UNION PACIFIC MISSION:

"PROVIDE WORLD-CLASS TRANSPORTATION SERVICES WHICH CONSISTENTLY MEET CUSTOMER REQUIREMENTS AT COMPETITIVE COSTS"

UNION PACIFIC

UNION PACIFIC RAILROAD CO.

SYSTEM

TIMETABLE NO. 1

Effective 0001 Sunday
APRIL 10, 1994

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

MOUNTAIN TIME WEST OF NORTH PLATTE, NE., HORACE, KS., OAKLEY, KS., AND EI 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 — Operations.
R. D. NARO, Vice President — Transportation.
S. J. McLAUGHLIN, Vice President — Engineering Services.
H. WAGENSEIL, Vice President — Maintenance Operations.

Service Unit	Safety Hot Line	Superintendent	Headquarters
General Superintendent East/West — Dennis Tholen			
02: Council Bluffs	271-3635	Mike Ring	Omaha, NE
06: Cheyenne	778-3513	Jeff Crandall	Cheyenne, WY
07: Boise	249-2539	Jerry Heavin	Boise, ID
08: Los Angeles	992-2111 SLC-LA 992-3238 SLC-OAK	Joe Bearden	Los Angeles, CA
General Superintendent North/South — Steve Barkley			
01: St. Louis	992-2053	Rick Schreiber	St. Louis, MO
03: Central	992-1555 (800) 228-9576	Ken Packard	Kansas City, MO
04: Houston	992-2303	Jerry Everett	Spring, TX
05: San Antonio	921-4004	Felix Lopez	San Antonio, TX
General Superintendent Terminals — Charles Malone			
09: Little Rock Terminal	992-1894	Pat Meriwether	North Little Rock, AR
10: Kansas City Terminal	992-3175	Steve Searle	N. Kansas City, MO
11: Fort Worth Terminal	878-4520	Jim Riney	Fort Worth, TX
12: Southern Terminals	992-1891	Pat Crabtree	Spring, TX
13: North Platte Terminals	271-6706	Tom Jacobi	North Platte, NE
14: Western Terminals	992-3155	Bill Farr	Salt Lake City, UT
Other Reporting Units			
15: Bulk Operations	General Superintendent	Jim Bridger	Omaha, NE
16: Intermodal/ Automotive Operations	Superintendent West	Gary Davidson	Los Angeles, CA
	Superintendent East	Bob Allan	Dolton, IL
	Superintendent Central	Bob MacDonald	Omaha, NE
Train Management — Harriman Dispatching Center — Omaha, NE			
Sr. Assistant Vice President — Transportation		Chris Aadnesen	
Area Superintendent West		Al Orrick	
Area Superintendent South		Brennan Banion	
Area Superintendent Terminals		Jack Dennis	
Engineering Services Safety Hot Line			
Tie Gangs		800-877-0538	
Rail Gangs		800-877-0539	

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.

Radio Display — 2020

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
9.0		I009	81ST STREET		.....	.....
10.1		I010	OAKDALE Ⓧ CRL Ⓜ		.....	.....
16.7			DOLTON JCT		ZA017	.....
			Ⓧ CSX IHB Ⓜ		.....	.....
17.2		I016	144TH STREET		.....	.....
17.6		I017	145TH STREET		.....	.....
18.0			YARD CENTER	Ⓑ	ZA018	yard
18.1		I018	SIBLEY BLVD.		.....	.....
19.4		I019	159TH STREET		.....	.....
19.8		I020	162ND STREET		.....	.....
20.1			THORNTON JCT.	Ⓡ	ZA020	.....
			Ⓧ GTW Ⓜ			
			5.8			
25.9		I026	TWELFTH STREET		.....	.....
27.0			JAY Ⓧ EJ&E Ⓜ	Ⓡ	ZA026	.....
			0.8			
27.8			CHICAGO HEIGHTS X	Ⓑ	ZA027	yard
29.2		I030	21.9			
49.7		I050	PENCE Ⓧ CR Ⓜ	Ⓑ		.....
			0.2			
49.9			MOMENCE	Ⓑ	ZA050	.....
			10.2			
60.1		I060	ST. ANNE Ⓧ KBS Ⓐ		ZA060	.....
			13.6			
73.7		I074	BEN		ZA074	.....
			3.8			
77.5		I078	WATSEKA Ⓧ TPW ⓂⒷ		ZA077	.....
			4.9			
82.4		I083	WOODLAND JCT		ZA083	.....
			10.5			
92.9		I093	GOODWINE		ZB092	10136
95.0		I095	13.8			
106.7		I107	ELLIS	Ⓑ	ZB108	9308
108.8		I109	19.2			
125.9		I126	GLOVER Ⓧ CR Ⓜ		ZB126	8174
127.6		I128	8.3			
134.2		I134	BLOCK		ZB136	12111
136.7		I137	10.4			
144.6		I145	VILLA GROVE	Ⓑ	ZB145	10537
146.8		I147	8.9			
153.5		I153	Ⓧ IC Ⓜ			
			0.3			
153.8		I154	TUSCOLA	Ⓑ	ZB153	9587
155.9		I156	15.3			
169.1		I169	CADWELL		ZB168	9989
171.1		I171	7.0			
176.1			SULLIVAN Ⓧ IC Ⓐ		ZB176	.....
183.1		I183	FINDLAY	Ⓑ	ZB185	11361
			0.3			
185.5		I185	FINDLAY JCT.	ⒷT	ZB186	.....
			14.3			
197.8		I198	CLARKSBURG		ZC200	10184
199.8		I200	19.1			
216.0		I216	ALTAMONT		ZC219	9691
218.0		I218	1.9			
220.8		I221	EAST ST. ELMO	Ⓑ	ZC221	.....
			3.6 MILES VIA CR			
224.4		I224	WEST ST. ELMO	Ⓑ	ZC226	.....
			11.3			
233.4		I233	ST. PETER		ZC236	10359
235.5		I235	7.0			
242.7			KINMUNDY Ⓧ IC Ⓐ		ZC242	.....
250.0		I250	9.4			
251.3		I251	SALEM	ⒷT	ZC252	14882
253.0		I253	2.0			
254.1			Ⓧ CSX Ⓐ		.....	.....
			7.4			
261.5		I262	KELL		ZC263	9093
263.3		I263	12.6			
274.1		I274	MT. VERNON	ⒷT	ZC276	7143
275.6		I275	1.1			
276.2			Ⓧ NS CSX Ⓜ		.....	.....
			2.8			
279.0		I279	BAKERVILLE		.....	.....
			8.3			
287.3		I287	INA		ZC287	8107
288.9		I289	10.9			
298.2		I298	BENTON JCT. Ⓧ IC Ⓖ		ZC298	.....
			3.6			
301.8		D301	BENTON	Ⓑ	ZC302	10727
303.0		D303	4.3			
306.1			Ⓧ BN Ⓐ		.....	.....
			8.5			
314.6		D315	BUSH	Ⓑ	CD024	6506
316.1		D316	20.9			
335.5		D335	GRIMSBY		CD003	5772
336.7		D337	3.6			
339.1		D085	CHAP		C 094	.....
			330.0			

Maximum Speed MPH

Between 81st St. and Chap
(Except as below) 60
81st St. to MP 16.0 40
MP 16.0 to Thornton Jct.
(Except as below) 20
16.7 Ⓧ Southward Track .. 10
Thornton Jct. to MP 28
(Except as below) 40
Between Mile Posts —
49.7 Ⓧ 50
60.1 Ⓧ 50
77.5 Ⓧ 50
125.9 Ⓧ 50
153.4 and 153.5 40
164.8 and 165.0 50
175.7 and 176.6 30
193.9 and 194.6 20
194.6 and 195.9 35
202.7 and 203.5 50
218.4 and 219.1 20
Conrail Track
220.8 and 224.4 40
North Control Sidings 30
224.5 and 224.7 30
242.7 and 242.8 50
252.0 and 254.2 30
264.9 and 266.7 55
270.4 and 270.9 50
275.9 and 277.0 30
298.3 and 299.3 30
299.3 and 303.6 55
314.7 and 317.3 40
318.0 and 323.0 50
323.6 and 335.4 40
338.5 and Chester Subdiv. Conn. 20

Southward Trains to Chester Sub. secure SSW track bulletins and track warrant at Salem.

Equation:
MP 339.1 = MP 84.8 on Chester Subdiv.

Train Defect Detectors located at
Ⓟ MP 91.3
Ⓟ MP 103.4
Ⓟ MP 122.7
Ⓟ MP 140.0
Ⓟ MP 160.7
Ⓟ MP 179.5
Ⓟ MP 190.4
Ⓟ MP 201.0
Ⓟ MP 219.5
Ⓟ MP 237.7
Ⓟ MP 267.1
Ⓟ MP 280.8
Ⓟ MP 293.5
Ⓟ MP 308.4
Ⓟ MP 321.0
Ⓟ MP 331.3
Both Tracks at
Ⓟ MP 32.2
Ⓟ MP 55.5
Ⓟ MP 75.7

Pence (CP 1050): When the Interlocking signal at CP 1050 displays Stop indication, communicate with UP Train Dispatcher and in addition be governed by instructions in Release Box.

IC Interlocking CP 153: When Interlocking signal displays stop, communicate with the UP Train Dispatcher and in addition be governed by instructions at the UP Key Release Box.

Two main tracks between 81st Street (CP 1009) and Woodland Jct. (CP 1083) designated No. 1 and No. 2 tracks.
Signal Indication with current of traffic, Rule 9.14 in effect between Northward absolute signal 162nd Street (CP 1020) and Southward absolute signal Ben (CP 1074).
Rule 9.15 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 No. 1 and No. 2 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 I030) must communicate with control operator at Kirkyard EJE, before proceeding Radio Display 1616.

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.

40 MPH dual control switch turnout: Findlay Jct.

30 MPH Spring switch turnouts: South end sidings Glover, St. Peter, Kell.

15 MPH Dual control switch turnouts: 81st Street, Dolton Jct., 144th Street, 145th Street, Sibley Blvd., 159th Street, EJ&E Connection Jay, Pence and middle crossover Salem.

Conrail Rule Book and Timetable Apply Between East and West St. Elmo.

Operation via Conrail between MP 220.8 and MP 224.4. Radio transmission established with Conrail train dispatcher by changing radio display to 6464 and keying '#5' or pushing radio transmit button five (5) times.

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	Chipps	173.1	ZB173
Martinton	67.7	ZA068	Findlay	185.2	ZB185
Pittwood	71.5	ZA072	Shelbyville	193.9	ZC194
Coaler X	79.6	ZA080	Mode	204.5	ZC205
Bryce	87.5	ZB088	Moccasin	212.9	ZC213
Fountain Creek	96.1	ZB096	St. Elmo	224.6	ZC224
Reilly	103.4	ZB103	Parro	225.0	ZC225
Dailey	116.5	ZB117	Murphysboro	328.8	CD010

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

Claytonville	94.2 ZF094
Cissna Park	97.9 ZF098

Salem Industrial Lead: Breaks out Salem 2.7 miles Max. Speed 10 MPH. FRA Excepted. 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 SUBDIVISION

Radio Display — 2020

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
185.5		I185	FINDLAY JCT.	Ⓑ	ZB186	.....
			20.2			
205.7		I206	PANA		ZB205	7734
207.3		I208	7.2			
212.9		I213	OHLMAN		ZB213	10442
215.0		I215	18.3			
231.4		I231	HILLSBORO	Ⓑ	ZB232	11736
233.8		I234	12.3			
243.7		I244	WALSH JCT.		ZB239	.....
			3.8			
247.5		I248	JOAN		ZB243	9809
249.6		I249	16.2			
263.7		I264	GARD		ZB260	10462
265.9		I266	10.0			
273.7		I273	VIERLING JCT.	Ⓜ	ZB274	.....
			2.0			
275.7			LENOX Ⓜ	Ⓑ	ZB277	.....
			13.7 MILES VIA TRRA			
			21.2 MILES VIA A&S			
290.0			ST. LOUIS	Ⓑ⑨	MX001	.....
			104.8			

Maximum Speed MPH
Findlay Jct.-Lenox
(Except as below) 60
MP 205.1 — MP 205.4 40
MP 269.4 . . NWD only .... 40†

BN iron ore trains loaded or empty between Lenox and Walsh Jct. max. speed 40 MPH.

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

CTC In Effect:
between Findley Jct. MP 185.5 to Vierling Jct. MP 273.7

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

Southward BN trains secure UP track warrant at Toland.

Business Tracks	Sta. No.
Westervelt	MP 191.8 ZB192
Rosamond	MP 209.4 ZB209
Nokomis	MP 218.2 ZB218
Witt	MP 222.9 ZB222
Irving	MP 227.4 ZB227
Taylor Springs	MP 234.4 ZB234

15 MPH dual control switch turnouts: crossover at Lenox MP 275.7.

Trains Defect Detectors located at
Ⓟ MP 198.5
Ⓟ MP 219.2
Ⓟ MP 241.5
Ⓟ MP 260.5

Operation over CR-SP 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.

Radio Display — 2424

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
D0.5			ST. LOUIS ⒷⓎ		MX001	.....
			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
19.7		D020	7.6			
26.3		D026	RIVERSIDE ⒷT		X 026	4912
27.3		D027	15.2			
41.5		D041	DE SOTO Ⓑ		X 042	6359
42.8		D043	9.2			
50.7		D051	BLACKWELL		X 051	4390
51.8		D052	6.0			
56.7		D057	CADET Ⓑ		X 057	4602
57.7		D058	3.7			
60.4		D060	MINERAL POINT		X 061	4349
61.3		D062	14.5			
74.9		D075	BISMARCK Ⓑ		X 075	4992
76.0		D076	16.5			
77.2		D078			.....	.....
91.4		D091	TIP TOP Ⓑ		X 092	4243
92.3		D092	16.5			
107.9		D107	ANNAPOLIS		X 108	4538
108.9		D109	9.3			
117.2		D117	GADS HILL Ⓑ		X 120	4334
118.2		D118	9.3			
126.5		D127	PIEDMONT		X 127	6560
127.9		D128	17.7			
144.2		D144	WILLIAMSVILLE Ⓑ		X 146	4418
145.2		D145	20.7			
164.9		D164	BLACK RIVER JCT.		X 164	.....
			0.6			
165.5			POPLAR BLUFF ⒷT		X 166	Yard
			162.3			

Maximum Speed (Except as below)	MPH Psgr.	Frt.
Thru Grand Ave. Interlocking	15	15
Thru Turnout Iron Mtn. Jct.	10	10
Between Iron Mtn. Jct. and Davis St.	25	25
6.7 and 6.9	15	15
6.9 and 8.0	25	25
9.5 and 12.7	55	—
17.3 and 21.3	50	—
21.3 and 33.0	55	—
35.6 and 36.0	55	—
41.5 and 42.6	30	30†
42.8 and 45.7	55	—
52.9 and 54.5	45	45
54.5 and 56.5	55	—
Deverging Route Cadet		
56.5 and 56.75	10	10
56.75 and 70.3	55	—
70.3 and 71.1	45	45
71.1 and 75.3	55	—
75.4 and 75.5	30	30†
75.5 and 78.1	55	—
97.2	45	45
98.0 and 98.4	55	—
100.4 and 126.3		
(Except as below)	55	50
101.3 and 101.5	30	30
105.7 and 109.3	45	40
125.4 and 126.3	45	40
126.3 and 165.9		
(Except as below)	55	40
129.6 and 131.0	45	—
135.1 and 136.7	45	—
136.7 and 137.4	35	35
146.4 and 148.9	35	35
148.9 and 151.0	45	—
153.2 and 154.2	45	—
164.5 and 165.4	40	—
All Sidings	10	10
Except:		
Wickes	20	20
Riverside	20	20
Bismarck	20	20
Loaded unit ore or ballast trains	—	35

TWC/ABS 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 at

Ⓕ MP 16.2 Ⓕ MP 98.0
Ⓕ MP 64.3 Ⓕ 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	Leeper	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.

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: MP 0.0 to MP 6.8 Davis Jct. 6.8 Miles Southward
Victor St. MP 1.6 to Davis Jct MP 6.8 maximum speed 20 MPH
Over Spring Switch Davis Jct MP 6.8 10 MPH
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 500-504, 107, 110 and 729.

Excessive Height: Overhead Clearance, between Poplar St. Jct and Lepseance St. Yard is 19 feet. Double stack and TTQX Car will not clear.

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. 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. Equation: MP 118.2 equals MP 38.8. Entire lead restricted to one 4 axle unit.

Stations:			Stations:		
Bismarck	126.0	X 075	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).

PEA RIDGE BRANCH

Yard Limits: MP 57.8 to MP 59.0
MP 83.0 to end of Track
TWC — MP 59 to MP 83

Maximum Speed (Except as below)	MPH 30
MP 60.0 - MP 62.0	10
MP 81.0 - MP 81.4	25
MP 83.1 - MP 84.8	10
Pea Ridge-over all switches	5

Switch point derail installed main track MP 83.6.

Rule 5.4.4 not in effect.

Radio Display — 2424

Miles	WEST	STATIONS	EAST	Station Nos.
57.7		CADET	ⒷⓇⓎ	X 057
		0.9		
58.6		NEW FOUNTAIN FARM	Ⓨ	XA058
		25.5		
84.1		PEA RIDGE	ⒷⓎ	XA084
		27.2		

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 30.5.1 B of the Air Brake and Train Handling Rules, 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

Radio Display — 2020

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
298.2		BENTON JCT. CPI 298 ⓎⒷ		ZC298	.....
		18.2			
316.4		MARION ⓀCOE Ⓖ		ZC317	2700
		7.6			
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	yard
		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 Frankfort Ⓑ	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			

TWC in effect
MP 302.0 to MP 359.1.
Yard Limits:
Benton Jct. to MP 302.0
MP 359.1 to MP 361.9

Maximum Speed (Except as below)	MPH 35
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
Spring Switch Neilson Jct.	30

At Neilson Jct. MP 324.0:
(1) Normal position of spring switch is lined and locked for movement on the Union Pacific Railroad.
(2) 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.
(3) 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.
(4) 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 FRA Excepted Track originates at Jenkins (5.0 Miles). Max. Speed... 10 MPH

Radio Display — Valley Jct. to Illmo — 2424; Illmo to Dexter Jct. — SSW1414; Dexter Jct. & Missouri Jct. to Poplar Bluff — 2424

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
0.2		D000	VALLEY JCT. .... Ⓑ Ⓨ		.....	.....
			Ⓧ TRRA Ⓜ		C 002	.....
			1.4			
1.4		D001	AIRPORT		.....	.....
			0.5			
1.9		D002	PARKS.....		C 010	.....
			2.5			
4.4		D004	NO. DUPO ..... Ⓑ		C 013	.....
			1.8			
6.2		D006	DUPO..... Ⓑ Ⓨ		C 015	.....
			1.1			
7.5		D008	SOUTH DUPO..... Ⓑ		C 015S	.....
			1.9			
9.4		D009	ICG.....		.....	.....
			11.3			
20.7		D021	VAL		C 029	.....
			13.1			
33.8		D034	FULTS.....		C 042	.....
			13.9			
47.7		D047	KIDD		C 056	.....
48.3		D048	1.8			
49.5		D049	FLINTON		C 058	yard
			2.5			
52.0		D053	GAGE JCT.....		C 060	.....
			3.8			
55.8		D056	REILY		C 063	.....
			5.2			
61.0		D061	MENARD JCT.		.....	.....
62.8			2.1			
62.9		D063	CHESTER.....Ⓑ T		C 070	7663
64.4		D064	2.8			
65.7		D066	FORD.....		C 073	6459
			4.6			
70.3		D070	ROCKWOOD JCT.		C 077	.....
			2.1			
72.4		D072	CORA.....		C 080	.....
			0.6			
73.0		D073	CORA JCT.....		C 081	.....
			3.4			
76.4		D077	RADDLE JCT.....		C 085	.....
			5.0			
81.4		D081	JACOB.....		C 090	.....
83.8		D084	2.8			
84.6			GORHAM .....Ⓑ T		C 093	yard
			0.2			
84.8		D085	CHAP.....		C 094	.....
			5.7			
90.5		D090	HOWARDTON JCT.		C 100	.....
			4.5			
95.0		D095	HALSEY JCT.		C 104	.....
			13.1			
108.1		D108	POTTS.....		C 117	.....
			7.6			
115.7		D116	NILE		C 125	.....
			4.0			
119.7		D120	SIMBCO ..... Ⓑ		C 129	.....
			3.0			
122.7			CAPEDEAU JCT.		C 132	.....
			1.3			
123.7			ILLMO..... Ⓑ		C 133	.....
			45.6 via SSW			
192.6			MISSOURI JCT.		C 179	.....
			2.2 to CHARLESTON JCT.			
191.4			DEXTER JCT.		XD026	.....
			1.0			
190.3		D191	CHARLESTON JCT.		XD025	.....
			0.4			
189.9		D190	DEXTER ..... Ⓑ		XD024	6474
188.6		D189	11.4			
179.4		D180	IVES.....		XD013	9275
177.5		D178	6.6			
173.1		D173	JUNLAND		XD006	9878
171.1		D171	6.6			
165.7		D165	POPLAR BLUFF.....Ⓑ T		X 166	Yd.
			196.5			

Maximum Speed MPH
(Except as below) 60
Valley Jct. Interlocking ... 10
Between Mile Posts —
0.0 and 7.5 30
Both legs Wye Chester ... 10
Chicago Subdiv. Conn.
Chap 20
116.4 and 117.6 50
117.6 and 119.3 40
119.3 and 119.5 30
189.3 and Dexter Jct. ... 25+
Missouri Jct. and Charleston Jct. on West Trk..... 35
165.6 and 165.9 30

Between Menard Jct. MP 61 and Illmo MP 123.7 do not exceed 55 MPH if freight train averages over 90 tons per operative brake — 50 MPH if freight train averages over 100 tons per operative brake.

Business Tracks	MP	Sta. No.
Warnock	15.1	C-024
Powder Plant ...	98.6	C-098
Wolf Lake	99.7	C-107
Ware	104.0	C-113
McClure	113.0	C-122
Dudley	182.9	XD-17
Bess.....	179.7	XD-14
Boeving	170.3	XD- 4

SSW southward trains originating Valley Jct. secure track warrant.

UP southward trains departing A&S, Valley Jct. or Dupo secure track warrant.

40 MPH dual control switch turnouts: Menard Jct., Raddle Jct., Howardton Jct., Halsey Jct.

15 MPH dual control switch turnouts: Valley Jct., Airport, No. Dupo, Dupo, Flinton — both ends yard, Chester — south end siding.

Southward UP trains destined beyond Illmo secure SSW track warrant Dupo.

Northward trains secure SSW track bulletins and track warrant at Poplar Bluff.

Equations: MP 123.7 equals SSW MP 3.1; MP SSW 50.1 equals MP 191.4

Train Defect Detector located at
Ⓟ MP 69.5
Ⓟ MP 92.7
Ⓟ MP 182.5
Both Tracks at
Ⓟ MP 28.0
Ⓟ MP 50.6
Ⓟ MP 104.7
Ⓟ MP 117.0

Operation between Simbco MP 119.4 and Illmo MP 123.7 (SSW MP 13.1) over SI & MB Co. between Illmo SSW MP I 3.1 (SI & MB Co. MP 123.7) — Missouri Jct. SSW MPI 48.8 (UP MP 192.6) — Dexter Jct. SSW MP I 50.1 (UP MP 191.4) over SSW.

CTC — Between Valley Jct. & Dexter Jct.; on No 2 Track only between Dexter Jct. & Charleston Jct. and between Charleston Jct. and Poplar Bluff. Signal indication with current of traffic on No 1 Track only between Missouri Jct. & Charleston Jct.

Rule 9.15 in effect between Missouri Jct. and Charleston Jct. on West track only. Control operator is Chester Subdivision Dispatcher Omaha.

Two main tracks designated No 1 and No 2 Valley Jct. and Menard Jct.; Rockwood Jct. and Cora Jct.; Raddle Jct. and Howardton Jct.; Halsey Jct. and Simbco; and between Missouri Jct. and Charleston Jct.

Southward trains must obtain permission from both SSW and UP dispatcher before occupying No 1 track between dual control switch Dexter Jct. and Charleston Jct.

All radio communication for loaded and empty coal trains between MP 0 and MP 9.9 will be via Channel 2.

Stations on SSW between Illmo and Dexter Jct.:

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

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

PINCKNEYVILLE SUBDIVISION

Maximum Speed MPH
(Except as below) .. 35
Between Mile Posts —
64.0 and 65.9 20
65.9 and 77.0 30
North leg of wye Pinckneyville 10
92.5 Ⓧ 20
101.7 and 103.7 10
111.0 and 121.5 25
BN Siding Waltonville..... 10
115.0 Ⓧ 20
121.5 and 121.6 10
121.6 and Mt. Vernon 20
Rule 5.4.4 not in effect

Business Tracks	MP	Sta. No.
Shake Rag.....	95.5	CA340
Scheller	111.2	CA049

TWC In Effect
MP 64.0 to MP 121.8

Radio Display-2424

Mile Post	SOUTH STATIONS NORTH	Station Nos.	Sidings Feet
64.0	CHESTER..... Ⓑ T	C 070	.....
	8.0		
72.0	WELGE	CA010	4540
	5.3		
77.3	STEELEVILLE	CA016	9007
	2.1		
79.4	PERCY Ⓧ IC Ⓐ.....	CA018	.....
	4.3		
83.7	NEW WILSON	CA023	4730
	7.9		
91.6	PINCKNEYVILLE ..... Ⓑ	CA031	8448
	0.9		
92.5	Ⓧ IC Ⓐ Ⓑ.....	.....	.....
	10.1		
102.7	TAMAROA Ⓧ IC Ⓐ.....	CA041	.....
	8.9		
	.....		.....
111.6	Ⓧ IC Ⓐ.....	.....	.....
	2.8		
115.0	WALTONVILLE Ⓧ BN Ⓐ....	CA053	YARD
	7.2		
121.8	JSW JCT.	CA060	.....
	57.8		

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

Industrial Leads —

CAPTAIN MINE: 4.9 miles, originates at MP 81.2; Captain Mine Jct. MP 82.5; Captain Mine MP 86.0, Sta No. CA-20; Maximum speed 10 MPH except 3 MPH over Scale 300 feet West of No. 1 and Load Yard Switch. Do not leave cars on scale track.

Captain Mine main track switch (MP 82.5) may be left lined as last used. Movement approach this switch prepared to stop.

BURNING STAR NO. 4; Sta-No. CA-21. Originated New Wilson. Maximum speed 10 MPH.

BURNING STAR NO. 2; 4.5 Miles. Originates at Shake Rag. IC Jct MP 99.1; Jct Burning Star No. 2 Mine MP 101.2 Ca-38; Maximum speed 10 MPH except 5 MPH MP 98.0 to MP 101.2.

ORIENT; 2.9 Miles. Originates at Scheller. IC Jct. MP 111.5; Ⓧ BN Ⓐ MP 114.4; Orient Mine No. 6, MP 114.6 Ca-52; Maximum Speed 10 MPH except 5 MPH over BN.

JSW Industrial Lead: Mt. Vernon to Old Ben 21 — 16.9 Miles. Max. Speed 20 MPH except: 10 MPH between MP 283.0 MP 293.0, and, 5 MPH Inland Mine and Lead tracks. Stations; Mt. Vernon MP 276.9 ZC276, JSW Jct. MP 121.8, Huff MP 280.9 ZC-280; Nason 286.5 CA-68; Inland No. 1 MP 291.1 ZC-275; Old Ben 21 MP 293.1 ZC-277; Old Ben 26 CA-053.

Sikeston Branch — Dexter Jct. ⓍSSW G ⒷMP 191.3 Sta. No. XD026 — 25.1 Miles Northward to MP 216.3 End of Track. TWC in effect entire Branch. Maximum Speed 25 MPH except 10 MPH — MP 209.9 and MP 216.3. (Approach Highway 61 Crossing, Kingshighway and Sunset Dr. Sikeston, prepared to stop for highway traffic.) Radio Display — 2424. Stations: ⓍBN Ⓐ... MP 211.0; Sikeston ... MP 211.4 Sta. No. XD046.

Business Tracks	MP	Sta. No.
Miner.....	214.5	XD049
Morehouse.....	205.4	XD040
Essex	195.6	XD030
Hunterville	198.7	XD033

Operation on BN R.R. between Ste. Genevieve and Crystal be governed by General Code of Operating Rules and Special Instructions Item 14(b).

Thomure – Track and time must be granted by BN train dispatcher before switches are lined for BN main.

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

Name	BN MP
Horine	34.9
Ludwig	37.0
Crystal	42.1
Selma	44.6
Rush Island	49.7
Brickeys	52.1
Ste. Genevieve	66.5

Radio Display — 2020

Mile Post	SOUTH ◄ STATIONS ► NORTH	Station Nos.
0.0	RIVERSIDE ..... Ⓑ Ⓨ T	X 027
	1.9	
1.9	HERCULANEUM ..... Ⓑ	MC002
	2.6	
4.5	CRYSTAL JCT.	MC005
	0.7	
5.2	CRYSTAL CITY ..... Ⓨ	MC006
	3.0	
8.2	END OF TRACK	
	24.0 MILES VIA BN TO STE GENEVIEVE	
	31.2	

Yard Limits: Riverside to Crystal City.
Maximum Speed ..... 10 MPH
Restricted to four axle units only.

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

Mosher Industrial Lead: Thomure to Derby Jct. 37.2 miles. **Maximum Speed 10 MPH.** FRA Excepted. Main Track out of service MP 91.7 to MP 110.0. Derails installed at MP 83, MP 88.0 and MP 116.5. Between MP 83 and MP 118.2 crews must ensure that warning to highway traffic is provided at all road crossings equipped with warning devices by crew member on the ground at crossing before crossing is occupied by train or engine.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Thomure	83.0	MB000	Ogborn	110.7	MB027
Ste. Genevieve	85.0	MB002	Esther	115.2	MB032
Mosher	87.0	MB005	Derby Jct.	118.2	MB036
MFA	91.5	MB009			

SPARTA BRANCH

Maximum Speed MPH
(Except as below) .. 35
Between Mile Posts –
23.0 and 30.0 10
30.0 and MP 54.5 25
48.7 Ⓧ 10
54.5 and 56.2 10
69.0 and 77.2 25
80.2 and 83.0 10

Operation on IC between North Jct. and South Jct.: Yard Limits in effect. Obtain permission from IC Dispatcher before entering Yard Limits and report clear of limits when movement has been completed. Maximum speed 10 MPH.

Yard Limits: MP 56.1 to MP 59.0, and MP 78.4 to End of Track at Kellogg.

Business Tracks	MP	Sta. No.
Oakdale	40.9	MI-41
IP Co.	47.0	MI-47
Zeigler Mine # 11	51.5	MI-51

Radio Display — 2424

Mile Post	SOUTH ◄ STATIONS ► NORTH	Station Nos.	Sidings Feet
23.0	HOYLETON	MI024	
	9.4		
32.6	NASHVILLE Ⓧ CSX Ⓐ	MI034	.....
	16.1		
48.7	COULTERVILLE Ⓧ IC Ⓐ	MI049	.....
	8.5		
56.1	NORTH JCT. ..... Ⓨ		
	0.6		
56.7	SOUTH JCT. ..... Ⓨ		
57.4	SPARTA ..... Ⓑ Ⓨ	MI058	yard
	20.2		
77.7	CPD053 GAGE JCT.	C 060	.....
	2.8 MI. VIA CHESTER SUBDIV.		
78.4	CPD049 FLINTON ..... Ⓨ	C 058	yard
	2.8		
81.3	KELLOGG ..... Ⓨ	MI082	yard
	58.3		
	TWC in effect between MP 77.7 and MP 59.0, and between MP 56.1 and MP 23.0.		

Cape Girardeau Industrial Lead — Capedeau Jct. MP 122.8 Sta. No. C 132 to Rush Jct. MP 128.5 Sta. No. CF006 — 5.7 miles. Stations: Marquette MP 127.0 Sta No. CF004. Radio Display — 2424. Maximum Speed 10 MPH. FRA Excepted.

Radio Display:
Dexter Jct. to Jonesboro Jct.—SSW 1414
Jonesboro Jct. to MP 280.4—2424

Mile Post	SOUTH ◄ CP No.	STATIONS ► NORTH	Station Nos.	Sidings Feet
I-50.1	.....	DEXTER JCT ..... Ⓑ	XD26	.....
I-50.2	.....	Ⓧ UP Ⓐ	.....	.....
		65.6 MILES VIA SSW		
106.0		PARAGOULD JCT.	C245	.....
		13.7 Miles via SSW		
235.3	Y235	JONESBORO JCT.	C259	.....
		1.3		
236.6	Y236	JONESBORO ..... Ⓑ	C262	8048
238.0	Y237	20.3 Ⓧ BN Ⓐ		
256.9	Y257	HARRISBURG	C280	7759
258.5	Y259	21.0		
277.9	Y278	NORTH WYNNE	C303	.....
		2.5		
280.4	Y280	Conn. to Memphis Subdiv...	.....	.....
		127.1		

Maximum Speed MPH
MP 235.3— MP 280.4
(Except as below) 60
Between Mile Posts—
235.3 and 235.5 30
235.5 and 242.5 50
242.5 and 242.75 25
242.75 and 243.6 45
278.0 and 280.4 40
Wynne-Coal Chute Wye 10
Siding Paragould 10

Do not exceed 55MPH if freight train averages over 90 tons per operative brake; 50 MPH if train averages over 100 tons per operative brake.

Business Tracks	MP	Sta. No.
Paragould	219.9	C243
Cherry Valley ...	267.8	C291

CTC between MP 235.3 and MP 280.4.
Train Defect Detectors located at Ⓕ MP 250.6, Ⓕ MP 268.5.
Equations: MP 191.4 = SSW MP 1-50.1; SSW MP 167.6 = SSW MP 57.9;
MP 219.9 = SSW MP 104.3; MP 221.6 = SSW MP 106.0;
MP 235.3 = SSW MP 119.7; MP 280.4 = MP 332.6 (Memphis Sub.)
FRA Excepted track: Old Knobel main track at Paragould from MP 219.7 to end of track

Operation on SP RR Between Dexter Jct. and Jonesboro Jct. Be governed by SP Timetable and Special Instructions.

SSW Stations Dexter Jct. and Jonesboro Jct.:

Station	SSW MP	Sta. No.	Station	SSW MP	Sta. No.
Mo. Jct.	I-48.9	C175	Greenway	78.8	C215
Dexter	I-50.9	.....	Jay	90.7	C227
Bernie	1-59.5	C185	Marmaduke	92.9	C229
Airscule	1-64.3	C190	Paragould	103.5	C243
EM Jct.	1-65.2	.....	Brookland	115.7	C250
Malden	1-67.7-57.9	C191	Farville	117.8	C252
WM Jct.	59.6	.....			
Campbell	64.4	C194			
St. Francis	69.9	C206			
Piggott	75.6	C212			

Trains operating over SSW between Paragould and Jonesboro Jct. must secure SSW track warrant at originating station.

Helena Branch — Wynne (MP 280.2—CPY332) southward to Helena Jct. (MP 326.2), 46.0 miles. TWC in effect MP 283 to MP 323. Yard Limits: MP 280.2 to MP 283; MP 323 to MP 326.2. Radio Display —2424.

Maximum Speed	MPH
(Except as below)	40
Between Mile Post	
294.9 and 295.7	25
295.7 and 296.0	10
296.0 and 297.7	25
312.0 and 313.6	30

Business Tracks	MP	Sta. No.
Wynne Ⓑ Ⓨ	280.7	C304
Colt	286.2	C310
Caldwell	289.3	C314
Yaletowne	293.3	C317
Forrest City Ⓧ SSW Ⓐ	295.9	....
Mariana	313.5	C337
Lexa Ⓑ	323.9	C349
Helena Jct. Ⓨ	326.2	C351

Radio Display:
Poplar Bluff to Harviell Jct. — 2424
Harviell Jct. to Jax — 2727
Jax to N. Little Rock — 4242

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
165.5		....	POPLAR BLUFF ... T Ⓑ		X166	Yard
			0.1			
165.6		D165	4TH STREET		XD000	.....
			0.3			
165.9		D166	HENDERSON		.....	.....
			1.6			
167.6		D168	SOUTH POPLAR		X168	.....
			2.5			
170.0		D170	STANLEY		X170	.....
			2.9			
172.9		D172	HARVIELL JCT.		X173	.....
			7.5			
179.6		Y180	NEELYVILLE		X180	8418
181.3		Y181	10.9		.....	.....
190.5		Y190	CORNING ..... Ⓑ		X192	8355
192.2		Y192	7.5		.....	.....
198.0		Y198	KNOBEL		X199	9779
200.0		Y200	4.2		.....	.....
202.2		Y202	PEACH ORCHARD		X203	8061
203.9		Y204	10.5		.....	.....
212.7		Y213	O'KEAN		X214	8171
214.5		Y214	10.9		.....	.....
223.6		Y224	MURTA JCT.		X223	.....
			1.3			
224.9		....	WALNUT RIDGE		X225	.....
			1.4			
226.3		....	Ⓧ BN Ⓐ.		.....	.....
			0.5			
226.8		Y227	HOXIE Ⓑ		X226	.....
			1.8			
228.6		Y229	MINTURN JCT.		X228	.....
			9.7			
238.3		Y238	ALICIA		X239	8456
240.0		Y240	11.8		.....	.....
250.1		Y250	TUCKERMAN		X252	8421
251.8		Y252	8.0		.....	.....
258.1		Y258	CAMPBELL JCT.		X258	.....
			1.4			
259.5		Y260	DIAZ JCT.		X259	.....
			2.0			
261.5		Y261	NORTH NEWPORT Ⓑ		X262	Yard
			1.1			
262.6		Y263	SOUTH NEWPORT		X263	.....
			1.3			
263.9		Y264	NORTH BRIDGE JCT. ..		X264	.....
			0.2			
264.1		....	WHITE RIVER .... Ⓓ Ⓜ		.....	.....
			0.5			
264.6		Y265	SOUTH BRIDGE JCT.....		X265	.....
			4.7			
269.3		Y269	JIFFY		X269	.....
			5.0			
274.3		Y274	GLAISE JCT.		X275	.....
			2.9			
277.2		Y277	BRADFORD		X278	9969
279.2		Y279	9.5		.....	.....
286.7		Y286	RUSSELL JCT. ..... ⑪		X286	.....
			1.2			
287.9		Y287	BALD KNOB ..... T Ⓑ		X288	14741
288.5		Y289	1.8		.....	.....
289.7		Y290	JUD		X289	.....
			6.7			
296.4		....	KENSETT		X296	.....
			2.0			
298.4		Y298	HIG		X298	.....
			8.1			
306.5		Y307	MACK		X306	.....
			12.8			
319.3		Y319	WACROSS		X320	.....
			11.5			
330.8		Y331	JAX		X331	.....
			2.2			
333.0		....	JACKSONVILLE ..... T		X332	.....
			6.3			
339.3		X339	N. END YARD		.....	.....
340.5		X340	ONE LEAD		.....	.....
341.9		X341	CREST		.....	.....
			4.3			
343.6		....	N. LITTLE ROCK ... Ⓑ T		X344	Yard
			178.1			

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

	MPH Psgr.	Frt.
Maximum Speed (Except as below)	75	60
Between Mile Posts—		
165.3 and 165.6	30	30
172.1 and 172.9	70	—
179.2 and 179.3	65	—
184.9 and 185.1	65	—
191.6 and 192.9	50	40†
192.9 and 193.3	70	55
224.3 and 227.8	50	50†
226.3 Ⓧ:		
No. 2 track	40	40
No. 1 track	50	50
258.0 and 263.9	50	50†
263.9 and 264.3	25	25
264.3 and 265.0	35	35
266.6 and 266.9	70	—
288.1 and 288.6	40	40†
292.1 and 292.7	60	—
292.7 and 293.1	55	55
294.1 and 294.6	70	—
322.4 and 323.6	65	—
333.2 and 333.5	60	—
339.1 and 343.8	40	40
Thru Siding Alicia	10	10
North Wye Bald Knob	10	10
South Wye-Bald Knob	10	10

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.

40 MPH dual control switch turnouts: Harviell Jct., Murta Jct., Minturn Jct., Glaise Jct.

15 MPH dual control switch turnouts: Poplar Bluff — MP 165.6 crossover No. 2 track to north end Poplar Bluff yard; **Newport** — No. 1 track to south end of yard MP 262.5; **Bald Knob** — All crossovers, siding and Memphis Subdiv. Wye conn; **N. Little Rock** — all switches at Crest CP X341.

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

N. Little Rock — West departure lead Max. Speed 30 MPH

New Running Track between MP 342.3 and Hill (Little Rock Sub.) Max Speed 30 MPH.

Key Trains — Do not exceed 10 MPH on West Departure Lead (North End Yard)

Two main tracks designated No. 1 and No. 2 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. Eastern most track is No. 2.

Train Defect Detectors located at:

Ⓓ MP 183.6 Ⓓ MP 248.0
Ⓓ MP 201.1 Ⓓ MP 257.5
Ⓓ MP 216.3 Ⓓ MP 283.4
Ⓓ MP 232.5

Both Tracks at:

Ⓓ MP 171.3 Ⓓ MP 304.0
Ⓓ MP 266.8 Ⓓ MP 317.2
Ⓓ MP 294.9 Ⓓ MP 329.2

Business Tracks	MP	Sta. No.
Delaplaine	207.6	X208
McRae	308.2	X308
Beebe	312.7	X313
Ward	317.6	X318

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

DK&S Ind. Lead: 5.5 miles between Kensett, Doniphan and Searcy. Max. Speed 10 MPH.

Radio Display — 2020

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
380.7		....	MEMPHIS (Sargent Yd.) Ⓑ Ⓨ		XG093	Yard
			0.1			
380.6		....	KC JCT. Ⓧ NS G		.....	.....
			2.2			
378.4		Y381	TOWER 17 ..... Ⓜ		.....	.....
			0.1			
378.3		....	Ⓧ IC Ⓢ		.....	.....
378.2		Y380	TEXAS ST. ..... Ⓜ		.....	.....
378.1		Y379	KENTUCKY ST.		XG091	.....
377.9		Y378	1.8		.....	.....
376.5		Y377	HARAHAN ..... Ⓨ		.....	.....
			0.7			
375.9		Y376	BRIDGE JCT. Ⓧ BN Ⓐ...		XG088	.....
			0.6			
375.3		Y375	BRIARK		XG087	.....
375.3		Y901	BRIARK JCT.		.....	.....
			5.3			
370.0		....	PRESLEY JCT. Ⓧ BN Ⓖ..		XG082	.....
			8.4			
361.6		Y362	CRAWFORDVILLE.... Ⓑ		XG074	9901
359.6		Y360	12.5		.....	.....
349.1		Y349	SMITHDALE		XG064	7656
347.5		Y347	16.7		.....	.....
332.6		Y280	WYNNE SUBDIV. CONN.			
			0.1			
332.3		Y332	WYNNE ..... Ⓑ T		C304	8649
330.5		Y330	11.4		.....	.....
320.9		Y321	FAIR OAKS		XG031	8197
319.2		Y318	2.0		.....	.....
318.9		....	Ⓧ SSW Ⓐ ..... Ⓑ		.....	.....
			17.1			
301.3		Y301	NEW AUGUSTA		XG012	6280
300.0		Y300	1.5		.....	.....
298.5		....	WHITE RIVER ..... Ⓓ Ⓜ		XG010	.....
			10.1			
288.4		Y288	EAST BALD KNOB		.....	.....
			0.5			
287.9		Y289	BALD KNOB ..... Ⓑ T		X288	.....
			92.8			

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 No. 1 and No. 2 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 8.10.

Gate protecting NS RR crossing MP 380.6 may be left lined as last used.

Train Defect Detectors located at:

Ⓓ MP 292.5 Ⓓ MP 341.0
Ⓓ MP 303.3 Ⓓ MP 357.5
Ⓓ MP 315.2 Ⓓ MP 371.4
Ⓓ MP 326.8

FRA Excepted Track:
North Memphis Main
From North end of Leewood Yard to end of track (Old North Yard) including Union Pacific owned portion of North Loop.

White River Drawbridge (MP 298.5) Manual Interlocking operation governed by General Order instructions.

	MPH
Maximum Speed (except as below)	60
Between Mile Posts —	
North and South Wye Bald Knob	10
298.2 and 298.6	30
298.6 and 299.1	40
318.9 Ⓧ	30
331.8 and 334.8	40
334.8 and 336.1	50
345.5 and 346.4	50
367.7 and 368.2	40
375.2 and 377.9	25
377.9 and 378.4	20
IC Ⓧ— Forest Yard on NS Main Tracks	Rule 6.27
Kentucky St. — IC Ⓧ	10
IC Ⓧ— Old Aulon Tower on CSX Track	10
IC Southwest Wye at Iowa Avenue	5
IC West Jct. via Y and MV Track	10
Siding Wynne	10
Siding Fair Oaks	10
Coal Chute Wye Track	10

Trains originating Memphis secure track warrant prior to passing Kentucky St.

Business Tracks	MP	Sta. No.
Rio Vista	292.8	XG006
Patterson	307.3	XG019
McCrory	309.3	XG021
Hamlin	324.7	XG037
Earle Ⓑ	352.1	XG064
Gavin	368.0	XG080
W. Memphis Ind. Ld.	370.0	XG085

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.

Georgia Street Ind. Lead
From Dehyco switch to D. Canale switch (Industry Lead).

Tenark Ind. Lead: 4.9 Miles (Max. Speed 10 MPH) SSW Jct. to end of track MP 352.0.
CTC Briark to SSW Jct. via SSW RR.

SSW Jct.	355.6	
Tenark	354.5	CH042

NOTES

Radio Display:
N. Little Rock to Alexander — 4242
Alexander to Texarkana — 2727

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
343.6		.....	N. LITTLE ROCK	Ⓑ T	X344	Yard
			0.3			
343.9		X342	LOCUST ST.		.....	.....
344.3		X343	1.2		.....	.....
345.1		X344	HILL		.....	.....
345.4		X345	ARK. RIVER	Ⓜ Ⓓ	.....	.....
			0.5			
345.6		X346	AMTRAK STA.		X346	.....
345.9		X347	1.7		.....	.....
347.3		X348	LR JCT.		X347	.....
			4.4			
351.7		X352	ENSIGN		X352	.....
			7.2			
358.9		A359	ALEXANDER		X359	.....
			5.3			
364.2		A364	BAUXITE JCT.	Ⓑ	X364	5405
365.3		A365	4.1			
368.3		A368	SHERIDAN JCT.		X368	.....
			2.0			
370.3		A370	SALINE JCT.		X370	.....
			1.1			
371.4		A371	HASKELL	Ⓑ	X373	11126
373.7		A374	5.6			
377.1		A377	TRASKWOOD		X377	6010
378.5		A378	6.3			
383.4		A383	GIFFORD	Ⓑ	X385	6301
384.8		A385	7.8			
391.2		A391	ABCO		X390	9206
393.1		A393	8.2			
399.4		A399	DONALDSON	Ⓑ	X400	6226
400.7		A401	5.4			
404.8		A405	WITHERSPOON		X406	6192
406.2		A406	1.4			
411.1		A411	ARKADELPHIA		X411	8810
412.9		A413	11.3			
422.4		A422	CURTIS JCT.		X422	.....
			4.1			
426.5		A427	GURDON	Ⓑ T	X426	Yard
			2.8			
429.3		A429	BEIRNE JCT.		X429	.....
			7.2			
436.5		A436	BOUGHTON		X438	8273
438.2		A438	5.9			
442.4		A442	PRESCOTT		X442	9090
444.2		A444	6.5		.....	.....
448.9		A449	EMMET	Ⓑ	X450	6443
450.7		A450	7.1		.....	.....
456.0		A456	NORTH HOPE		.....	10499
457.9		.....	Ⓧ KRR Ⓖ		.....	.....
458.1		A458	HOPE	Ⓑ	X458	5747
459.3		A459	4.7		.....	.....
462.8		A463	GUERNSEY		X463	6147
464.1		A464	6.6		.....	.....
469.4		A469	FULTON		X471	9476
471.3		A471	7.9		.....	.....
477.3		A477	HOMAN	Ⓑ	X478	8878
479.1		A479	3.1		.....	.....
480.4		A481	CLEAR LAKE JCT.		X481	.....
			8.3			
488.7		R489	NORTH TEXARKANA			
			1.6			
490.3		.....	TEXARKANA	Ⓨ Ⓔ	X491	Yard
			146.6			

CTC between MP 343.6 and MP 490.3.

See Special Instructions Item 20 for AMTK schedules.

Two main tracks designated No. 1 and No. 2 tracks between N. Little Rock and Saline Jct.; Curtis Jct. and Beirne Jct. Most Eastern Track is No. 2.

Two main tracks Clear Lake Jct. to Texarkana designated No. 1 and No. 2. Most Eastern Track is No. 2.

N. Little Rock — New Running track Max. Speed 30 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.

	MPH Psgr.	Frt.
Maximum Speed (Except as below)	75	60
Between Mile Posts —		
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	—
351.2 and 351.7	50	50
355.9 and 356.3	70	—
357.3 and 357.7	60	50
361.1 and 363.3	60	50
363.3 and 364.6	70	—
382.5 and 385.6	60	55
385.6 and 385.9	55	55
388.1 and 389.5	35	35
414.1 and 414.8	70	—
425.9 and 426.9	40	40†
434.8 and 435.9	65	—
441.7 and 442.8	50	50†
457.0 and 459.1	30	30†
470.6 and 471.3	70	—
480.3 and 480.5	40	40
483.2 and 483.6	65	—
485.9 and 488.9	60	—
488.9 and 490.3	30	30
Union Station tracks Little Rock	10	10
Van Buren Wye tracks	15	15

Business Tracks	MP	Sta. No.
Vogels East Main	351.0	X351
Sterling Stores-East Main	352.3	X352
Ark. Power & Light-West Main	353.4	X353
Mabelvale-West Main	355.0	X355
AG West Main	356.3	X356
Ark. Power & Light-East Main	356.5	X356
Enmar-East Main	356.7	X357
Ark. Cont. Corp.	357.1	X357
Bryant-West Main	362.7	X363
Benton	368.7	X369
Perla	386.7	X387
Malvern T Ⓑ	388.7	X389
Daleville	410.0	X410
Gum Springs	415.5	X415
Beirne	430.1	X430

Train Defect Detectors At:
- Ⓟ MP358.6 (Both Tracks)
- Ⓟ MP373.9
- Ⓟ MP386.1
- Ⓟ MP395.3
- Ⓟ MP404.6
- Ⓟ MP415.5
- Ⓟ MP431.9
- Ⓟ MP441.4
- Ⓟ MP452.9
- Ⓟ MP464.2
- Ⓟ MP475.5

Equation: MP 490.28 = MP 0.0

40 MPH equilateral turnouts: Clear Lake Jct.

40 MPH dual control switch turnouts: Saline Jct., Curtis Jct., Beirne Jct.

15 MPH dual control switch: N. Little Rock — Main track crossovers Locust St., south end receiving yard at Locust St. and at CP X342 — South crossover between No. 1 and No. 2 tracks and the two most northern crossovers between No. 1 track and new running track. Little Rock — Crossover switch entrance north end Amtrak Depot and Vinegar Spur Pulaski Ind. Lead; Bauxite — Siding switches; Benton — Switch to Benton Yard; Gurdon Branch conn. Texarkana — East lead.

Hope Siding — Derails located both ends of Siding.

Rock St. Industrial Lead: North Little Rock to East Little Rock, 5.6 miles.
Max. Speed .... 10 MPH
Radio communications via Display 5555.

Stations:	MP	Sta. No.
North Little Rock	343.6	X344
Arkansas River Ⓜ Ⓓ	345.0	.....
East Little Rock	349.2	K004

Arkansas River Bridge is remotely controlled by operator. Locust St. If signal governing movement over bridge displays stop, contact operator. If bridge is closed, and signal cannot be cleared by operator, be governed by instructions in Push Button box located at each end of lift span.

Radio Display:
N. Little Rock to Higgins — 4242
Higgins to Alexandria — 2020

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
343.6		.....	N. LITTLE ROCK	Ⓑ T Ⓧ	X344	Yard
			3.3			
P343.9		X348	LR JCT.		X345	.....
			2.7			
P346.6		A346	BIDDLE		XZ000	Yard
P348.1		A348	2.7		.....	.....
P349.3		A349	E. LITTLE ROCK		.....	.....
			3.7			
P353.0		A353	HIGGINS		K009	8912
P354.8		A355	10.8		.....	.....
P363.8		A363	HENSLEY		K019	8257
P365.5		A366	6.7		.....	.....
P370.5		A369	WHITE BLUFF	Ⓑ	K025	.....
			17.1			
P387.6		A387	N. SSW CONN.		K041	.....
			1.0			
P388.6		A388	S. SSW CONN.		.....	.....
			1.1			
P389.7		A389			.....	11945
P390.6		A390	PINE BLUFF	Ⓑ	K043	10289
P392.1		A392			.....	.....
P392.7		A394	17.9		.....	.....
P407.6		A408	GRADY		K064	9779
P409.6		A409			.....	.....
P426.1		A426	23.5		.....	.....
P431.1		A431	PICKENS		K086	9397
P433.0		A433	15.4		.....	.....
P446.5		A446	NORTH McGEHEE		K101	.....
			0.7			
P447.2		.....	McGEHEE	Ⓑ T	C432	Yard
409.2		A410	7.5		C433	.....
415.6		.....	DERMOTT		C439	.....
			5.8			
421.4		A421	HUDSPETH		C446	8947
423.3		A423	18.3		.....	.....
439.7		A440	SUNSHINE		C464	8980
441.6		A441	21.0		.....	.....
460.7		A461	BONITA	Ⓑ	C484	9019
462.5		A462	18.5		.....	.....
479.2		A480	COLLINSTON	Ⓑ	C505	9137
481.0		A482	11.4		.....	.....
490.6		A491	SWARTZ		C515	8884
492.4		A492	8.1		.....	.....
498.7		A498			.....	.....
501.0		A501	HUTTIG JCT	T	C524	.....
501.1		A501	Ⓧ MSRC Ⓖ		.....	.....
			2.7			
501.1		A501	MONROE	Ⓑ	C525	Yard
503.8		A504	15.3		.....	.....
516.4		A516	BOSCO		C540	9328
518.3		A518	11.8		.....	.....
528.2		.....	OUACHITA RIVER	Ⓜ Ⓓ	.....	.....
			6.3			
534.5		A535	GRAYSON	Ⓑ	C558	9166
536.4		A536	13.7		.....	.....
548.2		A548	OLLA		C572	7941
549.8		A550	12.1		.....	.....
560.3		A560	GEORGETOWN	Ⓑ	C585	8009
561.9		A563	15.5		.....	.....
575.8		A576	ANTONIA		C601	9534
577.8		A577	15.7		.....	.....
591.5		L592	TIOGA		C616	7370
593.0		L593	1.6		.....	.....
593.1		.....	Ⓧ L&A Ⓐ		.....	.....
595.2		L595	MALLIN	Ⓧ L&A Ⓜ	.....	.....
			3.5			
596.6		L596	RED RIVER JCT.	Ⓜ Ⓓ	C620	.....
			0.4			
597.0		L598	(WYE CONN)		.....	.....
			0.7			
195.7		L196	TEXMO JCT.	Ⓨ	TB196	.....
			3.6			
192.1		.....	ALEXANDRIA	Ⓑ Ⓨ	C625	Yard
			309.8			

CTC between MP 343.6 and MP 195.7.
CTC on Wye Conn. at CPL 598.
Operation N. Little Rock and LR Jct. on Little Rock Subdiv.

FRA excepted tracks: All tracks McGehee Yard except No. 1 and No. 2; Sheridan Lead (PB&W Spur).

Two main tracks between CPA 387 and CPA 388 designated No. 1 and No. 2, jointly used by UP and SSW. Eastern most track is No. 2.

15 MPH dual control switch turnouts: White Bluff; South end old siding and Soltz Machinery Pine Bluff.

Switching and Industry Jobs use Radio Display — 5555 on other than main track from Higgins to LR Jct.

Old siding track Biddle designated No. 102. Max. Speed 20 MPH Rule 6.28 in effect.

Camp Beauregard Lead — through Turnout ..... 5 MPH.

Bastrop Ind. Lead Collinston to MP 551.7 8.8 miles.
Bastrop Ⓧ ALM Ⓢ 553.6 ..... E127
Maximum speed 10 MPH

Hot Springs Ind. Lead at MP P346.3 — 4.5 miles. Movements over 65th. Street must stop and be preceded by a flagman to provide warning.

Cypress Bend Ind. Lead: McGehee (MP 407.5) to Potlatch, 11.1 Miles. Bus. Track Cypress Bend—C423. Maximum Speed; MP 407.5 to MP 399.7 — 10 MPH, MP 399.7 to Potlatch —5 MPH.

White Bluff Ind. Lead Max. Speed 10 MPH.

	MPH
Maximum Speed	
LR Jct. — MP P371.3 (Except as below)	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
P385.8 and P389.7	30
P427.5 and P428.3	35†
P446.4 and 409.2	20†
414.5 and 416.6	35
449.4 and 449.6	50
455.0 and 455.6	50
473.1 and 474.0	40†
480.9 and 481.0	40†
486.3 and 498.9	50
498.9 and 504.3	30
507.0 and 507.4	50
524.5 and 525.1	50
528.1 and 531.6	30
MP 531.6 — MP 192.1 (Except as below)	50
540.1 and 540.8	40
558.6 and 559.4	30
571.8 and 575.3	40
582.3 and 585.7	40
593.1 and 597.8	30
597.8 and 192.1	20
Sidings at:	
Higgins	10
Hensley	10
Old and New Sidings	
Pine Bluff	10
Hudspeth	10
Bonita	10
Collinston	10
Strauss track Monroe	10
Antonio	10
Tioga	10

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.

Business Tracks	MP	Sta. No.
Drury Spur	P350.3	K005
Baldwin	P381.8	K036
Noble Lake	P398.9	K053
Moscow	P402.5	K057
Gould	P420.2	K075
Dumas	P427.9	K082
Demott	415.6	C439
Jerome	424.8	C448
Montrose	432.1	C456
E. Ashley	435.6	C459
Portland	436.4	C460
Parkdale	445.0	C469
Bayou	446.3	C470
Muller	454.0	C477
McGinty	454.1	C478
Jones	457.2	C481
Galion	467.2	C491
Mer Rouge	473.5	C497
Erco	508.3	C532
Riverton	526.2	C550
Clarks	537.4	C561
Louisiana Pac.	551.5	C575
Urania	552.8	C576
H & C Veneer	574.5	C599
Christi Spur (Farmland)	577.9	C602
Camp Beauregard	592.5	C618

Equation: MP P447.2 = MP 408.1 MP 581 omitted — MP 580 to MP 582 = 0.7 miles.

MALLIN (L595): When interlocking signal displays Stop Indication, communicate with train dispatcher and in addition, follow instructions in the release box.

Train Defect Detector At:
- Ⓟ MP 359.8
- Ⓟ MP 373.2
- Ⓟ MP 398.3
- Ⓟ MP P421.0
- Ⓟ MP P435.9
- Ⓟ MP 420.3
- Ⓟ MP 438.1
- Ⓟ MP 454.1
- Ⓟ MP 469.2
- Ⓟ MP 485.0
- Ⓟ MP 509.3
- Ⓟ MP 525.8
- Ⓟ MP 534.0
- Ⓟ MP 545.9
- Ⓟ MP 556.6
- Ⓟ MP 569.3
- Ⓟ MP 586.9

Radio Display:
Alexandria to Algiers — 2727

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
192.1		....	ALEXANDRIA ... Ⓑ T Ⓨ		C625	Yard
			1.7			
190.4		L190	WILLOW GLEN ..... Ⓨ		TB190	.....
			11.6			
178.8		L179	MEEKER		TB177	10954
176.6		L177	14.7			
164.1		L164	BUNKIE ..... Ⓑ		TB163	10691
162.0		L162	11.4			
152.7		L153	MORROWS		TB153	9026
150.9		L151	11.1			
141.6		L142	PALMETTO		TB139	11853
139.3		L140	13.2			
128.4		....	MELVILLE.... Ⓜ Ⓓ .. Ⓑ		TB129	.....
			13.5			
114.9		L115	Ⓧ UP Ⓐ			
114.8		L115	LIVONIA ..... Ⓑ		TB114	11526
113.9		L114	.....		.....	.....
112.4		L113	2.5			
111.8		L112	.....		.....	.....
110.3		L110	.....		.....	.....
103.9		L104	GROSSE TETE		TB102	12338
101.4		L101	8.9			
95.0		....	MORLEY ..... Ⓜ Ⓓ Ⓑ		TB095	.....
			3.7			
91.3		L091	ADDIS ..... Ⓑ T		TB090	E14427
87.3		L087			.....	W20277
85.7		L086	14.7		.....	.....
81.0		L081	.....		.....	.....
76.6		L077	WHITE CASTLE		TB075	7251
75.0		L075	8.0			
68.6		L069	McCALL		TB068	.....
66.9		L067	3.5		.....	.....
65.1		L065	DONALDSONVILLE.. Ⓑ T		TB065	11068
62.9		L063	11.2			
53.9		L054	ST. JAMES		TB052	8480
52.2		L052	12.1			
41.8		L042	JOHNSON		TB040	11816
39.4		L039	.....		.....	.....
30.9		L031	..... Ⓑ		.....	.....
			20.9			
26.9		L027	.....		.....	.....
20.9		L021	AMA JCT.		TB020	.....
			1.5			
19.4		L019	FARMERS		TB019	.....
			2.2			
17.2		L017	SELLERS		TB017	.....
			0.7			
16.5		L016	CYANAMID.....		TB016	.....
			2.6			
13.9		L014	WILLS..... Ⓨ		TB013	.....
			2.5			
11.4		....	AVONDALE..... Ⓑ Ⓨ		C806	Yard
			1.2			
10.2		....	W. BRIDGE JCT. Ⓧ SP Ⓜ		TB010	Yard
7.5			WESTWEGO ..... Ⓑ T	Ⓨ	C809	Yard
5.5			MARRERO.....	Ⓨ	C812	.....
4.3			HARVEY..... Ⓓ Ⓜ Ⓑ	Ⓨ	C813	.....
2.6			GRETNA.....	Ⓨ	C814	.....
1.5			GOULDSBORO.....	Ⓨ	C815	Yard
1.0			ALGIERS	Ⓨ	.....	.....
			191.1			

Maximum Speed MPH
(Except as below) 60
Between Mile Posts —
192.1 and 190.4 20
179.2 and 178.4 45
170.9 and 170.3 35
163.3 and 162.5 40
Palmetto Siding 10
128.8 and 128.1 30
118.9 and 117.6 40
115.0 and 114.8 30
109.9 and 108.9 35
102.5 and 101.0 35
95.3 and 94.9 25
91.4 and 84.0 20
Addis Siding:
L086 and L087 10
White Castle Siding 10
Hercules Bus. Trk. 5
75.5 and 75.0 ..... 35†
66.0 and 64.0 ..... 40†
Donaldsonville
Siding 10
20.9 and 20.8 40
13.8 and 10.2 20
10.2 and 1.0 10
Drill extension Wills
to Waggaman 20
Thru city limits:
Westwego 6
Gretna 10
On Leads at:
Occidental 5
Sid Richardson 5
Copolymer 5
Dow 5
Hercules 5
Cyanamid 5

Business Tracks	MP	Sta. No.
Chambers	184.0	TB185
MFC Spur	182.8	TB183
Red Barn Chem. Co. ..	169.8	TB170
LeMoyen	148.7	TB149
Rosa	145.1	TB146
McKneely	120.9	TB121
Fordoche.....	119.1	TB118
Marrineaux Spur.....	114.0	TB114
Maringouin	109.3	TB109
Lynch Spur ...	96.0	TB096
Sid Richardson	89.3	TB089
Copolymer	89.2	TB089
Dow.....	88.8	TB088
Plaquemine....	85.4	TB085
Dover	84.2	TB082
Allemania	81.3	TB083
Georgia Pacific	81.3	TB081
Hercules	81.3	TB081
Central Farmers.....	62.5	TB063
Ampro.....	62.3	TB063
Triad	62.3	TB063
Melamine Chem.....	62.3	TB063
Gulf.....	61.0	TB061
Vacherie	46.3	TB046
Armant	46.2	TB046
Columbia ..	35.8	TB036
Edgard ... Ⓑ-2	35.0	TB035
LP&L Spur ...	30.0	TB030
Taft	28.5	TB028
Hahnville	25.0	TB026
Dufresne	23.3	TB023
Monsanto	21.4	TB021
Ama	19.3	TB019
Farmers Export	19.2	TB019
Service Foundry	14.0	TB014

Train Defect Detectors at:
Ⓓ MP 181.2 Ⓓ MP 83.1
Ⓓ MP 168.2 Ⓓ MP 71.2
Ⓓ MP 157.2 Ⓓ MP 60.1
Ⓓ MP 145.5 Ⓓ MP 45.2
Ⓓ MP 134.1 Ⓓ MP 34.4
Ⓓ MP 118.3 Ⓓ MP 22.1
Ⓓ MP 108.2

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

Two main tracks designated No. 1 and No. 2 tracks between Ama Jct. and Avondale; and, between Texmo Jct. and Alexandria. Eastern most tracks are No. 2.

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.

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.

Thibodeau Ind. Lead: McCall to Lula 5.0 Miles. Max. Speed 10 MPH.

Business Tracks	MP	Sta. No.
Lula	5.0	TH007

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 employes 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 31.8.2A.

Operation E. Bridge Jct. to Gentilly Yard via IC, 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.

Radio Display:
Alexandria to Lake Charles — 2727

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
190.4		L190	WILLOW GLEN	Ⓨ	TB190	.....
			14.1			
615.7		.....	BRINGHURST	Ⓑ	C640	7619
			26.3			
642.0		.....	TRACY		C666	8409
			12.1			
654.1		.....	ELDER		C679	5241
			6.5			
660.6		.....	KINDER Ⓧ UP G Ⓑ T	Ⓨ	B544	.....
			19.4			
680.0		.....	IOWA JCT Ⓧ SP Ⓐ		C704	.....
			10.2			
690.2		.....	Ⓧ SP Ⓢ		.....	.....
			4.0			
694.2		.....	LAKE CHARLES Ⓨ Ⓑ Ⓨ		C720	Yard
			92.6			

Maximum Speed MPH
(Except as below) 40
Between Mile Posts —
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 694.2 20
Siding Elder 10
Thru Turnouts:
Bringhurst 25
Tracy 25
Wye Track Kinder..... 10
Wharves &
Apron Docks 5

All movements between Texmo Jct. and Willow Glen governed by Yardmaster at Alexandia, Radio Display—2424.

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.

Monroe City Lead — 5.5 miles CPA 501, to MP 566.0. Maximum speed 10 MPH. Yard Limits entire Lead.

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.

Business Tracks	MP	Sta. No.
Woodworth	610.6	C634
McNary.....	622.6	C646
Glenmora	623.6	C647
Oakdale	635.6	C659
Van-Ply	638.1	C662
Fontenot	664.2	C688
Fenton	669.4	C694
Woodlawn	675.0	C700
American M.F.C.....	680.5	C703
Manchester	688.0	C712
Harbor	690.0	C713

WARREN BRANCH

Radio Display — 2020

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.
422.3		DERMOTT		C439
		23.3		
445.3		MONTICELLO Ⓧ AD&N Ⓖ ..	Ⓨ	KC029
		16.1		
461.4		WARREN.....	Ⓨ	KC045
		0.3		
461.7		END OF TRACK		
		39.4		

Maximum Speed MPH
(Except as below) 30
Between Mile Posts —
422.3 and 423.0 5
423.0 and 432.0 10
432.0 and 442.0 25
442.0 and 447.3 10
459.0 and 461.4 10

Chase-Bag industry track-do not exceed 5 MPH.

Note: Trains and engines move over crossing, MP 445.7 when protected by crew member.

Business Tracks	MP	Sta. No.
Killin	442.5	KC028

TWC between MP 422.3 and MP 459.0
Yard Limits: MP 442.0 To MP 446.0 and MP 459.0 To MP 461.7 (End of Track).

Trains secure track warrant - DeQuincy unless otherwise instructed by train dispatcher.

All radio communication in connection with HB&T operation is to be handled exclusively on Radio Display — 4444.

Two main tracks designated No. 1 and No. 2 between Langham Road and KCS Ry, drawbridge Beaumont; and between Dyersdale Jct. and Settegast Jct.

Beaumont — Operation on SP R.R. between MP 456.7 and Tower 74 — UP rules, timetable and Special Instructions apply.

Equation:
MP 507.2 = MP 720.3
MP 766.8 = MP 460.4

Yard Limits: MP 449.7 to West Siding Switch Elizabeth; MP 641.5 to end of track.

Maximum Speed	MPH
Anchorage to MP 453.7 (Except as below) ...	50
Between Mile Posts — Anchorage and MP 641.2 ...	10
South Leg Wye Anchorage ...	5
621.0 to 621.2 ...	30
611.0 and 610.5 ...	25
598.1 and 597.3 ...	30†
City Limits Opelousas ..	20†
571.4 and 568.8 ...	20†
City Limits Basile ...	35†
City Limits Elton ...	40†
Wye Track Kinder ...	10
544.8 and 543.9 ...	20†
508.8 and 507.4 ...	20
GCL Jct. and 460.3	10
460.3 and 453.6 ...	20†
MP 453.7 to Settegast Jct. Except as below ...	60
453.7 and 449.7 ...	55
445.8 and 445.5 ...	50
Hull, Mobil Oil Racks ..	5
395.2 and 394.0 ...	40
385.4 and 381.6 ...	55
Gulf Coast Jct. to Settegast Jct. ...	35

Business Tracks	MP	Sta. No.
Boudreaux ...	637.8	B637
Erwinville ...	631.5	B631
McDearmon (Big River Ind.)	630.8	B630
Krotz Springs	610.4	B610
Hazelwood ...	600.1	B600
Opelousas ...	590.7	B590
Unatex ...	563.6	B563
Elton ...	553.6	B553
Grayburg ...	441.6	B441
LeBlanc ...	538.5	B538
Hull ...	427.5	B427
Fulton ...	523.2	B523
Hardin ...	422.4	B422
Int. Chem. Co....	418.5	B418
Kenefick ...	413.9	B412
Martha ...	409.0	B409

10 MPH dual control switch turnouts; Livonia — conn. to Alexandria Sub.

15 MPH dual control switch turnouts; Krotz Springs; Lawtell; Basile; Gorden; Beaumont — all switches except East and West Switches; Elizabeth.

Anchorage — South Wye switch may be left lined as last used. Approach switch prepared to stop.

Between MP 449.7 and west switch Elizabeth all movements will be made under direction of operator at Tower 74 and as prescribed by Rule 6.13.

Operation on HB&T Settegast Jct. to Gulf Coast Jct. Be governed by HB&T timetable and Special Instructions.

Radio Display — 2727

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
643.9		....	ANCHORAGE Ⓧ UP Ⓢ T Ⓨ		B644	....
			22.9			
641.5		L641	.....		.....	....
621.0		....	Ⓧ UP Ⓐ		.....	....
620.9		L621	LIVONIA		TB114	....
			10.2			
			ATCHAFALAYA			
610.8		....	RIV. Ⓑ Ⓓ Ⓜ		.....	....
			0.9			
609.9		L610	KROTZ SPRINGS		B610	4359
609.0		L609	10.7		.....	....
599.2		L599	PORT BARRE		B597	9009
597.4		L597	9.0		.....	....
590.2		....	Ⓧ SP Ⓐ		.....	....
			0.1			
590.1		....	Ⓧ AKDN Ⓐ		.....	....
			5.2			
584.9		L585	LAWTELL ..... Ⓑ	B584	4379	
584.0		L584	11.3		.....	....
573.6		L574	POWELL		B572	8438
571.9		L572	3.3		.....	....
570.3		....	EUNICE		B570	....
			11.6			
560.3		L560	BASILE		B559	4729
559.3		L559			.....	....
545.3		L546	23.0		.....	....
544.5		.....	KINDER Ⓧ UP Ⓖ T... Ⓑ		B544	....
			0.1			
544.4		L545	HUB		B543	....
			0.2			
544.2		L544	K.D. SIDING		.....	8282
542.5		L542	10.6		.....	....
533.6		L534	REAVES		B532	7601
532.0		L532	18.0		.....	....
515.6		L516	GORDON		B515	5821
514.4		L515	7.0		.....	....
508.6		L509	DEQUINCY ..... Ⓑ		B508	6282
508.4		....	Ⓧ KCS Ⓐ		.....	....
507.2		L507	1.2		.....	....
720.3		....	CS JUNCTION		B507	....
			3.3			
723.6		....	HELME		B504	4881
			4.8			
728.4		....	LUCAS		B499	4907
			6.9			
735.2		....	STARKS		B492	7996
			5.3			
740.6		....	RULIFF		B487	4890
			9.4			
750.0		....	MAURICEVILLE .... Ⓑ		B477	10371
			0.2			
750.2		....	Ⓧ SRN Ⓜ		.....	....
			10.2			
760.4		....	VIDOR		B467	13359
			4.5			
764.9		....	SP JCT. ..... Ⓨ		.....	....
			1.0			
765.9		....	NECHES RIVER Ⓓ Ⓜ ..		.....	....
			0.1			
766.0		....	Ⓧ SP Ⓜ		.....	....
			0.6			
766.6		....	GCL JCT. ..... Ⓨ		.....	....
			0.1			
460.4		....	Ⓧ AT&SF Ⓜ		.....	....
459.8		....	Ⓧ KCS-SP Ⓜ		.....	....
			1.3			
459.1		....	BEAUMONT ..... T		B461	YARD
			0.4			
458.7		....	TOWER 74		.....	....
			3.6			
455.1		....	ELIZABETH ..... Ⓨ		B455	7976
			4.0			
451.1		....	AMELIA ..... Ⓑ Ⓨ		B450	10278
449.7		H450	..... Ⓨ		.....	....
			8.1			
443.0		H443	GRAYBURG		B441	8773
441.2		H441	14.0		.....	....
429.0		H429	HULL ..... Ⓑ		B427	8094
427.3		H427	28.9		.....	....
400.1		H400	HUFFMAN ..... Ⓑ		B398	8262
398.4		H398	4.6		.....	....
385.4		H385	DYERSDALE JCT.		B385	....
			3.9			
381.6		H382	SETTEGAST JCT.		B382	
			3.6			
378.0		....	GULF COAST JCT.		A229	
			266.6			

VIA KCS

VIA HBT

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.

Train Defect Detectors located at:

- Ⓕ MP 611.0
- Ⓕ MP 596.1
- Ⓕ MP 583.2
- Ⓕ MP 571.3
- Ⓕ MP 558.8
- Ⓕ MP 546.7
- Ⓕ MP 531.7
- Ⓕ MP 522.1
- Ⓕ MP 511.7
- Ⓕ MP 444.6
- Ⓕ MP 422.5
- Ⓕ MP 413.5
- Ⓕ MP 402.6
- Ⓕ MP 389.0

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
Except: Loaded unit coal, grain and soda ash trains ...	35
(Except as below) ...	40
Between MP 718.5 and MP 720.3 ...	20
On Green Island Industry Track, MP 726.8 ...	5
Siding Starks ...	10
Siding Mauriceville ...	10
Siding Vidor ...	20
750.2 Ⓧ ...	30
Between MP 757.0 and MP 762.0 ...	30
Between 762.0 and 764.9 ...	20†
Between MP 764.6 and MP 766.6 ...	Yard Speed
Except: Between MP 765.8 and MP 766.1 ...	15 Eng. Only
Through turnouts and crossovers, and on all tracks other than the main track ..	10

Sidings Helme/Ruliff okay for storage cars only.

NECHES RIVER BRIDGE, MP 765.9: This drawbridge is designated as a manual interlocking controlled by KCS control operator Beaumont.

Track cars will proceed over this bridge only after receiving verbal permission from the control operator and PROCEED indication of signal governing movement.

Location of Train Defect Detectors:

- Ⓕ MP 726.0
- Ⓕ MP 743.4
- Ⓕ MP 764.9 — also equipped with oversize load detector
- Ⓕ MP 766.4 (Both main tracks.)

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.

This detector is equipped with an approach lit 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.

Yard Limits — Indicated by Yard limit signs: MP 764.6 to GCL Jct.

Business Tracks	MP
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 — 20 MPH except: 10 MPH between MP 477.7 and MP 479.0; MP 486.75 and MP 490.5. 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 ... T	477.7	B477	Ⓧ SP Ⓐ	486.9	.....
Peveto ...	482.9	BE482	Doc Brown ..... T	488.0	BE488
Bancroft ...	485.0	BE485	Orange ..... Ⓑ	490.5	BE490

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

BATON ROUGE SUBDIVISION

Business Tracks	MP	Sta. No.
Baton Rouge ...	649.0	B649
Baton Rouge Port	7.4	B649
Maximum Speed	20	MPH

Operations over KCS Railway between BR Jct. and MP Jct.

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.)

Radio Display — 2020

Mile Post	SOUTH ◄ STATIONS ► NORTH		Station Nos.	Sidings Feet
11.9	BR. JCT.	Ⓨ	TD010	
	0.5			
781.6	WEST JCT.	Ⓨ	TD011	VIA KCS
	3.2			
784.8	EAST JCT.	Ⓨ	B645	
	0.6			
785.5	MP JCT.	Ⓨ	B646	VIA IC
	1.0			
648.0	NO. BATON ROUGE	Ⓨ	B647	.....
	5.4			

Yard Limits: BR Jct. to MP Jct.
CTC East Jct. to West Jct. — Control Operator at Baton Rouge.
Maximum speed over bridge West Jct. to East Jct. .... 20 MPH

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

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 6.13.

2. Before entering IC main track ascertain from Control Operator location of track and speed restrictions.

NOTES

Radio Display: Marshall Jct. to Alexandria — 2424

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
351.4		R066	MARSHALL JCT.	T Ⓨ	.....	.....
			0.4			
351.0		....	MARSHALL	Ⓑ Ⓨ	TP067	Yard
			1.5			
349.5		....	LOUISIANA	Ⓨ	TB350	7549
			6.4			
343.1		....	SCOTTSVILLE	Ⓑ	TB342	4058
			20.8			
322.3		....	REISOR	Ⓨ	TB321	13337
			6.4			
1.5		....	HOLLYWOOD YD.	Ⓑ T	TS316	Yard
			0.3			
315.6			HOLLYWOOD JCT.	.....	TB316	Yard
			0.6			
315.0			CUTOFF JCT.	.....	TB315	Yard
			1.1			
313.9		....	Ⓧ SP Ⓐ	.....	.....	.....
			2.2			
311.7		....	Ⓧ KCS Ⓐ	.....	.....	.....
			3.7			
308.6		....	LUCAS	.....	TB308	4439
			22.6			
286.0		....	WESTDALE	Ⓑ	TB286	8427
			40.0			
246.0		....	CANE	Ⓑ	TB246	4133
			10.2			
235.8		....	CYPRESS	.....	TB236	5298
			32.9			
196.3		R197	(CONN TO MONROE SUB)	Ⓑ	.....	.....
			7.9			
195.7		L196	TEXMO JCT.	..... Ⓨ	TB196	.....
			3.6			
192.1		....	ALEXANDRIA	Ⓑ T Ⓨ	C625	Yard
			160.6			

Maximum Speed (Except as below) ..... MPH 50
Between Mile Posts —
351.4 and 350.7 30
350.7 and 348.6 40
324.0 and 321.0 25
320.3 and 315.6 40
315.6 and 315.3 30
315.3 and 310.9 40
247.8 and 245.8 25
236.2 and 235.8 40
209.1 and 208.6 35
199.8 and 195.8 25
195.8 and 192.1 20
Both legs of Wye at Hollywood Jct. and Cutoff Jct. 10
Gould Battery Lead over 70th Street 5

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.

Business Tracks	MP	Sta. No.
Greenwood	326.4	TB325
Waskom	332.5	TB331
Olin	303.9	TB304
Gayles	302.4	TB302
Caspiana	296.0	TB296
Cross Keys	292.3	TB292
Bayou Pierre ...	285.0	TB285
Grand Bayou ..	281.0	TB280
Gahagan	275.9	TB275
Lake End	265.7	TB265
Powhatan	258.8	TB258
Plywood Spur ..	251.0	TB251
Natchitoches ..	247.5	TB247
Fern	225.2	TB225
Rodemacher ...	211.0	TB212
Boyce	208.7	TB209
Rapides	203.9	TB204
England AFB ..	199.8	TB199
Red River Ind. L.....	197.0	TB197

CTC between: MP 196.3 and 195.7; On Conn. track at CPR 197.

ABS between: MP 348.0 and MP 196.3.

TWC in effect: MP 348.0 and MP 196.3

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 at: Ⓓ MP 337.0 Ⓓ MP 292.0 Ⓓ MP 268.6 Ⓓ MP 242.6 Ⓓ MP 216.8

Northward trains must secure permission from Dallas Subdivision Dispatcher before passing south 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.

Derails located each end siding at Lucas and Cane.

Dolet Hill Lead (TB281) 10 miles. Maximum Speed 20 MPH except; 10 MPH over LA Hwy 510.

Bayou Pierre Lead — Maximum Speed: MP 0.0 to MP 3.0 — 20 MPH; MP 3.0 to MP 6.0 — 10 MPH.

Good Roads Lead — North Drill track switch to Good Roads (Shreveport). Maximum speed-20 MPH except; 10 MPH between Cross Bayou and "X" yard. All trains and engines stop and protect Levy Street, Shreveport. Movements enroute KCS RR main track must obtain permission from KCS-Deramus Yardmaster before fouling KCS main track.

AVOYELLES BRANCH

Radio Display — 2020

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
780.7		LOBDELL JCT.	Ⓨ	TD012	....
12.8		0.9			
11.9		BR JCT.	.....	TD010	....
		1.5			
10.4		ANCHORAGE JCT.	Ⓧ UP	TD009	....
		2.4			
7.8		PORT ALLEN	Ⓨ	TD008	....
		1.3			
6.5		CANAL	Ⓓ Ⓜ ..... Ⓨ Ⓑ	TD006	....
		6.5			
0.0		ADDIS	Ⓑ-2 Ⓨ	TB090	Yard
		57.0			

Maximum Speed (Except as below) ..... MPH 20
MP 11.8 — MP 11.9 10
Port Allen Bridge 6.3 10
Yard Limits: MP 12.8 to Addis.

Business Tracks	MP	Sta. No.
Avoyelles Parish Coop	2.0	TD002

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 Housetrack 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.

Maximum Speed (Except as below) ..... MPH 40
Loaded unit coal, grain and soda ash trains 35
Over Morganza Spillway, MP 747 and MP 748 25
City Limits-Morganza ..... 25†
City Limits-New Roads ..... 25†
All KCS tracks other than main tracks, through turnouts and crossovers 10
Bridge 767.7 20
Lobdell Jct. — West Jct. 20
CTC between Lobdell Jct. and West Jct.
DTC in effect between Lettsworth and Lobdell Jct.
Train Defect Detectors: Ⓓ¢ MP 737.2; Ⓓ MP 755.9 and Ⓓ¢ MP 776.3.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Lettsworth	735.9	TD058	Cajun Elec. Power	762.6	TD030
Batchelor	742.6	TD051	La. Elec. Coop.	766.4	TD026
La Cour	745.0	TD048	Glynn	768.3	TD025
Morganza	750.9	TD042	Smithfield	774.4	TD019
Morrison	755.5	TD038	Lobdell ..... Ⓨ	779.9	TD013
New Roads	760.9	TD033			

Radio Display — 2727

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.
493.1		PERKINS	Ⓑ Ⓨ	XJ036
		9.9		
483.1		NASHVILLE	Ⓧ GN&A Ⓢ Ⓨ	XJ026
		25.3		
457.5		HOPE	Ⓑ Ⓨ	X458
		35.3		

Maximum Speed (Except as below) ..... MPH 25
Between Mile Posts —
493.1 and 483.0 10
458.0 and 457.5 5

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.

Business Tracks	MP	Sta. Nos.
Cent Lumber	460.8	XJ002
North Hope	461.0	XJ004
Hope Ind. Lead	462.2	XJ003
Ozan Creek	472.0	XJ013

TWC Entire Branch.

Six-Axle locomotives must not be used on Nashville Branch

GURDON BRANCH

Radio Display — 2727

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
426.3		GURDON	Ⓨ	X426	Yard
		34.5	CPA427		
460.8		Ⓧ SSW Ⓐ	..... Ⓑ	.....	.....
		13.7			
474.5		LOUANN	..... Ⓑ	E048	6321
		17.7			
492.2		EL DORADO	..... Ⓑ Ⓨ	E066	Yard
		4.8			
497.0		END OF TRACK	..... Ⓨ	.....	.....
		70.7			

Maximum Speed (Except as below) ..... MPH 40
Between Mile Posts —
MP 441.0 and MP 456.0 30
MP 456.0 and MP 456.8 20
MP 456.8 and MP 458.8 30
MP 458.8 and MP 460.9 20
MP 460.9 and MP 478.0 30
MP 478.0 and MP 492.3 20
MP 492.3 and MP 497.0 10
Monsanto Ind. lead (2.3 miles) max. speed 10 MPH

Business Tracks	MP	Sta. Nos.
Reader	437.6	E011
Lester	452.4	E026
Gilcrest	457.4	E032
Camden	459.8	E033
Cullendale	463.1	E037
Smackover	478.8	E052
Norphlet	484.5	E058
Monsanto	Ⓨ 487.5	E061

TWC Entire Branch
Yard Limits: Gurdon Little Rock Subdiv. Conn. to MP 429.25; MP 478.0 to end of track MP 497.0.
Train Defect Detectors At:
Ⓓ MP 449.0
Ⓓ MP 469.0
Ⓓ MP 482.0

NOTES

Radio Display:
Texarkana to Marshall — 2727
Marshall to MP Jct. — 2424
MP Jct. to Cent. Yd. — 2020

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
0.0		....				
			0.4			
0.4		R490	TEXARKANA	Ⓑ	TP000	Yard
			0.1			
0.5		R001	ⓧSSW Ⓜ			
			1.3			
1.8		R002	NATIONAL JCT.		TP002	
			0.6			
2.4		....	ⓧKCS Ⓐ			
			4.4			
6.8		R007	SULPHUR		TP008	9283
8.7		R009	7.4			
14.2		R014	SPRINGDALE		TP015	4898
15.3		R015	5.5			
19.7		R020	QUEEN CITY		TP021	7401
21.2		R021	10.7			
30.4		R030	BIVINS		TP031	7225
31.9		R032	6.5			
36.9		R037	KILDARE		TP037	5012
38.0		R038	5.8			
42.7		R043	PAYNE	Ⓑ	TP044	7761
44.3		R044	6.7			
49.4		R049	JEFFERSON		TP051	8475
51.1		R051	8.6	ⓧL&A Ⓐ		
58.0		R058	WOODLAWN		TP058	7390
59.5		R060	7.5			
65.5		R065	MARSHALL	Ⓑ T	TP067	8060
66.7		R066	(CONN TO SHREV. SUBDIV.)			
67.2		R067	4.5			
70.0		R070	QUINCY		TP070	4747
71.0		R072	4.5			
74.5		R075	KEOKUK		TP075	7406
76.1		R076	7.0			
81.5		R082	LANSING JCT.		TP083	
			6.3			
87.8		R088	RED			
			1.8			
89.6		R089	LONGVIEW	Ⓑ	TP090	Yard
			0.2			
89.8		R090	LONGVIEW JCT.			
90.2		R091	WEST LEAD		TP091	
			4.2			
93.0		R093	GREGGTON		TP094	13475
95.7		R096	11.0			
104.0		R104	GLADEWATER		TP103	7410
105.5		R105	9.0			
113.0		R113	BIG SANDY ⓧSSW Ⓐ Ⓑ		TP113	7272
114.5		R114	10.4			
123.4		R123	FADA		TP124	7516
124.9		R125	12.5			
135.9		R136	MINEOLA	Ⓑ	TP138	Yard
138.9		R139	5.8			
142.7		R143	SILVER LAKE		TP143	
			7.9			
149.6		R150	GRAND SALINE		TP149	7517
151.1		R151	8.5			
158.1		R158	EDGEWOOD		TP160	7540
159.6		R160	8.6			
166.7		R167	WILLS POINT		TP167	7727
168.3		R168	8.4			
175.1		R175	ELMO		TP176	7445
176.7		R177	6.3			
181.4		R181	TERRELL	Ⓑ	TP183	4406
182.4		R182	4.8			
186.2		R186	LAWRENCE		TP187	7462
187.7		R188	2.1			
198.3		R198	MARITH		TP199	7311
199.9		R200	3.6			
203.5		T204	MESQUITE	Ⓑ	TP202	20613
205.5		T206				
206.6		T207	4.8			
207.6		T208				
208.3		T209	MILLER		TP209	7255
209.8		T210	1.6			
210.3		T211	MP JCT			
			3.0			
212.9		T212	SP JCT.	T		
....		T913	(SP Connection)	T		
			0.4			
213.3		T213	BELT JCT.	T	A227	
			0.6			
B215.2		T914	FOREST AVE.			
			1.0			
B216.2		T915	SOUTH JCT.			
			1.6			
214.5		T916	DALLAS		TP215	
			0.1			
214.6		T917	NORTH JCT.	Ⓑ T		
			0.1			
....		T645	BN CONN.	T		
214.7		T918	DFW JCT.	T		
			0.1			
214.8		T215	TERMINAL JCT.		TP216	
			0.8			
215.6		T216	BROWDER		TP218	
216.6		T217	4.3			
219.9		T220	CHALK		TP241	

Maximum Speed (Except as below).	MPH Psgr.	MPH Frt.
	75	60
Between Mile Posts —		
0.0 and 1.0	30	30
1.0 and 2.9	50	50
9.7 and 10.0	40	40
11.1 and 13.1	70	—
15.4 and 18.4	70	—
20.7 and 21.8	70	—
23.5 and 23.9	30†	30†
30.8 and 31.4	55	50
36.3 and 38.0	50	50
42.2 and 42.7	70	—
45.0 abd 45.6	60	—
46.7 and 47.7	70	—
48.7 and 49.0	70	—
50.2 and 50.4	50	50
50.4 and 51.3	30	30
51.3 ⓧ	25	25
51.3 and 51.5	30	30
51.5 and 54.0	65	—
56.2 and 56.8	65	—
59.0 and 65.4	65	—
65.4 and 67.2	30	30
67.2 and 68.0	45	45
68.0 and 68.9	60	—
80.2 and 80.6	65	—
80.6 and 81.5	60	—
81.5 and 85.0	65	—
No. 2 Track only between: 81.7 and 82.2	50	50
86.3 and 89.7	60†	—
89.7 and 95.0	40†	40†
100.7 and 102.6	60†	—†
102.6 and 102.9	40†	40†
102.9 and 104.9	60†	—†
112.9 Ⓧ	40	40
126.5 and 126.8	70	—
131.5 and 132.2	65	—
Mineola — Track A-1	20	20
136.0 and 136.4	50†	45†
139.7 and 141.2	70	—
148.2 and 148.9	60	—
148.9 and 149.6	50†	50†
156.0 and 157.0	—	45
159.5 and 159.7	50†	50†
166.3 and 167.1	50†	50†
182.2 and 183.3	40†	40†
183.9 and 184.6	60	—
192.2 and 193.0	70	—
193.2 and 194.3	45	40
194.3 and 196.4	65	—
196.4 and 201.3	70	—
201.3 and 203.0	45†	45†
203.0 and 205.5	70	—
205.5 and 209.6	60	50
209.6 and 212.8	40	40
212.8 and 213.3	30	30
213.3 and B217.0	40	40
B217.0 and 215.0	30	30
215.0 and 220.2	60†	50†
224.4 and 231.2	50†	50†
231.2 and 235.4	40†	40†
235.4 and 239.0	70	—
239.0 and 245.3	40†	40†
245.3 and 246.0	20	20
246.0 and 248.0	30	30
ATSF Bypass — 248.0 and 249.7	40	40
Through Interlocking Tower 55	15	15
On Wye tracks Tower 55	10	10
In siding Marshall: MP 66.5—MP 66.7. Does not apply to trains entering or leaving Shrev. Subdiv. at Marshall Jct.	15	15
Sidings: Grand Saline	25	25
Browder	10	10

10 MPH thru turnouts between MP244.0 and 247.4

All auxilliary tracks at Centennial Yard between MP 247.4 and MP 249.7 do not exceed 15 MPH.

Between Marshall and Centennial Yard 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.

CTC between:
MP 0.0 and MP 244.0
MP 248.0 and MP 249.7
CTC on SP connecting track at CPR113 — 30MPH on track and thru turnouts.
ABS between:
MP 244.0 and MP 248.0

Radio Display:
Texarkana to Marshall — 2727
Marshall to MP Jct. — 2424
MP Jct. to Cent. Yd. — 2020

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
219.9		T220	CHALK		TP241	
			15.3			
235.2		T235	BOWEN		TP235	
			5.8			
241.0		T241	POLY		TP241	
244.0		T244	4.4			
245.4		....	TOWER 55	T Ⓑ Ⓜ	TP245	
			2.0			
247.4		....	RIVER	Ⓜ Ⓨ	TP247	
248.0		T248	UNIV. AVE.	Ⓨ		
249.7		....	CENTENNIAL Yard	T Ⓑ Ⓨ	TP250	Yard
			249.7			

SSW Interlocking (CPR 001) — When Interlocking signal displays Stop indication, communicate with train dispatcher and in addition, be governed by Instructions in Release Box located at the crossing.

Yard Limits between: MP 244.0 and MP 249.7 on track No. 2; MP 244.0 and MP 248.0 on track No. 1.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
South Texarkana	11.4	TP11	Eagle Ford	220.0	TP220
Atlanta	24.0	TP24	Cloudy	222.0	TP224
Pirkey	76.1	TP76	June Pit	223.2	TP225
Trinity	84.6	TP85	Aviation	225.5	....
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
Briggs	210.9	TP211			

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.

Derails located both ends Siding Quincy and at east end Siding Terrell.

Train Defect Detectors:

- Ⓕ MP 5.9
- Ⓕ MP 18.5
- Ⓕ MP 29.5
- Ⓕ MP 46.6
- Ⓕ MP 62.0
- Ⓕ MP 72.5
- Ⓕ MP 84.0 (both tracks)
- Ⓕ MP 98.0
- Ⓕ MP 108.2
- Ⓕ MP 128.9
- Ⓕ MP 147.0
- Ⓕ MP 162.3
- Ⓕ MP 180.0
- Ⓕ MP 201.0
- Ⓕ MP 223.0 (both tracks).

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.

40 MPH dual control switch turnouts: Lansing Jct, CPT 914 Crossovers only and CPT 248.

15 MPH dual control switch turnouts: Pirkey lead Keokuk; High One Yard crossover Longview; Track 23 west end Texarkana; all turnouts leading off Track No. 1 and No. 2 between CPT914 and CPT215.

Hand throw crossover located MP 88.3 between track No. 1 and Water Track.

Bonham Ind. Lead — MP 0.0 to MP 0.6.

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

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 No.1 and No. 2 tracks between Lansing Jct. and Longview Jct.

Two main tracks designated No. 1 and No. 2 between Texarkana and National Jct.

Two main tracks designated No. 1 and No. 2 between MP 213.3 and MP 248.0.

Movement on siding at Mesquite between CPT206 and CPT208 must stop and flag public crossing.

Obtain permission from control operator at TWR-55 before passing Stop indication displayed by eastward signals at MP 245.5 on track No. 1 and at MP 245.1 on track No. 2.

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

Mile Post	SOUTH ▼ STATIONS NORTH ▲	Station Nos.	Sidings Feet
241.8	WICHITA ..... Ⓑ Ⓨ	H186	Yard
	0.2		
242.0	Ⓧ UP Ⓐ	.....	.....
	1.7		
243.7	NORTH JCT. ..... Ⓜ Ⓨ	HA001	.....
	1.7		
245.4	SOUTH JCT. ..... Ⓜ Ⓨ	HM245	.....
	4.2		
249.6	MIDLAND ..... Ⓨ	HM250	7200
	16.8		
266.4	RIVERDALE ..... Ⓑ	HM266	5500
	28.1		
294.5	CALDWELL	HM295	5780
	24.0		
318.5	JEFFERSON	HM319	6228
	12.2		
330.7	KREMLIN	HM331	4640
	8.8		
339.5	NORTH ENID .... T Ⓑ Ⓨ	HM340	6044
	1.0		
340.5	Ⓧ BN Ⓐ	.....	.....
	1.3		
341.8	ENID ..... Ⓑ	HM342	8095
	24.7		
366.5	JACKS	HM367	4342
	21.9		
388.4	OKARCHE	HM388	5178
	7.7		
396.1	CONCHO ..... Ⓑ	HM396	7302
	4.8		
400.9	Ⓧ UP Ⓐ	.....	.....
	1.6		
402.5	EL RENO ..... Ⓑ	HM403	Yard
	1.1		
403.6	PACIFIC JCT.	HM403P	.....
	14.4		
418.0	MINCO	HM418	8010
	17.6		
435.6	Ⓧ BN Ⓐ	.....	.....
	0.7		
436.3	CHICKASHA ..... T Ⓑ Ⓨ	HM436	6650
	19.7		
456.0	RUSH SPRINGS ..... Ⓑ	HM456	6316
	25.2		
481.2	SUNRAY	HM481	6682
	18.9		
500.1	WAURIKA ..... Ⓑ	HM500	5800
	10.6		
510.7	RYAN	HM511	6297
	24.8		
535.5	STONEBURG	HM536	4878
	7.9		
543.4	BOWIE Ⓧ BN Ⓐ ..... Ⓑ	HM544	4585
	19.5		
563.0	CHICO ..... Ⓑ Ⓨ	HM563	4608
	36.2		
599.2	HICKS	HM599	5301
	5.5		
604.7	SAGINAW Ⓧ ATSF Ⓜ ...	HM605	.....
	4.9		
609.6	TOWER 60 Ⓧ SSW BN Ⓜ	HM609	.....
	1.8		
611.4	PEACH ..... Ⓨ	HM611	Yard
	0.5		
611.9	PURINA JCT. (T610) T Ⓨ	HM612	.....
	0.5 (T611)		
612.4	6TH ST. JCT. (T612) T Ⓨ	HM613	.....
	0.5		
612.9	TOWER 55 ..... T Ⓑ Ⓜ	.....	TP245
	371.1		

ABS between MP 596.7 and MP 608.9.

TWC between MP 241.8 and MP 608.9.

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. 2 track.

Maximum Speed	MPH
MP 241.8 — MP 403.3 (Except as below)	40
Between Mile Posts —	
241.8 and 243.7	10
243.7 and 245.4	20
341.0 and 342.0	20
400.9 and 403.3	25
MP 403.3 and MP 561.0 (Except as below)	49
435.4 and 437.0	20†
449.0 and 473.0	40
473.0 and 477.0	25†
477.0 and 499.5	40
499.5 and 500.6	25†
500.6 and 509.0	40
543.4 and 543.8	25
MP 561.0 and MP 612.9 (Except as below)	40
604.7 Ⓧ	10
604.8 and 608.9	25
608.9 and 609.9	20
609.9 and 612.9	10
Thru sidings and turnouts	10
Auxiliary tracks except Chickasha Yard	5

Train Defect Detectors at:
% MP 272.7, % MP 469.0,
% MP 301.2, Ⓕ MP 506.0,
% MP 328.4, % MP 534.0,
% MP 362.8, Ⓕ MP 581.3,
% MP 406.3, % MP 593.0.

Business Tracks	MP	Sta. No.
Peck	258.8	HM259
Wellington	273.8	HM274
Coop	270.8	HM271
Wellington	273.8	HM274
Perth	283.0	HM283
Corbin	287.0	HM287
Renfrow	302.6	HM303
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

Yard Limits:
MP 239.0 to MP 251.0
MP 338.0 to MP 341.0
MP 434.0 to MP 438.0
MP 561.0 to MP 567.5
MP 608.9 to MP 612.9

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.

Use Radio Display — 2020 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 Excepted 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 9.12.3 Exception:

El Reno — UP crossing (MP 400.9)—When train or engine is stopped by Stop indication at a signal governing movement over crossing, a crew member must go to the crossing and if no train or engine is on conflicting route and signals on conflicting route indicate Stop, train or engine may proceed on hand signal from crew member located at the crossing. If signals on conflicting route do not indicate Stop, flag protection 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 Schaumburg, Illinois.
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 SUBDIVISION

Rule 5.4.4 not in effect

Maximum Speed	MPH
(Except as below)	40
MP 551.7 — MP 550.1	10
MP 550.1 — MP 545.5	20
MP 544.1	25†
MP 542.1 (northward)	25†
Through Assaria	30
MP 531.1 — 531.0	10
MP 518.2 — 514.0	10
MP 502.0 — MP 501.0	20
MP 496.2 — MP 494.0	20
MP 488.8 — MP 486.0	20
MP 475.0 — MP 474.7	20
All Sidings	10

Yard Limits:
MP 551.7 to MP 545.5
MP 488.0 to MP 486.0
MP 475.0 to MP 474.7
MP 239.0 to MP 241.8

Business Tracks	MP	Sta. No.
Furley	229.5	HM230
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

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

Radio Display — 4242

Mile Post	SOUTH ▼ STATIONS NORTH ▲	Station Nos.	Sidings Feet
551.7	SALINA ..... T Ⓑ Ⓨ	KP187	Yard
	0.2		
551.5	Ⓧ CKR Ⓢ	....	....
	0.1		
551.4	Ⓧ UP Ⓢ	....	....
	34.5		
516.9	Ⓧ CKR Ⓢ	....	....
	1.6		
514.9	Ⓧ SSW Ⓐ	....	....
	27.9		
487.0	Ⓧ ATSF Ⓜ	....	....
	12.0		
475.0	WHITEWATER JCT. ..... Ⓨ	....	....
	0.3		
474.7	HERINGTON JCT. ..... Ⓨ	....	....
	18.4		
241.2	CLINE ..... Ⓨ	HA003	5830
	0.4		
241.6	Ⓧ BN Ⓐ	....	....
	0.2		
241.8	WICHITA ..... Ⓨ Ⓑ	H186	Yard
	0.2		
242.0	Ⓧ UP Ⓐ	....	....
	96.2		

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

Herington Jct — In yard limits Rule 8.3 does not apply to trains over 2000 feet long equipped with EDT. All trains expect to find switches lined for other than main track movement.

Whitewater Ind. Lead — 0.6 miles off MP 475.0 to end of track. Max. speed 10 MPH. Ⓧ UPG at MP 222.8 on Herington Branch. Bus. Trk.: Whitewater (PB020).

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

Radio Display — 2424

Mile Post	WEST ◄ STATIONS ► EAST	Station Nos.	Sidings Feet
295.5	HOWE	ME295	1000
	44.5		
340.0	LIMESTONE	ME340	7558
	26.4		
366.4	McALESTER Ⓧ UP Ⓜ Ⓨ	MK564	.....
	4.1		
370.5	END OF TRACK Ⓨ	.....	.....
417.0	END OF TRACK	.....	.....
	8.0		
425.0	LIMA	MO425	5635
	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	Yard
	0.9		
486.5	Ⓧ BN Ⓖ Ⓨ	.....	.....
	0.3		
486.8	Ⓧ BN Ⓖ Ⓨ	.....	.....
	25.5		
512.3	BELT JCT. Ⓨ	.....	.....
	1.3		
513.6	EL RENO Ⓑ Ⓨ	HM402	Yard
	218.1		

Maximum Speed (Except as below) ..... MPH 25

Between Mile Posts —

299.6 and 300.1	10
317.0 and 321.0	10
348.0 and 349.0	10
365.0 and 366.4	20
368.0 and 370.5	10
417.0 and 421.0	10
432.0 and 438.0	10
482.5 Ⓧ	20
484.0 and 485.6	10
512.0 and 513.6	10

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

Shawnee 10

Business Tracks	MP	Sta. No.
Wister .... ⓍBN ⒼBN	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 8.3: 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

Radio Display — 2424

Mile Post	SOUTH ◄ STATIONS ► NORTH	Station Nos.	Sidings Feet
0.0	CHICKASHA T Ⓑ Ⓨ	HM436	Yd.
	54.9		
53.3	ⓍBN G	.....	.....
	1.3		
56.2	END OF TRACK Ⓨ	.....	.....
	56.2		

Maximum speed (Except as below) ..... MPH 40

Between Mile Posts —

0.0 and 1.0	10
1.0 and 17.7	25
17.7 and 23.3	10
36.5 and 42.1	25
42.1 and 54.6	10
Thru auxiliary tracks and turnouts	5

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

Yard Limits: MP 0.0—MP 2.0; MP 41.2—MP 54.6.

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.

Radio Display — 2424

Mile Post	SOUTH ◄ CP No. STATIONS ► NORTH	Station Nos.	Sidings Feet
564.8	.... McALESTER Ⓑ T	MK566	11226
	1.1		
565.9	U566 Ⓧ UP Ⓜ	MK567	.....
	6.7		
572.6	U572 NAVY	MK573	8529
574.4	U574 8.5		
581.1	U581 KIOWA	MK583	8900
582.9	U583 12.1	.....	.....
593.2	U593 BURG	MK594	8852
595.0	U595 9.0	.....	.....
602.6	U602 STRINGTOWN	MK603	9109
604.5	U604 27.8	.....	.....
630.4	U630 CADDO Ⓑ	MK630	8710
632.1	U632 10.8		
641.2	U641 DURANT ⓍKRR Ⓐ Ⓑ	MK641	9233
643.1	U643 6.9	.....	.....
648.1	U648 OLIVE	MK649	9636
650.1	U650 7.8	.....	.....
655.9	U656 BN NORTH JCT.	MK655	.....
	0.3		
656.2	U656 BN SOUTH JCT.	MK655	.....
	1.0		
657.2	U657 JOE JCT.	.....	.....
	3.7		
660.9	U661 RAY Ⓑ T	MK661	9355
662.9	U663 2.8		
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
701.6	U702 13.8	.....	.....
713.8	U714 MINGO	TA203	7592
715.4	U715 11.3	.....	.....
725.1	U725 ARGYLE Ⓑ	.....	.....
	10.1		
735.2	U735 ROANOKE Ⓑ	TA225	7440
736.7	U737 12.9	.....	.....
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 T Ⓜ Ⓑ	TP245	Yard
	190.3		

Maximum Speed (Except as below) ..... MPH 60

Between Mile Posts —

564.8 and 566.7	25†
641.0 and 642.0	40†
653.9 and 659.5	50
659.5 and 662.8	40
662.8 and 666.7	30
666.7 and 677.3	50
683.1 and 683.7	35
701.5 and 702.1	40
713.3 and 713.7	50
718.1 and 719.8	40
738.6 and 752.7	40
752.7 and 754.5	20†

15 MPH dual control switch turnouts and thru sidings:

McAlester and Pottsboro.

Tower 55 — Through Interlocking 20

On Wye tracks Tower 55 10

Business Tracks	MP	Sta. No.
Ethan Allen	607.0	.....
Atoka	609.6	MK610
Calera	646.1	MK646
Red Dam Spur	658.0	MK658
Perrin Field	666.6	MK669
Sadler	679.2	MK682
Collinsville	689.5	TA179
Aubry	708.6	TA198
Pillsbury	716.2	.....
Denton	719.1	TA209
Nestles Food	737.0	.....
Affiliated Foods	741.6	.....
Keller	740.3	TA230

Yard Limits: MP 752.7 to MP 754.5.

Train Defect Detectors:

Ⓟ MP 588.3, Ⓟ MP 680.2
Ⓟ MP 607.9, Ⓟ MP 704.3
Ⓟ MP 633.8, Ⓟ MP 729.4
Ⓟ MP 653.3,

CTC between MP 564.8 and MP 752.8

ABS between MP 752.8 and MP 754.5

Operation between MP 752.8 and MP 754.5 be governed by instructions operator Tower 55.

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

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
171.3		HERINGTON ⓧUP ⓂⒷⓎ		PB20	....
		7.2			
178.5		LOST SPRINGS ⓧATSF Ⓐ Ⓨ		HM179	6000
		15.8			
194.3		MARION		HM194	4660
		0.2			
194.5		ⓧCKR Ⓐ		.....	....
		13.9			
208.4		ATSF JCT Ⓨ		.....	....
		0.1			
208.5		ⓧATSF Ⓐ		.....	....
		14.3			
222.8		WHITEWATER ⓧUP ⒼⓎ		PB020	6200
		0.3			
223.1		HERINGTON JCT .... Ⓨ		.....	....
		51.8			

TWC Entire Branch.
MP 223.1 = MP 474.7 on McPherson Subdiv.
In yard limits at Lost Springs, Peabody and Herington JCT., Rule 8.3 does not apply to trains over 2000 feet long equipped with EDT. All trains expect to find switches lined for other than main track movement.

Maximum Speeds
(Except as below) 40
Between Mile Posts —
194.5 ⓧ 20
208.5 ⓧ 20
221.0-223.1 20
Thru sidings and turnouts:
Lost Springs 10
Marion 10
Whitewater 10

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

Business Tracks	Mile Post	Sta. No.
Lincolnville	183.5	HM184
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.

Hutchinson Ind. Lead — 3.9 miles between Wichita Yard and Hardtner Jct. 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	M001
ⓧ ATSF Ⓐ		483.0	....
ⓧ WTA Ⓐ		483.0	....
ⓧ UP Ⓐ		482.6	....
ⓧ BN Ⓐ		482.4	....
Wichita Yard.....	Ⓑ	482.0	H186

Conway Springs Branch — Wichita to Arkansas City (NB025). Operation via ATSF 43.3 miles/special instructions Item 14(a). Radio Communications via Radio Display — 2020.

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

Business Track	MP	Sta. No.
Winfield	517.2	NL094

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

NOTES

Radio Display — 2020

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
769.3		FOREST AVE.(CPT 914) .... Ⓨ		.....	.....
		12.4			
781.7		LANCASTER.....		TF781	3932
		9.5			
791.2		STERRET ..... Ⓨ		TF791	6252
		5.4			
796.6		ⓧSP Ⓐ ..... Ⓑ		.....	.....
		1.3			
797.9		BRI JCT. ..... Ⓨ		.....	.....
		0.2			
798.1		WAXAHACHIE ..... Ⓨ		TF798	1435
		4.6			
802.7		END OF TRACK ..... Ⓨ		.....	.....
		33.4			

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.

Rule 5.4.4 not in effect.

Maximum Speed (Except as below)	MPH 40
Between Mile Posts —	
769.3 and 770.6	10
770.6 and 779.5	25†
782.2 and 784.0	30
785.3 and 785.4	25
796.3 and 797.9	20†
797.9 and 802.7	10
Thru siding and turnouts ...	10

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

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

ABS between MP 769.3 and MP 797.9
TWC between MP 769.3 and MP 797.9
BRI Jct.—BN/JTD Jct:
Track connecting these Jct.'s (approx. 700 feet) governed by Rule 6.27. maximum speed 20 MPH.

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
Oaken		Ⓨ 753.0	.....
Dallas Jct.....	ⓧ	Ⓨ 757.3	TC642

Greenville Ind. Lead — 1.2 miles MP 766.1 to MP 765.0. Max. speed 10 MPH except 5 MPH on lead track and tracks No. 1, No. 2 and No. 3. FRA excepted track. Equation: MP 758.8 (Denton Branch) = MP 766.1

DFW SUBDIVISION

Radio Display — 2020

Mile Post	SOUTH	CP Nos.	STATIONS	NORTH	Station Nos.	Sidings Feet
612.0		T612	6TH ST. JCT. .... T		HM613	.....
.....		T610	PURINA JCT. .... T		HM612	.....
612.2		T611	DALWOR JCT. ... T		TC612	..
			31.7 Miles VIA BN-RR			
643.8		T644	(BN HOLD SIGNAL)		.....	.....
644.0		T645	(DALLAS SUB WYE..... T		.....	.....
.....		T918	DFW JCT. ..... T		.....	
644.1		T917	NORTH JCT. .... T		TC643	.....
			31.9			

FRA Excepted Tracks: Brookhollow Lead A; all industrial leads and tracks off Brookhollow B; Sylvania yard tracks and Hurst Team track.

CTC BETWEEN MP 643.8 AND MP 644.1
Maximum Speed Between MP 643.8 and MP 644.1 ..... 10 MPH

Between Dalwor Jct. and MP 643.8, operation on main track and all controlled sidings governed by BN RR Timetable and Special Instructions.

Business Tracks	MP	Sta. No.
Richland Park ..618.2		TC618
Centerport 629.6		TC629
Wildwood 636.7		TC636
Brookhollow B ...637.4		TC637
Brookollow A ...638.7		TC639
Record Crossing 639.7		TC640
Perkins 641.3		TC641

Brookhollow A Ind. Lead 3.3 miles; Mockingbird to Oaken, Northward. **Max Speed 5 MPH.**

Equation: MP 612.0 = MP 612.4 on OKT Sub.; MP 644.1 = MP 214.6 on Dallas Sub.

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.

Radio Display — 2020

Mile Post	WEST	CP No.	STATION	EAST	Station Nos.	Sidings Feet
249.7			CENTENNIAL YD	Ⓑ T	.....	Yard
			0.3			
250.0			FT. WORTH		TP250	Yard
			1.6			
251.6		T251	BRYANT IRVIN			
251.8		T252	8.0		.....	.....
259.6		T260	IONA		TP260	7731
261.2		T261	12.8		.....	.....
272.4		T273	EARLS		TP273	7989
274.0		T274	4.1		.....	.....
276.5		T277	WEATHERFORD		TP277	8385
278.2		T278	9.9		.....	.....
286.4		T286	PREBLE	Ⓑ	TP287	6734
287.8		T288	14.0		.....	.....
300.4		T300	BRAZOS		TP301	6853
301.9		T302	12.4		.....	.....
312.8		T313	JUDD	Ⓑ	TP313	6898
314.3		T314	13.3		.....	.....
326.1		T326	STRAWN		TP326	6864
327.5		T328	11.9		.....	.....
338.0		T338	TIFFIN		TP338	6807
339.4		T339	12.8		.....	.....
342.2		T342			TP341	.....
350.8		T351	EASTLAND		TP351	6902
352.2		T352	9.6		.....	.....
360.4		T360	CISCO	Ⓑ	TP361	9786
362.4		T362	6.8		.....	.....
367.2		T367	DOTHAN		TP368	.....
368.4		T369	13.9		.....	.....
381.1		T381	JAYELL		TP381	6926
382.5		T382	11.0		.....	.....
392.1		T392	CLYDE	Ⓑ	TP392	7457
393.6		T394	12.4		.....	.....
404.5		....	HOLDER		TP405	8784
			2.1			
406.6		....	ABILENE	Ⓑ	TP407	Yard
			3.3			
409.9		....	BAGDAD		TP409	6006
			14.0			
423.9		....	MERKEL		TP423	7737
			13.1			
437.0		....	ESKOTA		TP438	7490
			4.0			
441.0		T441	TECIFIC	Ⓜ	TP441	.....
			6.8			
447.8		....	SWEETWATER	Ⓑ	TP448	11569
			8.6			
456.4		....	ROSCOE		TP456	7577
			10.0			
466.4		....	LORAINE		TP467	7457
			11.7			
478.1		....	DOME	Ⓑ	TP479	8257
			13.0			
491.1		....	IATAN		TP492	6830
			12.6			
503.7		....	COAHOMA		TP503	7405
			9.7			
513.4		....	BIG SPRING	Ⓑ	TP513	Yard
			10.5			
523.9		....	MORITA		TP524	7555
			9.5			
533.3		....	STANTON		TP534	7515
			15.3			
549.2		....	CHUB		TP549	7086
			14.6			
563.8		....	PEGASUS	Ⓑ	TP564	8410
			15.1			
578.9		....	ARCADE	Ⓑ	TP579	7864
			14.8			
593.7		....	METZ		TP594	8000
			15.7			
609.4		....	MONAHANS	Ⓑ T	TP609	7505
			56.7			
666.1		....	TOYAH	Ⓑ	TP666	11865
			42.7			
708.8		....	BORACHO	Ⓑ	TP709	8742
			59.5			
768.7		....	SIERRA BLANCA	Ⓑ	TP768	.....
			86.2 MILES VIA SP			
858.4		....	EL PASO	Ⓑ T	TP860	Yard
			605.0			

CTC between MP 249.7 and MP 393.6.
ABS between MP 393.6 and MP 768.7.
TWC between MP 393.6 and MP 768.7.

Maximum Speed Between Mile Posts — MPH

249.7 and 304.0	
(Except as below)	**60**
AT & SF Bypass:	
249.7 and 251.8	40
258.0 and 266.6	50
266.6 and 266.8	25
277.0 and 282.0	50
284.8 and 286.1	50
286.1 and 294.6	55
294.6 and 295.9	35
295.9 and 297.4	55
298.5 and 298.7	50
304.0 and 364.0	
(Except as below)	**50**
329.9 and 337.1	35
340.5 and 341.3	45
343.1 and 345.6	35
350.5 and 352.0	40
360.3 and 364.0	45
364.0 and 768.7	
(Except as below)	**60**
372.2 and 372.4	50
378.6 and 378.9	50
383.2 and 388.6	40
392.0 and 405.3	50
405.3 and 406.1	45
406.1 and 409.2	30
417.0 and 438.0	50
438.0 and 438.5	40
438.5 and 446.9	50
446.9 and 448.4	30
448.4 and 476.6	50
476.6 and 477.3	30
477.3 and 493.5	50
496.0 and 509.0	50
509.0 and 513.4	25
533.7 and 535.0	50
551.6 and 556.5	25†
570.3 and 574.0	45
587.1 and 587.6	55
600.0 and 606.7	50
606.7 and 611.0	30
646.8 and 647.1	45
692.7 and 696.7	50
735.3 and 735.6	50
741.2 and 744.0	40

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.

All auxiliary tracks at Centennial Yard between MP 249.7 and MP 251.8 do not exceed 15 MPH.

10 MPH thru sidings Earls, Tiffin, Clyde, Holder, Bagdad, Merkel, Eskota, Dome, Chub, Arcade, Toyah and Boracho.

15 MPH thru turnouts Earls.

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.

40 MPH thru turnout at CPT252.

Train Defect Detectors located:

Ⓓ MP 283.0, Ⓓ MP 485.4, Ⓓ MP 317.1, Ⓓ MP 544.0, Ⓓ MP 347.3, Ⓓ MP 582.0, Ⓓ MP 377.0, Ⓓ MP 613.6, Ⓓ MP 416.0, Ⓓ MP 644.5, Ⓓ MP 453.0, Ⓓ MP 706.3.

Engines must not use No. 3 track or Engine Spur at Crusher.

Operation via SP between Sierra Blanca and El Paso:

UPRR trains obtain SPRR track warrant and bulletins before leaving El Paso (eastward) or Toyah (westward).

Business Tracks	MP	Sta. No.
Bomber	252.0	TP252
Benbrook	254.0	TP255
Aledo	263.0	TP264
Bennett	294.0	TP294
Santo	307.0	TP308
Gordon	318.0	TP319
Johnson Mines	324.0	TP324
Ranger	340.8	TP341
Putnam	373.0	TP374
Baird	386.0	TP386
Bandag	401.0	TP401
Air Base Spur	413.0	TP413
Tye	414.0	TP414
Trent	429.7	TP429
Pyramid	445.0	TP445
Colorado City	475.0	TP476
Reef Field	504.0	TP504
Ziler	508.5	TP509
Dix	538.7	TP539
Midland Ⓑ	553.3	TP553
Tex-Harvey	540.8	TP541
Ind. Foundation	557.6	TP558
Bounce	559.0	TP559
Warfield	562.7	TP563
Solo	568.7	TP569
Odessa (Yard) Ⓑ	570.3	TP570
Douro	584.1	TP584
Texas Elec.	613.6	TP614
Wickett	615.6	TP615
Pyote	624.2	TP624
Barstow	640.0	TP640
Pecos	646.6	TP647
Gozar	676.7	TP676
San Martine	685.9	TP687
Levinson	691.2	TP691
Kent	698.8	TP698
Wild Horse	727.1	TP727
Westex	729.0	TP729
Van Horn	735.0	TP735
Crusher	744.2	TP744
Allamore	746.5	TP746
Eagle Flat	753.9	TP754
Arispe	763.6	TP764

SP STATIONS BETWEEN SIERRA BLANCA AND EL PASO

Station	SP Mile Post	Sta. No.	Sidings Feet
SIERRA BLANCA	738.2	TP768	10425
LASCA	746.1	TP777	8507
SMALL	751.3	TP785	8479
FINLAY	760.9	TP790	7835
McNARY	770.1	TP803	8306
ISER	783.6	TP815	9978
TORNILLO	794.0	TP826	8589
FABENS Ⓑ	800.2	TP831	—
CLINT	808.0	TP839	8705
BUFORD	813.7	—	—
BELEN	815.2	TP846	—
ALFALFA	822.8	TP854	—
TOWER 47 SP CONN. Ⓑ	827.5	—	—

El Paso:

Operation between SP Tower 47 Connection and UPRR yard is Manual Interlocking Limits. SP Tower 47 is the control operator.

Operation between Alfalfa Yard and Sierra Blanca use SP Road Channel 1414.

Operation between Alfalfa Yard and UPRR El Paso yard use SP Road Channel 9696.

El Paso Yard — SP train or engines contact footboard Yardmaster before entering yard or, crew member must precede movement until a clear track is entered.

A & S Ind. Lead. Abilene to MP 4.0. FRA excepted track. Maximum speed 10 MPH.

Carswell AFB Ind. Lead — General Dynamics. FRA excepted track. maximum speed 10 MPH.

NOTES

Radio Display — 4242

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
1.1		H083	WEST JCT.		AX081	.....
			16.9			
18.0		....	OAKWOOD	Ⓑ	AX099	7692
			36.8			
54.8		....	MARQUEZ	Ⓑ	AX136	9207
			22.3			
76.0		....	FRANKLIN	Ⓑ	AX158	9530
77.2		Q077			.....	.....
89.2		....	Ⓧ SP Ⓜ		.....	.....
			0.4			
89.6		....	HEARNE	Ⓑ	AX171	6218
			3.8			
93.4		....	Ⓧ UP Ⓐ		.....	.....
93.6		Q094	VALLEY JCT.	Ⓑ	AX175	.....
			5.6			
99.0		Q099	GAUSE		AX181	8151
100.7		Q101	10.9		.....	.....
109.9		Q109	MILANO Ⓧ ATSP Ⓐ		AX191	7759
111.5		Q111	12.7		.....	.....
122.6		Q122	MARJORIE	Ⓑ	AX205	8254
124.4		Q124	14.7		.....	.....
137.3		Q136	THRALL		AX220	8576
139.0		Q139	7.0		.....	.....
144.3		Q145	Ⓧ UP Ⓜ		.....	.....
			0.5			
144.4		....	TAYLOR	Ⓑ	AX226	Yard
146.2		Q146	5.1		.....	.....
149.9		Q150	HESTES		AX232	7413
151.5		Q152	10.5		.....	.....
160.4		Q160	ROUND ROCK		AX243	7148
161.8		Q162	5.7		.....	.....
166.1		....	McNEIL .. Ⓧ AUNW Ⓜ		AX247	.....
			6.5			
172.6		Q173	SNEED		AX253	8494
174.3		Q174	14.0		.....	.....
186.6		Q186	BERGSTROM	Ⓑ	AX268	7543
188.1		Q188	13.6		.....	.....
200.2		Q200	KYLE	Ⓑ	AX282	7524
201.8		Q202	6.5		.....	.....
206.7		Q206	CENTEX		AX288	8249
208.3		Q208				.....
209.1		Q209	AJAX		BA161	.....
			5.3			
212.0		Q212	UP JCT.		AX294	.....
			7.0			
219.0		Q219	JUDE		AX301	.....
			1.9			
220.9		Q221	GOODWIN		AX302	9990
223.1		Q223	12.5		.....	.....
233.4		Q233	CORBYN	Ⓑ	AX316	7978
235.0		Q235	0.9		.....	.....
			VIA TRACK NO. 1			
235.9		Q236	CRAIG JCT.		AX317	.....
235.9		Q237	OGDEN JCT.		.....	.....
			3.4			
239.3		Q239	BRACKEN		AX322	8428
241.1		Q241	11.3		.....	.....
250.6		Q250	NORTH LOOP		AX333	7559
252.1		Q252			.....	.....
			8.5			
259.1		J259	SAN ANTONIO	Ⓨ	AX340	.....
			0.8			
259.9		....	APACHE JCT. .. Ⓧ SP Ⓐ		AX341	.....
			0.5			
260.4		....	TOWER 105 Ⓧ SP Ⓜ		.....	.....
			VIA TRACK NO. 2			
253.9		Q236	CRAIG JCT.		AX317	.....
235.9		Q237	OGDEN JCT.		.....	.....
			23.9			
259.8		....	SP JCT. (TWR112) .. Ⓧ SP Ⓜ		.....	.....
			(VIA SP RR)			
260.4		....	TOWER 105 ..... Ⓧ SP Ⓜ		.....	.....
260.7		J261	SP TRANSFER		.....	.....
			3.5			
264.3		....	SOSAN	Ⓑ T Ⓨ	AX345	Yard
265.2		....	(SPLIT DERAIL)	Ⓨ	.....	.....
265.7		....	HEAFER JCT.	Ⓨ	.....	.....
			14.2			
278.5		....	GESSNER	Ⓑ	AX360	8737
			39.5			
318.0		....	MELON	Ⓑ	AX399	7653
			21.5			
339.5		....	GARDENDALE	Ⓑ T	AX422	7721
			6.3			
345.8		....	COTULLA		AX427	5421
			24.2			
371.0		....	FINLEY	Ⓑ	AX451	8444
			14.3			
385.3		....	CALLAGHAN		AX467	8800
			15.0			
400.3			PORT LAREDO	T	AX482	.....
400.9			11.7			
412.0		....	Ⓧ TM Ⓖ		.....	.....
			0.2			
412.2		....	LAREDO	Ⓑ T Ⓨ	AX494	Yard
			411.4			

See Special Instructions Item 20 for AMTK schedules.

15 MPH dual control switch turnout South end Palestine Yard.

Maximum Speed	MPH
MP 1.1 to MP 54.0 (Except as below)	50
Between Mile Posts —	
1.1 and 1.5	20
1.5 and 2.0	30†
13.0 and 14.0	30
Siding Oakwood	10
MP 54.0 and MP 144.5 (Except as below)	60
Between Mile Posts	
58.7 and 61.9	50
61.9 and 62.2	40
62.2 and 63.2	50
63.2 and 67.1	40
76.5 and 77.5	40†
80.1 and 80.3	55
89.0 and 91.0	25†
93.4 Ⓧ	25
93.4 and 93.9	40
Valley Jct. thru No. 113 & 114 Tracks	25
94.7 and 95.3	45
Siding Milano	10
Siding Marjorie	10
109.9 and 110.1	25
118.7 and 120.9	45†
130.1 and 130.3	45
143.9 and 144.3	35†
144.3 and 144.5	15

Maximum Speed	Psgr.	Frt.
MP 144.5 to MP 264.3 (Except as below)	70	60
Between Mile Posts		
144.5 and 145.9	35	35†
145.9 and 146.7	40	40
146.7 and 147.7	60	45
160.0 and 161.8	60	—
165.9 and 166.0	45	45
166.9 and 171.0	60	—
171.0 and 174.3	60	35†
174.3 and 178.2	50	35†
178.2 and 179.6	40	35†
179.6 and 179.8	15	15
179.8 and 186.1	35	35†
190.5 and 192.0	60	55.
192.0 and 195.0	65	—
201.6 and 203.2	55	50
205.3 and 207.6	55	50
207.6 and 211.1	30	30
219.9 and 220.0	60	—
Siding Goodwin	10	10
224.5 and 229.2	30	30†
229.2 and 232.0	60	50
232.0 and 235.6	60	—

(Via Track No. 1) MP 235.9 to MP 260.4 (Except as below)		
240.3 and 240.7	60	—
242.8 and 244.3	60	—
247.4 and 248.6	60	—
248.6 and 256.1	45	45
256.1 and 257.4	40	40
257.4 and 258.5	30	30
258.5 and 260.0	20	20†
260.0 and 260.4	30	30

(Via Track No. 2) MP 235.9 to MP 260.4 (Except as below)		
CPQ 236 and CPQ 237	25	25
235.9 and 248.2	40	40
248.2 and 251.1	25†	25†
251.1 and 251.2	10	10
251.2 and 259.8	25	25
TWR 105 (SP Main Track) to SP Transfer	10	10
260.4 and 260.9	30	30
260.9 and 263.1	35	35
263.1 and 264.3	20	20

Thru all turnouts in manual interlocking at CPQ 145 ..... 10 MPH

Maximum Speed MP 264.3 to MP 412.2 (Except as below)	MPH
	49
Between Mile Posts —	
264.3 and 268.0	20†
281.4 and 282.7	40†
290.7 and 291.5	40†
312.6 and 313.3	30†
345.0 and 346.0	40

Between West Jct. and MP 54.0 do not exceed 40 MPH if freight train averages over 90 tons per operative brake and do not exceed 35 MPH if freight train averages over 100 tons per operative brake.

Maximum Speed–Track No. 2 Between	
MP 209.1 and MP 218.8	25 MPH;
between MP 218.8 and MP 219.0	15 MPH.

CTC between:
MP 77.2 and MP 259.1
CPQ 145 and CPQ 919 (Houston Sub) on Wye track
CPQ 236 and CPQ 237 — Do not exceed 25 MPH.

ABS between: MP 1.1 and MP 77.2; Ogden Jct. and SP Jct. on track No. 2. MP 260.4 and MP 262.3.

TWC between: MP 1.1 and MP 77.2; Ogden Jct. and SP Jct. on track No. 2. MP 264.3 and MP 412.2.

Two main tracks CPQ208 to CPQ219. CTC in effect on Both Tracks. Tracks designated No. 1 and No. 2. Most eastern track at CPQ208 is No. 2.

Two main tracks CPQ236 to Tower 105 (MP 260.4) designated No. 1 and No. 2. Most western track is No. 1.

Yard Limits: MP 259.0 (No. 1) 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 14.1.

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 at:

Ⓓ MP 26.7	Ⓓ MP 119.7	Ⓓ MP 227.3	Ⓓ MP 328.7
Ⓓ MP 51.3	Ⓓ MP 140.3	Ⓓ MP 245.0	Ⓓ MP 356.6
Ⓓ MP 73.1	Ⓓ MP 168.9	Ⓓ MP 281.5	Ⓓ MP 378.2
Ⓓ MP 103.0	Ⓓ MP 198.1	Ⓓ MP 299.3	

RESTRICTIONS:

Taylor — Do not use more than one 4-axle unit while switching on Williamson County Fertilizer Spur or Taylor Cotton Compress track.

McNeil — North end siding transfer switch leave lined for ANW RR movement.

McNeil Ⓧ— When signals indicate Stop, assure conflicting route signals indicate Stop and derail in proper position, then obtain permission to pass Stop indication from UP train dispatcher.

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. crossover and Guadalupe St. crossover.

Sosan — Main track switches at following locations may be left lined as last used: Martin St. — MP 259.1; Saug main — MP 262.0; South main — MP 264.7.

Crossover switches at following locations may be left lined as last used: Guadalupe St. — MP 259.6; Saug crossover — MP 262.0; Quintana Rd — MP 263.3.

Approach these switches prepared to stop unless properly lined.

Sosan — Tracks No. 502 and No. 503 are FRA excepted tracks.

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

Port Laredo — Dual control switches at MP 400.25 and MP 400.89 operated by radio control. Operating instructions by general order.

Laredo — Stop and flag public crossing at Hidalgo Street MP 412.25.

Business Tracks	MP	Sta. No.
Tucker	8.5	AX090
Long Lake	12.3	AX093
Buffalo Ⓑ	34.7	AX116
Jewett	43.8	AX125
Nucor	45.5	A104
Koch (Conn. BN)	45.7	AX127
Easterly	70.4	AX152
Rockdale	119.1	AX201
Marjorie (Conn. RS&S)	124.4	AX205
Thorndale	132,2	AX214
Hutto	153.4	AX235
Round Rock	161.6	AX243
IBM	169.0	AX251
Hooper	171.1	AX254
Stripling Blake	171.9	AX253
Steck Paper Co.	172.1	AX253
Austin	179.1	AX262
Vinson	183.8	AX265
Buda	194.2	AX276
Texas Cement	196.1	AX278
Cedar Supply	202.3	AX284
San Marcos (No. 2)	209.8	AX291
H.E.B. (No. 1)	211.6	AX293
Jama (No. 2)	213.5	AY005
Hunter (No. 2)	217.4	AY008
Geronimo Spur	220.0	AY010
New Braunfels Ⓑ	227.3	AX308

Business Tracks	MP	Sta. No.
Landas Park	227.8	AX309
Dittlinger	231.1	AX312
Parker Bros.	231.2	AX312
Erick Spur (No. 2)	235.9	AX317
Ogden (No. 1)	236.7	AX318
Longhorn (No. 2)	247.0	AX330
Wetmore (No. 1)	247.7	AX329
Fratt (No. 2)	248.6	AY039
Longhorn (No. 1) T	249.2	AX330
Green Light Spur (No. 1)	250.0	AX331
Remount (No. 2)	250.7	AY041
Towne Spur (No. 1)	251.8	AX333
Adams (No. 1)	254.0	AX335
Travis (No. 2)	254.3	AY044
Lytle	281.9	AX363
Natalia	287.3	AX368
Devine Ⓑ	291.0	AX373
Armour Chemical	310.1	AX390
Western	311.2	.....
Pearsall Ⓑ	313.0	AX394
Derby	321.5	AX403
Dilley	328.9	AX410
Atlee	367.6	AX449
Encinal Ⓑ	373.6	AX455
UNITEC	397.9	AX478
Milo Distb. Ctr.	....	.....
Nye	408.3	AX490

Georgetown Ind. Lead: Round Rock to Kerr DX-002 2.0 mi. Max. speed 10 MPH. Trains must not leave Round Rock or Kerr without permission from train dispatcher.

Bergstrom Ind. Lead 5.0 miles Vinson to end of track. Max. Speed 10 MPH.

Longhorn Industrial Lead 3.3 miles Max. Speed 10 MPH. (Track out of service Perrin-Bietel Road MP 1.86 to MP 2.87.)FRA excepted track.

Dabney Ind. Lead—3.5 miles between Dabney (HX018) and Blewett (HX014) Operated by Vulcan Materials.

Radio Display:
Longview to Palestine — 2424
Palestine to Belt Jct. — 2020

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
0.0		R089	LONGVIEW	Ⓑ	TP090	Yard
1.1		H001	10.4			
10.3		H010	KILGORE	Ⓑ	AX012	7893
12.0		H012	11.9			
22.3		H022	OVERTON		AX022	7061
23.7		H024	13.0			
35.0		H035	TROUP	Ⓑ T	AX036	8923
37.0		H037	12.3			
47.7		H047	TECULA		AX048	8600
49.4		H049	9.5			
57.0		H057	HUME		AX057	8324
58.7		H059	11.5			
68.7		H069	NECHES		AX070	8873
70.5		H071	7.3			
76.1		H076	WELLS CREEK		AX077	5285
77.2		H077				
81.0		H081	5.4			
81.4		H082	PALESTINE	Ⓑ T	AX081	Yard
			1.3			
82.7		H083	WEST JCT.		A081	.....
82.9		H084	1.5			
84.3		H085	SOUTH JCT.		A083	.....
			10.5			
94.7		H094	ELKHART	Ⓑ	A094	7540
96.2		H096	25.4			
120.0		H120	CROCKETT	Ⓑ	A119	9880
122.1		H122	26.4			
146.5		H147	TRINITY	Ⓑ	A146	9875
148.6		H149	19.9			
165.8		H166	PHELPS	Ⓑ	A165	7992
167.4		H168	27.1			
192.9		H193	CONROE	Ⓧ ATSF Ⓐ	A193	7827
194.6		H195	17.7			
210.8		H211	SPRING JCT.	Ⓑ T	A208	.....
			0.5			
211.1		H212	LLOYD YARD	Ⓑ	.....	Yard
			2.1			
213.1		H213	SPRING		A209	.....
213.9		H214	1.1			
214.6		H215	WESTFIELD		A213	.....
			5.8			
220.4		H220	ALDINE		A219	.....
			4.7			
225.0		H225	McGOWEN		A223	.....
			2.0			
226.8		H227	(BEGIN HB&T RY.)	Ⓨ	.....	.....
			1.8			
3.0		101	BELT JCT.	Ⓧ HBT Ⓜ	A227	.....
			1.0			
4.0		207	RABBIT	Ⓧ SP Ⓜ	.....	.....
			0.4			
4.4		212	GULF COAST JCT.		A229	.....
			1.9			
6.3		213	PIERCE YD.		.....	Yard
6.5		233	KIRKPATRICK JCT.		.....	.....
....		....	SETTEGAST YD.	Ⓑ T Ⓨ	B372	Yard
			231.4			

Maximum Speed MPH
MP 0.0 to MP 81.4
(Except as below) 50
Between Mile Post:
0.0 and 1.0 25
1.0 and 3.1 40
7.5 and 8.2 45
11.0 and 13.3 ..... 45†
20.9 and 21.7 45
24.7 and 25.0 45
28.3 and 29.0 ..... 35†
30.5 and 31.0 45
35.4 and 36.4 45
44.8 and 45.9 40
49.8 and 51.2 45
52.4 and 55.0 ..... 35†
59.1 and 59.8 45
62.1 and 62.4 45
80.8 and 81.4 20
MP 81.4 to MP 226.8
(except as below) 60
Between Mile Posts —
81.4 and 82.7 20
82.7 and 84.3 30
84.3 and 86.8 40
86.8 and 92.2 45
92.2 and 94.6 50
94.6 and 104.6 45
106.5 and 107.9 30
107.9 and 109.4 45
119.4 and 121.3 40
125.6 and 126.0 45
126.0 and 131.0 55
133.4 and 134.3 45
142.5 and 142.8 55
146.4 and 148.2 ..... 40†
152.9 and 155.4 50
164.9 and 171.7 45
182.0 and 182.6 55
188.0 and 188.3 55
192.8 and 195.9 ..... 30†
226.7 and Belt Jct. 45
Sidings: Elkhart, Crockett, Phelps and Conroe 10
15 MPH turnout at CPH001.

Train defect detectors at:
Ⓟ MP 4.9 — Ⓟ MP 115.9
Ⓟ MP 19.2 — Ⓟ MP 131.7
Ⓟ MP 31.4 — Ⓟ MP 150.0
Ⓟ MP 40.3 — Ⓟ MP 162.7
Ⓟ MP 51.4 — Ⓟ MP 174.2
Ⓟ MP 64.0 — Ⓟ MP 186.4
Ⓟ MP 73.7 — Ⓟ MP 198.0
Ⓟ MP 91.4 — Ⓟ MP 207.5
Ⓟ MP 99.4
Both tracks — Ⓟ MP 217.5

Equation:
MP 226.8 = HB&T MP 0.0
HB&T MP 2.0 = HB&T MP 3.0.

CTC between MP 0.0 and MP 226.8.
Yard Limits: MP 226.8 and Settegast yard.
15 MPH Dual Control Turnouts at: South end Palestine yard; south switch Lloyd yard; east and west lead track switches at north end Lloyd yard.
Two main tracks designated No. 1 and No. 2 between Spring Jct. and Belt Jct.
Palestine yard: Key trains must not use old south main track; radio communications on radio display — 2424.
Operations between MP 226.8 and Settegast yard use HB&T RY. Timetable and special instructions; radio communications on radio display — 4444.

Huntsville Ind. Lead: Phelps to Huntsville (AD007) 6.8 miles. Entire lead is FRA excepted track.
Max. Speed ..... 10 MPH

Business Track	MP	Sta. No.
Townley	30	AD007

Business Tracks	MP	Sta. No.
Bodie	2.9	AX004
Jacksonville Ⓑ	53.2	AX054
Alcoa Spur	73.9	AX073
Salmon	101.0	A 100
Nucor	105.7	A 104
Grapeland	107.4	A 106
S. W. Chemical	116.2	A 114
Lovelady	134.0	A 134
Wedco	135.0	A 134
Riverside	154.4	A 153
La Pacific	176.1	A 175

Business Tracks	MP	Sta. No.
New Waverly	178.2	A 177
Willis	180.7	A 185
Tin Barn	200.3	A 197
Bison	200.4	A 198
Woodlands	201.6	A 199
Tamina	203.4	A 202
Gator Hawk	216.7	.....
Jetero	219.3	A 218
Drillco	219.4	A 218
Tx Crushed Stone	221.7	A 220

Tyler Ind. Lead: Troup to Swan 27.1 Miles. Operation by General Order.

Max Speed (Except as below)	MPH
	20
22.5 to 22.7	10
26.0 to 27.0	10
Maximum weight	263,000 lbs.

Business Tracks	MP	Sta. No.
Whitehouse	8.6	CQ009
General Electric	13.5	CQ013
Elberta	13.9	CQ014
Tyler Ⓧ SSW Ⓒ	19.0	CQ019
Swan	26.3	CQ027

Henderson Branch: Overton Southward to Henderson 16.0 miles.
TWC in effect between:
MP 1.0 and MP 16.0.
Yard Limits: MP 0.0 to MP 1.0.
Maximum speed ..... 20 MPH

Business Track	MP	Sta. No.
Henderson	16.0	BX016

LeTourneau Ind. Lead 5.2 Miles.
Maximum Speed ..... 10 MPH

Radio Display:
Hattie St. to Elm Mott — 2727
Elm Mott to Bryan — 2424
Bryan Jct. to Navasota Jct. — 9696
Jerry to Spring Jct. — 2424

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
250.9		....	TOWER 55	Ⓜ Ⓑ T	TP245	.....
250.3		T250	HATTIE ST.	Ⓜ	.....	.....
249.5		....	NEY	Ⓑ Ⓨ	MK759	Yard
248.8		T249	2.3		MK760	.....
248.6		....	Ⓧ SP Ⓐ		.....	.....
244.8		T245	WRENN		MK764	7626
243.3		T243	12.7		.....	.....
230.6		Q231	EGAN		MK778	8430
228.9		Q229	5.7		.....	.....
224.9		....	Ⓧ ATSF Ⓐ	Ⓑ	.....	.....
			10.3			
214.6		Q215	GRANDVIEW		MK794	9407
212.8		Q213			.....	.....
198.4		Q199	18.7	Ⓑ	.....	.....
195.9		Q197	WINSLOW		MK813	6933
194.5		Q195	15.0		.....	.....
180.9		Q181	WEST		MK828	8558
179.2		Q179	9.2		.....	.....
171.7		Q172	ELM MOTT		MK837	7761
170.1		Q170	5.5		.....	.....
166.2		Q166	CAPHEAD		MK843	.....
			0.3			
165.9		Q165	WACO JCT.		BV181	.....
			3.0			
162.9		Q163	WACO		BV178	8524
161.1		Q161	7.0		.....	.....
155.9		Q156	HARRISON	Ⓑ	BV155	8531
154.2		Q154	8.0		.....	.....
137.9		Q138	MARLIN		BV139	7558
136.3		Q135	20.7		.....	.....
117.2		Q117	SALTER		BV177	8270
115.5		Q115	16.3		.....	.....
102.5		Q103			.....	.....
100.9		Q102	VALLEY JCT.	Ⓑ T	AX175	7631
100.6		....	Ⓧ UP Ⓐ		.....	.....
100.4		Q100	3.3		.....	.....
97.3		....	Ⓧ SP Ⓐ		.....	.....
			3.9			
93.4		Q093	MUMFORD		BV092	8154
91.7		Q092	15.6		.....	.....
77.8		....	Ⓧ SP Ⓐ		.....	.....
			2.1			
75.5		Q075	BRYAN	Ⓑ	BV075	8276
73.6		Q073			.....	.....
			15.0			
60.5		Q060	MILLICAN		BV059	8396
58.8		Q058			.....	.....
			12.3			
48.6		Q048	NAVASOTA JCT.		.....	.....
			2.4			
46.2		Q046	JERRY	Ⓑ	BV044	10449
44.1		Q044	19.3		.....	.....
26.9		Q027	GAZZOLI	Ⓑ	BV026	7414
25.3		Q025	15.3		.....	.....
11.6		Q011	HUFSMITH		BV011	9175
9.7		Q010	9.7		.....	.....
0.0		Q127	SPRING JCT.	Ⓑ	A208	.....
			244.4			

Maximum Speed MPH
Between Tower 55 and Bryan
(Except as below) 60
Between Mile Posts —
250.9 and 248.5 20
248.5 and 243.0 ..... 40†
231.3 and 230.7 40
228.1 and 224.9 50
224.9 Ⓧ 50
224.9 and 223.7 50
220.4 and 220.2 50
218.7 and 217.2 50
196.3 and 195.6 ..... 40.
193.1 and 192.9 40
181.4 and 179.8 ..... 40†
165.8 and 163.1 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 Ⓧ 25
100.6 and 97.3 55
97.3 Ⓧ 25
78.2 and 77.8 25
Between Bryan and Navasota Jct:

	Psgr.	Frt.
(Except as below)	60	60
Between Mile Posts —		
75.6 and 71.9	30†	30†
65.4 and 65.1	50	50
51.6 and 49.4	50	50
49.4 and 48.3	25	25
Thru sidings:		
Bryan	10	10
Millican	10	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
6.0 and 0.4		50
0.4 and 0.0		35

All Auxilliary tracks at Ney Yard between MP 250.3 and MP 248.0, do not exceed 15 MPH
Tower 55:
Wye Tracks 10
Interlocking 20
Thru sidings and turnouts at:
Egan, Winslow and West 20

Business Tracks	MP	Sta. No.
Frazier	242.0	MK776
Burleson	236.8	MK771
Quail Plastics	235.2	MK771
Alvarado	224.2	MK784
Itasca	206.7	MK802
Hillsboro	196.1	MK812
Wardlaw ..... (Waco)		BV173
Sarge	110.1	BV110
Sand Hill	86.7	BV087
NIPAC	82.0	BV082
Indpark	80.3	BV079
Bryan	77.4	BV078
College Sta. ..	72.5	BV074
Navasota	48.3	BV049
Stoneham	36.5	BV037
Chandler Spur	35.2	BV035
Magnolia	22.1	BV022
Dubrook	2.4	....
Sutherland Lbr.	1.5	....
Parker Bros. ..	1.0	....
Campbell Ready Mix	0.8	....

CTC between MP 0.0 (Spring JCT) and MP 250.3 Hattie St.
Yard Limits: MP 250.3 to MP 246.6

Train Defect Detectors at:
Ⓟ MP 234.0 — Ⓟ MP 142.5 — Ⓟ MP 62.7
Ⓟ MP 219.9 — Ⓟ MP 124.3 — Ⓟ MP 52.9
Ⓟ MP 200.4 — Ⓟ MP 107.8 — Ⓟ MP 32.4
Ⓟ MP 183.5 — Ⓟ MP 85.4 — Ⓟ MP 13.7
Ⓟ MP 159.0 — Ⓟ MP 68.1

Ney — Two Main Tracks between MP 250.3 and MP 248.8 designated No. 1 and No. 2. Most eastern track is No. 2.

Equations:
MP 165.85 = MP 842.14 (Houston Subdiv.), MP 75.7 = MP 74.6, MP 0.0 = MP 127.84 (Palestine Subdiv.)

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.
FRA Excepted Tracks at:
Ney — No. 701 thru No. 706 and tracks No. 713 thru No. 715.
Alvarado — House track.
Bellmead — All yard tracks except: Caphead to Track No. 49, Track No. 50 and Track No. 51 to South Main track.
Waco — All tracks on Old Main Line (Mart) at MP 164.0
Bryan — All tracks on Bryan Ind. Park lead at MP 80.3.

Radio Display — 4242

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
0.0		SMITHVILLE	Ⓑ Ⓨ	BA110	Yard
		36.4			
36.4		LOCKHART		BA146	9484
		15.1			
51.9		AJAX	CPQ209 Ⓨ	BA161	.....
		51.9			

ABS between MP 36.4 and MP 38.5.

TWC between MP 0.0 and MP 51.3.

Yard Limits: MP 0.0—MP 0.5; 51.3—51.9

Equation: MP 51.9 = MP 209.1 on Austin Sub.

Train Defect Detector at Ⓕ MP 20.6 and Ⓕ MP 39.0.

Maximum Speed (Except as below)	MPH 40
Between Mile Posts —	
0.0 and 0.3	10
0.3 and 2.0	25
35.8 and 37.0	25†

Business Tracks	MP	Sta. No.
Rosanky	10.4	BA120
Red Rock	20.7	BA130
Reedville	46.8	BA156

Rule 5.4.4 not in effect

Lockart — Dual control switch (MP 36.4) operated by radio control. Operating instructions by General Order.

CORPUS CHRISTI SUBDIVISION

Radio Display — 2020

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
3.1		SOSAN	T Ⓑ Ⓨ	AX345	Yard
		31.2			
20.3		LEHR		CC020	2570
		14.0			
34.3		PLEASANTON	Ⓑ	CC034	8307
		20.9			
55.2		CAMPBELLTON		CC055	7898
		20.6			
75.8		N. FLOOD GATE	Ⓜ	.....	.....
		2.0			
77.8		S. FLOOD GATE	Ⓜ Ⓑ	.....	.....
		10.3			
88.1		GEORGE WEST		CC088	7850
		44.1			
132.2		ODEM	Ⓧ UP Ⓢ Ⓨ T Ⓑ	B155	Yard
		13.4			
145.6		MP JCT.		.....	.....
		0.3			
145.9			Ⓧ CCTA Ⓐ	.....	.....
		3.1			
149.0		CORPUS CHRISTI	Ⓦ T Ⓨ	CC150	Yard
		145.9			

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 (Except as below)	MPH 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	CC007
Lehr	20.3	CC020
Leming	26.6	CC027
Wilco Peanut	31.6	CC034
Coughran	38.8	CC039
McCoy	46.3	CC046
San Miguel Power Plant	53.0	CC053
Whitsett	63.3	CC063
Sunniland	68.0	CC068
Three Rivers	77.3	CC077
Mathis	113.0	CC113
Hubert	124.7	CC124
Edroy	126.1	CC126
Viola	Ⓨ 141.2	CC141

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 9.12.2. 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.

Exception to Rule 8.3: East leg of Wye switch (MP 132.3) may be left lined and locked as last used. Trains approach this switch prepared to stop.

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.

Radio Display:
Cedar Bayou to Market St. — 2020
Market St. to Settegast — 4444

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
35.0		....	US STEEL	Ⓨ	.....	.....
34.9		....	CEDAR BAYOU	Ⓓ Ⓨ	BG035	.....
			4.3			
30.7		....	Ⓧ E.O. CO Ⓢ	Ⓨ	.....	.....
			2.2			
28.5		....	DURHAM YARD	Ⓨ	BG028	Yard
			1.5			
27.0		....	COADY YARD	Ⓨ	BG027	Yard
			12.2			
14.8		....	JACINTO PORT LEAD	Ⓨ	.....	.....
			5.3			
9.5		....	MARKET ST.	T Ⓨ	BG009	Yard
....		256	P.T.R.A. JCT.	Ⓨ	.....	.....
8.7		254	NORTH SHORE JCT.	Ⓨ	.....	.....
			1.2			
7.5		241	SP INTERCHANGE	Ⓨ	.....	.....
			0.3			
7.2		....	TWR. 87 Ⓧ SP Ⓜ		.....	.....
			0.2			
7.0		238	INTERSTATE JCT.	Ⓨ	.....	.....
....		....	SETTEGAST YARD	Ⓑ Ⓨ	B 372	Yard
			35.0			

Maximum Speed (Except as below)	MPH 20
Between Mile Posts —	
35.0 and 25.0	10
9.0 and 7.5	10
Jacinto Port Lead	20

Yard Limits in effect entire Branch.

When using HB&T tracks HB&T timetable and Special Instructions apply.

Normal position Main track swith at East Cody Yard (MP 27.4) lined for movement to lead.

San Jacinto public crossing (MP 30.6) must not be occupied unless a crew member is on the ground at the crossing to provide warning.

Movement between P.T.R.A. Jct. (CP256) and Interestate Jct. (CP238) governed by authority HB&T-RTC Operator. West movements must contact HB&T-RTC Operator before leaving Market St. (MP 8.1).

Business Tracks	MP	Sta. No
Baytown	33.4	BG033
Highlands	22.5	BG022
Mantu	19.8	BG019
Cole	18.0	BG018
Arco Ind. Lead	17.5	BG017
Berwind Rlwy	16.3	BG016
Smith	16.0	BG016
Ordnance Spur	15.0	BG015
Greens Bayou	14.3	BG014
Walton Barge Terminal	13.1	BG013
Armco	12.6	BG013

NOTES

Radio Display:
Waco Jct. to MP 194 — 2424
MP 194 to Galveston — 2727

Mile Post	SOUTH ▼ STATIONS ▲ NORTH	Station Nos.	Sidings Feet
842.1	WACO JCT. ...CPQ165 Ⓨ	BV181	.....
0.8			
842.9	BELLMEAD ..... T Ⓑ Ⓨ	MK845	Yard
0.7			
843.6	SSW NORTH JCT.	.....	.....
0.6			
844.2	SSW SOUTH JCT.....	.....	.....
5.5			
849.7	BASS.....	MK848	10964
15.5			
865.2	EDDY.....	MK865	10142
15.6			
880.8	OPAL Ⓧ ATSF Ⓜ.....	MK881	.....
6.8			
887.6	LITTLE RIVER	MK888	8093
20.5			
908.1	GRANGER ..... T	MK908	7371
10.3			
918.4	BIRGE	MK918	8962
0.5			
918.9	TAYLOR Ⓧ UP Ⓜ Q918 Ⓑ	AX226	.....
0.6			
919.3	CPQ 919 Ⓜ.....	.....	.....
15.5			
935.0	ELGIN Ⓧ AUNW Ⓐ	MK935	6345
13.9			
948.9	PHELAN	MK949	8804
20.5			
969.4	SMITHVILLE..... Ⓑ Ⓨ	BA110	Yard
8.6			
78.0	Ⓧ SP Ⓐ.....	.....	.....
17.9			
95.9	LCRA ..... Ⓑ	.....	.....
6.2			
102.1	FAYETTEVILLE	BA078	9349
11.5			
113.6	NEW ULM ..... Ⓑ	BA066	5565
10.4			
124.0	CAT SPRING	BA056	5649
11.4			
135.4	SEALY Ⓧ ATSF Ⓐ.....	BA044	2837
25.8			
161.2	WHIT	BA019	5900
17.7			
178.9	Ⓧ SP Ⓜ.....	.....	.....
1.3			
180.2	EUREKA ..... T Ⓑ Ⓨ	BA001	Yard
4.0			
184.2	HOUSTON Ⓧ SP Ⓐ... Ⓨ	.....	.....
0.6			
184.8	N.GH&H JCT. Ⓐ. (CP139)	.....	.....
0.4			
185.2	CONGRESS ..... Ⓨ	.....	Yard
0.7			
185.9	S.GH&H JCT. .... (CP150)	.....	.....
1.9			
187.8	TWR. 85 Ⓧ HBT Ⓜ.... (CP283)	A235	.....
2.0			
189.8	PTRA CONN.	.....	.....
0.2			
190.0	Ⓧ SP Ⓐ.....	.....	.....
11.8			
201.9	GRAHAM	A248	6884
8.3			
209.8	SHELL SIDING.....	A257	6802
13.0			
222.8	TEXAS CITY JCT. Ⓧ TCT Ⓐ	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	Yard
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.

CTC between MP 226.9 and MP 228.8. Bridge Operator is the Control Operator.

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.

Train Defect Detectors At:

Ⓓ MP 852.6	Ⓓ MP 931.7	Ⓓ MP 127.4
Ⓓ MP 874.0	Ⓓ MP 951.4	Ⓓ MP 145.5
Ⓓ MP 892.2	Ⓓ MP 85.7	Ⓓ MP 164.0
Ⓓ MP 911.4	Ⓓ MP 106.3	Ⓓ MP 208.8

Maximum Speed	MPH Psgr	Frt
MP 842.1 to MP 918.9 (Except as below)	70	60
Between Mile Posts —		
842.1 and 846.5	—	20
846.5 and 848.0	—	25
848.0 and 852.6	—	50
852.6 and 853.2	—	35†
862.3 and 863.3	—	50
870.8 and 871.6	—	50
877.3 and 878.3	—	50
878.3 and 881.3	25	25†
889.8 and 890.3	45	40
894.3 and 896.1	60	50
897.7 and 898.1	50	40
901.2 and 903.0	50	45
907.7 and 908.7	30	30†
912.8 and 914.2	50	45
917.8 and 918.9	35	35†
MP 918.9 to MP 178.9 (Except as below)		40
918.9 and 920.4		35†
934.0 and 935.7		20†
952.0 and 954.3		25
960.1 and 961.0		30
962.8 and 965.3		35
74.6 and 76.6		30
87.2 and 88.2		20
88.2 and 89.4		25
90.9 and 91.5		30
101.3 and 101.7		35
134.5 and 136.0		25
147.0 and 148.4		25†
154.7 and 157.0		30†
170.8 and 178.9		20
MP 178.9 to MP 233.2	**Psgr**	**Frt.**
(Except as below)	40	35
178.9 and 184.2	20	10
184.2 and 184.4	10	10
184.4 and 195.2	20	20
195.2 and 203.2	35	—
203.2 and 208.4	—	25
208.4 and 208.8	25	25
208.8 and 209.2	—	25
210.9 and 213.4	35	—
217.6 and 223.7	35	—
222.8 Ⓧ	20	20
223.7 and 226.8	20	20
227.8 Over Lift Span	10	10
227.8 and 233.2	20	20

Thru all turnouts in Manual Interlocking at CPQ918 and CPQ919 ... 10 MPH

Thru sidings and turnouts between:
MP 842.1 and MP 969.4 ... 20
(Except)
Bass 10

Thru sidings and turnouts between:
MP 969.4 and MP 233.2 ... 10
(Except as below)
Fayetteville 20
LCRA (Turnout) 20

Business Tracks	MP	Sta. No.
Waco	845.5	BV178
Troy	872.1	MK872
Plantation Food	875.9	.....
Smith	Ⓑ 883.1	MK883
Temple	Ⓑ 880.0	MK880
Cobel	881.1	MK882
Holland	896.8	MK897
Bartlett	902.8	MK903
Coupland	926.7	MK927
Dunstan Mine	946.0	MK947
Bastrop	953.8	MK954
Plum	82.1	BA098
La Grange	89.0	BA091
Brookshire	147.8	BA032
Cardiff	150.8	BA029
Katy	156.0	BA024
Addicks	166.7	BA013
Hennessey	172.9	BA007
Tx. Crushed Stone	189.7	A237
Harrisburg	Ⓨ 190.3	A237
Rambler	191.7	A237
T&T Siding	193.2	.....
Dumont	Ⓨ 194.7	A241
Kellogg	195.8	A241
HL&P	196.8	A241
Ashland	197.6	A245
Genoa	198.4	A245
Gifford Hill	199.1	A245
McDonough	199.5	A247
Olcott	201.3	A248
Webster	205.8	A252
McCoy	206.5	A252
Fondren	207.1	A254
Midway Concrete	208.4	.....
Dickinson	212.8	A260
Marathon-Marco	213.0	A260
LaMarque	221.2	A267
Texas City Yd.	223.4	A270

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.

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 via Radio Channel 7272-Tone 1, 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.

Cat Springs — Trains must not be met or passed at this siding.

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-4444.

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 employe 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.

NOTES

Maximum Speed — MPH

T&NO Jct.-Alvin (Except as below) ... 55
T&NO Jct. — MP 18 ... 20
MP 18—MP 14 ... 45
Between Alvin and Algoa (Except as below) ... 50
Wye Tracks Alvin and Algoa ... 25
East leg Wye Alvin ... 10
Between T&NO Jct. and Algoa trains exceeding 90 tons per operative brake or exceeding 7000 tons total must not exceed 45 MPH.
Algoa—MP 204.3 (Except as below) ... 50
Between Mile Posts —
343.3 and 342.9 ... 25
320.3 and 318.6 ... 20
309.6 and 308.2 ... 25
305.6 and 305.5 ... 25
285.5 and 283.4 ... 30†
North Leg Wye Angleton ... 10
216.0 and 215.3 ... 35
Inari Siding ... 10
204.3 and 0.0 (Except as below) ... 49
186.8 and 184.9 ... 25
162.2 and 161.6 ... 20†
155.1 and 154.2 ... 20
142.0 and 140.0 ... 25
132.0 and 131.2 ... 20†
125.3 and 125.0 ... 15†
118.8 and 95.0 ... 30
95.0 and 65.0 ... 40
48.0 and 45.4 ... 35
42.2 and 41.4 ... 40
25.6 and 24.8 ... 15
22.1 and 18.0 ... 35†
3.1 and 3.0 ... 15†
3.0 and 1.0 ... 20

Business Tracks	MP	Sta. No.
Monsanto Storage	335.9	B336
Chocolate Bayou Spur	335.6	B336
Danbury	327.3	B327
Pan American Petroleum Spur	298.5	B299
Abercrombie	297.5	B297
Bonus Crop Fertilizer	290.5	B290
Celanese Storage	277.3	B277
Elmaton	269.6	B270
Formosa Plastics	247.5	B247
McFaddin	209.4	B209
Refugio Ⓑ	186.0	B186
Cranell	173.6	B174
Corpur Christi Filtration Plant	147.3	B147
Lon Hill	146.7	B147
Nueces	138.7	B138
Driscoll	132.1	B132
Bishop	124.9	B125
Chemcel	122.8	B123
Ricardo	112.0	B112
Yturria	52.4	B052
Lyford	41.4	B041
Sebastian	36.9	B037
Russelltown	14.1	B014

Yard Limits:
End of track to MP 3.4;
MP 22.2 to MP 28.2;
MP 114.9 to MP 120.0;
MP 153.0 to MP 154.8.
All siding switches Algoa to Inari inclusive are 30 MPH turnouts.

Mile Post Equations:
UP 377.0 = HB&T 2.4
HB&T 14.2 = HB&T 9.6
HB&T 11.0 = ATSF 19.4
ATSF 0.0 = ATSF 28.7
ATSF 24.3 = UP 343.1

Freeport Ind. Lead:
Between Angleton and Freeport
17.0 miles.

Maximum Speed — MPH
(Except as below) 20
MP 10.3 to Bridge 15.6 ... 10
Bridge 15.6 to end of track ... 5
Nalco lead ... 5
Oyster Creek lead ... 5
Shintech lead ... 5

Business Tracks	MP	Sta. No.
Clute	9.5	BH008
Hoskins	11.4	BH006
Freeport Ⓑ	15.4	BH000
Bridge ⓂⒹⓈ	15.6	BH000

CTC between MP 2.4 (Settegast Yard) 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.

Radio Display — 2020

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet	
		...	SETTEGAST YD... Ⓑ T		B372	Yard	
7.0		238	INTERSTATE JCT.		.....	.....	
14.2		169	DOUBLE TRK. JCT.		.....	.....	VIA HBT
			8.9				
9.8		175	NEW SOUTH YD.		B368	Yard	
10.0		178	.....		.....	.....	
11.0		184	T & NO JCT. ... Ⓧ SP Ⓜ		B367	.....	
			5.4				
						n7690	
14.0		...	MYKAWA		B362	s9350	
			4.0				
10.0		...	PEARLAND		B358	5400	
			5.9				
4.1		...	HASTINGS		B352		
			4.1				
0.0							
28.6		...	ALVIN Ⓑ T		B348	Yard	VIA ATSF
			1.6				
27.0		...	27 CROSSOVER		B347	.....	
			2.5				
24.3							
343.1		...	ALGOA		B343	.....	
			0.3				
342.8		...	BROWNIE T		B342	10025	
341.2		H341	9.0		.....	.....	
333.8		H334	LIVERPOOL T		B333	7631	
332.2		H332			.....	.....	
322.1		H322	13.7		B322	.....	
320.1		H320	ANGLETON Ⓑ T		B321	Yard	
318.0		H318			.....	.....	
315.5		H315	11.5		.....	.....	
308.6		H309	BRAZORIA T		B309	7642	
307.0		H307	3.1		.....	.....	
305.5		...	S. BERNARD RIV. ⓂⒹ		.....	.....	
			4.3				
301.2		H301	SWEENY Ⓑ		B301	Yard	
300.0		H300	8.1				
293.1		H293	ALLENHURST T		B292	7785	
291.5		H291	9.0		.....	.....	
284.1		H284	Ⓧ ATSF Ⓜ		.....	.....	
			0.6				
283.5		H283	BAY CITY Ⓑ T		B284	5655	
282.3		H282	8.1		.....	.....	
275.4		H275	BUCKEYE T		B275	8266	
273.6		H274	10.5		.....	.....	
264.9		H265	BLESSING Ⓑ		B265	7801	
263.3		H263	15.0		.....	.....	
249.9		H250	LAWARD T		B250	7760	
248.3		H248	5.5		.....	.....	
244.4		...	LOLITA (CONN TO PC&N RR)		B245	.....	
			4.1				
240.3		H240	VANDERBILT Ⓑ		B240	6680	
238.6		H239	9.9		.....	.....	
230.4		H230	KEERAN		B234	5686	
229.3		H229	6.1		.....	.....	
224.3		...	PLACEDO Ⓧ SP Ⓜ		B224	.....	
224.1		H224	CONN TO SP RR		.....	.....	
			3.3				
221.0		H221	BLOOMINGTON .. Ⓑ T		B219	Yard	
219.1		H219	5.0		B218	.....	
216.0		...	BARGE CANAL ... ⓂⒹ		.....	.....	
			10.0				
206.0		H206	INARI		B205	7667	
204.4		H205	12.6		.....	.....	
193.4		...	GRETA		B193	7252	
			13.4				
180.0		...	WOODSBORO		B180	6392	
			18.0				
162.0		J162	SINTON JCT. ..Ⓧ SP Ⓐ		B162	.....	
			0.8				
161.2		J161	SINTON		B162	11004	
159.0		J159			.....	.....	
156.4		J156	6.6		.....	.....	
154.6		J155	ODEM Ⓑ T Ⓨ		B155	Yard	
154.5		...	Ⓧ UP Ⓢ		.....	.....	
			13.2				
141.4		...	ROBSTOWN Ⓧ TM Ⓐ ..		B141	7116	
			23.0				
118.4		...	KINGSVILLE ..... Ⓑ Ⓨ		B119	Yard	
			21.0				
97.6		...	SARITA		B098	5168	
			20.6				
77.0		...	ARMSTRONG ..... Ⓑ		B077	7456	
			9.4				
67.6		...	NORIAS Ⓑ		B068	4496	
			21.2				
46.4		...	RAYMONDVILLE ... Ⓑ		B046	5730	
			19.6				
26.8		...	Ⓧ SP Ⓢ		.....	.....	
			1.2				
25.6		...	HARLINGEN ...Ⓑ T Ⓨ		B025	Yard	
			6.6				
19.0		...	SAN BENITO		B019	.....	
			18.3				
0.7		...	BROWNSVILLE ...Ⓑ Ⓨ		B000	Yard	
			377.0				

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 — 4444.

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 6.14 in effect. 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 At:

Ⓓ MP 134.2	Ⓓ MP 189.7	Ⓓ MP 246.8	Ⓓ MP 303.6
Ⓓ MP 148.4	Ⓓ MP 209.9	Ⓓ MP 262.0	Ⓓ MP 314.0
Ⓓ MP 167.5	Ⓓ MP 226.9	Ⓓ MP 279.0	Ⓓ MP 330.0
Ⓓ MP 178.9	Ⓓ MP 236.3	Ⓓ MP 295.5	Ⓓ MP 339.4

Almeda Ind. Lead —
Pierce Jct. to Arcola (end of track),
11.1 miles.
Maximum Speed ..... 20 MPH
Be governed by HB&T timetable Special Instructions. Radio Display — 4444. Operation over SP RR between T&NO Jct. and Sugarland (AG033), be governed by SP timetable.

Business Tracks	MP	Sta. No.
Pierce Jct.	7.9	AE007
Myrtle	8.5	AE008
Klein Industrial	9.2	AE009
Interpac	10.1	AE010
Almeda	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.
Max. Speed ... 10 MPH

Celanese Industrial Lead:
MP 277.0-2.3 miles.
Max. Speed ... 10 MPH

Victoria Ind. Lead:
Between Bloomington and Victoria 12.5 miles.
Maximum Speed ... 20 MPH
Except between MP 5.0 and End of Track ... 10 MPH

Business Tracks	MP	Sta. No.
Dernal	4.2	BM004
Willard Grain	5.0	.....
Victoria Nav Dist	5.1	.....

Seadrift Ind. Lead:
Between Bloomington and Long Mott 14.0 miles.

Maximum Speed	MPH
MP 0.0 — MP 13.0	20
MP 13.0 — 14.0	10

Business Tracks	MP	Sta. No.
Heyser	5.0	BK005
Green Lake	10.3	BK010
North Seadrift	12.5	BK012
Long Mott	14.0	BK014

Mission Industrial Lead:
Harlingen — MP 0.0 to MP 1.0.
Max. Speed ... 10 MPH
Entire Ind. Lead (FRA Excepted).

Rio Hondo Ind. Lead:
San Benito to Rio Hondo 9.0 miles.
Max. speed is 10 MPH except 5 MPH over Highway 77, San Benito.
Entire Lead FRA Excepted Track.

Business Tracks	MP	Sta. No.
Fresnal	6.6	BS006
Rio Hondo	9.0	BS009
Ⓧ SP Ⓢ	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

Ⓧ SP GMP 1.2
When operating on Brownsville and Rio Grande International RR be governed by its timetable and special instructions.

Radio Display:
Paola to Wagoner — 2424
Wagoner to McAlester — 2020

Mile Post	SOUTH ▼	CP No.	STATIONS	NORTH ▲	Station Nos.	Sidings Feet
0.0			KANSAS CITY			
			2.0			
2.0			29TH STREET			
			41.8 Miles Via BN			
41.8			SO. HILLSDALE			
			1.5			
43.3		V326	PAOLA		MX334	
			3.2			
46.5			RINGER	Ⓑ	RM047	8752
			20.3			
66.8			DUNLAY		RM067	8726
			16.0			
82.8			KINCAID	Ⓑ	RM083	6178
			11.9			
94.7			MORAN	Ⓑ	RM095	6185
			17.9			
112.6			KIMBALL		RM113	6050
			8.0			
120.6			ERIE		RM121	8218
			15.6			
136.2			PARSONS	Ⓑ T Ⓨ	RM136	Yard
386.0						
387.1				Ⓨ		
			8.0			
394.2			LABETTE		LM394	9177
			6.6			
400.8			OSWEGO	Ⓧ BN Ⓐ	LM401	
			8.8			
409.6			CHETOPA	Ⓧ SEK Ⓒ	LM410	
			11.8			
421.4			WELCH	Ⓑ	LM421	7830
			17.4			
438.8			VINITA	Ⓧ BN Ⓐ	LM439	
			3.2			
442.0			KEELE		LM442	8889
			12.4			
454.1			ADAIR		LM454	7495
			13.8			
468.2			PRYOR	Ⓑ	LM468	8741
			20.0			
488.2		V582	WAGONER	Ⓧ UP Ⓜ	L 242	
			7.8			
575.6		V576	OKAY JCT		L 233	
493.8			2.2			
496.0		U496	AU JCT		LM496	
			1.4			
497.4		U497	UX JCT		LM497	
			1.2			
498.9			CHASE		LM499	
			3.9			
501.8		U502	MUSKOGEE	Ⓑ Ⓨ	MG003	Yard
503.9		U504	12.5			
515.0		U515	WHITMAN		MG517	8302
516.7		U517	32.2			
535.7		U536				
547.2		U547	CANADIAN	Ⓑ	MK547	9892
549.3		U549	14.4			
563.7		U564			MK564	
564.8			McALESTER	T Ⓑ	MK566	11226
			315.0			

Maximum Speed MPH

MP 41.9 to MP 136.2
(Except as below) 60
Between Mile Posts —
41.9 and 43.2 20
58.7 and 59.2 50
60.0 and 61.0 55
69.9 and 71.1 40
87.7 and 88.1 50
93.2 and 93.7 50
112.0 and 113.0 50
133.7 and 136.2 20
MP 386.0 and MP 564.8
(Except as below) 60
386.0 and 387.1 20
387.5 Southern Ave. ..... 30†
400.8Ⓧ 30
401.3 and 401.5 45
409.0 and 409.6 50
409.8Ⓧ 30
409.6 and 410 50
421.1 and 421.6 ..... 25†
438.0 and 439.8 ..... 30†
487.5 and 489.2 ..... 25†
501.8 and 504.0 20
MLK Blvd on —
No. 2 Track 10
504.0 and 505.2 25
563.6 and 564.8 ..... 25†
40 MPH turnouts:
AU Jct. and UX Jct.
CPV326-Cherokee Sub.
to Coffeyville Sub.
Sidings Adair
and Chase 10
Other Sidings and
associated turnouts
except Whitman and
Canadian 20
South Switch
Muskogee at
MP 504.0 20

Business Tracks	MP	Sta. No.
Glen Park	2.6	KZ003
Beagle	54.6	RM055
Parker	61.6	RM062
Centerville	70.0	RM070
Elsmore	103.4	RM103
Ranchers	420.0	LM420
Winders	438.0	LM438
Big Cabin	446.8	LM447
Chouteau	472.2	LM472
Mazie	477.7	LM478
LaBarge	486.8	LM487
Checotah	525.4	MK525
Eufaula	538.1	MK539

Equation:
MP 136.2 = MP 386.0
MP 386.0 to MP 387
= 1.6 mi.
At Wagoner MP 488.2
= MP 581.5 on Coffeyville
Subdivision.

Two main tracks between UX Jct and Muskogee designated No. 1 and No. 2 Tracks, No. 2 Track extends from UX Jct MP 497.4 to MP 504.0. No. 1 Track extends from OKAY Jct MP 493.8 to AU Jct MP 496.0 and UX Jct MP 497.4 to MP 504.0.

Yard Limits: MP 134.5—MP 387.7 on No. 2 Track MP 501.8 to MP 503.9.

ABS between: MP 43.3 and MP 488.2;

CTC between: On Main Track and No. 1 Track MP 488.2 and MP 564.8; and between Okay Jct. MP 493.8 and AU Jct. MP 496.0.
On No. 2 Track UX Jct. MP 497.4 to MP 501.8.

TWC in effect between: MP 43.3 and MP 134.5; MP 387.7 and MP 488.2.
Track between MP 41.9 and MP 43.3 designated as Long Track.
Northward trains enroute to Kansas City via BN trackage, secure BN track warrant before departing Parsons, and; Do not leave Ringer without first contacting BN Train Dispatcher at Springfield for permission to enter the Long Track at CP V326.

Elsmore — Do not exceed 5 MPH on Elevator Track.

Train Defect Detectors located at
Ⓓ MP 54.6
Ⓓ MP 75.5
Ⓓ MP 89.1
Ⓓ MP 107.2
Ⓓ MP 124.5
Ⓓ MP 406.5
Ⓓ MP 426.3
Ⓓ MP 446.6
Ⓓ MP 466.6
Ⓓ MP 486.1
Ⓓ MP 507.4
Ⓓ MP 529.8
Ⓓ MP 557.1.

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

Pryor—Industrial Area Restrictions:

GRDA Lead, between Pryor yard (track No. 4 Switch), 1000 feet from north end of yard at MP 0.0 and GRDA generating plant MP 4.0.

Maximum Speed	MPH
(Except as below)	10
MP 3.6 and 3.7	5
MP 4.0 Loop Switch, around Loop	10
Coal Dumper	2
MP 2.3 Plant Jct. all tracks	
Mid-America Industrial Park	10
Kaiser Switch, Lone Star Cement curve with heavy rail	5

Normal position of Switches
No. 4 track ..... Lined for GRDA lead
Plant Jct. ..... Lined for power plant
Loop switch ..... Lined for straight track to coal dumper
South Wye ..... Lined from plant Jct. to North Wye
North Wye ..... Lined for East leg of Wye

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

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

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

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

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

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

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

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

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

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

TULSA BRANCH

Radio Display — 2020

Mile Post	SOUTH ▼	STATIONS	NORTH ▲	Station Nos.	Sidings Feet
324.8		CHASE		LM499	
		33.0			
291.8		BROKEN ARROW	Ⓑ	MM292	2850
		4.6			
287.2		TULSA	Ⓨ	MV153	Yard
		8.9			
278.3		END OF TRACK	Ⓨ		
		46.5			

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

Maximum Speed MPH
(Except as below) 25
290.0 and 287.7 ..... 20†
287.7 and 284.0 10
284.0 and 280.3 ..... 20†
280.3 and 278.3 10
Thru sidings and turnouts 10

Yard Limits: MP 291.0 — MP 278.3
TWC in effect between MP 324.8 and MP 291.0.

Business Tracks	MP	Sta. No.
Alsuma	286.8	MM288
Oneta	296.9	MM297
Coweta	303.6	MM304
Patch	311.6	MM312
Porter	313.3	MM313
Anchor	319.8	MM320
Wybark	324.0	MM324

Tulsa — Movements on auxiliary tracks crossing Rockford Avenue (MP 279.3) and Quincy Avenue (MP 279.2) must occupy island circuit within 30 feet of crossing identified by ties painted yellow, movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, are fully lowered.

Tulsa — Movements on side track over Third Street (MP 278.6) must occupy island circuit, movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, are fully lowered then movement may proceed over crossing.

JENKS INDUSTRIAL LEAD: MP 135.2 to MP 146.1 Stations: Tulsa T Ⓑ Sta. No. MV152 MP 148.1. Jenks — Sta. No. MV142. All tracks MP 146.1 to MP 154.7 Yard Tracks. Maximum speed 20 MPH.

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

Radio Display:
Leeds Jct. to OG&E Spur — 2020
OG&E Spur to MP B355.4 — 2424
MP B355.4 to NL Rock — 4242

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
B284.7		V285	LEEDS JCT. Ⓑ		MX291	
			6.2			
289.6		V290	DODSON Ⓑ		MX298	13857
292.4		V292	8.5			
298.0		V298	KENNETH		MX308	15477
301.1		V301	12.4			
310.5		V310	BUCYRUS		MX319	7432
312.0		V312	6.2			
316.6		V316	WAGSTAFF Ⓑ		MX326	7445
318.2		V318	9.1			
326.8			Ⓧ BN Ⓜ			
			0.1			
326.9		V326	PAOLA		MX334	
			2.1			
327.4		V327	BROWN		MX336	10608
329.6		V329	4.5			
333.0		V333	OSAWATOMIE Ⓑ T		MX341	Yard
334.5		V334	3.0			
336.0		V336	TOLER			
			2.9			
338.9		V339	BALDWIN			
			4.6			
343.5		V343	LANE JCT.		R 009	
			9.9			
352.4		V352	HECLA		R 020	7374
353.9		V354	7.8			
360.5		V360	BIRCH Ⓑ		R 029	7770
362.1		V362	10.4			
370.8		V371	DIXON		R 039	9103
372.6		V373	10.0			
380.9		V381	FIELDS		R 049	7665
382.6		V383	9.3			
390.1		V390	VERNON		R 059	8816
391.9		V392	7.5			
398.6		V398	DURAND Ⓑ T		H 085	8244
400.3		V400	16.6			
414.1		V414	ROPER		R 082	7909
415.8		V416				
			2.5			
417.6			BENEDICT Ⓧ SKO Ⓐ		R 085	
			8.1			
424.9		V425	HENNELLY		R 094	7742
426.5		V426	9.1			
433.1		V433	NEODESHA Ⓑ		R 102	8241
434.8		V435	0.1			
434.9			Ⓧ BN Ⓒ			
			7.4			
441.5		V442	SYCAMORE		R 109	9489
443.5		V444	6.3			
448.6			Ⓧ SKO Ⓐ			
			1.4			
449.1		V449	INDEPENDENCE Ⓑ		R 116	8045
450.8		V451	13.4			
462.6		V462	DEARING		R 130	8237
464.3		V464	4.4			
467.1		V467				
467.8			COFFEYVILLE Ⓑ T		R 135	7900 10506
662.8						
661.6		V662	2.3			
660.5		V661	BARTLESVILLE JCT.		L 320	
			8.8			
651.7		V652	LENAPAH Ⓑ		L 311	7714
650.1		V650	16.7			
635.0		V635	CLEM		L 293	9219
633.1		V633	11.8			
623.2		V623	OOLOGAH		L 282	7470
621.5		V621	12.9			
610.3			CLAREMORE Ⓧ BN Ⓐ Ⓑ			
			3.5			
608.1		V608	PRATT		L 268	7262
606.8		V606	10.4			
598.1		V598	INOLA		L 257	9147
596.4		V596	15.0			
581.6		V582	WAGONER Ⓧ UP Ⓜ Ⓑ		L 242	
			0.9			
580.5		V581	COOKSON Ⓑ		L 239	9158
578.7		V579	5.0			
575.6		V576	OKAY JCT.		L 233	
			6.8			
568.7		V569	OG & E SPUR		L 229	
			11.2			
557.5			BRAGGS Ⓑ		L 218	8444
			17.2			
541.3			UPSON Ⓑ		L 201	7964
			14.6			
526.7			Ⓧ KCS Ⓐ			
			7.0			
519.7			HANSON		L 180	8017
			15.0			
504.7			GREENWOOD		L 164	9002
			6.3			
498.4			Ⓧ AM Ⓐ			
			1.2			
B497.2			VAN BUREN Ⓑ T Ⓨ		L 158	Yard
			11.2			
B486.0			DYER		L 146	7641
			16.2			
B469.7			POPING Ⓑ		L 130	7602
			13.2			
B456.5			ALIX		L 117	7602
			13.1			
B443.0			SPADRA Ⓑ		L 105	7582
			15.5			
B427.5			SCOTIA		L 085	8219
			9.8			
B417.7			RUSSELLVILLE T		L 075	Yard
			0.1			
B417.6			D.&R. CONN. Ⓑ			
			6.9			
B410.7			WORTHEN		L 068	7897
			10.6			
B400.1			BLACKVILLE		L 057	7755
			18.8			
B381.3			MENIFEE Ⓑ		L 038	7576

Maximum Speed	MPH
MP B283.4 to MP 335.0 (Except as Below)	**60**
Between Mile Posts—	
B284.7 and 290.7	40
290.7 and 298.2	55
325.1 and 327.0	40
327.0 and 327.8	55
331.3 and 331.7	55
332.8 and 335.0	40
Osawatomie — Around Wye	10
On running track 333 to 334.5	20
335.0 and 376.2 (Except as Below)	**55**
338.5 and 339.9	50
340.9 and 341.8	45
343.5 and 344.2	50
348.1 and 348.2	40
348.2 and 348.6	40
356.9 and 357.8	30
371.6 and 372.9	50
376.2 and 467.7 (Except as below)	**60**
383.8 and 385.0	30
385.0 and 392.1	55
398.0 and 399.5	40
403.6 and 417.3	55
417.3 and 417.6	30
418.1 and 418.3	40
418.3 and 423.0	55
423.0 and 423.3	45
423.3 and 426.3	55
426.3 and 428.5	40
428.5 and 433.6	55
433.6 and 435.2	30
435.2 and 437.3	55
443.4 and 448.2	55
448.2 and 450.3	40
450.3 and 451.3	55
458.1 and 462.1	55
462.1 and 462.2	45
462.2 and 467.3	55
467.3 and 467.7	20
MP 662.8 — OG&E Spur (Except as below)	**60**
Between Mile Posts —	
662.8 and 662.7	20
662.7 and 660.2	25
657.1 and 657.0	55
653.5 and 652.3	55
646.5 and 646.4	55
643.3 and 643.2	55
640.6 and 639.6	35†
639.6 and 639.2	55
632.7 and 632.5	55
628.5 and 628.3	55
622.2 and 621.3	45
620.3 and 620.1	55
618.8 and 617.5	40
616.6 and 616.1	55
613.5 and 612.5	45
612.5 and 611.6	55
610.3 and 609.3	30
608.6 and 608.5	55
605.3 and 603.2	55
599.1 and 598.7	55
597.1 and 596.5	35
589.1 and 588.6	55
586.3 and 585.6	55
581.7 and 580.5	25†
576.2 and 575.7	55
571.5 and 571.9	55
OG&E Spur — MP 446.4 (Except as below)	**50**
ON OG&E Spur	10
564.4 and 564.1	35
560.8 and 560.7	40
560.1 and 559.5	45
556.3 and 556.1	45
544.5 and 544.1	45
536.2 and 536.1	30
535.1 and 534.6	40
526.8 and 526.7	25
526.6 and 525.2	35
516.5 and 516.1	45
513.0 and 513.5	45
508.9 and 507.6	45
500.4 and 500.1	45
499.2 and 498.5	25
498.5 and B496.5	20
B479.7 and B479.5	45
B474.5 and B471.6	40
B467.3 and B464.3	45
MP B446.4 — MP B395.0 (Except as below)	**60**
B436.1 and B434.5	45
B427.0 and B426.8	45
B426.8 and B423.6	50
B420.2 and B415.0	35
B415.0 and B412.8	45
B412.8 and B411.1	50
B402.3 and B401.9	50
MP B395.0 — MP 343.2 (Except as below)	**50**
B392.9 and B391.4	30†
B386.1 and B385.9	45
B382.1 and B371.0	45
B359.8 and B359.3	35
B359.3 and B357.5	45
B346.0 and 344.2	25
Both Legs Wye and Running Track N. Little Rock	15

Radio Display:
Leeds Jct. to OG&E Spur — 2020
OG&E Spur to MP B355.4 — 2424
MP B355.4 to NL Rock — 4242

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
B381.3			MENIFEE		L 038	7576
			17.7			
B363.6			MAYFLOWER Ⓑ		L 021	10691
			9.0			
B355.4		V355	MARCHE		L 010	7796
B353.7		V353	10.4			
B343.9		X342	LOCUST ST.			
B343.6			N. LITTLE ROCK Ⓑ		X 344	Yd.
			319.2			

Yard Limits: MP B495.8 to MP 498.5.

Equation: MP 299.2 = MP 300.0
MP 467.2 = MP 663.4
At Wagoner MP 581.55 = MP 488.23 on Cherokee Subdiv.

Two main tracks MP 334.5-Lane Jct. designated No. 1 and No. 2 Tracks.

CTC in effect Leeds Jct. to OG&E Spur; Marche to N. Little Rock.

TWC/ABS in effect MP 568.7 and MP 498.5, MP B495.8 and MP B355.4.

Manual Interlocking with BN at MP 326.8: When interlocking signal at CP V326 displays Stop Indication, communicate with UP train dispatcher and in addition be governed by instructions in release box.

Northward Trains to operate over BN between Paola and Kansas City must not leave Brown without first contacting BN Train Dispatcher Springfield for permission to enter Long Track at CP V326.

Spring Switcher Indicator: MP 467.7, siding to old main track, located North End Coffeyville siding.

10 MPH dual control switch turnouts: Public Service and OG&E Spur, Maumelle Lead.

20 MPH turnout both ends Braggs, Upson, Hanson, Greenwood, Dyer, Poping, Alix, Scotia, Worthen, Blackville, Menifee and Mayflower.

10 MPH Van Buren Wye (both legs)

Before D&R trains or engines enter Union Pacific main track at Russellville, permission must be obtained from Dispatcher.

All trains must flag crossing Conway when using siding and cutoff track.

Between Osawatomie and OG&E Spur 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.

Close Clearances: At Fort Gibson, Oklahoma (Oklahoma Gas & Electric), General Electric Dash 8-400 locomotives and EMD SD-60M locomotives will clear rotary coal dumpsters only when side mirrors and side awnings are closed:

Ensure side mirrors and side awnings on both sides are completely closed against the side of the locomotive body.

Business Tracks	MP	Sta. No.
Koch Ind.	286.0	MX-291
Vance Bros. Missey	286.7	MX-293
Barry-Gann Lbr. Co.	293.8	MX-300
International Paper Co.	297.7	MX-305
Greeley	348.1	R-15
Garnett Ⓑ	357.6	R-24
Westphalia	373.6	R-41
Le Roy Ⓑ	384.4	R-51
Buffalo	411.2	R-78
Altoona Ⓑ	427.2	R-94
Blake	453.3	R-120
Nowata Ⓑ	640.1	L 300
Talala	627.8	L 288
Public Service	621.5	L 281
Black Fox	594.6	L 254
Fort Gibson	567.9	L 228
Gore	546.5	L 206
Vian	537.4	L 197
Sallisaw Ⓑ	525.8	L 186
Muldrow	513.1	L 173
Bakaert Steel	500.5	L 158
Alma	B489.4	L 149
Mulberry	B479.7	L 140
Ozark Ⓑ	B464.8	L 125
Co-op Spur	B462.9	L 123
Carbon	B459.2	L 120
Clarksville	B435.6	L 093
Knoxville	B433.6	L 091
AP&L	B424.5	L 083
Cargill	B423.4	L 082
Atkins	B405.8	L 063
Banquet	B404.2	L 063
Morrilton	B392.5	L 050
Conway Ⓑ	B373.1	L 030
AP&L No. 2	B362.3	L 019
Maumelle	B355.3	L 013

Trains handling Double Stack cars reduce speed to 10 mph under bridge at MP 344.18.

Train Defect Detectors located at

Ⓟ MP 295.0	Ⓟ MP 614.4
Ⓟ MP 309.0	Ⓟ MP 588.7
Ⓟ MP 323.2	Ⓟ MP 554.5
Ⓟ MP 345.8	Ⓟ MP 533.7
Ⓟ MP 366.6	Ⓟ MP 510.3
Ⓟ MP 387.0	Ⓟ MP B463.9
Ⓟ MP 410.9	Ⓟ MP B433.4
Ⓟ MP 438.2	Ⓟ MP B403.0
Ⓟ MP 459.5	Ⓟ MP B368.6
Ⓟ MP 637.1	

Ft. Smith Industrial Lead: Van Buren MP 502.5 to Ft. Smith MP 504.3, 1.8 Miles VIA AM RR. Ⓧ UP Ⓐ MP 502.6. General Code of Operating Rules and AM Timetable apply. Employee must communicate with BN Train Dispatcher before operating time release at Arkansas River Bridge 4106. Maximum Speed 10 MPH.

Radio Display:
Council Grove to Wilsey — 4242
Wilsey to Pueblo — 2020

Mile Post	WEST ◄ STATIONS ► EAST	Station Nos.	Sidings Feet
425.0	END OF TRACK ..... Ⓨ	.....	.....
	0.6		
425.6	COUNCIL GROVE .. ⓎⒷ	MX432	Yard
	10.7		
436.3	WILSEY	MX444	6454
	9.3		
445.6	PRAIRIE	MX454	8981
	5.9		
451.5	ⓍSSWⓂ ..... Ⓑ	.....	.....
	7.1		
458.6	HOPE ..... Ⓑ	MX467	4618
	0.6		
459.2	ⓍATSFⒶ	.....	.....
	8.8		
468.0	ELMO	MX476	6347
	8.1		
476.1	CODY	MX485	6568
	15.1		
491.2	BRIDGEPORT ..... Ⓑ	MX499	6559
	4.7		
495.9	LINDSBORG	MX504	.....
	9.7		
505.6	MARQUETTE	MX513	6427
	12.6		
518.2	CRAWFORD	MX526	4391
	6.3		
524.5	GENESEO ..... T Ⓑ	MX532	12731
	5.2		
529.7	ⓍCKRⒼ	.....	.....
	7.9		
537.6	BUSHTON	MX545	4608
	7.6		
545.2	CLAFLIN	MX553	7177
	13.6		
558.8	HOISINGTON ....T ⓎⒷ	MX567	Yard
	10.1		
568.9	OLMITZ	MX577	8231
	14.5		
583.4	BISON	MX592	6219
	6.9		
590.3	LA CROSSE	MX598	3872
	15.0		
605.3	McCRACKEN	MX613	7555
	16.8		
622.1	OSGOOD	MX630	6066
	5.2		
627.3	RANSOM ..... Ⓑ	MX635	3875
	13.0		
640.3	UTICA	MX648	6429
	15.3		
655.6	SHIELDS	MX663	6304
	14.6		
670.2	RANCH	MX678	6211
	11.5		
681.7	ⓍCKRⒼ	.....	.....
	0.8		
682.5	SCOTT CITY ..... Ⓑ	MX690	3309
	0.3		
682.8	ⓍCKRⒼ	.....	.....
	9.3		
692.1	MODOC	MX700	6309
	15.0		
707.1	LEOTI ..... Ⓑ	MX715	3968
	10.0		
717.1	SELKIRK	MX725	6089
	13.7		
730.8	HORACE .....ⓎⒷT	MX739	Yard
	9.7		
740.5	WALKINGHOOD	MX748	8954
	12.0		
752.5	STUART	MX760	6069
	19.3		
771.8	CHIVINGTON	MX780	6181
	14.0		
785.8	EADS ..... Ⓑ	MX794	6365
	22.9		
807.7	HASWELL ..... Ⓑ	MX816	6527
	22.8		
830.5	ADOBE CREEK ..... Ⓑ	MX838	6392
	15.9		
846.4	ORDWAY ..... Ⓑ	MX854	7234
	16.7		
863.1	PULTNEY	MX871	6070
	6.3		
869.4	NA JCT ..... Ⓑ	MX876	.....
591.8	11.8		
603.6	AVONDALE ..... ⒷⒷ❣	MX889	8153
	6.0		
609.6	DEVINE ..... Via ATSF	MX895	.....
	2.2		
611.8	BAXTER ..... ❣	MX897	7500
	6.0		
617.8	PUEBLO JCT.Ⓜ	MX903	.....
	1.2		
897.1	PUEBLO ..... T Ⓑ	MX905	Yard
	472.1		

Operation between NA Jct. and Pueblo Jct. over joint UP-ATSF track controlled by ATSF dispr. at Schaumburg, Il . . . Phone AC708-995-6716. 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.

Maximum Speed MPH
MP 425.0 to MP 451.0
(Except as below) 40
Between Mile Posts—
425.0 and 426.0 10
432.5 and 433.3 30
450.8 and 451.0 30
MP 451.0 and MP 869.4
(Except as below) 60
451.0 and 452.7 30
459.2Ⓧ 30
477.8 and 479.0 40
495.9 and 497.0 30
524.4 and 525.0 40
529.6 and 529.8 30
544.9 and 545.9 ..... 30†
557.3 and 559.4 30
588.9 and 589.3 50
589.9 and 590.6 45
621.0 and 681.7 40
681.7Ⓧ 30
681.7 and 820.9 40
846 and 847 40
All Sidings 10

On ATSF 55
(Except as below)
597.3 and 598.6 40
615.9 and 616.0 50
617.2 and 617.5 25
Pueblo Jct.:
617.5 and 617.9 10

On ATSF do not exceed 45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.

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.

Eastward trains 55
Westward trains
Over 110 cars 55
Over 6200 feet long 55
Over 6100 train tons 55

Train Defect Detectors located at
Ⓕ MP 533.0 Ⓕ MP 705.6
Ⓕ MP 595.5 Ⓕ MP 792.1
Ⓕ MP 625.7 Ⓕ MP 850.5
Ⓕ MP 679.4 ATSF Ⓕ MP 595.1

Business Tracks	MP	Sta. Nos.
Delavan Ⓦ	443.9	MX452
Herington Ⓑ	451.0	MX459
Dillon Ⓦ	462.9	MX471
Carlton Ⓦ	470.9	MX479
Gypsum Ⓔ	478.0	MX487
Frederick Ⓔ	530.4	MX538
Prodco Ⓔ	535.4	MX539
Redwing Ⓔ	552.8	MX561
Boyd	562.9	MX571
Otis Ⓔ	575.5	MX583
Hargrave	598.0	MX606
Brownell	616.0	MX624
Arnold	633.8	MX642
Pen Dennis Ⓦ	649.4	MX657
Healy	665.0	MX673
Manning Ⓔ	671.4	MX679
Marienthal	699.2	MX707
Coronado	704.1	MX712
Whitelaw	724.6	MX732
Tribune Ⓑ	729.0	MX737
Astor Ⓦ	736.9	MX745
Kanco	742.9	MX750
Towner	746.6	MX754
Sheridan Lake ⒷⒺ	758.1	MX766
Brandon	766.2	MX774
Galatea Ⓦ	799.1	MX807
Arlington ⒷⒺ	821.4	MX829
Sugar City	841.2	MX849
Crowley	851.9	MX860
Olney Springs ⒺⒷ	857.3	MX865
Boone	598.6	MX884

Yard Limits: MP 425 to MP 425.8; MP 557.0 to MP 560.0, MP 730 to MP 732.1.

Within yard limits make all movements at restricted speed regardless of more favorable signal indication.

SSW Switch: MP 451.5 will be left lined for SSW.

Rule 8.3: Will not apply at Lindsborg or Hoisington.

Exception to Rule 6.20: Within yard limits Hoisington. When cutting off engines on eastward trains to fuel, do not use torpedoes to protect returning movement.

TWC in effect MP 425.8 to MP 557.0; MP 560 to MP 730; MP 732.1 to MP 869.4

ABS between MP 451.5 and 830.5.

Mountain Time Horace to Pueblo.

(Industrial Lead Pueblo to end of track — Old Main Line.)

Operation west of Pueblo Jct. governed by SP timetable and Special Instructions. Maximum Speed 10 MPH.

Avondale: Entrance road to ordnance plant — Stop and protect before crossing.

30 MPH Dual control switch turnout at NA Jct.

Radio Display:
Osawatomie to Osage City — 4242

Mile Post	WEST ◄ STATIONS ► EAST	Station Nos.	Sidings Feet
334.4	CPV334 OSAWATOMIE T Ⓑ	MX341	Yard
335.0	CPV335 8.9		
343.3	RANTOUL	MX351	7158
	10.8		
354.1	OTTAWA ..... Ⓑ	MX362	7465
	3.0		
357.1	ⓍATSFⒶ	.....	.....
	11.6		
368.7	LOMAX	MX376	4591
	8.1		
376.8	FLINT	MX385	6662
	9.4		
386.2	ⓍATSFⒶ	.....	.....
	0.2		
386.4	OSAGE CITY ..... Ⓑ	MX394	6398
	1.8		
388.2	END OF TRACK	.....	.....
	53.8		

Maximum Speed MPH
(Except as below) 40
Osawatomie — Around Wye 10
Between Mile Posts —
334.4 and 335.0 30
353.8 and 354.9 20
357.1 and 357.2 25

Business Tracks	MP	Sta. No.
Richter	360.5	MX368
Lyndon	378.6	MX386
Vassar	375.3	MX383

CTC between MP 334.4 and MP 335.0.

TWC in effect MP 335 to MP 388.2

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

Radio Display
2727 — East of MP 79
4242 — West of MP 79

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet
73.0		CPZ073 EAST MENOKEN T		.....	.....
78.0		CPZ078 SILVER LAKE ...		KP079	
79.0		CPZ079			.....
83.0		CPZ082 4.9			
83.6		ROSSVILLE		KP084	6629
		21.1			
104.7		WAMEGO		KP105	7007
		26.9			
131.6		EAST FUNSTON		KP132	6386
		7.9			
139.5		JUNCTION CITY ..... T		KP140	6873
		12.8			
152.3		CHAPMAN		KP152	6591
		11.4			
163.7		ABILENE	Ⓨ	KP164	.....
		0.8			
164.5		Ⓧ ATSF Ⓐ		.....	.....
		7.8			
172.3		SOLOMON ..... T		KP172	3528
		7.6			
179.9		NEW CAMBRIA		KP180	4132
		4.7			
184.6		EAST SALINA	Ⓨ	KP185	.....
		2.0			
186.6		SALINA ..... T	Ⓨ	KP187	Yard
		0.6			
187.2		Ⓧ CKR Ⓐ		.....	.....
		13.7			
200.9		BROOKVILLE		KP201	5275
		22.4			
223.3		ELLSWORTH		KP224	5103
		40.3			
263.6		RUSSELL		KP263	3022
		8.8			
272.4		GORHAM		KP272	5024
		17.7			
290.1		HAYS		KP290	5278
		53.2			
343.3		QUINTER		KP343	3610
		7.6			
350.9		BUFFALO PARK		KP351	3032
		26.5			
377.4		OAKLEY	Ⓨ T	KP377	5726
		52.4			
429.8		SHARON SPRINGS		KP430	3599
		12.0			
441.8		WESKAN		KP442	3082
		84.9			
526.7		CLIFFORD		KP526	4760
		9.1			
535.8		HUGO		KP536	3777
		27.2			
563.0		CEDAR POINT		KP563	4947
		8.7			
571.7		AGATE		KP572	4837
		36.6			
609.3		BENNETT		KP609	4976
		9.1			
618.4		WATKINS		KP618	4632
		12.1			
630.5		SABLE	Ⓨ	KP631	4132
		7.7			
638.2		PULLMAN	Ⓨ T	KP638	Yard
		565.2			

Maximum Speed MPH
(Except as below) 40
Sidings (6 axle units) 5
Industry Tracks 5
Menoken (W Leg of Wye) ... 10
Between Mile Posts—
91.0 and 91.8 30
104.6 and 104.8 Ⓡ 35
123.1 and 123.5 35
129.7 and 133.7 35
133.7 and 137.2 Ⓡ 30
137.2 and 141.0 35
143.6 and 145.3 35
162.7 and 165.3 25
167.9 and 168.3 35
171.6 and 173.7 35
179.0 and 184.2 30
184.2 and 187.2 20
210.0 and 216.1 30
221.9 and 224.5 30
231.7 and 233.5 35
235.0 and 236.2 35
263.0 and 264.2 35
288.7 and 289.3 25
301.8 and 303.6 35
322.2 and 322.4 25
375.8 and 378.3 20
All sidings MP 139.6 to Oakley 10
534.8 and 536.6 35
637.5 and 638.2 15
All tracks except MT 5

Signals governing Stapleton Airport runway (MP 633.38) Trackside warning detectors are actuated by train movement.
No. 1 Track: 635.0 and 634.0
No. 2 Track: 631.9 and 632.9
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.
ABS in effect between MP 79.1 and MP 187.3.
CTC in effect between East Menoken and CP Z079 MP 79.1.
TWC in effect between MP 79.1 and MP 377.4; and between MP 378.5 and MP 624.0.
Yard Limits:
MP 162.0 to MP 165.1; MP 182.75 to MP 188.0; MP 375.0 to MP 379.0; MP 624.0 to MP 638.2.
RULE 5.4.4 NOT in effect.
40 MPH Dual control Switch turnouts; East Menoken.
Train Defect Detectors Located at
Ⓓ MP 97.8 % MP 294.8
% MP 126.5 % MP 352.2
Ⓓ MP 167.4 % MP 396.7
Ⓓ MP 192.8 % MP 492.5

TRIGO INDUSTRIAL LEAD:
MP 491.2 to MP 499.2. Maximum speed 10 MPH. Ⓧ UP Ⓢ MP 494.8

Business Tracks	MP	Sta. No.
Salina Ⓑ T	494.9	KP187
Trigo	499.1	GK021

Business Tracks	MP	Sta. No.
Kiro	75.2	KP075
St. Mary's	92.0	KP092
Belvue	98.0	KP098
Industrial Park(W)	118.2	KP118
Manhattan	119.3	KP119
Funston	133.6	KP134
Lacy(E-W)	143.0	KP143
Stoney(W)	150.6	KP151
Detroit	158.5	KP159
West Abilene(Y)	164.7	KP165
Bavatia	194.8	KP195
Kanopolis	219.3	KP219
Black Wolf	231.5	KP232
Wilson	239.9	KP240
Dorrance	246.2	KP246
Bunker Hill	253.4	KP253
Walker	275.5	KP276
Victoria	279.6	KP280
Toulon	284.8	KP285
Yocemento(E)	295.3	KP295
Ellis	303.3	KP303
Riga	308.4	KP308
Ogallah	313.1	KP314
Wakeeney	322.3	KP322

Business Tracks	MP	Sta. No.
Voda	330.0	KP330
Collyer	335.8	KP336
Grainfield	356.3	KP356
Grinnell	365.2	KP365
Campus	371.2	KP371
Monument	386.1	KP386
Page City	393.6	KP394
Winona	399.0	KP399
McAllaster	408.4	KP408
Wallace	421.2	KP421
Arapahoe	453.3	KP453
Cheyenne Wells	463.0	KP463
First View	473.5	KP474
Kit Carson	487.5	KP488
Aroya	507.6	KP508
Boyero	517.7	KP518
Limon	550.5	KP551
Deer Trail	584.0	KP584
Byers	596.4	KP597
Strasburg	602.5	KP603
Wattenberg (E)	622.5	KP622
Mesa	625.0	KP625
Magee	628.1	KP628
Roydale	631.9	KP632
Sandown	634.5	KP634

Radio Display — 4242

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet
102.0		END OF TRACK	Ⓨ	.....	....
		1.5			
103.5		PLAINVILLE	Ⓨ T	KO104	1899
203.5		COLBY		KO204	....
224.5		OAKLEY	Ⓨ T	KP377	....
		122.5			

Maximum Speed MPH
(Except as below) 25
Other than MT 5
Between Mile Posts —
170.2 and 170.4 ..... 10†
203.0 and 203.3 E leg Wye ... 10
223.8 and 224.5 both legs of Wye 10

Yard Limits:
MP 102 to MP 105
MP 221.2 to Oakley
TWC in effect between MP 102.0 and MP 224.5

Business Tracks	MP	Sta. No.
Zurich	110.4	KO110
Palco	117.8	KO118
Damar	122.7	KO123
Boque	129.3	KO129
Hill City	138.0	KO138
Penokee	144.7	KO145
Morland	150.2	KO150
Studley	155.4	KO155
Tasco	162.5	KO163
Hoxie	170.4	KO170
Seguin	179.1	KO179
Menlo	186.2	KO186
Mingo	215.5	KO213

WICHITA BRANCH

Maximum Speed MPH
Durand to Wichita
(Except as below) .. 40
North and South Wye Tracks Durand ... 10
MP 420.6 — MP 421.6 25
MP 431.0 — MP 438.0 35
MP 454.1 — MP 454.9 25
MP 458.0 — MP 476.6 25
All Sidings 10

Yard Limits: MP 383.5 to MP 387.7; and MP 476.6 to Wichita.

Rule 8.3: Will not apply within yard limits at Wichita.

Business Tracks	MP	Sta. No.
Yates Center Ⓨ	386.0	H 087
Toronto	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

Piqua Industrial Lead:
9.7 Miles; Durand MP 383.7 to End of Track MP 374.0
Maximum Speed 10 MPH.

Radio Display — 4242

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet
383.5		DURAND ..... T	Ⓑ Ⓨ	H 085	4872
		10.9			
394.4		BATESVILLE		H 096	4851
		44.2			
438.6		SUMMIT		H 140	4256
		14.1			
452.7		WALNUT		H 154	4472
		29.3			
476.6					
482.0		WICHITA Yd.	Ⓨ Ⓑ T	H 186	Yard
		98.3			

TWC in effect between MP 387.7 to MP 476.6
Rule 5.4.4 not in effect
Rule 8.3: Will not apply within yard limits at Wichita, for train over 2000 feet equipped with end of train device and no employee available to handle switch

Radio Display:
Gratiot St. to Moreau — 2020
Moreau to Kansas City — 2424

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
0.0			GRATIOT ST.	Ⓜ Ⓑ Ⓨ	.....	.....
			2.3			
2.3			GRAND AVE. Ⓜ		MX002	.....
0.5			ST. LOUIS	⑨	MX001	.....
			1.8 Miles Via TRRA			
2.3			GRAND AVE. Ⓜ		MX002	.....
			4.5			
6.9		D007	MAPLEWOOD.....	⑨	MX007	.....
			4.0			
10.8		D011	WEBSTER	⑨	MX011	.....
			2.4			
13.2		D013	KIRK JCT.	Ⓑ	MX012	.....
			7.8			
20.8		M021	KEEFER CREEK		MX021	.....
			11.5			
32.3		M032	DOZIER		MX031	.....
			4.7			
37.0		M037	SUMMIT.....	Ⓑ	MX037	.....
			6.7			
43.7		M044	WEST LABADIE.....		MX044	.....
			2.8			
46.5		M047	SOUTH POINT	Ⓑ	MX052	.....
			8.0			
57.7		M058	PACE		MX058	.....
			15.2			
72.9		M073	BERGER	Ⓑ	MX074	.....
			13.9			
85.9		M086	GASCONADE JCT. ..	Ⓑ	MX086	.....
			4.7			
90.6		M091	MORRISON JCT.		MX091	.....
			11.4			
102.0		M102	AMES		MX102	.....
			14.8			
116.8		M117	BONNOT JCT.		MX116	.....
			0.5			
117.3		M118	OSAGE JCT.		MX117	.....
			7.0			
124.3		M124	MOREAU	Ⓑ	MX124	.....
			1.2			
125.5			JEFFERSON CITY	Ⓑ TX	MX125	Yard
126.4		M126	2.5			
128.0		M128	RIVER JCT.		MX128	.....
			12.3			
140.2		M140	CENTERTOWN		MX140	8363
141.9		M142	25.9			
165.2		M165	DOW	Ⓑ	MX166	8548
166.9		M167	15.0			
180.9		M181	SMITHTON		MX181	9331
182.9		M183	14.6	Ⓑ		
195.7		M196	DRESDEN		MX195	7488
197.4		M198	28.7			
223.7		M223	CENTERVIEW		MX224	9015
225.5		M225	19.6	Ⓑ		
242.8		M243	STRASBURG		MX242	4316
243.8		M244	6.0			
247.8		M248	PLEASANT HILL.....	Ⓑ	MX249	9700
249.0		M249				
249.8		M250	9.0			
258.0		M258	LEES SUMMIT.....	Ⓑ	MX259	7932
259.6		M260	13.2			
271.2		M271	INDEPENDENCE JCT.	Ⓑ	MX271	.....
276.8		M277	5.6			
276.9			ROCK CREEK JCT. Ⓜ		MX276	.....
			6.2 Miles Via KCT RY			
283.0			KANSAS CITY (UN-STA)		MX282	.....
			278.8			

CTC in effect CP D007 to CP M277
See Special Instructions Item 20 for AMTK schedules.

Washington Equation: MP 51.8 equals MP 54.8.

Train Defect Detectors Located At
- Ⓕ MP 152.8
- Ⓕ MP 170.0
- Ⓕ MP 190.3
- Ⓕ MP 210.8
- Ⓕ MP 229.9
- Ⓕ MP 251.8
- Ⓕ MP 265.7

Both Tracks:
- Ⓕ MP 12.2
- Ⓕ MP 28.7
- Ⓕ MP 49.3
- Ⓕ MP 71.0
- Ⓕ MP 84.5
- % MP 92.2
- Ⓕ MP 95.7
- Ⓕ MP 109.2
- % MP 113.0
- Ⓕ MP 120.2

	MPH Psgr.	Frt.
Maximum Speed (Except as below) .. Between Mile Posts —	75	60
No. 2 Main Track:		
MP 0.0 to MP 3.7 ..	30	30
No. 1 Main Track:		
MP 0.0 to MP 2.3 ..	30	30
Through Grand Ave. Interlocking	15	15
MP 2.4 to MP 3.7 ..	30	30
No. 1 and No. 2 Main Tracks:		
3.7 and 13.2	50	40
13.2 and 13.7	30	30
13.7 and 14.0	50	50
14.0 and 15.4	65	50
15.4 and 15.7	65	—
17.1 and 21.0	70	—
21.0 and 21.7	60	55
21.7 and 23.3	70	—
23.3 and 27.1	60	—
27.1 and 28.8	60	55
30.6 and 31.3	65	55
32.7 and 33.9	70	—
33.9 and 34.8	60	—
34.8 and 35.9	50	50
35.9 and 44.4	70	—
48.9 and 49.8	65	—
49.8 and 55.5	70	—
58.5 and 59.0	70	—
61.8 and 67.0	60	55
67.0 and 67.2	60	50
70.7 and 71.3	65	—
72.2 and 75.8	55	50
80.3 and 81.5	50	50
83.9 and 85.0	55	55
85.0 and 86.2	70	50
86.2 and 87.9	65	55
87.9 and 89.3	40	40
89.3 and 89.8	60	55
89.8 and 92.2	70	—
92.2 and 93.1	60	55
93.1 and 94.4	70	—
94.5 and 95.2	65	—
97.6 and 97.9	60	55
106.9 and 107.1	60	55
107.1 and 108.9	70	—
108.9 and 109.1	65	—
109.1 and 109.9	70	—
113.9 and 114.1	70	—
115.6 and 126.8 (Except as below) ..	75	55
115.6 and 116.7	55	—
116.7 and 118.6	60	—
118.6 and 121.6	70	—
123.7 and 124.7	65	—
124.7 and 125.3	45	45
125.3 and 126.8	40	35
126.8 and 276.8 (Except as below) ..	70	55
126.8 and 128.4	55	—
128.4 and 129.9	55	50
129.9 and 132.3	60	—
132.3 and 133.0	55	—
133.0 and 136.5	60	—
136.5 and 141.9	50	45
141.9 and 143.9	60	—
146.1 and 147.6	60	—
147.6 and 149.0	65	—
151.1 and 151.6	65	—
153.5 and 155.9	60	—
155.9 and 158.8	65	—
160.9 and 161.3	65	—
168.2 and 171.2	55	50
171.2 and 173.7	65	—
173.7 and 174.3	60	—
174.3 and 178.2	65	—
178.2 and 178.7	60	—
183.6 and 187.7	65	—
187.7 and 190.1	40	40
190.1 and 193.5	60	—
205.2 and 208.7	65	55
211.9 and 212.5	65	—
216.7 and 218.0	60	55
218.0 and 218.8	45	45
218.8 and 221.4	55	50
221.4 and 222.4	60	—
227.5 and 227.9	65	—
231.6 and 233.2	65	—
248.4 and 249.4	50	45
251.9 and 252.4	65	—
256.3 and 257.2	65	—
257.2 and 259.3	60	45
259.3 and 259.8	45	45
259.8 and 260.2	35	35†
260.2 and 261.6	65	—
271.0 and 276.8	40	35

Business Tracks:	MP	Sta. No.	Business Tracks:	MP	Sta. No.
Lake Jct.	8.0	MX008	Chamois	100.2	MX100
Webster Groves.....	⑨ 10.0	MX010	Bonnot's Mill	113.1	MX112
Kirkwood	⑨ Ⓑ 13.4	MX013	River Terminal.....	129.2	MX130
Barretts	16.5	MX016	California	150.3	MX150
Valley Park.....	18.9	MX018	Shell Spur.....	151.3	MX151
Eureka.....	27.9	MX029	Tipton ..... Ⓑ	162.8	MX162
Pacific Ⓑ.....	34.8	MX036	Otterville.....	175.7	MX175
Gray Summit	39.9	MX040	Sedalia ..... Ⓑ	188.9	MX188
Washington.....	51.7	MX054	Lamonte	200.9	MX200
New Haven Ⓑ	67.3	MX067	Knobnoster	208.1	MX208
Hermann.....	81.0	MX080	Warrensburg ..... Ⓑ	218.4	MX218
Gasconade	88.5	MX088	Missouri Public .... Ⓑ	257.3	MX257
			Western Electric	261.0	MX261
			Independence .... X Ⓑ	273.2	MX273

Yard Limits: MP 0.0 to 6.9

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 No. 1 and No. 2 tracks.

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

Excessive Height: Overhead clearance, between Poplar St. and Lesperance St. yard is 19 feet. Double stacks and TYQX cars will not clear.

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 restricted speed. 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 9.14 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 restricted speed.

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. FRA excepted track. Restricted to four axle units.

KIRKWOOD INDUSTRIAL LEAD: Kirk Jct. MP 13.2 CPD13 Sta. No. MX012 ⑨ Ⓑ to MP 15.75; 2.5 miles; Ⓧ BN Ⓐ at MP 13.6; ⑨ 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. Maximum speed 10 MPH. FRA excepted track. Derail installed MP 16.5.

Between 7:00 a.m. and 7:00 p.m. whistle signal 5.8.2(11) 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. 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 10 MPH.

At Sedalia when operating on former MKT trackage crossing Emmitt Street and Booneville St., stop 100 feet before occupying crossing. Movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, are fully lowered.

Campbell Industrial Lead — Sedalia MP 226.8 MX188 to MP 231.5 — 4.3 miles — . Maximum speed 20 MPH. Business Track: Campbell MW231 MP 230.8. At Sedalia, Mo., Stop and Flag Grade Crossing at 3, 5, 10, 16, Ohio Streets, Missouri Ave. and Grand Ave.

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

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

15 MPH dual control switch turnouts Grand Ave. Jct. switch with MNA RR at Pleasant Hill.

Radio Display:
East of Broadway — 5858
West of Broadway — 3838

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
444.2			CONGO		G 153	
444.8		M277	ROCK CREEK JCT.	Ⓜ	MX276	
276.8						
277.0		K277		Ⓑ		
A278.2			SOUTHWEST JCT.	Ⓧ KCS Ⓜ	MX-277	
276.8			ROCK CREEK JCT.	Ⓜ	MX276	
277.0		K277				
278.9		K279	MANCHESTER			
279.0			NEFF YARD	Ⓑ T	MX283	Yard
281.8		K281	KCT TROOST	Ⓨ		
282.1		K282	GILLIS ST.	Ⓧ KCS Ⓜ		
A279.0			NEFF YARD	Ⓑ T	MX283	Yard
A281.7		M281	LYDIA AVE.	Ⓨ		
A282.0		M282	TROOST AVE	Ⓧ KCS Ⓜ		
282.4		K283	ASB JCT.			
283.0		K284	BROADWAY	Ⓨ		
0.7		K000	SANTA FE ST.	Ⓨ Ⓧ BN Ⓜ		
1.1		K001	HICKORY ST.		KX003	Yard
1.8		K002	KAW TOWER	Ⓑ ⑨		
3.3		K003	TERMINAL JCT.	⑨		Yard
3.7		K004	18TH ST.	⑨		
5.0		K005	KAW JCT.	⑨		
6.3		K006	WEST YARD	⑨		
SOUTH			**STATIONS**	**NORTH**		
287.5		K288	EDGEWATER	⑨	O 005	4000
286.6		K287	MINNESOTA AVE.	⑨ Ⓨ		
9.9		K010	UP CONN	Ⓧ UP Ⓜ		
9.5		K009	NO. CYPRESS JCT.	⑨		
283.0		K284	BROADWAY	Ⓨ		
B278.8		K279	MANCHESTER			
B279.8		V278	MALONE			
B280.1		V279	BIG BLUE			
B280.4		V280	SHEFFIELD	Ⓧ KCT Ⓜ		
B281.4		V281	12TH STREET			
B283.9		V284	35TH STREET			
B284.7		V285	LEEDS JCT.		MX291	

Maximum Speed MPH
(Except as below) 60
Between Mile Posts
444.2 — Congo East Crossover and A278.2 Southwest Jct. 30
Wye — Ⓧ KCS Ⓜ Malone CPV277 to Old River Main 10
276.8 and 282.4 40
282.4 and 0.7 25
0.7 and 4.6 40
Highline Track 101 Manchester to KCT Troost 20
Lowline Track 333 to KCT Troost 20
South Tail Track between CP K005 and CP K006 30
Tracks 3 & 4, Montgall Ave. to Lydia Ave. 20
Lydia Ave. MP A281.7 to Broadway 25
(Except as below)
BN Coal Route Between KCT Troost and ASB Bridge 10
Broadway to MP 287.6 25
(Except as below)
Over Kaw River Bridge at MP 286.2 10
287.6 and 289 40
No. 1 and No. 2 Tracks between Manchester and Big Blue 40
Neff Yard to MPB284.7 40
(Except as below)
Neff Yard and MPB278.7 20
Movement to or from East Bowl, out of tracks 01 to 41, 130 and 131 Neff yard 15
B278.8 & B280.3 25

Business Tracks	MP	Sta. No.
Centropolis	B281.5	MX288

YARD LIMITS:
No. 1 and No. 2 between MP 281.6 and MP 0.7 Santa Fe St.
No. 3 between Lydia Ave. MP M281.7 and Broadway MP 283.0
No. 4 between Lydia Ave. MP 281.7 and ASB Junction MP 282.4
Main Track Old Fall City Subdivision between Mimmesota Ave. MP 286.8

Two main tracks: Leeds Jct. MP B283.4 to West Yard MP 6.4 designated No. 1 and No. 2; Lydia Ave. MP A281.7 to MP 282.4 designated No. 3 and 4; No. 3 track extends from Lydia Ave. MP A281.7 to Broadway and is 3rd. Main track between MP 282.4 and Broadway, (North of No. 1 track); No. 4 track extends from Lydia Ave. MP A281.7 to ASB Jct. MP 282.4.

CTC — Between: Rock Creek Jct. MP 444.8 and Southwest Jct. A278.2; Rock Creek Jct. MP 276.8 and MP 6.5; Lydia Ave. MP A281.7 and ASB Jct. MP 282.4; MP 289 and Broadway CPK284; MP B284.7 and Manchester CPK279 on No. 2 track; CPV284 Leeds Jct. and Manchester CPK279 on No. 1 track; Big Blue CPV278 and Malone CPV277 on CK departure track; and, on South Tail Track between CPK005 and CPK006.

On CK departure between Malone CP V277 and Neff Yard, East Bowl Yardmaster controls movement. On Nos. 3 and 4 tracks between Lydia Ave. CPM281 and Montgall Ave., Topping yardmaster controls movement.

15 MPH Dual Control Switch Turnouts: Manchester CPK279 No. 7 crossover between No. 1 and No. 2 tracks; KCT Troost CPK281 all switches except No. 3 switch Lowline to Highline; Troost Ave. CPM282 all switches; Broadway CPK284 No. 3 crossover between No. 1 and No. 2 track; and, Incline switch No. 1 to KCT Ry; Hickory Street CPK001 MP 1.1 to MP 2.0 all switches; Kaw Jct. MP 5.0 No. 9 crossover between No. 1 track and Old Belt; Wyandotte Connection; CPV282 35th St.; Sheffield Wye and Crossover Sheffield CPV279; and Malone CPV277.

10 MPH Dual Control Switch turnout and Siding Smithton CP M181 and CP M183.

20 MPH Dual Control Switch Turnouts: Big Blue CPV278.

40 MPH Dual Control Switch Turnouts: No. 1 and No. 3 crossover switches West Yard MP 6.4 and, Leeds Jct. CPK284.

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

Leeds — Chevrolet property, protect all crossings.

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

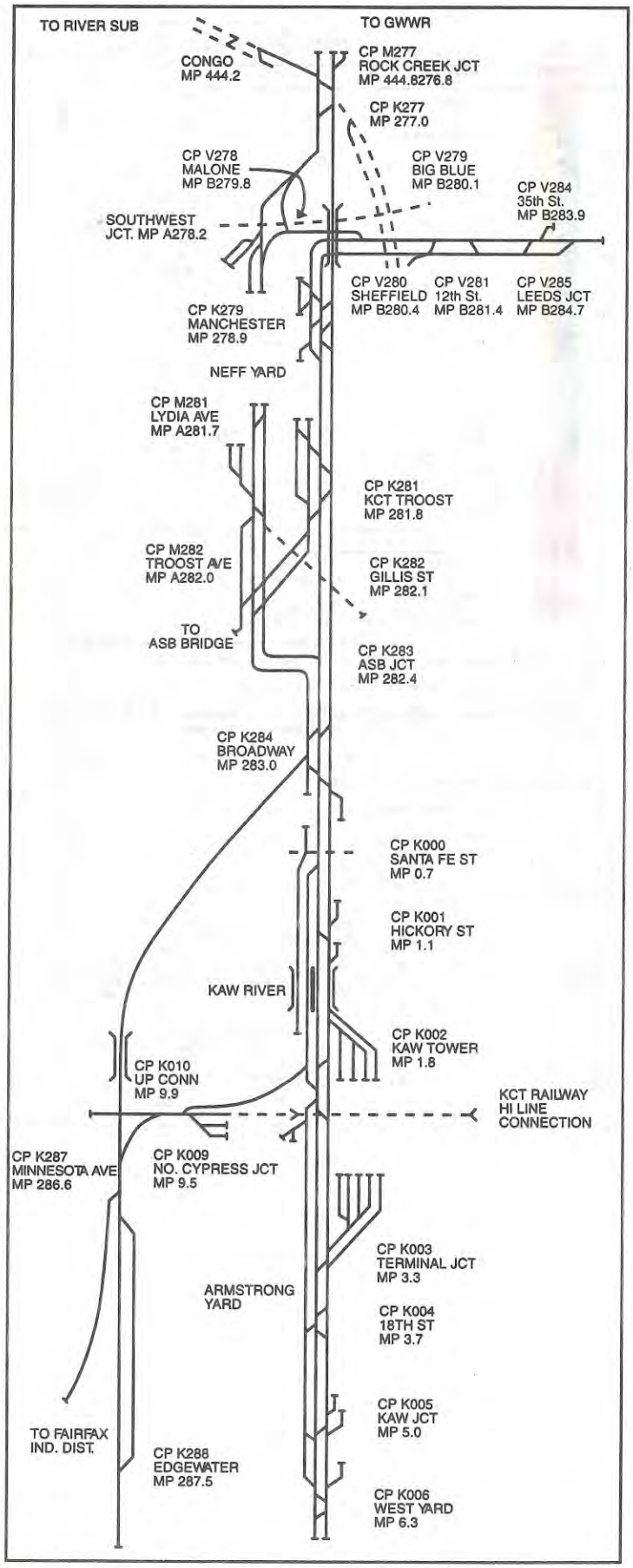
Glen Park: Car-puller between Mill — 1 and 2 tracks (Katy) 80 feet north of loading Tipple will not clear man on side of car. Car-puller between Mill 3 and 4 tracks (Katy) just south of unloading Tipple will not clear man on side of car.

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

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

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

Identity:
MP 0.00 Marysville Sub. = MP 282.97
Sedalia Sub. and, = MP 284.71 Falls City Sub.



Radio Display — 4242

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
125.3			JEFFERSON CITY	Ⓑ T	MX125	Yard
			1.6			
127.9		M128	RIVER JCT.		MX128	.....
			15.9			
143.8			SANDY HOOK		G 015	9495
			12.9			
156.7			WOOLDRIDGE	Ⓑ	G 027	9140
			14.1			
170.8			BOONVILLE		G 041	6562
			7.6			
178.4			LAMINE		G 050	12830
			8.5			
186.9			BLACKWATER		G 058	8215
			8.1			
195.0			NAPTON		G 066	6635
			7.1			
202.1			MARSHALL	Ⓑ T	G 073	7920
			13.1			
215.2			MALTA BEND	Ⓑ	G 086	9184
224.5			15.4	Ⓑ		
230.6			HODGE	Ⓑ	G 101	9616
			17.0			
247.6			MYRICK	Ⓑ	G 118	11346
			9.0			
256.6			RENICK		G 127	7788
267.8		M268	12.0			
268.6			LAKE CITY		G 139	9204
269.6		M270	7.6			
276.0		M276				
276.2			ETON JCT.	Ⓑ	G 145	.....
436.5			7.8 MILES VIA ATSF			
444.2			CONGO	Ⓨ	G 153	.....
			0.7			
444.8			ROCK CREEK JCT.	Ⓑ Ⓜ Ⓨ	MX276	.....
			161.4			

	MPH / Frt.
Maximum Speed (Except as below)	50
Between Mile Posts —	
129.3 and 129.8	35
137.5 and 137.9	35
137.9 and 139.9	40
163.3 and 163.7	45
169.0 and 175.0	45
175.6 and 177.1	35
183.0 and 194.6	40
197.1 and 207.8	45
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
444.2 and 444.8	30
On ATSF, (Except as below)	55*
Eton Crossover	40
Un. Pac Conn	30
MP 437.5 — MP 437.8	35
MP 437.9 — MP 438.4	45
MP 443.7 — MP 444.2	40
Sugar Creek Tracks 4202 and 4204	5
Congo E. Crossover & Un. Pac Conn	30
Congo W. Crossover	40

*Except, trains averaging 90 tons or more per operative brake or over 7000 tons — 45 MPH.

CTC — Between Jefferson City and River Jct; Eton Jct. and Lake City.

ABS/TWC Between River Jct. (MP 127.9) and Lake City (MP 267.8).

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 Renick inclusive are 20 MPH turnouts except west end Boonville.

Yard Limits: MP 444.0 to Rock Creek Jct.

40 MPH dual Control Switch tunout: MP 268 — East Lake City.

Train Defect Detectors located at

Ⓕ MP 139.0
Ⓕ MP 160.9
Ⓕ MP 184.2
Ⓕ MP 199.2
Ⓕ MP 222.6
Ⓕ MP 245.9
Ⓕ MP 263.8

Business Tracks	MP	Sta. No.
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.
Eton	436.5	
Courtney	439.4	G 148
Sugar Creek	442.6	
Congo	444.2	

Marshall Ind. Lead 2.0 Miles.
Max. Speed 10 MPH.
Marshall Lead — protect all crossing and do not drop or kick cars over crossings. Employes are prohibited from walking, standing or performing any service for M.F.A. on the north side of their track.

Lexington Industrial Lead:
Myrick to Lexington 1.9 Miles.
Max. Speed 10 MPH.
Lexington — 249.3 LA055
Lexington — north side of Farmers Assn. Elevator — do not ride side of equipment beyond close clearance signs.

Radio Display:
Summit to Offutt Jct. — 4242
Offutt Jct. to Edgewater — 2020

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
480.8		B004	16th ST.		.....	.....
			0.5			
480.3		B005	20th ST.		.....	.....
			0.9			
479.4		B479	VINTON ST.		.....	.....
			1.0			
1.7		B008	48th ST.		.....	.....
			1.7			
0.0		B478	G. ST.		.....	.....
478.4		B478	G ST.		.....	.....
			4.3			
474.2		Z474	WILSON			.....
			2.0			
472.1		Z472	OFFUTT			
465.5			Ⓧ BN Ⓐ		.....	.....
			0.3			
465.2			Ⓧ BN Ⓐ		.....	.....
			10.1			
455.5			MURRAY		O 172	6830
			7.6			
447.5			UNION	Ⓑ T	O 165	2730
			11.6			
435.9			NEBRASKA CITY	Ⓑ	O 153	Yard
			0.1			
435.8			Ⓧ BN Ⓐ		.....	.....
			7.3			
428.0			PAUL		O 146	7160
			14.4			
414.0			AUBURN	Ⓑ	O 132	6228
			19.9			
394.3			VERDON	Ⓧ	O 112	6684
384.3			FALLS CITY Ⓧ BN Ⓐ Ⓑ		O 102	5200
383.7		Z384				
			5.2			
380.7		Z381	RESERVE		O 097	8071
379.0		Z379				
			10.2			
369.7			NEK & MRR CONN.		.....	.....
			11.0			
359.6		Z360	WILLIS		O 076	7291
358.0		Z358	20.6			
339.2		Z339	SHANNON		O-056	6390
337.9		Z338	6.9			
332.3		Z333	NORKAN JCT.		O 049	.....
			0.2			
332.1		Z332	ATCHISON	Ⓑ	O 048	Yard
329.1		Z329	11.2			
320.9		Z321	OAK MILLS		O 038	7567
319.3		Z319	6.2			
314.7		Z315	WADE		O 032	5177
313.6		Z314				
			15.5			
299.2		Z299	WOLCOTT	Ⓑ	O 016	7855
297.6		Z298	5.2			
294.4		Z295	POWER PLANT			
294.0		Z294	NEARMAN		O 010	6304
292.7		Z292	6.5			
287.5		K288	EDGEWATER		O 005	4000
			197.1			

Trains originating Atchison secure track warrant.

	MPH
Maximum Speed	
Between CP B004 and G ST.	25
Between CP B008 and G St.	25
G St. and Offutt	40
Offutt and MP 287.5 (except as below)	50
Between Mile Posts —	
466.8 and 464.9	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
332.2 and 330.8	20
330.8 and 330.5	10
330.5 and 329.5	20
322.9 and 322.5	35
291.7 and 291.1	35
287.6 and 287.5	25

Business Tracks	MP	Sta. No.
Cochrane	306.3	O 023
Leavenworth	310.0	O 027
Lancaster	341.3	O 059
Everest	351.7	O 069
Hiawatha	370.3	O 088
Padonia	375.3	O 093
Strausville	389.9	O 107
Stella	401.0	O 119
Howe	408.4	O 126
Julian	423.4	O 141
Mynard	458.9	O 176
La Platte	467.1	O 185
Ft. Crook	471.3	O 189
Gilmore Jct.	473.3	O 191

Train Defect Detectors Located at

Ⓕ MP 296.2
Ⓕ MP 304.8
Ⓕ MP 356.3
Ⓕ MP 370.8
Ⓕ MP 405.5
Ⓕ MP 420.5
Ⓕ MP 452.3
Ⓕ MP 468.5

30 MPH Spring Switches: North switches Sidings MURRAY, PAUL, VERDON.
40 MPH Dual Control switch turnout: Offutt

Two Main Tracks; No. 3 and No. 4 between CPB004 and CPZ472 No. 3 is the western most track.
CCS Test Loop located South of Signal CPB478 Main Tracks 3 and 4.
CTC in effect CPK288 Edgewater to CPZ384 Fall City, CPZ472 to CP B004.
TWC in effect CPZ384 Fall City to CPZ472 Offutt.

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.

Norkan Jct. Industrial Lead: Norkan Jct. to MP 338.0, 5.7 miles. Max. speed: 10 MPH. Lead track derail installed at MP 366.5 near Parnell Road.

Southward Trains at South Shannon: (CPZ338), that exceed 90 tons per car or platform, **must not** have joint track and time authority with trains, engines, men or equipment, between South Shannon and South Atchison.

WEEPING WATER BRANCH: 26.2 miles: Union ⒷⓎT MP 447.4 Sta No. 0165 to end of track MP 463.7 and Omaha Jct ⓎOD042 MP 456.0 (461.4) to Louisville MP 465.9 Sta No. OD052. Yard limits entire branch; maximum speed 20 mph. Biz tracks: Nehawka 07004 MP 451.7; Weeping Water ⓎⒷOD041 MP 460.4; 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 00; 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 — 2727

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
6.4		K006	WEST YARD		KX006	
8.4		Z008	MUNCIE		KX010	S 4975
9.4		Z009				
10.0		Z010				
			12.4			
21.0		Z021	LORING	Ⓑ	KX021	
			7.1			
28.1		Z028	LINWOOD		KX028	S8810
30.1		Z030				
			7.9			
38.0		Z038	(WWD HOLD SIG) 9.8			
38.2			LAWRENCE	Ⓑ	KX040	C 2229
40.0		Z040	(EWD HOLD SIG) 5.0			
43.3			MIDLAND		KX043	
			8.4			
51.6			PERRY		KX052	C 6305
52.3		Z052	(EWD HOLD SIG) 15.8			
54.0		Z054	(WWD HOLD SIG)			
62.3		Z063	(WWD HOLD SIG)			
67.4		Z067	EAST TOPEKA			
			0.8			
68.2		Z068	TOPEKA Ⓧ SSW Ⓜ	Ⓑ	KX068	Yard
			2.1			
70.3		Z070	WEST TOPEKA			
			2.6			
72.9		Z073	EAST MENOKEN		KX073	
			3.1			
76.0		Z076	WEST MENOKEN			
			6.9			
80.7		Z080				
82.9		Z083	KENEFICK		KX084	12734
85.5		Z086				
			8.1			
91.0		Z091	COOK	Ⓑ	KX092	9472
92.9		Z093				
			9.7			
95.2		Z095				
99.7		Z100	EAST AIKINS		KX101	24182
			2.5			
102.2		Z102	JEFFREY		KX103	
104.4		Z105	WEST AIKINS			
111.4		Z111	DULUTH		KX112	12569
113.9		Z114				
			5.8			
117.2		Z117	EVANS		KX118	10939
119.4		Z119				
			8.3			
125.5		Z125	SULLIVAN	Ⓑ	KX127	12837
128.1		Z128				
			5.6			
131.1		Z131	FRANKFORT		KX131	9488
133.1		Z133				
			5.3			
136.4		Z136	WINIFRED		KX137	
			6.2			
142.6		Z143	UPLAND		KX143	
			5.3			
147.9		Z148	E. MARYSVILLE	T	KX148	Yard
			1.5			
149.4		Z149	C MARYSVILLE	Ⓑ		Yard
			0.9			
150.3		Z150	W MARYSVILLE		KX150	Yard
			5.2			
155.5		Z155	ORRICK		KX155	
			10.4			
165.9		Z166	GERRY		KX165	
			7.1			
170.3		Z170	HOLLENBERG		KX172	13008
172.9		Z173				
			6.8			
177.1		Z177	RUDY		KX178	9561
179.3		Z179				
			3.3			
180.4		Z180	ENDICOT	Ⓧ BN Ⓐ Ⓑ	KX182	
			2.9			
183.3		Z183	FAIRBURY		KX188	13585
185.9		Z186				
			9.3			
187.7		Z188		Ⓑ		
192.6		Z193	HEDRIX		KX194	9253
194.5		Z195				
			8.0			
200.6		Z201	ALEXANDRIA		KX203	12717
203.2		Z203				
			7.7			
208.3		Z208	BELVIDERE	Ⓑ	KX212	8020
209.9		Z210				
			1.9			
210.2			Ⓧ BN Ⓐ			
			4.6			
214.8		Z215	CARLETON		KX219	13253
217.5		Z218				
			9.9			
224.7		Z225	DAVENPORT	Ⓑ	KX226	13180
			9.0			
233.7		Z234	EDGAR	Ⓧ BN Ⓐ	KX236	13070
236.3		Z236				
			6.8			
240.5		Z240	FAIRFIELD	Ⓑ	KX244	8819
242.4		Z242				
			6.2			
246.7		Z247	ANAN		KX249	12765
249.3		Z249				
253.0		Z253	MICKEN			
			1.5			
254.5		Z254	LEVEL	Ⓑ T	KX257	N14140
			2.8			
257.3		Z257				
			1.0			
258.3		Z258	KICS RD			
			6.7			
265.0		Z265	OXBOW			
			7.6			
272.6		Z273	HAYLAND		KX275	12996
275.2		Z275				
			6.2			
278.8		Z279	DENMAN		KX283	9998
280.9		Z281				
			6.4			
283.4		Z283	S. GIBBON	Ⓘ		
			2.6			
287.8		B175	GIBBON JCT	Ⓑ T	NX176	
			281.3			

Maximum Speed	MPH
West Yard to Gibbon Jct.	70
(Except as below)	
Industry tracks	5
Between Mile Posts —	
6.4 and 7.4	60
Muncie Auto Facility	5
Siding Muncie	25
13.1 and 13.4	60
16.3 and 17.9	55
17.9 and 18.0	
No. 1 Track	55
No. 2 Track	50
20.1 and 27.8	60
33.1 and 33.4	60
36.5 and 36.9	50
38.5 and 40.0	40
42.5 and 43.1	60
Lawrence spur	10
65.7 and 66.3	60
67.2 and 68.3	30
68.3 and 71.5	40
Menoken (West leg of Wye)	10
Center Sidings:	
Linwood	15
Lawrence	10
Perry	10
76.6 and 81.6	60
99.0 and 99.4	50

Jeffrey Spur 9.0 miles
Maximum Speed 25 MPH except 10 MPH beyond MP 5.6

Train Defect Detectors:
% MP 0.6 and % MP 5.5

106.1 and 106.4	60
109.2 and 109.6	50
117.3 and 117.9	60
130.7 and 131.1	45
140.3 and 140.6	50
147.3 and 147.8	35
147.8 and 149.3	20†
Marysville Yard Tracks (Except Tracks 1, 2, 3 and Stock Track No. 60)	5

Hanover industry spur
0.0 and 1.7 — 10

185.9 and 188.7	50
188.7 and 191.3	55
196.9 and 198.3	60
198.3 and 200.2	50
217.8 and 219.2	55
223.3 and 223.8	55

254.75 (Level)) Hastings

Utilities Lead	10
Hastings Utilities	10
Other Industries	5

262.1 and 262.5	65
287.4 and 287.7 (No. 1 and No. 2 Trk)	40

Business Tracks	MP	Sta.
Miller (E)	12.8	KX012
Edwardsville (E)	13.9	KX014
Sunflower (W)	16.7	KX017
Bonners Springs	17.5	KX018
Cold Spur	21.3	KX022
Perry (W)	51.6	KX052
Newman (E)	55.9	KX056
Grantville (W)	61.3	KX061
Menoken Jct.	74.0	KX074
Grove (W)	80.7	KX081
Delia (W)	88.2	KX088
Emmett (W)	94.8	KX095
Aikins	105.0	KX105
Onaga (W)	109.9	KX110
Lillis (W)	121.8	KX122
Herkimer (W)	153.5	KX153
Bremen (W)	158.2	KX158
Hanover (W)	164.5	KX163
Sedan	229.6	KX231
Glenvil (W)	251.5	KX253
Hastings	262.6	KX262

Equation: Gibbon Jct. MP 287.84 = MP 175.12 on Council Bluffs Subdiv.
MP 262 to MP 263 = 8534 feet.

Rule 13.1.4 Exception:
Non-Equipped Yard Engines and Locals may be operated between East Menoken, Kansas MP 72.9 and MP 75.0 on both Main Tacks.

CTC in effect: CPK 006 to CPZ 030; and, CPZ 067 to CPB 175.

Rule 9.14 in effect between CPZ 030 and CPZ 067.

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

ACS in effect East Menoken to MP 147.8, MP 150.50 to Gibbon Jct.

CCS Test Loops located: Topeka MP 71.7 No. 1 and No. 2 Tracks westbound only, Menoken Wye MP 73.5, Jeffrey Spur, Hastings and Fairbury.

Between East Topeka and westward hold signal 62.3 Grantville on westward track, trains and engines may move against the current of traffic at restricted speed after authority has been granted by train dispatcher. At westward hold signal 62.3 Grantville, rules 247(B) and 9.12.4 do not apply. Movement from Stop signal 62.3 may be made only on verbal authority of train dispatcher.

60 MPH dual control switch turnouts: CP Z283 South Gibbon CPZ 265 Oxbow and CPZ 253 Micken (between single main track and 2nd main track)

40 MPH dual control switch turnouts: CPK 006 West Yard No. 1 and No. 3 Crossovers; CPZ 010; CPZ 021; CPZ 028; CPZ 030; CPZ 070 West Topeka West Crossover between Nos. 1 & 2; East Menoken; West Menoken; West Aikens MP 104.5; Winifred CPZ 136; Upland CPZ 143; Orrick (between No. 1 and No. 2); Gerry CPZ 166; Gibbon Jct.;

30 MPH dual control switch turnout: CPZ067 East Topeka East Crossover between No. 1 and No. 2

15 MPH dual control switch turnouts: CPZ067 East Topeka West Crossover between No. 1 and No. 2; Topeka; Marysville Yard lead; Fairbury, Connection to Hallam Branch CPZ 186.

TRACK WARRANT REQUIREMENTS

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

GENERAL INSTRUCTIONS

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).

At Topeka a member of the crew must report to yardmaster for instructions. **Radio Display 3535.**

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

Train Defect Detectors located at			Both tracks
@ MP 76.3	@ MP 160.9	@ MP 228.4	Ⓕ MP 15.6
@ MP 88.2	@ MP 175.4	Ⓕ MP 245.1	@ MP 31.6
@ MP 108.0	@ MP 187.6	@ MP 260.0	@ MP 46.8
@ MP 122.0	@ MP 198.2	Ⓕ MP 270.3	@ MP 61.3
@ MP 134.7	@ MP 213.5	Ⓕ MP 283.3	

Vliets Ind. Lead — Frankfort to Vliets 5.3 miles. Maximum Speed 10 MPH — FRA Excepted. Vliets — MP 403.8, S-74.

Hansen Ind. Lead — Hastings to Hansen 7.5 miles. Maximum Speed 10 MPH — FRA Excepted. Hansen — MP 6.8, KG108.

Bestwall Industrial Lead — Marysville to Bestwall 10.1 miles. Maximum Speed 10 MPH. Bestwall MP 9.9 KB345. **Entire Lead Out of Service.**

HALLAM BRANCH — NEBRASKA DIVISION

Radio Display — 2727

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
37.4		SHELDON STATION	Ⓨ		
		1.4			
36.0		HALLAM		KH036	4529
		29.5			
6.5		JANSEN		KH006	4344
		5.8			
0.0		CPZ 186 FAIRBURY	Ⓨ	KX188	4906
		37.4			

TWC in effect MP 2.0 to MP 32.88.

	MPH
Maximum Speed	25
All Indust/House Tracks	5 MPH

Yard Limits:
MP 0.0 to MP 2.0
MP 32.9 to MP 37.4
15 MPH Dual Control Switch turnout: CPZ 186.

Business Tracks	MP	Sta. No.
Claytonia	30.0	KH030
Plymouth	16.7	KH017

Before entering Main Track or initiating movement within Yard Limits at Hallam, employees must call NPPD, AC402-787-2555, and determine that NPPD crew is not occupying Main Track. Telephones located trackside at Plymouth MP 16.7 and Hallam MP 37.4. EXCEPT: ON FAIRBURY SIDING, 6-axle units are not allowed on other than Main Track on Hallam Branch without Authority of MTM.

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

Radio Display — 2424

Mile Post	SOUTH ▼ STATIONS ▲ NORTH	Station Nos.	Sidings Feet
0.0	VALLEY ..... ⓎT	NX028	Yard
	5.8		
5.8	ⓍBN Ⓐ.....	.....	.....
	5.8		
11.6	MEAD	NA012	4247
	14.7		
26.3	WESTON.....	NA026	3397
	11.0		
37.3	VALPARAISO	NA037	4453
	10.1		
47.4	GARRATT.....	NA048	5313
	8.1		
55.5	BN CONN Ⓜ..... Ⓨ	.....	.....
	1.0		
56.5	ⓍBN Ⓜ..... Ⓨ	.....	.....
	0.6		
57.1	LINCOLN ..... Ⓨ	NA057	Yard
	0.3		
57.4	ⓍBN Ⓜ..... Ⓨ	.....	.....
	1.6		
59.0	ⓍBN Ⓜ.....	.....	.....
	5.7		
64.7	JAMAICA	NA065	5821
	24.2		
88.9	PICKRELL ..... Ⓑ	NA089	3657
	7.9		
96.8	BEATRICE ..... Ⓨ	NA097	4320
	16.3		
113.1	ⓍBN Ⓐ..... Ⓑ	.....	.....
	1.2		
114.3	BADGER	NA114	5343
	19.9		
134.2	MARYSVILLE ..... ⒷⓎT	KX148	Yard
	134.2		

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.

Maximum Speed	MPH
MP 0.0 to MP 58.9 (Except as below)	**40**
Between Mile Posts —	
0.1 and 0.3	15
3.8 and 4.0	35
5.8 BN Crossing	20†
6.4 and 7.7Ⓡ	25
19.1 and 19.5	30
28.8 and 36.3	35
36.3 and 37.4	25
55.4 and 56.5	20
56.9 and 57.5	15
57.2 between west scale track and east house track switch	5†
MP 58.9 and MP 131.3 Except as below	**25**
59.0 BN Crossing	20
96.5 and 97.3Ⓡ	20
All tracks except main track	5
Marysville — yard tracks	10

Business Tracks	MP	Sta. No.
Yutan (E)	6.3	NA006
Wahpco (W)	14.7	NA015
Krumel (E)	17.4	NA017
Wahoo	18.9	NA019
Agnew (W)	41.8	NA042
Raymond	46.5	NA047
Kawa (W)	52.2	NA052
Linpark (W)	54.7	NA054
Aldo	69.8	NA070
Princeton	74.7	NA075
Cortland	79.5	NA080
Holmesville (W)	105.7	NA106
Blue Springs	110.3	NA110
Barneston	118.0	NA118
Marietta	125.9	NA126

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

Radio Display:
Council Bluffs to Grand Island — 4242
Grand Island to North Platte — 2424

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
-0.4		B901			NX001	Yard
0.6		B000	COUNCIL BLUFFS	Ⓑ		
0.9		B001	1.9			
2.0		B002				
2.5		B003	7th STREET			
			0.9			
3.4		B004	TOWER B	Ⓑ	NX003	
			0.4			
3.8		B005	20th STREET			Yard
			1.3			
5.1		B007	SUMMIT		NX005	
			3.8			
6.9		B008	48th STREET			
7.7		B009	57th STREET			
			3.2			
10.9		B011	95th STREET			
			6.5			
17.4		B017	PACIFIC ST			
			4.8			
21.5			ELKHORN		NX022	c3654
			6.5			
26.0		B026	(WWD HOLD SIG			n6356
28.0			VALLEY	TX	NX028	s4533
34.5		B035	(EWD HOLD SIG)			
			6.7			
34.7			MERCER	X	NX034	
			4.5			
39.2		B039	FREMONT		NX039	n4196
			0.8			s6520
40.0		B040	Ⓧ BN Ⓜ		NX040	
			8.1			
49.3		B049	BEST	Ⓑ		
53.7		B053				
			4.4			
57.8		B058	McGINN			
			8.9			
66.7		B067	SHELL CREEK			N6778
			1.0			
68.7			SCHUYLER	Ⓑ X	NX069	s5991
71.9		B072	(EWD HOLD SIG) 7.9			
76.6			RICHLAND	X	NX077	
			3.6			
80.2			BEHLEN	X	NX080	n2164
83.6		B084	(WWD HOLD SIG) 4.3			
						n7062
84.5			COLUMBUS	TX	NX085	s6980
			8.1			
92.6			DUNCAN		NX092	c5765
93.6		B094	(EWD HOLD SIG) 7.9			
100.5			SCHAFER	X	NX100	
			1.8			
102.3			SILVER CREEK	X	NX102	
			10.8			
112.1		B112	(WWD HOLD SIG)			
113.1			CLARKS		NX114	c4069
114.2		B114	(EWD HOLD SIG			
			4.8			
117.9			THUMEL	X	NX118	
			6.4			
123.0		B123	(WWD HOLD SIG)			
124.3			Ⓧ BN Ⓐ			
			0.6			n4144
124.9			CENTRAL CITY	Ⓑ TX	NX125	s5611
126.2		B126	(EWD HOLD SIG)			
135.7		B136	(WWD HOLD SIG) 10.1			
135.0			CHAPMAN		NX135	c7976
144.6		B145	11.2			
146.2			GRAND ISLAND Ⓜ	Ⓑ TX	NX147	Yard
146.5		B147	Ⓧ BN Ⓜ			
146.6			8.3		NX148	
149.9		B150	(EWD HOLD SIG)			
154.5			ALDA	TX	NX155	
			7.8			
162.3			WOOD RIVER	X	NX162	s2424
			4.0			
166.3		B166	CORY	Ⓓ		
168.3		B168	12.8			
175.1		B175	GIBBON JCT.	Ⓑ	NX176	Yard
			8.7			
183.8		B184	BUDA	T	NX184	
			7.7			
			ALFALFA CENTER			
191.5		B191		Ⓑ	NX194	
			6.8			
199.9		B200	ODESSA		NX198	
			8.2			
208.1		B208	SIMONDS		NX208	
			9.6			
212.7		B213	OVERTON		NX213	n9092
215.4		B215				
			5.6			
221.0		B221	SPRING CREEK	Ⓑ Ⓓ		
			11.3			
232.6		B233	DARR		NX233	
			5.6			
238.2		B238	COZAD		NX238	n14800
240.7		B241	6.0			
243.9		B244	WILLOW ISLAND	Ⓑ	NX243	
			10.5			
254.4		B254	VROMAN	Ⓓ	NX254	
255.6		B256	FARR			n10028
257.7		B258	5.8		NX256	s10020
261.4		B261	BRADY	Ⓑ Ⓓ	NX262	

Maximum Speed MPH
Summit to North Platte (Except as below) 70
Lite Engs Summit-Fremont 60
Council Bluffs
Track 1 -.80 to -.50 10
MT 1 and 2
MP -.50 to 0.0 10
MT 1 and 2
MP 0.0 to 2.5 25
MT 3, 4 and 5
MP 0.6 to 2.1 15
Between Mile Posts —
MT 1 & 2, MP 2.5 and 5.4 40
5.4 and 6.8 50
14.1 and 14.7 60
15.9 and 16.2 60
18.1 and 19.8 60
21.9 and 22.2 60
22.2 and 22.6 50
22.6 and 24.0 60
24.0 and 24.8 55
27.5 and 28.5 45†
38.5 and 40.7 40
Fremont CNW Yard
Westward Only:
South #1 Via Shortway 25
Main track Via Longwaway 25
All other tracks and routes 10
68.7 and 69.2 50†
83.6 and 85.0 50†
Columbus yard tracks 10
Farr Better Feed Lead
Duncan 5
124.3 BN crossing 45
144.0 and 145.8 60†
145.8 and 147.1 35
147.1 and 149.3 50†
Grand Island, frt trains moving on yd tracks, except yd track No. 1 5
BN Transfer 10
Yard track No. 1 10
Alda, wye trackage and all trackage in and outside Ordnance plant 5
Kearney Industrial Pk. trackage 10
Lexington
Main Street to 1500 feet east on Scale track 10
On 3rd and 4th tracks north, east of depot 5
Cozad Armour Trks 5
258.1 and 258.3 65
Keith No. 3 Track 40
281.1 and 282.5 55
282.5 and 283.0 45
Between MP 283.0 and MP 291.5 refer to North Platte Terminal instructions

Business Tracks	MP	Sta. No.
Seymour	8.9	NX009
Woody	11.1	NX011
Nasco	12.2	NX012
Weco	13.6	NX014
Lane	16.7	NX017
Waterloo (W)	24.7	NX025
Troxel	43.7	NX045
Ames	46.3	NX046
North Bend	54.4	NX054
Rogers	61.7	NX061
Hower	78.8	NX078
Moorman	79.3	NX079
Doulom (W)	80.9	NX081
Havens (W)	108.2	NX108
Gulfoil (W)	115.9	NX116
Paddock (W)	128.7	NX129
Shelton	169.9	NX170
Optic (E)	179.8	NX180
Kearney	189.1	NX189
Elm Creek	204.3	NX205
Josselyn	217.9	NX218
Lexington	224.4	NX224
Gothenburg	248.8	NX249
Maxwell (E)	270.3	NX271

Five main tracks Council Bluffs: CP B000 to CP B002
Two main tracks CP B901 CPB 283 (No. 1 & No. 2 Trks); (westward and eastward Trks) CPB 283 to CPW 291.
Three main tracks CPB 274 to CPB 276.
Double track (Rule 9.14) CPB 017 to CPB 039 CPB 067 to CPB 166.
CTC in effect; on No. 1 and No. 2 Tracks.
CPB 901 — CPB 017
CPB 039 — CPB 067
CPB 166 — CPB 283
CTC in effect: on No. 3, 4 and 5 tracks between CP B000 and CP B002
CTC in effect; on No. 3 track between CP B274 and CP B276
Fremont — Canning Factory Spur
Ⓧ BN Ⓐ
Alda — Ordnance Track — Six axle locomotives allowed to enter ordnance plant track a sufficient distance to couple train together but at no time are they allowed past the Wye Switch located inside the plant facility.
Manual interlocking switches located at Grand Island; East and west end, south one.
Fremont: No. 1 longway to CNW yard; shortway No. 2 track to CNW.

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
261.4		B261	BRADY	Ⓑ Ⓓ	NX262	
			12.6			
274.0		B274	KEITH		NX275	s10611
276.0		B276	11.5		NX276	
282.0		B282				
283.4		B283				
284.5		B284		Ⓜ		
285.5		B285		Ⓜ		
285.4		B286		Ⓜ		
286.0		B287		Ⓜ		
286.5			NORTH PLATTE	TX	NX284	
			286.6			

CPB 283 is end of CTC westward. CPW 291 is start of CTC westward. ABS in effect CPB 283 to CPW 291 — Permission must be obtained from control operator N. Platte before entering main track.

CCS Test Loops located:

Weco	Grand Island
Valley	Kearney
Fremont	Lexington
Columbus	Gothenburg
Central City	

ACS in effect between:
MP 5.1 and MP 146.5;
MP 146.65 and MP 283.4.
Rule 13.1.4 Exception:
Non-Equipped Yard Engines and Locals may be operated between the following locations on both main tracks:
MP 79.0 and MP 86.5
MP 144.0 and MP 150.0
MP 281.0 and MP 283.4

At locations shown below, Rules 247(B) and 9.12.4 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:

No. 1 Only	No. 2 Only	Both tracks:	
@MP 74.6	%MP 285.5	@MP 10.0	@MP 197.2
@MP 103.9	@MP 157.3	@MP 20.0	@MP 210.8
@MP 128.2	@MP 121.8	@MP 45.0	@MP 227.0
@MP 160.1	@MP 100.1	@MP 60.3	@MP 243.2
	@MP 81.0	@MP 137.0	@MP 263.9
		@MP 183.0	%MP 278.2

Acoustical Bearing Detector No. 1 Only MP 269.5

HIGH WIDE SHIFTED LOAD DETECTOR located at: ¢ MP 34.0.

40 MPH dual control switch turnouts: CPB 017; CPB 049; CPB 058;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 6.32.2.

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 end of track MP 17.6, 8.10 miles. Maximum speed 10 MPH. FRA excepted track. Business tracks: Millard MP 22.6 NM023. At the following locations, movements must ascertain crossing warning devices have been operating long enough to provide warning and crossing warning gates, if equipped, are fully lowered:

Q Street MP 22.0; Cottner Street MP 22.4; Millard Street MP 22.5; L Street MP 22.7; 144th Street MP 23.7; and 156th Street MP 24.9.

If it is not known such device is providing warning, a crew member must be on the ground at the crossing to warn traffic until crossing is occupied.

Abbott Drive Crossing, Omaha:
Movements must not foul crossing until automatic warning devices have operated long enough to provide warning to traffic. A crew member must be on the ground at the crossing until crossing is occupied.

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

Kearney Industrial Lead: Kearney to MP 3.75—3.75 Miles. 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.

CTC in effect on Main Tracks No. 3 and No. 4 Falls City Sub between CP B004 and CP Z472.

SPEED RESTRICTIONS:
Fox Park: Tracks 1, 2, 3, 4 and 5 to hump lead switch ..... 5 MPH

RAILROAD CROSSINGS—JUNCTIONS:
COUNCIL BLUFFS: On No. 1 track at CCP Jct., MP—.70 CCP Ⓢ;
On No. 2 Track at BN connection MP 0.18 BN Ⓢ.
OMAHA: Between Hall Ave. and Burdettee St., at 11th Street, Omaha Ⓧ CCP Ⓢ.
Eastbound trains delivering to CNW Council Bluffs must not proceed beyond 9th Ave. MP—.25 until contact has been made with CNW Council Bluffs yardmaster for movement instructions.

Refer to General Code of Operating Rules Rule 7.6. In the application of paragraph 1 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) **ABS in Effect** MP 283 to MP 291.5. Control Operator located at North Platte Terminal.

2) Permission to enter Main Track between MP 283 and MP 291.5 must be obtained from the Control Operator at North Platte.

3) 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 18 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 makeup tracks. When handling more than 12 locomotives a second locomotive must have all air lines (mu'ed) to the controlling locomotive for braking power.

4) Authority for movement to balloon track or WYE tracks, either inbound to South Diesel Servicing Facility or outbound from South Diesel Servicing to train yard, or movement inbound/outbound to/from South Diesel Servicing Facility at East Tower location must be obtained from Diesel Tower Supervisor, he in turn will contact Control Operator, who controls the switches and blue flags for your movement.

After passing over these switches and blue flags either inbound or outbound you must contact Diesel Tower Supervisor immediately so he can contact Control Operator to re-establish blue flag protection. Track occupancy indicators located west end, South Diesel Servicing Facility (MP288.7 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 North Platte Control Operator.

Switches and blue flags at west end of South Diesel Servicing Facility are located at MP288.6, switch and blue flag at east end of South Diesel Servicing Facility is located at MP287.7.

5) No more than 12 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).

6) 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 Lead until the Diesel Tower Foreman has given permission for the movement and switches are lined.

7) Authority for train movement around south end of Diesel Shop and Servicing Facility on South Running Track must be obtained from Diesel Tower Foreman.

8) 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.

9) **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 #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 290
— Westward departure lead between CPB 289 and CPW 291

10) — Movement to enter the following tracks over hand throw switches not governed by signal indication must be authorized by North Platte Control Operator:

— Westward Main Track	(CP B283 to CP W291)
— Eastward Main Track	(CP B283 to CP B284)
— Belt Track	(CP B283 to CP B286)
— Inbound Coal Lead #1	(CP B283 to CP B286)
— Outbound Coal Lead #1 and #2	(CP B289 to CP W291)
— Westward Departure Lead	(CP B289 to CP W291)
— Westward Receiving Lead	(CP B283 to CP B290)

— All movements over Power Lead Overpass in either direction must be authorized by North Platte Control Operator.
— Speed Frater and YM4 Switches located at the following are controlled by North Platte Control Operator:
— CP W289 (MP 290.6 — Eastward Receiving Yard)
— CP W287 (MP 289.0 — WYE Switches)
— CP W286 (MP 288.7 — West Leg/East Leg Wye Switch)
— CP W285 (MP 298.5 — South Diesel Servicing Tracks)
— CP W284 (MP 287.7 — East Tower)

11) **Manual Interlocking Locations** — (Rule 9.12.2 in effect at control points shown as manual interlockings):
— CONTROLLED BY NORTH PLATTE CONTROL OPERATOR:
— CP B284 — (MP 284.7 or Willow Street)
— CP B285 — (MP 285.5 — Eastward Departure)
— CP B286 — (MP 286.6 — Westward Coal Leads
— CP B287 — (MP 286.9 — Westward Coal Yard)
— CP B288 — (MP 287.2 — Coal Running Tracks)
— CP B290 — (MP 285.4 — Westward Receiving Lead)
— CP B291 — (MP 285.6 — Westward Receiving Yard)
— CP W288 — (MP 288.4 — Eastward Fueling Rack)
— CP B289 — (MP 289.3 — Hold Signals)
— CP W290 — (MP 290.4 — West End Eastward Run-Thru's)

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

13) Eastward trains must contact East Hump yardmaster for instructions before passing CPW 291.

14) 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.

15) **Speed Restrictions:**

— Between MP 283 and MP 291.5 both main tracks	35 MPH
— **Exceptions:**	
— Between MP 285.5 and MP 286.5 Westward Main Track	10 MPH
— Westward movement into east end of West Departure Tracks	10 MPH
— Dual control switches and turnouts CPW 288	15 MPH
— All speed frater and YM4 switches	15 MPH
16) All westward yard tracks	20 MPH
— **Exceptions:**	
— Dowty retarders west end westward bowl tracks	10 MPH
— Dowty retarders east end westward bowl tracks	15 MPH
— Over westbound run-through fueling station (Sound bell and horn frequently)	15 MPH
— Power lead overpass from signal # 289.3 south side to and including the westward departure/westward outbound coal lead #2 switch north side	5 MPH
— Westward movement into west end of west departure tracks	10 MPH
17) All eastward yard tracks	20 MPH
— **Exceptions:**	
— Dowty retarders west end eastward bowl tracks	10 MPH
— Dowty retarders east end eastward bowl tracks	15 MPH
— Over eastward run through fueling station (Sound bell and horn frequently)	15 MPH
— South running track between MP 286.2 and MP 287.75	35 MPH
— Eastward movement only north leg of Wye	10 MPH
— South diesel facilities tracks	5 MPH
— Biz car spur tracks	5 MPH
— Eastward departure tracks	25 MPH
— Turnouts east end of East Departure	25 MPH
18) All industrial tracks	5 MPH

19) **Other Instructions and Information:**
— Reference safety Rule 81.10 — 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 3 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, Page 31.2 Rule 31.1.2(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 Insulted Joint on North Rail to prevent crossing lights from flashing continuously.
— When setting out bad orders on eastward trains in the extension of the Eastward running track, train crews must shove cars west of sign in the extension of the runner.
— Westward 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.

20) **Retarder Yards:**
— While humping trains at the east and westward humps, a speed of 2.2 MPH must not be exceeded.
— Trains may be humped at 3.2 MPH, if they have cuts of ten or more cars that have a length of 85 feet or longer, unless otherwise instructed by the yardmaster.
— 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:

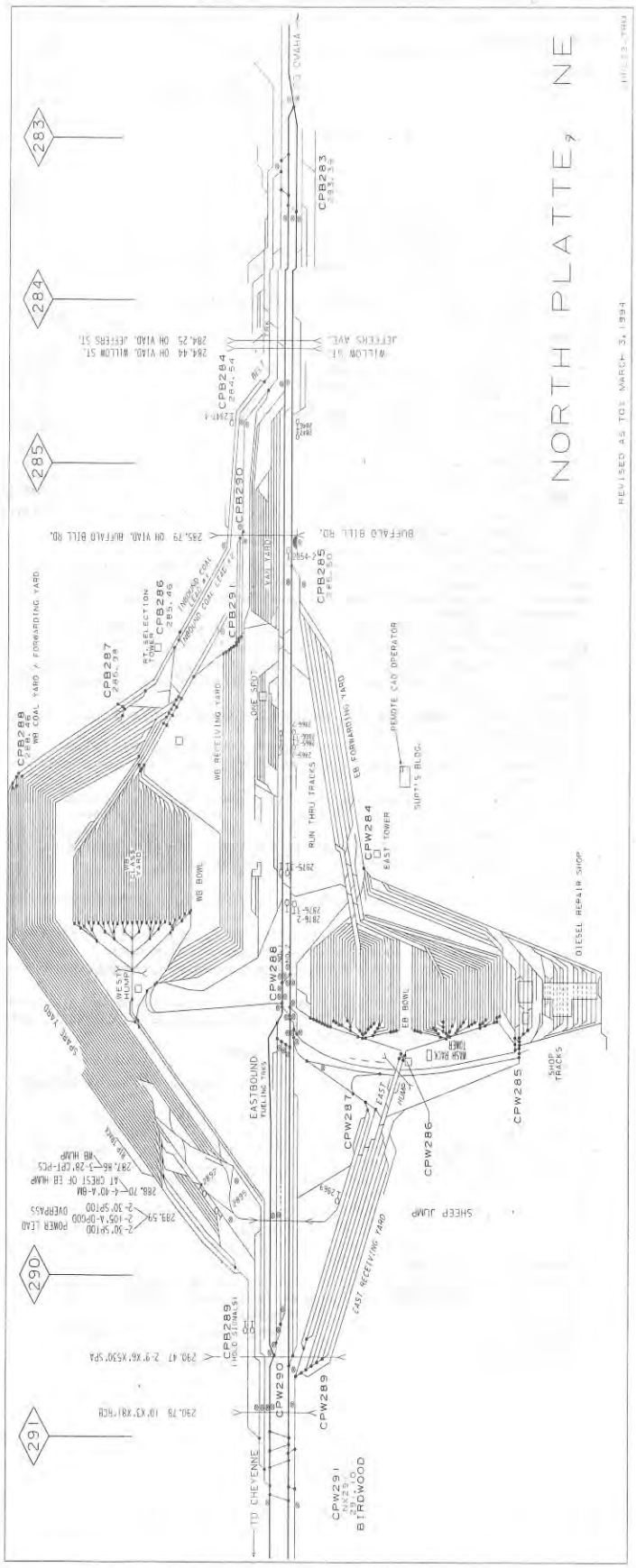
Color:	Indication:
Red	Stop
Green	Proceed (toward hump) not exceeding 8 MPH.
Yellow	Proceed humping speed 2.2 MPH.
Flashing Red	Back up (away from hump).

— 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:
CPW300 to CPW157 — **2727**
CPW157 to CPW166 — **4242**

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
300.3		W300	O'FALLONS	Ⓑ T	NX301	.....
1.0		W001	8.9			
2.8		W003				
8.9		W009	JORDAN	T	NP009	8024
10.6		W012	9.8			
18.7		W018	NEVENS	T	NP019	8190
20.4		W020	9.0			
27.7		W028	KEYSTONE	Ⓑ T	NP028	8431
29.4		W030	7.2			
34.9		W035	MARTIN	T	NP035	8441
36.4		W037	15.7			
50.6		W050	RUTHTON	T	NP050	8010
52.3		W052	10.6			
61.2		W061	BARTON	T	NP062	8504
62.9		W063	5.6			
66.8		W067	NEW OSHKOSH	Ⓑ T	NP068	8003
68.4		W068	13.3			
80.5		W080	LYTLE	T	NP081	6945
82.0		W082	7.4			
87.9		W088	RETTIE	T	NP089	8266
89.7		W090	7.9			
95.8		W096	EASTWOOD	T	NP097	7999
97.4		W097	17.0			
112.8		W113	NORTHPORT	Ⓑ T	NP114	6884
114.3		W114	2.6			
115.4		W115	Ⓧ BN Ⓜ		NP115	.....
			9.4			
124.8		W125	SOUTH BAYARD	T	NP125	7881
126.4		W127	15.9			
139.8		W140	BROCKHOFF	Ⓑ T	NP141	8010
141.5		W142	7.8			
147.6		W147	HOKAMP	T	NP148	8212
149.3		W149	9.4			
157.0		W157				
			SOUTH MORRILL			
158.8		W159		Ⓑ T	NP162	Yard
160.7		W161	5.1			
162.1		W162	AJ		NP163	.....
			2.1			
164.1		W164	JOYCE		NP164	.....
CNW 54.8		W166	1.4 HORSE CREEK		NP165	
			164.2			

Business Tracks	MP	Sta.No	Business Tracks	MP	Sta.No
Sarben (E)	12.8	NP013	Melbeta(W)	137.9	NP138
Lewellen	59.3	NP059	Gering	145.9	NP146
Oshkosh	70.8	NP071	South Mitchell(E)	155.8	NP156
Lisco	86.4	NP086	Swanson Jct.(E)	164.2	NP164
Broadwater	100.4	NP100			
Glover(W)	117.3	NP117			

Maximum Speed **MPH**
(Except as below) **60**
Between Mile Posts —
17.7 and 18.3 50
BN Transfer Track at CPW115 10
115.4 and 115.5 30
South Morrill Yard tracks 15
On No. 1 Track
CPW300 and CPW003 ... 40
CPW157 and CPW166 ... 30
On No. 2 Track
CPW164 and CPW166 ... 30
Two Main Tracks between: CPW300 and CPW003; and CPW157 and CPW166 designated No. 1 and No. 2 Tracks.

CTC in effect between CPW300 and CPW166.

ACS in effect CPW300 to CPW113 and CPW115 to CPW157.

ACS TEST LOOPS: Northport-East end all tracks, West End tracks 1, 2 and 3 Gering-East end track 101, both ends Track 105. South Morrill-East end all tracks between CPW157 and CPW164 and East end all yard tracks.

South Morrill Yard: Contact CNW Operator for authority to initiate movement on other than main track.

South Morrill Control Operator controls movement in CTC from CPW157 to CPW166 on No. 1 and No. 2 Tracks.

40 MPH dual control switch turnouts; CPW300, CPW003 and CPW166.

15 MPH dual control switch turnouts; CPW113, CPW114 and CPW115.

Equation: UP MP 164.2 = CNW MP 56.2

Gering: Multiple consists of 6 axle units permitted on Tracks 101, 102, 103, 104, 105, 106 and 107 only.

Train Defect Detectors:
Ⓓ MP 15.9 Ⓓ MP 31.6 Ⓓ MP 46.7 Ⓓ MP 65.0 Ⓓ MP 79.7 Ⓓ MP 91.1 Ⓓ MP 107.2 Ⓓ MP 121.6 Ⓓ MP 136.3 Ⓓ MP 150.8

Gering — MP 145 to MP 147 when approaching public crossing at grade use manual locomotive whistle instead of sequencer.

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).

Yoder Branch: Swanson Jct. MP 164.2 to Egbert MP 244.4 is 80.2 miles westward. TWC in effect Swanson Jct. to Egbert.
Radio Display — 2727

Yard Limits:
MP 164.2 to MP 168.25
MP 241.0 to MP 244.4

Yoder: Normal position main track switch lined for Yoder Branch

Train Defect Detectors:
Ⓓ MP 179.9 Ⓓ MP 193.8 Ⓓ MP 209.3 Ⓓ MP 228.7

Maximum Speed **MPH**
(Except as below) **25**
182.1 and 182.5 10
217.0 and 217.3 20
East and West Legs of Wye Egbert 5

Business Tracks:	MP	Sta. No.
Lyman	167.9	NP168
Yoder	181.6	NP182
Hawk Springs	192.8	NP452
Meier	201.1	NP444
LaGrange	203.9	NP441
Albin	222.9	NP422
Lindbergh	229.8	NP415

JULESBURG SUBDIVISION

Radio Display — **2727**

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet
-0.6		CPW363 JULESBURG	Ⓑ	NX365	.....
		CPW365 7.1			
7.1		OVID		NJ372	3412
		16.0			
23.1		RED LION		NJ388	4254
		34.4			
57.5		STERLING	Ⓨ	NJ423	8277
		17.8			
75.3		MESSEX		NJ441	6910
		5.3			
81.1		UNION		NJ446	
		69.8			
		98.8 (End of Track)			

Equation: MP -0.6 = MP 364.7 (Sidney Sub):
TWC in effect MP 2.0 to MP 56.1; MP 59.1 to MP 98.8.
ABS-TWC in effect MP 59.1 to MP 81.1

Maximum Speed **MPH**
(Except as below) **50**
Ovid Sugar Company Yard 5
Between Mile Posts —
0.0 and 56.1 25
56.1 and 59.1 20
81.1 and 98.8 25

Business Tracks	MP	Sta. No.
Crook	30.1	NJ395
Proctor	38.8	NJ404
Ceres	54.5	NJ420
Ft. Morgan	98.6	NJ464

Yard Limits:
MP 0.6 to MP 2.0
MP 56.1 to MP 59.1

UNION MP 81.1 — Normal position of main track switch lined for BN connection.

BN train dispatcher authorizes movements between MP 59.1 and MP 81.1.

Radio Display:
East of MP 293 — 3838
MP 293 to Sidney — 2727
Sidney to Cheyenne — 2424

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
286.5			NORTH PLATTE		NX284	Yard
288.5		W288		Ⓜ		
289.4		B289				
290.5		W290		Ⓜ		
291.0		W291	BIRDWOOD		NX291	
			6.9			
297.9		W298	O'FALLONS	Ⓑ T	NX301	n11356
300.3		W300		T		
305.5		W306				
311.5		W312			NX312	
			34.5			
322.5		W322				
326.5		W326				
332.4		W332	OGALLALA	Ⓑ T X	NX335	n11263
334.7		W335	10.7			
343.1		W343	BRULE		NX344	
345.2		W345				
349.6		W350	19.9		NX350	
363.0		W363	JULESBURG	Ⓑ T	NX363	n9509
365.2		W365		T	NX365	s10854
377.4		W378				
			44.9			
382.0		W382				
390.0		W390				
392.0		W392				
407.9		W408	SIDNEY	Ⓑ T T	NX408	n11315
410.2		W410				
			17.0			
424.9		W424	POTTER		NX426	
426.4		W426	14.5			
437.2		W437	OWASCO	T	NX440	n10472
439.4		W439	4.2			
443.6		W444	KIMBALL	Ⓑ	NX445	c6357
445.5		W446				
448.5		W449				
			22.0			
459.4		W459			NX459	
465.6		W465	PINE BLUFFS	Ⓑ	NX467	
467.4		W467				
469.5		W469			NX469	
			9.8			
475.4		W475	EGBERT	T	NX478	n10805
477.6		W478	7.4			
480.7		W481			NX481	
482.8		W483	BURNS		NX483	
			8.2			
491.0		W491	HILLSDALE	Ⓑ	NX491	
			10.4			
501.4		W501	ARCHER		NX501	s6045
			5.1			
506.5		W506	BARNETT		NX506	
			3.0			
508.4		W508				
509.5			CHEYENNE	Ⓑ T	WX510	Yard
			218.5			

CPB 283 is end of CTC westward. CPW 291 is start of CTC westward. ABS in effect CPB 283 to CPW 291. Permission must be obtained from control operator at No. Platte before entering main track.

Maximum Speed MPH
(Except as below) 70
Big Springs, over highway crossing when using siding 5
Between Mile Posts —
283.0 and 291.5 refer to North Platte Terminal Instructions.
No. 2 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 (No. 3 trk.) 40
508.3 and 510.5 35
509.1 and 510.5 Ⓡ ..... 20† (Tracks 1 and 4)
510.5 and 511.8 40

Business Tracks	MP	Sta. No.
Hershey	296.5	NX297
Varner (W)	302.1	NX302
Sutherland	303.7	NX303
WWD Set-out Track	305.6	NX306
Paxton	315.5	NX316
Roscoe (E)	327.5	NX328
Big Springs	354.3	NX354
Chappell Ⓑ	380.3	NX380
Lodge Pole	389.7	NX390
Sunol	396.3	NX396
Colton	401.0	NX401
Brownson	415.5	NX416
Jacinto (E)	430.8	NX431
Dix	435.4	NX435
Bushnell	456.2	NX457

2 main tracks CPW291 to CPW506.
3 main tracks CPW506 to CPW508.
4 main tracks CPW508 to Cheyenne.
CTC in effect CPW291 to Cheyenne.
ACS in effect MP 291.0 to MP 508.5
Non-equipped yard engines and locals may be operated between MP 291.0 and MP 292.0
Train Defect Detectors:

@ MP 297.7	@ MP 397.1
@ MP 316.4	@ MP 416.1
Ⓕ MP 329.5	@ MP 434.6
@ MP 342.6	@ MP 454.3
@ MP 353.1	@ MP 475.3
@ MP 372.5	@ MP 489.0
Ⓕ MP 384.8	@ MP 499.0

Spring switches at west end of north siding Sidney and Owasco are 30 MPH turnouts and equipped with facing point lock. All trains must contact Yardmaster by radio before arriving Cheyenne.

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

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

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).

North Siding — Sidney (MP 407.9 to MP 410.2) Westward Trains Only: Cab signal displaying approach indication will upgrade to approach limited when leaving signal located at MP 410.2 displays a signal more favorable than Stop indication. Reverser handle must be in forward position in order to receive cab signal upgrade. Lead locomotive must be west of MP 409 to receive cab signal upgrade.

Cheyenne — Safety Rule 81.4 — Getting on or off moving equipment during switching operations in the Cheyenne yard is prohibited.

Trains containing reefer cars (with R as the second letter in the car code field of the TCS train consist) may operate at a maximum speed of 70 MPH provided the train:
- Does not exceed an average of 110 tons per operative brake,
- Does not exceed a total of 75 cars, and
- Does not contain more than four other cars, including four multi-platform intermodal cars.

Respect all lower speeds, such as TCS train consist speed requirements.

South Torrington Branch: Yoder MP 0.0 Ⓨ T Sta. No. NP182 Westward to South Torrington Ⓨ T MP 18.5 NP201 — 18.6 miles. At Yoder, normal position for main track switch is lined for Yoder Br. **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 (E) MP 5.8 NP188. South Torrington — Holly Sugar: Only 4 axle units permitted inside factory fence. Radio Display — 2727.

Radio Display — 2424

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
103.3		W519	BORIE		WX519	
			3.4			
99.9		W520	WEST SPEER			
			1.3			
98.6		W518	SPEER		WS518	c6756
			0.9			
97.7		W098	SPEER JCT.	T	WS517	
			11.5			
86.2		W086	CARR	Ⓑ	WD726	7716
86.2		W085	13.2			
73.0		W073	NUNN		WD712	8250
71.2		W071	9.3			
63.7		W064	AULT		WD703	8206
62.0		W062				
			7.0			
55.7		W056	LUCERNE		WD691	
			3.2			
54.2		W054				
52.5		W053	GREELEY		WD692	8349
50.7		W051	6.2			
47.2		W047	LA SALLE	Ⓑ T	WD687	Yard
			10.7			
45.3		W045				
35.6		W036	PLATTEVILLE		WD675	8299
33.9		W034	14.9			
20.7		W021	BRIGHTON		WD659	8203
19.0		W019	7.7			
13.0		W013	HAZELTINE		WD652	8232
11.3		W011	6.8			
6.2		W006	ADAMS	Ⓨ	WD646	
			1.3			
4.9		W005	COMMERCE CITY	Ⓨ	WD645	
			Ⓧ BN Ⓜ			
			0.9			
4.0			SP CONN	Ⓨ		
			1.8			
2.2			PULLMAN	T Ⓨ	KP638	Yard
			0.5			
1.7			36th STREET	Ⓑ Ⓨ	WD640	
			1.7			
0.0			DENVER UNION TERMINAL	T Ⓨ		
			103.3			

CTC in effect between Borie and MP 4.8
Double Track (Rule 9.14) MP 2.9 to MP 4.8.
ACS in effect West Speer to Speer Jct. (No. 3 and 4 MTS.)
Yard Limits: MP 0.0 to MP 6.2.
Train Defect Detectors: Ⓕ MP 28.4; Ⓕ MP 57.5; Ⓕ MP 82.0.
40 MPH dual control switch turnout: CPW045.

Borie-Cut off Maximum Speed

	Mph Psgr.	Frt.
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 0.4 (Except as below)	70	60
Between Mile Posts —		
98.5 and 97.8	40	40
97.8 and 97.7	25	25
97.7 and 96.1	60	50
68.0 and 66.0	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

SP BELT LINE TO N YD. 20
BN-SP XING AT N YD. 10
SP YARD TRKS 10

Business Tracks	MP	Sta. No.
DuPont	8.2	WD648
Rolla	10.6	WD650
Henderson	14.1	WD655
Powars	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
Eaton	58.8	WD700
Pierce (N)	66.7	WD707
Dover (S)	77.0	WD717

Equations:
MP 519.7 = MP 103.3
MPC 519.8 = MP 99.9
MPC 518.3 = MP 98.6

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

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59 or less	No Dynamic Required	Timetable
60-79	500 or less	Timetable
	Over 500	30 MPH
80-99	500 or less	35 MPH
	Over 500 to 1000	30 MPH
	Over 1000	20 MPH
100 & Over	500 or less	30 MPH
	Over 500	20 MPH

Fort Collins Branch — LaSalle Ⓨ 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. FRA excepted track MP 8.0 to MP 33.0.

Stations: Dent T MP 7.5 WF683, Ⓧ GWR Ⓢ MP 16.3, Kelim MP 16.4, WF809, Fort Collins T MP 32.4 WF825, Ⓧ BN Ⓢ MP 32.5, Ⓧ BN Ⓢ 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.

At MP 31.1, Mulberry Street, Fort Collins: Eastward trains are restricted to 5 MPH when occupying crossing approach marked by "crossing signal start" sign. Normal authorized speed may be resumed when engine occupies entire crossing.

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

Maximum Speed MPH
(Except as below) 20
Between Mile Posts —
11.6 10
17.1 and 17.4 Wye track 5
23.6 and 24.2 10
33.0 and 34.1 (end of track) 10

Business Tracks	MP	Sta. No.
North Glenn	6.7	WF652
Eastlake	9.0	WF654
St. Vrains	17.1	WF663
David Joseph	19.1	WF610
Valmont	33.0	WF624

Monfort Industrial Lead: La Salle (MP 150.9 to Monfort(MP 140.0)
Equation at La Salle MP 150.9 = MP 46.3 (Greeley Sub.). Radio Display 2424

Business Tracks		MP	Sta. No.	
Monfort	Ⓨ	140.3	NJ505	Maximum Speed 20 MPH
Kersey	Ⓨ	143.1	NJ508	Except Between MP 140.0
La Salle	Ⓨ T	150.9	WD687	and MP 139.0 – 10 MPH.

TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS

EASTWARD BUFORD (CPW 536) TO CHEYENNE (CPW 511) ON 1 AND 2 TRACKS

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59 or less	No Dynamic Required	Timetable
60-79	500 or less Over 500	Timetable 25 MPH
80-99	500 or less Over 500	35 MPH 25 MPH
100 & over (See Note 1 below)	350 or less Over 350 to 750 Over 750	30 MPH 25 MPH 20 MPH

Note 1: **Exception** — 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 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) ON 3 AND 4 TRACKS

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
99 or less	500 or less Over 500	Timetable 40 MPH MPC555.1 - C553.5 45 MPH MPC553.5 - C511.8
100 & over	500 or less Over 500	40 MPH 30 MPH

WESTWARD WEST HERMOSA (CPW 549) TO RED BUTTES (CPW 556) ON 3 TRACK

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59 or less	No Dynamic Required	Timetable
60-79	500 or less Over 500	Timetable 30 MPH
80-99 (See Note 2 below)	500 or less Over 500 to 1,000 Over 1,000	35 MPH 25 MPH 20 MPH
100 & over (See Note 2 below)	500 or less Over 500	30 MPH 20 MPH

Note 2: **Exception** — Trains with symbol Z and/or consisting entirely of double stack cars are authorized to operate at timetable speed provided the train has 250 or less tons per dynamic brake axle and the train does not exceed 5,000 trailing tons.

Between Green River and Cheyenne operative dynamic brake must not exceed 32 axles on the head end of eastward and westward loaded bulk commodity unit trains and trains consisting entirely of double stack cars that are 100 or more tons per operative brake. All other trains must not exceed 28 axles.

Applies to Amtrak Only

Both Nos. 1 and No. 2 Tracks
528.68 and 528.96 70
No. 2 Track Only
536.69 and 536.89 70
537.23 and 537.55 70
540.73 and 540.91 55
Both Nos. 1 and No. 2 Tracks
593.30 and 593.75 79
643.40 and 650.75 70
650.75 and 653.10 79
653.10 and 655.20 75
655.20 and 655.45 70
655.45 and 656.40 79
661.10 and 663.70 75
663.70 and 663.95 70
663.95 and 666.55 75
681.10 and 681.25 60
683.50 and 683.75 60
No. 1 Track Only
598.50 and 599.40 79
599.40 and 599.80 70
599.80 and 602.50 75
No. 2 Track Only
598.50 and 602.50 60
Westward Track Only
702.90 and 703.30 60
740.20 and 740.90 70
740.90 and 742.70 79
742.70 and 743.10 70
760.50 and 761.00 65
774.30 and 775.05 75
800.95 and 801.60 55
806.60 and 807.00 70
Eastward Track Only
702.90 and 703.30 60
760.50 and 761.00 65
774.30 and 775.05 75
775.76 and 776.60 70
800.95 and 801.60 55
806.60 and 807.00 70
813.60 and 813.95 55

Radio Display:
Cheyenne to Laramie — 2424
Laramie to Rawlins — 4242

Mile Post	WEST	CP No.	STATIONS	EAST	Sta-tion Nos.	Sid-ings Feet
509.5			CHEYENNE	Ⓑ TX	WX510	Yard
510.8		W511			WX511	
			8.3			
519.1		W519	BORIE		WX519	
528.5		W528	GRANITE	Ⓑ	WX529	n4424
529.6		W530				
			7.5			
536.0		W536	BUFORD		WX537	c6048
537.2		W537				
			6.4			
543.0		W543	DALE			
			2.5			
545.5		W545	DALE JCT.		WX545	
547.3		W547	HERMOSA		WX548	
548.6		W549				
			18.1			
553.9		W554	COLORES	Ⓑ	WX554	
565.4		W565	LARAMIE	ⒷT	WX566	Yard
567.6		W567				
509.5			CHEYENNE	TX	WX510	Yard
510.8		W511				
			7.5			
C517.2		W517			WX517	
C518.3		W518	SPEER		WS518	c6756
C519.7		W520				
			6.7			
C525.0		W525	EMKAY		WS526	6523
C526.5		W526				
			8.5			
C533.5		W533	LYNCH		WS534	6703
C534.9		W535				
			8.4			
C541.9		W542	HARRIMAN		WS543	7096
C543.4		W544				
			6.9			
C548.8		W548	PERKINS	Ⓑ	WS550	6476
C550.2		W550				
			6.3			
C555.1		W545	DALE JCT.		WX545	
B547.3		W547	HERMOSA	Ⓑ	WX548	
B548.6		W549				
			8.8			
B556.1		W556	RED BUTTES		WS557	6154
B557.4		W557				
			9.9			
B565.3		W564				
B565.4		W565	LARAMIE	ⒷT	WX566	
567.6		W567				
570.5		W570				
			16.3			
582.3		W582	BOSLER		WX585	
584.9		W585				
			9.3			
594.1		W594	LOOKOUT	Ⓑ	WX594	
601.0		W601				
			11.1			
605.2		W605	ROCK RIVER		WX605	
			3.8			
609.0		W609	WILCOX		WX609	
			7.8			
616.8		W617	RIDGE		WX617	
622.8		W623				
			7.7			
624.5		W624	MEDICINE BOW	T	WX623	
			8.1			
632.6		W633	COMO		WX633	
639.0		W639	RAMSEY	T	WX639	n19125
641.0		W641				
			4.0			
643.0		W643	HANNA	Ⓑ	WX643	s19197
			7.1			
650.1		W650	DURRANT		WX650	
			12.0			
662.3		W662	WALCOTT		WX662	
			9.8			
672.1		W672	BENTON		WX672	
678.0		W678				n10682
680.3		W680			WX680	n11990
681.2		W681	10.7			
682.8		W683	RAWLINS	Ⓑ T	WX683	s19201
685.0		W685			WX685	

Maximum Speed MPH

Between Mile Posts—	Psgr.	Frt.
Cheyenne to Dale Jct.		
Via Buford (Trks. 1 & 2) (508.3 and 545.5)	70	55
Via Harriman (Trks. 3 & 4) (C511.8 and C555.1)	60	50
Dale Jct. to Laramie Via Trks. 1 & 2 (545.5 and 565.4)	45	40
Via Red Buttes (Trk. 3) (B547.3 and B565.4)	70	60
Laramie to Rock Springs (565.4 and 801.0)	79	70
Rock Springs to Green River (801.0 and 815.1)	79	60
Borie Cut-off 103.3 and 99.9 (Except as below) AMTK Speeds Page 69	50	50
508.3 and 510.5	35	35
509.1 and 510.5 (Tracks 1 and 4)	20	20
510.5 and 511.8	40	40
Tracks 1 & 2—		
515.5 and 515.8	65	55
522.1 and 525.6	55	45
528.6 and 529.0	65	55
530.0 and 532.1	55	45
Track 2		
536.6 and 537.6	65	55
Tracks 1 & 2		
537.9 and 540.4	45	40
Track 2		
540.4 and 540.9	50	45
540.9 and 544.1	55	45
598.5 and 602.5	75	65
Tracks 1 & 2		
544.1 and 546.4	40	—
587.7 and 588.4	70	60
593.3 and 593.7	75	65
Track 1		
598.5 and 599.4	75	65
599.4 and 599.8	70	65
599.8 and 602.5	75	65
Tracks 1 & 2		
637.5 and 637.8	70	60
643.4 and 650.8	70	60
650.8 and 653.1	—	60
655.2 and 655.5	70	60
655.5 and 656.4	—	60
661.1 and 663.7	75	60
663.7 and 664.0	70	60
664.0 and 666.6	75	60
681.1 and 681.3	60	50
682.3 and 682.8	20‡	20‡
683.5 and 683.8	60*	50*
Track 3		
C553.5 and C555.1	40	40
B547.3 and B549.0	45	40
B549.8 and B550.1	65	60
Crossover No. 1 Trk. to/from Borie cutoff	15	15

Sidings:

CPW564 to CPW570	40
CPW639 to CPW643	25
CPW678 to CPW680	30
CPW680 to CPW685	40
Laramie Tie Yard Lead	10
Laramie Ice House 2, 3 & 4 Trks.	5
Hanna Yard Trks.	5
Other Trks. on Coal Spurs	5
Medicine Bow Spur	25
Ramsey Spur (Arch II, Rosebud & Cyprus) 0.0 and 3.6	25
2.7 and 2.9 (Arch Siding)	15
3.6 and 4.2	15

Eastward movements must contact dispatcher before passing East Switch Ramsey Lead at MP 1.8.

Business Tracks	MP	Sta. No.
Wycon (E)	514.5	WX515
Sherman (W)T	540.4	WX540
Colores (E)	553.8	WX554
Forelle	561.7	WX562
Cooper Lake (E)	590.6	WX591
Edson (W)	656.6	WX657
Sinclair	675.8	WX676

FRA excepted tracks.
Laramie: Tracks 522 - 523 - 524 & 525.

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

CTC in effect. Cheyenne to Rawlins

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; CPWC518 No. 4 & Greely 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").

Cheyenne — Safety Rule 81.4 — Getting on or off moving equipment during switching operations in the Cheyenne yard is prohibited.

Trains containing reefer cars (with R as the second letter in the car code field of the TCS train consist) may operate at a maximum speed of 70 MPH provided the train:

- Does not exceed an average of 110 tons per operative brake,
- Does not exceed a total of 75 cars, and
- Does not contain more than four other cars, including four multi-platform intermodal cars.

Respect all lower speeds, such as TCS train consist speed requirements.

Radio Display — 4242

Mile Post	WEST	CP No.	STATIONS	EAST	Sta-tion Nos.	Sid-ings Feet
						N11990
682.8		W683	RAWLINS	TX	WX683	S19201
685.0		W685	W. RAWLINS		WX685	
			17.5			
699.6		W700	RINER	Ⓑ	WX701	N12575
			2.5			
702.1		W702				
			7.8			
709.9		W710	MAY			
712.0			CRESTON	T	WX712	C10086
723.8		W723	E. WAMSUTTER	Ⓜ X	WX724	N10841
724.4		W724	(EWD 8.5 HOLD SIG.)			
726.0			W. WAMSUTTER	Ⓜ		S8867
732.7			RED DESERT	Z	WX733	CX2074
739.9		W740	(WWD 7.3 HOLD SIG.)			
740.0			TIPTON	X	WX740	N2340
741.2		W741	(EWD 1.2 HOLD SIG.)			
744.4		W744	4.3			
746.5		W746	TABLE ROCK	Ⓜ	WX747	S10131
			10.7			
756.4		W756	E. BITTER CRK.	ⒷⓂ X	WX757	N10412
758.5		W758	W. BITTER CRK.	Ⓜ	WX757	S10843
			3.5			
762.0		W762	(WWD HOLD SIG.)			
766.0		W766		Ⓜ		N7484
766.7			BLACK BUTTES	ⒷZTX	WX766	N9225
768.0		W769	10.7			
777.4			POINT OF ROCKS	TX	WX777	C8374
781.2		G781	5.8			
783.2			THAYER	X	WX784	N12676
785.9		G786	(EWD 12.9 HOLD SIG.)			
796.1			BAXTER		WX796	C5972
			6.0			
798.7		G798	CHEVRON		WX798	
801.0		G801	ROCK SPRINGS	Ⓑ	WX802	N14212
802.5		G803				
804.0		G804				
			6.9			
809.0			KANDA	Z	WX809	C6294
			6.1			
814.7		G814	E. GREEN RIVER			
815.1		G815	GREEN RIVER	Ⓑ	WX817	

132.4

Two main tracks Rawlins to CPW710; CPG801 to Green River.

CTC in effect Rawlins to CPW710 and CPW801 to Green River.

Double track (Rule 9.14) CPW710 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; CPW710; CPW766 between Nos. 1 & 2; CPG801; CPG804; CPG814:

20 MPH dual control switch turnouts; CPG815.

Before departure from Chevron, terminal test of air brakes must be made as prescribed by Rule 30.2.2.

Rawlins — Rule 6.8 — Westward trains must pull down a sufficient distance to allow fueling of locomotives on all tracks.

Rawlins — Amber rotating tri-radial lights are located at main track fueling facilities between main track No. 1 and the North Pass and main track No. 2 and the South Pass. When these lights are burning, this is an indication that mechanical forces are fueling units or working on or about the fuel rack. Trains approaching this area must move at restricted speed, ring bell, and be on the lookout and protect against employees working in this area.

Maximum Speed MPH

Between Mile Posts —	Psgr.	Frt.
565.4 and 801.0 (Except as below)	79	70

Sidings:

CPW 680 and CPW 683	40	40
CPW 681 and CPW 685	40	40
682.3 and 682.8 MT & Sidings		20‡

Between Mile Posts — Siding:		
CPW 700 and CPW 702	40	40
681.1 and 681.3	60	50
683.5 and 683.8	60	50
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
WW only		
740.2 and 740.9	70	60
740.9 and 742.7	—	60
742.7 and 743.1	70	60
760.7 and 762.3	70	60
774.3 and 775.0	75	60
797.3 and 798.4	55	45
798.4 and 801.3	60	50
801.0 and 817.3 (Except as below)	79	60

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

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

Chevron Spur originates at CPG 798 — 9.0 Miles
Maximum Speed 20

Business Tracks	MP	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

30MPH Spring Switches
East Switch:
So. SDG. Wamsutter, Table Rock and So. SDG. Bitter Creek
West Switch:
No. SDG. Wamsutter, No. SDG. Bitter Creek and No. SDG. Black Buttes.

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.

Business Tracks	MP	Sta. No.
Reliance	6.0	WW706

Train Defect Detectors:
Both Tracks:
@ MP 527.6 @ MP 609.25 @ MP 672.9
@ MP 561.5 @ MP 532.5 @ MP 692.9
@ MP 576.0 @ MP 650.2 @ MP 792.3
@ MP 595.8 @ MP 808.2
@ MPC 543.6 @ MPB 557.7

Westward only:
@ MP 713.4 % MP 721.7 @ MP 754.0
% MP 719.5 @ MP 733.4 @ MP 773.8

Eastward only: @ MP 767.7, @ MP 748.5, @ MP 731.5 and @ MP 710.6

Radio Display — 2727

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
815.1		G815	GREEN RIVER	Ⓑ	WX817	.....
817.0			9.8	T X		
817.3		G817	W. GREEN RIVER		WX818	Yard
819.3		G819			WX819	.....
824.9		G825	PERU		WX825	.....
833.3		G833	1.7		WX833	.....
834.9		G835	ALCHEM		WX835	.....
			2.9			
839.1			W. WESTVACO		WX838	.....
844.0		G844	9.2		WX844	.....
846.8		G847	GRANGER	Ⓑ T	WX847	n13456
			7.2			
854.0			VERNE		WX854	c6040
854.7		G855	(EWD HOLD SIG) 12.2			
866.2			HAMPTON	X	WX866	x1913
867.7		G868	(WWD HOLD SIG) 9.2			
875.4			CARTER		WX875	c6522
875.6		G876	(HOLD SIGS)			
884.1		G884	(EWD HOLD SIG) 10.2			
885.6			BRIDGER		WX886	c6378
			4.9			
890.5			LEROY	X	WX891	x1079
			7.1			
897.6			SPRING VALLEY	Z	WX898	x689
			2.5			
900.1		G900	ASPEN		WX902	.....
			4.7			
904.8		G905	ALTAMONT		WX904	c4825
909.1		G909	(WWD HOLD SIG) 7.7			
910.6		G911	(EWD HOLD SIG)			
912.5			MILLIS	Ⓑ	WX913	c1501
915.8		G915	(WWD HOLD SIG)			
			4.7			n9064
917.2			EVANSTON	TX	WX917	s9218
919.2		G919	(EWD HOLD SIG)			
925.6		G925	(EWD HOLD SIG) 9.9			
927.1			WAHSATCH		WX928	c4662
936.9		G937	(WWD HOLD SIG) 15.9			
942.3		G942	(WWD HOLD SIG)			
943.0			EMORY		WX943	c5665
			9.7			
952.2		G952	(EWD HOLD SIG)			
952.7			ECHO	Ⓑ X	WX952	c6628
955.1		G955	(WWD HOLD SIG) 8.4			
958.6		G959	(EWD HOLD SIG)			
961.1			DEVIL'S SLIDE	Ⓑ	WX961	c5791
961.6		G962	(WWD HOLD SIG)			
			6.9			
968.0			MORGAN		WX968	c6751
968.8		G969	(WWD HOLD SIG) 9.7			
975.5		G975	(WWD HOLD SIG)			
977.7		G978	STRAWBERRY		WX978	.....
			10.9			
988.6		C988	EAST RIVERDALE		.....	.....
			1.1			
989.7		C990	RIVERDALE	Ⓨ	WX990	Yard
992.6			2.7			
0.0			OGDEN	Ⓑ Ⓨ T	UY993	Yard
B818.2		C819		Ⓨ		
B818.0		C818	1.0	Ⓨ		
B817.8		C817	BRIDGE JCT.	Ⓨ	UY994	.....
811.5		C811	8.5			
809.3		C809	CLEARFIELD	Ⓑ T X	UZ002	c4727
807.2		C807	5.4			
803.9		C804	LAYTON		UZ007	.....
			1.4			
802.5		C802	KAYSVILLE		UZ009	n6352
			9.1			
793.4		C793	CENTERVILLE		UZ018	.....
			5.5			
787.9		C788	NORTH SALT LAKE		UZ024	.....
			2.5			
785.4		C785	18TH NORTH	Ⓨ	UZ027	.....
			1.8			
783.6			NORTH YARD	Ⓑ Ⓨ T	.....	Yard
			0.8			
782.8			SALT LAKE CITY	Ⓨ	UZ029	Yard
			GRANT TOWER			
782.9			(D&RGW)	Ⓜ	UZ030	.....
			203.6			

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 M.P. 906 and Millis 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.

CTC in effect Green River to CPG847, CPG900 to CPG905, and CPG978 to CPC785.

Double track (Rule 9.14) CPG847 to CPG 900; CPG905 to CPG977; CPC785 to MP 783.5.

Yard limits: MP 989.6 to Ogden; Odgen to MP 818.0, MP 787.0 to MP 781.0.

Rule 6.24 Exception: Between MP 931.5 and Strawberry trains must keep to the left.

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 By-Pass & yard lead; CPC818 between Nos. 1 & 2 MP 817.8; CPC811; CPC807; CPC793;CPC788;

15 MPH dual control switch turnouts: CPG817 between Main 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.

	MPH Psgr.	Frt.
Maximum Speed		
Green River to Evanston (MP 815.1 to 917.2)	79	70
See next page for Amtrak Speeds		
Between Mile Posts —		
814.1 and 816.7		30
816.7 and 816.9		
Main Tracks 1 & 4		20‡
Main Tracks 2 & 3		25
816.9 and 818.2		30
818.2 and 823.6		50
823.6 and 828.4		60
833.6 and 834.1		60
Running Track CPC835 & CPG839		10
Siding CPG844 & CPG847		40
844.8 and 845.4		65
849.9 and 850.2		60
860.1 and 862.5		60
866.7 and 874.5		60
878.2 and 880.1		60
880.1 and 885.0		50
885.0 and 896.7		60
896.7 and 901.7		45
901.7 and 903.6		40
903.6 and 908.6		45
908.6 and 915.6		60
Evanston to Ogden (MP 917.2 to 992.6)	70	50
915.6 and 919.1		45
919.1 and 926.5		—
WW Track		
927.5 & 928.8		35
928.8 & 935.8		30
935.8 & 939.4		40
939.4 & 942.9		45
EW Track		
926.5 & 941.6		45
941.6 & 942.9		40
942.9 and 952.1		40
952.1 and 952.5		35
952.5 and 954.5		45
958.1 and 963.1		—
963.1 and 965.1		30
967.2 and 967.8		—
972.4 and 974.1		—
974.1 and 976.1		40
976.1 and 978.7		—
978.7 and 980.3		30
No. 1 Track		
980.3 & 981.0	45	35
981.0 & 983.5	50	40
983.5 & 987.9	60	45
987.9 & 989.6	65	45
No. 2 Track		
980.3 & 983.8	45	35
983.8 & 986.8	70	—
986.8 & 989.6	65	45
Bypass Track* CPC988 and CPC818	40	40
(*Bypass Track is not within yard limits)		
Bridge Jct. CPC817 and Shasta Lead	15	15
CPC817 and 28th St. via N. Leg Wye	10	10
CPC818 and Patterson Ave. via S. Leg Wye	15	15
Ogden to Salt Lake (MP 818.2 to 782.9)	79	70
(Except as below)		
812.3	70†	—
807.2	70†	—
806.1	70†	—
798.2 and 797.8	70	60
792.4 and 792.2	70	60
787.9 and 787.0	70	—
787.0 and 784.5	35	35
784.5 and 783.4	20	20
783.4 and 782.9	10	10
Salt Lake Switching District Industry Tracks		5
Solvay Spur originates at MP 830.7 — 9 Miles		10

Stauffer Spur originates at MP 834.1 — 10 Miles 20
7.0 and 10.2 10

Salt Lake Diesel Facility — Trac No. 38 15
(Between SW. 587 and SW. 581)

Trains containing reefer cars (With R as the second letter in the car code field of the TCS train consist) may operate at a maximum speed of 70 MPH provided the train:

- Does not exceed an average of 110 tons per operative brake,
- Does not exceed a total of 75 cars, and
- Does not contain more than four other cars, including four multi-platform intermodal cars.

Respect all lower speeds, such as TCS train consist speed requirements.

CLEARFIELD — First move must be made on signal indication unless otherwise authorized by control operator, when setting out or picking up at CP809. All movements over the dual control switches from Main 1 to the north leg of the Wye or to the east pass extension must be made with switches in hand throw position when a return movement over the switches is necessary.

Spur Tracks: Air brakes must be cut in and operative on all cars handled on General Chemical & Texas Gulf Spurs and Stauffer Spur between MP 0.0 & MP 8.0.

Before departure from Stauffer, General Chemical, Texas Gulf and FMC plant yards, terminal test of air brakes must be made as prescribed by Rule 30.2.2.

Trains Defect Detectors:

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 867.7	Ⓕ MP 890.5
	@MP 854.7	Ⓕ MP 884.1
		@MP 867.7
		Ⓕ MP 854.7

Wind indicator at MP 795.5.

Account Duplicate Mile Posts, the following Mile Posts will be prefixed with the letter B (West of Ogden) MP 815, 816, 817 and 818.

	MPH
General Chem Spur originates at MP 835.1 — 2.4 Miles	10
Texas Gulf originates at MP 842.5 — 5.2 Miles	20
3.6 and 4.8	15
4.8 and 5.2	5
Spurs not otherwise shown	10

Bryan — Originates at MP 830.0. Yd. Tracks. Maximum Speed = 10 MPH

Business Tracks	MP	Sta. No.
Bryan (E-W)	830.0	WX830
Solvay (E)	830.7	WX831
Stauffer (E)	834.1	WX834
Westvaco	838.0	WX838
Texas Gulf Soda (E)	842.5	WX843
Curvo (E)	930.5	WX933
Castlerock (E-W)	936.2	WX936
Baskin (E)	947.9	WX948
Peterson (W)	975.4	WX976
Uintah (E-W)	984.7	WX985
Layton	804.2	UZ007
Kaysville	803.2	UZ009
Woods Cross	791.3	UZ021
Pioneer	789.2	UZ022
Becks	786.1	UZ026

TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS WAHSATCH TO OGDEN (WESTWARD) ON BOTH TRACKS

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59 or less	No Dynamic Required	Timetable
60-79	500 or less Over 500	Timetable 20 MPH MP 928-936; 30 MPH MP 936-953; 40 MPH MP 953-963.1; 30 MPH MP 963.1-965.1; 40 MPH MP 965.1-978.7; 30 MPH MP 978.7-987
80-99	500 or less Over 500 to 1,000	Timetable 20 MPH MP 928-936; 30 MPH MP 936-953; 40 MPH MP 953-963.1; 30 MPH MP 963.1-965.1; 40 MPH MP 965.1-978.7; 30 MPH MP 978.7-987
	Over 1,000	20 MPH MP 928-953; 30 MPH MP 953-987
100 & over (see Note 1 below)	500 or less	20 MPH MP 928-936; 30 MPH MP 936-953; 40 MPH MP 953-963.1; 30 MPH MP 963.1-965.1; 40 MPH MP 965.1-978.7; 30 MPH MP 978.7-987
	Over 500 to 750	20 MPH MP 928-953; 40 MPH MP 953-963.1; 30 MPH MP 963.1-MP 965.1; 40 MPH MP 965.1-978.7; 30 MPH MP 978.7-987
	Over 750	20 MPH MP 928-953; 30 MPH MP 953-987

Note 1: Exception — 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.

Westward Trains Between Wahsatch and Echo (Both MTS):
The following applies to freight trains that exceed 70 tons per operative brake and 375 tons per dynamic brake axle:

1. Stop the train and set retaining valves in HP position when:
   a. Total brake pipe reduction exceeds 15 pounds to stop or control speed,
   b. Handling a train with an inoperative pressure maintaining feature, or
   c. An emergency brake application occurs.

   Charge the brake system before proceeding. If retainers are not sufficient to hold the train while recharging, apply sufficient handbrakes, but not less than 15. When the brake system is recharged, reduce brake pipe pressure 6 pounds to hold the train while releasing handbrakes if used. With retaining valves in use, the application and release method of braking is recommended.
2. When retaining valves are required (see 1 above) on trains having:
   a. 375 to 500 tons per dynamic brake axle: Set retainers on at least 30% of total train tonnage.
   b. Over 500 tons per dynamic brake axle: Set retainers on at least 50% of total train tonnage.

Syracuse Industrial Lead Clearfield to Barnes 2.1 Miles. Maximum Speed 10 MPH.

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

Evona Industrial Lead Ogden to Relico 1.6 Miles. Relico to Sugar Wks xng SP 0.5 miles, Sugar Wks xng to Sugar Wks Plant 1.1 miles. Total length 3.2 miles. Maximum Speed 10 MPH.

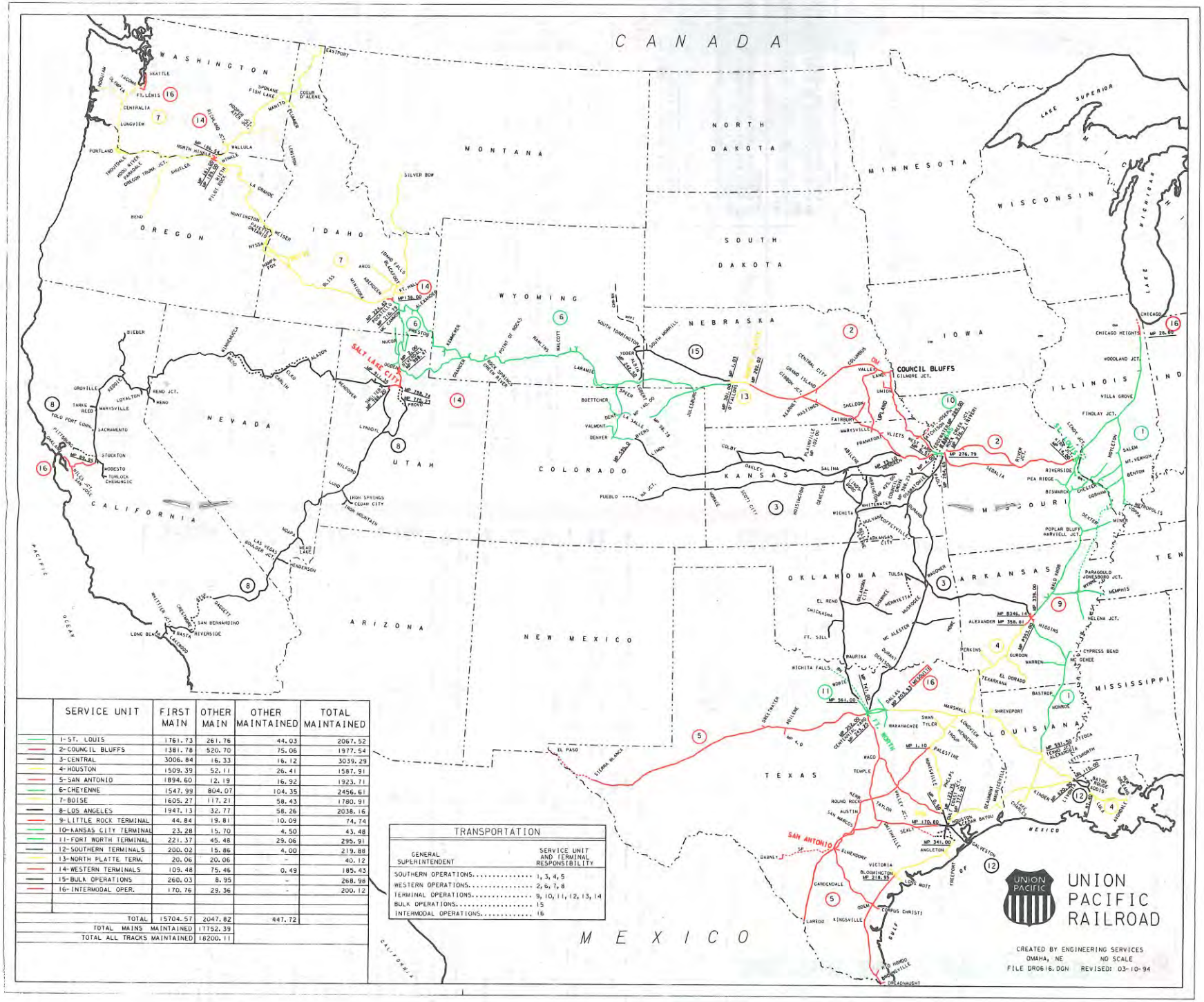
Business Tracks	MP	Sta. No.
Evona(E)	0.7	UV700
Relico(E)	1.0	UV702
Sugar Works		UV703

Hill Field Industrial Lead Ogden to Arsenal 6.8 Miles. 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

Applies to Amtrak Only

Both Tracks	MPH
814.1 and 816.7	40
816.7 and 816.9	40
Nos. 1 and 4	
815.1 and 816.7	20‡
Nos. 2 and 3	
816.7 and 816.9	25
Both Tracks	
816.9 and 818.2	40
818.2 and 823.6	60
823.6 and 828.4	65
833.6 and 834.1	70
Running Track CPG 835 and CPG 839	10
Siding CPG 844 and CPG 847	40
Both Tracks Again	
844.8 and 845.4	65
849.9 and 850.2	70
860.1 and 862.5	70
866.7 and 874.5	65
878.2 and 880.1	70
880.1 and 885.0	60
885.0 and 896.7	65
896.7 and 901.7	50
901.7 and 903.6	50
903.6 and 908.6	50
908.6 and 915.6	70
915.6 and 919.1	50
919.1 and 926.5	70
Westward Track Only	
883.7 and 883.9	55
927.0 and 928.8	55
928.8 and 935.8	30
935.8 and 939.4	50
939.4 and 942.9	55
942.9 and 952.1	50
952.1 and 952.5	35
952.5 and 954.5	60
958.1 and 963.1	60
963.1 and 965.1	45
967.3 and 967.8	55
974.1 and 976.1	50
976.1 and 978.7	60
978.7 and 980.3	40
No. 2 Track Only	
980.3 and 983.8	45
986.8 and 987.9	65
987.9 and 988.5	60
988.5 and 989.6	65
Eastward Track Only	
926.5 and 927.4	60
927.4 and 929.1	55
929.1 and 941.2	60
941.2 and 952.1	50
952.1 and 952.5	35
952.5 and 963.1	60
963.1 and 965.1	45
967.2 and 967.8	60
974.1 and 976.1	50
976.1 and 978.7	60
978.7 and 980.3	40
No. 1 Track Only	
980.3 and 981.0	45
981.0 and 983.5	50
983.5 and 987.9	60
987.9 and 989.6	65



	SERVICE UNIT	FIRST MAIN	OTHER MAIN	OTHER MAINTAINED	TOTAL MAINTAINED
	1-ST. LOUIS	1761.73	261.76	44.03	2067.52
	2-COUNCIL BLUFFS	1381.78	520.70	75.06	1977.54
	3-CENTRAL	3006.84	16.33	16.12	3039.29
	4-HOUSTON	1509.39	52.11	26.41	1587.91
	5-SAN ANTONIO	1894.60	12.19	16.92	1923.71
	6-CHEYENNE	1547.99	804.07	104.35	2456.61
	7-BOISE	1605.27	117.21	58.43	1780.91
	8-LOS ANGELES	1947.13	32.77	58.26	2038.16
	9-LITTLE ROCK TERMINAL	44.84	19.81	10.09	74.74
	10-KANSAS CITY TERMINAL	23.28	15.70	4.50	43.48
	11-FORT WORTH TERMINAL	221.37	45.48	29.06	295.91
	12-SOUTHERN TERMINALS	200.02	15.86	4.00	219.88
	13-NORTH PLATTE TERM.	20.06	20.06	-	40.12
	14-WESTERN TERMINALS	109.48	75.46	0.49	185.43
	15-BULK OPERATIONS	260.03	8.95	-	268.98
	16-INTERMODAL OPER.	170.76	29.36	-	200.12
	TOTAL	15704.57	2047.82	447.72	
	TOTAL MAINS MAINTAINED	17752.39			
	TOTAL ALL TRACKS MAINTAINED	18200.11			

TRANSPORTATION	
GENERAL SUPERINTENDENT	SERVICE UNIT AND TERMINAL RESPONSIBILITY
SOUTHERN OPERATIONS	1, 3, 4, 5
WESTERN OPERATIONS	2, 6, 7, 8
TERMINAL OPERATIONS	9, 10, 11, 12, 13, 14
BULK OPERATIONS	15
INTERMODAL OPERATIONS	16

TIMETABLE NO. 1

Radio Display — 2020

Mile Post	SOUTH ▼ STATIONS NORTH ▲	Station Nos.	Sidings Feet
111.4	CP G192		
111.2	McCAMMON CP G111 T	IY038	e6624
109.8	6.4 CP G110		w6368
104.8	ARIMO	UN105	6046
	9.8		
95.0	DOWNEY Ⓑ	UN095	5991
	10.6		
84.4	SWAN LAKE	UN085	6005
	5.6		
78.8	COULAM	UN078	6007
	7.4		
71.4	DAYTON	UN071	6011
	6.0		
65.4	WESTON	UN065	6103
	8.8		
56.6	TRENTON	UN057	6098
	8.0		
48.6	CACHE JCT. Ⓑ T	UN049	8619
	4.6		
44.0	WHEELON	UN045	6010
	8.3		
35.7	DEWEY	UN036	6044
	5.3		
30.4	HONEYVILLE Ⓑ	UN030	5984
	9.3		
21.1	BRIGHAM CITY Ⓨ T	UN021	Yard
	6.5		
14.6	WILLARD Ⓑ	UN014	6027
	5.1		
	LITTLE MOUNTAIN JCT		
9.5	T		
	0.5		
9.0	HOT SPRINGS	UN009	5938
	7.3		
1.7	SP JCT. Ⓨ	UN002	6079
	1.7		
0.0	OGDEN Ⓨ T	UY993	Yard
	111.4		

Equation: MP 111.4 = MP 191.6

CTC in effect between CPG 192 and MP 109.8

ABS/TWC in effect MP 109.8 to MP 1.0.

Yard Limits: MP 23.0 to MP 19.0; MP 2.0 Ogden Subdiv. to MP 818.0 Salt Lake Subdiv.

Maximum Speed	MPH Psgr.	Frt.
McCammon to Ogden	79	60
McCammon Jct. — No. 1 MT to Ogden Sub. (Except as below)	15	15
Between Mile Posts —		
110.8 and 111.2	45	40
107.3 and 107.8	70	60
102.3 and 102.7	65	60
99.4 and 99.7	60	55
92.3 and 93.9	70	60
90.1 and 90.4	55	50
85.6 and 87.5	70	60
82.7 and 83.0	50	45
66.0 and 67.2	50	45
64.1 and 64.5	70	60
53.5 and 53.9	70	60
51.1 and 51.4	50	45
47.2 and 49.4	40	30
46.2 and 47.2	40	25
44.6 and 46.2	12	12
43.9 and 44.6	45	40
42.0 and 43.9	50	45
38.1 and 42.0	70	60
37.8 and 38.1	50	45
23.1 and 23.5	70	60
20.9 and 21.1	45	40
19.1 and 20.9	65	55
10.3 and 14.0	70	60
1.9 and 3.0	75	55
0.8 and 1.9	45	25
0.0 and 0.8	20	15
Ogden Terminal Limits Cecil Jct. Through crossover	15	15

Business Tracks	MP	Sta. No.
Virginia	100.4	UN100
Cornish	60.5	UN061
Randall	6.3	UN007
Wip	5.8	UN006
Harrisville	4.7	UN005

Train Defect Detectors

Ⓓ MP 88.7 Ⓓ MP 40.0
Ⓓ MP 59.7 Ⓓ MP 16.5

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.

Little Mountain Branch Little Mountain Jct. to Little Mountain 14.4 miles westward. 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
1.4 and 1.7 20
3.5 and 3.7 25
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
5.2 and 6.5 30
11.7 and 12.1 30
22.0 and 25.0 25
27.0 and 27.9 30
29.3 and 29.9 30
32.0 and 51.1 30
49.7 and 52.1 10

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

Cache Valley Branch MP 0.0 to MP 50.9 northward. Yard limits are in effect MP 0 to MP 1. TWC in effect. Max. Speed 25 MPH (Except as below). Radio display 2020.

13.6 and 13.9 15
17.7 and 18.0 15
50.2 and 50.9 10

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

Radio Display — 4242

Mile Post	WEST ▼ CP No. STATIONS EAST ▲	Station Nos.	Sidings Feet
783.6	NORTH YARD ..... T Ⓨ	.....	Yard
	0.7		
P800.2	GRANT TOWER .... Ⓜ Ⓨ	UZ030	.....
	3.6		
P796.6	SP ..... Ⓧ Ⓖ Ⓨ	.....	.....
	38.7		
P757.9	GENEVA ..... Ⓨ	UP072	5975
	0.6		
P757.2	C758 LAKOTA JCT ..... Ⓜ Ⓨ	.....	.....
	5.2		
P752.8	C753 PROVO ..... T Ⓨ	UP076	Yard
P748.9	C749		
	15.7 Ⓨ	.....	.....
P737.1	C738 PAYSON ..... Ⓑ	UP092	6102
P735.8	C735		
	14.1		
P722.9	C723 STARR	UP107	6085
P721.6	C721		
	21.9		
P710.9	C710 NEPHI HOLD SIGNAL		
P701.7	C702 SHARP	UP128	13,436
P699.1	C700		
	4.6		
P696.7	C696 JUAB ..... Ⓑ	UP133	6082
P695.4	C695		
	15.3		
P681.2	C681 PARLEY	UP148	6242
P679.9	C680		
P665.7	C666 LYNNDYL X	UZ147	6930
	135.1		

Trains operate over S.P. between Grant Tower and Lakota Jct., MP P757.2. (39.7 miles)

CTC in effect between MP P757.3 and MP P752.8, CPC 749 and CPC 666.

Train Defect Detectors:

Ⓓ MP P743.7 Ⓓ MP P727.8 Ⓓ MP P709.0 Ⓓ MP P690.2 Ⓓ MP P679.0 Ⓓ MP P671.0

(Eastward trains must immediately reduce to restricted speed until head end of train is at MP P694 before stopping to inspect train) — Ⓓ MP P690.2

Maximum Speed	MPH
Between Mile Posts —	
P748.9 and P665.7	50
(Except as below) Salt Lake City — Between 1st South & 9th South Sts.	10
Between Mile Posts —	
Midvale Spur at Atwood	10
P798.7 and P757.3	20
P757.3 and P753.4	30
P753.4 and P752.8	20
Geneva Steel Plant Xings	15
P752.8 and P748.9	15
P733.5 and P732.6	30
P694.4 and P692.6	35
P692.6 and P691.8	30
Parley Siding	20
P686.2 and P676.4	30
P676.4 and P674.8	35
P667.2 and P666.3	35
P666.3 and P665.8	30
Yard Limits: P800.1 and P748.9	

Business Tracks	MP	Sta. No.
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
Gatex (E)	P756.1	UP075
Spanish Fork (E-W)	P744.4	UP085
Nephi	P711.5	UP118
Martmar	P676.1	UP153

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 S.P. 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 southward. 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
23.0 and 29.7 20
29.7 and 32.4 10

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

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 tipple located over track 733 at Comstock. Max. Speed 25 MPH (Except as below). Radio Display 4242.

0.0 and 1.2 10
10.1 and 14.5 10

Business Tracks	MP	Sta. No.
Iron Springs T Ⓨ	0.0	CI321
Comstock T	10.9	CI411
Iron Mt.	14.4	CI415

Radio Display:
Grant Tower — 2323
18th No. to Orange St. — 3838
Orange St. to Smelter — 2424
Smelter to Caliente — 4242
Caliente to Las Vegas — 2727

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
			VIA FREIGHT LINE			
783.6			NORTH YARD	T Ⓨ	.....	Yard
782.8			SALT LAKE CITY	Ⓨ	UZ029	Yard
782.4		C782	GRANT TWR	DRGW Ⓜ Ⓚ	UZ030	.....
			1.6			
781.9		C781	10TH WEST		.....	.....
780.5		C780	ORANGE ST.	Ⓑ	UZ032	S6000
			2.8			
779.1		C779	BUENA VISTA		UZ034	S6000
777.9		C778	9.5		.....	.....
769.6		C771	GARFIELD	Ⓑ X	UZ045	S6153
768.8		C770			.....	N5832
768.3		C769	3.2		.....	.....
767.5		C768			.....	.....
766.4		C766	SMELTER		UZ047	.....
			1.2			
765.2		C765	LAKE POINT		UZ049	6012
763.9		C764	8.3		.....	.....
756.9		C757	ERDA	Ⓑ	UZ057	5985
755.6		C756	8.5		.....	.....
748.4		C748	WARNER	T	UZ065	9722
746.4		C746	4.6		.....	.....
743.8		C744	STOCKTON		UZ070	6410
742.5		C742	6.9		.....	.....
736.9		C737	ST. JOHN		UZ077	6009
735.6		C736	13.0		.....	.....
723.9		C724	FAUST		UZ090	8805
722.1		C722	6.2		.....	.....
717.7		C718	PEHRSON		UZ096	6013
716.4		C716	6.4		.....	.....
711.3		C711	LOFGREEN		UZ103	6717
709.9		C709	5.6		.....	.....
705.7		C706	BOULTER		UZ109	8855
703.9		C704	7.0		.....	.....
698.7		C699	TINTIC	Ⓑ	UZ114	5964
697.4		C697	6.1		.....	.....
692.6		C693	McINTYRE		UZ121	6036
691.3		C691	6.5		.....	.....
686.1		C686	JERICHO		UZ128	9709
684.1		C684	9.9		.....	.....
676.2		C676	CHAMPLIN		UZ138	6797
674.8		C675	8.7		.....	.....
667.5		C667	LYNNDYL		UZ147	8804
665.7		C666	8.5	X	.....	.....
664.2		C664			.....	.....
659.0		C659	STRONG		UZ157	5989
657.7		C658	8.1		.....	.....
650.9		C651	DELTA	Ⓑ T	UZ164	N6069
649.6		C650			.....	S9023
647.9		C648	10.5		.....	.....
640.4		C640	VAN		UZ173	5997
639.2		C639	8.5		.....	.....
631.9		C632	CLEAR LAKE		UZ182	5990
630.7		C631	14.0		.....	.....
617.9		C618	BLOOM		UZ198	5989
616.7		C617	7.0		.....	.....
610.9		C611	CRUZ		UZ203	8862
609.1		C609	10.7		.....	.....
600.2		C600	BLACK ROCK	Ⓑ	UZ214	6022
598.9		C599	9.6		.....	.....
590.6		C591	READ		UZ223	5996
589.3		C589	5.2		.....	.....
585.4		C585	MURDOCK		UZ228	5995
584.1		C584	8.7		.....	.....
579.0		C579	E. MILFORD		CX235	21474
578.1		C578			.....	.....
576.7		C577	MILFORD	Ⓑ	CX236	.....
574.8		C575	4.7		CX237	.....
572.0		C572	UPTON		CX241	6026
570.8		C571	9.9		.....	.....
562.1		C562	THERMO		CX251	8737
560.3		C561	10.8		.....	.....
551.3		C551	LATIMER		CX262	5982
550.0		C550	8.5		.....	.....
542.8		C543	LUND	Ⓑ T	CX272	9100
540.9		C541	10.4		.....	.....
532.4		C532	ZANE		CX281	6006
531.1		C531	5.5		.....	.....
526.9		C527	BERYL		CX286	5972
525.6		C525	9.5		.....	.....
517.4		C518	HEIST		CX297	8854
515.6		C516	6.6		.....	.....
510.8		C511	MODENA	T	CX303	6000
509.6		C510	9.0		.....	.....
501.8		C502	UVADA		CX312	6007
500.5		C501	4.2		.....	.....
497.6		C498	CRESTLINE		CX319	8811
495.8		C496	7.3		.....	.....
490.3		C490	BROWN		CX324	6013
489.0		C489	5.5		.....	.....
484.8		C485	ACOMA		CX328	6034
483.6		C484	8.1		.....	.....
476.7		C477	ISLEN		CX338	8539
475.0		C475	5.4		.....	.....
471.3		C471	RICHMOND		CX342	5876
470.0		C470	4.4		.....	.....
466.9		C467	ECCLES		CX349	15177
463.9		C464	5.9		.....	.....
461.0		C461	CALIENTE	Ⓑ	CX353	E6257
459.7		C460	5.5		.....	W6768
458.2		C458			.....	.....
455.5		C455	ETNA		CX358	6098
454.2		C454	5.0		.....	.....
450.5		C451	STINE		CX363	5978
449.2		C449	4.1		.....	.....
446.4		C447	BOYD		CX368	8820
444.6		C445	7.4		.....	.....
439.0		C439	ELGIN	Ⓑ	CX375	6166

Maximum Speed Between Mile Posts— MPH Psgr. Frt.

779.2 and 678.0 .... 79 60
(Except as below)
Grant Tower
Limits MP 782.9 to MP 782.2 all tracks 10 10
25 MPH — Islen Siding.

Between Mile Posts—
782.2 and 780.8
No. 1 & No. 2 .... 20 20
780.8 and 779.2
No. 1 & No. 2 .... 50 50
770.6 and 770.1
No. 1 & No.2 ..... 70 —
767.5 and 767.1
No. 1 & No. 2 .... 70 —
763.4 and 762.7 .. 65 55
758.9 and 757.1 Ⓡ .. 55 40
757.1 Ⓡ and 754.2 .. 60 45
744.1 and 742.1 .... 50 40
721.0 and 719.6 .... 60 50
715.9 and 711.3 .... 55 45
711.3 and 709.9 .... 55 40
709.9 and 707.8 .... 50 40
707.8 and 705.8 .... 55 40
700.0 and 699.6 .... 75 —
689.0 and 680.5 .... 60 45
680.5 and 678.9 .... 65 50
678.0 and 500.0 .... 79 70
656.4 and 655.8 .... 70 60
576.5 and 576.2 Ⓡ .. 50 35
576.3 (Siding) ..... 20‡ 20‡
502.5 and 500.0 .... 70 55
500.0 and 393.9 .... 79 50
500.0 and 497.9 .... 70 —
497.9 and 497.6 .... 60 —
497.6 and 494.6 .... 70 —
494.6 and 492.4 .... 75 —
492.4 and 491.5 .... 70 —
491.5 and 489.9 .... 60 —
489.9 and 488.7 .... 50 40
488.7 and 486.8 .... 35 30
486.8 and 484.4 .... 60 —
481.7 and 479.1 .... 40 35
479.1 and 477.3 .... 50 35
477.3 and 475.9 .... 35 25
475.9 and 475.0 .... 30 25
475.0 Ⓡ and 470.7 .. 20 20
470.7 and 469.1 .... 30 25
469.1 and 468.1 .... 55 45
468.1 and 466.3 .... 60 45
466.3 and 466.0 .... 50 45
466.0 and 463.9 .... 60 45
463.9 and 461.7 .... 40 35
461.7 and 461.2 .... 30 25
461.2 and 460.0 .... 45 35
460.0 and 458.4 .... 50 40
455.2 and 452.5 .... 40 35
452.5 and 450.2 .... 40 30
450.2 and 450.0 .... 35 30
450.0 and 446.9 .... 40 30
446.9 and 445.4 .... 35 30
445.4 and 444.0 .... 40 30
444.0 and 442.0 .... 30 25
442.0 and 430.7 .... 40 35

IPP Spur @ Lynndyl CP C664
IPP Spur Turnout 20
0.0 and 8.9 ..... 40 40
Offsite siding 15 15
All other tracks 15 15

Movements on IPP Spur are authorized by Track Warrant Control.

Passenger line industrial lead from MP 782.8 to MP 779.2 = 3.6 miles. Max. speed 20 MPH.

Yard limits from MP 782.8 to MP 779.2. Ⓚ DRGW Ⓐ at MP 782.6 and MP 782.4.

Business Tracks	MP	Sta. No.
Industrial Center	779.8	UZ033
SLGW Conn. (W)	778.9	
Old Cent. Pk. (E)	777.6	UZ036
New Cent. Pk. (E)	778.6	
Garfield Pit	766.7	UX046
Clover (E)*	732.8	UZ081
Cline (E)	661.2	UZ152
Continental Lime (E)	618.0	
Little Springs	472.0	CX341
Arrolime	353.8	CX459
Fibreboard Spur (W)	352.0	CX461
Nevada Industrial Park (W)	340.0	CX473

Two Main Tracks:
CP C579 to CP C575
CP C467 to CP C464
CP C461 to CP C458

* Engines not allowed on Wye Track.

Radio Display:
Smelter to Caliente — 4242
Caliente to Las Vegas — 2727

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
439.0		C439	ELGIN		CX375	6166
437.8		C438	3.4		.....	....
435.6		C436	KYLE		CX379	8832
433.8		C434	5.9		.....	....
429.7		C430	LEITH		CX384	5957
428.5		C428	10.4		.....	....
419.3		C419	CARP		CX394	8927
417.5		C418	5.3		.....	....
414.0		C414	VIGO		CX399	6083
412.7		C413	5.2		.....	....
408.8		C409	GALT		CX405	6145
407.7		C408	5.4		.....	....
403.4		C403	HOYA		CX410	8839
401.6		C402	4.6		.....	....
398.8		C399	ROX	Ⓑ	CX415	6660
397.5		C397	5.1		.....	....
393.7		C394	FARRIER		CX420	6066
392.4		C392	9.3		.....	....
384.4		C384	MOAPA	T	CX430	8919
382.6		C383	10.0		.....	....
374.4		C374	UTE	Ⓑ	CX439	6101
373.1		C373	10.5		.....	....
363.9		C364	DRY LAKE		CX450	6094
362.6		C363	6.1		.....	....
357.8		C358	GARNET		CX456	8774
356.0		C356	5.1		.....	....
352.7		C353	APEX	Ⓑ	CX461	6074
351.4		C351	5.4		.....	....
347.3		C347	DIKE		CX466	6156
346.1		C346	3.5		.....	....
343.5		C344	VALLEY		CX470	9232
341.6		C342	2.9		.....	....
339.7		C340	WANN		CX474	8974
337.8		C338	4.4		.....	....
335.3		C336	OWENS AVE.		CX477	....
			0.8			
334.5		C335	STEWART AVE		.....	....
			0.2			
334.3		....	LAS VEGAS	X	CX479	Yard
			449.3			

Equation: MP 493 to 494 = 850 Ft.
Equation: MP 495 to 493 = 1.2 mi.

Maximum Speed Between Mile Posts — MPH Psgr. Frt.

442.0 and 430.7 ..... 40 35
430.7 and 430.0 ..... 35 30
430.0 and 428.2 ..... 60 45
428.2 and 425.4 ..... 50 45
425.4 and 419.7 ..... 70 —
419.7 and 418.0 ..... 45 40
418.0 and 416.4 ..... 35 30
416.4 and 414.0 ..... 40 30
414.0 and 411.0 ..... 35 30
411.0 and 407.5 ..... 40 30
407.5 and 404.6 ..... 35 30
404.6 and 403.7 ..... 40 30
400.6 and 398.6 ..... 70 —
398.6 and 397.5 ..... 45 35
397.5 and 395.9 ..... 70 —
395.9 and 394.6 ..... 40 35
394.6 and 393.9 ..... 60 45
393.9 and 334.3 ..... 79 60
380.9 and 379.6 ..... 65 55
379.6 and 379.1 ..... 60 50
364.3 and 363.8 ..... 70 —
359.5 and 358.5 ..... 60 50
358.5 and 356.1 ..... 45 35
351.1 and 348.3 ..... 45 35
Valley-Nellis Spur 10
Las Vegas Industrial Park Spur On Curves 5
336.1 and 335.4 ..... 60 50
334.6 and 333.0 ..... 20 20

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

40 MPH dual control switch turnouts: CPC766.

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

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

Dike — Derail on West end of siding 400 Ft. from West signal.

See Special Instructions Item 20 for AMTK schedules.

CTC in effect entire subdivision.

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 644.0	Ⓔ MP 499.0	%MP 434.6	Ⓔ MP 368.0
Ⓔ MP 751.0	Ⓔ MP 623.4	Ⓔ MP 478.8	%MP 432.3	Ⓔ MP 353.1
Ⓔ MP 729.7	Ⓔ MP 604.6	%MP 474.0	%MP 430.2	Ⓔ MP 341.0
Ⓔ MP 703.3	Ⓔ MP 583.5	%MP 472.3	Ⓔ MP 423.0	
Ⓔ MP 682.2	Ⓔ MP 566.4	%MP 470.0	%MP 410.4	
Ⓔ MP 663.0	Ⓔ MP 546.5	%MP 448.7	%MP 406.4	
	Ⓔ MP 520.8	%MP 442.9	Ⓔ MP 388.2	

Speed Condition Warning Device between MP 492 and MP 495. Be governed by Rule 13.2.2.

On passenger trains, running air test as required by Air Brake Rule 30.7.2 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 freight 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 freight 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 freight 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.

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

1.6 and 2.3 20
5.0 and 6.7 10
7.0 and 9.0 20
16.5 and 17.1 10

Business Tracks	MP	Sta. No.
Moapa T	0.0	CX430
Arrowhead (W)	3.3	CX703
Logandale	10.2	CV710
Mead Lake T	16.7	CV717

Radio Display — 2727.

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
334.3		....	LAS VEGAS		CX479	Yard
332.7		C333	WYOMING AVE.		.....	.....
330.5		C330	SANDS AVE.		CX484	.....
328.6		C329	TROPICANA AVE.		.....	.....
327.8		C328	BOULDER JCT.	T	CX486	.....
326.4		C326	MAULE AVE.		.....	.....
323.9		C323	ARDEN	T	CX490	8467
321.3		C321	8.6		.....	.....
315.3		C315	SLOAN	Ⓑ	CX498	6282
314.0		C314	5.3		.....	.....
310.0		C310	ERIE		CX504	8843
308.1		C308	8.1		.....	.....
301.9		C302	JEAN		CX512	5721
300.7		C301	4.9		.....	.....
297.0		C297	BORAX		CX517	5792
295.8		C296	8.2		.....	.....
288.8		C289	CALADA	Ⓑ	CX526	8791
287.0		C287	10.6		.....	.....
278.2		C278	NIPTON		CX535	5767
276.9		C277	5.2		.....	.....
273.0		C273	MOORE		CX541	5765
271.8		C272	5.0		.....	.....
268.0		C268	IVANPAH		CX545	9835
266.0		C266	4.1		.....	.....
263.9		C264	BRANT		CX550	5751
262.8		C263	5.4		.....	.....
258.5		C259	JOSHUA		CX555	6066
257.2		C257	3.9		.....	.....
254.6		C255	CIMA	Ⓑ	CX559	S9862
253.3		C253		T	.....	N6266
252.6		C252	3.5		.....	.....
251.1		C251	CHASE		CX563	5765
249.8		C250	3.2		.....	.....
247.9		C248	ELORA		CX566	5780
246.7		C247	4.0		.....	.....
243.9		C244	DAWES		CX570	9025
242.0		C242	3.9		.....	.....
240.0		C240	HAYDEN		CX574	5780
238.7		C239	3.5		.....	.....
236.5		C237	KELSO	Ⓑ	CX577	9190
234.5		C235	9.8		.....	9190
226.7		C227	KERENS		CX587	5754
225.4		C225	7.2		.....	.....
219.5		C220	SANDS		CX595	9017
217.7		C218	7.3		.....	.....
212.2		C212	BALCH		CX601	5765
211.0		C211	8.0		.....	.....
204.2		C204	CRUCERO		CX609	5775
202.9		C203	6.6		.....	.....
197.6		C197	BASIN		CX616	6196
196.3		C196	5.8		.....	.....
191.8		C192	AFTON	Ⓑ	CX621	.....
			3.8			
188.0		C188	DUNN		CX626	9529
186.1		C186	5.1		.....	.....
182.9		C183	FIELD		CX631	5760
181.7		C182	4.7		.....	.....
178.2		C178	MANIX	Ⓑ	CX635	5775
176.9		C177	9.5		.....	.....
168.7		C168	TOOMEY		CX645	.....
166.4		C166	MINEOLA RD.		.....	.....
163.8		C164	EAST YERMO		CX649	.....
			2.6			
162.0			YERMO	X T	CX650	Yard
160.5		C161	W. YERMO		CX652	.....
158.9		C159	DAGGETT	Ⓑ	CX654	.....
			102.1 MILES VIA ATSF DAGGETT TO WEST RIVERSIDE			
56.6		C057	WEST RIVERSIDE		.....	.....
56.5		C056	SCRRA JCT.		.....	.....
			2.1			
55.5		C055	STREETER		CX759	.....
			2.9			
52.6		C053	ARLINGTON		CX760	.....
			2.6			
49.9		C050	LIMONITE		.....	.....
48.8		C049	PEDLEY	T	CX765	.....
			2.5			
46.6		C047			.....	.....
45.7		C046	MIRA LOMA	Ⓑ	CX767	14264
43.9		C044	8.2		.....	.....
41.6		C042	TURNER AVE.		.....	.....
38.4		C039	BON VIEW		.....	.....
38.1		C038	ONTARIO SP	Ⓧ Ⓜ	CX775	.....
36.7		C036	MONTCLAIR		CX777	5971
35.4		C035	3.7		.....	.....
33.0		C033	SP	Ⓧ Ⓜ	.....	.....
			3.4			
29.6		C030	SPADRA		CX784	8985
27.8		C028	4.1		.....	.....
25.5		C026	DIAMOND BAR		.....	.....
22.9		C023	WALNUT		CX789	.....
			7.7			
18.3		C019	PUENTE JCT.		CX795	.....
			5.5			
11.4		C011	BARTOLO		CX801	.....
			0.5			
10.9		C010	WHITTIER JCT.	Ⓑ	CX802	.....
			0.9			
9.2		C009	PICO RIVERA		CX803	7427
			2.4			
7.6		C007	VAIL AVE.		CX807	.....
			0.4			
7.2		C006	GARFIELD AVE.		.....	.....
			1.6			
5.6		C005	EAST LOS ANGELES		CX806	.....

Maximum Speed MPH Between Mile Posts— Psgr. Frt.

334.3 and 309.3 ..... 79 60
(Except as below)
All sidings except Sloan, Joshua, Cima, Kelso No. 1 Siding, Sands 20 20
Between Mile Posts —
334.6 and 333.0 ..... 20 20
Las Vegas—
329.5 Cind-R-Lite and Stocks Mill Spurs 5
332.6 and 326.4 (North Running Trk) 40 40
321.1 and 319.7 ..... 65 55
319.7 and 314.6 ..... 40 30
312.5 and 311.7 ..... 50 40
309.3 and 163.6 ..... 79 70
309.8 Ⓡ and 309.3 Ⓡ 75 60

254.0 and 236.0
W Psgr. Trains handled with dynamic brake in operation; Light engines with operative dynamic brake 45 45
W Frt. Trns. not exceeding 110 tons per operative brake and not exceeding 200 tons per dynamic brake axle and not exceeding 3500 trailing tons which are controlled exclusively with dynamic brake 35

254.4 and 251.3 ..... 45 45
246.7 and 246.5 ..... 45 45
231.2 and 230.9 ..... 75 60
196.2 and 194.1 ..... 55 45
194.1 and 191.8 ..... 45 40
191.8 and 188.4 ..... 50 45
188.4 and 186.1 ..... 70 60
Main Track #1
MP 168 & MP 158.5.. 79 60
(Except as below)
CPC 168 & MP 163.4.. 40 40
MP 163.4 & MP 161.9 20 20
MP 161.9 & MP 159.0.. 55 40
MP 159.0 & MP 158.8.. 40 40
Main Track #2
CPC 168 & MP 163.6.. 79 70
MP 163.6 & MP 158.5.. 79 60
(Except as below)
MP 163.3 & MP 163.6 Eastward 40 40
MP 163.6 & MP 163.9 Westward 40 40
MP 162.2 & MP 161.7.. 20 20
MP 161.7 & MP 159.0.. 55 40
MP 159.0 & MP 158.8.. 40 40
56.7 and 2.1 ..... 79 65
(Except as below)
Between Mile Posts —
56.7 and 56.5 ..... 45 45
56.5 and 55.3 ..... 55 50
55.3 and 53.4 ..... 60 55
53.4 and 51.7 ..... 65 60
51.7 and 49.7 ..... 70 —
Mira Loma Space Center Tracks 5
CPC046 and CPC044 So. Siding 20 20
38.4 and 38.1 ..... 50 40
38.1 and 23.8 ..... 70 —
23.8 and 23.0 ..... 65 —
15.4 and 14.9 ..... 70 —
14.0 and 13.5 ..... 70 —
11.4 and 10.5 ..... 70 —
10.5 and 10.1 ..... 65 60
10.1 and 2.4 ..... 70 —
2.4 and 2.1 ..... 45 40
2.1 and 1.7 ..... 30 20
Main Track #2
55.4 and 55.3 ..... 55 50
53.8 and 53.4 ..... 60 55
53.4 and 52.6 ..... 70 60
49.7 and 38.4 ..... 70 —
25.5 and 23.8 ..... 70 —
23.8 and 23.0 ..... 65 —
23.0 and 11.4 ..... 70 —
7.2 and 2.8 ..... 20 20
2.8 and 1.7 ..... 30 20
Track #3
7.6 and 5.6 ..... 20 20
Track #4
7.2 and 5.6 ..... 10 10

Equations:
MP 158.81 = ATSF MP 737.42
ATSF MP 749.84 = ATSF MP 3.39
ATSF MP 81.23 = ATSF MP 0.0
ATSF MP 10.7 = MP 56.62

Two Main Tracks:
CPC335 to CPC326
CPC255 to CPC252
CPC168 to CPC159
CPC055 to CPC053
CPC050 to CPC039
CPC026 to CPC011
CPC003 to CPC001

Power operated derail located on East End of South Mira Loma siding.

Radio Display — 2727.

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
4.2		....	EAST YARD	T	CX809	Yard
			1.4			
2.8		C003	DOWNEY ROAD	T	CX810	.....
			0.7			
2.1		C002	SOTO ST. JCT		.....	.....
		C902	BRIDGE JCT		.....	.....
		....	REDONDO TOWER ATSF	Ⓧ Ⓜ	.....	.....
		C901	SANTA FE AVE		.....	.....
1.7		C001	NINTH ST. JCT	Ⓑ	.....	.....
			2.8			
			MISSION TOWER (Los Angeles)		.....	.....
			334.3			

SCRRA operates between MP 1.7 and MP — 1.9

Drott Tracks: Air Brake Rule 30.5.1 (E) does not apply. Rule 30.5.1 (A) will apply.

Rule 9.9 (B) Exception. At the following METRO LINK locations, commuter trains moving in the direction shown are not considered delayed after making a scheduled stop of less than 5" and experiencing no other delay:
Limonite MP 49.5 WWD
Turner Ave. MP 42.3 EWD
Diamond Bar MP 25.2 WWD

Rohr Spur — Stop and flag crossing at Arlington and Van Buren.

All eastward crews must contact U.P. Dispatcher to confirm that they can proceed directly onto the Santa Fe at West Riverside, in accordance with signal indication. If not, train must be stopped short of West Streeter. Information regarding ability to proceed without blocking crossing can be obtained from either U.P. or Santa Fe Dispatcher.

When stopped at West Riverside, either in westward or eastward direction account signal in stop indication, train can not "proceed" unless permission is received from both UP and ATSF Dispatchers.

All westward trains approaching Vail Avenue will contact Crest Yardmaster for yarding instructions and to inform the Yardmaster as to which track the Dispatcher has his train lined into the Yard.

CTC in effect MP 334.3 to MP 1.7

See Special Instructions Item 20 for AMTK schedules.

AMTRAK Train 36 must have Union Pacific Track Bulletins prior to departing Los Angeles Union Passenger Terminal or must contact Union Pacific Dispatcher at 1-800-726-1058.

AMTRAK Train 35 must have ATSF Track Bulletins prior to departing Las Vegas, NV or must contact 909-386-4235. When advised to pick up ATSF Track Bulletins at Yermo, CA, notify YERMO YARD by radio, radio display 2727, on arrival at TOOMEY, Mile Post 168.7.

40 MPH dual control switch turnouts: Toomey; CPC056, CPC055, CPC053, CPC050, CPC049, CPC047 (crossover), CPC039, 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; CPC046, CPC019 (SP SW); Whittier Jct. (Anaheim Br.); CPC006; CPC005; 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:

			Both Tracks
Ⓟ MP 324.2	Ⓟ MP 256.0	Ⓟ MP 209.2	Ⓟ MP 16.4
Ⓟ MP 307.0	MP 245.4	Ⓟ MP 190.4	
Ⓟ MP 292.7	(cold wheel detector)	Ⓟ MP 175.3	
Ⓟ MP 273.7	Ⓟ MP 233.4	Ⓟ MP 37.3	

ATSF Detectors: Cajon Sub.

Ⓟ MP 8.5	Ⓟ MP 38.0	San Bernardino Sub:
Ⓟ MP 28.5	Ⓟ MP 48.5	Ⓟ MP 6.0

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	ATSF MP	Sta. No.
Nebo	741.6	CX658
Barstow	746.4	CX663
Lenwood	6.7	CX668
Hodge	13.6	CX674
Helendale	21.1	CX683
East Oro Grande	29.4	
Oro Grande	31.5	CX693
Victorville	36.7	CX699
Frost	38.0	CX702
Thorn	41.1	CX703
Hesperia	45.1	CX707
Lugo	50.1	CX712
Summit	55.9	CX718
Alray	59.7	CX721
Cajon	62.8	CX726
Keenbrook	69.4	CX730

Business Tracks	MP	Sta. No.
Devore	71.5	CX735
Verdemont	73.9	CX737
Ono	76.1	CX740
San Bernardino	81.3	CX746
Colton	2.9	CX749
Highgrove	6.7	CX752
Riverside Jct.	58.1	CX754
Riverside	57.5	CX755
Rhor Spur	53.0	CX760
Mira Loma Space Center	45.7	CX767
Ontario	37.1	CX775
Pomona	31.9	CX781
City of Industry	16.9	CX796
Montebello	8.1	CX804
4th St. (SCRRA)	483.1	CX811

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

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 intermodal cars (including 4 other multi-platform intermodal 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 30.7.2 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.

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 300 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 intermodal cars (including 4 other multi-platform intermodal 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.
   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.
   EXCEPTION: Freight trains not exceeding 110 tons per operative brake may operate at a maximum speed of 35 MPH provided the train does not exceed 200 tons per dynamic brake axle and does not exceed 3500 trailing tons and the train is controlled exclusively with dynamic brake.

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 31.1.3 will govern.

Between Kelso and MP 217.6, westward freight 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:

Double stack trains exceeding 100 tons per operative brake must not exceed 60 MPH westward between Kelso and MP 217.6, and eastward between Cima and MP 282. These trains may contain up to 4 other cars, including 4 other multi-platform intermodal cars.

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 6.29.2. 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

Mile Post	SOUTH ◄ STATIONS ► NORTH	Station Nos.	Sidings Feet
2.8	DOWNEY RD. CPC4 .... Ⓨ T	CX809	.....
3.1	HOBART Ⓧ ATSF Ⓜ .. Ⓨ	CS500	.....
	0.5		
3.6	Ⓧ LA JCT RY Ⓐ ..... Ⓨ	....	....
	1.5		
5.1	Ⓧ SP Ⓐ ..... Ⓨ	....	....
	1.1		
6.2	SO. BELL	CS506	3740
	1.2		
7.4	Ⓧ SP Ⓐ	....	....
	5.1		
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	Yard
	1.1		
23.2	HENRY FORD BLVD. ⒹⓂⓎ	.....	.....
	2.1		
25.3	EAST SAN PEDRO ... Ⓨ	CS523	.....
	22.2		

Maximum Speed (Except as below) ..... MPH 20

Lead known as Consolidated Lumber Co. track 5

Thenard connecting tracks **Between Mile Posts —**
- 21.6 and 23.6 10
- 23.6 and 25.2 5

Mead yard tracks 10

East Leg Hobart Wye 10

Yard Limits: MP 2.8 to MP 5.0; MP 21.6, to MP 25.3.

TWC in effect MP 5.0 to MP 21.6. Track warrants are issued by Hobart Tower.

Rule 5.4.4 not in effect.

Business Tracks	MP	Sta. No.
Bell Ⓨ	5.4	CS504
Workman	9.3	CS507
Rioco	13.8	CS511
Carson	17.7	CS515
Terminal Island Ⓨ	24.2	CS521

At MP 22.02 — Anaheim St. Overhead Viaduct the clearance is 19.65 feet A.T.R.

MP 23.6 — Begin Harbor Belt Line RR operations.

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

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

Trains enroute to or from Long Beach Harbor must receive permission from Dolores 310-490-7012.

Thenard Conn. — Main Track switches at the following 3 locations may be left lined and locked as last used:

1. So. Siding Switch Manual 3
2. MP 21.36
3. MP 21.56

These switches must be left locked at all times. Employees must expect these switches to be left lined and locked for either position.

Anaheim Branch—California Division Whittier Jct. to Basta 15.5 miles southward. **Yard Limits:** Entire branch. Operation on SP-Colima Jct. to Fullerton Jct. 5.5 miles. Stop sign at end of track. All trains must contact train dispatcher before initiating movement on any portion of branch to ensure they have the most current track bulletin. 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 15.5	15
0.3 and 2.8	15		
5.1 and 5.2	10		

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Whittier Jct. Ⓨ CPC10	0.0	CX802	Colima Jct. Ⓨ	5.2	CW205
SP ⓍⓂⓎ	0.1		La Habra Ⓨ	9.6	CS210
Whittier Ⓨ	2.4	CW202	Fullerton Jct. Ⓨ	10.5	CW211

Crestmore Industrial Lead. Pedley to Crestmore 6.9 miles. Maximum Speed 10 MPH. (FRA excepted track)

Business Track	MP	Sta. No.
Crestmore	6.3	CE007

Lakewood Industrial Lead. Douglas Jct to Lakewood 2.8 Miles. 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

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
766.4		C766	SMELTER		UX047	
			14.3			
897.8		F898	BURMESTER		UX061	6292
896.5		F896	11.1			
887.0		F887	TIMPIE		UX072	8028
885.3		F885	7.4			
879.4		F879	DELLE	T	UX079	8000
877.8		F878	12.5			
866.8		F867	LOW	Ⓑ	UX092	6236
865.5		F865	11.9			
854.9		F855	CLIVE		UX104	6002
853.6		F854	8.9			
845.8		F846	KNOLLS		UX113	5965
844.5		F845	10.4			
835.5		F836	BARRO		UX123	6251
834.3		F834				
825.8		F826	ARINOSA		UX133	6239
824.5		F825	9.6			
816.0		F816	SALDURO		UX143	6114
814.8		F815	8.9			
808.1		F808	WENDOVER	Ⓑ	UX151	10410
806.0		F806	8.0			
799.3		F799	OLA		UX160	6012
798.0		F798	9.7			
789.6		F790	PILOT		UX169	5994
788.4		F788	8.0			.....
781.6		F782	CLIFSIDE		UX177	5983
780.3		F780	8.7			
773.1		F773	SILVER ZONE		UX186	5990
771.8		F772	6.0			
767.1		F767	SHAFTER		UX192	6006
765.8		F766	8.9			
758.3		F758	SAGE	Ⓑ	UX201	6027
757.0		F757	10.3			
747.9		F748	SPRUCE	T	UX211	6246
746.6		F747	9.0			
738.9		F739	VENTOSA		UX220	6224
737.7		F738	10.1			
728.7		F729	RUBY		UX230	5966
727.4		F727	10.4			
718.4		F718	WELLS		UX240	6189
717.1		F717	4.1			
713.6		F714	ALAZON		UX244	.....
			12.6			
701.0		F702	SP CONN		UX257	.....
			1.0			
700.0			DEETH		UX258	5723
			16.7			
683.3			ELBURZ		UX275	5780
			0.2			
683.1			SP CONN		.....	.....
			13.9			
670.7		F671	ELKO	ⒷⓂ	UX293	.....
668.8		F669	3.0			
			ELKO AMTRAK STATION		.....	.....
666.2			20.2			
646.0		F646	EAST CARLIN	ⒷⓂ	UX312	.....
			2.6			
643.4		F643	WEST CARLIN	Ⓜ	UX315	.....
			12.9			
630.5			BARTH		UX327	.....
			11.0			
619.5			BEOWAWE	Ⓑ	UX339	5907
615.4		F615	(EWD 44.1 HOLD SIG.)			
588.0		F588	(EWD HOLD SIG.)	Ⓑ		
575.4			ELLISON		UX383	6053
			3.2			
572.2		F572	VALMY	ⒷⓂ	UX386	.....
			36.2			
568.0		F568	(EWD HOLD SIG.)			
559.8		F560				
554.4		F554	(EWD HOLD SIG.)	Ⓑ		
535.8		F536	WESO		UX422	.....
532.8		F533	3.7			N10007
532.1		F532	WINNEMUCCA	ⒷT	UX426	S7091
530.8		F531				
530.7		F530	13.1			
519.8		F520	RAGLAN		PX440	6223
518.5		F518	10.6			
509.2		F509	GASKELL		PX450	6249
507.9		F508	12.0			
497.2		F497	JUNGO		PX461	6255
496.0		F496	9.0			
488.2		F488	ANTELOPE		PX471	6246
487.0		F487	8.2			
480.0		F480	FLOKA	Ⓑ	PX479	6163
478.7		F479	8.8			
471.2		F471	RONDA		PX488	6246
469.9		F470	9.3			
461.9		F462	CHOLONA		PX497	6243

Maximum Speed Between Mile Posts—	MPH Psgr.	MPH Frt.
766.4 and 535.9	79	70
(Except as below)		
All sidings	20	20
886.7 and 886.5	70	60
872.0 and 868.6	65	55
868.6 and 864.2	55	50
864.2 and 856.9	70	60
856.9 and 856.6	60	50
806.1 and 800.0	70	60
800.0 and 799.3 Ⓡ	40	35
799.3 and 795.2	50	45
795.2 and 786.5	70	60
786.5 and 784.5	60	45
784.5 and 776.5	30	25
776.5 and 775.1	50	40
775.1 and 772.6	75	60
758.7 and 758.4	60	50
758.4 and 755.2	—	60
755.2 and 753.3	45	40
753.3 and 749.5	70	60
720.6 and 717.0	70	60
717.0 and 716.2	65	55
716.2 and 715.1	70	60
713.6 Alazon using crossover	25	25
713.6 and 707.8	70	60
707.8 and 685.0	70	70
685.0 and 681.0	70	60
681.0 and 674.8	55	45
674.8 and 669.5	65	50
669.5 and 669.0	35	35
669.0 and 664.0	60	60
660.7 and 659.0	70	60
654.1 and 652.6	70	60
652.6 and 650.8	65	50
650.8 and 650.3	50	40
650.3 and 649.0	60	45
649.0 and 648.3	55	45
East and West Carlin using turnout	15	15
648.3 and 643.4	60	60
643.4 and 641.6	70	60
638.3 and 637.7	70	60
637.7 and 628.2	45	40
625.8 and 625.4	70	60
618.5 and 618.0	70†	—
611.0 and 610.1	70	60
543.4 and 543.1	75	—
537.2 and 536.7	75	—
Between Mile Posts —		
535.9 and 321.4 (Except as below)	70	
All sidings (Except as below)	20	
South Pass Winnemucca	10	
Herlong Siding	10	
535.9 and 527.0	60	
521.8 and 520.9	60	
510.4 and 509.9	65	
497.0 and 495.7	60	
495.7 and 494.5	40	
494.5 and 489.9	35	
489.9 and 488.3	50	
488.3 and 481.1	60	
481.1 and 480.1	55	
480.1 and 474.2	60	

Empty Valmy Coal Trains 50 MPH between Valmy and Salt Lake.

Business Tracks	MP	Sta. No.
Solar (W)	893.4	UX064
Ellerbeck (E)	892.9	UX065
Marblehead	870.8	UX087
Enviro (E)	855.0	UX104
USPCI (E)	853.8	
Blair (W)	808.7	UX149
Tulasco (E)	708.8	UX249
Pardo (E)	673.6	UX285
Hunter (E)	657.0	UX302
Tonka (E)	650.1	UX309
Carlin (E)	644.6	UX314
Duggan (E)	631.8	UX326
Cluro (E)	627.1	UX331
Dunphy (E)	610.1	UX348
Jayhawk		UX351
Kampos (E)	601.3	UX356
Rennox (E)	591.3	UX367
Golconda (E)	548.0	UX409
Marcus	525.8	UX432
E. Army (E)	373.1	
Red House (E)	563.0	UX395
Pozla (W)	348.9	PX610

Equation:
MP 766.4 = MP 911.42
MP 713.6 = SP MP 603.7
MP 535.7 = SP MP 420.9

Radio Display — 2424

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
461.9		F462	CHOLONA		PX497	6243
460.6		F461	10.1			
451.9		F452	TREGO		PX507	6222
450.6		F451	13.3			
438.6		F439	GERLACH	ⒷT	PX520	6380
437.3		F437	7.1			
431.5		F432	PHIL		PX528	6245
430.3		F430	14.5			
416.9		F417	REYNARD		PX542	5739
415.7		F416	11.6			
405.4		F405	SANO		PX554	6235
404.1		F404	11.0			
394.4		F394	SAND PASS		PX565	6234
393.1		F393	11.5	Ⓑ		
384.3		F384	FLANIGAN		PX574	6258
382.9		F383	11.8			
372.1		F372	HERLONG		PX587	4279
371.2		F371	9.1			
363.2		F363	DOYLE		PX596	6456
361.9		F362				
352.2		F352	17.0			
346.2		F346	SCOTTS		PX613	6213
344.9		F345	3.8			
341.5		F341	RENO JCT	T	PX616	6131
			2.7			
339.7		F340	CHILCOOT		PX619	6342
338.5		F338	11.6			
328.1		F328	HAWLEY		PX631	5857
326.9		F327	6.1			
322.3		F322	PORTOLA	Ⓑ	PX637	10748
			607.2			

UP station numbers on SP track.

Halleck	UX271
Osino	UX284
Vivian	UX311
Palisade	UX321
Mosel	UX355
New Argenta	UX357
Argenta	UX358
Hilltop	UX370
Battle Mountain	UX371
Mote	UX381
Iron Point	UX394
Tule	UX420

Maximum Speed between mile posts	MPH
461.9 and 321.4 (Except as below)	70
480.1 and 474.2	60
434.1 and 429.5	60
404.7 and 399.9	55
399.9 and 397.7	50
397.7 and 397.0	35
397.0 and 395.4	30
395.4 and 390.7	35
390.7 and 387.4	50
387.4 and 384.0	60
374.0 and 353.8	60
353.8 and 348.4	40
348.4 and 347.6	35
347.6 and 343.7	40
343.7 and 341.5	50
324.1 and 321.4	30

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

When General Line-Ups are used the following control points may be used—CPF 702, CPF 615 and CPF 554.

See Special Instructions Item 20 for AMTK Schedules
Pacific Time west of Smelter.
CTC in effect between Smelter and CPF 714 and CPF 536 and Portola.
Rule 9.14 in effect Weso to Alazon, Eastward only.
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: Enviro 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 mast route lined to SP connection; and to left of mast lined for UP into Flanigan siding.

Westward trains exceeding 4500 trailing tons may entrain empty intermodal equipment behind the first 10 platforms or cars of the train between Reno Jct. and Portola. (This modifies Item 5-B of the Special Instns.) Westward empty intermodal equipment must be switched back to the rear 4500 tons of the train before departing Portola.

Westward trains may entrain loaded single-platform single axle front runner cars and loaded five-platform articulated single-level spine cars ahead of 5,500 trailing tons between Reno Jct. and Portola. These cars must be switched back to the rear 5,500 tons of the train before departing Portola.

Train Defect Detectors:

℗¢ MP 893.7	℗MP 701.0	℗MP 521.0	℗MP 387.1
℗MP 860.4	℗MP 662.7	℗MP 503.8	℗MP 358.3
℗MP 829.8	℗MP 639.1	℗MP 475.0	¢MP 340.3
℗MP 802.8	℗MP 615.4	℗MP 456.0	℗MP 335.0
℗MP 769.4	℗MP 585.8	℗MP 434.5	
℗MP 733.0	℗MP 554.4	℗MP 412.8	

Ellerbeck Industrial Lead Ellerbeck to Dolomite 5.7 miles.
Maximum Speed ..... 20 MPH

Business Tracks	MP	Sta. No.
Wye	2.7	UQ103
Flux	3.7	UQ104
Dolomite	4.7	UQ105

Marblehead Industrial Lead Marblehead to Marblehead Plant 4.9 miles.
Maximum Speed ..... 10 MPH

Business Track	MP	Sta. No.
Marblehead Plant	4.7	UM305

Rowley Industrial Lead Delle to Rowley 11.2 miles.
Maximum Speed ..... 20 MPH

Business Track	MP	Sta. No.
Rowley	10.6	UR211

RENO BRANCH IS ON PAGE 85

Radio Display — 2727

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
321.4			PORTOLA		PX637	10748
320.2		F320	11.0			
311.0		F311	BLAIRSDEN		PX648	4869
309.9		F310	8.5			
302.7		F303	SLOAT		PX656	7869
301.1		F301				
296.8		F297	SPRING GARDEN	Ⓑ	PX662	4610
295.9		F296	14.2			
282.3		F282	KEDDIE		PX677	7386
280.7		F281		T		
280.5		F280	4.2			
277.8		F278	PAXTON		PX681	4202
276.9		F277	6.8			
271.5		F272	VIRGILIA	Ⓑ	PX688	9810
269.6		F270	10.4			
260.6		F261	BELDEN		PX698	4573
259.6		F260	4.5			
256.3		F256	CAMP RODGERS		PX703	6670
254.9		F255	8.0			
250.9		F251				
248.0		F248	MERLIN		PX711	3683
247.2		F247	8.1			
243.5		F243				
240.1		F240	PULGA		PX719	6091
238.9		F239	4.6			
235.6		F236	POE	Ⓑ	PX723	6859
234.2		F234	8.9			
230.4		F230				
226.7		F227	JAMES		PX732	6613
225.3		F225	6.0			
220.7		F221	ELSEY		PX738	6478
219.3		F219	6.1			
214.5		F215	KRAMM		PX744	6379
213.2		F213				
204.5		F205	MITCHELL AV.		.....	3660
203.7		F204	OROVILLE YARD	T	PX751	5560
202.6		F202	9.9			
193.6		F194	CRAIG		PX761	6249
192.4		F192	12.8			
180.2		F180	BINNEY JCT.	Ⓧ Ⓜ	PX774	.....
			1.4			
179.4		F179	MARYSVILLE	Ⓑ	PX776	5082
178.4		F178	5.9			
173.6		F174	MOUNKES		PX782	7290
172.1		F172	16.4			
157.2		F157	PLEASANT GROVE		PX798	6337
155.9		F156	12.9			
144.2		F144	DEL PASO		PX811	6234
142.9		F143	4.1			
139.8		F140	HAGGIN	Ⓘ	PX815	.....
			3.5			
136.9		F137	SO. SACRAMENTO		PX818	7022
135.2		F135	3.6			
132.9		F133	POLLOCK	Ⓘ	PX822	4416
131.9		F132	10.5			
122.6		F123	PHILLIPS		PX832	6171
121.3		F121	8.0			
114.3		F114	THORNTON		PX840	3400
113.5		F113	16.0			
104.9		F105				
98.5		F098	HAMMER LANE		PX856	5750
97.3		F097	2.8			
95.1		F096	EL PINAL	Ⓧ SP Ⓜ	PX859	.....
			0.8			
94.3		F095	FLORA ST.		PX860	.....
			0.5			
93.8		F094	WEBER AVE.	Ⓧ SP Ⓜ	.....	.....
			0.6			
93.2			ATSF	Ⓧ Ⓜ	.....	.....
			1.2			
92.7		F093	STOCKTON	T	PX862	Yard
91.7		F092	7.5			
90.9		F091				
90.0		F090	ORTEGA			
84.5		F084	SP LATHROP	Ⓧ Ⓜ	PX870	.....
			3.4			
82.7		F083	WYCHE		PX872	5377
81.6		F082	8.0			
74.1		F075	SP LYOTH	Ⓧ Ⓐ	PX880	.....
			1.3			
73.9		F074	TRACY	T	PX881	10692
71.7		F072	9.5			
63.9		F064	MIDWAY		PX891	5508
62.8		F063	7.1			
56.7		F057	ALTAMONT	Ⓑ	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 Ⓜ	Ⓑ	.....	.....
30.2		F030	FREMONT		PX924	4042
29.3		F029				

Maximum Speed MPH
Between Mile Posts —
321.4 and 202.0 45
All sidings 20
(Except as below)
321.4 and 299.8 30
299.8 and 232.2 25
230.5 and 227.2 25
225.2 and 224.3 35
202.0 and 92.0 70
202.0 and 201.7 30
180.6 and 177.5 30
141.3 and 135.2 25
So. Sacramento Siding ... 10
135.2 and 129.0 40
129.0 and 97.3 60
97.3 and 95.2 50
95.2 and 92.0 20

Quincy Jct. — Stock, House & Interchange Tracks .. 5
West Wye Switch
Keddie, Diverging Route 10

92.0 and 4.7 60
92.0 and 90.4 20
Hunter St. Lead 5
84.5 SP Xing 25
74.1 SP Xing 50
Tracy Branch Spur 5
67.0 and 58.2 35
Midway Siding 10
58.2 and 52.3 30
52.3 and 42.9 50
Trevarno Business Track .. 10
42.9 and 38.8 45
38.8 and 36.1 35
36.1 and 35.8 30
35.8 and 34.4 35
34.4 and 33.0 40
33.0 and 32.0 25
32.0 and 30.9 40
30.9 and 29.2 30
15.2 and 10.6 35
10.6 and 7.2 20
7.2 and 4.7 10

At Stockton, ATSF connection, movement must not exceed 4 MPH and cars longer than 74 feet are prohibited. Cars between 61 and 74 feet must be entrained near the rear of the train in accordance with applicable rules.

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 74 feet) around connection and be in radio contact with the engineer.

At Binney Jct. on SP transfer train must not exceed 5 MPH when shoving high cube cars.

25 MPH dual control switch turnouts: Virgilia;

20 MPH dual control switch turnouts: Hammer Lane MP 97.3; W. Ortega MP 89.9.

15 MPH dual control switch turnouts: Blairsden; Sloat; Spring Garden; Keddie; Keddie Wye; Paxton; Belden; Camp Rodgers; Merlin; Pulga; Poe; Mitchell Ave. MP 204.5; East Oroville MP 203.7; West Oroville MP 202.6; South Sacramento MP 136.9; Pollock; Stockton Tower MP 93.1; Stockton MP 90.9; E. Ortega MP 90.8; E. Wyche; E. Midway; W. Altamont; Livermore (S.P.) MP 48.6; W. Hearst; Niles Jct., except E. Niles Jct., MP 30.8; Freemont; Fallon St.; Magnolia Tower (SPXing).

10 MPH dual control switch turnouts: E. Niles 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.

At Stockton, up to 16 coupled locomotives may be moved between locomotive make-up or service tracks and train yard.

Business Tracks	MP	Sta. No.
Quincy Jct.	287.9	PX670
Twain	273.9	PX685
Tobin(W)	253.1	PX706
W. Oroville(E)	201.2	PX753
Cleveland	175.6	PX779
Sankey(W)	152.6	PX802
Bombay(E)	146.6	PX807
Globe	140.7	PX814
Cordova(E)	134.4	PX820
Kenwood(E)	133.2	PX821
LagunaCreek(E)	129.8	PX823
Kingdon	104.7	PX849
French Camp	88.4	PX867
Cochran	75.6	PX878
Ayala(E)	70.9	PX882
Lincoln	51.5	PX903
Lox(W)	50.3	PX904
Trevarno(W)	49.2	PX905
Radum	43.4	PX911
Union City	25.9	PX928
Carpenter	24.9	PX929
Estudillo	16.4	PX938
San Leandro	14.7	PX939
Cal. Glass Spur(E)	14.1	
Kohler	11.3	PX942
Chestnut Jct.	5.9	PX948

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

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
30.5		F030	FREMONT		PX924	4042
29.3		F029				
27.6		F027	9.6			
25.6		F025				
20.9		F021	HAYWARD		PX934	4025
19.4		F019	10.1			
15.4		F015				
10.7		F010	MELROSE	Ⓧ SP Ⓜ	PX943	.....
			2.8			
7.3		F007	FALLON ST.	Ⓨ	PX946	.....
			1.4			
5.8			MAGNOLIA TOWER	Ⓑ Ⓧ SP Ⓜ Ⓨ	.....	.....
			1.1			
4.7			OAKLAND	Ⓨ T	PX949	Yard
			314.9			

Equation: MP 205.5 equals MP 209.5.

CTC in effect Portola to CPF 007.

Yard Limits: MP 8.0 to Oakland

Dragging Equipment Detectors:

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

Train Defect Detectors:

℗MP 273.5	℗MP 148.0	℗MP 69.5
℗MP 212.7	℗MP 124.7	℗MP 42.5
℗MP 185.6	℗¢MP 109.5	
℗MP 161.1	℗¢MP 23.2	

Slide Detector devices: At locations listed below, if a detector device has been actuated, signal will display aspect per Rule 245N. After stopping trains must proceed not exceeding restricted speed looking out for rocks or other obstructions.

Eastward:
Signals 2362; 2368; 2576; 2644.

Westward:
Signal 2675.

Absolute signals: West Belden; West Pulga.
Signals 2379; 2371.

Two main tracks Fallon Street to Magnolia Tower (SPXing). Movements made under instructions of Yardmaster Oakland or train dispatcher.

MP 90.5 Ⓧ SP Ⓐ — Hunter Street Lead.

No 6 Axle units allowed beyond McArthur Rd., South Tracy or on east or west leg of Wye at Tracy.

BIEBER SUBDIVISION

Radio Display — 2727

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
111.8		BIEBER	Ⓑ Ⓨ T	PK112	Yd.
		17.0			
94.8		LITTLE VALLEY		PK095	4251
		18.3			
76.5		HALLS FLAT	Ⓑ T	PK076	6758
		13.6			
62.9		LODGE POLE		PK063	4235
		24.4			
38.5		WESTWOOD		PK039	4388
		12.8			
25.7		ALMANOR		PK026	7942
		11.0			
14.7		GREENVILLE		PK015	4236
		8.5			
6.2		MOCCASIN		PK006	4208
0.2		6.2 CPF901	T		
0.0		KEDDIE CPF280		PX677	....
		111.8			

Maximum Speed MPH
(Except as below) 40
All sidings 20
Bieber Main Track 10
Between Mile Posts —
78.7 and 111.0 25
16.0 and 37.3 25
16.0 and 14.2 35
6.2 and 1.0 25
1.0 and 0.0 10

Yard Limits: MP 111.0 to MP 111.8

At Bieber MP 111.8 = BN MP 91.0

Rule 5.4.4 Not in effect

CTC in effect MP 0.0 to MP 0.28

TWC in effect MP 0.28 to MP 111.8.

Train Defect Detector. %MP 1.1.

All trains must approach Tunnel No. 2, MP 0.97, prepared to stop short of fouled track, not to exceed 5 MPH through St. Portal with entire train.

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

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

Reno Branch. Reno Jct. to Reno 33.1 miles southward. 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 derails 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
12.5 and 14.4 10
14.9 and 17.0 10
17.7 and 17.9 10
19.5 and 20.3 10
20.5 and 24.6 20
24.6 and 25.1 10
25.1 and 27.2 20
Leareno Ind. Lead 10
27.2 and 33.1 10
Interchange to SP 5

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

Six axle units are permitted to operate on the following branches and industrial leads only.
San Jose Branch
San Jose Industry Lead to MP 13.0
Tidewater Southern Subdivision to MP 46.5.
Includes: Foster Farms, Conagra, Escalon Packers and passing track at Kearney.
Reno Branch to MP 30.5.
Ellerbeck Industrial Lead
Rowley Industrial Lead
Port Chicago Industrial Lead
Marblehead Industrial Lead

Yuba City Industrial Lead Marysville to Sutter 10.6 Miles. 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. 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			

UP trains operate on SP from Haggin to reach the Holland Industrial Lead - 1.9 Miles.

Loyalton Industrial Lead Hawley to Loyalton 12.3 Miles. Maximum Speed 10 MPH except MP 3.0 and MP 12.5 — 5 MPH. Main Track Derail at MP 12.2. FRA excepted track between MP 0.02 and MP 12.3.

Business Track	MP	Sta. No.
Loyalton	11.8	PL512

Port Chicago Industrial Lead. Stockton Tower to Port Chicago 44.8 miles westward. Max. Speed 20 MPH. 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

Mile Post	SOUTH ◄ STATIONS ► NORTH	Station Nos.	Sidings Feet
0.0	STOCKTON YD. ..... ⓎT	PX862	Yard
	1.7		
1.7	ORTEGA ..... Ⓨ	PX864	.....
	3.5		
5.2	MANTECA JCT. ..... Ⓨ	PQ005	2170
	14.6		
19.8	ESCALON	PQ020	1390
	6.3		
26.1	McHENRY	PQ026	1220
	4.0		
30.1	NORTH YARD JCT. .. Ⓨ	PQ030	.....
	1.5		
31.4	MODESTO Ⓧ M&ET .. Ⓨ	PQ032	.....
	1.1		
32.7	ⓍSP Ⓜ ..... Ⓨ	.....	.....
	1.8		
34.5	ROGERS ..... Ⓨ	PQ035	2010
	7.1		
41.6	HATCH ..... T	PQ042	1240
	3.1		
44.7	KEARNEY	PQ045	.....
	3.2		
47.9	TURLOCK	PQ048	.....
	47.9		

Maximum Speed (Except as below) ..... MPH 25
Between Mile Posts —
29.7 and 33.2 10
All tracks in No. Yard
Modesto 10
46.6 and 47.9 10

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

Yard Limits: MP 0.0 to MP 6.0 and MP 29.7 to MP 36.0.
TWC in effect MP 6.0 to MP 29.7 and MP 36.0 to Turlock.
Rule 5.4.4 not in effect.

Chemurgic Industrial Lead Hatch to Chemurgic 2.9 miles. Maximum Speed 10 MPH.

Business Track	MP	Sta No.
Chemurgic	2.9	PG203

SAN JOSE BRANCH

Radio Display — 2727

Mile Post	SOUTH ◄ STATIONS ► NORTH	Station Nos.	Sidings Feet
0.0	NILES JCT. ....CPF031 T	PX923	.....
0.2	7.0 CP F902		
4.5	CP F904		
7.0	WARM SPRINGS	PS707	Yard
8.5	4.5 CP F909		
10.2	CP F910		
11.5	MILPITAS ..... ⓎT	PS711	Yard
	12.2		

Business Tracks	MP	Sta No.
Inland Steel(E)	4.9	PS705
Curtner (W)	8.3	PS708

Yard Limits:
MP 10.2 to MP 12.2
CTC Niles Jct. to MP 10.2.

Maximum Speed (Except as below) ..... MPH 35
Between Mile Posts —
0.0 and 0.3 including Wye 10
7.5 and 10.0 25
10.2 and 12.2 20

San Jose Ind. Lead — MP 12.2 to MP 22.9 10.7 miles southward. Max. Speed 20 MPH except 10 MPH MP 16.2 to MP 22.9.

Business Tracks	MP	Sta. No.
Milipitas Industry Lead T	12.2	PS712
Berryessa	14.1	PS714
Mayberry Team (W)	15.7	PS715
Santa Clara Team	16.9	PS716
San Jose Yard	17.5	PS717
Valbrick SPⓈ	19.6	PS720
Willow Glen SP Ⓜ	20.4	PS721
West San Jose SPⓈ	22.3	PS722

Willow Glen — SP Control Operator may be contacted on Channel 1414 or by phone, AC 408-291-5661.

Radio Display — 2020

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
846.8		G847	GRANGER	T	WX847	8046
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	3.1			7867
42.2		G042	MOYER JCT.			
			7.3			
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	LEEFE	T	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		IX955	.....
			7.3			
114.8		G115	MONTPELIER	Ⓑ	IX962	Yard
116.9		G117				
			5.6			
120.4		G121	PESCADERO		IX969	.....
			6.3			
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				
			SODA SPRINGS	ⒷT	IX993	7347
146.5		G147				
			4.0			
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	Ⓑ	IY025	.....
178.7		G179	8.9			
185.9		G186	TOPAZ		IY032	.....
			3.8			
189.7		G190	McCAMMON	ⒷT	IY038	.....
191.6		G192				
198.4		G198	21.2			
203.6		G204				
210.9		P211	E. POCATELLO	Ⓑ	IY060	.....
			3.3			
213.1		P212		Ⓨ	.....	.....
213.3		P213		Ⓨ		
214.2			POCATELLO	Ⓨ T X	IY061	Yard
			214.2			

Maximum Speed (Except as below). Psgr. 70 MPH, Frt. 70

All Sidings except Granger, Nutria, Opal, Kemmerer, and Leefe ... 20

Between Mile Posts —

0.0 and 0.8	40
28.7 and 31.3	60
31.3 and 32.3	40
32.3 and 35.5	50
35.5 and 40.8	35
40.8 and 44.6	55
48.8 and 49.6	50
54.5 and 55.8	30
55.8 and 57.8	35
57.8 and 63.6	60
63.6 and 65.4	50
65.4 and 68.2	55
87.4 and 87.7	50
92.9 and 93.1	50
96.7 and 98.3	60
98.3 and 99.7	50
102.6 and 104.8	50
104.8 and 105.4	60
107.8 and 120.4 No. 1 Ⓜ	60
120.6 and 130.1	50
130.1 and 138.7	60
138.7 and 141.0	50
141.0 and 146.3	45
146.3 and 148.3	60
152.1 and 152.4	50
163.5 and 168.9	60
168.9 and 171.7	50
171.7 and 174.7	55
174.7 and 177.4	60
177.4 and 179.0	45
179.0 and 180.0	35
180.0 and 183.1	45
183.1 and 185.5	55
185.5 and 187.9	35

Maximum Speed (Except as below).	Psgr. 79	Frt. 70
187.9 and 192.7	60	50
192.7 and 195.0	70	50
195.0 and 195.3	60	50
McCammon Jct.-No. 1 MT to or from Ogden Subdivn. crossing over	15	15
195.3 and 200.0	70	55
200.0 and 202.6	55	50
212..2 and 213.8	70	—
213.8 and 215.0	20	20

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.

Exception:

Trains containing reefer cars (with R as the second letter in the car code field of the TCS train consist) may operate at a maximum speed of 70 MPH provided the train:

- Does not exceed an average of 105 tons per operative brake,
- Does not exceed a total of 60 cars, and
- Does not contain more than four other cars, including four multi-platform intermodal cars.

Respect all lower speeds, such as TCS train consist speed requirements.

Business Tracks	MP	Sta. No.
Sage	63.0	IX910
Pegram	98.1	IX945
Lava Hot Springs	180.5	IY027
Inkom	201.7	IY049

Rotating amber lights on pole line at MP 212.8. CP211, CP214 and MP 215.7 are for the protection of car dept. personnel working along roadways between east main tracks 1-2-3.

When lights are operating, train speeds must not exceed 20 MPH and bell rung continuously. Exception: Amtrak trains.

Equation:
MP 846.81 = MP -0.15

See Special Instructions Item 20 for AMTK schedules.

CTC in effect entire subdivision.

Two main tracks Dingle to Pescadero; Blaser to Topaz; MP 189.7 to MP 224.4.

No. 3 MT (North of No. 1) MP 211 — 216.4.

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.

Cumberland Industrial Lead Kemmerer to Skull Point Mine 10.9 Miles.

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.

Elkol Industrial Lead Glencoe Jct. to Elkol 3.3 Miles.

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.
Elkol	2.6	IJ904
FMC Coke Plant	1.3	.....

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.

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. 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. 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.

Dry Valley Branch. Soda Springs to Dry Valley 23.5 miles northward. TWC in effect. **Yard Limits:** EPCO to MP 8.2. Max. Speed 20 MPH (except as below) Radio Display 2020.

EPCO Yard Tracks	10
Mt. Fuel Track No. 1	5
5.5 and 6.2	15
9.4 and 10.8 Ⓑ	15
Dry Valley Yd	5

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

Gay Branch. Gay to Fort Hall 21.5 miles westward. TWC in effect. Rule 5.4.4 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. Entire Branch out of service.

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 SUBDIVISION

Radio Display — 2727

Mile Post	SOUTH ⬅	STATIONS	NORTH ➡	Station Nos.	Sidings Feet
390.0		SILVER BOW	Ⓢ Ⓨ T	IF390	Yard
		30.9			
359.1		MELROSE	Ⓑ	IF359	3352
		31.1			
328.0		DILLON	Ⓨ	IF328	7733
		7.8			
320.2		BARRETTS		IF320	9567
		18.4			
301.8		RED ROCK	Ⓑ	IF303	7784
		21.7			
280.1		LIMA		IF280	4688
		21.4			
258.7		HUMPHREY	Ⓑ	IF258	5740
		10.2			
248.5		SPENCER		IF249	3091
		13.9			
234.6		DUBOIS		IF235	5128
		49.8			
184.8		IDAHO FALLS	Ⓑ Ⓨ T	IF185	Yard
		9.3			
175.5		SHELLEY		IF176	6683
		6.4			
169.1		FIRTH		IF169	6135
		11.0			
158.1		BLACKFOOT	Ⓨ T	IF158	4322
		12.1			
146.0		FORT HALL		IF146	7265
		5.2			
140.8		TYHEE		IF140	6142
		4.1			
136.7		MONTANA JCT.		IF136	.....
		1.6 CPP137 Ⓨ Ⓜ			
135.1		POCATELLO JCT.	Ⓑ	IY063	.....
		CPP216 Ⓨ Ⓜ			
		254.9			

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 and MP 183.9.

Rule 5.4.4 not in effect.

Maximum Speed (Except as below)	**MPH** 40
Between Mile Posts —	
390.0 and 388.1	10
388.1 and 383.7	30
383.7 and 382.3	25
382.3 and 373.5	30
368.2 and 361.7	20
354.4 and 351.0	30
346.3 and 342.7	25
318.7 and 315.9	30
310.2 and 309.2	30
279.6 and 277.0	30
274.0 and 273.5	25
271.8 and 271.0	35
269.9 and 269.7	35
267.6 and 262.9	30
259.2 and 258.3	30
257.6 and 254.9	20
254.9 and 252.7	25
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 185.2	10
176.0 and 175.0	30†
169.5	35
158.8 and 157.3	20†
136.7 and 135.1	25

Eastern Idaho Railroad (EIRR) has trackage rights on Montana Subdivision main track from MP 181.50 to MP 188.75.

All southward trains, before arriving Idaho Falls, will attempt to make radio contact with EIRR Train Dispatcher before passing MP 189.0.

All northward trains, before arriving Idaho Falls, will attempt to make radio contact with EIRR Train Dispatcher before passing MP 182.0. When contact is made, EIRR Train Dispatcher will advise if they know of any conflicting train movements in Idaho Falls.

All train movements at Idaho Falls will be governed by EIRR. All trains are to comply with EIRR instructions concerning train movements at Idaho Falls.

All trains coming on duty at Idaho Falls Yard are to attempt radio contact with EIRR Train Dispatcher and ascertain that there are no EIRR train movements that will impede their train movement.

Business Tracks	**MP**	**Sta. No.**	**Business Tracks**	**MP**	**Sta. No.**
Feeley	380.6	IF381	Roberts	201.9	IF202
Divide	369.9	IF370	Golden Valley (N-S)	198.2	IF199
Maiden Rock	365.8	IF366	Bassett	196.5	IF197
Navy	348.5	IF349	Osgood (N)	195.0	IF195
Apex	340.3	IF340	Payne	191.2	IF191
Ford	322.2	IF322	Spud (S)	189.6	IF190
Kidd	294.0	IF294	Fibre (N-S)	180.4	IF180
Snowline	273.3	IF273	Cotton	179.3	IF179
Monida (N)	265.2	IF265	Mitchell	176.9	IF177
Waco	228.6	IF229	Wapello	164.0	IF164
Camas	223.3	IF223	Gibson (S)	150.7	IF151
Hamer	217.4	IF218	Chubbuck (S)	138.2	IF138

Aberdeen Branch. 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 5.4.4 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 Ⓨ T	B0.0	IF158
Aberdeen Jct. Ⓨ	0.0	IA607			

Scoville Branch. 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. MP 42.5 to MP 59.4 is FRA excepted track.

Rule 5.4.4 not in effect. Max. speed 40 MPH except Aberdeen Jct. T/o . . . 15 MPH. Radio Display 2727.

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

Radio Display — 4242

Mile Post	WEST ⬅	CP No.	STATIONS	EAST ➡	Station Nos.	Sidings Feet
214.2			POCATELLO	Ⓨ T X	IY061	Yard
215.8		P214	2.1	Ⓨ		
216.0		P215		Ⓑ Ⓨ		
216.3		P216	POCATELLO JCT.	Ⓨ	IY063	.....
216.9		P217		Ⓨ		
			8.1			
222.7		P223				
224.4		P225	MICHAUD		IY071	C7354
			4.9			
229.3		P229	BANNOCK		IY077	8261
231.0		P231	8.6			
237.9		P238	AMERICAN FALLS		IY086	7108
239.4		P240	3.8			
241.7		P242	BORAH		IY090	6042
243.0		P243	7.4			
249.1		P249	QUIGLEY		IY097	8257
250.8		P251	6.2			
255.3		P255	WAPI		IY103	5969
256.5		P256	4.1			
259.4		P260	DEWOFF		IY107	8280
261.2		P261	7.4			
266.8		P267	HAWLEY		IY115	5990
268.0		P268	4.5			
271.3		P271	MINIDOKA	T	IY120	13190
274.0		P274	4.2			
276.1		P276	MAX		IY123	5913
277.4		P277	7.6			
283.7		P284	ADELAIDE		IY132	8273
285.4		P285	5.4			
289.1		P289	KIMAMA	Ⓑ	IY136	5961
290.4		P290	5.8			
294.9		P295	SENTER		IY143	5973
296.2		P296	7.3			
302.2		P302	OWINZA		IY151	8354
303.9		P304	12.5			
314.7		P315	DIETRICH		IY161	.....
320.4		P320	(WWD HOLD SIGNAL)		.....	.....
			8.4			
323.1		P323	SHOSHONE	Ⓑ	IY169	.....
			8.4			
329.5		P329	TUNUPA		IY178	8260
331.2		P331	6.7			
336.2		P336	GOODING		IY185	8232
337.9		P338	7.8			
344.0		P344	FULLER		IY191	8283
345.7		P346	5.3			
349.3		P349	BLISS	Ⓑ T	IY198	5842
350.6		P350	7.4			
356.0		P356	TICESKA		IY205	S6026
			17.3			
372.9		P373	GLENNS FERRY	Ⓑ	IY221	16,958
376.2		P376				
384.4		P384	19.3			
391.6		P392				
393.3		P393	REVERSE		IY240	C8338
399.5		P400	7.9			
401.2		P401	MOUNTAIN HOME	Ⓑ	IY249	8233
402.6		P403	6.2			
407.4		P407	SEBREE		IY255	8250
409.1		P409	5.4			
412.8		P413	CLEFT		IY260	8241
414.5		P415	10.7			
421.6		P422				
423.5		P424	ORCHARD		IY270	9347
			10.9			
434.4		P434	OWYHEE		IY282	8214
436.1		P436	11.2			
445.6		P446	KUNA	Ⓑ	IY294	8226
447.3		P447	3.2			
448.8		N449	FOX		IY297	.....
454.9		N455	E. NAMPA		IY303	.....
456.4		N456	1.9			
456.8			NAMPA	T	IY304	Yard
			242.6			

Maximum Speed (Except as below)	**MPH** Psgr. 79	Frt. 70
Between Mile Posts —		
213.8 and 215.0	20	20
215.0 and 215.9	—	40
218.8 and 220.0	—	50
224.2 and 224.3		
No. 2	40	40
237.9 and 241.3	70	55
314.7 and 316.7		
No. 2	65	45
321.5 and 321.8	60†	60†
321.8 and 323.3	—	60
321.8 and 323.3		
No. 2	40	40
323.3 and 325.6	70	60
325.6 and 326.6	79	60
337.5 and 338.0	45†	45†
340.7 and 343.4	60	50
356.0 and 356.2		
No. 2	40	40
356.0 and 360.2	—	60
360.2 and 360.9	55	45
364.9 and 365.4	—	60
365.4 and 366.0	70	60
367.5 and 367.9	75	60
367.9 and 369.1	—	60
369.1 and 371.1	60	50
371.1 and 374.1	45	35
374.1	35†	35†
374.1 and 376.5	—	60
376.5 and 377.6	60	50
377.6 and 384.8	—	60
384.8 and 390.6	60	50
393.2 and 393.2		
No. 1	40	40
447.3 and 447.9	—	60
447.9 and 448.4	70	60
448.4 and 450.4	—	60
450.4 and 450.8	70	60
454.7 and 456.1		
No. 1	60	55
454.7 and 456.4		
No. 2	50	40
456.0 and 457.1		
No. 1	35	35
456.4 and 457.4		
No. 2	20	20

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.

Exception:

Trains containing reefer cars (with R as the second letter in the car code field of the TCS train consist) may operate at a maximum speed of 70 MPH provided the train:

- Does not exceed an average of 105 tons per operative brake,
- Does not exceed a total of 60 cars, and
- Does not contain more than four other cars, including four multi-platform intermodal cars.

Respect all lower speeds, such as TCS train consist speed requirements.

Business Tracks	**MP**	**Sta. No.**
Don	219.8	IY067
Schiller(W)	226.8	IY074
King Hill(W)	367.7	IY214
Hammett	382.6	IY230
Simco(W)	419.1	IY266
LaFleuer(W)	438.9	IY286

Amtrak operates on Boise Subdiv. between CPP 424 and CPN 456.

Eastern Idaho Railroad (EIRR) has trackage rights on main track from MP 211 to MP 274.

See Special Instructions Item 20 for AMTK schedules.

CTC in effect entire subdivision.

Yard Limits: In effect MP 212 to MP 217.

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.

Train Defect Detectors:

Ⓓ MP 233.5	Ⓓ MP 290.9	Ⓓ MP 353.5	Ⓓ MP 397.3
Ⓓ MP 252.3	Ⓓ MP 313.4	Ⓓ MP 379.8	Ⓓ MP 417.9
Ⓓ MP 268.9	Ⓓ MP 333.7	(Both Tracks)	Ⓓ MP 443.1

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

Mile Post	WEST ◄	STATIONS	EAST ►	Station Nos.	Sidings Feet
B423.5		ORCHARD	CPP424	IY270	9349
		25.1			
B423.6					
B448.6		BOISE	T	IB296	s1055
		2.3			
B450.9		BOISE JCT.		IB298	.....
		6.6			
B457.5		MERIDIAN		IB305	3850
		10.3			
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.

Maximum Speed (Except as below)	MPH Psgr.	Frt.
	59	40
Between Mile Posts —		
B423.5 Ⓡ and B424.0	49	40
B429.1 and B429.5	49	40
B433.3 and B434.5	49	40
B439.5 and B440.4	55	25
B442.1 and B446.5	55	40
B446.5 and B452.1	20	20
B465.1 and B465.5	49	40
B467.0 and B467.8 Ⓡ	30	25

Business Tracks	MP	Sta. No.
Hillcrest	B445.2	IB292
Perkins	B451.5	IB299
Beatty	B454.9	IB302
Aluma(W)	B462.8	IB311

4 axle units only are to be used when spotting industries.

40 MPH dual control switch turnouts: CPP 424.

15 MPH dual control switch turnouts: CPN 456.

Stoddard Industrial Lead. Nampa to MP 1.75 Maximum Speed 20 MPH.

Idaho Northern Industrial Lead. Nampa to MP 5.0 northward. Maximum speed 20 MPH. Radio Display 2727.

0.2 and 0.4 ..... 15 MPH

Business Tracks	MP	Sta. No.
Fisher Ⓨ	2.6	IN003
Nampa Ⓨ T CPN 457	0.0	IY304

Wilder Industrial Lead. Caldwell to Wilder 11.4 Miles. Maximum Speed 20 MPH except between Mile Posts: 0.0 and 0.3 — 10 MPH; 10.5 and 11.4 — 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
So. Caldwell	2.0	IW702	Greenleaf(W)	7.0	IW707
Simplot	2.5	IW703	Allendale	9.7	IW710
Hop(E)(W)	4.4	IW704	Wilder	11.0	IW711
Doles	5.0	IW705			

Homedale Br. Nyssa to Marsing 33.4 Miles southward. **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	IH817
Overstreet	8.1	IH808	Homedale	24.5	IH824
Adrian	10.6	IH811	Marsing	33.1	IH833

New Meadows Industrial Lead. Weiser to MP 1.0. Radio Display 2727.

Maximum Speed 10 MPH. MP .16 to MP 1.0.

Business Tracks	MP	Sta. No.
Weiser Ⓨ T	0.0	IY363

Radio Display:
Nampa to LaGrande — 2727
LaGrande to Hinkle — 2020

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
456.5		N456	C. NAMPA		IY305	.....
456.8			NAMPA Ⓑ		IY304	Yard
457.1		N457	IDAHO NOR. JCT. T			
457.5		N458				
459.4		N459	W. NAMPA		IY305	
			8.9			
464.7		N465				
			CALDWELL		IY313	.....
466.2		N466	4.9			
470.6		N470	NOTUS		IY320	8284
472.3		N472	8.3			
473.6		N474				
478.9		N479	PARMA		IY328	8261
480.7		N481	9.0			
482.3		N482				
487.9		N488	NYSSA T		IY336	8717
489.7		N490	8.5			
496.4		N496	ONTARIO T		IY346	N8440
498.2		N498	6.9			S8435
499.8		N500				
501.3		N501				
503.3		N503	PAYETTE		IY350	8067
504.9		N505	5.5			
508.8		N509	CRYSTAL		IY357	8256
510.5		N510	7.5			
514.3		N514				N8247
516.3		N516	WEISER T		IY363	S8064
517.9		N518	9.1			
525.4		N525	COBB		IY373	7895
527.0		N527	6.5			
531.9		N532	ROCK ISLAND		IY381	8235
533.6		N534	6.9			
538.4		N538	HUNTINGTON Ⓑ		OX386	8331
388.4		N388	4.9			
384.9		N385	LIME Ⓑ		OX391	6897
383.5		N383	6.9			
378.0		N378	WEATHERBY		OX398	8449
376.2		N376	8.3			
369.7		N370	DURKEE		OX407	9961
367.7		N368	3.9			
365.8		N366	PRICHARD CREEK		.....	.....
360.2		N360	OXMAN		OX414	.....
			4.3			
355.9		N356	PLEASANT VALLEY		OX420	.....
352.9		N353	E. ENCINA		OX424	10207
350.9		N351	W. ENCINA			
			1.9		.....	.....
348.0		N348	QUARTZ		OX428	12047
345.6		N346	5.3			
342.7		N343	BAKER Ⓑ	T	OX434	10458
340.5		N341	4.4			
338.3		N339	WING		OX438	5197
337.2		N337	5.2			
333.1		N333	HAINES		OX444	8636
331.4		N332	10.2			
322.9		N323	NORTH POWDER		OX453	8653
321.2		N321	7.7			
315.2		N315	SAGO		.....	.....
311.9		N313	TELOCASET T Ⓔ		OX463	7181
			3.2			
308.7		N310	CROOKS		OX467	8436
307.9		N308	5.6			
303.1		N303	UNION JCT. T		OX473	8547
301.3		N301	7.8			
295.3		N295	LONE TREE Ⓔ		OX481	.....
290.7		N291	E. LA GRANDE		OX485	.....
290.1			LA GRANDE Ⓑ	T	OX486	.....
289.0		N289	W. LA GRANDE		OX487	.....
287.7		N288			OX488	.....
285.7		N286	PERRY		OX490	.....
			2.4			
283.3		N283	HILGARD		OX494	9294
281.4		N281	6.9			
276.4		N277	MOTANIC		OX500	8724
274.6		N275	4.3			
272.1		N273	NORDEEN		OX504	.....
271.8		N272	KAMELA T		OX505	C6907
270.3		N270				
267.7		N268	ROSS		OX509	.....
263.1		N263	HIGHBRIDGE		.....	.....
			4.4			
258.7		N259	HURON		OX518	9100
256.8		N257	3.8 Ⓔ			
254.9		N255	CAMP		OX522	5844
253.7		N253	5.3			
249.6		N250	DUNCAN		OX527	8458
247.8		N248	8.9			
240.7		N241	BONIFER		OX536	8596
238.9		N239	3.3			
237.4		N237	GIBBON Ⓔ	T	OX538	5063
236.3		N236	1.5			
235.9		N235	MILAM		OX540	8077
233.3		N233	5.7			
230.2		N230	HOMLY		OX546	5762
228.9		N229	4.0			
226.2		N226	MINTHORN		OX551	9070
224.3		N224	6.6			
219.6		N219	MUNRA		OX557	5631
218.4		N218	3.5			
216.1		N216	PENDLETON Ⓑ⑨		OX560	7940
214.5		N215				

Maximum Speed	MPH Psgr.	Frt.
Nampa to LaGrande	79	70
(Except as below)		
Sidings: Baker, Wing, Munra, Barnhart and Echo	20	20
Lime, Gibbon Weatherby	30	25
Between Mile Posts —		
456.0 and 457.1 No.1	35	35
456.4 and 457.4 No. 2	20	20
457.4 and 464.8 No. 2	50	50
465.0 and 466.0	60	60
498.7 and 498.8	60	60
502.6 and 503.2	60	60
515.8 and 516.4	60	60
523.1 and 523.5	70	60
523.5 and 523.9	75	60
523.9 and 524.4	70	60
524.4 and 524.9	75	60
524.9 and 526.4	60	50
526.4 and 526.6	55	50
526.6 and 528.1	60	50
529.4 and 535.5	75	60
535.5 and 536.9	60	45
536.9 and 388.5	40	30
388.5 and 372.7	35	25
371.1 and 370.7	70	60
366.6 and 366.2	70	60
364.6 and 355.9	30	20
355.9 and 348.4	40	30
350.9 and 355.9 (MT No. 2)	40	30
348.4 and 347.2	—	60
347.2 and 346.9	60	50
346.9 and 345.1	—	60
345.1 and 341.1	50	50
331.3	70†	—
321.6 and 319.5	70	60
319.5 and 316.0	30	25
316.0 and 315.4	40	30
315.4 and 311.9	50	40
311.9 and 307.4	40	30
307.4 and 304.0	35	25
304.0 and 303.2	40	30
303.2 and 302.6	70	55
La Grande to Hinkle	79	65
291.2 and 289.8 No. 1 and No. 2	20†	E20†E
289.8 and 282.0	30	25
282.0 and 257.2	30	20
257.2 and 247.3	35	30
247.3 and 244.8	55	45
244.8 and 244.0	45	35
244.0 and 242.0	60	45
242.0 and 239.7	30	25
239.7 and 238.2	50	40
238.2 and 237.9	45	40
237.9 and 236.6	35	25
234.0 and 233.2	50	45
233.2 and 231.6	55	45
231.6 and 227.3	40	30
226.2 and 226.0	70	65
218.9 and 217.6	55	45
217.6 and 214.1	35	35

Ontario — Automatic crossing warning devices at SE 5th Ave. (MP 498.8) and SE 6th Ave. (MP 498.7) require continuous signal operation for not less than 20 seconds or more than 40 seconds before entering. (Only tracks located between crossing gates.) Rule 6.32.2 applies.

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.

Exception:
Trains containing reefer cars (with R as the second letter in the car code field of the TCS train consist) may operate at a maximum speed of 70 MPH provided the train:

- Does not exceed an average of 105 tons per operative brake,
- Does not exceed a total of 60 cars, and
- Does not contain more than four other cars, including four multi-platform intermodal cars.

Respect all lower speeds, such as TCS train consist speed requirements.

Engines running light may operate at passenger speed, but not exceeding 70 MPH.

LaGrande Yd. MP (290.25) — Eastward movements must stop at stop sign until gates are down protecting Fir St. crossing.

CPN 289 MT 1 — Strobe light will flash when switch is open.

At Wix, do not exceed 5 MPH with 6-axle units on all industry or business tracks.

MP 290.25 (main one to Joseph Br.) — Strobe Light will flash when either switch of crossover is opened.

TWO MAIN TRACKS
MP 448.8 to MP 459.4
MP 459.4 to MP 448.8
MP 365.8 to MP 360.2
MP 355.9 to MP 350.9
MP 315.2 to MP 311.9
MP 295.3 to MP 285.7
MP 272.1 to MP 263.1
MP 188.6 to MP 182.0

Radio Display:
Nampa to La Grande — 2727
La Grande to Hinkle — 2020

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
216.1		N216	PENDLETON ⑨		OX560	7940
214.5		N215	2.0			
214.1		N214	RIETH		OX564	13671
211.3		N211	5.3			
208.8		N209	BARNHART		OX567	6370
207.4		N207	8.2			
200.6		N201	NOLIN		OX577	8478
198.8		N199	7.5			
193.1		N193	ECHO		OX583	6363
191.8		N192	4.5			
188.6		E189	STANFIELD		OX587	
188.0		E188				
186.2		E186	7.8	X		
185.6		E185		X		
185.3			HINKLE	T	OX591	.....
			286.5			

Maximum Speed	MPH Psgr.	Frt.
217.6 and 214.1	35	35
213.3 and 213.0 Siding	20	20
214.1 and 213.0	50	40
210.9 and 208.9	55	45
206.9 and 204.5	60	50
204.5 and 202.3	55	45
202.3 and 200.7	60	50
198.9 and 194.5	55	45
194.5 and 193.4	50	40
192.2 and 191.8	50	50
191.8 and 188.6	60	50
188.6 and 182.1 No. 1	50	40
188.6 and 182.1 No. 2	60	50

Equation: MP 538.8 = MP 389.8.
See Special Instructions Item 20 for AMTK schedules.
CTC in effect entire subdivision.

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 subdivs. listing subdiv.

Westward AMTK trains must receive a track warrant for the West La Grande and Portland subdivs. listing subdiv.

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 between CP 186 and 188 and 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.

Main Track Remote Controlled Blue Flags — Hinkle

Remote controlled Blue Flags have been installed to protect enginehouse employees when servicing trains at the Main Track Fueling Facility.

All trains, if stopping at Stop indication or proceeding on an approach signal at CPE 183 or CPE 186, must ascertain from Yardmaster if there is a train ahead and stop before passing over displayed Blue Flags located at:

MP 186.14 and MP 184.07 on MT 1
MP 186.18 and MP 183.78 on MT 2

40 MPH dual control switch turnouts: CPN 465; CPN 366; CPN 315; CPN 295; CPN 268; CPN 263; 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; W. Bonifer, Rieth to Pilot Rock Branch; CPE 185.

Train Defect Detectors:

Ⓟ MP 478.1	%MP 318.3	%MP 268.2	Ⓟ MP 243.7
Ⓟ MP 507.4	%MP 315.9	(Both Tracks)	%MP 239.7
Ⓟ MP 524.6	%MP 307.5	%MP 263.5	(MT and siding)
%MP 380.6	%MP 304.9	(Both Tracks)	Ⓟ MP 222.9
%MP 378.7	Ⓟ MP 298.9	%MP 262.5	%MP 211.1
%MP 375.0	%MP 284.4	%MP 261.5	Ⓟ MP 194.9
Ⓟ MP 371.7	%MP 280.3	%MP 259.4	%MP 188.6
%MP 357.0	%MP 278.8	%MP 256.1	
%MP 344.2	%MP 276.8	%MP 255.6	
Ⓟ MP 336.0	%MP 272.9	%MP 253.0	

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Wilder Jct.	465.9	IW701	Wix(W)	514.2	IY362
Apple Valley(E)	486.1	IY333	Nelson	372.6	OX403
Ontario/Wyco	497.0	IO001	Harney	325.8	OX449
Wood(W)	506.4	IY353	Meacham	265.1	OX511
Feltham	512.9	IY360	Mission(W)	220.8	OX555

With passenger trains, running test as prescribed in Air Brake Rule 30.7.2 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)
   2. On any freight train exceeding 80 tons per operative brake and 300 tons per dynamic brake axle (including helper). (See Note 1)

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 not sufficient to hold train while recharging, hand brakes must also be applied. (See Note 2)

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

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

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

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

C. Retaining valves must be set:

1. On any freight train exceeding 100 tons per operative brake and 500 tons per dynamic brake axle (including helper locomotives).
2. On any freight train being handled without pressure maintaining.

Maximum Trailing 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
Eastward Trains from:				
Huron to Kamela	5200 tons	7200 tons	7000 tons	9200 tons
Union Jct. to Encina	6200 tons	8600 tons	8400 tons	9600 tons
Westward Trains from:				
Durkee to Kamela	4800 tons	7200 tons	6800 tons	9200 tons

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

1. A maximum of four TOFC/COFC flat cars; or,
2. A maximum of two multi-platform intermodal cars; or,
3. A maximum of two TOFC/COFC flat cars and one multi-platform intermodal 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 8400 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. Hinkle to Umatilla 10.6 miles northward.

Maximum Speed 20 MPH except between Mile Posts:

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

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

Pilot Rock Industrial Lead. Rieth to Pilot Rock 14.3 miles southward. 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. Yard limits in effect MP0 to MP1. Operation by General Order.

Business Tracks	**MP**	**Sta. No.**
Pilot Rock	14.0	OM115

Radio Display — 2727

Mile Post	WEST	CP No.	STATIONS	EAST	Station Nos.	Sidings Feet
185.3			HINKLE	Ⓑ T	OX591	Yard
183.7		E183		I		
182.1		E182	8.7		OX594	.....
176.6		E177	MUNLEY		OX600	8763
174.8		E175	6.1			
170.5		E171	CLARKE		OX605	6462
169.1		E169	4.6			
165.9		E166	BOARDMAN		OX612	9836
163.3		E163	10.2			
157.7		S158	CASTLE		OX617	9525
155.7		S156	7.8			
147.9		S148	HEPPNER JCT.		OX627	9735
145.9		S145	10.2			
139.8		S140	ARLINGTON	Ⓑ	OX638	9956
137.7		S138				
136.1		S136				
			7.9			
129.8		S130	BLALOCK		OX646	9741
127.8		S128	7.9			
121.9		S122	QUINTON		OX652	9744
119.9		S120	8.2			
113.7		S114	GOFF		OX661	10795
111.5		S112	18.8			
103.2		S103	BIGGS	Ⓑ	OX672	
			8.3			
94.9			OREGON TRUNK JCT.	X	OX680	.....
			10.0			
88.9		S089	(WWD HOLD SIG)			
84.9			THE DALLES	Ⓢ Ⓨ	OX691	Yard
			3.3			
81.6		S082	CRATES	Ⓨ	OX694	.....
			10.8			
70.8		S071	MOSIER		OX706	6388
69.4		S069	11.4			
63.5		S063		Ⓑ		
59.4		S059	MENO		OX716	9916
57.4		S057	9.6			
51.7		S052	WYETH		OX726	12695
49.2		S050	6.3			
43.5		S043	CASCADE LOCKS..	Ⓑ	OX733	6751
42.1		S041	8.6			
34.4		S035	DODSON		OX741	10617
32.3		S032	7.0			
27.4		S027	BRIDAL VEIL		OX749	6360
26.0		S026	9.3			
18.1		S018	SANDY		OX753	10617
15.9		S016	1.4			
			VIA GRAHAM LINE			
15.6		S015	TROUTDALE		OX760	2626
			15.0			
0.6		S001	E. PORTLAND	Ⓜ T	OP773	.....
			VIA KENTON LINE			
22.0		S015	TROUTDALE		OX760	4958
			9.6			
12.4			FIR		OX769	4974
			2.0			
10.4			CHAMP		OX772	8468
			2.3			
						n5322
8.1			KENTON	Ⓑ	OX775	s4885
			2.5			
5.6		S005	PENINSULA JCT.	T	OX776	.....
			1.6			
4.0		S004	ST. JOHNS JCT.	Ⓨ	OP501	.....
			2.4			
1.6			ALBINA	Ⓨ T	OP500	Yard
			1.1			
0.5		S001	E. PORTLAND	Ⓜ Ⓨ	OP773	.....
0.4			STEEL BRIDGE	Ⓓ Ⓜ	.....	.....
			0.4			
0.0			PORTLAND	Ⓜ	OP775	.....

VIA GRAHAM LINE 184.2
VIA KENTON LINE 190.6

East Portland — Inbound trains must contact Albina west end yard master before entering yard limits.

Maximum Speed	MPH Psgr.	MPH Frt.
Hinkle to The Dalles	79	70
(Except as below)		
Between Mile Posts —		
188.6 and 182.1 No. 1	50	40
188.6 and 182.1 No. 2	60	50
182.1 and 181.8	60	50
114.7 and 113.7	70	60
113.7 and 113.4	—	60
104.9 and 103.2	70	60
103.2 and 103.1	50	50
99.3 and 98.8	60	50
97.8 and 97.5	75	65
97.5 and 96.5	—	65
88.2 and 86.3	75	65
The Dalles to Albina	79	65
(Except as below)		
Between Mile Posts —		
86.3 and 83.7	40	40
83.7 and 83.2	40	40
83.2 and 81.2	60	50
81.2 and 79.0	55	45
79.0 and 77.0	70	55
77.0 and 75.9	60	50
75.9 and 75.0	55	45
75.0 and 73.7	60	50
73.7 and 72.7	—	55
72.7 and 70.4	50	40
70.4 and 68.4	40	30
68.4 and 66.7	55	45
66.7 and 66.4	45	35
66.4 and 63.4	55	45
63.4 and 59.4	50	40
59.4 and 58.0	70	55
58.0 and 57.6	65	55
57.6 and 49.0	70	55
49.0 and 48.3	55	45
48.3 and 48.0	50	45
48.0 and 45.9	55	45
45.9 and 45.0	60	45
45.0 and 42.5	50	40
42.5 and 41.4	35	25
39.9 and 37.3	60	50
37.3 and 35.5	50	45
32.8 and 31.9	65	50
31.9 and 29.9	60	50
29.9 and 29.4	65	50
29.4 and 29.2	60	50
29.2 and 28.8	65	50
28.8 and 28.6	60	50
28.6 and 28.0	65	50
28.0 and 27.5	60	50
25.9 and 24.0	60	50
24.0 and 23.8	50	40
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	—
13.5 and 13.2	50	40
13.2 and 12.0	60	—
12.0 and 10.8	55	—
7.6 and 6.8	55	40
6.8 and 5.2	55	—
5.2 and 2.8	35	35
2.8 and 0.9	35	25
0.9 and 0.3	10	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.

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

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 Subdivs. listing subdiv.

CTC in effect between Hinkle and CPS 103, CPS 082 and E. Portland and CPS 005 and CPS 004.

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.

ABS in effect Albina to Portland.

Double track (Rule 9.14) CPS103 to Crates.

ABS-TWC in effect MP 22.0 to MP 6.0 (Kenton line)

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.

ACS in effect The Dalles to Troutdale and Troutdale to East Portland via Graham line.

Rule 13.1.4 Exception:
Non-equipped yard engines and locals may be operated between:
MP 84.6 and MP 81.0 (Both MTS)
Graham Line MP 0.6 and MP 15.6

Train Defect Detectors:

Ⓓ MP 160.5	Ⓓ MP 107.5	Ⓓ MP 76.1	Ⓓ MP 7.8
Ⓓ MP 142.9	Ⓓ MP 92.7 (Both Tracks)	Ⓓ MP 52.9	(Graham Line)
Ⓓ MP 124.9		Ⓓ MP 23.0	

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.

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.

Hinkle — Main Track Remote Controlled Blue Flags

Remote controlled blue flags have been installed to protect enginehouse employees when servicing trains at the main track fueling facility.

All trains, if stopping at Stop indication or proceeding on an approach signal at CPE 183 or CPE 186, must ascertain from yardmaster if there is a train ahead and stop before passing over displayed blue flags located at:

MP 186.14 and MP 184.07 on MT 1
MP 186.18 and MP 183.78 on MT 2

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

SEATTLE SUBDIVISION

Radio Display — 2727

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
181.2		S180				
180.1			SEATTLE ..... T		OX951	Yard
			0.2			
179.9			BN ..... Ⓧ Ⓜ		.....	.....
			2.2			
178.7		S179	ARGO		.....	.....
177.7		S178	VAN ASSELT			9157
			4.0			
173.7		S174	TUKWILA ... BN Ⓑ Ⓧ Ⓜ		.....	.....
			0.6			
173.1		S173	BLACK RIVER BN Ⓧ Ⓜ		OX945	.....
			5.1			
168.0		S168	KENT		OX938	3147
167.3		S167	6.3			
163.6		S164	AUBURN		OX933	8600
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 ..... T		OX776	.....
			1.6			
4.0		S004	ST. JOHNS JCT ..... Ⓨ		OP501	.....
			2.4			
1.6			ALBINA ..... Ⓨ T		OP500	Yard
			181.2			

Maximum Speed MPH
Seattle to Fife 45
(except as below)
Argo Interlocking 12
Between Mile Posts —
179.8 and 177.7 25
CPS178 and Argo(BN) (Siding only) 10
171.0 and 166.0 40
168.0 and 167.2 Siding ... 20
162.8 and 161.8 Siding ... 20
162.3 and 160.8 40
154.9 and 154.3 30
154.7 and 153.7 Siding ... 10
148.5 and 147.4 Siding ... 20
147.5 and 146.7 15
Peninsula Jct. Wye 15
6.8 and 6.7 10
6.7 and 4.0 25

Yard Limits:
St. Johns Jct. to Albina.
Penn. Jct. MP 5.6 to St. Johns Jct. via Barnes

Operation on BN Reservation to North Portland Jct.
Northward trains via BN secure BN track warrant at Albina and southward trains via BN, may depart Seattle without BN track warrant but must secure BN track warrant prior to entering BN trackage at Reservation —

15 MPH
Tacoma (Muni Line) — Ⓧ BN Ⓢ; Tidewater — Ⓧ BN Ⓢ
Spokane St. Ⓧ BN Ⓢ; (Railroad Ave. and Atlantic St.) Ⓧ BN Ⓢ

Business Tracks	MP	Sta. No.
Puyallup	152.9	OX924
West Siding	165.5	
Andover	171.5	OX942

15 MPH dual control switch turnouts: Sumner; CPS5.

Measured Mile Posts at 168, 169 and 170.

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

CTC in effect between MP 179.9 and CPS 146
CPS 7 and CPS 4

Train Defect Detectors (UP): # MP 164.4 ¢% MP 6.16

Train Defect Detectors (BN):
MP 113.2 (Both Trks)
MP 86.2 (Both Trks)
% MP 56.9 (Both Trks)
# MP 30.0 (Both Trks)
% MP 17.5 (NWD)
% MP 11.2 (SWD)
% MP 9.0 (Both Trks)

STATION NUMBERS ON BN TRACK

OX780 Vancouver
OX783 Vancouver Jct.
OX794 Ridgefield
OX799 Woodland
OX807 No. Pac. Grain
OX809 Kalama
OX815 Longview Jct.
OX819 Longview
OX819 Kelso
OX820 Rocky Point
OX822 Ostrander
OX828 Castle Rock
OX838 Vader
OX845 Winlock
OX851 Napavine
OX858 Chehalis
OX862 Centralia
OX862B Centralia BNFE
OX864 Wabash
OX869 Bucoda
OX873 Tenino
OX881 East Olympia
OX886 Kyro
OX888 St. Clair
OX892 Nisqually
OX898 Ketron
OX900 Steilacoom
OX901 West Tacoma
OX903 Pioneer
OX906 Titlow
OX914 McCarver St.
OX916 Tacoma

Radio Display — 2727

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet
0.0		OREGON TRUNK JCT ..... T		OX680	
		151.9 MILES VIA BN			
151.9		BEND ..... T		OB151	
		151.9			

Operation via BN Oregon Trunk Jct. to Bend.
Trains enroute Bend Branch must receive BN track warrant at The Dalles

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

Olympia Industrial Lead—East Olympia to Olympia 7.2 miles. Max speed 10 MPH. Six axle units are prohibited. Main track derails at MP 5.6 and MP 7.2.

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

Condon Industrial Lead — Gilliam to Arlington 11.5 miles southward. TWC in effect. Max. Speed 25 MPH (except as below). Radio Display 2727.

0.4 and 0.0 15

Business Tracks	MP	Sta. No.
Gilliam	11.5	ON311
Shutler	7.3	ON308
Arlington	0.0	OX638

Grays Harbor Branch — 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 Ⓨ T	0.6	OX862	Ⓧ BN Ⓢ	53.3	
Raisch	3.2	OQ603	Aberdeen Ⓨ Ⓓ Ⓢ	69.0	OQ654
Cosmopolis	51.2	OQ651	Hoquiam Ⓨ	72.6	OQ658

Radio Display — 4242

Mile Post	SOUTH	CP No.	STATIONS	NORTH	Station Nos.	Sidings Feet
140.7			EASTPORT	Ⓨ T	OS141	3990
			21.6			
119.1			MOYIE SPRINGS		OS119	1730
			9.8			
109.3			BN	Ⓧ Ⓖ	.....	.....
			0.3			
109.0			BONNERS FERRY	Ⓨ T	OS110	2270
			13.2			
95.8			SHILOH		OS096	4615
			9.0			
86.8			SAMUELS		OS087	2205
			11.5			
75.3			BN	Ⓑ Ⓧ Ⓜ Ⓨ	.....	.....
			0.7			
74.6			SANDPOINT	Ⓨ	0S075	7116
			17.0			
57.6			VAY		OS058	8615
			7.5			
50.1			CLAGSTONE		OS050	6200
			24.8	T		
25.3			COEUR D'ALENE JCT.		OS026	1730
			3.3			
22.0			BN	Ⓧ Ⓢ	.....	.....
			0.3			
21.7			GRAND JCT.	Ⓑ	OS022	2690
			19.0			
2.7			SI YARD	Ⓨ	.....	2190
			0.2			
2.5			BN CONN.	Ⓜ Ⓨ	.....	.....
			14.4 MILES VIA BN			
354.8			FISH LAKE		OK174	.....
350.4		E350	(HOLD SIG)			
			4.8			
350.0			CHENEY	Ⓑ	OK169	5010
			20.9			
329.1			WELLS		OK147	6746
			22.9			
306.2			MARENGO		OK125	3589
			21.2			
285.0			HOOPER JCT.	Ⓑ T	OK103	1845
			11.2			
273.8			JOSO		OK092	6715
			4.1			
273.2		E273		Ⓜ	.....	.....
B269.7		E270	AYER JCT.	Ⓜ	OK086	.....
269.4		E269		Ⓜ	.....	.....
			3.8			
268.1			AYER	Ⓑ T	OK082	11203
			11.2			
256.7			MATTHEWS		OK072	9737
			10.0			
246.7			WALKER		OK062	9736
			9.8			
237.8		E238	PAGE	Ⓑ	OK052	9660
235.9		E236				
223.1		E223	22.6			
215.8		E216				
215.4		E215	WALLULA	T	OK031	7640
			1.7			
213.5		E213	WALLULA JCT.	Ⓑ	OK029	.....
			9.4			
204.1		E204	JUNIPER		OK019	7357
202.5		E202	10.0			
194.1		E194	COLD SPRINGS		OK009	7406
192.5		E192	9.9			
186.5		E187				
185.1		E184	N. HINKLE			
184.2			HINKLE	T	OX591	Yard
			327.7			

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.

Yard Limits: Eastport to MP 139.0, MP 110.0 to MP 108.5, MP 78.0 to MP 71.0, MP 13.0 to BN Conn.

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 5.4.4 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-MP0.0
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

Maximum Speed MPH
Eastport to SI Yard 40

(Except as below)
Between Mile Posts —
139.1 and 133.5 35
133.5 and 132.7 30
130.5 and 124.2 30
124.2 and 123.7 10
123.7 and 117.4 20
117.4 and 116.7 15
116.7 and 110.2 20
110.2 and 109.5 10
109.5 and 108.0 20
105.9 and 105.4 35
100.4 and 96.6 30
96.6 and 92.6 35
85.9 and 83.2 35
69.4 and 68.8 25
68.8 and 63.3 35
63.3 and 63.0 25
63.0 and 60.0 35
Clagstone Siding 10
22.0 BN Xing 20
2.5 and 1.5 10
Fish Lake to Hinkle 50
354.7 30
353.5 and 352.8 40
351.8 and 350.0 35
305.9 and 305.6 40
294.5 and 294.4 45
292.3 and 291.9 35
282.2 and 276.6 45
276.6 and 273.0 30
273.4 and 271.6 20
North Switch Ayer & Ayer Jct. 40
245.7 and 244.5 45
239.0 and 238.4 45
236.0 and 235.4 45
232.3 and 230.6 35
220.0 and 219.7 40
216.6 and 215.6 35
215.6 and 213.3 ..... 20‡
215.0 and 213.5 Siding ... 20
213.3 and 210.2 40
210.2 and 209.2 35
186.6 and 185.1 35
185.1 and 184.2 15
Hinkle-Mikami Spur 10

Business Tracks	MP	Sta. No.
Meadow Creek(N)	126.7	OS126
Mesenbrink (N)	119.8	OS120
Deep Creek(S)	103.7	OS104
Dover(S)	71.5	OS072
Chilco	36.2	OS037
Interstate(S)	20.2	OS021
Austin(N)	12.7	OS013
Trentwood-Velox	10.8	OS012
Millwood-Irvin	6.8	OS009
Croskey	333.2	OK151
Ankeny(S)	293.0	OK111
Park(S)	279.7	OK098
Ash	228.2	OK044
Sun Harbor	224.1	OK039
Humorist	222.6	OK038
Wallula Heights(N)	218.0	OK034

Train defect detectors:
Ⓟ MP 126.5 Ⓟ MP 28.9
%MP 123.2 Ⓟ MP 343.3
%MP 114.6 Ⓟ MP 310.7
%MP 111.0 Ⓟ MP 283.8
Ⓟ MP 97.7 Ⓟ MP 253.9
Ⓟ MP 81.3 Ⓟ MP 226.0
Ⓟ MP 51.8 Ⓟ MP 200.4
%MP 195.0.

BN Detectors:
% MP 70.0 (E&W) % MP 371.4

At Hinkle, amber rotating triradial lights are 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.

Coeur D'Alene Industrial Lead—Coeur D'Alene Jct. to Coeur D'Alene 8.8 Miles. 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. Wallula to Richland Jct. 20 miles westward. Rule 6.28 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 7.0 to MP 19.0 (except as below) Radio Display 4242.

Richland Spur (Richland Jct. to Richland 25
0.0 and 0.8 15
7.4 and 8.0 15
Richland Jct. Siding 10

Business Tracks	MP	Sta. No.
Wallula E215 T	0.0	OK031
Attalia E001	0.5	OW401
E002	1.3	
E006	6.3	
Villard Jct. Ⓨ E007	7.0	OW407

Business Tracks	MP	Sta. No.
Kalan Bridge Ⓓ Ⓜ Ⓨ E008	7.8	
Hedges Ⓨ T	8.9	OW409
Kennewick Ⓨ	13.0	OW414
Richland Jct.	19.0	OW420

KALAN BRIDGE

The term drawtender shall mean the operator of the drawspan, whether that person may be a train crew member or a maintenance person.

When necessary to close the drawspan for the passage of a train or for maintenance, a drawtender shall be dispatched to operate the drawspan from either of the remote control stations located at the ends of the bridge. A general order will be posted at these two locations on the bridge. Operation of the bridge shall be as follows:

(1) The drawtender shall broadcast a radio message over Channel 16-VHF to all vessels in the vicinity that the Kalan Bridge will be closing in two minutes. If after two minutes no response is received. the drawtender shall broadcast a message over Channel 13-VHF that the Kalan Bridge is closing. Following messages should be broadcast twice on Channel 13-VHF and Channel 16-VHF:

"KTD 561 Kalan Bridge Calling Any Marine Traffic in the Area over."

— If there is no response to the first call after waiting two minutes, then repeat first call on the radio.
— Again, after two minutes, if no response to second call, then state the following on radio:
"KTD 561 Kalan Bridge Closing to Marine Traffic, KTD 561 Kalan Bridge over."
— If no response after two minutes to above call, repeat last message for final time ending message with the word "out."

(2) Prior to activating the closing sequence, the drawtender shall visually inspect the waterway for marine traffic approaching the bridge. The closing sequence shall not be activated until after marine traffic has cleared the bridge.

(3) When the closing sequence is activated, the following functions occur automatically: The racon is deactivated, red strobe lights on the lift towers and on the channel piers start flashing, a downward pointing arrow consisting of amber colored lights is displayed from the center of the drawspan and a recorded message is broadcast over Channel 13-VHF advising that the Kalan Bridge is closed to river traffic. The radio message is repeated every five minutes, the red lights continue to flash and the downward pointing arrow is displayed, until the lift span returns to the up and locked position. At the end of ten minutes, a horn sounds for 30 seconds, the span begins closing and the centerspan navigation lights turn from green to red. The horn sounds for 30 seconds at 10 minutes intervals, until the lift span returns to the up and locked position.

(4) If for any reason during the closing sequence a danger is posed to marine traffic, the closing sequence shall be stopped and the bridge reopened until the threat of danger has passed.

(5) If the bridge is to be temporarily closed for maintenance or for purposes other than the passage of a train, the drawtender shall continually monitor Channels 13 and 16 for calls from approaching vessels, and respond to inquiries from vessels about the closure.

(6) After a train has cleared the bridge track circuits, the drawspan will raise to the fully open and locked position. At that time, the following functions occur automatically: The racon is reactivated, the arrow display and the red strobe lights are extinguished, the red centerspan navigation lights return to green and a recorded message is broadcast over Channel 13-VHF that the Kalan Bridge is open for marine traffic.

(7) Illuminated bridge indication arrows have been installed for trains departing the Kalan Bridge, Westward at MP 9.1 and Eastward at MP 7.0, Villard Jct. CRSE007. If these bridge indication arrows are not illuminated, train crew must immediately call Hinkle Tower and notify yardmaster that Kalan Bridge has not returned to open position for marine traffic.

(8) Hinkle Tower has been established as a 24-hour clearinghouse for reporting bridge problems. In the event of a bridge failure which obstructs river traffic, Hinkle Tower will immediately notify the Coast Guard's Seattle office of the nature of the problem and the approximate length of time (if known) before the problem will be corrected. Hinkle Tower will also be responsible for contacting appropriate Union Pacific personnel to correct the bridge failure. The Coast Guard shall be notified when the problem is corrected.

Riparia Branch. 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
B5.5 and B4.6 25
Ayer Jct. T/O 25

Business Tracks	MP	Sta. No.
East Lewiston Ⓨ	71.5	
Clearwater Riv. Ⓓ Ⓜ Ⓑ	69.9	
Transfer Ⓨ	69.1	OC369
Ballast Trk. Ⓑ	50.0	
Crum	45.5	OC345

Business Tracks	MP	Sta. No.
Almota	35.0	OC335
Penawawa Ⓑ	22.3	OC322
Central Ferry	15.8	OC315
Riparia Ⓜ T	1.0	OT017
Ayer Jct. CPE 270	B0.0	OK086

Wallace Branch. Plummer to BN Conn., 45.0 miles westward. TWC in effect. Yard limits in effect MP 158.0 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.

B19.4 and 16.6 10
144.0 and B0.2 20
148.2 and 148.7 35
149.9 and 155.4 25

Business Tracks	MP	Sta. No.
Plummer	B19.8	OT520
Worley	B13.5	OT513
Mozart	B12.2	OT512
Setters	B6.8	OT507
Manito	B0.4	OT143

Business Tracks	MP	Sta. No.
Rockford	138.4	OT138
Freeman	146.9	OT147
Mica	149.7	OT150
Spokane Ⓨ Ⓢ T	161.0	OT161
BN Conn. Ⓨ	163.3	.....

Fairfield Ind Lead — 12.7 miles Manito to end of track MP 130.9 southward (near Fairfield). Yard limits in effect MP 133.0 to MP 130.9. Rule 6.28 in effect Manito to MP 133.0. Max. Speed 25 MPH (except as below)

143.6 and 142.6 20
138.5 and 137.0 15
133.6 and 133.3 15

INTRODUCTION TO SPECIAL INSTRUCTIONS

- All special instructions apply systemwide unless otherwise specified on the subdivision page.
- Observe all slower speed restrictions. Examples include subdivision speed restrictions, TCS train consist speed restrictions, tons per operative brake restrictions, bulk commodity train restrictions, locomotive maximum speed, etc.
- When operating on any foreign railroad:
  — Respect all restrictions listed in UPRR Special Instructions Item 2 (paragraphs 3, 4, and 12 through 15), Item 2-A, Item 2-B, and Item 14.
  — Respect the foreign railroad's requirements that are more restrictive.

ITEM 1. TIME COMPARISON:

Obtain Coordinated Universal Time (Greenwich Time) by calling:

- **8-271-4601 or**
- **8-976-1111.**

Use the following table to convert from Coordinated Universal Time:

From the first Sunday in April until the last Sunday in October, convert to:	By Subtracting	From the last Sunday in October until the first Sunday in April, convert to:	By Subtracting
Central Daylight Savings Time	5 hours	Central Standard Time	6 hours
Mountain Daylight Savings Time	6 hours	Mountain Standard Time	7 hours
Pacific Daylight Savings Time	7 hours	Pacific Standard Time	8 hours

ITEM 2. MAXIMUM SPEEDS: GENERAL

		MPH
1.	Bulk Commodity Trains	See Item 5-A
2.	Double Stack Trains	See Item 5-B
3.	Key Trains	50
4.	Moving against the current of traffic	
	Amtrak trains	59
	All other trains	49
5.	Through No. 20 equilateral turnout	60
6.	Through dual control switch turnouts	30
7.	Through other turnouts	15
8.	Sidings	
	Sidings identified with †	30
	Other sidings	20
9.	Tracks other than main tracks and sidings	10
10.	Balloon tracks & Wye tracks, except those portions used as a main track or siding	5
11.	Live rails of track scales	5
12.	Designated locomotive servicing facilities	5
13.	Engines 844, 949, 951, 963B, 3985, 6936 and Amtrak engines	82
	Road engines	70
	Road switchers 1298-1299, 1300-1314 and 1329-1430	60
	Yard switch engines 1200-1273 and 1315-1327	50
14.	A multiple-unit engine controlled from other than the leading unit	30
15.	Engines running lite	
	• When operative dynamic brake is not sufficient to control speed	45
	• When operative dynamic brake is not sufficient to control speed on descending grade over 1 percent	25

ITEM 2-A. MAXIMUM SPEEDS: CARS

A. The maximum speed for equipment is 60 MPH unless:
- The TCS train consist shows a different speed
- The list below shows a different speed, **or**
- The equipment is Amtrak equipment, which may operate at maximum passenger speed.

If the TCS train consist shows a different speed than shown below, the TCS train consist governs.

B. Use the TCS train consist, when available, to identify the maximum train speed. It shows the maximum speed for each car and the maximum train speed, which is the lowest maximum speed of any car entrained. If a car that restricts the maximum TCS train consist speed is set out at an unscheduled location, operate at the lowest maximum speed of cars left in the train.

The TCS train consist maximum speed does not include restrictions for bulk commodity trains, key trains, or tons per operative brake. Observe these restrictions also.

C. Use the speeds listed below as a backup summary:
- When a TCS train consist is not available,
- When a pickup is made enroute without TCS information, **or**
- For foreign railroads operating on UPRR.

Also, refer to Item 2-B for MW and Mechanical equipment speeds.

	MPH
1. Empty bulkhead flat cars.	40
Exceptions:	
Car series UP 215400-215649 and UP 215700-215799; Centerbeam flat cars including car series TTZX 83500-83799, TTZX 86000-86374, UP 217000-217141, UP 260100-260219 and UP 273000-273679; Car series MP 728000-728099; and empty JTTX flatcars with bulkheads without Toyota truck-bed racks.	50
2. Empty gondolas or empty open-top hopper cars.	50
Exceptions:	
(a) EJE 4000-4549, EJE 4800-4874, CR 607000-607480, UP 66800-67649	40
(b) Coal gondolas and open-top hopper cars having constant-contact side bearings or center plate extension pads	60
(c) UP 229580-229587	70
3. Empty tank cars	50
Exception: Empty UTLX 83000-83080 with outside length (coupler pulling face length) over 85 feet	40
4. Ore cars	50
Exception: Empty ore cars in the following series: UP 27500; SP 345000-345669; CNW 112000, 113000, 114000, 118000, 119000, 121000 and 122000	40
5. Loaded tank cars	60
Exceptions: Loaded 4-axle tank cars with 125 ton trucks designed for maximum gross weight of 315,000 lbs.	50
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	50
Exceptions:	
(a) Gondola cars loaded with logs; UP 66800-67649	40
(b) Flat cars loaded with auto frames; gondola cars loaded with coal; gondola cars UP 903084-903094 and flat cars UP 904150-904167 loaded with locomotive traction motors; gondola cars with initials UP, WP, MP, CEI, TP or GONX loaded with aluminum ingots; centerbeam bulkhead flat cars loaded with plywood or lumber	60
(c) Loaded JTTX flat cars with bulkheads and Toyota truck-bed racks (with or without truck beds); car series TBCX 7471-7481, TBCX 76700-76707, EJE 6800-7283, UP 229580-229587, MP 950050-950224; and specially-equipped flat cars carrying airplane and rocket equipment	70

ITEM 2-A. (CONTINUED)

	MPH
8. TOFC or COFC flat cars or other intermodal equipment. This includes JTTX flat cars without bulkheads and Toyota truck-bed racks.	
• Loaded	70
• Empty	60
Exceptions:	
(a) Intermodal flat cars made from box cars in series ATSF 294950-294980, CNW 780000-780001, GTW 350000, KCS 720003-720011, SOU 150800-150859, SOU 151000-151500	50
(b) Loaded intermodal flat cars made from box cars in series ATSF 299000-299684, GTW 350001-350020	60
(c) Empty double-stack well cars; and empty five-platform articulated single-level spine cars for carrying trailers and/or containers	70
(d) Flat cars in series SP 513700-513799 and SP 520541-520740	
Loaded	60
Empty	50
9. Multilevels	70
10. Mechanical reefers; cryogenic reefers with initials CRYX or JRSX	70
11. Loaded stock cars	70
12. Cabooses	70

ITEM 2-B. MAXIMUM SPEEDS: MW and MECHANICAL EQUIPMENT

The TCS train consist shows the speed of all rail equipment below.

	MPH
1. Continuous welded or jointed rail trains	
• Loaded	40
• Empty	50
2. Trains handling tie plate spreader MP 15417	40
3. Trains handling MPX cars (excluding outfit cars and locomotive cranes)	35
Exception: Series 27028-27060, 30000-30014 and 50001-50014	50
4. Trains handling outfit cars.	40
Exception: After mechanical department approval following inspection of cars	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	30
Exception: Series MP 17001-17048; and MP 815071 and MP 50064	50
6. Self-propelled cranes, pile drivers and similar equipment moving under its 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. Spreader operator or MW supervisor instructs speed, but not exceeding	25
• Moving in forward or reverse direction in work trains only (when moving in reverse direction, wings should be fully retracted)	25

ITEM 2-B. (CONTINUED)

9. Wrecking derrick consists are assigned to locations shown below. When operating derrick consists, the equipment having the lowest authorized speed restricts the maximum authorized speed for that consist.

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.	60
	MP 2155, 3160, 4214, 15090.	50

ITEM 2-C. HOT WEATHER SPEED RESTRICTIONS:

During periods of extreme heat, conditions exist that could affect track structure. When instructed by track bulletin, restrict train speed within the limits the track bulletin specifies as follows:

Level 1 Heat Restriction:	Restriction:
• Passenger trains, • Lite 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 that have fewer than 5 cars of other than multilevel or intermodal equipment.	No Additional Restrictions
• 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 that have fewer than 5 cars of other than multilevel or intermodal equipment.	60 MPH
• All other trains averaging less than 90 tons per car or platform (see Note below).	50 MPH
• All other trains averaging 90 tons or more per car or platform (see Note below).	40 MPH

Level 2 Heat Restriction:	Restriction:
• Freight trains averaging 90 tons or more per car or platform (see Note below).	40 MPH
• All other trains (including lite engines).	50 MPH

Note: See Item 5-B, parargraph 2 for trains with intermodal equipment.

ITEM 2-D. COLD WEATHER SPEED RESTRICTIONS:

During periods of extreme cold, conditions exist that could affect track structure. When instructed by track bulletin, restrict train speed within the limits the track bulletin specifies as follows:

Level 1 Cold Restriction:	Restriction:
• Passenger trains, • Lite 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 that have fewer than 5 cars of other than multilevel or intermodal equipment.	50 MPH
• All other trains.	40 MPH

Level 2 Cold Restriction:	Restriction:
• All trains (including lite engines).	40 MPH

ITEM 2-E. MAXIMUM SPEEDS: FUEL CONSERVATION

The TCS train consist shows the maximum authorized fuel conservation speed when applicable.

The train dispatcher may cancel fuel conservation speed restrictions by issuing a track warrant or track bulletin.

ITEM 2-F. MAXIMUM SPEEDS: TONS PER OPERATIVE BRAKE

Do not exceed the following maximum freight train speeds for the different levels of tons per operative brake (TPOB). However, the subdivision page may provide otherwise. Respect all other lower speeds, such as TCS train consist speed requirements. Item 5-B contains this information for double stack trains.

Average Tons per Operative Brake for Freight Trains	Effect on Maximum Freight Train Speed
100 or less	No TPOB Restriction
101 to 110	Max. Speed minus 5 MPH*
110 to 120	Max. Speed minus 10 MPH*
Over 120	50 MPH

* Note: On portions of the subdivision where maximum freight train speed is above 50 MPH, reduce speed by the amount shown. However, Item 2-F does not reduce maximum speed below 50 MPH.

When using tons per operative brake tables, employees should round their calculations up to the next whole number when calculating TPOB. For example, 100.1 TPOB becomes 101 TPOB. Refer to Item 5-B for the number of operative brakes on intermodal equipment.

ITEM 3. TRAINS HANDLING COMPANY EQUIPMENT:

Rail Trains

Background: Equipment for handling continuous welded rail, or continuous lengths of bolted rail, consists of permanently-coupled flat cars with a ballast car for a buffer at each end. When required for a MW supervisor, the equipment includes a caboose. Couplers are blocked against slack and are highly susceptible to damage from rough handling.

Do not combine rail trains with other traffic. However, a Chief Engineer MW may authorize handling outfit cars and cars of track material or related items, not exceeding 70 cars, behind the CWR equipment.

Do not combine two rail train sets unless authorized by a Chief Engineer MW. Never allow two train sets 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 (Spender-MP 251 to Silver Bow-MP 390),
- Spokane Subdivision (Juniper-MP 205 to Eastport-MP 140.7), **or**
- Any track with curvature exceeding six degrees.

ITEM 3. (CONTINUED)

Do not move loaded rail trains without authority from:

- The MW supervisor in charge on the rail train, **or**
- MW train management.

The MW supervisor must accompany all loaded rail train movements to ensure safe operation. Train and engine crews must be alert for any signal from an alarm device. They must also be alert for any signal or instruction from the MW supervisor.

Wrecking Derricks, Locomotive Cranes and similar equipment

Secure booms on wrecking derricks, locomotive cranes and similar equipment. Booms must be trailing or detached unless they are in work train service. A mechanical employee will accompany the wrecking derrick.

A crane operator will accompany locomotive cranes and must ride:

- In the crane,
- On the train that has the crane entrained, **or**
- In a nearby vehicle having radio communications.

Inspect cranes at the following locations:

- Before leaving the initial terminal,
- Within 50 miles of the initial terminal, **and**
- Within 100 miles after that.

During the inspection, ensure that:

- The crane is headed in the right direction,
- The boom is properly secured, **and**
- The equipment is being handled at the proper speed.

Booms must be disconnected on cranes, unless a boom rest car specifically designed to enable the crane to move with the boom attached accompanies the crane. However, a derrick or crane moving on its own wheels in a freight train with the boom attached and not in the trailing position may be moved as follows:

- Train management or an operating manager must authorize the movement,
- Speed must not exceed 15 MPH, **and**
- Movement may only be made to the first location where it can be turned.

Do not handle on-track cranes with a capacity of 18 tons or less on their own wheels.

Placement in train:

- Place derricks and cranes within 10 cars of the engine and not ahead of more than 8000 tons
- Place wrecking derrick consists as close to the rear of the train as possible and not ahead of more than 4000 tons.

The above restrictions do not apply to cranes loaded on flat cars, series MP 17001-17048, MP 815071 and MP 50064. These cranes may operate at 50 MPH. Also, they may operate with the boom not in the trailing position, if properly secured.

Jordan Spreaders

Head Jordan spreaders in the direction the train is moving, unless in work trains. Secure the wings of Jordan spreaders in the closed position when moving in a train. Inspect equipment carefully before moving, and frequently enroute.

Jordan spreaders headed in the reverse direction may be moved as follows:

- Train management or an operating manager must authorize the movement,
- Speed must not exceed 15 MPH, **and**
- Movement may only be made to the first location where it can be turned.

Snow Plows

Handle one-way (multiple track) and wedge (single track) snow plows as follows:

- When deadheading the plow and snow is not above the top of the rail, locate the plow in trailing position on the rear of freight trains.
- When deadheading the plow and snow is above the top of the rail, locate the plow in leading position immediately ahead of the lead locomotive.
- When plowing snow, locate the plow in leading position immediately ahead of the lead locomotive. Do not pull a train when plowing snow.

Handle rotary snow plows in special trains or on the rear of freight trains with rotary blades in the trailing position.

In switching movements, handle a snow plow alone or with only one car.

Two-axle Scale Test Cars

Handle two-axle scale test cars in a train ahead of the rear car. Handle two-axle scale test cars in separate trains if moving more than one.

ITEM 3. (CONTINUED)

Passenger, Business, and Outfit Cars

Train management may specifically instruct handling passenger, business and outfit cars differently than listed below.

Do not handle passenger, business, or outfit cars while switching. In freight trains, handle:

- Outfit cars on the head end, **and**
- Passenger and business cars on the rear end.

When handling passenger or business cars on the rear end of a freight train, comply with the following:

- Limit bulk commodity unit trains and trains consisting entirely of double stack cars to a maximum of three passenger and/or business cars.
- Limit all other trains to a maximum of two passenger and/or business cars. Also, these trains:
  - — Must not contain more than 20 multilevel cars, **and**
  - — Must not exceed 6000 feet (including locomotives and passenger and/or business cars).

If train management authorizes handling passenger or business cars on the head end of a freight train, comply with the following:

- A maximum of five of these cars may be entrained.
- When handling two or more of these cars if trailing tonnage behind these cars exceeds 3500 tons, separate these cars from each other by at least two loaded freight cars.
- Handle business cars SELM1 (Selma), SHOS1 (Shoshone) and IDAH1 (Idaho) only on the rear of freight trains.
- Handle business cars UPP210 (mobile laboratory car) at any location in freight trains.

Ballast Cars with Air-operated Ballast Gates

The following cars series are ballast cars equipped with air-operated gates and an independent ballast air system:

- UP 901900-901949, **and**
- UP 901991-901999.

Do the following to make the ballast air system inoperative when these cars are loaded and in transit:

- Stop the air supply to the ballast air system,
- Bleed the ballast air system reservoirs by opening an air drain valve on the ballast reservoirs, located on the "A" end of the cars, **and**
- Leave the ballast air line angle cocks open.

Before using the ballast air system, close all ballast reservoir drain valves. Charge the system 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	46,600
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	66,750	41,520
GP50	4	3500	273,000	59	68,250	64,200
MK1200G	4	1200	250,000	56	87,000	60,000
SW10	4	1200	251,000	44	62,800	35,100
SW1500	4	1500	261,160	45	65,290	43,000
MP15	4	1500	266,800	48	66,520	46,800
MP15DC	4	1500	267,800	49	66,950	46,800
B23-7	4	2250	266,600	62	66,650	60,400
B30-7A	4	3000	267,700	62	66,925	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	64,000
C30-7	6	3000	395,000	67	98,250	76,000
C36-7	6	3750	391,000	67	97,750	61,000
E9/E9B	6	2000	333,770	71	66,916	55,180
DD40X	8	6800	545,000	99	135,000	88,800
C40-8/C40-8W	6	4000	391,000	70	97,750	82,000
C41-8W	6	4135	396,000	70	97,750	82,000
C44-9W	6	4380	404,000	73	149,000	107,800
AC4400-CW	6	4390	408,000	76	180,000	145,000

ITEM 4-A. LOCOMOTIVE INSTRUCTIONS:

Limit freight trains to eight locomotives on the lead consist or the helper consist, not exceeding 21,000 working HP on either consist. When working HP exceeds 21,000 HP on either consist, isolate the excess trailing locomotives and notify the train dispatcher. However, operate double stack trains with up to 24,000 working HP on the lead consist. The maximum of eight locomotives includes units that are working, isolated, dead-in-consist, or dead-in-train immediately behind the locomotive consist. Train management may authorize higher limits on freight trains.

The eight locomotive limit does not apply to power transfers, with or without cabooses. Limit power transfers to a maximum of 25 locomotives unless train management authorizes you otherwise.

Do not move or switch more than eight coupled locomotives within locomotive servicing facilities. This includes movements between service tracks and train yards. However, the subdivision page may specify otherwise.

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

Long Car/Short Car

Do not couple freight cars 85 feet or longer to any car 39 feet or shorter. However, this does not apply:

- To a freight car 85 feet or longer when coupled to a caboose, if the caboose is the last car in the train, **or**
- To a locomotive crane 39 feet or shorter when coupled to a boom idler car 85 feet or longer.

Do not entrain any type of empty flat car that is 85 feet or longer in the head ten platforms or cars of any train exceeding 4500 trailing tons. Also, do not entrain these cars ahead of helper locomotives unless they are separated from the helper by at least 15 platforms or cars.

Cabooses

Move cabooses, including unoccupied cabooses, only at the rear of the train. However, when handing less than 20 cars (and not exceeding 2500 tons), this requirement does not apply. Train management may authorize you otherwise.

Rear End Only Cars

Entrain equipment tagged, stenciled, billed or shown on the train consist as "Rear End Only" or "Rear Rider" in the rear five cars of the train. Solid blocks of this equipment may extend up to 20 cars from the rear of the train if the trailing car of the block is in the rear five cars.

Shipments Requiring Close Attention

The following classes of equipment will be covered by instructions from a Manager Clearances and/or a track bulletin concerning movement:

- Excess height,
- Excess width, **or**
- Other unusual shipments that require close attention.

Position such shipments as close to the engine as possible, but no further than ten cars behind the engine. However, the clearance wire or track bulletin may specify otherwise. Solid blocks of shipments classed as excess height or width may extend beyond ten cars if the first car of the block is in the first ten cars behind the engine.

Exceptions:

- Equipment requiring handling on the rear end only,
- Cars moving in local trains may be positioned not to exceed five cars ahead of an occupied caboose, **or**
- Position shipments classed as excess height or width that are destined to travel to the states of California, Nevada, Oregon or Washington no closer than the sixth car nor further than the tenth car behind the engine.

At least six hours ahead of the trains departure, local managers must notify train management of the train in which they would like to place the excessive dimension equipment. Upon train management's approval, the train dispatcher will issue track bulletin notification of the wide load:

- To that train, **and**
- To all trains that may meet, pass or be passed by that train.

If the conductor does not receive a message or track bulletin to cover such shipments, notify the train dispatcher before movement of the train.

ITEM 5. (CONTINUED)

Blocks of Empty/Loaded Cars

Trains exceeding 4500 trailing tons must not have blocks of 20 or more continuous empty platforms and/or cars entrained anywhere ahead of 20 or more continuous loaded platforms and/or cars. However, move trains received from another railroad as received to the first point where the train is scheduled to be switched. Then place platforms and/or cars as designated above.

ITEM 5-A. BULK COMMODITY TRAINS:

Bulk Commodity Train Speeds

- The maximum speed for loaded bulk commodity trains is 50 MPH.
- The maximum speed for empty bulk commodity trains is shown on the TCS train consist.

Glossary of Terms

- **Bulk Commodity:** Coal, grain, ore, phosphate rock, soda ash, etc.
- **Empty Bulk Commodity Train:** Any train containing a continuous block of 40 or more empty cars for the transportation of a bulk commodity. This includes empty bulk commodity unit trains.
- **Empty Bulk Commodity Unit Train:** A train of 40 or more cars containing only empty cars used to carry a bulk commodity, with or without a caboose.
- **Loaded Bulk Commodity Train:** Any train containing a continuous block of 40 or more cars loaded with a bulk commodity. This includes loaded bulk commodity unit trains.
- **Loaded Bulk Commodity Unit Train:** A train of 40 or more cars containing only loads of a bulk commodity, with or without a caboose.

Fuel Conservation for Empty Bulk Commodity Unit Trains

Operate all empty coal, grain and soda ash bulk commodity unit trains with a maximum of 9000 working HP on the head end. All other locomotives in the consist must:

1. Have a tag applied to the isolation switch that reads "Shutdown/idling for Fuel Conservation" **and**
2. a. Be isolated when outside temperature is expected to drop below 40 degrees F. **or**
   b. Be shutdown when outside temperature is not expected to drop below 40 degrees F. However, do not shut down the lead locomotive or locomotives with weak batteries, as explained in Rule 31.1.7

The train dispatcher may cancel fuel conservation isolation requirements by issuing a track warrant or track bulletin.

ITEM 5-B. INTERMODAL EQUIPMENT:

Use the following table to calculate tons per operative brakes on intermodal cars:

Type of Intermodal Equipment	# of Operative Brakes Per Platform, Car or Set
1. Well cars (double stack)	
a. Five-platform articulated in series APLX, GBRX, MAEX, RBCX, DTTX 61500-75999, DTTX 720000-720199, CHTT 2000-2015, SFLC 254100-254378, BN 64003-64327, CSXT 620300-620329, SP 513200-513276, and SP 513370-513524.	3 brakes per five-platform car
Exceptions: GBRX 2304-2305; CSXT 620000-620082; CSXT 620153-620294; DTTX 63000-63337; SFLC 254000-254009; SP 513300-513369; SOO 54569-54570; BN 63910-64002; and CR 795111.	2 brakes per five-platform car
b. Three-platform and four-platform solid-drawbar in series DTTX 25000-25999 and DTTX 270000-270059.	1 brake per platform
c. One-platform in series DTTX 54000-54999, DTTX 56000-56999, and GBRX 2400-2549.	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 in series TTEX	2 brakes per two-car set
3. Flat car for automobiles	
a. Two-platform articulated; UP 252002	1 brake per two-platform car
4. Spine cars	
a. Five-platform articulated in series NTTX, TTAX, TTLX, UTTX and UP 252000.	2 brakes per five-platform car
5. 4-Runner cars	
a. Four-platform single-axle in series TTFX	2 brakes per four-platform car
6. Front Runner cars	
a. One-platform single-axle in series TTOX	1 brake per car

The TCS train consist shows each platform of well cars (1a-c above) as an individual car. The TCS train consist shows other cars listed above as one car. When applying Item 2-C, to calculate tons per platform, use the total number of platforms shown for cars listed in 2b, 3, 4 and 5 in the above table.

Double stack trains may operate at maximum subdivision freight train speed if they do not exceed the average tons per operative brake for the total number of intermodal platforms and other cars as shown in the table below. Apply this instruction to determine tons per operative brake speed restrictions on double stack trains that contain up to four other cars, including four other multi-platform intermodal cars. Refer to Item 2-F for tons per operative brake speed restrictions for other trains (including double stack trains having more than four other cars). When using tons per operative brake tables, employees should round their calculations up to the next whole number when calculating TPOB. For example, 100.1 TPOB becomes 101 TPOB.

Total Number of Intermodal Platforms and Other Cars Contained in the Train	Average Tons Per Operative Brake for Maximum Subdivision Speed
111 to 140	100 or less
81 to 110	105 or less
80 or less	110 or less

The maximum speed must be reduced:

- If the train exceeds the average tons per operative brake, **or**
- If there are more than 140 total intermodal platforms and other cars.

Under those conditions, the maximum speed must be reduced as follows:

- When maximum speed is 60 MPH or above, reduce maximum speed by 10 MPH, **and**
- When maximum speed is between 50 MPH and 60 MPH, reduce maximum speed to 50 MPH.

This does not modify:

- Other tons per operative brake restrictions where specified on the subdivision page, **or**
- TCS train consist speed requirements.

Consider single TOFC/COFC flat cars (2a above) as empty when they are not carrying any trailers or containers. Consider all other cars listed above as empty when any platform is empty. When moving single trailers on TOFC flat cars, they must not be loaded on the center hitch.

ITEM 5-B. (CONTINUED)

Regarding intermodal cars, trains may be moved as received from another railroad to the first point where the train is switched. Then place cars as designated below. When making up trains that will operate west of Denver and North Platte, consider intermodal car placement instructions for western locations.

Do not place empty intermodal cars:

- In the head ten platforms or cars of any train exceeding 4500 trailing tons, **or**
- Ahead of helper locomotives unless 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 placed:

- Behind helper locomotives, or
- At least 10 platforms or cars ahead of helper locomotives.

West of North Platte and Denver, do not place:

- Empty intermodal cars ahead of more than 4500 trailing tons in any train.
- Loaded Front Runner and loaded spine cars ahead of more than 5500 trailing tons in any train.

ITEM 6. MAXIMUM GROSS WEIGHT LIMITATIONS:

Unless train management authorizes you otherwise, do not handle work equipment or cars that exceed the following gross weight:

- 8 axles ..... 526,000 lbs.
- 6 axles ..... 394,500 lbs.
- 4 axles ..... 263,000 lbs.

Exceptions:

— Cars not listed below when carrying bulk commodities .. 268,000 lbs.

— Cars carrying coal on the following subdivisions: Cherokee, Chester, Chicago (between 81st Street and Findley Jct., and between Salem and Chap), Coffeyville, Council Bluffs, Hoxie, KCT, Marysville, Memphis, Monroe (between N. Little Rock and White Bluff), North Platte, Pana, River, Sedalia, Sidney and Wynne ..... 286,000 lbs.

— Tank cars with 125 ton trucks ..... 315,000 lbs.

— UP 23600-23849, UP 221100-221399, UP 222001-222199 ..... 272,000 lbs.

— UP 31900-32099 ..... 275,000 lbs.

— UP 87200-89349 on subdivisions not listed below ..... 286,000 lbs.

— UP 87200-89349 on the following subdivisions and branches: Beaumont (between Kinder and Livonia), Brownsville, Corpus Christi, De Soto, Ft. Worth, Gurdon, Herington, Hoisington (east of Hoisington), Houston, Joppa, Julesburg (between Julesburg and Sterling), San Antonio, Spokane (between Spokane and Eastport), Tidewater Southern, and Yoder ..... 268,000 lbs.

The subdivision page shows the maximum gross weight that can be handled on branches where the maximum gross weight is less than shown above. Do not handle cars that exceed the weight shown below unless otherwise authorized by train management.

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

Do not operate six axle engines on branches where the maximum gross weight limitation is less than 240,000 lbs.

ITEM 7. EMPLOYEES MUST PROVIDE THEMSELVES WITH THEIR OWN COPY OF THE FOLLOWING AND HAVE THEM AVAILABLE FOR REFERENCE:

- UPRR Rules, effective 04/94: All rule chapters listed for the corresponding work group, as listed in the rule book on page INTRO-4.
- Instructions for Handling Hazardous Materials, Form 8620, effective 04/93.
- A valid certificate of operating rules examination card, which must be validated once each calendar year.
- UPRR photo identification card.
- A valid "Certificate to Operate Locomotives" card, Form 20106, if applicable.

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

ITEM 7-A. QUALIFICATIONS OF ENGINEERS:

Engineers who have not worked any road trips in the past 6 months: Notify your Manager Operating Practices of this fact. The Managers Operating Practices may require engineers whose seniority districts include road jobs to maintain proficiency by making road trips. This ensures maintenance of work force requirements. When CMS calls an engineer to work a road trip for proficiency, a Manager Operating Practices or a qualified engineer familiar with the territory will accompany the engineer. To the practical extent, conduct the FRA engineer certification requirements for an annual monitored ride and efficiency test during these trips for engineers who do not normally work road trips.

Engineers called to operate on a subdivision over which they have not operated during the preceding 12 months as an engineer or fireman: Notify CMS of this fact when called. The Manager Operating Practices may require the engineer to make a round trip over the subdivision to become familiar with the changed conditions. *Engineers who qualify under this provision but who have not made a road trip as an engineer during the preceding 150 days:* Notify the conductor of this fact before starting the trip. The two of you must thoroughly discuss and have mutual understandings of all general orders issued for the subdivision during the 150-day period.

However, the above paragraph does not apply to engineers working in yard service who are operating within the 25-mile limit, when authorized by a division manager to handle equipment within such limits. Division managers must not grant such authority 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 physical characteristics.

Many promoted and qualified engineers retain seniority rights as brakemen and/or conductors. Due to changes in work force requirements, some of these engineers may return to brakeman or conductor assignments. When this occurs, these individuals may be permitted to operate the locomotive under the provisions of Rule 1.47 B.1, if:

- Such activity does not interfere with their assigned duties, and
- They have the consent of the working engineer of the crew.

Permitted locations are not limited to territories where the person was previously qualified. These instructions apply only to promoted persons qualified as an engineer of UPRR. For persons who had their seniority restricted while an engineer, that restriction remains in effect. Do not allow a person who was disqualified while an engineer to operate a locomotive. Allow only a person holding a valid Form 20106, Union Pacific Railroad Certificate to Operate Locomotives to operate a locomotive or train.

ITEM 8. TRACK GEOMETRY EVALUATION CARS:

Rules in Chapter 42 govern operation of track geometry evaluation cars. In Rule 9.14 territory (Movement with the Current of Traffic), a MEM, MTM, MTO or MOP familiar with the territory over which it will operate must accompany the evaluation car.

ITEM 9. RESTRICTIONS ON USE OF ENGINE HORN:

Do not sound the horn within the city limits at points designated by symbol ⑨ on the subdivision page. However, this does not apply when necessary to warn persons or vehicles oblivious to the approach of the train or engine whose attention cannot be attracted by ringing the bell.

ITEM 10. RULE SUPPLEMENTS & AMENDMENTS:

Introduction: Mostly, the special instructions in Item 10 clarify the application of the rule on UPRR. In those cases where special instructions add or change a rule, the words "Add" or "Changed to Read" preface the new wording. All portions of the rule that are not referenced remain unchanged.

1.5 Beyond this rule, the UPRR Drug and Alcohol Policy contained in Chapter 90 governs each UPRR employee.

1.6.1 **Add New Rule: Motor Vehicle Driving Records**
UPRR certifies employees as locomotive engineers. These employees, whatever class of service, must report convictions for operating a motor vehicle while under the influence of or impaired by alcohol or a controlled substance. Also, these employees must report convictions for refusal to undergo such testing when a law enforcement official seeks to find out whether a person is operating under the influence of alcohol or a controlled substance. State-sponsored diversion programs, guilty pleas and completed state actions to cancel, revoke, suspend, or deny a driver's license are considered convictions as applied to this rule. Employees must report any conviction to their supervisor by the first business day following the day the employee received notice of the conviction.

1.10 The proper authority may authorize using radios, tape players or recorders, or television sets not related to employees duties when use does not interfere with safe operations.

1.30 **Add:** The conductor may ride in a trailing unit only when:

- At least one trainman rides in the control compartment,
- The control compartment is not equipped with an operable onboard terminal,
- The trailing unit is equipped with an operable onboard terminal, **and**
- The conductor needs to complete work order reporting.

5.4.3 Maintenance of Way employees may display yellow-red flags from one hour before to one hour after the time a Form B track bulletin is in effect. During that time, trains may accept the foreman's verbal permission as outlined in Rule 15.2.

The display of yellow-red flags as described does not extend the authorized working time beyond the times listed on the Form B track bulletin. However, it does allow Maintenance of Way employees to work the full time limits listed on the bulletin under the protection of the yellow-red flags.

5.4.4 UPRR authorizes this rule on all subdivisions, branches and industrial leads where maximum speed does not exceed 40 MPH. However, the subdivision page may say that Rule 5.4.4 does not apply.

5.4.8 In the application of this rule in multiple main track territory, yellow, yellow-red, red and green flags will be placed on the field side of the track. When a train operates on the left track, employees on the train should view these flags to the left of the track.

5.5 The location of permanent speed restriction signs is 2500 feet ahead of the restriction.

5.8.2 Sound whistle signal (11) when approaching private crossings at grade if pedestrians or motor vehicles are at or near the crossing, or if something obstructs view of the crossing.

In Wyoming, sound whistle signal (11) at least 20 seconds when approaching public crossing at grade.

5.10 The conductor must know the initials and number of the car that has the marker applied before departing the initial terminal. This can be done verbally by the employee making the initial terminal air brake test, or included on the written notification of the test. Sometimes the original car with the marker is set out or, for other reasons, is no longer the rear car of the train. When this happens, an employee must report the initials and number of the car having the marker applied to the conductor before the train departs.

Sometimes a train is set out clear of the main track somewhere other than a crew change location. When this happens, a crew member must remove the end of train telemetry device, if so

ITEM 10. (CONTINUED)

equipped. Transport the device on the engine to the destination where the crew is relieved. If the engine remains with the train, a crew member must deliver the end of train telemetry device to the proper authority at the tie-in point. However, proper authority may advise the crew to leave the device with the train. Always notify the train dispatcher of the location of the telemetry device.

5.11 **Add:** On track bulletins that advise employees about excessive dimension equipment, trains may be identified by engine number or train symbol.

6.4.2 Where the term "train" is used in this rule, it also applies to "engine or cut of cars."

6.6 This rule (Picking Up Crew Member) does not apply on UPRR.

6.14 This rule (Restricted Limits) is not used on UPRR tracks.

6.15 This rule (Block Register Territory) is not used on UPRR tracks.

6.19 The following table lists the flagging distances for the work groups shown:

Maximum Subdivision Speed for Freight Trains	Transportation Employees	Maintenance of Way Employees: Place a red flag or red light ¼ mile from the obstruction, and:
70 MPH or more:	Place torpedoes 2¼ miles.	Place torpedoes 1 mile and 2¼ miles from the red flag or red light.
41 MPH to 69 MPH:	Place torpedoes 2 miles.	Place torpedoes 1 mile and 2 miles from the red flag or red light.
40 MPH or less:	Place torpedoes 1 mile.	Place torpedoes **between** 1 mile and 2 miles from the red flag or red light.

6.19.4 **Add:** Besides the steps listed in the rule, trains must comply with the following:

(a) Do not move until five minutes after lining the switch,

(b) Locate the block signal that protects the switch against trains moving with the current of traffic. To move against the current of traffic past that signal, pull the leading engine or car 100 feet beyond the signal. Wait 10 minutes before moving any further against the current of traffic. Then move at restricted speed, **and**

(c) To move against the current of traffic beyond any further block signals, obtain track bulletin authority as explained in Rule 15.3.

6.20 Remember to make the returning movement at restricted speed. However, lite locomotives may return at a higher speed if the train dispatcher gives a more permissive block signal indication.

6.23 Unless listed below, inspect the train on each side of all cars, units, equipment, and track to ensure they are in a safe condition. Make sure the marker is attached to the designated rear car. Before proceeding, check the proper positioning of all wheels on the rail. However, when a bridge or other physical characteristic prevents a walking inspection of the entire train, comply with the first paragraph of Rule 6.29.2.

Under certain conditions, some trains do not require an inspection. Those conditions are:

(1) The train is not a key train,

(2) The train does not contain a car, trailer or freight container that is placarded "Explosives A" (or 1.1 or 1.2),

(3) (a) The train symbol does include the letter "Z," does not exceed five thousand trailing tons, and does not contain any loaded placarded tank cars, **and/or**

(b) The train is made up entirely of double stack well cars and/or five-platform articulated single-level spine cars,

(4) The train had no harsh slack action while stopping from the emergency brake application,

(5) The end of train telemetry device or caboose gauge shows that the brake pipe pressure on the rear car is restored,

(6) A brake pipe leakage test (or air flow indicator gauge) is within the proper limits, **and**

(7) The train does not require excessive power to start after stopping.

If the train does not meet all seven conditions, inspect as outlined in the paragraph above.

ITEM 10. (CONTINUED)

6.25 **Add:**

- Rule 6.19.4 (Crossing Over or Fouling Main Track)

6.26 Multiple main tracks that are signaled for movement in both directions are numbered as follows:

- On east-west subdivisions, track numbers increase from north to south, and the northern most track is No. 1, **and**
- On north-south subdivisions, track numbers increase from west to east, and the western most track is No. 1.

6.28 This rule (Movement on Other than Main Track) is in effect on all industrial leads and spurs unless the subdivision page states otherwise.

6.30 **Passenger Crew Responsibilities:** When approaching a station to receive or discharge passengers, decide if the train is routing on the track nearest the station platform. If other trains could pass on an adjacent track between the passenger train and the station platform, call the train dispatcher. Find out that no trains or engines will use the adjacent track. If trains are approaching on the adjacent track, delay arrival until the other train or engine has stopped or is clear of the station platform.

Other Crews Responsibilities: Do not pass between a passenger train that receives or discharges traffic until all passengers and employees have cleared the track between the passenger train and the station platform. Then, pass only when preceded by an employee walking just ahead of the movement.

7.1 **Add second paragraph to read:** Do not leave cars or engines standing where they will foul equipment on adjacent tracks or cause injury to employees riding on the side of a car or engine.

7.3 **Add** to the list of equipment that must not be cut off in motion or struck by any car moving under its own momentum:

- Articulated and solid drawbar-connected cars with more than two carbodies.

8.3 Trains having track warrant notification that a main track switch is open must approach the switch prepared to stop short of the switch. However, if the block signal shows the switch is properly lined, trains may operate by block signal indication.

8.20 UPRR equips all derails with a lock. Report derails that have defective or missing locks.

9.2 **Add:** When a track intervenes between a signal and the track it governs, a stub post with a blue light at night is placed to the right of the signal.

9.8 This rule does not apply on UPRR. Comply with the signal indication until passing the next governing signal.

9.9 A. In the application of this rule, a passenger train is not considered delayed after:

- Making a scheduled stop of less than five minutes with no other delay, **or**
- Stopping less than five minutes after leaving a siding to line the switch at a meeting or passing point.

9.9 B. **Add:** Do not exceed 30 MPH until the next signal is visible.

9.17 At a crossover, apply the second paragraph as follows: Line the switch in the track the train is on, wait five minutes, then line the other switch of the crossover.

9.17 A. Condition (2) does not apply on UPRR.

10.1 Where the timetable designates CTC limits, all sidings are within CTC limits. Obtain authority as outlined in this rule to enter or occupy CTC sidings.

10.3 This is how to apply the second paragraph: When the track and time permit includes "Switch Yes," the limits include that switch and the track between the absolute signals governing movement over the switch.

10.3.3 **Change the first paragraph to read:**
Each foreman and a crew member of each train must be notified about each other before track and time is granted to machines, track cars, or employees in the same limits with:

- A train, **or**
- Other machines, track cars, or employees.

12.0 This chapter (Automatic Train Stop System Territory) is not used on UPRR tracks.

ITEM 10. (CONTINUED)

14.0 **Diagram A. Add:**
18.() Joint With:
(identification) BETWEEN (location) & (location)
(identification) BETWEEN (location) & (location)
(identification) BETWEEN (location) & (location)

14.4 **Add to items 2 and 3:** If trains are listed on track warrant Line 18, the crew of another train or men or equipment entering the limits must not enter the limits:
- Until contacting all trains listed on Line 18 and reaching an understanding of moves to be made,
- Until receiving advice from the train dispatcher that the train has reported clear of the limits, **or**
- Unless a flagman walks one mile ahead.

14.5 **Add to item 2:** If men or equipment is listed on track warrant Line 18, the crew of the train or other men or equipment entering the limits must not enter the limits:
- Until contacting all foremen listed on Line 18 and reaching an understanding of moves to be made,
- Until receiving advice from the train dispatcher that the men and equipment have reported clear of the limits, **or**
- Unless a flagman walks one mile ahead.

14.6 This rule (Movement Against the Current of Traffic) is not used on UPRR tracks. See Rule 15.3 (Authorizing Movement Against the Current of Traffic).

15.1 When applying this rule, be sure all track warrants and track bulletins apply to the route on which the train may operate.

15.12 This relieving crew must attempt to contact the train dispatcher before departing from their originating terminal. This will help the crew obtain any necessary track warrants and track bulletins from mechanical printers instead of having to fill them out by hand when they arrive at the train.

15.15 To ensure accuracy of UPRR mechanically-transmitted track bulletins, all numbers written in the body of track bulletins are reprinted on the line directly below. The reprinted numbers are bracketed. Crews should make sure all numbers reprinted identically. Also, make sure all lines of the track bulletin printed. Do this by verifying:
- The sequential order of line numbers printed on the extreme left of the bulletin,
- Each numbered line contains information (however, lines containing bracketed numbers mentioned above do not have line numbers), **and**
- The numbered line with the train dispatcher's initials directly follows the last numbered line of information.

16.0 This chapter (Direct Traffic Control Limits) is not used on UPRR tracks.

31.2 Do not change operating ends until after informing crew members to stay clear of the track and equipment.

31.8.1E. **Add:** After detaching the helper, crew members must not go between the helper and the train until the engineer informs them that the helper engine brakes are functioning properly.

42.4.2 **Change the 4th bullet to read:**
- Obtain track and time authority before occupying any track that has an adjacent main track or siding. In addition, when work will be performed on one track and trains may be passing on an adjacent track, track bulletin Form B must be issued for:
  — The track upon which work is being performed, and
  — Any adjacent main tracks or sidings.
  When there is no adjacent main track or siding within the limits of the track bulletin Form B, track and time will not be required within those limits.

76.6 **Change last sentence to read:** Use tie tongs when handling individual ties.

ITEM 10. (CONTINUED)

83.1.9 **Changed to read:**

Protection of Loading and Unloading Operations for Contractors and Vendors

Follow these instructions to protect contractors and vendors in loading and unloading operations and to comply with OSHA standards.

A. Effective Lockout Protection

Place a locked derail at least 150 feet from the railroad rolling equipment that will be protected. The derail must be able to restrict access to the portion of track where work is being performed.

Use an effective locking device to lock the derail in the derailing position.

One Locking Device. Use one locking device if those being protected are assigned to work together as a unit under a common authority and communicate with each other while working.

Two Locking Devices. If more than one job description exists and the persons are unable to communicate with each other, apply a locking device to the derail for each group.

B. Red Flag

At each derail, display a red flag that can be clearly seen during the day. At night, display a red light with the flag.

Do not place a derail in the derailing position until the red flag protection is in place. Do not remove the red flag protection until the derail is removed.

C. Common Authority

Common authority must be established. The person or persons in authority must:
- Communicate with all persons being protected by a red flag and derail.
- Control the red flag and the only keys to the derail protection.
- Be responsible for the safety of all persons in the working area.

Do not work on the track or railroad rolling equipment until both ends of the track have a red flag and derail protection.

ITEM 11. MOVEABLE POINT FROGS:

Moveable point frog locations are:
- Listed on subdivision pages, and
- Identified by signs that are 24 inches wide by 18 inches high.

Approaching trains can view white signs with black borders and black lettering reading "Moveable Point Frog." These signs are placed directly across the track from each switch machine.

Employees who are facing switch machines can view 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(s) which operates the switch points AND the switch machine which operates the moveable point frog must BOTH be operated. RULES 9.13 AND 9.13.1 APPLY."

Locations having three switch machines in the same turnout have signs and decals that read:

IMPORTANT: This turnout is equipped with three switch machines. Two are located on the switch point and one located on the frog point. To operate the turnout, follow the hand throw sequence below.

1. Operate frog machine completely.
2. Operate front switch point machine until the hand throw lever handle is in the vertical position.
3. Operate rear switch point machine completely.
4. Operate front switch point machine completely.

Operate three switch machines before starting movement at turnout locations that have two switch machines at the switch point and one switch machine at the frog point. Operate two switch machines before starting movement at turnout locations that have one switch machine at the switch point and one switch machine at the frog point. At crossover locations, you must operate double the number of switch machines.

Inspect all switch points and all frog points as explained in Rules 9.13 and 9.13.1.

ITEM 12. USE OF RADIO:

Radio Call-in System

Employees may use the radio call-in system to contact the train dispatcher.
Use:

- The (*) button on the microphone/keypad,
- Position (1) on the 4-position tone switch, or
- Position (11) on the 20-position tone switch.

In case of an emergency, notify the train dispatcher by using:

- The (9) button on the microphone/keypad,
- Position (9) on the 20-position tone switch, or
- Position (4) on the 4-position tone switch. However, some radios with the 4-position tone switch are not equipped with the emergency tone.

Identify the calling station to the train dispatcher by depressing for 2 seconds the appropriate push-button on the radio microphone/keypad or on the front panel of the radio. Receipt of a tone confirms the train dispatcher has been alerted and will answer the call when duties allow. If you receive no tone, operate the push-button again for 2 seconds. Use other means of communication if contact is not then established.

Type of Tone Switch	Normal Call-in Position	Emergency Call-in Position
Microphone/keypad	*	9
20-position	11	9
4-position	1	4

Radio Channel Assignments

Radios equipped for 64/94 channel AAR frequency assignment plan are identified by a 4-digit channel display. Select channels by using a rotary dial, push-buttons, or toggle switches. On radios with three toggle switches on the front panel, do not use the "Receive Up/Down" switch for normal service. Train dispatchers or yardmasters may provide instructions to use channels other than those identified as UPRR, using the 4-digit numbers.

Railroad	Display	Railroad	Display	Railroad	Display	Railroad	Display
UPRR 01	2020	ATSF	3232	CWW	7878	IC	7272
UPRR 02	2424	ATSF	3636	CSP	3030	KCS	1010
UPRR 03	2727	ATSF	5555	CSX	8484	KCT	8080
UPRR 04	4242	ATSF	7272	CP 01	9191	NS	2222
UPRR 05	3838	BNRR 01	6666	CP 02	6767	NS	5656
UPRR 06	5858	BNRR 02	7070	DRGW	5454	SP	1414
ATSF	3030	CNW	5252	HBT	4444	SP	9696

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/Rv display will show the update.

Home Channel	Channel	Keystrokes	TX/Rv Display
01	UPRR 01	"HOME" 0 1	2020
02	UPRR 02	"HOME" 0 2	2424
03	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 the volume or the left side to decrease the volume.

Transmitting Voice Messages

To transmit voice messages, press "PTT" on the radio and talk in the direction of the radio, or press the transmit button on the 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 two seconds. For emergency call-in press the "9" key for two 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.

ITEM 12. (CONTINUED)

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	Display 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:

13.1 General Instructions:

Apply the following instructions to all detectors:

a. Maintain train speed at or above 10 MPH while moving over detectors, when practical. If the train stops or speed is less than 10 MPH while moving over a detector, refer to Item 13.6.

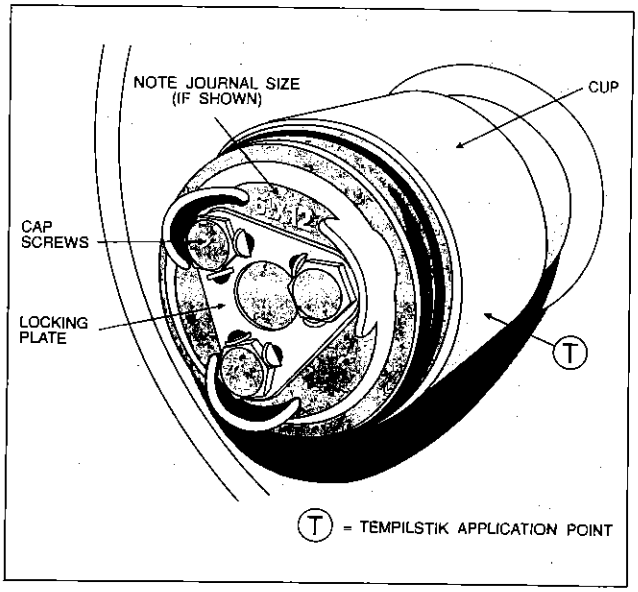
b. Do not stop trains over detectors, when practical.

c. When approaching or passing hot box detectors, avoid braking if practical. Excessive braking causes false indications.

d. Stop the train at once when a detector is actuated and the train must be inspected. Inspect the car identified (by axle count from the head end of the train) to ensure that:

- Retaining valve is in exhaust position,
- Hand brake is fully released,
- Brakes are not sticking,
- Truck bolster is not broken,
- Brake rigging is not down or dragging,
- Lading is not down or dragging between cars, or
- Lading has not dropped down through container floors or cross members of double stack cars.

Inspect all journals on both sides of the car identified (by axle count from the head end of the train). Detectors include locomotive axles in deciding the axle count. If no obvious sign of overheating is present on the axle identified, use a 200 degree F. tempilstik as the primary method to locate an overheated journal. Mark the roller bearing cup below the bearing adapter on the exposed underside of the bearing. An overheated journal bearing will melt the mark made with the tempilstik, in which case set out the car.



ROLLER BEARING

ITEM 13. (CONTINUED)

Lacking a tempilstik, use the bare hand as follows if there is no obvious sign of overheating on the indicated axle:

- Cautiously place your bare hand on the truck side frame, **and**
- Move your hand toward the roller bearing cap, keeping in mind that any part of this equipment may be extremely hot.

If you cannot hold your bare hand on the side frame or the roller bearing cap for a few seconds, set out the car.

If the inspection suggests no defects, inspect both sides of five cars ahead and five cars behind the car identified by axle count. Inspect for the same things. Use the bare hand inspection for overheated journals and verify with a tempilstik if available.

When a defect is found:

- Note the type of defect on a pink tag (supplied in crew packets), and
- Attach the tag on or near the overheated bearing or on the car body near the defective equipment.

The conductor must advise the train dispatcher of all information about the inspection and disposition of the car involved.

For component identification, see the "Car Chart" in Chapter 34 (numbers 44 and 45).

When a detector is actuated and an overheated journal is identified on any of the following cars, set the car out:

- Cars with initials UPFE or SPFE,
- Cars in series FGMR 13000-13499, **or**
- Any car in a key train.

On those cars, set out the car even if the inspection suggests no defects, unless:

- Another car within five cars ahead or behind the car identified has an overheated journal, **or**
- Mechanical personnel inspect and/or repair the car and approve it for movement.

e. If a bridge or other physical characteristic prevents the required inspection, move the train not exceeding 5 MPH, but no further than necessary to allow making the inspection.

f. If they do not locate the hot journal or set out the car, a crew receiving a hot journal indication from a detector must notify the connecting crew, if any.

g. Set out any car that experiences two consecutive hot box detector actuations, even if the overheated journal cannot be found. However, passenger equipment and business cars do not need to be set out if the inspection reveals no hot journal.

h. When a detector is actuated and an overheated journal is identified on a steam locomotive or tender, it is not necessary to stop and inspect. However, the assigned manager in charge of the steam locomotive may instruct you otherwise.

13.2 Hot Box and Dragging Equipment Detector Stations Equipped with Radio Transmitted Verbal Defect Indicators:

The detector will announce once to the crew that the system is operational when movement begins over the detector.

The detector will announce whether it detected any defects after the entire train passes the detector. The detector will transmit a two-second alarm tone as it detects any defects. It will announce each defect (by axle count starting from the lead axle of the lead unit) when the entire train passes the detector, giving the type of defect and location. The message transmits twice followed by "Detector, out." Stop the train at once and inspect the identified locations for defects.

13.3 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 shows Stop until the entire train passes the detector and it identifies no defects. Then the signal automatically clears. The detector will transmit a two-second alarm tone as it detects any defects. It will announce each defect (by axle count starting from the lead axle of the lead unit) when the entire train passes the detector, giving the type of defect and location. The message transmits twice followed by "Detector, out." Stop the train at once and inspect the identified locations

ITEM 13. (CONTINUED)

for defects. Advise the train dispatcher of the inspection results and follow his instructions.

If the detector fails, the train dispatcher may release the Hold signal after notifying the crew of the failure. In such case, refer to Item 13.6.

13.4 High Wide Shifted Load Detector and Dragging Equipment Detector Stations Equipped with Radio Transmitted Verbal Defect Indicators:

a. Stop and inspect the train when a high wide shifted load detector and dragging equipment detector is activated. Each detector broadcasts a separate message if they detect defects.

b. When a crew receives a high wide shifted load message, inspect the train to ensure there is no excessive width or height car. Inspect any double stack cars in the train to ensure there are not two 9 feet 6 inch containers stacked on the same car. Notify the train dispatcher, who will call the signal maintainer to reset the detector.

c. Report any car found that has a shifted load or two 9 feet 6 inch containers stacked on the same car. If necessary, set the car out.

d. If the crew receives no message after passing the detector, stop the train. Then inspect for dragging equipment and high wide or shifted loads. Notify the train dispatcher, who will call the signal maintainer to reset the detector.

e. The detector will broadcast a "No Defect" message if it detects no defects.

13.5 Dragging Equipment Detectors Equipped with Radio Transmitted Verbal Defect Indicators — Talk on Defect Only:

The dragging equipment detector announces only when it detects a defect, If it detects a defect, the detector transmits a two-second alarm tone followed by a warning message. Stop the train at once and inspect the entire train.

13.6 Detector Failure:

a. Stop and inspect all key trains when any detector failure occurs, unless both of the following conditions are met:

- The train stops while moving over the detector or moves less than 10 MPH over the detector, **and**
- The detector announces "integrity failure."

When both of the above conditions are met, comply with instructions in Item 13.6 b.

b. When a train passes a detector equipped with radio transmitted verbal defect indicator, comply with the following procedure if any of these conditions occur:

- The crew does not receive verbal information from the detector,
- The crew does not understand the verbal information from the detector, **or**
- The detector (including Talk on Defect Only detector) announces "integrity failure."

Procedure

1. Immediately reduce train speed to 35 MPH or less.
2. Immediately notify the train dispatcher.
3. If the train dispatcher has access to a remote readout that shows there is no defect, he may allow the train to go at normal speed.
4. The train may go not exceeding 35 MPH if:
   - It is decided the train will receive a complete roll-by inspection on both sides of the train by qualified employees standing on the ground, **or**
   - The train will pass an operable detector within 30 miles.

   The train dispatcher may provide this information. Also, the crew may establish their own roll-by inspection if they know the location of qualified employees and those employees assure the crew that they will do a roll-by inspection. If the train will receive a roll-by inspection, the crew must know the location where the inspection will be done. Do not exceed 10 MPH during the inspection.

   The train dispatcher may choose to stop the train and make an inspection before passing the next detector or receiving a roll-by inspection from other employees. Always inspect the train within 30 miles after passing the defective or inoperable detector. Trains may not pass two consecutive defective or inoperable detectors without stopping for an inspection or receiving a roll-by inspection.

ITEM 14. OPERATING OVER FOREIGN RAILROADS:

Introduction

When operating on foreign railroads that have speed restrictions for empty cars, consider any car as empty when the explanation in the Commodity column of the TCS consist shows NONREV or the car as a revenue empty (REVMTY or MTYTTX). This is true despite the entry in the Car Kind column.

Respect all restrictions listed in UPRR Special Instructions Item 2 (paragraphs 3, 4 and 12 through 15), Item 2-A, Item 2-B, and Item 14 when operating on any foreign railroad unless their requirements are more restrictive.

(a) Use of ATSF Tracks between:

1. Eton Jct. and Congo
2. Belle Plaine and Arkansas City
3. NA Jct. and Pueblo Jct.
4. T&NO Jct. and Algoa
5. Daggett and Riverside
6. Stockton and Pittsburgh

Apply the General Code of Operating Rules and ATSF Timetable.

(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.
13. North Jct. and Dalwor Jct.
14. Ney (Tower 55) and Wichita Falls

Apply the General Code of Operating Rules and BN Timetable.

(c) Use of KCS Tracks between:

1. GCL Jct. and CS Jct. (Seventh Subdivision)
2. Lettsworth and Lobdell Jct. (KCS Baton Rouge Subdivision)
3. East Jct. and Lobdell Jct.

Apply the General Code of Operating Rules and the UP System timetable and Special Instructions, except as modified below:

1. **Rule 5.4:** Yellow, Yellow-red and green flags are not used.
2. **Rule 5.5:** Green Resumé Speed signs are not used.
3. **Rule 6.13:** 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.
4. **Rule 6.19:** When a flagman of the proceeding train is riding the engine of the following train, the following train must go at restricted speed while flagman is on the engine, despite any specific flagging instructions.
5. **Rule 6.21.1, 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.

   Use extreme care in carrying lighted fusees across open deck bridges to see that dripping molten matter does not ignite the structure. Be alert for signs of fire on or near bridges. Use extreme care in dropping fusees. Waste from hot boxes must not be left burning. Be sure to extinguish the fire before discarding burning matches, cigarettes and cigars.

   When moving over bridges where decking is not protected by metal or ballast covering, the engine brakes must be released and not applied while the engine is on the bridge unless necessary to make an emergency stop, and if the brakes are applied while the engine is on bridge, stop the movement and inspect the bridge to make sure there is no fire present.

ITEM 14. (CONTINUED)

Crew members will be especially observant in passing over open deck bridges for any indication of fire. If you observe an indication of fire, stop the movement, extinguish the fire and notify train dispatcher before the train departs.

6. **Rule 6.27**

   KCS Definition, **Restricted Speed:** A speed that will allow 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 MPH.

   KCS Definition, **Yard Speed:** A speed that will allow stopping within one-half the range of vision, 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 MPH.
7. **Rule 6.28:** Trains or engines using a siding or any track other than a main track must go at Yard Speed.
8. **Rule 6.32.1, add:** Trains and engineers will not follow a preceding movement over a public crossing closer than five minutes unless a flagman or crossing gate protects such crossing.

   Engines or cars set out in sidings, industry tracks or other tracks must have wheels chocked besides hand brakes being set.
9. **Rule 9.9:** Apply part A. in all territories. Parts B. and C. do not apply.
10. **Rule 9.12.1:** In authorizing a train or engine to go from a Stop indication of á block signal, the control operator will say, "There is no opposing train in the block." If the train dispatcher does not know if there is any opposing movement, train or engine may go under flag protection to the next signal upon verbal advice from the train dispatcher or control operator in words, "Proceed under flag protection."
11. **Rule 9.12.2:** Does not apply.
12. **Rules 9.13:** KCS Rules 104(b) and 104(c): When going from a Stop indication over a dual control switch, the crew member, after examining the switch, must remain at the switch until the leading wheels pass over the switch. If the control operator does not know by indication on the control panel that the switch is lined and locked for the 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 the switch have been completed, restore the switch to normal position by hand and then return it to power. Trailing point movements: The same as the GCOR.
13. **Rule 245M (Restricting):** Go at Yard Speed instead of restricted speed.
14. **KCS Rule 284: Aspect:** Flashing yellow. **Name:** Medium Approach. **Indication:** Proceed, reducing speed to 30 MPH before leading wheels pass the next signal.
15. **KCS Rule 291(A): Aspect:** Red with number plate and letter "P" marker. **Name:** Permissive. **Indication:** Proceed at restricted speed.
16. SD40 and U30 units must not be coupled to cars with gross weight more than 263,000 lbs.
17. Cars 85 feet or longer must not be placed nearer than the sixth car from an engine or remote unit. Exception: Any type of unit train.
18. Maximum weight limitations: Cars with gross weight more than 263,000 lbs. up to 274,000 lbs. are restricted to 5 MPH less than the maximum authorized speed. Cars more than 274,000 lbs. up to 315,000 lbs. are restricted to 30 MPH except tank cars 35 MPH.

    Movements of cars more than 315,000 lbs. must be authorized by AVP-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 in any number, but must not be handled next to the engine or other car exceeding 263,000 lbs.
19. UP Special instruction Item 13 will apply with respect to each condition shown besides the following:
    - Journal or adapter found noticeably hotter than others, the car must be set out.

ITEM 14. (CONTINUED)

- If a defect is not located, observe the train closely and if a defect is suggested on the same axle a second time, the car must be set out.
- Oversize load detector installations will not clear a man on the side of the car.
- A white light illuminated on equipment house shows "System On."

(d) Use of SP (SSW) Tracks between:

1. Denver: SP Belt Line and North Yard
2. Salt Lake City: Grant Tower and Provo
3. Alazon and Weso (westward)
4. Anaheim Branch: Colima Jct. and Fullerton Jct.
5. Dexter Jct. and Jonesboro Jct.
6. Briark and SSW Jct.
7. Sierra Blanca and El Paso
8. Illmo and Charleston Jct.
9. SP Jct. and SP Tower 105.

Apply the General Code of Operating Rules and SP timetable.

SP trackage at Salt Lake City: All freight trains, switch engines and lite locomotive movements (including interchange deliveries between UP North Yard and SP Roper Yard) will use the two running tracks between Grant Tower, 2nd South and Roper, 21st South, unless otherwise provided. The SP Tower must authorize all movements in either direction on either track. The SP dispatcher must authorize the use of the 13th South crossover from the running track to the Westbound Passenger Main Track. UPRR crews must contact the Roper Tower before entering SP tracks at Roper Yard to obtain instructions about which track to yard the delivery, and the track for the return movement.

ITEM 14-A. FOREIGN RAILROADS OPERATING ON UPRR TRACKS:

(a) All Railroads:

1. Train Handling Over Disturbed Track

When track work has affected track stability, the proper authority may issue a track bulletin or other instruction. It will say that, between certain limits, engineers must handle their trains according to Air Brake Rule 31.4.3 (Disturbed Track).

When going through the limits of the track bulletin or wherever instructed, the engineer must use the following train handling techniques to minimize in-train forces when possible:

- Use throttle modulation or low dynamic brake amperage.
- Avoid adjusting slack.
- Avoid applying or releasing automatic brakes.
- Make power and brake adjustments before or after the restriction.

The train dispatcher may advise all affected trains that Air Brake Rule 31.4.3 applies on a track restriction using either of the following methods:

- Issue a Form C track bulletin, using the words "Air Brake Rule 31.4.3 applies to Track Bulletin No. __" **or,**
- Issue a Form A track bulletin, including in the TRACK(S) column the identification of the tracks affected, followed by "-31.4.3". When using this method, Rule 31.4.3 applies only to the limits identified on that line of the track bulletin.

(b) Southern Pacific Lines:

1. Do not apply the following Special Instructions to Southern Pacific trains when operating on UPRR tracks:
   - Item 2. Lines 1, 2, and 13 through 15.
   - Item 2-A. Lines 1, 2, and 4 through 12.
   - Item 2-B. In its entirety.
   - Item 2-E. In its entirety.
   - Item 3. In its entirety.
   - Item 5. In its entirety.
   - Item 5-A. In its entirety.
   - Item 5-B. In its entirety, except do apply UPRR train speeds for double stack trains.

   Apply all other restrictions.

ITEM 14-A. (CONTINUED)

2. The maximum speed for Southern Pacific trains, unless otherwise restricted ..... 60 MPH

Exception:

SP trains that contain a continuous block of 40 or more cars loaded with coal, grain, ore, phosphate rock, soda ash or other bulk commodity ..... 50 MPH

ITEM 15. WORK ORDER FEEDBACK:

(a) 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 describing the scheduled work to do in stations/yards, at industries, and at interchanges. The conductor must record the following times on this document:

- Pull times
- Placement (spot) times
- Interchange times

The conductor must sign and date the completed form.

When making station/yard setouts, the conductor must record the setout times, yard numbers and track numbers where making the setout. Also, record the direction and sequence showing how the setouts line up within each track.

If handling a car or block differently from the instructions that appear on the Work Order, note the exception to the detail line on the blank space below the printed detail line. Enter the "Setout Exception Reason" code.

For every line of scheduled work not done, the conductor must show the "Not Done Reason" code.

(b) When performing unscheduled work (work not prescribed by a Work Order Issue document), the conductor must record the moves on Form 29363.

(c) Treat the document used (such as a track list) as a Work Order at locations where you do not receive Work Order Issue documents or where a job is designated to pickup or setout cars from an industry/interchange. Note on the document the work done as explained in section (a). Upon completing the work, the conductor must sign the document and show the date and time completing the work. Where Form 29363 is not available, mark and sign the track lists used in the manner described above.

(d) When the conductor receives verbal instructions, record the work done as explained in section (b). When the customer requests intra-plant switching moves, record in the RSN field of Form 29363 the name of the customer's requesting employee. If Form 29363 is not available, record the car movements on the reverse side of the Work Order issue document.

(e) If the industry provides switch lists to crews, the conductor has two alternatives:

1. If the conductor can retain the industry document:
   - Note date and time performing each block of work,
   - Note type of work the crew did, even if the industry previously noted the work on the document. Examples include pull, place, or switch to another spot,
   - Note any exemptions to the documents under the appropriate equipment ID's, **and**
   - Date and sign the bottom of the list.
2. If the industry chooses to retain the document for their own records and will not release the list:
   - Transfer all pertinent information from the document to Form 29363 (see section b) or a handwritten list if Form 29363 is not available,
   - Note the date and time performing the work, **and**
   - Date and sign the list.

ITEM 15. (CONTINUED)

(f) Upon completing all documents about car movements (including Work Order Issues), conductors must provide responses when practical. Respond as follows:

1. Telephone the designated area representative in the National Customer Service Center (NCSC) to report your train,
2. Transmit via a facsimile to the designated NCSC representative with mandatory telephone verification, **or**
3. Transmit via onboard terminal using the Advanced Train Control System Work Order method if governed by Special Instruction Item 15-A (section a).

(g) Provide documentation as outlined above for locomotives and end-of-train devices. This includes the locomotive consist at the originating point and locomotives picked up or set out enroute.

(h) The conductor must observe the condition of the ATCS equipment. Inspect all ATCS locomotives in the consist during each trip or tour of duty. Do this as time permits without causing train delay. Inspect the OBT for defects such as a broken screen, torn or cut keyboard, or any other defects that might suggest possible vandalism. At the first opportunity, report any defects to the On-line System Support (OSS) at 8-992-5555 option 11. The conductor must also inform the engineer of any defects, and the engineer must report the defects on the locomotive daily inspection report.

Accurate, complete and timely responses are the basis for proper TCS reporting. This provides our customers with up-to-the-minute car location information. It also ensures assessment of all applicable car handling charges.

ITEM 15-A. ATCS WORK ORDER FEEDBACK:

(a) This item applies 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:
  - — Handling car and train movements while assigned to a train that is equipped with an onboard terminal (OBT), **or**
  - — Reporting car and train movement activity using an office OBT, **and**
  - — Recording car and train movement activity on documents explained in Special Instructions Item 15.

(b) Employees covered by section (a) must have available for reference, be governed by the requirements of, and comply with the procedures contained in Form PB22250, Advanced Train Control System (ATCS) Work Order Reporting Procedures "Conductor's Onboard Manual."

(c) When logging on to the TCS/ATCS sessions of the OBT, the conductor must enter his/her assigned user id and unique password.

(d) This Special Instruction Item calls the Work Order Issue document referred to in Special Instructions Item 15 as the backup document.

(e) Conductors are required to enter car and train handling information into the OBT as soon as practical after the event occurs.

(f) Hours of Service/Relief Situations
Conductors of trains/jobs subject to an Hours of Service situation or of trains handled by a series of conductors will, before being relieved:

- Ensure the backup document or other document explained in Special Instructions Item 15 is completed according to Item 15 and complete all onboard reporting, accounting for all work to the Hours of Service or relief point,
- Log off from both the TCS/ATCS reporting sessions,
- Leave the documents for the relieving conductor. The relieving conductor will log on to the TCS/ATCS sessions and continue reporting car and train movement activity for that same train or yard/industry job, **and**
- If the conductor is not being relieved, complete the first two bullets of this section. Take the backup document to the tie-up point or nearest station and notify the local manager or follow local instructions.

ITEM 15-A. (CONTINUED)

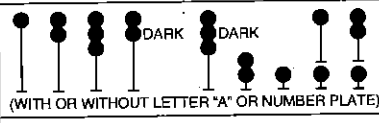
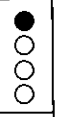
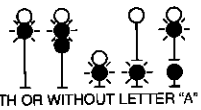
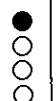
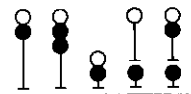
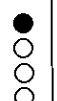
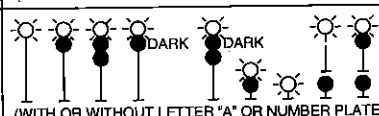
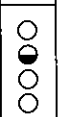
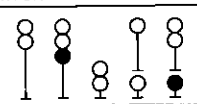
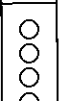
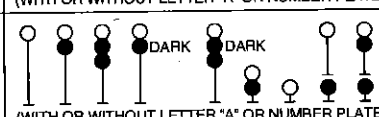
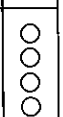
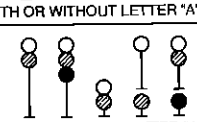
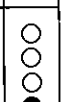
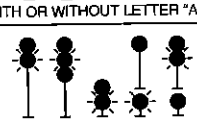
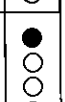
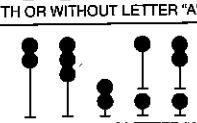
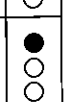
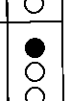
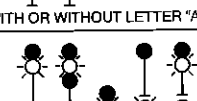
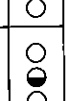
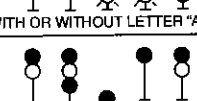
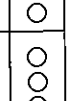
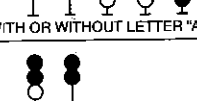
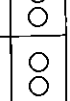
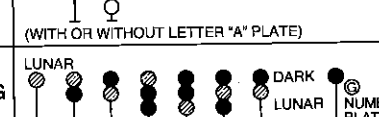
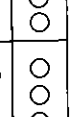
(g) Crew Room OBT
UPRR has equipped some crew rooms or local facilities with permanently secured OBT units. The units are the same as those found on board locomotives and can make the same reporting as locomotive-mounted units. Crew room OBTs are available to conductors assigned to trains/jobs not equipped with an OBT on the locomotive. They are also available for conductors who experience a technical problem with the OBT on the locomotive. In such cases, use these devices to complete reporting. Conductors should refrain from using an office OBT instead of any operable OBT accompanying the train or yard/industry job unless otherwise instructed.

ITEM 16. DISTANT SIGNALS

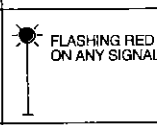
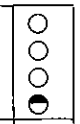
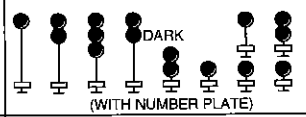
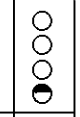
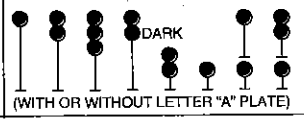
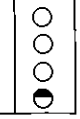
RULE	ASPECTS	NAME	INDICATION
228.		DISTANT SIGNAL CLEAR.	Proceed. If a train or engine is delayed between Distant Signal Clear and block signal, interlocking signal or switch point indicator, it must then proceed prepared to stop short of next signal or switch point indicator.
229.		DISTANT SIGNAL APPROACH.	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:

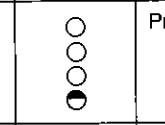
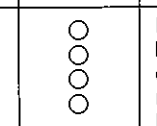
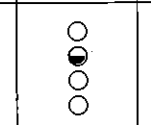
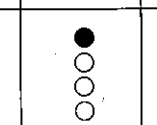
RULE	NAME	ASPECT	ACS	INDICATION
245A	CLEAR			Proceed.
245AA	APPROACH CLEAR SIXTY			Proceed. Speed passing next signal must not exceed 60 MPH.
245AB	APPROACH CLEAR FIFTY			Proceed. Speed passing next signal must not exceed 50 MPH.
245B	APPROACH LIMITED			Proceed. Speed passing next signal must not exceed 40 MPH unless it can be plainly seen that indication of the next signal displays Clear or Approach Limited.
245C	APPROACH MEDIUM			Proceed. Speed passing next signal must not exceed 30 MPH.
245D	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.
245E	APPROACH RESTRICTING			Proceed prepared to pass next signal at restricted speed, not exceeding 15 MPH.
245F	DIVERGING CLEAR LIMITED			Proceed on diverging route. Speed through turnout must not exceed 40 MPH.
245G	DIVERGING CLEAR			Proceed on diverging route at prescribed speed through turnout.
245H	DIVERGING CLEAR SLOW			Proceed on diverging route. Speed through turnout must not exceed 15 MPH.
245J	DIVERGING APPROACH LIMITED			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.
245K	DIVERGING APPROACH			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.
245L	DIVERGING APPROACH SLOW			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.
245M	RESTRICTING			Proceed at restricted speed, not exceeding prescribed speed through turnout.

ITEM 17. (Continued)

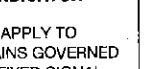
RULE	NAME	ASPECT	ACS
245N	FLASHING STOP AND PROCEED	 FLASHING RED LIGHT ON ANY SIGNAL	
245P	STOP AND PROCEED	 DARK (WITH NUMBER PLATE)	
245Q	STOP	 DARK (WITH OR WITHOUT LETTER "A" PLATE)	

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

INDICATION
Stop before any part of train or engine passes the signal then proceed at restricted speed 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 ↑
12:30 am(MT)	SALT LAKE CITY (DRGW)	3:45 am(MT)
	ELKO	9:58 pm
	WINNEMUCCA (SP)	8:00 pm(PT)
5 ↓	STATIONS	6 ↑

(e).

31 Daily ↓	33 Daily ↓	ST. LOUIS — KANSAS CITY	30 Daily ↑	32 Daily ↑
5:00 pm	8:00 am	ST. LOUIS	2:10 pm	9:35 pm
5:25 pm	8:25 am	KIRKWOOD	1:36 pm	8:56 pm
6:27 pm	9:27 am	HERMAN	12:31 pm	7:51 pm
7:25 pm	10:25 am	JEFFERSON CITY	11:46 am	7:06 pm
8:31 pm	11:31 am	SEDALIA	10:35 am	5:55 pm
9:01 pm	12:01 pm	WARRENSBURG	10:03 am	5:23 pm
9:41 pm	12:41 pm	LEE's SUMMIT	9:22 am	4:42 pm
9:58 pm	12:58 pm	INDEPENDENCE	9:05 am	4:25 pm
10:30 pm	1:25 pm	KANSAS CITY (Un. Sta.)	8:45 am	4:05 pm
31 ↓	33 ↓	STATIONS	30 ↑	32 ↑

(f).

35 Daily ↓	SALT LAKE CITY — BARSTOW	36 Daily ↑
12:40 am	SALT LAKE CITY (DRGW)	3:10 am
3:45 am	MILFORD	11:30 pm
5:40 am	CALIENTE	9:30 pm
8:35 am(MT) 7:50 am(PT)	LAS VEGAS	7:10 pm(MT) 5:55 pm(PT)
11:20 am	BARSTOW (ATSF)	2:30 pm
35 ↓	STATIONS	36 ↑

ITEM 20. (Continued)

(g).

21 Mon/Wed/Sat ↓	ST. LOUIS — SAN ANTONIO	22 Sun/Tue/Thur ↑
12:15 am	ST. LOUIS	6:55 am
4:00 am 4:03 am	POPLAR BLUFF	2:44 am 2:39 am
4:57 am	WALNUT RIDGE	1:35 am
5:33 am	NEWPORT	1:01 am
7:18 am 7:23 am	L. ROCK AMTK STA.	11:37 pm 11:32 pm
8:08 am	MALVERN	10:25 pm
8:29 am	ARKADELPHIA	10:02 pm
8:49 am 10:04 am	TEXARKANA	8:47 pm 8:37 pm
11:19 am	MARSHALL	7:18 pm
11:49 am	LONGVIEW	6:46 pm
2:24 pm 2:49 pm	DALLAS	4:05 pm 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 Mon/Wed/Sat ↓	DENVER — PORTLAND	26 Mon/Wed/Sat ↑
9:45 am	DENVER	5:45 pm
10:50 am	GREELEY	3:25 pm
11:50 am	BORIE	2:25 pm
12:50 pm	LARAMIE	1:30 pm
2:40 pm	RAWLINS	11:43 am
4:20 pm	ROCK SPRINGS	10:03 am
4:40 pm	GREEN RIVER	9:43 am
6:24 pm	EVANSTON	7:38 am
8:57 pm 9:17 pm	OGDEN	6:27 am 6:07 am
11:55 pm	POCATELLO	3:05 am
1:31 am	SHOSHONE	1:25 am
3:45 am	BOISE	11:15 pm
4:44 am	NAMPA	10:40 pm
5:19 am	ONTARIO	9:52 pm
7:14 am	BAKER	7:52 pm
8:15 am (MT) 7:19 am (PT)	La GRANDE	6:52 pm (MT) 5:48 pm (PT)
9:48 am	PENDLETON	3:37 pm
10:38 am	HINKLE	2:42 pm
11:58 am	THE DALLES	1:22 pm
12:28 pm	HOOD RIVER	12:55 pm
1:45 pm	PORTLAND	11:40 am
25 ↓	STATIONS	26 ↑

ITEM 21. TORNADO WATCH AND WARNING INSTRUCTIONS:

Background

Tornadoes are the most violent of all storms. Paths of destruction range from a few hundred feet in width to more than a mile, and extend the length of a city block to three hundred miles. Rotating winds exceed 200 MPH. Forward travel varies from 5 to 70 MPH, with an average speed of 40 MPH. It is impossible to predict exactly where they will develop or touch ground. The greatest potential for such storms exists from April through September and ordinarily occurs between noon and midnight, with more than 50% striking between 1500-1900.

Standard Personnel Protection

In a home or office go to the basement, away from windows, and seek protection under a workbench, heavy table, stairway, or in a closet. In a building lacking a basement, go to an inner hallway or room, including bathrooms or closets, on the lowest floor. Cover yourself with heavy blankets to protect from flying glass and debris. If unable to reach one of the above areas safely, the nose compartment of a diesel unit is a suitable shelter. Abandon mobile homes.

Tornado Watch Means:

Atmospheric conditions are such that tornadoes may develop. A *Tornado Watch* is generally issued 4-6 hours before the condition may occur. Continue normal activities unless skies look threatening or a *Tornado Warning* is issued. Train crews are to follow the instructions as outlined below:

- During a *Tornado Watch* continue all train movements and yard activities, keeping alert for any signs of weather change. The danger signs to look for are severe thunderstorms, hail, roaring noise, a funnel cloud or any combination of the above.
- Always use the locomotive and/or handy-talkie radio to monitor instructions from the train dispatcher.
- In the event a crew spots a funnel cloud, immediately notify the train dispatcher consistent with the crew's safety, giving details as to the sighting.
- Any train or yard assignment having an occupied caboose, upon being notified of a *Tornado Watch* will stop and move the occupants from the caboose to the locomotive consist. If while moving to the head end, the *Tornado Watch* turns into a *Tornado Warning* or a funnel cloud is spotted, the exposed persons should seek shelter in a nearby ditch, ravine, culvert, under a bridge, or in a depression. If none of these are available, lay face down on the ground with the hands over head. Be far enough away so the caboose or any other car in the train cannot topple on you.

Tornado Warning Means:

A tornado has been sighted or verified by the National Weather Service or by persons associated with official weather spotters. The train dispatcher will keep trains informed of limits of *Tornado Warnings*. Train crews are to follow the instructions as outlined below:

- During a *Tornado Warning*, all train movements and yard activities must stop. Any train enroute will stop and employees will seek appropriate shelter.
- Consistent with the safety of all involved, avoid stopping a train:
  - — On high bridges,
  - — Across railroad and highway crossings at grade, or
  - — Anyplace where the presence of a train could be a hindrance.
- After a *Tornado Warning* has been cleared and such information has reached the train crews, if the path of the tornado crossed the tracks at their location or in the immediate vicinity, crew members must:
  - — Inspect their train before moving to find out if any damage or derailment has occured to the train, and
  - — Inspect track structure for signs of damage from the tornado.
- After inspecting the train and track, and the train dispatcher has relayed the limits of the tornado's path, the train may go. However, be prepared to stop when approaching bridges, culverts and other points likely to be affected. If unable to go safely, stop the movement and do not resume movement until safe to do so. Advise the train dispatcher of such conditions by the first available means of communication. In case of communication failure, strictly follow standard operating procedures.

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.

Accessing General Order and General Notice Electronic Files

Each Service Unit stores General Orders (including MW General Orders) and General Notices in electronic files. All employees have access to view these files by logging on to TCS, using their User ID.

To view all Service Unit General Order, MW General Order and General Notice numbers and a short description about the order/notice, type:

HE (user group name) (Enter)

To view or print a single Service Unit General Order, MW General Order or General Notice, type:

SW USE (message name) (user group name) (Enter)

The following table lists the user group names for each Service Unit, effective April 10, 1994.

Service Unit	General Order User Group Name	General Notice User Group Name
01: St. Louis	TT1SL	GN94SL
02: Council Bluffs	TT1CB	GN94CB
03: Central	TT1CE	GN94CE
04: Houston	TT1HO	GN94HO
05: San Antonio	TT1SA	GN94SA
06: Cheyenne	TT1CH	GN94CH
07: Boise	TT1BO	GN94BO
08: Los Angeles	TT1LA	GN94LA
09: North Little Rock Terminal	TT1NL	GN94NL
10: Kansas City Terminal	TT1KC	GN94KC
11: Fort Worth Terminal	TT1FW	GN94FW
12: Southern Terminals	TT1SO	GN94SO
13: North Platte Terminal	TT1NP	GN94NP
14: Western Terminals	TT1WE	GN94WE

When Union Pacific Railroad issues a new timetable, each Service Unit will create a new user group in which to file General Orders. Usually, the **timetable number** will be the only change to the General Order user group name. Service Units retain General Order files for four years.

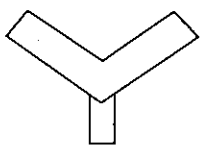
Annually, each Service Unit will create a new user group in which to file General Notices. Usually, the **year** will be the only change to the General Notice user group name.

TRACK WORKER

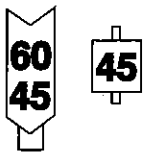
FOR CROSSINGS

FOR TUNNELS, ETC.

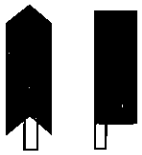
REQUIRED WHISTLE SIGNAL RULE 15(I).



YARD LIMIT SIGN



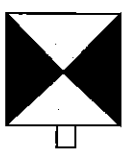
PERMANENT SPEED RESTRICTION SIGN



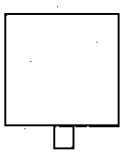
PERMANENT RESUME SPEED SIGN

STOP SIGN.

STOP SIGN.

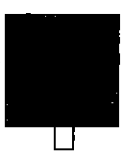


YELLOW-RED FLAG PROTECTING MEN AND EQUIPMENT



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.
G —Gate — Normal Position Against This Subdiv.
Ⓜ —Manual Interlocking.
Ⓢ —Stop Sign.
T —Turning Facility.
Ⓧ —Railroad Crossing At Grade.
Ⓨ —Yard Limits.
n —Northward.
s —Southward.
e —Eastward.
w —Westward.
c —Center.
I —Crossover Between Main Tracks — Dual Control Switches.
X —Hand Operated Crossover.
Z —Rule 8.12, para. 2 does not apply.
⑨ —Item 9 Special Instructions Applies.
⑪ —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.
† —Slowing with entering signal allowing aspect more favorable than lunar.

Capacity of sidings shown clearance point to clearance point.

Continental Time Conversion Chart

1:00 AM	0100	1:00 PM	1300
1:30 AM	0130	1:30 PM	1330
2:00 AM	0200	2:00 PM	1400
3:00 AM	0300	3:00 PM	1500
4:00 AM	0400	4:00 PM	1600
5:00 AM	0500	5:00 PM	1700
6:00 AM	0600	6:00 PM	1800
7:00 AM	0700	7:00 PM	1900
8:00 AM	0800	8:00 PM	2000
9:00 AM	0900	9:00 PM	2100
10:00 AM	1000	10:00 PM	2200
11:00 AM	1100	11:00 PM	2300
11:59 AM	1159	11:59 PM	2359
Noon	1200	Midnight	0000 (new date)
12:01 PM	1201	12:01 AM	0001

TABLE OF TRAIN SPEEDS

Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour
			1	6	54.5	1	21	44.4	1	35	37.9
0	45	80.0	1	7	53.7	1	22	43.9	1	40	36.0
0	48	75.0	1	8	52.9	1	23	43.4	1	45	34.3
0	50	72.0	1	10	51.4	1	24	42.9	1	50	32.7
0	52	69.2	1	11	50.7	1	25	42.4	1	55	31.3
0	54	66.6	1	12	50.0	1	26	41.9	2	0	30.0
0	56	64.2	1	13	49.3	1	27	41.4	2	5	28.8
0	58	62.0	1	14	48.6	1	28	40.9	2	10	27.7
1	0	60.0	1	15	48.0	1	29	40.4	2	15	26.7
1	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0