

JOB BRIEFING GUIDELINES

Safety, Quality, and Productivity are the result of well planned and conducted job briefings.

STEP I. Plan the Job Briefing.

A. Develop your own work plan by:

1. Reviewing work or task to be accomplished.
2. Checking the job location and work area.
3. Breaking the work or task down into step-by-step procedure.
4. Determining tool, equipment, and material requirements.
5. Determining what safety rules or procedures are applicable.

B. Consider existing and potential hazards that might be involved as a result of:

1. Job and weather conditions.
2. The nature of the work to be done.
3. The job location.
4. The tools, equipment, and materials used.
5. Equipment to be worked on.
6. Traffic conditions and visibility.
7. Time of day.
8. Safety or personal protective equipment required.

C. Consider how work assignments will be made.

1. Group assignments.
2. Individual assignments.
3. Abilities and experience of individuals.

STEP II. Conduct the Job Briefing.

A. Explain work or task to employees.

1. What is to be done.
2. Why is it to be done.
3. When it is to be done.
4. Where it is to be done.
5. How it is to be done.
6. Who is to do it.
7. What safety precautions are necessary.

B. Discuss existing or potential hazards and ways to eliminate or protect against them.

C. Make definite work assignments.

1. Make sure employees understand assignments.
2. Ask questions of the "how" and "why" type.

D. If special tools, materials, equipment, or methods are to be used, make sure employees know how to proceed safely.

E. Issue all instructions clearly and concisely; check to see that they are understood.

STEP III. Job Brief for Special Conditions.

A. Complex jobs.

1. Brief only a portion of the job.
2. Give additional briefing as the job progresses.

B. Change in job conditions — when it becomes necessary to change plans and procedures as the job progresses, brief employees on these changes. (As an example: the weather condition changes)

STEP IV. Follow up by Supervisor.

It is important that frequent checks be made as the job progresses to be sure that:

- A. Your plans are being followed and correct work methods used.
- B. Each person is carrying out the assigned responsibilities.
- C. Any hidden hazards have been identified and action initiated to eliminate or what precautions are required.

STEP V. Individual Responsibility.

All employees are responsible to see that the work plan is carried out according to the Job Briefing or modified when conditions change.



UNION PACIFIC RAILROAD CO.

SYSTEM

TIMETABLE No. 9

Effective 0001 Sunday,
OCTOBER 25, 1992

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 GUIDANCE AND USE OF
EMPLOYEES AFFECTED.

A. L. SHOENER, Executive Vice President — Operation.
M. F. KELLY, Vice President — Field Operations.
E. S. HAWLEY, Vice President — Transportation Services.
S. J. McLAUGHLIN, Vice President — Engineering Services.
H. WAGENSEIL, Vice President — Supply & Maintenance
Operations.

Division	Safety Hot Line	Superintendent	Headquarters
D. M. Wheeler, General Superintendent			
02 Midwest	992-1117	K. C. Packard	Kansas City, MO
03 Kansas City	992-3175	S. R. Searle	Kansas City, MO
04 Van Buren	992-1825	J. E. Dennis	Van Buren, AR
05 Nebraska	271-3635	M. E. Ring	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	J. W. Heavin	Ft. Worth TX
M. D. Dealy, General Superintendent			
01 St. Louis	992-2053	R. W. Schreiber	St. Louis, MO
08 Arkansas	992-1894	R. G. Lang	No. Little Rock, AR
09 No. Little Rock	373-2490	G. W. Smith	No. Little Rock, AR
10 Red River	992-2173	B. D. Banion	Longview, TX
13 San Antonio	921-4004	F. A. Lopez	San Antonio, TX
14 Houston	992-1891	D. K. Barnes	Spring, TX
15 Louisiana	992-2303	P. N. Crabtree	Addis, LA
G. O. Everett, 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	Boise, 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	J. K. Bearden	Salt Lake City, UT
21 California	992-2111	G. R. Davidson	Los Angeles, CA

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

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

Train Management	Area Superintendent
Central Area	— T. F. Jacobi
Southern Area	— A. R. Orrick
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	Page	ID #	Subdivisions / Branches	Page	ID #	Subdivisions / Branches	Page	ID #
Aberdeen	92	423	Grays Harbor	103	442	Pinkneyville	7	21
Albion	58	209	Greeley	67	228	Plainville	47	226
Alexandria	14	100	Gurdon	19	6	Pleasant Valley	106	456
Anaheim	83	339	Hallam	57	219	Pocatello	90-91	401
Atchison	55	528	Helena	9	512	Port Chicago	88	321
Austin	30-31	151	Heppner	103	436	Portland	101-102	434
Avoyelles	18	101	Herington	26	569	Provo	77	309
Baird	28-29	152	Hoisington	44-45	59	Reno	87	316
Baton Rouge	17	102	Homedale	95	419	Riparia	105	452
Baytown	37	103	Houston	36-37	558	River	54	73
Beatrice	58	205	Hoxie	10	8	St. Genevieve	8	22
Beaumont	16-17	104	Idaho Northern	95	414	Salina	46	74
Bend	103	438	Iron Mountain	77	334	Salt Lake	74-75	240
Bieber	87	319	Joppa	5	10	San Antonio	34	560
BMI	81	337	Joseph	96	432	San Jose	89	331
Boise	95	409	Julesburg	65	229	San Pedro	83	343
Boulder	67	232	KCT	52	90	Scoville	93	424
Brownsville	38-39	105	La Grande	98-100	431	Seattle	102	441
Cache Valley	76	302	Lake Charles	15	111	Sedalia	50-51	76
Caliente	78-79	332	Laramie	69-71	233	Shawnee	24	547
Canyon	86-87	318	Lawton	24	567	Shreveport	18	160
Carthage	49	52	Little Mountain	76	304	Sidney	66	213
Cedar City	77	333	Little Rock	12	12	Sikeston	7	2
Cedar Rapids	58	210	Los Angeles	80-82	338	South		
Cherokee	40-41	540	Malad	76	303	Torrington	66	215
Chester	6-7	3	Marysville	56-57	216	Sparta	8	23
Chicago	2-3	4	McPherson	23	68	Spokane	104	444
Choctaw	25	541	Mead Lake	79	335	Springfield	49	77
Clinton	47	549	Memphis	11	14	Stromsburg	58	206
Coffeyville	42-43	62	Midland Valley	41	69	Tekoa	105	451
Condon	103	437	Monroe	13	15	Tidewater		
Conway			Montana	92	421	Southern	89	328
Springs	26	55	Moscow	106	457	Tulsa	41	551
Corpus Christi	33	107	Nampa	94	408	Twin Falls	91	410
Council Bluffs	60-61	201	Nashville	19	16	Wallace	106	454
Dallas	20-21	154	New Meadows	96	416	Wallula	105	448
Dayton	105	449	Norfolk	58	208	Warren	15	25
Denton	27	553	North Platte	65	214	Waxahachie	27	557
De Soto	4	5	North Side	91	411	Webb City	49	81
DFW	27	554	Ogden	76	301	Weeping		
Dry Valley	91	407	OKT	22-23	566	Water	55	66
East Belt	93	428	Orange	17	114	West Belt	93	429
Elko	84-85	315	Ord	58	211	Wichita	47	82
Falls City	55	70	Palestine	32	163	Wynne	9	27
Ft. Collins	67	231	Pana	3	18	Yellowstone	93	425
Ft. Worth	33	156	Payette	96	415	Yoder	65	220
Gay	92	422	Pea Ridge	5	20			

K. C. Terminal Map 53

North Platte Terminal Instructions and Map 62-64

System Map 72-73

Special Instructions 107-136

List of Industrial Leads / Spurs 143

Roadway Signs 144

Explanation of Characters Inside Back Cover

Continental Time Conversion Chart Inside Back Cover

Table of Speeds Inside Back Cover

Mile Post	Radio Display — 2020		STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH	
	SOUTH	CP No.					NORTH
9.0		1009	81ST STREET			60	
10.1		1010	OAKDALE (CRL)			30	
16.7			DOLTON JCT. (CSX IHB)	ZA017		20	
17.2		1016	144TH STREET			40	
17.6		1017	145TH STREET			40	
18.0			YARD CENTER	ZA018	Yd.	40	
18.1		1018	SIBLEY BLVD.			50	
19.4		1019	159TH STREET			50	
19.8		1020	162ND STREET			50	
20.1			THORNTON JCT. (GTW)	ZA020		50	
25.9		1026	TWELFTH STREET (JAY & EJ&E)	ZA026		30	
27.0						30	
27.8		1030	CHICAGO HEIGHTS	ZA027	Yd.	35	
29.2		1050	PENCE (CR)			50	
49.7						20	
49.9			MOMENCE	ZA050		40	
60.1		1060	ST. ANNE (KBS)	ZA060		30	
73.7		1074	BEN	ZA074		30	
77.5		1078	WATSEKA (TPW)	ZA077		50	
82.4		1083	WOODLAND JCT.	ZA083		30	
92.9		1093	GOODWINE	ZB092	10136	40	
95.0		1095				55	
106.7		1107	ELLIS	ZB108	9308	40	
108.8		1109				40	
125.9		1126	GLOVER (CR)	ZB126	8174	20	
127.6		1128				20	
134.2		1134	BLOCK	ZB136	12111	20	
136.7		1137				20	
144.6		1145	VILLA GROVE	ZB145	10537	20	
146.8		1147				20	
153.5		1153	(IC)	ZB153	9587	20	
153.8		1154	TUSCOLA			20	
155.9		1156				20	
169.1		1169	CADWELL	ZB168	9989	20	
171.1		1171				20	
176.1			SULLIVAN (IC)	ZB176		20	
183.1		1183	FINDLAY	ZB185	11361	20	
185.5		1185	FINDLAY JCT.	ZB186		20	
197.8		1198	CLARKSBURG	ZC200	10184	20	
199.8		1200				20	
216.0		1216	ALTAMONT	ZC219	9691	20	
218.0		1218				20	
220.8		1221	EAST ST. ELMO	ZC221		20	
			3.6 MILES VIA CR				
224.4		1224	WEST ST. ELMO	ZC226		20	
233.4		1233	ST. PETER	ZC236	10359	20	
235.5		1235				20	
242.7			KINMUNDY (IC)	ZC242		20	
250.0		1250				20	
251.3		1251	SALEM	ZC252	14882	20	
253.0		1253				20	
254.1			(CSX)			20	
261.5		1262	KELL	ZC263	9093	20	
263.3		1263				20	
274.1		1274	MT. VERNON	ZC276	7143	20	
275.6		I275				20	
276.2			(NS CSX)			20	
279.0		1279				20	
287.3		1287	INA	ZC287	8107	20	
288.9		1289				20	
298.2		1298	BENTON JCT. (IC)	ZC298		20	
301.8		D301	BENTON	ZC302	10727	20	
303.0		D303				20	
306.1			(BN)			20	
314.6		D315	BUSH	CD024	6506	20	
316.1		D316				20	
335.5		D335	GRIMSBY	CD003	5772	20	
336.7		D337				20	
339.1		D085	CHAP.	C 094		20	
			330.0			20	

Two main tracks between 81st Street (CP 1009) and Woodland Jct. (CP 1083) designated Northward and Southward tracks.

Signal Indication with current of traffic, Rule 251 in effect between Northward absolute signal 162nd Street (CP 1020) and Southward absolute signal Ben (CP 1074).

Rule 252 in effect between 162nd Street (CP 1020) and Ben (CP 1074) on both tracks. Control operator is Chicago Subdiv. Dispatcher Omaha.

CTC in effect: Between 81st Street (CP1009) and 162nd Street (CP 1020) and between CP 1074 Ben and CP 1083, Woodland Jct. on Northward and Southward Main tracks; On single main Track between CP 1083, Woodland Jct. and CP D085 Chap.

Trains moving against current of traffic between 162nd Street (CP 1020) and Ben (CP 1074) must approach interlockings at Thornton Jct. MP 20.1; Jay MP 27.0; Pence MP 49.7; St. Anne MP 60.1 at Restricted Speed until crossing occupied.

Trains receiving a Stop indication at Signal 292 (CP 1030) must communicate with control operator at Jay Tower before proceeding.

Southward trains originating Chicago area secure track warrant at originating yard.

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.

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

Train Defect Detectors located on both tracks: (C)MP 32.2, (C)MP 55.5, (C)MP 75.7. Others: (C)MP 91.3, (C)MP 103.4, (C)MP 122.7, (C)MP 140.0, (C)MP 160.7, (C)MP 179.5, (C)MP 190.4, (C)MP 201.0, (C)MP 219.5, (C)MP 237.7, (C)MP 267.1, (C)MP 280.8, (C)MP 293.5, (C)MP 308.4, (C)MP 321.0 and (C)MP 331.3.

30 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: 81st Street, Dolton Jct., 144th Street, 145th Street, Sibley Blvd., 159th Street, EJ&E Connection Jay, 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. Reference to instructions for handling hazardous materials Form 8620 Page 2 Key Trains. The 10 MPH restriction will not apply while operating train on Conrail in North and South controlled sidings at St. Elmo.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Thornton	21.7	ZA022	Royal	120.0	ZB120
Steger	28.8	ZA029	Bongard	140.0	ZB140
Beecher X	35.8	ZA038	Bourbon	159.4	ZB159
Grant Park X	44.7	ZA045	Arthur	164.7	ZB165
Wichert	57.9	ZA058	Chippis	173.1	ZB173
Papineau X	64.2	ZA064	Findlay	185.2	ZB185
Martinton	67.7	ZA068	Shelbyville	193.9	ZC194
Pittwood	71.5	ZA072	Mode	204.5	ZC205
Coaler X	79.6	ZA080	Moccasin	212.9	ZC213
Bryce	87.5	ZB088	St. Elmo	224.6	ZC224
Fountain Creek	96.1	ZB096	Parro	225.0	ZC225
Reilly	103.4	ZB103	Murphysboro	328.8	CD010
Dailey	116.5	ZB117			

Cissna Park Industrial Lead: Goodwine MP 98.2 to Cissna Park MP 104.1, 5.9 miles. Max. Speed 10 MPH. FRA Excepted.

Rule 105 in effect. Claytonville 94.2 ZF094 Cissna Park 97.9 ZF098

Westville Industrial Lead: Villa Grove MP 164.9 to MP 151.0, 13.9 Miles. Max Speed 10 MPH. FRA Excepted.

Rule 105 in effect. Fairland 161.9 ZD162 Longview 159.7 ZD160 Broadlands 155.7 ZD156 Allerton 152.6 ZD153

Salem Industrial Lead: Breaks out Salem 2.7 miles Max. Speed 10 MPH. FRA Excepted. Rule 105 in effect. Trains and engines must ascertain that crossing warning devices are operating before occupying Marion St., Broadway St., and College St. If it is not known such device has been operating for 20 seconds, a crew member must be on the ground at the crossing to warn traffic until crossing is occupied.

PANA SUBDIV.—ST. LOUIS DIV.

Mile Post	Radio Display — 2020		STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH
	SOUTH	CP No.				
185.5		1185	FINDLAY JCT.	ZB186		60
			20.2			40
205.7		1206	PANA	ZB205	7734	40
207.3		1208				40
212.9		1213	OHLMAN	ZB213	10442	40
215.0		1215				40
231.4		1231	HILLSBORO	ZB232	11736	40
233.8		1234				40
243.7		1244	WALSH JCT.	ZB239		40
			3.8			40
247.5		1248	JOAN	ZB243	9809	40
249.6		1249				40
263.7		1264	GARD	ZB260	10462	40
265.9		1266				40
273.7		1273	VIERLING JCT.	ZB274		40
			2.0			40
275.7			LENOX	ZB277		40
			13.7 MILES			40
			VIA TRRA			40
			21.2 MILES			40
			VIA A&S			40
290.0			ST. LOUIS	MX001		40
			104.8			40

Trains Defect Detectors located at (C)MP 198.5, (C)MP 219.2, (C)MP 241.5 and (C)MP 260.5. Operation over CR-SF joint track Lenox-Granite City and TRRA Granite City-St. Louis, Granite City-Valley Jct., Operation over A&S Lenox-St. Louis, and Lenox-Valley Jct.

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet	MPH	Pgr.	Fr.
			Radio Display — 2424						
D0.5			ST. LOUIS	Ⓞ	MX001		60	50	
			1.8 Miles Via TRRA						
D2.3			GRAND AVE.	Ⓞ					
			1.5 Via BN						
0.0			IRON MTN. JCT.	Ⓞ	X 001				
			6.4						
6.4			BROADWAY JCT.	T	GH011				
			0.4						
6.8			DAVIS JCT.	T	X 003				
			3.0						
9.8		D010	BARRACKS		X 010				
			8.9						
18.7		D019	WICKES		X 019	4836			
			7.6						
19.7		D020							
26.3		D026	RIVERSIDE	Ⓞ	X 026	4912			
			15.2						
27.3		D027							
41.5		D041	DE SOTO	Ⓞ	X 042	6359			
			9.2						
42.8		D043							
50.7		D051	BLACKWELL		X 051	4390			
			6.0						
51.8		D052							
56.7		D057	CADET	Ⓞ	X 057	4602			
			3.7						
57.7		D058							
60.4		D060	MINERAL POINT		X 061	4349			
			14.5						
61.3		D062							
74.9		D075	BISMARCK	Ⓞ	X 075	4992			
			16.5						
76.0		D076							
77.2		D078							
91.4		D091	TIP TOP	Ⓞ	X 092	4243			
			16.5						
92.3		D107	ANNAPOLIS		X 108	4538			
			9.3						
107.9		D109							
108.9		D117	GADS HILL	Ⓞ	X 120	4334			
			9.3						
117.2		D118							
118.2		D127	PIEDMONT		X 127	6560			
			17.7						
126.5		D128							
127.9		D144	WILLIAMSVILLE	Ⓞ	X 146	4418			
			20.7						
144.2		D145							
145.2		D164	BLACK RIVER JCT.		X 164				
			0.6						
164.9			POPLAR BLUFF	Ⓞ	X 166	Yd.			
			162.3						

TWC between MP 0.0 and MP 9.8.
CTC between MP 9.8 and MP 165.5.

See Special Instructions Item 20 for AMTK schedules.

Train Defect detectors located: Ⓞ MP 16.2, Ⓞ MP 64.3, Ⓞ MP 98.0 and Ⓞ MP 142.8.

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 011	Glover	97.8	X 099
CF Industries	11.0		Chloride	100.1	X 101
Hillcrest	17.8	X 017	North Des Arc	111.8	X 112
Pevely	27.3	X 023	Lepper	133.1	X 133
Iron Mountain	80.7	X 081	Wilby	155.4	X 155
Middlebrook	83.1	X 083			

Ivory Yard — FRA excepted tracks: 2 through 19, Maximum Speed 5 MPH.
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. Tie track Williamsville and Triangle Spur; 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 via BN RR, 1.5 miles between Grand Ave. BN MP 2.1 and Iron Mtn. Jct (Tower Grove Avenue on BN). Two Main Tracks, 31 and 32, (Track 32 is the South track) Track Number 32 between Grand Ave and Tower Grove Avenue within Manual Interlocking Limits, Rule 317 applies. All movements within these limits including use of hand throw switches must be authorized by Gratiot Street Control Operator.

Yard Limits in effect between Grand Ave MP 2.1 and Tower Grove Ave.
Maximum Speed 20 MPH
(Except as below)

Grand Ave. Interlocking 10 MPH
Iron Mtn. Jct thru turnout 10 MPH

On McArthur Bridge — Maximum speed 10 MPH.
St. Louis Terminal Radio Instructions: Display 2020: M of W on other than Main Track.
Mechanical forces working within Mechanical Facilities, Trains on A&S property. Display 2424: Main Track movements, Yardmasters, Gratiot St., Signal department, St. Louis Roundhouse, Chester and DeSoto Sub Dispatchers. Display 3232: Yard Jobs Making Yard movements when practicable. Display 2626: When unable to reach TRRA West Belt Dispr on 2424.

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. FRA Excepted Track: Between MP 0.0 and MP 1.5: Tracks 5, 6, 7, 24, 29, 30, 31, 32, 33, 34, 36, 500-504, 107, 110 and 729.

Broadway Industrial Lead: Broadway Jct. MP 23.6 T Sta. 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.

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 one 4 axle unit.

Stations:		X 075	Stations:		
Bismarck	126.0		Desloge	35.6	MC035
Derby Jct.	38.8	MB036	Dolomite	34.0	MC034
Rivermines	37.6	MC038	McDowell Spur	32.3	MC032
Flat River	37.1	MC037	Bonne Terre	31.1	MC032

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

PEA RIDGE BRANCH — ST. LOUIS DIVISION

Yard Limits:	MP 57.8 to MP 59.0	Radio Display — 2424			Station Nos.
		Miles	WEST	EAST	
MP 83.0 to end of Track					
TWC — MP 59 to MP 83					
Maximum Speed	MPH				
(Except as below)	30	57.7	CADET	Ⓞ	X 057
MP 60.0 - MP 62.0	10		0.9		
MP 81.0 - MP 81.4	25	58.6	NEW FOUNTAIN FARM	Ⓞ	XA058
MP 83.1 - MP 84.8	10		25.5		
Pea Ridge-over all switches	5	84.1	PEA RIDGE	Ⓞ	XA084
Switch point derail installed main track MP 83.6.			27.2		
Rule 10(D) not in effect.					

Pea Ridge:
Engines are not permitted under tipple when loading belts are in motion.
Use two (2) engines only when operating over all switches.

Operation of Pea Ridge Ore Trains:
With reference to Rule 1005(A), paragraph 2, of the Air Brake and Train Handling Rules, revised 1991, the following will govern when leaving either loaded or empty cars unattended in the yard tracks between the derail and end of track at Pea Ridge, Missouri.

When leaving cars in yard tracks, hand brakes must be applied on not less than 30 percent of cars to be left in track and must be known that amount of handbrakes applied are sufficient to hold cars before detaching locomotives and/or cars.

JOPPA BRANCH — ST. LOUIS DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	TWC in effect
298.2		BENTON JCT. ... CPI 298	Ⓞ	ZC298		Yard Limits: Benton Jct. to MP 302.0 MP 359.1 to MP 361.9
		18.2				Maximum Speed MPH (Except as below) 35
316.4		MARION	Ⓞ	ZC317	2700	Between Mile Posts — 324.2 and 324.5 20 334.6 and 334.8 20 347.0 and end of track MP 361.9 10
		7.6				Spring Switch Neilson Jct. 30
324.0		NEILSON JCT.		ZC324		
		15.7				
339.7		VIENNA JCT.		ZC340		
		11.8				
351.5		KARNAK		ZK352	6840	
		11.8				
361.9		JOPPA		ZK363	Yd.	
		64.6				

Operation on BN R.R. between Vienna Jct. and Metropolis 22.3 Miles.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
West Frankfor	305.0	ZC305	Chasco	348.5	ZK348
Jenkins	308.8	ZC309	Cook (on BN)		ZK367
Freeman #4	313.6	ZC313	Metropolis (on BN)		ZK370
Goreville	329.3	ZC329			

At Neilson Jct. MP 324.0:

- Normal position of spring switch is lined and locked for movement on the Union Pacific Railroad.
- Switch point indicator signal 3240 will indicate position of spring switch for facing point movement as follows:
(A) GREEN — Indicates switch is lined for Union Pacific Track.
(B) YELLOW — Indicates switch is lined for BN Track.
(C) RED — Indicates switch is out of correspondence.
- Northward BN trains must stop and line switch for their movement. After train has completed movement, switch must be lined and locked for Union Pacific Track.
- Failure of switch point indicator must be reported to UP Dispatcher.

At Vienna Jct.:
The normal position of the Junction switch at MP 339.7 is lined for the Burlington Northern Railroad.

At Joppa:
The normal position of Jct. Switch at MP 361.1 is lined for the Joppa and Eastern RR.

Freeman Ind. Lead originates at Jenkins (5.0 Miles). Max. Speed 10 MPH
Rule 105 in effect.

Radio Display: Poplar Bluff to Harviell Jct. — 2424 Harviell Jct. to Jax — 2727 Jax to N. Little Rock — 4242				MPH	
Mile Post	STATIONS	Station Nos.	Sidings Feet	Maximum Speed	Psg. Frt.
165.5	POPLAR BLUFF ... T	X-166	Yd.	165.3 and 165.6	30 30
165.6	D165 4TH STREET	XD000		172.1 and 172.9	70 —
165.9	D166 HENDERSON			179.2 and 179.3	65 —
167.6	D168 SOUTH POPLAR	X-168		184.9 and 185.1	65 —
170.0	D170 STANLEY	X-170		191.6 and 192.9	50 40†
172.9	D172 HARVIELL JCT.	X-173		192.9 and 193.3	70 55
173.0	ST. LOUIS DIVISION			224.3 and 227.8	50 50†
	ARKANSAS DIVISION			226.3	
179.6	Y180 NEEELYVILLE	X-180	8418	West track	50 50
181.3	Y181			East track	40 40
190.5	Y190 CORNING	X-192	8355	258.0 and 263.9	50 50†
192.2	Y192			263.9 and 264.3	25 25
198.0	Y198 KNOBEL	X-199	9779	264.3 and 265.0	35 35
200.0	Y200			266.6 and 266.9	70 —
202.2	Y202 PEACH ORCHARD	X-203	8061	288.1 and 288.6	40 40†
203.9	Y204			292.1 and 292.7	60 —
212.7	Y213 O'KEAN	X-214	8171	292.7 and 293.1	55 55
214.5	Y214			294.1 and 294.6	70 —
223.6	Y224 MURTA JCT.	X-223		322.4 and 323.6	65 —
224.9	WALNUT RIDGE	X-225		333.2 and 333.5	60 —
226.3	BN			339.1 and 343.8	40 40
228.6	Y229 MINTURN JCT.	X-228		Thru Siding Alicia	10 10
238.3	Y238 ALICIA	X-239	8456	North Wye Bald	10 10
240.0	Y240			Knob	10 10
250.1	Y250 TUCKERMAN	X-252	8421	South Wye-	
251.8	Y252			Bald Knob	10 10
258.1	Y258 CAMPBELL JCT.	X-258		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.	
259.5	Y260 DIAZ JCT.	X-259		40 MPH dual control switch turnouts: Harviell Jct., Murta Jct., Minturn Jct., Glaise Jct.	
261.5	Y261 NORTH NEWPORT	X-262	Yd.	15 MPH dual control switch turnouts: Poplar Bluff — MP 165.6 crossover East Main to north end Poplar Bluff yard; Newport — West main track to south end of yard MP 262.5; Hoxie — 3 switches north end of siding MP 226.9; Bald Knob — All crossovers, siding and Memphis Subdiv. Wye conn; N. Little Rock — East departure lead, 3 switches north end receiving yard, main track crossovers at crest.	
262.6	Y263 SOUTH NEWPORT	X-263		N. Little Rock — ABS West Departure lead from Signal 3404 to Hoxie Subdiv. main track at North end yard.	
263.9	Y264 NORTH BRIDGE JCT.	X-264		N. Little Rock — West departure lead Max. Speed 30 MPH	
264.1	WHITE RIVER			Key Trains — Do not exceed 10 MPH on West Departure Lead (North End Yard)	
264.6	Y265 SOUTH BRIDGE JCT.	X-265		Two main tracks designated East and West Track between Poplar Bluff & Harviell Jct., Murta Jct. & Minturn Jct., Campbell Jct. & North Bridge Jct., South Bridge Jct. & Glaise Jct., Russell Jct. & N. Little Rock.	
269.3	Y269 JIFFY	X-269		Train Defect Detectors located at MP 183.6, MP 201.1, MP 216.3, MP 232.5, MP 248.0, MP 283.4; both tracks: MP 266.8, MP 304.0 and MP 322.8.	
274.3	Y274 GLAISE JCT.	X-275		Business Sta.	
277.2	Y277 BRADFORD	X-278	9969	Trucks	
279.2	Y279			MP No.	
286.7	Y286 RUSSELL JCT.	X-286		Delaplaine	207.6 X-208
287.9	Y287 BALD KNOB	X-288	14741	Hoxie	226.8 X-226
288.5	Y289			McRae	308.2 X-308
289.7	Y290 JUD	X-289		Beebe	312.7 X-313
296.4	KENSETT	X-296		Ward	317.6 X-318
298.4	Y298 HIG	X-298		Jacksonville Ind. Lead: 2.8 miles, Rule 105 in effect, Max. Speed 10 MPH originates at Jacksonville: Jacksonville - LRAFB.	
306.5	Y307 MACK	X-306		DK&S Ind. Lead: 5.5 miles between Kensett, Doniphan and Searcy, Rule 105 in effect. Max. Speed 10 MPH.	
319.3	Y319 WACROSS	X-320			
330.8	Y331 JAX	X-331			
333.0	JACKSONVILLE	X-332			
339.2	ARKANSAS DIVISION				
	N. LITTLE ROCK DIV.				
339.3	X339 N. END YARD				
340.5	X340 ONE LEAD				
341.9	X341 CREST				
343.6	N. LITTLE ROCK	X-344	Yd.		
178.1					

CTC between MP 165.5 and MP 343.6
See Special Instructions Item 20 for AMTK schedules.

Radio Display — 2020				MPH	
Mile Post	STATIONS	Station Nos.	Sidings Feet	Maximum Speed	(except as below) MPH
380.7	MEMPHIS (Sargent Yd.)	XG-93	Yd.	298.2 and 298.6	10
380.6	KC JCT.			298.6 and 299.1	30
378.4	Y381 TOWER 17			318.9	40
378.3	Y380 TEXAS ST.			331.8 and 334.8	40
378.2	Y379 KENTUCKY ST.	XG-91		334.8 and 336.1	50
377.9	Y377 HARAHAN			345.5 and 346.4	50
376.5	Y376 BRIDGE JCT.	XG-88		367.7 and 368.2	40
375.9	Y375 BRIARK	XG-87		375.2 and 377.9	25
375.3	Y901 BRIARK JCT.			377.9 and 378.4	20
370.0	PRESLEY JCT.	XG-82		IC	
361.6	Y362 CRAWFORDSVILLE	XG-74	9901	IC	
359.6	Y360			IC	
349.1	Y349 SMITHDALE	XG-60	7656	IC	
347.5	Y347			IC	
332.6	Y280 WYNNE SUBDIV. CONN.			IC	
332.3	Y332 WYNNE	C-304	8649	IC	
330.5	Y321 FAIR OAKS	XG-31	8197	IC	
329.9	Y318			IC	
319.2	Y301 NEW AUGUSTA	XG-12	6280	IC	
318.9	Y300			IC	
301.3	WHITE RIVER	XG-10		IC	
300.0	Y288 EAST BALD KNOB			IC	
298.3	Y289 BALD KNOB	X-288		IC	
288.4				IC	
287.9				IC	
92.8				IC	

CTC between MP 287.9 and MP 377.9
Yardmaster Sargent Yard must be notified before movement is made in either direction between Sargent Yard and CPY 381.
Yard Limits: MP 376.5 Eastward to End of Track.
Two main tracks designated North and South Tracks between Briark and CPY 378.
Movement between CPY 381 and CPY 378 on Authority Train Dispatcher Only — Do Not Exceed Restricted Speed.
CPY 379 — Refer to Rule 104(4).
Gate protecting NS RR crossing MP 380.6 may be left lined as last used.
Train Defect Detectors located @MP 292.5, @MP 315.2, @MP 341.0 and @MP 357.5.

Between Mile Posts — North and South				MPH	
Mile Post	STATIONS	Station Nos.	Sidings Feet	Maximum Speed	(except as below) MPH
298.2	Wye Bald Knob			298.2 and 298.6	10
298.6	299.1			318.9	40
318.9	331.8 and 334.8			334.8 and 336.1	50
334.8	345.5 and 346.4			367.7 and 368.2	40
345.5	367.7 and 368.2			375.2 and 377.9	25
367.7	377.9 and 378.4			377.9 and 378.4	20
375.2	IC			IC	
377.9	IC			IC	
378.4	IC			IC	
379.2	IC			IC	
379.6	IC			IC	
380.6	IC			IC	
381.8	IC			IC	
383.0	IC			IC	
384.2	IC			IC	
385.4	IC			IC	
386.6	IC			IC	
387.8	IC			IC	
389.0	IC			IC	
390.2	IC			IC	
391.4	IC			IC	
392.6	IC			IC	
393.8	IC			IC	
395.0	IC			IC	
396.2	IC			IC	
397.4	IC			IC	
398.6	IC			IC	
399.8	IC			IC	
401.0	IC			IC	
402.2	IC			IC	
403.4	IC			IC	
404.6	IC			IC	
405.8	IC			IC	
407.0	IC			IC	
408.2	IC			IC	
409.4	IC			IC	
410.6	IC			IC	
411.8	IC			IC	
413.0	IC			IC	
414.2	IC			IC	
415.4	IC			IC	
416.6	IC			IC	
417.8	IC			IC	
419.0	IC			IC	
420.2	IC			IC	
421.4	IC			IC	
422.6	IC			IC	
423.8	IC			IC	
425.0	IC			IC	
426.2	IC			IC	
427.4	IC			IC	
428.6	IC			IC	
429.8	IC			IC	
431.0	IC			IC	
432.2	IC			IC	
433.4	IC			IC	
434.6	IC			IC	
435.8	IC			IC	
437.0	IC			IC	
438.2	IC			IC	
439.4	IC			IC	
440.6	IC			IC	
441.8	IC			IC	
443.0	IC			IC	
444.2	IC			IC	
445.4	IC			IC	
446.6	IC			IC	
447.8	IC			IC	
449.0	IC			IC	
450.2	IC			IC	
451.4	IC			IC	
452.6	IC			IC	
453.8	IC			IC	
455.0	IC			IC	
456.2	IC			IC	
457.4	IC			IC	
458.6	IC			IC	
459.8	IC			IC	
461.0	IC			IC	
462.2	IC			IC	
463.4	IC			IC	
464.6	IC			IC	
465.8	IC			IC	
467.0	IC			IC	
468.2	IC			IC	
469.4	IC			IC	
470.6	IC			IC	
471.8	IC			IC	
473.0	IC			IC	
474.2	IC			IC	
475.4	IC			IC	
476.6	IC			IC	
477.8	IC			IC	
479.0	IC			IC	
480.2	IC			IC	
481.4	IC			IC	
482.6	IC			IC	
483.8	IC			IC	
485.0	IC			IC	
486.2	IC			IC	
487.4	IC			IC	
488.6	IC			IC	
489.8	IC			IC	
491.0	IC			IC	
492.2	IC			IC	
493.4	IC			IC	
494.6	IC			IC	
495.8	IC			IC	
497.0	IC			IC	
498.2	IC			IC	
499.4	IC			IC	
500.6	IC			IC	
501.8	IC			IC	
503.0	IC			IC	
504.2	IC			IC	
505.4	IC			IC	
506.6	IC			IC	
507.8	IC			IC	
509.0	IC			IC	
510.2	IC			IC	
511.4	IC			IC	
512.6	IC			IC	
513.8	IC			IC	
515.0	IC			IC	
516.2	IC				

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet	MPH	
							Maximum Speed (Except as below) ...	Frts. 75 60
							339.1 and 343.8	40 40
							343.8 and 346.5	30 30
							346.5 and 347.4	40 40
							347.4 and 351.2	60 40
							351.2 and 351.7	50 50
							355.9 and 356.3	70 70
343.6			N. LITTLE ROCK ...	⊕ T	X-344	Yd.	357.3 and 357.7	60 50
			0.3				361.1 and 363.3	60 50
343.9	X342		LOCUST ST.	⊕			363.3 and 364.6	70 70
344.3	X343	1.2					382.5 and 385.6	60 55
345.1	X344		HILL				385.6 and 385.9	55 55
345.4	X345		ARK. RIVER	⊕ ⊙			388.1 and 389.5	35 35
			0.5				414.1 and 414.8	70 70
345.6	X346		AMTRAK STA.	⊕	X-346		425.9 and 426.9	40 40†
345.9	X347	1.7					434.8 and 435.9	65 65
347.3	X348		LR JCT.	⊕	X-347		441.7 and 442.8	50 50†
			4.4				457.0 and 459.1	30 30†
351.7	X352		ENSIGN	⊕	X-352		470.6 and 471.3	70 70
			7.2				480.3 and 480.5	40 40
			N. LITTLE ROCK DIV.				483.2 and 483.6	65 65
358.8			RED RIVER DIVISION				485.9 and 488.9	60 60
358.9	A359		ALEXANDER	⊕	X-359		488.9 and 490.2	30 30
			5.3				Union Station tracks	
364.2	A364		BAUXITE JCT.	⊕	X-364	5405	Little Rock	10 10
365.3	A365	4.1					Van Buren Wye	
368.3	A368		SHERIDAN JCT.	⊕	X-368		tracks	15 15
			2.0				Business Tracks	
370.3	A370		SALINE JCT.	⊕	X-370		Vogels East	MP Sta. No.
			1.1				Main	351.0 X-351
371.4	A371		HASKELL	⊕	X-373	11126	Sterling Stores-	
373.7	A374	5.6					East Main	352.3 X-352
377.1	A377		TRASKWOOD	⊕	X-377	6010	Ark. Power &	
378.5	A378	6.3					Light-West	
383.4	A383		GIFFORD	⊕	X-385	6301	Main	353.4 X-353
384.8	A385	7.8					Mabelvale-West	
391.2	A391		ABCO	⊕	X-390	9206	Main	355.0 X-355
393.1	A393	8.2					AG West	
399.4	A399		DONALDSON	⊕	X-400	6226	Main	356.3 X-356
400.7	A401	5.4					Ark. Power &	
404.8	A405		WITHERSPOON	⊕	X-406	6192	Light-East	
406.2	A406	1.4					Main	356.5 X-356
411.1	A411		ARKADELPHIA	⊕	X-411	8810	Enmar-East	
412.9	A413	11.3					Main	356.7 X-357
422.4	A422		CURTIS JCT.	⊕	X-422		Ark. Cont.	357.1 X-357
			4.1				Bryant-West	
426.5	A427		GURDON	⊕ T	X-426	Yd.	Main	362.7 X-363
			2.8				Benton	368.7 X-369
429.3	A429		BEIRNE JCT.	⊕	X-429		Perla	386.7 X-387
			7.2				Malvern	388.7 X-389
436.5	A436		BOUGHTON	⊕	X-438	8273	Daleville	410.0 X-410
438.2	A438	5.9					Gum Springs	415.5 X-415
442.4	A442		PRESCOTT	⊕	X-442	9090	Beirne	430.1 X-430
444.2	A444	6.5					Equation: MP 490.28 = MP 0.0	
448.9	A449		EMMET	⊕	X-450	6443	40 MPH equilateral turnouts:	
450.7	A450	7.1					Clear Lake Jct.	
456.0	A456					10499	40 MPH dual control switch	
457.9	⊕ KRR ⊙						turnouts: Saline Jct., Curtis	
458.1	A458		HOPE	⊕	X-458	5747	Jct., Beirne Jct.	
459.3	A459	4.7					15 MPH dual control switch:	
462.8	A463		GUERNSEY	⊕	X-463	6147	N. Little Rock — Main track	
464.1	A464	6.6					crossovers Locust St., south end	
469.4	A469		FULTON	⊕	X-471	9476	receiving yard at Locust St. and	
471.3	A471	7.9					south end running track: Little	
477.3	A477		HOMAN	⊕	X-478	8878	Rock — Crossover switch en-	
479.1	A479	3.1					trance north end Amtrak Depot	
480.4	A481		CLEAR LAKE JCT.	⊕	X-481		and Vinegar Spur Pulaski Ind.	
			8.3				Lead; Bauxite — Siding	
488.7	R489		NORTH TEXARKANA	⊕			switches; Benton — Switch to	
			1.6				Benton Yard; Gurdon subdiv.	
490.3			TEXARKANA	⊕ ⊙	X-491	Yd.	conn. Texarkana — East lead.	
			146.6					

CTC between MP 343.6 and MP 490.3.
 See Special Instructions Item 20 for AMTK schedules.
 Two main tracks designated East and West tracks between N. Little Rock and Saline Jct.; Curtis Jct. and Beirne Jct.
 Two main tracks Clear Lake Jct. to Texarkana designated No. 1 and No. 2. Most Eastern Track is No. 1.
 N. Little Rock — Running track Max. Speed 15 MPH.
 N. Little Rock — Departure lead Max. Speed 30 MPH, except Key Trains: 10 MPH Departure lead (south end yard) and west departure lead (north end yard).
 N. Little Rock — ABS Departure Lead from Signal 3435 to Little Rock Subdiv. main track at south end of yard.
 Ark. River lift bridge is remotely controlled by operator Locust St. If signals governing movement over bridge display stop, contact operator. If bridge is closed and signal cannot be cleared by operator, be governed by instructions in push button box located each end of lift span.
 Train Defect Detectors located: ⊕ MP 358.6 (both tracks), ⊕ MP 373.9, ⊕ MP 395.3, ⊕ MP 415.5, ⊕ MP 431.9, ⊕ MP 452.9 and ⊕ MP 475.5.

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet	Radio Display:		Maximum Speed	MPH
							N. Little Rock to Higgins — 4242	Higgins to Alexandria — 2020		
									LR Jct. — MP P371.3	50
									Between Mile Posts —	
									LR Jct and P346.1	35
									P346.1 and P346.3	30
									P346.3 and P349.0	35
									P349.0 and P349.5	25
									MP P371.3 — MP 531.6	
									(Except as below)	60
343.6			N. LITTLE ROCK	⊕ T	X-344	Yd.			P385.8 and P389.7	30
			3.3						P427.5 and P428.3	35†
P343.9	X348		LR JCT.	⊕	X-345				P446.4 and 409.2	20†
			2.7						414.5 and 416.6	35
P346.6	A346		BIDDLE		XZ-000	Yd.			449.4 and 449.6	50
P348.1	A348	2.7							455.0 and 455.6	50
P349.3	A349		E. LITTLE ROCK						473.1 and 474.0	40†
			3.7						480.9 and 481.0	40†
			N. LITTLE ROCK DIV.						486.3 and 498.9	50
P353.0			ARKANSAS DIVISION						498.9 and 504.3	30
									507.0 and 507.4	50
P353.0	A353		HIGGINS		K-9	8912			524.5 and 525.1	50
P354.8	A355	10.8							528.1 and 531.6	30
P363.8	A363		HENSLEY		K-19	8257			531.6 — Texmo Jct.	
P365.5	A366	6.7							(Except as below)	50
P370.5	A369		WHITE BLUFF	⊕	K-25				537.4 and 537.8	40†
			17.1						540.1 and 540.8	40
P387.6	A387		N. SSW CONN.		K-41				558.6 and 559.4	30
			1.0						571.8 and 575.3	40
P388.6	A388		S. SSW CONN.						582.3 and 585.7	40
			1.1						590.2 and 590.6	40†
P389.7	A389					11945			593.1 and 597.8	30
P390.6	A390		PINE BLUFF	⊕	K-43	10289			597.8 and 192.1	20
P392.7	A392								Sidings at:	
P407.6	A394	17.9							Higgins	10
P409.6	A408		GRADY		K-64	9779			Hensley	10
	A409								Old and New Sidings	
P426.1	A426	23.5							Pine Bluff	10
P431.1	A431		PICKENS		K-86	9397			Grady	10
P433.0	A433	15.4							Pickens	10
P446.5	A446		NORTH MCGEHEE		K-101				Hudspeth	10
			0.7						Sunshine	10
P447.2			MCGEHEE	⊕ T	C-432	Yd.			Bonita	10
			409.2		C-433				Collinston	10
415.6	A410	7.5			C-439				Strauss track Monroe	10
			DERMOTT						Bosco	10
			5.8						Olla	10
421.4	A421		HUDSPETH		C-446	8947			Georgetown	10
423.3	A423	18.3							Antonio	10
439.7	A440		SUNSHINE		C-464	8980			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.	
441.6	A441	21.0							Business	
460.7	A461		BONITA		C-484	9019			Tracks	MP Sta. No.
462.5	A462	18.5							Drury Spur	P350.3 K-5
479.2	A480		COLLINSTON	⊕	C-505	9137			Baldwin	P381.8 K-36
481.0	A482	11.4							Noble Lake	P398.3 K-53
490.6	A491		SWARTZ		C-515	8884			Moscow	P402.5 K-57
492.4	A492	8.1							Gould	P420.2 K-75
498.7	A498								Dumas	P427.9 K-82
501.0	A501		HUTTIG JCT	⊕	C-524				Demott	415.6 C-439
501.1	A501		⊕ MSRC	⊕					Jerome	424.8 C-448
			2.7						Montrose	432.1 C-456
501.1	A501		MONROE	⊕	C-525	Yd.			E. Ashley	435.6 C-459
503.8	A504	15.3							Portland	436.4 C-460
516.4	A516		BOSCO		C-540	9328			Parkdale	445.0 C-469
518.3	A518	11.8							Bayou	446.3 C-470
528.2			OUACHITA RIVER	⊕ ⊙					Muller	454.0 C-477
			6.3						McGinty	454.1 C-478
534.5	A535		GRAYSON	⊕	C-558	9166			Jones	457.2 C-481
536.4										

Radio Display: Alexandria to Algiers — 2727				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 60 Between Mile Posts —
Mile Post	SOUTH	CP No.	STATIONS	NORTH		
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
87.3	L087					W20277
85.7	L086	14.7				
81.0	L081					
76.6	L077		WHITE CASTLE	Ⓟ	TB-75	7251
75.0	L075	8.0				
68.6	L069		McCALL	Ⓟ	TB-68	
66.9	L067	3.5				
65.1	L065		DONALDSONVILLE	Ⓞ T	TB-65	11068
62.9	L063	11.2				
53.9	L054		ST. JAMES	Ⓟ	TB-52	8480
52.2	L052	12.1				
41.8	L042		JOHNSON	Ⓟ	TB-40	11816
39.4	L039					
30.9	L031					
26.9	L027	20.9				
20.9	L021		AMA JCT.	Ⓟ	TB-20	
19.4	L019	1.5	FARMERS	Ⓟ	TB-19	
17.2	L017	2.2	SELLERS	Ⓟ	TB-17	
16.5	L016	0.7	CYANAMID	Ⓞ SP Ⓜ	TB-16	
13.9	L014	2.6	WILLS	Ⓟ	TB-13	
11.4		1.2	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	Yd.
4.3			HARVEY	Ⓞ Ⓜ Ⓞ	C-813	Yd.
2.6			GRETTA	Ⓞ	C-814	Yd.
1.5			GOULDSBORO	Ⓞ	C-815	Yd.
1.0			ALGIERS	Ⓞ		
						191.1

CTC between MP 190.4 and MP 13.9
 Yard Limits: MP 192.1 to MP 190.4 and MP 13.8 to MP 0.0
 Train Defect Detectors located at Ⓞ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.

Thibodeau Ind. Lead: McCall to Lula 5.0 Miles. Rule 105 in effect. Max. Speed 10 MPH.

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

Two main tracks designated East and West tracks between Ama Jct. and Avondale; and, between Texmo Jct. and Alexandria.
 10 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.
 Bayou Pierre lead — MP 0.0 to MP 3.0, 20 MPH; MP 3.0 to MP 6.0, 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(B)1.
 Operation E. Bridge Jct. to Gentilly Yard via NS and CSX RR.
 Operation between Wills and Gouldsboro governed by instructions yardmaster Avondale.
 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.

Radio Display: Alexandria to Lake Charles — 2727				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 603.6 and 634.4 30 634.5 and 636.0 25† 649.8 and 651.4 35 658.6 and MP Wye 15 661.2 and 662.0 25 662.0 and 689.7 10 689.7 and 690.1 25 690.1 and 693.2 20
Mile Post	SOUTH	CP No.	STATIONS	NORTH		
190.4	L190		WILLOW GLEN	Ⓟ	TB-190	
615.7			BRINGHURST	Ⓟ	C-640	7619
642.0			TRACY	Ⓟ	C-666	8409
654.1			ELDER	Ⓟ	C-679	5241
660.6			KINDER	Ⓞ UP G T	B-544	
680.0			IOWA JCT	Ⓞ SP	C-704	
690.2			Ⓞ SP	Ⓞ		
694.2			LAKE CHARLES	Ⓞ Ⓟ	C-720	Yd.
						92.6

ABS between MP 601.0 and MP 660.6
 TWC between MP 601.0 and MP 694.2.
 Yard Limits: MP 190.4 to 603.2; MP 658.6 to MP 662.0 and MP 688.5 to MP 694.2

Train Defect Detectors located at: Ⓞ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.

Business Tracks	MP	Sta. No.
Bastrop Ind. Lead Collinston to		
MP 551.7 8.8 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		
Goss Port Ind. Lead ⓄSP Ⓞ		
ⓄKCS Ⓞ		
Harbor Ind. Lead—Lake Charles to Harbor		
12.4 miles—max. speed tangent track 25 MPH;		
curved track 10 MPH.		
Woodworth	610.6	C-634
McNary	622.6	C-646
Glennora	623.6	C-647
Oakdale	635.6	C-659
Van-Ply	638.1	C-662
Fontenot	664.2	C-688
Fenton	669.4	C-694
Woodlawn	675.0	C-700
American M.F.C.	680.5	C-703
Manchester	688.0	C-712
Harbor	690.0	C-713

WARREN BRANCH — ARKANSAS DIVISION

Radio Display — 2020				Station Nos.	Maximum Speed MPH (Except as below) 30 Between Mile Posts —
Mile Post	SOUTH	STATIONS	NORTH		
422.6		DERMOTT	Ⓟ	C-439	
445.3		MONTICELLO	Ⓞ AD&N	KC-29	
461.4		WARREN	Ⓟ	KC-45	
					38.7

TWC between MP 422.6 and MP 459.0
 Yard Limits: MP 422.6 To MP 447.3 and MP 459.0 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. Sta. No.
 Killin 442.5 KC-28

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

Max. Speed GCL Jct. to CS Jct. MPH	Location of Train Defect Detectors:
MP 726.8	② MP 726.0
MP 743.4	② MP 743.4
MP 764.9	② MP 764.9 — also equipped with over-size load detector
MP 766.4	② MP 766.4 (Both main tracks.)
MP 726.8	Equipped with only an oversize load feature. This alarm is a 30 seconds continuous dial tone type signal. When this alarm is sounded, train involved must be stopped as quickly as possible without an emergency application of the air brakes and a walking inspection made. The alarm transmits on KCS, SP & UP channels.
MP 766.4	This detector is equipped with an approach light integrity light on top of the equipment box. Should this light not light upon the approach of a train, then a roll-by ground inspection of the train must be made before proceeding over the Neches River bridge.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Alton Box Co.	721.2		Green Island	726.8	
Lemonville	748.1		Korf	764.9	

Orange Branch — Mauriceville to Orange, 12.9 miles. Yard Limits entire branch. Maximum Speed — 10 MPH except tracks other than main track, all turnouts and crossovers — 5 MPH. Radio Display — 2424.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Mauriceville	477.7	B-477	Doc Brown	488.0	BE488
Peveto	482.9	BE482	Orange	490.5	BE490
Bancroft	485.0	BE485			

Do not exceed 10 MPH on Dupont Ind. Lead and East connection, and on Firestone Ind. Lead.

BATON ROUGE SUBDIV. — LOUISIANA DIVISION

Business Tracks		MP	Sta. No.	Radio Display — 2727		Station Nos.	Sidings Feet
				SOUTH	NORTH		
Baton Rouge	649.0	B-649	BR. JCT.	①	TD-010		
Baton Rouge Port	7.4	B-649	WEST JCT.	①	TD-011		VIA KCS
Maximum Speed (Except as below)	10		EAST JCT.	①	B-645		
Trucks other than main tracks, all turnouts and crossovers	5		MP JCT.	①	B-646		VIA IC
Operations over KCS Railway between BR Jct. and MP Jct.			NO. BATON ROUGE	①	B-647		
Train Defect Detectors: MP 782.3 and MP 784.8 (Dragging equipment detectors only — when activated will emit continuous high pitch tone on UP frequency — train must stop immediately and walking inspection made.)				5.4			

Yard Limits: BR Jct. to MP Jct. CTC East Jct. to West Jct. — Control Operator at Baton Rouge.

Operation over KCS Ry. between Lettsworth and Lobdell Jct. (KCS Baton Rouge Subdivision).

Train movements between Lettsworth and Lobdell Jct. will be handled by KCS 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 KCS Superintendents.
 Southward trains leaving KCS main track at Lobdell Jct. will report clear to KCS train dispatcher.
 Mile post locations Lettsworth to Lobdell Jct. inclusive are KCS (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 fusee protects movement on the ground at the crossing. A lighted red fusee must be left displayed during the time the crossing is obstructed.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Lettsworth	735.9	TD-58	Cajun Elec. Power	762.6	TD-30
Batchelor	742.6	TD-51	La. Elec. Coop.	766.4	TD-26
La Cour	745.0	TD-48	Glynn	768.3	TD-25
Morganza	750.9	TD-42	Smithfield	774.4	TD-19
Morrison	755.5	TD-38	Lobdell	779.9	TD-13
New Roads	760.9	TD-33			

Operation over IC R.R. MP Jct. (IC MP 362) and No. Baton Rouge (IC MP 367). Rule 93 in effect. Be governed by UP timetable and General Code of Operating Rules except:

1. ABS in effect MP 362 — MP 367. CTC in effect MP 362 — MP 363.5. All movements must be made per Rule 93.
2. Before entering IC main track ascertain from Control Operator location of track and speed restrictions.

CTC—Gulf Coast Jct. to MP 449.7 and West Elizabeth to MP 641.0		Radio Display — 2727		Station Nos.	Sidings Feet
Mile Post	WEST	CP No.	STATIONS	EAST	
643.9			ANCHORAGE ② UP ③ T ④	B-644	
641.5		L641	22.9		
621.0			② UP ①		
620.9		L621	LIVONIA	TB114	
			10.2		
610.8			ATCHAFALAYA RIV. ② ③ ④		
			0.9		
609.9		L610	KROTZ SPRINGS	B-610	4359
609.0		L609	10.7		
599.2		L599	PORT BARRE	B-597	9009
597.4		L597	2.0		
590.2			② SP ①		
			0.1		
590.1			② AKDN ①		
			5.2		
584.9		L585	LAWTELL	B-584	4379
584.0		L584	11.3		
573.6		L574	POWELL	B-572	8438
571.9		L572	3.3		
570.3			EUNICE	B-570	
			11.6		
560.3		L560	BASILE	B-559	4729
559.3		L559			
545.3		L546	23.0		
544.5			KINDER ② UP ③ T	B-544	
			0.1		
544.4		L545	HUB	B-543	
			0.2		
544.2		L544	K.D. SIDING		8282
542.5		L542	10.6		
533.6		L534	REEVES	B-532	7601
532.0		L532	18.0		
515.6		L516	GORDON	B-515	5821
514.4		L515	7.0		
508.6		L509	DEQUINCY	B-508	6282
508.4			② KCS ①		
507.2		L507	1.2		
720.3			CS JUNCTION	B-507	
			3.3		
723.6			HELME	B-504	4881
			4.8		
728.4			LUCAS	B-499	4907
			6.9		
735.2			STARKS	B-492	7996
			5.3		
740.6			RULIFF	B-487	4890
			9.4		
750.0			MAURICEVILLE	B-477	10371
			0.2		VIA KCS
750.2			② SRN ①		
			10.2		
760.4			VIDOR	B-467	13359
			4.5		
764.9			SP JCT.		
			1.0		
765.9			NECHES RIVER ② ③		
			0.1		
766.0			② SP ①		
			0.6		
766.6			GCL JCT.		
			0.1		
460.4			② AT&SF ③		
459.8			② KCS-SP ③		
			1.3		
459.1			BEAUMONT	B-461	YARD
			0.4		
458.7			TOWER 74		
			② SP ①		
455.1			ELIZABETH	B-455	7976
			3.6		
451.1			AMELIA	B-450	10278
449.7		H450	4.0		
			8.1		
443.0		H443	GRAYBURG	B-441	8773
441.2		H441	14.0		
429.0		H429	HULL	B-427	8094
427.3		H427	20.0		
409.0			MARTHA	B-409	4888
			8.9		
400.1		H400	HUFFMAN	B-398	8262
398.4		H398	4.6		
385.4		H385	DYERSDALE JCT.	B-385	
			3.9		
381.6		H382	SETTEGAST JCT.	B-382	
			3.6		VIA HBT
378.0			GULF COAST JCT.	A-229	
			266.6		

CTC between MP 641.0 and MP 453.8.
 ABS between MP 453.8 and 449.7
 CTC between MP 449.7 and 378.0.
 Equation: MP 507.2 = MP 720.3. MP 766.8 = MP 460.4
 Train Defect Detectors located at ② MP 389.0, ② MP 402.6, ② MP 422.5, ② MP 444.6, ② MP 522.1, ② MP 538.1, ② MP 558.8, ② MP 578.0, ② MP 596.1, and ② MP 611.0.

SHREVEPORT SUBDIV. — RED RIVER DIV.

Radio Display — 2424 Marshall Jct. to Alexandria — 2424				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 50 Between Mile Posts —
Mile Post	SOUTH	STATIONS	NORTH			
351.4	R066	MARSHALL JCT. T	Ⓞ			351.4 and 350.7 30
		0.4				350.7 and 348.6 40
351.0		MARSHALL Ⓞ	Ⓞ	TP67	Yd.	320.3 and 321.0 25
		1.5				320.3 and 315.6 40
349.5		LOUISIANA Ⓞ	Ⓞ	TB350	7549	315.6 and 315.3 30
		6.4				315.3 and 310.9 40
343.1		SCOTTSVILLE		TB342	4058	247.8 and 245.8 25
		20.8				236.2 and 235.8 40
322.3		REISOR Ⓞ	Ⓞ	TB321	13337	209.1 and 208.6 35
		6.4				199.8 and 195.8 25
1.5		HOLLYWOOD YD. Ⓞ T	Ⓞ	TS316	Yd.	195.8 and 192.1 20
		0.3				Both legs of Wye at Hollywood Jct. and Cutoff Jct. 10
315.6		HOLLYWOOD JCT.		TB316	Yd.	Between Marshall and Lucas 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.
315.0		CUTOFF JCT.		TB315	Yd.	Business Tracks MP Sta. No.
		1.1				Greenwood 326.4 TB-325
313.9		Ⓞ SP Ⓞ				Waskom 332.5 TB-331
		2.2				Olin 303.9 TB-304
311.7		Ⓞ KCS Ⓞ				Gayles 302.4 TB-302
		3.7				Caspiana 296.0 TB-296
308.6		LUCAS		TB308	4439	Cross Keys 292.3 TB-292
		22.6				Bayou Pierre 285.0 TB-285
286.0		WESTDALE		TB286	8427	Grand Bayou 281.0 TB-280
		40.0				Dolet Hill 280.9 TB-281
246.0		CANE		TB246	4133	Gahagan 275.9 TB-275
		10.2				Lake End 265.7 TB-265
235.8		CYPRESS		TB236	5298	Powhatan 258.8 TB-258
		32.9				Plywood Spur 251.0 TB-251
196.3	R197	(CONN TO MONROE SUB) RED RIVER DIVISION				Nachitoches 247.5 TB-247
		7.9				Fern 225.2 TB-225
195.8		LOUISIANA DIVISION				Rodemacher 211.0 TB-212
		3.6				Boyce 208.7 TB-209
195.7	L196	TEXMO JCT. Ⓞ	Ⓞ	TB196		Rapides 203.9 TB-204
		160.6				England AFB 199.8 TB-199
192.1		ALEXANDRIA Ⓞ T	Ⓞ	C-625	Yd.	Red River Ind. L. 197.0 TB-197

CTC between MP 196.3 and MP 195.7; TWC/ABS between MP 348.0 and MP 196.3; CTC on Conn. track at CPR 197.

Yard Limits: MP 351.4 to MP 348.0; MP 324.5 to MP 320.0; MP 195.7 to MP 192.1
Train Defect Detectors: ⓄMP 337.0, ⓄMP 292.0, ⓄMP 268.6, ⓄMP 242.6 and ⓄMP 216.8.
Westward trains must secure permission from Dallas Subdivision Dispatcher before passing east switch at Louisiana regardless of signal indication.
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.

AVOYELLES BRANCH — LOUISIANA DIV.

Radio Display — 2727				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 20
Mile Post	SOUTH	STATIONS	NORTH			
780.7		LOBDELL JCT. Ⓞ	Ⓞ	TD-12		MP 11.8 10
12.8		0.9				MP 11.9 10
		BR JCT.		TD-10		Port Allen Bridge 6.3 10
		1.5				Yard Limits: MP 12.8 to Addis.
10.4		ANCHORAGE JCT. ⓄUP Ⓞ	Ⓞ	TD-9		Business Tracks MP Sta. No.
		2.4				Avoyelles Parish
7.8		PORT ALLEN Ⓞ	Ⓞ	TD-8		Coop 2.0 TD-2
		1.3				
6.5		CANAL ⓄM Ⓞ	Ⓞ	TD-6		
		6.5				
0.0		ADDIS Ⓞ-2	Ⓞ	TB-90	Yd.	
		57.0				

NASHVILLE BRANCH — RED RIVER DIVISION

Radio Display — 2727				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 25
Mile Post	SOUTH	STATIONS	NORTH			
493.1		PERKINS Ⓞ	Ⓞ	XJ-36		493.1 and 491.0 10
		9.9				483.3 and 483.0 10
483.1		NASHVILLE Ⓞ GN&A Ⓞ	Ⓞ	XJ-26		458.0 and 457.5 5
		25.3				Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 465.0; Nashville MP 481.2 to MP 484.0; MP 492.0 to MP 493.1.
457.5		HOPE Ⓞ	Ⓞ	X-458		Business Tracks MP Nos. Cent Lumber 460.8 XJ-2
		35.3				North Hope 461.0 XJ-4
						Hope Ind. Lead 462.2 XJ-3
						Ozan Creek MP 472.0 XJ-13

TWC Entire Branch.

GURDON BRANCH — RED RIVER DIVISION

Radio Display — 2727				Station Nos.	Sidings Feet	TWC Entire Branch Maximum Speed MPH (Except as below) 30
Mile Post	SOUTH	STATIONS	NORTH			
426.3		GURDON Ⓞ	Ⓞ	X426	Yd.	MP 456.0 — MP 456.8 20
		34.5				MP 458.8 — MP 460.9 20
460.8		Ⓞ SSW Ⓞ				MP 487.1 — MP 492.3 20
		13.7				MP 492.3 — MP 497.0 10
474.5		LOUANN		E-48	6321	Monsanto Ind. lead (2.3 miles) max. speed 10 MPH
		17.7				Business Tracks MP Sta. No.
492.2		EL DORADO Ⓞ	Ⓞ	E-66	Yd.	Reader 437.6 E-11
		4.8				Lester 452.4 E-26
497.0		END OF TRACK Ⓞ	Ⓞ			Gilcrest 457.4 E-32
		70.7				Camden 459.8 E-33
						Cullendale 463.1 E-37
						Smackover 478.8 E-52
						Norphlet 484.5 E-58
						Monsanto Ⓞ487.5 E-61

Yard Limits: Gurdon Little Rock Subdiv. Conn. to MP 429.25; MP 487.1 to end of track MP 497.0.

NOTES

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below)		MPH
							75	60	
			Radio Display: Texarkana to Marshall — 2727 Marshall to MP Jct. — 2424 MP Jct. to Cent. Yd. — 2020						
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		ⓧ L&A					
58.0		R058	WOODLAWN		TP-58	7390			
59.5		R060							
65.5		R065	MARSHALL	ⓑ T	TP-67	8060			
66.7		R066	(CONN TO SHREV. 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		R175	ELMO		TP-176	7445			
176.7		R177							
181.4		R181	TERRELL	ⓑ	TP-183	4406			
182.4		R182							
186.2		R186	LAWRENCE		TP-187	7462			
187.7		R188							
198.3		R198	MARITH		TP-199	7311			
199.9		R200							
			RED RIVER DIVISION						
203.5			FT. WORTH DIVISION						
203.5		T204	MESQUITE	ⓑ	TP-202	20613			
205.5		T206							
206.6		T207							
207.6		T208							
208.3		T209	MILLER		TP-209	7255			
209.8		T210							
210.3		T211	MP JCT.						
212.9			SP JCT.	ⓐ					
213.3			BELT JCT.	ⓑ T					
B215.1			ENDOT	ⓐ					
B215.4			TOWER 19	ⓑ					
214.8		T215	TERMINAL JCT.	T	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	T	TP-245				
247.4			RIVER	ⓐ	TP-247				
248.0		T248	UNIV. AVE.						
249.7			CENTENNIAL YD.	T	TP-250	Yd.			

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
South Texarkana	11.4	TP11	Fox	212.3	TP212
Atlanta	24.0	TP24	Eagle Ford	220.0	TP220
Pirkey	76.1	TP76	Cloudy	222.0	TP224
Trinity	84.6	TP85	June Pit	223.2	TP225
Pumps	87.0	TP87	Navy	223.8	TP226
Hawkins	118.6	TP119	Grand Prairie	225.5	TP227
Debbie	128.9	TP129	BOP	230.0	TP230
Amoco	156.3	TP157	Great Southwest	231.0	TP231
Forney	194.0	TP194	Arlington	232.7	TP233
Skyline	205.6	TP205	Handley	239.2	TP239

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; Everman Lead and Ind. Tracks — MP 245.0.

Equation: MP 490.3 = MP 0.0, MP 214 = MP B214; MP B217 = MP 214.3; MP B215.1 = MP 769.3 on Waxahachie Subdiv.

AMTK secure track warrant at Texarkana. See Special Instructions Item 20 for Amtk schedules.

Trains originating Centennial Yard secure track warrant prior to passing Tower 55. 40 MPH dual control switch turnouts: Lansing Jct. and CPT 248.

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. 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.

Movement on Airport Lead over Delphine Street, Terrell, Texas, must stop and be proceeded by a crew member to provide warning.

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

Two main tracks designated No. 1 and No. 2 between MP 213.3 and MP 248.0. Most northern track is No. 1 track.

Operation via SP, CPT 211 to MP B214.7, via Right of Way District, MP B214.7 to Terminal Jct., Max. Speed 10 MPH on all auxiliary tracks and all turnouts. Interlocking Rules in effect.

Cars higher than 17 feet 6 inches can not be handled under Houston St. Bridge on Kelly Lead or any tracks other than tracks No. 1 and No. 2.

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

Radio Display — 2424			Rule 10(D) not in effect		
Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH
241.8	WICHITA		H186	Yd.	241.8 and 243.7
242.0	⊗ UP				243.7 and 245.4
243.7	NORTH JCT.		HA001		245.4 and 247.0
245.4	SOUTH JCT.		HM245		247.5 and 247.7
249.6	MIDLAND		HM250	7200	341.0 and 342.0
266.4	RIVERDALE		HM266	5500	370.4 and 370.5
294.5	CALDWELL		HM295	5780	400.0 and 403.3
311.6	⊗ ATSF				Between MP 403.3 and MP 561.0
318.5	JEFFERSON		HM319	6228	(Except as below)
330.7	KREMLIN		HM331	4640	418.0 and 418.6
339.5	NORTH ENID	T ⊗	HM340	6044	435.4 and 437.0
340.5	⊗ BN				437.0 and 473.0
341.8	ENID		HM342	8095	473.0 and 477.0
366.5	JACKS		HM367	4342	477.0 and 499.5
388.4	OKARCHE		HM388	5178	499.5 and 500.6
396.1	CONCHO		HM396	7302	500.6 and 509.0
400.9	⊗ UP				543.2 and 543.8
402.5	EL RENO	⊗	HM402	Yd.	Between MP 561.0 and MP 612.9
403.6	PACIFIC JCT.		HM403P		(Except as below)
418.0	MINCO		HM418	8010	604.7
435.6	⊗ BN				604.8 and 608.9
436.3	CHICKASHA	T ⊗	HM436	6650	608.9 and 609.9
456.0	RUSH SPRINGS		HM456	6316	609.9 and 612.9
481.2	SUNRAY		HM481	6682	Thru sidings and turnouts
500.1	WAURIKA		HM500	5800	Auxiliary tracks except Chickasha Yard
510.7	RYAN		HM511	6297	Train Defect Detectors:
535.5	STONEBURG		HM536	4878	% MP 272.7, % MP 301.2, % MP 328.4, % MP 362.8, % MP 406.3, % MP 534.0, % MP 469.0, ⊕ MP 506.0 ⊕ MP 581.3, % MP 593.0
543.4	BOWIE	⊗ BN	HM544	4585	Business Tracks
561.0	TEXOMA DIVISION				
563.0	FT WORTH DIVISION				
599.2	HICKS		HM599	5301	Peck 258.8 HM259
604.7	SAGINAW	⊗ ATSF	HM605		Wellington 273.8 HM274
609.6	TOWER	⊗ SSW BN	HM609		Coop 270.8 HM271
611.4	PEACH		HM611	Yd.	Wellington 273.8 HM274
611.9	PURINA JCT. (T610)	T	HM612		Perth 283.0 HM283
612.4	6TH ST. JCT. (T612)	T	HM613		Corbin 287.0 HM287
612.9	TOWER 55	T ⊗	TP245		Renfrow 302.6 HM303
371.1					Medford 311.8 HM312
					Pond Creek 322.2 HM322
					Cyanamid 322.3 HM323
					Great Lakes
					Carbon 333.4 HM333
					Waukomis 349.5 HM350
					Bison 355.4 HM355
					Hennessey 361.4 HM361
					Dover 370.4 HM370
					Dolese 371.9 HM372
					Kingfisher 378.6 HM379
					Armour 380.5 HM380
					Jensen Spur 405.4 HM405
					Oklahoma Brick 409.7 HM410
					Union City 412.3 HM412
					Pocasset 426.0 HM426
					Marlow 465.5 HM466
					Duncan 475.5 HM476
					Comanche 485.5 HM485
					Addington 493.8 HM494
					Ringgold 524.4 HM524
					Cities Service 561.4 HM561
					Lone Star 564.0 HM564
					Perch Hill 565.2 HM566
					TXI Stonespur 565.5 HM568
					Bridgeport 569.6 HM570
					Paradise 575.6 HM575
					Boyd 584.5 HM585
					Newark 591.6 HM592
					Texas Electric 597.6 HM598
					PlusWood 606.3 HM605

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 MP 612.9.
 Trains and Engines must contact yardmaster at Ney yard before entering yard limits between MP 608.9 and MP 612.9.
 Main Track switch at north end of Multiple Main Track (MP 610.2) and/or Race Track switch north end Peach (MP 611.0) may be left lined as needed.
 Two Main Tracks designated No. 1 and No. 2 between MP 610.2 and MP 612.9. Most eastern track is No. 1 track.

CTC between 6th St. Jct. (CPT 612) and Purina Jct. (CPT 610) and between Dalwor Jct. (CPT 611) and Purina Jct. (CPT 610). Do not exceed 10 MPH within these limits.

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.

FRA Exempted Tracks:
 Peach — New Yard Track 410.
 ALL auxiliary tracks — Newark, Boyd, Paradise and Bridgeport.
 El Reno — All tracks in big yard.
 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 in 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 signal indications.
 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

Rule 10D not in effect		Radio Display — 4242				
Maximum Speed MPH	(Except as below)	Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet
40	MP 551.7 — MP 550.1	551.7	SALINA	T ⊗	KP187	Yd.
20	MP 550.1 — MP 545.5	551.5	⊗ ATSF			
25†	MP 544.1	551.4	⊗ UP			
25†	MP 542.1 (northward)	544.0	MIDWEST DIVISION			
30	Through Assaria	516.9	⊗ ATSF			
20	MP 518.2 — MP 514.0	514.9	⊗ SSW			
20	MP 502.0 — MP 501.0	487.0	⊗ ATSF			
20	MP 496.2 — MP 494.0	475.0	TEXOMA DIVISION			
20	MP 488.8 — MP 486.0	475.0	WHITEWATER JCT.			
25	MP 475.0 — MP 474.7	474.7	HERINGTON JCT.			
10	All Sidings	241.2	CLINE		HA003	5830
10	Yard Limits: MP 551.7 to MP 545.5; MP 518.2 to MP 514.0; MP 488.0 to MP 486.0; MP 239.0 — 241.8.	241.6	⊗ BN			
	Business Tracks	241.8	WICHITA		H186	Yd.
	Furley 229.5 HM230	242.0	⊗ UP			
	Kechi 236.1 HM230					
	McLains 481.4 PB027					
	Newton 486.8 PB032					
	Marvel					
	Industries 488.8 PB034					
	Hesston 495.1 PB041					
	Mound					
	Ridge 501.6 PB047					
	McPherson 516.2 PB062					
	Hilton 521.7 KM030					
	Lindsborg 531.1 MX504					
	Bridgeport 536.2 MX499					
	Assria 539.8 KM012					
	Mentor 544.0 KM008					
	Sid 547.0 KM005					

TWC in effect MP 545.5 to MP 534.8; MP 531.1 to MP 474.7 and MP 223.1 to MP 239.0

Trains Defect Detectors: % MP 225.7, % 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).

Equation: MP 516.2 = MP 516.6 MP 474.7 = MP 223.1.

McPherson Subdiv. trains operate over Hoisington sub between west siding switch Bridgeport and Lindsborg.

SHAWNEE BRANCH — TEXOMA DIVISION

Radio Display — 2424				Maximum Speed (Except as below)	MPH
Mile Post	WEST	EAST	Station Nos.	Sidings Feet	25
295.5	HOWE		ME295	1000	299.6 and 300.1 10
	44.5				317.0 and 321.0 10
340.0	LIMESTONE		ME340	7558	348.0 and 349.0 10
	26.4				365.0 and 366.4 20
366.4	McALESTER	UP	MK564		368.0 and 370.5 10
	4.1				417.0 and 421.0 10
370.5	END OF TRACK				432.0 and 438.0 10
417.0	END OF TRACK				482.5 20
	8.0				484.0 and 485.6 10
425.0	LIMA		MO425	5635	512.0 and 513.6 10
	22.8				
447.8	ATSF JCT.				
	1.1				
448.9	SHAWNEE		MO449	6200	
	8.1				
457.0	DALE		MO457	4588	
	25.5				
482.5	BN				
	3.1				
485.6	OKLAHOMA CITY		MO486	Yd.	
	0.9				
486.5	BN				
	0.3				
486.8	BN				
	25.5				
512.3	BELT JCT.				
	1.3				
513.6	EL RENO		HM402	Yd.	
	218.1				

DO NOT EXCEED 5 MPH on all auxiliary tracks, turnouts and sidings except: Shawnee 10

Business Tracks	MP	Sta. No.
Wister	301.8	ME302
Red Oak	322.3	ME322
Panola	330.0	ME330
Wilburton	335.6	ME335
Hartshorne	351.5	ME351
Alderson	360.8	ME361
Nu Metals	417.4	MO417
Wewoka	418.7	MO419
Brick	422.0	MO422
Seminole	431.2	MO431
Tracy	435.8	MO436
Harrah	466.1	MO466
Huey	467.3	MO467
Choctaw	472.6	MO473
Midwest	484.1	MO483
Council	494.5	MO495
OG&E	496.0	MO496
Lacey	498.0	MO498
Yukon	501.0	MO501
Cimarron	503.4	MO503
Banner	507.7	MO507

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 370.5; MP 417.0 and MP 512.3
Yard Limits: MP 323.1 — MP 325.1, MP 365.0 — MP 370.5; MP 482.9 — MP 492.8.
Equations: MP 352 to MP 354 = 1.6 miles. MP 491 to MP 492 = 1.4 miles.

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.

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

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				Maximum speed (Except as below)	MPH
Mile Post	SOUTH	NORTH	Station Nos.	Sidings Feet	25
0.0	CHICKASHA	T	HM436	Yd.	0.0 and 1.0 10
	54.9				17.7 and 17.9 10
53.3	BN G				23.3 and 36.5 10
	1.3				42.1 and 54.6 10
56.2	END OF TRACK				Thru auxiliary tracks and turnouts 5
	56.2				

Business Tracks	MP	Sta. No.
Verden	9.3	HN009
Anadarko	17.8	HN018
Apache	33.0	HN003
Richards Spur	42.2	HN042
Ft. Sill	49.2	HN050
Lawton	53.1	HN053

TWC between MP 0.0 to MP 42.2.
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.
Yard Limits: MP 0.0—MP 2.0; MP 41.2—MP 54.6.

CHOCTAW SUBDIV. — TEXOMA & FT. WORTH DIV.

Radio Display — 2424				Maximum Speed (Except as below)	MPH	
Mile Post	SOUTH	CP No.	NORTH	Station Nos.	Sidings Feet	60
564.8	McALESTER			MK566	11226	564.8 and 566.7 25†
	1.1					641.0 and 645.2 40†
565.9	U566	UP		MK567		653.9 and 662.8 40
	6.7					662.8 and 666.7 30
572.6	U572	NAVY		MK573	8529	666.7 and 677.3 40
574.4	U574	8.5				683.1 and 683.7 35
581.1	U581	KIOWA		MK583	8900	701.5 and 702.1 40
	12.1					713.3 and 713.7 50
582.9	U583	BURG		MK594	8852	718.1 and 719.8 30
593.2	U593	9.0				738.6 and 752.7 40
595.0	U595	27.8				752.7 and 754.5 20
602.6	U602	STRINGTOWN		MK603	9109	15 MPH dual control switch turnouts and thru sidings: McAlester and Pottsboro. Tower 55 — Through Interlocking 15
604.5	U604	2.8				On Wye tracks Tower 55 10
630.4	U630	CADDO		MK630	8710	Through Siding and Turnouts Durant 10
632.1	U632	10.8				
641.2	U641	DURANT	KRR	MK641	9233	Business Tracks MP No. Ethan Allen 607.0
643.1	U643	6.9				Atoka 609.6 MK610
648.1	U648	OLIVE		MK649	9636	Calera 646.1 MK646
650.1	U650	7.8				Red Dam Spur 658.0 MK658
655.9	U656	BN NORTH JCT.		MK655		Perrin Field 666.6 MK669
		0.3				Sadler 679.2 MK682
656.2	U656	BN SOUTH JCT.		MK655		Collinsville 689.5 TA179
		1.0				Aubry 708.6 TA198
657.2	U657	JOE JCT.				Pillsbury 716.2
		3.7				Denton 719.1 TA209
660.9	U661	RAY		MK661	9355	Affiliated Foods 741.6
662.9	U663	2.8				Keller 740.3 TA230
663.7	U664	SOUTH LEAD RAY				
		2.8				
666.5	U666	POTTSBORO		MK670	5765	
667.7	U668	15.1				
682.0	U682	WHITESBORO		TA173	8051	
		18.0				
683.7	U684					
700.0	U700	PILOT POINT		TA191	7609	Yard Limits: MP 752.7 to MP 754.5.
701.6	U702	13.8				
713.8	U714	MINGO		TA203	7592	Train Defect Detectors —
715.4	U715	11.3				MP 588.3, MP 607.9,
725.1	U725	DENTON				MP 633.8, MP 653.3,
		10.1				MP 680.2, MP 704.3,
735.2	U735	ROANOKE		TA225	7440	and MP 729.4.
736.7	U737	12.9				CTC between MP 564.8 and MP 752.8
747.0		TEXOMA DIVISION				Operation between MP 752.8 and MP 754.5 be governed by instructions operator Tower 55.
		FT. WORTH DIVISION				
748.1		SSW				
		1.4				
749.5	T749	HODGE		TA240	9698	
751.4	T752	3.3				
752.8	T753	PEACH		TA243	7612	
754.3	T755	1.7				
754.5		TOWER 55		TP245	Yd.	
		190.3				

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.

FRA Excepted Tracks:

Ray — New yard tracks 25, 27, 29 and all tracks in Welding Plant.

Perrin Field — Spur Track.

Radio Display — 4242				Maximum Speed (Except as below) 40
Mile Post	SOUTH STATIONS NORTH	Station Nos.	Sidings Feet	Between Mile Posts —
171.3	HERINGTON ⓄUP ⓄV	PB20	...	194.5 Ⓞ 20
178.5	LOST SPRINGS ⓄATSF ⓄA	HMI179	6000	208.5 Ⓞ 20
194.3	MARION	HMI194	4660	221.0-223.1 20
194.5	ⓄATSF Ⓞ			Thru sidings and turnouts:
208.4	ATSF JCT			Lost Springs 10
208.5	ⓄATSF Ⓞ			Marion 10
222.8	WHITEWATER ⓄUP ⓄV	PB020	6200	Whitewater 10
223.1	HERINGTON JCT			
51.8				

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

Business Tracks	Mile Post	Sta. No.
Lincolntonville	183.5	HMI184
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.

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

Hutchinson Ind. Lead — 3.9 miles between Wichita Yard and Hardtner Jct. Rule 105 in effect. Maximum Speed . . . 20 MPH except between MP 485.0 and MP 485.3 . . . 10 MPH. Radio display — 4242.

Business Tracks	MP	Sta. No.
Hardtner Jct. T	485.9	M-1
Ⓞ ATSF Ⓞ	483.0	...
Ⓞ WTA Ⓞ	483.0	...
Ⓞ UP Ⓞ	482.6	...
Ⓞ BN Ⓞ	482.4	...
Wichita Yard Ⓞ	482.0	H-186

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.

Business Track	MP	Sta. No.
Winfield	517.2	NL-94

Winfield Ind. Lead: 5.0 miles Opens off ATSF MP 249.7. Max. Speed 10 MPH. Rule 105 in effect.

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

NOTES

Radio Display — 2020				Maximum Speed (Except as below) 40
Mile Post	SOUTH CP No. STATIONS NORTH	Station Nos.	Sidings Feet	Between Mile Posts —
612.0	T612 6TH ST. JCT. Ⓞ T	HM613	...	612.0 and 612.2 10
612.2	T611 DALWOR JCT. T			612.2 and 614.2 20†
613.5	T613 SYLVANIA	TC614	4802	628.7 and 628.8 10
614.5	T614			628.8 and 643.8 30
621.1	T621 HURST	TC622	5043	643.8 and 643.1 10
622.2	T622			Thru Sidings and turnouts 10
625.8	T626 TARRANT	TC627	10039	Brookhollow A 5
627.8	T628			
633.4	T634 NC JCT.			
634.8	T635 IRVING	TC635	4729	
635.1	T636 SC JCT			
635.8	T637			
637.4	T638 MOCKINGBIRD Ⓞ	TC639	Yd.	Business Tracks MP Sta. No.
639.0	T639			Richland Park . . . 618.2 TC618
642.6	T639 DALLAS JCT.	TC642		Centerport 629.6 TC629
643.9	T644 NORTH JCT. Ⓞ	TC643		Wildwood 636.7 TC636
644.1	CONN DALLAS SUBDIV.			Brookhollow B . . . 637.4 TC637
31.5				Brookhollow A . . . 638.7 TC639

Equation: 612.0 = 612.4 on OKT Subdiv.; MP 644.1 = MP 214.6 on Dalla Subdiv.

CTC between MP 612.0 and MP 643.9.

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.

WAXAHACHIE SUBDIV. — FT. WORTH DIVISION

Radio Display — 2020				Maximum Speed (Except as below) 40
Mile Post	SOUTH STATIONS NORTH	Station Nos.	Sidings Feet	Between Mile Posts —
769.3	ENDOT Ⓞ			769.3 and 770.6 10
781.7	LANCASTER	TF781	3932	770.6 and 779.5 25†
791.2	STERRET Ⓞ	TF791	6252	782.2 and 784.0 30
796.6	Ⓞ SP Ⓞ			785.3 and 785.4 25
797.9	BRI JCT. Ⓞ			796.3 and 797.9 20†
798.1	WAXAHACHIE Ⓞ	TF798	1435	797.9 and 802.7 10
802.7	END OF TRACK Ⓞ			Thru siding and turnouts . . . 10
33.4				

Business Tracks MP Sta. No.
Sargent 770.8 TF770
Service 793.5 TF793
Armglass 794.6 TF794
Nena 802.6 TF802

Yard Limits: MP 769.3 — MP 771.1, MP 790.0 — MP 802.7

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

Lancaster — Movements in siding stop and flag Public crossing at Second St. (MP 781.6).

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 802.7.

Denton Branch — 29.3 miles MP 758.8 to MP 729.5. Yard limits entire branch. Maximum speed 20 MPH except 10 MPH between MP 752.0 and MP 758.9. All tracks except main track 5 MPH. Radio communication via radio display - 2020.

FRA Excepted Track: MP 743.9 to MP 729.5; All Industrial Leads and Industry Tracks.

Stations	MP	Sta. No.
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.	Ⓞ 757.3	TC642

Greenville Ind. Lead — 1.2 miles MP 766.1 to MP 765.0. Rule 105 in effect. Max. speed 10 MPH except 5 MPH on lead track. FRA excepted track. Equation: MP 758.8 (Denton Branch) = MP 766.1

Radio Display — 2020				Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts — 249.7 and 304.0 (Except as below)	MPH
Mile Post	WEST CP No.	STATION	EAST				
249.7		CENTENNIAL YD. (B) T (V)			Yd.	249.7 and 251.8	20
250.0		0.3 FT. WORTH		TP250	Yd.	251.8 and 255.0	20
251.6	T251	BRYANT IRVIN				255.0 and 258.0	20
251.8	T252	8.0 FT. WORTH DIV.				258.0 and 266.6	50
251.8		TEXOMA DIV.				266.6 and 266.8	25
259.6	T260	IONA		TP260	7731	266.8 and 277.0	50
261.2	T261	12.8				277.0 and 282.0	50
272.4	T273	EARLS		TP273	7989	282.0 and 284.8	50
274.0	T274	4.1				284.8 and 286.1	50
276.5	T277	WEATHERFORD		TP277	8385	286.1 and 294.6	55
278.2	T278	9.9				294.6 and 295.9	35
286.4	T286	PREBLE (B)		TP287	6734	295.9 and 297.4	55
287.8	T288	14.0				297.4 and 298.5	50
300.4	T300	BRAZOS		TP301	6853	298.5 and 304.0	60
301.9	T302	12.4				(Except as below)	60
312.8	T313	JUDD (B)		TP313	6898	304.0 and 372.2	50
314.3	T314	13.3				372.2 and 378.6	50
326.1	T326	STRAWN		TP326	6864	378.6 and 383.2	40
327.5	T328	11.9				383.2 and 388.6	40
338.0	T338	TIFFIN		TP338	6807	388.6 and 392.0	30†
339.4	T339	12.8				392.0 and 393.5	30†
342.2	T342			TP341		393.5 and 405.3	50
350.8	T351	EASTLAND		TP351	6902	405.3 and 406.1	45
352.2	T352	9.6				406.1 and 409.2	30
360.4	T360	CISCO (B)		TP361	9786	409.2 and 413.0	40
362.4	T362	6.8				413.0 and 414.6	40
367.2	T367	DOZHAN		TP368		414.6 and 417.0	50
368.4	T369	13.9				(Except as below)	50
381.1	T381	JAYELL		TP381	6926	417.0 and 438.0	40
382.5	T382	11.0				438.0 and 448.4	30
392.1	T392	CLYDE (B)		TP392	7457	448.4 and 476.6	30
393.6	T394	12.4				476.6 and 477.3	30
404.5		HOLDER		TP405	8784	477.3 and 481.3	30
406.6		2.1 ABILENE (B)		TP407	Yd.	481.3 and 509.0	25
409.9		3.3 BAGDAD		TP409	6006	509.0 and 513.4	25
423.9		14.0 MERKEL		TP423	7737	513.4 and 533.7	50
437.0		13.1 ESKOTA		TP438	7490	533.7 and 535.0	50
441.0	T441	4.0 TECIFIC (M)		TP441		535.0 and 551.6	25†
447.8		6.8 SWEETWATER (B)		TP448	11569	551.6 and 570.3	45
456.4		8.6 ROSCOE		TP456	7577	570.3 and 574.0	45
466.4		10.0 LORAIN		TP467	7457	574.0 and 587.6	55
478.1		11.7 DOME (B)		TP479	8257	587.6 and 600.0	50
491.1		13.0 IATAN		TP492	6830	600.0 and 606.7	50
503.7		12.6 COAHOMA		TP503	7405	606.7 and 611.0	30
513.4		9.7 BIG SPRING (B)		TP513	Yd.	611.0 and 646.8	45
523.9		10.5 MORITA		TP524	7555	646.8 and 647.1	45
533.3		9.5 STANTON		TP534	7515	647.1 and 692.7	50
549.2		15.3 CHUB		TP549	7086	692.7 and 735.3	50
563.8		14.6 PEGASUS		TP564	8410	735.3 and 741.2	40
578.9		15.1 ARCADE		TP579	7864	741.2 and 744.0	40
593.7		14.8 METZ		TP594	8000		
609.4		15.7 MONAHANS (B) T		TP609	7505	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.	
666.1		56.7 TOYAH (B)		TP666	11865	10 MPH thru sidings Earls, Tiffin, Clyde, Holder, Bagdad, Merkel, Eskota, Dome, Chub, Arcade, Toyah and Boracho.	
708.8		42.7 BORACHO (B)		TP709	8742	15 MPH thru turnouts Earls.	
768.7		59.5 SIERRA BLANCA (B)		TP768		15 MPH thru turnouts between MP 247.4 (Dallas Subdiv.) and CPT252.	
0.0		86.2 MILES VIA SP EL PASO (B) T		TP860	Yd.	25 MPH thru turnouts: Bagdad, Merkel, Sweetwater, Coahoma, W. end Roscoe, Lorine, E. end Holder, Eskota, Dome, Iatan, W. end sidings Arcade, Pegasus and Boracho and E. end sidings Morita, Stanton, Monahans and Metz, and at Sierra Blanca to SP.	
605.0						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 track or Engine Spur at Crusher.	
						Operation via SP Sierra Blanca to El Paso.	

CTC between MP 251.6 and MP 393.6.
 ABS between MP 393.6 and MP 768.7.
 TWC between MP 393.6 and MP 768.7.
 Yard Limits: MP 249.7 — MP 251.6

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	Pecos	646.6	TP-647
Bandag	401.0	TP-401	Gozar	676.7	TP-676
Air Base Spur	413.0	TP-413	San Martine	686.3	TP-691
Tye	414.0	TP-414	Levinson	691.2	TP-691
Trent	429.7	TP-429	Kent	698.8	TP-698
Pyramid	445.0	TP-445	Wild Horse	727.1	TP-727
Colorado City	475.0	TP-476	Texas	729.0	TP-729
Rear Field	504.0	TP-504	Van Horn	735.0	TP-735
Ziler	508.5	TP-509	Crusher	744.2	TP-744
Dix	538.7	TP-539	Allamore	746.5	TP-746
Midland	553.3	TP-553	Eagle Flat	753.9	TP-754
Tex-Harvey	541.8	TP-541	Arispe	763.6	TP-764
Ind. Foundation	557.6	TP-558			
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 (B)	800.2	TP-831	—
CLINT	808.0	TP-839	8705
BELEN	815.2	TP-846	—
ALFALFA	822.8	TP-854	—
TOWER 47 SP CONN. (B)	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

Radio Display — 4242				Maximum Speed MPH	
Mile Post	SOUTH CP No.	STATIONS NORTH	Station Nos.	Sidings Feet	MPH
0.0		PALESTINE	AX-81	Yd.	MP 0.0 and MP 54.0 (Except as below) 40
1.1	Q000	WEST JCT.	AX-81		0.0 and 1.5 20
18.0		OAKWOOD	AX-99	7692	1.5 and 2.0 30†
54.8		MARQUEZ	AX-136	9207	3.0 and 14.0 30
76.0		FRANKLIN	AX-158	9530	Siding Oakwood 10
77.2	Q077				MP 54.0 and MP 144.9 (Except as below) 60
89.2		HEARNE	AX-171	6218	Between Mile Posts
93.4	Q094	VALLEY JCT.	AX-175		58.7 and 61.9 50
93.7		RED RIVER DIVISION			
99.0	Q099	GAUSE	AX-181	8151	61.9 and 62.2 40
100.7	Q101				62.2 and 63.2 50
109.9	Q109	MILANO	AX-191	7759	63.2 and 67.1 40
111.5	Q111				76.5 and 77.5 40†
122.6	Q122	MARJORIE	AX-205	8254	80.1 and 80.3 55
124.4	Q124				89.0 and 91.0 25†
137.3	Q136	THRALL	AX-220	8576	93.4 and 93.9 40
139.0	Q139				Valley Jct. thru No. 113 & 4 Tracks 25
144.3	Q145				94.7 and 95.3 45
144.4		TAYLOR	AX-226	Yd.	Siding Milano 10
146.2	Q146				Siding Majorie 10
149.9	Q150	HESTES	AX-232	7413	109.9 and 110.1 25
151.5	Q152				113.0 and 114.0 45
160.4	Q160	ROUND ROCK	AX-243	7148	118.7 and 120.9 45†
161.8	Q162				130.1 and 130.3 30†
166.1		McNEIL	AX-247		143.9 and 144.3 35†
172.6	Q173	SNEED	AX-253	8494	144.3 and 144.9 15
174.3	Q174				MPH
186.6	Q186	BERGSTROM	AX-268	7543	MP 144.9 and MP 264.3 (Except as below) 70 60
188.1	Q188				Between Mile Posts
200.2	Q200	KYLE	AX-282	7524	144.9 and 145.9 35 35†
201.8	Q202				145.9 and 146.7 40 40
206.7	Q206	CENTEX	AX-288	8249	146.7 and 147.7 60 45
208.3	Q208				160.0 and 161.8 60 —
212.0	Q212	UP JCT.	AX-294		165.9 and 166.0 45 45
219.0	Q219	JUDE	AX-301		166.9 and 171.0 60 —
220.9	Q221	GOODWIN	AX-302	9990	171.0 and 174.3 60 35†
223.1	Q223				174.3 and 178.2 50 35†
233.4	Q233	CORBYN	AX-316	7978	178.2 and 179.6 40 35†
235.0	Q235				179.6 and 179.8 15 15
235.9	Q236	CRAIG JCT.	AX-317		179.8 and 186.1 35 35†
239.3	Q239	BRACKEN	AX-322	8428	190.5 and 192.0 60 55
241.1	Q241				192.0 and 195.0 65 —
250.6	Q250	NORTH LOOP	AX-333	7559	201.6 and 203.2 55 50
252.1	Q252				205.3 and 207.6 55 50
259.1	J259	SAN ANTONIO	AX-340		207.6 and 211.1 30 30
259.9		APACHE JCT.	AX-341		219.9 and 220.0 60 —
260.4					224.5 and 229.2 30 30†
264.3		SOSAN	AX-345	Yd.	229.2 and 232.0 60 50
265.2		HEAFER JCT.			232.0 and 235.6 60 —
278.5		GESSNER	AX-360	8737	240.3 and 240.7 60 —
318.0		MELON	AX-399	7653	242.8 and 244.3 60 —
339.5		GARDENDALE	AX-422	7721	247.4 and 248.6 60 —
345.8		COTULLA	AX-427	5421	248.6 and 256.1 45 45
371.0		FINLEY	AX-451	8444	256.1 and 257.4 40 40
385.3		CALLAGHAN	AX-467	8800	257.4 and 258.5 30 30
400.3		PORT LAREDO	AX-482		258.5 and 260.0 20 20†
412.0					260.0 and 260.9 30 30
412.2		LAREDO	AX-494	Yd.	260.9 and 263.1 35 35
					263.1 and 264.3 20 20

15 MPH dual control switch turnout West end Palestine Yard. 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.

Radio communications concerning terminal operation at: Palestine — Radio Display 2424; Sosan — Radio Display 8080; 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 281.5, ⊕MP 299.3, MP 329.9, ⊕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. Sosan — Maximum speed 20 MPH on Running Track between Quintana Rd. and Guadalupe St.

Sosan — Tracks No. 502 and No. 503 are FRA excepted. Main track split-derail located at MP 265.2, normally lined in derailling position, is a power operated, radio activated derail equipped with switch point indicators. Operating instruction by general order.

Port Laredo — Dual control switches operated by radio control. Operating instructions by general order.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Tucker	8.5	AX-090	Hunter	217.4	AY-008
Long Lake	12.3	AX-093	Geronimo Spur	220.0	AY-010
Buffalo	34.7	AX-116	New Braunfels	227.3	AX-308
Jewett	43.8	AX-125	Landas Park	227.8	AX-309
Koch (Conn. BN)	45.7	AX-127	Dittlinger	231.1	AX-312
Easterly	70.4	AX-152	Parker Bros.	231.2	AX-312
Rockdale	119.1	AX-201	Ogden	236.7	AX-318
Majorie (Conn. RS&S)	124.4	AX-205	Wetmore	247.7	AX-329
Thorndale	132.2	AX-214	Longhorn	249.2	AX-330
Hutto	153.4	AX-235	Green Light Spur	250.0	AX-331
Round Rock	161.6	AX-243	Towne Spur	251.8	AX-333
IBM	169.0	AX-251	Adams	254.0	AX-335
Hooper	171.1	AX-254	Lytile	281.9	AX-363
Stripling Blake	171.9	AX-253	Natilia	287.3	AX-368
Steck Paper Co.	172.1	AX-253	Devine	291.0	AX-373
Austin	179.1	AX-262	Armour Chemical	310.1	AX-390
Vinson	183.8	AX-265	Western	311.2	
Buda	194.2	AX-276	Pearsall	313.0	AX-394
Texas Cement	196.1	AX-278	Derby	321.5	AX-403
Cedar Supply	202.3	AX-284	Dilley	328.9	AX-410
San Marcos	209.7	AX-291	Atlee	367.6	AX-449
H.E.B.	211.6	AX-293	Encinal	373.6	AX-455
Jama	213.5	AY-005	UNITEC	397.9	AX-478
			Nye	408.3	AX-490

Georgetown Ind. Lead: Round Rock to Kerr DX-002 2.0 mi. Max. speed 10 MPH Rule 105 in effect. Bergstrom Ind. Lead 5.0 miles Vinson to end of track. Max. Speed 10 MPH. Trains must not leave Round Rock or Kerr without permission from train dispatcher.

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.

See Special Instructions Item 20 for AMTK schedules. TWC between: MP 1.1 and MP 77.2; MP 264.3 and MP 412.2.

CTC between: MP 0.0 and MP 1.1; MP 77.2 and MP 259.1; CPQ 145 and CPQ 919 (Houston Subdiv) on Wye track; CPQ 236 and CPQ 113 (San Antonio Subdiv). Do not exceed 25 MPH between CPQ 236 and CPQ 113. ABS between: MP 1.1 and MP 77.2; MP 260.4 and MP 262.3.

Maximum Speed (Except as below)	MPH	Radio Display: Longview to Palestine — 2424 Palestine to MP 144 — 2020	Station Nos.	Sidings Feet
Between Mile Posts —				
L81.3 and L80.3	25			
L80.3 and L78.2	25			
L73.8 and L73.1	45			
L70.3 and L68.0	45†			
L60.4 and L59.6	45			
L56.6 and L56.3	45			
L53.0 and L52.3	35†			
L50.8 and L50.3	45			
L45.9 and L44.9	45			
L36.5 and L35.4	40			
L31.5 and L30.1	45			
L28.9 and L26.3	35†			
L22.2 and L21.5	45			
L19.2 and L18.9	45			
L0.5 and 0.0	20			
(Except as below)	60			
Between Mile Posts —				
0.0 and 1.6	30			
1.6 and 4.1	40			
4.1 and 9.5	45			
9.5 and 11.9	50			
11.9 and 21.9	45			
23.8 and 25.2	30			
25.2 and 26.7	45			
36.7 and 38.6	40			
42.9 and 43.3	45			
43.3 and 48.3	55			
50.7 and 51.6	45			
59.8 and 60.1	55			
63.7 and 65.5	40†			
70.2 and 72.7	50			
82.2 and 89.0	45			
99.3 and 99.9	55			
105.3 and 105.6	55			
110.1 and 113.2	30†			
144.0 and Belt Jct.	45			
Sidings Elkhart, Crockett, Trinity, Phelps and Conroe	10			
15 MPH dual control switch turnout at CPR 080:				
Sta. No.				
Business Tracks				
Bodie	L78.0	AX004		
Jacksonville	L28.2	AX054		
Alcoa Spur	L7.4	AX073		
Salmon	18.3	A-100		
Nucor	23.1	A-104		
Grapeland	24.5	A-106		
Southwest				
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 & Drillco	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. FRA Excepted track. Business Tracks: Townley MP 3 — Sta. No AD-4.				
15 MPH dual control switch turnout at CPR 080:				
Sta. No.				
Business Tracks				
Whitehouse	8.6	CQ009		
General Electric	13.5	CQ013		
Elberta	13.9	CQ014		
Tyler	19.0	CQ019		
Swan	26.3	CQ027		

All radio communications concerning terminal operations at Palestine must be handled on Radio Display — 2424.
 Operations 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; West end of Palestine Yard; south switch Lloyd Yard, east and west lead switches north end Lloyd Yard.

Tyler Ind. Lead:	Henderson Ind. Lead:		
Troup to Swan 27.1 Miles. Operation by General Order. Max Speed 20 MPH	Overton to Henderson 16.0 Miles. Operation by General Order. Max. Speed 20 MPH		
Except between:			
MP 22.5 to MP 22.7 10 MPH			
MP 26 to MP 27 10 MPH			
Max. WT. 263,000 lbs.			
Business Tracks	Business Tracks		
MP	MP		
Sta. No.	Sta. No.		
Whitehouse	8.6	CQ009	
General Electric	13.5	CQ013	
Elberta	13.9	CQ014	
Tyler	19.0	CQ019	
Swan	26.3	CQ027	
LeTourneau Ind Lead 5.2 Miles. Maximum Speed 10 MPH Rule 105 in effect.			

Maximum Speed Between Tower 55 and Bryan Jct. (Except as below)	MPH	Radio Display: Hattie St. to Elm Mott — 2727 Elm Mott to Bryan Jct. — 2424 Bryan Jct. to Navasota Jct. — 9696 Jerry to Spring Jct. — 2424	Station Nos.	Sidings Feet
Between Mile Posts —				
250.9 and 246.6	20			
246.6 and 234.6	40			
231.3 and 230.7	40			
228.1 and 224.9	50			
224.9	25			
224.9 and 223.7	50			
220.4 and 220.2	50			
218.7 and 217.2	50			
215.0 and 214.0	40†			
207.3 and 206.2	40†			
203.0 and 198.0	50			
196.3 and 195.6	40			
193.1 and 192.9	40			
181.4 and 179.8	40†			
165.8 and 161.5	25			
158.8 and 158.5	55			
148.5 and 148.2	55			
141.0 and 138.0	25			
107.0 and 106.8	50			
Valley Jct. thru No. 1 & No. 2 Tracks	25			
100.6	40			
100.6 and 97.3	55			
97.3	25			
78.2 and 77.8	25			
Between Bryan Jct. and Navasota Jct. (Except as below)	Pggr. 60			
Between Mile Posts —	Frt. 60			
74.5 and 71.1	30			
71.1 and 51.1	40			
51.1 and 50.0	50			
50.0 and 48.4	25†			
Thru sidings:				
Bryan	10			
Millican	10			
Between Navasota Jct and Spring Jct (Except as below)	60			
48.3 and 47.5	25			
47.5 and 31.0	50			
25.7 and 25.4	50			
22.7 and 22.2	40†			
6.0 and 0.4	50			
0.4 and 0.0	35			
Tower 55:				
Wye Tracks	10			
Interlocking	15			
Thru sidings and turnouts at: Wrenn, Egan, Winslow and West	20			
Business Tracks	MP	Sta. No.		
Frazier	242.0	MK-776		
Burleson	236.8	MK-771		
Alvarado	224.2	MK-784		
Itasca	206.7	MK-802		
Dana Jct.	196.8	MK-811		
Hillsboro	196.1	MK-812		
Wardlaw	(Waco)	BV-173		
Sarge	110.1	BV-110		
Sand Hill	86.7	BV-87		
NIPAC	82.0	BV-82		
Indpark	80.3	BV-79		
Bryan	77.4	BV-78		
Navasota	48.1	BV-49		
Stoneham	36.5	BV-37		
Chandler Spur	35.2	BV-35		
Magnolia	22.1	BV-22		
Dubrook	2.4			
Sutherland				
Lbr.	1.5			
Parker Bros.	1.0			
Campbell				
Ready Mix	0.8			
Equations:				
MP 165.85 = MP 842.14 (Houston Subdiv.), MP 75.7 = MP 74.6, MP 0.0 = MP 127.84 (Trinity Subdiv.)				

CTC between MP 0.0 (Spring JCT) and MP 250.3 (Double Cross-over).
 Yard Limits: MP 250.3 to MP 246.6
 Train Defect Detectors:
 ① MP 234.0, ② MP 219.9, ③ MP 200.4, ④ MP 183.5, ⑤ MP 159.0, ⑥ MP 142.5, ⑦ MP 124.3, ⑧ MP 107.8, ⑨ MP 85.4, ⑩ MP 67.4, ⑪ MP 62.1, ⑫ MP 52.5, ⑬ MP 32.4, and ⑭ MP 13.7
 Ney — Two Main Tracks between MP 250.3 and MP 248.8 designated No. 1 and No. 2. Most eastern track is No. 1.

Restriction on Auxiliary Tracks:
 Burleson — Movements over House Tracks 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.
 Ney — FRA excepted tracks No. 701 thru No. 706 and tracks No. 713 thru No. 715.
 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.

Radio Display — 4242				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	SOUTH	STATIONS	NORTH			
0.0		SMITHVILLE	⊕ ⊙	BA-110	Yd.	0.0 and 0.3 10
		36.4				0.3 and 2.0 25
36.4		LOCKHART		BA-146	4400	35.8 and 37.0 25
		10.4				85.8 thru turnout 20
46.8		REEDVILLE		BA-156	1830	85.9 and 86.0 10
		4.7				86.0 and 88.7 30
85.8		AJAX	⊙	BA-161		112.4 and 112.6 25
		3.2				124.9 and 127.8 25†
88.7		UP JCT.	⊕	AX-294		127.8 and 127.9 10
		CPQ212				127.9 and 136.5 25†
						136.5 and 138.5 10
112.6		OGDEN JCT.	CPQ113	AX-318		Thru siding and turnouts 10
		12.2				Thru dual control switch turnout 25
124.8		FRATT		AY-039	2856	OGDEN JCT. 25
		11.7				Maximum Speed on connecting track from Austin Sub main track to Ajax 20 MPH
136.5		SP JCT.	⊗ SP ⊕			Business Tracks
		1.0				Red Rock 20.7 BA130
137.5		SLOAN	⊙	AY-052		Maxwell 44.0 BA153
		79.9				San Marcos 86.3 AX291
						Erick Spur 112.6 AX317
						Longhorn 123.6 AX330
						Remount 127.1 AY041
						Travis 130.3 AY044

ABS between MP 85.5 and MP 88.7; MP 112.6 and MP 136.5.
 TWC between MP 0.0 and MP 51.3; MP 112.6 and MP 136.5.
Restrictions on Auxiliary Tracks:
 Double stack cars must not be handled between CPQ 113 and SP Jct.
 Six-axle locomotives must not be used on business tracks at San Marcos, Ogden, or Longhorn.
 FRA excepted track from MP 136.5 to end of track, including Yokum Bend Yard, and all tracks except main track at San Marcos.
 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

Maximum Speed MPH
(Except as below) 40
 Between Mile Posts —
 0.0 and 0.3 10
 0.3 and 2.0 25
 35.8 and 37.0 25
 85.8 thru turnout 20
 85.9 and 86.0 10
 86.0 and 88.7 30
 112.4 and 112.6 25
 124.9 and 127.8 25†
 127.8 and 127.9 10
 127.9 and 136.5 25†
 136.5 and 138.5 10
 Thru siding and turnouts 10
 Thru dual control switch turnout 25
 OGDEN JCT. 25
 Maximum Speed on connecting track from Austin Sub main track to Ajax 20 MPH
Business Tracks
 MP Sta. No.
 Red Rock 20.7 BA130
 Maxwell 44.0 BA153
 San Marcos 86.3 AX291
 Erick Spur 112.6 AX317
 Longhorn 123.6 AX330
 Remount 127.1 AY041
 Travis 130.3 AY044
Rule 10(D) not in effect
Yard Limits: MP 0.0—MP 0.5; MP 51.3—MP 88.7; MP 136.5—MP 137.5
Train Defect Detector at
 ⊕ MP 20.0 and ⊕ MP 39.0.
 Operate on Austin Subdiv. between UP Jct. and Ogden Jct.

CORPUS CHRISTI SUBDIV. — SAN ANTONIO DIV.

Radio Display — 2020				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	SOUTH	STATIONS	NORTH			
3.1		SOSAN	T ⊕ ⊙	AX345	Yd.	49
		31.2				South Leg SAUG Wye and MP 3.1 10
20.3		LEHR		CC020	2570	Between Mile Posts —
		14.0				12.7 and 13.0 25
34.3		PLEASANTON	⊕	CC034	8307	33.0 and 35.0 20†
		20.9				77.1 and 77.8 20†
55.2		CAMPBELLTON		CC055	7898	113.1 and 113.2 30†
		20.6				145.5 and 149.0 10
75.8		N. FLOOD GATE	⊕			Thru all sidings and turnouts 10
		2.0				Business Tracks
77.8		S. FLOOD GATE	⊕			San Jose 6.7 CC-007
		10.3				Lehr 20.3 CC-020
88.1		GEORGE WEST		CC088	7850	Leming 26.6 CC-027
		44.1				Coughran 38.8 CC-039
132.2		ODEM	⊗ UP G . . . ⊙ T ⊕	B-155	Yd.	McCoy 46.3 CC-046
		13.4				San Miguel 53.0 CC-053
145.6		MP JCT.				Power Plant 63.3 CC-063
		0.3				Whitsett 68.0 CC-068
145.9		⊗ CCTA	⊕			Sunniland 77.3 CC-077
		3.1				Three Rivers 113.0 CC-113
149.0		CORPUS CHRISTI	⊕ T ⊙	CC150	Yd.	Mathis 124.7 CC-124
		145.9				Hubert 126.1 CC-126
						Edroy 141.2 CC-141
						Viola 141.2 CC-141

Train Defect detectors located: ⊕ MP 46.3 and ⊕ MP 86.0
 TWC between MP 8.0 and MP 140.5.
 Yard Limits: MP 3.1 to MP 8.0; MP 130.0 to MP 133.8; MP 140.5 to Corpus Christi.

Maximum Speed MPH
(Except as below) 49
 South Leg SAUG Wye and MP 3.1 10
 Between Mile Posts —
 12.7 and 13.0 25
 33.0 and 35.0 20†
 77.1 and 77.8 20†
 113.1 and 113.2 30†
 145.5 and 149.0 10
 Thru all sidings and turnouts 10
Business Tracks
 MP Sta. No.
 San Jose 6.7 CC-007
 Lehr 20.3 CC-020
 Leming 26.6 CC-027
 Coughran 38.8 CC-039
 McCoy 46.3 CC-046
 San Miguel 53.0 CC-053
 Power Plant 63.3 CC-063
 Whitsett 68.0 CC-068
 Sunniland 77.3 CC-077
 Three Rivers 113.0 CC-113
 Mathis 124.7 CC-124
 Hubert 126.1 CC-126
 Edroy 141.2 CC-141
 Viola 141.2 CC-141
 Trains or yard engines operating over the Tule Lake Bridge, located on the Corpus Christi Terminal Association trackage in Corpus Christi, Texas, will not have more than four (4) locomotives in consist.

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; Corpus Christi on Radio Display — 2424.
 Trains arriving Sosan call yardmaster from Loop 410, MP 8.7.
 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	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed MP 842.1 to MP 918.9 (Except as below)	MPH
Radio Display: Waco Jct. to MP 194 — 2424 MP 194 to Galveston — 2727							
842.1		WACO JCT. CPQ165	Ⓟ	BV181		842.1 and 846.5	20
		0.8				846.5 and 848.0	25
842.9		BELLMEAD	T Ⓟ	MK845	Yd.	848.0 and 852.6	50
		0.7				852.6 and 853.2	35f
843.6		SSW NORTH JCT.				862.3 and 863.3	50
		0.6				870.8 and 873.2	50
844.2		SSW SOUTH JCT.				877.3 and 878.3	50
		5.5				878.3 and 881.3	25 25f
						888.1 and 888.5	60 50
						889.8 and 890.3	45 40
						894.3 and 896.1	60 50
						897.7 and 898.1	50 40
847.5		HOUSTON DIV.				901.2 and 903.0	50 45
						907.7 and 908.7	30 30f
849.7		BASS		MK850	10964	912.8 and 914.2	50 45
		15.5				917.8 and 918.9	35 35f
865.2		EDDY		MK865	10142	MP 918.9 to MP 184.2 (Except as below)	40
		15.6				918.9 and 920.4	35f
880.8		OPAL	Ⓟ	MK881		934.0 and 935.7	20f
		6.8				952.0 and 954.3	25
887.6		LITTLE RIVER		MK888	8093	960.1 and 961.0	30
		20.5				962.8 and 965.3	35
908.1		GRANGER	T	MK908	7371	74.6 and 76.6	30
		10.3				87.2 and 88.2	20
918.4		BIRGE		MK918	8962	88.2 and 89.4	25
		0.5				90.9 and 91.5	30
918.9		TAYLOR	Ⓟ	AX226		101.3 and 101.7	35
		0.6				134.5 and 136.0	25
919.3		CPQ 919	Ⓟ			147.0 and 148.4	25f
		15.5				154.7 and 157.0	30f
935.0		ELGIN	Ⓟ	MK935	6345	170.8 and 178.9	20
		13.9				178.9 and 184.2	10
948.9		PHELAN		MK949	8804	MP 184.2 and MP 233.2 (Except as below)	35
		20.5				184.2 and 184.4	10
969.4		SMITHVILLE	Ⓟ	BA110	Yd.	184.4 and 195.2	20
		8.0				203.2 and 209.2	25
78.0		Ⓟ	Ⓟ			222.8	20
95.9		LCRA	Ⓟ			223.6 and 226.8	25
		6.2				226.8 and 227.8	20
102.1		FAYETTEVILLE		BA078	9349	227.8 over Lift Span	20
		11.5				227.8 and 233.2	10
113.6		NEW ULM	Ⓟ	BA066	5565		
		10.4					
124.0		CAT SPRING		BA056	5649		
		11.4					
135.4		SEALY	Ⓟ	BA044	2837	Thru all turnouts in Manual Interlocking at CPQ918 and CPQ919	10 MPH
		25.8					
161.2		WHIT		BA019	5900	Thru sidings and turnouts between: MP 842.1 and MP 969.4	20 (Except)
		17.7					
170.8		HOUSTON DIVISION					
178.9		Ⓟ	Ⓟ			Thru sidings and turnouts between: MP 969.4 and MP 233.2	10 (Except as below)
		1.3					
180.2		EUREKA	T Ⓟ	BA001	Yd.	Fayetteville	20
		4.0				LCRA (Turnout)	20
184.2		HOUSTON	Ⓟ				
		0.6					
184.8		N.G.&H JCT.	Ⓟ	(CP139)			
		0.4					
185.2		CONGRESS	Ⓟ		Yd.		
		0.7					
185.9		S.G.&H JCT.	Ⓟ	(CP150)			
		1.9					
187.8		TWR	Ⓟ	Ⓟ	A235		
		2.0					
189.8		PTRA CONN.					
		0.2					
190.0		Ⓟ	Ⓟ				
		11.8					
201.9		GRAHAM		A248	6884		
		8.3					
209.8		SHELL SIDING		A257	6802		
		13.0					
222.8		TEXAS CITY JCT.	Ⓟ	A270			
		1.2					
226.9		VIRGINIA POINT	Ⓟ	A274			
		0.9					
227.8		CAUSEWAY BRIDGE D	Ⓟ				
		1.0					
228.8		ISLAND	Ⓟ	A276			
		3.4					
232.2		GALVEZ YARD	T	A280	Yd.		
		1.0					
233.2		GALVESTON	Ⓟ	A280			
		291.1					

Yard Limits: MP 842.1 — MP 844.2; MP 968.6 — MP 71.3; MP 177.0 — MP 194.3; MP 228.8 — MP 233.2.

ABS between MP 846.5 and MP 919.3; 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.

MOVEMENTS BETWEEN EUREKA AND HOUSTON GOVERNED BY AUTHORITY HB&T-RTC OPERATOR.

No. Movements must contact HB&T-RTC Operator before passing Howard Dr. (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 85.7, ⓅMP 106.3, ⓅMP 127.4, ⓅMP 145.5 and ⓅMP 164.0.

Bellmead — Do not exceed 5 MPH on Yard Tracks. All tracks are FRA excepted tracks except from Caphead to and including Track No. 49 and No. 51 to south main track switch.

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 Corridor Mgr.

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.

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 — loaded unit coal trains allowed only on back lead, straight track, old No. 1 track and No. 16 track.

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 — Do not exceed 5 MPH on curve after passing Ash Pond. 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.

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.

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.

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.

Houston — Do not exceed 5 MPH on Tracks 1 through 6 and on Back Lead at City Yard.

Fondren Spur — When necessary to shove cars over Highway 3, MP 207.3 at night, crossing must be protected by flagman.

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. — Movements 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. Main track Galveston Yard (Track 100) must not be blocked on Friday, Saturday or Sunday.

Baytown Branch — Houston Division — Cedar Bayou to Settegast Yard, 35.0 miles. Radio Display — 2020. Yard Limits entire branch — Maximum Speed... 20 MPH except 10 MPH between MP 7.5 and MP 9.0 and MP 25.0 and MP 35.0. Maximum Speed on Jacinto Port Lead between City Road east to end of track is 20 MPH. Lift bridge over Cedar Bayou. US Steel lead, protected by signals — when signals indicate STOP be governed by instructions in release box.

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.

Normal Position main track switch East Coady Yd. (MP 27.4) lined for movement to lead.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Cedar Bayou	35.0	BG035	Berwind Rlwy Svc	16.3	BG016
Baytown	33.4	BG033	Smith	16.0	BG016
ⓅE.O.C.O	30.7		Ordinance Spur	15.0	BG015
Durham Yard	28.5	BG028	Greens Bayou	14.3	BG014
Coady Yard	27.0	BG027	Walton Barge Terminal	13.1	BG013
Highlands	22.5	BG022	Armo	12.6	BG013
Mantu	19.8	BG019	Market Street	9.5	BG009
Cole	18.0	BG018	N. Shore Jct.	8.6	
Arco Ind. Lead	17.5	BG017	Settegast Yd.	3.8	B-372

Maximum Speed MPH	Radio Display — 2020				Station Nos.	Sidings Feet
T&NO Jct. Alvin (Except as below) ... 55	Mile Post	SOUTH CP No.	STATIONS	NORTH		
T&NO Jct. — MP 18			SETTEGAST YD. ... (T)		B-372	Yd.
MP 18 — MP 14	9.8		8.9 NEW SOUTH YD.		B-368	Yd.
Between Alvin and Algoa (Except as below) ... 50	11.0	184	1.2 T & NO JCT. ... (X) SP (M)		B-367	
Wye Tracks Alvin and Algoa			5.4			n7690
East leg wye Alvin and Between T&NO Jct. and Algoa trains exceeding 90 tons per operative brake or exceeding 7000 tons total must not exceed 45 MPH.	14.0		4.0 MYKAWA		B-362	s9350
Algoa — MP 204.3 (Except as below) ... 50	10.0		5.9 PEARLAND		B-358	5400
Between Mile Posts —	4.1		4.1 HASTINGS		B-352	
343.3 and 342.9	0.0					
320.3 and 318.6	28.6		1.6 ALVIN	(T)	B-348	Yd.
309.6 and 308.2	27.0		2.5 27 CROSSOVER		B-347	
305.6 and 305.5	24.3		0.3 ALGOA		B-343	
285.5 and 283.4	343.1		0.3 BROWNIE	(T)	B-342	10025
North Leg Wye Angleton	341.2	H341	9.0			
216.0 and Barge Canal	341.2	H334	LIVERPOOL		B-333	7631
Inari Siding	342.8	H332				
204.3 and 0.0	342.1	H322	13.7		B-322	
(Except as below) ... 49	342.2	H320	ANGLETON	(T)	B-321	Yd.
186.8 and 184.9	342.2	H318				
162.2 and 161.6	342.1	H315	11.5			
151.1 and 154.2	342.1	H309	BRAZORIA		B-309	7642
142.0 and 140.0	342.1	H307	3.1			
132.0 and 131.2	342.1		4.3 S. BERNARD RIV. (M) (D)			
125.3 and 125.0	342.1	H301	4.3			
118.8 and 95.0	342.1	H300	8.1		B-301	Yd.
95.0 and 65.0	342.1	H293	8.1 ALLENHURST		B-292	7785
48.0 and 45.4	342.1	H291	9.0			
42.2 and 41.4	342.1	H284	(M) (D) ATSF (M)			
25.6 and 24.8	342.1		0.6			
22.1 and 18.0	342.1	H283	BAY CITY	(T)	B-284	5655
3.1 and 3.0	342.1	H282	8.1			
3.0 and 1.0	342.1	H275	10.5 BUCKEYE	(T)	B-275	8266
Business Tracks	283.5	H265	BLESSING		B-265	7801
MP No.	283.5	H263	15.0			
Monsanto	301.2	H250	LAWARD		B-250	7760
Storage	335.9	B-336	5.5			
Chocolate	300.0		0.6 LOLITA (CONN TO PC&N RR)		B-245	
Bayou Spur	335.6	B-336	4.1			
Danbury	327.3	B-327	4.1 VANDERBILT	(T)	B-240	6680
Pan American	298.5	B-299	9.9			
Petroleum	297.5	B-297	9.9 KEERAN		B-234	5686
Albercrombie	297.5	B-297	6.1			
Bonus Crop	290.5	B-290	6.1 PLACEDO (X) SP (M)		B-224	
Fertilizer	290.5	B-290	3.3			
Celanese	277.3	B-277	3.3 CONN TO SP RR			
Storage	277.3	B-277	5.0			
Elmaton	269.6	B-270	5.0 BLOOMINGTON ..	(T)	B-219	Yd.
McFaddin	209.4	B-209	5.0			
Refugio	186.0	B-186	10.0			
Canal	173.6	B-174	10.0 BARGE CANAL ... (M) (D)			
Corpus Christi	147.3	B-147	10.0			
Filtration	146.7	B-147	10.0			
Plant	138.7	B-138	10.0			
Lon Hill	132.1	B-132	10.0			
Nueces	124.9	B-125	10.0			
Driscoll	122.8	B-123	10.0			
Bishop	112.0	B-112	10.0			
Chemcel	52.4	B-52	10.0			
Ricardo	41.4	B-41	10.0			
Yturria	36.9	B-37	10.0			
Lyford	14.1	B-14	10.0			
Sebastian	3.4		10.0			
Russelltown	28.2		10.0			
Yard Limits:	120.0		10.0			
MP 0.5 to MP	154.8		10.0			
MP 23.5 to MP	193.4		10.0			
MP 116.0 to MP	193.4		10.0			
MP 153.0 to MP	193.4		10.0			
All siding switches Algoa to Inari inclusive are 30 MPH turnouts.						
Equations:						
UP MP 377.0 =	2.4					
HB&T MP	19.4					
HB&T MP 11.0 =	28.7					
ATSF MP	343.1					
ATSF MP 0.0 =						
ATSF						
ATSF MP 24.3 =						
UP MP						
Freeport Ind. Lead:						
Between Angleton and Freeport						
17.0 miles. Rule 105 in effect.						
Maximum Speed MPH (Except as below) 20						
MP 10.3 to Bridge						
15.6						
Bridge 15.6 to end of track						
Nalco lead						
Oyster Creek lead						
Shintech lead						
Business Tracks						
MP No.						
Clute	9.5	BH-8				
Hoskins	11.4	BH-6				
Freeport	15.4	BH-0				
Bridge (M) (D) (S)	15.6	BH-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.						

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 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 derails 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: (M) MP 134.2, (M) MP 148.4, (M) MP 167.5, (M) MP 189.7, (M) MP 209.9, (M) MP 226.9, (M) MP 246.8, (M) MP 262.0, (M) MP 279.0, (M) MP 295.5, (M) MP 314.0 and (M) MP 330.0.

Business Tracks	MP	Sta. No.
Pierce Jct.	7.9	AE007
Myrtle	8.5	AE008
Klein Industrial	9.2	AE009
Interpac	10.1	AE010
Almoa	10.8	AE011
Witco Co.	13.1	AE013
Metal Arts	13.7	AE014
Arcola	19.0	AE019

Monsanto Ind. Lead — MP 335.6

5.6 miles

Maximum Speed MPH (Except as below) 15

MP 3 — MP 5 10

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 Ind. Lead:

Between Bloomington and Victoria 12.5 miles. Rule 105 in effect.

Maximum Speed 20 MPH

Except between MP 5.0 and

End of Track 10 MPH

Business Tracks

Dernal 4.2 BM-4

Willard Grain 5.0

Victoria Nav Dist 5.1

Seadrift Ind. Lead:

Between Bloomington and Long Mott 14.0 miles. Rule 105 in effect.

Maximum Speed MPH

MP 0.0 — MP 13.0 20

MP 13.0 — 14.0 10

Business Tracks

Heyser 5.0 BK-05

Green Lake 10.3 BK-10

North Seadrift 12.5 BK-12

Long Mott 14.0 BK-14

Mission Industrial Lead:

Rule 105 in effect.

Harlingen to Mission 42.0 miles.

Max. Speed 10 MPH

Entire Ind. Lead (FRA Excepted).

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

Hidalgo Ind. Lead: Mission to Hidalgo

8.0 miles. Rule 105 in effect.

Entire Branch FRA excepted.

Maximum Speed 10 MPH

Business Tracks

Hidalgo Team 7.9 BY048

McAllen Trade Zone 8.0 BY048

Rio Hondo Ind. Lead:

San Benito to Rio Hondo 9.0 miles.

Rule 105 in effect.

Max. speed is 10 MPH except 5 MPH

over Highway 77, San Benito.

Entire Branch FRA Excepted Track.

Business Tracks

Fresnal 6.6 BS-6

Rio Hondo 9.0 BS-9

(X) SP (S) 5.5

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

(X) SP GMP 1.2

When operating on Brownsville and Rio Grande

International RR be governed by its timetable

and special instructions.

Mile Post	Radio Display: Osawatomie to Wilsey — 4242 Wilsey to Pueblo — 202		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) MP 334.4 to MP 451.0 (Except as below) Osawatomie — Around Wye 10 Between Mile Posts —
	WEST	EAST			
334.4		CPV334 OSAWATOMIE T ⊕	MX341	Yd.	334.4 and 335.0 30
335.0		CPV335 8.9			353.8 and 354.9 20
343.3		RANTOUL	MX351	7158	357.1 and 357.2 25
354.1		OTTAWA ⊕	MX362	7465	424.9 and 426.0 10
357.1		⊗ ATSF ⊕			432.5 and 433.3 30
368.7		LOMAX	MX376	4591	450.8 and 452.7 30
376.8		FLINT	MX385	6662	459.2 ⊗ 30
386.2		⊗ ATSF ⊕			477.8 and 479.0 40
386.4		OSAGE CITY ⊕	MX394	6398	495.9 and 497.0 30
401.9		ADMIRE	MX410	6447	524.4 and 525.0 40
412.2		LAKE	MX420	6125	529.6 and 529.8 30
424.3		VAN BUREN DIVISION			544.9 and 545.9 30
425.6		CHEYENNE DIVISION			557.3 and 559.4 30
436.3		COUNCIL GROVE ⊕	MX432	Yd.	588.9 and 589.3 50
445.6		WILSEY	MX444	6454	589.9 and 590.6 45
451.5		PRAIRIE	MX454	8981	617.0 and 681.7 40
458.6		⊗ SSW ⊕			681.7 ⊗ 30
459.2		HOPE	MX467	4618	617.0 and 820.9 40
468.0		⊗ ATSF ⊕			846 and 847 40
476.1		ELMO	MX476	6347	All Sidings 10
491.2		CODY	MX485	6568	(Except as below)
495.9		BRIDGEPORT	MX499	6559	Avondale 30
505.6		LINDSBORG	MX504		Baxter 30
518.2		MARQUETTE ⊕	MX513	6427	On ATSF 55
524.5		CRAWFORD	MX526	4391	(Except as below)
529.7		GENESEO T ⊕	MX532	12731	597.3 and 598.6 40
537.6		⊗ BN ⊕			615.9 and 616.0 50
545.2		BUSHTON	MX545	4608	617.2 and 617.5 25
558.8		CLAFLIN	MX553	7177	Pueblo Jct.: 617.5 and 617.9 10
568.9		HOISINGTON T ⊕	MX567	Yd.	On ATSF do not exceed 45 MPH when averaging 90 tons or over per operative brake, or when train ex- ceeds 7000 tons.
583.4		OLMITZ	MX577	8231	Do not exceed 50 MPH if freight train averages over 100 tons per op- erative brake — 45 MPH if train aver- ages over 110 tons per operative brake.
590.3		BISON	MX592	6219	Eastward trains 55
605.3		LA CROSSE ⊕	MX598	3872	Westward trains Over 110 cars 55
622.1		McCRACKEN	MX613	7555	Over 6200 feet long 55
627.3		OSGOOD	MX630	6066	Over 6100 train tons 55
640.3		RANSOM	MX635	3875	Train Defect Detectors located at ⊕ MP 533.0, ⊕ MP 595.5, ⊕ MP 625.7, ⊕ MP 679.4, ⊕ MP 705.6, ⊕ MP 792.1, ⊕ MP 850.5 and ATSF ⊕ MP 595.1.
655.6		UTICA ⊕	MX648	6429	Business
681.7		SHIELDS	MX663	6304	Tracks
682.8		RANCH	MX678	6211	Richter 360.5 MX368
692.1		⊗ ATSF ⊕			Lyndon 378.6 MX386
707.1		SCOTT CITY ⊕	MX690	3309	Vassar 375.3 MX383
717.1		LEOTI ⊕	MX715	3968	Miller 395.3 MX403
730.8		SELKIRK	MX725	6089	Allen 405.8 MX414
740.5		HORACE ⊕ T	MX739	Yd.	Bushong 411.0 MX419
752.5		WALKINGHOOD	MX748	8954	Delavan ⊕ 451.0 MX459
771.8		STUART	MX760	6069	Herrington ⊕ 462.9 MX471
785.8		CHIVINGTON	MX780	6181	Dillon 470.9 MX479
807.7		EADS ⊕	MX794	6365	Carlton ⊕ 478.0 MX487
830.5		HASWELL ⊕	MX816	6527	Gypsum ⊕ 478.0 MX487
		HEATH	MX838	6392	Frederick 530.4 MX538

Mile Post	Mountain Time Horace to Pueblo		Station Nos.	Sidings Feet	(Industrial Lead Pueblo to end of track — Old Main Line.) Operation west of Pueblo Jct. gov- erned by DRGW timetable and Spe- cial Instructions. Maximum Speed 10 MPH. Avondale: Entrance road to ord- nance plant — Stop and protect before crossing. 30 MPH Dual control switch turn- out at NA Jct. Operation between NA Jct. and Pueblo Jct. over joint UP-ATSF track controlled by ATSF dispr. at Albuquerque, N.M. Phone AC505-857-4710. 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.
	WEST	EAST			
830.5		HEATH	MX838	6392	
846.4		ORDWAY ⊕	MX854	7234	
863.1		PULTNEY	MX871	6070	
869.4		NA JCT	MX876		
897.1		PUEBLO T ⊕	MX905	Yd.	

Radio Display 2727 — East of MP 79 4242 — West of MP 79		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS EAST			(Except as below) 40
73.0	CPZ073 EAST MENOKEN T	KP079		Sidings (6 axle units) 5
78.0	CPZ078 SILVER LAKE			Industry Tracks 5
79.0	CPZ079			Menoken (W Leg of Wye) 10
83.0	CPZ082 4.9	KP084	6629	Between Mile Posts—
83.6	ROSSVILLE			91.0 and 91.8 30
104.7	WAMEGO	KP105	7007	104.6 and 104.8 35
131.6	EAST FUNSTON	KP132	6386	123.1 and 123.5 35
139.5	JUNCTION CITY T	KP140	6873	129.7 and 133.7 35
152.3	CHAPMAN	KP152	6591	133.7 and 137.2 30
163.7	ABILENE	KP164		137.2 and 141.0 35
164.5	ATSF			143.6 and 145.3 35
172.3	SOLOMON T	KP172	1791	162.7 and 165.3 25
179.9	NEW CAMBRIA	KP180	4132	167.9 and 168.3 35
184.6	EAST SALINA	KP185		171.6 and 173.7 35
186.6	SALINA T	KP187	Yd.	184.2 and 187.2 20
187.2	ATSF			210.0 and 216.1 30
200.9	BROOKVILLE	KP201	5275	221.9 and 224.5 30
223.3	ELLSWORTH	KP224	4902	231.7 and 233.5 35
263.6	RUSSELL	KP263	3022	235.0 and 236.2 35
272.4	GORHAM	KP272	5024	263.0 and 264.2 35
290.1	HAYS	KP290	5278	288.7 and 289.3 25
343.3	QUINTER	KP343	3610	301.8 and 303.6 35
350.9	BUFFALO PARK	KP351	3032	322.2 and 322.4 25
377.4	OAKLEY	KP377	5726	375.8 and 378.3 20
378.3	MIDWEST DIVISION			All sidings MP 139.6 to Oakley 10
429.8	CHEYENNE DIVISION			534.8 and 536.6 35
441.8	SHARON SPRINGS	KP430	3599	637.5 and 638.2 15
441.8	WESKAN	KP442	3082	All tracks except MT 5
526.7	CLIFFORD	KP526	4760	Signals governing Stapleton Airport runway (MP 633.38) Trackside warning detectors are actuated by train movement.
535.8	HUGO	KP536	3777	Eastward: 635.0 and 634.0
550.6	CLK			Westward: 631.9 and 632.9
563.0	CEDAR POINT	KP563	4947	If stop signal received at 632.9 or 634.0 movement must not be made until track has been inspected by crew member and known to be clear.
571.7	AGATE	KP572	4837	ABS in effect between MP 79.1 and MP 187.3.
609.3	BENNETT	KP609	4976	CTC in effect between East Menoken and CP Z079 MP 79.1.
618.4	WATKINS	KP618	4632	TWC in effect between MP 79.1 and MP 377.4; and between MP 378.5 and MP 624.0.
630.5	SABLE	KP631	4132	Yard Limits: MP 162.0 to MP 164.7; MP 183.75 to MP 189.0; MP 375.0 to MP 379.0; MP 624.0 to MP 638.2.
638.2	PULLMAN	KP638	Yd.	RULE 10D NOT in effect.
565.2				40 MPH Dual control Switch turnouts; East Monoken.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Kino	75.2	KP075	Voda	330.0	KP330
St. Mary's	92.0	KP092	Collyer	335.8	KP336
Belvue	98.0	KP098	Grainfield	356.3	KP356
Industrial			Grinnell	365.2	KP365
Park (W)	118.2	KP118	Campus	371.2	KP371
Manhattan	119.3	KP119	Monument	386.1	KP386
Funston	133.6	KP134	Page City	393.6	KP394
Lacy (E-W)	143.0	KP143	Winona	399.0	KP399
Stoney (W)	150.6	KP151	McAllaster	408.4	KP408
Detroit	158.5	KP159	Wallace	421.2	KP421
West			Arapahoe	453.3	KP453
Abilene (Y)	164.7	KP165	Cheyenne Wells	463.0	KP463
Bavatia	194.8	KP195	First View	473.5	KP474
Kanopolis	219.3	KP219	Kit Carson	487.5	KP488
Black Wolf	231.5	KP232	Aroya	507.6	KP508
Wilson	239.9	KP240	Boyer	517.7	KP518
Dorrance	246.2	KP246	Limon	550.5	KP551
Bunker Hill	253.4	KP253	Deer Trail	584.0	KP584
Walker	275.5	KP276	Byers	596.4	KP597
Victoria	279.6	KP280	Strasburg	602.5	KP603
Toulon	284.8	KP285	Wattenberg (E)	622.5	KP622
Yocemento (E)	295.3	KP295	Mesa	625.0	KP625
Ellis	303.3	KP303	Magee	628.1	KP628
Riga	308.4	KP308	Roydale	631.9	KP632
Ogallah	313.1	KP314	Sandown	634.5	KP634
Wakency	322.3	KP322			

Radio Display — 4242		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	WEST STATIONS EAST			(Except as below) 25
0.0	SALINA	KP187	Yd.	Other than MT 5
23.8	BEVERLY	KO024	2466	Between Mile Posts —
33.8	ATSF			0.0 and 14.3 10
40.7	VESPER	KO041	2468	170.2 and 170.4 10T
103.5	PLAINVILLE T	KO104	1899	203.0 and 203.3 E leg Wye 10
224.5	OAKLEY T	KP377		223.8 and 224.5 both legs of Wye 10
224.5				Yard Limits: MP 0.0 to MP 0.6 MP 102 to MP 105 MP 221.2 to Oakley TWC in effect between MP 0.0 and MP 224.5

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Culver	11.5	KO012	Damar	122.7	KO123
Tescott (E)	18.5	KO019	Boque	129.3	KO129
Quartzite (W)	32.9	KO033	Hill City	138.0	KO138
Lincoln Center	34.2	KO034	Penokee	144.7	KO145
Sylvan Grove	46.9	KO047	Morland	150.2	KO150
Lucas	56.0	KO056	Studley	155.4	KO155
Luray	65.4	KO065	Tasco	162.5	KO163
Waldo	71.5	KO072	Hoxie	170.4	KO170
Paradise	79.2	KO079	Seguin	179.1	KO179
Natoma	87.0	KO087	Menlo	186.2	KO186
Codell	95.1	KO095	Colby	203.5	KO204
Zurich	110.4	KO110	Mingo	215.5	KO213
Palco	117.8	KO118			

Quartzite cement track units not permitted beyond loading ramp.

CLINTON BRANCH — MIDWEST DIVISION

Radio Display — 2727		Station Nos.	Sidings Feet	Rule 10(D) NOT in effect. Maximum Speed (Except as below) MPH	
Mile Post	SOUTH STATIONS NORTH			(Except as below) 25	
262.6	FPE SPUR	MW263		262.6 and 268.0 10	
273.4	LADUE	MW273	4800	280.0 and 281.0 10	
316.0	TODD	MW316	9205	334.8 and 335.4 10	
316.7	NEVADA UP	MW317		337.4 and 341.0 10	
337.4	FORT SCOTT BN	MW338		382.5 and 385.0 10	
339.1	GRIFFITH	MW339	6878	All sidings and turnouts 10	
340.5	END OF TRACK			On tracks except main tracks or sidings 5	
158.6					
Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
North Clinton	265.4	MW265	Clinton	266.1	MW267
Montrose	280.2	MW280	Appleton City	285.7	MW286
Rockville	294.5	MW294	Harwood	303.5	MW303
Walker	309.3	MW309	Deerfield	326.9	MW327

WICHITA BRANCH — TEXOMA & VAN BUREN DIVISIONS

Radio Display — 4242		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH	
Mile Post	WEST STATIONS EAST			(Except as below) 40	
383.5	DURAND T	H 085	4872	North and South Wye	
394.4	BATESVILLE	H 096	4851	Tracks Durand 10	
438.6	SUMMIT	H 140	4256	MP 420.6 — MP 421.6 25	
452.7	WALNUT	H 154	4472	MP 431.0 — MP 438.0 35	
476.6	VAN BUREN DIVISION			MP 454.1 — MP 454.9 25	
482.0	WICHITA YD. T	H 186	Yd.	MP 458.0 — MP 476.6 25	
98.3				All Sidings 10	
Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Yates Center	385.0	H 087	Yates Center	385.0	H 087
Taronto	399.5	H 101	Eureka	420.7	H 122
Eldorado	454.5	H 155	McPherson Jct.	454.6	H 155
Benton	469.4	H 170	Electric Spur	472.4	H 172
Greenwich	474.4	H 175	Greenwich	474.4	H 175
Piqua Industrial Lead:					
19.1 Miles; Durand					
MP 383.5 to End of Track					
MP 34.2. Maximum Speed 10 MPH.					
RULE 105 in effect.					
Humbolt MP 35.4 Sta.					
No. HU010, Piqua					
MP 374.7, H 076 and					
Athens MP 378.9, H 080.					
TWC in effect between MP 387.7 to MP 476.6					
Rule 10D not in effect					

		Radio Display: Pleasant Hill to Carthage — 2727 Carthage, Diaz Jct. — 2424 RULE 10D NOT IN EFFECT				Maximum Speed (Except as below)	MPH 40
Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet	Between Mile Posts —
643.25		M249	PLEASANT HILL T (B) (V)		MX249		643.25 and 642.8 10
			5.9				640.2 and 639.8 25
637.3			ORE		P 005	7690	633.75 and 632.0 25
			10.7				627.75 and 627.25 25
626.6			LONE TREE		P 016	4009	623.25 and 622.75 25
			21.1				593.3 and 592.4 35†
605.5			BUTLER	(B)	P 038	4593	574.4 and 574.2 35
			14.0				549.0 and 548.7 35
591.5			RICH HILL		P 050	8216	528.7 and 527.0 10
			17.7				490.4 and 488.0 20
574.6			NEVADA (X) UP (A)	(B)	P 069	1741	483.2 and 481.5 35
			1.9				478.0 and 477.9 35†
572.7			NASSAU JCT.		P 071		477.25 and 477.0 25
			21.7				475.5 and 475.0 25
551.0			LAMAR		P 093	7646	471.1 and 470.6 35
			2.1				468.4 and 467.4 30
548.9			(X) BN (A)				462.9 and 460.1 35
			10.1				460.1 and 459.5 30
538.8			JASPER		P 105	4404	459.5 and 453.1 35
			11.2				448.3 and 447.6 35
527.6			CARTHAGE (X) BN (A)	(B) (Y) T	P 115		447.6 and 445.4 25
			1.8				445.4 and 436.7 35
525.8			PEARL			7478	436.7 and 429.4 30
			19.0				423.8 and 422.5 35
506.8			STOTTS CITY		WR250	7761	420.6 and 420.3 30
			17.2				411.3 and 409.9 35
489.6			(X) BN (A)				404.8 and 399.1 35
			10.6				385.7 and 381.7 35
489.1			AURORA	(B)	WR232	3002	383.75 and 384.0 25
			10.6				378.75 and 378.5 25
478.5			CRANE	(B)	WR221	7738	376.1 and 374.3 35†
			27.0				360.0 and 359.0 25†
451.5			GRETNA		WR194	6790	341.6 and 339.3 30
			35.4				319.4 and 318.7 25†
416.1			BERGMAN	(B)	WR159	7710	308.5 and 308.25 10
			34.6				306.6 and 305.8 25†
383.6			MIDWEST DIVISION				288.3 and 286.5 30†
			ARKANSAS DIVISION				286.5 and 286.0 10
381.5			COTTER	(B) (V)	WR125	7840	286.0 and 285.4 20
			24.1				285.4 and 284.0 30
357.4			NORFOLK		WR102	8342	279.6 and 277.7 35
			27.8				264.7 and 264.0 10
329.6			MOUNT OLIVE	(B)	WR073	7913	260.9 and 259.5 35
			22.0				All sidings and turnouts 10
307.6			MYERSVILLE		WR050	8097	All tracks except main tracks or sidings 5
			18.7				North leg of Wye Diaz Jct. out of service
288.9			CUSHMAN		WR030	8294	
			29.4				Business Tracks:
259.5		Y260	DIAZ JCT. T (V)	X	X 259		Harrisonville . . . 632.1 P 010
			330.0				Archie 620.3 P 023
							Adrian 612.5 P 029
							Passaic 609.2 P 034
							Sheldon 561.4 P 082
							Irwin 556.5 P 086
							Carytown 533.7 P 109
							Empire Spur . . . 515.2 WR258
							Reeds Spring . . . 460.5 WR204
							Branson 447.3 WR191
							Hollister 445.5 WR189
							Crocket 432.7 WR176
							Pyatt 403.0 WR146
							Yellville 392.3 WR136
							Flippin 386.5 WR130
							Calico Rock . . . 341.4 WR085
							Creswell 339.5 WR083
							Sylamore 325.0 WR068
							Guion 312.4 WR056
							Earmharts 293.0 WR036
							Cushman Spur . . 288.1 WR031
							Batesville (B) . . 286.1 WR029
							Pfeiffer Spur . . . 283.6 WR027
							Moorefield 281.4 WR025
							Ark.
							Eastman 273.6 WR017
							Newark 270.3 WR014
							Independence . . . 267.7 WR012

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

TWC in effect: MP 260.7 and MP 379.5, MP 383.6 and MP 524.6, MP 530.4 and MP 642.0.

Carthage Branch trains originating Kansas City secure Sedalia Subdivision and Carthage Branch track bulletins at Kansas City.

Trains enroute to Carthage 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: Carthage 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. Other than Main Tracks or sidings: 5 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.	Sta.
Ireco	533.7	P 120	
Webb City	538.7	P 126	
Joplin	545.3	P 133	

Atlas Industrial Lead: Webb City to Atlas 6.6 miles. Rule 105 in effect. Max. Speed 10 MPH. Other than Main Lead or sidings: 5 MPH.
Atlas, MP 6.1; Sta. No. HC006.

Springfield Branch: Aurora MP 488.2 (B) WR232 via BN 29.9 miles to Springfield MP 511.1 (X) BN (A) PD034. All tracks Springfield are yard tracks. Maximum speed 10 MPH over crossings at Springfield at Highway, College, Kansas and Walnut Streets. Other than Main Tracks or sidings: 5 MPH. 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.

50 SEDALIA SUBDIV. — ST. LOUIS-MIDWEST & KANSAS CITY DIVS.

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	MPH	
							Maximum Speed (Except as below)	Pagr. Frt.
			Radio Display: Gratiot St. to Moreau — 2020 Moreau to Kansas City — 2424				75	60
0.0			GRATIOT ST. ... (M) (V)				30	30
2.3			GRAND AVE. (M)		MX002		30	30
0.5			ST. LOUIS		MX001		15	15
2.3			1.8 Miles Via TRRA GRAND AVE. (M)		MX002		30	30
6.9		D007	MAPLEWOOD ... (V)		MX007		50	40
10.8		D011	WEBSTER ... (V)		MX011		50	50
13.2		D013	KIRK JCT. ... (V)		MX012		65	50
14.0			ST. LOUIS DIVISION				70	55
			MIDWEST DIVISION				70	55
20.0		M021	KEEFER CREEK ... (V)		MX021		60	55
32.3		M032	DOZIER ... (V)		MX031		65	55
37.0		M037	SUMMIT ... (V)		MX037		50	50
43.7		M044	WEST LABADIE ... (V)		MX044		65	—
46.5		M047	SOUTH POINT ... (V)		MX052		70	—
57.7		M058	PACE ... (V)		MX058		60	50
72.9		M073	BERGER ... (V)		MX074		55	50
85.9		M086	GASCONADE JCT. ... (V)		MX086		55	55
90.6		M091	MORRISON JCT. ... (V)		MX091		55	55
102.0		M102	AMES ... (V)		MX102		60	55
116.8		M117	BONNOT JCT. ... (V)		MX116		60	55
117.3		M118	OSAGE JCT. ... (V)		MX117		65	—
124.3		M124	MOREAU ... (V)		MX124		60	55
125.5			JEFFERSON CITY (TX)		MX125	Yd.	65	—
126.4		M126	RIVER JCT. ... (V)		MX126		70	—
128.0		M128	CENTERTOWN ... (V)		MX140	8363	75	55
140.2		M142	DOW ... (V)		MX166	8548	60	—
165.2		M165	SMITHTON ... (V)		MX181	9331	45	45
166.9		M167	DRESDEN ... (V)		MX195	7488	20	20
180.9		M181	CENTERVIEW ... (V)		MX224	9015	55	50
182.9		M183	STRASBURG ... (V)		MX242	4316	60	—
195.7		M196	PLEASANT HILL ... (M)		MX249	9700	60	45
197.4		M198	AVON ... (V)		MX252	4164	60	60
223.7		M223	LEES SUMMIT ... (M)		MX259	7932	65	60
225.5		M225	INDEPENDENCE JCT. ... (V)		MX271		65	65
242.8		M243	MIDWEST DIVISION				65	50
243.8		M244	KANSAS CITY DIVISION				65	60
247.8		M248	ROCK CREEK JCT. (M)		MX276		65	60
249.0		M249	6.2 Miles Via KCT RY				65	60
249.8		M250	KANSAS CITY (UN-STA)		MX282		65	60
252.3		M252					65	60
253.2		M253					65	60
258.0		M258					65	60
259.6		M260					65	60
271.2		M271					65	60
276.8		M277					65	60
276.8							65	60
276.9							65	60
283.0							65	60
			278.8				65	60

CTC in effect CP D007 to CP M277
 See Special Instructions Item 20 for AMTK schedules.
 ADD Exception (4) to Rule 305, to read:
 "(4) At Kirkwood and Hermann, Mo. AMTRAK Trains 31 and 33 are not considered delayed after making a scheduled stop of less than 5 minutes and experiencing no other delay."
 Washington Equation: MP 51.8 equals MP 54.8.
 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 MP 35 and MP 70; and between MP 102 and MP 276.
 Train Defect Detectors located on both tracks: (M)MP 12.2, (M)MP 28.7, (M)MP 49.3, (M)MP 71.0, (M)MP 95.7, (M)MP 120.2. Others: (M)MP 152.8, (M)MP 170.0, (M)MP 190.3, (M)MP 210.8, (M)MP 230.1 and (M)MP 251.8.

SEDALIA SUBDIV. — ST. LOUIS-MIDWEST & KANSAS CITY DIVS. 51

Business Tracks:	MP	Sta. No.	Business Tracks:	MP	Sta. No.
Lake Jct.	8.0	MX008	Chamois	100.2	MX100
Webster			Bonnot's Mill	113.1	MX112
Groves	(M) 10.0	MX010	River Terminal	129.2	MX130
Kirkwood	(M) 13.4	MX013	California	150.3	MX150
Barretts	(M) 16.5	MX016	Shell Spur	151.3	MX151
Valley			Tipton	162.8	MX162
Park	18.9	MX018	Otterville	175.7	MX175
Eureka	27.9	MX029	Sedalia	188.9	MX188
Pacific (M)	34.8	MX036	Lamonte	200.9	MX200
Gray Summit	39.9	MX040	Knobnoster	208.1	MX208
Washington	51.7	MX054	Warrensburg	(M) 218.4	MX218
New Haven	67.3	MX067	Missouri Public	257.3	MX257
Hermann	81.0	MX080	Western Electric	261.0	MX261
Gasconade	88.5	MX088	Independence	(X) 273.2	MX273

Yard Limits: MP 0.0 to 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.

Trains or Engines approaching the Compress Track, MP 2.3 — MP 2.9, from either direction on the South Main Track should sound bell and whistle if Compress Track is occupied by a Coal Train to warn carmen who may be inspecting cars on the Compress Track of approaching train.

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 20MPH.

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.

FRA Excepted Tracks: All tracks south of Main Track and Siding at Ewing Ave. from MP 1.44 to MP 2.33; and all tracks on lead breaking off track 737, Howards Team Track, north side of Main Track MP 4.75. Maximum speed This Lead — 5MPH, restricted to 4-Axle Units only.

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 (M) (M) to MP 15.75; 2.5 miles; (M) BN (M) at MP 13.6; (M) Crestwood MP 13.9 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.

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

Labadie Spur: West Labadie MP 0.0 to MP 5.75. Maximum speed 10 MPH. Rule 105 in effect. When operating on Union Electric trackage at West Labadie, do not exceed 10 MPH. If any restrictive signal is encountered, i.e. blue flag, red flag, torpedoes, etc., stop train and do not proceed until authorized by personnel responsible for the signal or Union Electric supervisor.

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. Maximum speed: 5 MPH

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.

Campbell Industrial Lead — Sedalia MP 226.8 MX188 to MP 231.5 — 4.3 miles — Rule 105 in effect. Maximum speed 20 MPH. Business Track: Campbell MW231 MP 230.8.

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

40 MPH dual control switch turnouts: Maplewood, Keefers Creek, East crossover Dozier, Gasconade Jct., Morrison Jct., Bonnot Jct., Osage Jct., East crossover River Jct. and Independence 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. 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.

Radio Display — 4242				Station Nos.	Sidings Feet	Maximum Speed Frt. (Except as below) 50	MPH	
Mile Post	WEST	CP No.	STATIONS	EAST				
125.3			JEFFERSON CITY	⊕ T	MX125	Yd.	129.3 and 129.8 35 137.5 and 137.9 35 137.9 and 139.9 40 160.5 and 163.3 40 163.3 and 163.7 45 169.0 and 175.0 43 175.6 and 177.1 35 179.1 and 179.7 — 183.0 and 194.6 40 194.6 and 197.1 — 197.1 and 207.8 45 211.7 and 213.7 — 218.3 and 219.0 40 220.7 and 229.8 40 236.3 and 237.5 45 242.0 and 242.2 45 252.6 and 252.9 40 252.9 and 253.9 45 269.6 and 271.4 —	
127.9		M128	RIVER JCT.	⊕	MX128		On ATSF, (Except as below) 55*	
143.8			SANDY HOOK		G 015	9495	Eton Crossover 40 Un. Pac Conn 30	
156.7			WOOLDRIDGE		G 027	9140	MP 437.5 — 35 MP 437.8 — 35 MP 437.9 — 45 MP 438.4 — 45 MP 443.7 — 40 MP 444.2 — 40	
170.8			BOONVILLE		G 041	6562	Sugar Creek Tracks 4202 and 4204 5	
178.4			LAMINE		G 050	12830	Congo E. Crossover & Un. Pac Conn 30 Congo W. Crossover 40	
186.9			BLACKWATER		G 058	8215	*Except, trains averaging 90 tons or more per operative brake or over 7000 tons — 45 MPH.	
195.0			NAPTON		G 066	6635		
202.1			MARSHALL	⊕ T	G 073	7920	TWC in effect between MP 127.9 and MP 276.2.	
215.2			MALTA BEND	⊕	G 086	9184		
230.6			HODGE	⊕	G 101	9616		
247.6			MYRICK	⊕	G 118	11346		
256.6			RENICK		G 127	7788		
268.6			LAKE CITY		G 139	9204		
275.9		M276	ETON JCT.	⊕	G 145			
276.2			7.8 MILES VIA ATSF					
436.5			CONGO		G 153			
444.2			MIDWEST DIVISION					
444.75			KANSAS CITY DIVN.					
444.8			ROCK CREEK JCT.	⊕	MX276			
			161.4					

CTC — Between Jefferson City and River Jct; Eton Jct. and Congo.
Two main tracks between Jefferson City and River Jct.; Operation on ATSF, two main tracks between Eton Jct. and Congo. (See Item 14(a) Special Instructions).
All sidings Sandy Hook to East End Lake City inclusive are 20 MPH turnouts except west end Boonville.
Yard Limits: MP 444.0 to Rock Creek Jct.
Train Defect Detectors located ⊕MP 139.0, ⊕MP 160.9, ⊕MP 184.2, ⊕MP 199.2, ⊕MP 223.5, ⊕MP 245.9 and ⊕MP 263.8.

Business Tracks	MP	Sta. No.	Marshall Ind. Lead 2.0 Miles. Max. Speed 10 MPH. Rule 105 in effect. Marshall Lead — protect all crossing and do not drop or kick cars over crossings. Employees are prohibited from walking, standing or performing any service for M.F.A. on the north side of their track.
Nelson	189.6	G 060	
Marshall Lead	202.1	GB002	
Blosser	211.0	G 082	
Waverly	224.5	G 095	
ATSF Station	ATSF MP	Sta. No.	Lexington Industrial Lead: Myrick to Lexington 1.9 Miles. Max. Speed 10 MPH. Rule 105 in effect. Lexington 249.3 LA055 Lexington — north side of Farmers Assn. Elevator — do not ride side of equipment beyond close clearance signs.
Eton	436.5		
Courtney	439.4	G 148	
Sugar Creek	442.6		
Congo	444.2		

Radio Display: Summit to Gilmore Jct. — 4242 Gilmore Jct. to Edgewater — 2020				Station Nos.	Sidings Feet	Trains originating Atchison secure track warrant.	
Mile Post	SOUTH	CP No.	STATIONS	NORTH			
480.8		B004	16th ST.			Atchison Yard: Stop before crossing ATSF near 14th St. while entering old H & J lead.	
480.3		B005	20th ST.			Yard Limits: MP 473.0 to CPB478.	
479.4		B479	VINTON ST.			Maximum Speed MPH Between CP B004 and Gilmore Jct. 25	
478.4		B478	G ST.	⊕	O 191	Gilmore Jct. and MP 335.0 (except as below) 50	
473.4			GILMORE JCT.	⊕		Between Mile Posts — 473.1 and 472.9 40 466.8 and 461.0 40 448.5 and 447.3 35 440.25 and 439.0 45 437.0 and 434.7 25 387.7 and 387.4 45 384.9 and 384.6 35 371.5 and 371.3 45 367.4 and 367.0 45	
473.0			NEBRASKA DIVISION				Between MP 335.0 and MP 287.5 (Except as below) 40
			MIDWEST DIVISION				Atchison-Around curve Union Depot and between curve and 10th St. and thru UP-BN Jct. Bridge Connection 10
465.5		⊕ BN	⊕			332.2 and 329.5 20 322.9 and 322.5 35 291.7 and 291.1 35 287.6 and 287.5 25	
465.2		⊕ BN	⊕			Sidings: Wolcott and Nearman 10	
455.1			MURRAY	⊕	O 172	6830	
447.5			UNION	⊕ T	O 165	2730	
435.9			NEBRASKA CITY	⊕	O 153	Yd.	
435.8		⊕ BN	⊕				
428.5			PAUL	⊕	O 146	7160	
414.1			AUBURN	⊕	O 132	6228	
394.2			VERDON	⊕	O 112	6684	
384.3			FALLS CITY ⊕ BN ⊕	⊕	O 102	5200	
379.1			RESERVE	⊕	O 097	6771	
370.3			HIAWATHA	⊕	O 088		
369.7			NEK & MRR CONN.				
358.7			WILLIS	⊕	O 076	7291	
339.2		Z339	SHANNON	⊕	O-056	6390	
337.9		Z338					
332.3		Z333	NORKAN JCT.	⊕	O 049		
			ATCHISON	⊕	O 048	Yd.	
329.1		Z329	OAK MILLS	⊕	O 038	7567	
320.9		Z321	WADE	⊕	O 032	5177	
319.3		Z319	WADE	⊕			
314.7		Z315	WADE	⊕			
313.6		Z314	WADE	⊕			
310.5		Z311	LEAVENWORTH	⊕	O 027	4155	
309.6		Z310	LEAVENWORTH	⊕			
306.9		Z307	COCHRANE	⊕	O 023	5781	
305.7		Z306	COCHRANE	⊕			
299.2		Z299	WOLCOTT	⊕	O 016	7855	
297.6		Z298	WOLCOTT	⊕			
294.4		Z295	POWER PLANT	⊕	O 010	6304	
294.0		Z294	NEARMAN	⊕			
292.7		Z292	NEARMAN	⊕			
289.0			MIDWEST DIVISION				
			KANSAS CITY DIVISION				
287.5		K288	EDGEWATER	⊕	O 005	4000	
			197.1				

Two Main Tracks; No. 3 and No. 4 between CPB005 and CPB478 with CTC in effect. Southward and Northward Tracks between CPB478 and Gilmore Jct. Rule 251 in effect.
Summit Connector Track between CPB008 on Council Bluffs Sub and CPB478 Falls City Sub, 1.7 Miles. CTC in effect. Maximum Speed 25 MPH. CCS Test Loop located East of Dahlman Ave. CTC in effect CPK288 Edgewater to CPZ339 Shannon.
TWC in effect CPZ339 Shannon to MP 473.0.

Movement across Fourth and Tenth Streets at Atchison — crossing gates must be in lowered position before 4th or 10th St. crossing can be occupied. If gates do not lower automatically or have raised due to automatic time out feature, movement must be stopped and gates lowered prior to occupying crossing by operating the lowering switch located on both sides of 4th and 10th Sts. These switches are marked indicating the track they serve and can be activated by the use of a switch key. Compliance with Rule 103(A) of the General Code of Operating Rules is not altered by these instructions.

Gilmore Industrial Lead: 1.3 miles MP 473.3 to MP 12.2, Gilmore, NMO12. Maximum speed 10 MPH, FRA excepted track. At Gilmore all movements must stop and crew member sent ahead to warn traffic at 25th Street crossing. Rule 105 in effect.

Norkan Jct. Industrial Lead: Norkan Jct. to MP 338.0, 5.7 miles. Max. speed: 10 MPH. Rule 105 in effect.

WEeping WATER BRANCH: 23.9 Miles: Union ⊕ T MP 447.4 Sta. No. O 165 to Louisville ⊕ MP 465.9 Sta. No. OD052. Yard Limits Entire Branch; Maximum Speed 20 MPH. Stations: Weeping Water ⊕ OD041 MP 460.4; Omaha Jct. ⊕ OD042 MP 461.4-456.0; Biz Tracks Nehawka OF004 MP 451.7; Manley OD046 MP 459.8.

ATChison BRANCH: 17.7 Miles; Atchison ⊕ T O 048 MP 330.7 to Winthrop MP 331.1; Station — Drawbridge ⊕ MP 330.8; 18.2 Miles Via BN to St. Joseph ⊕ T OA021 MP 349.9; Radio display 2020. 10 MPH over UP-BN Joint Bridge and connection to Atchison Siding. End of Track MP 354.2. Equations: MP 349.9 = BN MP 58.2; BN MP 43.6 = BN MP 0; BN MP 3.6 = MP 331.1. Operation from Atchison to Winthrop over UP-BN Joint Bridge; BN track between Winthrop and French 15.2 Miles.

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

- St. Joseph.
1. Stop and protect following crossings: Illinois Ave; Highway 759 at Artesian Ice Plant.
 2. If crossing signal does not operate, before occupying Packers Ave. Spur 759 Highway, provide warning each side crossing with Red flag by day or fusee by night.
 3. All tracks St. Joseph are Yard Tracks.

Radio Display — 2424				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	WEST	STATIONS	EAST			MPH
0.0		VALLEY	⊙ T	NX028	Yd.	40
		5.8				0.1 and 0.3 15
5.8		⊗ BN				3.8 and 4.0 35
		5.8				5.8 BN Crossing 20†
11.6		MEAD		NA012	4247	6.4 and 7.7 ⊕ 25
		14.7				19.1 and 19.5 30
26.3		WESTON		NA026	3397	28.8 and 36.3 35
		11.0				36.3 and 37.4 25
37.3		VALPARAISO	⊙ T	NA037	4453	55.4 and 56.5 20
		10.1				56.9 and 57.5 15
47.4		GARRATT		NA048	5313	57.2 between west scale track and east house track switch 5†
		8.1				59.0 BN Crossing 20
55.5		BN CONN	⊙			83.0 and 93.0 25
		1.0				96.5 and 97.3 ⊕ 20
56.5		⊗ BN				98.8 and 101.4 25
		0.6				107.2 and 112.6 30
57.1		LINCOLN	⊙	NA057	Yd.	113.1 BN Crossing 20†
		0.3				All tracks except main track 5
57.4		⊗ BN				Marysville — yard tracks 10
		1.6				
59.0		⊗ BN				Business Tracks MP No. Sta. No.
		5.7				Yutan (E) 6.3 NA006
64.7		JAMAICA		NA065	5821	Wahpoo (W) 14.7 NA015
		24.2				Krumel (E) 17.4 NA017
88.9		PICKRELL		NA089	3657	Wahoo 18.9 NA019
		7.9				Agnew 41.8 NA042
96.8		BEATRICE	⊙	NA097	4320	Raymond 46.5 NA047
		16.3				Kawa (W) 52.2 NA052
113.1		⊗ BN				Linpark (W) 54.7 NA054
		1.2				Aido 69.8 NA070
114.3		BADGER		NA114	5343	Princeton 74.7 NA075
		19.9				Cortland 79.5 NA080
134.2		MARYSVILLE	⊙ T	KX148	Yd.	Holmesville (W) 105.7 NA106
		134.2				Blue Springs 110.3 NA110
						Barneston 118.0 NA118
						Marietta 125.9 NA126

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

Equation: MP 101.72 = MP 103.0.
TWC between MP 0 and MP 134.2

STROMSBURG BRANCH — NEBRASKA DIVISION

Radio Display — 2424				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
Mile Post	WEST	STATIONS	EAST			MPH
-0.0		VALPARAISO	⊙ T	NA037		40
		21.8				All tracks except MT 5
21.8		YANKA		NS222	3300	Between Mile Posts —
		1.7				1.3 and 6.4 30
23.5		⊗ BN				6.4 and 8.0 25
		39.5				8.1 and 11.0 30
63.0		POLK		NS263	2497	13.5 25†
		12.3				23.0 and 23.5 20
75.3		⊗ BN				29.9 and 31.0 30
		0.6				47.5 and 48.2 30
75.9		CENTRAL CITY	T	NX125		58.0 and 68.0 25
		76.0				72.0 and 73.0 25
						75.3 BN Crossing 20

Yard Limits: MP -0.1 to MP 1.0; MP 38.0 to MP 42.0; MP 73.0 to MP 75.15.
TWC between MP 0 and MP 75.9

Business Tracks MP No. Sta. No.
Brainard 13.5 NS214
David City 23.2 NS223
Rising City 33.3 NS233
Shelby ⊙ 40.1 NS240
Osceola 47.5 NS248
Stromsburg 52.9 NS253
Durand 56.8 NS257
Hordville 68.5 NS269

Norfolk Branch: Columbus ⊙ T MP 0.6 Sta. No. NX085 Westward to End of Track MP 48.6, 48 miles. Yard Limits: Columbus to MP 2.5; MP 8.7 to MP 10.3; and MP 47.5 to MP 48.6. TWC in effect MP 0.6 to MP 49.3. Maximum Speed 40 MPH except: 10 MPH — MP 0.0 and MP 1.9, and MP 9.4 and MP 9.6: 35 MPH — MP 25.4 and MP 25.6, MP 29.8 and MP 30.6, MP 34.0 and MP 34.3, MP 36.3 and MP 36.4, and MP 37.2 and MP 37.4. All Tracks except Main Tracks — 5 MPH. Stations: Oconee ⊙ T MP 9.4 NN309; Humphrey MP 25.7 NN327; Enola MP 40.9 NN341; and Norfolk ⊙ MP 48.0 NN350. Business Tracks: Platte Center MP 14.7 Sta. No. NN315, Tarnov MP 20.3 NN320, and Madison MP 35.4. Radio Display — 4242.

Albion Branch: Oconee ⊙ T MP 0.1 Sta. No. NN309 Westward to Albion MP 33.7 NN434, 34.6 miles. Yard Limits: Oconee to MP 0.5. TWC in effect MP 0.0 to MP 34.7. Maximum Speed 40 MPH except: 25 MPH — MP 11.0 and MP 12.1, 25 MPH† MP 22.2 and MP 23.0. All tracks except MT. . . 5 MPH. Six axle units not allowed on East leg of Wye Track 119 Albion MP 34.5. Station: Genoa T MP 11.3 NN441. Business Tracks: Mill Spur (E) MP 2.0 NN402, Monroe MP 4.0 NN404, St. Edward MP 22.3 NN422, End of Track MP 34.7. Radio Display 4242.

Cedar Rapids Branch: Genoa T MP 0.1 Sta. No. NN411 Westward to Spalding T MP 44.3 NN 544, 44.5 miles. TWC in effect MP 0.1 to MP 44.6 (End of Track). Maximum Speeds: 25 MPH except: All tracks except MT 5 MPH. Stations: Fullerton MP 13.7 NN514, Cedar Rapids MP 30.3 NN530. Business Tracks: Stockyard Siding MP 22.2 NN522, Belgrade (W) MP 23.1 NN523, Primrose MP 36.6 NN537. Six axle units not allowed on yard track 725 (Cobb Track) Fullerton. Radio Display — 4242.

Ord Branch: Grand Island ⊙ T MP 0.5 Sta. No. NX147 Westward to Ord T MP 61.0 NO661, 60.8 miles. Yard Limits: MP 0.8 to MP 3.8. TWC in effect MP 3.8 and MP 61.3. Maximum Speed 40 MPH except: 25 MPH† Westbound MP 17.7 and MP 61.0, and Eastbound MP 61.0 and MP 22.2; 40 MPH Eastbound MP 22.2 and Grand Island. All tracks except main track — 5 MPH. No six axle units allowed on East leg of Wye St. Paul MP 21.9. End of track MP 61.3. Radio Display — 4242.

Radio Display: Council Bluffs to Grand Island — 4242 Grand Island to North Platte — 2424		Station Nos.	Sidings Feet	Maximum Speed MPH
Mile Post	WEST CP No. STATIONS EAST			Summit to North Platte 70 (Except as below) Life Envs Summit-Fremont
-0.4	B901	NX001	Yd.	Track 1 -80 to -50 10
0.6	B000			Tracks 1 & 2 -50 to +6.0 10
0.9	B001			MT 1 25
2.0	B002			MP 0.6 to 2.5 25
2.5	B003			MT 2, 3 & 4 15
3.4	B004	NX003		MP 0.6 to 2.1 10
3.8	B005			MT 5 10
5.1	B007	NX005		MP 2.1 to 2.5 25
6.9	B008			Between Mile Posts — MT 1 & 2, MP 2.5 and 5.4 40
7.7	B009			5.4 and 6.8 30
10.9	B011			14.1 and 14.7 60
17.4	B017			15.9 and 16.2 60
21.5	ELKHORN	NX022	c3654	18.1 and 19.8 60
26.0	B026		n6356	21.9 and 22.2 60
28.0	VALLEY	TX	NX028	22.2 and 22.6 50
34.5	B035		s4533	22.6 and 24.0 60
34.7	MERCER	X	NX034	24.0 and 24.8 55
39.2	B039		NX039	27.5 and 28.5 45†
40.0	B040		NX040	38.5 and 40.7 40
49.3	B049			Fremont CNW Yard Tracks 10
54.4	NORTH BEND	NX054	c7912	68.7 and 69.7 50†
55.6	B056			83.6 and 85.0 30†
61.5	B062	X	NX061	Columbus yard tracks 10
61.8	B062	X	n6778	Farr Better Feed Lead 5
68.7	B072	X	s5991	Duncan 124.3 BN crossing 45
71.9	B072	X	NX077	144.0 and 145.8 60†
76.6	B072	X	NX077	145.8 and 147.1 50†
80.2	B084	X	NX080	147.1 and 149.3 50†
83.6	B084	X	n2164	Grand Island, frt trains moving on yd tracks, except yd track No. 1 5
84.5	COLUMBUS	TX	NX085	BN Transfer 10
92.6	B094		NX092	Yard track No. 1 10
93.6	B094		c5765	Alda, wye trackage and all trackage in and outside Ordnance plant 5
100.5	B094	X	NX100	Buda, all airfield trackage 10
102.3	B112	X	NX102	137.8 and 139.8 60
112.1	B112	X	NX114	both main tracks 45†
113.1	B114	X	c4069	Lexington Main Street to 1500 feet east on Scale track 10
114.2	B114	X		On and 24.4th tracks north, east of depot 5
117.9	B123	X	NX118	Cozad Armour Trks 5
123.0	B123	X	NX125	248.2 and 249.3 60†
124.3	B123	X	n4144	258.1 and 258.3 60
124.9	B126	TX	s5611	Keith No. 3 Track 40
126.2	B126	TX	s6980	28.1 and 28.5 55
135.7	B136	TX	NX135	282.5 and 283.0 45
135.0	B145	TX	c7976	283.0 and 289.0 40
144.6	B145	TX	NX147	289.0 and 290.0 20
146.2	B147	TX	NX148	290 and 291.5 40
146.5	B147	TX	NX148	Business Tracks MP Sta. No. Seymour 8.9 NX009
149.9	B150	TX	NX155	Woody 11.1 NX011
154.5	B150	TX	NX155	Nasco 12.2 NX012
162.3	B166	X	NX162	Weco 13.6 NX014
166.3	B175	X	NX176	Lane 16.7 NX017
175.1	B184	X	NX184	Ame. 46.3 NX046
183.8	B184	X	NX184	Waterloo (W) 24.7 NX025
191.5	B191	X	NX194	Howe 78.8 NX078
199.9	B200	X	NX198	Moorman 79.3 NX079
208.1	B208	X	NX208	Doulton (W) 80.9 NX081
212.7	B213	X	NX213	Havens (W) 108.2 NX108
215.4	B215	X	NX213	Gulfoil (W) 115.9 NX116
221.0	B221	X	NX213	Paddock (W) 128.7 NX129
232.6	B233	X	NX233	Shelton 169.9 NX170
238.2	B238	X	NX238	Optic (E) 179.8 NX180
240.7	B241	X	NX243	Kearney 189.1 NX189
243.9	B244	X	NX243	Elm Creek 204.3 NX205
254.4	B254	X	NX254	Josselyn 217.9 NX218
255.6	B256	X	NX256	Lexington 224.4 NX224
257.7	B258	X	NX256	Gothenburg 248.8 NX249
261.4	B261	X	NX262	Maxwell (E) 270.3 NX271

Maximum speed for loaded coal and grain trains not exceeding 120 cars and not exceeding 134 tons per operative brake (T/OB) is 60 MPH; if either the total car limit or average T/OB limit is exceeded the maximum speed is reduced to 50 MPH (see Special Instructions Item 5-A).

Mile Post	WEST CP No.	STATIONS	EAST	Station Nos.	Sidings Feet	CCS Test Loops located:
261.4	B261	BRADY	①	NX262	Weco Valley
274.0	B274	KEITH	①	NX275	s10611	Fremont
276.0	B276	11.5	①	NX276	Columbus
282.0	B282					Central City
NEBRASKA DIV.						
NORTH PLATTE DIV.						
283.4	B283		①			Kearney
284.5	B284					Lexington
285.5	B285					Gothenburg
285.4	B286					
286.0	B287					
286.5		NORTH PLATTE	①	NX284	Yd.	
286.6						

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 moving through interlocking and conditions that require movement be preceded by a flagman.

VALLEY, between hold indicators MP 26.1 and MP 34.6.
CENTRAL CITY, westward signal 1231 and eastward signal 1262.
GRAND ISLAND, between east remote control switch MP 144.0 and hold indicator located at MP 149.8.

Train Defect Detectors located at:
Westward, (No. 1 only) @MP 53.7, @MP 74.6, @MP 103.9, @MP 128.2, @MP 160.1; Eastward (No. 2 only) @285.5, @MP 157.3, @MP 121.8, @MP 100.1, @MP 81.0, @MP 62.9, @MP 43.7. Both tracks: @MP 20.0; @MP 137.0; @MP 183.0; @MP 197.2; @MP 210.8; @227.0; @MP 243.2; @MP 263.9; %MP 278.2. Acoustical Bearing Detector; MP 269.5 (No. 1 only).

HIGH WIDE SHIFTED LOAD DETECTOR located at: MP 34.0.
40 MPH dual control switch turnouts: CPB 017; CPB 049; CPB 166; CPB 175; CPB 184; CPB 191; CPB 200; CPB 208; CPB 221; CPB 233; 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 98.4	County Road	MP 161.7	County Road
MP 149.1	Webb Road	MP 162.4	Wood River, Ne.
MP 152.0	County Road	MP 162.7	Wood River, Ne.
MP 154.9	County Road	MP 169.2	Shelton, Ne.

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

River Industrial Lead: Grand Island to River MP 18.4 KG 119, 3.9 Mi. Max Speed 20 MPH. Rule 105 in effect.

Kearney Industrial Lead: Kearney to MP 3.75—3.75 Miles. Rule 105 in effect. Max. Speed 10 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 CPB 017 MP 17.4; 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 Falls City Sub between CP B004 and CP B478.

SPEED RESTRICTIONS:
Over street crossings, Council Bluffs 10 MPH

RAILROAD CROSSINGS—JUNCTIONS:
COUNCIL BLUFFS: On No. 1 track at CCP Jct., MP—70 CCP ①;
On No. 2 Track at BN connection MP 0.18 BN ①.
OMAHA: Between Hall Ave. and Burdette St., at 11th Street, Omaha ① CCP ①.
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.

- 1) Yard Limits — CPB 283 to MP 291.5
- 2) CPB 283 is end of CTC Westward
- 3) CPW 291 is the start of CTC Westward
- 4) Movements in south diesel supply area:
 - 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 load box 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.
- 5) Movements to South diesel supply from train yards and from South diesel supply to train yards need authority from wash rack operator.
- 6) Authority for movement to Ballon Track or Wye Tracks either inbound to south diesel servicing facility or outbound from south diesel servicing facility to train yard must be obtained from control operator. Track occupancy indicators located west end south 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 control operator.
- 7) No more than twelve coupled locomotives may be moved to or from south diesel servicing facility, to or from train yard and air must be train lined. (Exception to the 12 locomotives would be a power transfer to and from North Platte proper).
- 8) When engineers are taking power to train yard from south diesel servicing facility and in the absence of the conductor and/or brakeman:
 - Eastward movements from south diesel 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).
 - Westward movements from south diesel facility departure tracks, 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).
- 9) Power consist movement out of south diesel facility six track (that is the first track south of the oil lab building), do not foul west end of the shop leads until the Washrack operator has given permission for the movement and switches are lined.
- 10) Authority for train movement around south diesel shop and servicing facility on south running track must be obtained from Washrack operator.
- 11) Locomotives moving out of south diesel facility to train yards or moving from train yards to south diesel facility or at any other time light power is being moved, 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 positioned on the trailing unit and has constant communication with the engineer.
- 12) Movements in train yards:
 - Rules applicable to main track movements apply to
 - Belt track between CPB 283 and CPB 284
 - Inbound coal lead #1 and inbound coal lead #2 between CPB 284 and CPB 286
 - Outbound coal lead #2 between CPB 289 and CPW 291
 - Westward receiving lead between CPB 283 and CPB 286
 - Westward departure lead between CPB 289 and CPW 291
 - Crews must contact west yardmaster before initiating movement on:
 - Westbound main track — inbound coal leads #1 and #2 — outbound coal lead #2 — westward receiving track — power lead overpass to westward departure tracks — (eastbound movement on westbound main track from CPW 288 to Ice House Crossovers (MP 286.2) may be authorized by Washrack operator only after operator contacts west yardmaster.
 - Crews must contact Washrack operator before initiating movement on:
 - Eastbound main track — power lead overpass in either direction — to or from South diesel servicing facility.
- 13) Manual interlocking locations — (Rule 312(2) in effect at control points shown as manual interlockings):
 - CPB 284 — (MP 284.7 or Willow Street)
 - On westbound main track westward movement — controlled by west yardmaster.
 - On westbound main track eastward movement — controlled by train dispatcher.
 - On westbound receiving lead westward movement — controlled by west yardmaster.
 - On westbound receiving lead eastward movement — controlled by train dispatcher.
 - On inbound coal lead #1 and #2 westbound movement — controlled by west yardmaster.
 - On inbound coal lead #1 and #2 eastbound movement — controlled by train dispatcher.
 - CPB 285 — (MP 285.5)
 - On eastbound main track eastward or westward movement — controlled by train dispatcher.
 - CPB 286 — (MP 285.6)
 - On westward receiving lead (east or westbound) controlled by west yardmaster.
 - CPB 288 — (MP 286.4)
 - Inbound coal lead #1 and #2 westward and eastward movement — controlled by west yardmaster.
 - CPW 288 — (MP 288.4)
 - Controlled by control operator either direction.
 - CPW 290 — (MP 290.4)
 - Controlled by train dispatcher either direction.
 - CPW 291 —
 - 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 —
 - CPB 289
 - Outbound coal lead #2 westward movement — controlled by train dispatcher.
 - Westward departure lead westward movement — controlled by train dispatcher.
 - Westward departure lead eastward movement — controlled by west yardmaster.
 - Westward main track westward movement — controlled by train dispatcher.
 - Westward main track eastward movement — controlled by control operator.
- 14) Westward trains must contact west yardmaster for instructions before passing CPB 283.
- 15) Eastward trains must contact East Hump yardmaster for instructions before passing CPW 291.

- 16) Note: If unable to contact the respective yardmasters for instructions before passing CPB 283 or CPW 291, movements must be stopped and dispatcher contacted for track to be used.
- 17) Speed Restrictions:
 - Between MP 283 and MP 291.5 main tracks 40 MPH
 - Exceptions:
 - MP 283.2 #1 main track (over cracked wheel detector) 20 MPH
 - Between MP 289 and MP 290.75 westbound main track 20 MPH
 - (Sound bell and horn frequently)
 - Between MP 289 and MP 290.75 eastbound main track 20 MPH
 - (Sound bell and horn frequently)
 - Dual control switches and turnouts CPW 288 15 MPH
 - All speed frater and YM4 switches 15 MPH
- 18) All westbound yard tracks 20 MPH
 - Exceptions:
 - Dowty retarders west end west bound bowl tracks 10 MPH
 - Dowty retarders east end west bound bowl tracks 15 MPH
 - Over westbound run-through fueling station 15 MPH
 - (Sound bell and horn frequently)
 - Power lead overpass from signal # 289.3 south side to and including the westbound departure/westbound outbound coal lead #2 switch north side 5 MPH
 - Westward movement into west end of west departure tracks 10 MPH
- 19) All eastbound yard tracks 20 MPH
 - Exceptions:
 - Dowty retarders west end eastbound bowl tracks 10 MPH
 - Dowty retarders east end eastbound bowl tracks 15 MPH
 - Over eastbound run through fueling station 15 MPH
 - (Sound bell and horn frequently)
 - South running track between MP 286.2 and MP 287.75 30 MPH
 - Eastward movement only north leg of Wye 10 MPH
 - South diesel facilities tracks 5 MPH
 - Biz car spur tracks 5 MPH
- 20) All industrial tracks 5 MPH
- 21) Other Instructions and Information:
 - Reference safety Rule 4060 — flat cars.
 - Exception: Flat cars equipped with stirrup plus two horizontal grab irons mounted above deck or flat cars equipped with stirrup plus two verticle hand holds mounted above deck are permissible to ride when practical, employees must ride with 4 point contact, with one arm above the shoulder. It is not permissible to ride flat cars with any other combination of hand holds.
 - Refer to air brake and train handling rules book, (Rev. 1991), Page 33, Rule 1101(B)7.
 - Revise item 7 to read: Within North Platte terminal, windows on switch engines setting in yard tied down may be left open a gap of six inches in hot weather, unless weather conditions prohibit.
 - When switching at Zone 2, 804 track (House 4) — Operate units and cars at walking speed past auger on 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 eastbound running track, train crews must shove cars west of sign in the extension of the runner.
 - 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.
- 22) Retarder Yards:
 - While humping trains at the east and westbound humps, a speed of 2.2 MPH must not be exceeded.
 - 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 humping speed 2.2 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 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 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. 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.

Radio Display: East of MP 293 — 3838 MP 293 to Sidney — 2727 Sidney to Cheyenne — 2424		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 300) 40 Hershey Track 802 (Beet Track) 5 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 40 (No. 3 trk.) 40 508.3 and 509.1 35 509.1 and 510.5 ⑥ 20†	MPH
Mile Post	WEST CP No. STATIONS EAST				
286.5					
288.5	W288	NORTH PLATTE ... ①	NX284	Yd.	
289.4	B289				
290.5	W290				
291.0	W291	BIRDWOOD ... ①	NX291		
		6.9			
292.0		NORTH PLATTE DIVISION			
		CHEYENNE DIVISION			
297.9	W298	O'FALLONS ... ①	NX301	n11356	
300.3	W300				
305.5	W306				
311.5	W312		NX312		
		34.5			
322.5	W322				
326.5	W326				
332.4	W332	OGALLALA ... ①	NX335	n11263	
334.7	W335				
343.1	W343	BRULE ... ①			
345.2	W345				
349.6	W350		NX350		
		19.9			
363.0	W363	JULESBURG ... ①	NX363	n9509	
365.2	W365		NX365	s10854	
377.4	W378				
		44.9			
382.0	W382				
390.0	W390				
392.0	W392				
407.9	W408	SIDNEY ... ①	NX408	n11315	
410.2	W410				
		17.0			
424.9	W424	POTTER ... ①	NX426		
426.4	W426				
437.2	W437	OWASCO ... ①	NX440	n10472	
439.4	W439				
		4.2			
443.6	W444	KIMBALL ... ①	NX445	c6357	
445.5	W446				
448.5	W449				
		22.0			
459.4	W459		NX459		
465.6	W465	PINE BLUFFS ... ①	NX467		
467.4	W467				
469.5	W469		NX469		
		9.8			
475.4	W475	EGBERT ... ①	NX478	n10805	
		7.4			
477.6	W478				
480.7	W481		NX481		
482.8	W483	BURNS ... ①	NX483		
		8.2			
491.0	W491	HILLSDALE ... ①	NX491		
		10.4			
501.4	W501	ARCHER ... ①	NX501	s6045	
506.5	W506	BARNETT ... ①	NX506		
		5.1			
508.4	W508				
509.5	W508	CHEYENNE ... ①	WX510	Yd.	

218.5

40 MPH dual control switch turnouts: CPW291 between Nos. 1 & 2, 1 & departure lead and 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.

Between North Platte and CPW300: Maximum speed for loaded coal trains not exceeding 120 cars and not exceeding 134 tons per operative brake (T/OB) is 60 MPH; if either the total car limit or average T/OB limit is exceeded the maximum speed is reduced to 50 MPH (see Special Instructions Item 5-A).

South Torrington Branch: Yoder MP 0.0 ① T Sta. No. NP182 Westward to South Torrington ① T MP 18.5 NP201 — 18.6 miles. Yard Limits: MP 0.0 and MP 2.0 including both legs of Wye; MP 17.0 to MP 18.6. TWC in effect MP 2.0 and MP 17.0. Maximum Speed 20 MPH except: 5 MPH MP 18.0 and MP 18.6, and, on other than main track. Stations: Veteran MP 5.8 NP188. South Torrington — Holly Sugar: Only 4 axle units permitted inside factory fence. Radio Display — 2727.

Radio Display — 2424		Station Nos.	Sidings Feet	Maximum Speed MPH MPH MP 103.3 to MP 99.9 (Except as below) 50 50 Between Mile Posts — CPW519 c/o No. 1 Track to or from Borie Cut-off 15 MP 99.9 to MP 98.6 60 50 MP 98.6 to MP 86.2 (Except as below) 60 40 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 86.2 to MP 0.4 (Except as below) 70 60 Between Mile Posts — 68.0 and 60.0 65 — 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	MPH
Mile Post	SOUTH CP No. STATIONS NORTH				
103.3	W519	BORIE ... ①	WX519		
		3.4			
99.9	W520	WEST SPEER ... ①			
		1.3			
98.6	W518	SPEER ... ①	WS518	c6756	
		0.9			
97.7	W098	SPEER JCT. ... ①			
		11.5			
86.2	W086	CARR ... ①	WD726	7716	
86.2	W085				
73.0	W073	NUNN ... ①	WD712	8250	
71.2	W071				
63.7	W064	AULT ... ①	WD703	8206	
62.0	W062				
		7.0			
55.7	W056	LUCERNE ... ①	WD691		
		3.2			
54.2	W054				
52.5	W053	GREELEY ... ①	WD692	8349	
50.7	W051				
47.2	W047	LA SALLE ... ①	WD687	Yd.	
		10.7			
45.3	W045				
35.6	W036	PLATTEVILLE ... ①	WD675	8299	
33.9	W034				
20.7	W021	BRIGHTON ... ①	WD659	8203	
19.0	W019				
13.0	W013	HAZELTINE ... ①	WD652	8232	
11.3	W011				
6.2	W006	ADAMS ... ①	WD646		
		1.3			
4.9	W005	COMMERCE CITY ... ①	WD645		
		0.9			
4.0		D&RGW CONN ... ①			
		1.8			
2.2		PULLMAN ... ①	KP638	Yd.	
		0.5			
1.7		36th STREET ... ①	WD640		
		1.7			
0.0		DENVER UNION TERMINAL ... ①			
		103.3			

Train Defect Detector: ① MP 28.4; ② MP 57.5; ③ MP 82.0.

DRGW BELT LINE TO N YD. 20
BN-DRGW XING AT N YD. 10
DRGW YARD TRKS. 10
Business Tracks MP Sta. No.
DuPont 8.2 WD648
Rolla 10.6 WD650
Henderson 14.1 WD655
Powers 22.8 WD663
Lupton (S) 25.8 WD666
Ione (S) 30.3 WD671
Gilcrest 40.3 WD680
Evans (S) 48.3 WD689
Garden City 49.8 WD690
Gill 54.6 WD694
Eatons 58.8 WD700
Pierce (N) 66.7 WD707
Dover (S) 77.0 WD717
Double Track (Rule 251) MP 2.9 to MP 4.8.
Equations:
MP 519.7 = MP 103.3
MP 519.8 = MP 99.9
MP 518.3 = MP 98.6

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 — LaSalle ① T MP 0.0 Sta. No. WD687 Westward to Boettcher MP 37.3 WF830, 38 miles. Yard Limits entire Branch. Maximum Speed 20 MPH: Except 5 MPH: MP 7.4 to MP 7.8 Wye switch; 10 MPH† MP 30.0, and at MP 31.2; 10 MPH: MP 32.5 to MP 32.7, and on Boettcher spur to Cement Plant. Radio Display — 2424.

Stations: Dent T MP 7.5 WF683, ② GWR ③ MP 16.3, Kelim MP 16.4, WF809, Fort Collins T MP 32.4 WF825, ④ BN ⑤ MP 32.5, ⑥ BN ⑦ MP 32.6. Business tracks: Milliken MP 9.0 WF802, Boyd Lake MP 21.0 WF814, Harmony MP 26.8 WF 820, Poudre MP 35.2 WF828. End of Track MP 38.1. 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. Ft. 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 (Except as below)	Business Tracks	MP Sta. No.
20	North Glenn	6.7 WF652
11.6	Eastlake	9.0 WF654
17.1 and 17.4 Wye track	St. Vrain	17.1 WF663
23.6 and 24.2	David Joseph	19.1 WF610
33.0 and 34.1 (end of track)	Valmont	33.0 WF624

**TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS
EASTWARD BUFORD (CPW 536) TO CHEYENNE (CPS 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: Exceptions;

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 Green River 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.

Radio Display: Cheyenne to Laramie — 2424 Laramie to Rawlins — 4242		Maximum Speed	MPH
Mile Post	WEST CP No. STATIONS EAST	Between Mile Posts—	Pgr. Frt.
		Cheyenne to Dale Jct. Via Buford (Trks. 1 & 2) (508.3 and 545.5) ... 70 65	
		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)	
509.5 510.8	W511 CHEYENNE TX	WX510 Yd.	
519.1 528.5 529.6	W519 BORIE TX	WX519 n4424	
536.0 537.2 543.0	W536 BUFORD TX	WX537 c6048	
545.5	W545 DALE JCT.	WX545	
547.3 548.6 553.9 565.4	W547 HERMOSA TX	WX548	
	W554 COLORES TX		
	W565 LARAMIE TX	WX566 Yd.	
567.6	W567		
509.5 510.8	W511 CHEYENNE TX	WX510 Yd.	
C517.2 C518.3 C519.7 C525.0 C526.5 C533.5 C534.9 C543.4 C548.8 C550.2 C555.1	W517 SPEER TX	WX517 WS518 c6756	
	W520 EMKAY TX	WS526 6523	
	W526 LYNCH TX	WS534 6703	
	W535 HARRIMAN TX	WS543 7096	
	W542 HARRIMAN TX	WS550 6476	
	W548 PERKINS TX	WS545	
	W550 DALE JCT.	WX545	
B547.3 B548.6 B556.1 B557.4 B565.3 B565.4	W547 HERMOSA TX	WX548	
	W549 RED BUTTES TX	WS557 6154	
	W557 LARAMIE TX	WX566	
	W565		
567.6	W567		
570.5	W570 16.3		
582.3	W582 BOSLER TX	WX585	
584.9	W585		
594.1	W594 LOOKOUT TX	WX594	
601.0	W601 11.1		
605.2	W605 ROCK RIVER TX	WX605	
609.0	W609 WILCOX TX	WX609	
616.8 622.8	W617 RIDGE TX	WX617	
624.5	W624 MEDICINE BOW TX	WX623	
632.6	W633 COMO TX		
639.0	W639 RAMSEY TX	WX639 n19125	
641.0	W641 4.0		
643.0	W643 HANNA TX	WX643 s19197	
650.1	W650 DURRANT TX	WX650	
682.1 682.8	W683 RAWLINS TX	WX683 s19201	
685.0	W685	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 Tracks; CPW511 except east set crossovers between Nos. 2 & 3 and except all crossovers between Nos. 3 & 4 or yard leads; CPW518 No. 4 & Greeley Subdiv; CPW543; CPW 545; CPWB564; CPW 565 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; CPW 683; 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. Except: Nos. 1 and 4 MP 681.8 to CPW 683 and, Nos. 2 and 3 MP 683.0 to MP 682.2.

CCS Test Loops on main tracks 1 thru 4 and Center Service Loop at fuel rack Rawlins; main tracks 1 thru 4 Eastward MP 815.7 to CPG 815 and Bitter Creek Lead Eastward MP 815.4 to CPG 815.

At Cheyenne Westward trains on North or South leads must not pass sign reading "approach section" unless governing signal (approximately 400 feet west of sign) displays a proceed indication or authority has been obtained from control operator.

Main Tracks: Nos. 1 & 2 via Buford to Rawlins; Nos. 3 & 4 Cheyenne to West Speer (MP prefixed "C"); No. 3 via Harriman (MP prefixed "C"); No. 3 via Red Buttes (MP prefixed "B").

Radio Display — 4242		Maximum Speed	MPH
Mile Post	WEST CP No. STATIONS EAST	Between Mile Posts—	Pgr. Frt.
		Cheyenne to Dale Jct. Via Buford (Trks. 1 & 2) (508.3 and 545.5) ... 70 65	
		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)	
682.8 685.0	W683 RAWLINS TX	WX683	
699.6 700.3 702.1	W685 W. RAWLINS TX	WX685	
	W700 RINER TX	WX701 N12575	
	W702 11.7		
712.0	W723 (WWD 12.0 HOLD SIG.)	WX712 N3071	
723.7 724.2 724.4 732.7 739.9 740.0 741.2 744.4 746.5	W724 (EWD 8.5 HOLD SIG.) W724 RED DESERT TX W740 (WWD 7.3 HOLD SIG.) W740 TIPTON TX W741 (EWD 1.2 HOLD SIG.) W744 4.3 W746 TABLE ROCK TX	WX724 S8867 WX733 CX2074 WX740 N2340 WX747 S10131	
756.4 757.4 758.5 762.0 766.0 766.7 768.0 777.4 781.2 783.2 785.9 796.1	W756 BITTER CREEK TX W758 9.3 W762 (WWD HOLD SIG.) W766 W769 BLACK BUTTES TX W769 POINT OF ROCKS TX G781 5.8 G786 THAYER TX G786 (EWD 12.9 HOLD SIG.) BAXTER TX	WX757 N10412 WX766 N9225 WX777 C8374 WX784 N12676 WX796 C5972	
798.7 801.0 802.1 802.5 804.0	G798 CHEVRON TX G801 G803 ROCK SPRINGS TX G804 6.9	WX796 C5972 WX802 N14212	
809.0	G814 E. GREEN RIVER TX	WX814	
815.1	G815 GREEN RIVER TX		

132.4

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; CPW766.

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.

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).

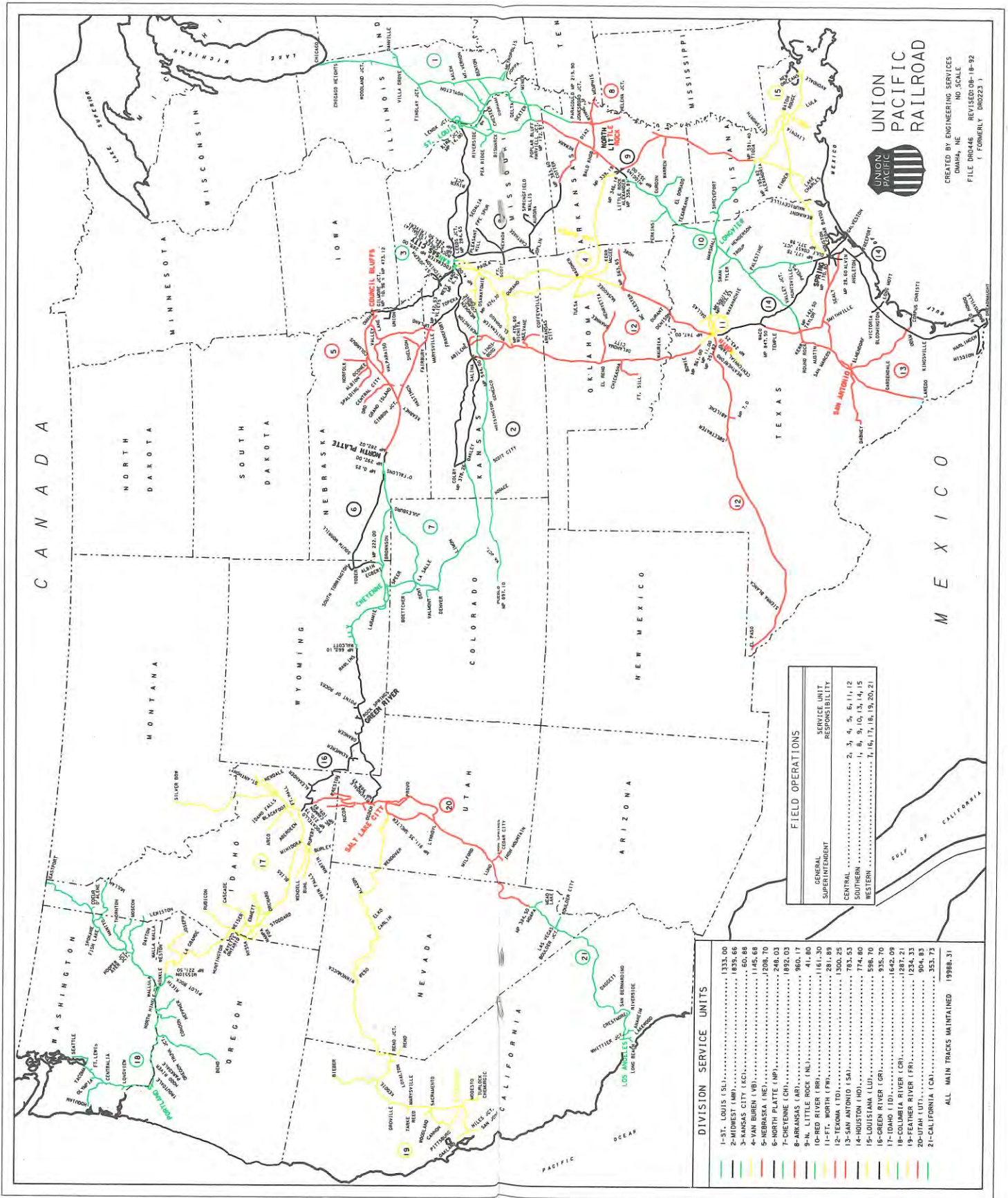
Before departure from Chevron, terminal test of air brakes must be made as prescribed by Rule 1002(B).

Train Defect Detectors located at: Both Tracks @MP 672.9, @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 7237 displays Stop, train must be inspected for dragging equipment and train dispatcher advised of any exceptions noted.

South Pass Industrial Lead Rock Springs to MP 6.5 = 6.5 miles. Maximum speed 15 MPH except: MP 6.0 and MP 6.5 — 10 MPH, and on Reliance Spur — 5 MPH. Rule 105 in effect.

Business Tracks	MP	Sta. No.
Reliance	6.0	WW706

Maximum Speed	MPH		
Between Mile Posts —	Pgr. Frt.		
565.4 and 801.0 ...	79 70		
801.0 and 817.3 ...	79 60		
(Except as below)			
Sidings:			
CPW 680 and			
CPW 683 ...	40 40		
CPW 681 and			
CPW 685 ...	40 40		
682.3 and 682.8			
MT & Sidings	20 20		
Between Mile Posts —			
Siding:			
CPW 700 and			
CPW 702 ...	40 40		
703.0 and 704.2 ...	70 60		
708.6 and 709.0 ...	70 60		
713.7 and 714.3 ...	70 60		
740.2 and 740.9			
EW	70 60		
740.2 and 743.1			
WW	70 60		
760.7 and 762.3 ...	70 60		
774.3 and 776.6 ...	70 60		
797.3 and 798.4 ...	55 45		
798.4 and 801.3 ...	60 50		
Siding:			
CPG 801 and			
CPG 804 ...	40 40		
801.3 and 803.3 ...	40 40		
803.3 and 803.5 ...	65 55		
807.5 and 807.8 ...	60 50		
809.6 and 811.6 ...	50 45		
811.6 and 814.1 ...	60 45		
814.1 and 816.7 ...	40 30		
Maximum Speed	Applies to AMTRAK only		
From MP	To MP	Track Affected	MPH PSGR
702.90	703.30	Westward	60
760.50	761.00	Westward	65
800.95	801.60	Westward	55
806.60	807.00	Westward	70
681.10	681.25	No. 2	65
683.50	683.75	No. 2	65
702.90	703.30	Eastward	60
760.50	761.00	Eastward	65
800.95	801.60	Eastward	55
806.60	807.00	Eastward	70
813.60	813.95	Eastward	55
Jim Bridger Spur — 8.1			
Miles originates at Point of Rocks			
Maximum speed	20		
(Except as below)			
4.0 and 4.7	10		
6.2 and 8.2	10		
Yard limits entire branch.			
Rule 105 in effect.			
Cheyron Spur originates at CPG 798 — 9.0 Miles			
Maximum Speed	20		
Yard limits entire branch.			
Rule 105 in effect.			
Business Tracks	MP No.	Sta. No.	
Hadsell (E-W) ...	690.2	WX690	
Robinson (W) ...	744.1	WX743	
CIG Spur (W) ...	748.7	WX749	
Monell (E) ...	751.7	WX752	
Patrick Draw (W) ...	753.6	WX754	
Hallville (W) ...	771.2	WX771	



CREATED BY ENGINEERING SERVICES
DANNA, NE NO SCALE
FILE DPO486 REVISED 08-18-92
(FORMERLY DPO223)

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 (SLU)	1333.00
2-MIDWEST (MP)	1839.66
3-KANSAS CITY (KC)	800.88
4-VAN BUREN (VB)	1145.68
5-NEBRASKA (NE)	1208.70
6-NORTH PLATTE (NP)	248.03
7-CHEYENNE (CH)	1892.03
8-ARKANSAS (AP)	860.17
9-N. LITTLE ROCK (NL)	41.80
10-RED RIVER (RR)	1161.30
11-FT. WORTH (FW)	281.89
12-TEXOMA (TD)	1300.25
13-SAN ANTONIO (SA)	793.53
14-ROUSTON (RO)	598.70
15-LOUISIANA (LU)	935.70
16-COLUMBIA RIVER (CR)	1582.09
17-IDAHO (ID)	1234.33
18-COLUMBIA RIVER (CR)	904.03
19-FEATHER RIVER (FR)	353.73
20-UTAH (UT)	
21-CALIFORNIA (CA)	1998.31

ALL MAIN TRACKS MAINTAINED

Mile Post	Radio Display — 2727		Station Nos.	Sidings Feet	Maximum Speed Green River to Evanston (MP 815.1 to 917.2) 79 70	MPH Pgr. Frt.
	WEST	EAST				
815.1	G815	GREEN RIVER				
817.0						
817.3	G817	9.8 W. GREEN RIVER	WX817	Yd.		
819.3	G819		WX818			
824.9	G825	PERU	WX819			
833.3	G833	1.7	WX825			
834.9	G835	ALCHEM	WX833			
839.1		W. WESTVACO				
844.0	G844	9.2	WX844			
846.8	G847	GRANGER	WX847	n13456		
854.0		7.2				
854.7	G855	VERNE (EWD HOLD SIG) 12.2	WX854	c6040		
866.2		HAMPTON				
867.7	G868	(WWD HOLD SIG) 9.2	WX866	x1913		
875.4		CARTER				
875.6	G876	(HOLD SIGS)	WX875	c6522		
884.1	G884	(EWD HOLD SIG) 10.2				
885.6		BRIDGER				
890.5		7.9				
895.7		LEROY	WX891	x1079		
897.6		7.1				
900.1	G900	SPRING VALLEY	WX898	x689		
900.1		2.5				
904.8	G909	ASPEN	WX902			
909.1		4.7				
910.6	G905	ALTAMONT	WX904	e4825		
912.3	G909	(WWD HOLD SIG) 7.7				
915.8	G911	(EWD HOLD SIG)				
917.2	G915	MILLIS	WX913	c1501		
919.2		(WWD HOLD SIG)				
925.6	G915	(EWD HOLD SIG)				
927.1	G915	(WWD HOLD SIG)				
936.9	G915	(WWD HOLD SIG)				
942.3	G915	(WWD HOLD SIG)				
943.0		EMORY				
952.2		9.7				
952.7	G952	(EWD HOLD SIG)	WX917	s218		
955.1	G955	ECHO (WWD HOLD SIG) 8.4				
956.6	G959	(EWD HOLD SIG)				
961.1		DEVIL'S SLIDE				
961.6	G962	(WWD HOLD SIG) 6.9	WX961	c5791		
968.0		MORGAN				
968.8	G969	(WWD HOLD SIG) 9.7	WX968	c6751		
975.5	G975	(WWD HOLD SIG)				
977.7	G978	STRAWBERRY	WX978			
		10.9				
		GREEN RIVER DIVISION				
988.5		UTAH DIVISION				
988.6	C988	EAST RIVERDALE				
989.7		1.1				
992.6	C990	RIVERDALE	WX990	Yd.		
0.0		2.7				
B818.2	C819	OGDEN	UY993	Yd.		
B818.0		1.0				
B817.8	C817	BRIDGE JCT.	UY994			
811.5	C811	8.5				
809.3	C809	CLEARFIELD	UZ002	c4727		
807.2	C807	5.4				
803.9	C804	LAYTON	UZ007			
802.5		1.4				
793.4	C802	KAYSVILLE	UZ009	n6352		
787.9		9.1				
785.4	C785	18TH NORTH	UZ018			
783.6		5.5				
782.8		NORTH SALT LAKE				
782.8		2.5				
782.9		1.8				
		0.8				
		SALT LAKE CITY				
		GRANT TOWER (D&RGW)				
		203.6				

Before departure from Stauffer, General Chemical, Texas Gulf and FMC plant yards, terminal test of air brakes must be made as prescribed by Rule 1002(B).

Trains 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 795.5.

MPH		Business Tracks	MP	Sta. No.
General Chem Spur originates at		Bryan (W)	830.0	WX830
MP 835.1 — 2.4 Miles		Tenneco (E)	830.7	WX831
Rule 105 applies.		Stauffer (E)	834.1	WX834
Texas Gulf originates at		Westvaco	838.0	WX838
MP 842.5 — 5.2 Miles		Texas Gulf Soda (E)	842.5	WX843
3.6 and 4.8		Curvo (E)	930.5	WX933
4.8 and 5.2		Castlerock (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
		Layton	804.2	UZ007
Bryan — Originates at MP 830.0 Yd. Tracks.		Kaysville	803.2	UZ009
Maximum Speed = 10 MPH		Woods Cross	791.3	UZ021
		Pioneer	789.2	UZ022
		Becks	786.1	UZ026

TONNAGE / SPEED RESTRICTIONS — WESTWARD WAHSATCH 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 1,000 Over 1,000	Timetable 20 MPH MP 928-936; 30 MPH MP 936-990 20 MPH MP 928-952; 30 MPH MP 952-990
100 & over (see below)	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

Exceptions: Trains that are 100 or more tons per operative brake with symbol Z and/or consisting entirely of double stack cars are authorized to operate at timetable speed provided the train has 375 or less tons per dynamic brake axle.

The Following are on the Utah Div.

Syracuse Industrial Lead Clearfield to Barnes 2.1 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Tracks MP Sta. No.
Freepoint Center 0.6 UZ002A
Barnes 2.1 UB602

Hill Field Industrial Lead Ogden to Arsenal 6.8 Miles. Rule 105 in effect. 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

Applies to Amtrak Only			
Both Tracks	885.0 and 896.7	65	926.95 and 928.8
841.1 and 816.7	896.7 and 901.7	60	929.45 and 929.55
816.7 and 816.9	901.7 and 903.6	50	930.15 and 930.20
No. 1 and Running	903.6 and 908.6	50	935.8 and 939.4
Track 4	908.6 and 915.6	70	939.4 and 942.9
Running Track 2 and 3	915.6 and 919.1	50	954.25 and 954.40
816.70 and 816.85	919.1 and 926.5	70	959.80 and 960.15
(No. 2)	EW Track	40	961.85 and 962.0
816.9 and 818.2	926.5 and 927.4	60	964.4 and 964.55
818.2 and 823.6	927.4 and 927.6	55	967.3 and 967.75
819.3 and 820.1	929.1 and 929.4	55	Both Tracks
(No. 1&2)	930.8 and 931.8	55	942.9 and 952.1
823.6 and 828.4	933.0 and 933.3	55	952.1 and 952.5
833.6 and 834.1	934.4 and 934.7	55	952.5 and 954.5
Running Track	935.9 and 938.6	55	958.1 and 963.1
CPG835 &	940.9 and 941.2	55	963.1 and 965.1
CPG839	941.6 and 942.9	50	967.2 and 967.8
Siding CPG844 & CPG847	945.3 and 945.5	45	972.4 and 974.1
844.8 and 845.4	959.8 and 960.2	55	974.1 and 976.1
849.9 and 850.2	960.5 and 960.7	55	976.1 and 978.7
860.1 and 862.5	961.8 and 962.1	55	978.7 and 980.3
866.7 and 874.5	964.3 and 964.7	40	987.9 and 988.5
878.2 and 880.1	977.0 and 977.3	55	(No. 2)
880.1 and 885.0	883.65 and 883.85	55	60

See Special Instructions Item 20 for AMTK schedules.

Eastward AMTK trains at Ogden must receive a Track Warrant for the Salt Lake Subdiv. at Salt Lake City.

Crew of Amtrak No. 25 is responsible for notifying Train Dispatcher when between MP 906 and Mills to provide Train Dispatcher sufficient time to place hold signal CPG919 at Stop to protect passengers crossing eastward track at Evanston. Upon departure, Dispatcher must also be notified in order to clear the hold signal.

Eastward trains being held at CPG919 for Amtrak No. 25 must not depart until a proceed indication is received or Dispatcher permission is granted.

ACS in effect MP 818.2 to CPC 988 (No. 1 and 2 Main Tracks) and Bypass Track to MP 991.0

CCS Test Loops on Main Tracks 1 and 2 Westward MP 817.5 to MP 818.3, Bridge Jct. CPC 818 to MP 991.0 Eastward on Bypass Track and CPC 990 to CPC 988 (No. 1 and 2 Main Tracks and Running Tracks) Eastward.

40 MPH dual control switch turnouts: CPG825; CPG833; CPG844; CPG847; CPG900; CPG905; CPG977; CPG988 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 CPG 900; CPG905 to CPG977; CPC785 to MP 783.5.

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.

Radio Display — 2020				Station Nos.	Sidings Feet	Maximum Speed McCammon to Ogden (Except as below)	MPH Pgr. Frt.
Mile Post	SOUTH STATIONS	NORTH STATIONS	CP No.				
111.4		CP G192				79	60
111.2		CP G111 T		IY038	e6624		
109.8		CP G110			w6368		
		GREEN RIVER DIVISION					
109.8		UTAH DIVISION					
104.8		ARIMO		UN105	6046		
95.0		DOWNEY		UN095	5991		
84.4		SWAN LAKE		UN085	6005		
78.8		COULAM		UN078	6007		
71.4		DAYTON		UN071	6011		
65.4		WESTON		UN065	6103		
56.6		TRENTON		UN057	6098		
48.6		CACHE JCT.	T	UN049	8619		
44.0		WHEELON		UN045	6010		
35.7		DEWEY		UN036	6044		
30.4		HONEYVILLE		UN030	5984		
21.1		BRIGHAM CITY	T	UN021	Yd.		
14.6		WILLARD		UN014	6027		
9.5		LITTLE MOUNTAIN JCT	T				
9.0		HOT SPRINGS		UN009	5938		
1.7		SP JCT.	T	UN002	6079		
0.0		OGDEN	T	UY993	Yd.		
111.4							
Equation: MP 111.4 = MP 191.6							

See Special Instruction Item 20 for AMTK schedules.
 Northward AMTK Trains at Ogden must receive Track Warrants for the Ogden, Nampa and Boise Subdivisions at Salt Lake City, listing the Subdiv. The Ogden Subdiv. Track Warrant will include Track Bulletins for the Pocatello Subdiv. when necessary.
 TWC in effect MP 109.8 to MP 1.0.

Little Mountain Branch Little Mountain Jct. to Little Mountain 14.4 miles. TWC in effect. Yard limits in effect MP 12.0 to MP 14.4. 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

Malad Branch Malad to Brigham City 52.1 miles southward. TWC in effect. Yard limits are in effect MP 0.0 to MP 4.0. Maximum Speed 40 MPH (except as below). Radio Display 2020.

0.0 and 0.4	20	29.3 and 29.9	30
5.2 and 6.5	30	32.0 and 51.1	30
11.7 and 12.1	30	51.1 and 52.1	10
27.0 and 27.9	30		

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Malad	51.5	UD952	Ford	11.5	UD912
Nucor	31.0	UD931	Corinne	5.5	UD906
Tremonton	17.8	UD918	Brigham City	0.0	UN021
Garland	19.7	UD920			

Cache Valley Branch Preston to Cache Jct. 51.1 Miles Southward. TWC in effect. Max. Speed 25 MPH (Except as below). Radio display 2020.

13.6 and 13.9	15	50.2 and 51.1	10
17.7 and 18.0	15		

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Preston T	50.8	UC251	Holt	20.2	UC220
Franklin	43.6	UC244	Hyrum	17.6	UC218
Presto	41.5	UC242	Wellsville(E)	13.8	UC214
Smithfield	31.5	UC232	Cache Jct. T	0.2	UN049
Logan T	24.1	UC224			

Radio Display — 4242				Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts — (Except as below)	MPH
Mile Post	WEST CP No.	STATIONS	EAST				
783.6		NORTH YARD	T		Yd.		
		0.7					
P800.2		GRANT TOWER	T				
		3.6					
P796.6		DRGW	T				
		9.6					
P787.0		SANDY	T	UP042	5072		
		29.1					
P757.9		GENEVA	T	UP072	5975		
		0.6					
P757.2		C758 LAKOTA JCT	T				
		5.2					
P752.8		C753 PROVO	T	UP076	Yd.		
P748.9		C749					
		15.7					
P737.1		C738 PAYSON	T	UP092	6102		
P735.8		C735					
		14.1					
P722.9		C723 STARR	T	UP107	6085		
P721.6		C721					
		21.9					
P710.9		C710 NEPHI HOLD SIGNAL					
P701.7		C702 SHARP	T	UP128	13,436		
P699.1		C700					
		4.6					
P696.7		C696 JUAB	T	UP133	6082		
P695.4		C695					
		15.3					
P681.2		C681 PARLEY	T	UP148	6242		
P679.9		C680					
		15.0					
P668.8		C669 LEMINGTON					
		3.1					
P665.7		C666 LYNN DYLL	T	UZ147	6930		
		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

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Officer	P797.4	UP032	Burton	P796.8	UP033
Huslers	P795.6	UP034	Murray	P793.0	UP036
Pallas	P791.7	UP037	Draper	P782.6	UP046
Mount	P775.8	UP053	Cutler	P771.1	UP058
Lehi	P769.3	UP059	American Fork	P766.4	UP062
Pleasant Grove	P763.0	UP065	Hardy (W)	P761.8	UP067
Pipemill	P760.9	UP069	Bunker (E)	P759.9	UP070
Gatex (E)	P756.1	UP075	Spanish Fork (E-W)	P744.4	UP085
Nephi	P711.5	UP118	Martmar	P676.1	UP153
CTC between MP P757.3 and MP P752.8, CPC 749 and CPC 666.					

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.

Cedar City Branch Lund to Cedar City 32.5 Miles Westward. TWC in effect. Yard limits in effect MP 0.0 to MP 1.0. Main track derail at MP 31.8. Max. Speed 40 MPH (Except as below). Radio Display 4242.

0.0 and 0.3	10	29.7 and 32.4	10
23.0 and 29.7	20		

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Lund T	0.1	CX272	Iron Springs T	20.3	CI321
Western Elec.	16.1		Cedar City	31.8	CI333
American Azide	16.5				

Iron Mt. Branch Iron Springs to Iron Mt. 14.7 Miles Westward. 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 Mt. or Comstock to Iron Springs. Air brakes must be used on all cars handled on all trackage. Locomotives or cupola cabooses must not operate under the old tippie located over tracks Nos. 732 and 733 at Comstock. Locomotives are not allowed on the scale South of the tippie on track 733. Max. Speed 25 MPH (Except as below). Radio Display 4242.

0.0 and 1.2	10	10.1 and 14.5	10
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Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Iron Springs T	0.0	CI321	Iron Mt.	14.4	CI415
Comstock T	10.9	CI411			

Table with columns: Mile Post, WEST, CP, STATIONS, EAST, Sta. Nos., Sidings, Feet, Maximum Speed, MPH, Pgr. Frt. Includes stations like NORTH YARD, SALT LAKE CITY, GRANT TWR, 10TH WEST, BUENA VISTA, GARFIELD, WARNER, STOCKTON, ST. JOHN, FAUST, PEHRSON, LofGREEN, BOULTER, TINTIC, McINTYRE, JERICHO, CHAMPLIN, LYNNDYL, STRONG, DELTA, VAN, CLEAR LAKE, BLOOM, CRUZ, BLACK ROCK, READ, MURDOCK, E. MILFORD, MILFORD, UPTON, THERMO, LATIMER, LUND, ZANE, BERYL, HEIST, MODENA, UVADA, CRESTLINE, BROWN, ACOMA, ISLEN, RICHMOND, ECCLES, CALIENTE, ETNA, STINE, BOYD, ELGIN.

TIMETABLE NO. 9

Table with columns: Mile Post, WEST, CP, STATIONS, EAST, Sta. Nos., Sidings, Feet, Maximum Speed, MPH, Pgr. Frt. Includes stations like ELGIN, KYLE, LEITH, CARP, VIGO, GALT, HOYA, ROX, FARRIER, MOAPA, UTE, DRY LAKE, GARNET, APEX, DIKE, VALLEY, WANN, EAST LAS VEGAS, LAS VEGAS.

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, @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 499.0, @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 368.0, @MP 353.1.

Speed Condition Warning Device between MP 492 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:

- 1. On any Frt. train with over 650 tons per dynamic brake axle and averaging more than 75 tons per operative brake, all retaining valves from Islen to Richmond.
2. On any Frt. train with over 650 tons per dynamic brake axle averaging less than 75 tons per operative brake, not less than 25 retaining valves on head end of train, from Islen to Richmond.

Any Frt. train with over 500 tons per dynamic brake axle and averaging more than 85 tons per operative brake must not exceed 25 MPH Crestline to Farrier. This does not modify the requirements of Paragraph 1 above.

EXCEPTION TO ITEM 5-B 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 Ute and MP 382 — eastward.

Mead Lake Branch. Moapa to Mead Lake. 17.1 miles Westward. TWC in effect. Max. Speed 25 MPH (except as below). Radio Display — 2727.

Table with columns: Mile Post, Maximum Speed, MPH, Pgr. Frt. Includes 1.6 and 2.3, 5.0 and 6.7, 7.0 and 9.0, 16.5 and 17.1.

Table with columns: Business Tracks, MP, Sta. No., Business Tracks, MP, Sta. No. Includes Moapa T (0.0, CX430), Arrowhead (W) (3.3, CX703), Logandale (10.2, CV710), Mead Lake T (16.7, CV717).

TIMETABLE NO. 9

Radio Display — 2727.			Station Nos.	Siding Feet	Maximum Speed Between Mile Posts— MPH
Mile Post	WEST CP No.	STATIONS EAST			
334.3		LAS VEGAS	CX479	Yd.	334.3 and 309.3
334.0	C334		CX481		309.3 and 163.6
332.7	C333	WYOMING ST.			163.6 and 158.5
330.5	C330		CX484		(Except as below)
328.6	C329				All sidings except
327.8	C328	BOULDER JCT.	CX486		Sloan, Joshua,
326.4	C326				Cima, Kelso No. 1
323.9	C323	ARDEN	CX490	8467	Siding, Sands
321.3	C321				Except Spadra
315.3	C315	SLOAN	CX498	6282	No. Siding
314.0	C314				Mira Loma
310.0	C310	ERIE	CX504	8843	Between Mile Posts —
308.1	C308				334.6 and 333.0
301.9	C302	JEAN	CX512	5721	Las Vegas—
300.7	C301				329.5 Cind-R-Lite
297.0	C297	BORAX	CX517	5792	and Stocks Mill
295.8	C296				Spurs
288.8	C289	CALADA	CX526	8791	332.6 and 326.4
287.0	C287				(North Running
278.2	C278	NIPTON	CX535	5767	Trk)
276.9	C277				321.1 and 319.7
273.0	C273	MOORE	CX541	5765	319.7 and 314.6
271.8	C272				312.5 and 311.7
268.0	C268	IVANPAH	CX545	9835	309.8 and
266.0	C266				309.3
263.9	C264	BRANT	CX550	5751	254.0 and 236.0
262.8	C263				W Pgr. Trains handled with
258.5	C259	JOSHUA	CX555	6066	dynamic brake in operation;
257.2	C257				light engines with operative
254.6	C255	CIMA	CX559	S9862	dynamic brake
253.3	C253				45 45
252.6	C252				45 45
251.1	C251	CHASE	CX563	5765	254.4 and 251.3
249.8	C250				246.7 and 246.5
247.9	C248	ELORA	CX566	5780	231.2 and 230.9
246.7	C247				75 60
243.9	C244	DAWES	CX570	9025	196.2 and 194.1
242.0	C242				55 45
240.0	C240	HAYDEN	CX574	5780	194.1 and 191.8
238.7	C239				50 40
236.5	C237	KELSO	CX577	9190	191.8 and 188.4
234.5	C235				70 60
226.7	C227	KERENS	CX587	5754	Main Track #1
225.4	C225				MP 168 & MP 158.5
219.5	C220	SANDS	CX595	9017	(Except as below)
217.7	C218				MP 168 & MP 158.5
212.2	C212	BALCH	CX601	5765	MP 163.3 & MP 163.6
211.0	C211				Eastward
204.2	C204	CRUCERO	CX609	5775	MP 163.6 & MP 163.9
202.9	C203				Westward
197.6	C197	BASIN	CX616	6196	MP 162.2 & MP 161.7
196.3	C196				40 40
191.8	C192	AFTON	CX621		MP 161.7 & MP 159.0
188.0	C188	DUNN	CX626	9529	MP 159.0 & MP 158.8
186.1	C186				35 30
182.9	C183	FIELD	CX631	5760	58.1 and 0.0
181.7	C182				(Except as below)
178.2	C178	MANIX	CX635	5775	Between Mile Posts
176.9	C177				56.6 and 55.4
168.7	C168	TOOMEY	CX645		55.4 and 53.4
163.8	C164				50 50
162.0		YERMO	CX650	Yd.	53.4 and 51.8
160.5	C161	W. YERMO	CX652		50.3 and 49.5
159.0	C159	DAGGETT	CX654		40 40
102.1 MILES VIA ATSF DAGGETT TO WEST RIVERSIDE					
56.6	C057	WEST RIVERSIDE			40.0 and 38.4
56.5	C056	SCRRA JCT.			38.4 and 38.1
55.5	C055	STREETER	CX759		38.1 and 11.3
52.6	C053				11.3 and 10.2
50.0	C050	LIMONITE			10.2 and 8.0
48.8	C049	PEDLEY	CX765		8.0 and 7.2
45.7	C047	MIRA LOMA	CX767	14264	7.2 and 1.6
43.9	C044				1.6 and 0.0
41.6	C042	TURNER AVE.			LA Union Pgr. Term.
38.4	C038	ONTARIO			LA Riv. Br. &
38.1	C038	SP			0.0 and -1.9
37.0	C037	EUCLID			Yard Limits:
36.7	C036	MONTCLAIR	CX777	5971	MP 8.0 to MP -1.9
35.4	C035				9th St. Jct. to Redondo
33.0	C033	SP			Tower (No. 2)
29.6	C030	SPADRA	CX784	8985	Main
27.8	C028				Equations:
25.5	C026	DIAMOND BAR	CX789		MP 158.81 = ATSF
24.1	C023	WALNUT			MP 737.42
18.3	C019	PUENTE JCT.	CX795		ATSF MP 749.84 = ATSF
11.4	C011	BARTOLO	CX801		MP 3.39
10.9	C010	WHITTIER JCT.	CX802		ATSF MP 81.23 = ATSF
9.2	C009	PICO RIVERA	CX803	7427	MP 0.0
7.6	C007	VAIL AVE.	CX807		ATSF MP 10.7 = MP 56.62
7.2	C006	GARFIELD AVE.			Two Main Tracks:
5.6	C005	EAST LOS ANGELES	CX806		CPC335 to CPC326

TIMETABLE NO. 9

Radio Display — 2727.			Station Nos.	Siding Feet	Maximum Speed Between Mile Posts— MPH
Mile Post	WEST CP No.	STATIONS EAST			
4.2		EAST YARD	CX809	Yd.	334.3 and 309.3
2.8	C003	DOWNEY ROAD			309.3 and 163.6
2.1	C002	SOTO ST. JCT.			163.6 and 158.5
1.7	C902	BRIDGE JCT.			(Except as below)
-0.1	C900	FIRST ST.			All sidings except
-0.8	C900	PASADENA JCT.	CX812		Sloan, Joshua,
-1.1		MISSION TOWER			Cima, Kelso No. 1
-1.9		LOS ANGELES			Siding, Sands
334.3					

See Special Instructions Item 20 for AMTK schedules.
 CTC in effect MP 334.3 to MP 5.8
 MP 2.8 to MP — 1.9

40 MPH dual control switch turnouts: Toomey; CPC056, CPC055, CPC053, CPC050, CPC049, CPC047, CPC037, CPC026, CPC011 (Beg. 2nd MT), CPC007;

20 MPH dual control switch turnouts; W. Calada; Cima MP 253.2 & 252.8; Elora; E. Dawes; E. Kelso; W. Field; Pico Rivera MP 9.5;

15 MPH dual control switch turnouts; Kelso between siding & yard tracks; Whittier Jct. (Anaheim Br.); CPC006; First St. (into yard), Ninth St. Jct., (Sears SW) and Downey Rd (X-over to No. 1 track).

Operation on ATSF Daggett to West Riverside.
 Eastward Union Pacific trains which will operate via ATSF must secure ATSF track warrant at Union Pacific East Yard, Los Angeles.
 Westward Union Pacific trains which will operate via ATSF must secure ATSF track warrant at Yermo.
 When stopped by signal with stop indication at Daggett, eastward trains must contact both ATSF and UP Dispatchers; westward trains must contact ATSF Dispatcher.
 Union Pacific trains originating at Colton and operating on ATSF tracks must secure ATSF track warrant at Colton and must secure UP track warrant at Colton to operate on UP tracks west of Riverside.
Train Defect Detectors: @MP 324.2, @MP 292.7, @MP 273.7, @MP 256.0, MP 245.4 cold wheel detector, @MP 233.4, @MP 209.2, @MP 190.4, @MP 175.3, @MP 37.3, @MP 16.4. AT&SF hot box and dragging equipment detectors #MP 8.5, #MP 28.5, @MP 38.0, #MP 48.5 — Cajon Subdiv. #MP 6.0 — San Bernardino Subdiv.
 Maximum speed for westward trains when the lead locomotive passes the location where the heavy descending grade begins at MP 56.6 on ATSF (where the tracks separate) must be at least 5 MPH less than the maximum authorized speed for that train on the track being operated on between MP 56.6 and Cajon (MP 62.8). Head end locomotive consist with operative dynamic brake must be in dynamic brake prior to train reaching maximum authorized speed after the lead locomotive has passed MP 56.6 (the head end locomotive consist can be in dynamic brake prior to MP 56.6). Train air brakes can be used before or after dynamic brake is applied. When helper locomotives with operative dynamic brake are being used, helper must be in dynamic brake when passing crossovers at Summit on ATSF (MP 55.9). To properly control train speed on the heavy descending grade between Summit and San Bernardino with operative dynamic brake, head end locomotive consist (and helper) dynamic brake must be operated at a sufficient level (as directed by lead engineer) and train air brakes must be used as required.

UP Station Numbers on ATSF		Business Tracks	
ATSF MP	Sta. No.	MP	Sta. No.
Nebo	741.6	Devore	71.5
Barstow	746.4	Verdemon	73.9
Lenwood	6.7	Ono	76.1
Hodge	13.6	San Bernardino	81.3
Helendale	21.1	Colton	2.9
East Oro Grande	29.4	Highgrove	6.7
Oro Grande	31.5	Riverside Jct.	58.1
Victorville	36.7	Riverside	57.5
Frost	38.0	Arlington	53.2
Thorn	41.1	Champagne (W)	43.3
Hesperia	45.1	Ballou	40.4
Lugo	50.1	Ontario	37.1
Summit	55.9	Pomona	31.9
Alray	59.7	City of Industry	16.9
Cajon	62.8	Montebello	8.1
Keenbrook	69.4	LA Union Station	-1.8

BMI Branch Boulder Jct. to Henderson 10.9 miles Westward. TWC in effect. Yard limits are in effect Boulder Jct. to MP 2.0 and MP 8.5 to MP 10.9. Main track derails at MP 10.5 and MP 10.9 (activates crossing signals Lake Mead Blvd. when in non-derailing position.) Radio display 2727

Max. Speed 10 MPH except at Henderson-BMI Lead and Yard Tracks are 5 MPH.
 Business Tracks MP Sta. No. Business Tracks MP Sta. No.
 Boulder Jct. T 0.0 CX486 Henderson 9.9 CN810

TIMETABLE NO. 9

On westward trains between Las Vegas and Yermo, operative dynamic brakes on the head 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 5500 tons of the train. Provisions in Special Instructions Item 5-B for empty intermodal cars remain in effect.

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 5500 tons of the train.

2. On any freight train exceeding 500 tons per dynamic brake axle (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 retainer trains 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		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 20
Mile Post	SOUTH STATIONS	NORTH		Lead known as Consolidated
2.8	DOWNNEY RD. CPC4	Ⓞ	CX809	Lumber Co. track 5
3.1	HOBART	Ⓞ	CS500	Thenard connecting tracks
	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	SO. BELL		CS506	Yard Limits: MP 2.8 to MP 5.0; MP 21.6, to MP 25.3.
7.4	SP	Ⓞ		TWC in effect MP 5.0 to MP 21.6.
	1.2			Track warrants are issued by Hobart Tower.
11.2	SP	Ⓞ		Rule 10(D) not in effect.
	3.8			
	1.3			
12.5	PARAMOUNT		CS510	4100
	2.1			
14.6	DOUGLAS JCT.		CS512	
	4.6			
19.2	MANUEL TWO		CS516	5807
	1.4			
20.6	MANUEL THREE		CS517	5807
	1.0			
21.6	THENARD CONN.	Ⓞ	CS518	
	0.1			
21.7	SP	Ⓞ		
	0.4			
22.1	MEAD TRANSFER		CS519	YD
	1.1			
23.2	HENRY FORD BLVD.	Ⓞ		
	2.1			
25.3	EAST SAN PEDRO	Ⓞ	CS523	
	22.2			

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 permission 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, permission must be secured 310-834-8511 or 8512.

On return trip from Berth 49, trains or engines must wait at 6th Street San Pedro Yard until permission is obtained from HBL and SP. 310-490-7012

For movement 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 310-490-7012.

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 Whittier Jct. to Anaheim 19.3 miles southward. Yard Limits: Entire branch. Operation on SP-Colima Jct. to Fullerton Jct. 5.5 miles. Stop sign at end of branch to ensure they have the most current track bulletin. Ⓞ at MP 19.0 on auxiliary track. Max. Speed 20 MPH (except as below) Radio display 2727.

0.0 and 0.2	5	10.5 and 11.0	5
0.2 and 0.3	10	11.0 and 15.6	15
0.3 and 2.8	15	16.8 and 17.7	15
5.1 and 5.2	10	18.5 and 19.3	10

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Whittier Jct. Ⓞ CPC10	0.0	CX802	Fullerton Jct. Ⓞ	10.5	CW211
SP Ⓞ Ⓞ Ⓞ	0.1		ATSF Ⓞ Ⓞ Ⓞ	15.5	
Whittier Ⓞ	2.4	CW202	Fullerton Ⓞ	17.3	CW217
Colima Jct. Ⓞ	5.2	CW205	ATSF Ⓞ Ⓞ	19.0	
La Habra Ⓞ	9.6	CS210	Anaheim Ⓞ	19.3	CW220

Crestmore Industrial Lead—California Division Pedley to Crestmore 6.9 Miles. Rule 105 in effect. Maximum Speed 10 MPH. (FRA excepted track)

Business Track	MP	Sta. No.
Crestmore	6.3	CE007

Lakewood Industrial Lead—California Division Douglas Jct to Lakewood 2.8 Miles. Rule 105 in effect. 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	MPH	
Mile Post	WEST	CP No.	EAST STATIONS	Maximum Speed Between Mile Posts— 911.4 and 535.9			Pgrs.	Frt.
766.4		C766	SMELTER	UX047			79	70
911.35			UTAH DIVN.					
			FEATHER RIVER DIVN.					
897.8		F898	BURMESTER	UX061	6292		20	20
896.5		F896	11.1				70	60
887.0		F887	TIMPIE	UX072	8028		55	55
885.3		F885	7.4				55	50
879.4		F879	DELLE	UX079	8000		60	50
877.8		F878	12.5				70	60
866.8		F867	LOW	UX092	6236		50	45
865.5		F865	11.9				70	60
854.9		F855	CLIVE	UX104	6002		60	50
853.6		F854	8.9				60	50
845.8		F846	KNOLLS	UX113	5965		45	40
844.5		F845	10.4				70	60
835.5		F836	BARRO	UX123	6251		70	60
834.3		F834					65	55
825.8		F826	ARINOSA	UX133	6239		70	60
824.5		F825	9.6				25	25
816.0		F816	SALDURO	UX143	6114		70	60
814.8		F815	8.9				70	70
808.1		F808	WENDOVER	UX151	10410		70	60
806.0		F806	8.0				55	45
799.3		F799	OLA	UX160	6012		65	50
798.0		F798	9.7				35	35
789.6		F790	PILOT		5994		60	60
788.4		F788			UX169		70	60
781.6		F782	CLIFSIDE		UX177	5983	60	60
780.3		F780	8.7				65	50
773.1		F773	SILVER ZONE	UX186	5990		50	40
771.8		F772	6.0				60	45
767.1		F767	SHAFTER	UX192	6006		55	45
765.8		F766	8.9				15	15
758.3		F758	SAGE	UX201	6027		60	60
757.0		F757	10.3				70	60
747.9		F748	SPRUCE	UX211	6246		70	60
746.6		F747	9.0				70	60
738.9		F739	VENTOSA	UX220	6224		45	40
737.7		F738	10.1				70	60
728.7		F729	RUBY	UX230	5966		70	60
727.4		F727	10.4				75	—
718.4		F718	WELLS	UX240	6189		75	—
717.1		F717	4.1				70	—
713.6		F714	ALAZON	UX244			70	—
701.0		F702	SP CONN.	UX257			20	—
700.0			DEETH	UX258	5723		10	—
683.3			ELBURZ	UX275	5780		10	—
683.1			SP CONN.				60	—
670.7		F671	ELKO	UX293			60	—
668.8		F669	3.0				40	—
666.2			ELKO AMTRAK STATION				35	—
646.0		F646	EAST CARLIN	UX312			60	—
643.4		F643	WEST CARLIN	UX315			55	—
630.5			BARTH	UX327			60	—
619.5		F615	BEOVAWE	UX339	5907		60	—
615.4		F588	(EWD 44.1 HOLD SIG.)				55	—
588.0			(EWD HOLD SIG.)				55	—
575.4			ELLISON	UX383	6053		60	—
572.2		F572	VALMY	UX386			60	—
568.0		F568	(EWD HOLD SIG.)				60	—
559.8		F560					60	—
554.4		F554	(EWD HOLD SIG.)				60	—
535.8		F536	WESO	UX422			60	—
532.8		F533	3.7				60	—
532.1		F532	WINNEMUCCA	UX426			60	—
530.8		F531	13.1				60	—
530.7		F530					60	—
519.8		F520	RAGLAN	PX440	6223		60	—
518.5		F518	10.6				60	—
509.2		F509	GASKELL	PX450	6249		60	—
507.9		F508	12.0				60	—
497.2		F497	JUNGO	PX461	6255		60	—
496.0		F496	9.0				60	—
488.2		F488	ANTELOPE	PX471	6246		60	—
487.0		F487	8.2				60	—
480.0		F480	FLOKA	PX479	6163		60	—
478.7		F479	8.8				60	—
471.2		F471	RONDA	PX488	6246		60	—
469.9		F470	9.3				60	—
461.9		F462	CHOLONA	PX497	6243		60	—

Radio Display — 2424					Station Nos.	Sidings Feet	UP station numbers on SP track.
Mile Post	WEST	CP No.	EAST STATIONS	Maximum Speed			
461.9		F462	CHOLONA	PX497	6243	UX271	
460.6		F461	10.1			UX284	
451.9		F452	TREGO	PX507	6222	UX311	
450.6		F451	13.3			UX321	
438.6		F439	GERLACH	PX520	6380	UX355	
437.3		F437	7.1			UX357	
431.5		F432	PHIL	PX528	6245	UX358	
430.3		F430	14.5			UX370	
416.9		F417	REYNARD	PX542	5739	UX371	
415.7		F416	11.6			UX381	
405.4		F405	SANO	PX554	6235	UX394	
404.1		F404	11.0			UX420	
394.4		F394	SAND PASS	PX565	6234	480.1 and 474.2	
393.1		F393	11.5			434.1 and 429.5	
384.3		F384	FLANIGAN	PX574	6258	404.7 and 399.9	
382.9		F383	11.8			399.2 and 397.0	
372.1		F372	HERLONG	PX587	4279	397.0 and 395.4	
371.2		F371	9.1			395.4 and 390.7	
363.2		F363	DOYLE	PX596	6456	390.7 and 387.4	
361.9		F362				387.4 and 384.0	
352.2		F352	17.0			374.0 and 353.8	
346.2		F346	SCOTTS	PX613	6213	353.8 and 348.4	
344.9		F345	3.8			348.4 and 347.6	
341.5		F341	RENO JCT	PX616	6131	347.6 and 343.7	
			2.7			343.7 and 341.5	
339.7		F340	CHILCOOT	PX619	6342	341.5 and 340.2	
338.5		F338	11.6			340.2 and 340.0	
328.1		F328	HAWLEY	PX631	5857	340.0 and 324.1	
326.9		F327	6.1			324.1 and 321.4	
322.3		F322	PORTOLA	PX637	10748		

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 MP664.0 and MP676.2 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.

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 main 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: @ MP 893.7, @MP 860.4, @MP 829.8, @MP 802.8, @MP 769.4, @MP 733.0, @MP 701.0, @MP 662.7, @MP 639.1, @MP 615.4, @MP 585.8, @MP 554.4, @MP 521.0, @MP 503.8, @MP 475.0, @MP 456.0, @MP 434.5, @MP 412.8, @MP 387.1, @MP 358.3, High Load Detector at @MP 340.3.

The following are Feather River Div. Industrial Leads:

Ellebeck Industrial Lead Ellebeck to Dolomite 5.7 Miles. Rule 105 in effect.	Marblehead Industrial Lead Marblehead to Marblehead Plant 4.9 Miles. Rule 105 in effect.
Maximum Speed	20 MPH
Business Tracks	MP Sta. No.
Wye	2.7 UQ103
Flux	3.7 UQ104
Dolomite	4.7 UQ105

Rowley Industrial Lead Delle to Rowley 11.2 Miles. Rule 105 in effect.	
Maximum Speed	20 MPH
Business Track	MP Sta. No.
Rowley	10.6 UR211

Radio Display — 2727				Station Nos.	Sidings Feet	Maximum Speed MPH
Mile Post	WEST	CP No.	EAST STATIONS			
321.4			PORTOLA	PX637	10748	321.4 and 299.8
320.2		F320				299.8 and 232.2
311.0		F311	BLAIRSDEN	PX648	4869	230.5 and 227.2
309.9		F310	8.5			225.2 and 224.3
302.7		F303	SLOAT	PX656	7869	202.0 and 201.7
301.1		F301				180.6 and 171.7
296.8		F297	SPRING GARDEN	PX662	4610	141.3 and 135.2
295.9		F296	14.2			So. Sacramento Siding
282.3		F282	KEDDIE	PX677	7386	135.2 and 129.0
280.5		F280	4.2			129.0 and 97.3
277.8		F278	PAXTON	PX681	4202	97.3 and 95.2
276.9		F277	6.8			95.2 and 92.0
271.5		F272	VIRGILIA	PX688	9810	Quincy Jct. — Stock, House & Interchange Tracks
269.6		F270	10.4			West Wye Switch
260.6		F261	BELDEN	PX698	4573	Keddie, Diverging Route
259.6		F260	4.5			92.0 and 90.4
254.9		F256	CAMP RODGERS	PX703	6670	Hunter St. Lead
250.9		F255				84.5 SP Xing
248.0		F248	MERLIN	PX711	3683	74.1 SP Xing
247.2		F247				Tracy Branch Spur
243.5		F243	8.1			67.0 and 58.2
238.9		F240	PULGA	PX719	6091	Midway Siding
235.9		F239	4.6			58.2 and 52.3
234.2		F236	POE	PX723	6859	52.3 and 45.0
230.4		F234				Trevano Business Track
226.7		F230	8.9			45.0 and 38.8
225.3		F227	JAMES	PX732	6613	38.8 and 34.4
220.7		F225	6.0			34.4 and 30.0
219.3		F221	ELSEY	PX738	6478	33.0 and 32.0
214.5		F219	6.1			32.0 and 30.9
213.2		F215	KRAMM	PX744	6379	30.9 and 29.2
204.5		F213				15.2 and 10.6
203.7		F205	MITCHELL AV.			10.6 and 7.2
202.6		F204	OROVILLE YARD	PX751	Yd.	7.2 and 4.7
193.6		F202	9.9			At Stockton, ATSF connection, movement must not exceed 4 MPH and cars longer than 7 feet are prohibited. Cars between 61 and 74 feet must be entrained near the rear of the train in accordance with applicable rules.
192.4		F194	CRAIG	PX761	6249	Member of crew or other qualified employee must be on the ground at the SP diamond to closely monitor movement of long cars (61 to 71 feet) around connection and be in radio contact with the engineer.
180.2		F180	BINNEY JCT.	PX774		At Binney Jct. on SP transfer train must not exceed 5 MPH when shoving high cube cars.
179.4		F179	MARYSVILLE	PX776	5082	25 MPH dual control switch turnouts: Virgilia; 20 MPH dual control switch turnouts: Hammer Lane MP 97.3; W. Ortega MP 89.9.
178.4		F178	5.9			15 MPH dual control switch turnouts: Blairdsden; Sloat Spring Garden; Keddie; Keddie Wye; Paxton; Belden; Cam Rodgers; Merlin; Pulga; Pot 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. Wyche; E. Midway W. Altamont; Livermore (S.P. MP 48.6; W. Hearst; Nile Jct. except E. Niles Jct., MP 30.8; Fremont; Fallon St.; Magnolia Tower (SP Xing)
173.6		F174	MOUNKES	PX782	7290	10 MPH dual control switch turnouts: E. Niles Jct. MP 30.8; Nile Jct. MP 30.8; (Applies only between the hours of 6:01 pm and 7:01 am between MP 139.5 and MP 131.6.)
172.1		F172	16.4			At Stockton, up to 16 couple locomotives may be moved by two locomotive make-up or service tracks and train yard.
157.2		F157	PLEASANT GROVE	PX798	6337	Business Tracks MP Sta. No. Quincy Jct. 287.9 PX678; Twin 273.9 PX688; Tobin (W.) 253.1 PX770; W. Oroville (E) 201.2 PX775; Cleveland 175.6 PX777; Sankey (W) 152.6 PX80; Bombay (E) 146.6 PX80; Globe 140.7 PX81; Cordova (E) 134.4 PX82; Kenwood (E) 133.2 PX82; Laguna Creek (E) 129.8 PX82; Villinger (W) 107.8 PX84; Kingdon 104.7 PX84; French Camp 88.4 PX86; Cochran 75.6 PX87; Ayala (E) 70.9 PX88; Lincoln (E, W) 51.5 PX90; Lex (W) 30.3 PX90; Trevano (W) 49.2 PX90; Radum 43.4 PX91; Pleasanton (W) 41.7 PX91; Fabrico 27.0 PX92; Union City 25.9 PX92; Carpenter 24.9 PX92; Estrella 16.1 PX93; San Leandro 14.7 PX93; Cal. Glass Spur (E) 14.1 PX94; Kohler 11.3 PX94; Fruitvale 9.6 PX94; Chestnut Jct. 5.9 PX94
144.2		F144	DEL PASO	PX811	6234	
142.9		F143	4.1			
139.8		F140	HAGGIN	PX815		
136.9		F137	SO. SACRAMENTO	PX818	Yd.	
135.2		F135	3.6			
132.9		F133	POLLOCK	PX822	4416	
131.9		F132				
122.6		F123	PHILLIPS	PX832	6171	
121.3		F121				
114.3		F114	THORNTON	PX840	3400	
113.5		F113				
104.9		F105	16.0			
98.5		F098	HAMMER LANE	PX856	5750	
97.3		F097	2.8			
95.1		F096	EL PINAL	PX859		
94.3		F095	FLORA ST.	PX860		
93.8		F094	WEBER AVE.	PX860		
93.2			ATSF			
92.7		F093	STOCKTON	PX862	Yd.	
91.7		F092				
90.9		F091	7.5			
90.0		F090	ORTEGA			
84.5		F084	SP LATHROP	PX870		
82.7		F083	WYCHE	PX872	5377	
81.6		F082	8.0			
74.1		F075	SP LYOTH	PX880		
73.9		F074	TRACY	PX881	10692	
71.7		F072	9.5			
63.9		F064	MIDWAY	PX891	5508	
62.8		F063	7.1			
56.7		F057	ALTIMONT	PX898	5418	
55.6		F056	9.2			
49.5		F050	LIVERMORE	PX907	12378	
47.0		F047	8.9			
42.9		F043				
38.6		F039	HEARST	PX916	4175	
37.6		F038	7.6			
30.9		F031	NILES JCT.	PX923		
30.3		F030	SP	PX924	4042	
30.2		F030	FREMONT			
29.3		F029				

To avoid blocking crossings at Alpine and Bianchi, the following applies to westward trains at East Hammer Lane, MP 98.5:
 An approach signal at the west end of Hammer Lane indicates interlocking at El Pinal is not lined for movement.
 Stop should be made at West Hammer unless train length permits movement to El Pinal without blocking above-mentioned crossings.
 Footage distance between El Pinal and Alpine is approximately 2600 feet in the clear, and between Alpine and Bianchi is approximately 4500 feet in the clear.

Radio Display — 2727				Station Nos.	Sidings Feet	Maximum Speed MPH
Mile Post	WEST	CP No.	EAST STATIONS			
30.5		F030	FREMONT	PX924	4042	30.5 and 29.3
29.3		F029	9.6			27.6
27.6		F027				25.6
25.6		F025				20.9
20.9		F021	HAYWARD	PX934	4025	19.4
19.4		F019	10.1			15.4
15.4		F015				10.7
10.7		F010	MELROSE	PX943		7.3
7.3		F007	FALLON ST.	PX946		5.8
5.8			MAGNOLIA TOWER			4.7
4.7			OAKLAND	PX949	Yd.	

Equation: MP 205.5 equals MP 209.5.
 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: @MP 212.7, @MP 185.6, @MP 161.1, @MP 148.0, @MP 124.7, @MP 109.5, @MP 69.5, @MP 42.5 Detector will verbalize its location as being MP 43 while detector is actually at MP 42.5, @MP 23.2.

BIEBER SUBDIV. — FEATHER RIVER DIVISION

Radio Display — 2727				Station Nos.	Sidings Feet	Maximum Speed MPH
Mile Post	SOUTH	STATIONS	NORTH			
111.8		BIEBER		PK112	Yd.	40
94.8		LITTLE VALLEY		PK095	4251	20
76.5		HALLS FLAT		PK076	6758	25
62.9		LODGE POLE		PK063	4235	25
38.5		WESTWOOD		PK039	4388	35
25.7		ALMANOR		PK026	7942	25
14.7		GREENVILLE		PK015	4236	10
6.2		MOCCASIN		PK006	4208	10
0.2			CPF901 T			10
0.0		KEDDIE	CPF280	PX677		10

111.8

TWC in effect MP 0.28 to MP 111.8.
 Train Defect Detector. %MP 1.1.

Business Tracks MP Sta. No.
 Lumber Co. (W) . . . 95.4 PK096
 Willow Springs (W) . . . 89.8 PK090
 Crescent Mills . . . 8.8 PK009
 Indian Creek (W) . . . 3.1 PK003
 Clear Creek Jct. . . . 35.2 PK005
 Trains exceeding 3,000 trailing tons will be made up with ten loaded cars or platforms on the headend. Loads will be maintained on the headend as any pick-ups or set-outs are made enroute. When there are less than ten loaded cars or platforms in a train over 3000 trailing tons, all loads will be placed on the headend.
 No loaded nor empty car or platform, 85 ft. or longer outside length, will be handled in head 20 cars of train when the train exceeds 3,000 trailing tons. Cars 85 ft. or longer will be indicated with an "L" on the train tonnage profile.
 Tonnage limits are as follows:
 Northward . . Summer: 4300 tons
 Winter: 3800 tons
 Southward . . All year: 5400 tons

RENO BRANCH — FEATHER RIVER DIVISION

Reno Branch-Feather River Division Reno Jct. to Reno 33.1 miles Westward. TWC in effect MP 0.0 to MP 20.0. Yard Limits: MP 0.0 to MP 1.0, MP 20.0 to MP 33.1. Main track details MP 28.9, MP 30.7 and MP 31.7. 6 axle units prohibited MP 30.5 to MP 33. Max. speed 25 MPH (except as below) Radio Display 2424.

Reno Jct. to East Wye SW	10	20.5 and 27.2	20
12.5 and 12.7	10	Leareno Ind. Lead	10
14.9 and 17.0	10	27.2 and 33.1	10
19.5 and 20.3	10	Interchange to SP	5

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Reno Jct. to CP F 341	0.0	PX 616	Cougar	25.4	PR 425
Conest Gas	11.5	PR 410	North Reno	28.3	PR 428
Anderson	18.8	PR 419	Comstock	30.3	PR 430
Leareno	21.0	PR 422	Sierra Pacific	30.5	PR 431
Martin	21.3	PR 421	Reno	33.1	PR 433
Panther	23.4	PR 423			

The following are Feather River Div. Industrial Leads
6 axle units are prohibited on ALL Feather River Branches and Industrial Leads except the San Jose Branch and the main track, Foster Farms, Conagra and passing track Kearney Escalon Packers, on the Tidewater Southern.

Yuba City Industrial Lead Marysville to Sutter 10.6 Miles. Rule 105 in effect. 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 Industrial Lead Cleveland to Reed 5.9 Miles. Rule 105 in effect. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Alicia	132.4	PP202	Reed	129.1	PP206
Pearson	129.7	PP205			

Dozier Industrial Lead Cannon to Montezuma 22.2 Miles. Maximum Speed 10 MPH. Rule 105 in effect. 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		
34.5 Miles via SP			Co(W)	59.8	PM805
Cannon	T	7.9	Rio Vista Jct. (W)	57.8	PM807
UP trains operate on SP, Haggin to Cannon to reach Dozier.			Montezuma	50.0	PM815

UP Station Numbers on SP

Webster	PV608	Tremont	PV616	Dixon	PV621
Swingle	PV609	Sucro	PV618	Elmira	PV629
Davis	PV613				

UP trains operate on SP from Haggin to reach the Holland Branch.

Loyalton Industrial Lead Hawley to Loyalton 12.3 Miles. Rule 105 in effect. Maximum Speed 10 MPH except MP 3.0 and MP 12.5 — 5 MPH. Main Track Derail

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Loyalton	11.8	PL512			

Port Chicago Branch-Feather River Division. Stockton Tower to Port Chicago 44.8 miles Westward. Yard Limits: Entire branch. Track out of service MP 38.6 to MP 37.1. Operation via ATSF Stockton to East Pittsburgh 33.5 miles. Max. Speed East Pittsburgh to Clyde 10 MPH. Radio Display 2727.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Stockton Tower	93.2	PX862	West Pittsburgh	44.9	PN933
East Pittsburgh	48.5	PN931	Shell Point (W)	43.6	PN935
ATSF	48.1		McAvoy	42.5	PN936
ATSF	47.4		Nichols (W)	41.0	PN937
Pittsburgh	47.0	PN932	Port Chicago	39.0	PN939
ATSF	46.2		Clyde	37.2	PN941

UP Station Numbers on ATSF

Woodsboro	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						Maximum Speed	MPH
Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	(Except as below)	25
0.0		STOCKTON YD. T		PX862	Yd.	Between Mile Posts —	
		1.7				29.7 and 33.2	10
1.7		ORTEGA		PX864		All tracks in No. Yard	
		3.5				Modesto	10
5.2		MANTECA JCT. T		PQ005	2170	46.6 and 47.9	10
		14.6				Business Tracks	
19.8		ESCALON		PQ020	1390	Valmet (E)	2.2 PQ002
		6.3				Sharps Lane (E)	3.3 PQ003
26.1		McHENRY		PQ026	1220	Turner	6.2 PQ006
		4.0				Atlanta	12.5 PQ012
30.1		NORTH YARD JCT. ... T		PQ030		Simms	14.2 PQ014
		1.5				Alba	17.0 PQ017
31.4		MODESTO M&ET ... T		PQ032		Aurora	29.5 PQ029
		1.1				Moore (E)	33.2 PQ034
32.7		SP				Bronco (W)	37.5 PQ037
		1.8				Yard Limits: MP 0.0 to MP 6.0	
34.5		ROGERS		PQ035	2010	and MP 29.7 to MP 36.0.	
		7.1				TWC in effect MP 6.0 to MP 29.7	
41.6		HATCH		PQ042	1240	and MP 36.0 to Turlock.	
		3.1				Rule 10(D) Not in effect.	
44.7		KEARNEY		PQ045			
		3.2					
47.9		TURLOCK		PQ048			
		47.9					

Chemurgic Industrial Lead-Feather River Div. Hatch to Chemurgic 2.9 Miles. Rule 105 in effect. Maximum Speed 10 MPH.
Business Track MP Sta. No.
Chemurgic 2.9 PG203

SAN JOSE BRANCH — FEATHER RIVER DIVISION

Radio Display — 2727						Maximum Speed	MPH
Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	(Except as below)	35
0.0		NILE JCT. CP F31 T		PX923		Between Mile Posts —	
		7.0				0.0 and 0.3 including Wye	10
0.2						7.5 and 10.0	25
4.5						10.0 and 15.7	20
4.5		WARM SPRINGS		PS707	Yd.	15.7 and 23.0	10
		4.5				Business Tracks	
7.0						Irrington (W)	3.3 PS703
8.5						Inland Steel	4.9 PS705
10.2						Curtner (W)	8.0 PS708
11.5		MILPITAS		PS711	Yd.	Berryessa (W)	14.1 PS714
		6.0				Yard Limits:	
17.5		SAN JOSE		PS717	Yd.	MP 10.2 to MP 23.0	
		2.1				CTC Niles Jct. to MP 10.2.	
19.6		VALBRICK SP		PS720		Willow Glen — SP Control Operator may be contacted on channel 1414 or phoning 408-291-5661.	
		0.8					
20.4		WILLOW GLEN SP		PS721			
		1.9					
		SP					
22.3		WEST SAN JOSE		PS722			
		23.0					

Radio Display — 2020		STATIONS		Station Nos.	Sidings Feet	MPH
Mile Post	WEST	CP No.	EAST			Pgr. Frt.
846.8		G847	GRANGER	WX847	8046	70
1.6		G002	8.4			
8.4		G008	MOXA	IX855	7354	
9.2		G009	6.8			
15.2		G015	NUTRIA	IX863	12015	
17.6		G018	8.8			
24.0		G024	OPAL	IX872	7340	
25.6		G026	8.5			
32.5		G033	WATERFALL	IX881	7371	
34.1		G034	7.4			
39.1		G039	KEMMERER	IX887	6567	
40.6		G040			7867	
42.2		G042	MOYER JCT.			
47.2		G047	FOSSIL	IX898	7331	
48.7		G048	5.4			
52.6		G053	NUGGET	IX903	7316	
54.1		G054	6.0			
58.6		G059	ORR	IX907	7251	
60.1		G060	5.5			
64.1		G064	LEEFEE	IX912	11781	
66.5		G066	7.1			
71.2		G071	BECKWITH	IX919	7337	
72.4		G073	5.4			
76.6		G077	PIXLEY	IX925	7396	
78.2		G078	5.7			
82.3		G082	COKEVILLE	IX931	8565	
84.0		G084	5.8			
88.1		G088	MARSE	IX935	7364	
89.6		G090	5.7			
93.8		G094	CHAUSSE	IX941	7339	
95.3		G095	7.8			
101.6		G102	HARER	IX950	7389	
103.1		G103	6.3			
107.9		G108	DINGLE			
114.8		G115	MONTPELIER	IX962	Yd.	
116.9		G117				
120.4		G121	PESCADERO			
126.7		G127	GEORGETOWN	IX974	10057	
128.8		G129	8.7			
135.4		G135	MANSON	IX983	7358	
136.9		G137				
144.0		G144	10.1			
145.5		G146				
146.5		G147	SODA SPRINGS	IX993	7347	
150.5		G150	ALEXANDER	IX999	7300	
152.0		G152	5.5			
156.0		G156	TALMAGE	IY003	7424	
157.5		G158	4.5			
160.5		G161	BANCROFT	IY009	17492	
164.0		G164	9.0			
169.5		G169	PEBBLE	IY018	7339	
171.0		G171	7.5			
177.0		G177	BLASER			
178.7		G179	8.9			
185.9		G186	TOPAZ			
189.7		G190	McCAMMON	IY038		
191.6		G192				
198.4		G198	21.2			
203.6		G204				
210.7			GREEN RIVER DIV.			
210.9		P211	E. POCATELLO	IY060		
213.1		P212	3.3			
213.3		P213				
214.2		P213	POCATELLO	IY061	Yd.	

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 6.3, @MP 20.3, @MP 44.6 @MP 61.4, @MP 79.6, @MP 99.9, @MP 121.8, @MP 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.

Pocatello — Trains or engines moving eastward from the inbound runner (Yard 01, Track 114) onto Main Track No. 1 are not to exceed 10 MPH until Cheyenne St. is occupied. Also trains or engines moving eastward from east Main Track No. 3 to Main Track No. 1 are not to exceed 20 MPH until Cheyenne St. is occupied.

The Following Are Green River Div. Ind. Leads:

Cumberland Industrial Lead Kemmerer to Skull Point Mine 10.9 Miles. Rule 105 in effect. 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 7.7 Skull Point Mine 10.2

MP 7.7 Amoco Industry Yard is protected by signals. Chevron Industry — All movements must be made on signal indication.

Elk Industrial Lead Glencoe Jct. to Elk 3.3 Miles. Rule 105 in effect. Maximum Speed 20 MPH except between Mile Posts: 0.0 and 0.2 — 15 MPH; 2.5 and 3.3 — 10 MPH.

Business Tracks MP Sta. No. Elk 2.6 IJ904 FMC Coke Plant 1.3

Dry Valley Branch — Green River Division Soda Springs to Dry Valley 23.5 miles Southward. TWC in effect. Yard Limits: EPCO to MP 8.2. Conda Ind. lead MP 5.6 (EPCO) to Conda Mine. Max. Speed 20 MPH (except as below) Radio Display 2020.

EPCO Yard Tracks 10
Mt. Fuel Track No. 1 1.5
5.5 and 6.2 15

Business Tracks MP Sta. No. Soda Springs T 0.0 Wooley Valley 17.6 ID012 Monsanto 1.5 IC002 Dry Valley 23.5 ID018 EPCO 5.6 IC006

Twin Falls Branch — Idaho Division Minidoka to Buhl 74.4 miles Westward. TWC in effect. Yard Limits: In effect MP 0.0 to MP 2.0, MP 11.0 to MP 15.0 and MP 55.0 to MP 60.0. Rule 10(D) not in effect. Maximum speed 40 MPH (except as below) Radio display 4242.

11.7 and 15.0 12†
20.1 Bridge (6 axle units) 10
21.0 and 22.8 12†

Business Tracks MP Sta. No. Minidoka T 0.0 IY120 Murtaugh 41.8 IT641 Acequia 8.1 IT608 Hansen 49.7 IT650 Rupert T 13.5 IT614 Kimberly 53.3 IT653 Schow 16.5 IT616 McMillan 56.4 IT656 Heyburn 19.6 IT620 Twin Falls T 58.7 IT659 Burley T 21.8 IT622 Curry 63.4 IT663 Starr's Ferry 26.0 IT626 Filer 66.0 IT666 Eden 28.0 IT627 Peavey 68.5 IT669 Hobson 28.5 IT628 Cedar 71.4 IT671 Milner 33.6 IT634 Buhl T 73.8 IT674

North Side Branch — Idaho Division Rupert to Wendell 57.5 miles Westward. TWC in effect MP 7.0 to MP 57.5. Yard Limits: In effect MP 0.0 to MP 7.0. Rule 10(D) not in effect. Maximum speed 40 MPH (except as below) Radio Display 4242.

MP 45.6 and MP 45.8 25

Business Tracks MP Sta. No. Rupert T 0.2 IT614 Falls City 40.6 IT841 Myers 4.4 IT805 Barrymore 41.8 IT843 Paul 5.7 IT806 Hydra 45.8 IT846 Hynes 11.4 IT811 Jerome 47.9 IT848 Hazelton 24.0 IT824 Wendell 56.7 IT857 Eden 28.0

Myers — Engines must not enter covered area at TASCO bulk sugar loading plant or covered area at wet hopper.

Raft River Industrial Lead — Idaho Div. Burley to Declo 9.2 Miles. Rule 105 in effect. Rule 10(D) not in effect. Maximum speed 20 MPH. Except between MP 0.0 and 1.0 10 MPH, MP 9.0 and MP 9.2 10 MPH. Radio Display 4242.

Business Tracks MP Sta. No. Unity 3.1 IT903 Crippen(E) 2.1 IT702 Elcock 4.0 IT904 Ruby(W) 3.1 IT703 Evans(E) 4.7 IT905 Beetville 4.3 IT704 Springdale 6.0 IT906 Pella 5.2 IT705 Hatch 7.5 IT908 North Kenyon 8.1 IT708 Declo 9.0 IT909 Kenyon 9.6 IT710 Martin 11.5 IT712

Exxon Industrial Spur Opal (MP 23) to MP 3.5 (end of UPPR operations). No movement beyond MP 3.5 without proper authority from Exxon. Rule 105 in effect. Maximum Speed 20 MPH (Except as below). MP 0.0 and 1.0 15 MPH MP 16.0 and Shute Creek Plant 10 MPH Business Tracks MP Sta. No. Shute Creek 16.3

Conda Industrial Lead MP 5.6 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. Rule 105 in effect. 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 Tracks MP Sta. No. Grace 5.8 IG506 Locomotives are restricted to no more than 4 axles due to Bridge 5.3.

Business Tracks MP Sta. No. Wooley Valley 17.6 ID012 Dry Valley 23.5 ID018

Business Tracks MP Sta. No. Murtaugh 41.8 IT641 Hansen 49.7 IT650 Kimberly 53.3 IT653 McMillan 56.4 IT656 Twin Falls T 58.7 IT659 Curry 63.4 IT663 Filer 66.0 IT666 Peavey 68.5 IT669 Cedar 71.4 IT671 Buhl T 73.8 IT674

Business Tracks MP Sta. No. Falls City 40.6 IT841 Barrymore 41.8 IT843 Hydra 45.8 IT846 Jerome 47.9 IT848 Wendell 56.7 IT857

Business Tracks MP Sta. No. Unity 3.1 IT903 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. Gay to Fort Hall 21.5 miles Southward. TWC in effect. Rule 10(D) not in effect. When handling ore with single unit Gay to MP 9.0, consist must not exceed 40 cars. 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. Max. speed 20 MPH (except as below) Radio display 2727.

0.0 and 0.2	15	20.0 and 21.5	10
3.1 and 20.0	15		
Business Tracks	MP Sta. No.	Business Tracks	MP Sta. No.
Gay T.	20.4 IQ020	Fort Hall	0.0 IF146
Nine Mile	9.3 IQ009		

MONTANA SUBDIV. — IDAHO DIVISION

Radio Display — 2727				Maximum Speed MPH	
				(Except as below) 40	
Mile Post	SOUTH STATIONS NORTH	Station Nos.	Sidings Feet	Between Mile Posts —	
390.0	SIVER BOW	IF390	Yd.	390.0 and 388.1	10
359.1	MELROSE	IF359	3352	388.1 and 383.7	30
328.0	DILLON	IF328	7733	383.7 and 382.3	25
320.2	BARRETTIS	IF320	9567	382.3 and 373.5	30
301.8	RED ROCK	IF303	7784	368.2 and 361.7	20
280.1	LIMA	IF280	4688	354.4 and 351.0	30
258.7	HUMPHREY	IF258	5740	346.3 and 342.7	25
248.5	SPENCER	IF249	3091	318.7 and 315.9	30
234.6	DUBOIS	IF235	5128	310.2 and 309.2	30
184.8	IDAHO FALLS	IF185	Yd.	279.6 and 277.4	30
175.5	SHELLEY	IF176	6683	271.8 and 271.0	35
169.1	FIRTH	IF169	6135	269.9 and 269.7	35
158.1	BLACKFOOT	IF158	4322	267.6 and 262.9	30
146.0	FORT HALL	IF146	7265	259.2 and 258.3	30
140.8	TYHEE	IF140	6142	257.6 and 254.9	20
136.7	MONTANA JCT.	IF136		254.9 and 252.7	25
135.1	POCATELLO JCT.	IY063		251.4 and 251.0	35
				246.7 and 244.4	35
				236.7 and 235.6	35
				188.6 and 187.4	35
				185.9 and 185.5	10
				185.5 and 182.5	25†
				169.5 and 169.5	35
				136.7 and 135.1	25
				Business Tracks	MP Sta. No.
				Feeley	380.6 IF381
				Divide	369.9 IF370
				Maiden Rock	365.8 IF366
				Navy	348.5 IF349
				Apex	340.3 IF340
				Ford	322.2 IF322
				Kidd	294.0 IF294
				Snowline	273.3 IF273
				Monida (N)	265.2 IF265
				Waco	228.6 IF229
				Camas	223.3 IF223
				Hamer	217.4 IF218
				Roberts	201.9 IF202
				Golden Valley	
				(N-S)	198.2 IF199
				Bassett	196.5 IF197
				Osgood (N)	195.0 IF195
				Payne	191.2 IF191
				Spud (S)	189.6 IF190
				Fibre (N-S)	180.4 IF180
				Cotton	179.3 IF179
				Mitchell	176.9 IF177
				Wapello	164.0 IF164
				Gibson (S)	151.0 IF151
				Chubbuck (S)	138.2 IF138
				Business Tracks	MP Sta. No.
				Moreland (N)	B5.6 IA605
				Clarkson	B4.3 IA604
				Collins	B2.9 IA602
				Blackfoot	B0.0 IF158

TWC in effect MP 390.0 to MP 135.1
 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 248.3 to MP 259.2 is ABS-TWC.
 MP 186.7 to MP 189.4 is ABS-TWC.
 MP 135.1 to MP 183.9 is ABS-TWC.
 Equation: Distance MP 314 to MP 316 is 1.4 miles.
 15 MPH dual control switch turnouts: Pocatello Jct.
 — Montana main track, and crossover between tracks 1 & 2, Junction switch to Montana main track.
 Rule 10(D) not in effect.

Aberdeen Branch — Idaho Division Aberdeen to Blackfoot 35.3 miles Southward. TWC in effect. Yard limits MP B0.0 to MP B7.1 and MP 27.0 to end of track. (Between Blackfoot and Aberdeen Jct. Mile Posts are prefixed with letter "B.") Rule 10(D) not in effect. Max. speed 40 MPH (except as below) Radio display 2727.

B0.1 and B0.4	10	15.9 and 16.6	25
B0.4 and B7.1	20	27.5 and 28.3	15
4.0 and 4.3	25	Collins (Spurs)	10
10.3	25†	Aberdeen Jct. T/O	15
Business Tracks	MP Sta. No.	Business Tracks	MP Sta. No.
Aberdeen T.	28.2 IA928	Moreland (N)	B5.6 IA605
Pingree	10.3 IA910	Clarkson	B4.3 IA604
Liberty	5.9 IA906	Collins	B2.9 IA602
Rockford	4.1 IA904	Blackfoot	B0.0 IF158
Aberdeen Jct.	0.0 IA607		

Scoville Branch-Idaho Division. Arco to Aberdeen Jct. 59.4 miles Southward. TWC in effect MP 7.1 to MP 42.5. Yard limits in effect MP 42.5 to MP 59.4.

Rule 10(D) not in effect. Max. speed 40 MPH except Aberdeen Jct. T/O... 15 MPH Radio Display 2727. MP 42.5 to MP 59.4 is FRA excepted track (10 MPH).

Business Tracks	MP Sta. No.	Business Tracks	MP Sta. No.
Arco	59.1 IA659	Olsen (S)	15.9 IA616
Scoville T.	39.7 IA640	Aberdeen Jct.	7.1 IA607
Taber	20.1 IA620		

Yellowstone Branch-Idaho Division. Ashton to Idaho Falls 51.6 miles Southward. TWC in effect. Yard limits MP 1.0 to MP 9.0 and MP 50.0 to end of track.

Rule 10(D) not in effect. Max. Speed 40 MPH (except as below) Radio Display 2727.

25.1 and 26.6	20†	40.9 and 41.4	10
29.6 and 29.8	20†	36.9 and 50.0	25
36.9	10	50.0 and 51.6	5

Business Tracks	MP Sta. No.	Business Tracks	MP Sta. No.
Ashton	51.0 IE051	Lorenzo (S)	18.1 IE018
St. Anthony T.	36.8 IE037	Rigby	13.8 IE014
Wamar (S)	31.3 IE032	Garry (S)	12.5 IE013
Hart T.	30.7 IE031	Ucor	7.6 IE008
Sugar City	29.8 IE030	St. Leon (S)	3.7 IE004
Rexburg	26.0 IE026	Orvin	3.0 IE003
Thornton	20.7 IE021	Idaho Falls	1.0 IF185

St. Anthony Industrial Lead-Idaho Div. Egin to St. Anthony 9.7 Miles. Rule 105 in effect. Maximum Speed 20 MPH except at MP 37.4 — 5 MPH; MP 28.8 = END OF TRACK

Rule 10(D) not in effect.

Business Tracks	MP Sta. No.	Business Tracks	MP Sta. No.
Egin	29.2 IE229	Ammon	18.1 II518
Parker	33.3 IE234	Bonded Siding (S)	20.8 II520

Goshen Industrial Lead-Idaho Div. Ammon to Lincoln Jct. 4.1 Miles. Rule 105 in effect. Maximum Speed 20 MPH except between Mile Posts: 21.4 and 21.5 — 10 MPH; 17.5 and 18.4 — 10 MPH.

Rule 10(D) not in effect.

Business Tracks	MP Sta. No.	Business Tracks	MP Sta. No.
Egin	29.2 IE229	Ammon	18.1 II518
Parker	33.3 IE234	Bonded Siding (S)	20.8 II520

East Belt Branch-Idaho Division. Newdale to Orvin 38.6 miles Southward. TWC in effect MP 0.0 to MP 37.0. Yard limits in effect MP 37.0 to end of track.

Rule 10(D) not in effect. Max. speed 40 MPH (except as below) Radio Display 2727.

0.0 and 3.0	25	18.8 and 19.5	25
4.7 and 4.9	20	19.5 and 24.0	20
14.3 (St. Xing)	25†	28.0 and 28.7	35
16.0 and 16.3	20	30.2 and 37.7	25
18.0 and 18.1	10	37.7 and 38.6	5

Business Tracks	MP Sta. No.	Business Tracks	MP Sta. No.
Orvin T.	0.0 IE003	Bryne	21.2 IE421
Ken (N)	0.4 IE400	Jenson	25.5 IE426
Lincoln	2.2 IE402	Walker	28.1 IE429
Lincoln Jct.	3.0 IE403	Parkinson	32.2 IE432
Iona	5.3 IE406	Moody	34.3 IE434
Mikami (S)	14.0 IE414	Newdale	38.0 IE438
Ririe	16.2 IE416		

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.

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

Radio Display — 4242				Station Nos.	Siding Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH	Pgr.	Frt.
Mile Post	WEST	CP No.	EAST STATIONS						
214.2			POCATELLO	IY061	Yd.	213.8 and 215.0	20	20	
215.8	P214					215.0 and 215.9	75	40	
216.0	P215		2.1			218.8 and 220.0	—	50	
216.3	P216		POCATELLO JCT.	IY063		224.2 and 224.3			
216.9	P217					No. 2	40	40	
222.7	P223		8.1			237.9 and 241.3	70	55	
224.4	P225		MICHAUD	IY071	C7354	314.7 and 316.7			
229.3	P229		BANNOCK	IY077	8261	No. 2	65	45	
231.0	P231					321.5 and 321.8	35†	35	
237.9	P238		AMERICAN FALLS	IY086	7108	321.8 and 323.3	—	60	
239.4	P240					321.8 and 323.3			
241.7	P242		BORAH	IY090	6042	No. 2	40	40	
243.0	P243					323.3 and 325.6	70	60	
249.1	P249		QUIGLEY	IY097	8257	325.6 and 326.6	79	60	
250.8	P251					337.5 and 338.0	45†	45	
255.3	P255		WAPI	IY103	5969	340.7 and 343.4	60	60	
256.5	P256					356.0 and 356.2	—	40	
259.4	P260		DEWOLF	IY107	8280	No. 2	55	65	
261.2	P261					360.2 and 360.9	—	45	
266.8	P267		HAWLEY	IY115	5990	364.9 and 365.4	—	60	
268.0	P268					365.4 and 366.0	65	60	
271.3	P271		MINIDOKA	IY120	13190	367.5 and 367.9	70	60	
274.0	P274					367.9 and 369.1	—	60	
276.1	P276		MAX	IY123	5913	369.1 and 371.1	60	50	
277.4	P277					371.1 and 374.1	45	35	
283.7	P284		ADELAIDE	IY132	8273	374.1 and 376.5	—	60	
285.4	P285					376.5 and 377.6	60	50	
289.1	P289		KIMAMA	IY136	5961	377.6 and 384.8	—	60	
290.4	P290					384.8 and 390.6	60	50	
294.9	P295		SENER	IY143	5973	393.2 and 393.2			
296.2	P296					No. 1	40	40	
302.2	P302		OWINZA	IY151	8354	400.8 and 402.3	45†	45	
303.9	P304					447.3 and 447.9	—	60	
314.7	P315		DIETRICH			447.9 and 448.4	70	60	
320.4	P320		(WWD HOLD SIGNAL)			448.4 and 450.4	—	60	
323.1	P323		SHOSHONE	IY169		450.4 and 450.8	70	60	
329.5	P329					454.7 and 456.1			
331.2	P331		TUNUPA	IY178	8260	No. 1	60	55	
336.2	P336		GOODING	IY185	8232	454.7 and 456.4			
337.9	P338					No. 2	50	40	
344.0	P344		FULLER	IY191	8283	456.0 and 457.1	—	35	35
345.7	P346					No. 1	35	35	
349.3	P349		BLISS	IY198	5842	456.4 and 457.4	20	20	
350.6	P350					No. 2	20	20	
356.0	P356		TICESKA	IY205	S6026				
372.9	P373		GLENNS FERRY	IY221	16,958				
376.2	P376					Do not exceed 65 MPH freight train averages over 80 tons per operative brake. Do not exceed 60 MPH if freight train averages over 100 tons per operative brake.			
384.4	P384								
391.6	P392								
393.3	P393		REVERSE	IY240	C8338	Business Tracks	MP	Sta. No.	
399.5	P400					Don	219.8	IY061	
401.2	P401		MOUNTAIN HOME	IY249	8233	Schiller (W)	226.8	IY071	
402.6	P403					King Hill (W)	367.7	IY211	
407.4	P407		SEBREE	IY255	8250	Hammett	382.6	IY231	
409.1	P409					Simcot (W)	419.1	IY261	
412.8	P413		CLEFT	IY260	8241	LaFleur (W)	438.9	IY281	
414.5	P415								
421.6	P422					Amtrak operates on Boise Subdiv. between CPP 424 and CPN 456.			
423.5	P424		ORCHARD	IY270	9347				
434.4	P434		OWYHEE	IY282	8214				
436.1	P436								
445.6	P446		KUNA	IY294	8226				
447.3	P447								
448.8	N449		FOX						
454.9	N455		E. NAMPA	IY303					
456.4	N456								
456.8			NAMPA	IY304	Yd.				
			242.6						

See Special Instructions Item 20 for AMTK schedules.

At Pocatello (Pole Line Road), Shoshone and Ontario, whistle detectors mounted on orange colored whistle posts have been installed near main crossings. All eastward trains must sound whistle before passing whistle posts.

Yard Limits: In effect MP 212 to MP 217.

Train Defect Detectors: ⊕ MP 233.5, ⊕ MP 252.3, ⊕ MP 268.9, ⊕ MP 290.9, ⊕ MP 313.4, ⊕ MP 333.7, ⊕ MP 353.5, ⊕ 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; CPP323; CPP356; CPP393 between main tracks; CPP423 to Boise; CPP449;

20 MPH dual control switch turnouts: CPP223 siding; CPP225 siding; CPP393 siding;

15 MPH dual control switch turnouts: CPP214; CPP215 No. 3 to Montana Subdiv. or crossover between No. 1 & No. 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				Station Nos.	Siding Feet	Maximum Speed (Except as below) Between Mile Posts —	MPH	Pgr.	Frt.
Mile Post	WEST	STATIONS	EAST						
B423.5		ORCHARD	CPP424	IY270	9349				
B423.6									
B448.6		BOISE		IB296	s1055				
B450.9		BOISE JCT.		IB298					
B457.5		MERIDIAN		IB305	3850				
B467.8		NAMPA	CPN456T	IY304					
						44.3			

See Special Instructions Item 20 for AMTK schedules.

At Boise, Eastward AMTK trains must receive a track warrant for the Boise, Nampa, Pocatello and Salt Lake Subdivs. listing Subdiv. The Pocatello Subdiv. track warrant will include track bulletins, when necessary, for the Ogden Subdiv.

Westward AMTK trains must receive a track warrant for the Boise and East and West La Grande Subdivs. listing Subdiv.

TWC in effect.

Stoddard Industrial Lead-Idaho Division. Nampa to Stoddard 17.5 Miles. Rule 105 in effect. 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. Cascade to Nampa 99.7 miles Southward. TWC in effect Cascade to Nampa. Yard limits in effect Nampa to MP 7.0, MP 24.0 to MP 28.0 and MP 98.0 to Cascade.

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.

MP	Sta. No.	MP	Sta. No.
87.0 and 98.0	10	38.7 and 40.3	30
83.1 and 87.0	20	37.4 and 38.7	S-10, N-15
64.0 and 81.0	S-10, N-15	33.2 and 37.4	20
60.0 and 64.0	20	31.2 and 33.2	25
53.0 and 60.0	S-10, N-15	24.0 and 28.0	10†
50.3 and 53.0	20	18.2 and 22.4	S-15, N-10
45.7 and 49.1	25	13.8 and 14.8	30
44.1 and 45.7	35	8.7 and 8.8	25
		0.2 and 0.4	15

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Cascade	99.1	IN099	Montour	41.0	IN041
Belvidere	95.3	IN096	Emmett	26.9	IN027
Smiths Ferry T	82.7	IN083	Jenness	18.8	IN019
Big Eddy (S)	75.2	IN075	Maddens	6.1	IN006
Banks	63.9	IN064	Fischer	2.6	IN003
Gardena (N)	55.1	IN055	Nampa	0.0	IY304
Horseshoe Bank	49.7	IN050			

Wildier Industrial Lead-Idaho Div. Caldwell to Wildier 11.4 Miles. Rule 105 in effect. 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	Wildier	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 (E)	16.9	IH824
Overstreet	8.1	IH808	Homedale	24.5	IH824
Adrian	10.6	IH811	Marsing	33.1	IH833

Payette Branch — Idaho Division. Payette to Emmett 28.7 miles Westward. TWC in effect MP 1.0 to MP 27.0. Yard Limits in effect MP 0.4 to MP 1.0 and MP 27.0 to MP 29.1. 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 main track. Max. Speed 25 MPH (except as below) Radio Display 2727.

0.4 and 0.7	10	27.0 and 29.1	10
6.9	10†		

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Payette ⊕	0.4	IY350	Tom Thumb	8.8	IN300
Eiffie (E)	4.0	IN304	New Plymouth	11.1	IN311
Fruitland	5.1	IN305	Emmett ⊕ T	29.1	IN022
Buckingham	6.8	IN307			

New Meadows Branch — Idaho Division. Rubicon to Weiser 84.5 miles Southward. Operation by General Order. Yard Limits Weiser to MP 1.0, MP 59.0 to MP 61.0 and MP 81.0 to MP 84.5. Max Speed 40 MPH (except as below) Radio Display 2727.

4.3 and 5.7	35	34.3 and 36.8	2
7.4 and 7.7	25	36.8 and 39.1	2
9.9 and 11.0	25	39.1 and 42.4	3
11.0 and 29.3	20	42.4 and 43.2	2
31.5 and 32.0	30	45.1 and 54.8	2
(applies only until engine has passed limits)		54.8 and 56.7	2
32.9 and 33.5	25	65.4 and 67.3	3
33.5 and 34.3	20	67.3 and 80.7	2
		83.9 and 84.5	1

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Rubicon ⊕ T	84.1	IM484	Midvale	31.8	IM433
Tamarack ⊕ T	81.8	IM482	Concrete	19.1	IM411
Council ⊕ T	60.1	IM460	Presley (N)	11.6	IM411
Mesa (N)	56.6	IM457	Weiser ⊕ T	0.0	IY366
Cambridge	40.5	IM441			

Joseph Branch — Idaho Division. Joseph to La Grande 83.6 miles Southward. TWC in effect MP 5.0 to MP 83.5. Yard Limits are in effect MP 5.0 to MP 0.0. MP 290.3 (1st St.) La Grande stop sign controls eastward movements. Max speed 30 MPH (except as below) Radio Display 2020.

83.6 and 82.5	10	65.2 and 64.4	2
81.8 and 78.2	25	56.0 and 24.0	1
78.2 and 77.9	20	24.0 and 19.1	2
77.9 and 75.0	25	19.1 and 15.6	1
72.8 and 71.8	25	0.3 and 0.0	1

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Joseph T	83.3	OJ084	Gulling	24.9	OJ022
Enterprise	77.6	OJ078	Elgin T	20.6	OJ022
Lostine	67.5	OJ068	Imbler	12.0	OJ011
Wallowa T	59.5	OJ060	Alice	8.1	OJ000
Sevier	56.3	OJ057	Baum ⊕	3.7	OJ000
Minam	46.7	OJ047	Island City	2.2	OJ000
Kimmel	39.4	OJ040	La Grande ⊕ T	0.0	OX488
Looking Glass	33.6	OJ034			

Table with columns: Mile Post, WEST, CP No., STATIONS, EAST, Station Nos., Sidings Feet, MPH, Pgsr., Frt. Includes Radio Display: Nampa to LaGrande — 2727, LaGrande to Hinkle — 2020.

TIMETABLE NO. 9

Table with columns: Mile Post, WEST, CP No., STATIONS, EAST, Station Nos., Sidings Feet, MPH, Pgsr., Frt. Includes Radio Display: Nampa to La Grande — 2727, La Grande to Hinkle — 2020.

Equation: MP 538.8 = MP 389.8. See Special Instructions Item 20 for AMTK schedules. All trains secure track warrant at La Grande. AMTRAK trains are not required to receive a track warrant at Hinkle or La Grande. At Pendleton, eastward AMTK trains must receive a track warrant for the West and East La Grande and Boise subdvs. listing subdv. Westward AMTK trains must receive a track warrant for the West La Grande and Portland subdvs. listing subdv. Two main tracks CPN356 to CPN351; CPN295 to CPN286; CPN273 to CPN265; CPE189 to Hinkle. 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 CP186 and 188 protect the car dept. personnel while working along roadways between receiving Track 8, 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 when cars are standing on receiving track No. 8. At Hinkle, amber rotating tri-radial lights are at main track fueling facilities between main tracks 1 and 2. When these lights are burning, this is an indication that mechanical forces are fueling units. Trains approaching this area must move at restricted speed, sound whistle and be on the lookout for and protect against employees working in this area.

40 MPH dual control switch turnouts: CPN 465; CPN 295; CPE 189. 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. La Grande; Kamela; CPN 239; W. Bonifer, Rieth to Pilot Rock Branch; CPE 185.

Table with columns: Train Defect Detector, MP, Sta. No., Business Tracks, MP, Sta. No. Includes entries like MP 478.1, MP 507.4, MP 307.5, MP 304.9, etc.

Table with columns: Business Tracks, MP, Sta. No., Business Tracks, MP, Sta. No. Includes entries like Wilder Jct., Apple Valley (E), Ontario/Wyco, Wood (W), Feltham.

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 7200 trailing tons. (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 9600 trailing tons and 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 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.

TIMETABLE NO. 9

- 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 Tonnage for Heavy Ascending Grades Between Hinkle and 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	9200 tons
6200 tons	8600 tons	8400 tons	9600 tons
4800 tons	7200 tons	6800 tons	9200 tons

Eastward Trains from:
 Huron to Kamela
 Union Jct. to Encina
 Westward Trains from:
 Durkee to Kamela

*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:

- A maximum of four TOFC/COFC flat cars; or,
 - A maximum of two multi-platform cars; or,
 - 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 5500 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.
- If helper is 8000 working HP or less, and the helper must be cut into train account the train exceeds tonnage for rear-end helper, the helper must then be cut in as near to 1200 tons ahead of rear-end of train as possible. Except for double stack trains, Westward trains with head-end power only may operate with up to a maximum of 8000 trailing tons between Quartz and La Grande.

Umatilla Industrial Lead — Columbia River Div. Hinkle to Umatilla 10.6 Miles. Rule 105 in effect.

Maximum Speed 20 MPH except between Mile Posts:			
0.0 and 0.1	10 MPH	Business Tracks	MP Sta. No.
2.3 and 3.7	15 MPH	Hermiston	4.1 OK904
3.8	10 1/2 MPH	Umatilla	10.2 OK911
9.4 and 10.6	10 MPH		

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

Pilot Rock Industrial Lead — 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.
Pilot Rock	14.0	OM115

Mile Post	WEST	CP No.	STATIONS	EAST	Sta-tion Nos.	Sid-ing Feet	MPH	Maximum Speed	
								MPH	Frt.
185.3			HINKLE	T	OX591	Yd.	188.6 and 182.1 No. 1	50	40
183.7		E183					Hinkle to The Dalles	79	70
182.1		E182	8.7				The Dalles to Albina	79	65
176.6		E177	MUNLEY	T	OX594	8763	188.6 and 182.1 No. 2	60	50
174.8		E175					182.1 and 181.8	60	50
170.5		E171	CLARKE	T	OX605	6462	166.0 and 124.3	79	70
169.1		E169					114.7 and 113.7	70	60
165.9		E166	BOARDMAN	T	OX612	9836	113.7 and 113.4	60	60
163.3		E163					104.9 and 103.2	70	60
157.7		S158	CASTLE	T	OX617	9525	103.2 and 103.1	50	50
155.7		S156					99.3 and 98.8	60	50
147.9		S148	HEPPNER JCT.	T	OX627	9735	97.8 and 97.5	75	65
145.9		S145					97.5 and 96.5	79	65
139.8		S140	ARLINGTON	T	OX638	9956	88.2 and 86.1	75	65
137.7		S138					86.1 and 83.7	40	40
136.1		S136					83.7 and 83.2	40	40
129.8		S130	BLALOCK	T	OX646	9741	83.2 and 81.2	60	50
128.8		S128					81.2 and 79.0	55	45
121.9		S122	QUINTON	T	OX652	9744	79.0 and 77.0	70	55
119.9		S120					77.0 and 75.9	60	50
113.7		S114	GOFF	T	OX661	10795	75.9 and 75.0	55	45
111.5		S112					75.0 and 73.7	60	50
103.2		S103	BIGGS	T			73.7 and 72.7	79	55
94.9			OREGON TRUNK JCT.	X	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	CRATES	Ⓟ	OX694		66.7 and 66.4	45	35
70.8		S071	MOSIER	T	OX706	6388	66.4 and 63.4	55	45
69.4		S069					63.4 and 59.4	50	40
63.5		S063					59.4 and 58.0	70	55
59.4		S059	MENO	T	OX716	9916	58.0 and 57.6	65	55
57.4		S057					57.6 and 49.0	70	55
43.5		S043	CASCADE LOCKS	T	OX733	6751	49.0 and 48.3	55	45
42.1		S041					48.3 and 48.0	50	45
34.4		S035	DODSON	T	OX741	10617	48.0 and 45.9	55	45
32.3		S032					45.9 and 45.0	60	45
27.4		S027	BRIDAL VEIL	T	OX749	6360	45.0 and 42.5	50	40
26.0		S026					42.5 and 41.4	35	25
18.1		S018	SANDY	T	OX753	10617	39.9 and 37.3	60	50
15.9		S016					37.3 and 35.5	50	45
15.6		S015	TROUTDALE	T	OX760	2626	32.8 and 31.9	65	50
0.6		S001	E. PORTLAND	Ⓣ Ⓟ	OP773		31.9 and 29.9	60	50
22.0		S015	TROUTDALE	T	OX760	4958	29.9 and 29.4	65	50
12.4			FIR	T	OX769	4974	29.4 and 29.2	60	50
10.4			CHAMP	T	OX772	8468	29.2 and 28.8	65	50
8.1			KENTON	T	OX775	n5322 s4885	28.8 and 28.6	60	50
5.6		S005	PENINSULA JCT.	T	OX776		28.6 and 28.0	65	50
4.0		S004	ST. JOHNS JCT.	Ⓟ	OP501		28.0 and 27.5	60	50
1.6			ALBINA	Ⓟ T	OP500	Yd.	27.5 and 25.9	60	50
0.5		S001	E. PORTLAND	Ⓣ Ⓟ	OP773		25.9 and 24.0	60	50
0.4			STEEL BRIDGE	Ⓣ Ⓟ			24.0 and 23.8	50	40
0.0			PORTLAND	Ⓣ Ⓟ	OP775		22.4 and 20.1	60	50
							18.5 and 18.1	55	45
							18.1 and 15.9	70	60
							15.9 and 15.6	55	45
							Via Graham Line		
							Maximum Speed	70	45
							Between Mile Posts —		
							15.2 and 14.8	55	45
							13.5 and 13.2	50	40
							13.2 and 12.0	60	45
							12.0 and 10.8	55	45
							7.6 and 6.8	55	40
							6.8 and 5.2	45	45
							5.2 and 2.8	35	35
							2.8 and 0.9	35	25
							0.9 and 0.3	6	10
							Via Kenton Line		
							Between Mile Posts —		
							21.9 and 16.4	50	50
							16.4 and 7.0	35	35
							Peninsula Jct. Wye	15	15
							7.0 and 4.0	25	25
							4.0 and 0.9	10	10
							0.9 and 0.3	6	6
							0.3 (Steel Bridge) and		
							0.0	10	6
							Portland Union		
							Station on all		
							tracks P.T.R.R.	10	10
							Carty Industrial Lead		
							(Castle)	25	
							0.5 and 0.7	20	
							1.5 and 1.7	15	
							10.9 PGE Tracks	10	
							Coal Loop	5	
							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.		

See Special Instructions Item 20 for AMTK schedules.
 Amtrak trains are not required to receive a track warrant at Hinkle.
 Eastward AMTK trains at Portland must receive a track warrant for the Portland and West La Grande Subdiv. listing subdiv.
 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 and MP 0.5.
 Double track (Rule 251) CPS103 to Crates.
 TWC in effect MP 22.0 to MP 5.6
 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).
 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: CPS5 and CPS1.
 Equation: MP 165.0 to MP 166.0 = 0.4; MP 55.0 to MP 57.0 = 1.5 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.
 At Hinkle, amber rotating tri-radial lights are located at main track fueling facilities between main track No. 1 and main track No. 2. When these lights are burning, this is an indication that mechanical forces are fueling units. Trains approaching this area must move at restricted speed, sound whistle and be on the lookout for and protect against employees working in this area.

102 PORTLAND SUBDIV. — COLUMBIA RIVER DIVISION

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

SEATTLE SUBDIV. — COLUMBIA RIVER DIV.

Radio Display — 2727				Maximum Speed	MPH
Mile Post	SOUTH	CP No.	NORTH	Stations	Sidings
				Station Nos.	Feet
181.2		S180		SEATTLE	Yd.
180.1				0.2	
179.9		BN		6.2	
178.7		S179			
173.7		S174		BN	
173.1		S173		BN	
168.0		S168		KENT	OX938 3147
167.3		S167		6.3	
162.7		S163		AUBURN	OX933 4319
161.8		S162		8.0	
154.7		S155		SUMNER	OX925 4550
153.8		S154		6.1	
148.6		S149		FIFE	OX919 4962
147.5		S147		1.8	
146.8		S146		RESERVATION	OX917
				140.0 MILES VIA BN	
6.8		S007		NO. PORTLAND JCT	OX778
				1.2	
5.6		S005		PENINSULA JCT	OX776
				1.6	
4.0		S004		ST. JOHNS JCT	OP501
				2.4	
1.6				ALBINA	OP500 Yd.
				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

Train Defect Detectors: #MP 6.16 (Talk on defect only) and %MP 164.0. BN detectors; %MP 11.2 (SWD), %MP 17.5 (NWD), #MP 30.0 (both tracks) %MP 56.9 (both tracks) #MP 86.2 (both tracks) #MP 113.2 (both tracks) %MP 9.0 (both tracks).

STATION NUMBERS ON BN TRACK

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

Business Tracks MP No. Sta.
 Puyallup 152.9 OX924
 Andover 171.5 OX942
 Black River 173.7 OX945
 Georgetown 179.3
 15 MPH dual control switch turnouts: Sumner, CPS5.

BEND BRANCH — COLUMBIA RIVER DIVISION 103

Mile Post	Radio Display — 2727		Station Nos.	Sidings Feet
	WEST	EAST		
0.0	OREGON TRUNK JCT	T	OX680	
	151.9 MILES VIA BN			
151.9	BEND	T	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	Terbonne	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:

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

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

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

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

Condon Branch — Columbia River Division. Condon to Arlington 44.8 miles southward. TWC in effect. Main Track derail at MP 44.0. Retaining valves must be used on descending grades on all westward trains, MP 35.0 to MP 16.0. All retaining valves must be used and placed in "HP" position on all loads. Max. Speed 25 MPH (except as below). Radio Display 2727.

44.8 and 40.5	10	19.2 and 18.6	15
36.0 and 24.0	10	18.6 and 15.0	10
22.0 and 21.2	15	0.4 and 0.0	15

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Condon T	44.5	ON345	Gilliam	11.5	ON311
Clem	28.6	ON329	Shutler	7.3	ON308
Mikkalo	24.4	ON325	Arlington	0.0	OX638
Rock Creek	16.0	ON316			

Grays Harbor Branch — Columbia River Division. Centralia to Hoquiam 58.4 miles westward. (53.3 miles via BN). Yard limits Cosmopolis to Aberdeen and Blakeslee Jct. to Raisch. Blakeslee Jct. BN MP 2.0 = UP MP 2.4. Aberdeen BN MP 69.0 = UP MP 53.8. Radio Display 2727. Raisch Spur 10 MPH, Cosmopolis Spur 10 MPH, MP 53.1-5† and MP 53.4 (Drawbridge) — 5 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Centralia	0.6	OX862	Aberdeen	69.0	OQ654
Raisch	3.2	OQ603	Hoquiam	72.6	OQ658
Cosmopolis	51.2	OQ651			

Table with columns: Mile Post, SOUTH CP No., STATIONS, NORTH, Station Nos., Sidings Feet, Maximum Speed MPH. Includes stations like EASTPORT, MOYIE SPRINGS, BONNERS FERRY, SHILOH, SAMUELS, SANDPOINT, VAY, CLAGSTONE, COEUR D'ALENE JCT., GRAND JCT., SI YARD, BN CONN., FISH LAKE, CHENEY, WELLS, MARENGO, HOOPER JCT., JOSO, AYER JCT., MATTHEWS, WALKER, PAGE, WALLULA, JUNIPER, COLD SPRINGS, N. HINKLE, HINKLE.

CTC in effect: MP 273.0 to MP 269.5; MP 237.8 to MP 185.1.
ABS in effect: MP 354.8 to MP 273.0; MP 265.5 to MP 237.8.
TWC in effect: MP 140.7 to MP 2.5; MP 354.8 to MP 273.0; MP 269.5 to MP 237.8.
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.
Rule 10(D) not in effect.
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 346.9 = UP-MP 354.7

Coeur D'Alene Industrial Lead-Columbia River Div. Coeur D'Alene Jct. to Coeur D'Alene 8.8 Miles. Rule 105 in effect. FRA excepted track.
Business Tracks MP Sta.No.
Feeley Spur 2.1 OG002
Gibbs & BN 7.8 OG008
Coeur D'Alene 8.7 OG009

Yakima Industrial Lead-Columbia River Division. Wallula to Richland Jct. 20 miles. Rule 105 in effect MP 7.0 to MP 19.0. CTC in effect MP 0.0 to MP 7.0. MP 7.0 to MP 8.0 = 1.5 miles. 15 MPH dual control switch turnouts at CPE1, CPE2 and CPE6. Max. Speed 40 MPH MP 0.0 to MP 7.0 and 20 MPH MP 8.0 to MP 19.0 (except as below) Radio Display 4242.
Richland Spur (Richland Jct. to Richland) 0.1 and 0.5 35
0.0 and 0.1 20
Richland Jct. Siding 15
Business Tracks MP Sta. No. Business Tracks MP Sta. No.
Wallula E215 T 0.0 OK031 Kalan Bridge 7.8
Attalia E001 0.5 OW401 E008 8.9
E002 1.3 Hedges 13.0
E006 6.3 Kennewick 19.0
Villard Jct. E007 7.0 OW407

Wallula Branch-Columbia River Division. Walla Walla to Wallula Jct. 30.7 miles westward. CTC in effect MP 0.1 to MP 3.8. TWC in effect MP 3.8 to MP 30.8. Yard Limits: In effect MP 29.0 to Walla Walla. MP 5.0 to MP 6.0 = 0.7 miles. 15 MPH dual control switch turnouts - CPE3. Max. Speed 40 MPH (except as below). Radio Display 4242.
26.6 and 26.5 35
24.6 and 24.5 35
19.1 and 18.5 25
15.1 30
13.6 and 12.3 35
Business Tracks MP Sta. No. Business Tracks MP Sta. No.
Walla Walla T 30.8 OW647 Touchet 15.3 OW315
Whitman 24.0 OW324 Zanger Jct. CPE3 3.8 OW304
Lowden 19.4 OW319 Wallula Jct. CPE213 0.1 OK029

Dayton Branch-Columbia River Division. Dayton to Weston 63.6 miles. TWC in effect Dayton to MP 20.5. Yard Limits: In effect MP 48.0 to MP 45.0. Max. Speed 25 MPH (except as below). Radio Display 4242.
14.1 and 12.5 10
Waitsburg Spur 10
0.6 and 0.0 15
71.3 10
66.3 and 64.8 15
53.4 and 52.7 15
Business Tracks MP Sta. No. Business Tracks MP Sta. No.
Dayton T 13.1 OW713 Walla Walla T 46.8 OW647
Waitsburg Jct. 5.2 OW705 Spafford 39.9 OW641
Waitsburg 3.5 OW704 Milton-Freewater 36.1 OW637
Bolles 0.0 OW672 Barrett 33.1 OW631
Prescott 66.7 OW667 Bade 30.2 OW631
Ennis 60.9 OW662 Valley Grove 20.8 OW622

Tekoa Branch — Columbia River Division. MP 78.1 to Hooper Jct. TWC in effect MP 78.1 to MP 25.6. Yard limits in effect; MP 78.1 to MP 76.0 and MP 28.0 to MP 25.6. Maximum Speed MP 78.1 to Hooper Jct.-25 MPH (except as below). Radio Display 4242.
78.1 and 77.1 12
77.1 and 73.2 15
70.0 and 69.0 30
69.0 and 68.2 25
65.6 and 64.9 30
63.0 and 62.7 35
61.5 and 61.2 35
58.1 and 57.8 25
55.0 and 53.3 35
53.3 and 51.5 25
Business Tracks MP Sta. No. Business Tracks MP Sta. No.
Colfax T 77.7 OT077 La Crosse 41.5 OT041
Diamond 68.5 OT068 Pampa 37.1 OT305
Thera 64.8 OT065 Gordon 33.4 OT308
Endicot 57.9 OT058 Hooper 26.8 OT315
Winona T 52.3 OT052 Hooper Jct. T 25.6 OK103
Sutton 48.0 OT048

Riparia Branch-Columbia River Division. East Lewiston to Ayer Jct. 82.0 miles Westward. TWC in effect. Yard Limits: East Lewiston to MP 66.0 and MP B10.0 to MP 3.0. Mileposts prefixed with letter "B" Ayer Jct. to Riparia. Mileage equation MP B10.5 = MP 0.0. Max. Speed 40 MPH (except as below). Radio Display 4242.
70.0 and 69.6 10
11.5 and 10.0 25
Business Tracks MP Sta. No. Business Tracks MP Sta. No.
East Lewiston 71.5 B5.5 and B4.6 25
Clearwater Riv. 69.9 Ayer Jct. T/O 25
Transfer 69.1 OC369
Ballast Trk. 50.0
Crum 45.5 OC345

Wallace Branch — Columbia River Division. Mullan to BN Conn., 111.2 miles westward. TWC in effect between MP 62.0 and BN Conn. Yard limits in effect MP 62.0 to Mullan and MP 153.0 to MP 163.3. Mile Posts Manito to Plummer are prefixed with letter "B". Mileage equation MP B19.8 = MP 16.2 MP B0.4 = M 143.6.

Max. Speed 40 MPH (except as below). Radio Display 4242.

0.0 and 7.6	10	28.7 and 31.3	20
80.0 and 80.3	5†	23.9 and 28.7	20
67.2 and 80.0	10†	23.5 and 23.9	20
60.0 and 61.2	25	(St. Joe Bridge)	10
58.8 and 60.0	35	16.6 and 23.5	20
53.6 and 54.9	30	B19.4 and 16.6	10
50.6 and 50.9	30	144.0 and B0.2	20
47.9 and 48.9	30	148.2 and 148.7	35
43.7 and 43.9	35	149.9 to 153.4	25
38.3 and 39.9	35	Mullan to Kellogg is FRA excepted track.	
34.0 and 35.2	30		

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Mullan	7.6		Plummer	B19.8	OT520
Wallace	80.4	OT584	Worley	B13.5	OT513
Shont	72.8	OT576	Mozart	B12.2	OT512
Kellogg-Wardner	68.8	OT573	Setters	B6.8	OT507
Enaville	62.5	OT566	Manito	B0.4	OT143
Bradley	67.2	OT571	Rockford	138.4	OT138
Lane	45.2	OT549	Freeman	146.9	OT147
Harrison	30.3	OT534	Mica	149.7	OT150
St. Joe Riv.	23.5		Spokane	161.0	OT161
Chatcolet	22.8	OT526	BN Conn.	163.3	

Fairfield Ind Lead — 12.7 miles Manito to end of track MP 130.9 near Fairfield. Rule 105 in effect. Max. speed 10 MPH.

Pleasant Valley Branch — Columbia River Division. MP 31.8 westward 31.8 miles to Winona. TWC in effect MP 31.8 to MP 0.0. Yard Limits in effect MP 1.0 to 0.0. Max. Speed 35 MPH (except as below). Radio Display 4242.

31.8 and 29.7	25	19.3 and 15.8	25
27.8 and 25.7	15	14.3 and 12.5	20
25.7 and 23.0	30	6.0 and 5.1	25
23.0 and 22.7	25	2.2 and 1.8	30
22.7 and 19.3	30	0.2 and 0.0	15

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Thornton	31.2	OT431	St. John	18.3	OT418
Sunset	25.4	OT425	Willada	11.5	OT412
Juno	20.8	OT421	Winona	0.0	OT052

Moscow Branch — Columbia River Division. Moscow to Colfax 28.5 miles westward. TWC in effect. Yard limits in effect MP 28.5 to MP 27.0 and MP 1.0 to MP 0.0. Max. Speed 25 MPH (except as below). Radio Display 4242.

28.5 and 26.5	12†	11.3 and 10.6	15
25.4 and 24.6	15	10.6 and 9.9	20
20.0 and 19.5	15	8.8 and 8.4	15
19.5 and 18.5	6†	7.5 and 5.5	15
18.5 and 17.3	15	4.2 and 3.9	20
17.3 and 15.0	20	3.1 and 1.1	15
15.0 and 12.2	15	1.1 and 0.0	12

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Moscow	28.1	OT228	Albion	12.7	OT213
Wilson	25.8	OT226	Shawnee	9.7	OT210
Whitlow	20.5	OT221	Parvin	7.8	OT208
BN	19.3		Risbeck	4.5	OT205
Pullman	18.7	OT219	Colfax	0.0	OT077

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	50
4 Trains with retaining valves set, or charged and in use.	20
5 Moving against the current of traffic unless otherwise specified.	49
6 Thru No. 20 equilateral turnout. (Unless otherwise specified on subdivision page)	60
7 Thru dual control switch turnouts. (Unless otherwise specified on subdivision page)	30
8 Thru other turnouts. (Unless otherwise specified on subdivision page)	15
9 Sidings (Except as specified on subdivision page)	30
Sidings identified with †	20
Other Sidings	20
10 Other than main tracks and sidings (except as specified on subdivision page)	10
11 Balloon tracks & Wye tracks, except those portions used as main track or siding.	5
12 Movements on live rails of track scales.	5
13 Movements of engines at servicing facilities.	5
14 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
15 Engines 949, 951, 970B, 6936 and Amtrak engines	82
Road Engines	70
Road switchers 1300-1314, 1330-1396 and MP 1377-1382	60
16 Yard switch engines 1200-1273, 1315-1327 and MKT 53	50
17 When multiple unit engine is controlled from other than leading unit.	30
18 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 tons per operative brake restrictions for double stack 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 and 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, UP 66800-67649. (b) Coal gondolas and open-top hopper cars having constant-contact side bearings or center plate extension pads. (c) UP 229580-229587.	50 40 60 70
3 Ore cars. Exception: Empty ore cars in the following series: UP 27500; CNW 112000, 113000, 114000, 118000, 119000, 121000 and 122000; SP 345000-345669 series cars.	50 40
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) Gondola cars loaded with logs; UP 66800-67649. (b) 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. (c) 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	50 40 60 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 (b) All empty double stack well cars; and all empty five-platform articulated single-level spine cars for carrying trailers and/or containers.	60 50 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 (b) Loaded intermodal flat cars made from box cars in series ATSF 299000-299684, GTW 350001-350020	70 50 60
10. Multilevels	70
11. Mechanical reefers; cryogenic reefers with initials CRYX or JRSX	70
12. Loaded stock cars	70
13. Caboose	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; and MP 815071 and MP 50064, 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)

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.

Assigned Location	If Consist Contains Equipment	MPH
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.	
	UP 906205, 906207, 904298, 904293, 909329, 908467.	60
	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. MP 2155, 3160, 4214, 15090.	60 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 (including those of foreign railroads) that have fewer than 5 cars of other than multilevel or intermodal equipment, and foreign railroad intermodal trains.

Restriction:

No
Additional
Restriction

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 (including those of foreign railroads) that have fewer than 5 cars of other than multilevel or intermodal equipment, and foreign railroad intermodal trains.

60 MPH

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

50 MPH

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

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 (including those of foreign railroads) that have fewer than 5 cars of other than multilevel or intermodal equipment, and foreign railroad intermodal trains.

Restriction:

50 MPH

All other trains

40 MPH

LEVEL 2 COLD RESTRICTION:

All trains (including light engines).

Restriction:

40 MPH

ITEM 2-E. MAXIMUM SPEEDS: FUEL CONSERVATION

Maximum authorized fuel conservation speed will be shown on the TCS train consist when applicable. All slower speeds must be respected, such as: Subdivision speed restrictions, TCS train consist speed restrictions (based on car restrictions and key train restrictions), tons per operative brake restrictions, and bulk commodity train restrictions.

The train dispatcher may cancel fuel conservation speed restrictions by issuance of track warrant or track bulletin.

Unless otherwise instructed, maximum authorized fuel conservation speeds must also be observed on any foreign railroad, except when their requirements are more restrictive.

ITEM 3. TRAINS HANDLING COMPANY EQUIPMENT:

Equipment for handling continuous welded rail, or continuous lengths of bolted rail, consists of permanently coupled flat cars with buffer (ballast car) at each end and caboose, when required, for M/W supervisor. Couplers are blocked against slack and are highly susceptible to damage from rough handling. 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 - M/W (West, Central or South), with maximum consist not to exceed 70 cars. Two rail train sets must not be combined unless authorized by Chief Engineer - M/W (West, Central or South), 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 Elsey-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, M/W supervisor or instructions given by M/W supervisor in charge on rail train. Loaded rail trains must not be moved without authorization from M/W supervisor in charge of rail train or M/W Train Management. M/W 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 within 10 cars of the engine and must not be ahead of more than 8000 tons. Wrecking derrick consists should be placed as close to rear of train as possible but must not be ahead of more than 4000 tons. 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, MP 815071 and MP 50064, 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.

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
GP35	4	2500	261,000	56	65,750	55,440
GP38-2	4	2000	269,000	59	67,250	55,440
GP39-2	4	2300	265,500	59	66,375	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	268,800	48	66,520	48,800
MP15DC	4	1500	267,800	49	66,950	46,800
B23-7	4	2250	266,800	62	66,850	60,400
B30-7A	4	3000	267,700	62	68,925	60,400
SD40-2	6	3000	392,000	69	97,500	83,160
SD50	6	3600	394,000	71	98,500	83,000
SD60/SD60-M	6	3800	394,000	71	98,500	84,000
C30-7	6	3000	395,000	67	98,250	76,000
C36-7	6	3750	391,000	67	97,750	81,000
E9	6	2400	333,770	71	83,943	58,000
DD40X	8	6600	545,000	99	135,000	88,800
C40-8/C40-8W	8	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 24,000 working HP on either consist. When working locomotives exceed 24,000 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. Power transfers will be limited to a maximum of 25 locomotives unless specifically authorized otherwise by Train Management.

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 3500 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.

Local managers must notify train management of the train in which they would like to place the excessive dimension load at least 6 hours in advance of

departure. When approved by train management, 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.

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 tons per operative brake calculations are defined as follows:

Type of Intermodal Equipment	# of Operative Brakes Per Car, Platform or Set
1. Well cars (double stack)	
a. Five-platform articulated; APLX, GBRX, MAEX, RBCX and DTTX 61500-75999 series.	3 brakes per 5-platform car
b. Three-platform and four-platform solid drawbar; DTTX 25000-25999 series.	1 brake per platform
c. One-platform; DTTX 54000-54999 and DTTX 56000-56999.	1 brake per car
2. TOFC and COFC flat cars	
a. Single car for TOFC/COFC.	1 brake per car
b. Two cars with solid drawbar; TTEX series.	2 brakes per 2-car set
c. Four cars with solid drawbars, RTTX 165000-165150.	4 brakes per 4-car set
3. Flat car for automobiles	
a. Two-platform articulated; UP 252002.	1 brake per 2-platform car
4. Spine cars	
a. Five-platform articulated; NTTX, TTAX, TTLX, UTTX and UP 252000-252001 series.	2 brakes per 5-platform car
5. 4-Runner cars	
a. Four-platform single-axle; TTFX series.	2 brakes per 4-platform car
6. Front Runner cars	
a. One-platform single-axle; TTOX series.	1 brake per car

Well cars (1a-c above) show each platform as an individual car on the train consist. All other cars listed above show the car set as one car on the train consist.

Trains consisting entirely of five-platform articulated well cars (1a above) not exceeding 140 platforms (175 platforms 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 140 platforms (175 platforms between North Platte and Fremont), speed must be reduced by 10 MPH when maximum authorized speed is 60 MPH and above, 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.

Single TOFC/COFC flat cars (2a above) are to be considered empty when not carrying any trailers or containers (trailers moving single must not be loaded on center hitch). All other cars listed above 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 3500 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 must not be entrained ahead of more than 4500 trailing tons in any train, and loaded Front Runner and loaded spine cars must not be entrained ahead of more than 5500 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 on subdivisions not listed below	268,000 lbs.
(2) Cars carrying coal on the following subdivisions: Chester, Coffeyville, Council Bluffs, Hoxie, KCT, Marysville, Memphis, North Platte, River, Sedalia, Sidney and Wynne	286,000 lbs.
(3) Tank cars with 125 ton trucks	315,000 lbs.
(4) UP 23600-23849, UP 221100-221399, UP 222001-222199	272,000 lbs.
(5) 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.	526,500 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 (Eff. 10/92).
 - (5) Valid certificate of operating rules examination card, which is valid for 3 years from date on card.
 - (6) UPRR photo identification card.
 - (7) Valid Form 20106, "Certificate to Operate Locomotives," if applicable.
- All books must contain current rules and latest revised pages in proper page sequence.

ITEM 7-A. QUALIFICATIONS OF ENGINEERS:

To ensure manpower requirements can be maintained, engineers who have not worked any road trips in the past 6 months must notify their Manager Operating Practices of this fact. Managers Operating Practices may require engineers whose seniority districts include road jobs to maintain proficiency by making road trips. In such case, an engineer called to work a road trip for proficiency will be accompanied by the Manager Operating Practices or by a qualified engineer who is familiar with the territory. To the extent practical, requirements of FRA engineer certification regulations for annual monitored rides and efficiency tests will be conducted during these trips for engineers who normally do not work road trips.

An engineer who has not made a road trip as an engineer or fireman during the preceding 12 months over the subdivision for which he is called to operate must make fact known when called. He 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 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.

Only persons holding a valid Form 20106, Union Pacific Railroad Certificate to Operate Locomotives may be allowed to operate a locomotive or train.

ITEM 8. TRACK GEOMETRY EVALUATION CARS:

When operating track geometry evaluation cars, be governed by M/W Rules 1400 through 1461. In Rule 251 territory, evaluation car must be accompanied by a MEM, MTM, MTO, or MOP 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:

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

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.

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 may 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 (a copy of this document must be kept in the employee's possession at all times while on duty); and,
2. The substance must be used only in the manner, dosage, and for the purpose prescribed (or authorized); and,
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 make a good faith judgment in writing that the combination of medications is consistent with the safe performance of the employee's duties. A copy of this documentation must be kept in employee's possession while on duty, and the employee must observe any restrictions imposed with respect to use of the medications in combination.

*NOTE: Tranquilizers, sedatives, sleeping pills, stimulants other amphetamine-like drugs and narcotic analgesics (e.g., "pain killers" such as Demerol®, Tylenol #3®, Codeine, Percocet®, Darvocet®) are specifically regarded as having these undesirable qualities. The employee or his/her treating physician may call the Health Services Department, drug testing division, for further clarification or assistance.

Every employee must recognize that the unauthorized use of another person's prescription for a controlled substance is illegal and may cause a positive test result under Union Pacific's drug testing policy.

The requirements of Rule G are conditions of employment at Union Pacific Railroad Company. Drugs which may be illegal to use under Rule G include all "controlled substances" on Schedules I through V of the Federal Controlled Substances Act as revised from time to time. These controlled substances are listed in Volume 21 of the Code of Federal Regulations, Section 1308. They include illicit drugs (Schedule I), drugs that are required to be distributed only by a medical practitioner's prescription or other authorization (Schedules II through IV, and some drugs on Schedule V), and certain preparations for which distribution is through documented over the counter sales (Schedule V only). They are grouped as follows: marijuana, narcotics (such as heroine and codeine), stimulants (such as cocaine and amphetamines), depressants (such as barbiturates and minor tranquilizers), and hallucinogens (such as the drugs know as PCP and LSD).

ITEM 10. (CONTINUED)

(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 employe 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 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) **RULE 15:** Third paragraph changed to read: Radio may be used in place of whistle signals to convey information, except Rules 15(a), 15(1) and 15(n); and, when working in conjunction with mechanical or maintenance of way employes, in which case whistle must be sounded before making all moves.

(11) **RULE 15(1):** 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.

(12) **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.

(13) **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 employe 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 device with the train, rear-end telemetry device is 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 device.

(14) **RULE 24:** Add to first paragraph: Trains may be identified by train symbol in lieu of engine number on track bulletins advising of movements of excessive dimension equipment.

(15) **Add: RULE 25(A). PROTECTION OF OCCUPIED OUTFIT CARS:** This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

ITEM 10. (CONTINUED)

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 employes. 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 employe requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employe 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 employe requesting protection;
- Identification of track(s) protected;
- Date and time employe in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employe 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 employe requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employe 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 employe requesting protection;
- Identification of track(s) protected;
- Date and time employe in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employe 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:

ITEM 10. (CONTINUED)

- 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, 2¼ 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 ¼ mile from the obstruction, with torpedoes placed 1 mile and 2¼ miles from the red flag or red light;
- (b) 41 MPH to 69 MPH, a red flag will be placed ¼ 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 ¼ 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 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:** Last sentence of first paragraph changed to read: Unless return movement is otherwise authorized, protection against movements which may enter main track between detached portion and returning front portion must be provided unless verbally relieved by the train dispatcher. 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(1):** Last two sentences of first paragraph changed to read: Flag protection must be provided in both directions on these tracks, going 2 miles on other railroads if flagging distance is not known. When only one flagman is available, protection must be provided immediately in the direction from which the first train is expected. After necessary protection is provided, protection in the opposite direction must be provided. The flagman may be recalled:

(22) **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 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

ITEM 10. (CONTINUED)

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.

(23) **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.

(24) **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.

(25) **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.

(26) **RULE 103(P):** Third paragraph is cancelled.

(27) **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.

(28) **Add: RULE 103(U):** The following cars are not to be bumped, 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.

(29) **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.

(30) **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."

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.

(31) **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.

(32) **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.

(33) **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.

(34) **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 employees have cleared the track between the passenger train and the station platform. Thereafter, train or engine may pass when preceded by an employee

ITEM 10. (CONTINUED)

walking just ahead of the engine, or first car when shoving cars, to protect movement.

(35) **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.

(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.

(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 307: Add second paragraph to read:** If crew is unable to leave flagman to stop trains governed by such signal, train must stop and remain until train has been relieved by employee of Signal Department or by instructions from the train dispatcher.

(44) **RULE 312(2), EXCEPTION (b): Last sentence changed to read:** If signals or derails are not known to be in position to provide protection on conflicting routes, train may proceed past the signal to occupy track within interlocking limits clear of conflicting routes, wait 10 minutes, and may then proceed.

(45) **RULE 312(3):**

Instructions in release boxes that read:

"After waiting — minutes, if indicator light is not illuminated, a crew member must be stationed at each conflicting route signal and observe that signals indicate Stop before giving hand signal to proceed. After giving proceed signal, crew members must continue to observe that signals display Stop indication until conflicting route is fouled by their train. If this cannot be complied with or if dark signal is encountered, protection must be provided per Rule 99."

Are changed to read:

"After waiting — minutes, if indicator light is not illuminated, crew member must observe that each conflicting route signal indicates Stop. If all conflicting route signals indicate Stop, train may pass signal to occupy interlocking limits, stopping clear of conflicting routes and then wait 10 minutes. Train may then proceed." If conflicting signals do not all indicate Stop or if dark signal is encountered, before proceeding, protection must be provided per Rule 99."

(46) **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.

(47) **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

ITEM 10. (CONTINUED)

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.

(48) **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.

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

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

(51) **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.

(52) **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.

(53) **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 employee 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)."

(54) **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.

(55) **RULE 372(A): Second paragraph changed to read:** When authorizing cab signal device to be cut out, train dispatcher must also establish absolute block in advance of train in words "Absolute block is established in advance of your train between —(location)— and —(location)—. Rule 384 governs." Train may then proceed in accordance with block signal indications but not exceeding 79 MPH and as much slower as rules or conditions require. Provisions of Rule 384 apply when cab signal device has been cut out, or if engine on a train being detoured is not equipped with an operative ACS.

(56) **Add heading between Rules 382 and 383, to read: RULES APPLICABLE IN ACS AND ATS TERRITORY**

(57) **Suggested Form for Track Warrant (page 82) Add:**

18. () Joint With:
 (identification) BETWEEN (loc.) AND (loc.)
 BETWEEN (loc.) AND (loc.)
 BETWEEN (loc.) AND (loc.)

(58) **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 enter the subdivision/branch at the end of that line. Subdivision/branch must be included when repeating the track warrant back to the dispatcher.

(59) **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).

ITEM 10. (CONTINUED)

(60) 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.

(61) 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.

(62) RULE 410: All trains operating in non-signalized 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 employee, 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.

(63) 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 employee in charge of maintenance is so notified by track warrant. Train must not enter overlapping limits until crew member has contacted employee 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 employee in charge has reported clear of the limits. When crew member is unable to contact employee listed on Line 18 of track warrant and advice has not been received from the train dispatcher that employees 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, employee in charge must protect such track by placing red flags per Rule 10(A).

(64) 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.

(65) 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.

(66) 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,
3. The numbered line containing the train dispatcher's initials directly follows the last numbered line of information.

(67) RULE 601: Changed to read: Employees must not, while on duty, play games or read magazines, newspapers or other literature not concerned with their duties. The use of radios, tape players or recorders, or television sets is prohibited except as authorized by proper authority.

ITEM 10. (CONTINUED)

(68) 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 no later than the end of the first business day immediately following the day the employee received notice of the conviction.

(69) Add: RULE 607(A): MOTOR VEHICLE RECORDS: All employees certified as locomotive engineers, regardless of class of service, must report convictions for operating a motor vehicle while under the influence of or impaired by alcohol or a controlled substance; and, convictions for refusal to undergo such testing when a law enforcement official seeks to determine whether a person is operating under the influence of alcohol or a controlled substance. Completed state actions to cancel, revoke, suspend, or deny a drivers license are considered convictions as applied to this rule. Any conviction must be reported to the employee's supervisor no later than the end of the first business day immediately following the day the employee received notice of the conviction.

(70) RULE 620: Add: Crewmembers are prohibited from riding in trailing units when seats are available in the control compartment.

Exception: When at least one trainman is riding in the control compartment not equipped with operable on board terminal, the conductor may ride in a trailing locomotive equipped with on-board terminal only when performing work order reporting."

(71) RULE 636: Delete "air hoses."

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

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

(1) **RULE G:** (see Item 10).

(2) **RULE 601:** (see Item 10).

(3) **RULE 607:** (see Item 10).

(4) **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.

(5) **RULE 4010: Fourth paragraph: Add as new second sentence:** Employees working on bridges are required to wear safety steel-toe footwear that conforms to the American National Standards Institute (ANSI) and FRA footwear requirements.

(6) **RULE 4020: First paragraph changed to read:** Employees must not get on scaffolds or ladders unless their duties require it, and must comply with current Chief Engineer Instruction Bulletin covering safety devices for personnel performing work on bridges or elevated positions.

(7) **RULE 4025:** Delete second paragraph.

(8) **Add: RULE 4025(A):** (see Item 10, Rule 25A).

(9) **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.

(10) **RULE 4110(C): Add to last paragraph:** At stationary worksites, crane operators must place at least three (3) orange cones along the minimum clearance line to mark the minimum safe working distance to overhead power lines.

(11) **RULE 4414: Changed to read:** Grinding on sides of abrasive wheels is prohibited. Tool rest must not be more than 1/8 inch from stone and the distance between the wheel periphery and the adjustable tongue guard shall never exceed 1/4 inch. Broken or missing shields or guards must be reported at once and replaced. Leather gloves may be used to hold material while grinding, provided glove fingertips do not extend past the outer edge of the tool rest. The use of rags or welding gloves to hold material while grinding is prohibited. Use of goggles or face shields with safety glasses is mandatory.

ITEM 10-B. MAINTENANCE OF WAY RULES CHANGES:

(1) **RULE 10(1): Changed to read:** Train must proceed prepared to stop short of flagman, red flag, men or equipment fouling track;

(2) **RULE 82: Changed to read:** Before entering or occupying the main track within yard limits, the track car operator must:

- (A) Ascertain from the train dispatcher, control operator or yardmaster, that there are no conflicting movements within or about to enter the yard limits. Track car operator must communicate directly with trains or engines when it is known that conflicting movements are present; or,
- (B) Secure track and time within CTC territory; or,
- (C) Provide flag protection per Rule 99(E).

EXCEPTION: In non-signalled territory only, red flag displayed to prevent movement into the yard limits may be used without the use of torpedoes.

(3) **RULE 83: Changed to read:** All maintenance work performed on the main track within yard limits must be protected by Form B track bulletin, track and time for maintenance, flag protection per Rule 99(E), or track removed from service.

EXCEPTION: In non-signalled territory only, red flag displayed a sufficient distance from track to be protected may be used without the use or torpedoes.

(4) **RULES 99(E) & 99(F), second paragraph: (c) Changed to read:** (c) 40 MPH or less, a red flag will be placed 1/4 mile from the obstruction. Two torpedoes will be placed on each rail not less than 150 feet apart, between 1 mile and 2 miles from the red flag or red light.

(5) **RULE 1411, first paragraph: Delete** (2) entirely.

(6) **Add: RULE 1411(A). TRACK AND TIME IN CTC SIDINGS:** Track and time will be issued for all CTC sidings. Employees must not occupy any siding in CTC territory without track and time authority.

(7) **RULE 1416: Changed to read:** When CTC operation is interrupted, if communication with the train dispatcher is available, track cars may be operated on line-up by the train dispatcher; or, with Track and Time after the train dispatcher has taken steps required by Dispatcher Procedures During a CTC Code Line Failure.

(8) **RULE 1577: Changed to read:**

When working on bridge spans or other elevated structures that are 12 feet or more above ground or water, safety equipment and fall protection must be provided and used in accordance with Chief Engineer's instructions or with plans provided by the Chief Engineer specifically for the circumstances involved. Every individual required to use fall protection must be formally trained in the use of personal fall arrest systems. Every individual using a personal fall arrest system must inspect the system prior to use and properly store the equipment after use. In case of doubt or uncertainty, advice must be obtained from the Chief Engineer's office before proceeding with the work.

(9) **RULE 1781. TIES PER RAIL:** The number of standard size ties per rail length shall be as follows:

	39 FOOT RAIL		
	7" X 9"	6" X 8"	CONCRETE
	X 9'	X 8'	
Main Tracks/Sidings, Ore and Coal Lines	24	*	20
Branch Tracks/Sidings, and All Other Tracks	20	22	*

* NOT PERMITTED

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.

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 2 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 2 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	GWV	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 preprogrammed 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 display will illuminate.

Transmitting Dispatcher Call-In and Emergency Tones

For normal call-in press the "*" key for 2 seconds. For emergency call-in press the "9" key for 2 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 from head end of train 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 from head end of train must be inspected. In determining axle count, detectors include locomotive axles in the count. If no obvious sign of overheating is present on the axle indicated, the primary method for determining whether a journal is overheated is by use of 200 degree F. Tempil-Sticks. The Tempil-Stick should be placed on the roller bearing cup below the bearing adapter, and will melt if the journal bearing is overheated. In the absence of a Tempil-Stick, use of bare hand is done as follows: 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. See "CAR CHART" on page 78 of the Air Brake and Train Handling Rules book for car component identification (#'s 44 and 45).

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, or unless the car indicated is inspected and/or repaired by mechanical personnel who approve the car for movement to a repair facility or destination.

- (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 location 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

ITEM 13. (CONTINUED)

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).

(4) High Wide Shifted Load and Dragging Equipment Detector Stations Equipped With Radio Transmitted Verbal 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 speeds 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 MTYTTX), 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. Belle Plaine and Arkansas City
4. YA Jct. and ST Jct.
5. NA Jct. and Pueblo Jct.

ITEM 14. (CONTINUED)

6. New South Yard and Algoa
 7. Temple (ATSF MP 218.2) and UP connection (MP 217.5) two main tracks. North track is right as viewed by No. 21. ABS-CTC in effect. Maximum authorized speed 20 MPH except 10 MPH through turnouts and on UP connection.

8. Temple and Ft. Worth.

9. Daggett and Riverside.

10. 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. Vienna and Metropolis
3. Springfield and Aurora
4. Cherokee Yard and BN-ATSF Connection, Tulsa
5. Rockview and Chaffee
6. Winthrop and French (St. Joseph)
7. Oregon Trunk Jct. and Bend
8. Reservation and North Portland Jct.
9. Centralia and Hoquiam
10. BN Conn. (Spokane) and Fish Lake
11. 29th Street (Kansas City) and Paola
12. BN Jct. and WF & NW Jct.

General Code of Operating Rules and BN Timetable apply.

(c) Use of KCS Tracks Between:

1. GCL Jct. and CS Jct. (Seventh Subdivision)
2. Lettsworth and Lobdell Jct. (KCS 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 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.

ITEM 14. (CONTINUED)

(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.

(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 better 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.

ITEM 15. (CONTINUED)

- Conductor must show the "Not Done Reason Why" code for every line of scheduled work that is not done.
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 exemptions 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:

ITEM 15-A. (CONTINUED)

- a. Ensure the back-up document or other documents prescribed by Special Instructions Item 15 are completed in accordance with Item 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	DARK DARK (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	● ○ ○ ○
245AA	APPROACH CLEAR SIXTY	(WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	● ○ ○ ○
245AB	APPROACH CLEAR FIFTY	(WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	● ○ ○ ○
245B	APPROACH LIMITED	DARK DARK (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	● ○ ○ ○
245C	APPROACH MEDIUM	(WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	○ ○ ○ ○
245D	APPROACH	DARK DARK (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	LUNAR DARK LUNAR NUMBER PLATE (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	○ ○ ○ ○

INDICATION

Proceed.

Proceed. Speed passing next signal must not exceed 60 MPH.

Proceed. Speed passing next signal must not exceed 50 MPH.

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

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

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

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

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

Proceed on diverging route at prescribed speed through turnout.

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


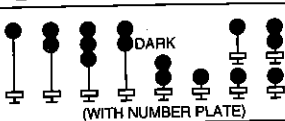
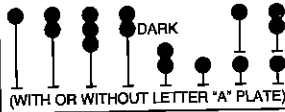
Proceed on diverging route at prescribed speed through turnout. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays Clear or Approach Limited.

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

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

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

ITEM 17. (Continued)



RULE	NAME	ASPECT	ACS
245N	FLASHING STOP AND PROCEED	 FLASHING RED LIGHT ON ANY SIGNAL	○ ○ ●
245P	STOP AND PROCEED	 DARK (WITH NUMBER PLATE)	○ ○ ○ ○ ●
245Q	STOP	 DARK (WITH OR 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 prepared 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 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 ↓	SALT LAKE CITY — WINNEMUCCA	6 Daily ↑
12:45 am(MT)	SALT LAKE CITY (DRGW)	4:14 am(MT)
	ELKO	10:38 pm
	WINNEMUCCA (SP)	8:40 pm(PT)
5 ↓	STATIONS	6 ↑

(e).

31 Daily ↓	33 Daily ↓	ST. LOUIS — KANSAS CITY	30 Daily ↑	32 Daily ↑
4:45 pm	8:00 am	ST. LOUIS	2:10 pm	9:05 pm
5:10 pm	8:25 am	KIRKWOOD	1:36 pm	8:31 pm
7:10 pm	10:25 am	JEFFERSON CITY	11:46 am	6:41 pm
8:16 pm	11:31 am	SEDALIA	10:35 am	5:30 pm
8:46 pm	12:01 pm	WARRENSBURG	10:03 am	4:58 pm
9:26 pm	12:41 pm	LEE'S SUMMIT	9:22 am	4:17 pm
9:43 pm	12:58 pm	INDEPENDENCE	9:05 am	4:00 pm
10:10 pm	1:25 pm	KANSAS CITY (Un. Sta.)	8:45 am	3:40 pm
31 ↓	33 ↓	STATIONS	30 ↑	32 ↑

(f).

35 Daily ↓	SALT LAKE CITY — BARSTOW	36 Daily ↑
12:55 am	SALT LAKE CITY (DRGW)	4:00 am
4:00 am	MILFORD	12:20 am
5:55 am	CALIENTE	10:20 pm
8:50 am(MT) 8:05 am(PT)	LAS VEGAS	8:00 pm(MT) 6:45 pm(PT)
11:25 am	BARSTOW (ATSF)	3:25 pm
35 ↓	STATIONS	36 ↑

ITEM 20. (Continued)

(g).

21 Daily ↓	ST. LOUIS — SAN ANTONIO	22 Daily ↑
12:15 am	ST. LOUIS	6:55 am
4:00 am		2:44 am
4:03 am	POPLAR BLUFF	2:39 am
4:57 am	WALNUT RIDGE	1:35 am
5:33 am	NEWPORT	1:01 am
7:18 am		11:37 pm
7:23 am	L. ROCK AMTK STA.	11:32 pm
8:08 am	MALVERN	10:25 pm
8:29 am	ARCADELPHIA	10:02 pm
8:49 am		8:47 pm
10:04 am	TEXARKANA	8:37 pm
11:19 am	MARSHALL	7:18 pm
11:49 am	LONGVIEW	6:46 pm
2:24 pm		4:05 pm
2:49 pm	DALLAS	3:30 pm
8:12 pm	TAYLOR	10:25 am
9:07 pm	AUSTIN	9:35 am
9:47 pm	SAN MARCOS	8:45 am
11:40 pm	SAN ANTONIO (SP)	7:05 am
21 ↓	STATIONS	22 ↑

(h).

25 Daily ↓	DENVER — PORTLAND	26 Daily ↑
10:15 am	DENVER	5:20 pm
11:15 am	GREELEY	3:40 pm
12:15 pm	BORIE	3:00 pm
1:15 pm	LARAMIE	1:55 pm
3:10 pm	RAWLINS	12:01 pm
5:00 pm	ROCK SPRINGS	10:00 am
5:20 pm	GREEN RIVER	9:45 am
6:50 pm	EVANSTON	7:50 am
9:00 pm		6:35 am
9:15 pm	OGDEN	6:20 am
11:40 pm	POCATELLO	3:35 am
1:15 am	SHOSHONE	1:55 am
3:25 am	BOISE	11:45 pm
4:25 am	NAMPA	11:10 pm
5:00 am	ONTARIO	10:15 pm
6:55 am	BAKER	8:15 pm
7:56 am (MT)		7:15 pm (MT)
7:00 am (PT)	La GRANDE	6:11 pm (PT)
9:25 am	PENDLETON	4:00 pm
10:05 am	HINKLE	3:15 pm
11:30 am	THE DALLES	1:53 pm
12:01 pm	HOOD RIVER	1:25 pm
1:40 pm	PORTLAND	12:10 pm
25 ↓	STATIONS	26 ↑

ROADWAY SIGNS



TRACK WORKER

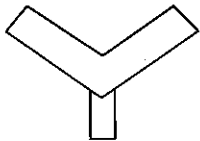


FOR CROSSINGS



FOR TUNNELS, ETC.

REQUIRED WHISTLE SIGNAL RULE 15(I).



YARD LIMIT SIGN



PERMANENT SPEED RESTRICTION SIGN



PERMANENT RESUME SPEED SIGN



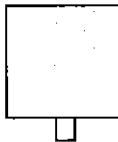
STOP SIGN.



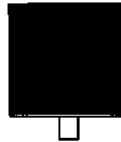
STOP SIGN.



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.
- Ⓛ —Northward.
- Ⓜ —Southward.
- Ⓝ —Eastward.
- Ⓟ —Westward.
- Ⓠ —Center.
- Ⓡ —Crossover Between Main Tracks — Dual Control Switches.
- Ⓢ —Hand Operated Crossover.
- Ⓣ —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.

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	0000 (new date)
12:01 PM	1201	12:01 AM	0001

Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour
0	45	80.0	1	6	54.5	1	21	44.4	1	35	37.9
0	48	75.0	1	7	53.7	1	22	43.9	1	40	36.0
0	50	72.0	1	8	52.9	1	23	43.4	1	45	34.3
0	52	69.2	1	10	51.4	1	24	42.9	1	50	32.7
0	54	66.6	1	11	50.7	1	25	42.4	1	55	31.3
0	56	64.2	1	12	50.0	1	26	41.9	2	0	30.0
0	58	62.0	1	13	49.3	1	27	41.4	2	5	28.8
1	0	60.0	1	14	48.6	1	28	40.9	2	10	27.7
1	1	59.0	1	15	48.0	1	29	40.4	2	15	26.7
1	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