yard Limits:
 Weiser to MP 1.0
 MP 59.0 to MP 61.0
 MP 81.0 to MP 84.5

Business Tracks MP Sta. No.
 Presley 11.6 IM412
 Midvale 31.8 IM432
 Mesa (W) 56.6 IM457

JOSEPH BRANCH — IDAHO DIVISION

Radio Display 2020				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	SOUTH STATIONS	NORTH				
83.3	JOSEPH	T	OJ084	1960	30	Between Mile Posts —
	23.8				10	83.6 and 82.5
59.5	WALLOWA	T	OJ060	1246	25	81.8 and 78.2
	38.9				20	78.2 and 77.9
20.6	ELGIN	T	OJ021	1805	25	77.9 and 75.0
	16.9				25	72.8 and 71.8
3.7	BAUM	⊙	OJ004	2000	20	65.2 and 64.4
	3.7				10	56.0 and 24.0
0.0	LA GRANDE	⊙ T	OX486	.....	20	24.0 and 19.1
	83.6				15	19.1 and 15.6
					15	0.3 and 0.0

TWC in effect between MP 5 and MP 83.5.
 Yard Limits:
 MP 5.0 to MP 0.0.

MP 290.3 (1st St.) La Grande stop sign controls eastward movements.

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

Radio Display 2727 Nampa to LaGrande, 2020 LaGrande to Hinkle		STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH	Psgr. Frt.
456.5	N456	C. NAMPA	Y305			Nampa to LaGrande	79 70
456.8	N457	NAMPA	Y304	Yd.		LaGrande to Pendleton	79 65
457.1	N458					Pendleton to Hinkle	79 65
457.5	N459	W. NAMPA				(Except as below)	
459.4		8.9				Sidings: Cobb, Durkee, Quartz, Baker, Wing, Haines, Telocaset, Camp, Gibbon, Homly, Minthorn, Munra, Barnhart, Echo	20 20 30 25
464.7	N465	CALDWELL	Y313			Lime (Siding) Between Mile Posts—	
466.2	N466					456.0 and 457.1	35 35
470.6	N470	NOTUS	Y320	8284		No. 1	
472.3	N472					No. 2	20 20
473.6	N474					457.4 and 464.8	50 50
478.9	N479	PARMA	Y328	8261		465.0 and 466.0	50 50
480.7	N481					472.5	79 60
482.3	N482					(Applies until engine occupies crossing)	
487.9	N488	NYSSA	Y336	8717		481.0 and 481.3	60 60
489.7	N490					489.1 Xng	60 60†
496.4	N496	ONTARIO	Y346	N8440		498.7 and 498.8	60 60
498.2	N498			S8435		502.6 and 503.2	60 60
499.8	N500					515.8 and 516.4	60 60
501.3	N501	PAYETTE	Y350	8067		520.5	70†
503.3	N503					522.2	70†
504.9	N505					523.1 and 524.9	75 60
508.8	N509	CRYSTAL	Y357	8256		524.9 and 528.1	60 50
510.5	N510					529.4 and 535.5	75 60
514.3	N514					535.5 and 536.9	60 45
516.3	N516	WEISER	Y363	N8247		536.9 and 388.5	40 30
517.9	N518			S8064		388.5 and 372.7	35 25
525.4	N525	COBB	Y373	7895		371.1 and 370.7	70 60
527.0	N527					366.6 and 366.2	70 60
531.9	N532	ROCK ISLAND	Y381	8235		364.6 and 355.9	30 20
533.6	N532					355.9 and 348.4	40 30
538.4	N538	HUNTINGTON	OX386	8331		351 and 353 (MT No. 2)	20 20
388.4	N385	LIME	OX391	6897		348.4 and 347.2	— 60
389.5	N383					347.2 and 346.9	60 50
378.0	N378	WEATHERBY	OX398	8449		346.9 and 345.1	— 60
376.2	N376					345.1 and 341.1	50 50
369.7	N370	DURKEE	OX407	9961		331.3	70†
367.7	N368					321.6 and 319.5	70 60
361.9	N362	OXMAN	OX414	8422		319.5 and 316.0	30 25
360.2	N360					316.0 and 315.4	40 30
355.9	N356	PLEASANT VALLEY	OX420			315.4 and 311.9	50 40
						311.9 and 307.4	40 30
						307.4 and 304.0	35 25
						304.0 and 303.2	40 30
						303.2 and 302.6	70 55
						295.3 and 291.1	40 40
						No. 1	
						291.1 and 289.8	20† E20† E
						No. 1 and No. 2	30 25
						289.8 and 282.0	30 20
						282.0 and 257.2	30 20
						257.2 and 247.3	35 30
						247.3 and 244.8	55 45
						244.8 and 244.0	45 35
						244.0 and 242.0	60 45
						242.0 and 239.7	30 25
						239.7 and 238.4	50 40
						238.4 and 237.9	45 40
						237.9 and 236.6	35 25
						234.0 and 233.2	50 45
						233.2 and 231.6	55 45
						231.6 and 227.3	40 30
						226.2 and 226.0	70 65
						218.9 and 217.6	55 45
						217.6 and 214.1	35 35
						Do not exceed 65 MPH if freight train averages over 80 gross tons per operative brake.	
						Do not exceed 60 MPH if freight train averages over 100 gross tons per operative brake.	
						Engines running light may operate at passenger speed, but not exceeding 70 MPH.	
						At Wix, do not exceed 5 MPH with 6-axle units on all industry or business tracks.	
						TWO MAIN TRACKS	
						MP 448.8 TO MP 459.4	
						MP 355.9 TO MP 350.9	
						MP 295.3 TO MP 285.7	
						MP 272.1 TO MP 265.1	
						MP 188.6 TO MP 182.0	
219.6	N219	MUNRA	OX557	5631			
218.4	N218						
216.1	N216	PENDLETON	OX560	7940			
214.5	N215						

Radio Display 2727 Nampa to LaGrande, 2020 LaGrande to Hinkle		STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH	Psgr. Frt.
216.1	N216	PENDLETON	OX560	7940		217.6 and 214.1	35 35
214.5	N215					213.3 and 213.0	20 20
214.1	N214	RIETH	OX564	13671		Siding	20 20
211.3	N211					214.1 and 213.0	50 40
208.8	N209	BARNHART	OX567	6370		210.9 and 208.9	55 45
207.4	N207					206.9 and 204.5	60 50
200.6	N201	NOLIN	OX577	8478		204.5 and 202.3	55 45
198.8	N199					202.3 and 200.7	60 50
193.1	N193	ECHO	OX583	6363		198.2 and 194.5	55 45
191.8	N192					194.5 and 193.4	50 40
188.6	E189	STANFIELD	OX587			192.2 and 191.8	50 50
188.0	E188					191.8 and 188.6	60 50
186.2	E186					188.6 and 182.1	50 40
185.3	E185	HINKLE	OX591			No. 1	50 40
						No. 2	60 50
						At Hinkle, up to 12 coupled locomotives may be moved or switched when at least 4 locomotives have independent brakes connected and operable.	
						Rotating amber lights located on pole line at CP187 and 188 protect the car dept. personnel while working along roadways between receiving Track 5, Main Track 1 and 2.	
						When lights are operating, train speeds must be reduced to 20 MPH or less on No. 2 when cars are standing on No. 1 between CP 187 and 188 and on No. 1 when cars are standing on receiving track No. 5.	

See Special Instructions Item 20 for AMTK schedules.

Equation: MP 538.8 = MP 389.8.

All trains secure track warrant at LaGrande. AMTRAK trains are not required to receive a track warrant at Hinkle or LaGrande. Two main tracks to CPN265; CPE189 to Hinkle.

40 MPH dual control switch turnouts: CPN 465; CPN 295; CPE 189; CPE 183 between departure track & No. 1 main track; CPN 268.

20 MPH dual control switch turnouts: W. and E. Cobb; W. Oxman; CPN 273; W. Camp; E. Minthorn; W. Pendleton; W. Echo.

15 MPH dual control switch turnouts: CPN 456 to Boise or west crossover; CPN 457; E. Crystal W. LaGrande; Kamela; CPN 239; W. Bonifer; Rieth to Pilot Rock Branch; CPE 185.

Train Defect Detector:

MP 478.1	MP 507.4	MP 307.5	MP 304.9	MP 261.5	MP 259.4
MP 524.6	MP 380.6	MP 298.9	MP 284.4	MP 256.1	MP 255.6
MP 378.7	MP 375.0	MP 280.3	MP 278.8	MP 253.0	MP 243.7
MP 371.8	MP 357.0	MP 276.8	MP 272.9	MP 239.7 (MT and siding)	MP 222.9
MP 344.2	MP 336.0	MP 268.2 (Both Tracks)		211.1	MP 194.9
MP 318.3	MP 315.9	MP 263.5	MP 262.5	188.6	

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Wilder Jct.	465.9	IW701	Feltham	512.9	IY360
Apple Valley(E)	486.1	IY333	Wix(W)	514.2	IY362
Ontario/Wyco	497.0	IO001	Nelson	372.6	OX403
Washoe(W)	501.1	IY348	Harney	325.8	OX449
Wood(W)	506.4	IY353	Mission(W)	220.8	OX555

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

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

On descending grades from Pleasant Valley to Durkee, from Kamela to Hilgard, and from Kamela to Huron, the following items A, B, and C apply:

A. Freight trains exceeding 75 tons per operative brake must be handled with a brake pipe reduction of not less than 6 pounds. The first reduction must be made before the entire train is on the descending grade.

B. Retaining valves must be set:

1. On any freight train exceeding 80 tons per operative brake and 250 tons per dynamic brake axle (including helper). (See Note 1 below)

2. On any freight train exceeding 80 tons per operative brake and 250 tons per dynamic brake axle (including helper). (See Note 1 below)

Note 1: Retaining valve requirement does not apply to double stack trains* not exceeding 115 tons per operative brake, not exceeding 300 tons per dynamic brake axle (including helper locomotives).

3. On any freight train exceeding 500 tons per dynamic brake axle (including helper locomotives).

4. On any freight train being handled without pressure maintaining.

C. All freight trains exceeding 80 tons per operative brake and operating without retainers:

1. Anytime train is stopped with a total brake pipe reduction exceeding 15 pounds, sufficient hand brakes, but not less than 10, must be applied to hold train and brake system must be recharged before proceeding. (See Note 2)

2. Anytime total brake pipe reduction exceeds 15 pounds to control speed, train must be stopped and retainers set prior to releasing train brakes. Brake system must be recharged before proceeding. If retainers are not sufficient to hold train while recharging, hand brakes must also be applied. (See Note 2)

Note 2: Whenever necessary to apply hand brakes to hold train on grade; after air brake system is recharged, reduce brake pipe pressure not less than 6 pounds to hold train while hand brakes are released.

On descending grades from Encina to Quartz and from Telocaset to Union Junction, the following items A, B and C apply:

A. Freight trains exceeding 85 tons per operative brake must not exceed 25 MPH.

B. Freight trains exceeding 75 tons per operative brake must be handled with a brake pipe reduction of not less than 6 pounds. The first reduction must be made before the entire train is on the descending grade.

C. Retaining valves must be set:

1. On any freight train exceeding 100 tons per operative brake and 500 tons per dynamic brake axle (including helper locomotives).

2. On any freight train being handled without pressure maintaining.

Maximum Trailing Tonnages Between Hinkle & Huntington

All Trains Except Double Stack Trains*		Double Stack Trains*	
With Head-end Power Only	With Rear-end Helper	With Head-end Power Only	With Rear-end Helper
5200 tons	7200 tons	7000 tons	8400 tons
6200 tons	8600 tons	8400 tons	9400 tons
4800 tons	7200 tons	6800 tons	8400 tons

Eastward Trains from:
Hinkle to LaGrande
LaGrande to Huntington

Westward Trains from:
Huntington to Hinkle

*Note: Double stack trains containing from 15 to 26 double stack cars may also contain the following number of other cars and still be considered a double stack train for maximum trailing tonnage limitations:

1. A maximum of four TOFC/COFC flat cars; or,
2. A maximum of two multi-platform cars; or,
3. A maximum of two TOFC/COFC flat cars and one multi-platform car.

When double stack trains contain other cars, these cars must not be entrained ahead of more than 4500 tons; and, when entrained ahead of helper, these cars must be separated from helper by at least 2 loaded double stack cars. Provisions in Special Instructions Item 5-B for empty intermodal cars remain in effect.

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

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

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

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

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

Radio Display 2727		STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH	Pgr. Frt.
Mile Post	WEST	CP No.	EAST			Hinkle to The Dalles	79 70
	▼		▲			The Dalles to Albina	79 65
185.3		E183	HINKLE	OX591	Yd.	Between Mile Posts—	
183.7		E182	8.7	OX594		188.6 and 182.1 No. 1	50 40
182.1		E177	MUNLEY	OX600	8763	188.6 and 182.1 No. 2	60 50
176.6		E175	6.1			182.1 and 181.8	60 50
174.8		E171	CLARKE	OX605	6462	166.0 and 124.3	79 70
170.5		E169	4.6			114.7 and 113.7	70 60
169.1		E166	BOARDMAN	OX612	9836	113.7 and 113.4	60 60
165.9		E163	10.2	OX617	9525	104.9 and 103.2	70 60
157.7		S158	CASTLE	OX627	9735	103.2 and 103.1	50 50
155.7		S156	7.8			99.3 and 98.8	60 50
147.9		S148	HEPPNER JCT.	OX627	9735	97.8 and 97.5	75 65
145.9		S145	10.2			97.5 and 96.5	79 65
139.8		S140	ARLINGTON	OX638	9956	88.2 and 86.1	75 65
137.7		S138	7.9			86.1 and 83.7	40 40
136.1		S136	7.9	OX646	9741	83.7 and 83.2	40 40
129.8		S130	BLALOCK	OX652	9744	83.2 and 81.2	60 50
127.8		S128	7.9			81.2 and 79.0	55 45
121.9		S122	QUINTON	OX661	10795	79.0 and 77.0	70 55
119.9		S120	8.2			77.0 and 75.9	60 50
113.7		S114	GOFF			75.9 and 75.0	55 45
111.5		S112	18.8			75.0 and 73.7	60 50
103.2		S103	BIGGS			73.7 and 72.7	79 55
94.9			OREGON TRUNK JCT.	OX680		72.7 and 70.4	50 40
88.9		S089	(WWD HOLD SIG)			70.4 and 68.4	40 30
84.9			THE DALLES	OX691	Yd.	68.4 and 66.7	55 45
81.6		S082	3.3	OX694		66.7 and 66.4	45 35
70.8		S071	MOSIER	OX706	6388	66.4 and 63.4	55 45
69.4		S069	11.4			63.4 and 59.4	50 40
63.5		S063				59.4 and 58.0	70 55
59.4		S059	MENO	OX716	9916	58.0 and 57.6	65 55
57.4		S057	16.4			57.6 and 49.0	70 55
43.5		S043	CASCADE LOCKS	OX733	6751	49.0 and 48.3	55 45
42.1		S041	8.6			48.3 and 48.0	50 45
34.4		S035	DODSON	OX741	10617	48.0 and 45.9	55 45
32.3		S032	7.0			45.9 and 45.0	60 45
27.4		S027	BRIDAL VEIL	OX749	6360	45.0 and 42.5	50 40
26.0		S026	9.3			42.5 and 41.4	35 25
18.1		S018	SANDY	OX753	10617	39.9 and 37.3	60 50
15.9		S016	1.4			37.3 and 35.5	50 45
			VIA GRAHAM LINE			32.8 and 31.9	65 50
15.6		S015	TROUTDALE	OX760	2626	31.9 and 29.9	60 50
0.6		S001	E. PORTLAND	OP773		29.9 and 29.4	65 50
			VIA KENTON LINE			29.4 and 29.2	60 50
22.0		S015	TROUTDALE	OX760	4958	29.2 and 28.8	65 50
12.4			FIR	OX769	4974	28.8 and 28.6	60 50
10.4			CHAMP	OX772	8468	28.6 and 28.0	65 50
8.1			KENTON	OX775	n5322 s4885	28.0 and 27.5	60 50
5.6		S005	PENINSULA JCT.	OX776		27.5 and 24.0	60 50
4.0		S004	ST. JOHNS JCT.	OP501		24.0 and 23.8	50 40
1.6			ALBINA	OP500	Yd.	23.8 and 22.4	60 50
0.5		S001	E. PORTLAND	OP773		22.4 and 20.1	50 40
0.4			STEEL BRIDGE			20.1 and 18.5	55 45
0.0			PORTLAND	OP775		18.5 and 18.1	70 60
			VIA GRAHAM LINE 184.2			18.1 and 15.9	70 60
			VIA KENTON LINE 190.6			15.9 and 15.6	55 45

Do not exceed 65 MPH if freight train averages over 80 tons per operative brake.

Do not exceed 60 MPH if freight train averages over 100 tons per operative brake.

Amtrak trains are not required to receive a track warrant at Hinkle. See Special Instructions Item 20 for AMTK schedules. ACS in effect The Dalles to Troutdale and Troutdale to East Portland via Graham line. Two main tracks MP 188.6 to MP 182.0, MP 103.2 to MP 81.6 and MP 1.5 to MP 0.5. Double track (Rule 251) CPS103 to Crates. Yard Limits: MP 81.7 to MP 88.0; St. Johns Jct. to East Portland MP 0.5, Penn. Jct. MP 5.6 to St. Johns Jct. via Barnes and Penn. Jct. MP 5.6 to MP 6.0 via Kenton. Train Defect Detectors: ⊕MP 160.5, ⊕MP 142.9, ⊕MP 124.9, ⊕MP 107.5, ⊕MP 91.5(WB), ⊕MP 76.1, ⊕MP 52.9, ⊕MP 23.0, ⊕MP 7.8 (Graham line). 60 MPH dual control equilateral turnout; CPS103. 40 MPH dual control switch turnouts: CPE 183 between Departure track & No. 1 main track; CPE182; CPS82; CPS15 to Kenton main; 20 MPH dual control switch turnouts: W. Boardman; W. Blalock; Goff; E. Mosier; Cascade Locks. 15 MPH dual control switch turnouts: CPSS and CPS1. Equation: MP 165.0 to MP 166.0 = 0.4 MP 55.0 to MP 57.0 = 1.3 Troutdale MP 15.6 = MP 22.0 At Hinkle, up to 12 coupled locomotives may be moved or switched when at least 4 locomotives have independent brakes connected and operable.

108 PORTLAND SUBDIV. — COLUMBIA RIVER DIVISION

Business Tracks	MP	Sta. No.	Bonneville (W)	38.0	OX737
Ordanance	177.6	OX597	Rockwood	11.8	OP764
Rufus	108.7	OX666	Reynolds	20.0	OX762
Biggs	103.8	OX672	Hemlock	17.0	OX765
Rowena	76.6	OX700	St. Johns		OP504
Hood River	63.1	OX712	Barnes		OP507
Wyeth	49.8	OX726			

SEATTLE SUBDIV. — COLUMBIA RIVER DIV.

Mile Post	Radio Display 2727		Station Nos.	Sidings Feet	Maximum Speed MPH
	SOUTH STATIONS	NORTH STATIONS			
181.2	S180	SEATTLE	OX951	Yd.	45
180.1		0.2			12
179.9	BN				40
178.7	S179	6.2			30
173.7	S174				40
173.1	BN	0.6			20
168.0	S168	5.1	OX938	3147	40
167.3	S167	6.3			20
162.7	S163	AUBURN	OX933	4319	40
161.8	S162	8.0			30
154.7	S155	SUMNER	OX925	4550	40
153.8	S154	6.1			30
148.6	S149	FIFE	OX919	4962	10
147.5	S147	1.8			20
146.8	S146	RESERVATION	OX917		15
		140.0 MILES VIA BN			25
6.8	S007	NO. PORTLAND JCT	OX778		25
5.6	S005	PENINSULA JCT	OX776		25
4.0	S004	ST. JOHNS JCT	OP501		15
1.6		2.4	OP500	Yd.	15
		181.2			

Equations:
 UP-MP 146.6 = BN-MP 38.4
 BN-MP 40.1 = BN-MP 0.0
 BN-MP 136.5 = BN-MP 9.9
 BN-MP 8.1 = UP-MP 6.8

Station Numbers on BN Track

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

BEND BRANCH — COLUMBIA RIVER DIVISION 109

Mile Post	Radio Display 2727		Station Nos.	Sidings Feet	Operation via BN Oregon Trunk Jct. to Bend. Trains enroute Bend Branch must receive BN track warrant at The Dalles.
	WEST STATIONS	EAST STATIONS			
0.0		OREGON TRUNK JCT	OX680		
		151.9 MILES VIA BN			
151.9		BEND	OB151		
		151.9			

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

Heppner Br. — Columbia River Div. Heppner to Heppner Jct. 45.4 Miles. Maximum Speed 25 MPH except between Mile Posts:

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

Operation by General Order

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

CONDON BRANCH — COLUMBIA RIVER DIVISION

Mile Post	Radio Display 2727		Station Nos.	Sidings Feet	Maximum Speed MPH
	SOUTH STATIONS	NORTH STATIONS			
44.5	CONDON		ON345	1410	25
24.4	MIKKALO		ON325	1490	10
0.0	ARLINGTON		OX638	9960	15
		44.8			15

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

Olympia Industrial Spur-Columbia River Div. East Olympia to Olympia 7.2 miles. Max speed 10 MPH. Rule 105 in effect. Three axle units are prohibited. Main track derails at MP 5.6 and MP 7.2.

Stations:	Sta. No.	MP	Business Track:	Sta. No.	MP
East Olympia	OX881	0.0	Capitol	00902	1.9
Tumwater	00905	4.8			
Olympia	00907	7.2			

GRAYS HARBOR BRANCH — COLUMBIA RIVER DIVISION

Mile Post	Radio Display 2727		Station Nos.	Sidings Feet	Maximum Speed MPH
	WEST STATIONS	EAST STATIONS			
0.6	CENTRALIA		OX862		10
		53.3 MILES VIA BN			10
69.0	ABERDEEN		OQ654		57
72.6	HOQUIAM		OQ658		5
		58.4			

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

110 SPOKANE SUBDIV. — COLUMBIA RIVER DIVISION

Mile Post	SOUTH	CP No.	Radio Display 4242		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
			STATIONS	NORTH			
140.7			EASTPORT	OS141	3990	40	
119.1			MOYIE SPRINGS	OS119	1730	30	
109.3			BN			30	
109.0			BONNERS FERRY	OS110	2270	20	
95.8			SHILOH	OS096	4615	20	
86.8			SAMUELS	OS087	2205	35	
75.3			BN			35	
74.6			SANDPOINT	OS075	4900	35	
57.6			VAY	OS058	2445 8615	25	
50.1			CLAGSTONE	OS050	6200	20	
25.3			COEUR D'ALENE JCT.	OS026	1730	10	
22.0			BN			45	
21.7			GRAND JCT.	OS022	2690	45	
2.7			SI YARD		2190	45	
2.5			BN CONN.			20	
354.8			14.4 MILES VIA BN				
350.4		E350	FISH LAKE (HOLD SIG)			45	
350.0			CHENEY	OK169	5010	35	
329.1			WELLS	OK147	6746	35	
306.2			MARENGO	OK125	3589	40	
285.0			HOOPER JCT.	OK103	1845	35	
273.8			JOSO	OK092	6715	20	
273.2		E273	AYER JCT.	OK086		20	
269.7		E270				40	
269.4		E269				40	
268.1			AYER	OK082	11203	45	
256.7			MATTHEWS	OK072	9737	45	
246.7			WALKER	OK062	9736	45	
237.8		E238	PAGE	OK052	9660	45	
235.9		E236				45	
223.1		E223				45	
215.8		E216				45	
215.4		E215	WALLULA	OK031	7640	45	
213.5		E213	WALLULA JCT.	OK029		45	
204.1		E204	JUNIPER	OK019	7357	45	
194.1		E202				45	
185.5		E192	COLD SPRINGS	OK009	7406	45	
185.1		E187				45	
184.2		E184	N. HINKLE			45	
			HINKLE	OK0591	Yd.	45	

ABS Rules in effect MP 185.1 and MP 186.6
 Operation on BN from BN Conn. to Fish Lake
 Northward trains via Fish Lake must secure BN track warrant prior to departing Hinkle.
 Southward trains must secure BN track warrant prior to departing BN Connection.
 When northward signal at MP 350.4 (Cheney) displays Stop indication, northward trains must contact UP train dispatcher and be governed by his instructions.
 Mileage Equation: MP 269.69 Equals MPB 267.64.
 Equation: BN Conn.
 UP-MP 2.5 = BN-MP 0.0
 Napa St.
 BN-MP 0.7 = BN-MP 69.7
 Spokane
 BN-MP 71.5 = BN-MP 0.0
 Sunset Jct.
 BN-MP 1.1 = BN-MP 1481.0
 Latah Jct.
 BN-MP 1481.6 = BN-MP 375.1
 Fish Lake
 BN-MP 364.9 = UP-MP 354.7

Yard Limits: Eastport to MP 139.0, MP 110.0 to MP 108.5, MP 78.0 to MP 71.0, MP 13.0 to BN Conn.
 Business Tracks MP No.
 Meadow Creek (N) 126.7 OS126
 Mesenbrink (N) 119.8 OS120
 Deep Creek(S) 103.7 OS104
 Dever (S) 71.5 OS072
 Chilco 36.2 OS037
 Interstate (S) 20.2 OS021
 Austin (N) 12.7 OS013
 Trentwood-Velox 10.8 OS012
 Millwood-Irvin 6.8 OS009
 Crowsley 333.2 OK151
 Arkeny (S) 293.0 OK111
 Park (S) 279.7 OK098
 Ash 228.1 OK044
 Sun Harbor 224.1 OK039
 Humorist 222.6 OK038
 Wallula Heights (N) 218.0 OK034
 Train defect detector located at %MP 126.5, %MP 123.2, %MP 114.6, %MP 81.3, %MP 28.9, %MP 343.3, %MP 310.7, %MP 283.8, %MP 253.9, %MP 226.0, %MP 200.4, %MP 195.0.
 BN Detector % MP 70.0 (E&W) % MP 371.4
 Rotting amber lights located on pole line at Hinkle at CP 187 and CP 188 have been placed into operation for protection of car department personnel working along roadways between receiving track No. 5, Mainline No. 1, and Mainline No. 2.
 When rotating amber lights are operating, train speeds must be reduced not to exceed 20 MPH on Mainline No. 2 when cars are standing on Mainline No. 1 between CP 187 and CP 188, and on Mainline No. 1 when cars are standing on receiving track No. 5.

Location	MP	Sta. No.
Coeur D'Alene Br.-Columbia River Div. Coeur D'Alene Jct. to Coeur D'Alene 8.8 Miles. Yard Limits entire branch. FRA excepted track.		
Business Tracks	2.1	OG002
Feeley Spur	7.8	OG008
Gibbs @ BN	8.7	OG009
Coeur D'Alene		

YAKIMA BRANCH — COLUMBIA RIVER DIVISION 111

Mile Post	WEST	CP No.	Radio Display 4242		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
			STATIONS	EAST			
0.0			E215 WALLULA	OK031	7640	40	
0.5			E001 ATTALIA	OW401	3670	35	
1.3			E002			35	
6.3			E006			35	
7.0			E007 VILLARD JCT.	OW407	3675	35	
7.8			E008 KALAN BR.			35	
8.9			HEDGES	OW409	675	35	
13.0			KENNEWICK	OW414	2205	35	
19.0			RICHLAND JCT.	OW420	2575	30	
57.5			GRANDVIEW	OW459	2600	20	
63.7			MIDVALE	OW464	1960	20	
91.3			WASH. CENT. RR			10	
98.0			YAKIMA	OW498		20	

MP 7 to MP 8 Equals 1.5 Miles.
 15 MPH dual control switch turnouts: CPE6; CPE2; CPE1.
 Yard Limits: MP 97.0 to End of Track. MP 7.0 to MP 15.0

Sunnyside Br — Columbia River Div. Midvale to Sunnyside 3.2 Miles. Yard Limits entire branch. Maximum Speed 20 MPH.
 Business Tracks MP No. 2.8 OW503
 Sunnyside

WALLULA BRANCH — COLUMBIA RIVER DIV.

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
30.8		WALLA WALLA	OW647		6165	35
15.3		TOUCHET	OW315			35
3.8		ZANGAR JCT.	OW304			35
0.1		WALLULA JCT.	OK029			25

MP 5 to MP 6 equals 0.7 miles
 Yard Limits: MP 29.0 to Walla Walla
 15 MPH dual control Switch turnouts: CPE3.
 Business Tracks MP No. 24.0 OW314
 Whitman 19.4 OW329
 Lowden

DAYTON BRANCH — COLUMBIA RIVER DIV.

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
13.1		DAYTON	OW713		875	10
5.2		WAITSBURG JCT.	OW705			10
0.0		BOLLES	OW672		1345	15
71.3		PRESCOTT	OW667		1310	15
66.7		BN				15
47.2		WALLA WALLA	OW647			15
46.8		MILTON-FREEWATER	OW637		1900	10
36.1		WESTON	OW622		3400	20

TWC in effect between Dayton and MP 20.5
 Yard Limits MP 48.0 to MP 45.0
 Business Tracks MP No. 3.5 OW704
 Ennis 60.9 OW662
 Valley Grove 53.6 OW654
 Spofford 39.9 OW641
 Barrett 33.1 OW634
 Bade 30.2 OW631

112 TEKOA BRANCH — COLUMBIA RIVER DIVISION

Radio Display 4242		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	SOUTH STATIONS NORTH			
163.3	BN CONN			Spokane to MP 41.5 . . . 40 MP 41.5 to Hooper Jct. . . 25
161.0	SPOKANE	OT161	Yd.	(Between Mile Posts—)
143.6	MANITO	OT143		155.4 and 149.9 . . . 25
131.7	FAIRFIELD	OT132	1840	148.7 and 148.2 . . . 35
116.1	TEKOA	OT116		144.0 and 142.6 . . . 20
110.5	SELTICE	OT110	720	141.2 and 138.5 . . . 25
95.4	BN			138.5 and 137.0 . . . 15
77.7	COLFAX	OT077	1600	137.0 and 135.8 . . . 25
52.3	WINONA	OT052	3260	135.8 and 133.6 . . . 35
48.0	SUTTON	OT048	2320	133.6 and 133.3 . . . 15
25.6	HOOPER JCT.	OK103	1585	131.8 and 131.7 . . . 25†
137.9				130.6 and 127.7 . . . 30
Business Tracks		MP	Sta. No.	125.6 and 124.2 . . . 25
Mica		149.7	OT150	124.2 and 123.4 . . . 20
Freeman		146.9	OT147	123.4 and 119.6 . . . 25
Rockford		138.4	OT138	119.6 and 117.6 . . . 20
Rahm		126.6	OT126	117.6 and 117.1 . . . 15
Latah		123.3	OT123	Tekoa — Tilma Spur . . . 10
Farmington		104.5	OT104	117.1 and 115.0 . . . 20
Walters		98.6	OT098	115.0 and 111.8 . . . 30
Garfield		95.1	OT095	105.8 and 104.6 . . . 25
Elberton		89.9	OT090	104.6 and 104.0 . . . 20
Glenwood		83.6	OT083	102.4 and 98.7 . . . 30
Mockonema		72.5	OT072	95.8 and 91.9 . . . 25
Diamond		68.5	OT068	91.9 and 91.2 . . . 15
Thera		64.8	OT065	87.0 and 87.0 . . . 20
Endicott		57.9	OT058	87.0 and 86.5 . . . 15
La Crosse		41.5	OT041	86.5 and 83.1 . . . 25
Pampa		37.1	OT305	83.1 and 82.8 . . . 15
Gordon		33.4	OT308	82.8 and 81.5 . . . 20
Hooper		26.8	OT315	81.5 and 79.8 . . . 25
Yard Limits MP 163.3 to MP 158.0; MP 78.0 to MP 76.0; MP 28.0 to MP 25.6				78.5 and 77.1 . . . 12

RIPARIA BRANCH — COLUMBIA RIVER DIVISION

Radio Display 4242		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	WEST STATIONS EAST			
71.5	EAST LEWISTON			70.0 and 69.6 . . . 10
69.9	CLEARWATER RIV.			11.5 and 10.0 . . . 25
69.1	TRANSFER	OC369	4015	B5.5 and B4.6 . . . 25
45.5	CRUM	OC345	3685	Ayer Jct. T/O . . . 25
22.3	PENAWAWA	OC322	4538	
15.8	CENTRAL FERRY	OC315	5228	Business Tracks MP Sta. No.
1.0	RIPARIA	OT017	2690	Ballast Trk . . . 50.0
80.0	AYER JCT. CPE 270	OK086		Almota . . . 35.0 OC335
82.0				Yard Limits
				East Lewiston to MP 66.0
				MP B10.0 to MP 3.0
				Mileposts prefixed with letter "B" Ayer Jct. to Riparia.
				Mileage equation MP B10.5 equals MP 0.0.

WALLACE BRANCH — COLUMBIA RIVER DIVISION 113

Radio Display 4242		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	WEST STATIONS EAST			
7.6	MULLAN			Between Mile Posts—
0.0	WALLACE	OT584		0.0 and 7.6 . . . 10
80.4	KELLOGG-WARDNER	OT573	1710	80.0 and 80.3 . . . 5†
68.8	ENAVILLE	OT566	375	67.2 and 80.0 . . . 10†
62.5	HARRISON	OT534	1000	60.0 and 61.2 . . . 25
30.5	ST. JOE RIV.			58.8 and 60.0 . . . 35
23.5	CHATCOLET	OT526	1220	53.6 and 54.9 . . . 30
22.8	PLUMMER	OT520		50.6 and 50.9 . . . 30
16.3	MOZART	OT512	4660	47.9 and 48.9 . . . 30
B19.8	MANITO	OT143	3373	43.7 and 43.9 . . . 35
B12.2				38.3 and 39.9 . . . 35
B0.4				34.0 and 35.2 . . . 30
91.5				28.7 and 31.3 . . . 20
Yard Limits MP 62.0 to Mullan				23.9 and 28.7 . . . 20
Mile Posts Manito to Plummer are prefixed with letter "B". Mileage equation MP B19.8 equals MP 16.2.				23.5 and 23.9 . . . 10
				(St. Joe Bridge) . . . 10
				16.6 and 23.5 . . . 20
				B19.4 and 16.6 . . . 10
				B16.6 and B19.4 . . . 20
				B0.0 and B0.2 . . . 20
				Business Trks. MP Sta. No.
				Shont . . . 72.8 OT576
				Bradley . . . 67.2 OT571
				Lane . . . 45.2 OT549
				Worley . . . MPB 13.5 OT513
				Setters . . . MPB 6.8 OT507

PLEASANT VALLEY BRANCH — COLUMBIA RIVER DIVISION

Radio Display 4242		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)	
Mile Post	WEST STATIONS EAST				
47.8	SELTICE	OT110	720	47.8 and 47.5 . . . 35	
39.7	WINONA	OT052	3260	47.5 and 45.1 . . . 20	
39.1	OAKESDALE	OT439	1735	45.1 and 44.6 . . . 30	
18.3	ST. JOHN	OT418	1455	44.6 and 41.3 . . . 20	
0.0	WINONA			41.3 and 34.4 . . . 30	
47.8				34.4 and 29.7 . . . 25	
				27.8 and 25.7 . . . 15	
				25.7 and 23.0 . . . 30	
				23.0 and 22.7 . . . 25	
				22.7 and 19.3 . . . 30	
				19.3 and 15.8 . . . 25	
				14.3 and 12.5 . . . 20	
				6.0 and 5.1 . . . 25	
				2.2 and 1.8 . . . 30	
				0.2 and 0.0 . . . 15	
Business Tracks MP Sta. Business Tracks MP Sta.				Yard Limits: MP 1.0 to 0.0	
Warner	45.3	OT445	Juno	20.8	OT421
Thornton	31.2	OT431	Willada	11.5	OT412
Sunset	25.4	OT425			

MOSCOW BRANCH — COLUMBIA RIVER DIVISION

Radio Display 4242		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	WEST STATIONS EAST			
28.1	MOSCOW	OT228		28.5 and 26.5 . . . 12†
19.3	BN			25.4 and 24.6 . . . 15
18.7	PULLMAN	OT219	1225	20.0 and 19.5 . . . 15
12.7	ALBION	OT213	1155	19.5 and 18.5 . . . 6†
0.0	COLFAX	OT077		18.5 and 17.3 . . . 15
28.5				17.3 and 15.0 . . . 20
				15.0 and 12.2 . . . 15
				11.3 and 10.6 . . . 15
				10.6 and 9.9 . . . 20
				8.8 and 8.4 . . . 15
				7.5 and 5.5 . . . 15
				4.2 and 3.9 . . . 20
				3.1 and 1.1 . . . 15
				1.1 and 0.0 . . . 12
Business Tracks				Yard Limits
Willson MP 25.8 OT226 Parvin MP 7.8 OT208				MP 28.5 to MP 27.0
Whitlow MP 20.5 OT221 Risbeck MP 4.5 OT205				MP 1.0 to MP 0.0
Shawnee MP 9.7 OT210				

ITEM 1. TIME COMPARISON:

Coordinated Universal Time (Greenwich Time) may be obtained by calling: 8-976-1111 or 8-271-4601.

To convert from Greenwich time stated on the recording, to:

- Central Daylight Savings Time, subtract 5 hours.
 - Central Standard Time, subtract 6 hours.
 - Mountain Daylight Savings Time, subtract 6 hours.
 - Mountain Standard Time, subtract 7 hours.
 - Pacific Daylight Savings Time, subtract 7 hours.
 - Pacific Standard Time, subtract 8 hours.
- (Daylight Savings Time is in effect from the first Sunday in April until the last Sunday in October).

ITEM 2. MAXIMUM SPEEDS: GENERAL

NOTE: All slower speed restrictions must be observed.

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

	MPH
1 Bulk Commodity Trains	See Item 5A
2 Intermodal Trains	See Item 5B
3 Key Trains (formerly chemical trains)	50
4 Trains with retaining valves set, or charged and in use.	20
5 Trains handling logs, unless cars are staked and wired in accordance with AAR rules.	20
Through truss bridges	5
6 Moving against the current of traffic unless otherwise specified.	49
7 Thru No. 20 equilateral turnout. (Unless otherwise specified on subdivision page)	60
8 Thru dual control switch turnouts. (Unless otherwise specified on subdivision page)	30
9 Thru other turnouts. (Unless otherwise specified on subdivision page)	15
10 Sidings (Except as specified on subdivision page)	
Sidings identified with †	30
Other Sidings	20
11 Other than main tracks and sidings (except as specified on subdivision page)	10
12 Balloon tracks & Wye tracks, except those portions used as main track or siding.	5
13 Movements on live rails of track scales.	5
14 Movements of engines at servicing facilities.	5
15 Trains operating on track segments identified on subdivision page as "FRA Excepted" (Note: No passenger train shall be operated and no freight train shall be operated that contains more than five cars required to be placarded by the Hazardous Materials Regulations.)	10
16 Engines 951, 6936 and Amtrak engines.	82
Road engines	70
Road switchers 1300-1314, 1330-1396, MP 1530-1554, and MKT 56-59	60
17 Yard switch engines 1200-1274; 1315-1327; MP 1520 and MKT 50-55	50
18 When multiple unit engine is controlled from other than leading unit.	30
19 Engines running light when operative dynamic brake is insufficient to control speed.	45
Engines running light, on descending grade in excess of 1 percent, when operative dynamic brake is insufficient to control speed.	25

ITEM 2-A. MAXIMUM SPEEDS: CARS

- Notes: A. The maximum speed for loaded and empty equipment is 60 MPH unless a higher or lower speed is shown on the TCS train consist or shown below (this does not apply to Amtrak, which may operate at maximum passenger train speed). For the speeds shown below, if a higher or lower speed is shown on the TCS train consist, the consist speed will govern.
- B. The TCS train consist will govern the maximum speed of the train. The maximum speed for each car and the maximum train speed (the lowest maximum speed for any car entrained) will be shown on the TCS train consist. If the maximum train speed shown on the TCS train consist is restricted due to a car or cars which are subsequently set out at an unscheduled location, train may operate at the lowest maximum speed of any car remaining in the train. All slower speeds (such as maximum track speed, speeds for tons per operative brake restrictions, locomotive maximum speeds, etc.) must be observed. The maximum train speed will not include restrictions for bulk commodity trains, key trains and intermodal trains, all of which must be respected. The maximum train speed shown on the TCS train consist must be observed when operating on any foreign railroad, except when their requirements are more restrictive.
- C. The speeds shown below are a backup summary of various maximum speeds when a TCS train consist is not available, when a pickup is made on line of road without TCS information, and as a summary for foreign railroads operating on the UP. Additionally, refer to maximum speeds for MofW and Mechanical equipment shown in Item 2B.

	MPH
1 Empty bulkhead flat cars. Exception: UP 215400-215649, UP 215700-215799 series cars; Center Beam Flat Cars including TTZX 83500- 83799, TTZX 86000-86374, UP 217000-217141, UP 260100-260219, and UP 273000-273679 series cars; MP 728000-728099 series cars; and empty JTTX flat cars with bulkheads without Toyota truck-bed racks.	40 50
2 Empty gondolas or empty open-top hopper cars. Exceptions: (a) EJE 4000-4549, EJE 4800-4874, CR 607000-607480.	50 40
(b) Coal gondolas and open-top hopper cars having constant-contact side bearings or center plate extension pads.	60
(c) UP 229580-229587.	70
3 Ore cars. Exception: Empty ore cars. UP 27000; CNW 112000, 113000, 114000, 118000, 119000, 121000 and 122000; SP 345000 through 345669 series cars.	50 50
4 Loaded tank cars Exception: Loaded 4-axle tank cars with 125 ton trucks designed for maximum gross weight of 315,000 lbs.	60 50
5 Empty tank cars Exception: Empty UTLX 83000-83080 with outside length (coupler pulling face length) over 85 feet.	50 40
6 Ballast cars in series WP 10049-10874, UP 90000- 91999, UP 901000-901599, UP 902100-902545, UP 60000-66799.	50
7 Loaded ordinary flat cars, loaded bulkhead flat cars or loaded gondola cars. Exceptions: (a) Flat cars loaded with auto frames; gondola cars loaded with coal; gondola cars UP 903084-903094 and flat cars UP 904150-904162 loaded with locomotive traction motors; gondola cars with initials UP, WP, MP, CEI, TP or GONX loaded with aluminum ingots.	50 60
(b) Loaded JTTX flat cars with bulkheads and Toyota truck-bed racks (with or without truck beds); TBCX 7471-7481, TBCX 76700-76707, EJE 6800-7283, UP 229580-229587, MP 950050- 950224 series cars, and specially-equipped flatcars carrying airplane and rocket equipment	70

ITEM 2-A. (CONTINUED)

	MPH
8. Empty TOFC or COFC flat cars or other empty intermodal equipment. This includes empty JTTX flat cars without bulkheads and Toyota truck-bed racks. Exceptions: (a) Empty intermodal flat cars made from box cars in series ATSF 294950-294980, CNW 780000- 780001, GTW 350000, KCS 720003-720011, MKT 14400-14599, SOU 150800-150859, SOU 151000-151500, SOU 155000-155999	60 50
(b) All empty five-platform articulated double stack well cars; empty UP 252000-252001 and all empty NTTX five-platform articulated single-level spine cars for carrying containers.	70
9. Loaded TOFC or COFC flat cars or other loaded intermodal equipment. Exceptions: (a) Loaded intermodal flat cars made from box cars in series ATSF 294950-294980, CNW 780000- 780001, GTW 350000, KCS 720003-720011, MKT 14400-14599, SOU 150800-150859, SOU 151000-151500, SOU 155000-155999	70 50
(b) Loaded intermodal flat cars made from box cars in series ATSF 299000-299684, CNW 780100- 780288, CNW 780500-780799, GTW 350001- 350020.	60
10. Mechanical reefers; cryogenic reefers with initials CRYX or JRSX	70
11. Loaded stock cars	70
12. Cabooses	70

ITEM 2-B. MAXIMUM SPEEDS: M of W and MECHANICAL EQUIPMENT

Notes:

- All slower speed restrictions must be observed.
Restrictions listed herein must be respected when operating on any foreign railroad, except when their requirements are more restrictive.
Speeds of rail equipment shown below will be displayed on the TCS train consist.

	MPH
1 Loaded continuous welded or jointed rail trains Empty continuous welded or jointed rail trains	40 50
2 Trains handling tie plate spreader MP 15417	40
3 Trains handling MPX cars (excluding outfit cars and locomotive cranes). Exception: Series 27028-27060, 30000-30014 and 50001-50014 unless otherwise restricted.	35 50
4 Trains handling outfit cars. Exception: After mechanical department approval following inspection of cars prior to movement or after inspection and approval at first mechanical point.	40 50
5 Trains handling two axle scale test cars, snow plows, Jordan spreaders or locomotive cranes on their own wheels; foreign line or privately owned derricks, cranes or other similar equipment on their own wheels on revenue billing (unless further restricted on waybill or train consist); or company owned cranes loaded on flat cars (except series MP 17001- 17048 which may be operated at 50 MPH unless otherwise restricted).	30
6 Self-propelled cranes, pile drivers and similar equipment moving under own power.	35
7 Holmes, Pettibone and similar type cranes, and hy- rail equipped wheel changers.	25
8 Jordan spreaders in operation with wings extended or plowing with nose of spreader should operate at speed as instructed by spreader operator or MofW supervisor, not exceeding Jordan spreaders when moving in forward or reverse direction in work trains only (when moving in reverse direction wings should be fully retracted)	25 25

ITEM 2-B. (CONTINUED)

Assigned Location	If Consist Contains Equipment:	MPH
9 Wrecking derrick consists are assigned to locations shown below. When operating derrick consists, the maximum authorized speed for that consist is restricted to the equipment having the lowest authorized speed, unless further restricted.		
a. Cheyenne	UP 903046, 909308, 906200, 906208, 904239, 909328, 904200, 909307, 909309.	60
	UP 905275, 905280, 908455.	50
b. North Platte	UP 910006, 909306, 906206, 906213, 904201, 904271, 909304, 909305, 909324.	60
	UP 905264, 905268.	50
c. Green River	UP 903047, 909317, 906204, 906209, 904206, 909318.	60
	UP 905270, 905273, 905274, 908380, 908381, 908382.	50
d. Hinkle	UP 903050, 909351, 906203, 906212, 904294, 904295, 909356, 909355.	60
	UP 916120, 916408, 916532, 916547, 916614.	50
e. Salt Lake	MP 250, 1081, MPX 702, 131.	60
	UP 906205, 906207, 904298, 904293, 909329, 908467.	50
	UP 908464, 908465, 908466.	50
f. Stockton	UP 909313, 904301.	60
	WPMW 796, 797.	50
	UP 900310, TPX 14181.	40
g. Portola	UP 903045, 904232, 904300, 909320, 909325.	60
	WPMW 376, 378.	50
h. North Little Rock	MP 15427, 3646, 15082, 517, 2909, 4324, MPX 251.	60
	MP 2155, 3160, 4214, 15090.	50

ITEM 2-C. HOT WEATHER SPEED RESTRICTIONS

During periods of extreme heat, conditions exist that could affect track structure. When instructed by track bulletin, train speed is restricted during the time and within the limits specified by the track bulletin as follows:

LEVEL 1 HEAT RESTRICTION:

Passenger trains, light engines, and the following trains if 5000 tons or less: Double stack trains that have fewer than 5 other types of TOFC/COFC cars, trains with symbol Z, automobile trains, and foreign railroad intermodal or automobile trains.

The following trains if more than 5000 tons: Double stack trains that have fewer than 5 other types of TOFC/COFC cars, trains with symbol Z, automobile trains, and foreign railroad intermodal or automobile trains.

All other trains averaging less than 90 tons per car or platform.

All other trains averaging 90 tons or more per car or platform.

Restriction:

No
Additional
Restriction

60 MPH

50 MPH

40 MPH

LEVEL 2 HEAT RESTRICTION:

Freight trains averaging 90 tons or more per car or platform.
All other trains (including light engines).

Restriction:

40 MPH

50 MPH

ITEM 2-D. COLD WEATHER SPEED RESTRICTIONS

During periods of extreme cold, conditions exist that could affect rail and track structure. When instructed by track bulletin, train speed is restricted as follows:

LEVEL 1 COLD RESTRICTION:

Passenger trains, light engines, double stack trains that have fewer than 5 other types of TOFC/COFC cars, trains with symbol Z, automobile trains, and foreign railroad intermodal or automobile trains.

All other trains.

Restriction:

50 MPH

40 MPH

LEVEL 2 COLD RESTRICTION:

All trains (including light engines).

Restriction:

40 MPH

ITEM 3. TRAINS HANDLING COMPANY EQUIPMENT:

Loaded or empty welded or jointed rail trains must not be combined with other traffic except that outfit cars, cars of track material or related items may be handled behind the CWR equipment as directed by Chief Engineer - Maintenance, with maximum consist not to exceed 70 cars. Two rail train sets must not be combined unless authorized by Chief Engineer - Maintenance, and under no conditions should two train sets, either loaded or empty, be allowed to operate through Caliente Canyon (Brown-MP 490 to Farrier-MP 393), Feather River Canyon (Portola-MP 324 to Eelsey-MP 221), Blue Mountains (Huntington-MP 389 to Minthorn-MP 225), Montana Subdivision (Spencer-MP 251 to Silver Bow-MP 390), Spokane Subdivision (Juniper-MP 205 to Eastport-MP 140.7), Carthage Subdivision (Diaz Jct.-MP 259.5 to Pleasant Hill-MP 642.8) or any track with curvature greater than 6 degrees. Train and engine crews must be alert for any signal from alarm device, MofW supervisor or instructions given by MofW supervisor in charge on rail train. Loaded rail trains must not be moved without authorization from MofW supervisor in charge of rail train or MofW Train Management. MofW supervisor must accompany all movements to ensure safe operation.

Wrecking derricks, locomotive cranes and similar equipment must have booms secured and, except in work train service, booms must be trailing unless they are detached. Locomotive cranes will be accompanied by Crane Operator, riding either in the crane, on the train with the entrained crane, or nearby in a vehicle with radio communications. The crane is to be inspected just prior to departure from the initial terminal, within 50 miles of the initial terminal, and within 100 miles thereafter. Inspection is to determine that crane is headed in the right direction, boom is properly secured, and is being handled at appropriate speed. Wrecking derrick will be accompanied by mechanical employee. When in freight train and only when authorized by Train Management or operating manager, derrick or crane moving on its own wheels with the boom attached and not in trailing position may be moved not exceeding 15 MPH to first location where derrick or crane can be turned. Cranes must be handled with boom disconnected, unless accompanied with a boom rest car specifically designed to enable crane to be moved with the boom attached. Derricks and cranes are to be entrained at rear of train, not to exceed 5 cars ahead of rear end of train. On-track cranes having a capacity of 18 tons or less must not be handled on their own wheels. The above restrictions do not apply to cranes loaded on flat cars, series MP 17001-17048, which may operate at 50 MPH and may be operated with boom not in trailing position if properly secured.

Jordan spreaders, except in work trains, must be headed in direction train is moving. Wings of Jordan spreaders must be secured in closed position when being moved in train. All such equipment must be carefully inspected before being moved and must receive frequent inspection enroute. When in freight train, Jordan spreaders headed in reverse direction may be moved to first location where spreaders can be turned only when authorized by train management or operating manager and speed must not exceed 15 MPH.

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

Two-axle scale test cars must be entrained next ahead of rear car. If more than one two-axle scale test car is to be moved, handle in separate trains.

Passenger cars, business cars and outfit cars must not be handled while switching. When in freight trains, outfit cars must be handled on head end and passenger or business cars must be handled on rear end unless specifically instructed by Train Management to handle otherwise. If specifically authorized by Train Management to handle passenger or business cars on the head end of freight train, when handling two or more of these cars and trailing tonnage exceeds 2500 tons, these cars must be separated from each other by at least two loaded freight cars. Exceptions: Business car SELM1 must be handled on rear of freight train, and mobile laboratory car UPP210 may be handled at any location in freight train.

When possible, flat cars or gondola cars carrying locomotive traction motors should be placed immediately behind engine and should be kept immediately behind engine when pickups are made enroute. This expedites delivery of traction motors to locomotive shops.

Car series UP 901900-901949 and UP 901991-901999, ballast cars equipped with air-operated ballast gates and an independent ballast air system, are to have the ballast air system rendered inoperative when these cars are loaded and in transit. To make inoperative, terminate the air supply to the ballast air system, bleed ballast air system reservoirs by opening an air drain valve on the ballast reservoirs, located on the "A" end of the car, and leave the ballast air line angle cocks open. Before the ballast air system can be used, all ballast reservoir drain valves must be closed. The system is to be charged only during short work train moves to an unloading site and during actual ballast unloading.

ITEM 4. LOCOMOTIVE TABLE:

Model	Axles	Rated H.P.	Approx. Weight Lbs.	Length in Feet	Starting Tractive Effort	Tractive Effort at 1050 Amps Lbs.
GP15-1	4	1500	260,800	55	62,200	46,800
GP28	4	2000	263,000	56	65,750	51,300
GP30	4	2250	263,000	56	65,750	55,440
GP35	4	2500	261,000	56	65,750	55,440
GP38-2	4	2000	269,000	59	67,250	55,440
GP40	4	3000	277,000	59	69,250	55,400
GP40-2	4	3000	277,000	59	69,250	55,400
GP40X	4	3500	274,000	60	68,750	41,520
GP50	4	3500	273,000	59	68,250	64,200
SW10	4	1200	251,000	44	62,800	35,100
SW1500	4	1500	261,160	45	65,290	43,000
MP15	4	1500	266,800	48	66,520	46,800
MP15DC	4	1500	267,800	49	66,950	46,800
B23-7	4	2250	266,600	62	66,925	60,400
B30-7A	4	3000	267,700	62	66,925	60,400
SD40	6	3000	393,000	66	98,250	83,160
SD40-2	6	3000	392,000	69	97,500	83,160
SD50	6	3600	394,000	71	98,500	83,000
SD60	6	3800	394,000	71	98,500	84,000
U30C	6	3000	393,000	67	97,750	78,000
C30-7	6	3000	395,000	67	98,250	78,000
C36-7	6	3750	391,000	67	97,750	81,900
E9	6	2400	333,770	71	83,943	58,000
DD40X	8	6600	545,000	99	135,000	88,600
DASH8-40C	6	4000	391,000	70	97,750	82,000

ITEM 4-A. LOCOMOTIVE INSTRUCTIONS:

Except for power transfers with or without cabooses or when specifically authorized otherwise by Train Management, freight trains will be limited to eight locomotives on lead or helper consist, not to exceed 20,000 working HP on either consist. When working locomotives exceed 20,000 HP on either consist, the excess trailing locomotives must be isolated and the train dispatcher notified. The maximum of eight locomotives includes units that are working, isolated, dead in consist, or dead in train immediately behind the locomotive consist, including waybilled revenue units.

Unless otherwise provided on subdivision page, no more than eight coupled locomotives may be moved or switched within locomotive facilities including movement between service tracks and train yards.

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

In freight trains, freight car 85 feet or longer must not be coupled to any car 39 feet or shorter. This does not apply to a freight car 85 feet or longer when coupled to a caboose and caboose is the last car in train; and, does not apply to locomotive cranes 39 feet or shorter coupled to boom idler cars 85 feet or longer. Tonnage profiles at end of train consist will indicate cars 39 feet or shorter by letter "S" and cars 85 feet or longer by letter "L". Any type of empty flat car which is 85 feet or longer must not be entrained in the head 10 cars or platforms of any train exceeding 3000 trailing tons and must not be entrained ahead of helper locomotives unless separated from helper by at least 15 platforms or cars.

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

Equipment tagged, stencilled, billed or shown on consist as "rear end only" or "rear rider" must be entrained in the rear 5 cars of the train. Solid blocks of this equipment may extend up to 20 cars from the rear of the train, provided the trailing car of the block is in the rear 5 cars.

All shipments classed as excess height, width, high value, waybilled locomotives, cranes or industrial equipment moving on own wheels, or other unusual shipments that require close attention, must be covered by instructions from Manager-Clearances and/or track bulletin with instructions relative to movement of such shipment. Unless otherwise provided in clearance wire or track bulletin, such shipments must be positioned in train as close to engine as possible, but in no case further than 10 cars behind the engine. Note: Solid blocks of shipments classed as excess height or width may extend beyond 10 cars, provided the first car of the block is no further than 10 cars behind the engine.

Exceptions:

- (1) Cars or locomotives requiring handling on rear end only;
- (2) Cars moving in local trains may be positioned not to exceed 5 cars ahead of occupied caboose; or,
- (3) Shipments classed as excess height or width that are destined to travel to the states of Nevada or California must be positioned not nearer than the sixth car nor further than the tenth car behind the engine.

Yardmasters must notify train dispatcher before placing loads exceeding 12 feet in width in a train (11 feet east and south of Kansas City and in California and Nevada). Train dispatcher will issue a track bulletin to that train and to all trains which may meet, pass or be passed by that train, notifying them of the wide load. If no message or track bulletin is received to cover such shipments, conductor will notify dispatcher prior to movement of train.

ITEM 5-A. BULK COMMODITY TRAINS:

Unless otherwise indicated on subdivision page, the following maximum train speeds apply:

1. Loaded bulk commodity trains speeds are 50 MPH;
2. Empty bulk commodity trains are governed by the TCS consist speed, except for empty coal trains which are 50 MPH.

All slower speeds (such as maximum track speeds, speeds for tons per operative brake restrictions, TCS consist speeds, locomotive maximum speeds, etc.) must be observed.

A loaded bulk commodity train is any train containing a continuous block of 40 or more cars loaded with coal, grain, ore, phosphate rock, soda ash or other bulk commodity. This includes loaded bulk commodity unit trains of 40 or more cars only containing loads of a bulk commodity, with or without caboose.

An empty bulk commodity train is any train containing a continuous block of 40 or more empty cars for the transportation of a bulk commodity (including empty bulk commodity unit trains).

ITEM 5-B. INTERMODAL EQUIPMENT:

Intermodal cars and their number of operative brakes for ton per operative brake calculations are defined as follows:

1. TOFC and COFC flat cars which have one operative brake per car;
2. Five-platform articulated well cars (double stack); mostly APLX, DTTX and MAEX series; which have three operative brakes per five-platform car;
3. Five-platform articulated single-level spine cars; NTTX, TTAX, TTLX and UTTX series cars and UP 252000-252001; which have two operative brakes per five-platform car;
4. Four-platform single axle 4-Runner cars, TTFX series, which have two operative brakes per four-platform car;
5. Two TOFC/COFC flat cars with solid drawbar connection, TTEX series, which have two operative brakes per solid drawbar-connected car;
6. Single-platform single axle Front Runner cars, TTUX and TTOX series, which have one operative brake per car;
7. Two-platform articulated flat car for automobiles, UP 252002, which has one operative brake per two-platform car;

Five-platform articulated well cars (double stacks) are shown on the train consist as five individual cars. All other intermodal equipment are shown on the train consist as one car.

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

TOFC and COFC flat cars are considered empty when not carrying any trailers or containers (trailers moving single must not be loaded on center hitch). All other intermodal cars are considered empty when any platform is empty.

Trains received from another railroad may be moved as received, with regard to intermodal cars, to the first point where train is switched. Cars must then be placed as designated below. Intermodal car placement instructions effective west of North Platte and Denver should be taken into account on trains made-up east of these locations that will operate west of these locations.

Empty intermodal cars must not be in the head 10 cars or platforms of any train exceeding 3000 trailing tons and must be entrained behind helper locomotives or may be ahead of helper locomotives if separated from helper by at least 15 platforms or cars. Loaded single-platform single axle Front Runner cars and loaded five-platform articulated single-level spine cars must be entrained behind helper locomotives or may be ahead of helper locomotives if separated from helper by at least 10 platforms or cars.

West of North Platte and Denver, empty intermodal cars, loaded Front Runner and loaded spine cars must not be entrained ahead of more than 4500 trailing tons in any train.

ITEM 6. MAXIMUM GROSS WEIGHT LIMITATIONS:

Work equipment or cars exceeding following gross weight must not be handled except as authorized by train management:

4 axles	263,000 lbs.
Exceptions:	
(1) Cars carrying coal	268,000 lbs.
(2) Tank cars with 125 ton trucks	315,000 lbs.
(3) UP 23600-23849, UP 221100-221399, UP 222001-222199	272,000 lbs.
(4) UP 31900-32099	275,000 lbs.
6 axles	394,500 lbs.
8 axles	526,000 lbs.

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

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

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

Such authority together with any restrictions, must be furnished to cond. Six axle engines must not operate on Branches where the maximum gross weight limitation is less than 240,000 lbs.

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

- (1) General Code of Operating Rules - 2nd Edition (Eff. 10/89).
- (2) Safety, Radio and General Rules For All Employees (Rev. 10/89).
- (3) Air Brake and Train Handling Rules (Rev. 1991).
- (4) Form 8620 - Instructions for Handling Hazardous Materials (Rev. 10/89).
- (5) Valid certificate of operating rules examination card.
- (6) UPRR photo identification card.

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

ITEM 7-A. QUALIFICATIONS OF ENGINEERS:

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

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

Many promoted and qualified engineers retain seniority rights in train service as brakemen and/or conductors. Changes in manpower requirements may result in some of these engineers returning to brakeman or conductor assignments. When this occurs these individuals may be permitted to operate the locomotive under the provisions of Rule 633, provided that such activity does not interfere with their assigned duties, and they have the consent of the working engineer of the crew. The location where this may be permitted is not limited to territories where the person was previously qualified. These instructions apply only to persons who were promoted and qualified as an engineer while an employee of this company. For persons who had their seniority restricted while an engineer, that restriction will remain in effect. Persons who were disqualified while an engineer are not permitted to operate a locomotive.

ITEM 8. RAIL DETECTOR CARS:

When operating track geometry evaluation cars and hybrid rail detector cars, be governed by M/W Rules 1400 through 1461. In Rule 251 territory, these cars must be accompanied by a transportation manager familiar with the territory over which they will operate.

ITEM 9. RESTRICTIONS ON USE OF ENGINE HORN:

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

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

Note: Portion of rule not referenced remains unchanged.

(1) DEFINITIONS:

Controlled Siding: Changed to read: A siding within CTC or interlocking limits, the authorization for which is governed by signal indication or control operator. Rules applicable on main tracks apply on controlled sidings within CTC or interlocking limits.

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

Restricted Speed: A speed that will permit stopping within one half the range of vision; short of train, engine, on-track equipment, railroad car, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

(2) RULE G: Changed to read:

The use of alcoholic beverages by employees subject to duty, when on duty, or on company property is prohibited. Employees must not have any alcohol in their blood while on duty, or in their possession while on company property.

The illegal use, possession, manufacture, distribution, dispensation or transportation of any drug or controlled substance is prohibited at any time, either on duty or off duty. Employees are expected to know those drugs or controlled substances which are illegal to use.

Employees must not report for duty or be on company property under the influence of, or use while on duty, any over-the-counter or prescription drug or medication which will in any way adversely affect their alertness, coordination, reaction, response, or safety. If an employee is in doubt as to whether an over-the-counter or prescription drug may have an adverse effect on alertness, coordination, reaction, response, or safety, the employee should make sure that the following steps are taken:

1. The employee's treating medical practitioner should make a good faith judgement, in writing, with notice of the employee's assigned duties and on the basis of the available medical history, that the use of the substance by the employee at the prescribed or authorized dosage applicable is consistent with the safe performance of the employee's duties;
2. The substance must be used only at the dosage prescribed or authorized;
3. In the event the employee is being treated by more than one medical practitioner, at least one treating medical practitioner should be informed of all medications authorized or prescribed and should determine that use of the medications is consistent with the safe performance of the employee's duties (and the employee must observe any restrictions imposed with respect to use of the medications in combination);
4. The employee must notify the Railroad Medical Director, in writing, prior to use on duty, (a) of his need to use the prescribed or authorized drug or medication and (b) of the medical practitioner's judgement, as set out above; and,
5. The Railroad Medical Director (or his designee) must give approval in writing to the employee for use on duty of the drug or medication.

(3) RULE J: Third paragraph changed 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. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching hours of service limitations.

(4) RULE 2: Continental time is authorized systemwide (see conversion chart inside back cover)

(5) RULE 10: First paragraph changed to read: A yellow flag will be displayed not less than 2 miles, when practicable, in advance of each location where train movement is to be restricted by track bulletin, track warrant or general order due to track conditions or structures. A yellow-red flag will be displayed in a like manner where train movement is to be restricted due to men and equipment working on or fouling track affected. Restriction specified by track bulletin, track warrant or general order must be complied with until rear of train has passed green flag or train has cleared limits of the restriction when green flag is not displayed.

All other references to yellow flags also apply to yellow-red flags.

When a yellow-red flag is displayed within 1 hour before or after the time a Form B Track Bulletin is in effect, train or engine may comply with provisions of Rule 455, when definitely assured by the employee in charge that the yellow-red flag displayed is specifically for the Form B Track Bulletin.

On subdivisions where intermediate pole numbers or quarter mile markers are not used, track bulletin Form A will specify the numbered mile posts between which the restriction is located and flags displayed will indicate actual area of the restriction. On such subdivisions, the limits of track bulletin Form B protecting men and equipment must extend between numbered mile posts and green flag must be displayed only at the limits of the track bulletin.

(6) RULE 10(A): Revise to include red light.

(7) RULE 10(C): In multiple main track territory, yellow, yellow-red, red and green flags will be placed on the field side of the track. When operating on

ITEM 10. (CONTINUED)

the left track, these flags will be displayed to the left of the track as viewed from an approaching train.

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

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

(9) **RULE 10(E):** Permanent speed restriction sign will be placed 2500 feet in advance of restriction.

(10) **Add: RULE 10(F): ABSENCE OF SIGNS:** Temporary restrictions and permanent speed restrictions identified by timetable, track bulletin, track warrant or general order must be complied with, regardless of whether flags and signs as prescribed by Rules 10, 10(A) and 10(E) are displayed.

(11) **RULE 15: Third paragraph changed to read:** Radio may be used in place of whistle signals to convey information, except Rules 15(a), 15(l) and 15(n); and, when working in conjunction with mechanical or maintenance of way employees, in which case whistle must be sounded before making all moves.

(12) **RULE 15(l):** This signal must also be used approaching private crossings at grade when pedestrians or motor vehicles are at or near the crossing or when view of crossing is obstructed.

Within the State of Wyoming, duration of complete whistle signal approaching public crossings must be not less than twenty seconds.

(13) **Add: RULE 17(D): DITCH LIGHTS:** When equipped, ditch lights must be displayed to the front of train when headlight is required to be on bright.

(14) **RULE 19:** In caboosless train operations, the initials and number of the car on which the marker is applied must be verified by the conductor, either verbally from the qualified person making the initial terminal road train air brake test or included on the written notification of the test before proceeding. Where the original car with the marker will no longer be the rear car in the train, such as setouts, derailments, etc., an employee must report to the conductor the initials and number of the car on which the marker has been applied before the train departs.

After an emergency application of the air brakes, inspection must determine that the marker is attached to the designated rear car. Indication, from an end of train telemetry device, that pressure is being restored will satisfy this requirement.

When train is set out clear of the main track at other than crew change locations, a member of the crew must remove the end of train telemetry device, if so equipped, and transport the device on the engine to the destination where the crew will be relieved. When the engine is to remain with the train, unless advised by proper authority to leave devices with the train, both head-end and rear-end telemetry devices are to be removed by crew and delivered to proper authority at the tie-up point. In all cases, the train dispatcher must be notified of the disposition of the devices.

(15) **Add: RULE 25A. PROTECTION OF OCCUPIED OUTFIT CARS:** 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 remotely 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 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.

ITEM 10. (CONTINUED)

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; and,
- 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 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.

(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 remotely 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; and,
- 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.

(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.

(16) **RULE 81:** Relieving crews must attempt to contact train dispatcher before departing from their originating location, where mechanical printers are located, to obtain track warrant and track bulletins.

(17) **RULE 82: Second paragraph changed to read:** Permission from train dispatcher must be obtained before making reverse movement in DTC, non-signalled TWC territory or between the outer opposing signals governing movement over a dual control switch or derail.

(18) **RULE 99:** The flagging distances are as follows: When the maximum speed of the subdivision for freight trains is:

- (a) 70 MPH or more, 2 1/4 miles;
- (b) 41 MPH to 69 MPH, 2 miles; and,
- (c) 40 MPH or less, 1 mile.

Maintenance of Way flagging distances as specified in MW Rules 99(E) and 99(F) are changed as follows: When the maximum speed of the subdivision for freight trains is:

- (a) 70 MPH or more, a red flag will be placed 1/4 mile from the obstruction, with torpedoes placed 1 mile and 2 1/4 miles from the red flag or red light;
- (b) 41 MPH to 69 MPH, a red flag will be placed 1/4 mile from the obstruction, with torpedoes placed 1 mile and 2 miles from the red flag or red light; and,
- (c) 40 MPH or less, a red flag will be placed 1/4 mile from the obstruction, with torpedoes placed between 1 and 2 miles from the red flag or red light.

(19) **RULE 99(7): Changed to read:** Outside Rule 93 or Rule 94 limits, when necessary to cross over to another main track to perform switching moves in Rule 251 territory, verbal authority must be obtained from the train dispatcher, including advice that no movements have been, or will be authorized against the current of traffic. After verbal authority has been

ITEM 10. (CONTINUED)

received to cross over to another main track, protection against trains must be provided as follows:

- (a) Movement must not be made until 5 minutes after the switch has been lined.
- (b) If movement must be made against the current of traffic beyond the opposing block signal that protects the crossover movement against trains moving with the current of traffic, leading engine or car must pull 100 feet beyond that signal and wait 10 minutes before making further movement against the current of traffic. All movements must be made at restricted speed.
- (c) No movement may continue against the current of traffic beyond further opposing block signals without authority granted by track bulletin per Rule 464.
- (d) Crew member must notify train dispatcher when their movement is clear of the other track.

(20) **RULE 100:** Returning movement must be made at restricted speed unless train dispatcher authorizes, by signal indication, light engines to return at a higher speed.

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

(The following exception does not apply to restricted key trains or any train containing a rail car, trailer or freight container placarded "EXPLOSIVES A" regardless of train symbol.)

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

(22) **RULE 103(B):** Changed to read: When a train or cut of cars is parted to clear a road crossing or is standing closer than 250 feet to the crossing, if crossing is not equipped with electronic warning devices, a crew member, when practicable, should be in position to warn traffic against trains or engines approaching on adjacent tracks.

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

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

(25) **RULE 103(P):** Third paragraph is cancelled.

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

(27) **Add: RULE 103(U):** The following cars are not to be humped, and must be set out, or set to no-hump track, or shoved to rest in bowl track: Cars carrying transformers, loaded depressed-center flat cars, cars carrying modular house units, articulated and solid drawbar connected cars with more than 2 carbodies, and cars indicated in Form 8620, Instructions for Handling Hazardous Materials.

(28) **RULE 104(B)(5):** Changed to read: Within ABS limits at meeting or passing points, train operating without caboose may leave siding switch used to enter siding lined and locked for siding when authorized to do so by the train dispatcher, or when communication has been established and understanding reached with train to be met or passed. Train using main track must stop and lock the switch in the normal position.

(29) **RULE 104(B)(6):** Added, to read:

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

ITEM 10. (CONTINUED)

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

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

(30) **RULE 104(L):** Last sentence changed to read: Derails must be equipped with a lock and must be locked. Employees finding derails with lock missing or defective must report that fact to the train dispatcher or manager in charge.

(31) **RULE 104(M)(2):** Changed to read: STOPPED BY SIGNAL: When a train or engine is stopped by a signal governing trailing point movement through a spring switch equipped with a facing point lock and no conflicting movement is evident, the switch must be operated by hand for the route to be used. Switch must not be lined and locked in normal position until after movement has been completed.

When a train or engine is stopped by a signal governing trailing point movement through a spring switch not equipped with a facing point lock and no conflicting movement is evident, the switch must be operated by hand unless the provisions of Rule 317 indicate the 5 minute wait is not required. Switch may be lined and locked in normal position after the leading wheels have passed the signal.

(32) **RULE 105:** Changed to read: Except on track where a block system is in effect, trains or engines using other than main track must move prepared to stop within one half the range of vision short of train, engine, on-track equipment, railroad car, stop signal, derail or switch not properly lined.

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

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

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

(35) **RULE 109(A):** Second paragraph changed to read: When train stops enroute or conditions require a train inspection, if the train crew size permits, at least two trainmen should participate by inspecting each side of the train simultaneously. Such walking inspection of the train must be made as time will permit or purpose of the train inspection is resolved.

(36) **Add: RULE 109(D):** When a slide warning device plug is found pulled or controller operated, but no obstruction on or damage to track is found, the plug must be replaced, if practicable, or controller reset by depressing Reset button and conductor must make report to train dispatcher.

(37) **RULE 152:** First paragraph changed to read: Movements against the current of traffic must be authorized by track bulletin or track warrant except as provided by Rule 93, 94, 99(7) or 252.

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

(39) **RULE 251:** Changed to read: Within defined limits on designated tracks so specified in the timetable, trains will be authorized to run with the current of traffic on verbal authority from the train dispatcher; or, a proceed indication of a controlled signal.

(Note: See definition of "controlled signal". An example of where the dispatcher would authorize entry into 251 territory by use of a controlled signal is the controlling signal leaving CTC to enter 251. Verbal authority from the dispatcher does not modify the 5 minute wait requirement of Rule 317.)

(40) **RULE 300:** Add: When a track intervenes between a signal and the track governed, a stub post with a blue light at night will be placed to the right of the signal.

(41) **RULE 305:** First paragraph, add: Except in CTC or interlocking limits, a passenger train is not considered delayed after: (1) making a scheduled stop of less than five minutes and experiencing no other delay, or (2) stopping less than five minutes to line the switch behind after leaving the siding at a meeting or passing point.

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

ITEM 10. (CONTINUED)

(42) **RULE 305(A):** Changed to read: A train having passed a signal governing the approach to an automatic interlocking displaying a proceed indication and speed is below 30 MPH or below one half the timetable speed, whichever is less, must proceed prepared to stop until engine passes interlocking signal.

(43) **RULE 312(4):** Add to Exception: When a train or engine is to leave main track at a switch that is not more than 1,000 feet beyond signal and movement has received authorization from employe in charge of switch, train or engine need not stop, but must move at restricted speed.

(44) **RULE 315(A):** First paragraph changed to read: After stopping for a Stop signal, when authorized to proceed, movement may proceed to the first dual control switch or derail. Before movement passes over dual control switch or derail, movement must stop and crew member must make inspection from the ground of dual control switch or derail, see that it is properly lined and that selector lever or hand crank, if so equipped, is in proper position. If inspection is made before movement passes signal governing movement over the dual control switch or derail, crew member must remain at the dual control switch or derail until leading wheels have passed the signal. Remaining dual control switches or derails, if any, must be inspected by crew member on the ground before movement is made over them.

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

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

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

(48) **RULE 350:** Changed to read:

AUTHORITY: CTC limits will be designated in the timetable. A train must not enter or occupy any track where CTC is in effect unless there is a governing signal displaying a proceed indication or authority has been obtained from the control operator.

Authority may be granted to enter such track without track and time limits in the words "Authority to enter (track) at (location) granted (train) for movement (direction)." After entering the track, train is authorized to move only in the direction specified.

If signal governs movement over a hand operated switch not electrically locked, authority to enter main track or controlled siding must be obtained from the control operator before switch is opened. After switch is opened, if signal does not display a proceed indication, be governed by Rule 312(1). Exception: If block to be entered is occupied by its standing train, engine may, after stopping, pass absolute signal displaying Stop indication without contacting control operator.

(49) **RULE 350(A):** Changed to read:

TRACK AND TIME IN CTC SIDINGS: Track and time will be issued for all CTC sidings. A train must not occupy any siding in CTC territory without track and time authority, except as provided by Rule 350.

(50) **RULE 351:** First and second paragraphs changed to read:

TRACK AND TIME LIMITS: Train may occupy a track or tracks within specified limits for time periods authorized by control operator in words "Track and time permit number _____ to (engine #) at (location), (adding, if applicable: joint with trains/joint with M of W) from CP _____ (track) switch (yes/no) to CP _____ (track) switch (yes/no). Blocked until (time). (Dispatchers initials)." Track may be used in either direction within the limits specified until released without providing flag protection, but all movements must be made at restricted speed.

When the limits are designated by a switch, such limits extend only to the signal governing movement over the switch. Exception: When the track and time permit includes "switch yes", limits will include that switch and track between absolute signals governing movement over the switch.

Sixth paragraph changed to read:

If no other employe has been granted track and time limits within the same limits, track and time may be released by a train while within the limits to move in a specified direction and will then be governed by signal indications upon verbal authority of control operator in words "Track and time permit number _____ granted (train) on (track) between (point) and (point) released for movement (direction) at (time)."

(51) **RULE 351(C):** First sentence changed to read: **JOINT TRACK AND TIME:** Before track and time limits are granted for machines, track cars or employes in the same limits with other machines, track cars, employes or a train, each person holding or requesting track and time limits must be notified of the fact.

(52) Suggested Form for Track Warrant (page 82) Add:

18. () Joint With:

(identification)	BETWEEN	(loc.)	AND	(loc.)
	BETWEEN		AND	
	BETWEEN		AND	

(53) **RULE 403:** When track warrant is issued verbally using mileposts as locations in lines 2, 3 or 4, the dispatcher will state "on (name) subdivision/branch" after reading the line, and employe copying track warrant will

ITEM 10. (CONTINUED)

enter the subdivision/branch at the end of that line. Subdivision/branch must be included when repeating the track warrant back to the dispatcher.

(54) **RULE 406:** Last sentence changed to read:

A track warrant once in effect must not be added to or altered in any manner, except as provided in Rule 450(A).

(55) **RULE 409(2):** Changed to read:

Two or more trains authorized to "WORK BETWEEN" two specific points have been instructed by track warrant (Line 11) to move at restricted speed within the overlapping limits and crew member of train to enter limits has contacted all trains listed on Line 18 of the track warrant and reached an understanding of moves to be made or received advice from the train dispatcher that the train has reported clear of the limits. When crew member is unable to contact all trains listed on Line 18 of the track warrant and advice has not been received from the train dispatcher that trains have reported clear, overlapping limits must not be entered except when preceded by flagman walking not less than 1 mile in advance.

(56) **RULE 409(3):** Changed to read:

Trains are moving in one direction through the limits of a train authorized to "WORK BETWEEN" two specific points and all trains have been instructed by track warrant (Line 11) to move at restricted speed within the overlapping limits and crew member of train to enter limits has contacted all trains listed on Line 18 of track warrant and reached an understanding of moves to be made or received advice from the train dispatcher that the train has reported clear of the limits. When crew member is unable to contact all trains listed on Line 18 of the track warrant and advice has not been received from the train dispatcher that the train has reported clear, overlapping limits must not be entered except when preceded by flagman walking not less than 1 mile in advance.

(57) **RULE 410:** All trains operating in non-signalled TWC territory are to have either a manned caboose or an operative end-of-train (telemetry) device. Not meeting these requirements, trains will not report clear of the limits of a track warrant until it has been determined that the rear car of the train is still on the train and is clear of the limits. This can be determined by visual inspection either by the train crew or by another employe, such as the crew on a train being met, M/W forces, etc.

Trains equipped with an operative EOT device, immediately before proceeding, will verify that pressure is being restored at the rear of the train before proceeding.

Provisions listed above are not required for a train maintaining a speed of 10 MPH or greater through the limits of the track warrant.

(58) **RULE 412(2):** Changed to read:

Trains authorized to occupy the same or overlapping limits have been notified of the authority granted men and machines (Line 12) and have been instructed to make all movements at restricted speed and to stop short of men or machines on or fouling track and employe in charge of maintenance is so notified by track warrant. Train must not enter overlapping limits until crew member has contacted employe in charge, listed on Line 18 of track warrant, and reached an understanding of the moves to be made or received advice from the train dispatcher that the employe in charge has reported clear of the limits. When crew member is unable to contact employe listed on Line 18 of track warrant and advice has not been received from the train dispatcher that employes have reported clear, overlapping limits must not be entered except when preceded by flagman walking not less than 1 mile in advance. If track is not safe for movement at restricted speed, employe in charge must protect such track by placing red flags per Rule 10(A).

(59) **RULE 450:** Last sentence changed to read:

Each crew member must read and understand them, and ensure they apply to the route on which train may operate.

(60) Add: **RULE 450(A). TRACK WARRANTS FOR LISTING TRACK BULLETINS ONLY:**

When a track warrant for listing track bulletins only is in effect and it becomes necessary to change the engine number, the train dispatcher may verbally authorize crew member to change the original track warrant number and engine number in words "Track warrant no. _____ to (engine no.) at (station) changed to read track warrant no. _____ to (engine no.) at (station)." These words must be repeated by crew member holding the track warrant and notation of correction made on his track warrant without otherwise altering the track warrant. Crew member must notify other crew members of the correction made.

(61) **RULE 462:** When track bulletins are transmitted mechanically, all numbers written in the body of the track bulletin will be reprinted on the line directly below that number and bracketed. Crews must make sure that numbers are repeated identically. In addition, crews must verify that all lines of the bulletin are printed. This is done by verifying:

1. The sequential order of line numbers printed on the extreme left of the bulletin;
2. Each numbered line contains information (Note: Lines containing bracketed numbers reprinted directly below numbers written in the body of the bulletin do not have line numbers); and,

ITEM 10. (CONTINUED)

3. The numbered line containing the train dispatcher's initials directly follows the last numbered line of information.

(62) **RULE 607: Add second paragraph:** The conduct of any employee leading to conviction of any misdemeanor involving moral turpitude (including without limitation, the unlawful use, possession, manufacture, distribution, dispensation or transportation of any illegal drug or controlled substance) or of any felony is prohibited. Any employee convicted of any such misdemeanor or felony must notify his or her supervisor of the conviction no later than five days after such conviction.

(63) **RULE 620: Add:** Crewmembers are prohibited from riding in trailing units when seats are available in the control compartment.

Exception: Conductor may ride in trailing locomotive equipped with on-board terminal to perform work order reporting if control compartment is not equipped with operable on-board terminal.

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

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

(1) **RULE G:** (see Item 10).

(2) **RULE 607:** (see Item 10).

(3) **RULE 811: Changed to read:** When unauthorized persons are seen in the vicinity of track or bridges or on other Company property where they may be in danger of injury or their presence interferes with normal operations, they should be asked to leave and if they fail to do so voluntarily, Security and Special Services or the proper authorities should be notified at once.

(4) **RULE 4025:** (see Item 10, Rule 25).

(5) **RULE 4049 (A): First two paragraphs changed to read:** Employees are prohibited from getting on or off moving engines, cars or other equipment except when necessary in the performance of their duties and only when this can be done safely. Equipment must not exceed walking speed, not exceeding 4 MPH, before getting on or off, except in case of emergency. In all cases, the trailing foot must strike the ground first.

Before getting on or off equipment, employees must guard against injury by looking out for unsafe footing, obstructions or equipment moving on other tracks. Extreme care should be used during wet, muddy, snowy or icy conditions and at night in unlit areas. When conditions require, equipment must be stopped before getting on or off.

ITEM 11. MOVEABLE POINT FROGS

Moveable point frog locations are listed on subdivision pages and are identified by signs that are 24 inches wide by 18 inches high.

Signs that can be viewed by approaching trains are white signs with black borders and black lettering reading "Moveable Point Frog". These signs are placed directly across the track from each switch machine.

Signs that can be viewed when facing switch machines are white signs with red borders and red and black lettering. These signs are placed directly across the track from each switch machine. In addition, decals are attached to each switch machine. These signs and decals read: "IMPORTANT: This turnout is equipped with a moveable point frog. When hand operation is required, the switch machine which operates the switch points AND the switch machine which operates the moveable point frog must BOTH be operated. RULES 315 AND 315A APPLY."

At turnout locations, two switch machines; and at crossover locations, four switch machines must be operated before movement is started. Inspection of switch points and points of frog must be made as per Rules 315 and 315A.

NOTES

ITEM 12. USE OF RADIO.

(1) Radio Call-in System

Employees may contact the train dispatcher by using the radio call-in system. The (*) button on the microphone, position (1) on the 5-position tone switch and position (11) on the 20-position tone switch are the same and may be used to contact the dispatcher on the Union Pacific Railroad. In the event of an emergency, the (9) button on the microphone and position (9) on the 20-position tone switch will notify the train dispatcher of the emergency. Position (4) on the 5-position tone switch may have the emergency tone capability; however, not all radios with the 5-position tone switch are equipped with the emergency tone.

Operation of the appropriate push-button on the radio microphone or on the front panel of the radio for 5 seconds will identify the calling station to the dispatcher. Receipt of a tone will confirm the dispatcher has been alerted. The dispatcher will answer the call as soon as other duties permit. If no tone is received, operate the push button again for 5 seconds. If contact is not then established, other means of communication should be used.

Type Tone Switch	Normal Call-in Position	Emergency Call-in Position
5-position	1	4
20-position	11	9
Microphone	*	9

(2) Radio Channel Assignments

Radios equipped for 64/94 channel AAR frequency assignment plan are identified by a 4-digit channel display. The channels are selected by rotary dial, push-buttons or toggle switches. On radios with 3 toggle switches on the front panel, the "Receive Up/Down" switch should not be used under normal service. Instructions to use channels other than those identified as UPRR may be provided by dispatchers or yardmasters, using the 4-digit numbers.

Railroad	Display	Railroad	Display
UPRR 01	2020	CNW	5252
UPRR 02	2424	CMW	7878
UPRR 03	2727	CSP	3030
UPRR 04	4242	CSX	8484
UPRR 05	3838	CP 01	9191
UPRR 06	5858	CP 02	6767
ATSF 01	3636	DRGW	5454
ATSF 02	9696	HBT	4444
ATSF 03	5555	IC	7272
ATSF 04	7272	KCS	1010
ATSF 05	3232	KCT	8080
ATSF 06	3030	NS	2222
BNRR 01	6666	NS	5656
BNRR 02	7070	SP	9696

(3) Operation of Motorola "Spectra" Clean Cab Radio

Selecting Channels

UPRR Spectra radios are pre-programmed with UPRR road channels for easy access. To select a UPRR road channel using the "HOME" key, press the "HOME" key followed by the two digit home channel. For other channels, press the "CHAN" key followed by the two digit transmit channel and then the two digit receive channel. The TX/RX display will update.

Home Channel	Channel	Keystrokes	TX/RX Display
01	UPRR 01	"HOME" 0 1	2020
02	UPRR 02	"HOME" 0 2	2424
01	UPRR 03	"HOME" 0 3	2727
04	UPRR 04	"HOME" 0 4	4242

Adjusting Volume

Press the right side of the "VOL" key to increase volume or the left side to decrease volume.

Transmitting Voice Messages

To transmit voice messages press "PTT" on radio and talk in the direction of the radio, or press the transmit button on microphone and talk into the microphone. The yellow TX display will illuminate.

Transmitting Dispatcher Call-In and Emergency Tones

For normal call-in press the "*" key for 5 seconds. For emergency call-in press the "9" key for 5 seconds. Once programmed, pressing the "DISP" key will transmit the selected tone; however, do not use the "DISP" key unless you have programmed it using the optional instructions below.

Use of "DISP" Key

To program the "DISP" key for a selected tone, press the "DTMF" key followed by a single digit. This programs the key, but does not transmit the tone. To program either of the two tones commonly used on UPRR, enter:

Tone	Function	Keystrokes	Disp T/D Display
DTMF *	Dispatcher Call-In	"DTMF" *	D*
DTMF 9	Emergency Call-In	"DTMF" 9	D9

After it has been programmed, pressing the "DISP" key will transmit the selected dispatcher call-in tone.

ITEM 13. TRAIN DEFECT DETECTORS:**(1) General Instructions:**

The following instructions apply to all detectors:

- (a) Train speed of at least 10 MPH must be maintained while train is moving over detector when practicable. If train stops or speed is less than 10 MPH over detector, unless detector reports "No Defects", refer to Item 13(6).
- (b) Do not stop train over detector equipment when practicable.
- (c) Avoid braking, if practicable, while approaching or passing hot box detector. Excessive braking will cause false indications.
- (d) When detectors are actuated and inspection required, train must be stopped at once. Inspection of car by axle count must be made to ensure retaining valves in exhaust position, hand brakes fully released, no sticking brakes, no broken truck bolster, no brake rigging down or dragging, no lading down or dragging between cars, no lading has dropped down through container floor or cross members of double stack container flat cars. All journals on both sides of car indicated by axle count must be inspected. If no obvious sign of overheating is present on axle indicated, cautiously place bare hand on truck side frame working hand toward roller bearing end cap, keeping in mind that any part of this equipment may be extremely hot. If bare hand cannot be held on side frame or roller bearing for a few seconds, car must be set out. If inspection of car indicates no defects, in addition to inspection of other conditions outlined above, inspection must be made on both sides of five cars ahead and five cars behind the car indicated by axle count. When defect is found, pink tag supplied in crew packet must be noted as to type of defect and attached on or near overheated bearing or on car body nearest defective equipment. Conductor will advise train dispatcher by radio of all information relative to inspection and disposition of car involved.

When detector is actuated and overheated journal is indicated on car equipped with friction bearings, car with initials UPFE or SPFE, car in series FGMR 13000-13499, or on any car in a key train, car must be set out even if inspection of car develops no defects, unless another car within five cars ahead or behind the car indicated is found to have an overheated journal.

- (e) When bridge or other physical characteristic prevents required inspection, train may be moved not exceeding 4 mph, no further than necessary to permit inspection.
- (f) Connecting crews, if any, must be notified by incoming crew of failure to locate hot journal if indication is received from any detector and car is not set out.
- (g) When a car experiences two consecutive hot box detector actuations and overheated journal cannot be found, car must be set out.
Exception: Passenger equipment or business cars need not be set out if inspection reveals no hot journal condition.
- (h) When detector is actuated and overheated journal is indicated on steam locomotive or tender, it is not necessary to stop and inspect unless otherwise instructed by the assigned manager in charge of the steam locomotive.

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

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

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

(3) Hot Box and Dragging Equipment Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators — Talk On Defect Only With Hold or Stop Signals:

The Hold or Stop signal ahead will indicate Stop until entire train has passed the detector and no defects are identified and will then automatically clear. If defects are detected, a two-second alarm tone will be transmitted as each defect is detected. When entire train has passed detector, the detector will announce each defect by axle count, starting from lead axle of lead unit, giving type of defect and location. The message will be transmitted twice followed by "Detector, out." Train must be stopped at once and indicated locations inspected for defects. Train dispatcher must be advised result of inspection and crew must be governed by his instructions.

If detector fails, train dispatcher may release the Hold signal after notifying train crew of failure. In such case refer to Item 13(6).

ITEM 13. (CONTINUED)**(4) High Wide Shifted Load and Dragging Equipment Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators:**

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

(5) Dragging Equipment Detectors Equipped With Radio Transmitted Verbal Defect Indicators — Talk On Defect Only:

The dragging equipment detector will announce only when a defect is detected. If a defect is detected, a two-second alarm tone will be transmitted followed by the warning message. Train must be stopped at once and entire train inspected.

(6) Detector Failure

- (a) All designated restricted key trains and restricted key trains must stop immediately and give full inspection with any detector failure.
- (b) When train has passed a wayside detector equipped with radio transmitted verbal defect indicator and the verbal information is not received or understood or detector announces "integrity failure", or when a "Talk On Defect Only" detector announces "integrity failure", the following procedure must be followed:
 - (1) Train speed must be immediately reduced not to exceed 35 MPH.
 - (2) Train dispatcher must be immediately notified.
 - (3) If train dispatcher has access to remote readout which indicates there are no defects, he may allow train to proceed at normal speed.
 - (4) Train may proceed not exceeding 35 MPH if determination is made that train will receive a complete roll-by inspection on both sides of train by qualified employees standing on the ground or pass an operable detector within 30 miles. Train dispatcher may provide this information; or, train crew may establish their own roll-by inspection if they have knowledge of location of qualified employees and are assured by those employees that a roll-by inspection will be performed. In the event the train will receive roll-by inspection, train to be inspected must know the location where the inspection will be performed. Train speed must be reduced to not exceeding 10 MPH during inspection.

Train dispatcher may elect to have train stop and make inspection prior to receiving roll-by inspection or passing next detector and will also determine location that train is to be stopped and inspected. In all cases, train must be inspected within 30 miles after passing defective or nonoperable detector, and may not pass two consecutive defective or nonoperable detectors without stopping for inspection or receiving roll-by inspection.

ITEM 14. OPERATIONS OVER FOREIGN LINES:

NOTE: When operating on foreign railroads that have speed restrictions on empty cars, crews must consider any car as empty when the explanation in the Commodity column of the TCS consist indicates the car as being a revenue empty (REVMTY or MTYTXX), regardless of the entry in the Car Kind column.

Restrictions listed in Items 2, 2-A and 2-B must be respected when operating on any foreign railroad, except when their requirements are more restrictive.

(a) Use of ATSF Tracks Between:

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

ITEM 14. (CONTINUED)

11. Stockton and Pittsburgh.

General Code of Operating Rules and ATSF Timetable apply.

(b) Use of BN Tracks Between:

1. Crystal City and Ste. Genevieve
2. Springfield and Aurora
3. Cherokee Yard and BN-ATSF Connection, Tulsa
4. Rockview and Chaffee
5. Winthrop and French (St. Joseph)
6. Oregon Trunk Jct. and Bend
7. Reservation and North Portland Jct.
8. Centralia and Hoquiam
9. BN Conn. (Spokane) and Fish Lake
10. 29th Street (Kansas City) and Paola
11. Oswego and Columbus
12. BN Jct. and WF & NW Jct.

General Code of Operating Rules and BN Timetable apply.

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

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

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

- (1) KCS Definition, **Restricted Speed**. A speed that will permit stopping short of train, engine, railroad equipment, track car, stop signal, derail or switch not properly lined and looking out for broken rail, but not exceeding 20 miles per hour.
- (2) KCS Definition, **Yard Speed**. A speed that will permit stopping within one-half the range of vision short of trains, engine, railroad equipment, track car, stop signal, derail or switch not properly lined and looking out for broken rail, but not exceeding 20 MPH.
- (3) Rule 10: Yellow and Green Flags will not be used.
Rule 10(G): Green Resume Speed signs are not used.
- (4) Rule 93: Within yard limits, trains and engines must not exceed yard speed. Block signal indications within yard limits do not relieve trains and engines from moving at yard speed.
- (5) Rule 99(C), add: When flagman of proceeding train is riding engine of following train, following train must proceed at restricted speed while flagman is on engine, regardless of any specific flagging instructions.
- (6) Rule 101(A), add: Any broken pieces of wheels, flanges, or other parts found, indicating defective equipment or track that may cause damage or derailment, must be reported immediately to the train dispatcher.

Extreme care will be used in carrying lighted fuses across open deck bridges to see that dripping molten matter does not ignite the structure. Everyone is cautioned to be alert for signs of fire on or near bridges. Extreme care must be used in dropping fuses. Waste from hot boxes must not be left burning. Be sure to extinguish the fire before discarding burning matches, cigarettes and cigars.

When moving over bridges where decking is not protected by metal or ballast covering, the engine brakes must be released and not applied while engine is on bridge unless necessary to make an emergency stop, and if the brakes are applied while the engine is on bridge, the movement must be stopped and the bridge inspected to make sure there is no fire present.

Crew members will be especially observant in passing over open deck bridges for any indication of fire. If indication of fire is observed, the movement will be stopped, the fire extinguished and train dispatcher notified before train departs.

- (7) Rule 103, add: Trains and engines will not follow a preceding movement over a public crossing closer than 5 minutes unless such crossing is protected by a flagman or crossing gate.
Engines or cars set out in sidings, industry tracks or other tracks must have wheels chocked in addition to hand brakes being set.
- (8) Rule 105: Trains or engines using a siding or any track other than a main track must proceed at Yard Speed.
- (9) Rule 245M (Restricting): Proceed at Yard Speed instead of Restricted Speed.
- (10) KCS Rule 284: **Aspect:** Flashing yellow. **Name:** Medium Approach. **Indication:** Proceed, reducing speed to 30 MPH before leading wheels pass the next signal.
- (11) KCS Rule 291(A): **Aspect:** Red with number plate and letter "P" marker. **Name:** Permissive. **Indication:** Proceed at Restricted Speed.
- (12) Rule 305: Exceptions to Rule 305 do not apply.

ITEM 14. (CONTINUED)

- (13) Rule 312(1): In authorizing train or engine to proceed from a Stop indication of block signal, control operator will say, "There is no opposing train in the block". If it is not known there is no opposing movement, train or engine may proceed under flag protection to the next signal upon verbal advice from train dispatcher or control operator in words, "Proceed under flag protection".

Rule 312(2): Does not apply.

- (14) Rule 315(A): KCS Rule 104(b) and KCS Rule 104(c). When proceeding from a Stop indication over a dual control switch, crew member, after examining switch, must remain at the switch until leading wheels pass over the switch. If control operator does not know by indication on control panel that switch is lined and locked for route to be used, the switch must be placed in hand operation by crew member of train or engine involved. Facing point movements: After all movements over switch have been completed, switch must be restored to normal position by hand and then switch returned to power. Trailing point movements: Same as GCOR.
- (15) SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.
- (16) Cars 85 feet or longer must not be placed nearer than the sixth car from an engine or remote unit. Exception: any type unit train.
- (17) Maximum weight limitations: Cars with gross weight in excess of 263,000 up to 274,000 lbs. restricted to 5 MPH less than maximum authorized speed. Cars in excess of 274,000 up to 315,000 lbs. are restricted to 30 MPH except tank cars 35 MPH.
Movement of cars in excess of 315,000 lbs. must be authorized by A.V.P.— Transportation, Shreveport, La., except DUPX 28050 series 8 axle tank cars weighing up to 526,000 lbs. which may be handled at maximum speed and coupled together in any number, but must not be handled next to engine or other car exceeding 263,000 lbs.
- (18) UP Special Instructions Item 13 will apply with respect to each condition indicated in addition to following:
Journal or adapter found noticeably hotter than others, car must be set out.
If defect is not located train must be observed closely and if defect is indicated on same axle a second time car must be set out.
Oversize load detector installations will not clear man on side of car.
White light illuminated on equipment house indicates "System On."

(d) Use of DRGW Tracks Between:

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

General Code of Operating Rules and DRGW Timetable apply. Note: DRGW signal mast with:

No number plate or "P" marker is an interlocking signal;

Number plate only is a Stop-and-Proceed signal; or,

A "P" marker and number plate is a Positive ABS.

DRGW Trackage at Salt Lake City: All freight trains, switch and light locomotive movements, including interchange deliveries between UP North Yard and DRGW Roper yard will, unless otherwise provided, use the two running tracks between Grant Tower, 2nd South and Roper, 21st South. All movements in either direction on either track must be authorized by DRGW Tower. The use of the 13th South crossover from running track to Westbound Passenger Main Track must be authorized by DRGW dispatcher. Union Pacific crews before entering DRGW tracks at Roper Yard must contact Roper Tower and obtain track on which to yard delivery, and track for return movement.

ITEM 15. WORK ORDER FEEDBACK:

1. The conductor or foreman will be furnished a computer-generated Work Order Issue document at the beginning of or during a tour of duty. This document includes one or more individual Work Orders, which describe the scheduled work to be performed in stations/yards, at industries, and at interchanges. The conductor must record the following information on this document: pull times, placement (spot) times, and interchange times. The conductor must sign and date the completed report.

When making station/yard setouts, the conductor must record the setout times, yard numbers, and track numbers of where the setout was made, as well as the direction and sequence showing how the setouts line up within each track.

If a car or block is handled differently from the instructions appearing on the Work Order, the exception to the detail line, in addition to the "Setout Exception Reason" code must be noted on the document on the blank space below the printed detail line.

Conductor must show the "Not Done Reason Why" code for every line of scheduled work that is not done.

ITEM 15. (CONTINUED)

2. When unscheduled work is performed, which is work not prescribed by a Work Order Issue document, the conductor must record the moves on Form 29363.
3. At locations where Work Order Issue documents are not received or a job has been designated to pickup or setout cars from industry/interchange, the document used, such as a track list, must be treated as a Work Order. Work performed must be noted on the document as prescribed by section (1). Upon completing the work, the conductor must sign the document and must show date and time the work is completed. Where Form 29363 is not available, track lists used in the manner described above must also be marked and signed.
4. When verbal instructions are received, the work performed must be recorded as prescribed by section (2). When performing intra-plant switching moves requested by the customer, the name of the customer's employee requesting the moves must be recorded in the RSN field of Form 29363. If Form 29363 is not available, the car movements may be recorded on the reverse side of the Work Order Issue document.
5. If an industry provides switch lists to crews, the conductor has two alternatives:
 - a. If the industry document can be retained, the conductor must:
 - Note date and time each block of work is performed;
 - Note type of work performed by crew, i.e., pull, place or switch to another spot, even if the work was previously noted on the document by the industry;
 - Note any exceptions to the documents under the appropriate equipment ID's; and,
 - Date and sign bottom of list.
 - b. If the industry will not release the list and retains the document for their own records, the conductor must:
 - Transfer all pertinent information from the document to Form 29363 (see section 2) or a handwritten list if Form 29363 is not available;
 - Note date and time the work was accomplished; and,
 - Date and sign.
6. Upon completing all documents pertaining to car movements, including Work Order Issues, conductors are required to provide feedback as soon as practicable. Feedback may be accomplished as follows:
 - a. Telephone the area representative designated in the National Customer Service Center (NCSC) to report your train;
 - b. Transmit via facsimile to the designated representative in the NCSC with mandatory telephone verification; or,
 - c. Via on-board terminal using the Advanced Train Control System Work Order method if governed by Special Instructions Item 15-A, section (1).
7. Documentation as outlined above must also be provided for locomotives and end-of-train telemetry devices; such as, locomotive consist at originating point and locomotives picked up or set out enroute.

Accurate, complete and timely feedback is the basis for proper TCS reportings providing our customers with up-to-the-minute car location information, also ensuring assessment of all applicable car handling charges.

ITEM 15-A. ATCS WORK ORDER FEEDBACK:

1. These instructions are applicable to conductors, footboard yardmasters, and yard engine foremen who have successfully completed the ATCS Work Order Reporting course, whose train or job is designated as an ATCS train, and whose duties include:
 - a. Handling car and train movements while assigned to a train equipped with an on-board terminal (OBT) or who are required to report car and train movement activity using an office OBT; and,
 - b. Recording car and train movement activity on documents prescribed in Special Instructions Item 15.
2. Employees covered by section (1) must have available for reference, be governed by requirements of, and comply with procedures contained in Form PB22250, Advanced Train Control System (ATCS) Work Order Reporting Procedures "Conductor's On-board Manual".
3. When logging on to the TCS/ATCS sessions of the OBT, conductor must enter his/her assigned user-id and unique password.
4. The Work Order Issue document referred to in Special Instructions Item 15 hereafter will be referred to as the back-up document.
5. Conductors are required to input car and train handling information into the OBT as soon as practicable after the event occurs.
6. Hours of Service/Relief Situations

Conductors of trains/jobs subject to an Hours of Service situation or handled by a series of conductors will, before being relieved:



 - a. Ensure the back-up document or other documents prescribed by Special Instructions Item 15 are completed in accordance with Item

ITEM 15A. (CONTINUED)

- 15 and complete all on-board reportings accounting for all work to the Hours of Service or relief point;
 - b. Logoff from both the TCS/ATCS reporting sessions;
 - c. Leave the documents for the relieving conductor. The relieving conductor will logon to TCS/ATCS sessions and continue reporting car and train movement activity for that same train or yard/industry job; and,
 - d. If conductor is not being relieved, complete section (6)a and (6)b taking the back-up document to the tie-up point or nearest station, notifying the local manager or be governed by local instructions.
7. Crew Room OBT

Certain crew rooms or local facilities are equipped with permanently secured OBT units. The units are the same as those found on board locomotives and are capable of making the same reportings as locomotive-mounted units. Crew room OBTs are available to conductors assigned to trains/jobs not equipped with an OBT on the locomotive or for conductors who experience a technical problem with the OBT on the locomotive. In such cases, these devices are used to complete reportings. Conductors should refrain from using an office OBT in lieu of any operable OBT accompanying the train or yard/industry job unless otherwise instructed.

ITEM 16. DISTANT SIGNALS

RULE	ASPECTS	NAME	INDICATION
228.		DISTANT SIGNAL CLEAR.	Proceed. If a train or engine is delayed between Distant Signal Clear and block signal, interlocking signal or switch point indicator, it must then proceed prepared to stop short of next signal or switch point indicator.
229.		DISTANT SIGNAL APPROACH.	Approach next signal prepared to stop short of next signal or switch point indicator. The maximum speed in interlocking limits for which "DISTANT SIGNAL APPROACH" is displayed at a distant signal, is 20 MPH.

NOTES

ITEM 17. BLOCK AND INTERLOCKING SIGNALS:

RULE	NAME	ASPECT	ACS
245A	CLEAR	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	● ○ ○
245B	APPROACH LIMITED	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	● ○ ○
245C	APPROACH MEDIUM	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	○ ○ ○
245D	APPROACH	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	○ ○ ○
245E	APPROACH RESTRICTING	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	○ ○ ○
245F	DIVERGING CLEAR LIMITED	 (WITH OR WITHOUT LETTER "A" PLATE)	● ○ ○
245G	DIVERGING CLEAR	 (WITH OR WITHOUT LETTER "A" PLATE)	○ ○ ○
245H	DIVERGING CLEAR SLOW	 (WITH OR WITHOUT LETTER "A" PLATE)	○ ○ ○
245J	DIVERGING APPROACH LIMITED	 (WITH OR WITHOUT LETTER "A" PLATE)	○ ○ ○
245K	DIVERGING APPROACH	 (WITH OR WITHOUT LETTER "A" PLATE)	○ ○ ○
245L	DIVERGING APPROACH SLOW	 (WITH OR WITHOUT LETTER "A" PLATE)	○ ○ ○
245M	RESTRICTING	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	○ ○ ○
245N	FLASHING STOP AND PROCEED	 FLASHING RED LIGHT ON ANY SIGNAL	○ ○ ○

INDICATION

Proceed.

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

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

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

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

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

Proceed on diverging route at prescribed speed through turnout.

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

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

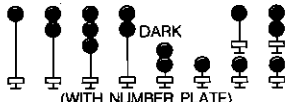
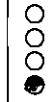


Proceed on diverging route at prescribed speed through turnout prepared to stop before any part of train or engine passes the next signal. Trains exceeding 30 MPH must immediately reduce to that speed.

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

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





Stop before any part of train or engine passes the signal then proceed at restricted speed to next signal.

ITEM 17. (Continued)



RULE	NAME	ASPECT	ACS
245P	STOP AND PROCEED	 DARK (WITH NUMBER PLATE)	
245Q	STOP	 DARK (WITH DR WITHOUT LETTER "A" PLATE)	

ITEM 18. AUTOMATIC CAB SIGNALS:

Note: Refer to Rule 369, paragraph 3.

RULE	NAME	ASPECT	INDICATION
246.	RESTRICTING		Proceed at restricted speed.
246A.	APPROACH		Proceed prepare to stop before any part of train or engine passes the next signal. Trains exceeding 30 MPH must immediately reduce to that speed.
246B.	APPROACH LIMITED		Proceed. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays Clear or Approach Limited.
246C.	CLEAR		Proceed.

ITEM 19. INDICATORS

RULE	ASPECTS	NAME	INDICATION
247B	 (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED)	Hold	Communicate with operator or dispatcher before proceeding. If unable to communicate with dispatcher, operator or operating manager, crew must inspect entire train for hot box or other defects. After such inspection, if safe to do so, train may proceed at restricted speed to next signal.
247E	 (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED) ILLUMINATED	Slide warning	After stopping, proceed at restricted speed to next signal. Keep close lookout for rocks or other obstructions, broken, bent or damaged rail.

INDICATION

Stop before any part of train or engine passes the signal then proceed at restricted speed to next signal.

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

ITEM 20. AMTRAK TRAIN SCHEDULES

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

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

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

(d).

5 Daily ↓	5 Daily ↓	SALT LAKE CITY — WINNEMUCCA	6 Daily ↑
12:30 am(MT)	12:20 am(MT)	SALT LAKE CITY (DRGW)	4:15 am(MT)
		ELKO	10:38 pm
		WINNEMUCCA (SP)	8:40 pm(PT)
5 ↓ Until Apr. 09, 1991	5 ↓ Eff. Apr. 09, 1991	STATIONS	6 ↑ Eff. Apr. 07, 1991

(e).

31 Daily ↓	33 Daily ↓	ST. LOUIS — KANSAS CITY	30 Daily ↑	32 Daily ↑
5:20 pm	8:05 am	ST. LOUIS	2:35 pm	9:05 pm
5:45 pm	8:30 am	KIRKWOOD	2:04 pm	8:30 pm
7:39 pm	10:18 am	JEFFERSON CITY	12:15 pm	6:41 pm
8:44 pm	11:29 am	SEDALIA	11:04 am	5:32 pm
9:14 pm	11:59 am	WARRENSBURG	10:32 am	5:02 pm
9:54 pm	12:39 pm	LEE'S SUMMIT	9:51 am	4:21 pm
10:11 pm	12:56 pm	INDEPENDENCE	9:34 am	4:04 pm
10:40 pm	1:25 pm	KANSAS CITY (Un. Sta.)	9:15 am	3:45 pm
31 ↓	33 ↓	STATIONS	30 ↑	32 ↑

(f).

35 Daily ↓	35 Daily ↓	SALT LAKE CITY — BARSTOW	36 Daily ↑
12:50 am	12:40 am	SALT LAKE CITY (DRGW)	4:10 am
3:55 am	3:45 am	MILFORD	12:30 am
5:50 am	5:40 am	CALIENTE	10:30 pm
8:46 am (MT) 8:00 am (PT)	8:35 am (MT) 7:50 am (PT)	LAS VEGAS	8:10 pm (MT) 6:55 pm (PT)
11:20 am	11:10 am	BARSTOW (ATSF)	3:35 pm
35 ↓ Until Apr. 09, 1991	35 ↓ Eff. Apr. 09, 1991	STATIONS	36 ↑ Eff. Apr. 07, 1991

ITEM 20. (Continued)

(g).

21 Daily ↓	ST. LOUIS	SAN ANTONIO	22 Daily ↑
12:20 am	ST. LOUIS		7:00 am
4:05 am 4:08 am	POPLAR BLUFF		2:49 am 2:44 am
5:02 am	WALNUT RIDGE		1:40 am
5:38 am	NEWPORT		1:06 am
7:23 am 7:28 am	L. ROCK AMTK STA.		11:42 pm 11:37 pm
8:13 am	MALVERN		10:30 pm
8:34 am	ARKADELPHIA		10:07 pm
9:59 am 10:09 am	TEXARKANA		8:52 pm 8:42 pm
11:24 am	MARSHALL		7:23 pm
11:54 am	LONGVIEW		6:51 pm
2:29 pm 2:49 pm	DALLAS		4:10 pm 3:35 pm
8:17 pm	TAYLOR		10:25 am
9:12 pm	AUSTIN		9:35 am
9:52 pm	SAN MARCOS		8:45 am
11:45 pm	SAN ANTONIO (SP)		7:05 am
21 ↓	STATIONS		22 ↑

(h).

25 Daily ↓	25 Daily ↓	SALT LAKE CITY — PORTLAND	26 Daily ↑
12:40 am	12:30 am	SALT LAKE CITY (DRGW)	4:55 am
1:33 am	1:23 am	OGDEN	3:18 am
4:00 am	3:55 am	POCATELLO	12:55 am
5:34 am	5:29 am	SHOSHONE	11:17 pm
7:46 am	7:41 am	BOISE	9:06 pm
8:50 am	8:35 am	NAMPA	8:33 pm
9:28 am	9:13 am	ONTARIO	7:38 pm
11:22 am	11:07 am	BAKER	5:44 pm
12:22 pm (MT) 11:26 am (PT)	12:07 pm (MT) 11:11 am (PT)	La GRANDE	4:41 pm (MT) 3:37 pm (PT)
1:55 pm	1:35 pm	PENDLETON	1:29 pm
2:33 pm	2:13 pm	HINKLE	12:39 pm
3:55 pm	3:35 pm	THE DALLES	11:14 am
4:23 pm	4:03 pm	HOOD RIVER	10:48 am
6:05 pm	5:45 pm	PORTLAND	9:30 am
25 ↓ Until Apr. 09, 1991	25 ↓ Eff. Apr. 09, 1991	STATIONS	26 ↑ Eff. Apr. 07, 1991

Industrial Leads/Spurs	ID #	Page	Industrial Leads/Spurs	ID #	Page	Industrial Leads/Spurs	ID #	Page
A&S	150	31	Firestone	910	19	Midvale	690	80
Arco	901	34	Fondren	911	39	Mikami	913	110
Arkansas City	778	22	Freeman	715	5	Millard	779	63
Bastrop	852	15	Freemont Canning			Mission	519	41
Bayou Pierre	903	17	Factory	912	62	Monsanto	681	4
Bergstrom	739	33	Freeport	755	40	Moshier	520	8
Bonham	153	21	General Chem	870	79	Norkan	804	57
Bonne Terre	503	4	Gilmore	805	57	OG&E	669	45
Broadway	680	4	Grace	406	97	Olympia	443	109
Brownsville Port Line	753	41	Gross Port	821	15	Orient	727	7
Burning Star No. 2	726	7	Harbor	820	15	Phillips Refinery	684	41
Burning Star No. 4	724	7	Hansen	845	58	Pike City	854	13
Camp Beauregard	904	15	Henderson	157	21	Ramsey	824	76
Captain Mine	723	7	Huntsville	514	34	Richland	677	111
Carswell AFB	905	31	IPP	838	82	River	780	63
Carly	864	107	Jacinto Port	746	34	Rock St.	521	11
Celanese	754	41	Jacksonville	714	9	Salem	710	3
Chevron	867	77	Jamaica	732	3	South Pass	237	77
Cind-R-Lite	906	84	Jenks	685	43	Stauffer	869	79
Cissna Park	709	3	Jim Bridger	866	77	Stocks Mill	907	84
Conda	405	97	JSW	728	7	Syracuse	305	79
Consolidated Lumber	908	87	Kearney	781	63	Tenneco	868	79
Crystal City	731	8	Kirkwood	51	53	Texas Gulf	871	79
Cumberland	402	97	Lake	650	53	Tilma	665	112
Cypress Bend	733	9	Las Vegas			Topoka	79	47
Dabney	782	33	Industrial Park	762	83	Trigo	878	48
Dupont	909	19	Leamo	872	90	Tyler	164	21
Elkol	403	97	Lesperance	533	4	U.S. Steel	902	34
Evona	306	79	Letourneau	833	21	Valley-Nellis	763	83
Exxon	404	97	Lexington	877	56	Vliets	841	58
Fibreboard	765	83	Loughorn	740	33	Westville	26	3
Fidelity	725	7	Lovell-Nellis	764	83	White Bluff	858	14
			Marshall	876	56	Winfield	776	22
			Medicine Bow	827	76	Woodbine	813	23
						Yakima	446	111

ROADWAY SIGNS



TRACK WORKER

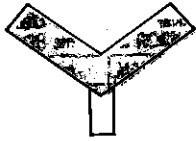


FOR CROSSINGS



FOR TUNNELS, ETC.

REQUIRED WHISTLE SIGNAL RULE 15(I).



YARD LIMIT SIGN



PERMANENT SPEED RESTRICTION SIGN



PERMANENT RESUME SPEED SIGN



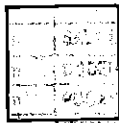
STOP SIGN.



STOP SIGN.



YELLOW-RED FLAG PROTECTING MEN AND EQUIPMENT



YELLOW FLAG



RED FLAG



GREEN FLAG

COLOR CODES



CTC

ABS

ABS-TWC

TWC

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

EXPLANATION OF CHARACTERS

- Ⓐ —Automatic Interlocking.
- Ⓑ —Radio Base Station.
- Ⓒ —Draw Bridge.
- Ⓓ —Gate — Normal Position Against Conflicting Route.
- Ⓔ —Gate — Normal Position Against This Subdiv.
- Ⓜ —Manual Interlocking.
- Ⓢ —Stop Sign.
- Ⓣ —Turning Facility.
- Ⓧ —Railroad Crossing At Grade.
- Ⓨ —Yard Limits.
- n —Northward.
- s —Southward.
- e —Eastward.
- w —Westward.
- c —Center.
- 1 —Crossover Between Main Tracks — Dual Control Switches.
- X —Hand Operated Crossover.
- Z —Rule 104(c), para. 2 does not apply.
- Ⓢ —Item 9 Special Instructions Applies.
- Ⓣ —Item 11 Special Instructions Applies.
- † —Applies Only Until Eng. Has Reached Resume Speed Sign.
- ‡ —Applies Only Until Eng. Has Passed Hand Operated Switches.
- Ⓔ —Reduce/Resume Speed Signs at Other Than Prescribed Location.
- Ⓢ —Hot Box and Dragging Equipment Detector Station equipped with Radio Transmitted Verbal Indicator.
- # —Hot Box Detector Station equipped with Radio Transmitted Verbal Indicator.
- @ —Hot Box and Dragging Equipment Detector Station equipped with Radio Transmitted Verbal Indicator — Talk On Defect Only With Hold or Stop Signals.
- \$ —Hot Box Detector Station equipped with Radio Transmitted Verbal Indicator — Talk On Defect Only With Hold or Stop Signals.
- % —Dragging Equipment Detectors with Radio Transmitted Verbal Indicator — Talk On Defect Only.
- ¢ —High Wide Shifted Load and Dragging Equipment Detector Equipped with Radio Transmitted Verbal Indicator.
- † —Siding with entering signal allowing aspect more favorable than lunar.

Capacity of sidings shown clearance point to clearance point.

Continental Time Conversion Chart

1:00 AM	0100	1:00 PM	1300
1:30 AM	0130	1:30 PM	1330
2:00 AM	0200	2:00 PM	1400
3:00 AM	0300	3:00 PM	1500
4:00 AM	0400	4:00 PM	1600
5:00 AM	0500	5:00 PM	1700
6:00 AM	0600	6:00 PM	1800
7:00 AM	0700	7:00 PM	1900
8:00 AM	0800	8:00 PM	2000
9:00 AM	0900	9:00 PM	2100
10:00 AM	1000	10:00 PM	2200
11:00 AM	1100	11:00 PM	2300
11:59 AM	1159	11:59 PM	2359
Noon	1200	Midnight	2400
12:01 PM	1201	12:01 AM	0001

TABLE OF TRAIN SPEEDS

Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour
0	45	80.0	1	6	54.5	1	21	44.4	1	35	37.9
0	48	75.0	1	7	53.7	1	22	43.9	1	40	36.0
0	50	72.0	1	8	52.9	1	23	43.4	1	45	34.3
0	52	69.2	1	10	51.4	1	24	42.9	1	50	32.7
0	54	66.6	1	11	50.7	1	25	42.4	1	55	31.3
0	54	66.6	1	12	50.0	1	26	41.9	2	0	30.0
0	56	64.2	1	13	49.3	1	27	41.4	2	5	28.8
0	58	62.0	1	14	48.6	1	28	40.9	2	10	27.7
1	0	60.0	1	15	48.0	1	29	40.4	2	15	26.7
1	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0