

UNION PACIFIC SYSTEM TIMETABLE NO. 2

Central Time east of North Platte, Nebraska, Oakley, Kansas, and on Plainville Branch. Mountain Time west of North Platte, Nebraska, and Oakley, Kansas. Mountain Time east of La Grande, Oregon, and Las Vegas, Nevada; Pacific Time west of La Grande, Oregon and Las Vegas, Nevada.

FOR EMPLOYEES ONLY



Effective 12:01 A.M., December 10, 1978

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Radio Procedure

12 (R). When radio communication is used to authorize a train or engine to proceed through the limits of a Form Y train order the engineer of the train and the employe in charge named in the Form Y train order must use the following radio procedure:

"UP General Foreman A. B. Smith calling Engineer UP Extra 3900 West. Over"

"Engineer UP Extra 3900 West to Smith. Go ahead. Over."

"General Foreman Smith to Engineer UP Extra 3900 West. I am in charge of work between MP 107 and MP 109 Train Order No. 45. Men and machines are clear. You may proceed through the limits of Order No. 45 at (.....MPH repeatMPH) (Normal Speed). Acknowledge. Over."

"Engineer Extra 3900 West. I may proceed through limits of Order No. 45 at (.....MPH) (Normal Speed). Acknowledged. Extra 3900 West Out."

99 (R-1). When radio communication is used to restore a track to service prior to expiration of the protecting order the employe in charge and subordinates in charge of elements of the work force must use the following radio procedure:

"UP General Foreman A. B. Smith calling Foreman Robert Jones. Over."

"Robert Jones to Smith — go ahead. Over."

"Jones advise when men and machines are clear of westward main track. Over."

"Jones to Smith — men and machines are clear of westward main track. Over."

"Smith to Jones — Keep men and machines clear. I will release westward main track for service immediately. Do you understand? Over."

"Jones to Smith — Acknowledged. I understand. Out."

(Procedure to be repeated to each employe responsible for any element of work force). TRACK MUST NOT BE RELEASED FOR SERVICE UNTIL ALL RESPONSIBLE PERSONS HAVE CONFIRMED THEIR UNDERSTANDING.

SYMBOLS AND ABBREVIATIONS

6. (A). The following letters, placed in column with station name, in timetable indicate:

- D — day operator;
- N — night operator;
- R — train register;
- YL — yard limits.

6 (B). The following letters, placed in column provided in the timetable, indicate:

- A — automatic interlocking;
- F — fueling station;
- I — manual interlocking;
- P — dispatcher's telephone;
- T — turntable;
- X — crossover;
- Y — wye.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
40"	90.	50"	72.	1'	60.	1' 10"	51.4	2'	30.
41"	87.8	51"	70.6	1' 1"	59.	1' 11"	50.7	2' 15"	26.6
42"	85.7	52"	69.2	1' 2"	58.	1' 12"	50.	2' 30"	24.
43"	83.7	53"	67.9	1' 3"	57.1	1' 15"	48.	2' 45"	21.8
44"	81.8	54"	66.6	1' 4"	56.2	1' 20"	45.	3'	20.
45"	80.	55"	65.4	1' 5"	55.3	1' 25"	42.3	3' 30"	17.1
46"	78.3	56"	64.2	1' 6"	54.5	1' 30"	40.	4'	15.
47"	76.6	57"	63.1	1' 7"	53.7	1' 35"	37.9	5'	12.
48"	75.	58"	62.	1' 8"	52.9	1' 40"	36.	6'	10.
49"	73.5	59"	61.	1' 9"	52.1	1' 45"	34.3	7'	8.6
						1' 50"	32.7	8'	7.5
						1' 55"	31.3	10'	6.

General

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Radio Procedure

 (Inside front cover)

Speed Restrictions — General

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Speed Table (Time Per Mile)

 (Inside front cover)

Standard Clock Locations — Division:

 Eastern District

 South-Central District

 Northwestern District

Symbols and Abbreviations:

 Union Pacific

 Consolidated Code

Tonnage Rating Tables:

 Eastern District

 South-Central District

 Northwestern District

Timetables and Speed Restrictions

Eastern District

Nebraska Division —

Subdivision:

 First

 Second

 Third

Branches:

 Albion

 Beatrice

 Cedar Rapids

 Kearney

 Loup City

 Lyman

 Norfolk

 North Platte

 North Platte Cut-Off

 Old Main Line

 Ord

 Stromsburg

Wyoming Division —

Subdivision:

 First

 Second

 Third

 Fourth

Branches:

 Boulder

 Coalmont

 Dent

 Encampment

 Fort Collins

 Greeley

 Hill Field

 Ontario

 Park City

 South Pass

Kansas Division —	
Subdivision:	
First	36
Second	38
Denver Cut-Off-Salina	42
Denver Cut-Off-Denver	44
Branches:	
Bestwall Spur	41
Grand Island	41
McPherson	47
Plainville	46
St. Joseph	40
Solomon	47
South-Central District	
Utah Division —	
Subdivision:	
First	52
Second	54
Third	56
Provo	58
Branches:	
Cache Valley	62
Cedar City	60
Fillmore	60
Iron Mountain	60
Little Mountain	63
Malad	62
Mead Lake	61
Pioche-Prince	60
Silver City	60
Syracuse	62
California Division —	
Subdivision:	
First	66
Second	68
Branches:	
Anaheim	71
Boulder City	72
Crestmore	72
Glendale	72
Lakewood	72
Pasadena	72
San Pedro	70
Northwestern District	
Idaho Division —	
Subdivision:	
First	78
Second	81
Third	86
Fourth	92
Branches:	
Aberdeen	94
Boise	91
Boise Cut-Off	87
Conda	80
Cumberland	79
Dry Valley	80
East Belt	96
Elkol	79
Gay	93
Goshen	94
Grace	80
Hill City	83
Homedale	91
Idaho Northern	88
Ketchum	83
Mackay	97
New Meadows	89
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Oakley	84
Oregon Eastern	90
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Stoddard	90
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Oregon Division —	
Subdivision:	
First	100
Second	101
Third	103
Fourth	104
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Branches:	
Bend	105
Coeur D'Alene	120
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**SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS
PERMITTED AND MUST NOT BE EXCEEDED**

Designation "Psgr." — Train with locomotive and all passenger train equipment.

Designation "Fr." — Train with freight cars; train with caboose only; locomotive without cars, other than train movement.

GENERAL

LOCATION	MPH
Moving against the normal current of traffic on a main track, unless otherwise specified by train order	30
When using No. 20 equilateral.	60
When using No. 20 turnout, unless a different speed is specified.	40
When using No. 14 turnout located on: Straight track.	30
Curves.	15
When using other turnouts.	15
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20
Within yard limits protected by continuous block signal system, unless a different speed is specified.	35
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20
When using tracks other than main tracks unless a different speed is specified.	15
Sidings in CTC territory, unless a different speed is specified.	20
Balloon tracks & Wye tracks, except those portions used as main track or siding	5
Movements of engines at servicing facilities	5
1400, 6900, 8000 and 9000 class locomotives:	80
All other UP freight locomotives:	65
Yard switch locomotives in road service: 1000 class.	35
1800 class.	50
Car body type unit backing up light or backing up as leading unit at front of train.	30
When multiple unit engine is controlled from other than leading unit.	30
Diesel locomotive running light, on descending grade in excess of 1 per cent, when necessary to use engine brake to control speed.	25
Trains handling wrecking derricks: American hoist derricks 903045, 903046, 903047, 903050	60
Derricks with 6-wheel trucks.	40
Derricks with 4-wheel trucks.	35
For first five miles after leaving initial terminal with derricks not equipped with roller bearings.	20
(all slower speeds applying to freight trains on curves and other restricted locations must be complied with)	
Trains handling scale test cars, wedge plows, or roadway machines on their own wheels (except wrecking derricks): On main lines — tangent track.	35
On main lines — curves.	25
On branch lines.	25
Exception: Scale test cars UP 903006, WO-3, WO-4 and WO-5 may be handled at maximum freight train speed.	
Self-propelled cranes, pile drivers and similar equipment moving under own power. (Slower speed must be observed where conditions require.)	35

LOCATION	MPH
Holmes, Pettibone and similar type cranes, and hi-rail equipped wheel changers. (Slower speed must be observed where conditions required.)	25
Jordan spreaders and other machines of spreader type, when in operation with wings extended.	15
Trains handling continuous welded rail or continuous lengths of jointed rail On unrestricted track.	40
On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH Through crossovers or turnouts.	10
Trains handling diesel units dead in train: Yard-switch units of any type. Foreign line, government, export or commercial diesel units other than yard-switch type.	35 45
Trains handling Phosphorus, Liquid Petroleum Gas, Propane, Anhydrous Ammonia, Chlorine, Caustic Soda or Gasoline	50
Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.	50
Coal Trains loaded or empty, when moving under tipple on any mine spur.	15
Trains handled with RCS units.	50
UP 26000-27000 series cars	40
Trains handling ballast except when loaded in cars UP 901000 through 901399	40 50
Unit trains handling open top or covered hopper cars when loaded except loaded unit phosphate rock trains	50 40
Trains handling logs, unless cars are staked and wired in accordance with AAR rules: Maximum speed. Through truss bridges.	20 5
Trains handling empty gondolas or empty open top hopper cars	50
Trains handling cars UP 16000 through 17949, UP 60000 through 66999, UP 85000 through 91999 when loaded	50
Trains with retaining valves in use	20
Trains handling empty bulkhead flat cars, except UP 215400 through 215649 series cars and those equipped with auto racks	50
Bulkhead flat cars with longitudinal center beam	50
GRX trains	50

WYOMING DIVISION

Amtrak trains operated with SDP 40F units between:	
Denver — Speer	79
Except on restricted curves	40
Cheyenne — Ogden	79
Except on restricted curves — maximum freight speed on such curves	
Cheyenne — Dale on No. 3 track	55
ACUW Trains	30

UTAH DIVISION

Trains handling coiled steel between Salt Lake and Ogden to SP destinations	40
Trains handling ore from Cedar City Branch	40
UP 26000-27000 Series Cars — Loaded	35

NORTHWESTERN DISTRICT

Freight trains averaging in excess of 75 tons per operative brake	40
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SOUTH CENTRAL AND NORTHWESTERN DISTRICT

Amtrak trains operated with SDP-40F units must not exceed freight train speed on all restricted curves, but must not exceed 40 MPH on any restricted curve.	
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EASTERN DISTRICT

H. H. BRANDT
General Manager
W. R. DAVIS
Genl. Supt. Transportation
J. R. FERNEY
General Superintendent

NEBRASKA DIVISION

R. J. LARKIN, Superintendent	Council Bluffs, Ia.
J. R. HART, Div. Asst. Supt.	Council Bluffs, Ia.
B. H. DOXEY, Terminal Supt.	Council Bluffs, Ia.
A. C. THRAEN, Asst. Term. Supt.	Council Bluffs, Ia.
R. D. ARNEY, Term. Trainmaster	Council Bluffs, Ia.
H. J. TAMISIEA, Term. Trainmaster	Council Bluffs, Ia.
E. J. WHEELER, Term. Trainmaster	Council Bluffs, Ia.
J. A. SON, Trainmaster	Fremont, Nebr.
G. A. WALLING, Terminal Trainmaster	Fremont, Nebr.
G. L. KELLOGG, Terminal Trainmaster	Fremont, Nebr.
J. W. McMULLEN, Trainmaster	Grand Island, Nebr.
G. L. KISSELL, Term. Trainmaster	Grand Island, Nebr.
M. L. BUTLER, Asst. Superintendent	North Platte, Nebr.
H. W. BAKER, Trainmaster	Cheyenne, Wyo.
W. H. ANDERSON, Asst. Superintendent	Gering, Nebr.
H. A. CASSELL, Road Foreman-Asst. Trainmaster	Council Bluffs, Ia.
P. N. HANSEN, Road Foreman-Asst. Trainmaster	Grand Island, Nebr.
L. C. WALLACE, Road Foreman-Asst. Trainmaster	North Platte, Nebr.
G. L. CHURCH, Road Foreman-Asst. Trainmaster	Cheyenne, Wyo.
W. F. GRIFFIN, Mngr. of Safety	Council Bluffs, Ia.
J. M. HEDRICK, Mngr. of Safety	North Platte, Nebr.
J. M. SUNDBERG, Division Engineer	Council Bluffs, Ia.
J. D. PALMER, General Roadmaster	Council Bluffs, Ia.
A. C. VOGT, General Roadmaster	North Platte, Nebr.
T. O. ALLRED, Mechanical Superintendent	Cheyenne, Wyo.

M. G. SWANSON, Division Chief Dispatcher

FIRST SUBDIVISION AND BRANCHES

V. BAYNE, JR., Chief Dispatcher	North Platte, Nebr.
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SECOND SUBDIVISION AND BRANCHES

B. C. KEITH, Chief Dispatcher	North Platte, Nebr.
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Assistant Chief Dispatchers

E. E. NELSEN	North Platte, Nebr.
W. D. ADKINS	North Platte, Nebr.
S. C. WALLACE	North Platte, Nebr.
R. L. WEISGERBER	North Platte, Nebr.
M. J. O'BRIEN	North Platte, Nebr.
M. D. KRUGMAN	North Platte, Nebr.
S. W. FLETCHER	Omaha, Nebr.

BAILEY YARD

G. B. RECTOR, Superintendent	North Platte, Nebr.
G. F. BAKER, Asst. Supt.	North Platte, Nebr.
K. R. McCARTY, Term. Trainmaster	North Platte, Nebr.
C. D. SMITH, Term. Trainmaster	North Platte, Nebr.
G. A. LANGE, Term. Trainmaster	North Platte, Nebr.
J. J. JOHANSON, Term. Trainmaster	North Platte, Nebr.
S. N. PERKINS, Term. Trainmaster	North Platte, Nebr.
A. R. LANGE, Road Foreman of Engines	North Platte, Nebr.

WYOMING DIVISION

R. L. GREEN, Superintendent	Cheyenne, Wyo.
R. J. RAIRIGH, Div. Asst. Supt.	Cheyenne, Wyo.
J. M. MARONEY, Term. Superintendent	Cheyenne, Wyo.
K. M. KUBIK, Trainmaster	Cheyenne, Wyo.
J. M. SANCHEZ, Term. Trainmaster	Cheyenne, Wyo.
J. L. VERHAAL, Term. Trainmaster	Cheyenne, Wyo.
R. S. KENYON, Manager of Safety	Cheyenne, Wyo.
W. J. ROCHE, Trainmaster	Denver, Colo.
G. WATTS, Term. Superintendent	Denver, Colo.
E. V. POTTS, Asst. Term. Supt.	Denver, Colo.
M. N. WELKER, Term. Trainmaster	Denver, Colo.
J. GREENMEYER, Term. Trainmaster	Denver, Colo.
K. W. BLAIR, Term. Trainmaster	Roydale, Colo.
F. L. SPENCER, Trainmaster	Laramie, Wyo.
J. W. STONEBRAKER, Trainmaster	Rawlins, Wyo.
R. T. BATEMAN, Trainmaster	Rawlins, Wyo.
B. C. MURPHY, Supt. of Terminals	Green River, Wyo.
D. R. ROMER, Terminal Supt.	Green River, Wyo.
R. W. McSPADDEN, Trainmaster	Green River, Wyo.
M. L. GRIFFIN, Trainmaster	Green River, Wyo.
R. D. JONES, Term. Trainmaster	Green River, Wyo.
M. T. ZIER, Trainmaster	Ogden, Utah
T. O. ALLRED, Mechanical Superintendent	Cheyenne, Wyo.

C. G. ROTÉ, Road Foreman-Asst. Trainmaster Cheyenne, Wyo.
 E. S. DANIEL, Road Foreman of Engines Hanna, Wyo.
 F. F. EATON, Road Foreman of Engines Rawlins, Wyo.
 R. B. STULL, Road Foreman-Asst. Trainmaster Green River, Wyo.
 R. J. WHITE, Road Foreman-Asst. Trainmaster Ogden, Utah
 F. J. EMMONS, Road Foreman-Asst. Trainmaster Denver, Colo.
 W. E. WIMMER, Division Engineer Cheyenne, Wyo.
 D. L. DETERDING, Asst. Div. Engineer Cheyenne, Wyo.
 M. H. STOKES, Asst. Div. Engineer Green River, Wyo.
 B. L. JACKSON, General Roadmaster Cheyenne, Wyo.
 J. M. PAUGH, General Roadmaster Green River, Wyo.

J. E. MASON, Division Chief Dispatcher

FIRST AND SECOND SUBDIVISIONS

J. W. FRAMPTON, Chief Dispatcher Cheyenne, Wyo.

THIRD AND FOURTH SUBDIVISIONS

W. E. HARDY, Chief Dispatcher Cheyenne, Wyo.

Assistant Chief Dispatchers

T. D. HARDING Cheyenne, Wyo.
 J. H. STORRS Cheyenne, Wyo.
 R. J. WALKER Cheyenne, Wyo.
 R. S. CAPLE Cheyenne, Wyo.

KANSAS DIVISION

C. E. O'HARA, Superintendent **Kansas City, Kan.**
 D. M. WHEELER, Div. Asst. Supt. Kansas City, Kan.
 W. J. WRIGHT, Terminal Superintendent Kansas City, Kan.
 R. A. HANSON, Assistant Terminal Superintendent Kansas City, Kan.
 J. R. CARDEN, Assistant Terminal Superintendent Kansas City, Kan.
 W. J. KARY, Term. Trainmaster Kansas City, Kan.
 A. L. HASSLER, Term. Trainmaster Kansas City, Kan.
 R. L. TAYLOR, Term. Trainmaster Kansas City, Kan.
 R. MOORE, Term. Trainmaster Kansas City, Kan.
 D. W. SMITH, Trainmaster Kansas City, Kan.
 L. S. JACOBSON, Term. Trainmaster Topeka, Kan.
 C. H. HOPPENSTEDT, Trainmaster Marysville, Kan.
 P. N. MARTIN, Trainmaster Salina, Kan.
 T. O. ALLRED, Mechanical Superintendent Cheyenne, Wyo.
 M. S. BOWERS, Road Foreman-Asst. Trainmaster Kansas City, Kan.
 B. L. TROUTMAN, Road Foreman-Asst. Trainmaster Kansas City, Kan.
 I. L. IRWIN, Road Foreman-Asst. Trainmaster Marysville, Kan.
 D. C. GRIFFIN, Division Engineer Kansas City, Kan.
 J. O. WORTHINGTON, General Roadmaster Kansas City, Kan.
 J. L. SLANE, Mngr. of Safety Kansas City, Kan.

J. W. SMITH, Division Chief Dispatcher

KANSAS CITY — GIBBON

A. L. LANDRETH, Chief Train Dispatcher Kansas City, Kan.
 G. S. OLLER, Assistant Chief Train Dispatcher Kansas City, Kan.
 V. E. MEINECKE, Assistant Chief Train Dispatcher Kansas City, Kan.

MENOKEN — DENVER

M. W. BARKLEY, Chief Train Dispatcher Kansas City, Kan.

EASTERN DISTRICT MILEAGES

Division	Main Line	Branches	Total
Nebraska	659.60	838.10	1497.70
Wyoming	630.35	302.34	932.69
Kansas	922.80	451.92	1374.72
TOTALS	2212.75	1592.36	3805.11

EASTERN DISTRICT

**LOCATION OF STANDARD CLOCKS
COLORADO**

Julesburg Telegraph Office
 Sterling Telegraph Office
 LaSalle Telegraph Office
 Denver Telegraph Office
 Denver, 23rd Street Engineer's Register Room
 Denver, 23rd Street Switchman's Register Room
 Denver, 24th Street Engineer's Register Room
 Denver, 24th Street Switchman's Register Room
 Denver, 19th Street Register Room
 Denver, 36th Street Train and Enginemen's Register Room
 Denver, 36th Street Switchman's Register Room
 Roydale Register Room

IOWA

Council Bluffs Dieselhouse Register Room
 Council Bluffs Yard Office

KANSAS

Kansas City Chief Dispatcher's Office
 Kansas City 18th Street Tower Register Room
 Kansas City Matoon Creek Register Room
 Kansas City Yard Office Train Order Room
 Armstrong Train Crew Dispatcher's Office
 Armstrong Telegraph Office
 Armstrong Engineer's Register Room
 Armstrong Mill Street Register Room
 Kaw Tower Register Room
 Kaw Tower Operator Office
 Fairfax North Yard Office
 Fairfax Quindaro Register Room
 Lawrence Telegraph Office
 Topeka Telegraph Office
 Topeka Engineer's Locker Room
 St. Marys Telegraph Office
 Manhattan Telegraph Office
 Junction City Telegraph Office
 Abilene Telegraph Office
 Solomon Telegraph Office
 Salina Register Room, Union Station
 Salina Telegraph Office, Union Station
 Salina Yard Office
 Salina Roundhouse
 Kanopolis Telegraph Office
 Hays Telegraph Office
 Ellis Telegraph Office
 Oakley Telegraph Office
 Sharon Springs Telegraph Office
 Colby Telegraph Office
 Plainville Telegraph Office
 Marysville Telegraph Office

MISSOURI

St. Joseph Terminal Yard Office

NEBRASKA

Omaha Tower "B"
 Omaha, 8th Street Yard Enginemen's and Yardmen's Register Room
 Valley Telegraph Office
 Fremont Telegraph Office
 Columbus Telegraph Office
 Columbus Train and Enginemen Register Room
 Grand Island Telegraph Office
 Grand Island Register Room
 Kearney Telegraph Office
 Gothenburg Telegraph Office
 Lexington Telegraph Office
 North Platte Chief Dispatcher's Office
 North Platte Telegraph Office
 North Platte Conductor's Register Room, Yard Office
 North Platte Engine Dispatcher's Office
 North Platte Hump Yard Locker Room
 North Platte Yardmen's Locker Room
 North Platte East End Yardmen's Room
 North Platte North Crest Tower
 North Platte IBM Office
 Sidney Telegraph Office
 Kimball Telegraph Office
 Gering Telegraph Office

Carleton Telegraph Office
 Hastings Yard Office
 Beatrice Agent's Office

UTAH

Ogden 33rd Street Telegraph Office
 Ogden 33rd Street Register Room

WYOMING

Pinebluffs Telegraph Office
 Cheyenne Dispatcher's Office
 Cheyenne Switchman's Register Room
 Cheyenne Conductor's Register Room
 Cheyenne Train and Engineer's Locker Room
 Laramie Amtrak Depot
 Laramie Telegraph Office
 Laramie Conductor's Register Room
 Hanna Register Room
 Rawlins Telegraph Office
 Rawlins Conductor's Register Room
 Rawlins Yard Office
 Rock Springs Telegraph Office
 Rock Springs Switchmen's Locker Room
 Green River Telegraph Office
 Green River Switchmen's Locker Room
 Green River Train and Enginemen's Register Room
 Evanston Telegraph Office

NEBRASKA DIVISION

WESTWARD		FIRST SUBDIVISION	EASTWARD	
Station Number	LENGTH OF SIDINGS	Timetable No. 2 STATIONS	MILE POST	RULE 6(B)
	FEET			
0		COUNCIL BLUFFS	0.0	FIPXY
		2.1 EAST END MISSOURI RIVER BRIDGE	2.1	IPX
		0.3 WEST END MISSOURI RIVER BRIDGE	2.4	IPX
3		0.7 DN TOWER "B"	3.1	IPX
		0.8 20TH STREET	3.9	IPX
5		1.3 SUMMIT	5.2	IPX
9	2000	3.7 SEYMOUR	8.9	PX
12	11353	2.8 WOODY	11.7	PX
12	1700	0.5 NASCO (SPUR-W)	12.2	PX
13	E 8240	1.4 WECO	13.6	PX
17		3.1 LANE	16.7	PX
22	C 3400	5.0 ELKHORN	21.7	P
25	2050	2.8 WATERLOO (SPUR-W)	24.5	
28	W 7950 E 3950-8850	6.3 DN VALLEY V	28.0	PXY
34	1358	5.0 MERCER (SPUR-E)	34.3	PX
39	W 4073	0.7 DN FREMONT FN	39.3	PX
		4.8 BN CROSSING	40.0	IP
		1.1 CNW JCT.	44.8	PX
45	2400	0.4 TROXEL (SPUR-E)	45.9	
46	C 3670	8.1 AMES	46.3	P
54	C 7530	7.0 NORTH BEND	54.4	P
61	2055	7.3 ROGERS	61.4	PX
69	W 6300 E 5350	8.2 D SCHUYLER SC	68.7	PX
77	1634	2.4 RICHLAND	76.9	PX
79	1525	0.6 MOORMAN (SPUR-W)	79.3	
80	2073	0.9 BEHLEN	80.0	PX
81	1238	3.6 DOULOM (SPUR-E)	80.9	
85	W 6600 E 6300	7.7 D COLUMBUS C	84.5	PXY
92	C 5320	10.1 DUNCAN	92.2	P
102	2460	5.6 SILVER CREEK	102.3	PX
108	900	5.7 HAVENS (SPUR-W)	107.9	
114	C 3700	2.3 D CLARKS CX	113.6	P
116	543	8.4 GULFOIL (SPUR-W)	115.9	
		0.6 BN CROSSING	124.3	IP
125	W 4758 E 5300	3.6 D CENTRAL CITY CI	124.9	PXY
129	1400	6.6 PADDOCK (SPUR-W)	128.5	
135	C 7400	11.1 CHAPMAN	135.1	P
147		DN-R GRAND ISLAND GI	146.2	FIPXY

Five main tracks between MP 0.5 and east end Missouri River Bridge.
Four main tracks between 20th Street and Summit.

NEBRASKA DIVISION

WESTWARD		FIRST SUBDIVISION—CONT.	EASTWARD	
Station Number	LENGTH OF SIDINGS	Timetable No. 2 STATIONS	MILE POST	RULE 6(B)
	FEET			
147		DN-R GRAND ISLAND GI	146.2	FIPXY
		0.3 BN CROSSING	146.5	I
155	2166	8.0 ALDA	154.5	PXY
162		7.8 WOOD RIVER	162.3	PX
170	C 3305	7.6 SHELTON	169.9	PX
176	4236	6.1 D GIBBON GB	176.0	PX
180	1561	3.8 OPTIC (SPUR-E)	179.8	P
184	3227	4.5 BUDA	184.3	PX
186	2768	1.6 KEARNEY AIR BASE	185.9	X
189	W 8543 E 5190	D KEARNEY KR	189.1	PXY
194	1960	5.0 ALFALFA CENTER	194.1	X
198	C 3630	4.2 ODESSA	198.3	P
205	C 6250	6.3 ELM CREEK	204.6	P
209	836	4.7 TRUED (SPUR-E)	209.3	
213	C 3490	4.0 OVERTON	213.3	P
218	1679	4.6 JOSSELYN	217.9	PX
224	W 5450 E 6014	D LEXINGTON UM	224.4	PXY
233	C 3750	8.1 DARR	232.5	P
238	C 7335	5.7 D COZAD CO	238.2	P
243	2830	5.0 WILLOW ISLAND	243.2	X
249	W 5845 E 6000	D GOTHENBURG BU	248.8	PXY
262	C 3645	12.7 BRADY	261.5	P
271	2182	9.1 MAXWELL	270.6	PX
273	E 10500	2.3 KEITH	275.0	X
281	450	7.6 BECK (SPUR-W)	280.5	
284		3.6 DN-R NORTH PLATTE NO	284.1	FIPXY
		(284.1)		

Note 2 to Rule 99 is in effect on First Subdivision

Rule 251 in effect between MP 3.45 and 5.2 on Main Tracks 3 and 4, between Summit and Gibbon and between Buda and North Platte.

Rule 261 in effect between Council Bluffs and Summit except as noted above and between Gibbon and Buda.

CLEARANCE AND REGISTER REQUIREMENTS

All westward trains must receive clearance at Council Bluffs.

Trains to or from Old Main Line need not receive clearance at Lane or Summit.

Trains to or from Kansas Division need not receive clearance at Gibbon.

Only trains which originate or terminate at Grand Island are required to register at Grand Island.

Union Pacific trains operating between Grand Island and Lincoln via BN must receive a BN clearance at Grand Island before entering upon Burlington Northern tracks, Grand Island.

In addition, trains operating between Grand Island and Lincoln via Grand Island and BN will be issued a BN clearance at North Platte which will include any train orders annulling a schedule and any slow or cautionary orders in effect at that time between Grand Island and Lincoln.

Trains operating between Lincoln and North Platte via Grand Island and UP must receive a UP clearance at Grand Island.

Trains to and from the BN at Grand Island need not register at Grand Island.

SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH
Maximum Speed	
Between Summit and North Platte	70
All tracks except main tracks	15
Council Bluffs—Omaha	
Main Tracks 1 & 2	
Between 21st Street and MP 0.5	15
MP 0.5 and MP 2.4 west end Missouri River Bridge	25
MP 2.4 west end Missouri River Bridge and Summit	40
Main Tracks 3, 4 & 5, Council Bluffs	15
Main Tracks 3 & 4, Omaha	25
Over grade crossings in City of Omaha	25
Running Tracks 7 & 8	20
Fremont, within city limits (Between MP 38.5 and MP 40.7)	25
Trains departing CNW Yard on Main Track and South 1 Track	15
Other movements in CNW Yard	5
Old Passing Track	5
Schuyler, (between MP 68.7 and MP 69.2)	50
Columbus yard tracks	10
Central City, within city limits. (Between MP 124.0 and MP 125.3)	45
Grand Island—Freight trains moving on yard tracks, all movements on East Yard Runaround, Scale Track, and through turnouts and sharp curves on leads to Diesel Servicing and MofW trackage just east of BN crossing.	5
When entering or leaving BN Transfer	10
Alda, wye trackage, both in and outside ordinance plant	5
All other Ordinance trackage except main tracks	5
Ordinance main tracks	10
Buda, all airfield trackage.	10
Lexington	
Main Street to 1500 feet east on Scale Track	10
On 3rd and 4th tracks north, east of depot	5
Cozad, on Armour & Co. spur tracks.	5
Between Mile Posts — Summit	
5.8 and 6.8	50
Weco	
14.1 and 14.7	60
15.9 and 16.2	60
Lane	
18.1 and 19.8	60
Elkhorn	
21.9 and 22.1	60
22.2 and 22.6	50
22.8 and 23.2	60
27.5 and 28.5 until engine passes these locations	45
Columbus	
83.6 and 85.0	25
Grand Island	
144.0 and 145.8	60
145.8 and 147.1	35
147.1 and 149.3	50
Buda	
187.75 and 189.75*Note	
Westward — until engine passes MP 189.75, provided rear of train has passed MP 189.10	
Eastward — until engine passes MP 187.75, provided rear of train has passed MP 188.90	45
Gothenburg	
258.1 and 258.5	65
Maxwell	
281.1 and 281.9	55
282.5 and 283.0	45
North Platte	
283.2 and 288.1	35

*NOTE—Referring to Rule 12(D), eastward resume speed sign located to right of eastward siding at Kearney

NEBRASKA DIVISION

WESTWARD		OLD MAIN LINE		EASTWARD	
Station Number	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
5		<div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small; margin-right: 5px;">ABS</div> <div style="border-left: 1px solid black; padding-left: 5px; margin-left: 5px;"> SUMMIT 1.2 SOUTH OMAHA 0.6 CRIP JUNCTION 4.1 GILMORE JUNCTION 1.2 </div> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small; margin-left: 5px;">Double Track</div> </div>		5.2	IPX
100-06				6.4	PX
				7.0	PX
				11.1	IP
100-12		GILMORE		12.3	
100-17	3250	PAPILLION		16.8	
		MOPAC CROSSING		19.2	A
100-23	2911	D	MILLARD YL MD	22.5	
17		LANE YL		26.1	PX
		(20.9)			

WESTWARD		NORFOLK BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
85		D-R	COLUMBUS YL C	0.0	FPY
103-04	1105	SHELDONVILLE		4.2	
103-09	400	R	OCONEE YL	9.4	Y
103-15	1057	PLATTE CENTER		14.7	
103-20	1456	TARNOV		20.3	
103-26	2537	HUMPHREY		25.7	
103-35	1534	MADISON		35.4	
103-41	1419	ENOLA		40.9	
		CNW CROSSING YL		48.7	A
		VULCRAFT YL		49.0	
		CNW CROSSING YL		50.2	
103-50		D-R	NORFOLK YL KN	50.4	Y
		(50.4)			

WESTWARD		ALBION BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
103-09	1009	R	OCONEE YL	0.0	Y
104-02	430	MILL SPUR (SPUR-E)		2.0	
104-04	643	MONROE		4.3	
104-11	1640	GENOA		11.3	Y
104-22	2169	ST. EDWARD		22.3	
104-34	1207	ALBION		33.7	Y
		(33.7)			

Rule 251 is in effect between Summit and Gilmore Junction.

CLEARANCE REQUIREMENTS

Westward trains via Old Main Line must receive clearance at Council Bluffs and need not receive clearance at Summit.

Eastward trains need not receive clearance at Lane.

Trains to or from Albion Branch will retain their identity and need not receive clearance at Oconee.

SPEED RESTRICTIONS

LOCATION — OLD MAIN LINE	MPH
Maximum speed.	25
All tracks except main tracks.	15
MP 19.2, MoPac Crossing, between home signals of automatic interlocking	20

SPEED RESTRICTIONS (CONT.)

LOCATION	MPH	LOCATION	MPH
Norfolk Branch		36.3 and 36.4	35
Maximum speed.	40	37.2 and 37.4	35
All tracks other than main tracks	5	48.7, CNW crossing between home signals of interlocking	20
Between Mile Posts — 0.0 and 1.0	5		
25.4 and 25.6	35	Albion Branch	
29.8 and 30.6	35	Maximum speed	25
34.0 and 34.3	35	All tracks other than main tracks	5

NEBRASKA DIVISION

WESTWARD		CEDAR RAPIDS BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2	MILE POST	RULE 6(B)
	FEET			
104-11	1640	GENOA	0.0	Y
105-09	929	9.3 MERCHISTON	9.3	
105-14	1604	4.4 FULLERTON	13.7	
105-22	585	8.5 STOCKYARD SIDING	22.2	
105-23	792	0.9 BELGRADE (SPUR-W)	23.1	
105-30	1052	7.2 CEDAR RAPIDS	30.3	
105-37	1645	6.3 PRIMROSE	36.6	
105-44	1955	7.7 SPALDING	44.3	Y
		(44.3)		

WESTWARD		ORD BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2	MILE POST	RULE 6(B)
	FEET			
147		DN-R GRAND ISLAND YL GI	0.0	FPXY
		0.4 BN CROSSING	0.4	I
106-03	634	2.1 CAREY	2.5	
106-11	834	8.6 ST. LIBORY	11.1	
106-22	1348	10.8 ST. PAUL	21.9	Y
106-31	1416	8.8 ELBA	30.7	
106-37	1271	6.1 COTESFIELD	36.8	
106-45		7.7 SCOTIA JUNCTION	44.5	
106-46	714	1.2 SCOTIA	45.7	
106-45		1.2 SCOTIA JUNCTION	44.5	
106-49	1311	4.3 NORTH LOUP	48.8	
106-58	550	9.7 SAUNDERS (SPUR-E)	58.5	
		2.2 BN CROSSING	60.7	
106-61	1311	0.3 ORD	61.0	Y
		(61.0)		

WESTWARD		LOUP CITY BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2	MILE POST	RULE 6(B)
	FEET			
106-22	1348	ST. PAUL	0.0	Y
107-08	450	8.3 DANNEBROG (SPUR-W-E)	8.3	
107-19	1431	10.3 BOELUS	18.6	
107-26	1406	7.2 ROCKVILLE	25.8	
107-39	1487	13.2 LOUP CITY	39.0	Y
		(39.0)		

NEBRASKA DIVISION

WESTWARD		KEARNEY BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2	MILE POST	RULE 6(B)
	FEET			
189		D-R KEARNEY YL KR	0.0	PY
		5.5		
11-006	700	GLENWOOD PARK (SPUR-E)	5.5	
		4.6		
11-010	854	RIVERDALE	10.1	
		6.7		
11-017	1074	AMHERST	16.8	
		9.5		
11-026	1428	MILLER	26.3	
		6.2		
11-033	1661	SUMNER	32.5	
		7.9		
11-040	350	EDDYVILLE (SPUR-W-E)	40.4	
		11.7		
11-052	1867	OCONTO	52.1	
		13.4		
11-066	1168	D CALLAWAY CA	65.5	
		17.6		
11-083	1951	ARNOLD	83.1	
		(83.1)		

CLEARANCE REQUIREMENTS

Trains to or from Cedar Rapids Branch will retain their identity and need not receive clearance at Genoa.

SPEED RESTRICTIONS

LOCATION	MPH
Cedar Rapids Branch	25
Maximum speed.	5
All tracks other than main tracks	
Ord Branch	30
Maximum speed	20
22.5 and 61.0	20
Carey Airport Trackage	10
Loup City Branch	20
Maximum speed	
Kearney Branch	25
Maximum speed	

NEBRASKA DIVISION

WESTWARD		BEATRICE BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2			MILE POST	RULE 6(B)
	FEET	STATIONS				
28		DN-R	VALLEY YL	V	0.0	FPY
			5.8 BN CROSSING		5.8	A
50-006	842		0.5 YUTAN (SPUR-E)		6.3	
50-012	4247		5.3 MEAD		11.6	
50-015	866		3.1 WAHPCO (SPUR-W)		14.7	
50-017	620		2.7 KRUMEL (SPUR-E)		17.4	
50-019	1255		1.5 WAHOO		18.9	
			0.7 CNW and BN CROSSINGS		19.6	
50-026	3397		6.7 WESTON		26.3	
50-033	1692		6.9 TOUHY		33.2	
50-037	4453		4.1 VALPARAISO		37.3	Y
50-042	1101		4.5 AGNEW		41.8	
50-047	1474		4.7 RAYMOND		46.5	
50-048	5313		1.3 GARRATT		47.8	
50-054			6.9 LINPARK YL		54.7	
50-055	284	ABS	0.6 WEST LINCOLN YL		55.3	I
			1.2 BN CROSSING YL		56.5	I
50-057	1100	DN	0.6 LINCOLN YL	SN	57.1	
			0.3 BN CROSSING YL		57.4	I
			1.6 BN CROSSING YL		59.0	I
50-065	5821		6.4 JAMAICA		65.4	
50-075	945		9.3 PRINCETON		74.7	
50-080			4.8 CORTLAND		79.5	
50-089	3657		9.4 PICKRELL		88.9	
50-097	4320	D	0.4 BEATRICE YL	BX	96.8	
			8.5 CRIP CROSSING		97.2	
50-106	1221		4.6 HOLMESVILLE (SPUR-W)		105.7	
50-110	1121		2.8 BLUE SPRINGS		110.3	
			1.2 BN CROSSING		113.1	A
50-114	5343		3.7 BADGER		114.3	
50-118	758		6.4 BARNESTON		118.0	
50-124	854		1.5 OKETO		124.4	
50-126	1394		8.3 MARIETTA		125.9	
17-148		DN-R	MARYSVILLE YL	MS	134.2	FPT
			(134.2)			

At Lincoln, trains and engines are governed by Operating Rules, Timetable and Special instruction of BN while using their tracks between Hall Tower and Baird Tower.

SPEED RESTRICTIONS — BEATRICE BRANCH

LOCATION	MPH
Maximum speed.	40
Between Mile Posts — Valley 0.1 and 0.3	5
3.8 and 4.0	35
5.8 BN crossing between home signals of automatic interlocking	20
Yutan 6.4 and 7.7*Note	25
Wahoo, city track.	6
19.1 and 19.5	30
Weston 28.8 and 36.3	35
Touhy 36.3 and 37.4	25

SPEED RESTRICTIONS BEATRICE BRANCH (CONT.)

LOCATION	MPH
Between Mile Posts — Lincoln	
55.4 and 56.5	20
56.9 and 57.5	15
57.2 Until engine passes between west scale track and east house track switch	5
59.0 BN Crossing through interlocking limits.	25
65.4 Jamaica Siding	5
Pickrell	
96.5 and 97.3 **Note	15
97.2 CRIP Crossing	10
Beatrice, Allers Grain Company spur and Kilpatrick track.	5
98.8 and 101.4	25
105.7 Holmesville Elevator Spur	5
107.2 and 112.6	30
110.3 Blue Springs siding	5
113.1 BN Crossing between home signals of automatic interlocking	20
Marysville — Entering and using yard tracks.	10
Before westward train passes MP 132.25, member of crew must communicate with yardmaster and be governed by his instructions.	

Note — Referring to Rule 12(D)

*Eastward Reduce Speed Sign at MP 6.4 located on left side of track.
**Eastward Resume Speed Sign at MP 96.5 located on left side of track.

WESTWARD		STROMSBURG BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2			MILE POST	RULE 6(B)
	FEET	STATIONS				
50-037		R	VALPARAISO YL		0.0	Y
102-07	804		7.4 LOMA		7.4	
102-14	967		6.1 BRAINARD		13.5	
102-23	1156		9.7 DAVID CITY		23.2	
			0.3 BN CROSSING		23.5	
102-33	1355		9.8 RISING CITY		33.3	
102-40	1507	D	6.8 SHELBY	SH	40.1	
102-48	656		7.4 OSCEOLA		47.5	
102-53	1200		5.4 STROMSBURG		52.9	
102-57	1079		3.9 DURANT		56.8	
102-63	2497		6.2 POLK		63.0	
102-69	900		5.5 HORDVILLE		68.5	
102-74	972		5.3 HEBER YL		73.8	
			1.5 BN CROSSING YL		75.3	P
125		D-R	0.6 CENTRAL CITY YL	CI	75.9	PY
			(75.9)			

SPEED RESTRICTIONS — STROMSBURG BRANCH

LOCATION	MPH
Maximum speed.	40
On tracks other than main tracks	5
13.5 Brainard, until engine passes public crossings.	25
Between Mile Posts — Valparaiso	MPH
1.25 and 6.4	30
6.4 and 8.0	25
8.1 and 11.0	30
David City 23.0 and 23.5	20
Between Mile Posts —	MPH
29.9 and 31.0	30
Osceola 47.5 and 48.2	30
Heber 74.6 and 75.9	20

NEBRASKA DIVISION

WESTWARD		SECOND SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
284		DN-R	NORTH PLATTE NO	284.1	FIPXY
297	3388		12.8 HERSHEY	296.9	PX
301	11,600		3.8 O'FALLONS	300.7	PYX
302	2489		1.1 VARNER	301.8	
303	C 5440		1.6 SUTHERLAND	303.4	P
316	C 5514		12.1 PAXTON	315.5	P
328	715		12.2 ROSCOE	327.7	PX
			7.1		
335	W 11275 E 6207	D	OGALLALA GT	334.8	PX
344	C 6259		9.1 BRULE	343.9	P
354	C 6008		10.0 BIG SPRINGS	353.9	P
358	2562		4.4 EAST BARTON (SPUR-E)	358.3	P
			7.0		
365	W 10459 E 5576	D	JULESBURG JB	365.3	IPXY
380	C 5583	D	15.0 CHAPPELL CQ	380.3	P
390	1693		9.4 LODGEPOLE (SPUR-W)	389.7	PX
396	1284		6.6 SUNOL	396.3	PX
401	C 1825		4.7 COLTON	401.0	P
			6.4		
408	W 12280 E 12280	DN	SIDNEY CD	407.4	PXY
416	C 4169		8.1 BROWNSON	415.5	PY
			10.9		
426	W 5842		POTTER	426.4	PX
431	657		4.4 JACINTO	430.8	
435	C 5956		4.6 DIX	435.4	P
			1.8 X437	437.2	PX
440	9550		1.2 OWASCO	438.4	P
445	C 6324	D	6.1 KIMBALL KB	444.5	P
			4.0 X449	448.5	PX
457			8.1 BUSHNELL	456.6	PX
			2.9 X459	459.4	PX
467	450	D	7.2 PINE BLUFFS (SPUR-W)UF	466.7	PX
			2.8 X469	469.5	PX
470	590		0.7 WYPO (SPUR-W)	470.2	
472	698		1.8 TRACY (SPUR-E)	472.0	
478	10550		5.5 EGBERT	477.5	PY
			3.2 X481	480.8	PX
483	3080		2.5 BURNS (SPUR-E,W)	483.2	P
490			6.5 HILLSDALE (SPUR-E)	489.7	P
			1.3 X491	491.0	PX
501	5956		10.2 ARCHER	501.2	PX
506			5.1 BARNETT	506.3	PX
510		DN-R	CHEYENNE N	509.5	FPTXY
			(225.4)		

CLEARANCE REQUIREMENTS

Trains from North Platte Branch will retain their identity on Second Subdivision and need not receive clearance at O'Fallons.

Trains from North Platte Cut-Off will retain their identity on Second Subdivision and need not receive clearance at Egbert.

Trains to or from Third Subdivision need not receive clearance at Julesburg.

Note 2 to Rule 99 is in effect on Second Subdivision.

Rule 251 in effect between North Platte and MP 437.

Rule 261 in effect between MP 437 and Cheyenne.

Westward trains enroute Third Subdivision must identify opposing trains between North Platte and Julesburg.

SPEED RESTRICTIONS—SECOND SUBDIVISION

LOCATION	MPH
Maximum speed	70
Big Springs, over highway crossing when using siding	5
Brownson, on warehousing industrial area tracks.	
Straight track.	10
Curves	5
Hillsdale, on industry track.	5
Between Mile Posts—	
North Platte	
283.2 and 288.1	35
288.1 and 289.1	55
Paxton	
323.5 and 324.4	60
407.5 Sidney, until engine passes 10th Ave. Crossing	60
Brownson	
422.6 and 423.5	60
Bushnell	
456.9 and 457.2	65
462.8 and 463.0	65
466.5 Pine Bluffs, until engine passes Main Street crossing	60
Burns	
486.2 and 486.5	60
Hillsdale	
493.7 and 494.0	60
Durham	
497.7 and 498.2	60
Archer	
502.2 and 503.0	50
505.8 and 506.3	60
Cheyenne	
508.0 and 509.1 on No. 1 and No. 2 Tracks.	45
509.1 and 510.1 until engine passes these locations	20
510.1 and 511.5	40
Reduce speed signs located North side No. 1 track and South side No. 4 track also apply to tracks 2 and 3.	

NEBRASKA DIVISION

WESTWARD		NORTH PLATTE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
301		O'FALLONS YL		0.0	PXY
12-013	1881	12.8 SARBEN		12.8	
12-028	2486	15.6 KEYSTONE		28.4	
12-035	2475	6.5 MARTIN		34.9	
12-052	516	16.8 RUTHTON (SPUR-W)		51.7	
12-059	1750	7.6 LEWELLEN		59.3	
12-071	2025	D	11.5 OSHKOSH	OX 70.8	
12-086	1750	15.6 LISCO		86.4	
12-100	1939	14.0 BROADWATER		100.4	
12-110	1337	9.2 TOWERS		109.6	
12-114	8000	4.5 NORTHPORT YL		114.1	
12-115		1.4 BN CROSSING		115.5	A
12-127	789	11.2 SOUTH BAYARD		126.7	
12-132	2148	5.4 McGREW		132.1	
12-138	1403	5.8 MELBETA		137.9	
12-146	3132	D-R	8.0 GERING YL	G 145.9	FTY
12-152	1430	6.4 HAIG		152.3	
12-156	1484	3.5 SOUTH MITCHELL		155.8	
12-162	2136	6.3 SOUTH MORRILL		162.1	
12-168	2464	5.8 LYMAN		167.9	Y
12-174	630	5.8 HUNTLEY (SPUR-W)		173.7	
12-182	2250	7.9 YODER YL		181.6	Y
12-188	2348	6.5 VETERAN		188.1	
12-201	2491	D	12.5 SO. TORRINGTON YL	RI 200.6	Y
		(200.6)			

CLEARANCE REQUIREMENTS

At O'Fallons, trains to or from North Platte Branch will retain their identity and need not receive clearance at O'Fallons.
Trains received from BN at Northport must receive UP clearance from BN operator at Northport.

SPEED RESTRICTIONS — NORTH PLATTE BRANCH

LOCATION	MPH
Maximum speed.	40
Unit coal trains, loaded or empty.	25
70.7 Oshkosh, until engine passes 1st St. Crossing	15
114.1 Northport So. Running Track	5
115.5 BN crossing between home signals of automatic interlocking.	20
Gering, until engine passes 10th St. Crossing	10
Between Mile Posts — 147.0 and 147.5	35
Yoder 183.5 and 184.0	30
187.1 and 189.0	30
190.7 and 192.1	35
197.1 and 198.3	25
South Torrington, over Main Street Crossing	10

NEBRASKA DIVISION

WESTWARD		NORTH PLATTE CUT-OFF		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
12-182	2250	10.8 YODER YL		62.7	Y
114-52	2310	8.6 HAWK SPRINGS		51.9	
114-43	1083	2.8 MEIER		43.3	
114-41	2354	7.0 LA GRANGE		40.5	
114-34	485	11.7 TREMAIN (SPUR-W)		33.5	
114-22	2553	7.2 ALBIN		21.8	
114-15	1668	14.6 LINDBERGH		14.6	
478		14.6 EGBERT YL		0.0	PY
		(62.7)			

WESTWARD		LYMAN BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
12-168		3.2 LYMAN YL		0.0	Y
112-03		1.4 SEARS YL		3.2	
112-05	1005	4.6 HARTMAN YL		4.6	
		(4.6)			

CLEARANCE REQUIREMENTS

At Egbert, trains to or from North Platte Cut-Off will retain their identity and need not receive clearance at Egbert.

SPEED RESTRICTIONS

LOCATION	MPH
North Platte Cut-off Maximum speed.	40
Between Mile Posts— Egbert 5.6 and 6.0	30
9.1 and 11.75	30
Lindbergh 18.0 and 18.25	30
20.81 and 21.01	30
Albin 23.7 and 33.75	25
27.0 and 27.2 Through tunnel between Albin & Tremain	20
38.3 and 38.6	30
LaGrange 46.5 and 47.5	30
50.5 and 51.0	30
Lyman Branch	10

NEBRASKA DIVISION

WESTWARD		THIRD SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 2		MILE POST	RULE 6(B)
		STATIONS			
365	4476	D	JULESBURG YL JB	0.0	IPY
19-372	3412		OVID 7.1	7.1	
19-380	3602		SEDGWICK 7.5	14.6	
19-384	1252		DORSEY 4.4	19.0	
19-388	4254		RED LION 4.1	23.1	
19-395	1550		CROOK 7.0	30.1	
19-399	1302		TOBIN 4.1	34.2	
19-404	2816		PROCTOR 4.6	38.8	
19-411	1400		ILIFF 6.8	45.6	
19-415	625		FORD 4.5	50.1	
			BN CROSSING 7.1	57.2	P
19-423	8277	DN	STERLING YL ST	57.5	P
19-429	3594		ATWOOD 6.6	64.1	
19-436	1428		MERINO 6.1	70.2	
19-441	6910		MESSEX 5.8	76.0	
19-446	565	ABS	UNION 4.6	80.6	P
19-452	4599		SNYDER 6.4	87.0	P
19-459	2623		DODD 6.8	93.8	P
19-464	4825		FT. MORGAN 6.5	98.6	P
19-471	1920		NARROWS 7.4	106.0	P
19-474	3809		WELDONA 3.0	109.0	P
19-480	1162		GOODRICH 5.2	114.2	P
19-483	3797		ORCHARD 3.5	117.7	P
19-490	950		MASTERS 7.1	124.8	P
19-501	2275		HARDIN 10.6	135.4	P
19-506	380	MONFORT 4.9	140.3	PY	
19-508	3554	KERSEY 2.8	143.1	P	
14-687	2723	DN-R	LASALLE YL DY	151.1	FPY
			(151.1)		

Note 2 to Rule 99 is in effect on Third Subdivision.

CLEARANCE REQUIREMENTS

All trains must receive clearance at Sterling.

Eastward BN trains having received UP clearance at Brush need not receive clearance at Union.

Trains to or from Second Subdivision need not receive clearance at Julesburg.

SPEED RESTRICTIONS—THIRD SUBDIVISION

LOCATION	MPH
Maximum speed.	60
Ovid Sugar Company Yard	5
Messex siding	5
Kersey Between M.P. 150.7 and 151.1	20

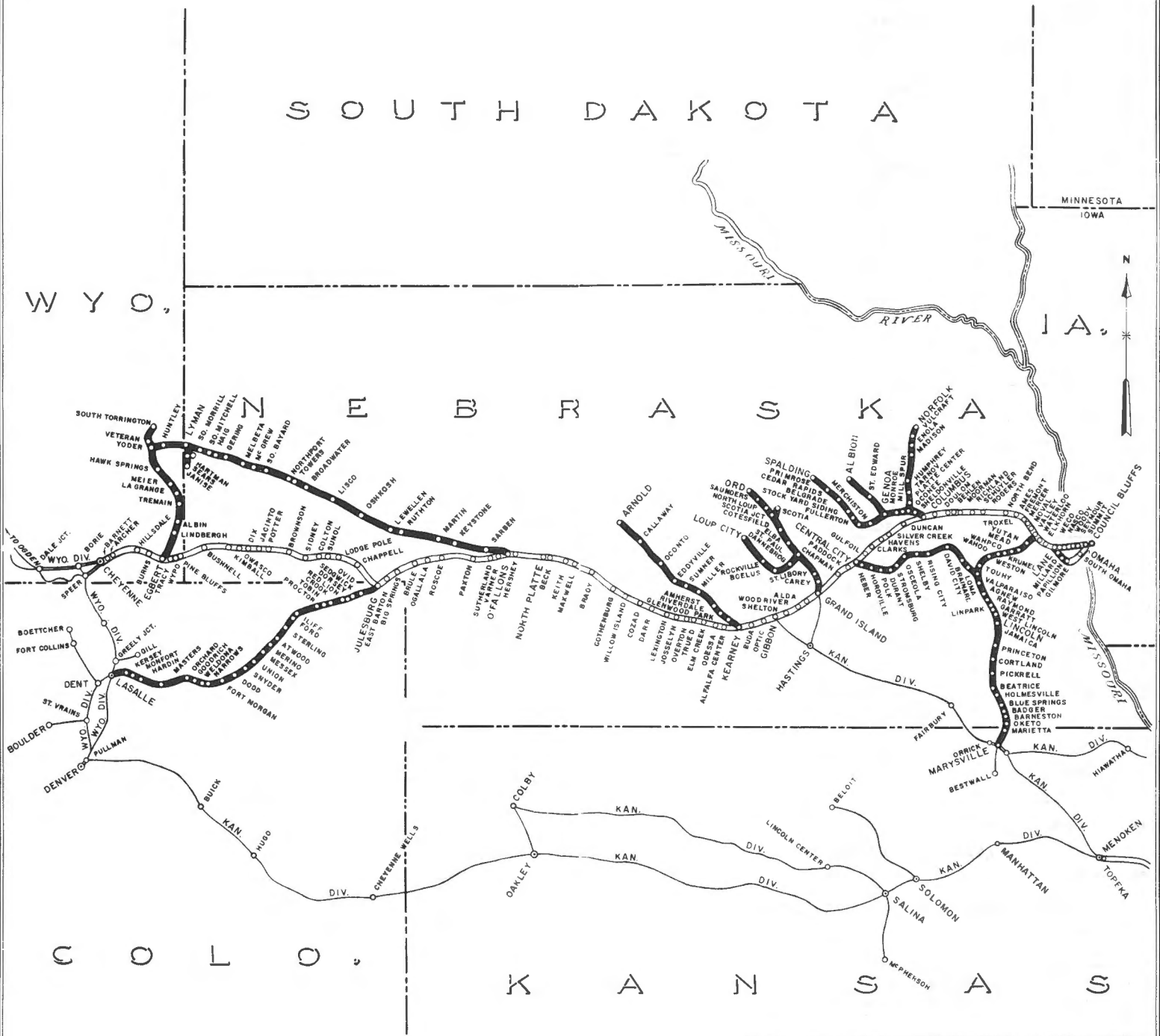
SOUTH DAKOTA

WYO.

MINNESOTA
IOWA

I.A.

NEBRASKA

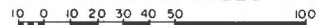


COLO.

KANSAS

UNION PACIFIC RAILROAD
EASTERN DISTRICT
NEBRASKA DIVISION

SCALE OF MILES



OFFICE OF CHIEF ENGINEER - OMAHA, NEBR. SEPT. 1, 1978
 C.E. DRAWING NO. 82727

WYOMING DIVISION

WESTWARD			FIRST SUBDIVISION	EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 5 DAILY	Timetable No. 2	MILE POST	FIRST CLASS 6 DAILY	RULE 6(B)
			STATIONS			
14-628	599		MAGEE YL	628.1		
14-631	4132		SABLE YL	630.5		P
14-633	5102		DN ROYDALE YL	633.2		PY
			SANDOWN JCT. YL	634.0		P
14-634	3454		SANDOWN YL	634.3		P
14-640		12.20PM	DENVER YL	0.0	A5.35PM	IPY
			23rd STREET YL	0.6		F
			DN-R 36th STREET YL	1.7		P
14-638			PULLMAN YL	2.2		PY
			BN CROSSING	4.9		P
14-645			COMMERCE CITY YL	5.0		P
14-646	968		ADAMS YL (SPUR-E)	6.0		P
14-648	4293		DUPONT	8.1		P
14-650	807		ROLLA	9.9		P
14-652	7935		HAZELTINE	11.3		P
14-655	2298		HENDERSON	14.1		P
14-659	7960		D BRIGHTON BI	19.1		PY
14-663	1161		POWARS	22.8		P
14-666			LUPTON	25.8		P
14-671	2198		IONE	30.1		P
14-675	7975		PLATTEVILLE	34.8		P
14-677	1230		VASQUEZ (SPUR-W)	36.2		P
14-680	5480		GILCREST	40.0		P
14-683	580		PECKHAM (SPUR-W)	42.4		P
14-687	9118		DN LA SALLE DY	46.1		FPY
14-689	590		EVANS (SPUR-W)	48.2		P
14-692	8320	s1.10PM	D GREELEY HG	51.7	s4.15PM	PY
14-694			GREELEY JCT.	54.0		PY
14-696	3744		LUCERNE	55.8		P
14-700			EATON	59.2		P
			GW CROSSING	59.3		IP
14-703	7905		AULT	63.0		P
14-707	2929		PIERCE	66.8		P
14-712	7951		NUNN	71.9		P
14-717	1010		DOVER (SPUR-E)	77.0		P
14-726	7355		CARR	86.0		P
15-518 C	6489		SPEER	98.0		PXY
519	5164 1314		BORIE	103.3		PX
			(113.4)			

Note 2 to Rule 99 is in effect on First Subdivision.

CLEARANCE REQUIREMENTS

Clearance need not be received at Speer or Borie.

SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH
	Psg. Frt.
Maximum speed between Denver and Speer	79 60
Borie Cut-Off between Speer and Borie	50 50
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.	
Sable over Peoria Street Crossing. MP 629.0 and MP 631.7	35
Rocky Mountain Arsenal trackage. Beyond gate.	10 5

WYOMING DIVISION

SPEED RESTRICTIONS — FIRST SUBDIVISION CONT.

LOCATION	MPH	
	Psg.	Frt.
Denver, within city limits over street crossings.	35	25
Between Mile Posts— Denver Yard 0.4 and 3.0 both tracks.	30	25
Commerce City 56th Avenue, MP 4.26 64th Avenue, MP 5.43. 69th Avenue, MP 6.16.	40 40 20	35 35 20
Brighton within city limits. 17.9 and 19.5	40	40
Lupton 25.5 and 26.3	40	40
LaSalle 45.9 and 46.9	20	20
47.8 and 48.0	60	50
Evans 49.4 and 49.7	65	55
50.4 and 50.7	60	50
Greeley 50.8 and 52.4	20	20
Lucerne 58.2 and 58.4	70	60
58.8 and 59.3	60	45
GW Crossing 59.3	30	30
Carr 86.30 and 86.45	70	60
91.8 and 96.1	70	60
96.1 and 97.7	60	50
97.7 and 97.8	25	25
97.8 and 98.5	40	40
102.6 and 103.3	35	35

WESTWARD		DENT BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 2	MILE POST	RULE 6(B)
		STATIONS		
14-645		COMMERCE CITY YL	5.0	P
20-648	747	WELBY (SPUR-W)	8.2	
20-650	1455	QUIMBY	9.8	
20-652		NORTHGLENN	11.7	
20-654	1710	EAST LAKE	13.8	
20-663	2538	R ST. VRAINS YL	22.2	Y
20-667	4420	FREDERICK	26.1	
20-671	969	HARNEY (SPUR-W)	30.2	
20-675	201	GOWANDA (SPUR-E)	34.6	
20-677		RIVERS	36.9	
20-683	984	DENT YL	42.8	Y
20-691		DN-R LA SALLE YL DY	50.6	FPY
		(45.6)		

Between Denver and LaSalle, extra trains will run via Lupton unless otherwise instructed.

CLEARANCE AND REGISTER REQUIREMENTS

Westward trains via Dent Branch must receive clearance at Denver and need not receive clearance at Commerce City.

Trains to or from Dent Branch need not receive clearance at Dent or St. Vrains. At St. Vrains, trains will register only when directed by train order to do so.

SPEED RESTRICTIONS

LOCATION	MPH	LOCATION	MPH
Dent Branch		Between Mile Posts—	
Maximum speed.	40	21.5 and 21.9	15
Commerce City to paved road. MP 5.0 to MP 6.2	20	25.6 and 25.8	15

WYOMING DIVISION

WESTWARD		FORT COLLINS BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
20-683	984	DENT YL		0.0	Y
138-02	1500	MILLIKEN YL		1.7	
		GW CROSSING		9.0	
138-09		KELIM		9.1	
138-20	2055	HARMONY		19.5	
138-25	2644	D	FORT COLLINS YL FC	25.0	Y
			C&S CROSSING	25.2	
			C&S CROSSING	25.3	
138-28	536		POUDRE YL (SPUR-W)	27.9	
138-30			BOETTCHER YL	30.0	
			END OF TRACK YL	30.8	
			(30.8)		

Yard limits at Fort Collins are continuous from MP 21.8 to end of track MP 30.8

WESTWARD		BOULDER BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
20-663		R	ST. VRAINS YL	8.1	Y
136-10			EAGLE MINE	10.1	
136-11	2449		MINE JCT. YL	10.9	
136-15	477		ERIE	15.1	
			BN CROSSING	15.1	
136-24	1022		VALMONT	24.0	
			C&S CROSSING	26.0	
136-28			BOULDER YL	26.9	
			(18.8)		

At Boulder, trains and engines are governed by Operating Rules, timetable and special instructions of Colorado and Southern Railway while using their tracks.

WESTWARD		GREELEY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-692		D-R	GREELEY HG	0.0	PY
14-694			GREELEY JCT. YL	2.3	PY
138-08	895		ALDEN YL	8.4	
139-10	1960		GILL YL	10.4	
			END OF TRACK YL	11.0	
			(11.0)		

Yard limits are continuous from Greeley Junction to end of track.

Trains originating at Greeley need not receive clearance.

SPEED RESTRICTIONS

LOCATION	MPH	LOCATION	MPH
Fort Collins Branch Maximum speed	25	Valmont Spur MP 1, over C&S crossing.	10
Dent, over west Wye switch. MP 0.04	10	Valmont Lead	5
Boulder Branch Maximum speed.	25	Greeley Branch Maximum speed.	15
Between Mile Posts— 8.1 and 15.1	15	Over Bridge 4.51	5
24.0 and 26.9	15		

WYOMING DIVISION — SECOND SUBDIVISION BRANCHES

WESTWARD		ENCAMPMENT BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
662		WALCOTT		0.0	PY
116-07	569	MEADS		6.8	
116-12	345	OVERLAND		12.3	
116-24	1090	D	SARATOGA	24.1	
			END OF TRACK	24.3	
			(24.3)		

Movements on Encampment Branch governed by staff system — Special Rule 300 (R) governs. Staff located in box on phone booth MP 661.87 at Walcott.

SPEED RESTRICTIONS

LOCATION	MPH
Encampment Branch Maximum speed.	40
Between Mile Posts — 24.1 and 24.3	10

WESTWARD		COALMONT BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
566		DN-R	LARAMIE YL K	0.0	FPXY
21-015	1223		MILLER	14.7	
21-030	2077		CENTENNIAL (SPUR-E)	29.7	
21-040	453		ALBANY	40.4	
21-055	932		FOX PARK	54.6	
21-064	2851		WYCOLO	63.8	
21-071	1601		CAMP	70.8	
21-074	597		KINGS CANON (SPUR-E)	73.6	
21-080	947		NORTHGATE	79.8	Y
21-088	1068		BROWNLEE	88.3	
21-092	666	D-R	WALDEN YL U	92.2	
			END OF TRACK YL	94.0	
			(94.0)		

SPEED RESTRICTIONS

LOCATION	MPH
Coalmont Branch Maximum speed.	25
Between Mile Posts — 15.3 and 17.5	20
29.6 and 30.4	15
35.8 and 38.1	20
38.1 and 48.3	10
48.3 and 53.7	20
53.7 and 56.0	15
56.2 and 77.9	10
92.0 and 94.0	15

WYOMING DIVISION

SPEED RESTRICTIONS — SECOND SUBDIVISION

WESTWARD			SECOND SUBDIVISION		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 5 DAILY	Timetable No. 2		MILE POST	FIRST CLASS 6 DAILY	RULE 6(B)
			STATIONS				
510		2.00PM 2.25PM	DN-R	CHEYENNE N	509.5	3.25PM 3.00PM	FPTXY
				1.3 WEST CHEYENNE	510.8		PX
515	900			4.6 WYCON (SPUR-E)	514.5		P
519	5164 1314			9.5 BORIE	519.1		PX
529	4173			8.0 GRANITE	528.6		PX
537	C 5852			3.8 BUFORD	536.6		P
540	1250			2.6 SHERMAN (SPUR-W)	540.4		PY
545	2171			1.8 DALE (SPUR-E)	543.0		P
				1.8 DALE JCT.	544.8		PX
548				6.1 HERMOSA	547.9		PX
554	572			9.0 COLORES (SPUR-E)	554.0		P
563	519			3.0 FORELLE (SPUR-E)	563.0		P
566			DN-R	LARAMIE K	566.0		FPXY
548				9.9 HERMOSA	B547.9		PX
557	5849			9.5 RED BUTTES	B556.8		P
566			DN-R	LARAMIE K	B566.3		FPXY
510			DN-R	CHEYENNE N	509.5		FPTXY
15-518	C 6489			9.5 SPEER	519.0		PXY
15-518	C 6489			6.8 SPEER	519.0		PXY
15-526	6217			8.4 EMKAY	525.8		P
15-534	6408			8.5 LYNCH	534.2		P
15-543	6722			6.8 HARRIMAN	542.7		P
15-550	6134			4.8 PERKINS	549.5		P
				5.4 DALE JCT.	554.3		PX
566		s3.50	DN-R	LARAMIE K	566.0	s1.40PM	FPXY
				16.2 X582	582.2		PX
585	C 4301			3.1 BOSLER	585.3		P
590	753			5.3 COOPER LAKE (SPUR-E)	590.6		P
594	1585			3.3 LOOKOUT (SPUR-W)	593.9		PX
605	C 5944			1.4 ROCK RIVER	605.3		PY
609				3.7 WILCOX	609.0		PX
623	C 5985		D	MEDICINE BOW MB	622.9		PY
				1.6 X624	624.5		PX
639				13.9 RAMSEY	639.4		PX
643	11772		DN-R	HANNA HN	643.1		PXY
				7.1 DURRANT	650.2		PX
657	403			6.4 EDSON (SPUR-W)	656.6		P
662				5.6 WALCOTT	662.2		PXY
672				9.9 BENTON	672.1		PX
676				4.2 SINCLAIR	676.3		P
683	11602 19126	sA5.45PM	DN-R	RAWLINS RS	682.8	11.45AM	FP XY

(VIA SHERMAN 173.3)
(VIA HARRIMAN 182.8)

Note 2 to Rule 99 is in effect on Second Subdivision.
Rule 261 in effect Second Subdivision.

CLEARANCE AND REGISTER REQUIREMENTS

Clearance need not be received by trains entering or leaving Second Subdivision at Speer or Borie.

Train movements on Medicine Bow and Energy Spurs must be authorized by train order. Unless authorized by train dispatcher, eastward trains on Medicine Bow Spur must stop west of Energy Spur switch.

Trains from Encampment Branch need not receive clearance at Walcott but must receive verbal authority from train dispatcher before occupying Second Subdivision tracks.

Only trains which originate or terminate at Laramie need register at Laramie.
Only trains which originate or terminate at Hanna need register at Hanna.

On Coal Spurs, westward trains are defined as those trains moving to coal tipples and eastward trains as those trains moving from coal tipples.

LOCATION	MPH	
	Psg.	Fr.
Between Mile Posts — Cheyenne		
509.1 and 510.0 until engine passes these locations	20	20
510.1 and 511.5	40	40
Reduce speed signs located North side No. 1 track and South side No. 4 track also apply to tracks 2 and 3.		
Cheyenne yard:		
Yard lead at east end	15	15
All yard leads at the west end	15	15
North 1, 2, 6 and 7 tracks	15	15
South 1, 2, 4 and 6 tracks	15	15
All other tracks	5	5
Maximum speeds between Cheyenne and Dale Junction		
No. 1 and No. 2 tracks:	70	55
Maximum speeds between Dale Junction and East Laramie		
No. 1 and No. 2 tracks:	40	40
Important — For movement on descending grades see Special Rule 1042 (RW) page 141		
Maximum speed on Borie Cut-Off between Speer and Borie	50	50
102.6 and 103.3	35	35
Maximum speed between Cheyenne and Dale Junction on No. 3 track and between Cheyenne and Speer on No. 4 track	60	55
Less than 100 tons per operative brake		
with operative dynamic brake	55	
without operative dynamic brake	45	
100 tons or more per operative brake		
with operative dynamic brake	40	
without operative dynamic brake	30	
Maximum speed on No. 3 track between Hermosa and Laramie		
B 548.7 and B 565.5*	70	60
Important — For movement on descending grades see Special Rule 1042 (RW) page 141.		
Maximum speed between Laramie and Rawlins	90	70
Laramie		
Tie yard lead between MP 565.6 and MP 565.85		10
Laramie Scale Track		
Live Scale Track		5
Between Scale House and MP 568.0		20
Between MP 568.0 and MP 569.3		30
Warehouse Tracks 2, 3, 4		5
Maximum Speed — Spur Tracks		
Arch 1		40
Arch 2 and Rosebud		25
MP 3.6 and 4.2		15
Energy		40
MP 0.0 and MP 0.7		30
Medicine Bow		40
MP 0.0 and MP 0.4		15
MP 0.4 and MP 3.0		20
MP 12.8 and 13.1		25
Other trackage		5
Rawlins sidings in accordance with signal indications, not exceeding	40	40
682.3 and 682.8, until engine has passed over hand operated switches	20	20
Between Mile Posts — No. 1 and No. 2 tracks		
Borie		
522.1 and 525.6	55	45
Granite		
530.0 and 530.3	55	45
531.2 and 532.1	55	45
537.9 and 540.4	50	40
540.7 and 543.5	55	45
Bosler		
587.7 and 588.4	70	60
593.3 and 593.7	75	65
598.5 and 602.5	75	65

*Note — Between West Hermosa and East Laramie via Red Buttes mile post numbers are prefixed with letter B.

WYOMING DIVISION

SPEED RESTRICTIONS—SECOND SUBDIVISION CONT.

LOCATION	MPH	Psgr.	Frnt.
Medicine Bow 637.5 and 637.8	70	60	
Ramsey 639.9 and 643.5 (NORTH RUNNING TRACK ONLY)	30	30	
Hanna 643.4 and 643.7	70	60	
645.1 and 648.0	70	60	
Durrant 650.2 and 650.7	70	60	
653.1 and 656.4	70	60	
661.0 and 661.5	75	65	
662.8 and 666.5	70	60	

WESTWARD			THIRD SUBDIVISION		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 5 DAILY	Timetable No. 2		MILE POST	FIRST CLASS 6 DAILY	RULE 6(B)
			STATIONS				
683	11602 19126	5.45PM	DN-R	RAWLINS RS 7.4	682.8	SA11.45AM	FP XY
690	791			HADSELL (SPUR-E) 10.5	690.2		P
701	13042			RINER 11.3	700.7		PX
712	W 2865 C 3767			CRESTON 12.2	712.0		PY
724	W 11200 E 4910		D	WAMSUTTER WM 15.8	724.2		PXY
740	W 2470			TIPTON 17.1	740.0		PX
743	5000			ROBINSON (SPUR-W) 2.6	744.1		P
747	E 4894			TABLE ROCK (SPUR-W) 2.0	746.7		P
749				CIG SPUR 3.0	748.7		
752	300			MONELL (SPUR-E) 1.9	751.7		P
754				PATRICK DRAW 3.1	753.6		
757	W 11000 E 8258			BITTER CREEK 10.0	756.7		PX
766	C 871			BLACK BUTTES 4.5	766.2		P
771	W 3215			HALLVILLE 6.2	771.4		PX
777	C 8103			POINT OF ROCKS 6.7	777.4		PX
784	W 12550			THAYER 4.5	784.1		PX
789	1020			SALT WELLS (SPUR-W) 7.5	788.6		
796	C 5646			BAXTER 8.0	796.1		P
802	16690	17.35	D	ROCK SPRINGS SG 6.9	802.1	19.50	PXY
809	C 6294			KANDA 8.0	809.0		P
817		SA8.05PM	DN-R	GREEN RIVER GR (134.2)	817.0	9.30AM	FP TXY

CLEARANCE REQUIREMENTS

Only trains which originate or terminate at Green River need register or receive clearance at Green River. Crews on Rawlins-Ogden runthrough trains must acknowledge receipt to train dispatcher of any clearance or train orders received at Green River.

Note 2 to Rule 99 is in effect on Third Subdivision.

Rules 251 to 253 inclusive are in effect on Third Subdivision between

Riner and Rock Springs. Rule 261 in effect between Rawlins and Riner and between Rock Springs and Green River.

SPEED RESTRICTIONS — THIRD SUBDIVISION

LOCATION	MPH	
	Psgr.	Frnt.
Maximum speed between Rawlins and Rock Springs	90	70
Between Rock Springs and Green River	90	60
Jim Bridger spur — Maximum speed	25	5
MP 4.0 and 4.5		
Spurs not otherwise shown	10	
Rawlins, sidings, in accordance with signal indications not exceeding	40	40
MP 682.3 and MP 682.8		
until engine has passed over hand operated switches	20	20
MP 816.7 and MP 816.9, Green River, Tracks 1, 2 & Running Tracks		
until engine has passed over hand operated switches	20	20
Green River Running Tracks	30	30

SPEED RESTRICTIONS — THIRD SUBDIVISION CONT.

LOCATION	MPH	
	Psgr.	Frnt.
Between Mile Posts — Both Tracks		
Riner 699.6 and 702.2 (SIDING ONLY)	40	40
703.0 and 704.2	70	60
708.6 and 709.0	70	60
Creston 713.7 and 714.3	70	60
Tipton 740.2 and 740.9	70	60
742.7 and 743.1 (On Westward Track Only)	70	60
Bitter Creek 760.5 and 762.3	70	60
Hallville 774.3 and 776.6	70	60
Baxter 797.3 and 798.4	55	45
799.5 and 800.5	60	50
Rock Springs 800.8 and 804.0 (SIDING ONLY)	40	40
801.0 and 801.25	65	55
801.25 and 803.25	40	40
803.25 and 803.5	65	55
806.6 and 807.0	70	60
807.5 and 807.8	60	50
Kanda 809.6 and 814.1	55	45
814.1 and 816.7	40	30
816.9 and 818.2	40	30

WESTWARD		SOUTH PASS BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 2		MILE POST	RULE 6(B)
		STATIONS			
802		D	ROCK SPRINGS YL SG	0.0	PXY
117-06			RELiance YL	6.0	Y
117-10			WINTON JUNCTION YL	9.5	
			(9.5)		

Yard limits are continuous from junction switch Rock Springs through Winton Junction.

SPEED RESTRICTIONS

LOCATION	MPH
South Pass Branch	
Maximum speed	15
On spur and wye MP 6.0	5
Stansbury Spur — Maximum speed	40
MP 0.0 and MP 3.1	15

WYOMING DIVISION

WESTWARD			FOURTH SUBDIVISION		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 5 DAILY	Timetable No. 2		MILE POST	FIRST CLASS 6 DAILY	RULE 6(B)
			STATIONS				
817		8.05PM	DN-R	GREEN RIVER GR	817.0	sA9.30AM	FP TXY
825	805			PERU (SPUR-E)	824.9		PX
830	1425			BRYAN (SPUR-W)	830.2		P
834				STAUFFER	834.1		PX
835				ALCHEM	835.1		P
838				WESTVACO	837.3		PX
843				TG SODA	842.5		P
847	15057			GRANGER	847.2		PXY
9-0854	C 5795			VERNE	854.0		P
9-0866	C 4801			HAMPTON	865.9		P
9-0875	C 6277			CARTER	875.4		P
9-0881	C 1436			ANTELOPE	880.6		P
9-0886	C 6068			BRIDGER	885.6		P
9-0891	C 1002			LEROY	890.5		P
9-0898	C 5807			SPRING VALLEY	897.6		P
9-0902				ASPEN	900.1		PX
9-0904	4944			ALTAMONT	904.2		PX
9-0913	C 1267			MILLIS	912.7		P
9-0917	W 8875 E 8264	s9.55	D	EVANSTON NA	917.2	s7.40	PXY
9-0928	C 4254			WAHSATCH	927.1		P
9-0933	241			CURVO (SPUR-E)	932.1		P
9-0936	3756-3641			CASTLE ROCK (SPUR W-E)	936.2		P
9-0943	C 5797			EMORY	943.3		P
9-0948	400			BASKIN (SPUR-E)	947.9		P
9-0952	E 5845 W 5556			ECHO	952.7		PX
9-0957	C 5489			HENEFER	957.1		P
9-0961	C 5483			DEVIL'S SLIDE	961.1		P
9-0968	C 5546			MORGAN	968.7		P
9-0976	C 5494			PETERSON	976.1		P
9-0978				STRAWBERRY	977.7		PX
9-0980	1154			GATEWAY (SPUR-E)	980.1		P
9-0985	995-3324			UINTAH (SPUR-W-E)	985.1		P
9-0990				EAST RIVERDALE	988.6		PX
9-0993		A11.45PM		RIVERDALE YL	989.9		PX
			DN-R	OGDEN YL OG	992.6	6.15AM	FPTXY

Westward trains must keep to the left from MP 931.5, 1.1 miles east of Curvo, to Strawberry.

Eastward trains must keep to the left from Strawberry to MP 931.5, 1.1 miles east of Curvo.

Note 2 to Rule 99 is in effect on Fourth Subdivision.

Rules 251 and 253 inclusive are in effect on Fourth Subdivision between Granger and Aspen and between Altamont and Strawberry. Rule 261 is in effect between Green River and Granger, between Aspen and Altamont and between Strawberry and Ogden.

CLEARANCE REQUIREMENTS

Eastward trains enroute to Wyoming Division at Granger must receive Wyoming Division clearance in addition to Idaho Division clearance at their initial station and need not receive clearance at Granger.

Westward trains enroute to Idaho Division at Granger must receive Idaho Division clearance in addition to Wyoming Division clearance at their initial station and need not receive clearance at Granger.

Eastward interdivisional trains from Utah Division must receive Wyoming Division clearance, in addition to Utah Division clearance at Salt Lake City.

Westward interdivisional trains enroute to Utah Division must receive Utah Division clearance in addition to Wyoming Division clearance at their initial station.

Only trains which originate or terminate at Green River or Ogden need register or receive clearance at Green River or Ogden. Trains not required to register or receive clearance at Green River or Ogden must acknowledge receipt to train dispatcher of any clearances or train orders received at Green River or Ogden.

SPEED RESTRICTIONS — FOURTH SUBDIVISION

LOCATION	MPH				
	Pgsr.	Frt.			
MP 816.7 and MP 816.9, Green River, Tracks 1, 2 & Running Tracks until engine has passed over hand operated switches	20	20			
Green River Running Tracks	30	30			
Maximum speed between: Green River and Evanston Evanston and Ogden	90	65			
	79	50			
Stauffer Spur MP 3.58 and MP 8.0		25			
		10			
Allied Spur		15			
TG Soda Spur MP 0.0 and MP 0.6 MP 3.6 and MP 4.8 MP 4.8 and MP 5.2		40			
		30			
		15			
		5			
Westvaco running track		10			
Granger, siding and Idaho Division Siding.	40	40			
Ogden, between East Riverdale and Bridge Junction on Bypass Track North Leg of Wye between 29th St. and Bridge Junction	40	40			
Wye track between Drill Track and Bridge Junction	10	10			
No. 1 Track East Bridge Junction and Paterson Ave.	15	15			
	15	15			
Between Mile Posts — Both Tracks					
Green River 814.1 and 816.7	40	30			
816.9 and 818.2	40	30			
818.2 and 820.7	60	50			
822.4 and 823.6	60	50			
Peru 825.4 and 826.6	70	60			
827.9 and 828.4	70	60			
Bryan 833.6 and 834.1	70	60			
TG Soda 844.8 and 845.4	65	65			
Granger 849.9 and 850.2	70	60			
860.1 and 860.3	70	60			
862.2 and 862.5	70	60			
Hampton 866.7 and 866.9	70	60			
868.0 and 869.2	70	60			
870.9 and 874.5	70	60			
Carter 878.2 and 878.5	70	60			
880.1 and 880.3	60	50			
Antelope 881.4 and 881.7	70	60			
882.5 and 885.0	60	50			
Bridger 886.4 and 886.7	70	60			
887.3 and 887.5	65	50			
888.3 and 890.5	70	60			
LOCATION	MPH Pgsr.	Frt.	LOCATION	MPH Pgsr.	Frt.
Between Mile Posts — Westward Track					
Leroy 891.6 and 895.1	70	60	890.9 and 894.4	70	60
896.1 and 900.6	60	45	896.7 and 901.3	60	45

SPEED RESTRICTIONS — FOURTH SUBDIVISION

Between Mile Posts — Both Tracks Altamont and Aspen Tunnels 901.7 and 903.6	MPH	
	PSGR	FRT
Altamont 904.9 and 905.3	60	45
906.3 and 908.6	60	45
909.3 and 910.4	75	65
Millis 913.1 and 913.4	70	60
915.4 and 915.6	70	60
916.0 and 917.6	60	35
Evanston 917.9 and 919.1	60	45
920.6 and 921.1	70	50
925.9 and 926.2	70	50

Between Mile Posts — Westward Track	MPH Psgr.	Frt.	Between Mile Posts — Eastward Track	MPH Psgr.	Frt.
926.5 and 927.5	60	50	926.5 and 928.8	60	50
927.5 and 928.8	60	35	929.2 and 939.1	60	45
928.8 and 935.8	35	30	940.9 and 941.6	60	45
Castle Rock 937.0 and 939.4	50	40			
941.1 and 941.9	55	45			

Between Mile Posts — Both Tracks Emory	MPH	
942.9 and 945.5	50	40
946.9 and 951.1	50	40
952.1 and 952.5	35	35
Echo 953.3 and 954.5	60	45
Henefer 958.1 and 959.5	70	50
Devil's Slide 959.8 and 962.8	60	50
963.1 and 965.1	45	30
967.2 and 967.8	60	50
Morgan 972.4 and 972.6	75	50
974.1 and 976.1	50	40
977.0 and 977.3	60	50
Strawberry 978.7 and 980.3	40	30

Between Mile Posts — No. 2 Track	MPH Psgr.	Frt.	Between Mile Posts — No. 1 Track	MPH Psgr.	Frt.
980.5 and 983.8	45	35	980.3 and 981.0	45	35
985.5 and 985.8	70	50	981.0 and 983.5	50	40
987.9 and 989.0	65	45	Gateway 984.4 and 984.8	60	45
			Uintah 985.4 and 985.7	60	45
			987.9 and 989.0	65	45

WYOMING DIVISION

WESTWARD		PARK CITY BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2 STATIONS	MILE POST	RULE 6(B)
	FEET			
9-0952		ECHO 5.7	0.0	P
126-06	771	COALVILLE 7.7	5.7	
126-13	911	WANSHIP 11.1	13.4	
126-25	840	KEETLEY JCT. 2.9	24.5	
126-28		PARK CITY (27.4)	27.4	Y

WESTWARD		ONTARIO BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2 STATIONS	MILE POST	RULE 6(B)
	FEET			
126-25		KEETLEY JCT. 2.2	0.0	
127-02		PHOSTON 0.3	2.2	
		END OF TRACK (2.5)	2.5	

WESTWARD		HILL FIELD BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2 STATIONS	MILE POST	RULE 6(B)
	FEET			
9-0993		OGDEN JUNCTION YL 2.6	0.0	
151-02	655	ORCHARD YL (SPUR-W) 0.8	2.6	
151-03	855	COZYDALE YL (SPUR-E) 0.8	3.4	
151-04	335	ROY YL (SPUR-W) 2.5	4.2	
151-06		ARSENAL YL 0.1	6.7	
		END OF TRACK (6.8)	6.8	

CLEARANCE REQUIREMENTS

Trains from Park City Branch need not receive clearance at Echo, but must obtain verbal authority from train dispatcher before occupying Fourth Subdivision tracks.

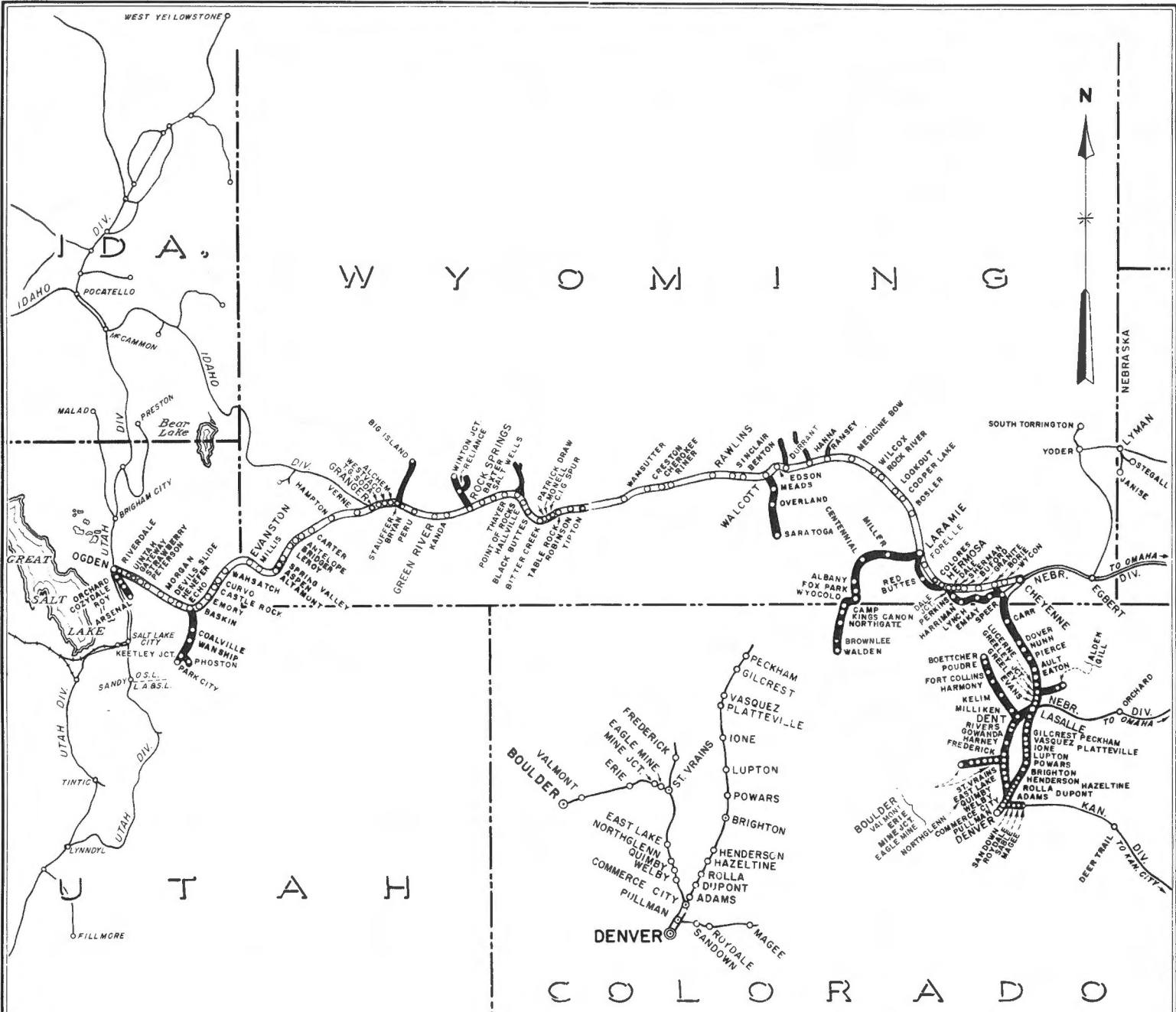
On Hill Field Branch, yard limits are continuous from Ogden Junction, to and including End of Track MP 6.8.

Park City and Ontario Branches are governed by staff system. Special Rule 300(R) governs. Staff located in staff box in phone booth at Echo.

Staff required for movement between MP 0.33 and end of branch. Between MP 0.00 and MP 0.33 Rule 105 will apply.

SPEED RESTRICTIONS

LOCATION	MPH
Park City Branch Maximum Speed.	25
Between Mile Posts — 0.0 and 4.3	15
3.25 and 3.75	10
5.1 and 5.2	15
13.2 and 13.5	15
14.8 and 19.0	10
19.0 and 21.0	15
24.0 and 24.1	15
25.1 and 25.2	15
26.3 and 27.4	15
Ontario Branch Maximum Speed.	15
Hill Field Branch Maximum speed.	15
Between Mile Posts — 4.4 and 4.8	10



UNION PACIFIC RAILROAD
EASTERN DISTRICT
WYOMING DIVISION
 SCALE OF MILES
 10 0 10 20 30 40 50 100
 OFFICE OF CHIEF ENGINEER - OMAHA, NEBR. SEPT. 1, 1978
 C.E. DRAWING NO. B2728

KANSAS DIVISION

WESTWARD		FIRST SUBDIVISION	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2	MILE POST	RULE 6(B)
	FEET	STATIONS		
14-000		KANSAS CITY, MO. YL	0.0	P
14-003		1.4 DN-R KANSAS CITY, KAN. YL	1.4	FTY
		1.9 TERMINAL JCT. YL	3.3	PX
14-004		0.9 CRIP JCT. YL	4.2	X
14-005		2.2 WEST YARD	6.4	PX
14-010	C 4822	2.5 MUNCIE	8.9	PX
14-014	2071	5.1 EDWARDSVILLE	14.0	PX
14-015	3339	1.0 FOREST LAKE	15.0	PX
14-017	663	1.7 SUNFLOWER	16.7	PX
14-018	C 2806	0.8 D BONNER SPRINGS BW	17.5	P
		0.5 ATSF CROSSING	18.0	IP
14-021	1480	2.7 LORING (SPUR-E)	20.7	PX
14-022	2122	0.6 COLD SPUR	21.3	P
14-028	C 5905	7.0 LINWOOD	28.3	PX
14-037		9.0 HORNE (SPUR-E)	37.3	
14-040	C 1997	2.3 D LAWRENCE DA	39.6	PX
14-043	1099	3.6 MIDLAND	43.2	P
14-046	1225	2.9 BUCK CREEK (SPUR-W)	46.1	P
14-052	C 6044	6.0 PERRY	52.1	PX
14-056	835	3.8 NEWMAN (SPUR-E)	55.9	
14-061	1561	5.4 GRANTVILLE (SPUR-W)	61.3	
		6.1 EAST TOPEKA	67.4	PX
		0.1 ATSF CROSSING	67.5	PX
14-068	6571	0.5 DN-R TOPEKA OT	68.0	FPX
		0.2 CRIP CROSSING	68.2	IP
		2.0 WEST TOPEKA	70.2	P
14-073		2.8 MENOKEN	73.0	P
		1.0 MENOKEN JUNCTION	74.0	PY
17-081	1486	6.7 GROVE	80.7	P
17-084	12795	3.5 KENEFICK	84.2	P
17-088	2103	4.0 DELIA	88.2	P
17-095	2125	6.6 EMMETT	94.8	P
17-101	12880	6.1 AIKINS	100.9	P
17-103	3100	1.3 JEFFREY (SPUR-W)	102.2	P
17-110	1854	7.7 ONAGA	109.9	P
17-112	12824	2.8 DULUTH	112.7	P
17-122	1814	9.1 LILLIS	121.8	P
17-127	12910	5.0 SULLIVAN	126.8	P
		4.1 MoPac CROSSING	130.9	AP
17-131	6536	0.9 D FRANKFORT FN	131.8	P
17-137	6495	5.2 WINIFRED	137.0	P
		5.6 UPLAND	142.6	P
17-148		5.5 DN-R MARYSVILLE MS	148.1	FPTY
		(148.1)		

DOUBLE TRACK

TRACKS
1
2

CIC

TRACKS
1
2

Rules 251 to 253 inclusive apply between West Yard MP 6.4 and East Topeka.
 Rule 261 in effect between Kansas City, Mo. MP 0.0 and West Yard MP 6.4 and between East Topeka and Marysville.
 Two Main Tracks between Kansas City, Mo. MP 0.0 and West Yard MP 6.4.

Note 2 to Rule 99 is in effect on First Subdivision.
 Eastward CRIP trains must receive clearance at CRIP Tower, Topeka.
 Trains to or from Denver Cut-Off need not receive clearance at Menoken.
 All trains must register by registering ticket at Kansas City.
 Trains from St. Joseph Branch will retain their identity and need not receive clearance at Upland.
 At Kansas City, trains to Denver Cut-Off must receive clearance from Denver dispatcher and from Kansas City dispatcher.
 Only UP Trains originating or terminating need register at Topeka.
 CRIP trains must receive clearance at CRIP yard office, Kansas City.

SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH
Maximum speed	70
Kansas City on Running Tracks 1 and 2 between Kaw River Bridge and end of block sign at State Line and on Running Tracks 3 and 4 between Kaw River Bridge and 11th Street	15
Between Mile Posts — Armstrong	
1.86 and 3.31 (1x1 track)	20
1.46 and 1.86 (Inbound and outbound trains) (1x1 track)	5
Terminal Jct. 3.28 and 3.30	30
4.6 and 7.4	60
Edwardsville 13.1 and 13.4	60
16.3 and 17.2	55
Bonner Springs 17.9 and 18.0	30
20.1 and 20.5	60
Loring 21.4 and 21.8	60
23.6 and 23.9	60
25.3 and 25.6	60
26.3 and 26.6	60
27.5 and 27.8	60
Linwood 33.1 and 33.4	60
36.5 and 36.9	50
Lawrence 38.5 and 40.5	40
42.5 and 43.1	60
Lawrence spur — Maximum speed	5
Grantville 65.7 and 66.3	60
Topeka 67.2 and 68.5 (on No. 2 Track Only)	20
67.2 and 69.6 (on No. 1 Track Only)	20
70.0 and 71.5	40
Menoken (West leg of Wye)	20
76.6 and 76.8	60
78.5 and 78.7	60
79.7 and 79.9	60
Grove 81.3 and 81.6	60
Emmett 99.0 and 99.4	50
Jeffrey Spur — Maximum speed Beyond, MP 5.6	25 10
Aikins 106.1 and 106.4	60
109.2 and 109.6	50
117.3 and 117.9	60
Sullivan 130.7 and 131.1	45
Winifred 140.3 and 140.6	50

K S D V I S I O N

K S D V I S I O N

SPEED RESTRICTIONS — FIRST SUBDIV. CONTD.

Marysville Freight trains entering and using yard tracks.	10
147.3 and 147.8	35
147.8 and 148.4	
Marysville — over street crossings	20
148.4 and 149.3 until engine passes these locations	20

KANSAS DIVISION

WESTWARD		SECOND SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
17-148		DN-R	MARYSVILLE MS	148.1	FPTY
17-152			ORRICK	152.0	P
17-153	2251		HERKIMER (SPUR-W)	153.5	P
17-158	11990		BREMEN	158.6	P
			BN CROSSING	163.1	P
17-163	15213		HANOVER (SPUR-W)	164.5	P
17-172	13290		HOLLENBERG	171.6	P
			BN CROSSING	180.4	AP
17-182	1487		ENDICOTT	180.6	P
17-188	13571		FAIRBURY	184.6	P
			CRIP CROSSING	186.0	AP
17-203	12759		ALEXANDRIA	201.9	P
17-212	6507		BELVIDERE	209.3	P
			BN CROSSING	210.2	AP
17-219	13455	D	CARLETON C	217.2	P
17-226	1349		DAVENPORT	224.7	P
17-231	1115		SEDAN	229.6	P
			BN CROSSING	233.7	AP
17-236	12787		EDGAR	235.0	P
17-244	6413		FAIRFIELD	241.7	P
17-249	12932		ANAN	248.0	P
17-253	2599		GLENVIL	251.5	P
17-257	3102		LEVEL	255.0	P
			BN CROSSING	260.5	IP
17-262	13165	D	HASTINGS AN	261.8	PY
17-275	12970		HAYLAND	273.9	P
17-283	1685		DENMAN (SPUR-E)	280.7	P
			SOUTH GIBBON	285.2	P
			GIBBON JUNCTION	287.9	PY
			(139.8)		

Note 2 to Rule 99 is in effect on Second Subdivision.
Rule 261 in effect on Second Subdivision

CLEARANCE REQUIREMENTS

Trains to or from Nebraska Division need not receive clearance at Gibbon Jct.

SPEED RESTRICTIONS — SECOND SUBDIVISION

LOCATION	MPH
Maximum speed	70
Between Mile Posts — Marysville Freight trains entering and using yard tracks.	10
148.4 and 149.3 Until engine passes these locations	20
Hanover Industry spur 0.0 and 1.7	25
Fairbury 185.9 and 186.9	30
188.4 and 188.7	50
189.5 and 189.9	55
190.9 and 191.3	55
196.9 and 197.2	60
198.3 and 199.7	50
Carleton 217.8 and 218.1	55
218.6 and 219.2	55
223.3 and 223.8	55
Hastings Kansas Ave. Lead to Tracks 5, 6, 7	5
No. 7 Track	5
South Yard Tracks	5
260.0 and 262.7	40
285.2 and 287.7 (On No. 1 Track Only)	40
287.4 and 287.7 (On No. 2 Track Only)	40

KANSAS DIVISION

WESTWARD		ST. JOSEPH BRANCH			EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2				MILE POST	RULE 6(B)
	FEET	STATIONS					
18-113		ST. JOSEPH YL				0.0	Y
		DN-R	TERMINAL YD. YL	MK			PT
18-112	2651		ELWOOD YL			1.7	
18-108	1804		WATHENA YL			4.8	
18-099	807	D-R	TROY YL	RO		13.9	
18-089	1318		SEVERANCE			24.8	
18-084	1483		LEONA			28.9	
18-079	1439		ROBINSON			34.2	
			MoPac CROSSING			42.2	A
18-071	1805	D	HIAWATHA YL	H		42.7	PY
18-063	758		HAMLIN			50.1	
18-059	1034		MORRILL			53.9	
18-053	5275		SABETHA			60.7	
18-045	1257		ONEIDA			68.8	
18-036	1835		SENECA			77.2	
18-029	1127		BAILEYVILLE			84.2	
18-024	1946		AXTELL			89.2	
18-019	344		SUMMIT (SPUR-E)			94.1	
18-014	1551		BEATTIE			99.3	
18-008	1835		HOME			105.2	
17-143			UPLAND			107.8	P
			(107.8)				

Between Troy and St. Joseph trains are governed by operating rules, timetable and special instructions of CRIP RR Co.

Westward trains originating at St. Joseph must receive UP clearance in addition to CRIP clearance at Terminal Yard and need not receive clearance at Troy or Upland.

Eastward trains need not receive clearance at Upland or Troy, but must receive CRIP clearance at initial station.

SPEED RESTRICTIONS—ST. JOSEPH BRANCH

LOCATION	MPH
Maximum Speed	40
Between Mile Posts— Troy	
14.0 and 26.3	25
Leona	
40.6 and 40.9	30
Over MoPac Crossing	
42.2	25
Hiawatha	
43.6 and 44.7	25
51.0 and 51.4	25
54.0 and 58.5	30
Sabetha, until engine passes public crossings	
60.4 and 60.9	30
73.2 and 74.0	30
Seneca, until engine passes public crossings	
76.7 and 77.5	30
82.1 and 89.0	25
Axtell within City Limits	
94.5 and 95.0	25
99.4 and 101.3	35

KANSAS DIVISION

WESTWARD		BESTWALL SPUR			EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2				MILE POST	RULE 6(B)
	FEET	STATIONS					
133-45	1895	BESTWALL				10.3	
			10.3				
17-148		DN-R	MARYSVILLE YL	MS		0.0	FPT

SPEED RESTRICTIONS

LOCATION	MPH
Bestwall Spur	
Between Marysville and Bestwall	20

Staff System (Special Rule 300-R) is in effect on Bestwall Spur between yard limit sign at Marysville and Bestwall. Staff will be received from and must be returned to operator at Marysville.

WESTWARD		GRAND ISLAND BRANCH			EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2				MILE POST	RULE 6(B)
	FEET	STATIONS					
17-262		D	HASTINGS YL	AN		228.1	FPXY
131-08	1003		HANSEN			235.1	P
131-13	1442		DONIPHAN			240.3	P
131-21	1060		WESTWOOD			248.7	
			BN CROSSING			249.6	
147		DN-R	GRAND ISLAND YL	GI		251.8	FPTX
			(23.7)				

SPEED RESTRICTIONS

LOCATION	MPH
Grand Island Branch	
Between Hastings and Grand Island	25
BN Crossing MP 249.6	20

Staff System (Special Rule 300-R) is in effect on Grand Island Branch between yard limit sign at Hastings and yard limit sign at Grand Island. Staff will be received from and must be returned to yard office at Hastings. When crew is released at Grand Island, staff must be delivered to operator who must consult train dispatcher before returning staff to crew.

KANSAS DIVISION

WESTWARD		DENVER CUT-OFF SALINA SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-073		MENOKEN		73.0	PY
14-075	1561	KIRO		75.2	P
14-079	4714	SILVER LAKE		78.7	P
14-084	6567	ROSSVILLE		84.0	P
14-092	3916	D	ST. MARYS SY	91.6	P
14-098	2380	BELVUE		97.8	P
14-105	7020	WAMEGO		104.7	P
14-115	301	SWAMP ANGEL (SPUR-E)		114.8	
14-118	1042	INDUSTRIAL PARK (SPUR-W)		118.0	
14-119	6397	D	MANHATTAN YL MH	119.3	P
		CRIP CROSSING		119.4	
14-126	989	EUREKA LAKE		125.9	
14-132	6360	EAST FUNSTON		131.6	
14-134		FUNSTON		133.6	
14-136		D	FORT RILEY FT	135.7	
14-140	5116	D-R	JUNCTION CITY YL JN	139.5	FPY
14-143	808	LACY (SPUR-E)		143.0	
14-151	1679	STONEJ (SPUR-W)		150.6	
14-152	6503	D	CHAPMAN CM	152.3	
14-159	1292	DETROIT		158.5	
14-164	5519	DN	ABILENE YL AB	163.7	P
		ATSF CROSSING		164.5	A
14-165		WEST ABILENE YL		164.7	
14-172	3482 3884	D	SOLOMON YL SK	172.3	PY
14-180	3961	NEW CAMBRIA		180.4	P
14-185		EAST SALINA YL		184.6	P
14-187		DN-R	SALINA YL SC	186.6	FPTY
		ATSF CROSSING		187.2	A
14-195	2987	BAVARIA		194.8	P
14-201	5723	BROOKVILLE		201.4	P
14-219	2917	DN	KANOPOLIS KA	219.2	PY
14-224	4902 5103	ELLSWORTH		223.7	P
		SLSF CROSSING		224.4	
14-232	1890	BLACK WOLF		231.5	P
14-240	3079	WILSON		239.9	P
14-246	3421	DORRANCE		246.4	P
14-253	1567	BUNKER HILL		253.4	P
14-263	3550	RUSSELL		263.3	P
14-267	825	BALTA		266.7	P
14-272	5472	GORHAM		272.4	P
14-276	1529	WALKER		275.5	P
14-280	1147	VICTORIA		279.6	P
14-285	1291	TOULON		284.8	P
14-290	6276	D	HAYS HA	290.1	P
14-295	1039	YOCEMENTO (SPUR-E)		295.4	
14-303	4060	D	ELLIS RT	303.3	FPY

KANSAS DIVISION

WESTWARD		DENVER CUT-OFF SALINA SUBDIVISION CONT.		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-303	4060	D	ELLIS RT	303.3	FPY
14-308	2951	RIGA		308.4	P
14-314	1471	OGALLAH		313.1	
14-322	3094	D	WAKEENEY W	322.3	P
14-330	1305	VODA		330.0	
14-336	1798	COLLYER		335.8	P
14-343	3842	QUINTER		343.3	P
14-351	3480	BUFFALO PARK		350.9	P
14.356	2143	GRAINFIELD		356.3	
14-365	2594	GRINNELL		365.2	P
14-371	912	CAMPUS		371.2	
14-377	2816	DN-R	OAKLEY YL OQ	377.4	FPY
		(304.4)			

Note 2 to Rule 99 is in effect on Salina Subdivision.

CLEARANCE AND REGISTER REQUIREMENTS

Westward ATSF trains at Abilene must receive clearance at ATSF depot. Only trains originating or terminating need register at Junction City. At Salina UP trains enroute to First Subdivision must receive clearance from Kansas City Dispatcher in addition to clearance from Denver Cut-Off Dispatcher. CRIP and ATSF trains having received clearance at Abilene or Salina need not receive clearance at West Abilene or East Salina. Trains to or from First Subdivision need not receive clearance at Menoken.

**SPEED RESTRICTIONS
DENVER CUT-OFF — SALINA SUBDIVISION**

LOCATION	MPH	LOCATION	MPH
Maximum speed.		148.7 and 148.9	50
Between Menoken and Salina	65	149.9 and 150.3	50
Between Salina and Oakley	60	Chapman, within city limits.	
Between Mile Posts— Menoken (West Leg of Wye)	20	152.1 and 152.7	40
Silver Lake, within city limits.		Abilene, between Oplena and Elm Streets.	
78.6 and 78.9	45	163.3 and 164.0	25
Rossville, within city limits.		Abilene, over ATSF crossing.	
83.7 and 84.4	45	164.5	25
St. Marys, within city limits.		165.9 and 166.2	50
91.0 and 91.8	30	167.9 and 168.3	35
94.7 and 95.0	55	169.3 and 169.6	50
Belvue		Solomon	
99.7 and 99.8	55	172.3 and 172.4	35
104.6 and 104.8* Note	35	173.3 and 173.5*** Note	30
Wamego		New Cambria	
105.4 and 107.0	50	181.2 and 181.3	50
117.8 and 118.2	55	Salina, over Ohio Street Crossing	
118.8 and 119.0	50	185.2	30
119.1 and 119.4	25	Over ATSF crossing.	
Manhattan		187.2	25
121.9 and 122.0	50	190.6 and 190.9	55
123.1 and 123.5	35	Bavaria	
124.7 and 125.3	50	198.4 and 198.7	50
East Funston		Brookville	
132.5 and 132.7	50	201.7 and 202.2	50
133.7 and 137.2** Note	30	203.9 and 208.1	50
Junction City		208.4 and 209.4	45
141.0 and 141.5	55	210.0 and 211.1	25
143.6 and 145.3	35	211.3 and 212.8	30

KANSAS DIVISION

SPEED RESTRICTIONS DENVER CUT-OFF — SALINA SUBDIVISION CONT.

LOCATION	MPH	LOCATION	MPH
213.1 and 215.3	25	Victoria, within city limits. 279.3 and 279.6	40
215.5 and 216.1	30	Hays, within city limits. 288.6 and 290.4	35
Kanopolis 221.9 and 224.5	25	301.8 and 302.6	35
224.6 and 225.0	45	302.6 and 303.6	20
225.6 and 225.8	55	303.6 and 307.0	40
228.3 and 228.7	50	Wakeeney 322.2 and 322.4	
230.6 and 230.9	45	Between first crossing west and second crossing east of depot	25
Black Wolf 231.7 and 233.0	35	323.3 and 324.0	40
235.0 and 236.2	35	331.7 and 332.1	50
238.4 and 238.6**** Note	55	335.0 and 335.5	50
Wilson, within city limits. 239.6 and 240.4	40	Collyer 336.5 and 337.1	45
Dorrance 249.5 and 250.0	45		
Russell 263.0 and 264.2	35		

Note—Referring to Rule 12(D)

- * Resume speed sign for eastward trains south of siding at Wamego.
- ** Reduce speed sign for westward trains north of main track at Funston.
- *** Reduce speed sign for westward trains north of siding at Solomon.
- **** Reduce speed sign for eastward trains on left side of track.

WESTWARD		DENVER CUT-OFF DENVER SUBDIVISION			EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2				MILE POST	RULE 6(B)
	FEET	STATIONS					
14-377	2816	DN-R	OAKLEY YL	OQ	377.4	FPY	
14-386	2494		MONUMENT		386.1	P	
14-394	1820		PAGE CITY		393.6		
14-399	2686		WINONA		399.0	P	
14-408	1050		McALLASTER		408.4		
14-421	2066		WALLACE		421.1	P	
14-430	3823	DN	SHARON SPRINGS	PS	429.8	PY	
14-442	3082		WESKAN		441.8	P	
14-447	1544		JIM (SPUR-W)		447.3		
14-453	1867		ARAPAHOE		453.1	P	
14-463	2111	D	CHEYENNE WELLS	CW	463.0	P	
14-474	2401		FIRST VIEW		473.5	P	
14-488	2834		KIT CARSON		487.5	P	
14-508	2262		AROYA		507.6		
14-518	2246		BOYERO		518.0	P	
14-526	4534		CLIFFORD		526.7	P	
14-536	4001		HUGO		535.5	PY	
14-551	2299	DN	(CRIP CROSSING) LIMON YL	MN	550.5	P	
			LIMON JUNCTION YL		550.6		
14-557	1375		RIVER BEND		556.6	P	
14-563	4947		CEDAR POINT		563.0	P	
14-572	4837		AGATE		572.2	P	
14-584	2483 2592		DEER TRAIL		584.2	P	
14-597	2422		BYERS		596.6	P	
14-603	2803	D	STRASBURG	SR	602.5	P	
14-609	4756		BENNETT		609.4	P	

KANSAS DIVISION

WESTWARD		DENVER CUT-OFF DENVER SUBDIVISION CONT.		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2			MILE POST	RULE 6(B)
	FEET	STATIONS				
14-609	4756	ABS	BENNETT	609.4	P	
14-614	2600		MANILA	613.7	P	
14-618	4856		WATKINS	618.4	P	
14-622	1204		WATTENBERG (SPUR-E)	622.5		
14-625	2480		MESA	625.0	P	
14-628	599		MAGEE YL (251.7)	628.1		

Note 2 to Rule 99 is in effect on Denver Subdivision.

CLEARANCE AND REGISTER REQUIREMENTS

Clearance must be received at Denver — Trains enroute to Kansas Division need not receive clearance at Pullman or Magee.

Eastward CRIP trains must receive clearance from UP Train Dispatcher, Kansas City, at the DRGW North Yard Office, Denver, and must receive verbal authority from UP Dispatcher before occupying UP Main Track Sandown Jct.

CRIP trains must register at CRIP Duban Office and may do so by registering ticket.

SPEED RESTRICTIONS DENVER CUT-OFF — DENVER SUBDIVISION

LOCATION	MPH
Maximum speed: Between Oakley and Magee	60
Between Mile Posts —	
Oakley 383.4 and 384.3	50
Winona 401.3 and 401.8	50
405.5 and 405.8	45
419.6 and 420.5	50
Wallace 424.9 and 425.0	50
Sharon Springs 429.9 Until engine passes crossing *Note	20
Weskan 450.8 and 451.1	50
Arapahoe 454.5 and 454.6	50
Cheyenne Wells Within City Limits	50
512.4 and 512.7	50
Clifford 534.8 and 536.6	35
537.7 and 537.9	50
543.9 and 544.9	50
546.3 and 546.6	50
River Bend 558.6 and 559.3	40
561.3 and 562.1	50
562.9 and 567.2	45
Deer Trail 587.2 and 589.8	40
Byers 598.9 and 601.5	50
Strasburg 605.2 and 607.1	50
Watkins 619.3 and 620.5	50

*Note referring to Rule 12(D)

Reduce speed sign for Westward trains located on left side of track.
Resume speed sign for Eastward trains located on left side of track.

KANSAS DIVISION

WESTWARD		PLAINVILLE BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2			MILE POST	RULE 6(B)
	FEET	STATIONS				
14-187		DN-R	SALINA YL	SC	0.0	FPTY
16-003			TRENTON		3.4	
16-012	1298		CULVER		11.5	
16-019	1970		TESCOTT (SPUR-E)		18.5	P
16-024	2453		BEVERLY		23.8	P
16-026	194		SHADY BEND (SPUR-W)		26.4	
16-033	967		QUARTZITE (SPUR-W)		32.9	
16-034	1464	D	LINCOLN CENTER NC		33.2	P
			ATSF CROSSING		33.8	
16-041	2500		VESPER		40.7	
16-047	2110		SYLVAN GROVE		46.9	P
16-056	2067		LUCAS		56.0	P
16-065	1791		LURAY		65.4	P
16-072	2061		WALDO		71.5	
16-079	1271		PARADISE		79.2	P
16-087	1523		NATOMA		87.0	P
16-095	1288		CODELL		95.1	
16-104	1786	D-R	PLAINVILLE YL	VN	103.5	PY
16-110	1042		ZURICH		110.4	
16-118	1199		PALCO		117.8	P
16-123	949		DAMAR		122.7	
16-129	1509		BOGUE		129.3	P
16-138	1604	D	HILL CITY	CI	138.0	PY
16-145	1259		PENOSKEE		144.7	
16-150	1307		MORLAND		150.2	
16-155	1280		STUDLEY		155.4	
16-163	1288		TASCO		162.5	
16-170	1475	D	HOXIE	KZ	170.4	P
16-179	1246		SEGUIN		179.1	
16-186	1245		MENLO		186.2	
16-194	1211		HALFORD		194.0	
16-204	1331	D	COLBY	CB	203.5	PY
16-213	1308		MINGO		212.5	
16-218	1316		SPICA (SPUR-E)		218.0	
14-377		DN-R	OAKLEY YL	OQ	224.7	FPY
			(224.7)			

SPEED RESTRICTIONS—PLAINVILLE BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	40	Natoma	
Quartzite		87.8 and 88.0	25
33.0 and 34.0	25	94.1 and 98.5	25
51.5 and 52.9	25	101.2 and 102.8	25
Lucas		Hill City, until engine passes crossing	
61.5 and 63.8	30	137.9	5
Waldo		Colby over east leg of wye	
67.0 and 79.0	30	203.1 and 203.3	15
83.7 and 85.9	25	Oakley	
		224.5 and 224.7	15

KANSAS DIVISION

WESTWARD		SOLOMON BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2			MILE POST	RULE 6(B)
	FEET	STATIONS				
14-172		D-R	SOLOMON YL	SK	0.0	Y
129-07	1328		NILES		6.5	
129-15	2443		BENNINGTON		14.7	
129-21	662		LINDSEY		20.9	
129-23	778	D	MINNEAPOLIS	MI	23.3	
			ATSF CROSSING		23.7	
129-35	1237		DELPHOS		34.7	
129-42	1416		GLASCO		41.6	
129-47	1578		SIMPSON		46.8	
129-50			ASHERVILLE		49.8	
			MoPac CROSSING		57.2	
129-57	1192	D-R	BELOIT YL	BL	57.4	
			(57.4)			

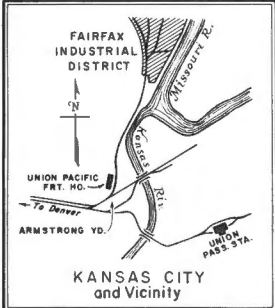
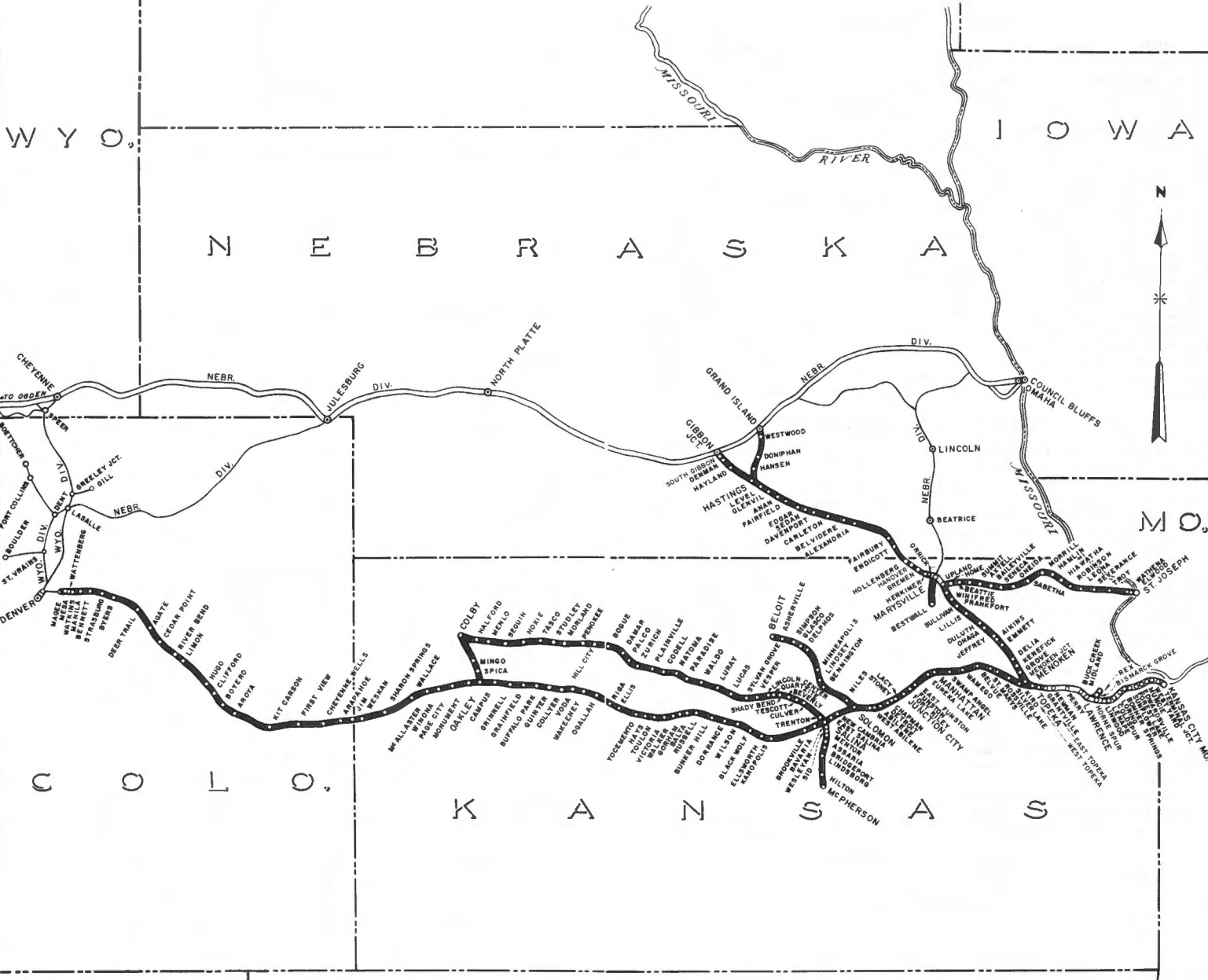
WESTWARD		McPHERSON BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2			MILE POST	RULE 6(B)
	FEET	STATIONS				
14-187		DN-R	SALINA YL	SC	0.0	FPTY
			ATSF CROSSING		0.5	
			MoPac CROSSING		0.6	
130-03	153		WESLEYAN (SPUR-E)		2.9	
130-05	686		SID		5.3	
130-08	1440		MENTOR		8.0	
130-12	1128		ASSARIA		12.2	
130-16	801		BRIDGEPORT		15.8	
			MoPac CROSSING		20.7	
130-21	1132		LINDSBORG		20.9	
130-30	1263		HILTON		30.3	
			ATSF CROSSING		35.1	
130-35	1020	D-R	McPHERSON	MF	35.4	
			(35.4)			

SPEED RESTRICTIONS

LOCATION	MPH	LOCATION	MPH
Solomon Branch		Thru Niles, Verdi, Bennington & Lindsey	25
Maximum speed	40	McPherson Branch	
Between Mile Posts —		Maximum speed	40
20.2 and 21.0	10	Between Mile Posts—	
22.7 and 23.7	10	0.0 and 5.1	10
34.2, until engine passes crossing	25	35.1 and 35.4	25
41.4 and 41.8	25	Over Crossings at:	
57.2 and 57.4	10	MP 10.0, 13.1, 21.6	10
		MP 33.8, 34.8	25
		Thru Lindsborg, Assaria, Mentor and Bridgeport	25

KANSAS DIVISION

KANSAS DIVISION



**UNION PACIFIC RAILROAD
 EASTERN DISTRICT
 KANSAS DIVISION
 SCALE OF MILES**

0 10 20 30 40 50 100

OFFICE OF CHIEF ENGINEER - OMAHA, NEBR. SEPT. 1, 1978
 C.E. DRAWING NO. 82726

SOUTH-CENTRAL DISTRICT

R. E. IRION
General Manager

W. R. DAVIS
Genl. Superintendent Transportation

UTAH DIVISION

W. A. RIDGE, Superintendent Salt Lake City, Utah
A. L. O'NEILL, Assistant Superintendent Salt Lake City, Utah
R. V. WADE, Terminal Superintendent Salt Lake City, Utah
D. E. BERGERON, Assistant Terminal Supt. Salt Lake City, Utah
J. M. ROBERTS, Terminal Trainmaster Salt Lake City, Utah
G. L. LEWIS, Terminal Trainmaster Salt Lake City, Utah
M. NAVOICHICK, Terminal Trainmaster Salt Lake City, Utah
E. A. RIGDON, Trainmaster Salt Lake City, Utah
H. G. HAGGLUND, Terminal Superintendent Ogden, Utah
G. F. CHERRY, Assistant Terminal Superintendent Ogden, Utah
M. J. GALLAWA, Terminal Trainmaster Ogden, Utah
S. R. SEARLE, Trainmaster Provo, Utah
M. L. RAWLINSON, Terminal Trainmaster Provo, Utah
N. D. PARTINGTON, Trainmaster Clearfield, Utah
W. L. MILTON, Assistant Trainmaster Clearfield, Utah
O. G. STOCKHAUS, Assistant Trainmaster Clearfield, Utah
D. R. LYON, Trainmaster Milford, Utah
D. E. GODDEN, Road Foreman-Asst. Trainmaster Salt Lake City, Utah
D. W. KRAFZIK, Road Foreman-Asst. Trainmaster Salt Lake City, Utah
W. S. NUA, Road Foreman-Asst. Trainmaster Las Vegas, Nev.
G. H. MAXWELL, Division Engineer Salt Lake City, Utah
K. S. KERR, Manager Safety Salt Lake City, Utah
G. D. ALTENBURG, General Roadmaster Salt Lake City, Utah

CALIFORNIA DIVISION

L. D. NELSON, Superintendent Los Angeles, Calif.
L. D. SMITH, Assistant Superintendent Los Angeles, Calif.
A. D. MCGINNIS, Trainmaster Los Angeles, Calif.
P. G. WALKER, Trainmaster Los Angeles, Calif.
G. R. TROUTMAN, Terminal Superintendent Los Angeles, Calif.
E. G. BURNS, Assistant Terminal Superintendent Los Angeles, Calif.
R. C. KLEPPER, Intermodal Terminal Superintendent Los Angeles, Calif.
G. A. PETERSON, Terminal Trainmaster Los Angeles, Calif.
C. W. CRAWFORD, Terminal Trainmaster Los Angeles, Calif.
R. W. PIPPIN, JR., Terminal Trainmaster Los Angeles, Calif.
D. R. BORLA, Intermodal Terminal Trainmaster Los Angeles, Calif.
A. R. ORRICK, Terminal Trainmaster Los Angeles, Calif.
F. H. BITHELL, Trainmaster Las Vegas, Nev.
J. B. DALY, Terminal Superintendent Las Vegas, Nev.
D. P. McALLISTER, Asst. Terminal Superintendent Las Vegas, Nev.
W. E. LEWIS, Terminal Trainmaster Las Vegas, Nev.
E. R. FLAMENT, Road Foreman-Asst. Trainmaster Los Angeles, Calif.
H. A. CHAPMAN, Road Foreman of Engines Los Angeles, Calif.
E. K. STANCZYK, Road Foreman of Engines Las Vegas, Nev.
C. G. ESCALANTE, Road Foreman of Engines Las Vegas, Nev.
F. D. WENGERT, Division Engineer Los Angeles, Calif.
A. J. HILL, Manager Safety Los Angeles, Calif.
J. T. CALDWELL, General Roadmaster Los Angeles, Calif.
A. W. CAMPBELL, Mechanical Supt.-West Salt Lake City, Utah
C. G. DANA, Assistant Director Safety Salt Lake City, Utah

DIVISION CHIEF DISPATCHER

R. C. ALLYN Salt Lake City, Utah

CHIEF DISPATCHER

C. H. WHITE Salt Lake City, Utah

Assistant Chief Train Dispatchers

W. A. McCALL Salt Lake City, Utah
J. T. HOLYOAK Salt Lake City, Utah
R. L. MAUGHAN Salt Lake City, Utah
J. A. WORKMAN Salt Lake City, Utah
C. W. HYDE Salt Lake City, Utah
C. W. COOK Salt Lake City, Utah
J. L. CLARKEN Salt Lake City, Utah
L. J. HILL Salt Lake City, Utah
J. H. COX Salt Lake City, Utah
P. R. FLOWERS Salt Lake City, Utah

UTAH DIVISION MILEAGE

Main Line 762.6
Branches 264.6
Total 1027.2

CALIFORNIA DIVISION MILEAGE

Main Line 338.5
Branches 69.5
Total 408.0

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Salt Lake City Switchmen's Locker Room, 13th North
..... Switchmen's Register Room, Passenger Station
..... Telegraph Office, Passenger Station
..... Train Dispatcher's Office
..... North Yard Telegraph Office
..... Engineer's Register Room, North Yard
..... Switchmen's Register Room, North Yard
..... Hostler's Register Room

Clearfield Yard Office, Freeport Center

Ogden Telegraph Office, 33rd Street
..... Trainmen's Register Room, 33rd Street
..... Switchmen's Locker Room, 33rd Street
..... Switchmen's Locker Room, 28th Street
..... Switchmen's Locker Room, Riverdale
..... Switchmen's Locker Room, 21st Street

Pocatello Switchmen's Locker Room, Hump
..... Train Dispatcher's Office
..... Communications Office
..... Switchmen's Locker Room, New Yard
..... Crew Dispatcher's Office

Provo Yard Office

Milford Telegraph Office

Las Vegas Enginemen's Locker Rooms
..... Conductor's Register Room
..... Tower

Yermo Telegraph Office

East Yard, Los Angeles Switchmen's Locker Room
..... Enginemen's Locker Room
..... Conductor's Register Room

East Los Angeles Telegraph Office

UTAH DIVISION

WESTWARD			FIRST SUBDIVISION	EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	Timetable No. 2	MILE POST	FIRST CLASS 26 DAILY	RULE 9(B)
			STATIONS			
9-1029		11.25PM	SALT LAKE CITY YL	782.8	A7.10AM	P
			DN-R NORTH YARD YL	783.6		FIPTY
9-1026	4140		BECKS	786.1		X
9-1024			NORTH SALT LAKE	787.5		P
9-1022	4680		PIONEER	789.2		X
9-1021	2404		WOODS CROSS	791.0		PX
9-1018	780		CENTERVILLE (SPUR-W)	793.2		X
9-1014	3556		FARMINGTON	797.3		P
9-1009	6418		KAYSVILLE	803.2		P
9-1007	2210		LAYTON	804.2		P
	1620		LAYTON SUGAR FACTORY (SPUR-E)	805.3		
9-1002	C-4727		CLEARFIELD	808.7		PXY
9-0999	2141		ROY	812.9		P
9-0994	2640		LODJIC (SPUR-E)	816.7		P
9-0994			BRIDGE JCT. YL	817.8		PX
9-0993		12.20AM 12.35	DN-R OGDEN YL	0.0	6.10 5.55	FPY
			DRGW CROSSING YL	0.7		A
99-002	6573	12.42	S. P. JCT. YL	1.6	5.45	P
	1380		BROWNING	2.7		
99-005	1500		HARRISVILLE	4.7		
	1140		WIP	5.8		P
99-006	1140		RANDALL	6.3		P
99-099	5938	12.50	HOT SPRINGS	9.0	5.38	PY
99-014	5965	12.55	WILLARD	14.6	5.33	P
99-017	1050		PERRY (SPUR-W)	17.3		
99-021	6519	s1.05	D BRIGHAM CITY YL	21.1	s5.25	PY
99-030	5984	1.15	HONEYVILLE	30.4	5.12	P
99-036	6039	1.20	DEWEY	35.7	5.05	P
99-040	540		COLLINSTON (SPUR-W)	40.3		
99-045	6010	1.30	WHEELON	44.0	4.55	P
99-049	5300 3319	1.40	CACHE JCT. YL	48.6	4.42	P
99-056	1320		COTTLE	55.8		
99-057	6102	1.49	TRENTON	56.6	4.32	P
99-061	1740	1.52	CORNISH	60.6	4.28	
99-064	780		ANDERSON	63.8		
99-065	6022	1.57	WESTON	65.4	4.23	P
99-071	6011	2.05	DAYTON	71.4	4.16	P
99-075	2100	2.09	CLIFTON	75.2	4.12	
99-078	6007	2.12	COULAM	78.8	4.08	P
99-085	6005	2.18	SWAN LAKE	84.4	4.03	P
99-095	5991	2.33	DOWNEY	95.0	3.53	P
99-100	3600 600	2.40	VIRGINIA	100.4	3.48	
99-105	6046	2.45	ARIMO	104.8	3.43	P
1038	5991	A2.55AM	D McCAMMON	111.2	3.35AM	PY
			(147.2)			

Note 2 to Rule 99 is in effect on First Subdivision.

UTAH DIVISION

On single track, except in CTC territory, westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

CLEARANCE REQUIREMENTS

Trains From	En Route To	Must Receive	In Addition To	At	Need not receive clearance at
Utah Division	Idaho Division	Idaho Div. clearance	Utah Div. clearance	Salt Lake City	McCammon
Idaho Division	Utah Division	Utah Div. clearance	Idaho Div. clearance	Pocatello or Montpelier	McCammon
Utah Division	Wyoming Division	Wyo. Div. clearance	Utah Div. clearance	Salt Lake City	Ogden
	Utah Division	Utah Div. clearance	Wyo. Div. clearance	Green River	Ogden

Only trains which originate or terminate at Ogden need register at Ogden.

Eastward Utah Division trains must identify opposing trains between Pocatello and McCammon, and between Montpelier and McCammon.

SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH	PSGR	FRT
Between Ogden and Salt Lake City			
Maximum speed.	70	70	
Trains consisting of 50% or more ore.			40
Between Mile Posts —			
Kaysville			
797.80 and 798.17	70	60	
Farmington			
796.49 and 796.72	70	60	
792.18 and 792.44	70	60	
North Yard			
784.16 and 784.25	35	25	
784.25 and passenger station	25	25	
Salt Lake			
Salt Lake Switching District when moving in or out of industry tracks			5
Within Ogden Terminal Limits			
Switches, Cecil Junction.	15	15	
Wye Tracks 1 and 2 between Bridge Jct. and Patterson Avenue	15	15	
North leg of wye between 29th Street and Bridge Junction	10	10	
Riverdale By-Pass track	40	40	
Between Ogden and McCammon			
LOCATION	MPH	PSGR	FRT
Maximum speed.	70	60	
Between Mile Posts —			
Cache Junction			
49.0 and 49.3	25	25	
10.3 and 10.6	70	60	
12.3 and 12.7	70	60	
13.7 and 14.0* (See Note)	70	60	
Cornish			
64.1 and 64.5	65	55	
Willard			
14.9 and 15.0	70	60	
17.3 and 17.7	70	60	
19.2 and 19.4	70	55	
20.9 and 21.1	35	35	
Brigham City			
23.1 and 23.4	65	55	
Dewey			
37.8 and 38.0	50	40	
41.0 and 41.4	65	55	
42.0 and 42.2	50	40	
43.5 and 44.6	50	40	
Wheelon			
44.6* and 46.4 (See Note)	12	12	
46.4 and 47.2	30	30	
47.3 and 47.5* (See Note)	60	40	
LOCATION	MPH	PSGR	FRT
Between Mile Posts —			
Cache Junction			
51.1 and 51.4	50	40	
53.5 and 53.9	65	55	
Cornish			
64.1 and 64.5	65	55	
Weston			
66.1 and 67.1	50	40	
68.6 and 68.8	70	60	
Coulam			
82.7 and 83.0	50	40	
Swan Lake			
85.6 and 85.8	65	55	
86.5 and 87.5	65	55	
90.2 and 90.4	55	45	
92.3 and 93.9* (See Note)	65	55	
Downey			
99.4 and 99.6	60	50	
Virginia			
102.4 and 102.6	65	55	
Arimo			
107.4 and 107.7	65	55	
110.8 and 111.4	45	35	

Note — Reduce Speed* signs have been placed on left side of track.

UTAH DIVISION

WESTWARD		SECOND SUBDIVISION	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2	MILE POST	RULE 6(B)
	FEET			
		DN-R NORTH YARD YL	783.6	FPTY
		GRANT TOWER YL	782.9	IP
		WP-UP JUNCTION YL	781.7	PX
	6004	BUENA VISTA	778.5	P
9-1029		SALT LAKE CITY YL	784.1	P
		DRGW CROSSING YL	782.6	AP
		DRGW CROSSING YL	782.4	AP
9-1033	2640	INDUSTRIAL CENTER (SPUR-W)	779.8	P
9-1034	6004	BUENA VISTA	778.5	P
9-1036		CENTENNIAL INDUSTRIAL (SPUR-E)	777.6	P
9-1045	6155	D GARFIELD	768.2	P
		K.C.C. CONN.	767.1	P
9-1047		SMELTER	766.4	PX
9-1049	6015	LAKE POINT	764.5	P
9-1057	6005	ERDA	756.2	P
9-1065	6005	D WARNER	747.7	PY
9-1068	1440	BAUER (SPUR-E)	745.0	P
9-1070	6410	STOCKTON	743.1	P
9-1077	6010	ST. JOHN	736.2	P
9-1081		CLOVER (SPUR-E)	732.8	PY
9-1090	6960	FAUST	722.8	P
9-1096	6013	PEHRSON	717.1	P
9-1103	6717	LOFGREEN	710.6	P
9-1109	5996	BOULTER	704.5	P
9-1114	6005	TINTIC	698.0	PY
9-1121	6037	McINTYRE	691.9	P
9-1128	6165	JERICHO	685.4	P
9-1138	6797	CHAMPLIN	675.5	P
9-1147	5746 5741	LYNNDYL	665.6	P
9-1152	#1-780 #2-780	CLINE (SPUR-E)	661.2	P
9-1157	5990	STRONG	658.3	P
9-1164	6071 9024	D DELTA	650.0	PY
9-1173	5998	VAN	639.8	P
9-1182	5991	CLEAR LAKE	631.2	P
9-1198	5990	BLOOM	617.3	P
9-1203	6078	CRUZ	609.8	P
9-1214	6027	BLACK ROCK	599.5	P
9-1223	5997	READ	589.9	P
9-1228	5995	MURDOCK	584.7	P
9-1236	19982	DN-R MILFORD	576.8	PY
		(206.8)		

Note 2 to Rule 99 is in effect on Second Subdivision.

CLEARANCE REQUIREMENTS

Trains to or from Provo Subdivision need not receive clearance at Lynndyl.

UTAH DIVISION

Eastward trains enroute to Provo Subdivision must identify opposing trains between Milford and Lynndyl.

Trains to or from Fillmore Branch need not receive clearance at Delta.

Trains to or from Silver City Branch need not receive clearance at Tintic.

Trains from the Second Subdivision to the Third Subdivision, and from the Third Subdivision to the Second Subdivision need not receive clearances at Milford. All train orders, clearances and instructions held by the engineer and conductor of the crew being relieved must be left on the engine and caboose for the engineer and conductor of the relieving crew.

SPEED RESTRICTIONS — SECOND SUBDIVISION

LOCATION	MPH	
	PSGR	FRT
Maximum speed between North Yard and MP 678.0 MP 678.0 and MP 576.7	79	60
Between Mile Posts — Milford		
576.2* and 576.5 (See Note)	50	35
576.5* and 576.7** (See Note)	20	20
Delta		
655.8 and 656.4	70	60
Champlin		
678.9 and 679.2	65	50
680.5 and 681.0	60	45
682.5 and 689.0	60	45
Tintic		
699.6 and 700.0	70	60
702.1 and 703.8	70	60
Boulter		
705.8 and 711.3	55	40
712.1 and 715.9	55	45
Pehrson		
719.6 and 721.0	60	50
St. John		
742.1 and 744.1	50	40
Warner		
754.2 and 755.6	60	45
Erda		
757.1* and 758.9 (See Note)	55	40
762.7 and 763.4	65	55
Smelter		
When using No. 20 Turnouts at Smelter.	35	35
767.2 and 767.5	70	60
Garfield		
770.1 and 770.6	70	60
Buena Vista — via Freight Line		
779.2 and 780.8	50	50
780.8 and Grant Tower	20	20
Within Interlocking Limits:		
Grant Tower (except south leg of wye)	15	15
Grant Tower — South leg of wye	10	10
Buena Vista — via Passenger Line		
779.2*** and DRGW crossing, MP 782.4	25	25
Over DRGW crossings MP 782.4 and MP 782.6	20	20
Between Ninth South Street and Passenger Station. and between Fourth West and Fifth West Streets (Trains or engines using main track along Fourth West Street must use not less than six minutes between First South and Ninth South Streets)	12	12
Salt Lake City		
When pushing cars between Sixth North Street and Twenty-First South Street		5

NOTE: — Reduce Speed* or Resume Speed** signs placed to left of track.

***Reduce speed sign governing eastward trains located at beginning of restriction.

UTAH DIVISION

Trains to or from Pioche-Prince Branches need not receive clearance at Caliente.

Trains to or from Mead Lake Branch need not receive clearance at Moapa.

Trains from the Second Subdivision to the Third Subdivision, and from the Third Subdivision to the Second Subdivision need not receive clearances at Milford. All train orders, clearances and instructions held by the engineer and conductor of the crew being relieved must be left on the engine and caboose for the engineer and conductor of the relieving crew.

SPEED RESTRICTIONS — THIRD SUBDIVISION

LOCATION	MPH	
	PSGR	FRT
Maximum Speed		
Between Las Vegas and Farrier	79	60
Between Farrier and MP 500.0	70	50
Between MP 500.0 and MP 576.2	79	70
Between Mile Posts —		
Las Vegas		
333.0 and 335.0	20	20
335.8 and 336.1	60	50
Dike		
348.3 and 351.1	45	35
Fibreboard Spur	20	20
Apex		
356.1 and 358.5	45	35
358.8 and 359.5	60	50
Ute		
379.1 and 379.6	60	50
380.3 and 380.9	65	55
Farrier		
393.9 and 394.2	60	45
394.2 and 395.9	35	35
397.5 and 398.6	40	35
Hoya		
403.7 and 418.0* (See Note)	35	30
418.2 and 419.7	40	40
Carp		
425.4 and 426.2	55	45
427.9 and 428.2* (See Note)	55	40
Leith		
430.0 and 430.7	35	30
430.9 and 441.8	35	35
Elgin		
442.0 and 452.5	35	30
Stine		
452.5 and 455.2	35	35
Caliente		
460.0 and 460.3* (See Note)	40	35
461.2 and 461.7	30	25
461.7 and 463.9	40	35
Eccles		
466.0 and 466.9	40	35
467.2 and 469.0	55	45
469.1 and 470.7	25	25
470.7 and 475.0* (See Note)	20	20
Islen		
475.3 and 477.3	25	25
479.1 and 480.1	40	35
480.4 and 481.6	25	20
Acoma		
484.4* and 486.6 (See Note)	60	50
486.8 and 488.7	30	30
Brown		
489.1 and 492.1	50	40
Crestline		
494.1** and 494.4 (See Note)	40	30
495.0 and 495.9	30	20
496.0 and 497.3	35	30
497.6 and 498.0	60	50
Uvada		
500.0 and 501.9	79	60
501.9* and 502.5 (See Note)	70	55
Milford		
576.2* and 576.5 (See Note)	50	35
576.5* and 576.7** (See Note)	20	20

Note — Reduce Speed* or Resume Speed** signs placed to left of track.

UTAH DIVISION

WESTWARD		THIRD SUBDIVISION	EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-1236	19982	DN-R	MILFORD	576.8	PY
9-1241	6026		5.4 UPTON	571.4	P
9-1251	6002		9.9 THERMO	561.5	P
9-1262	5988		10.8 LATIMER	550.7	P
9-1272	9101		8.9 LUND	541.8	PY
9-1281	6006		10.1 ZANE	531.7	P
9-1286	5981		5.5 BERYL	526.2	P
9-1297	6016		10.0 HEIST	516.2	P
9-1303	6004		6.0 MODENA	510.2	PY
9-1312	6008		9.1 UVADA	501.1	P
9-1319	6212		7.3 CRESTLINE	493.8	P
9-1324	6013		4.2 BROWN	489.6	P
9-1328	6041		5.4 ACOMA	484.2	P
9-1338	6516		8.6 ISLEN	475.6	P
9-1341	2520		3.6 LITTLE SPRINGS	472.0	P
9-1349	6014		7.5 ECCLES	464.5	P
9-1353	11150	D	4.6 CALIENTE	459.9	PY
9-1358	6079		5.1 ETNA	454.8	P
9-1363	5976		4.9 STINE	449.9	P
9-1368	6013		4.7 BOYD	445.2	P
9-1375	6275		6.8 ELGIN	438.4	P
9-1379	7140	CU	3.9 KYLE	434.5	P
9-1384	5925		5.4 LEITH	429.1	P
9-1394	5045		10.4 CARP	418.7	P
9-1399	6068		5.3 VIGO	413.4	P
9-1410	5977		10.6 HOYA	402.8	P
9-1415	6645		4.7 ROX	398.1	P
9-1420	6056		5.1 FARRIER	393.0	P
9-1430	6066	D	9.9 MOAPA	383.1	PY
9-1439	6102		9.3 UTE	373.8	P
9-1450	6094		10.6 DRY LAKE	363.2	P
9-1459	1680		9.4 ARROLIME	353.8	P
9-1461	6072		1.8 APEX FIBREBOARD SPUR (W)	352.0	P
9-1466	6107		5.3 DIKE	346.7	P
9-1468	600		2.1 LOVELL (SPUR-W) GOVT ORDNANCE SPUR (W)	344.6	P
9-1470	1860		2.0 VALLEY (SPUR-E) NELLIS AIR BASE SPUR (W)	342.6	P
9-1473	2460		2.6 NEVADA INDUS. PARK SPUR (W)	340.0	P
9-1474	6119		0.9 WANN	339.1	P
	1800		1.2 LAS VEGAS INDUS. PK. SPUR (W)	337.9	P
9-1479		DN-R	3.6 LAS VEGAS	334.3	FPY
			(242.5)		

Note 2 to Rule 99 is in effect on Third Subdivision.

CLEARANCE REQUIREMENTS

Trains to or from Cedar City Branch at Lund will retain their identity and need not receive clearance at Lund.

Westward trains enroute to Cedar City Branch must identify opposing trains between Milford and Lund.

UTAH DIVISION

WESTWARD		PROVO SUBDIVISION			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2			MILE POST	RULE 6(B)
	FEET	STATIONS				
		DN-R	NORTH YARD	YL	783.6	FPTY
			GRANT TOWER	YL	P-800.1	IP
			DRGW CROSSING	YL	P-797.9	A
	4020		OFFICER		P-797.4	
	900		BURTON		P-796.8	
			DRGW CROSSING	YL	P-796.6	
6-1034	3956		HUSLERS	YL	P-795.6	
6-1036	2227		MURRAY	YL	P-793.0	
6-1037	1714		PALLAS	YL	P-791.7	
6-1039	780 600		ATWOOD (SPUR-W)		P-790.5	
6-1042	5072		SANDY		P-787.0	
5-1046	2760		DRAPER		P-782.6	
5-1053	3667		MOUNT		P-775.8	
5-1058	3657		CUTLER		P-771.1	
5-1059	2047		LEHI		P-769.3	
5-1062	150		AMERICAN FORK (SPUR-E)		P-766.4	
5-1065	4002		PLEASANT GROVE	YL	P-763.0	
5-1067	1500		HARDY BEET (SPUR-W)	YL	P-761.8	
	1680		WEST. WAREHSE. (SPUR-W)	YL	P-761.5	
5-1069	240		BONNIE (SPUR-W)	YL	P-760.3	
5-1070	840		BUNKER (SPUR-E)	YL	P-759.9	
5-1071	720		CLYDE (SPUR-W)	YL	P-759.4	
	379		B.C. (SPUR-W)	YL	P-758.8	
5-1072	5597	D CTC	GENEVA	YL	P-757.9	P
			DRGW CROSSING	YL	P-757.3	A
5-1075	Industry Spur		GATEX (SPUR-E)	YL	P-756.1	
5-1076		DN-R	PROVO	YL	P-752.7	FPTY
5-1081	1380		SPRINGVILLE		P-748.0	P
5-1085	1463		SPANISH FORK		P-744.4	P
5-1087	1200		BENJAMIN		P-741.7	
5-1092	5420		PAYSON		P-736.3	P
5-1107	6129		STARR		P-722.2	P
5-1118	6108		NEPHI		P-711.5	P
5-1128	4500		SHARP		P-700.6	
5-1133	6135		JUAB		P-696.0	P
5-1148	6138		PARLEY		P-680.7	P
9-1147	5746 5741		LYNNDYL	YL	P-665.7	P
			(134.6)			

On single track, except in CTC territory, eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

UTAH DIVISION

CLEARANCE REQUIREMENTS

Trains to or from Second Subdivision need not receive clearance at Lynndyl.
 Westward Provo Subdivision trains must receive authority from train dispatcher to leave North Yard.
 Eastward Provo Subdivision trains must receive authority to enter North Yard from train dispatcher before leaving Huslers.

SPEED RESTRICTIONS — PROVO SUBDIVISION

LOCATION	MPH
Maximum Speed	40
Maximum speed in CTC territory between Geneva and Provo (Yard Limits)	40
Between Mile Posts — Lynndyl	
P-667.0 and P-667.2	35
P-674.8 and P-675.9	35
P-676.4 and P-686.2	30
P-691.8 and P-692.6	30
P-693.4 and P-694.4	35
Nephi	
City Limits between P-710.0 and P-711.8** (See Note)	30
P-732.6 and P-733.5	30
Provo	
P-752.8 and P-753.4	20
P-753.4 and P-755.0	30
Geneva	
P-757.37 West Switch	20
Over Road Crossings in Steel Plant	15
Lehi	
City Limits, between P-768.7 and P-771.1	30
Sugar Factory Trackage west of stockyards	5
Cutler	
P-773.4 and P-775.3	30
P-777.0 and P-777.6	35
P-777.6 and P-778.0	20
P-781.9 and P-782.7	35
Sandy	
P-787.3* and P-789.5 (See Note)	30
Atwood	
Midvale Smelter Trackage	12
P-789.5 and P-796.0	20
Huslers	
P-796.0* and Salt Lake City (See Note)	15
Salt Lake City	
When pushing cars between Sixth North and Twenty-First South Streets	5
Between Second South and Ninth South Streets	12
All trains and engines using main track along Fourth West Street must consume no less than six minutes between First South Street and Ninth South Street	

Note — Reduce Speed* and Resume Speed** signs placed to left of track.

UTAH DIVISION BRANCHES

WESTWARD		SILVER CITY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-1114	6005	TINTIC 2.3		0.0	PY
279-02	554	SILVER CITY (2.3)		2.3	

WESTWARD		FILLMORE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-1164	6071 9024	D	DELTA 21.7	0.0	PY
281-22	495	GREENWOOD (SPUR-E) 10.3		21.7	
281-32		FILLMORE (32.0)		32.0	Y

WESTWARD		CEDAR CITY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-1272	9101		LUND YL 20.7	0.0	PY
283-21		D	IRON SPRINGS YL 9.2	20.7	PY
	2640	STOCK YARDS (SPUR-W) 1.9		29.9	
283-33		D	CEDAR CITY (31.8)	31.8	P

WESTWARD		IRON MOUNTAIN BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
283-21		D	IRON SPRINGS YL 4.5	0.0	PY
284-04		DESERT MOUND 6.4		4.5	
284-11		COMSTOCK 3.8		10.9	PY
284-15		IRON MOUNTAIN (14.7)		14.7	

WESTWARD		PIOCHE-PRINCE BRANCHES		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-1353	11150	D	CALIENTE 14.5	0.0	PY
285-15	1460	PANACA 18.2		14.5	
285-33		PIOCHE 6.5		32.7	Y
286-07		CASELTON 2.1		6.5	
286-09	179	PRINCE (41.3)		8.6	

UTAH DIVISION BRANCHES

WESTWARD		MEAD LAKE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-1430	6066	D	MOAPA 3.3	0.0	PY
287-03	1020	ARROWHEAD (SPUR-W) 6.2		3.3	
287-10	240	AMBER (SPUR-E) 0.7		9.5	
287-10	525	LOGANDALE 3.5		10.2	
287-14	1260	GLASSAND (SPUR-W) 3.0		13.7	
287-17		MEAD LAKE (16.7)		16.7	Y

On Second and Third Subdivision Branches Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

CLEARANCE REQUIREMENTS

Trains to or from Second Subdivision need not receive clearance at Tintic.
Trains to or from Third Subdivision need not receive clearance at Lund, Caliente or Moapa.

Movements on Pionche-Prince Branches are governed by staff system. Staff located in staff-waybill box 500 feet west of the stem of wye switch. See Special Rule 300(R).

Movements on Silver City Branch are governed by staff system. Staff located in staff box east side Scale House, Tintic. See Special Rule 300(R).

Movements on Mead Lake Branch are governed by staff system. Staff located in staff box 500 feet west of stem of wye at Moapa. See Special Rule 300(R).

Movements on Iron Mountain Branch are governed by staff system. Staff located in staff-waybill box at junction switch. See Special Rule 300(R).

Movements on Cedar City Branch between Iron Springs and Cedar City are governed by staff system. Staff located in staff box at MP 23.17 on Cedar City Branch. See Special Rule 300(R).

Movements on Fillmore Branch are governed by staff system. Staff is located in staff box at CTC phone center Delta. See Special Rule 300(R).

SPEED RESTRICTIONS

LOCATION	MPH
Between Mile Posts — Silver City Branch Maximum Speed	10
Fillmore Branch Maximum Speed (All trains and engines must move prepared to stop at MP 18.5 if track is obstructed with drifting sand at that point).	25
Cedar City Branch Maximum Speed	40
23.4 and 23.7	30
27.5 and 27.9	30
Cedar City yard tracks	10
Oil track No. 12	5
Iron Mountain Branch Maximum Speed	25
0.0 and 1.2	20
10.1 and 14.9	15
Pioche Branch Maximum Speed	25
17.0 and 22.5	10
22.5 and 32.7	20
Caselton Spur Maximum Speed	10
Prince Branch Maximum Speed	10
7.5 and 8.7	5
Mead Lake Branch Maximum Speed	25
1.6 and 2.3	20
5.0 and 6.7	10
7.0 and 9.0	20

NO-S-D-V-D-TC

NO-S-D-V-D-TC

UTAH DIVISION BRANCHES

WESTWARD		CACHE VALLEY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
99-049	5300 3319	CACHE JCT.	YL	0.0	PY
272-09	1883	MENDON		8.6	
272-14	1023	WELLSVILLE		13.8	
272-18	1224	HYRUM		17.6	
272-20	671	HOLT		20.2	
272-22	5280	LOGAN SUGAR FACTORY (SPUR-E)		21.7	
272-24	2311	D-R LOGAN		24.1	Y
272-26	944	GREENVILLE		26.4	
272-32	911	SMITHFIELD		31.5	
272-37	1692	RICHMOND		37.4	
272-42	7700	PRESTO (SPUR-W)		41.5	
272-44	1699	FRANKLIN		43.6	
272-44	720	MILL (SPUR-W)		44.4	
272-48	1301	WHITNEY		48.1	
272-51	1319	PRESTON		50.8	Y
		(50.8)			

WESTWARD		MALAD BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
99-021	6519	D-R BRIGHAM CITY	YL	0.0	PY
269-06	2643	CORINNE		5.5	
269-12	1469	FORD		11.5	
269-14	1457	CROPLEY		13.7	
269-18	2409	D TREMONTON		17.8	
269-20	1147	GARLAND		19.7	Y
269-52	1091	D MALAD		51.5	Y
		(51.5)			

WESTWARD		SYRACUSE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-1002		CLEARFIELD	YL	0.0	PXY
		DRGW CROSSING	YL	0.3	I
		DN FREEPORT	YL	0.6	Y
266-02		BARNES	YL	2.1	
		(2.1)			

UTAH DIVISION BRANCHES

WESTWARD		LITTLE MOUNTAIN BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
99-009	5938	HOT SPRINGS		0.0	PY
263-14		LITTLE MOUNTAIN		13.8	
		(13.8)			

Movements on Little Mountain Branch are governed by staff system. Staff is located in staff box near stem of wye, Hot Springs. See Special Rule 300(R).

On First Subdivision Branches, Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

SPEED RESTRICTIONS

LOCATION	MPH
Between Mile Posts —	
Cache Valley Branch	
Maximum Speed	40
7.5 and 9.0	35
13.6 and 13.9	15
13.9 and 17.7	35
17.7 and 18.0	15
18.0 and 24.0	35
Logan	
Anderson Coach Spur	4
25.6 and 25.7	35
31.1 and 32.6	35
37.4 and 39.9	35
42.9 and 44.0	25
44.6 and 51.1	35
Malad Branch	
Maximum Speed	40
1.0 and 1.5	30
3.6 and 3.9	30
5.2 and 6.5	30
11.7 and 12.1	30
27.0 and 27.9	30
29.3 and 29.9	30
34.9 and 35.1	30
42.4 and 42.7	30
48.4 and 50.2	30
Syracuse Branch	
Maximum Speed	10
Clearfield	
Freeport Center Area	10
Freeport Center Wye	8
Little Mountain Branch	
Maximum Speed	40
0.0* and 0.4 (See Note)	15
1.5 and 1.7	25
3.5 and 3.8	25
14.3 and 14.4* (See Note)	15

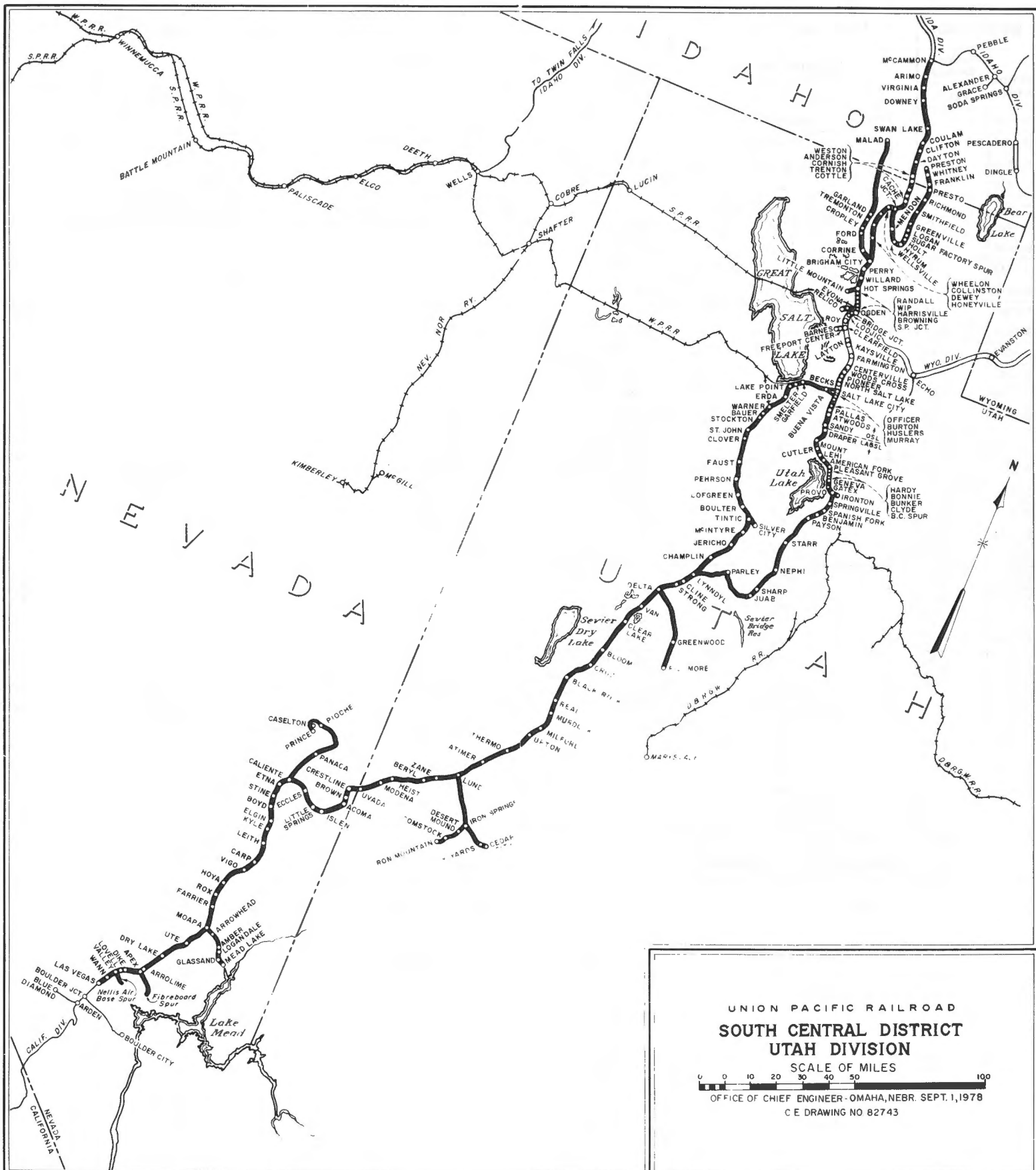
Note — Speed* restriction signs located at point of restriction.

NO-DIVISION

UTAH DIVISION

UT-DIV-SO-2

UT-DIV-SO-2



UNION PACIFIC RAILROAD
SOUTH CENTRAL DISTRICT
UTAH DIVISION
 SCALE OF MILES
 0 10 20 30 40 50 100
 OFFICE OF CHIEF ENGINEER - OMAHA, NEBR. SEPT. 1, 1978
 C E DRAWING NO 82743

CALIFORNIA DIVISION

WESTWARD		FIRST SUBDIVISION	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2	MILE POST	RULE 6(B)
	FEET			
9-1479		DN-R LAS VEGAS	334.3	FPY
9-1484	5876	5.2 BRACKEN	329.1	P
9-1486	3403	1.7 BOULDER JCT.	327.4	PY
9-1490	6480	4.9 ARDEN	322.5	PY
9-1491		0.7 BLUE DIAMOND SPUR	321.8	P
9-1498	5212	7.0 SLOAN	314.8	P
9-1504	5690	5.5 ERIE	309.3	P
9-1512	5730	8.0 JEAN	301.3	P
9-1517	5791	4.9 BORAX	296.4	P
9-1526	6116	8.8 CALADA	287.6	P
9-1535	5774	10.1 NIPTON	277.5	P
9-1541	5769	5.1 MOORE	272.4	P
9-1545	5761	5.0 IVANPAH	267.4	P
9-1550	5760	4.2 BRANT	263.2	P
9-1555	5226	5.3 JOSHUA	257.9	P
9-1559	5088 5272	3.9 CIMA	254.0	PY
9-1563	5667	3.6 CHASE	250.4	P
9-1566	5723	3.1 ELORA	247.3	P
9-1570	5781	4.0 DAWES	243.3	P
9-1574	5788	4.0 HAYDEN	239.3	P
9-1577	9827	3.9 KELSO	235.4	PY
9-1587	5757	9.3 KERENS	226.1	P
9-1595	558	8.5 SANDS (SPUR-E)	217.6	P
9-1601	5758	6.0 BALCH	211.6	P
9-1609	5765	8.1 CRUCERO	203.5	P
9-1616	6198	6.5 BASIN	197.0	P
9-1621	640	5.2 AFTON (SPUR-E)	191.8	P
9-1626	6116	4.4 DUNN	187.4	P
9-1631	5718	5.1 FIELD	182.3	P
9-1635	5771	4.8 MANIX	177.5	P
9-1645	5686	9.5 TOOMEY	168.0	P
9-1650		4.9 DN-R YERMO	163.1	FPY
		(171.2)		

Note 2 to Rule 99 is in effect on First Subdivision.

CLEARANCE REQUIREMENTS

Trains to or from Boulder City Branch need not receive clearance at Boulder Jct.
All trains must receive clearance at Yermo.

CALIFORNIA DIVISION

SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH	
	PSGR	FRT
Maximum speed		
Between Yermo and Erie	79	70
Between Erie and Las Vegas	79	60
Between Mile Posts -- Yermo		
162.0 and 163.8	60	60
Field		
186.1 and 187.1	70	60
Dunn		
188.4 and 191.6	55	45
191.8 and 194.1	50	40
194.4 and 196.2	55	45
Flynn		
230.9* and 231.2 (See Note)	70	60
Kelso		
246.5 and 246.7	45	45
251.3 and 254.4	45	45
Cima to MP 236		
Westward freight trains not required to use retainers per Special Rule 1042(RC)		25
Westward freight trains being controlled exclusively with dynamic brake		35
Cima to Kelso Westward		
Passenger trains handled by diesel locomotive with dynamic brake in operation; diesel locomotive running light with dynamic brake in operation.	45	45
Erie		
309.3* and 309.8** (See Note)	70	60
311.7 and 312.5	50	40
Sloan		
314.6** and 317.1 (See Note)	40	30
318.5 and 319.7	40	30
320.6 and 321.1	65	55
Las Vegas		
333.0 and 335.0	20	20
335.8 and 336.1	60	50
Blue Diamond Spur		
Maximum Speed		25
0.02 and 0.10		20
1.4 and 1.6		20
3.5 and 4.3		20
5.1 and 5.2		20
6.3 and 6.6		20
8.7 and 9.0		12
9.8 and 10.7		12

Note — Reduce Speed* or Resume Speed** signs placed to left of track.

CALIFORNIA DIVISION

WESTWARD		SECOND SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-1650		CTC	DN-R YERMO 4.6	163.1	FPY
9-1654			DAGGETT 8.4	158.5	P
9-1663			BARSTOW 82.8	150.1	
9-1746			SAN BERNARDINO 2.8	67.3	
9-1749			COLTON 6.4	64.5	
			RIVERSIDE JCT. 0.6	58.1	IP
9-1755		CTC	D RIVERSIDE 3.7	57.5	P
9-1759	6095		STREETER 0.6	53.8	P
9-1760	5476		ARLINGTON 5.0	53.2	P
9-1765	5986		PEDLEY 3.0	48.2	PY
9-1767	5952		D MIRA LOMA 7.1	45.2	P
			SP CROSSING 0.3	38.1	IP
9-1775			ONTARIO 1.7	37.8	P
9-1777	5968		MONCLAIR 3.1	36.1	P
			SP CROSSING 1.1	33.0	P
9-1781			POMONA 2.9	31.9	P
9-1784	5791		SPADRA 4.2	29.0	P
9-1789	6032		WALNUT 7.0	24.8	P
		PUENTE JCT. 0.9	17.8	P	
9-1796	5937	D CITY OF INDUSTRY 5.6	16.9	P	
		BARTOLO 0.4	11.3	P	
9-1802		WHITTIER JCT. 0.4	10.9	P	
9-1803	5918	PICO-RIVERA 2.4	10.5	P	
9-1804	3214	MONTEBELLO 2.2	8.1	P	
9-1806		DN EAST LOS ANGELES YL 1.7	5.9	P	
9-1809		R EAST YARD YL 1.4	4.2	FPY	
9-1810		CTC	DOWNEY ROAD YL 1.1	2.8	P
			NINTH ST. JCT. YL 1.7	1.7	P
			FIRST ST. YL 0.9	0.0	P
9-1812			PASADENA JCT. YL 0.1		P
		ATSF CROSSING (Mission Tower) 0.7		P	
9-1813		LOS ANGELES (Union Station) (165.2)			

Note 2 to Rule 99 is in effect on Second Subdivision.

**CALIFORNIA DIVISION
CLEARANCE REQUIREMENTS**

All trains must receive clearance at Yermo.
 Trains originating at Los Angeles Union Station need not receive clearance at L. A. U. P. T. but must receive clearance at East Los Angeles.
 Trains from Anaheim Branch need not receive clearance at Whittier Jct.
 Eastward Union Pacific trains which will operate via ATSF must secure ATSF clearance card at Union Pacific East Yard, Los Angeles.
 Westward Union Pacific trains which will operate via ATSF must secure ATSF clearance card at Yermo.
 Union Pacific trains originating at Colton and operating on ATSF tracks must secure ATSF clearance card at Colton Tower.
 Union Pacific trains originating at Colton and operating on UP tracks west of Riverside must secure clearance at Colton Tower.
 Between Daggett and Riverside Jct. trains are governed by Operating Rules, Timetable and Special Instructions of ATSF Ry.
 Between Los Angeles and L. A. U. P. T. Co. terminal limits 200 ft. west of ATSF Crossing (Mission Tower) trains and engines are governed by Operating Rules and Special Instructions of L. A. U. P. T.
 Between Pasadena Jct. and Los Angeles movement of trains and engines governed by interlocking signals.

SPEED RESTRICTIONS — SECOND SUBDIVISION

LOCATION	MPH	
	PSGR	FRT
Maximum Speed	79	60
Between Mile Posts — Los Angeles Union Passenger Terminal Los Angeles River Bridge and MP 0.0	15	15
Between Riverside Jct. and East Los Angeles, freight trains averaging in excess of 85 tons per operative brake.		40
Ninth Street Jct. 0.0 and 1.6		35
1.6 and 2.7	20	20
2.7 and 3.8	35	35
East Yard Eastward Trains — Track 3 5.7 and 7.7	40	40
7.7 and 10.2	65	60
Pico-Rivera 10.2* and 11.3 (See Note) 11.3 and 38.1	65	55
	65	60
Ontario 38.1 and 38.4 Over SP Crossing 38.4 and 40.0	45	45
	65	60
Pedley 49.9 and 50.8 51.8 and 52.3	70	60
	65	55
Streeter 53.4 and 53.7 55.4 and 56.5	50	50
	45	45
Riverside 57.1 and 58.1	20	20
Daggett 158.8 and 159.0	30	30
Yermo 162.0 and 163.8	60	60

Note — Reduce Speed* or Resume Speed** signs placed to left of track.

CALIFORNIA DIVISION BRANCHES

WESTWARD		SAN PEDRO BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 2		MILE POST	RULE 6(B)
		STATIONS			
9-1809		R	EAST YARD YL		FPY
295-00		DN	HOBART ATSF Crossing YL	3.1	IP
			L.A. JCT. RY. CROSSING YL	3.6	I
			SP CROSSING YL	5.1	A
295-04	3739		BELL YL	5.4	
			SP CROSSING YL	7.4	A
295-07	716		WORKMAN YL	9.3	
			SP CROSSING YL	11.2	A
295-10	5915	D	PARAMOUNT YL	12.5	
295-11			RIOCO YL	13.8	
295-12			DOUGLAS JCT. YL	14.6	
			SP CROSSING YL	17.4	
295-16	3742		MANUEL YL	19.2	
			SP CROSSING YL	21.7	
295-19		D	MEAD TRANSFER YL	22.1	P
			HENRY FORD BLVD. DRAWBRIDGE YL	23.2	I
295-21			TERMINAL ISLAND YL	24.2	PY
295-23			EAST SAN PEDRO YL	25.3	
			(22.2)		

SPEED RESTRICTIONS

LOCATION	MPH
San Pedro Branch	
Maximum Speed	20
Lead known as Consolidated Lumber Company track:	
On straight track	10
On curves	6
Between Mile Posts —	
21.6 and 21.8	10
22.4 and 23.3	15
23.3 and 23.6	10
23.6 and 25.2	5
Maximum speed all tracks Mead yard.	5

On San Pedro Branch, yard limits are continuous from East Yard to East San Pedro.

CALIFORNIA DIVISION BRANCHES

Following branches are completely within yard limits:

- San Pedro Branch
- Anaheim Branch
- Crestmore Branch
- Glendale Branch
- Lakewood Branch
- Pasadena Branch

WESTWARD		ANAHEIM BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 2		MILE POST	RULE 6(B)
		STATIONS			
9-1802			WHITTIER JCT. YL	0.0	P
			SP CROSSING YL	0.1	
292-02	1037		WHITTIER YL	2.4	
			COLIMA JCT. YL	5.2	
292-10			LA HABRA YL	9.6	
			FULLERTON JCT. YL	10.5	
			ATSF CROSSING YL	15.5	I
292-17	585	D	FULLERTON YL	17.3	
292-20	1056		ANAHEIM YL	19.9	
			(20.4)		

Between Colima Jct. and Fullerton Jct. trains and engines are governed by Operating Rules, Timetable and Special Instructions of Southern Pacific Co.

SPEED RESTRICTIONS

LOCATION	MPH
Anaheim Branch	
Maximum Speed	20
Between Mile Posts —	
0.02 and 0.12	5
0.2 and 0.3	10
0.3 and 2.8	15
5.1 and 5.2	10
10.5 and 11.0	10
11.0 and 15.6	15
16.8 and 17.7	15
18.5 and 18.6	10
18.6 and 19.8	15
20.1 and 20.4	8

CALIFORNIA DIVISION BRANCHES

WESTWARD		CRESTMORE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-1765	5986	PEDLEY	YL	0.0	PY
290-07		CRESTMORE	YL	6.8	
		(6.9)			

WESTWARD		GLENDALE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
293-01		GLENDALE JCT.	YL	0.0	
294-01		ARROYO JCT.	YL	3.0	
294-04		GLENDALE	YL	3.5	
294-04		FOREST LAWN	YL	4.2	
		(4.2)			

WESTWARD		LAKEWOOD BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
295-12		DOUGLAS JCT.	YL	0.0	
296-02	3300	LAKEWOOD	YL	1.6	Y
		END OF TRACK	YL	2.8	
		(2.8)			

WESTWARD		PASADENA BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-1812		PASADENA JCT.	YL	0.9	
293-01		GLENDALE JCT.	YL	1.6	
293-02		AVENUE 33	YL	2.7	
		(1.8)			

WESTWARD		BOULDER CITY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-1486		BOULDER JCT.		0.0	PY
288-10	2527	HENDERSON		9.9	
288-22		BOULDER CITY		22.2	Y
		(22.4)			

CALIFORNIA DIVISION BRANCHES

On single track, except in CTC territory, eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

CLEARANCE REQUIREMENTS

Trains to or from First Subdivision need not receive clearance at Boulder Jct.

SPEED RESTRICTIONS

LOCATION	MPH
Crestmore Branch Maximum Speed	10
Glendale Branch Maximum Speed	10
Trains and engines are governed by SP Co. timetable and rules while using SP Co. tracks between Avenue 18 (MP 0.36) and Arroyo Jct.	
Lakewood Branch Maximum Speed	20
MP 0.6 (Over Del Amo Blvd.)	10
MP 2.5 (Over Wardlow Road)	10
Pasadena Branch Maximum Speed	5
Boulder City Branch Maximum Speed	40
Between Mile Posts —	
East and West Leg Wye	15
10.1 and 11.5	30
12.1 and 13.7	30
14.3 and 17.6	30
17.8 and 19.0	20
20.3 and 21.7	30
21.7 to end of track	5

CALIFORNIA DIVISION

CALIFORNIA DIVISION



C A L I F O R N I A



UNION PACIFIC RAILROAD
SOUTH CENTRAL DISTRICT
CALIFORNIA DIVISION

SCALE OF MILES

OFFICE OF CHIEF ENGINEER-OMAHA, NEBR. SEPT. 1, 1978
 C. E. DRAWING NO. 82745

NORTHWESTERN DISTRICT

T. P. ROGERS
General Manager

W. R. DAVIS
General Supt. Transportation

L. B. MASKILL
General Superintendent

IDAHO DIVISION

E. C. MAY, Superintendent	Pocatello, Idaho
K. J. HENNESSY, Assistant Superintendent	Pocatello, Idaho
W. M. HOMAN, Terminal Superintendent	Pocatello, Idaho
J. LAGOS, Assistant Terminal Superintendent	Pocatello, Idaho
L. J. SCHREIBER, Assistant Terminal Superintendent	Pocatello, Idaho
R. D. CAMPBELL, Terminal Trainmaster	Pocatello, Idaho
H. P. LEWIS, Trainmaster	Pocatello, Idaho
R. F. KELLY, Trainmaster	Pocatello, Idaho
V. M. TORRES, Trainmaster	Nampa, Idaho
R. F. STEPHAN, Trainmaster	Nampa, Idaho
D. L. SULLIVAN, Terminal Superintendent	Nampa, Idaho
M. O. DODGE, Trainmaster	Idaho Falls, Idaho
G. R. JENSEN, Trainmaster	Soda Springs, Idaho
E. I. PAYNE, Road Foreman-Assistant Trainmaster	Pocatello, Idaho
A. J. ENFIELD, Road Foreman-Assistant Trainmaster	Pocatello, Idaho
H. S. ROSE, Road Foreman of Engines	Pocatello, Idaho
M. G. TRANSTRUM, Road Foreman-Assistant Trainmaster	Pocatello, Idaho
O. J. MADSEN, Road Foreman-Assistant Trainmaster	Nampa, Idaho
L. A. HOFFER, Road Foreman-Assistant Trainmaster	Nampa, Idaho
K. A. STAPLES, Assistant Mechanical Superintendent-West	Pocatello, Idaho
G. F. HITE, Division Engineer	Pocatello, Idaho
G. G. PHILLIPS, General Roadmaster	Pocatello, Idaho
W. F. JESSE, General Roadmaster	Nampa, Idaho
G. P. WOOD, Manager of Safety	Pocatello, Idaho
H. R. HUMPHREY, Division Chief Train Dispatcher	Pocatello, Idaho
I. G. PERKINS, Chief Train Dispatcher	Pocatello, Idaho
A. W. CAMPBELL, Mechanical Supt. West	Salt Lake City, Utah
C. G. DANA, Assistant Director of Safety	Salt Lake City, Utah

OREGON DIVISION

J. M. KRIER, Superintendent	Albina, Oregon
P. C. WYATT, Assistant Superintendent	Albina, Oregon
F. BEALER, Superintendent Northern Terminals	Argo, Washington
H. B. CROWE, Terminal Superintendent	Argo, Washington
S. R. COLOSSO, Assistant Terminal Superintendent	Argo, Washington
J. C. EDWARDS, Terminal Trainmaster	Argo, Washington
F. L. HEBDON, Terminal Superintendent	Albina, Oregon
C. F. PARSONS, Assistant Terminal Superintendent	Albina, Oregon
B. E. STANGER, Terminal Trainmaster	Albina, Oregon
D. F. McCRAW, Terminal Trainmaster	Albina, Oregon
C. R. DEDOLPH, Terminal Trainmaster	Albina, Oregon
G. A. RUEGG, Trainmaster	Albina, Oregon
M. S. BARKDULL, Trainmaster	Spokane, Washington
S. R. TORTORELLI, Trainmaster	Spokane, Washington
A. J. SIMPSON, Terminal Trainmaster	Spokane, Washington
T. E. SIMON, Terminal Superintendent	Hinkle, Oregon
G. R. MARSHALL, Trainmaster	Hinkle, Oregon
R. B. FISKE, Trainmaster	Hinkle, Oregon
R. E. RILEY, Trainmaster	Hinkle, Oregon
J. M. FREEMAN, Asst. Terminal Supt.	Hinkle, Oregon
E. W. BERADINO, JR., Terminal Trainmaster	Hinkle, Oregon
W. E. THOMPSON, Terminal Trainmaster	Hinkle, Oregon
L. R. MARSHALL, Terminal Trainmaster	Hinkle, Oregon
D. D. CLIFFORD, Terminal Trainmaster	The Dalles, Oregon
J. E. DENNIS, Trainmaster	La Grande, Oregon
L. D. SCHIED, Terminal Trainmaster	La Grande, Oregon
M. M. DITCH, Road Foreman of Engines	La Grande, Oregon
L. D. DAHLIN, Road Foreman of Engines	La Grande, Oregon
W. T. WATSON, Road Foreman of Engines	Albina, Oregon
K. E. DURANT, Road Foreman-Asst. Trainmaster	Spokane, Wash.
C. D. RHODIG, Road Foreman-Asst. Trainmaster	Albina, Oregon
S. BROOKS, Road Foreman of Engines	Hinkle, Oregon
R. L. WARNER, Assistant Mechanical Superintendent-West	Albina, Oregon
H. J. KESSNER, Division Engineer	Albina, Oregon
J. W. HANSON, General Roadmaster	Albina, Oregon
T. R. KING, General Roadmaster	Spokane, Washington
P. M. WADEWITZ, Manager of Safety	Albina, Oregon
M. H. GALLOWAY, Division Chief Train Dispatcher	Albina, Oregon
L. L. McCORMICK, Chief Train Dispatcher	Albina, Oregon

Union Pacific Operating Rules govern on the following:

Idaho Division
Oregon Division — First, Second, Third and Fourth Subdivisions, Condon, Heppner, Pilot Rock, Joseph and Umatilla Branches.

Consolidated Code of Operating Rules govern on the following:

Oregon Division — Fifth and Sixth Subdivisions, S.I.R.R.
Olympia, Grays Harbor, Yakima, Sunnyside, Tekoa, Pleasant Valley, Wallula, Moscow, Connell, Tucannon-Pomeroy, Pendleton, Dayton, Wallace, Sierra Nevada and Coeur d'Alene Branches.

Standard clocks are located as shown below:

NORTHWESTERN DISTRICT

Blackfoot	Telegraph Office
Boise Freight	Yard Office
Burns	Telegraph Office
Dillon	Telegraph Office
Emmett	Telegraph Office
Glenns Ferry	Telegraph Office
Huntington	Telegraph Office
Idaho Falls	Telegraph Office
Idaho Falls	Switchmen's Reg. Room
Montpelier	Telegraph Office
Nampa	Telegraph Office
Nampa	Switchmen's Locker Room
Nampa	Crew Dispatcher's Office
Nyssa	Telegraph Office
Ontario	Telegraph Office
Pocatello	Train Dispatcher's Office
Pocatello	Crew Dispatcher's Office
Pocatello	Switchmen's Locker Room, New Yd.
Pocatello	Switchmen's Locker Room, Hump
Pocatello	Communications Office
Rupert	Telegraph Office
Twin Falls	Telegraph Office

Albina	Train Dispatcher's Office
Albina	Trainmen's Register Room
Albina	Barnes Yard Office
Argo	Trainmen's Register Room
Bend (Joint)	B.N. Inc. Telegraph Office
Bonnors Ferry	Telegraph Office
Centralia (Joint)	B.N. Inc. Tel. Office
Eastport	Telegraph Office
Hinkle	Enginemen's Register Room
Hinkle	Yard Office
Hoquiam (Joint)	B.N. Inc. Tel. Office
Kellogg-Wardner	Telegraph Office
Kellogg-Wardner	Register Room
Kennewick	Telegraph Office
La Grande	Crew Dispatcher's Office
La Grande	Telegraph Office
Moscow	Telegraph Office
Olympia	Telegraph Office
Pendleton	Telegraph Office
Spokane	Telegraph Office
Spokane	Trainmen's Reg. Room
Sandpoint	Telegraph Office
Tacoma	Yard Office
Trentwood	Telegraph Office
The Dalles	Telegraph Office
Troutdale	Telegraph Office
Walla Walla	Telegraph Office
Wallula	Telegraph Office
Yakima	Telegraph Office
Yakima	Trainmen's Register Room

CONSOLIDATED CODE SYMBOLS AND ABBREVIATIONS

6 (A). The following letters placed in the columns provided in the timetable indicate:

A—automatic interlocking;	P—dispatchers telephone;
B—bulletins — general orders;	Q—radio installation;
C—continuous office;	R—train register;
F—fuel;	T—turntable or wye;
I—manual interlocking;	U—railroad crossing not protected by signals or gates;
J—junction;	W—water;
K—standard clock;	X—crossover;
M—railroad crossing protected by signals or gates;	Y—yard limits;
O—agent or operator;	Z—track scales.

Idaho Division Mileage		Oregon Division Mileage	
Main Line	844.9	Main Line	776.6
Branches	1325.0	Branches	1048.2
Total	2169.9	Total	1824.8

IDAHO DIVISION

WESTWARD			FIRST SUBDIVISION	EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	Timetable No. 2	MILE POST	FIRST CLASS 25 DAILY	RULE 6(B)
			STATIONS			
847	7260		GRANGER	0.0		PY
855	7359		MOXA	8.4		P
863	12034		NUTRIA	15.9		P
872	7345		OPAL	24.7		P
881	7370		WATERFALL	33.3		P
887	7477 7867		DN KEMMERER	39.9		P
898	7329		FOSSIL	48.0		P
903	7374		NUGGET	53.3		P
907	7352		ORR	59.4		P
910	4712		SAGE	63.0		P
912	11783		LEEFE	64.8		PY
919	7342		BECKWITH	72.0		P
925	7399		PIXLEY	77.4		P
931	8566		COKEVILLE	83.6		P
935	7367		MARSE	88.8		P
941	7331		CHAUSSE	94.5		P
945	2035		PEGRAM	98.1		P
950	7405		HARER	102.3		P
955			DINGLE	107.9		P
962			DN-R MONTPELIER	115.0		FPT YX
969			PESCADERO	120.4		P
974	10039		GEORGETOWN	127.7		P
983	7354		MANSON	136.2		P
993	7465		DN SODA SPRINGS	146.2		PY
999	7297		ALEXANDER	151.2		P
1003	7426		TALMAGE	156.7		P
1009	7112 9050		BANCROFT	162.0		P
1018	7337		PEBBLE	170.3		P
1025			BLASER	177.0		P
1027	1600		LAVA HOT SPRINGS	180.5		PX
1032			TOPAZ	186.0		P
1038	C7614	2.55AM	D McCAMMON	191.3	A3.35AM	PXY
1049	5777		INKOM	201.7		PX
1061		A3.20AM	DN-R POCATELLO	214.2	3.10AM	FPT YX
			(214.2)			

Note 2 to Rule 99 is in effect on First Subdivision.

CLEARANCE AND REGISTER REQUIREMENTS

Trains enroute to Utah Division at McCammon must receive Utah Division clearance, in addition to Idaho Division clearance at Pocatello or Montpelier, and must identify opposing trains between Pocatello and McCammon and between Montpelier and McCammon and need not receive clearance at McCammon.

Trains from Utah Division at McCammon must receive Idaho Division clearance in addition to Utah Division clearance at Salt Lake City and need not receive clearance at McCammon.

Trains from Grace Branch need not receive clearance at Alexander.

Eastward trains enroute to Wyoming Division at Granger must receive Wyoming Division clearance in addition to Idaho Division clearance at their initial station and need not receive clearance at Granger.

Westward trains enroute to Idaho Division at Granger must receive Idaho Division clearance in addition to Wyoming Division clearance at their initial station and need not receive clearance at Granger.

Only trains which originate or terminate at Montpelier need register or receive clearance at Montpelier.

IDAHO DIVISION

SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH		LOCATION	MPH	
	PSGR	FRT		PSGR	FRT
Maximum Speed	70	70	131.6 and 132.2	70	60
Between Mile Posts —			135.6 and 135.8	70	60
Granger Siding	40	40	Manston		
0.0 and 0.8	40	40	138.7 and 139.3	60	50
Opal			141.0 and 141.9	55	45
When switching east end			142.4 and 143.4	70	55
El Paso tracks		5	Soda Springs		
28.7 and 29.6	70	60	143.7 and 146.3	45	45
31.3 and 32.3	50	40	148.0 and 148.3	70	55
33.0 and 33.1	70	55	Alexander		
Waterfall			152.1 and 152.4	60	50
34.6 and 34.8	60	50	Bancroft		
35.5 and 40.8	40	35	163.5 and 164.7	70	60
Kemmerer			167.5 and 168.1	70	60
42.3 and 44.6	65	55	168.9 and 169.3	60	50
Nuggett			Blaser		
54.5 and 55.8	40	30	177.4 and 178.5	60	45
55.9 and 57.8	40	35	179.0 and 180.0	45	35
58.0 and 61.2	70	60	Lava Hot Springs		
63.6 and 65.4	60	50	180.0 and 181.7	70	55
66.5 and 68.2	65	55	181.8 and 183.1	60	45
Cokeville			183.2 and 184.8	70	55
87.4 and 87.7	60	50	185.5 and 187.9	35	35
92.9 and 93.1	60	50	188.2 and 190.2	65	50
Chausse			McCammon		
96.7 and 96.9	70	55	192.1 and 192.7	60	45
98.3 and 99.2	60	50	195.0 and 195.3	60	45
99.5 and 99.7	70	55	197.7 and 199.7	70	55
102.6 and 104.8	60	50	199.7 and 201.0	60	45
105.2 and 105.4	70	60	Georgetown		
Pescadero			127.6 and 130.1	60	50
120.6 and 123.4	60	50	Inkom		
125.2 and 126.7	60	50	202.3 and 202.6	60	45

WESTWARD		CUMBERLAND BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 2	MILE POST	RULE 6(B)
	FEET	STATIONS		
887	7477 7867	DN-R KEMMERER	0.0	P
227-05	2475	5.3 GLENCOE JCT.	5.3	
		FMC COAL SPUR	10.9	
		(6.0)		

SPEED RESTRICTIONS — CUMBERLAND BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	40	FMC Spur	
Between Mile Posts —		Maximum speed	40
0.0 and 0.3	15	10.0 and 10.9	10
1.4 and 1.9	30		
4.9 and 5.6	15		

WESTWARD		ELKOL BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 2	MILE POST	RULE 6(B)
	FEET	STATIONS		
227-05	2475	3.2 GLENCOE JCT.	0.0	
229-04		3.2 ELKOL	3.2	
		(3.2)		

SPEED RESTRICTIONS—ELKOL BRANCH

See Next Page

IDAHO DIVISION

SPEED RESTRICTIONS — ELKOL BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	40	1.0 and 2.5 on descending grade	20
Between Mile Posts — 0.0 and 0.2	15	2.5 and end of Track	15

WESTWARD		GRACE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
999	7297	ALEXANDER	YL	0.0	P
235-06	770	GRACE	YL	6.0	
		(6.0)			

Grace Branch yard limits are continuous from M.P. 0.0 to End of Branch.

SPEED RESTRICTIONS — GRACE BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	20	Grace Elevator Tracks	5
Truss Bridge M.P. 5.33	10		

WESTWARD		CONDA BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
993	7465	DN-R	SODA SPRINGS YL	0.0	PY
360-02	3740		MONSANTO YL	1.8	
360-06	825		EPCO YL	6.0	
360-07			CONDA YL	7.0	Y
		(7.0)			

Conda Branch yard limits are continuous from M.P. 0.0 to End of Branch.

SPEED RESTRICTIONS — CONDA BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	20	Conda Yard	5

WESTWARD		DRY VALLEY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
360-06	9873	EPCO	YL	0.0	
370-12		WOOLEY VALLEY		11.7	
370-18		DRY VALLEY		18.4	Y
		(18.4)			

SPEED RESTRICTIONS — DRY VALLEY BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	25	Between Mile Posts — 0.0 and 1.0	15
EpcO Mountain Fuel Track No. 1	5	3.5 and 4.9	15

TRAIN MOVEMENTS

Train movements on Dry Valley Branch are authorized by Radio Block clearance. See Special Rule 96(RI).

IDAHO DIVISION

WESTWARD			SECOND SUBDIVISION			EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	Timetable No. 2			MILE POST	FIRST CLASS 76 DAILY	RULE 6(B)
			STATIONS					
1061		3.30AM	DN-R	POCATELLO	YL	214.2	A3.00AM	FPT YX
				POCATELLO JCT.	YL	216.3		PX
1067				DON		220.0		PX
1071	C7645			MICHAUD		224.4		P
1074	2828			SCHILLER		226.5		P
1077	8267			BANNOCK		230.1		P
1086	7104		D	AMERICAN FALLS		238.7		P
1090	6053			BORAH		242.3		P
1097	8258			QUIGLEY		250.0		P
1103	5952			WAPI		256.0		P
1107	8280			DEWOFF		260.3		P
1115	5980			HAWLEY		267.4		P
1120	13190		D	MINIDOKA		272.6		PY
1123	5848			MAX		276.8		P
1132	8273			ADELAIDE		284.6		P
1136	5965			KIMAMA		289.8		P
1143	5976			SENER		295.5		P
1151	8359			OWINZA		303.1		P
1161	900			DIETRICH		314.7		P
1169	12870	s5.15	D	SHOSHONE		321.8	s1.10	PYX
1178	8269			TUNUPA		330.5		P
1185	3150 8232		D	GOODING		337.7		P
1191	8283			FULLER		344.8		P
1198	5861			BLISS		350.0		PY
1205	6021			TICESKA		356.0		P
1214				KING HILL		367.7		PX
1221		A6.00AM	D-R	GLENN'S FERRY		374.0	12.20AM	PX
				(159.8)				

Note 2 to Rule 99 is in effect on Second Subdivision.

CLEARANCE AND REGISTER REQUIREMENTS

Only trains which originate or terminate at Glenns Ferry need register or receive clearance at Glenns Ferry.

SPEED RESTRICTIONS — IDAHO SECOND SUBDIVISION

LOCATION	MPH	LOCATION	MPH
	PSGR FRT		PSGR FRT
Maximum Speed		323.3 and 323.9	70 60
Between Pocatello and Glenns Ferry	70 70	325.0 and 326.6	70 60
Westward trains on No. 2 track over switches Pocatello Jct.	15 15	Gooding	
Between Mile Posts — 218.8 and 220.0	65 50	Over public crossings MP 337.5 and 338.0	45 45
American Falls		340.7 and 341.2	60 50
237.9 and 241.3	65 55	342.3 and 343.4	60 50
Dietrich		Ticeska	
316.3 and 314.7	60 45	360.2 and 360.8	55 45
No. 2 Track		364.9 and 366.0	60 60
Shoshone		King Hill	
Over public crossings		367.5 and 368.3	70 60
MP 321.5 and 321.8	35 35	369.1 and 371.1	60 50
Through No. 20 equilateral at end of two main tracks,		371.1 and 373.2	45 35
MP 323.1	60 60	Glenns Ferry	
		Over Commercial Street crossings MP 374.1	20 20

IDAHO DIVISION

WESTWARD		TWIN FALLS BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2			MILE POST	RULE 6(B)
	FEET	STATIONS				
1120	13190	D-R	MINIDOKA	YL	0.0	PY
236-08	3410		ACEQUIA		8.1	P
236-14	9185	DN	RUPERT	YL	13.5	PY
236-16	715		SCHOW		16.5	
236-20	1485		HEYBURN	YL	19.6	
236-22	2750 2970	DN	BURLEY	YL	21.8	PY
236-26	3575		STARR'S FERRY	YL	26.0	
236-28	1595		HOBSON		28.5	
236-34	2750		MILNER		33.6	
236-41	3355		MURTAUGH		41.8	
236-45	2475		BICKEL		45.0	
236-48	1100		BILLS		49.0	
236-50	1925		HANSEN		49.7	
236-53	2805		KIMBERLY		53.3	
236-56	1430		McMILLAN	YL	56.4	
236-59		DN-R	TWIN FALLS	YL	59.0	PY
236-63	1980		CURRY		63.4	
236-66	2805		FILER		66.0	P
236-69	2090		PEAVEY		68.5	
236-71	1925		CEDAR		71.4	
236-74		D	BUHL	YL	73.8	PY
			(73.8)			

CLEARANCE REQUIREMENTS

All trains must receive clearance at Twin Falls. Twin Falls Branch Yard Limits are continuous from MP 19.0 to MP 26.0 and MP 55.7 to MP 60.2.

SPEED RESTRICTIONS — TWIN FALLS BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	40	Burley, over street crossings	12
Rupert, over streets and alleys	12	Kimberly, within city limits	35

WESTWARD		RAFT RIVER BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2			MILE POST	RULE 6(B)
	FEET	STATIONS				
236-22	2970	DN-R	BURLEY	YL	0.0	PY
239-03	1595		UNITY	YL	3.1	
239-04	1320		ELCOCK	YL	4.0	
239-05	715		EVANS (SPUR-E)	YL	4.7	
239-06	1045		SPRINGDALE	YL	6.0	
239-08	1155		HATCH	YL	7.5	
239-09	770		DECLO	YL	9.0	
			(9.0)			

Raft River Branch yard limits are continuous from MP 0.0 to End of Branch.

SPEED RESTRICTIONS — RAFT RIVER BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	20	Burley, over street crossings	12

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

IDAHO DIVISION

WESTWARD		KETCHUM BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2			MILE POST	RULE 6(B)
	FEET	STATIONS				
1169		D-R	SHOSHONE	YL	0.0	PY
242-15	1815		RICHFIELD		15.1	Y
242-37	2750		PICABO		37.2	
242-42	275		HAY		41.8	
242-52	1430		BELLEVUE		52.1	
242-57	825		HAILEY		57.0	
242-60	1045		BARITE		60.0	
242-63	1485		GIMLET (SPUR-E)		63.2	
242-70	1430		KETCHUM		69.4	
			(69.4)			

SPEED RESTRICTIONS — KETCHUM BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	40	Hailey over public crossing	
Between Mile Posts —		MP 56.6	10
15.8 and 16.1	30	63.1 and 64.6	20
20.1 and 22.0	30	Between Hailey and Ketchum, over truss bridges	15
27.1 and 27.3	30	68.4 and 68.5	10
34.3 and 36.1	30		
Bellevue, over streets and alleys	12		

WESTWARD		HILL CITY BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2			MILE POST	RULE 6(B)
	FEET	STATIONS				
242-15	1815		RICHFIELD		0.0	Y
243-37	330		RANDS		36.8	
243-44	1980		FAIRFIELD		44.0	
243-52	1485		CORRAL		51.7	
243-58	2365		HILL CITY		57.9	Y
			(57.9)			

SPEED RESTRICTIONS — HILL CITY BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	25	Between Mile Posts —	
		0.0 and 0.3	15

IDAHO DIVISION

WESTWARD		OAKLEY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
236-22	2750	DN-R	BURLEY YL	0.0	PY
237-02	320		CRIPPEN (SPUR-E)	2.1	
237-03	110		RUBY (SPUR-W)	3.1	
237-04	1320		BEETVILLE	4.3	
237-05	1100		PELLA	5.2	
237-08	3080		NORTH KENYON	8.1	
237-10	440		KENYON	9.6	
237-12	296		MARTIN (SPUR-E)	11.5	
237-14	495		CHURCHILL	13.5	
237-16	1100		TROUT	16.3	
237-18	385		MARION	17.8	
237-19	1155		WARR	19.0	
237-22	935		OAKLEY	21.8	
			(21.8)		

SPEED RESTRICTIONS — OAKLEY BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	25	Burley, over street crossings	12

WESTWARD		NORTH SIDE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
236-14	9185	DN-R	RUPERT YL	0.0	PY
238-04	825		TRAVERS YL	3.5	
238-05	7865		MYERS YL	4.4	
238-06	1705		PAUL YL	5.7	
238-11	825		HYNES	11.4	
238-16	2530		SCHODDE	15.9	
238-24	1045		HAZELTON	24.0	
238-27	1320		BLACK	26.9	
238-28	970		EDEN	28.1	
238-38	550		SUGAR LOAF	38.3	
238-41	1155		FALLS CITY	40.6	
238-43	495		BARRYMORE	42.5	
238-46	330		HYDRA	45.8	
238-48	2530	D	JEROME	47.9	PY
238-57	2530		WENDELL	56.7	
238-58	825		KING	58.1	
238-66	430		TUTTLE	66.2	
1198	5845		BLISS	72.9	PY
			(72.9)		

Trains to or from Second Subdivision need not receive clearance at Bliss.
North Side Branch yard limits are continuous from MP 0.0 to MP 6.3

SPEED RESTRICTIONS — NORTH SIDE BRANCH

LOCATION	MPH
Maximum speed	40

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

IDAHO DIVISION

WESTWARD		WELLS BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
236-59		DN-R	TWIN FALLS YL	0.0	FPY
23-011	1430		BERGER	11.0	
23-019	1210		HOLLISTER	19.4	
23-023	440		AMSTERDAM (SPUR-W)	23.3	
23-029	990		ROGERSON	28.8	Y
23-039	1760		METEOR	38.7	
23-050	1595		IDAVADA	50.1	
23-056	1595		DELAPLAIN	56.1	
23-069	1595		CONTACT	68.9	
23-075	1540		HENRY	75.3	
23-087	1540		SHORES	86.7	
23-094	2255		WILKINS	93.6	Y
23-103	2090		SUMMER CAMP	102.5	Y
23-109	2090		MELANDCO	108.9	
23-116	1650		TOWN CREEK	116.1	
23-123			WELLS	123.4	Y
			(123.4)		

SPEED RESTRICTIONS — WELLS BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	40	40.1 and 42.0	30
Between Mile Posts —		45.9 and 54.8	25
1.6 and 1.9	30	69.6 and 71.8	25
3.9 and 5.0	30	88.0 and 91.4	25
8.5 and 9.2	30	98.1 and 107.0	20
31.1 and 36.1	25	Wells yard	15

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

IDAHO DIVISION

WESTWARD			THIRD SUBDIVISION	EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	Timetable No. 2	MILE POST	FIRST CLASS 26 DAILY	RULE 6(B)
			STATIONS			
1221		6.00AM	D-R GLENNS FERRY	374.0	A12.20AM	PX
1230	C8399		HAMMETT	382.7		P
1240	C8341		REVERSE	393.3		P
1249	8234	s6.30	D MOUNTAIN HOME	401.8	s11.55	PY
1255	8251		SEBREE	408.2		P
1260	8242		CLEFT	413.7		P
1266	895		SIMCO (SPUR-W)	419.1		P
1270	9349	6.50AM	ORCHARD	423.6	11.30PM	P
1282	8240		OWYHEE	435.2		P
1286	1020	Operates via Boise Cut-off	LA FLEUER (SPUR-W)	438.9	Operates via Boise Cut-off	P
1294	8053		KUNA	446.4		P
1297			FOX	448.8		P
1304		s8.10AM	DN-R NAMPA	456.8	s10.10PM	FPT YX
1313			DN CALDWELL	465.7		P
1316	6014		ENROSE	469.2		P
1320	8292		NOTUS	472.6		P
1324	1155		MANGUM	476.4		P
1328	8261		D PARMA	480.4		P
1333	1210		APPLE VALLEY	486.1		P
1336	8717		DN NYSSA	488.5		PY
1339	600		ARCADIA (SPUR-W)	492.0		P
1346	8311 8440	s8.50	D ONTARIO	498.9	s9.30	PY
1348	1485		WASHOE (SPUR-W)	501.1		P
1350	8100		D PAYETTE	502.7		P
1353	495		WOOD	506.4		P
1357	8256		CRYSTAL	509.6		P
1360	1100		FELTHAM	512.9		P
1362	660		WIX	514.2		P
1363	8070 8246		D WEISER	516.1		PY
1373	7974		COBB	526.1		P
1381	8242		ROCK ISLAND	532.8		P
1386	7550	A9.30AM	D-R HUNTINGTON	538.8	8.45PM	P
			(164.8)			

Note 2 to Rule 99 is in effect on Third Subdivision.

SPEED RESTRICTIONS — IDAHO THIRD SUBDIVISION

LOCATION	MPH PSGR	MPH FRT	LOCATION	MPH PSGR	MPH FRT
Maximum speed	70	70	Caldwell	465.0 and 466.0	50 50
Glenns Ferry Over Commercial Street crossing MP 374.1	20	20	Parma Public crossings	481.0 and 481.3	50 50
Between Mile Posts — 376.5 and 377.6	60	50	Nyssa Over public crossing	489.1	50 50
378.6 and 379.3	40	35	Ontario Public crossings	498.7 and 498.8	55 55
Hammett	80	50	Tokyo 1 and 2. East Team and East Ware- house Tracks over 5th and 6th Avenue crossing.		5 5
384.9 and 390.7	60	50	Payette Public crossings	502.6 and 503.2	60 60
Mountain Home Over public crossings	35	35	Crystal When using turn out East end.		15 15
400.75 and 402.25	35	35	Weiser	515.8 and 516.4	60 60
Kuna	70	60	523.1 and 524.9	70	55
454.7 and 456.0	65	55	524.9 and 528.1	60	45
No. 1 track	65	55	529.4 and 535.5	70	55
No. 2 track	40	40	535.5 and 536.9	60	45
Nampa	35	35			
456.0 and 457.1	35	35			
No. 1 track	35	35			
Fox	50	50			
448.8 and 454.7	50	50			
No. 2 track	50	50			
456.0 and 458.0	20	20			
No. 2 track	20	20			
458.0 and 464.8	50	50			
No. 2 track	50	50			

Clearance Requirements — See Page 87.

IDAHO—DIVISION

SPEED RESTRICTIONS—IDAHO THIRD SUBDIV. CONT.

LOCATION	MPH PSGR	MPH FRT	LOCATION	MPH PSGR	MPH FRT
536.9 and 539.0	40	30	Huntington — Thru siding	15	15
Huntington Between Oregon Division Mile Posts — 389.9 and 388.5	45	40			

THIRD SUBDIVISION CLEARANCE AND REGISTER REQUIREMENTS

All trains must receive clearance at Nampa.
Only trains which originate or terminate at Glenns Ferry or Huntington need register or receive clearance at Glenns Ferry or Huntington.

Trains enroute to Oregon Division at Huntington must receive Oregon Division clearance in addition to Idaho Division clearance at Nampa and need not receive clearance at Huntington.

Trains No. 25 and 26 may register at Nampa by Train Register Ticket.

WESTWARD			BOISE CUT-OFF	EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	Timetable No. 2	MILE POST	FIRST CLASS 26 DAILY	RULE 6(B)
			STATIONS			
1270	9349	6.50AM	ORCHARD	B423.5	A11.30PM	P
8-1292	660	7.20	HILLCREST	B445.2	10.57	P
8-1296		s7.30	BOISE YL	B448.6	s10.50	PY
8-1298		7.35	BOISE JCT.	B450.9	10.34	P
8-1299	1430		PERKINS	B451.5		P
8-1302	1375		BEATTY	B454.9		P
8-1305	5555	7.44	D MERIDIAN	B457.5	10.25	P
8-1311			ALUMA (SPUR-W)	B462.8		
1304		A8.10AM	DN-R NAMPA YL	B467.8	10.10PM	FPT YX
			(44.3)			

CLEARANCE REQUIREMENTS

Trains to or from third subdivision need not receive clearance at Orchard.

SPEED RESTRICTIONS — BOISE CUT-OFF

LOCATION	MPH	LOCATION	MPH
Boise Cut-off Maximum speed	40	Boise Over public crossings between M.P. B-446.5 and M.P. B-451.25	20
Between Mile Posts — Orchard B-439.5 and B-440.4	25		

IDAHO DIVISION

WESTWARD		IDAHO NORTHERN BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
1304		DN-R	NAMPA YL	0.0	FPT
24-003	2310		FISCHER YL	2.6	P
24-006	275		MADDENS	6.1	
24-009	660		MIDDLETON	9.4	
24-013	550		JOSEPHSON	12.5	
24-014	550		AMSCO	13.6	
24-019	715		JENNESS	18.8	
24-027	4510	D-R	EMMETT YL	26.9	PY
24-032	1980		PLAZA	31.8	
24-041	2035		MONTOUR	41.0	
24-050	1485		HORSESHOE BEND YL	49.7	P
24-055	1485		GARDENA	54.9	
24-064	1650		BANKS	63.9	
24-075			BIG EDDY (SPUR-E)	75.2	
24-083	1430		SMITHS FERRY	82.7	PY
24-093	715		CABARTON	92.7	
24-096	1485		BELVIDERE	95.3	
24-099	1485	D	CASCADE YL	99.1	PY
24-119	540		DONNELLY	119.4	
24-128	440		ARCHABAL	127.5	
24-133	1485		McCALL	132.8	Y
			(132.8)		

Yard limits are continuous MP 0.0 to MP 3.58.

CLEARANCE REQUIREMENTS

All trains must receive clearance at Emmett.

SPEED RESTRICTIONS — IDAHO NORTHERN BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	40	50.3 and 53.0	20
Between Mile Posts —		53.0 and 60.0	15
0.2 and 0.4	15	60.0 and 64.0	20
8.7 and 8.8	25	64.0 and 81.0	15
13.8 and 14.8	30	83.1 and 92.5	20
18.9 and 22.4	15	92.5 and 98.1	30
Trains handling high cars between Jenness and MP 22.4	12	99.8 and 108.2	20
Emmett, over street crossings	12	111.4 and 111.7	25
31.2 and 33.2	25	113.0 and 113.3	25
33.2 and 37.4	20	122.1 and 122.4	30
37.4 and 38.7	15	128.3 and 128.6	20
38.7 and 40.3	30	128.6 and 129.7	30
44.1 and 45.7	35	131.3 and 132.8	25
45.7 and 49.1	25	McCall, over street crossings	10

IDAHO DIVISION

WESTWARD		PAYETTE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
1350	8100	D-R	PAYETTE YL	0.0	P
253-04	325		EIFFIE (SPUR-W)	3.8	
253-05	1265		FRUITLAND	5.1	
253-07	880		BUCKINGHAM	6.8	
253-08			TOM THUMB	8.8	
253-11	1430		NEW PLYMOUTH	11.1	
253-22	495		LETHA	21.6	
24-027	4510	D-R	EMMETT YL	29.7	PY
			(29.7)		

SPEED RESTRICTIONS — PAYETTE BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	40	Public crossing MP 6.9	10
Between Mile Posts —		9.6 and 9.8	25
0.0 and 0.7	10	10.6 and 10.8	25
1.1 and 4.9	25	13.7 and 13.9	35
6.5 and 6.7	25	25.2 and 25.6	35
		Emmett, over street crossings	12

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

WESTWARD		NEW MEADOWS BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
1363	8246	D	WEISER YL	0.0	PY
244-06	1650		REBECCA	6.0	
244-12	440		PRESLEY	11.6	
244-19	2255		CONCRETE	19.1	
244-32	1155		MIDVALE	31.8	
244-41	1650		CAMBRIDGE	40.5	
244-57	1210		MESA	56.6	
244-60	2750	D	COUNCIL	60.1	Y
244-82	1375		TAMARACK	81.8	
244-84	2035		RUBICON	84.1	
244-90	2090		NEW MEADOWS	89.8	Y
			(89.8)		

SPEED RESTRICTIONS — NEW MEADOWS BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	40	36.8 and 39.1	20
Between Mile Posts —		39.1 and 42.4	30
4.3 and 5.7	35	42.4 and 43.2	20
7.4 and 7.7	25	45.1 and 54.8	25
9.9 and 11.0	25	54.8 and 56.7	20
11.0 and 29.3	20	65.4 and 67.3	30
32.9 and 33.5	25	67.3 and 80.7	20
33.5 and 34.3	20	83.9 and New Meadows	20
34.3 and 36.8	25		

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

IDAHO DIVISION

WESTWARD			OREGON EASTERN BRANCH		EASTWARD			
STATION NUMBER	LENGTH OF SIDINGS	SECOND CLASS 459	Timetable No. 2			MILE POST	SECOND CLASS 460	RULE 6(B)
	FEET	Monday Wed. Friday	STATIONS				Tuesday Thursday Sat.	
1346	8440	12.01PM	D	ONTARIO YL	0.0	A3.45PM	PY	
25-003	385			CLAUDE (SPUR-W) YL	2.7			
25-004	660	12.10		CAIRO YL	3.7	3.33		
25-007	1760	12.18		LUISE	6.9	3.25		
25-016	6325	12.39		VALE	15.5	3.04		
25-024	2145	12.59		HOPE	23.5	2.44		
25-035	2420	1.30		LITTLE VALLEY	34.8	2.14		
25-042	2475	1.55		HARPER	42.0	1.55		
25-051	2365	2.18		NAMORF	51.3	1.29		
25-062	1265	2.45		JONESBORO	62.2	1.02		
25-074	2475	3.13		JUNTURA	73.6	12.34PM	Y	
25-087	2365	3.50		LONG	86.6	11.57AM		
25-093	2310	4.07		RIVERSIDE	92.8	11.40		
25-103	1430	4.32		DUNNEAN	102.8	11.15		
25-110	1375	4.52		VENATOR	110.2	10.55		
25-118	1375	5.11		CIRCLE BAR	117.9	10.36		
25-127	1430	5.35		CRANE	126.6	10.12		
25-144	1430	6.15		REDESS	143.5	9.32		
25-157	1155	A 6.50PM	D-R	BURNS YL	156.8	9.00AM	PY	
				(156.8)				

Oregon Eastern Branch yard limits are continuous MP 0.0 to MP 4.0.

SPEED RESTRICTIONS — OREGON EASTERN BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	40	66.9 and 68.4	30
Between Mile Posts —		70.3 and 71.2	20
20.0 and 27.8	30	71.2 and 72.2	30
27.8 and 28.6	25	74.9 and 77.0	30
29.5 and 33.8	20	78.6 and 89.3	25
36.8 and 38.1	20	89.3 and 91.1	35
47.5 and 48.2	35	95.1 and 97.4	30
48.2 and 50.8	30	102.0 and 106.8	20
50.8 and 52.2	25	106.8 and 118.6	25
53.7 and 59.3	25	118.6 and 122.4	20
59.3 and 61.4	30	122.4 and 140.5	30
63.9 and 65.1	30	145.5 and 155.0	30

WESTWARD			STODDARD BRANCH		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2			MILE POST	RULE 6(B)	
	FEET	STATIONS					
1304		DN-R	NAMPA YL	0.0	FPTY		
246-04	825		DEAL YL	4.5			
246-09	2090		BOWMONT YL	8.9			
246-12	330		MELMONT (SPUR-E) YL	11.6			
246-15	1320		MELBA YL	14.6			
246-17	2530		STODDARD YL	17.0			
			(17.0)				

Stoddard Branch yard limits are continuous from MP 0.0 to End of Branch.

SPEED RESTRICTIONS — STODDARD BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	20	Between Stoddard and end of track	15
Between Mile Posts 0.0 and 0.8	15		

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

IDAHO DIVISION

WESTWARD		HOMEDALE BRANCH		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2			MILE POST	RULE 6(B)
	FEET	STATIONS				
1336	8717	DN-R	NYSSA YL	0.0	PY	
248-08	1870		OVERSTREET	8.1		
248-11	935		ADRIAN	10.6		
248-17	1485		NAPTON	16.9		
248-24	2915		HOMEDALE	24.5		
248-33	880		MARSING	33.1		
			(33.1)			

SPEED RESTRICTION — HOMEDALE BRANCH

LOCATION	MPH
Maximum speed	25

WESTWARD		WILDER BRANCH		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2			MILE POST	RULE 6(B)
	FEET	STATIONS				
1313		D-R	CALDWELL YL	0.0	P	
247-03	1870		SIMPLT YL	2.5		
247-04	990		WEITZ YL	3.7		
247-04	605		HOP (SPUR-E) YL	4.4		
247-05	1210		DOLES YL	5.0		
247-07	440		GREENLEAF (SPUR-W) YL	7.0		
247-10	605		ALLEDALE YL	9.7		
247-12	2035		WILDER YL	11.0		
			(11.0)			

Wilder Branch yard limits are continuous from MP 0.0 to End of Branch.

SPEED RESTRICTION — WILDER BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	20	Between MP 0.0 and 0.3	10

WESTWARD		BOISE BRANCH		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2			MILE POST	RULE 6(B)
	FEET	STATIONS				
8-1298			BOISE JCT. YL	0.0		
245-03		D	BOISE FREIGHT YL	3.2	P	
245-06	495		VERNON (SPUR E,W) YL	6.3		
245-08			BARBER YL	8.4		
			(8.4)			

Boise Branch yard limits are continuous from MP 0.0 to End of Branch.

SPEED RESTRICTIONS — BOISE BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	15	Between MP 6.5 and 6.6	10
Over public crossings MP 2.6 to MP 3.6	5		

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

IDAHO DIVISION

WESTWARD			FOURTH SUBDIVISION		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	SECOND CLASS 277 DAILY	Timetable No. 2		MILE POST.	SECOND CLASS 278 DAILY	RULE 6(B)
			STATIONS				
1061				POCATELLO JCT. YL	135.1		P
		11.01AM		MONTANA JCT. YL	136.7	A 8.10AM	P
99-138	1705			CHUBBUCK	138.2		
99-140	5885	11.06		TYHEE	140.8	8.02	P
99-146	7095	11.13		FORT HALL	146.0	7.55	P
99-151	3410	11.20		GIBSON	151.0	7.48	P
99-158	3685	11.30		DN BLACKFOOT YL	158.1	7.38	PY
99-164	3465	11.40		WAPELLO	164.0	7.28	P
99-169	5830	11.47		D FIRTH	169.4	7.21	P
99-176	4950	11.56AM		D SHELLEY	175.5	7.12	P
99-177	825			MITCHELL	176.9		
99-179	3410	12.01PM		COTTON	179.3	7.07	P
99-180	385			FIBRE (SPUR-E)	180.4		
99-185		12.27		DN-R IDAHO FALLS YL	184.8	7.01	FP TY
99-190	715			SPUD (SPUR-E)	189.6		
99-191	2475	12.36		PAYNE	191.2	6.26	P
99-197	2585	12.43		BASSETT	196.5	6.19	P
99-199	1320			GOLDEN VALLEY (SPUR-E)	198.2		
99-202	2585	12.50		ROBERTS	202.0	6.12	P
99-218	2475	1.07		HAMER	217.5	5.55	P
99-223	2420	1.15		CAMAS	223.3	5.47	P
99-229	1650			WAGO	228.6		P
99-235	5060	1.28		DUBOIS	234.9	5.34	PY
99-249	2750	1.48		SPENCER	248.5	5.12	P
99-258	7095	2.07		HUMPHREY	258.5	4.53	P
99-265	2915	2.20		MONIDA	264.7	4.40	PY
99-273	2420	2.35		SNOWLINE	273.3	4.25	P
99-280	4996	2.45		D LIMA	279.9	4.15	PY
99-288	2255	2.57		DELL	288.0	4.01	P
99-294	2310	3.07		KIDD	294.0	3.51	P
99-303	7370	3.17		RED ROCK	301.8	3.41	P
99-316	660			DALYS	316.4		P
99-320	7590	3.43		BARRETT'S	320.2	3.15	P
99-322	1265			FORD	322.2		
99-328	7095	4.05		DN-R DILLON YL	328.0	3.01	P
99-340	2145	4.22		APEX	340.3	2.15	P
99-349	2255	4.43		NAVY	348.5	1.54	PY
99-359	2915	5.01		MELROSE	358.8	1.37	P
99-366	1100			MAIDEN ROCK	365.8		P
99-370	1870	5.27		DIVIDE	369.9	1.10	P
99-381	880	5.47		FEELY	380.6	12.50	P
99-390	3010	A 6.10PM		DN-R SILVER BOW YL	390.0	12.30AM	PY
99-397		A 7.01PM		D BUTTE YL	397.0	12.01AM	P
				(261.9)			

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

Note 2 to Rule 99 is in effect between Pocatello Jct. and Idaho Falls and between Spencer and Humphrey.

Time shown at Butte is for information only. Between Silver Bow and Butte, trains are governed by operating rules, timetable and special instructions of Burlington Northern, Inc.

CLEARANCE REQUIREMENTS

All trains must receive clearance at: Idaho Falls, Dillon.

Westward trains must receive clearance at Pocatello and need not receive clearance at Pocatello Jct. or Montana Jct.

IDAHO DIVISION

SPEED RESTRICTIONS — FOURTH SUBDIVISION

LOCATION	MPH	LOCATION	MPH
Maximum speed		Spencer	
Between Pocatello Jct. and Idaho Falls	60	247.9 and 251.0	45
Between Idaho Falls and Silver Bow	49	251.0 and 251.4	35
Between Mile Posts — Pocatello Jct. 135.1 and 136.7	25	252.7 and 254.9	25
Tyhee	50	254.9 and 257.6	20
142.3 and 143.5	50	Humphrey	
152.6 and 152.9	50	258.3 and 259.2	30
Blackfoot		262.9 and 267.6	30
Over public crossings		Monida	
157.3 and 158.8	20	269.7 and 269.9	35
Firth		271.0 and 271.8	35
Public crossing 169.5	35	Snowline	
Shelley		277.4 and 279.7	30
Over public crossings		Lima	
175.0 and 176.0	30	Over public crossings	
Idaho Falls		279.7 and 280.3	15
Over public crossings		Red Rock	
182.5 and 186.7	25	309.2 and 310.2	30
185.5 and 185.9	10	315.9 and 318.7	30
187.4 and 188.6	35	Dillon	
190.7 and 191.0	40	336.4 and 342.7	45
Roberts		Apex	
205.4 and 206.1	45	342.7 and 346.3	25
208.4 and 210.2	45	347.9 and 348.2	40
213.7 and 214.0	45	Navy	
Idaho Falls		351.0 and 354.4	30
Over public crossings		357.2 and 357.7	45
182.5 and 186.7	25	Melrose	
185.5 and 185.9	10	361.7 and 368.2	20
187.4 and 188.6	35	Divide	
190.7 and 191.0	40	373.5 and 382.3	30
Roberts		382.3 and 383.7	25
205.4 and 206.1	45	383.7 and 388.1	30
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		
187.4 and 188.6	35		
190.7 and 191.0	40		
Roberts			
205.4 and 206.1	45		
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		
187.4 and 188.6	35		
190.7 and 191.0	40		
Roberts			
205.4 and 206.1	45		
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		
187.4 and 188.6	35		
190.7 and 191.0	40		
Roberts			
205.4 and 206.1	45		
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		
187.4 and 188.6	35		
190.7 and 191.0	40		
Roberts			
205.4 and 206.1	45		
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		
187.4 and 188.6	35		
190.7 and 191.0	40		
Roberts			
205.4 and 206.1	45		
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		
187.4 and 188.6	35		
190.7 and 191.0	40		
Roberts			
205.4 and 206.1	45		
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		
187.4 and 188.6	35		
190.7 and 191.0	40		
Roberts			
205.4 and 206.1	45		
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		
187.4 and 188.6	35		
190.7 and 191.0	40		
Roberts			
205.4 and 206.1	45		
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		
187.4 and 188.6	35		
190.7 and 191.0	40		
Roberts			
205.4 and 206.1	45		
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		
187.4 and 188.6	35		
190.7 and 191.0	40		
Roberts			
205.4 and 206.1	45		
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		
187.4 and 188.6	35		
190.7 and 191.0	40		
Roberts			
205.4 and 206.1	45		
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		
187.4 and 188.6	35		
190.7 and 191.0	40		
Roberts			
205.4 and 206.1	45		
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		
187.4 and 188.6	35		
190.7 and 191.0	40		
Roberts			
205.4 and 206.1	45		
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		
187.4 and 188.6	35		
190.7 and 191.0	40		
Roberts			
205.4 and 206.1	45		
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		
187.4 and 188.6	35		
190.7 and 191.0	40		
Roberts			
205.4 and 206.1	45		
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		
187.4 and 188.6	35		
190.7 and 191.0	40		
Roberts			
205.4 and 206.1	45		
208.4 and 210.2	45		
213.7 and 214.0	45		
Idaho Falls			
Over public crossings			
182.5 and 186.7	25		
185.5 and 185.9	10		

IDAHO DIVISION

WESTWARD		GOSHEN BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
99-169	5830	D	FIRTH	0.0	P
255-05	880		GOSHEN	4.8	
255-12	495		INDIAN	12.4	
255-15	200		HACKMAN (SPUR-W)	15.3	
255-18	1430		AMMON	18.1	
255-21			BONDED SIDING	20.8	
264-03			LINCOLN JCT.	21.6	
			(21.6)		

SPEED RESTRICTIONS — GOSHEN BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	25	4.4 and 4.6	10
Between Mile Posts 0.0 and 0.1	10	4.6 and 18.1	15
0.1 and 4.4	15	21.4 and 21.6	10

WESTWARD		ABERDEEN BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
256-07			ABERDEEN JCT.	0.0	
259-04	1485		ROCKFORD	4.3	
259-06	880		LIBERTY	5.9	
259-10	1485		PINGREE	10.3	
259-17	1430		SPRINGFIELD	16.5	
259-28	1760	D	ABERDEEN	28.2	Y
			(28.2)		

SPEED RESTRICTIONS — ABERDEEN BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	25	Cars exceeding gross weight of 240,000	15

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

IDAHO DIVISION

WESTWARD		YELLOWSTONE BRANCH		EASTWARD			
STATION NUMBER	LENGTH OF SIDINGS	SECOND CLASS	Timetable No. 2		MILE POST	SECOND CLASS	RULE 6(B)
	FEET	477	STATIONS				
99-185		6.00AM	DN-R	IDAHO FALLS YL	0.0	A4.40PM	FP TY
26-003	825	6.10		ORVIN YL	3.0	4.25	P
26-004				ST. LEON (SPUR-E)	3.7		
26-008	2805	6.23		UCON	7.6	4.15	P
26-013				GARRY (SPUR-E)	12.5		
26-014	2530	6.42	D	RIGBY	13.8	4.00	P
26-018	1705	6.50		LORENZO	18.1	3.45	P
26-021	1155	6.57		THORNTON	20.7	3.35	
26-022				MARK	22.0		
26-026	3135	7.10	D	REXBURG	26.0	3.20	P
26-030	2420	7.20	D	SUGAR CITY	29.8	3.10	
26-031	1705			HART	30.7		Y
26-032				WAMAR (SPUR-E)	31.3		
26-037	5225	7.35	D	ST. ANTHONY YL	36.8	2.55	PY
26-038				BELT YL	38.3		
26-051	2145	A 8.10AM	D-R	ASHTON YL	51.0	2.20PM	PY
26-058	1320			WARM RIVER	58.2		
26-067	1045			GERRIT	66.9		
26-081	715			ISLAND PARK	80.6		
26-091	1155			BIG SPRINGS	90.7		Y
26-097	1045			REAS PASS	97.2		
26-107	1320			WEST YELLOWSTONE	106.6		Y
				(106.6)			

Yellowstone Branch yard limits are continuous from MP 0.0 to MP 3.0 and from MP 34.7 to MP 38.4.

SPEED RESTRICTIONS — YELLOWSTONE BRANCH

LOCATION	MPH	LOCATION	MPH
Between Idaho Falls and Ashton	40	Between Mile Posts — 55.4 and 55.7	15
Between Ashton and Gerrit	25	59.6 and 62.8	15
Between Gerrit and Big Springs	35	62.7 and 63.0 Tunnel	10
Between Big Springs and West Yellowstone	25	63.0 and 65.9	15
Rexburg, Sugar City and St. Anthony, over streets	20	72.9 and 73.2	25
St. Anthony, over highway crossing just west of depot	10	74.0 and 74.2	25
		85.2 and 85.5	25
		86.4 and 87.0	15
		92.1 and 95.0	15
		99.9 and 100.8	15

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

IDAHO DIVISION

IDAHO DIVISION

WESTWARD		EAST BELT BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
26-003	825	ORVIN YL		0.0	PY
264-00		KEN (SPUR-W) YL		0.4	
264-02	1045	LINCOLN YL		2.2	
264-03		LINCOLN JCT. YL		3.0	
264-06	2145	IONA		5.3	
264-14	330	MIKAMI (SPUR-E)		14.0	
264-16	990	D	RIRIE	16.2	
264-21	495	BYRNE		21.2	
264-26	495	JENSON		25.5	
264-28	670	HILLTOP (SPUR-E)		27.3	
264-28	1100	WALKER		28.1	
264-32	1870	PARKINSON		32.2	
264-34	495	MOODY		34.3	
264-38	550	D	NEWDALE	38.0	
26-038		BELT		44.3	
		(44.3)			

East Belt Branch yard limits are continuous from MP 0.0 to MP 3.2.
East Belt Branch trackage retired between MP 40 and MP 42.5

SPEED RESTRICTIONS — EAST BELT BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	40	19.5 and 24.0	20
Between Mile Posts — 4.7 and 4.9	20	28.0 and 28.7	35
16.0 and 16.3	20	30.2 and 37.7	25
18.8 and 19.0	25	43.9 and Belt	20

WESTWARD		WEST BELT BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
26-008	2805	UCON		0.0	P
262-03	880	COLTMAN (SPUR-E)		2.6	
262-05	825	GRANT (SPUR-E)		4.6	
262-07	770	BARLOW		6.8	
262-09	1045	LEWISVILLE		8.7	
262-10	880	MIDWAY		9.6	
262-11	1815	D	MENAN	10.4	
262-27	825	EDMONDS		26.7	
262-29	495	EGIN		29.2	
262-34	880	PARKER		33.3	
262-35	220	PYKE (SPUR-E)		35.2	
26-037	5225	D	ST. ANTHONY YL	38.5	PY
		(22.8)			

SPEED RESTRICTIONS — WEST BELT BRANCH

West Belt Branch trackage retired between Menan MP 10.8 and Edmonds MP 26.48.

LOCATION	MPH	LOCATION	MPH
Maximum speed	25	2.7 and 3.0	20
Cars exceeding gross weight of 240,000 pounds	15	8.5 and 8.7	20
Between Mile Posts — 0.0 and 0.3	20	35.2 and St. Anthony	20
		Highway Crossing 37.44	5

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

IDAHO DIVISION

WESTWARD		MACKAY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
99-158	3685	DN-R	BLACKFOOT YL	0.0	PY
256-02	4675	COLLINS YL		2.9	
256-04	495	AIKEN YL		3.8	
256-04	330	CLARKSON YL		4.3	
256-05	1430	MORELAND YL		5.6	
256-07		ABERDEEN JCT. YL		7.1	
256-08	165	ROUSE (SPUR-E)		7.6	
256-16	605	OLSEN (SPUR-E)		15.9	
256-19	495	FULLMER (SPUR-E)		18.8	
256-20	1540	TABER		20.1	
256-40	1650	SCOVILLE		39.7	Y
256-59	1760	D	ARCO	59.1	Y
256-67	990	MOORE		66.7	
256-77	220	LESLIE		77.3	
256-85	3190	MACKAY		85.3	Y
		(85.3)			

Mackay Branch yard limits are continuous from MP 0.0 to MP 7.1

SPEED RESTRICTIONS — MACKAY BRANCH

LOCATION	MPH	LOCATION	MPH
Between Blackfoot and MP 60.0	25	Between MP 60.0 and Mackay	15
Spurs at Collins	10	Cars exceeding gross weight of 240,000 pounds between Blackfoot and MP 60.0	15

WESTWARD		TETON VALLEY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
26-051	2145	D-R	ASHTON YL	0.0	PY
265-02	880	MARYSVILLE		1.7	
265-06	1540	GRAINVILLE		6.0	
265-09	1045	DRUMMOND		8.5	
265-13	550	FRANCE		12.7	
265-16	1540	LAMONT		15.7	
265-22	550	JUDKINS (SPUR-W)		22.2	
265-26	990	FELT		26.2	
265-30	1045	D	TETONIA	30.3	PY
265-37	1430	D	DRIGGS	37.2	P
265-42	550	FOX CREEK		42.2	
265-46	880	D	VICTOR	45.6	PY
		(45.6)			

SPEED RESTRICTIONS — TETON VALLEY BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	25	Between Mile Posts — 19.0 and 19.3	15
Bridges 4.52, 6.98 and 19.97	12	25.0 and 25.4	15

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

OREGON DIVISION

WESTWARD			FIRST SUBDIVISION (MOUNTAIN TIME)		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	Timetable No. 2		MILE POST	FIRST CLASS 26 DAILY	RULE 6(B)
			STATIONS				
1386	8604	9.30AM	(D-R	HUNTINGTON	389.8	A8.45PM	P
1391	5215			LIME	384.3		P
1398	8510			WEATHERBY	377.4		P
1403	2875			NELSON	372.6		P
1407	9960			DURKEE	368.7		P
1414	8339			OXMAN	361.3		P
1420	6535			PLEASANT VALLEY	355.2		P
1424	10245			ENGINA	351.9		P
1428	5270			QUARTZ	347.5		P
1434	10495	s10.50	D	BAKER	341.8	s7.30	PY
1438	5190			WING	337.7		P
1444	8633			HAINES	332.2		P
1453	5165			NORTH POWDER	322.2		P
1463	7210			TELOCASET	312.6		PY
1467	8456			CROOKS	308.5		P
1473	5240			UNION JCT.	302.5		PY
1476				HOT LAKE (SPUR-E)	299.7		
1481				LONE TREE	295.3		P
1486	A11.59AM		DN-R	LA GRANDE	290.1	6.30PM	FPTY

Note 2 to Rule 99 is in effect on First Subdivision.

SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH		LOCATION	MPH	
	PSGR	FRT		PSGR	FRT
Maximum Speed	70	70	Baker	50	50
La Grande			341.1 and 342.7	50	50
288.1 and 291.1			West Leg of Wye, Elling-		
No. 1 Track	20	20	son Spur and Industry		
291.1 and Lone Tree			Spur.	5	5
No. 1 Track	40	40	343.6 and 345.1	50	50
288.1 and 289.8			346.9 and 347.2	70	60
No. 2 Track	30	25	Quartz		
289.8 and 291.1			348.4 and 354.5	35	30
No. 2 Track	20	20	Pleasant Valley		
Union Jct.			M.P. 355.9 and 364.6	30	20
Between Mile Posts —			366.2 and 366.6	70	60
302.6 and 303.2	65	55	Durkee		
303.2 and 304.0	40	30	370.7 and 371.1	70	60
304.0 and 307.1	35	25	372.7 and 377.3	35	30
307.1 and 307.7	40	30	377.3 and 383.2	35	35
308.7 and 311.9	40	30	383.8 and 388.4	35	30
311.9 and 314.3	55	40	Lime		
315.4 and 316.0	40	30	High line track and		
316.0 and 319.5	35	25	connection.	10	
321.3 and 321.6	70	55	388.4 and 389.9	45	40
			Huntington		
			Thru siding	15	15

CLEARANCE AND REGISTER REQUIREMENTS

Trains enroute to Idaho Division must receive Idaho Division clearance in addition to Oregon Division clearance at La Grande and need not receive clearance at Huntington.

Only trains which originate or terminate at Huntington need receive clearance or register at Huntington.

OREGON DIVISION

WESTWARD			SECOND SUBDIVISION (PACIFIC TIME)		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	Timetable No. 2		MILE POST	FIRST CLASS 26 DAILY	RULE 6(B)
			STATIONS				
1486		11.10AM	DN-R	LA GRANDE	290.1	A5.20PM	FPTY
				WEST LA GRANDE	288.1		
1494	9332			HILGARD	282.2		P
1500	8763			MOTANIC	275.6		P
1504				NORDEEN	272.1		P
1504	C6965			KAMELA	271.0		PY
1507				ROSS	268.3		P
1511	5165 5015			MEACHAM	265.5		P
1518	9049			HURON	258.0		P
1522	6085			CAMP	254.3		P
1527	8541			DUNCAN	248.5		P
1536	8601			BONIFER	239.5		P
1538	5090			GIBBON	236.9		PY
1546	5765			HOMLY	229.6		P
1548	2290			CAYUSE	227.2		P
1551	5625			MINTHORN	224.9		P
1555	1295			MISSION	221.0		P
1557	5662			MUNRA	219.0		P
1560	7935	s1.30PM	D	PENDLETON	215.7	s3.10	P
1564	13450			RIETH	212.7		P
1567	6390			BARNHART	208.1		P
1577	8478			NOLIN	199.0		P
1583	6290			ECHO	192.5		P
1587				STANFIELD	188.4		P
1591		sA2.05PM	DN-R	HINKLE	185.3	2.35PM	FPY

Note 2 to Rule 99 is in effect on Second Subdivision.

SPEED RESTRICTIONS — SECOND SUBDIVISION

LOCATION	MPH		LOCATION	MPH	
	PSGR	FRT		PSGR	FRT
Maximum Speed			Munra	35	25
Between Hinkle and			222.7 and 223.8	35	25
Pendleton	70	65	Minthorn		
Between Pendleton and			227.3 and 231.6	40	30
La Grande	70	60	232.5 and 234.0	55	45
Hinkle			236.6 and 237.9	35	25
Between Mile Posts —			238.2 and 239.3	50	40
184.4 and 191.8	60	50	239.7 and 242.0	30	25
Echo			242.4 and 243.3	60	45
Over street crossings.			244.0 and 244.8	45	35
191.8 and 192.2	50	50	245.7 and 246.1	60	45
193.4 and 194.5	50	40	247.3 and 257.2	35	30
195.4 and 195.6	60	45	257.2 and 282.0	25	20
196.7 and 198.2	55	45	Hilgard		
Nolin			282.5 and 288.1	30	25
200.7 and 201.6	60	50	La Grande		
202.3 and 204.5	60	45	288.1 and 291.1		
205.3 and 206.2	70	55	No. 1 Track	20	20
206.7 and 206.9	60	50	288.1 and 289.8		
208.9 and 210.9	55	40	No. 2 Track	30	25
212.8 and 214.1	55	40	289.8 and 291.1		
214.1 and 217.6	35	35	No. 2 Track	20	20
216.7 and 217.6	35	35			
217.6 and 218.9	50	45			

OREGON DIVISION

WESTWARD		PILOT ROCK BRANCH (PACIFIC TIME)		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
1564	7615	REITH ^{2.1}		0.0	P
301-03	185	McBEE (SPUR-E) ^{3.9}		2.1	
301-07	1170	SPARKS ^{8.0}		6.0	
301-15	975	D	PILOT ROCK	14.0	
			(14.0)		

Movements on Pilot Rock Branch are governed by Staff System. Staff located in staff box adjacent to Junction Switch at Rieth. See Special Rule 300 (R)

SPEED RESTRICTIONS — PILOT ROCK BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	25	6.9 and 7.1	20
Between Mile Posts — 0.0 and 0.7	15	10.7 and 11.3	15
		13.0 and End of Track	15

WESTWARD		JOSEPH BRANCH (PACIFIC TIME)		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	SECOND CLASS 305 Monday Wed. Friday	Timetable No. 2		SECOND CLASS 304 Sunday Tuesday Thurs.	RULE 6(B)
	FEET		STATIONS		MILE POST	
300-84	1960	7.00AM	D-R	JOSEPH YL ^{5.7}	83.3	A 1.50PM Y
300-78	1655	7.30		ENTERPRISE ^{10.1}	77.6	1.25
300-68	1885	8.05		LOSTINE ^{8.0}	67.5	12.50
300-60	2405	8.30		WALLOWA ^{11.5}	59.5	12.25PM Y
300-48	300			HARRIS ^{1.3}	48.0	
300-47	720	9.00		MINAM ^{7.3}	46.7	11.55AM
300-40	3940	9.35		KIMMELL ^{5.8}	39.4	11.25
300-34	2080	9.50		LOOKING GLASS ^{8.7}	33.6	11.05
300-25	1650	10.35		GULLING ^{4.3}	24.9	10.35
300-21	1805	11.05	D	ELGIN YL ^{8.6}	20.6	10.20 Y
300-12	950	11.30		IMBLER ^{3.9}	12.0	9.55
300-08	995	11.45AM		ALICEL ^{2.5}	8.1	9.40
300-06	360			CONLEY ^{1.9}	5.6	
300-04	2000			BAUM YL ^{2.2}	3.7	
300-03	300			ISLAND CITY YL	2.2	
1486		A12.25PM	DN-R	LA GRANDE YL	0.0	9.00AM FPTY
				(83.3)		

Joseph Branch yard limits are continuous from MP 0.0 to MP 4.75.

Eastward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

SPEED RESTRICTIONS — JOSEPH BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	40	64.4 and 65.2	20
Between Mile Posts — 0.0 and 0.3	15	67.0 and 67.1	30
15.6 and 19.1	15	69.9 and 70.6	30
21.1 and 21.9	20	71.8 and 72.8	25
23.6 and 25.6	20	75.0 and 81.8	25
25.6 and 56.0	15	82.5 and 83.6	15

OREGON DIVISION

WESTWARD		THIRD SUBDIVISION		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	FIRST CLASS 25 DAILY	RULE 6(B)
	FEET	STATIONS				
1591		DN-R	HINKLE ^{6.4}	185.3	sA2.35PM	FPY
1597			ORDNANCE ^{3.0}	178.9		P
1600	8785		MUNLEY ^{6.1}	175.9		P
1605	6465		CLARKE ^{7.9}	169.8		P
1612	9844		BOARDMAN ^{5.6}	164.2		P
1617	9527		CASTLE ^{8.2}	156.7		P
1627	9735		HEPPNER JCT. ^{9.9}	146.9		P
1638	9962		ARLINGTON ^{8.2}	138.7		P
1646	9747		BLALOCK ^{9.9}	128.8		P
1652	9740		QUINTON ^{7.9}	120.9		P
1661	10795		GOFF ^{8.3}	112.6		P
1666	1375		RUFUS ^{4.9}	108.7		P
1672	6402		BIGGS ^{3.4}	103.8		P
1675	2585		MILLER ^{5.5}	100.4		X
1680			OREGON TRUNK JCT. ^{3.0}	94.9		PX
1684	3500		DUNE ^{4.7}	91.9		P
1688	3460		SEUFERT (SPUR-W) YL ^{2.3}	87.2		
1691		sA3.35PM	DN-R THE DALLES YL	84.9	1.00PM	FPTX
			(99.8)			

Rules 251 to 254 inclusive apply between Biggs and The Dalles.

Note 2 to Rule 99 is in effect on Third Subdivision.

NOTE — Distance between MP 165 and MP 166, between Boardman and Clarke is 0.36 mile.

SPEED RESTRICTIONS — THIRD SUBDIVISION

LOCATION	MPH	LOCATION	MPH
	PSGR FRT		PSGR FRT
Maximum Speed	70 70	Between Mile Posts — 181.8 and 182.0	60 50
Between Mile Posts — 84.8 and 85.1	25 25	Carty Industrial Lead Maximum Speed	25
87.3 and 88.2	70 65	0.5 and 0.7	20
96.5 and 97.8	70 65	1.5 and 1.7	15
98.8 and 99.3	60 50	11.7 and 11.8	10
104.5 and 104.9	70 60		
113.4 and 114.7	70 60		

CLEARANCE AND REGISTER EXCEPTIONS

Third Subdivision:

Trains to or from Heppner or Condon Branches need not receive clearance at Heppner Jct. or Arlington.

Trains enroute to Bend Branch must receive BN clearance at The Dalles.

Only trains which originate or terminate at The Dalles need register or receive clearance at The Dalles.

WESTWARD		UMATILLA BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
1591		DN-R	HINKLE YL ^{4.1}	0.0	FPY
349-04	4675		HERMISTON YL ^{6.1}	4.1	
349-11			UMATILLA YL	10.2	Y
			(10.2)		

Umatilla Branch yard limits are continuous from MP 0.0 to End of Branch.

SPEED RESTRICTIONS — UMATILLA BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	20	Hermiston Street Crossing. 3.8	10
Between Mile Posts — 0.0 and 0.1	10	10.2 to End of Track	10
2.3 and 3.7	15		

OREGON DIVISION

WESTWARD			FOURTH SUBDIVISION			EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	Timetable No. 2			MILE POST	FIRST CLASS 25 DAILY	RULE 6(B)
			STATIONS					
1691		3.35PM	DN-R	THE DALLES YL	84.9	sA1.00PM	FPTX	
1694				CRATES	81.7		P	
1700	6615			ROWENA	76.6		P	
1706	6385			MOSIER	69.1		P	
1712	5070	s4.10		HOOD RIVER	63.1	s12.30PM	P	
1716	9895			MENO	58.4		P	
1726	6340			WYETH	49.8		P	
1733	6752			CASCADE LOCKS	43.0		P	
1737				BONNEVILLE (SPUR-W)	38.0		P	
1741	10635			DODSON	33.3		P	
1749	6360			BRIDAL VEIL	26.7		P	
1753	10560			SANDY	17.0		P	
1760	2850			TROUTDALE YL	15.6		P	
3-1762	2664			FAIRVIEW YL	12.9		P	
3-1764	2950			ROCKWOOD YL	11.8		P	
3-1768	2430			CLARNIE YL	7.8		P	
3-1771	1375			GRAHAM YL	4.4		P	
2-1781			DN	EAST PORTLAND YL	0.6		IPY	
1760	6045			TROUTDALE VIA KENTON YL	22.0		P	
1762	2210			REYNOLDS YL	20.0		P	
1765	2480			HEMLOCK YL	17.0		P	
1769				FIR YL	12.4		P	
1775				KENTON YL	7.7		P	
1776				PENINSULA JCT. YL	5.6		PY	
2-1778				ST. JOHNS JCT. YL	4.0		P	
2-1780			DN-R	ALBINA YL	1.6		FPT	
2-1781			DN	EAST PORTLAND YL	0.6		IPY	
3-1775	A5.50PM			PORTLAND YL	0.0	11.10AM	IP	
				VIA GRAHAM (84.5)				
				VIA KENTON (90.9)				

Rule 261 in effect between Crates and Troutdale.

Rules 251 to 254 inclusive apply between Crates and The Dalles.

Yard limits are continuous from Albina to East Troutdale via Kenton and Graham.

At Portland, trains and engines are governed by Operating Rules and Special Instructions of Portland Terminal Railroad Company while using Portland Terminal Railroad Company tracks.

NOTE — Distance between MP 56 and MP 57, between Wyeth and Meno is 0.6 mile.

Note 2 to Rule 99 is in effect on Fourth Subdivision.

On single track eastward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

CLEARANCE REQUIREMENTS

Eastward trains and engines via Graham must receive clearance at East Portland and need not receive clearance at Albina, except Amtrak trains when cleared at VC office need not receive clearance at East Portland.

OREGON DIVISION

SPEED RESTRICTIONS — FOURTH SUBDIVISION

LOCATION	MPH		LOCATION	MPH	
	PSGR	FRT		PSGR	FRT
Maximum Speed	70	65	38.2 and 39.9	60	50
Portland			41.4 and 42.5	30	20
Union Station, on all tracks P.T.R.R.Co. Yard and through interlocking	10	10	42.5 and 45.0	50	40
			45.0 and 49.0	55	45
			49.5 and 58.5	60	50
Between Mile Posts — East Portland 0.9 and Albina 1.6	10	10	Meno		
			59.4 and 61.9	50	35
Over all curves at either end of Willamette River Bridge 0.4	6	6	Hood River		
			61.9 and 64.3	35	35
Kenton			64.3 and 66.4	55	45
Over Columbia Boulevard, near Peninsula Jct. 5.6	25	25	66.4 and 66.7	45	35
			67.1 and 68.2	55	45
Troutdale			68.4 and 70.4	40	30
15.9 and 18.1	70	60	70.4 and 72.7	50	40
18.1 and 18.5	55	45	73.7 and 75.0	60	50
20.1 and 22.4	60	50	75.1 and 75.9	55	45
23.8 and 24.0	50	40	76.3 and 77.0	60	50
24.8 and 25.9	60	50	77.5 and 78.2	65	55
Bridal Veil			79.0 and 81.2	55	45
27.5 and 29.4	60	50	81.8 and 82.1	60	50
30.2 and 31.4	60	50	The Dalles		
31.7 and 32.8	65	55	Over street crossings.		
			84.3 and 84.7	12	12
Dodson			84.7 and 85.1	25	25
35.5 and 37.3	55	45			

WESTWARD		BEND BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 2		MILE POST	RULE 6(A)
		STATIONS			
1680		OREGON TRUNK JUNCTION		0.0	JPXY

Between Oregon Trunk Junction and Bend, trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.

32-151	C-R	BEND	150.0	BFJKP TWYZ
		(150.0)		

Bend Branch shown for information only.

Station Nos. (Distance from Oregon Trunk Jct.)	STATIONS	Station Nos.	STATIONS
1680 Oregon Trunk Jct. ... Ore.		32-063 Nena	Ore.
32-005 Moody	Ore.	32-070 Dixon	Ore.
32-017 Lockit	Ore.	32-073 Dant	Ore.
32-026 Dike	Ore.	32-080 Kaskela	Ore.
32-029 Sinamox	Ore.	32-085 South Junction	Ore.
32-039 Oakbrook	Ore.	32-093 Gateway	Ore.
32-047 Sherar	Ore.	32-099 Paxton	Ore.
32-050 Tuskan	Ore.	32-104 Madras	Ore.
32-054 Maupin	Ore.	32-107 Agency	Ore.
32-054 Cambrai	Ore.	32-109 Metolius	Ore.
		32-114 Culver	Ore.
		32-121 Opal City	Ore.
		32-129 Terrebonne	Ore.
		32-132 Prineville Jct.	Ore.
		32-134 Redmond	Ore.
		32-143 Des Chutes	Ore.
		32-151 Bend	Ore.

OREGON DIVISION

WESTWARD		HEPPNER BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
302-45	2260	D	HEPPNER	45.2	
302-36	1210		LEXINGTON	36.3	
302-31	443		JORDAN	31.0	
302-28	890		IONE	28.3	
302-25	195		McNAB	25.2	
302-20	805		MORGAN	19.8	
302-14	330		CECIL	14.6	
1627	9735		HEPPNER JCT.	0.0	P
			(45.2)		

Movements on Heppner Branch are governed by Staff System. Staff located in staff box adjacent to junction switch at Heppner Jct. See Special Rule 300(R).

SPEED RESTRICTIONS — HEPPNER BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	25	17.9 and 19.0	20
Between Mile Posts — 0.0 and 0.3	15	20.7 and 22.7	15
16.0 and 16.2	20	31.5 and 31.7	20
		44.7 and end of track	15

WESTWARD		CONDON BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(B)
	FEET	STATIONS			
303-45	1410		CONDON	44.5	Y
303-37	1250		GWENDOLEN	36.3	
303-29	1490		CLEM	28.6	
303-25	1490		MIKKALO	24.4	
303-16	635		ROCK CREEK	16.0	
303-08	1465		SHUTLER	7.3	
1638	9960		ARLINGTON	0.0	P
			(44.5)		

Movements on Condon Branch are governed by Staff System. Staff located in staff box adjacent to junction switch at Arlington. See Special Rule 300 (R).

SPEED RESTRICTIONS — CONDON BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	25	25.5 and 25.8	15
Between Mile Posts — 0.0 and 0.4	15	27.8 and 28.9	15
15.4 and 16.1	20	29.9 and 31.3	20
16.1 and 18.6	15	33.0 and 33.4	15
On Descending Grade Between — 19.2 and 16.1	15	33.8 and 24.4	15
21.2 and 22.0	15	34.3 and 35.2	15
		44.0 and End of Track	15

OREGON DIVISION

WESTWARD		FIFTH SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(A)
	FEET	STATIONS			
1954			SEATTLE	183.1	Y
1951		C-R	ARGO	180.0	BFIJKP QTWYZ
		ABS	MILW-PC CROSSING	173.7	IY
1945	1300 3235		C-R	BLACK RIVER	173.7
			26.3		

Between Black River and Tacoma Jct., trains are governed by Operating Rules Timetable and Special Instructions of Milw. RR.

1918		ABS	C	TACOMA JCT.	147.4	IJPY
1917			C	RESERVATION	146.7	IJPY
				BN CROSSING	146.5	U
				BN CROSSING	146.4	U
			C	UP JCT.	144.7	IJPY
				136.0		

Between Reservation and North Portland Junction, trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.

1780		C	VANCOUVER	8.7		
1778		C	NORTH PORTLAND JCT.	6.8	IJPY	
		CTC		PENINSULA JCT.	5.6	PTY
2-1780			C-R	ALBINA	1.6	BFKPQ TWYZ
				(181.5)		

Rules 261 to 264 inclusive apply between Reservation and Tacoma Jct.

Yard limits are continuous from Black River to Seattle, from Tacoma Jct. to Reservation and North Portland Jct. to Albina.

CLEARANCE AND REGISTER REQUIREMENTS

All trains departing Albina need not receive clearance at Albina.

All westward trains need not receive clearance at Argo.

All trains must receive BN clearance at North Portland Jct., Reservation and UP Jct. (Tacoma) when entering BN trackage at those locations.

Conductors of all trains may register by register ticket per Operating Rule 83(A) at Black River.

SPEED RESTRICTIONS — FIFTH SUBDIVISION

LOCATION	MPH	LOCATION	MPH
Maximum Speed	35	Black River	
Between Mile Posts — 1.6 and 6.8	25	Through PC-UP crossover switches within interlocking	15
Tacoma		173.7	
145.1 and 146.0. On curves between Jct. Switch 15th Street and Reservation	10	Seattle	
Reservation		Over street crossings. Including Military Road.	20
146.0 and 147.3. On curves between Reservation Tower and Tacoma Jct.	15	Argo	
		Through interlocking	15

STATION NUMBERS — FIFTH SUBDIVISION

1783 Vancouver Jct.	1851 Napavine	1903 Pioneer
1794 Ridgefield	1858 Chehalis	1906 Titlow
1799 Woodland	1862 Centralia	1914 McCarver St.
1807 No. Pac. Grain	1864 Wabash	1916 Tacoma
1809 Kalama	1869 Bucoda	1924 North Puyallup
1815 Longview Jct.	1872 Tenino Junction	1925 Sumner
1-1819 Longview	1873 Tenino	1928 Benroy
1819 Kelso	1881 East Olympia	1933 Auburn
1820 Rocky Point	1886 Kyro	1938 Kent
1822 Ostrander	1888 St. Clair	1940 Graystone Spur
1828 Castle Rock	1892 Nisqually	1943 Andover Pass
1835 Olequa	1898 Ketron	1943 Tukwila
1838 Vader	1900 Stellacoom	1944 Concora Pass
1845 Winlock	1901 West Tacoma	

OREGON DIVISION

WESTWARD			GRAYS HARBOR BRANCH	
STATION NUMBER	LENGTH OF SIDINGS	SECOND CLASS	Timetable No. 2	
	FEET	307 Daily Except Sunday	STATIONS	
1862		12:01AM	C-R	CENTRALIA 2.4

Between Blakeslee Junction and Centralia, trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.
Time shown at Centralia is for information only.

306-02		12.15AM		BLAKESLEE JUNCTION 0.0
				BN CROSSING 0.0
				MILW CROSSING 0.8
306-03	395			RAISCH 1.9
306-05	1330	12.25		GALVIN 7.1
306-12		12.50	R	HELSING JUNCTION 1.5
306-14	2650	12.55		INDEPENDENCE 8.3
306-22	2690	1.20		CEDARVILLE 9.2
306-31	2325	1.45		SAGINAW 1.4
306-33	1120	1.50		SOUTH ELMA 10.0
306-42	2720	2.25		SOUTH MONTESANO 1.3
307-02				MONTESANO 1.3
	2720	2.25		SOUTH MONTESANO 8.6
306-51	1895	3.00		COSMOPOLIS 2.0
306-53				SOUTH ABERDEEN JCT. 0.1
				BN CROSSING 0.6
306-54		A 3.10AM	O-R	ABERDEEN 3.6

Between Aberdeen and Hoquiam, trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.
Time shown at Hoquiam is for information only.

306-58		A 3.30AM	O-R	HOQUIAM (57.5)
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SPEED RESTRICTIONS — GRAYS HARBOR BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	40	50.9 and 52.1	15
Between Mile Posts — 1.0 and 1.3	15	50.9 and 52.1. When handling logs.	8
4.3 and 7.5	25	Aberdeen	
8.7 and 12.1	25	52.1 and 52.7. City Limits.	20
14.0 and 15.3	20	52.7 and 56.7. Street Crossings.	10
15.3 and 19.8	25	MP 53.1. Boone St. Crossing.	5
32.9 and 49.8	25		

OREGON DIVISION

GRAYS HARBOR BRANCH		EASTWARD		
Timetable No. 2		MILE POST	SECOND CLASS	RULE 6(A)
STATIONS			306 Daily Except Sunday	
C-R	CENTRALIA 2.4	0.0	A 7.10PM	BFJK TWYZ

Between Blakeslee Junction and Centralia, trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.
Time shown at Centralia is for information only.

	BLAKESLEE JUNCTION	2.4	A 6.55PM	JMY
	BN CROSSING	2.4		M
	MILW CROSSING	2.4		M
	RAISCH	3.2		
	GALVIN	5.1	6.45	
R	HELSING JUNCTION	12.2	6.25	J
	INDEPENDENCE	13.7	6.20	
	CEDARVILLE	22.0	5.55	
	SAGINAW	31.2	5.35	
	SOUTH ELMA	32.6	5.30	
	SOUTH MONTESANO	42.6	4.50	TY
	MONTESANO	43.9		JY
	SOUTH MONTESANO	42.6	4.50	TY
	COSMOPOLIS	51.2	4.30	Y
	SOUTH ABERDEEN JCT.	53.2		JY
	BN CROSSING	53.3		UY
O-R	ABERDEEN	53.9	4.20PM	YZ

Between Aberdeen and Hoquiam, trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.
Time shown at Hoquiam is for information only.

O-R	HOQUIAM	57.5	4.00PM	
	(57.5)			

Eastward trains are superior to trains of the same class in the opposite direction. — See Rule S-71.

WESTWARD		OLYMPIA BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(A)
	FEET	STATIONS			
1881		EAST OLYMPIA		0.0	JTY
309-02		CAPITOL (SPUR-E)		1.9	Y
309-05		TUMWATER		4.8	Y
		BN CROSSING		7.3	Y
309-07		O-R	OLYMPIA	7.4	BJKT WYZ
		(7.4)			

Olympia Branch yard limits are continuous from MP 0.0 to End of Branch.

SPEED RESTRICTIONS — OLYMPIA BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	20	Tumwater	
Between Mile Posts — 0.0 and 0.2	10	5.0 and 5.8	15
		5.8 and 7.3	10
		7.3 and End of Track	6

OREGON DIVISION

WESTWARD					SIXTH SUBDIVISION	
STATION NUMBER	LENGTH OF SIDINGS FEET	SECOND CLASS			Timetable No. 2	
		151 Daily	859 Daily	119 Daily	STATIONS	
34-161		10.00PM		4.01PM	ABS	C-R SPOKANE 2.5
		A10.09PM		A4.10PM		C BN CROSSING 14.5

Between BN Crossing and Fish Lake, trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.

		10.43PM		4.45PM	ABS	FISH LAKE 4.7
77-169	5140	10.50		4.52		CHENEY 16.8
77-151	2730					CROSKEY 4.3
77-147	4730	11.22		5.23		WELLS 6.3
77-141	2605	11.32PM		5.33		PALM LAKE 12.0
77-129	300					TESKE (Spur-W) 4.1
77-125	3700	12.01AM		6.00		O MARENGO 13.5
77-111	2660	12.21		6.16		ANKENY 8.0
77-103	2065	12.33		6.25		HOOPER JCT. 5.7
77-098	200					PARK (Spur-W) 5.5
77-092	6715	12.52		6.41	JOSO 4.1	
			10.30PM		AYER JCT. 3.8	
77-082		1.20	11.00	7.00	ABS	AYER 11.2
77-072	9770	1.40 ¹²⁰	11.16	7.12		MATTHEWS 4.6
77-068	4660					SCOTT 5.4
77-062	9752	2.00	11.31	7.23		WALKER 9.8
77-052	9710	2.15	11.46PM	7.36		PAGE 8.7
77-044	4440	2.39	12.10AM	7.48		ASH 2.2
	1075					ICE HARBOR (Spur-W) 1.9
77-039	1410					SUN HARBOR 1.5
77-038	4345					HUMORIST 4.6
77-034	3970					WALLULA HEIGHTS (Spur-E) 2.8
77-031	7640	3.05	12.42 ¹²⁰	8.03	CTC	C-R WALLULA 1.7
77-029		3.10	12.46	8.06		WALLULA JCT. 10.2
77-019	7395	3.30	1.05	8.20	ABS	JUNIPER 10.0
77-009	7490	3.45	1.20	8.30		COLD SPRINGS 9.1
1591		A 4.05AM	A 1.35AM	A8.45PM	C-R	HINKLE (189.5)

CLEARANCE AND REGISTER REQUIREMENTS

No. 860 must receive Camas Prairie clearance in addition to UP clearance at Wallula. Eastward trains via Fish Lake must receive BN clearance in addition to UP clearance at Wallula.

Westward trains must receive UP clearance in addition to BN clearance at BN Crossing, and need not receive clearance at Fish Lake.

Conductors of the following trains may register by register ticket, per Operating Rule 83(A):

Wallula—all trains.

Eastward BN trains leaving UP tracks via east leg of wye at Wallula will register by register ticket at Attalia. Conductor of such trains will report arrival at Attalia by telephone to operator, Wallula.

OREGON DIVISION

SIXTH SUBDIVISION		EASTWARD				
Timetable No. 2		MILE POST	SECOND CLASS			RULE 6(A)
STATIONS			120 Daily	298 Daily	860 Daily	
ABS	C-R SPOKANE 2.5	371.7	A 4.45AM	A4.01PM		BFJJKP QTWYZ
	C BN CROSSING 14.5	369.2	4.35AM	3.40PM		IJPQY

Between BN Crossing and Fish Lake, trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.

ABS	FISH LAKE 4.7	354.7	A 4.00AM	A3.20PM		JP
	CHENEY 16.8	350.0	3.50	3.10		P
	CROSKEY 4.3	333.2				P
	WELLS 6.3	328.9	3.23	2.40		P
	PALM LAKE 12.0	322.6	3.15	2.30		P
	TESKE (Spur-W) 4.1	310.6				
	O MARENGO 13.5	306.5	2.55	2.01		JPT
	ANKENY 8.0	293.0	2.38	1.35		P
	HOOPER JCT. 5.7	285.0	2.29	1.20		JPT
	PARK (Spur-W) 5.5	279.3				
JOSO 4.1	273.8	2.13	1.05		P	
AYER JCT. 3.8	269.7			A1.20PM	IJP	
ABS	AYER 11.2	267.9	1.55	12.45	1.15	IKPQ TW
	MATTHEWS 4.6	256.7	1.40 ¹⁵¹	12.25	12.55	P
	SCOTT 5.4	252.1				P
	WALKER 9.8	246.7	1.25	12.10PM	12.40	P
	PAGE 8.7	236.9	1.10	11.55	12.25	P
	ASH 2.2	228.2	12.57	11.40	12.10PM	P
	ICE HARBOR (Spur-W) 1.9	226.0				
	SUN HARBOR 1.5	224.1				
	HUMORIST 4.6	222.6				
	WALLULA HEIGHTS (Spur-E) 2.8	218.0				
CTC	C-R WALLULA 1.7	215.2	12.42 ⁸⁵⁹	11.20	11.50	JPQTY
	WALLULA JCT. 10.2	213.5	12.39	11.15	11.45	JPTY
ABS	JUNIPER 10.0	203.3	12.25	11.00	11.30	P
	COLD SPRINGS 9.1	193.3	12.15	10.45	11.15	P
ABS	C-R HINKLE (189.5)	184.2	12.01AM	10.30AM	11.00AM	BFJJKP QTWYZ

On single track, except where Rule 261 is in effect, eastward trains are superior to trains of the same class in the opposite direction. — See Rule S-71.

Rules 261 to 264 inclusive apply between west switch Joso and east switch Ayer.

Speed Restrictions for Sixth Subdivision. See page 112.

Mileage Equation = MP 269.69 Equals MP 267.64.

**OREGON DIVISION
SPEED RESTRICTIONS — SIXTH SUBDIVISION**

LOCATION	MPH	LOCATION	MPH
Maximum Speed	60	244.5 and 245.7	45
Trains handling cars loaded with propane	40	248.2 and 248.5	55
Hinkle Between Mile Posts — 183.7 and 185.1. West and East legs of Wye.	20	Between East switch Ayer and Ayer Jct.	40
Cold Springs 200.7 and 201.0	50	271.6 and 273.0	20
Juniper 209.2 and 210.2	35	275.1 and 282.2	45
210.2 and 211.7	40	Hooper Jct. 286.2 and 286.5	50
Wallula Jct. 214.2 and 215.6 over manual switches.	20	290.7 and 291.1	50
Wallula 219.7 and 220.0	40	291.9 and 292.3	35
221.6 and 222.0	50	294.4 and 294.5	45
Humorist 226.7 and 227.0	50	295.4 and 297.0	50
Ash 229.3 and 229.6	50	305.6 and 305.9	40
230.6 and 232.3	35	Marengo 308.6 and 309.0	50
234.2 and 234.6	50	Cheney 350.0 and 351.8. Within city limits.	35
235.4 and 236.0	45	352.8 and 353.5	45
Page 238.4 and 239.0	45	Fish Lake MP 354.7 through turn-out.	30
239.7 and 240.1	50	BN Crossing Through interlocking M P 369.2	10
		Over street crossings between BN Crossing MP 369.2 and Spokane MP 371.7	20

WESTWARD		WALLULA BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(A)
	FEET	STATIONS			
346-47		O-R	WALLA WALLA	30.8	BJKPO TWYZ
333-29	375		COLLEGE PLACE	28.9	Y
			W.W.V.RY. CROSSING	28.7	M
333-28	520		GARRETT	28.6	
333-24	590		WHITMAN	24.0	
333-19	1550		LOWDEN	19.4	
333-15	6165		TOUCHET	15.3	
333-04			ZANGAR JCT.	3.8	JP

Between Zanger Jct. and Wallula Jct. trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc. except will be governed by Union Pacific R.R. Block and Interlocking Signal Indications.

77-029		WALLULA JCT.	0.0	JPTY
		(30.8)		

CLEARANCE REQUIREMENTS

Eastward trains to Wallula Jct. must receive clearance at Wallula and all trains need not receive clearance at Zanger Jct.

SPEED RESTRICTIONS — WALLULA BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	40	12.6 and 13.6	35
Between Mile Posts — 3.8 and 4.7	25	18.5 and 19.1	25
4.7 and 9.7	15	24.5 and 24.6	35
9.7 and 12.1	25	26.5 and 26.6	35
12.1 and 12.6	15	28.7 — W.W.V. Ry. Crossing	12

OREGON DIVISION

WESTWARD		SUNNYSIDE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(A)
	FEET	STATIONS			
334-64	1960		MIDVALE	0.0	JTY
335-03			SUNNYSIDE	2.8	Y
			(2.8)		

Sunnyside Branch yard limits are continuous from MP 0.0 to End of Branch.

SPEED RESTRICTIONS — SUNNYSIDE BRANCH

LOCATION	MPH
Maximum Speed	20

WESTWARD		PENDLETON BRANCH		EASTWARD			
STATION NUMBER	LENGTH OF SIDINGS	SECOND CLASS 365	Timetable No. 2		MILE POST	SECOND CLASS 366	RULE 6(A)
	FEET	Daily Except Sunday	STATIONS				
346-79	345			McKAY	78.6		Y
346-76	1200			MENOKEN	75.5		Y
346-72	1355	12.50PM		BOLLES	71.3	A10.50AM	JY
346-70	55			McCALL	69.4		
346-67	1310	1.10		PRESCOTT	66.7	9.45	
346-62	410			ENNIS	60.9		
346-54	1105	1.55		VALLEY GROVE	53.6	9.00	
				BN CROSSING	47.2		U
346-47		A 2.25PM	O-R	WALLA WALLA	46.9	8.30AM	BJKPO TWYZ
				W.W.V.RY. CROSSING	44.2		M
346-41	1415			SPOFFORD	39.9		
				W.W.V. RY. CROSSING	36.3		M
346-37	1900			MILTON-FREEWATER	36.1		JY
	600			BARRETT	33.1		
346-31	730			BADE	30.2		
346-22	3400			WESTON	20.8		
346-18	1055			ATHENA	17.0		
				(61.6)			

Pendleton Branch yard limits are continuous from Bolles to End of Branch at McKay.

Eastward trains are superior to trains of the same class in the opposite direction. — See Rule S-71.

SPEED RESTRICTIONS — PENDLETON BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	25	W.W.V.Ry. Crossing, MP 36.3	10
Between Mile Posts — Athena		W.W.V.Ry. Crossing, MP 44.2	15
17.0 and 17.9 Over street crossings.	15	45.1 and 48.2. Over street crossings.	12
20.2 and 21.3	20	On West Leg of Wye	5
24.0 and 33.1 On descending grade	10	52.7 and 53.4	15
24.0 and 26.2	15	64.8 and 66.3	15
28.3 and 33.4	15	71.4 and 76.1	10
Milton-Freewater 35.8 and 36.8. Over street crossings	15	78.4 to end of track	10

OREGON DIVISION

WESTWARD			YAKIMA BRANCH		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	SECOND CLASS 365 Daily	Timetable No. 2		MILE POST	SECOND CLASS 364 Daily	RULE 6(B)
			STATIONS				
334-98		8.00PM	O-R	YAKIMA 2.5	98.0	A2.45AM	BFJKQ TWYZ
334-96	300	8.10		UNION GAP (SPUR-W) 3.6	94.9	2.35	Y
				BN CROSSING 0.5	91.3		AM
334-91	1100	8.20		PARKER 1.4	90.8	2.25	
				BN CROSSING 7.5	89.4		AM
334-82		8.40		BUENA 3.4	81.9	2.10	
334-79	600	8.45		ZILLAH 2.1	78.5	2.05	JY
334-77	475			BOONE (SPUR-E) 2.7	76.4		
334-74	2705	8.53		GRANGER 10.0	73.7	1.57	
334-64	1960	9.10		MIDVALE 6.2	63.7	1.40	JT
334-59	2600	9.20		GRANDVIEW 6.8	57.5	1.30	
334-52	2275	9.35		NORTH PROSSER 2.4	50.7	1.15	
334-49	475			BIGGAM 5.3	48.3		
334-44	2750	9.50		CHAFFEE 6.5	43.0	1.00	
334-37	2240	10.05		BENTON CITY 5.1	36.5	12.45	
334-32	2660	10.20		ACTON 12.6	31.4	12.30	
334-20	2575	10.40	R	RICHLAND JCT. 3.8	18.8	12.05AM	JY
334-14	2205	10.55	O	KENNEWICK 4.5	13.0	11.50PM	BJK PWYQ
334-09	675	11.05		HEDGES 1.5	8.5	11.30	
334-07	3675	11.15		VILLARD JCT. 6.4	7.0	11.20	JP
334-01	3670		CTC	ATTALIA 0.6	0.6		JP
77-031	7640	A11.30PM	C-R	WALLULA (98.0)	0.0	11.05PM	JPTY BQK

Slide detector signals between MP 41 and MP 42, see Special Rule 509 (RO). For movement over bridge 89.4 and crossing MP 91.3, see Special Rule 613(RO).

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction. — See Rule S-71.

MOVEMENT INSTRUCTIONS

Movements on Government trackage between Richland Jct. and yard limit sign on Government trackage at MP 43.8 are governed by Staff System. Divided staff will be used. See Special Rule 300(RO).

SPEED RESTRICTIONS — YAKIMA BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	49	37.9 and 38.7	20
Between Mile Posts — 0.0 and 0.1	20	41.0 and 41.9	40
0.1 and 0.5	35	49.2 and 49.4	40
7.0 and 7.4	35	57.2 and 58.5	25
Bridge 7.4 and M.P. 8.0	15	70.7 and 71.4	40
8.0 and 8.5	35	72.5 and 74.0	30
Kennewick Over street crossings. MP 11.8 and 13.7	10	74.0 and 74.4	40
Richland Jct.		88.7 and 89.2	35
On Government Track between Richland Jct. and North Richland.	25	89.2 and 89.6	20
		89.6 and 90.1	35
		91.0 and 91.7	20
		97.9 and End of Track	10
32.4 and 37.9	40		

OREGON DIVISION

WESTWARD			DAYTON BRANCH		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	SECOND CLASS 365 Daily Except Sunday	Timetable No. 2		MILE POST	SECOND CLASS 366 Daily Except Sunday	RULE 6(A)
			STATIONS				
347-13	875	11.50AM		DAYTON 0.2	13.1	A11.05AM	JTY
		A11.55AM		DAYTON JCT. 7.7	12.9	11.00AM	JY

Between Waitsburg Jct. and Dayton Jct., trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.

347-05		12.25PM	R	WAITSBURG JCT.	5.2	A10.30AM	JY
347-04	1235	12.35	O	WAITSBURG 3.5	3.5	10.20	
346-72	1345	A12.50PM		BOLLES (13.1)	0.0	10.05AM	J

No. 366 arriving Dayton will run as No. 365 Dayton to Bolles and need not receive clearance at Dayton.

SPEED RESTRICTIONS — DAYTON BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	25	0.6 and 5.2	20
Between Mile Posts — 0.0 and 0.6	15	Dayton 12.5 and End of Track	10

WESTWARD			TUCANNON-POMEROY BRANCH		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	SECOND CLASS 365 Daily Except Sunday	Timetable No. 2		MILE POST	RULE 6(A)	
			STATIONS				
348-29	1670		O-R	POMEROY 4.5	28.9	Y	
348-25	1305			ZUMWALT 5.3	24.4		
348-19	250			HOUSER 2.8	19.1		
348-16	480			DODGE 8.4	16.3		
348-08	985			DELANEY 7.9	7.9		
350-04				STARBUCK 1.6	0.0		
350-02	350			POWERS 3.1	3.1		
33-012				TUCANNON (33.6)	0.0	JPT	

SPEED RESTRICTIONS — TUCANNON-POMEROY BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	25	Between Starbuck and Pomeroy Mile Posts — 0.0 and 0.6	10
Between Tucannon and Starbuck Mile Posts — 3.7 and 4.0	15	3.0 and 6.8	20
Between Powers and Starbuck trains handling loaded C-3 covered hoppers not exceeding 263,000 lbs.	10	17.6 and 17.9	20
		25.3 and 26.0	20
		28.4 and End of Track. Pomeroy Over street crossings.	10

Eastward trains are superior to westward trains of the same class. — See Rule S-71.

OREGON DIVISION

WESTWARD					TEKOA BRANCH
STATION NUMBER	LENGTH OF SIDINGS FEET	SECOND CLASS			STATIONS
		859 Daily	391 Daily Except Sat.	387 Daily Except Sun.	
					Timetable No. 2
34-161			10.00AM	11.30PM	(C-R SPOKANE 2.1
34-159	2865		10.10	11:35PM	DISHMAN 3.3
34-150	3660		10.45	12.01AM	MICA 2.8
34-147	1010				FREEMAN 3.3
34-143			11.00	A 12.15AM	R MANITO 5.2
34-138	1225		11.10		ROCKFORD 3.3
34-135	2170		11.20		DARKNELL 3.4
34-132	1840		11.30		FAIRFIELD 5.1
34-126	280				RAHM 3.3
34-123	1245		11.45AM		LATAH 7.2
33-116			12.01PM ³⁹²		O TEKOA 5.6
33-110	720		A12:15PM		SELTICE 6.0
33-104	1440				FARMINGTON 5.9
33-098	800				WALTERS 3.2
					BN CROSSING 0.3
33-095	1825				GARFIELD 5.5
33-090	1405				ELBERTON 6.0
33-083	705				GLENWOOD 7.4
33-077	1600				O-R COLFAX 3.7
33-072	1700				MOCKONEMA 4.0
33-068	1460				DIAMOND 3.7
33-065	835				THERA 6.9
33-058	1480				ENDICOTT 5.8
33-052	3260				WINONA 4.1
33-048	2320				SUTTON 6.5
33-041	1345				O LA CROSSE 5.8
33-036	500				JERITA (Spur-W) 3.8
33-032	675				SCHRECK 1.9
33-030	2180				HAY 9.9
33-020	140				PIERSON (Spur-W) 2.6
33-017	2690	10.00PM ⁸⁶⁰			R RIPARIA 5.7
33-012	810	10.17			TUCANNON 4.6
		A10.30PM			AYER JCT. (153.8)

OREGON DIVISION

TEKOA BRANCH	EASTWARD					
Timetable No. 2	MILE POST	SECOND CLASS				RULE 6(A)
		378 Daily Except Sat.	388 Daily Except Sun.	392 Daily Except Sun.	860 Daily	
STATIONS						
(C-R SPOKANE 2.1	161.0		A 9.20PM	A 1.40PM		BFIJKP
DISHMAN 3.3	158.9		9.15	1.35		QWYJZ
MICA 2.8	149.7		8.50	1.20		
FREEMAN 3.3	146.9					
R MANITO 5.2	143.6		8:35PM	1.10		J
ROCKFORD 3.3	138.4			12.55		
DARKNELL 3.4	135.1			12.45		
FAIRFIELD 5.1	131.7			12.35		
RAHM 3.3	126.6					
LATAH 7.2	123.3			12.15		
O TEKOA 5.6	116.1			12.01PM ³⁹¹		TY
SELTICE 6.0	110.5			11.00AM		J
FARMINGTON 5.9	104.5			10.40		
WALTERS 3.2	98.6					
BN CROSSING 0.3	95.4					U
GARFIELD 5.5	95.1			10.15		
ELBERTON 6.0	89.6			10.00		
GLENWOOD 7.4	83.6					
O-R COLFAX 3.7	77.7	A 4.15PM		9.30AM		BJPQTY
MOCKONEMA 4.0	72.5	4.00				
DIAMOND 3.7	68.5	3.55				
THERA 6.9	64.8					
ENDICOTT 5.8	57.9	3.40				
WINONA 4.1	52.3	3.30PM				JTY
SUTTON 6.5	48.0					
O LA CROSSE 5.8	41.5					JTY
JERITA (Spur-W) 3.8	35.7					
SCHRECK 1.9	31.9					
HAY 9.9	30.0					
PIERSON (Spur-W) 2.6	20.1					
R RIPARIA 5.7	17.5				A10.00PM ⁸⁵⁹	JYP
TUCANNON 4.6	11.8				9.40	JPT
AYER JCT. (153.8)	7.2				9.20PM	IJP

CLEARANCE REQUIREMENTS

Eastward trains from MILW at Manito must receive UP clearance in addition to MILW clearance at Plummer, Kellogg-Wardner or St. Maries and need not receive clearance at Manito.

UP train enroute to MILW at Manito must receive MILW clearance in addition to UP clearance at Spokane.

Trains from connecting subdivisions need not receive clearance at Ayer Jct., or at Colfax or Winona, unless train order signal indicates Stop.

Trains from Camas Prairie at Riparia must receive UP clearance in addition to Camas Prairie clearance at Lewiston and need not receive clearance at Riparia.

Trains enroute to Camas Prairie at Riparia must receive Camas Prairie clearance in addition to UP clearance at Hinkle or Wallula.

Between Riparia and Lewiston trains will be governed by Camas Prairie R. R. Timetable and Special Rules.

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 392 and No. 388. — See Rule S-71.

SPEED RESTRICTIONS — TEKOA BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	40	42.6 and 43.7	35
Ayer Jct. Turn-out MP 7.17		49.3 and 50.0	25
MP 269.69 Sixth Subdivision	25	50.0 and 51.5	35
Between Mile Posts —		53.3 and 55.0	35
19.7 and 19.9	15	Endicott 57.8 and 58.1	
19.9 and 23.6	25	Over street crossings.	25
23.6 and 27.1	20	61.2 and 61.5	35
27.1 and 28.7	15	62.7 and 63.0	35
28.7 and 30.5	25	64.9 and 65.6	30
30.5 and 33.4	20	68.2 and 69.0	25
33.4 and 36.9	15	69.0 and 70.1	30
36.9 and 37.8	25	73.2 and 77.1	15
37.8 and 39.3	15	77.1 and 78.5	12
39.3 and 40.7	25	79.8 and 81.5	25
		81.5 and 82.8	20

Speed Restrictions Tekoa Branch continued on Page 118.

OR-DIVISION

OR-DIVISION

OREGON DIVISION
SPEED RESTRICTIONS — TEKOA BRANCH (Continued)

LOCATION	MPH	LOCATION	MPH
Between Mile Posts — 82.8 and 83.1	15	123.4 and 124.2	20
83.1 and 86.5	25	124.2 and 125.6	25
86.5 and 87.0	15	127.7 and 130.6	30
87.0 and 91.2	20	Fairfield 131.7 and 131.8 Over street crossings.	25
91.2 and 91.9	15	133.3 and 133.6	15
91.9 and 95.8	25	133.6 and 135.8	35
98.7 and 102.4	30	135.8 and 137.0	25
104.0 and 104.6	20	137.0 and 138.5	15
104.6 and 105.8	25	138.5 and 141.2	25
111.8 and 115.0	30	142.6 and 144.0	20
117.1 and 117.6	15	148.2 and 148.7	35
Tekoa — Tilma Spur	10	149.9 and 155.4	25
117.6 and 119.6	20	Between BN Crossing 163.5 and end of track on line through old yard.	12
119.6 and 123.4	25		

WESTWARD		CONNELL BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(A)
	FEET	STATIONS			
33-041		O	LA CROSSE	0.0	JTY
343-05	695		4.6 PAMPA	4.6	
343-08	365		3.6 GORDON	8.2	
343-15	575		6.5 HOOPER	14.7	Y
77-103	1585		1.0 HOOPER JCT.	15.7	JPTY
343-37			21.7 KAHLOTUS	37.4	
343-42	210		4.9 ESTES	42.3	
343-46	420		3.8 SULPHUR	46.1	
343-51	585		5.0 CURRY	51.1	
343-53		O-R	1.8 CONNELL	52.9	TY
			(52.9)		

SPEED RESTRICTIONS — CONNELL BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	25	Connell Branch 15.7 connection to Sixth Subdivision.	10
Between Mile Posts — 3.4 and 3.6	20	17.3 and 17.7	15
6.6 and 7.8	15	17.7 and 27.0	20
9.3 and 9.8	20	34.0 and 37.7	15
15.1 and 16.0	10	45.0 and 46.0	15
Hooper Jct.		52.5 and Connell	15
West leg of wye	5		

Eastward trains are superior to trains of the same class in the opposite direction. — See Rule S-71.

WESTWARD		SIERRA NEVADA BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 2		MILE POST	RULE 6(A)
	FEET	STATIONS			
345-71			BRADLEY	0.0	JY
			2.0 END OF TRACK	2.0	Y
			(2.0)		

Sierra Nevada Branch yard limits are continuous from MP 0.0 to End of Branch.

SPEED RESTRICTIONS — SIERRA NEVADA BRANCH

LOCATION	MPH
Maximum speed	10

OREGON DIVISION

WESTWARD			PLEASANT VALLEY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	SECOND CLASS	Timetable No. 2		MILE POST	RULE 6(A)
	FEET	Daily Except Sat.	STATIONS			
33-110	720	1.01PM		SELTICE	48.0	J
344-45				2.7 WARNER	45.3	
344-39	1735	1.20		5.6 BN CROSSING	39.7	U
344-31	2250	1.50		0.6 OAKSDALE	39.1	
				7.9 THORNTON	31.2	
				0.6 BN CROSSING	30.6	U
344-25	1410			5.2 SUNSET	25.4	
344-21	530			4.6 JUNO	20.8	
344-18	1455	2.30		2.5 ST. JOHN	18.3	
344-12	1415	2.50		8.8 WILLADA	11.5	
344-04	2640	3.10		7.1 GRAVEL PIT	4.4	
33-052	3260	A 3.30PM		4.4 WINONA	0.0	JTY
				(48.0)		

No. 391 need not receive clearance at Seltice.

SPEED RESTRICTIONS — PLEASANT VALLEY BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	40	23.0 and 25.7	30
Between Mile Posts — 0.0 and 0.2	15	25.7 and 27.8	15
1.8 and 2.2	30	27.8 and 29.7	35
5.1 and 6.0	25	29.7 and 30.3	25
6.0 and 10.4	35	BN Crossing, MP 30.6	15
13.8 and 14.0	35	30.6 and 34.4	25
15.8 and 19.3	25	34.4 and 41.3	20
19.3 and 22.7	30	41.3 and 44.6	30
22.7 and 23.0	25	44.6 and 45.1	20
		45.1 and 47.5	30
		47.5 and 47.9	20

WESTWARD		MOSCOW BRANCH		EASTWARD			
STATION NUMBER	LENGTH OF SIDINGS	SECOND CLASS	Timetable No. 2		MILE POST	SECOND CLASS	RULE 6(A)
	FEET	379	STATIONS				
342-28		7.30AM	O-R	MOSCOW	28.1	A 6.15PM	BKQWY
342-21	315	7.55		7.6 WHITLOW	20.5	5.50	
				1.2 BN CROSSING	19.3		U
342-19	1225	8.05		0.6 PULLMAN	18.7	5.40	
342-13	1155	8.25		3.0 ALBION	12.7	5.20	
342-10	1020	8.35		1.9 SHAWNEE	9.7	5.10	
342-08	525			3.3 PARVIN	7.8		
342-05	310			4.5 RISBECK	4.5		
33-077		A 9.15AM	O-R	4.5 COLFAX	0.0	4.30PM	JPQTY
				(28.1)			

Eastward trains are superior to trains of the same class in the opposite direction. Exception: on Moscow Branch No. 379 is superior to No. 378. See Rule S-71.

SPEED RESTRICTIONS — MOSCOW BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	25	12.2 and 15.0	15
Between Mile Posts — 0.0 and 1.1	12	15.0 and 17.3	20
1.1 and 3.1	15	17.3 and 20.0	15
3.9 and 4.2	20	Pullman	
5.5 and 7.5	15	18.5 and 19.5 Street Crossings.	6
8.4 and 8.8	15	24.6 and 25.4	15
9.9 and 10.6	20	26.5 and 28.5 Street Crossings.	12
10.6 and 11.3	15		

O R D I N A T I O N

O R D I N A T I O N

OREGON DIVISION

WESTWARD			WALLACE BRANCH		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	SECOND CLASS 387	Timetable No. 2	MILE POST	SECOND CLASS 388	RULE 6(A)	
		Daily Except Sat.			Daily Except Sat.		
34-143		12.15AM	R	MANITO 19.8	A8.35PM	JY	

Between Manito and Plummer, trains are governed by Operating Rules, Timetable and Special Instructions of MILW. R.R. Time shown at Manito is for information only.

345-20		1.01AM	O	PLUMMER	16.2	A7.50PM	JY
345-26	1220	1.20		CHATCOLET	22.8	7.30	
345-34	1000	1.40		HARRISON	30.5	7.10	
345-38	2190	1.45		SPRINGSTON	33.8	7.05	
345-49	1080	2.05		LANE	45.2	6.45	
345-53	1760	2.15		ROSE LAKE	50.1	6.35	
345-61	1535	2.25		CATALDO	57.4	6.25	
345-66	375	2.35		ENAVILLE	62.5	6.15	T
345-71				BRADLEY	67.2		JY
345-73	1710	A 2.50AM	O-R	KELLOGG-WARDNER	68.9	6.01PM	BFKP QWY
345-76				SHORT	72.8		Y
345-79	1915			OSBURN	75.8		Y
345-84			O	WALLACE	80.2		JYZ
				BN CROSSING	80.4		UY
				BN CROSSING	80.6		UY
345-90	360			BURKE	86.9		Y
				(90.5)			

Yard Limits are continuous from Bradley to Burke.

Eastward trains are superior to trains of the same class in the opposite direction. Except that No. 387 is superior to No. 388.

CLEARANCE REQUIREMENTS

UP trains entering MILW at Plummer must receive MILW clearance at Kellogg-Wardner or at Plummer.

Westward trains need not receive clearance at Plummer.

SPEED RESTRICTIONS — WALLACE BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	40	58.8 and 60.0	35
Between Mile Posts —		60.0 and 61.2	25
16.2 and 28.7	20	62.4 and 64.6	35
Bridge 23.45	10		
28.7 and 31.1	35	Kellogg-Wardner	10
34.0 and 35.2	30	67.2 and 68.9 Crossings	
38.3 and 39.9	35	Wallace	
43.7 and 43.9	35	80.0 and 80.5 Crossings.	6
47.9 and 48.9	30	80.5 and 87.3	15
50.6 and 50.9	30	Burke to Wallace, Eastward.	10
53.6 and 54.9	30		

WESTWARD		COEUR D'ALENE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 2		MILE POST	RULE 6(A)
		STATIONS			
890-09		O	COEUR D'ALENE	8.8	QUY
890-08	640		GIBBS	7.8	UY
88-026	1730		COEUR D'ALENE JCT.	0.0	JTY
			(8.8)		

Coeur D'Alene Branch yard limits are continuous from M.P. 0.0 to End of Branch.

SPEED RESTRICTIONS — COEUR D'ALENE BRANCH

LOCATION	MPH
Maximum Speed	20
Between Mile Posts —	
6.8 and 7.2	10

SPOKANE INTERNATIONAL RAILROAD

WESTWARD			SPOKANE SUBDIVISION		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	SECOND CLASS 9	Timetable No. 2	MILE POST	SECOND CLASS 8	RULE 6(A)	
		DAILY			DAILY		
88-141	3990	7.00AM	O-R	EASTPORT	140.8	A 8.45PM	BJKP QWY
88-126	2205	7.30		MEADOW CREEK	126.5	6.27	
88-120	690			MESENBRINK (SPUR-E)	119.8		
88-119	1730	7.51		MOYIE SPRINGS	119.2	6.08	
88-110	2270	8.50	O	BONNERS FERRY	109.6	5.45	KP QWY
				BN CROSSING	109.3		MY
88-104	1110	9.04		DEEP CREEK	103.7	5.22	
88-096	4615	9.18		SHILOH	95.8	5.07	
88-090	2835	9.28		ELMIRA	90.2	4.57	
88-087	2205	9.33		SAMUELS	88.8	4.52	
88-082	2830	9.41		FOREST SIDING	82.1	4.44	
88-075	2445 4900	10.28	O-R	SANDPOINT (BN Crossing)	74.7	4.32	BKMP QWY
88-072		10.36		DOVER (SPUR-W)	71.5	4.17	
88-058	8615	11.03			57.7	3.50	
88-050	6200	11.15		CLAGSTONE	49.6	3.39	
88-043	2260	11.28		ATHOL	42.7	3.27	
88-037	1900	11.36		CHILCO	36.2	3.19	
88-027	200			HAYCROFT (SPUR-E)	26.6		
88-026	1730	11.51		COEUR D'ALENE JCT.	25.5	3.04	JT
88-022	2690	11.57AM		GRAND JCT. (BN Crossing)	22.0	2.57	M
88-021	420			INTERSTATE (SPUR-W)	20.2		
88-018	2645	12.05PM		EAST FARMS	17.7	2.50	
88-013	2070			AUSTIN (SPUR-E)	12.7		
88-012	1735	12.18	O	TRENTWOOD-VELOX	10.8	2.38	KPQ TWY
88-009	475	12.30		MILLWOOD-IRVIN	6.8	2.30	Y
88-003	2190	12.40		SPOKANE SHOP	2.7	2.20	Y
88-000		12.50PM		BN CROSSING		2.10PM	IJPQY
34-163		A 1.00PM	O-R	SPOKANE		2.00PM	BFIJKP QWY
				(139.7)			

Eastward trains are superior to trains of the same class in the opposite direction. See Rule S-71.

SPEED RESTRICTIONS — SPOKANE SUBDIVISION

LOCATION	MPH	LOCATION	MPH
Maximum Speed	40	Deep Creek	
Between Mile Posts —		105.4 and 105.9	35
BN Interlocking Limits.	10	109.0 and 110.2	15
Vay		Bonnors Ferry	
60.0 and 68.8	35	110.2 and 116.7	20
68.8 and 69.4	25	116.7 and 117.4	15
Forest Siding		117.4 and 123.7	20
83.2 and 85.9	35	123.7 and 124.2	15
Elmira		124.2 and 130.5	30
92.6 and 96.6	35	132.7 and 133.5	30
Shiloh		133.5 and 139.1	35
96.6 and 100.4	30		

NO-DIVISION

NO-DIVISION

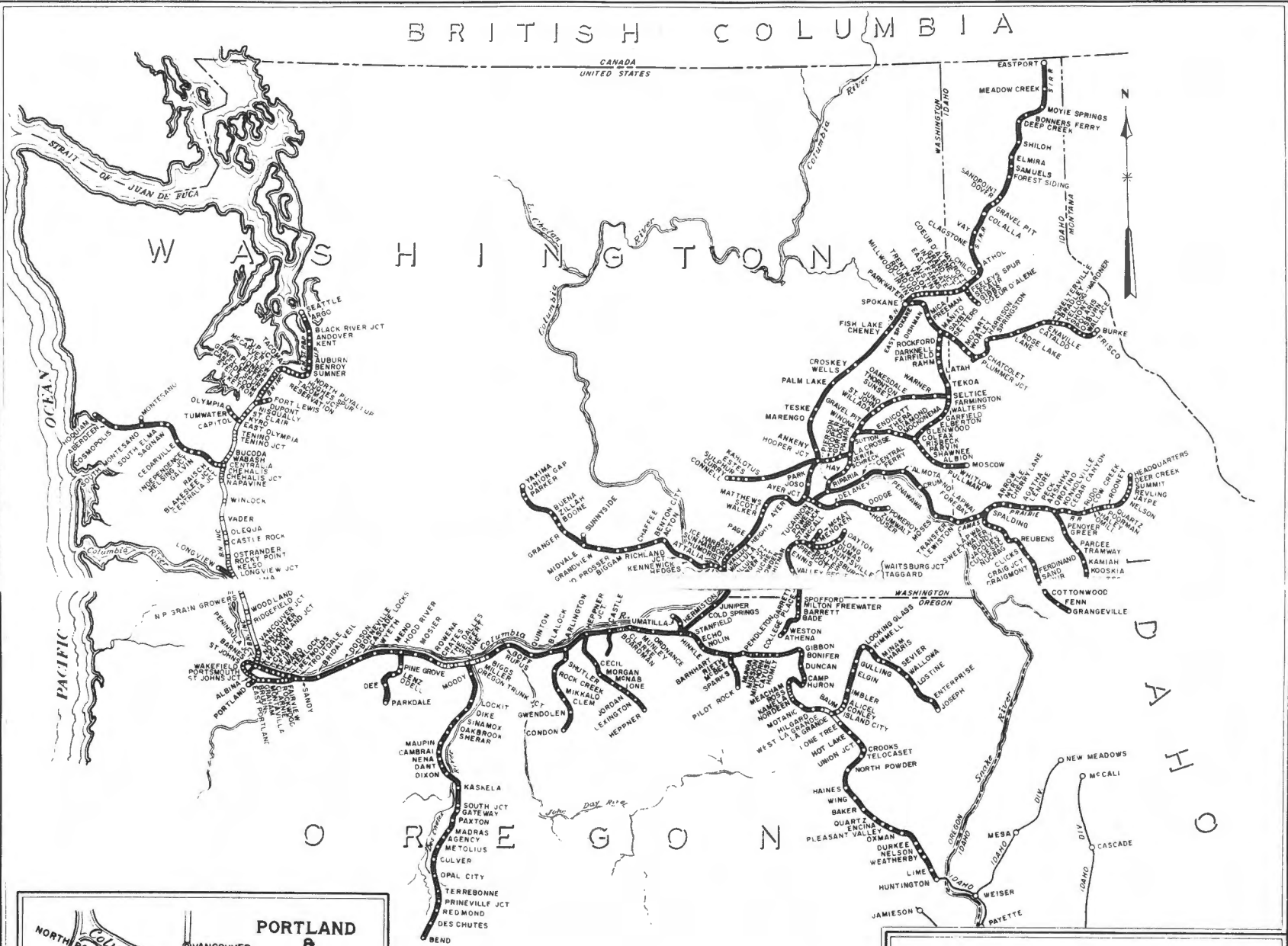
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WASHINGTON

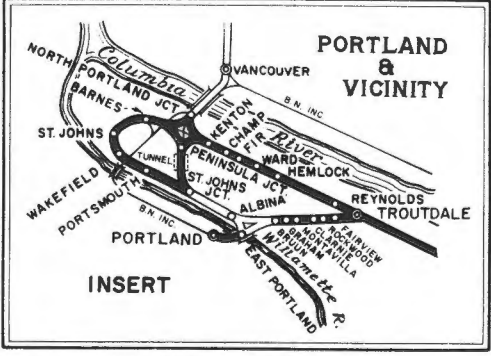
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INSERT

UNION PACIFIC RAILROAD
NORTHWESTERN DISTRICT
OREGON DIVISION

SCALE OF MILES

10 0 10 20 30 40 50 100

OFFICE OF CHIEF ENGINEER - OMAHA, NEBR. SEPT. 1, 1978
 C.E. DRAWING NO. 82 741

SPECIAL RULES — SYSTEM

ALL SUBDIVISIONS, INCLUDING THE SPOKANE INTERNATIONAL RR.

General Rules

M (R). Fifth and Sixth paragraphs of General Rule M of Operating Rules is cancelled and following applies:

Train and engine service employes must not occupy the roof of any freight car or caboose under any circumstances. Other employes whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

Standard Time

2 (R-1). Wrist watches approved for use under Rule 2 are:

Ball "Official Railroad Standard";

Ball "Automatic Trainmaster" model;

Bulova Quartz "Accutron-Railroad Approved" model, including Calendar model;

Elgin "B. W. Raymond" model;

Hamilton electric "Railroad Special";

Longines Model "T-905" Railroad Watch;

Longines "Ultra-Chron Railroad Watch";

Seiko Quartz, "Railroad Approved" model, standard face;

Wyler Incaflex Dynawind — R. R. Approved Model;

Wyler Incaflex Stemwind — R. R. Approved Model;

Wyler Dyna Quartz — R. R. Approved Model.

2 (R-2). Operating Rule 2 is modified by the addition of the following:

EXCEPTION: Employes working in the classification of Yard Helper will not be required to have a railroad grade watch until such employe has accumulated one year's seniority.

3 (R-1). Conductors and engineers of other railroads, who have made and registered watch comparison at beginning of trip or shift, will not be required to make and register watch comparison at initial station on Union Pacific.

Train Order Protection

12 (R-1). Referring to Rule 12(A), Conductor pilots working with Maintenance of Way equipment must be governed as follows:

Locomotive cranes, Burro cranes or other type equipment that may foul adjacent main tracks when working on double or triple main tracks or any time they are working on adjacent track and fouling main tracks, must be protected by Form "Y" train order on adjacent main tracks that may be fouled.

After conductor pilot has received his copy of Form "Y" train order and the yellow-red and green signals are displayed, work may be performed and men and machines may foul or occupy designated track within the prescribed limits during the time designated in the order without flag protection. The conductor pilot must keep a constant lookout for train or engine and if a train or engine is seen or heard approaching, unless all men and machines are clear of the track, he must go towards the train or engine and flag it with hand signals. If men and machines are clear of main track, conductor pilot will give a proceed signal to the approaching train or engine using a yellow flag or yellow light for this purpose, or conductor pilot may personally inform engineer of the approaching train or engine by radio that it is safe to proceed.

When radio communication is used for this purpose, Special Rule 12 (R) on inside of front cover of timetable must be rigidly adhered to.

Engine Whistle Signals

14 (R). In multiple track territory the following whistle signals must be used for recalling flagman:

Whistle signal as provided by Rules 14(d) and 14(e) followed by one short sound of the whistle for No. 1 track, two for No. 2, three for No. 3, and four for No. 4 track.

Markers

19 (R-1). Referring to Rule 19 (B). Except within the states of California and Colorado reflectorized metal flags may be used as markers.

Blue Signal Protection of Workman

As used in Special Rule 26(R), 26(R-1), 26(R-2), 26(R-3) and 26(R-4) following definitions apply:

"Workmen" means railroad employes assigned to inspect, test, repair or service railroad rolling equipment, or their components, including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

"Rolling Equipment" means engines and railroad cars.

"Blue Signal" means a clearly distinguishable blue flag or blue light by day and a blue light by night; blue light may be displayed either steady or flashing.

"Effective locking device" when used in relation to a manually operated switch or derail means a lock which may be locked and unlocked only by craft or group of employes applying that lock.

26 (R). A blue signal indicates that workmen are on, under, or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

26 (R-1). Workmen may not work on, under or between rolling equipment on any track unless:

(1) Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or

(2) A derail capable of restricting access to the portion of track where work will be performed is locked in derailing position with an effective locking device, and:
—Positioned at least 150 feet from the rolling equipment to be protected; or
—Positioned at least 50 feet from the end of an engine on an engine servicing track where speed does not exceed 5 MPH.

A blue signal must be displayed at each derail.

Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection the next switch of the crossover must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.

When workmen are working on, under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, or by a workman and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employes are clear and the engineer so advised by the same employe.

Engine Servicing Facilities

26 (R-2). An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

From the entrance switch to the service track, and the engine which is placed on the track is stopped short of coupling to another engine or

From the controlling unit to be moved and from the service track departure switch, before the engine is removed from the track.

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employe under the direction of the employe in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

Car Shop or Repair Track Protection

26 (R-3). A blue signal must be placed at the entrance switch to a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employe under the direction of the employe in charge of the workmen, after the workmen on the track have been notified and are clear of the movement.

Rolling equipment must not be placed on repair tracks or in car shops until it is known that all employes are clear of the track on which the movement is to be made.

Hump Yard Tracks & Tracks with Remotely Controlled Switches

26 (R-4). Workmen may not work on, under or between rolling equipment unless the person in charge of the workmen has notified the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employe in charge of the work that protection has been provided, each remotely controlled switch providing access to the track must be lined against movement to that track, and locked by applying an effective locking device to the lever, button or other device controlling the switch.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so.

The operator must maintain for 30 days a written record of each notification which contains the following information:

The date and time he received notification of work to be performed;

The name and craft of the employe in charge who provided the notification.

The number or other designation of the track involved;

The date and time he notified the employe in charge that protection has been provided; and

The date and time he was informed that the work had been completed, and the name and craft of the employe in charge who provided this information.

Each manually operated switch providing access to that track must be protected per Special Rule 26 (R-1).

Calling Signals

34 (R). Employes located in the operating compartment of an engine must communicate to each other in an audible and clear manner, the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employe comply with these requirements, including himself.

It is the engineer's responsibility to have each employe located in the operating compartment of the engine maintain a constant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine including operating the emergency valve.

Yard Limits

93 (R-1). Union Pacific Operating Rule 93 is revised as follows:

Yard limits will be designated in timetable and the yard limits indicated by "Yard Limit" signs.

Within yard limits the main track may be used without authority conferred by timetable, train order or clearance.

Within yard limits all trains and engines must move prepared to stop short of train, engine or cars and prepared to stop within one-half the range of vision but not exceeding 20 MPH except when main track is known to be clear by block signal indication.

Within yard limits where the main track is protected by a continuous block signal system, protection against other trains or engines is not required.

Within yard limits where the main track is not protected by continuous block signal system protection as prescribed by Rule 99 must be provided against first class trains.

A train or engine must not move against the current of traffic within yard limits unless authorized by yardmaster or by train dispatcher where there is no yardmaster and provision has been made for protection of the movement. When moving against the current of traffic all trains and engines must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Second class trains, extra trains and engines must avoid delay to first class trains within yard limits.

93 (R-2). Consolidated Code Rule 93 is revised as follows:

Yard limits will be indicated by yard limit signs. Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In Non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

All trains and engines, except first class trains, must move within yard limits prepared to stop within one-half of the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal protection. When moving against the current of traffic or on portion of double or two or more tracks used as a single track within yard limits, all trains including first class trains must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard limits must not be made unless authorized by train order or protected by yardmaster or other authorized employe.

Information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

Clearances

97 (R). Within CTC territory, assigned locals, work trains or helper engines, having received Clearance Form 2643 at their starting point, may thereafter move in either direction within CTC territory while on continuous tour of duty being governed by indication of signals or instructions from train dispatcher without receipt of additional Clearance Form 2643.

Railroad Crossings and Junctions

98 (R). See Appendix 1 Page 174.

Flag Protection

99 (R-1). Union Pacific Operating Rule 99 is revised as follows:

Unless otherwise provided, when a train is moving on main track at less than one-half the maximum authorized timetable speed for trains at that location, protection must be provided by a member of the crew dropping off lighted fuses at intervals that do not exceed the burning time of the fuses.

When moving at more than one-half the maximum authorized timetable speed for trains at that location, but under circumstances in which the train could be overtaken, the crew member responsible for providing protection will be governed in the use of fuses by the grade, track curvature, weather conditions, sight distance, and relative speed of his train to following trains.

When a train stops, except when clear of the main track, a member of the crew must go back immediately with flagman's signals a sufficient distance to insure full protection. One-half mile from the rear of his train he will place two torpedoes on the rail; continuing back one and one-half miles from the rear of his train he will place two torpedoes on the rail. He may then return one-half the distance to his train where he must remain and flag approaching trains until relieved or recalled.

When required by rule, the front of the train must be protected by a member of the crew going forward immediately with flagman's signals. One-half mile from the front of his train, he will place two torpedoes on the rail; continuing forward one

and one-half miles from the front of his train he will place two torpedoes on the rail. He may then return one-half the distance to his train, display a lighted fusee and remain at that location until recalled.

During foggy or stormy weather and in vicinity of obscure curves or heavy descending grades, or if other conditions make it necessary, he must increase the distance, placing two torpedoes at every one-fourth mile beyond the second set of torpedoes.

After the flagman has the necessary torpedoes placed and has returned one-half the distance to his train, when he is recalled he may return removing the two torpedoes from rail placed one-half mile from train if safety to his train will permit.

If the flagman is recalled before reaching the required distance, he will, if necessary, place two torpedoes on the rail.

When returning to rear of his train, flagman must leave a lighted fusee at the location from which he returns and while returning to train, lighted fusees must be left at intervals not to exceed the burning time of the fusees. When train departs, a member of the crew must leave a lighted fusee and must continue dropping off lighted fusees at intervals not to exceed the burning time of the fusees until train speed is not less than one-half the maximum authorized timetable speed for trains at that location.

Should a train be seen or heard approaching before the flagman has reached the required distance, he must at once place two torpedoes on the rail, and if it is by night or during foggy or stormy weather, he must at once place two torpedoes on the rail and leave a lighted fusee at that point and continue in the direction of the approaching train and flag it with a lighted fusee.

Flagman's signals:

Day Signals — A red flag, not less than ten torpedoes and six fusees.

Night Signals — A white light, not less than ten torpedoes and six fusees.

Note 1 — Where authorized by timetable or special instructions when a train stops on main track where rear of train is protected by at least two block signals, flagman must go back immediately with flagman's signals, but need go back only a sufficient distance to insure full protection against a following train moving at restricted speed.

Note 2 — Where authorized by timetable or special instructions when rear of train is protected by at least two block signals, protection against following trains on the same track is not required.

Note 1 and Note 2 in no way modify the requirements for full flag protection under other circumstances or where protection in accordance with Rule 99 is required by other rules. These provisions do not authorize a reverse movement without full flag protection and do not apply to any unit of equipment which does not actuate the block signals or to a work extra on single track.

Where Note 1 or Note 2 are in effect or when a train is relieved from providing flag protection against following trains on the same track by train order or special instructions, dropping off of lighted fusees by a member of the crew when train is moving at less than one-half maximum authorized timetable speed is not required.

MofW Rule

99 (R-2). Maintenance of Way Rule 99(J) is in effect on all branch lines except: South Central Dist. — Provo Subdivision and the San Pedro Branch; Northwestern Dist. — Yellowstone Branch between Idaho Falls and Ashton, Twin Falls Branch, North Side Branch and Yakima Branch between Wallula and Richland Jct.

Storm Conditions

101 (R). Trainmen and enginemen will promptly notify dispatcher whenever storms are encountered.

Movement Over Public Crossings

103 (R). See Appendix 2 Page 183.

Crossovers and Turnouts

104 (R). See Appendix 3 Page 188.

Handling of Switches

104 (R-1). See Appendix 4 Page 191.

Train Orders

214 (R). Referring to UP Rule 214(A) and Consolidated Code Rule 214:

Relieving Conductor and Engineer, when practical, must also compare all train orders, clearances and instructions with the train dispatcher before proceeding.

Clearances

220 (R). Before giving "OK" time to clearance, the train dispatcher must transmit maximum authorized speed for train being cleared to the operator who must write speed in space provided on clearance and repeat speed to the train dispatcher, who will then record speed authorized on clearance page in train order book.

Unless otherwise restricted, speed shown on clearance is maximum speed and must not be exceeded.

Conductors and engineers must, and other members of crew will check clearance to see that maximum authorized speed is designated.

Automatic Block Signals

240 (R-1). Operating and Maintenance of Way Signal Rule 240(C) is modified as follows:

Aspect	Name	Indication
Flashing red light on any signal	Flashing stop and proceed.	Stop before any part of train or engine passes the signal. Block occupied. Proceed at restricted speed.

240 (R-2). Referring to Rule 240 (F). Signal name is changed to "APPROACH LIMITED." No change in signal aspect or indication.

Hold Indicators

241 (R). When a train is stopped by an automatic block signal to which Hold indicator is attached, a member of the crew must communicate with dispatcher or operator for instructions before proceeding even though Hold indicator is not illuminated.

If unable to communicate with train dispatcher, operator or operating officer, crew must inspect entire train for hot box or other defects. After such inspection, if safe to do so, train may proceed being governed by Rule 509. In CTC territory, train or engine must not proceed except as provided by Rule 269(A) or 269(B).

CTC Rule 268

268 (R). See Appendix 5 Page 195.

Operation Under Staff System

300 (R). Staff system will be used for operation of trains on branch or spur lines specified in the timetable.

Where staff system is in effect, the following will apply:

Authority to use staff must be obtained from train dispatcher.

Trains or engines must not occupy branch or spur without staff, which must be secured by the conductor and be delivered to the engineer, who must retain the staff until all movements on the branch or spur are completed.

Possession of staff will authorize train to move in either direction on the designated branch or spur without timetable, train order, or clearance authority; and protection of train in accordance with Rule 99 is not required.

After movements on the branch or spur are completed, staff must be returned to staff box, box must be locked, and train dispatcher notified.

300 (R-1). Staff system may be used for operation of track motor cars or other MofW on track equipment or to perform work without flag protection on branch or spur lines specified in the timetable.

Where staff system is in effect the following will apply.

Authority to use staff must be obtained from train dispatcher.

Track motor cars or other MofW on track equipment must not occupy branch or spur and work must not be performed on branch or spur without staff unless flag protection as prescribed by MofW Rule 99 (E) is provided.

Staff must be secured by track car operator or MofW foreman or supervisor in charge of MofW on track equipment or in charge of work to be performed, who must retain staff until all movement or work on branch or spur is completed.

Possession of staff authorizes movement in either direction or work to be performed on the designated branch or spur without a track car lineup; and protection in accordance with MofW Rule 99(E) is not required.

After all movement or work on the branch or spur is completed, staff must be returned to staff box, box must be locked and train dispatcher notified.

Automatic Cab Signals

456 (R). Operating Rule 456 does not apply to any train being controlled by an Amtrak unit.

Block Signal Rules

516 (R). Where UP Operating Rules and Maintenance of Way Rules 276 (A), 282, 516, 517 and 518 prescribe a wait of three minutes, waiting time under these rules is extended to five minutes.

When using facing point crossover from any track to a main track in Automatic Block Signal territory, switch in track train or engine is on must be lined first, then wait five minutes before lining crossover switch in main track to be used.

Exceptions as shown in UP Rule 516 and Consolidated Code Rule 513 apply to this movement the same as at other hand operated switches.

Firearms

701 (R). UP Rule 701 (E) and Consolidated Code Rule 708 are changed to read as follows:

Employees are prohibited from having loaded or unloaded firearms in their possession while on duty or on Company property, except those employees authorized to do so in the performance of their duties or those given special permission by the Superintendent.

Handling Hazardous Material

713 (R-1). Referring to UP Rule 713 and Consolidated Code Rule 729, when switching or handling cars containing explosives or other hazardous materials, Section 174.589 of DOT Hazardous Materials regulations must be complied with. Placards outlining these regulations are posted in Yard Offices, Yardmaster Offices, and in UP cabooses.

713 (R-2). The following excerpts from Department of Transportation regulations govern handling of hazardous materials.

Definition

For the purpose of DOT regulations the definition of a train is: "One or more

engines with one or more cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a rail yard for the purpose of making up or breaking up trains."

Position in Train of Cars Containing Explosives and Other Hazardous Materials

Cars must be positioned in freight and mixed trains as indicated on chart printed on inside back cover of timetable titled "Position in Train of Cars Containing Explosives and Other Hazardous Commodities."

Switching Operations — Special Handling

Cars must be switched as indicated on chart, "Switching-Special Handling" effective January 1, 1977.

The following cars must not be cut off while in motion or coupled into with more force than is necessary to complete the coupling. Also, no car or cars moving under their own momentum must be allowed to strike any of the following placarded cars:

- (1) Cars placarded "EXPLOSIVES A".
- (2) Cars placarded "POISON GAS".
- (3) Loaded tank cars placarded "FLAMMABLE GAS". (In D.O.T. 112A-114A Tank Cars)
- (4) Placarded flat cars or flat cars carrying placarded trailers or freight containers.

In switching, a car placarded "EXPLOSIVES A" must be separated from the engine by at least one non-placarded car. The doors must be closed and securely fastened and the lading securely braced before it is moved.

While in a yard, on a siding or on a side track, cars placarded "EXPLOSIVES A" must be placed so that they will be safe from all probable danger of fire. They must not be placed under a bridge or overhead highway crossing or passenger station except for loading.

In switching operations where the use of hand brakes is necessary, a loaded placarded tank car, or a cut of cars which includes a loaded placarded tank car, must not be cut off until the preceding car or cars have cleared the track. The cut of cars containing the loaded placarded tank car must clear the lead track before other cars are allowed to follow.

In switching operations where hand brakes are used, it must be determined by trial whether a loaded placarded car, or a car occupied by a rider in a cut of cars containing a placarded car, has its hand brakes in proper working condition before it is cut off.

Inspection:

Each loaded placarded car received in interchange or accepted at origin point must be inspected to see that the car is not leaking, the air and hand brakes, journal boxes and trucks are in proper condition for service.

At any point where train is required to be inspected, each loaded placarded rail car and each car immediately adjacent thereto must be inspected. These cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation.

Cars placarded "EXPLOSIVES A" must be visually inspected externally before accepting at interchange. If the car shows evidence of, or if there is any reason to suspect the car has received rough treatment, the lading must be inspected and put into proper condition before the car is allowed to proceed.

Empty placarded tank cars must have all manhole (dome) covers, all outlet valve caps or plugs, or other openings securely in their proper place, except that heater coil inlet and outlet pipes must be left open for drainage.

Documents Required for Train Service:

A member of the crew must have:

- (1) A waybill or document used in lieu of a waybill for each placarded rail car in his train.
- (2) A document (train consist) indicating the position in train of each loaded placarded rail car, except when such cars are added or car position is changed by the train crew.

At locations where trains are made up by other than the train crew accompanying the outbound movement, the train and engine crew must receive notice showing the location in train of each rail car placarded "EXPLOSIVES A" or "POISON GAS". At crew-changing points, the notice must be transferred to the relieving crew.

Documents Required for Initial Movement of Placarded Cars:

When crews are picking up placarded cars loaded with hazardous materials, a member of the crew must have or obtain a switch list, switch order, waybill or some other document which includes the shipping name, hazard class, total quantity (by volume, weight or as appropriate), and placard notation for each carload of hazardous materials received. The shipper may provide the crew with the required document, which may be a copy of the bill of lading or switch order; when this occurs, this document must include the shipper's certification unless a certified bill of lading has already been delivered to the railroad.

Placards:

Rail cars containing hazardous materials may not be accepted for transportation unless placard notations as indicated on shipping papers and corresponding placards are affixed.

Empty tank cars previously containing hazardous materials (except combustibles) require "EMPTY" placards corresponding with the load placard, unless the car has been sufficiently cleaned to remove residue or vapors."

Cabooses

714 (R-1). At points where freezing temperatures occur, stoves in road cabooses must be left burning at all times during cold weather to prevent freezing of water pipes.

714 (R-2). Doors and windows of cabooses must be locked at all times when caboose is unattended at terminals or enroute.

714 (R-3). Employees seated in caboose cupola or at conductors desk, must use seat belts and restraining harness, when caboose is so equipped.

Inspection of Trains

715 (R-1). When practicable, member of crew on the engine must advise crew on rear of train by radio when train is being inspected by other employes.

715 (R-2). On trains provided with bay window type cabooses, trainmen may remain in bay when passing depots and towers.

Employes must not remain in bay on side next to an adjacent track when meeting or passing another train on that track.

Inspection of such train must be made from rear platform of caboose.

Accidents

716 (R). In the event of an oil or hazardous material spill from any source that will contaminate the ground or a waterway, it is the responsibility of the employe who discovers this spill to immediately notify the Chief Dispatcher, advising him of the location of spill, amount spilled, material spilled, and distance to nearest public waters, and any other information that may be pertinent.

If possible, the spillage must be stopped as quickly as possible, exercising necessary safety precautions.

716 (R-1). Whenever there is a derailment or fire involving or affecting hazardous materials, the conductor must notify dispatcher's office by the quickest means of communication advising:

- the nature and circumstances of the incident;
- car number, commodity, location in train and the manner in which the car or cars containing the hazardous materials is involved or affected; and
- whether emergency services should be requested.

Passengers on Freight Trains

721 (R). The following passengers may be carried on freight trains between stations at which the trains stop:

Employes holding "Identification Certificate — U.P.R.R. Co" and travelling on company business.

Spotting Cars

734 (R). Bulkhead flat cars with longitudinal center beam (or partition) extending entire length of car must be spotted on tracks where they can be loaded or unloaded on both sides and after being spotted, cars must not be moved until they are completely loaded or unloaded. The following are among cars of this type in service:

UP 217000 through 217075
BN 615750 through 615849
BN 624100 through 624299
MILW 63000 through 63099

Maintenance of Way Protection

757 (R). Foremen or others in charge of employes working on or about the tracks, must instruct their men to be alert, watchful, and to keep out of danger, and must take necessary precautions to see that men working under their supervision receive warning of approaching trains in time to reach a place of safety.

If an employe, located at the point where men are working on or about tracks, is assigned the sole duty of warning workmen when trains are approaching, such employe must maintain a continuous watch for trains and for any signals from other employes indicating a train's approach and must not perform any other function without first notifying all men working at that location. When so notified, all workmen must immediately move clear of tracks and remain clear of tracks until the employe resumes his assignment unless another employe is designated to take his place.

Restricted Cars

800 (R). When conductor takes charge of a train, he must determine if any cars or units are restricted as to speed and promptly advise engineer and dispatcher of any such speed restriction.

Switching Cars

804 (R-1). Except in humping operations cabooses, outfit cars, flat cars loaded with trailers or containers, flat cars or multi-level cars loaded with motor vehicles must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off while in motion and allowed to strike such cars, or a draft containing such cars.

804 (R-2). Any movement into spur tracks, inside buildings and at end of spur which ends at building or abutment must first have hand brakes set on lead car or cars of movement and if necessary to couple to cars already on these tracks, hand brakes must be checked on these cars to know properly set before coupling into. Cars must not be permitted to roll free on such tracks. Hand brakes must be set on each end of cut of cars left inside buildings.

804 (R-3). When placing cars at rail trailer facilities or auto ramps, cars must be coupled and sufficient hand brakes must be applied on cars on both ends of track to prevent movement.

804 (R-4). When road engines are to be coupled to a train, whether in a yard or on line, the movement must be stopped 150 feet from the train and further movement must be preceded by a member of the crew when it can be safely done.

804 (R-5). On tracks equipped with Rabbit System Car Puller, all movements on track must be made in normal line of direction. At loading facilities equipped with car puller look out for cable lying along track and cars must not be moved if cable attached to car.

804 (R-6). Outfit cars converted from passenger train cars contain equipment highly subject to damage from slack action or rough handling.

These cars must be handled with air brakes cut in and operative.

Cars or Loads of Excess Dimensions

805 (R). All cars (both loads and empties) which have overall dimensions exceeding published clearances or whose movement is subject to regulation by State Public Service Commissions, maximum over-all dimensions will be furnished from the Office of General Superintendent of Transportation to District Superintendents of Transportation, General Managers and Superintendents, along with the applicable coded standard operating procedures for certain measurements and conditions which are common to most such cars. The codes involve the use of a number and letter in sequence, 1-A, 2-B, etc., and are self-policing against error and are enumerated below with the restrictions and protective requirements indicated:

- 1-A Protect against other loads exceeding 12 feet wide and all loads and equipment having a width exceeding 12 feet due to track curvature and turnouts, by arranging definite meeting and passing points where track centers will provide safe clearance.
- 2-B This load must not pass or be passed on parallel tangent or curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 3-C This load must not pass or be passed on curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 4-D See that loads and equipment are back of fouling points to clear extreme width of this shipment.
- 5-E Load must be placed on carrying car so that all axles are equally loaded.
- 6-F Separate this load from locomotive or any other heavy load exceeding 220,000 pounds gross weight, by at least three cars not exceeding 220,000 pounds gross weight each.
- 7-G Separate this load from locomotive or any other heavy load exceeding 240,000 pounds gross weight, by at least three cars not exceeding 240,000 pounds gross weight each.
- 8-H Separate this load from locomotive or any other heavy load exceeding 263,000 pounds gross weight by at least three cars not exceeding 263,000 pounds gross weight each.
- 9-I Cannot be handled via Montpelier and must be handled via Ogden between Granger and McCammon.
- 10-J Cannot be handled through Tunnels No. 10 to 17 and must be routed via Riparia and Colfax between Ayer and Spokane.
- 11-K Cannot be handled through Peninsula Junction Tunnel No. 18 and must be routed via Kenton between Troutdale and North Portland, or via Graham between Troutdale and Albina.
- 12-L Cannot be handled through Bear River Tunnel No. 15 and must be routed via Granger between Ogden and McCammon.
- 13-M Cars are of standard dimensions on the Utah Division but high and/or wide in states of California and Nevada.
- 14-N Cars of standard dimensions for the State of Idaho but high and/or wide in states of Oregon and Washington.

Detailed instructions will be issued to provide proper protection for any conditions not specifically provided for in Code 1-A through 14-N.

There is to be no change in the present method of issuing train orders for excess dimension cars.

Use of Air Brakes and Hand Brakes

806 (R) and 806 (R-1). See Appendix 6, Pages 196 and 197.

Continuous Welded Rail Trains

809 (R-1). Equipment for handling continuous welded rail, or continuous lengths of bolted rail, consists of 26 permanently coupled flat cars with buffer at each end and caboose for MofW supervisor. Couplers are blocked against slack and are highly susceptible to damage from rough handling.

This equipment, loaded or empty, must be handled as a unit with air brakes cut in and operative, must not be switched with and must not be humped. These cars must not be cut off while in motion. Other cars must not be cut off while in motion and allowed to couple to these cars or to a draft containing these cars. The following applies:

When Loaded

Maximum speed:

On unrestricted track — 40 MPH;

On restricted track — 20 MPH less than published speed restriction.

Where published speed restriction is 30 MPH or less, maximum speed will be 10 MPH;

Through crossovers or turnouts — 10 MPH.

After entering siding or yard track, train must not proceed until authority is received from MofW supervisor in charge.

Train and engine crews must be alert for any signal or communication from rail train supervisor while train is moving.

This equipment must not be combined with other traffic except that outfit cars, cars containing track material or related items may be handled behind the CWR equipment as directed by the Chief Dispatcher, who will authorize such handling only upon instructions from Chief Engineer. Total consist must not exceed 50 cars.

When Empty

CWR equipment may be handled with other traffic but total consist must not exceed 50 cars. CWR equipment must be handled at rear of train. A speed of 50 MPH must not be exceeded.

Position of Cars in Trains

809 (R-2). DODX flat cars 39095-39199 must be handled in rear end of train only.

Aluminum covered hopper cars SN 5501-5510 do not have complete center sill and must be entrained at rear of train not more than 15 cars from rear.

809 (R-3). The following tank cars are in service for movement of phosphorus from points in Idaho to various destinations.

MONX 23000 series, gross weight, loaded, 414,000 lbs.

MCPX 23000 series, gross weight, loaded, 414,000 lbs.

FMLX 19000 series, gross weight, loaded, 315,000 lbs.

Additional cars of similar capacity and high gross weight may be placed in this service. When being returned to loading points, these cars carry water ballast. The following governs handling:

When Loaded With Phosphorus:

MONX 23000 and MCPX 23000 series cars must be separated from the locomotive, from each other, and from any car with gross weight exceeding 263,000 pounds by not less than three cars of a gross weight not exceeding 263,000 pounds and must be handled at speeds not exceeding 50 MPH.

FMLX 19000 series cars, single or not more than two such cars coupled, must be separated from the locomotive and from any other car exceeding 263,000 pounds gross weight by not less than three cars of a gross weight not exceeding 263,000 pounds.

When Loaded With Phosphorus or with Water Ballast:

These cars must be coupled carefully, must not be humped and must not be cut off while in motion. In switching operations, they must be handled with air brakes cut in and operative.

Except at loading or unloading facilities where derail protection is provided, if necessary to set these cars out or to leave them unattended, they must be coupled to another car of a different type, hand brakes applied on both cars and air reservoirs drained to determine that hand brakes are sufficient to hold the cars.

809 (R-4). In freight trains, freight cars 85 feet or more in length must not be coupled to any car 39 feet or less in length. This rule does not apply to CRIP trains between Kansas City and Topeka or Limon and Denver, and CRIP and ATSF trains between West Abilene and East Salina.

809 (R-5). Referring to UP Rule 809 (C). Amend to include Modular housing units. All such cars must be entrained ahead of banded loads. (Oregon Div. Fifth and Sixth Subdiv. and S.I.R.R. see Special Rule 805 (RO-3).

Units Dead in Train

809 (R-6). Foreign line, government, export commercial diesel units, Union Pacific yard-switcher units of any type, to be moved dead in train must be separated from each other and from the engine by not less than five cars and must be entrained not more than 30 cars behind the control unit. Waybill instructions must be carefully checked and unless otherwise notified in writing must be complied with. In the absence of instructions relative to speed, a speed of 35 MPH must not be exceeded with yardswitcher, or 45 MPH with road-switcher units of the above types dead in train.

Helper Engines

809 (R-7). On freight trains, when helper is to be cut into train, units with combined total of not more than 7500 HP may be cut in ahead of caboose, and must be cut in ahead of cars designated in Rule 809 or cars listed in Special Rule 809 (R-2). If helper engine consists of units, the combined total of which exceeds 7500 HP, helper engine must be cut in ahead of tonnage for all units in excess of 7500 HP. When necessary to cut two helper engines into a train the helper engine with the greatest total horsepower must be cut in nearest head end of train and ahead of the tonnage of the rear helper engine.

809 (R-8). When necessary to place power behind caboose to assist a train to the top of an ascending grade, or to a location where the main track may be cleared, not more than two units, not exceeding a total of 7500 HP may be used; other units in locomotive consist must be isolated.

The foregoing does not modify, in any manner, the requirements of Special Rule 809 (R-7).

Inspection of Trains

811 (R-1). In addition to making inspection of train as often as practicable as per UP Rule 811 or Consolidated Code Rule 713 (E), when visibility does not permit close observation of train, or when, for any reason in judgment of conductor or engineer additional inspection of train is necessary, such inspection must be made.

811 (R-2). When picking up cars which have been set out for storage, trainmen will make walking inspection of cars to know journal brasses have not been removed. Roll-by inspection must be made when cars are being placed in train. After cars are in train, close inspection must be made en route for hot journals and brakes sticking.

Hotbox and Dragging Equipment Indicators

812 (R). See Appendix 7 Page 199.

Riding on Engines

816 (R). If there is a trailing "A" unit in locomotive consist, employes in train or engine service required to deadhead on a freight train may occupy cab of such unit but must not occupy RCS units.

Inspection of Cars

858 (R). A car set out on line in defective condition must not be moved until inspected by a qualified inspector.

When the inspector has inspected the defective car and determined it is safe to move, he will attach two bad order cards to each side of the car.

The cards will bear the notation MOVEMENT RESTRICTIONS, stating defect, shop car will move to, and movement restrictions, including miles per hour restriction, if necessary to handle on rear end only, and any other applicable restrictions.

The train dispatcher will be notified when car is ready for movement and given precise information as to the movement restrictions applied to the car.

If the conductor in charge of the train in which the defective car is to move does not receive prior written information relative to movement restrictions applicable to the car, then he must remove one of the bad order cards from the car so that he will have written information relative to the restrictions. In either case, the conductor must inform all other crew members of the presence of the defective car in the train and of all restrictions applying to the car.

860 (R-1). Instructions on Way Bills are summarized on Conduct Car and Tonnage Report in the "Special Handling Column" by initials. Exp ation of initials follows:

HS	HOME SHOP
HWI	HIGH/WIDE
RE	REAR ENDER
R50	SPEED RESTRICTION (No's indicate Maximum speed)
SLO	TIME OR SPEED RESTRICTION
WVI	WAIVE INSPECTION
DAN	DANGEROUS
DNH	DO NOT HUMP
EXP	EXPLOSIVE
LOD	EXCESSIVE WEIGHT
POG	POISON GAS
RAM	RADIO ACTIVE MATERIAL
UOS	UNLOAD FROM ONE SIDE
DNS	DO NOT SEPARATE
HIV	HIGH VALUE
HTR	HEATERS IN CAR
MIC	MESSENGER IN CHARGE

Unattended Locomotives

871 (R). Exception to UP Rule 871 is in effect at all points unless otherwise instructed.

871 (R-1). UP Rule 871 (A) is modified as follows and the following is added to Consolidated Code Rule 920:

When a locomotive is left unattended, when practical, locomotive must be placed on a track that is protected by a derail or coupled to a car or cars with hand brakes applied on not less than 10 cars or on all cars if coupled to less than 10 cars.

Reverse lever must be placed in neutral position and handle removed and placed in receptacle provided. Independent brakes must be fully applied and generator field or exciter switch placed in "OFF" position. Hand brakes must be set on each locomotive and wooden blocking must be placed under front and back of one pair of wheels. Windows must be closed and latched and when possible, cab doors locked.

EXCEPTION: At locations listed below, if locomotive is equipped with operative safety control feature and engines are idling, hand brakes need not be applied or wooden block placed under wheels. This does not modify the requirements of Air Brake Rule 1044 (B).

NEBRASKA DIVISION

Beatrice	Gothenburg	Lincoln
Central City	Grand Island	North Platte
Columbus	Julesburg	Omaha
Council Bluffs	Kearney	Sidney
Cozad	Kimball	Sterling
Fremont	LaSalle	Valley
Gering	Lexington	

WYOMING DIVISION

Cheyenne
Denver
Greeley
Green River
Laramie
LaSalle
Ogden
Rawlins
Rock Springs

UTAH DIVISION

Ogden
Salt Lake
Provo
Milford

Kemmerer
Pocatello
Shoshone
Emmett
Burns
Blackfoot
Butte

La Grande
Boardman
Heppner
Arlington
Condon
Ione
Redmond
The Dalles
Hood River
Cascade Locks
Troutdale
Albina
Trentwood

KANSAS DIVISION

Abilene
Beloit
Bonner Springs
Ellis
Hastings
Manhattan
Junction City
Kansas City
Lawrence

CALIFORNIA DIVISION

Los Angeles — Diesel Spur Back Shop
Las Vegas — Diesel Shop Receiving Tracks
Colton — Service Track

IDAHO DIVISION

Montpelier
Rupert
Boise
McCall
Cascade
Idaho Falls
Silver Bow

OREGON DIVISION

Kalama
Kelso
Chehalis
Centralia
Aberdeen
Hoquiam
Olympia
Tacoma
Sumner
Auburn
Kent
Argo
Sandpoint

Marysville
McPherson
Oakley
Plainville
Salina
Sharon Springs
St. Joseph
Topeka

Soda Springs
Twin Falls
Nampa
Nyssa
New Meadows
Council
Dillon

Hinkle
Wallula
Walla Walla
Kennewick
Grandview
Yakima
Ayer
Connell
Colfax
Moscow
Kellogg
Spokane
Eastport

Close Clearances

900 (R). See Appendix 9 Page 207.

Air Brake Rules

1001 (R). Before moving an engine in engine house or from spot track, it must be known that adequate air pressure is being maintained and that air brake equipment is functioning properly. Application and release test of independent brake must be made and in addition to noting brake cylinder pressure on gauge, visual inspection must be made to know that brakes apply when independent brake valve is in application position.

At locations where units are cut into or out of an engine consist, it must be known that air brake hoses are coupled, that air is cut in and that brakes are operating properly on all units before any movement is made.

At terminals where hostler relieves incoming engineer, brakes must be tested with independent brake valve immediately after engine is detached from train, to insure that brakes are operating properly.

Movement of engines at enginehouses, servicing or maintenance facilities must not exceed 5 miles per hour.

Engines must be stopped before moving onto a turn-table, and before entering enginehouse or servicing facilities where elevated tracks or pits are used.

The following additional rules and instructions also apply to movement of light engines, particularly around engine houses and servicing facilities:

1. On road freight power, after throttle is initially opened, sufficient time must be allowed for engine and generator to build up sufficient current to move the locomotive.
2. In case of emergency requiring shorter stop than can be made with independent brake, automatic brake valve should be placed in emergency position which will automatically reduce engine speed to idle.

1005 (R). That part of Air Brake Rule 1005 regarding compressor governors is changed as follows:

Compressor governor-Road and switch locomotives —

Main reservoir pressure:

Low pressure 120 pounds
High pressure 130 pounds

1011 (R). Cut-out cocks to safety control feature and to overspeed control removed from all locomotives. Exception: Safety control cut-out cocks have not been removed from remote RCS units.

1039 (R). Some Union Pacific GP-9 class units and certain foreign line units are not equipped with dynamic brake interlock feature whereby the locomotive air brakes will be released during dynamic braking when train brakes are applied.

When operating with these GP-9 units or with foreign line units in any consist, whether all of one road or mixed with Union Pacific units, arrange to keep locomotive brakes released by actuating brakes off when automatic brake valve is used to apply train brakes during dynamic braking.

Retaining Valves

1042 (R-1). The following will govern the use of retaining valves:

When, in the judgment of the conductor or engineer the use of retaining valves is necessary to control the train properly, retaining valves must be used at any point.

Unless otherwise specified, when use of retaining valves is required, they must be used on all cars in train, with retaining valves on all loads in heavy holding position.

Remote Control Retaining Valves

1042 (R-2). On trains which are fully equipped with remote control retaining valve equipment, including caboose with operative retainer line air pressure gauge, remote control retaining valves may be used in lieu of manual retaining valves.

On engines equipped for remote control retaining valve operation, engineer's station is provided with retainer line air pressure gauge, a charging valve equipped with cut-out cock and a globe type release valve. To charge the retainer line, the release valve must be closed and charging valve must be opened.

Caboose equipped for remote control retaining valve operation are provided with a retainer line air pressure gauge, and cut-out cock at each end of the caboose. Cut-out cock at rear of caboose must be closed before attempting to charge retainer line. Approximately 5 minutes is required to charge retainer line to 45 lbs. pressure, or to deplete retainer line to discontinue operation of retaining valves.

When retaining valves are placed in service by remote control, sufficient time must be allowed to charge retainer line before entering retaining valve territory. When retainer line is charged to at least 45 lbs. pressure as indicated on retainer line caboose gauge, rear trainmen must notify engineer. If engineer does not receive such notification, train must not enter territory where use of retaining valves is required until he is advised caboose gauge indicates required pressure, or retaining valves are manually placed in holding position.

When use of remote control retaining valves is discontinued, charging valve must be closed and release valve opened on engine.

While remote control retaining valves are in operation, if an emergency application of air brakes occurs from any source, or pressure in retainer line drops below 30 lbs. as indicated on gauge on caboose, train must be stopped and all retaining valves must immediately be placed in holding position manually before releasing automatic air brakes. Retaining valves must be left in manual operation until point is reached where their use is not required.

When remote control retaining valves are to be used and train is not required to stop, a speed of 8 MPH must not be exceeded over the crest of grade.

871 (R-2). Diesel locomotives left standing for a period of four or more hours shall be shut down. This will apply any time the outside temperature is 40 degrees or above. This includes all units which are set out on line, local units, and units used within yards which will not be used within this time restriction.

Engine Service

876 (R). Referring to Rule 876. The fireman or engineer trainee when competent, may handle the locomotive under the close supervision of the engineer, under the following conditions, the engineer being responsible:

In road freight service;

In yard service provided the fireman is a promoted engineer or engineer trainee.

The fireman must not be permitted to handle the locomotive in road passenger service except in emergency.

878 (R). When taking charge of locomotive in road service, the engineer must check to see that speed recorder, on units so equipped, is provided with speed tape. If speed tape is missing, train dispatcher must be so advised at first opportunity. Speed tapes will be applied and removed only by Mechanical Department employees or Operating Department officers.

883 (R). In territory where rail detector cars are operating, trains and engines must use sand where necessary to overcome slippery condition caused by solution from detector car deposited on rails. Train dispatchers will advise engineers where detector cars are working.

Track Restrictions

899 (R). Unless otherwise provided, GE U-28-C, U-30-C, SD-40, SD-40-2, GP40X, SD-45, and units of 5000 HP or more must not be operated on branch lines or on industry tracks without permission from train dispatcher or other officer.

Operation of these units should be restricted to main track, sidings and yard tracks necessary for the movement of trains and the servicing of the units.

(For restrictions on specific tracks, See Appendix 8 Page 202).

899 (R-1). 9000 class locomotives must not exceed 10 MPH less than maximum authorized timetable speed on the following branches:

NEBRASKA DIVISION

Albion
Loup City
Norfolk
Cedar Rapids
Lyman
Scotia

UTAH DIVISION

Cedar City
Malad
Syracuse
Cache Valley
Evona
Silver City

IDAHO (Cont.)

Homedale
Oakley
Oregon Eastern
Teton Valley
Raft River
Yellowstone — between Belt and West
Yellowstone

WYOMING DIVISION

Ft. Collins — between Erie and Boulder

CALIFORNIA DIVISION

Anaheim

IDAHO DIVISION

Goshen
Hill City
Idaho Northern
Boise
Grace

KANSAS DIVISION

Grand Island
Solomon
Plainville — between Salina and Plainville

OREGON DIVISION

Dayton
Pendleton
Coeur d'Alene
Montesano
Pleasant Valley
Tucannon
Tekoa

Pressure Maintaining Braking

1043 (R). In territory where pressure maintaining braking is being used for extended periods, brake valve cut-off valve may be placed in Passenger position. Position of brake valve cut-off valve must not be changed except when brake valve is in Release position.

When operating in Passenger position extreme care must be used as any slight movement of brake valve toward Release position will result in complete release of automatic brakes throughout the train.

Pressure maintaining braking must not be used for extended periods at speeds exceeding 30 MPH. To do so will result in damage to wheels and brake shoes. Application and release method of braking must be used at speeds exceeding 30 MPH, reducing speed sufficiently before release to insure sufficient time for cooling of wheels and recharging brake pipe before it is necessary to again apply brakes.

Mechanical Instructions

1090 (R-1). When operating with RCS in service and train is to be separated between control unit and remote units, feed valve on remote units must be cut out and remote units must be isolated before separating train.

While control unit is separated from portion of train containing remote units, "Feed Valve Out" indicating light must be on continuously.

Feed valve on remote units must not be cut in, nor may "Mode Selector Switch" be moved from "Isolate" position until the train has been reassembled and brake pipe pressure is being restored on caboose at rear of train from control unit.

RCS Radio Switch must be in "OFF" position while control units are detached from train.

1090 (R-2). If diesel unit is not loading or not making transition, high voltage cabinet contactors must not under any circumstances be manually operated.

To determine if the contactors are picking up as they should, the diesel engine should be isolated, then restored to power.

Proper report must be made to the next maintenance terminal.

1090 (R-3). Ground relay protection knife switches are applied for use by electrical forces in making tests of equipment. Under no circumstances may the seal on ground relay knife switch be broken, or knife switch be opened. When seal on ground relay knife switch is broken or is found broken or missing, such information must be included on work report.

1090 (R-4). A locomotive must not be operated at speeds in excess of that prescribed for the unit having the lowest maximum speed as shown on chart in unit.

When applying continuous or short-time ratings as shown on the chart, the unit consist must not be operated lower than the highest minimum speed for any unit and unit consist must not be operated higher than the lowest amperage for any unit.

When operating close to continuous rating under full power, "Minimum Continuous Speed" or "Maximum Amperage," whichever occurs first, is controlling.

Attention is directed to the fact that short-time ratings are not continuous; that is, a unit cannot be operated for 15 minutes at the 1/4 hour rating, then for 30 minutes at the 1/2 hour rating, etc.

If unable to proceed within the limits prescribed, train must be stopped, and facts reported to train dispatcher who will instruct as to reducing tonnage or providing additional power.

1091 (R). On trains having units equipped with fuel saver device, engineer must have device in operation whenever possible in accordance with instructions furnished all enginemmen.

EASTERN DISTRICT SPECIAL RULES — ALL DIVISIONS

Engine Whistle Signals

14 (RE). Within the State of Wyoming, duration of complete whistle signal approaching public crossings must be not less than twenty seconds.

Markers

19 (RE). The use of battery operated flashing light marker lamps as markers is authorized.

Superiority of Trains

72 (RE). On single track, except in CTC territory, westward trains are superior to eastward trains of the same class. See Rule 72.

Movements in Yards

93 (RE). While operating on tracks of the BN at Lincoln or Sterling, employes must comply with instructions issued by BN supervisors, but will be governed by UP rules, except Consolidated Code Rule 93 will apply. See Special Rule 93 (R-2).

CTC Rules

269 (RE). Crossover switches and signals MP 287.9, Gibbon Junction, are controlled by North Platte train dispatcher. Switch and signals MP 285.2, South Gibbon, are controlled by Kansas City train dispatcher.

Westward trains stopped at signals MP 285.2 must communicate with both Kansas City and North Platte dispatchers and Form C Clearance to be issued by Kansas City dispatcher.

Eastward trains stopped at signals MP 287.9 must communicate with both North Platte and Kansas City dispatchers and Form C Clearance to be issued by Kansas City dispatcher.

Crossover switches and signals Cheyenne to Owasco are controlled by train dispatcher Cheyenne.

Automatic Cab Signals

458 (RE). When a foreign line unit equipped with cab signals is the control unit on a freight train, cab signal devices may be cut out and train must proceed in accordance with the second and third paragraphs of Rule 458.

NEBRASKA DIVISION

SPECIAL RULES—OMAHA-COUNCIL BLUFFS AREA

Movements Between Omaha and 72nd Street

97 (RN-1). At Omaha, for movement of yard engines to and from industrial district at 72nd Street, authority will be conferred by indication of interlocking signal at Summit and instructions from train dispatcher.

When interlocking signal at Summit displays Clear or Approach indication for a switching movement enroute to this industrial district, authority is conferred for movement to crossover at west end of Seymour without receipt of Clearance Form 2643, but oral or message instructions from train dispatcher must be complied with. Interlocking operator must receive authority from train dispatcher before displaying such indications.

On arrival at crossover at Seymour, engine foreman must obtain permission from train dispatcher before crossover switches are opened. If authority is received, crossover movement may be made under block signal protection, but Operating Rule 516 and Special Rule 516(R) must be complied with.

For return movement from Seymour to Summit, engine foreman must obtain permission from train dispatcher before switches are opened or main track fouled. When authority is received, movement may be made without receipt of Clearance Form 2643, but Operating Rule 516 and Special Rule 516(R) must be complied with.

Railroad Crossings and Junctions

98 (RN-1). Trains and engines must approach all junction points expecting to find trains entering or leaving main tracks or running tracks.

Except where protected by interlocking, trains entering Bridge Subdivision must receive authority from Bridge dispatcher before occupying main track and must be governed by Rule 516 and Special Rule 516(R).

Current of Traffic

D-151 (RN-1). Current of traffic is established as follows:

Main track 3, between 20th Street and Summit — Westward.

Main track 4, between Summit and 20th Street — Eastward.

On double track between Summit and Gilmore Jct., trains and engines must keep to the right.

When authorized by bridge dispatcher, movements may be made against current of traffic without being preceded by flagman, except when moving over a public crossing protected by automatic signals or gates.

On Running Tracks 7 and 8 between 20th Street and crossover to BN transfer south of Douglas Street, trains and engines must keep to the right. Eastward track is designated as Running Track 7, westward track as Running Track 8.

When authorized by bridge dispatcher, movements may be made against current of traffic on Running Tracks 7 and 8 between 20th Street and crossover to BN transfer south of Douglas Street without being preceded by flagman.

Approach Indications

240 (RN). On No. 1 and No. 2 tracks, between MP 2.4 and MP 5.3, a train or engine receiving Approach aspect (Rule 240-D) must proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 20 MPH must immediately reduce to that speed.

SPECIAL RULES—FIRST SUBDIVISION and BRANCHES

Movements in Yards

97 (RN-2). Yard engines and light engines may occupy main track without Clearance Form 2643 between MP 144.0 and MP 149.5, Grand Island; MP 185.0 and MP 191.0, Kearney; and MP 0.0 and MP 4.0, Kearney Branch.

97 (RN-3). At Columbus, yard engines may move with current of traffic between MP 83.40 and end of switching limits without Clearance Form 2643 on authority from train dispatcher. Permission must be obtained from train dispatcher before entering main track at Moorman. When handling cars behind engine on main track, at night a light must be displayed on that car. Markers need not be displayed.

97 (RN-4). Trains arriving Grand Island from Kansas Division must stop clear of derail and switch at MP 250.35 and must receive verbal authority from Nebraska Division train dispatcher to proceed on eastward track. Trains enroute to Kansas Division will be governed by interlocking signals at BN crossing and may proceed on route indicated to switch west of Garfield Street.

Dispatchers telephone located opposite block signal at MP 148.4.

Movements Against Current of Traffic

D-151 (RN-2). At locations shown below, trains and engines may move against the current of traffic at restricted speed without being preceded by a flagman except when moving over public crossing protected by crossing signals or gates, or when view is obstructed, or when moving through interlocking and conditions require movement be preceded by flagman. Movement may be made only after authority has been granted to occupy track and hold indicators are displayed.

VALLEY, between hold indicators MP 26.7 and MP 30.6.

SCHUYLER, between hold indicators MP 70.0 and MP 66.9.

COLUMBUS, on westward main track, when eastward dwarf signal displays restricting indication (Rule 240-N) movement may be made against current of traffic to End of Block sign in vicinity of MP 83.5

Westward automatic block signal at MP 82.5 is a Stop signal (Rule 240-A). Rule 509 governs.

On eastward main track movements may be made against the current of traffic between MP 83.8 and hold indicator MP 86.2 (Rule 241-B). Movements must be made only after authority has been granted to occupy track and it is known hold indicator is displayed. Operating Rule 103(G) must be complied with.

GRAND ISLAND, between east remote control switch MP 144.0 and hold indicator located at MP 149.8.

KEARNEY, between hold indicator MP 187.7 and Stop sign MP 190.4. Eastward automatic Stop Signal at MP 190.4 is a Stop signal (Rule 240(A). Rule 509 governs.

Electric Locks

280 (RN). Westward CNW trains may proceed on westward main track from Fremont to CNW Junction, MP 44.8 (near Ames) upon receipt of verbal authority from UP operator at Fremont and without receipt of clearance Form 2643.

Upon arrival at crossover, MP 44.6, westward CNW trains must obtain authority from UP train dispatcher before releasing electric locks for crossover movement.

Eastward CNW trains may proceed on eastward main track from CNW Junction, MP 44.8, to Fremont on verbal authority from UP train dispatcher without receipt of clearance, but derail must not be operated nor electric lock released until such authority has been received.

At crossover MP 39.4, located west of Main Street, Fremont, eastward CNW trains must obtain authority from UP operator before lining switches of crossover for movement to switch entering CNW yard.

Operating Rules 280 thru 282(A) inclusive, govern use of electric locks.

Block Signals

509 (RN-1). Eastward trains stopped at signal MP 39.2 must not proceed until authorized by UP operator, Fremont.

SPECIAL RULES—SECOND SUBDIVISION and BRANCHES

Interlocking

605 (RN). At Julesburg, when interlocking dwarf signals display indication permitting movement against current of traffic, movement may be made without flag protection to End of Block signs.

Inspection of Trains

715 (RN). Except to receive message, trainmen need not be on rear platform of caboose when eastward trains are passing Pine Bluffs, Wyoming.

SPECIAL RULES—NORTH PLATTE

Blue Flag Protection

26 (RB). Three blue flag derails located west end Diesel Supply, and one blue flag derail located north of East tower.

Movements in Yards

97 (RB). At North Platte, trains and engines may move between MP 282 and MP 292 upon authority from yardmaster without Clearance Form 2643.

Movements against the current of traffic may be made at restricted speed when authorized by yardmaster without being preceded by flagman except where view is obstructed and across public crossings protected by gates or crossing signals.

104 (RB). If light is not burning in switch point indicators on dual control switches at west end of Diesel Supply, under East Hump, at west and east leg of wye and on Running track north of east tower, trains and engines must stop and inspect switch points to see fully closed and properly lined before moving over switch.

Hostlers must not take any of the switches listed above off power unless authorized to do so by the yardmaster or officer.

Road crews and hostlers must advise yardmaster which track they are moving from and receive authority from him before moving from west end Diesel Supply through dual control switches. Crews on movements into west end Diesel Supply must also receive authority from yardmaster before moving through any dual control switch. If any delay is experienced after receiving authority for movement, yardmaster must be advised of delay and crew must again request authority from yardmaster before moving.

Engines moving out of Diesel Supply with an A unit on each end must be operated from the A unit according to direction in which movement is to be made. This applies regardless of the direction in which the trailing A unit is headed.

Speed Restrictions

105 (RB-1). Following speeds must not be exceeded on yard tracks or running tracks shown:

All tracks in Eastbound Yard and North Running Track	25 MPH
All tracks in Westbound Yard	20 MPH
South Running Track	35 MPH

Movements on Running Tracks

105 (RB-2). At North Platte, westward movements on South Running Track between MP 284.4 and MP 288.7 are governed by signal indication.

Eastward movements on South Running Track are prohibited unless authorized by yardmaster and when so authorized must be made at restricted speed. Signals at MP 286.6 and MP 287.6 located to left of eastward main track govern movements on eastward main track only, and do not apply to eastward movements on South Running Track.

Track occupancy indicators have been installed at switch from receiving yard lead to South Running Track MP 289.1 and at switch from South Running Track to "K" yard lead, MP 284.5. Rule 515 applies.

Rule 516 and Special Rule 516(R) must be complied with by trains or engines entering South Running Track at hand operated switches between, MP 284.4 and MP 289.1.

Eastward movements on North Running Track must stop before passing Stop sign, MP 284.1 and must not proceed beyond this point without authority from yardmaster or operator, North Platte Yard Office.

Trains or engines must not enter or foul North Running Track at any hand operated switch between east end and dwarf signal at, MP 284.1 without authority from yardmaster or operator, North Platte Yard Office.

Switches

275 (RB). At MP 286.7 hand throw switch which may be trailed through without operating switch by hand is equipped with switch point indicators and the following aspects and indications will govern facing point movements over switch:

RED, OR LIGHT EXTINGUISHED (Unless advised that switch has been spiked)	—Stop. Inspect switch points to see fully closed and properly lined before moving over switch.
LUNAR	—Switch is lined for eastward movement on westward main track.
YELLOW	—Switch is lined for movement from westward main track to departure yard.

Following speeds must not be exceeded moving over switch:
 Movement on main track 25 MPH
 Movement departure yard to main track 15 MPH

Dwarf signal MP 286.7 is a Stop signal (Rule 240-A). When dwarf signal or main track Hold signal indicates stop and does not change promptly to a more favorable indication a member of crew must immediately communicate with Yard Office Tower yardmaster and be governed by his instructions.

Block Signals

509 (RB). At North Platte, trains or engines stopped by block signals listed below must communicate with humpmaster or yardmaster designated and be governed by his instructions:

Eastward Signals at MP 292.6	} East Humpmaster
MP 289.8	
MP 288.6	
Eastward Signals at MP 287.6	} East Tower Yardmaster
MP 286.6	
Westward Signals at MP 282.5	} Yard Office Tower Yardmaster
MP 287.9	
Eastward Signal at MP 288.7	

Movements on Ready Tracks

804 (RB-1). Eastward movements by road crews from South Diesel Supply Ready Tracks 1, 2, 3 & 4 to lead may trail through Racor 22 switches.

804 (RB-2). Westward movements by road crews from outbound departure tracks 1 through 4, west shop lead switch and 5 and 6 track switches may trail through Racor switches without operating them by hand provided there is no conflicting movement.

Retarder Yards

804 (RB-3). Switching movements handled by car retarder system are controlled by signal indications or as instructed by the yardmaster.

Eastward movements on hump leads are governed by hump signals located at crest of hump, or, on engines so equipped, by special cab signals. Aspect displayed on hump signal is repeated on repeater signals located along lead. Indications of these signals are as follows:

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

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

Color	Indication
Red	—Stop
Green	—Proceed

Hump signals, trimmer signals and special cab signals are controlled from crest of hump by hump yardmaster, engine foreman or other designated employe.

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

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

WYOMING DIVISION

SPECIAL RULES—ALL SUBDIVISIONS

Movement at Stations

96 (RW). At the following locations, yard engines and light engines may move between "A" signals and switching limit signs without clearance Form 2643 on signal indication and authority from train dispatcher:

Location	Between Mile Posts
Cheyenne	506.25 and 511.65
Laramie	564.82, Track 1 or 563.59, Track 3 and 570.43
Rawlins	680.10 and 685.16
Rock Springs	800.8 and 804.0
Green River	814.15 and 818.49

Retaining Valves

1042 (RW). The tables on pages 143 and 144 govern operation of freight trains and use of retaining valves, in territories shown. This does not modify the requirements of Air Brake Rule 1042:

1. Dynamic brake must be placed in operation and tested at a convenient location prior to reaching designated descending grades.
2. When use of retaining valves is required, these valves must be placed in "HEAVY HOLDING" position on all cars in train.
3. On branch lines, retaining valves must be used on all cars in train descending grades 1.50% or more unless handled by locomotive with effective dynamic brake on units providing not less than one horsepower per trailing ton.

SPECIAL RULES—FIRST SUBDIVISION and BRANCHES

Use of Engine Bell

30 (RW). Engine bell must be rung continuously while train or engine is moving within city limits of Fort Collins.

Movements in Yards

93 (RW). At Denver, movements may be made at restricted speed against current of traffic between 20th St. and Commerce City without being preceded by a flagman except where view is obstructed and when moving across public crossings protected by gates or crossing signals.

Derail

104 (RW). At LaSalle, a hand operated derail is installed on DP controlled siding 720 feet east of west switch to siding.

SPECIAL RULES—SECOND SUBDIVISION and BRANCHES

Signal Indications

267 (RW). At Durrant, when signal governing movement to Arch Mineral Spur No. 1 and at Ramsey, when signal governing movement to Arch Mineral Spur No. 2 display proceed indication, movement is authorized on spur in either direction without flag protection.

If signal fails to display proceed indication, movement on spur must be authorized by Form C Clearance, which must be copied by a member of crew, repeated to train dispatcher and delivered to engineer.

Weigh-In-Motion Scale

804 (RW). At Laramie, weigh-in-motion scale is located on yard track No. 1. Lights located on north side of track govern movement approaching scale and when weighing cars and display the following indications:

Green-	Moving at proper speed.
Flashing yellow-	Caution, approaching maximum weighing speed.
Red-	Unless otherwise instructed, stop movement, back train up and start weighing operation again.

Speed of 5 MPH must not be exceeded while weighing over scale. Wheels on units must not be allowed to slip or slide while on scale.

Air Brake Rules

1029 (RW-1). On passenger trains, running air test as required by Air Brake Rule 1029 must be made at Sherman, by eastward and westward trains, and at Speer by eastward trains.

SPECIAL RULES—FOURTH SUBDIVISION and BRANCHES

CTC Stop Signals

269 (RW). Switch at west end Idaho Division siding at Granger, MP 1.58 is controlled by train dispatcher at Cheyenne.

Eastward trains stopped by Stop signal governing movement over this switch must communicate with train dispatcher, Cheyenne, as required by Rule 269.

Westward trains stopped by Stop signal governing movement over this switch must communicate with both the train dispatcher at Cheyenne, who will authorize hand operation of switch when necessary, and train dispatcher at Pocatello, who will issue Form C Clearance when required.

Air Brake Rules

1029 (RW-2). Air brakes must be cut in and operative on all cars handled on Stauffer, Allied Chemical, and Texas Gulf Spurs.

Before departure from Stauffer, Allied, Texas Gulf and FMC plant yards, terminal test of air brakes must be made as prescribed by Air Brake Rule 1025.

1029 (RW-3). On westward passenger trains, running air test as required by Air Brake Rule 1029 must be made at Wahsatch.

1029 (RW-4). Air brakes must be cut in and operative on all cars handled on Park City and Ontario Branches.

SPECIAL RULES—OGDEN TERMINAL

See Page 149.

Eastward Sherman-Cheyenne

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less than 60		Not required	Timetable speeds.
60-80	1 HP Per Trailing Ton	Not required	Timetable speeds.
	Less than 1 HP per Trailing Ton	Not required	30 MPH Sherman to Cheyenne. Stop and remain standing 10 minutes at Granite and Borie to cool wheels.
80-100	1 HP Per Trailing Ton	Not required	35 MPH Sherman to Cheyenne.
	½ HP Per Trailing Ton	Not required	30 MPH Sherman to Cheyenne. Stop and remain standing 10 minutes at Granite and Borie to cool wheels.
	Less than ½ HP Per Trailing Ton	Retaining valves must be used Sherman to Cheyenne	20 MPH Sherman to Cheyenne
Over 100	1 HP Per Trailing Ton	Not required	30 MPH Sherman to Cheyenne
	Less than 1 HP Per Trailing Ton	Retaining valves must be used Sherman to Cheyenne	20 MPH Sherman to Cheyenne

Eastward Sherman to Carr via Borie — Speer to Carr

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less than 60		Not required	Timetable speeds.
60-80	1 HP Per Trailing Ton	Not required	Timetable speeds.
	Less Than 1 HP Per Trailing Ton	Not required	30 MPH Sherman to Carr. Stop and remain standing 10 minutes at Borie to cool wheels
80-100	1 HP Per Trailing Ton	Not required	35 MPH Sherman to Carr.
	½ HP Per Trailing Ton	Not required	30 MPH Sherman to Carr. Stop and remain standing 10 minutes at Borie to cool wheels.
	Less than ½ HP Per Trailing Ton	Retaining valves must be used Sherman to Carr	20 MPH Sherman to Carr.
Over 100	1 HP Per Trailing Ton	Not required	30 MPH Sherman to Carr.
	Less than 1 HP Per Trailing Ton	Retaining valves must be used Sherman to Carr	20 MPH Sherman to Carr.

**Westward
Hermosa to Laramie
No. 3 Track**

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not exceed
Less than 60		Not required	Timetable speeds.
60-80	1 HP Per Trailing Ton	Not required	Timetable speeds.
	Less than 1 HP Per Trailing Ton	Not required	30 MPH Hermosa to Red Buttes.
80-100	1 HP Per Trailing Ton	Not required	35 MPH Hermosa to Red Buttes.
	½ HP Per Trailing Ton	Not required	25 MPH Hermosa to Red Buttes.
	Less than ½ HP Per Trailing Ton	Retaining valves must be used Hermosa to Red Buttes	20 MPH Hermosa to Red Buttes.
Over 100	1 HP Per Trailing Ton	Not required	30 MPH Hermosa to Red Buttes.
	Less than 1HP Per Trailing Ton	Retaining valves must be used Hermosa to Red Buttes	20 MPH Hermosa to Red Buttes.

**Fourth Sub-Division
Wahsatch to Ogden**

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less than 60		Not required	Timetable speeds.
60-80	1 HP Per Trailing Ton	Not required	Timetable speeds.
	Less than 1 HP Per Trailing Ton	Not required	20 MPH Wahsatch to Castle Rock. 30 MPH Castle Rock to Ogden.
80-100	1 HP Per Trailing Ton	Not required	25 MPH Wahsatch to Castle Rock.
	½ HP Per Trailing Ton	Not required	20 MPH Wahsatch to Castle Rock. 30 MPH Castle Rock to Ogden.
	Less than ½ HP Per Trailing Ton	Retaining valves must be used Wahsatch to Echo	20 MPH Wahsatch to Echo 25 MPH Echo to Ogden
Over 100	1 HP Per Trailing Ton	Not required	20 MPH Wahsatch to Castle Rock 30 MPH Castle Rock to Ogden
	Less than 1 HP Per Trailing Ton	*Retaining valves must be used Wahsatch to Echo	20 MPH Wahsatch to Echo 25 MPH Echo to Ogden.

*EXCEPTION: If the train consists entirely of ore cars in series 26000-26499 or 27000-27299 and dynamic brake is equal to one-half HP per trailing ton retaining valves need not be used. Speed must not exceed 20 MPH.

KANSAS DIVISION

SPECIAL RULES—ALL SUBDIVISIONS

96 (RK). Yard engines and light engines may move without Clearance Form 2643 on signal indication and authority of train dispatcher at the following locations:

Location: Kansas City Topeka	Between West Yard and MP 7.4. MP 66.6 and 75.5, Denver Cut-Off or MP 74.25, West Menoken on 1st Subdivision East switch Upland and west switch Orrick. West switch Anan and west switch Hastings.
Marysville Hastings	

240 (RK). On First and Second Subdivisions, signals at following locations have been changed to speed signals and Rules 240 through 240(T) as contained in Union Pacific Operating and Maintenance of Way Signal Rules pamphlet dated July 1, 1976, will govern superseding Rules 240(A) through 240(P) as contained in Union Pacific Operating and Maintenance of Way Signal Rule Books effective May 1, 1972:

Topeka Kenefick Aikens Duluth Sullivan Marysville Orrick Bremen	Hollenberg Fairbury Alexandria Carleton Edgar Anan Hayland Hastings Gibbon — Main Track No. 1
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Movement in Yards

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

SPECIAL RULES—FIRST SUBDIVISION and BRANCHES

Rotary Car Dumpers

98 (RK-1). The following applies when operating units through Jeffrey Energy Plant rotary car dumpers:

SD-7, 24, 35, 40-2, 45, U-30-C, GP-20, 30, 35 and 38-2 units only may be operated through dumper.

Locomotive units equipped for RCS operation must not be moved through dumper as antenna associated with RCS equipment will not clear dumper.

Train must be stopped before entering dumper to close side windows and awnings on all units in consist.

All cabooses except BN cabooses must be cut off on balloon track near switch before proceeding through dumper. Hand brake on caboose must be applied.

Authority must be received from Dumper Superintendent before proceeding through the dumper.

Members of crews on units must remain entirely inside of units while unit moving through dumpers unless otherwise instructed, rear end crew should remain in vicinity of caboose and perform rollby inspection as train passes.

Movement Over Drawbridge

98 (RK-2). From December 16 until March 1, when interlocking signals governing movement over drawbridge at St. Joseph indicate Stop and no conflicting movement is evident, train must be preceded by flagman who will carefully examine route to be used before movement is started over bridge. If conflicting movement is evident, train or engine must not proceed until understanding is had with crew of train on conflicting movement.

Power Operated Deraill

275 (RK). At West Aikens, power operated deraill on Jeffrey spur operates in conjunction with dual control switches providing access to spur. When necessary to hand operate dual control switches or place selector levers in hand position as provided in Operating Rules 275 and 276, deraill switch and selector lever on deraill switch must also be hand operated.

Use of Mo. Pac. Tracks at Hiawatha

516 (RK). At Hiawatha, before fouling Missouri Pacific Tracks, Rule 516 and Special Rule 516(R) must be complied with and, in addition, protection as required by Rule 99 must be provided when necessary.

Close Clearance

900 (RK-1). At Lawrence, grain aerators operated by the Derby Grain Company, when in use, will be located on or adjacent to track serving elevator and storage bins of this industry.

Red warning lights will be displayed on or adjacent to aerators when machine is in use or fouling track. Trainmen, enginemen and yardmen must be on the lookout for these aerators at all times, and must not pass these machines with engine or cars while red lights are displayed.

900 (RK-2). At Sealright Oswego, Inc. Fairfax Industrial District, derails are installed on all four tracks, both sides of lift bridge. Movements on these tracks are governed by indication displayed on dwarf signals on each track.

SPECIAL RULES—SECOND SUBDIVISION and BRANCHES

Yard Limits

93 (RK-1). At Grand Island, trains from Kansas Division must stop clear of derail and switch at MP 250.35 and must receive verbal authority from Nebraska Division train dispatcher to proceed on eastward main track.

Trains enroute to Kansas Division will be governed by interlocking signal at BN Crossing and may proceed on route indicated to switch west of Garfield St. Dispatcher's telephone located opposite block signal at MP 148.4.

93 (RK-2). Trains arriving Hastings on Grand Island Branch must stop west of 14th Street until permission is received from train dispatcher to occupy Second Subdivision Main Track.

Signal Indications

240 (RK-1). At Belvidere, a westward train receiving approach indication at westward controlled signal, east end of Belvidere MP 208.6, must proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 25 MPH must immediately reduce to that speed.

An eastward train receiving approach indication at Signal 2118, must proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 25 MPH must immediately reduce to that speed.

SOUTH-CENTRAL DISTRICT

SPECIAL RULES — ALL SUBDIVISIONS

Train Order Signals

221 (RSC). On branch lines, lights will not be kept burning at night in train order signals. Trains must be governed by day indication of such signals.

Air Brake Rules

1030 (RSC). Referring to Air Brake Rule 1030 (C): Sale Lake City and Las Vegas are designated inspection points.

UTAH DIVISION

SPECIAL RULES — SALT LAKE CITY TERMINAL AREA

Use of Engine Bell

30 (RU). Salt Lake City ordinance reads as follows:

"It shall be unlawful for any person or persons employed on a locomotive to fail to ring bell continuously on such locomotive while in motion in the inhabited portions of the city."

30 (RU-1). Whistle Signal (14-1) will not be sounded within Salt Lake City Limits unless it is necessary to provide additional warning when visibility is or may be obstructed or that a particular motorist, pedestrian, or employe is unaware of the approach of train and is not responding to other warnings.

Joint Operation With Western Pacific

81 (RU). Joint operation of Union Pacific and Western Pacific Railroads is in effect between WP-UP Junction (Eleventh West Street), Salt Lake City, and the station of Smelter, MP 766.4, Second Subdivision. All Second Subdivision trainmen and enginemen and all Salt Lake yard crews must obtain a copy and have a copy with them while on duty of current Union Pacific-Western Pacific Joint Pamphlet governing operation between these points.

Movements in Yards

93 (RU). Crews of all trains and engines arriving Salt Lake must contact Tower yardmaster for instructions to enter yard.

93 (RU-1). All trains and engines moving to North Yard from points south of Fifth North on Passenger Main must stop to clear Fifth North unless movement is authorized by yardmaster.

93 (RU-2). At Salt Lake City, between Second South and Ninth South Street, all trains and engines must proceed prepared to stop short of train, engine, obstruction or switch not properly lined and a speed of 12 MPH must not be exceeded.

Between sunset and sunrise, a flashing yellow light must be displayed at both ends of a car or cut of cars left standing on Fourth West Street.

93 (RU-3). While roll-by inspection is being made by carmen at Fifth North or at Eighteenth North, train or engine movements on adjacent tracks must be stopped.

93 (RU-4). When handling cars from North Yard to South Yard, a member of crew must take position on rear car, lining derail behind cars and applying hand brakes as required by Special Rule 806 (R-1).

93 (RU-5). When setting out trailers at Becks Ramp, cars must be shoved to stop.

93 (RU-6). At Salt Lake City, movements may be made against the current of traffic as follows:

Between Sixth North Street and Eighteenth North Street, when authorized by the yardmaster;

All movements against the current of traffic must be made at restricted speed.

Use of DRGW Trackage at Salt Lake City

93 (RU-7). While using DRGW tracks, employes will be under supervision of DRGW supervisors, and will be governed by the following rules:

DRGW Rule 11. In non ABS territory, a train or locomotive finding a fusee burning on or near its track must stop and wait until it has burned out before proceeding.

In ABS or CTC territory, a train or locomotive finding a fusee burning on or near its track, must promptly reduce to restricted speed and then proceed at restricted speed for a distance of one-half mile.

DRGW Rule D-11. A fusee will not apply to the main track on which a train is running, if displayed beyond the first rail of adjoining main track.

DRGW Rule 15. (Revised 2-72) The explosion of two torpedoes is a signal to proceed at reduced speed looking out for flagman for one and one-half miles and is to be acknowledged by two short blasts of the engine whistle. The explosion of one torpedo will indicate the same as two, but the use of two is required.

DRGW Rule 93. Yard limits will be indicated by yard limit signs and designated in the timetable.

Within yard limits the main track may be used without protecting against other trains or locomotives.

All trains and locomotives must move within yard limits at restricted speed, prepared to stop within one half the range of vision, unless the main track is known to be clear by ABS indication.

Movements against the current of traffic on the main tracks must not be made

unless authorized and protected by yardmaster or other designated official.

DRGW Definitions: Restricted Speed — A speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

Reduced Speed — A speed that will permit stopping short of another train or obstruction, or anything that may require the speed of a train or locomotive to be reduced.

DRGW Special Rule 17-T. All freight trains, switch and light locomotive movements, including deliveries between UP North Yard, and DRGW Roper, will unless otherwise provided, use the two running tracks extending from DRGW main track, Subdivision 7, between Second North Street and First North Street to Twenty-First South Street, Roper.

Between crossover leading to WP connection just south of First South Street, Salt Lake City, and Twenty-First South Street, Roper, all trains, switch, light locomotives, and interchange delivery movements will keep to the right. Movements against the current of traffic will be made only when authorized by yardmaster or on signal indication. Grant Tower operator will obtain authority from yardmaster before positioning signals for reverse movements.

DRGW Special Rule 19-L:

Unless otherwise instructed, track assignments S.L.U.D. are as follows:

DRGW Passenger trains Track No. 3
UP interchange deliveries Any track
other than No. 3, or as directed by yardmaster.

Trains, yard engines, light engines and others using S.L.U.D. tracks will leave switches as found, except switches will be left lined for No. 3 track. Switch connection with WP main track and S.L.U.D. track just east of First South Street will be left lined for Fence track.

DRGW Special Rule 19-R:

Grant Tower annunciator is located 430 feet west of Thirteenth South Street, Salt Lake City. Following whistle signals will be given at this annunciator:

UP light engines, returning — 1 long, 1 short.

93 (RU-8). Union Pacific crews entering DRGW tracks at Roper Yard must stop at head-in speaker, Twenty-First South Street, and obtain track on which to yard delivery. After yarding their delivery, they must immediately cut engine off and contact yardmaster in east tower for return movement.

Clearances

97 (RU-1). When authorized by train dispatcher and CTC signal indication, yard engine movements may be made in CTC territory between North Yard and Woods Cross without receipt of clearance.

Controlled Block Signals

240 (RU-1). Between North Salt Lake and North Yard, trains or engines stopped by Stop indication at Signal 784.9 must not proceed without authority from train dispatcher.

Centralized Traffic Control System

266 (RU). Yard movements on Passenger Line must not pass Signal 7829 at Eighth South Street until verbal permission is received from dispatcher. When authorized by train dispatcher and CTC Signal indication, yard engine movements may be made in CTC territory between Eighth South Street and Buena Vista on Passenger Line and between Grant Tower and Buena Vista on Freight Line without receipt of clearance.

Switches

275 (RU). Dual control switch, equipped with switch point indicators located on Depot 1 and Provo Subdivision, Salt Lake City, is also equipped with push button located in box south side of instrument case, locked with switch lock. If switch is not lined for route to be used, a crew member may push button to line switch.

When switch point indicator displays:

YELLOW —switch is lined for Depot 1

GREEN —switch is lined for Provo Subdivision

If light is not burning in switch point indicator, trains and engines must stop and inspect switch points to see fully closed before moving over switch. If points are not fully closed, communicate with train dispatcher for instructions.

Movements at Pioneer

804 (RU-1). At Pioneer, engines must not pass south loading rack at Pioneer Pipe Line without permission from Pioneer Pipe Line employe in charge of loading facility. Caboose must not be handled past either loading rack.

Handling Cars

804 (RU-2). Cars must not be left unattended south of derrails at south end of Passenger Station, Garden or Freight House tracks.

Close Clearances

900 (RU-1). At Fry Roofing, drawbridge between Fry building and Trumbull building is located at third door from east end of Fry building. Before passing this location with engine or cars, or before coupling to cars on Fry track, an employe in plant must be notified and it must be known that drawbridge is clear for the movement.

900 (RU-2). Close side clearance exists between Salt Lake Flour Mill and Porter Walton at 500 South 400 West Street, Salt Lake City, Utah. Signs are posted.

900 (RU-3). Close clearance exists between two business car spurs, south end depot, Salt Lake City. Employes must not stand between these tracks and must not ride on side of cars moving into or out of these tracks.

SPECIAL RULES — OGDEN TERMINAL

Whistle Signals

14 (RU-1). Trains using By-Pass track at Ogden will whistle for 33rd Street crossing and Patterson Avenue crossing.

Movements on Yard Tracks

93 (RU-9). Single track operation exists from 29th Street to Cecil Junction, into and through Union Depot area at Ogden.

Trains and engines moving into passenger yard from the east must use eastward main track from 29th Street crossover, in order to have access to Depot tracks 1, 2 and 4.

Trains and engines from the west must use SP westward main track to Depot tracks 1, 2 and 4.

93 (RU-10). All train, engine and yard movements crossing over switch leads Drill No. 2 and Drill No. 3 from Drill No. 1 to Union Pacific pull-out track must protect against conflicting moves on Drill No. 2 and Drill No. 3.

Before fouling either Drill No. 2 or Drill No. 3, a trainman must precede crossover movement of his train or engine and stop opposing movements which may be using either Drill No. 2 or Drill No. 3, unless these tracks are seen or known to be clear.

Trains or engines using Drill No. 1, Drill No. 2, or Drill No. 3 will move at restricted speed approaching these crossovers, stopping if necessary.

96 (RU). At Riverdale, between dual control switch locations at MP 989.6 and dual control switch locations at MP 988.6, train and engine movements may be made in either direction on either main track on signal indication or instructions from control operator.

Movement Outside Yard Limits

97 (RU-2). For movement of a yard engine on a main track beyond yard limits, except on signal indication, authority must be obtained from the train dispatcher.

Movement on Yard Tracks

104 (RU). At Ogden, trains using Shasta track must use 6-way instead of 7-way, unless otherwise instructed by yardmaster. East switch on 6-way must be lined and locked for movement on 6-way.

105 (RU). Following speeds must not be exceeded on tracks shown:

By-Pass between East Riverdale and Bridge Junction 40 MPH

New Wye between Drill Track 3 and Bridge Junction 15 MPH
No. 1 track between Patterson Ave. and

East Bridge Junction 15 MPH

North leg of Wye between 29th St. and Bridge Junction 10 MPH

Movement of Trains by Block Signals

240 (RU-2). Trains moving in and out of Ogden Union Depot will move on block signal authority, and will not be required to receive proceed signal from switch tender.

261 (RU). Between absolute signals at Riverdale and Signal 9920 just east of Ogden Union Depot, Rule 261 is in effect on eastward track only. Cab signals will not indicate conditions ahead when moving west on eastward track.

A westward train stopped by Signal 9909 or 9915, or an eastward train stopped by Signal 9920, 9916 or 9910 must communicate with yardmaster at 30th Street, Ogden, and be governed by his instructions.

Close Clearances

900 (RU-4). There is impaired clearance under shed on tracks 7 and 8 at Farmers Mill; tracks 5 and 6 at Globe Mills. Employes must not ride cars while they are being moved under these sheds.

SPECIAL RULES — FIRST SUBDIVISION AND BRANCHES

Engine Whistle Signals

14 (RU-2). In the State of Idaho, in addition to locations listed in Operating Rule 14 (1), engine whistle must be sounded and bell rung approaching private crossings.

Blue Flag Protection

26 (RU). At Brigham City, blue flag derail is located approximately 640 feet beyond switch on track to American Greetings Corporation. Movement on this trackage must be authorized by Agent Brigham City, who will arrange for removal of blue flag derail.

Sidings and Yard Tracks

105 (RU-1). At McCammon, crossover leading to storage track must not be left blocked with cars.

105 (RU-2). At Cache Jct., westward siding extends from east switch near MP 47.6 to east crossover near cafe. Eastward siding extends from west switch near MP 49.5 to west crossover near cafe.

105 (RU-3). At North Yard, First Subdivision trains entering west lead must obtain track number from yardmaster before passing West 16 switch.

Controlled Block Signals

240 (RU-3). At SP Jct., when signals governing movement to Cecil Jct. do not display proceed indication when route is properly lined, a member of crew must communicate with 30th Street yardmaster or switchtender at Cecil Jct. for instructions.

When call light on instrument house at SP Jct. is burning and governing signal displays Stop indication, member of crew must communicate with switchtender at Cecil Jct.

Movements on Signal Indication

261 (RU-1). On Riverdale By-Pass Track, between Stop signals at MP 988.63 and Stop signal at MP 991.4 movements in both directions are governed by the indications of signals. A train or engine stopped by Stop signals at MP 988.63 or Stop signal at MP 991.4 must communicate with control operator and be governed by his instructions.

900 (RU-5). At Smithfield, in spotting cars between warehouses on California Packing Corporation spur, it must be seen that drawbridge between buildings is raised.

Tonnage Rating for GP-9 type locomotives:

Type	Numbers (Inclusive)	H.P.	Cache Junction to Logan	Logan to Whitney	Whitney to Preston	Preston to Cache Junction
EMD GP-9	131-349	Rd. Sw. 1750	2425	2275	1250	2200

SPECIAL RULES — SECOND SUBDIVISION, PROVO SUBDIVISION AND BRANCHES

Joint Operation With Western Pacific

81 (RU-1). Joint operation of Union Pacific and Western Pacific Railroads is in effect between WP-UP Junction (Eleventh West Street), Salt Lake City, and the station of Smelter MP 766.4, Second Subdivision. All Second Subdivision trainmen and enginemen and all Salt Lake yard crews must obtain a copy and have a copy with them while on duty of current Union Pacific-Western Pacific Joint Pamphlet governing operation between these points.

Spacing Trains

91 (RU). On Provo Subdivision, between Atwood and Geneva and between Provo and Lynndyl, trains in the same direction must be kept at least thirty minutes apart, except when closing up at stations.

Yard Limits

93 (RU-11). Westward Provo Subdivision trains must obtain permission from dispatcher or Provo yardmaster before entering Provo Switching District at MP P-764.0.

Centralized Traffic Control System

267 (RU). At Milford, eastward and westward trains departing from yard must remain clear of yard lead until dispatcher is contacted and must be governed by his instructions and signal indication.

267 (RU-1). At Lynndyl, westward trains or engines must not move from Track 2 to Track 1 at west end of yard without permission from dispatcher.

Geneva Scale

804 (RU-3). At U.S. Steel Yard, Geneva, all trains will enter via track A-1 over weigh-in-motion scale. Engineers of inbound trains must control speed to pull entire train over scale at 3 to 4 MPH. If speed exceeds 5 MPH, spot lights on poles along track and on catwalk at Gate No. 2 will come on, as a signal that speed is excessive, and engineer must immediately reduce speed to 4 MPH.

At U.S. Steel Yard, Geneva, all outbound trains must depart on Track No. A-1. Crossover north of No. 1 Gate road crossing must be used to gain access to Track No. A-1.

All trains must not exceed 5 MPH while moving over U.S. Steel trackage, Geneva.

804 (RU-4). Multiple unit locomotive when using Track A-20 at Geneva must go directly off A-14 lead, and Track A-1 crossover must not be used unless authorized.

Electric Gate — Geneva

804 (RU-5). Gate at entrance to pipe mill is electrically controlled. When necessary to enter pipe mill area, member of crew must call guard on intercom located near gate, giving his name and engine number, work to be performed and approximate time required.

When leaving the area, guard must be so advised.

If gate is closed when crew is ready to leave pipe mill area, call Geneva Plant, Extension 6264 and request that gate be opened.

Weigh-in-Motion Scale

804 (RU-6). Industry track at Sharp, MP P-700.2, Provo Subdivision has weigh-in-motion scale located 624 feet from west end of track. Lights placed on west side of track govern movement when weighing cars, display indication as follows:

Green —Weighing at proper speed

Yellow—Caution, movement too fast

Red —Stop movement, back train up and start weighing operation over.

Before starting to weigh, scale must be clear of any movement for 90 seconds. Speed of 3 MPH must not be exceeded while weighing over scale, and speed of 10 MPH must not be exceeded when moving over scale at any other time.

Wheels on units must not be allowed to slip or slide while on scale. After weighing is started and stop is made for any reason, it will be necessary to back up and start the weighing operation over.

Inspection of Trains

811 (RU). Westward Provo Subdivision trains handling coal in cars with friction bearings must stop and inspect such cars at Starr and Lynndyl.

Eastward trains handling ore in cars with friction bearings must stop and inspect such cars between Sharp and Starr.

Air Brake Rules

1025 (RU). Before departing from Silver City, air brake test as prescribed by Air Brake Rule 1025 must be made. Retaining valves must be placed in Heavy Holding position on all cars.

SPECIAL RULES — THIRD SUBDIVISION AND BRANCHES

Movement of Trains

83 (RU). Before using Fibreboard Spur, trains or engines must first receive authority from train dispatcher.

Clearances

97 (RU-3). When authorized by train dispatcher, yardmaster and CTC signal indication, yard engine movements may be made in CTC territory between Wann and Las Vegas without receipt of clearance.

Position on Train

100 (RU). On Fibreboard Spur, a member of crew must ride rear car on all movements, in either direction, between Fibreboard and Apex.

Main Track Derails

104 (RU-1). At Cedar City, spring point derail is located in main track just east of MP 31.80 must be locked in derailing position when not being used.

Westward trains trail through derail just east of MP 31.80.

Sidings and Side Tracks

105 (RU-4). At Comstock, departure track must be left clear after departure of ore trains.

Train Order Signals

222 (RU). At Iron Springs, when train order signal displays stop indication for eastward trains, such trains on Cedar City Branch must stop west of east leg of wye switch, and must not proceed until clearance is received, except for switching movements.

Switch Point Indicators

240 (RU-4). Color light switch point indicator governing facing point movements over main track spring switch east Comstock wye switch, MP 10.91, Iron Mountain Branch, displays indications as follows:

Green —Spring switch is properly lined for main track movement.

Yellow—Spring switch is properly lined for turnout movement.

Red —Trains and engines must stop and make inspection of switch points to determine if properly lined for movement desired.

Centralized Traffic Control System

267 (RU-2). At Milford, eastward and westward trains departing from yard must remain clear of yard lead until dispatcher is contacted and must be governed by his instructions and signal indication.

267 (RU-3). At Las Vegas, when westward dwarf signal at west end of passenger platform or westward high signal just west of west passenger siding switch displays Stop aspect, freight train may pass signal to enter icehouse track without stopping, provided the switches are properly lined for movement and proper hand signal is received from trainman or yardman, but movement must be made at restricted speed. Trainman or yardman must receive permission from dispatcher before lining switch for icehouse track.

267 (RU-4). Eastward trains at Caliente must remain clear of public crossing east of depot until authorized to proceed by dispatcher or by signal indication.

267 (RU-5). Eastward freight trains leaving Las Vegas will, unless otherwise directed, use drill track and leave yard at extreme east switch.

Power Operated Derails

275 (RU-1). Power operated derail on west end of siding, Caliente, operates in conjunction with main track switch.

When necessary to hand operate main track switch or place selector lever in hand position as provided in Operating Rules 275 and 276, derail and selector lever on derail must also be hand operated.

A sign for westward trains reading "Derail Approach Section" is installed approximately 700 feet east of westward Stop Signal on siding West Caliente. Derail will not move to non-derailing position, and westward Stop Signal on siding will not display proceed indication until after train has entered "Derail Approach Section."

275 (RU-2). Power operated derail on drill track, east end of Las Vegas Yard, operates in conjunction with main track switch. When necessary to hand operate main track switch or place selector lever in hand position, as provided in Operating Rules 275 and 276, derail and selector lever on derail must also be hand operated.

Handling Cars

804 (RU-7). At Iron Springs, the main track must not be used in weighing cars.

804 (RU-8). At Fibreboard, movement must be stopped before entering building. Doors at both ends of plant must be opened before starting movement.

Leaving Locomotives Unattended

871 (RU). Train or engine crews desiring to eat at Caliente must notify dispatcher as much before arrival as practicable, but not later than at Caliente initial switch.

When train is unattended, a sufficient number of hand brakes must be applied to keep train from moving, but not less than ten hand brakes must be set on low end of train.

When length of train will permit, crew of westward train must leave train east of crossover switches on siding while eating unless otherwise advised by train dispatcher.

High and Wide Cars

900 (RU-6). Nevada Public Service Commission General Order No. 11 covers the operation of cars of excess height and width and of open top cars containing lading of excess height and width.

In addition to Operating Rule 805 (B), the following applies to the operation of such cars:

Cars of Excess Height

(1) Freight cars of a height exceeding 15'6" must not be operated except as indicated below:

Freight cars of a height exceeding 15'4" but not greater than 15'6" shall be permanently marked, stenciled or placarded and such marking maintained in a legible condition, reading, "THIS CAR EXCESS HEIGHT."

All such required markings and placarding shall be placed on the side adjacent to the ladder or handholds near the floor line of the car at each of the four corners.

Cars of Excess Width

(2) Freight cars of width exceeding 10'10" must not be operated.

Freight cars of a width not exceeding 10'10" may be handled without restrictions or placarding.

Cars with Lading of Excess Height or Width

(3) No movement shall be made of open top cars containing lading in excess of 15'6" above the top of rail or extending laterally in excess of 5'5" from center line of car except as hereinafter described:

(4) The operation of cars, the lading of which extends laterally in excess of 5'5" from center line of car, shall be restricted to lading the size or dimensions of which cannot be reduced.

(5) All open top cars with lading extending laterally in excess of 5'5" from center line of car or in excess of 15'6" in height above top of rail, shall be placarded on the load itself in a conspicuous place when practicable, and the car shall be marked, stenciled, or placarded at locations specified in paragraph (1) of this rule.

(6) On any train, the consist of which includes cars loaded as described in the preceding paragraph of this rule, such cars shall be blocked together in one place in the train and if its length permits, they shall be entrained at least 5 cars distant from both the caboose and the engine, provided, however, that the provisions of this subsection shall not apply to the transportation of rail open top cars of highway trucks or trailers, either loaded or unloaded.

Notifying Train Employees

(7) A train order shall be delivered to every train containing any car the lading on which extends laterally in excess of 5'5½" from center line of car or in excess of 15'6" in height above top of rail, informing the crew of the train that the train includes such car or cars, stating total number thereof, and advising that no member of the train crew is required to ride on any such cars.

(8) A train order shall be delivered to every train, the operation of which may be affected by the presence or movement of a train containing such wide loads, described in the preceding paragraph of this rule, informing the crew of the train of that fact.

Notifying Yard Employees

(9) Yard supervisors shall be given notification sufficiently in advance of the arrival of the cars, the lading on which extends laterally in excess of 5'5½" from center line of car, to enable them to take necessary precautions to safeguard employees in yard.

Observance of Cars by Employees

(10) Employees in yards and elsewhere must keep close lookout for wide loads in trains and in switch movements, being on the alert when such movements are passing to avoid hazard of injury from such excess width loads, or damage to equipment.

(11) An employe observing a car of excess height or a car containing lading of excess height or width which is not placarded or stenciled as required by this rule, should notify their supervisor immediately.

(12) Any employe observing a close overhead or side clearance with a car of excess height or a car with lading of excess height or width, should make immediate report so that protection can be given.

The Public Service Commission of the State of Nevada has granted permission for the operation of "High-Cube" cars of a maximum height of 17 ft. from top of rail to top of running board within the State of Nevada.

The following will govern the handling and movement of such cars in Nevada:

If train length permits, such cars shall be entrained at least five cars distant from the caboose.

The crew of each train containing freight cars herein authorized to be operated shall be informed by an appropriate train order that the consist of the train includes freight cars of such excess height and that the members of the train crew are forbidden to ride on top of any such cars.

Air Brake Rules

1025 (RU-1). At Iron Mountain before making doubleover of loads from one track to train made up on another track at east end of yard, terminal test of air brakes required by Air Brake Rule 1025 will be made to determine if air brakes are operative on doubleover before moving out of yard track to Iron Mountain Branch main track.

1025 (RU-2). For movements on Fibreboard Spur, terminal test of air brakes as required by Air Brake Rule 1025 must be made before departing from Apex or Fibreboard.

1029 (RU). On passenger trains, running air test as required by Air Brake Rule 1029 must be made at Crestline, eastward and westward.

1042 (RU). 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. All trains from Iron Mountain or Comstock to Iron Springs, all retaining valves.

2. All trains from Desert Mound to Iron Springs, not less than 50% of retaining valves on head end of train.

3. Any train with less than one horsepower effective dynamic brake per trailing ton and averaging more than 75 tons per operative brake, all retaining valves from Islen to MP 469.

4. Any train with less than one horsepower effective dynamic brake averaging less than 75 tons per operative brake, not less than 25 retaining valves on head end of train, from Islen to MP 469.

5. Any train with less than one horsepower effective dynamic brake per trailing ton and averaging more than 85 tons per operative brake must not exceed 25 MPH Crestline to Farrier. This does not modify the requirements of Paragraph 3 above.

1042 (RU-1). Freight trains handled by diesel locomotive with dynamic brake not in operation must use retaining valves as follows:

Prince to Prince Junction;

Pioche to MP 30, Pioche Branch;

MP 27 to MP 22, Pioche Branch.

CALIFORNIA DIVISION

SPECIAL RULES — ALL SUBDIVISIONS

Markers

19 (RC). When operating on ATSF tracks with caboose with cupola mounted marker, such marker must be lighted, day or night.

High and Wide Cars

900 (RC). California Public Utilities Commission General Order 26-D and Nevada Public Service Commission General Order No. 11 cover the operation of cars of excess height and width and of open top cars containing lading of excess height and width.

In addition to Operating Rules 805 through 805(C), the following applies to the operation of such cars:

Cars of Excess Height

(1) Freight cars of a height exceeding 15'6" must not be operated, except as indicated below:

Freight cars of a height exceeding 15'4" but not greater than 15'6" shall be permanently marked, stenciled or placarded and such marking maintained in a legible condition, reading, "THIS CAR EXCESS HEIGHT."

All such required markings and placarding shall be placed on the side adjacent to the ladder or hand-holds near the floor line of the car at each of the four corners.

Cars of Excess Width

(2) Freight cars of width exceeding 10'10" must not be operated.

Freight cars of a width not exceeding 10'10" may be handled without restrictions or placarding.

Cars with Lading of Excess Height or Width

(3) No movement shall be made of open top cars containing lading in excess of 15'6" above the top of rail or extending laterally in excess of 5'5" from center line of car except as hereinafter described:

(4) The operation of cars, the lading of which extends laterally in excess of 5'5" from center line of car, shall be restricted to lading the size or dimensions of which cannot be reduced.

(5) All open top cars with lading extending laterally in excess of 5'5" from center line of car or in excess of 15'6" in height above top of rail, shall be placarded on the load itself in a conspicuous place when practicable, and the car shall be marked, stenciled, or placarded at location specified in paragraph (1) of this rule.

(6) On any train, the consist of which includes cars loaded as described in the preceding paragraph of this rule, such cars shall be blocked together in one place in the train and if its length permits, they shall be entrained at least 5 cars distant from both the caboose and the engine, provided, however, that the provisions of this subsection shall not apply to the transportation of rail open top cars of highway trucks or trailers, either loaded or unloaded.

Notifying Train Employees

(7) A train order shall be delivered to every train containing any car the lading on which extends laterally in excess of 5'5½" from center line of car or in excess of 15'6" in height above top of rail, informing the crew of the train that the train includes such car or cars, stating total number thereof, and advising that employees are prohibited from riding on any such cars.

(8) A train order shall be delivered to every train the operation of which may be affected by the presence or movement of a train containing such wide loads, described in the preceding paragraph of this rule, informing the crew of the train of that fact.

Notifying Yard Employees

(9) Yard supervisors shall be given notification sufficiently in advance of the arrival of the cars, the lading on which extends laterally in excess of 5'5½" from center line of car, to enable them to take necessary precautions to safeguard employees in yard.

Observance of Cars by Employees

(10) Employees in yards and elsewhere must keep close lookout for wide loads in trains and in switch movements, being on the alert when such movements are passing to avoid hazard of injury from such excess width loads, or damage to equipment.

(11) Any employe observing a car of excess height or a car containing lading of excess height or width which is not placarded or stenciled as required by this rule, must notify their supervisors immediately.

(12) Any employe observing a close overhead or side clearance with a car of excess height or a car with lading of excess height or width, must make immediate report so that protection can be given.

The following conditions will govern the handling and movement of high cube cars of a maximum height of 17 feet from top of rail to top of car in California and Nevada.

1. The crew of each train containing freight cars herein authorized to be operated shall be informed by an appropriate train order that the consist of the train includes freight cars of such excess height and that members of the train crew are forbidden to ride on top of any such cars.

2. Any yard crew required to handle freight cars herein authorized to be operated shall be notified by its supervising officials of the presence of such cars in said yard.

3. Appropriate instructions shall be issued to all road and yard crews forbidding them to ride on the top of the cars herein authorized to be operated.

SPECIAL RULES — FIRST SUBDIVISION AND BOULDER CITY BRANCH

Movements on Yard and Other Tracks

93 (RC). At Yermo, trains yarded on old main track must stop to clear No. 1 track. Trains yarded on No. 1 track must stop to clear old main track.

Target on west switch displays red indication when switch is lined for old main track.

Clearances

97 (RC). When authorized by train dispatcher, yardmaster and CTC signal indication, yard engine movements may be made in CTC territory between Las Vegas and Bracken without receipt of clearance.

Derails

104 (RC). On Boulder City Branch, eastward trains must stop at Stop sign, MP 21.76, and line spring point derail before proceeding. After being used, derail must be restored to derailing position.

Storage of Cars

105 (RC). Cars must not be set out or left stored on west leg of wye at Kelso.

Centralized Traffic Control

269 (RC). At Las Vegas, when westward high signal just west of west passenger siding switch displays Stop aspect, freight train may pass signal to enter icehouse track without stopping, provided the switches are properly lined for movement and proper hand signal is received from trainman or yardman, but movement must be made at restricted speed. Trainman or yardman must receive permission from dispatcher before lining switch for icehouse track.

Power Operated Derail

275 (RC). At east end of Las Vegas yard, power operated derail on drill track operates in conjunction with main track switch. When necessary to hand operate main track switch or place selector lever in hand position, as provided in Operating Rules 275 and 276, derail switch and selector lever on derail switch must also be hand operated.

Location of Cars in Train

809 (RC). On westward trains between Cima and Kelso, all empty flat cars must be entrained near rear of train.

Inspection of Trains

811 (RC). When a westward freight train stops at any station between Cima and Kelso, trainmen from front and rear of train must make such walking inspection of train as time will permit, but must be at engine or caboose when train is ready to proceed. Rule 811 (A) will not apply.

Train Unattended

871 (RC). Train or engine crews desiring to eat at Kelso must notify dispatcher as much before arrival as practicable, but not later than at Chase on westward trains and Balch on eastward trains.

While crew is eating, engine must be left with air coupled and in addition, a member of crew, mechanical employe, or road officer must remain on engine at all times.

Close Clearances

900 (RC-1). At Kelso, when cantilever or ramp located about middle of track 5 is in loading position it will not clear box or other high type car and will not clear man on side or top of car. Switching must not be done on track 5 when ramp is down in loading position. A support six feet wide is located between tracks 4 and 5 and care should be exercised when passing.

900 (RC-2). At Blue Diamond, movable bridge is in service at Flintkote Co. across Track 3 near Door 12.

A red signal on light near switch to Track 4 indicates bridge is lowered across track. When this indication is displayed no movement may be made beyond the light, nor may cars on track 3 be coupled to or moved. When bridge is clear of track a green light will be displayed.

Air Brake Rules

1029 (RC). Running air test as required by Air Brake Rule 1029 must be made by passenger trains at:

Cima — Eastward and westward.

1042 (RC). On descending grades from Cima to Kelso and from Blue Diamond to Arden the following applies:

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

Retaining valves must be used:

1. On any train exceeding 85 tons per operative brake.

2. On any train exceeding 80 tons per operative brake with less than two horsepower effective dynamic brake per trailing ton.

3. Any train with less than one horsepower effective dynamic brake per trailing ton. Such trains must not exceed 15 MPH Cima to Kelso and must stop and remain standing ten minutes at Dawes to cool wheels.

4. On any train being handled without pressure maintaining. Dynamic brake must be tested between MP 309 and MP 292.

Conductor must advise engineer number of cars in train, total tonnage, and tons per operative brake.

From Cima to Kelso, train not required to use retaining valves may operate at a speed not to exceed 25 MPH provided speed can be controlled with minimum brake pipe reduction (6-8 lbs.). If more than minimum brake pipe reduction (6-8 lbs.) is required to control speed, a speed of 20 MPH must not be exceeded.

Maximum speed of westward trains over crest of grade at Cima must be 10 MPH less than maximum authorized speed Cima to Kelso.

Between Kelso and MP 217.6, westward trains exceeding 75 tons per operative brake and which do not have at least one horsepower effective dynamic brake per trailing ton, must not exceed 30 MPH at any point.

In cases where a train is required to stop between Cima and Kelso, provisions of Air Brake Rule 1044 will govern.

SPECIAL RULES — SECOND SUBDIVISION AND BRANCHES

Whistle Signals

14 (RC). Engine whistle signal 14(l) must be sounded before entering Abex yard at Pomona.

Classification Signals

21 (RC). Southern Pacific extra trains need not display white classification lights between Bartolo and Puente Junction.

Use of Engine Bell

30 (RC). Within corporate limits of cities named below, engine bell must be rung continuously when engine is moving:

Riverside Pomona Ontario Los Angeles

The use of engine whistle and bell must be minimized while moving through cities on the Anaheim and San Pedro Branches.

Movements on Yard and Other Tracks

93 (RC-1). At Yermo, trains yarded on old main track must stop to clear No. 1 track. Trains yarded on No. 1 track must stop to clear old main track.

Target on west switch displays red indication when switch is lined for old main track.

93 (RC-2). Trains or engines enroute to bulk loader, San Pedro, must obtain authority from UP train dispatcher before entering SP trackage MP 21.7 San Pedro Branch. Switch must be restored to normal position after movement is completed. A speed of 5 MPH must not be exceeded through turnout to SP.

Trains or engines returning to UP tracks at this location must obtain authority from train dispatcher before re-entering UP tracks.

93 (RC-3). Before starting yard movement in either direction between Santa Fe Avenue and Olympic Boulevard, member of crew must ascertain from tower yardmaster that there are no conflicting movements in the area.

Yard movements on two parallel tracks between Santa Fe Avenue and crossover between 14th and 15th Streets must use track to the right in direction of movement. Cars must not be left standing on these tracks when to do so would interfere with normal yard movements.

Eastward movements must stop at Stop sign at Santa Fe Avenue near dividing switch in red and green side and ascertain that there are no conflicting movements in or out of Butte Street Yard before proceeding.

93 (RC-4). At L. A. Junction Yard, before fouling lead or adjacent tracks, member of crew must receive authority from L. A. Junction yardmaster.

93 (RC-5). Southern Pacific and Union Pacific operate jointly over Anaheim Branch between Colima and Fullerton Jct., under provisions of Rule 93.

Between Fullerton Jct. and Anaheim, assigned hours of operation are as follows:
SP crews — 12:01 A.M. to 11:59 A.M.
UP crews — 12:01 P.M. to 11:59 P.M.

If necessary to use main track between Fullerton Jct. and Anaheim outside of assigned hours, movements must be protected as prescribed by Rule 99.

UP trains must obtain permission from SP Los Nietos train dispatcher before occupying SP-UP joint track between Colima and Fullerton Jct. SP train dispatcher must be notified when movement leaves SP-UP joint track. If unable to communicate with SP train dispatcher, UP train dispatcher Salt Lake City must be contacted for instructions.

Junctions

98 (RC). Trainmen of engines entering or leaving spur track at North Main Street, Los Angeles, must communicate with towerman at Mission Tower, who will release electric lock on derail.

98 (RC-1). For movement of UP trains and engines to and from Glendale Branch at Arroyo Jct., Dayton interlocker must be notified to handle switch.

Derails

104 (RC-1). On Glendale Branch, derail located on main track just below run-around switch at Glendale.

104 (RC-2). At Crestmore, before switching cars into Track 1 and Track 2 at Riverside Cement Corporation, a member of crew must ascertain that derails on these tracks are in derailing position. If derails are not in derailing position, a member of crew must contact Packhouse foreman or lead man.

Tracks Other Than Main Tracks

105 (RC-1). Between CTC Stop signals vicinity MP 3.8 and CTC Stop signals vicinity MP 7.7, there is no main track. Rule 105 governs.

Maximum authorized speed between these locations is 20 MPH. Except between MP 5.7 and MP 7.7 Eastward trains on track 3, 40 MPH.

Before leaving departure yard, eastward trains or engines must receive authority from Crest Tower yardmaster.

Movement on Signal Indication

240 (RC). Eastward trains departing East Yard on Track 3, (known as Rubber Lead), will be governed by signal indications.

Trains or engines must not enter this track at any hand operated switch between MP 5.72 and MP 7.7 without authority from Crest yardmaster, who must in turn receive authority from train dispatcher.

Rule 516 and Special Rule 516 (R) apply at all hand operated switches between MP 5.72 and MP 7.7.

Interlocking

605 (RC). The following whistle signals will be used to indicate route:

Hobart:	
For east wye	0
From San Pedro main track to ATSF siding	0
From ATSF siding to San Pedro main track	0
From UP transfer to ATSF siding	000
From ATSF siding to UP transfer	000

At Mission Tower, one long sound of towerman's emergency whistle is a signal for all movements within interlocking limits to stop at once and not move until proper signal or definite information is received from towerman.

609 (RC). When a train or engine is stopped by an interlocking signal at Signal Bridges 3, 4 or 6, between Dayton Avenue and Mission Tower and signal does not change to proceed indication, a member of crew must communicate with towerman at Dayton Avenue or Mission Tower.

609 (RC-1). At Bell, in performing switching between home and approach signals, cars must not be left standing on clearance section of track located between 350 feet west of eastward home signal and 330 feet east of westward home signal. Switching movements may be made between these points and approach signals without interfering with operation of Southern Pacific.

At Bell, when making movements from siding or Bethlehem Steel Corporation spur to main track, trainmen must be governed by track occupancy indicator. If track occupancy indicator displays unoccupied indication, switch may be thrown and when dwarf signal displays proceed indication, movement will be made at restricted speed. When performing switching at those points, flag protection must be provided for cars left on main track between home signals.

When making movements to and from Bethlehem Steel Corporation spur to siding, switch nearest train must be lined first to make contact for governing signal.

609 (RC-2). Home signal at east end Los Angeles River bridge at Redondo Tower governs westward movements over ATSF spur track crossing at west end of bridge.

Color light dwarf signal at west end of Los Angeles River bridge governs westward movements over ATSF main track crossing at Redondo Tower.

Colton Yard

803 (RC). Union Pacific crews working in SP Colton Yard will work under the supervision and instructions of Colton yardmaster. Following Southern Pacific rule applies:

SP Rule 825 — Colton: When trains or cars are left standing in Colton Yard, a sufficient number of hand brakes must be set on the east end to properly secure cars.

Not less than six hand brakes must be set on the east end when trains or cars are left standing except when less than six cars, all hand brakes must be set. Such brakes must be securely applied using standard brake club to set staff brakes.

When necessary to release hand brakes to move portion of the cars the same number of brakes must be set on remaining cars. This also applies to cars set out on 9th Street Interchange.

All movements on yard tracks Colton must be made with caution, not exceeding 15 MPH.

Switching on Kenosha Auto Transport Trackage, Montebello

804 (RC). Tracks at Kenosha Auto Transport facilities have capacity of five 85-foot cars each to clear gate. There is heavy descending grade from main track to gate. Before attempting to place cars at this location, movement must stop on main track and must remain standing on main track until gate is opened.

Due to close clearance created by curvature and long cars, west track (right hand track entering from main track) must, when practicable, be spotted first.

Switching Movements

804 (RC-1). At Tube Sales Co., East Los Angeles, all movements must stop before entering building.

804 (RC-2). Los Angeles Terminal area has a great number of curves in excess of 16°, and before switching freight cars 85 feet or more in length into industry tracks, it must be known that the curvature is less than 16°.

804 (RC-3). At Pomona, within the confines of General Dynamics property, cars must not be cut off while in motion.

804 (RC-4). At the Norman J. Fox Industries, Vernon, stop signs have been installed on each side of Track 35, between buildings, to protect removable bridge across this track.

Movement must be stopped before passing stop signs and member of crew must ascertain that bridge is removed and track is clear before proceeding.

Retarder Yards

804 (RC-5). At East Los Angeles, hump repeater signals are located on the north side of Track No. 1 at MP 5.75; on west end of Freight House at MP 5.9; and on the east end of Freight House at MP 6.1.

These signals govern movements of hump engines only and are two-way signals, facing both east and west and will repeat signals given at the hump crest.

Location of Cars in Train

809 (RC-1). On westward trains between Summit and San Bernardino, all empty flat cars must be entrained near rear of train.

Close Clearances

900 (RC-3). Sign reading "Trains Must Not Operate Beyond This Sign" is located 877 feet west of switch to Novak Scrap Yard, Champagne Spur; no train or engine movement may be made beyond this sign. All cars must be left east of sign.

900 (RC-4). At Sears Roebuck, 5525 So. Soto Street, moveable bridges are in service at warehouse doors 8 and 11, which may extend over warehouse track and foul lead track. Bridges are equipped with oscillating red lights when extended.

Two indication signal is located on warehouse platform roof inside gate at Soto Street. When red indication is displayed, tracks are fouled, and all movements must stop until bridges have been retracted and green signal is displayed.

900 (RC-5). At UniRoyal Company, 5675 Telegraph Road, moveable bridge may extend over track serving receiving dock. Two indication signal is located on face of building. A red signal indicates bridge is extended over track, and when this indication is displayed, movements must stop before passing the red signal and must not proceed until bridge has been retracted and green signal is displayed.

900 (RC-6). At Continental Can, 5556 Grace Place, portable loading dock has been installed. Sign reading "DANGER — Portable Dock Must Be Removed Before Moving Train." Red light indicates dock is in place. Green light indicates dock has been removed.

900 (RC-7). At Walnut, Benton Feed Yard has portable barrier with sign reading "DO NOT PASS BEYOND THIS POINT — EMPLOYEES WORKING."

If necessary to switch beyond this location, employe of Benton Feed Yard must be requested to remove barrier.

NORTHWESTERN DISTRICT

SPECIAL RULES — ALL SUBDIVISIONS

Engine Whistle Signals

14 (RNW). In addition to locations listed in Union Pacific Operating Rule 14 (1) and Consolidated Code Operating Rule 15 (1), engine whistle must be sounded and bell rung approaching private crossings when view of crossing is obscured or when it can be seen that persons or vehicles are approaching or in the vicinity of the crossing; and in the State of Washington when crossing is a travelled road or street.

Switch Lights

27 (RNW). Switch lights will not be used on branch lines.

Where switch lights are not used, trains and engines must approach facing point switches prepared to stop if switch is not in normal position.

Train Order Signals

222 (RNW). On branches, except Twin Falls and Yellowstone Branches, lights will not be kept burning at night in train order signals. Trains must be governed by day indication of such signals.

Speed Signals

240 (RNW). Signals at the following locations have been changed to speed signals and Rules 240 through 240(T) as contained in Union Pacific Operating and Maintenance of Way Signal Rules pamphlet dated July 1, 1976 will govern, superseding Rules 240(A) through 240(P) as contained in Union Pacific and Maintenance of Way Signal Rule books effective May 1, 1972:

IDAHO DIVISION
First Subdivision
Leefe
Nutra

OREGON DIVISION
Fourth Subdivision
Sandy
Bridal Veil
Dodson
Cascade Locks

Handling Hazardous Materials

713 (RNW). In Oregon each train transporting hazardous materials must be equipped with at least two radio transmitter receivers which are in good working order and compatible with each other.

In addition, trains over 2000 ft. in length which are transporting hazardous materials must be equipped with hand set radio in good working order. This hand set must be capable of communicating with the required transmitter receivers.

If the required radio equipment fails to function properly while train is enroute, train may proceed to the next point of crew change where the equipment must be replaced or repaired.

Position Of Cars In Train

809 (RNW). Open-top cars containing pumice, chips, sand or other commodities subject to blowing off cars must, when practicable, be entrained not less than ten cars ahead of caboose. Cars containing one of these commodities should be separated from cars containing another of these commodities by three cars, to avoid contamination.

IDAHO DIVISION

SPECIAL RULES — ALL SUBDIVISIONS

103 (RI). In the State of Idaho, public crossings must not be blocked longer than 15 minutes.

SPECIAL RULES — POCATELLO TERMINAL AREA

Use of Whistle and Bell and Crossing Protection

14 (RI). At Pocatello, whistle signal 14 (1) must be sounded for fire road crossing in Montana freight yard and engine bell must be ringing approaching and passing over this crossing.

14 (RI-1). At Pocatello, engine bell must be ringing approaching and passing over crossing entering PFE Repair Shop, crossing entering Purina Plant and approaching and entering Store House.

Movements In Yard

93 (RI). North or westward, and south or eastward running tracks extend from switch to No. 1 Main Track East End Pocatello Yard to Pocatello Jct.

Unless otherwise authorized by the yardmaster, all train and engine movements on these tracks must be made with the current of traffic.

93 (RI-1). No. 1 and No. 2 main tracks between Pocatello Junction and MP 213.1 are signalled for ABS two main track operation.

Current of traffic is westward on No. 1 main track and eastward on No. 2 main track.

Authority must be obtained from yardmaster before occupying either main track and before movement is made against the current of traffic.

Eastward Begin CTC is located at Stop Signal at MP 213.1.

Westward Begin CTC is located at Stop Signal at Pocatello Jct.

93 (RI-2). All trains or engines must not foul leads or running tracks at either end of Receiving Yard until authority received from yardmaster.

93 (RI-3). Westward trains arriving Pocatello on No. 1 main track must stop clear of crossover located at MP 213.3 leading from No. 1 main track to Receiving Yard, unless otherwise instructed by yardmaster or dispatcher and those directed to use main track must stop at fueling station at west end of Depot, unless otherwise instructed by yardmaster or dispatcher.

Eastward trains on main track must stop at fueling stop sign located at MP 213.0 opposite Bowl Tracks, unless otherwise instructed by yardmaster or dispatcher.

When an eastward train is ready to leave Departure Yard, a member of crew must so advise the train dispatcher.

93 (RI-4). Speed over weigh-in-motion scale must not exceed 3 MPH.

93 (RI-5). At Pocatello engine house, brakeman must precede multiple unit back up movements on foot from entering switch at west end. Power must not couple into other power already on Engine House Track.

Road Crossings

103 (RI-1). At Pocatello, engines or cars must not be left standing on fire road crossings and these crossings must not be blocked longer than necessary when making switching movements.

At Pocatello, on Old Montana main track, all trains and engines must approach Oak Street at not to exceed 15 MPH and be prepared to stop if crossing is occupied.

Switches

104 (RI). Dual control switches at west end of receiving tracks 5, 7, 8 and 10 are under control of Second Subdivision train dispatchers.

Drawbridge

240 (RI). Block signal indication on alley track may be changed only by contacting Meadow Gold Foreman to have drawbridge raised.

Retarder Yard — Pocatello

804 (RI). Switching movements handled by Car Retarder System are controlled by signal indications and verbal instructions over radio or loud speakers.

Hump signal, located at crest of the hump, governs eastward movements on hump lead. Hump signal repeaters repeat the same indications displayed by the hump signal. The indications of these signals are as follows:

Color	Indication
Red	—Stop.
Yellow	—Proceed (toward hump) not exceeding 3 MPH.
Green	—Proceed (toward hump) not exceeding 6 MPH.

Flashing Red—Back up (away from hump).

Trimmer signal, located at crest of the hump, controls westward movements from west end of classification yard. Trimmer signal repeater repeats the same indications displayed by the trimmer signal. The indications of these signals are as follows:

Color	Indication
Red	—Stop, and not proceed except on instructions from hump yardmaster.
Green	—Proceed.

Hump and trimmer signals are controlled by yardmaster, engine foreman or other designated employe.

An air whistle located on the compressor building will be controlled from hump yardmaster's office and Tower A. The following whistle signals will be used:

1 long blast—Humping operations are about to start.

2 short blasts—Call for maintainer.

3 short blasts—Call for section foreman.

804 (RI-1). The following cars are not to be humped and must be set out or shoved to rest in Bowl: Cars containing:

LP Gas	Shiftable open top loads	Transformers
Missiles	Atomic waste	Modular housing Units

804 (RI-2). Cars must be left 3 car lengths to clear clearance point at east end of Bowl tracks.

804 (RI-3). Referring to second paragraph Rule 804 (E) and to Rule 869. At Pocatello, an employe must ride rear of multiple unit engine backing up without cars.

Restricted Cars

805 (RI). West end of Academy tracks and a number of tracks in shop area and Bucyrus Erie Plant have curves in excess of 16 degrees.

805 (RI-1). Trains or engines handling loads in excess of 12 ft. 6 ins. wide must not operate on north running track adjacent to Departure 13 when Departure 13 occupied.

SPECIAL RULES—FIRST SUBDIVISION and BRANCHES

Engine Whistle Signals

14 (RI-2). Referring to Rule 14 (1): Within the State of Wyoming, duration of complete whistle signal approaching public crossings must be not less than twenty seconds.

Movement of Trains by Radio

96 (RI). Train and engine movements on Dry Valley Branch will be controlled by train dispatcher through the issuance of block clearances, Form 2643-BC, via radio to conductor and engineer of train to be moved. All trains moving on main track

between Epco and Dry Valley must be authorized by block clearance and must not occupy any portion of main track without a valid block clearance in their possession.

All block clearances must be copied by conductor and engineer and must be repeated by each of them to the train dispatcher and the repeated time given by train dispatcher must be entered, as well as name of person copying block clearance. Train dispatcher will record block clearance in train order book in the following form, assigning a train order number to each, preceding it with the letters BC thus:

BC 1

Epco to C&E Engine 201

This is your authority to proceed from Epco to Dry Valley.

Additional instructions — Do not exceed 20 MPH between MP 8 and MP 8.75.

TSD

R 1247 PM Conductor Jones

R 1248 PM Engineer Smith

Dispatcher's transfer must include block clearances still in effect.

Proper receipt of block clearance by a train or engine is authority for movement from the first named station to the second named station only. Protection of rear of train as prescribed by Rule 99 is required only when a reverse movement is to be made in block clearance territory. When train or engine authorized by block clearance has arrived in clear at destined station, conductor must report arrival to the train dispatcher and enter the time reported clear on the block clearance. No further main track movement may be made without receipt of another block clearance.

Additional instructions such as "Do not exceed 10 MPH between MP 12 and MP 13" or for a movement from Dry Valley to Epco may state "May pass Wooley Valley", must be entered on block clearance as transmitted by the train dispatcher. If no additional instructions, the word "NONE" must be entered.

Only one train may be allowed in any block at one time, whether following or opposing, and block clearance for a train waiting to move must not be issued until the preceding train has reported clear. Except as affected by Special Rule 96 (RI) all operating rules remain in effect.

CTC Rules

269 (RI). Switch at west end Idaho Division siding at Granger (MP 1.58) is controlled by train dispatcher at Cheyenne.

Eastward trains stopped by Stop signal governing movement over this switch must communicate with train dispatcher, Cheyenne, as required by Rule 269.

Westward trains stopped by Stop signal governing movement over this switch must communicate with both the train dispatcher at Cheyenne, who will authorize hand operation of switch when necessary, and train dispatcher at Pocatello, who will issue Form C Clearance when required.

Switching Operations

804 (RI-4). At Opal, on El Paso Natural Gas Company tracks:

Before coupling to cars spotted at loading rack on either side, such cars must be walked and it must be known that all loading connections have been removed and clear.

Before coupling to cars on these tracks, it must be known that all cars are properly secured by hand brakes so that car or cars will not roll if coupling fails to make.

Engines must not go beyond end of loading rack and at least two cars, when available, must be held onto.

804 (RI-5). Crews using North runaround track 600 feet east of river bridge at Inkom Cement Plant, watch out for hazard of falling into coal pit.

Long Cars

805 (RI-2). Town track, Montpelier has curve of 18 degrees.

Hand Brakes

806 (RI). At Montpelier 5 hand brakes must be set on west end of cars left on any track in west yard.

SPECIAL RULES — SECOND SUBDIVISION and BRANCHES

Engine Whistle Signals

14 (RI-3). At Shoshone, whistle detectors mounted on orange colored whistle posts have been installed near station.

Eastward trains that stop before entering Apple or Greenwood Street crossings must sound whistle before passing orange colored whistle posts to activate crossing protection.

Public Crossings

103 (RI-2). At Burley, city ordinance prohibits engines, cars or trains standing on any street crossing so as to interfere with street traffic for longer than five minutes.

103 (RI-3). On Ketchum Branch, at MP 68.24, trains and engines must stop clear of Baldy Mountain Ski Lift crossing before proceeding.

Sidings and Side Tracks

105 (RI). At Fairfield, trains must not pass west switch of stock track until it has been ascertained that cars from Wendell Mill are clear of main track.

Restricting Trains

215 (RI). At Rupert, Burley and Twin Falls when a train order is issued restricting a train at that station for an opposing movement, operator need not place torpedoes as required by Rule 215. This does not modify other requirements of this rule.

Track Scales

804 (RI-4). At Don, movements over weigh-in-motion scale, west end rock track, Simplot Plant, must not exceed 10 MPH.

Warning Device

804 (RI-5). Warning Device at J. R. Simplot Co. at Heyburn and Burley Processors at Burley must be actuated by a crew member before switching at these plants is commenced.

Long Cars

805 (RI-2). Following tracks have curves in excess of 16 degrees:

Don—J. R. Simplot Ampo-Phos trackage 20 degrees;

Oakley—Team track 20 degrees;

— Mill track 21 degrees.

Air Brakes

1029 (RI). With passenger trains, running test as prescribed in Air Brake Rules 1029, 1029(B) and 1029(C) must be made before descending grade at Ticeska.

SPECIAL RULES — THIRD SUBDIVISION and BRANCHES AND BOISE CUT-OFF

Engine Whistle Signals

14 (RI-4). At Ontario, whistle detector mounted on orange colored whistle post is located just west of Fifth Street crossing. At Mountain Home, whistle detector mounted on orange colored whistle post is located just west of Jackson Street crossing.

Eastward trains must sound whistle before passing orange colored whistle posts at these locations.

Inspection of Track

101 (RI). At Emmett, trains and engines using log spur and chip track in Boise-Cascade Mill Yard must inspect crossing and know that flange ways are clear before passing over them.

Public Crossings

103 (RI-4). At Emmett, running switches or permitting cars to run free over Washington Street crossing is prohibited.

103 (RI-5). At McCall, before crossing Third Street (State Highway N-15), trains must come to a complete stop at a point not less than one foot or more than 20 feet from boundaries of this street.

103 (RI-6). At Nyssa cars left on siding must be left clear of Oregon P.U.C. markers at Locust Ave.

103 (RI-7). At Boise Freight engines moving across crossings must have an employe riding leading deck of engine protecting movement.

103 (RI-8). At Ontario, all movements on Tokyo 1 and 2, East Team, and East Warehouse tracks over 5th and 6th Avenue crossings must be protected by a member of crew ahead of movement.

Restricting Trains

215 (RI-1). At Emmett, when a train order is issued restricting a train at that station for an opposing movement, operator need not place torpedoes as required by Rule 215. This does not modify other requirements of this rule.

Long Cars

805 (RI-4). Curvature on following tracks is in excess of 16 degrees:

Perkins	Zellerbach spur	20 degrees.
Nampa	Carnation spur	18 degrees.
Fairgrounds	Track 2	17 degrees.
Boise Freight	Coast track	20 degrees.
	Coast Pass	17 degrees.
	B&W track	17 degrees.
	Team track lead	17 degrees.
	Bunn track	24 degrees.
	Bunn Davis	20 degrees.
	Falk track	20 degrees.
	Falk Wool spur	20 degrees.
	Nehi track	20 degrees.
Vernon	Gate City Steel track	17 degrees.
Caldwell	South Mill track	20 degrees.
	Swift's Spur	18 degrees.
Payette	Payette Branch main track MP 0.25	17 degrees.

Air Brake Rules

1029 (RI-1). With passenger trains, running test as prescribed in Air Brake Rules 1029, 1029(B) and 1029(C) must be made before descending grade at Reverse.

1046 (RI). On Idaho Northern Branch, eastward trains handled by engine without dynamic brake or without pressure maintaining in operation must stop at MP 69 not less than 10 minutes to cool wheels and inspect train.

SPECIAL RULES — FOURTH SUBDIVISION and BRANCHES

Movements In Yards

93 (RI-6). At Idaho Falls, all train movements must not exceed 5 MPH over switches on lead at west end of yard from scale crossover to and including No. 5 track.

Railroad Crossing

98 (RI). At Silver Bow movements over Burlington Northern and Milwaukee main tracks are governed by Automatic Interlocking signals. Push button located on signal house may be operated to obtain signal indication.

Sidings and Side Tracks

105 (RI-1). Trainmen and enginemen must expect to find cars on the following tracks at all times:

Ucon	—siding;
St. Anthony	—West Belt siding;
Hart	—siding;
Rexburg	—siding;
Payne	—siding.

Restricting Trains

215 (RI-2). At Idaho Falls and Dillon, when a train order is issued restricting a train at that station for an opposing movement, operator need not place torpedoes as required by Rule 215. This does not modify other requirements of this rule.

Long Cars

805 (RI-5). Referring to Rule 805(D). Curvature on following tracks is in excess of 16 degrees.

Collins	American Potato spur	20 degrees.
	Idaho Starch Factory spur	20 degrees.

Use of Hand Brakes

806 (RI-1). At Gay, cars set out must have slack bunched and not less than five hand brakes set on low end of track and not less than two hand brakes set near middle of cut on each track.

Position of Cars in Train

809 (RI). On West Belt Branch any loaded car with gross weight in excess of 263,000 pounds must be separated from units or any other car with a gross weight exceeding 177,000 pounds by at least 3 cars having less than 177,000 pounds gross weight each.

On West Belt Branch cars in excess of 240,000 pounds gross weight must not be handled between Menan and St. Anthony.

On Mackay and Aberdeen Branches cars in excess of 263,000 pounds gross weight must not be handled, and cars in excess of 220,000 pounds gross weight must not be handled between Arco and Mackay.

Air Brake Rules

1042 (RI). Not less than 50% retaining valves must be used on all trains from Gay to MP 9.25, and they must be placed in heavy holding position.

If train stops between Gay and MP 9.25, retaining valves must be placed in heavy holding position on all cars before air brakes are released.

When handling ore with single unit from Gay to MP 9, consist must not exceed 40 cars.

OREGON DIVISION

SPECIAL RULES ALL SUBDIVISIONS

Handling Hazardous Materials

713 (RO). Cars containing hazardous materials placarded "Explosives A" or "Flammable Gas" set out at stations at which no carmen are on duty, must be visually inspected by train crew making the set-out prior to crew's departure, and must be visually inspected by train crew picking up such cars prior to train's departure.

Helper Engines

809 (RO). On Oregon Division Special Rules 809 (R-7) and 809 (R-8) are modified as follows:

On freight trains, when helper units are to be cut into train, helper sets of two or less units must be placed ahead of caboose. Helper sets with more than two units will be placed ahead of the tonnage of those additional units. Double units will be considered as two units in application of this rule.

When a train is stalled on main track and it is necessary to place helper units behind caboose, authority to do so must be obtained from train dispatcher or company officer and in all cases maximum of two units will be used and remaining units of consist must be isolated. When shoving on caboose in this manner, rear end employees will ride in cab of helper units.

Handling Cars in Train

809 (RO-1). Trains handling rip-rap must not exceed 40 MPH.

SPECIAL RULES

FIRST AND SECOND SUBDIVISIONS AND BRANCHES

Use of Engine Whistle

14 (RO). Within the city limits of Pendleton, it is unlawful to sound engine whistle at public and private crossings protected by automatic crossing signals.

EXCEPTION: At Pendleton, all trains must sound whistle as they approach the following public road crossings not protected by automatic protection signals: S. W. 7th, S. W. 6th, S. W. 5th and S. W. 4th or to signal flagman or to prevent accident not otherwise avoidable.

Main Track Derails

104 (RO). Main track derails are located at the following points:

Pilot Rock — two derails located 1500 feet west of west switch to New Setout Track and 190 feet east of west switch to Old Mill Track.

Switches

104 (RO-1). At LaGrande switches at both east and west end yard track No. 2 must be lined and locked for main track No. 1 when not in use.

Helper Engines

809 (RO-2). When helper units are cut out of trains at Kamela or Encina, helper units will be used to couple rear portion of the train to head portion.

When starting trains with helper on rear end of train, and it is not possible to communicate signals, the following method will be used:

When ready to move, engineer on head end will make a 15-pound automatic brake pipe reduction, return brake valve to running position and wait three minutes. Engineer on helper engine will start three minutes after his gauge shows brake pipe pressure being restored.

Close Clearances

900 (RO). At La Grande, look out for close clearance between Tracks 4 and 5, which have 13 ft. track centers creating less than normal clearance.

Air Brake Rules

1029 (RO). With passenger trains running test as prescribed in Air Brake Rules 1029, 1029 (B) and 1029 (C) must be made before descending grades as follows:

Encina	-westward and eastward;
Telocaset	-westward and eastward;
Kamela	-westward and eastward.

1042 (RO). 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.

1042 (RO-1). On descending grades from Encina to Durkee, from Kamela to Hilgard and from Kamela to Huron, the following applies:

Trains must be handled with a brake pipe reduction of not less than 6 pounds. Retaining valves must be used:

1. On any train exceeding 85 tons per operative brake.
2. On any train exceeding 80 tons per operative brake with less than TWO horsepower effective dynamic brake per trailing ton.
3. On any train with less than ONE horsepower effective dynamic brake per trailing ton. Such trains exceeding 80 tons per operative brake must not exceed 15 MPH.
4. On any train being handled without pressure maintaining.

1042 (RO-2). On descending grades from Encina to Quartz or from Telocaset to Union Jct., the following applies:

Trains exceeding 85 tons per operative brake must not exceed 25 MPH.

Train must be handled with not less than 6 pound brake pipe reduction.

Retaining valves must be used:

1. On any train exceeding 100 tons per operative brake and having less than one horsepower effective dynamic brake per trailing ton.
2. Any train being handled without pressure maintaining.

SPECIAL RULES HINKLE TERMINAL

Movements In Yard

93 (RO). All trains before departing Hinkle Yard and all engines before departing Engine House must contact hump yardmaster and be governed by his instructions.

267 (RO). At East Hinkle, MP 188.7, power operated derail on departure yard lead operates in conjunction with dual control switches on main track and lead. When necessary to hand operate these switches or place selector levers in hand position as provided in Operating Rules 275 and 276, derail switch and selector lever on derail switch must also be hand operated.

804 (RO). Switching movements handled by car retarder system are controlled by signal indications and verbal instructions over radio or loud speakers.

Hump signal located at crest of the hump governs eastward movements on hump lead. Hump signal repeaters repeat the same indications displayed by the hump signal. The indications of these signals are as follows:

Red	—stop.
Yellow	—proceed toward hump not exceeding 3 MPH.
Green	—proceed toward hump not exceeding 8 MPH.
Flashing red	—back up away from hump not to exceed restricted speed.
Red over lunar	—trim clear.

Engines must not pass hump signal unless lunar indication received or move authorized by hump yardmaster.

Trimmer signal located at crest of the hump controls westward movements from west end of classification yard. Trimmer signal repeater repeats the same indications displayed by the trimmer signal. The indications of these signals are as follows:

Red	—stop and not proceed except on instructions in hump yardmaster.
Green	—proceed.

Hump and trimmer signals are controlled by yardmaster, engine foreman or other designated employee.

A warning device located near group retarders will be controlled from hump yardmaster's office and when activated will indicate hump operations are about to begin.

804 (RO-1). The following cars are not to be humped and must be set to no-hump track or bowl tracks as directed by hump yardmaster:

LP gas — missiles — atomic material — transformers — modular house units — Class A explosives — loaded, depressed center flat cars.

804 (RO-2). Cars must not be left closer than three car lengths from clearance point at east end of bowl tracks.

804 (RO-3). Referring to second paragraph, Rule 804(E) and Rule 869, at Hinkle an employee must ride rear of multiple unit engine backing up without cars.

804 (RO-4). Shove signals located at east end of departure tracks will control shove movements into east end of departure tracks as follows:

Lunar	—clear to shove.
Red	—stop, track is full.

804 (RO-5). Trains and engines must not foul departure leads or running tracks without permission of hump yardmaster or proper signal indication.

All hand-operated switches on south run-through track must be lined for south run-through track after using.

SPECIAL RULES THIRD AND FOURTH SUBDIVISIONS AND BRANCHES

Use of Engine Whistle

14 (RO-1). At The Dalles, between Union Ave. and Madison Ave., it is unlawful to sound engine whistle except to signal flagman or to prevent accident not otherwise avoidable.

Derails

104 (RO-2). Main track derails are located at the following points:

Condon (MP 44.0)
Heppner (MP 44.9)
Umatilla (40 feet west of Johns Manville spur.)

Signal Indications

267 (RO-1). At Castle, when signal governing movement to Carty Industrial lead displays proceed indication, movement is authorized on lead in either direction without flag protection.

If signal fails to display proceed indication, movement on lead must be

authorized by Form C Clearance, which must be copied by a member of crew, repeated to train dispatcher and delivered to engineer.

275 (RO). At Castle, power operated derail on Carty Industrial Lead operates in conjunction with dual control switches providing access to Lead. When necessary for a movement entering Lead to hand operate switches or place selector levers in hand position as provided in Operating Rules 275 and 276, derail switch and selector lever on derail switch must also be hand operated.

Centralized Traffic Control

269 (RO). Push buttons are located in relay houses:
West Biggs MP 184.0 MP 184.5

Electrically Locked Switches

280 (RO). At Oregon Trunk Jct., junction switch and both switches of crossover between eastward and westward main tracks are equipped with electric locks controlled by operator at The Dalles. Telephone is located at crossover switches.

Proceed indication on Signal A-951 is authority for trains from Bend Branch to proceed on westward track to The Dalles without receipt of clearance.

Air Brake Rules

1042 (RO-3). Retaining valves must be used on descending grades as follows:
Condon Branch, all westward trains, MP 35 to MP 16, all retaining valves must be used.

SPECIAL RULES ALBINA TERMINAL

Movements in Yards

93 (RO-1). The following instructions govern while using trackage of Portland Terminal Railroad:

On Depot Yard Tracks 1 and 2, a member of the crew must precede all movements over crossing in front of Station and Baggage Room unless a proceed signal is given by an authorized person.

93 (RO-2). Two parallel tracks between East Portland and Albina are designated as:

- Main track 1 — track nearest river;
- Main track 2 — track farther from river.

These tracks are signalled for movement in both directions.

Trains or engines must receive authority from West Tower yardmaster before entering Tracks 1 or 2 for movement to East Portland.

When returning to Albina yard all switch engines must notify operator at East Portland after clearing Harding St.

Switches

104 (RO-3). When units are moved into or out of roundhouse, it must be known that all switches are relined for the lead after use.

Dual Control Switches

275 (RO-1). At Union Pacific controlled interlockings, listed below, when control operator is unable to clear the signal and movement is authorized as prescribed by Rule 609 (a) or 609 (b), levers on control machine must, when possible, be positioned for route to be used.

Selector lever on all dual-controlled switches over which movement is to be made must be placed in HAND position and must not be restored to POWER position until movement over the switch has been completed.

East Portland Portland Terminal

Switching Operations

804 (RO-6). Cars must not be shoved ahead of engine through tunnel between St. Johns Jct. and Peninsula Jct.

804 (RO-7). At Terminal 4, when Cargill switch engine is tied up on Elevator 7 or this track is blocked by Cargill Company's motor vehicles, Elevator 9 must be used for switching movement west of the elevator.

Track Restrictions

805 (RO). At the following locations, 85-foot rail trailer flat cars may be handled on curves in excess of 16 degrees as provided therein:

- Between Albina and east end of Steel Bridge, Portland;
- Between East Portland and east end of Steel Bridge, Portland. 85 foot trailer flat cars must not be placed on Northern Specialty spur.

Close Clearances

900 (RO-1). At south end of Union Station, Portland, clearance is very close and will not clear a man on side of car between tracks 1 and 2, 3 and 4 from interlocking signals to point 100 feet north of the crossing.

900 (RO-2). Cars or loads of excess height or width must not be placed under shed on Rip tracks 1, 2 or 3, under load shifter or inside Freight House, Albina.

Air Brake Rules

1025 (RO). On arrival Portland air brakes on westward Amtrak trains must be left applied on engine and cars.

CONSOLIDATED CODE SPECIAL RULES— FIFTH AND SIXTH SUBDIVISIONS AND SIRR AND BRANCHES

Standard Time

2 (RO). Employees listed below must have a railroad grade watch with correct time while on duty.

All employees in train, engine or yard service.

All employees whose duties require them to handle train orders or to record or report the arrival departure or passing of trains except when assigned in office where a standard clock is located. Such other employees as may be designated.

Fusees

11 (RO). First sentence of Consolidated Code Rule 11 is modified as follows: A train or engine finding a fusee burning red on or near its track must stop before passing the fusee and then proceed at reduced speed for one mile.

Reduce and Resume Speed Signs

12 (RO). Reduce Speed sign, showing the maximum speed permitted in miles per hour, placed to the right of the track as viewed from an approaching train, indicates that the track 2,500 feet distant is in condition for a speed not greater than that shown on the sign. Resume Speed sign, placed to the right of the track as viewed from an approaching train, indicates the end of the Reduce Speed location.

Where two speeds are shown, the higher speed applies to passenger trains, the lower speed to freight trains. Where one speed is shown, it applies to all trains.

Indicated speed must not be exceeded until entire train has passed Resume Speed sign.

Such speed restrictions will also be shown in the timetable.

Protection of Track Work

12 (RO-1). When reflectorized yellow, yellow-red or green signs are displayed as required by Rule 12 or Rule 14 of the Consolidated Code of Operating Rules, display of lights of corresponding colors at night is not required.

14 (RO-2). On lines operated by the Union Pacific and SIRR, Rule 14(A) of the Consolidated Code of Operating Rules is modified as follows:

A train or engine finding a red flag or a red light displayed between the rails of the track or to the right of the track as viewed from an approaching train must stop before any part of the train or engine passes the red signal and must not proceed until a proceed signal given with a yellow flag or a yellow light is received, verbal permission is received or written instructions are found with the red signal.

When a red flag or red light is found within the limits prescribed in Form Y order, a train or engine must not pass the red signal without stopping.

The red signal must be replaced when found between the rails.

Tri Radial Lights

17 (RO). Revolving amber light on locomotives so equipped must be burning both day and night as follows:

On road engines when engine is moving, except on trailing units in multiple consists;

On yard engines when moving in a street and when approaching and passing over any public or private crossing.

Headlights

17 (RO-1). Where reflectorized switch lamps or targets are in use, in case of headlight failure at night, trains and engines must approach facing point switches at restricted speed except where automatic block signals are in service.

Yard Limits

93 (RO-3). At Hinkle and Albina, Oregon Fifth and Sixth Subdivision crews will be governed by Consolidated Code of Operating Rules except that Union Pacific Rule 93 will apply. See Special Rule 93(R-1).

Railroad Crossings

98 (RO). At a railroad crossing at grade protected by signals, trains, engines or cars must not be left standing between the opposing home signals unless length of consist extends beyond one of those signals.

Flag Protection

99 (RO). Rule 99 of the Consolidated Code of Operating Rules is revised as follows:

When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fusees to protect their train.

When a train stops on a main track and flag protection against following trains on the same track must be provided, a crew member with flagman's signals must

immediately go back at least the distance prescribed by timetable or other instructions for that territory, place two torpedoes on the rail not less than 150 feet apart and display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled or relieved. When recalled he must leave one lighted fusee, and while returning to his train, he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by timetable or other instructions for that territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection the engineer must immediately sound signal 15(c) or 15(f). Inability to hear these signals does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

- (a) In ABS territory, when rear of train is protected by at least two block signals.
- (b) When rear of train is protected by an absolute block. (Absolute block means a block in which no train is permitted to enter while it is occupied by another train.)
- (c) When rear of train is within interlocking limits.
- (d) When a train order, general order or special instructions provides that flag protection is not required.

Flagman's Signals:

Day Signals — A red flag not less than ten torpedoes and six red fusees.

Night Signals — A white light, not less than ten torpedoes and six red fusees.

Referring to paragraphs 3 and 4, prescribed distance on Union Pacific trackage, one and one-half miles.

Train Movements

103 (RO). Referring to Rule 103 (E). A speed of 25 MPH must not be exceeded.

Train Orders

211 (RO). In train order offices where duplicating machines are available, such machines may be used for reproduction of train orders.

212 (RO). Time in body of train orders must be stated in words and figures. In transmitting and repeating train orders, time must be spelled and then pronounced, example: "t-w-o t-e-n 2-1-oh PM".

215 (RO). Except at initial stations, when a train's superiority is restricted for an opposing train at the point where the order is issued to it, the order must not be made complete to the train which is being advanced until the operator has placed two torpedoes on the rail not less than 1000 feet from the train order signal in the direction of the restricted train, and the train dispatcher has been notified that torpedoes have been placed. In addition, the restricted train must be brought to a stop by operator, using red flag or red fusee, before the train dispatcher OK's the clearance.

Forms of Train Orders

226 (RO). On lines operated by the Union Pacific and Spokane International Railroads, the following is substituted for Form Y of the Consolidated Code of Operating Rules:

Protection of Gangs or Machines

From (time) M until (time) M (date) between MP _____ and MP _____ all trains on _____ track (or tracks) must approach (gang) (machines) on or foul of track at restricted speed and must stop before passing (gang) (machines) unless proper verbal information is received from (General Foreman A B Smith) or proceed signal given with yellow flag or yellow light is received.

Trains receiving this order must proceed within the designated limits between the times shown as the order directs.

A train within these limits at the time the order becomes effective must proceed as the order directs until rear of train has passed beyond the limits designated in the order.

Train being governed by Form Y order receiving verbal authority to proceed, or proceed signal given with yellow flag or yellow light, may then proceed at normal speed unless otherwise restricted.

General Description of Signals

Stop signals are designated by the absence of number plates and may also be marked by a plate bearing the letter "A".

Authorizing Extras and Sections

250 (RO). When movement is entirely within territory where Rule 251 or Rule 261

is in effect, sections and extra trains may be authorized by Clearance Form A, instead of by train order or numbered clearance, except that work extras must be authorized by train order in Rule 251 territory.

Clearance for a section must bear the words "Green signals" or "No signals" following section number. When clearance bears the words "Green signals" it requires the display of green signals to the terminal station of that train on that subdivision.

Centralized Traffic Control System

267 (RO-2). Clearance Form C must be received to authorize track and time limits for a work train. Clearance Form C must also be received to authorize a train or engine to proceed from a Stop indication as provided in Operating Rule 269 except when movement is leaving main track or leaving CTC territory or for movement entirely within yard limits.

268 (RO-1). When a train or engine clears a controlled siding by use of an auxiliary track or branch line, a member of crew must report to control operator when controlled siding is clear and switches properly lined. Train or engine must not re-enter controlled siding without authority from control operator.

269 (RO-1). In CTC territory, when flagging from a Stop signal in accordance with Rule 269, train or engine must not pass next point of communication except on signal indication or further authority from control operator.

Dual Control Switches

275 (RO-2). Except as provided in Rule 276, a train or engine must not make a reverse movement, or a forward movement after making a reverse movement, over a dual control switch, except on signal indication, or with permission from control operator.

275 (RO-3). When necessary to perform switching over dual control switch as provided in Operating Rule 276, first move, when possible, must be made on signal indication.

275 (RO-4). When communication fails and it is necessary to hand operate dual control switches, switch must not be operated until five minutes after selector lever has been placed in HAND position.

Block Signals

509 (RO). When a slide warning device plug is found pulled or controller operated but no obstruction on or damage to track is found, the plug must be replaced, if practicable, or controller reset by depressing "Re-set" button, and conductor must make report to train dispatcher by quickest means of communication.

513 (RO). Referring to exception (a), Rule 513: Indication displayed by a track occupancy indicator (block indicator) is not authority for a train or engine movement, nor does it relieve a train or engine from waiting five minutes before fouling a main track.

517 (RO). If a block signal fails to display its most restrictive indication when a block is occupied or when a switch connected with automatic block signal system is changed from its normal position, it must be regarded as displaying a Stop indication. A member of the crew must be left at signal and he must stop all trains moving in the direction governed by that signal and inform them of false-clear indication. Flagman must remain there until relieved by an employe of Signal Department or by instructions from proper officer.

In all cases, train dispatcher must be notified by the quickest means of communication.

Safety Precautions

700 (RO). Employes must not step on the coupler or drawbar of any car, or on any portion of cushioning devices.

711 (RO). Union Pacific train dispatcher must be advised in advance of any known condition that will delay the train or prevent it from making usual speed.

713 (RO-1). When leaving initial station or intermediate stops, speed must be such as will permit trainmen to safely board the train until train has moved one train length or it is known that all members of the crew are aboard.

713 (RO-2). Flat spots on wheels are condemnable as follows:

On locomotive, two inches or longer;

On freight car, two and one-half inches or longer, or if there are two or more adjoining spots each two inches or longer;

On passenger train cars, one inch or longer.

When such flat spots are discovered, conductor or engineer must immediately report to train dispatcher.

726 (RO). Caboose, outfit cars or other cars which contain stoves with fire burning, must be placed in yards or at stations where the danger of fire is minimized to the greatest extent practicable. Such cars must not be left unattended on bridges for extended periods of time.

Restricted Cars

800 (RO). When conductor takes charge of a train he must determine if any cars or units are restricted as to speed and promptly advise engineer and train dispatcher of any speed restrictions.

Position of Cars in Trains

805 (RO-1). Scale test cars (except cars WO-3, WO-4, WO-5 and UP 903006) and cars tagged, stenciled, or billed "Handle Only At Rear End of Train" must be handled in rear of train with scale test car next to caboose.

805 (RO-2). Referring to Rule 805 (E), Consolidated Code of Operating Rules:

Open top cars or flat cars loaded with pipe, lumber, poles or other lading which has a tendency to shift, must not be handled in train next to engine or caboose or next to trailers on flat cars, or multi-level or flat cars loaded with autos, machinery or other lading subject to damage should the load shift. This does not apply to containers or trailers on flat cars except to flat bed or stake-body trailers loaded with similar commodities.

805 (RO-3). Automobiles, trucks, tractors, modular housing units and similar lading subject to damage by abrasion, loaded on flat cars or multi-level auto racks must be entrained not less than five cars behind the engine. If practicable, such cars must be entrained ahead of open top cars containing coal, coke, sand, pumice or other abrasive materials. If this cannot be done such cars must be entrained not less than five cars behind any open top car containing abrasive material.

805 (RO-4). Snow plows handled in freight trains must be handled next ahead of caboose. Snow plows with only one drawbar may be handled behind caboose when securely chained to caboose and with air brakes operative. When handling snow plow in switching movements, snow plow must be handled alone, or with not more than one car.

Movements on Leads and Yard Tracks

808 (RO). Train, engine, and yard movements approaching leads in yards must stop before fouling lead unless it is known that switches are properly lined and lead is clear.

Track Scales

808 (RO-1). Locomotives must not be moved over live rails of track scales and when moved over dead rails of track scales, a speed of 5 MPH must not be exceeded.

Cars must not be violently stopped by impact, sudden application of brakes or by blocking wheels. After cars are weighed, they must not be moved over live rails if possible to avoid it. When making impact with cars on scales, speed must not exceed 2 MPH and 4 MPH must not be exceeded over scales in any case.

Cars on live rail must not be moved by other cars or engines moving on dead rail, or vice versa. Cars must not be moved over scale with one truck on live rail and other truck on dead rail.

Scale track switches must be lined for dead rails when scales not in use.

Long Cars

808 (RO-2). Freight cars 85 feet or more in length must not be handled on curves in excess of 16 degrees except as follows:

Where movement is authorized by an officer, these cars may be handled on curves of more than 16 degrees but not exceeding 20 degrees at speed not exceeding 4 miles per hour. A member of crew must watch movements closely, prepared to give stop signal if any indication of failure to safely negotiate the curve.

808 (RO-3). In handling hydra-cushion cars on industrial tracks where curvature is 30 degrees or greater, movement is restricted to single car and unit.

Engine Service

920 (RO). Rear view mirror of engines so equipped must not be used for observing conditions or hand signals in making backup or switching movements or in making couplings.

920 (RO-1). Engineer must verify accuracy of speedometer not less than twice during each trip, using watch to make time check between mileposts. First check must be made at first opportunity after engineer takes charge of locomotive.

When it is found that speedometer is not accurate, report must be made to train dispatcher at first opportunity, indicating variation.

920 (RO-2). When necessary to isolate an engine en route, or when one or more units in locomotive consists are not functioning properly, train dispatcher must be notified at first opportunity.

920 (RO-3). On diesel locomotives, side and end doors of engine rooms must be kept closed while the locomotives are moving.

920 (RO-4). Except when shoving cars, 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 qualified employee.

SPECIAL RULES

FIFTH SUBDIVISION AND BRANCHES

Railroad Crossings and Junctions

98 (RO-1). At Blakeslee Jct. movements are governed by Automatic Interlocking signals. Push button located on signal house may be operated to obtain signal indication.

Drawbridges

98 (RO-2). Trains and engines after stopping at stop signs must not proceed onto draw span of bridge between Montesano and South Montesano until they have called for, received and acknowledged proceed signal from bridge tender, and in addition must be governed by position of derail located 128 feet east, and derail located 195 feet west of trestle leading to drawbridge. During certain hours each day draw span will be left open for river traffic and derails will be set in derailing position. If necessary for train or engine to use drawbridge during such hours, notify agent Aberdeen or dispatcher to call drawbridge operator.

98 (RO-3). At Tacoma, all trains and engines must stop at stop sign and must not proceed onto draw span of bridge unless they have called for, received and

acknowledged proceed signal from bridgetender.

Barge Operations

101 (RO). At Seattle rail-barge docks, Harbor Island, clearance is extremely close on all tracks approaching barge apron and on the barges. Employees must not ride on side, end or top of cars being moved on or off barges beyond "Impaired Clearance" signs.

Engine foreman or barge-master must receive permission from barge company supervisor before any movement is made on or off barges. All cars must have air brakes cut in and operative when moving on or off barges and all movements must be made with extreme care.

To avoid improper coupling of cars against bumper couplers at end of barges, no coupling will be made with more cars than the barge track will hold, not including empty reacher cars.

Engines are not permitted on apron of barge slip at Pier 16.

Derails

104 (RO-4). Main track derail is located at MP 5.8 on Olympia Branch.

Close Clearances

799 (RO). Employees are warned that clearances to trolley poles are close at locations shown below:

Station	Location	Railroad
Black River	MILW
Argo-Seattle Argo yard lead and between Argo and Seattle passenger station	MILW
Georgetown West end of siding entering main track	MILW

799 (RO-1). At Olympia, account insufficient clearance between BN connection scale track and main track, trains or engines must not attempt to pass on main track if trains or engines are moving on connection.

799 (RO-2). At Aberdeen, account insufficient clearance between coach track No. 1 just east of passenger station and main track at turnout, trains and engines must not attempt to pass on main track if trains or engines are moving on coach track No. 1.

SPECIAL RULES—SIXTH SUBDIVISION AND BRANCHES AND SPOKANE INTERNATIONAL RAILROAD

Use of Engine Whistle

15 (RO). Within the City limits of Spokane and Pomeroy, and at Walla Walla over crossings at West Cherry Street and Gardeners Assn. west of Mill Creek Bridge, the use of engine whistle is prohibited except to prevent accident not otherwise avoidable.

Junctions

98 (RO-4). At Plummer movement from Union Pacific connection to MILW main track is governed by dwarf signal at clearance point on UP connection. When illuminated "S" is displayed, switch may be lined. If signal then displays proceed indication, movement may be made to MILW main track.

Drawbridge

98 (RO-5). At Drawbridge MP 23.45, Wallace Branch, train must stop at stop sign and must not proceed unless authority is received from bridge tender via radio, except that if such authority is not received, a member of crew must determine that draw span is properly closed and locked, and give proceed signal when safe to proceed.

Derails

104 (RO-5). Main track derails are located at the following points:

Wallace (MP 81.13)	} Spring switch point set in derailing position at all times and must be changed for eastward or descending movement.
Sierra Nevada Spur (300 feet east of refinery track spur)	
Burke (MP 86.3, MP 86.4 and MP 87.0)	

104 (RO-6). At Spokane, spring switch equipped with facing point lock is installed in main track at west end of yard.

Westward movements through spring switch will be governed by westward dwarf signal located near west end of Union Pacific running track and controlled by operator at Spokane. Before making movements from UP running track to main track, crews must secure permission from operator at Spokane. MILW crews must obtain this permission before leaving MILW yard.

Centralized Traffic Control System

269 (RO-2). At Wallula, Villard Jct. and Zangar Jct. emergency pushbuttons installed in telephone booths of relay houses at dual control switch locations may be used in an attempt to obtain proceed signal indication only when so instructed by the control operator, or when communication has failed.

When instructed by the control operator to use emergency push button for the desired direction, if indication permitting train to proceed is received on governing signal, train or engine may proceed in accordance with the signal indication.

When stopped by a Stop signal and communication has failed, proper emergency push button may be used, and if indication permitting train to proceed is then received, train or engine may proceed but must move at restricted speed to the next Stop signal, keeping a close lookout for track car or for men and equipment on track without flag protection.

Dual Control Switches

275 (RO-5). At Union Pacific controlled interlockings, listed below, when control operator is unable to clear the signal and movement is authorized as prescribed by Rule 606 (a) or 606 (b), levers on control machine must, when possible, be positioned for route to be used.

Selector lever on all dual-controlled switches over which movement is to be made must be placed in HAND position and must not be restored to POWER position until movement over the switch has been completed.

BN Crossing (Spokane) MP 369.2;
Kalan Drawbridge MP 7.4 Yakima Branch.

Controlled Signals

275 (RO-6). Train and engine movements between BN Crossing and Dishman will be governed by controlled signals located at BN Crossing, at east and west end of Spokane, and east end of siding at Dishman.

Trains and engines must not enter main track at west end Spokane or at east switch Dishman without permission from operator except that when illuminated letter "S" is displayed on signal at west end of Spokane, Sixth Subdivision, or at east switch Dishman, switch may be lined for main track and movement then made according to signal indication.

275 (RO-7). Stop signals governing movement over dual control switches at east switch Ayer, and at Ayer Jct., and westward Stop signals at west switch Joso, are controlled by control operator at Wallula. A train or engine stopped by these signals must not proceed without authority of train dispatcher at Albina, being governed by his instructions regarding the handling of switches, and movement must be made at restricted speed to next signal. Rules 275 and 275 (A) apply.

275 (RO-8). At Cheney, eastward stop signal at MP 350.4 is controlled by Burlington Northern train dispatcher at Spokane. Eastward trains stopped by this signal must immediately communicate with BN train dispatcher and be governed by his instructions.

Mechanical Time Lock

280 (RO-1). Mechanical time lock has been applied to east switch of house track at Cheney. Train or engine must not release this mechanical time lock or move from house track to main track without authority from Union Pacific train dispatcher, Albina.

Staff System

300 (RO). Movements of trains and engines on the Government trackage between Richland Junction (Yakima Branch) and yard limit sign on Government trackage at MP 43.8, are governed by staff system.

Divided staff, lettered "A" and "B", will be used and staff boxes are located at Richland Junction and at MP 43.8.

When only one train movement is to be made in the staff limits, dispatcher will notify the crew and that crew must have both staffs "A" and "B" in their possession and retain them for the round trip.

When two trains are to be run in these limits, the first train must not enter the staff limits until it has been ascertained that both staffs are in box at that point, and has taken staff "A" for their movement. Second train entering staff limits must have staff "B" in their possession.

After moving through the staff limits, both staffs must be left in staff box. Staff box must be left locked at all times.

Conductor of train which is to move, or has moved, through the staff limits, must register his train on train register at Richland Junction, and indicate staff used, either "A" or "B" or both.

Train or engine movements on Government trackage from end of staff system into interchange yard and wye at North Richland will be governed by yard limit rules and instructions issued by Government dispatcher. When two trains are run, the first train arriving at interchange yard must remain at that point until the second train arrives.

Slide Detector Signals

509 (RO-1). On Yakima Branch, between MP 41 and MP 42, slide detector signals, designated by triangular number plates, are in service. When signal displays Stop indication, train must stop before passing and may then proceed at restricted speed to signal at opposite end of protected territory, looking out for damaged rail or obstruction, and report must be made to train dispatcher at first opportunity.

Interlocking

613 (RO). At Yakima River Bridge, MP 89.4 and BN Crossing MP 91.3, Yakima Branch, trains and engines are governed by automatic interlocking signals and must approach at restricted speed. A train or engine stopped by an interlocking signal must comply with Operating Rule 613. If signal does not change its indication after one minute, flag protection must be provided for movement between home signals governing this trackage.

Track Restrictions

808 (RO-4). Referring to Special Rule 808 (RO), following tracks have curvature in excess of 30 degrees:

Yakima Branch:

Yakima — Wye

Pendelton Branch:

Walla Walla —Track 58, Walla Walla Poultry Assn.

—Track 66, Walla Walla Canning Co.

—Track 67, Walla Walla Canning Co.

Air Brake Rules

1042 (RO-4). Before descending grade on Sierra Nevada Branch and Wallace Branch, between Burke and Wallace, all trains and engines handling cars must make the following air test:

Engineer must apply brakes with a 10 lb. brake pipe reduction and trainmen will observe that brakes apply on each car. Angle cock on rear of rear car must be gradually opened to permit solid flow of air to ascertain that brake pipe is not obstructed to engine. Trainmen then must close angle cock and after engineer has released brakes, observe that brake releases on each car. In addition brake pipe must be fully recharged and retaining valves placed in heavy holding (20 lbs.) position on all loads, and light holding (10 lbs.) position on all empties; engineer must make a 10 pound brake pipe reduction, release automatic brakes, and wait at least four minutes before starting descending movement.

APPENDIX 1

RAILROAD CROSSINGS AND JUNCTIONS

98 (R). Trains and engines must be governed by the following at the crossings and junctions indicated.

Location	Crossing or Junction	Train Precedence	How Governed
NEBRASKA DIVISION			
Council Bluffs			
Union Ave. between 4th & 5th Aves.	ICG	CNW-ICG	Facing point movements over spring switches are governed by the following aspects and indications displayed by switch point indicator. Green — Switch point fully closed in normal position. Yellow — Switch point fully closed in reverse position. Red — Stop. Inspect switch point to see fully closed and properly lined before moving over switch.
Union Ave. & 5th Ave.	BN	UP	Gate
10th Ave. between Main & 6th Sts.	BN	BN	Stop signs
10th & Union Aves.	CNW	UP	Stop sign on eastward track
10th Ave. & 12th St.	CNW	CNW	Stop signs
MP 0.5	CRIP & MILW		Interlocking
Omaha			
Lininger Track 6th St.	BN	BN	Gate
20th St.	CRIP & CNW		Interlocking
Summit crossovers between Tracks 1, 2, 3, 4	CNW		Interlocking
N St.			Trains and engines must approach all junction points expecting to find trains entering or leaving main tracks or running tracks. Except where protected by interlocking trains entering Bridge Subdivision must receive authority from Bridge dispatcher before occupying main track and must be governed by Rule 516 and Special Rule 516(R).
Q St.	CRIP		ABS. Rules 98, 516, and Special Rule 516(R).
U St.	CRIP	CRIP	Gate
Gilmore Junction	BN & MoPac		Interlocking. Control Operator Tower B
11th St. between Hall and Burdette	ICG	UP	Gate. 10 MPH maximum speed
5th St. between Harney & Howard Sts.	BN	UP	Automatic interlocking. Operating Rule 612: When a movement approaching crossing enters clearing section, if there is no conflicting movement, signal will display aspect permitting movement to proceed. If movement is delayed after entering approach section, signal may resume Stop indication at expiration of time interval. When it is desired to use crossover between Running Track 8 and Freight House Lead, movement must stop before passing home signal. Both switches of crossover must be lined, which will cause signal to display Stop Indication. Pushbutton located on the signal must then be depressed to receive

Location	Crossing or Junction	Train Precedence	How Governed
indication permitting movement to proceed. Electrically locked derails are in service on Alcohol Plant spur. Movements entering this spur must occupy short track circuit immediately in advance of derails in order to release electric lock. For movements from spur, indication light on electric lock will light when padlock is removed from derail if there is no conflicting movement. When indication light is displayed derails may be operated. Approach clearing section must not be occupied unnecessarily by standing engine or cars.			
First Subdivision and Branches			
Old Main Line MP 19.2	MoPac		Automatic Interlocking
Fremont-Canning Factory Spur	BN	BN	Gate
Fremont-MP 40.0	BN	UP	Interlocking. When a train or engine is stopped by a signal governing movement over crossing and no conflicting movement is evident, a member of crew must communicate with BN operator and be governed by his instructions. Telephone is located on instrument house near crossing. When governing signal indicates Stop and communication with BN operator has failed, no movement may be made over crossing until flag protection in accordance with Rule 99 has been provided against conflicting movements.
Columbus MP 83.8	BN		Electric locks.
Central City MP 124.3	BN	UP	Semi-Automatic. Interlocking. Operating Rule 613.
Central City MP 124.6	Stromsburg Branch		Westward Stromsburg Branch trains will contact train dispatcher and cross over under block signal protection. If an eastward train is seen approaching, switch must not be opened or crossover occupied until approaching train has stopped.
Grand Island MP 146.5	BN		Interlocking
Yutan-MP 5.8	BN		Movements through interlocking are governed as follows: Aspect: RED — Semaphore at right angle to signal mast. Name: Stop. Indication: Stop before any part of train or engine passes signal. Aspect: GREEN — Semaphore at 45° angle to signal mast. Name: Clear. Indication: Proceed.
Badger-MP 113.1	BN		
Wahoo-MP 19.6	CNW	UP	Gate
Wahoo-MP 19.6	BN	UP	Gate
Lincoln-MP 56.5	BN		Interlocking
Lincoln-MP 57.4	BN		Interlocking
Lincoln-MP 59.0	BN		Interlocking
Beatrice-MP 97.2	CRIP	UP	Gate
Norfolk-MP 48.7	CNW	CNW	Automatic Interlocking. Emergency push-button release is located in instrument house. Operating Rules 98(B), 98(C) and interlocking rules govern.

Location	Crossing or Junction	Train Precedence	How Governed
Norfolk-MP 50.2	CNW	CNW	Stop signs
David City-MP 23.5	BN	UP	Stop signs
Ord-MP 60.7	BN	UP	Stop signs

Second Subdivision and Branches

O'Fallons-MP 300.7	North Platte Branch		After switches are lined for movement to eastward main track, eastward train may move on signal indication, without flag protection against westward trains. Westward automatic block signal at MP 300.5 is a STOP signal (Rule 240-A). Rule 509 governs.
Egbert-MP 477.7	North Platte Cut-Off		CTC Rule 267.
Northport-MP 115.5	BN		Automatic Interlocking.

Third Subdivision and Branches

Sterling-MP 57.2	BN		Block Signals.
Union-MP 81.0	BN		Block signals.

WYOMING DIVISION

First Subdivision and Branches

Sandown Junction-MP 634.0	CRIP		Automatic block signals.
Commerce City-MP 4.9	BN		CTC signals.
Eaton-MP 59.3	GW	UP	Semi-automatic interlocking. When stopped by signal governing movement over crossing and no conflicting movement is evident, member of crew must communicate with dispatcher and be governed by his instructions but need not receive Form C Clearance. Operating Rule 613 governs.

Boulder Branch

Erie-MP 15.1	BN	UP	Stop signs
Valmont Spur-MP 1.0	C&S	UP	Gate
C&S Crossing-MP 26.0	C&S	C&S	Gate

Fort Collins Branch

Kelim-MP 9.0	GW	GW	Stop signs
Fort Collins-MP 25.2	C&S	C&S	Derailed. Eastward trains must stop clear of the crossing and not proceed until the derail is lined.
Fort Collins-MP 25.3	C&S	C&S	Gate

KANSAS DIVISION

First Subdivision and Branches

Berger Ave. & Railroad St., Kansas City, KS.	CRIP	UP	Gate
Minn. Ave. & MoPac, Bridge, Kansas City, KS.	MoPac		Interlocking
Minn. Ave. & 2nd St., Kansas City, KS.	MoPac		Interlocking
State Ave., near Second St., Kansas City, KS.	MoPac		Interlocking
Kansas City-MP 5.2	CRIP	UP	Signal Indication
Bonner Springs-MP 18.0	ATSF		When signal governing route to be used displays Stop indication, member of crew must communicate with train dispatcher for instruction. If movement is verbally authorized by train dispatcher, member of crew must precede the movement and if conditions permit and no conflicting movement is evident, he will signal his engineer to proceed.
Topeka-MP 67.5	ATSF		
Topeka Frt. House Lead	CRIP		
Topeka-MP 68.2	CRIP	UP	ATSF crossing, MP 67.5

Location	Crossing or Junction	Train Precedence	How Governed
Frankfort-MP 130.9	MoPac		CRIP crossing MP 68.2 are located in CTC, Operating Rules 269, and 275 through 277 govern.
Hiawatha-MP 42.2	MoPac		Automatic Interlocking and CTC. When stopped by Stop signal and no conflicting movement is evident, member of crew must communicate with dispatcher. When instructed by dispatcher, time release must be operated and if signal does not change at expiration of time release interval, movement may be made in compliance with Operating Rules 269, 275 and 612.
St. Joseph	UT		Automatic Interlocking. Operating Rule 612.
St. Joseph	BN	BN	Stop signs
St. Joseph	BN	BN	Signal indications. When stopped by signal governing movement, a member of crew must communicate with BN operator and be governed by his instructions.

Second Subdivision and Branches

Hanover-MP 163.1	BN		CTC Rules 269,275
Endicott-MP 180.4	BN		Automatic Interlocking and CTC. When stopped by Stop signal and no conflicting movement is evident, member of crew must contact dispatcher. When instructed by dispatcher, time release must be operated and if signal does not change at expiration of time release interval, movement may be made in compliance with Operating Rules 269 and 612.
Fairbury-MP 186.0	CRIP		Electric Lock
Fairbury-MP 186.1	CRIP		Electric Lock. Electric lock hand operated switches and associated stop signals govern movement in either direction on UP or BN. Electric locks release automatically on BN approach occupancy or remain locked on UP occupancy. Time release of UP locked route is provided. Rules 269, 280 thru 282(A) and 612 govern.
Belevidere-MP 210.2	BN		Interlocking and CTC. When a train or engine is stopped by interlocking signal and no conflicting movement is evident, movement may be made complying with Operating Rules 269 and 609.
Edgar-MP 233.7	BN		Stop signs
Hastings-MP 260.5	BN		Stop signs
Grand Island Branch MP 249.6	BN		Stop signs

Denver Cut-off and Branches

Manhattan-MP 119.4	CRIP	UP	Stop signs
Abilene-MP 164.5	ATSF		Automatic Interlocking. Operating Rule 612.
West Abilene-MP 165.0	ATSF-CRIP		Operating Rule 516 and Special Rule 516(R).
East Salina-MP 184.6	ATSF-CRIP		Dwarf Signal
Salina-MP 187.2	ATSF	UP	Automatic Interlocking. Operating Rule 612.
Ellsworth-MP 224.4	SLSF	UP	Signals and electric locked gate. Operating Rules 613 and 614.
Limon-MP 550.5	CRIP	UP	Stop signal. After stopping, a member of crew must go to the crossing to give proceed signal when safe to proceed.
Limon Jct.-MP 550.6	CRIP	UP	Dwarf signal.

Location	Crossing or Junction	Train Precedence	How Governed
Solomon Branch			
Minneapolis-MP 23.7	ATSF	UP	Stop signs
Beloit-MP 57.2	MoPac	MoPac	Stop signs
McPherson Branch			
Salina-MP 0.5	ATSF	UP	Stop signs
Salina-MP 0.6	MoPac		Stop signs
Lindsborg-MP 20.7	MoPac	MoPac	Gate. Stop at switch target until gate has been set against MoPac. When entire train has passed the target on opposite side of crossing, the gate must be set against UP.
McPherson-MP 35.1	ATSF	ATSF	Stop signs
Plainville Branch			
Lincoln Center-MP 33.8	ATSF	UP	Gate. Stop signs

UTAH DIVISION

Salt Lake City Terminal Area

North Salt Lake (MP 787.7)	DRGW	DRGW	Electric locked switches and derails. At North Salt Lake and Becks, before moving over DRGW main track, DRGW dispatcher Salt Lake must be contacted for release of electric locks. Both DRGW switches may then be hand operated and movement may proceed on signal indication. At North Salt Lake, normal position of switch Cudahy spur to Beeline spur is for Beeline spur. This switch has a mechanical lock and will release when switch from DRGW main track to Cudahy spur is reversed. Switch to Beeline spur must be restored to normal position before DRGW main track switch is restored to normal. Lunar signal indication authorizes movement Cudahy spur to Beeline spur. Yellow signal indication authorizes movement Cudahy spur to DRGW main track. When communication fails, or dispatcher is unable to release electric locks, instructions posted in telephone booth and Operating Rule 613 will govern.
Becks (MP 786.1)	DRGW	DRGW	
Salt Lake City (First South and Eleventh West Streets)	WP		CTC Signals
Salt Lake City (Between So. Temple and First South St. on Fifth West St.)	DRGW		Manual Interlocking
Salt Lake City (MP 782.6 MP 782.4, Second Subdiv.)	DRGW		Automatic Interlocking. After a movement over crossing has cleared interlocking limits, if necessary to make a reverse movement over crossing, pushbutton in box on home signal must be depressed for five seconds then released to obtain signal indication for movement over crossing.
Salt Lake City (Between Eighth and Ninth South Streets on Fifth West St., Utah Junk Spur)	DRGW	DRGW	DRGW trains do not stop. UP engines stop and line derail. Operating Rule 98 (A).
Salt Lake City (MP P-797.9, Provo Subdivision)	DRGW	UP	Semi-automatic Interlocking. Operating Rule 613.

Location	Crossing or Junction	Train Precedence	How Governed
Near Burton (MP P-796.6, Provo Subdivision)	DRGW	UP	Gate. Operating Rule 613.
Salt Lake City (Fourth West Street and Van Buren Ave.)	DRGW (2 tracks)	DRGW	Gates. After stopping for stop sign if no conflicting movement, both gates must be secured against DRGW movements. After moving over crossing gates must be restored to normal position.
Midvale	DRGW		Stop Signs. Operating Rule 98 (A).
Ogden Terminal Area			
21st Street	DRGW freight main track crosses yard	DRGW	When stopped by signal governing movement over this crossing and no conflicting movement evident, a member of crew must be sent to crossing and if derails on DRGW are in derailing position, movement may proceed on hand signal from employe at the crossing.
Evona Branch connection with DRGW to joint sugar works			Dual control switches are in service. Signals and switches controlled by DRGW dispatcher. Authority must be received from DRGW dispatcher for movement.
Cecil Jct.	UP-SP		Block signals and switchtender. At Cecil Junction, all movements are controlled by switchtender. Trains or engines must call for signal (Rule 14-j) and must receive proceed signal from switchtender before proceeding. At Cecil Junction, train or engine on westward main track may pass signal 7813 without stopping, provided proceed signal is received from switchtender, but movement must be made at restricted speed.
First Subdivision and Branches			
Syracuse Branch (MP 0.3)	DRGW	DRGW	Manual interlocking controlled by DRGW dispatcher.
Second Subdivision			
Near Geneva (MP P-757.3) (Provo Subdiv.)	DRGW		Automatic interlocking with movable point frogs, release section is located 500 feet east of westward interlocking home signal. Westward trains occupying approach section of interlocking in advance of release section sign for five minutes or more will automatically release interlocking and signals will change to stop indication. To again clear signal, westward trains will proceed into release section and signal should change to proceed indication after two minutes. If signal does not change in two minutes, Operating Rule 612 and instructions in signal case govern, including hand operation of movable point frogs. Westward UP trains or engines standing between switches at Geneva will cause signals to display stop indication for DRGW trains and opposing UP trains. To clear signals, west switch of Geneva siding must be lined for siding. Member of crew of single unit engine without cars, rail detector car or operator of

Location	Crossing or Junction	Train Precedence	How Governed
			track car must place selector levers on movable point frogs in HAND position before using crossing.
Garfield (MP 767.1)	KCC Conn.	UP	Electric Lock
CALIFORNIA DIVISION			
Second Subdivision and Branches			
Ontario (MP 38.1)	SP		When an eastward train or engine is stopped by semi-automatic interlocking signal, Operating Rule 613 will govern. When a westward train or engine is stopped at CTC signal located 1550 feet east of crossing, in addition to receiving clearance Form C, Operating Rule 613 will govern.
MP 33.0	SP		CTC Signals
Puente Jct. (MP 17.8)	SP		CTC Signals
Bartolo (MP 11.2)	SP		CTC Signals
Mission Tower	ATSF		Interlocking. Rule 609.
Redondo Jct.	ATSF		Interlocking. Rule 609.
Violet Alley, Los Angeles (100 ft. east of Santa Fe Ave.)	ATSF	UP	Member of crew must protect crossing UP old main track.
Violet Alley, Los Angeles (North leg of wye)	ATSF	ATSF	Member of crew must protect crossing Santa Fe lead track.
Santa Fe Ave., Los Angeles	ATSF	ATSF	UP trains and engines stop. Member of crew protect two crossings.
15th St., Los Angeles	ATSF		Stop signs
San Pedro Branch			
Hobert (MP 3.1)	ATSF	ATSF	Interlocking. Rule 609.
MP 3.6 MP 4.6-C MP 4.8-C	LA Jct. Ry.	UP	Semi-Automatic Interlocking. LA Jct. Ry. engines stop and member of crew protect crossings.
South Industry Joint UP-SP Lead	Bethlehem Steel	UP-SP	Stop sign. UP-SP engines stop and if crossing is clear and derails on Bethlehem track are in place, movement may be made over crossing. Bethlehem engines stop and member of crew protect crossing.
Between Bethlehem Steel and Lipsett	Bethlehem Steel	UP	Stop signs. Member of crew protect crossing.
MP 5.1	SP		Automatic Interlocking. Rule 612.
MP 7.4	SP		Automatic Interlocking. Rule 612.
MP 11.2	SP		Automatic Interlocking. Rule 612.
MP 17.4	SP		Stop Signs. Rule 98(A).
MP 21.7	SP		Stop Signs. When fog or inclement weather conditions exist, impairing vision, a lighted red fusee must be placed not less than 100 ft. each side of crossing before movement is made over crossing. Southern Pacific and Santa Fe trains and engines have precedence over Union Pacific trains and engines when using this crossing and will proceed at 10 MPH without stopping.
Henry Ford Boulevard (MP 23.2)	Drawbridge		Interlocking

Location	Crossing or Junction	Train Precedence	How Governed
Permanente Co. Spur	UP		Stop sign. Member of crew protect crossing.
Anaheim Branch			
MP 0.1	SP		CTC Signals
MP 15.5	ATSF	ATSF	Interlocking. See instructions in phone box near details.
Anaheim Sugar Spur (MP 19.0)	ATSF	UP	ATSF trains and engines stop and member of crew protect crossing. UP trains and engines approach prepared to stop unless crossing is clear.
OREGON DIVISION			
Albina Terminal			
East Portland (S.E. Second Ave.)	BN	UP	Stop signs
Fifth Subdivision and Branches			
Helsing Jct.	MILW	UP	Stop signs
South Aberdeen	BN	BN	Stop signs
Olympia (Jefferson and 7th St.)	BN	UP	Stop signs
Tacoma (Muni Line)	BN	BN	Stop signs
Tacoma, Tidewater	BN	BN	Stop signs
Seattle (Duwamish Ave. and East Marginal Way).	BN MILW	BN MILW	Stop signs.
Seattle (East Marginal Way & Spokane St.)	BN	BN	Stop signs
Seattle (Railroad Ave. and Atlantic St.)	BN MILW	BN MILW	Stop signs.
Spokane (BN Crossing MP 369.2)	BN		Interlocking
Spokane (BN Crossing old yard lead.)	BN		Automatic Interlocking. Movements are governed by automatic interlocking signals. Push buttons, located on signals, may be operated to obtain signal indication for a reverse movement. Emergency release push button is located near crossing. Instructions are posted in box.
Manito (MP 143.7)	MILW		Jct. switch is lined for movement UP to MILW. Upper unit block signal 1437 governs movement from UP to MILW.
Garfield (MP 95.4)	BN	UP	Stop signs
Thornton (MP 30.6)	BN	BN	Stop signs
Oakesdale (MP 39.7)	BN	UP	Stop signs
Walla Walla (MP 47.2)	BN	UP	Stop signs
Walla Walla (MP 44.2)	WWV	UP	Gate
Milton-Freewater (MP 36.3)	WWV	UP	Gate
Parker (MP 91.3)	BN		Automatic Interlocking
Yakima River Bridge (MP 89.4)	BN	UP	Automatic Interlocking
BN Crossing (MP 91.3)			At Yakima River Bridge, MP 89.4 and BN Crossing MP 91.3, Yakima Branch, trains and engines are governed by automatic interlocking signals

Location	Crossing or Junction	Train Precedence	How Governed
			and must approach at restricted speed. A train or engine stopped by an interlocking signal must comply with Operating Rule 613. If signal does not change its indication after one minute, flag protection must be provided for movement between home signals governing this trackage.
Garrett (MP 28.7)	WVW	UP	Gate
Dayton (MP 13.0)	BN	BN	Stop signs
Pullman (MP 19.3)	BN	UP	Stop signs
Wallace (MP 80.4)	BN	UP	Stop signs
Plummer (MP 16.2)	MILW		At Plummer movement from Union Pacific connection to MILW main track is governed by dwarf signal at clearance point on UP connection. When illuminated "S" is displayed, switch may be lined. If signal then displays proceed indication, movement may be made to MILW main track.
Spokane Subdivision			
(S.I.R.R.) Spokane (MP 0.04)	BN	BN	Stop signs
Grand Junction (MP 22.1)	BN	SI	Stop signs
Sandpoint (MP 75.3)	BN		Interlocking (Controlled by BN Dispatcher).
Bonniers Ferry (MP 109.3)	BN	SI	Gates
Coeur d'Alene Branch			
Gibbs (MP 7.8)	BN	BN MILW	Stop signs
Coeur d'Alene (MP 8.7)	BN	BN	Stop signs

APPENDIX 2

PUBLIC CROSSINGS

103 (R). At locations listed below, crossing movements are governed as follows:

Location	How Governed
Nebraska Division South Omaha	Automatic crossing signals and gates are in service at Washington Street, and automatic crossing signals at Madison Street. Cars must not be left standing on bonded portion of these tracks which extends 50 feet on each side of these crossings. Before moving over these crossings, switching movements in either direction on Long Track, Hold Track, or industry track which parallels eastward main track, must stop not less than 50 feet from crossing and in proceeding must keep careful lookout for highway traffic.
Gilmore	All movements must stop and crew member sent ahead to act as crossing watchman at 25th Street Crossing on Old Main Line.
Norfolk Branch,	At Norfolk Ave., MP 50.3 crossing signals are controlled by four key control boxes located near each corner of intersection and may be activated or deactivated at any key control box with switch key. Wait 20 seconds after crossing protection activated before train movement is made over crossing. Member of crew must deactivate crossing protection after movement completed.
Valley	Cars must not be left within 60 feet of the first street crossing west of the depot. At stockyards crossing, eastward trains stopping to cut off engine must stop before passing white marker post 350 feet west of crossing to permit crossing gates to clear for highway traffic. After stopping, movements toward crossing must not exceed 5 MPH.
Waterloo	All movements on industry track, MP 25.6 must stop before crossing Highway 275 and know that automatic crossing signals are in operation before proceeding. Stop must be made on circuit, marked by insulated joints, painted aluminum, 50 feet each side of the crossing.
Central City	While standing, freight trains must keep all crossings clear between the hours of 6:00 a.m. and 11:00 p.m.
Grand Island	Movements on industrial track must stop before crossing U.S. Highway 30 and know that automatic crossing signals are in operation before proceeding. Stop must be made on circuit, marked by insulated joints painted aluminum, extending 50 feet on each side of crossing. On BN, if length of train permits, Stuhr road must be left clear.
Kearney	When Signal 1890 displays Stop and Proceed indication, eastward trains on main track must stop clear of Fifth Avenue crossing.
Ogallala	When engine is to be cut off an eastward train on main track, train must be left west of sign indicating limits of crossing signal timing section located 150 feet west of public crossing. Trains or cars must not be left standing on eastward siding between public crossing and insulated joint painted aluminum located 150 feet west of crossing. Trains leaving westward siding must approach public crossing at slow speed to allow time for crossing gates to lower.
Pine Bluffs	While standing, freight trains must keep crossing clear at MP 466.5
Hillsdale	While standing, freight trains must keep crossing at MP 489.95 clear between the hours of 8:30 a.m. and 10:00 a.m.
Wyoming Division Brighton	All movements must stop, and crew member sent ahead to act as crossing watchman at Sugar Factory crossing, Main St.

Location	How Governed
Ft. Collins Branch	All movements must stop and crew member sent ahead to act as crossing watchman at private crossing, Sutherland Lumber Co., MP 22.6.
Fort Collins	All movements must stop and crew member sent ahead to act as crossing watchman at North College Avenue.
Commerce City	While standing, eastward trains on Dent Branch must remain west of Brighton paved road.
Greeley	When moving over public or private crossing on any track other than main track, a speed of 5 MPH must not be exceeded. A member of crew must precede movement and act as crossing watchman as follows: 13th Street Crossing—Movements to or from Sixth Avenue or Rogers Spur; 8th Street Crossing — Movements to or from West House or House track. Cars must not be left closer than 200 feet on either side of 16th Street crossing on South Pass. Trains or engines must not exceed 5 MPH on Great Western Sugar factory spur on 16th Street. Movements over U.S. Bypass are governed by signal indication. A member of crew must operate pushbutton to change signal from red to green. Pushbutton for eastward movement is located on signal mast on south side of track. Pushbutton for westward movement is located on signal mast on north side of track.
Boulder	Movements over 30th Street are governed by signal indication. A member of crew must operate push button to change signal from red to green. Push button for westward movements located on instrument case north of track; for eastward movements on wooden post south of track. Crossing signals at 28th St. are governed by signal indication controlled by push buttons located on instrument case north of track and on wood post south of track.
Fort Collins Branch	At U.S. Highway 34 crossing MP 10.0, movements over highway are governed by eastward and westward two position color light signals which are automatically activated when train is within 1,550 feet of crossing. When signal displays proceed indication, trains may proceed over U.S. Highway 34 at normal speed. When signal displays Stop indication, trains must stop and be preceded by a flagman over crossing.
Rock Springs	On South Pass Branch, a member of crew must act as crossing watchman for movement of trains or engines over Bridger Avenue and Grant Street. Trains and engines must not occupy Bridger or Grant St. crossings between 7:00 a.m. and 9:00 a.m.; 11:30 a.m. and 1:30 p.m.; or 4:00 p.m. and 6:00 p.m.
Wamsutter	Between 8:00 a.m. and 5:00 p.m., crossing must not be blocked longer than 10 minutes. Between 5:00 p.m. and 12:01 a.m. crossing must not be blocked more than 30 minutes.
Bitter Creek Point of Rocks	Between 8:00 a.m. and 5:00 p.m., crossing must not be blocked longer than 10 minutes. Between 5:00 p.m. and 12:01 a.m., crossing must not be blocked more than 30 minutes.

Kansas Division

Kansas City, Ks. Crossing signals in Fairfax Industrial District are operated by push buttons located in signal box at edge of street. Signals must be operated a sufficient time to stop traffic before movement begins and until movement has cleared crossing. Signals must not be operated unnecessarily or left in operation after movement is completed.

Utah Division

Salt Lake City On running track between Seventh North and Fourteenth North, speed of 10 MPH must not be exceeded over road crossing into rip track area, keeping careful lookout for vehicular traffic.
On Fourth West extension, yard movements must stop at Fourteenth South and Eighteenth South Streets and a member of crew must protect movement over the crossing.

Location	How Governed
Becks	When using lead to auto unloading facility a member of crew must protect vehicular traffic when crossing Frontage Road. Crews must provide crossing protection for switching movements over public crossing at 100 South Street.
Grant Tower	When signal governing movement through Grant Tower interlocking is at Stop, eastward Second Subdivision trains must stop clear of Ninth West Street until authorized to proceed.
Ogden	12th Street crossing is not to be blocked by train or engine standing on crossing for more than five (5) minutes. If occasion arises when trouble causes delay to train or yard cut blocking 12th Street in excess of five (5) minutes, crossing must be cut. These instructions conform to City Ordinance and employes failing to comply with them will also be in violation of the City Ordinance and subject to fine.
Ogden	At SP Jct., when an eastward train is held out of Ogden yard, 12th Street crossing must be cut on arrival and train must not be re-coupled until switchtender at Cecil Jct. advises train may enter yard and signal indication permits train to proceed to Cecil Jct.
All trains and engines must stop and be preceded by flagman over the following public crossings and flagmen must display lighted fusee at night.	
Garland Sugar Factory three tracks crossing highway.	Bunker Main highway crossing on spur track.
Lehi Main highway crossing on Sugar Factory spur.	Silver City Branch Main highway crossing at MP 1.58.
Pleasant Grove Main Street crossing on United Concrete Co. Spur.	Nellis Air Base Spur — Highway 91. Lovell Spur — Highway 91.
Hardy Main highway crossing on beet spur	Arrolime Spur — Highway 91.
Hardy Main highway crossing on Western Ware- house Spur.	
Geneva	At Geneva Steel Company plant, where spur into plant crosses highway, when cars are being shoved over this crossing, crossing must be protected by a member of crew.
Apex	On Fibreboard Spur, highway crossing between Free- way Bridge and Apex must not be blocked by standing cars.
Caliente	When public crossing is cut, crossing must be cleared not less than 150 feet on each side of crossing.

California Division

Within the State of California, trains or engines must comply with the provisions of General Order No. 135 of the Public Utilities Commission which reads:

- 1. Train Movements** — Except as provided in Paragraph 5, a public grade crossing which is blocked by a stopped train, other than a passenger train, must be opened within 10 minutes, unless no vehicle or pedestrian is waiting at the crossing. Such a cleared crossing must be left open until it is known that the train is ready to depart. When recoupling such a train at the crossing, movement must be made promptly, consistent with safety.
- 2. Switching Movements** — Switching over public grade crossings should be avoided whenever reasonably possible. If not reasonably possible, such crossings must be cleared frequently to allow a vehicle or pedestrian to pass and must not be occupied continuously for longer than 10 minutes unless no vehicle or pedestrian is waiting at the crossings.
- 3. Grade Crossing Protection Circuits** — Cars or locomotives must not be left standing nor switches left open within the controlling circuits of automatic gate protection devices unless time-out features are provided to allow the gate arms to rise.
- 4. There are no time restrictions for crossing occupancy for a moving train continuing in the same direction.**

- | Location | How Governed |
|----------|---|
| 5. | These time limit provisions shall not apply to any blocking resulting from compliance with State and Federal laws and regulations, terrain and physical conditions, adverse weather conditions, conditions rendering the roadbed or track structure unsafe, mechanical failures, train accidents, or other occurrences over which the railroad has no control, except that such crossing shall be cleared with reasonable dispatch. |
| 6. | In the event of any uncontrolled blockage involving more than one grade crossing and a peace officer is on the scene, primary consideration shall be given to the clearing of that crossing which, in the peace officer's judgment, will result in the minimum delay to vehicular traffic. |
| 7. | A crew member of a train blocking a public crossing shall immediately take all reasonable steps, consistent with the safe operation of such train, to clear the crossing upon receiving information from a peace officer, member of any fire department, as defined in Section 2801 of the Vehicle Code, that emergency circumstances require the clearing of the crossing. |

Manuel Lead All trains and engines must stop and be preceded by a Sepulveda Boulevard flagman over crossing.

Manuel Train crossing Sepulveda Blvd. on Manuel lead must stop clear of Sepulveda Blvd. to open gates at the Veteran's Administration grounds. Gates must be closed and locked after movement is completed.

Los Angeles Referring to Rule 103 (E). Stop signs have been installed at various locations on industry and spur tracks in the Los Angeles area, near street crossings where automatic crossing signals have been installed.

Trains or engines must stop before passing sign and it must be known that crossing protection is activated before entering street area.

The city of Los Angeles has placed the following restrictions on train and engine movements over Olympic Blvd. and Lemon St. in vicinity of Alameda Freight Terminal:

(1) 7:00 a.m. and 8:00 a.m., one locomotive in each direction and one drag one way of not in excess of 10 cars.

(2) 8:01 a.m. to 9:30 a.m., one locomotive in each direction and one drag one way of not in excess of 15 cars.

(3) 3:30 p.m. to 4:44 p.m., also 5:46 p.m. to 6:00 p.m., a total of one locomotive in each direction and one drag in each direction of not in excess of 15 cars each.

(4) 4:45 p.m. to 5:45 p.m. (Not to use crossing at all.)

(5) 6:30 a.m. to 6:30 p.m., no movements may block the crossing for a total period of time in excess of 6 minutes out of any 15 minute interval.

Yardmasters as well as crews must see that these restrictions are complied with.

North Main Street, Between Pasadena Jct. and Dayton Ave. tower, marker Los Angeles posts indicate the limits of timeout crossing signal circuits. When stop is to be made approaching Main Street, train or engine must stop before passing marker posts. If necessary to stop after crossing Main Street, stop must be made beyond marker posts in order to release automatic gates. After stop has been made, any further movement toward the crossing must be made in compliance with Rule 103 (E).

When shoving cars into No. 1, 2, 3 or 4 Drott tracks, all movements must stop before passing west side of freeway bridge and a member of crew must protect movement over road crossing leading to Trailer Dock Office.

Bandini Blvd. All trains or engines must stop at stop sign at Bandini Blvd. crossing. Before moving over crossing it must be known that gates are down.

Glendale Branch After stopping, all trains and engines must approach and pass over San Fernando Road and Fletcher Drive very carefully, keeping sharp lookout for street traffic.

Anaheim Branch All trains and engines must be prepared to stop at Harbor Blvd. near Fullerton, MP 17.3

Stop signs have been installed each side of Broadway Street crossing, Anaheim.

Trains or engines must stop before passing stop sign. During daylight hours, trainman must precede train or engine over crossing. During night time hours, trainman must place a lighted fusee on each side of track and precede train or engine over crossing with lighted lantern.

City of Industry Automatic crossing gates are in service, Turnbull Canyon Road, MP 17.2, between switches City of Industry.

- | Location | How Governed |
|----------|---|
| | If necessary for train stopped in siding to cut crossing, cut will be made clearing aluminum stripes on rails each side of crossing. Crew member can raise gates by operating switch key control box located on instrument house west of crossing. Gates will again lower when switch key is removed. Black switch key control box keyed for Union Pacific and Southern Pacific switch key. |

Idaho Division Pocatello

Engines or cars must not be left standing on fire road crossings and these crossings must not be blocked longer than necessary when making switching movements.

On Old Montana main track, all trains and engines must approach Oak Street at not to exceed 15 MPH and be prepared to stop if crossing is occupied.

When an eastward Fourth Subdivision train is stopped by Signal 1358, a member of crew must protect Pole Line crossing before proceeding.

Burley City ordinance prohibits engines, cars or trains standing on any street crossing so as to interfere with street traffic for longer than five minutes.

Ketchum Branch At MP 68.24, trains and engines must stop clear of Baldy Mountain Ski Lift crossing before proceeding.

Emmett Running switches or permitting cars to run free over Washington Street crossing is prohibited.

McCall Before crossing Third Street (State Highway N-15), trains must come to a complete stop at a point not less than one foot or more than 20 feet from boundaries of this street.

Nyssa Cars left on siding must be left clear of Oregon P.U.C. markers at Locust Ave.

Boise Freight engines moving across crossings must have an employe riding leading deck of engine protecting movement.

Ontario All movements on Tokyo 1 and 2, East Team, and East Warehouse tracks over 5th and 6th Avenue crossings must be protected by a member of crew ahead of movement.

Idaho Falls Yard Before crossing Yellowstone Highway at the following locations, highway crossing signals must be activated:
Cliff Street (Old Montana main)
Short Street (Ice Spur lead)
19th Street Texaco Oil Spur (Gravel spur)
West Broadway Street (Taube spur).

Starter boxes are located on cases or masts on each side of highway crossing. A member of crew must use switch key to activate signals before making each movement onto or over highway crossing. Switch key may then be removed and signals will continue to operate until movement has cleared the crossing. Signals must not be activated except when movement is to be made onto or over the crossing.

Idaho Falls At Anderson Street highway crossing, if crossing signals are inoperative, block signals on either side of crossing will indicate stop. After stopping, whistle must be sounded to actuate highway crossing signals.

Oregon Division

Baker On Ellingson Spur and West leg of wye, movements over Broadway Street must be protected by flagman. On Industry Spur movement over Campbell Street must be protected by flagman. Street crossings at Campbell and Auburn Streets must not be blocked in excess of five minutes.

Barnhart When movements to or from ballast pit are made over public crossing, a member of the crew must be stationed on each side of track at the crossing to stop highway traffic.

Hinkle On Mikami spur, at public crossing between Hinkle and Hermiston all trains and engines must stop before passing stop signs located at crossing. After stopping, a member of crew must be on ground and stop vehicular traffic, before proceeding over crossing. Warning signs are located 300 feet in advance of stop signs.

The Dalles Public crossings must not be blocked longer than 10 minutes.

Location	How Governed
Troutdale	Public crossings must not be blocked longer than 5 minutes.
Portland	Northern Pacific Lumber Co. trackage crossing signals are controlled by control boxes located on signal masts on each side of Whitaker Way. Signals must be activated by crew member by use of switch key. Movement must not be made over crossing until 20 seconds after crossing protection activated. Member of crew must deactivate crossing protection after movement completed.
Spokane, within city limits	The following will govern trains and engines at the public crossings named: Trains, engines or cars must not be stopped on street crossings longer than five minutes. Switching movements over specific streets, posted at Spokane govern operations.
Sandpoint	Member of crew must be on ground and stop vehicular traffic before switch movements are made on all street crossings.

APPENDIX 3 CROSSOVERS AND TURNOUTS

104 (R). ACS is inoperative through No. 20 turnout. Movement through turnouts are governed by block signal indication. Do not exceed 40 MPH through turnout to next governing signal.

No. 20 Turnouts are located as follows:

NEBRASKA DIVISION

Location	MP	Between Tracks
Gibbon	174.96	1 & 2
	175.11	1 & 2
	175.18	1 & 2
	175.22	2 & Kansas Division Main Track 2
	175.28	1 & 2
Buda	183.75	1 & 2
	183.85	1 & 2
	283.38	Westward Main Track & West Belt Track
North Platte	284.37	Westward Main Track & So. Running Track
	285.50	EB Departure Yard & Eastward Main Track
	289.68	So. Running Track & Westward Main Track
	297.96	Westward Main Track & Siding (Hand Thrown)
O'Fallons	300.27	Westward Main Track & Siding (Hand Thrown)
	X437	437.10
437.20		1 & 2
448.44		1 & 2
448.55		1 & 2
459.31		1 & 2
X459	459.42	1 & 2
	469.42	1 & 2
X469	469.52	1 & 2
	480.69	1 & 2
X481	480.79	1 & 2
	490.95	1 & 2
X491	491.05	1 & 2
	501.30	1 & 2
Archer	501.42	1 & 2
	Barnett	506.41
506.49		2 & 3

WYOMING DIVISION

La Salle	45.3	DP Main Track and Neb. Div. Main Track
Speer	98.0	DP Main Track & Main Track No. 4
E. Cheyenne	508.28	1 & 2
	508.41	1 & 2
	508.44	2 & 3
	508.53	3 & 4
	510.70	1 & 2
	510.83	2 & 3
W. Cheyenne	510.87	1 & 2
	544.65	1 & 2
	544.73	1 & 2
	544.78	2 & 3
Dale Junction	544.83	1 & 2
	565.25	2 & 3 *Note
	565.33	1 & 2
	565.44	1 & 2

*Note—No. 20 Equilateral 60 MPH

WYOMING DIVISION

Location	MP	Between Tracks
W. Laramie	567.40	1 & 2
	567.52	1 & 2
X582	582.18	1 & 2
	582.25	1 & 2
Lookout	594.10	1 & 2
	594.18	1 & 2
Wilcox	608.94	1 & 2
	609.03	1 & 2
X624	624.40	1 & 2
	624.48	1 & 2
Ramsey	639.01	1 & 2
	639.08	1 & 2
Durrant	650.08	1 & 2
	650.16	1 & 2
Walcott	662.11	1 & 2
	662.39	1 & 2
Benton	672.00	1 & 2
	672.18	1 & 2
E. Rawlins	680.20	1 & 2
	680.39	1 & 2
C. Rawlins	680.40	1 & Siding
	681.20	2 & Siding
Rawlins	682.78	1 & Siding
	684.86	1 & 2
W. Rawlins	685.04	2 & Siding
	685.19	1 & 2
E. Riner	699.55	1 & Siding
	699.61	1 & 2
W. Riner	702.09	1 & 2
	702.15	1 & Siding
E. Rock Springs	800.73	1 & 2
	800.80	1 & 2
W. Rock Springs	800.84	1 & Siding
	803.87	1 & 2
E. Green River	804.00	1 & Siding
	804.08	1 & 2
Peru	814.64	1 & 2
	814.71	1 & 2
Stauffer	824.75	1 & 2
	824.84	1 & 2
E. Granger	833.35	1 & 2
	833.44	1 & 2
Granger	843.91	1 & 2
	843.97	1 & North Siding
Aspen	846.65	1 & North Siding
	846.76	1 & Ida. Div. Main Track
Altamont	846.84	Ida. Div. Main Track & Siding
	846.95	1 & Ida. Div. Main Track
Strawberry	847.07	1 & 2
	900.17	1 & 2
E. Riverdale	900.26	1 & 2
	904.65	1 & 2
E. Riverdale	904.72	1 & 2
	977.59	1 & 2
E. Riverdale	977.71	1 & 2
	988.49	1 & 2
E. Riverdale	988.58	1 & 2
	988.64	2 & Running Track

KANSAS DIVISION

W. Kansas City	6.5	1 & 2
W. Topeka	70.3	1 & 2
Menoken	72.9	1 & 2
Upland	73.0	1st Subdivision and Denver Cut-Off
Orrick	142.6	Single track & two main tracks
S. Gibbon	150.5	Single track & two main tracks
Gibbon Jct.	285.2	Single track & two main tracks
	287.9	1 & 2 to Nebraska Division

UTAH DIVISION

Centerville	793.3	1 & 2
East Clearfield	808.7	1 & 2
	811.5	1 & 2
Bridge Junction	817.8	1 & 2

IDAHO DIVISION

Dingle	107.9	end of two main tracks
Pescadero	120.4	end of two main tracks
Topaz	186.0	end of two main tracks
McCammon	191.3	end of two main tracks
Blaser	177.0	end of two main tracks
Michaud	224.4	end of two main tracks
Dietrich	314.7	end of two main tracks

IDAHO DIVISION Continued

Location	MP	Between Tracks
Ticeska	356.0	end of two main tracks
Reverse	393.3	end of two main tracks
Granger	1.6	See Wyoming Division turnouts above
Fox	448.8	end of two main tracks.

No. 20 equilateral is in service at end of two main tracks Shoshone.

OREGON DIVISION

Lone Tree	295.3	end of two main tracks
East Hinkle	188.7	main track and yard
Center Hinkle	183.7	departure yard and running track
West Hinkle	182.2	end of running track
Crates	81.7	end of double track
Jct. switch Troutdale	15.6	

No. 20 equilateral is installed at end of double track, Biggs 103.8

Except where otherwise specified, No.14 turnouts are installed at all dual control switches in CTC territory.

Other switches equipped with No. 14 turnouts are indicated by a figure "14" on switch target.

No. 10 Turnouts are located as follows:

WYOMING DIVISION

E. Cheyenne	P4 to ACK lead
W. Cheyenne	3 & 4
East Hermosa MP 547.35	1 & 2 * Note
Green River	Running Track & 2
W. Green River	2 & Running Tracks
E. Riverdale	1 & 2 Drill Lead
Riverdale	1 & 2

* Note — No. 10 Equilateral 30 MPH

KANSAS DIVISION

Topeka	ATSF crossing & CRIP Junction
Marysville	Yard Lead
Endicott	BN Crossing

UTAH DIVISION

East Bridge Jct.

CALIFORNIA DIVISION

Location	Between Tracks
Yermo	West switch, old main track.
Riverside	East and west switches to siding.
Whittier Jct.	Anaheim Branch switch.
	Crossover and switch from No. 2 main track to yard lead.
	Switch, west end of "A" Yard, from No. 2 main track to yard lead.
Downey Road	Crossover from No. 2 main track to No. 3 auxiliary track.
	From No. 3 auxiliary track to Hobart lead.
9th St. Jct.	No. 1 main track diverging switch to Butte Street Yard.
7th St. Yard	No. 1 main track — Dual control switches, east and west end of yard at Olympic Blvd. and 1st Street.

IDAHO DIVISION

Kemmerer	Switch leading to Cumberland Branch
Pocatello Junction	Montana main track, and crossover between tracks 1 & 2, Junction switch to Montana main track, switch leading to old Kraft lead
Nampa	Main track switches at MP 456.50 Boise Jct. to and including crossover at MP 457.14

No. 9 turnout is in service at east end of siding Huntington.

OREGON DIVISION

Meacham	West switch to siding
	Switches between Tracks 1 and 2 at east and west end;
Duncan	West switch to siding;
Gibbon	West switch to siding;
Rieth	Switch to Pilot Rock Branch;
Biggs	Siding switches;

APPENDIX 4

SWITCHES

104 (R-1). Following governs handling of switches and normal position of switches at locations indicated.

Nebraska Division

Switches will be set normally at:
 Oconee — for Norfolk Branch.
 Genoa — for Cedar Rapids Branch.
 St. Paul — for Ord Branch.
 Yoder — for North Platte Branch.
 Valparaiso — for Beatrice Branch

Wyoming Division

Sterling

Spring switch at east end of No. 1 Yard Track is equipped with facing point lock. When an eastward train or engine is stopped by signal on No. 1 Yard Track and no immediate conflicting movement is evident, movement may be made in compliance with Rule 517.

Denver

Between 36th Street and Block Signal 18, and between DUT and Block Signal 13, during switching operation, main track switches may be left open except when otherwise instructed by yardmaster at 36th Street.

West Cheyenne

Spring switch on yard lead, 500 feet east of switch connection to No. 4 main track, is normally lined for South lead.

Eastward movements over spring switch are governed by signal indication. When an eastward train or engine is stopped by this signal and control operator is unable to clear signal, in addition to complying with Operating Rules 269 and 275, inspect spring switch to know it is properly lined.

Signs reading "Approach Section" are located 412 feet east of spring switch on new South lead, new North lead and 400 feet east of CTC signal on Old South lead. Westward trains or engines must not enter approach section unless signal displays indication permitting movement into CTC territory.

The following hand operated switches must be returned to normal position after having been used.
 ACK lead to Main track No. 4 and ACK lead to yard track.
 Center service switch to South siding.
 Switch from No. 2 main track to Freight House lead.

East Cheyenne
 Center Rawlins
 Rock Springs

Hanna

When not in use for immediate switching movement, runaway track switch at lower end of Rosebud Coal Company yard on 4-A mine lead must be left lined and locked for runaway track.

Energy Spur
 W. Thayer

Movements over switches equipped with switch point indicators are governed as follows:

Aspect	Indication
Green	Switch point fully closed in normal position.
Yellow	Switch point fully closed in reverse position.
Red	STOP. Inspect switch point to know that switch point is fully closed and properly lined before moving over switch.

Point Of Rocks

Switch will be set normally on Jim Bridger Spur for east leg of wye.

Kansas Division
 Kansas City

Armstrong Yard switch from receiving yard track 10 to East lead of train yard must be left lined for Receiving Yard Lead.

Switch from Train Yard Lead to Train Yard Track 9 must be left lined for Track 9.

St. Joseph Branch

Switches will be set normally at Troy for UP main track.

Utah Division
 Salt Lake City Area

Switches will be set normally at:

Becks

Switch from advance track to Standard Oil Company crossover, for the crossover.

Utah Oil Field Switch west end Track 5, for lead.

North End West Yard North switch of West 16 track, for West 16 track. Other hand operated switches on West lead, to and including New Yard lead switch, for West lead.

Pole-West Yard Switch from West 8 to lead, for West 8. Switch from lead to West 7, for West 7.

North Yard All switches on running rail at north end of Diesel Shop, for running rail.

North end East Yard All switches on East lead from Bunjer Switch to Eighteenth North, for East Lead; and crossover switch from Bunjer track to East Lead, for East Lead.

South end West Yard All switches on West 16, for West 16. Switch from lead to West 15, for West 15.

General Brewing Company spur Switch from General Brewing Company Spur to Mountain Fuel Supply, for Mountain Fuel Supply.

North End Freight House Switch South end 5 Lead, for Freight House Lead.

Keyser Lead Salt Lake Stamp Co. switch, for Keyser Lead.

Morrison & Merrill Lead Switches both ends ice house, for lead.

Second South Street Crossover just east of Second South, for movement from Provo Main to Grant Tower;
Switch from Passenger Line to Passenger Yard just west of Second South, for Passenger Yard;
Switch from Provo Main to Passenger Yard just west of Second South, for Provo Main.

Ninth South Street Switch at junction of Provo Subdivision and Passenger Main track, for Provo Subdivision.
Crossover from main track into South Yard, for main track.

North Yard Before shoving or switching cars into East No. 1 track from south end the following will govern:
If movement is from East Lead, No. 9½ switch must be lined for Track 9½.
If movement is from West Lead, East No. 2 switch must be lined for East No. 2 track.
A member of crew must remain in vicinity of switch on respective leads to protect movement out of East No. 1 track.
Before performing switching movements on East Lead, it must be known that East No. 11 switch is lined for Track 11. Any crew using this switch must leave it lined for No. 11 track.

Ogden Switch engines going to Sears and using eastward main track, will arrange to line switches at 32nd Street behind their movement, for main track, to prevent holding block signal against their return movement.
At south end of 28th St. yard, crossover between Icehouse 7 and Icehouse 8 must be lined and locked for Icehouse 8 except when in immediate use.
Yardmaster may authorize trains to line switches and move through Patterson Avenue area without receiving signal from switchtender.
Crews will be responsible for proper alignment of switches and protection of their train.
Crossover installed between 21st Street and DRGW crossing between the old running rail and old SP main track must be lined for normal movement, and locked when not in use.

Clearfield Syracuse Branch switch and Storage yard lead switch, for old eastward siding.

Geneva Inside switch at clearance point of Pipemill lead, for movement between Pipemill lead and U.S. Steel Co.

Provo All switches on west leg of wye, for west leg of wye; East end Pipe Plant lead, for DRGW Connection.

Warner East lead T.V. yard, for T.V. main track.

Faust Switch at east end of set-out track for ramp track.

Tintic West wye switch, for west leg of wye.

Lynnndyl All switches on No. 1 track, for No. 1 track.

Iron Springs Switch at stem of wye, for east leg of wye.

Cedar City Switch and spring point derail at entrance to yard tracks MP 31.80

Fibreboard Switch from lead to two highline bulk loading tracks, for highline.

Nellis Air Base Spur Switch at east end of run-around track, for run-around track.

Lovell Spur Switch at east end of run-around track, for run-around track.

Moapa Steam Plant Switch from Loop Track to north side Industrial Spur for Loop Track.

Mead Lake Switch at stem of wye, for west leg of wye.

Iron Mtn. Switch at West End No. 2 for North No. 2.

California Division

Arden Normal position of switch at tail track is for west leg of wye and must be left in this position after being used.

Blue Diamond Switch to runaway track must be kept lined and locked for runaway track and all switching movements made toward this track.

Kelso Switches at east and west end of track 5 must be left lined and locked for track 4 when not in use.
Normal position of switch at Tail track, Kelso, is for east leg of wye and must be left lined and locked in that position after being used.
At Kelso, switch from west leg of wye must be lined for Pit track except when changed for immediate movement. Pit track must be left clear.

Henderson Normal position of switch from Boulder City Branch main track to BMI lead is for BMI lead. Switch target will continue to show red when switch is lined for lead.

Las Vegas Rail clamps are used at trailer ramp facility. Engine foreman must know rail clamps are removed before attempting to pull or spot cars at this location.

Santa Fe Ave. Old UP main line switch — for Butte Street yard.

Colima Jct. For SP Yorba Linda Branch.

Fullerton Jct. For UP Anaheim Branch.

ATSF yard, west end Normal position of switch to inbound lead at Hobart is for inbound lead.
Normal position of switch to east leg of wye at Hobart is for straight track.

Mead Transfer Main track switch to west leg of wye and main track switch to Mead Yard may be left lined as last used. All trains and engines must approach these switches prepared to stop unless switch is properly lined.

Idaho Division

Pocatello All Switches on north running track — for running track;
Switch from north running track to Old Tie Plant track — for running track;
Switch to Purina Mills — for stockyard lead;
Switches on South running track, west of Bowl 40 — for south running track;
Crossover on Old Montana main track opposite Steel Car shop — for crossover.

Soda Springs Tail of wye switch on Conda Branch — for east leg of wye.

McCammion Wye switch on Idaho storage and on Utah east siding — for wye.

Dry Valley	Switch to west leg of wye — for wye track. Switch at tail of wye — for west leg of wye.
Don	F.M.C. switch to runaway spur — for runaway spur.
Minidoka	Switch at end of Twin Falls Branch main track — for siding.
Bliss	Switch at end of North Side Branch main track — for siding.
Jerome	East end of team track — for team track.
Twin Falls	Wells Branch main track — for Wells Branch.
Nampa	Idaho Northern switch on east leg of wye — for Idaho Northern Branch.
Nyssa	Homedale Branch switch — for siding.
Ontario	Oregon Eastern Branch switch — for siding.
Monida	Switch at tail of wye — for east leg of wye.
Ashton	Teton Valley Branch junction switch — for Teton Valley Branch.
Gay	West leg of wye — for wye.
Oregon Division	
Joseph	Main track switch, east leg of wye — for wye; Switch at stem of wye — for east leg of wye.
Hinkle	Junction Switch, Umatilla Branch for west departure lead Switch at stem of wye — for east leg of wye; Switch to No Hump Track, for hump lead.
Heppner	When cars are left on main track for Kinzua Lumber Co., switch must be lined and locked for chip track to provide derail protection.
Albina	Normal position of switch to Albina Fuel Co. Spur is for Barker Mfg. Co. Lead. Crossover switches on Tracks 21 to 26 inclusive must be left lined for straight track after having been used. Switches will be set normally at: Scale Lead switch for scale lead. New Main switch for Main Track 2.
Aberdeen	Switch at end of double track — for eastward trains.
South Montesano	Wye switch on Montesano Branch — for west leg of wye.
Helsing Jct.	Junction switch — for UP main track.
Colfax	Moscow Branch switch — for Moscow Branch.
Hooper Jct. (Connell Branch)	For line via Sixth Subdiv.
Seltice	For line via Colfax.
Winona	For line via Colfax.
Winona	Tail of wye track for Colfax.
LaCrosse	Connell Branch switch — for Connell Branch.
Tucannon	For Tekoa Branch.
Riparia	Junction switch — for movement to Camas Prairie.
Walla Walla	East wye switch Pendleton Branch — for Pendleton Branch. Wye switch Wallula Branch — for movement to east leg of wye.
Yakima, Pine Street	For main switching lead.
Eastport	Switch at tail of wye for east leg of wye.

APPENDIX 5

CTC RULES

268 (R). Train or engine must not use siding, spur or house track to clear tracks indicated below. When using such tracks, main track or siding must be continuously occupied or switch to track indicated must be left open.

Location	Track
Nebraska Division	
Archer	No. 2 Main Track
Hillsdale	No. 1 & 2 Main Tracks
Burns	No. 1 Main Track
Egbert	No. 2 Main Track
Tracy	No. 2 Main Track
Pine Bluffs	No. 1 & 2 Main Tracks
Bushnell	No. 1 Main Track
Kimball	No. 1 & 2 Main Tracks
Wyoming Division	
Brighton (Western Co. Siding)	Main Track
Colores	No. 1 Main Track
Forelle	No. 2 Main Track
Hadsell	No. 2 Track
Riner	No. 2 or Westward Siding
Uintah	No. 2 Main Track
Gateway	No. 1 Main Track
Kansas Division	
Aikens	Siding (House Track only)
Bremen	Siding
Carleton	Siding
Edgar	Siding
Anan	Siding
Hastings (Leads and City Track)	Siding
Hayland	Siding
Utah Division	
MP 789.4	No. 2 Main Track
MP 789.5	No. 2 Main Track
MP 789.6	No. 2 Main Track
Pioneer	No. 1 Main Track
MP 793.2	No. 1 & 2 Main Tracks
Syro Steel	No. 1 Main Track
MP 802.5	No. 1 Main Track
Kaysville	No. 1 & 2 Main Tracks
Roy	No. 2 Main Track
Lodjic	No. 1 Main Track
MP408.9	Main Track
Provo Subdiv.	
Between MP P-752.8 and MP P-757.4	Main Track (except at electric locked switches)
Utah and California Divisions	
Las Vegas between MP 334.7 and MP 335.2	Main Track (at unit 200 or 400)
California Division	
Yermo (between MP 162.8 and MP 163.1)	Main Track (at wye)
Sands	Main Track
Idaho Division	
Nutria (back track)	Siding
Glenns Ferry (dock track)	Main Track
Oregon Division	
LaGrande (LaGrande Milling) (Petrolane track)	Main Track Main Track
Hood River (Standard Oil Spur) (East Side Spur)	Main Track Main Track
Bridal Veil (Lumber Spur)	Main Track

APPENDIX 6

USE OF AIR BRAKES

806 (R). Air Brakes must be cut in and operative on all cars being handled on the following tracks.

Location	Minimum Requirements
Nebraska Division	
Woody	Between the "long tracks" and Kellogg Company's plant.
Columbus	Between sand pit and train yard, between train yard and BN transfer, and east switching limits.
Grand Island	Between train yard and New Holland lead, and between train yard and industrial lead crossing U.S. Highway 30.
Northport	Between train yard and BN transfer.
Wyoming Division	
Commerce City	Asmera or Continental Oil
Cheyenne	Zone 2 Zone 6 (when handling three or more cars.) Ambridge or Government Yard (only when handling three or more cars.)
Kansas Division	
Kansas City	At Armstrong Yard, when handling cars on either leg of Fairfax wye, air brakes must be cut in and operative. Member of crew must be on leading car with back-up hose unless movement being controlled by radio communication.
Utah Division	
Pioneer	Industrial area including Trumbull Asphalt spur and Fry Roofing spur.
North Salt Lake	Bee Line Spur
Salt Lake City	Utah Sand & Gravel plant; Salt Lake Auto Auction spur. Yard crews operating south of Fourth South Street, handling cuts of 3 or more cars over an uninterrupted distance of one mile or more, must have air brakes cut in and operative on all cars. Crew must couple air, make air test required by Air Brake Rule 1030 (G), and must bleed cars in their cut on arrival South Yard, as well as cars set out enroute.
Buena Vista	Lerner-Pepper spur; Western Mining and Construction Co. spur.
Midvale	Valley Material slag loading track; Flotation Mill highline. Not more than eight cars may be handled to or from Flotation Mill highline at Midvale.
Woods Cross	Phillips Oil warehouse trackage.
Freeport Center	When handling cars on north or south main switching leads west of DRGW connection switch, sufficient air brakes must be cut in and operative to control movement on descending grade, and at least one air brake must be cut in for each six loads.
Provo Geneva & Pipemill yards	All cars being handled between these points.
Cutler	When making movements on loading spurs serving General Refractories Company, air brakes must be cut in and operative or sufficient hand brakes must be applied on the low end of cut to control movement.
Bauer	When making movements on any track with loads below the engine, air brakes must be cut in and operative or sufficient hand brakes must be applied on the low end of cut to control movement.
Iron Mountain	When ore is handled from upper to lower yard.
Desert Mound	Switching cars.
Comstock	All loads switched from load tracks to departure tracks.
Moapa	All cars handled between Moapa and steam generating plant.
Lovell Government Ordnance area	All cars handled on Fibreboard Spur.
Apex, Arrolime or Johns-Manville	Switching on all cars.
California Division	
Las Vegas	When switching on lead, main track, or old main track at east end of yard, not over 10 cars consisting of ore, coal,

Location	Minimum Requirements
	sand, fuel oil or other heavy commodities may be pulled out of yard tracks to be switched, unless air brakes are cut in and operative on the 10 cars next to engine. When switching DeLuca Importing (Zone 4 Track 7) the following instructions govern: Track will hold three 60-foot cars inside building. Air brakes must be cut in and operative. Electrically operated overhead door is controlled by Key Switch located to the left of the door. Key is kept in small metal box secured with switch lock. If door is found closed, it must again be closed before leaving, returning key to box.
Blue Diamond	Terminal test of air brakes as prescribed in Air Brake Rule 1025 must be made before departure. If necessary to move to main track when making up train, air brakes must be cut in and operative on all cars being handled and air brake test prescribed in Rule 1025 must be made on such cars before moving to main track.
Cima	When making up ore trains originating at Cima, air brakes must be cut in and operative on all cars. Terminal test of air brakes as required by Air Brake Rule 1025 must be made on each cut before leaving loading track and on entire train before leaving Cima.
East Los Angeles	Trailer ramp; Drott tracks.
Rioco	Oil loading platform.
Idaho Division	
Pocatello	All cars handled north of Oak Street crossing on Old Montana main track and north of Pole Line crossing on New Montana main track.
Jerome	Between Twin Falls and McMillan; Between main track and city yard.

Use of Hand Brakes. Minimum Requirements.

806 (R-1). In addition to complying with Operating Rule 806 (A), hand brakes must be applied on cars as follows:

Nebraska Division	
Omaha	Between 20th Street and Summit, not less than six hand brakes must be applied on east end of cuts of cars left standing on any track; at Summit, not less than three hand brakes must be applied on east end of cuts of cars left standing on Extension tracks 3 through 6.
Woody	Not less than 4 hand brakes must be applied on the east end of the Pass, Long 1 and Long 2 tracks.
Wyoming Division	
Granite	At Granite gravel pit, hand brake must be set on all loads. On empty cars, hand brake must be set on every third car, with hand brake applied on car on each end of each cut.
Utah Division	
Utah Oil Field	Not less than four hand brakes must be applied on north end of each track. Crews switching against cars on these tracks must know that brakes are applied.
Salt Lake City South Yard	Not less than four hand brakes must be applied on each cut of cars left in South Yard. This includes No. 7 lead, all tracks in classification yard, and all transfer tracks and depot tracks. When handling cars from North Yard to South Yard, one member of crew must take position on the rear end of the cars and remain at rear end of cars until movement has passed derail on the north end of South Yard Track, at which time he must immediately line derail in derailing position, and apply hand brakes. When cars are handled via Main track into South Yard, both switches from the Main track to crossover, are to be lined back, after movement is completed.
Salt Lake City Freight House Area	At least one hand brake must be applied on north end of cars left standing on ¼ track, No. 5 lead, house lead, and on house tracks 1 and 2; Hand brakes must be applied on all cars left standing south of derail on ¼ track at material pile.
Becks	Not less than two hand brakes must be applied on each end of each cut at trailer ramp.
Chevron Oil	Hand brakes must be applied on all cars spotted for loading.

Location	Minimum Requirements
Ogden	Trains arriving from east, when power is to be detached or train separated. (See note). Not less than 5 hand brakes on west end of train. Trains arriving Ogden from north or west, when power is to be detached or train separated. (See Note): Not less than 5 hand brakes immediately ahead of caboose. Cars left on any track: Not less than 5 hand brakes on north or west end of cuts of cars. Defense Depot Ogden Classification Yard: Not less than 3 hand brakes on west end of cuts of cars on any track. Note: Train crews are responsible for applying required hand brakes upon arrival Ogden, unless outgoing crew or yard crew take immediate charge of the train. Hand brakes must not be released until outbound power is coupled to train and air brake system fully charged.
Freeport	Not less than 2 hand brakes must be applied on east end of all tracks in Classification Yard; not less than 4 hand brakes on east end of all tracks in West Yard; and not less than 5 hand brakes must be applied on south end of north main, south main, and west leg of wye. Not less than two hand brakes must be applied on east end of all tracks in East Yard. Not less than four hand brakes must be applied on east end of all tracks in West Yard and in New Yard.
Clearfield	Not less than two hand brakes must be applied on east end of cars standing on all yard tracks, including the old eastward and westward sidings.
Jericho	Hand brakes must be applied on each car set out for ore loading.
Milford	Not less than four hand brakes must be applied on east end of train left standing on east or west end of siding clear of yard tracks.
Provo	Not less than four hand brakes must be applied on west end of all yard tracks.
Clyde	Hand brakes must be applied on each car set out.
Cutler	Hand brakes must be applied on each car left standing on west leg of old wye and lead to west leg of old wye.
Milford	Not less than four hand brakes must be applied on east end of train left standing on east or west end of siding clear of yard tracks.
Iron Mountain Comstock Desert Mound Iron Springs	Not less than four hand brakes per track must be applied on empties, not less than eight hand brakes per track, must be applied on loads. In addition, at Desert Mound, not less than three hand brakes must be applied on upper end of tracks above tipple.
Moapa	Cars left standing on Run Around Tracks and Steam Plant Lead between siding and Steam Plant unloading facilities must have all hand brakes applied. Cars left standing on Steam Plant Balloon Tracks must have not less than one hand brake applied on low end.
Lovell Spur Fibreboard Spur	Hand brakes must be applied on all cars left standing. Not less than 5 hand brakes must be applied on low end of cars left standing on siding or on main track between switches.
California Division	
Las Vegas	Not less than five hand brakes must be applied on east end of trains or cuts of cars left standing on any track.
Kelso	Not less than ten hand brakes must be applied on west end of train left unattended on any track, with or without engine attached.
Yermo	Not less than three hand brakes must be applied on east end of freight trains on arrival unless outgoing crew or yard crew take charge of train. In such case, if engine is detached, outgoing crew or yard crew must apply required hand brakes. Not less than three hand brakes must be applied on east end of cuts of cars left standing on any track, including Lend-Lease tracks.
Riverside	Not less than one hand brake must be applied on west end of cars left standing on any track
East Yard	Not less than six hand brakes must be applied on west end of trains or cuts of cars stopped east of Atlantic Blvd. Not less than six hand brakes must be applied on east end of trains or cuts of cars stopped west of Atlantic Blvd. Not less than three hand brakes must be applied on west end of trains or cuts of cars left on north or south drill tracks.

Location	Minimum Requirements
Butte Street	Not less than three hand brakes must be applied on Alameda Street end of cuts of cars delivered to SP.
Idaho Division	
Pocatello	} Not less than 6 hand brakes on west end.
PFE Shop Yard tracks	
Tie Plant Yard tracks	
Main tracks and all other tracks west of Gould Street	
Departure Yard tracks	Not less than 2 hand brakes on east and west ends.
Receiving Yard tracks	Not less than 2 hand brakes on head end.
When placing cars in a receiving track containing other cars, coupling with other cars must be made. Hand brakes on either end of cars in receiving track must be released and brakes reapplied on head end of cars left in track.	
Don	Hand brakes must be applied on all loads left on FMC Coke track.
Nampa Yard	Icehouse and Storage Yard Tracks: Not less than 6 handbrakes on west end. East yard tracks: Not less than 2 hand brakes on west end. Short Yard Tracks: Not less than 1 hand brake.
Oregon Division	
Albina	
Business Car Spurs	Hand brakes applied on all cars.
Cook Elevator-Rivergate (Unloading Tracks)	Not less than two hand brakes on east and west ends.

APPENDIX 7

HOTBOX DETECTORS AND DRAGGING EQUIPMENT INDICATORS

The following governs inspection of trains for dragging equipment and hotboxes.

812 (R-1). If there is an indication of dragging equipment, hold signal will indicate stop. Train dispatcher will advise where detector indicates dragging equipment is located in train. If car inspected indicates nothing dragging, three cars ahead and three cars behind the car must also be inspected. Train dispatcher must be advised result of inspection and crew must be governed by his instructions.

The above does not relieve employes from complying with existing rules and instructions governing inspection of trains.

812 (R-2). If flashing white light does not begin flashing and continue flashing until rear of train passes detector, train must be stopped and inspected for dragging equipment. After inspection, when radio communications permit, train dispatcher must be advised of results of inspection. If light is flashing as rear of train passes detector, when practicable, a member of crew on rear of train must advise crew member on head end of train.

If train dispatcher advises detector is out of service, these instructions do not apply.

The above does not relieve employes from complying with existing rules and instructions governing inspection of trains.

812 (R-3). Flashing white light will begin flashing as train approaches indicator and will continue flashing until rear of train passes indicator if there is no indication of dragging equipment. If dragging equipment is indicated, light will be out as rear of train passes indicator and train must be stopped and inspected for dragging equipment. Train dispatcher should be contacted to determine location of dragging equipment in train. After inspection dispatcher must be advised results of inspection and crew must be governed by his instructions.

If train dispatcher advises indicator is out of service, these instructions do not apply.

The above does not relieve employes from complying with existing rules and instructions governing inspection of trains.

812 (R-4). Location of hotbox detectors and associated hold signals or stop signals are listed below. Readouts are located in Chief Dispatcher's Office except Riverdale readout located in Ogden Mechanical Department Office. The letters DEI preceding Mile Post location indicate dragging equipment indicator. The letters DEIO appearing in the Mile Post location indicates dragging equipment indicator only without hotbox detector. The number following the Hold Signal Mile Post indicates the special rule above which governs that dragging equipment indicator.

812 (R-5). On Wyoming Division, Third Subdivision, dragging equipment detectors are in service at MP 719.5 and MP 721.7. Dragging equipment indicator, a light with the letter "D" mounted on mast of Signal 7237. When "D" light is illuminated and signal displays stop, train must be inspected for dragging equipment and train dispatcher advised of any exceptions found.

NEBRASKA DIVISION

Westward	
Scanner Mile Post	Hold Signal Mile Post
21.0	26.7
53.7	61.9
74.6	83.7
103.9	112.7
128.3	135.7
160.0	168.1
182.3	187.7
210.2	217.9
233.4	242.9
256.0	262.3
278.0	283.3
307.7	315.1
327.0	334.7
356.5	363.1
372.5	379.5
395.7	402.5
DEI 434.6	443.7 (1)
DEI 454.4	465.5 (1)
DEI 475.4	482.9 (1)
DEI 499.1	506.3 (1)

Eastward	
Scanner Mile Post	Hold Signal Mile Post
DEI 499.1	491.0 (1)
DEI 475.4	467.4 (1)
DEI 454.4	445.5 (1)
434.6	427.4
410.2	401.6
386.1	379.6
363.4	355.0
342.8	336.0
323.0	316.4
298.8	291.0
285.6	DEIO (2)
281.1	DEIO (2)
275.6	DEIO (2)
DEI 269.6	262.2 (3)
256.7	250.0
233.4	225.6
207.5	198.8
182.3	175.2
157.3	149.8
121.9	114.2
100.2	93.6
81.0	72.0
62.9	55.6
43.7	34.6

WYOMING DIVISION

Westward	
Scanner Mile Post	Hold Signal Mile Post
	1-2-553.5
545.4	3-556.1
DEI 576.0	584.9 (1)
DEI 595.9	605.3 (1)
DEI 613.6	622.9 (1)
DEI 630.9	641.5 (1)
DEI 651.6	662.1 (1)
DEI 672.9	680.1 (1)
DEI 692.6	699.5 (1)
DEI 713.4	723.7 (1)
DEI 733.4	739.9 (1)
DEI 754.0	762.1 (1)
DEI 773.8	781.3 (1)
DEI 792.3	800.9 (1)
DEI 808.2	814.5 (1)
834.5	843.9
867.7	875.7
909.1	915.7
DEI 936.9	942.3 (1)
968.8	975.5
DEI 986.2	Ogden (1)
DEIO 719.5	723.7 (5)
DEIO 721.7	723.7 (5)

Eastward	
Scanner Mile Post	Hold Signal Mile Post
DEI 986.2	977.8 (1)
DEI 958.6	952.4 (1)
925.6	919.0
884.1	876.4
854.8	847.2
DEI 834.5	824.8 (1)
DEI 808.2	802.4 (1)
DEI 792.3	785.8 (1)
DEI 767.3	758.0 (1)
DEI 748.5	741.2 (1)
DEI 729.8	723.2 (1)
DEI 711.0	702.0 (1)
DEI 692.2	685.0 (1)
DEI 672.9	662.4 (1)
DEI 651.6	643.8 (1)
DEI 630.9	622.8 (1)
DEI 613.6	605.2 (1)
DEI 595.9	584.8 (1)
DEI 576.0	567.6 (1)
	3-550.2
545.4	1-2-537.2

KANSAS DIVISION

Between Kansas City and Gibbon Jct.	
DEI 15.0	21.3 (1)
31.4	38.1
53.0	62.3
87.4	95.5
104.5	111.0
123.4	131.1
DEI 141.3	149.4 (1)
DEI 155.3	163.2 (1)
177.7	186.1
192.8	200.5
213.6	224.5
232.2	241.1
DEI 251.9	258.3 (1)
DEI 275.6	285.2 (1)

Between Gibbon Jct. and Kansas City	
DEI 275.6	264.6 (1)
DEI 251.9	252.4 (1)
232.2	224.5
213.6	202.0
192.8	186.2
177.7	170.3
DEI 155.3	148.0 (1)
DEI 141.3	132.4 (1)
123.4	114.2
104.5	95.5
87.4	80.7
46.9	40.0
DEI 27.0	20.6 (1)

Scanner Mile Post

Scanner Mile Post

UTAH DIVISION

DEI 751.0 (1)	583.5
DEI 729.7 (1)	566.4
703.3	546.5
670.9	520.8
644.0	423.0
623.4	388.2
604.6	353.1

CALIFORNIA DIVISION

323.3	233.5
292.7	209.1
273.2	175.3
255.9	42.4

IDAHO DIVISION

20.2	313.4
DEI 61.4 (1)	339.9
77.4	369.0 (No. 1 track)
106.5	DEI 379.9 (1) (No. 2 track)
153.4	397.2
DEI 174.2 (1)	418.0
233.5	DEI 445.0 (1)
252.3	DEI 478.2 (1)
DEI 268.8 (1)	507.0
290.9	524.6

OREGON DIVISION

DEI 23.0 (1)	DEIO 187.6 (2)
DEI 53.1 (1)	194.9
DEI 76.2 (1)	211.0
107.5	243.7
125.0	298.9
142.9	336.1
160.5	371.9

APPENDIX 8
TRACK RESTRICTIONS

899 (R-2). The following track restrictions apply:

All Divisions	Tracks where curvature exceeds 22 degrees	Only yard switchers and EMD units 1870 thru 1877 permitted.
	Industrial tracks where curvature exceeds 30 degrees	In handling hydrocushion cars, movement restricted to single car and unit.
	Industrial Trestles	Engines not permitted
NEBRASKA DIVISION		
Omaha	Alcohol Plant Scale Track ASR Coal Trestle	No Engines permitted No Engines permitted beyond Span 15.
Beatrice Branch	All Trackage	Units listed in Special Rule 899 (R) may be operated. Four-axle cars not exceeding 315,000 lbs. gross weight can be handled between Beatrice and Marysville provided they are uniformly loaded and have 39'0" minimum center to center of trucks with 6'-0" minimum axle spacing and have 38" minimum diameter wheels.
Lincoln	Scale Track	GP-35 and smaller units only.
Julesburg	City trackage	5000 horsepower units or greater not permitted.
Alda	Ordinance Track	GP-35 and smaller units only.
Kearney Branch and Ord Branch	Between St. Paul and Ord	9000 class units not permitted.
Brownson	Industrial Warehouse Tracks	GP-35 and smaller units only with maximum speed of 5 MPH on curved and 10 MPH on straight track. Gates must be closed and locked after entering area and again after leaving area. Switches to tracks not in service in building area are spiked.
Wypo	Wyoming Potato Co. Trackage	Less than 5000 horsepower units only at maximum speed of 5 MPH.
WYOMING DIVISION		
Denver	Track 8, Union Station	Units listed in Special Rule 899 (R) permitted at 5 MPH maximum speed.
	Union Station	High or wide cars not permitted to move under umbrella sheds but must be handled on Track 5. SD-24 units with six-wheel trucks and units of 5000 horsepower or greater not permitted.
Branches except South Pass Branch, Monfort tracks at Greeley, and all mine trackage		
Greeley Branch		GP 7 and 9 units permitted at 10 MPH maximum speed. 9000 class units not permitted.
Brighton	GW Sugar	No engines permitted over flume bridge.
Valmont	PSC Track	No engines permitted on sharp curve at west end.

Boettcher	Cement plant.	No engines permitted east of cement truck crossing on Track 7 or 200 feet west of highline switch.
Hanna	4A Trackage	Safety Spur-No engines permitted.
Sinclair	Refinery	No engines permitted beyond gate.
Rock Springs	Sweetwater — No. 1 Safety Spur	No engines permitted.
	Westvaco Plant Trackage, Allied, TG Soda and Stauffer Spurs	SD-24 units with 6 wheel trucks and units of 5000 horsepower or more prohibited.
KANSAS DIVISION		
First and Second Subdivision	Industry tracks	Units listed in Special Rule 899 (R) permitted at 5 MPH maximum speed.
Fairfax	Owens Corning Hold Yard	Cars must be placed at least one car length from cable across Zone 10, tracks 11 thru 20.
Muncie	Auto Unloading Facility	5 mph maximum speed.
Nease Spur		Units listed in Special Rule 899(R) not permitted
Forest Lake	Alongside high sand piles on sand loading track	No engines permitted.
Sunflower	Tracks 1,2,3,4 & 5	No engines permitted beyond south cement plant paved driveway crossing.
Bonner Springs	House track	Units named in Special Rule 899 (R) must not go beyond track scale. 5 MPH Maximum speed.
Lawrence Spur		
St. Joseph Branch	All Sidings and other inside tracks	5 MPH maximum and cars in excess 263,000 pounds prohibited.
Between Marysville and Gibbon Jct.		Units listed in Special Rule 899 (R) permitted except Denman at 5 MPH maximum speed.
Great Lakes Spur	Industry track	No engines permitted beyond two car lengths from east end of loading dock.
Grand Island Branch	All Tracks	Hastings to Doniphan cars in excess of 263,000 pounds prohibited. Doniphan to Grand Island cars in excess of 220,000 pounds prohibited.
Denver Cut-Off		
Ellsworth	South Elevator	5 MPH maximum speed.
Wilson	Mill Spur	5 MPH maximum speed.
Bunker Hill	House	5 MPH maximum speed.
Solomon Branch	All Sidings	5 MPH maximum and cars in excess 263,000 pounds prohibited.
Plainville Branch	All Sidings	5 MPH maximum and cars in excess 263,000 pounds prohibited.
McPherson Branch	All Sidings	5 MPH maximum and cars in excess 263,000 pounds prohibited.
Denver Cut-Off	Between Rossville and Denver	Units listed in Special Rule 899 (R) may be operated on sidings at 5 MPH maximum.

Manhattan	Mid-Quinn Spur	No engines permitted.
Quartzite	Cement Track	No engines permitted beyond loading ramp.

UTAH DIVISION

Units with eight axles not permitted on set-out tracks at the following locations:

Milford (set-out track off west drill)	Boyd Elgin
Upton	Kyle
Thermo	Rox
Acoma	Valley
Eccles	Unit 30 (east Las Vegas Industry track)
Stine	

Evona Branch Union Pacific GP-30 class units No.'s 700-739 may be operated but must not be used as multiple units over Weber River bridge at MP 0.02.

At Salt Lake Engines must not move through One Spot Rip Track. DD type units must not be operated on SLGW tracks on South Temple St.

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

Salt Lake Terminal area and Pioneer Industrial area have a number of curves in excess of 16 degrees. Before moving or switching on these industrial tracks, it must be known that curvature of track does not exceed maximum permitted.

List of all tracks in these areas that have curvature in excess of 16 degrees will be maintained in Terminal Superintendent's circular notice book and will be posted in Salt Lake Terminal area yard offices.

No engines are permitted on the following tracks:

Kaysville	Deseret Mill and Elevator Spur over grain pit.
Malad	Beyond concrete slab installed on coal spur at Oneida County Grain Growers.
Franklin	Butters Coal Spur pit.
Lewiston	West end lime rock track.
Whitney	Over dump pit on highline at sugar factory.

Note: Referring to Rule 805 (R), curvature on following tracks is in excess of 16 degrees:

Woods Cross	New Team Track* 22°
	Phillips Oil Spur 17°30'
Kaysville	Church Warehouse 20°
Clearfield	Woods Cross Canning 17°24'
Hyrum	Valley Rendering Spur* 20°
Logan	Anderson Coach Spur 20°40'
	Sears Warehouse 22°
Garland	Sugar Factory Rock Track 20°
	Wet Wash Track 20°

*Only single unit permitted.

EMD SD-45 units No.'s. 3600-3649 must not be operated on Malad Branch.

No engines are permitted on the following tracks:

Pleasant Grove	Plant trackage which connects to United Concrete Pipe Spur.
Hardy Beet Spur	Loading track beyond point 700 feet east of switch.
Provo	Pipe Plant Highline, beyond sign at underpass.
Nephi	Pit on track 1 at rubber plant.
Industrial Center	Coal unloading bin at heating plant building No. 15; Track through thaw shed at Filtrol Corp.
Milford	Jefferson Coal spur, inside of gate.
Delta	U-50 C type units must not use wye.

Note: Referring to Rule 805 (D); curvature on following tracks is in excess of 16 degrees:

Buena Vista	Western Mining & Constr. Co. 23°30'
Industrial Center	Eaton Metal Spur 22°
	Gate City Steel 22°
	Deere & Company Spur 19°
	Turf Equipment Spur 34°
	Madsen Toy Spur 23°
	Souvall Brothers Spur 20°
	Western Electric Spur 24°15'
	Overmeyer Warehouse 22°
	Stokermatic Spur 20°
Pipemill	Track 2 16°40'
	Track 3 20°

Provo	Hide House & Spur 30°
	Texas Oil Spur 28°
	Auto Dock 30°
	Commercial Welding —
	South Track 16°30'
	North Track 23°40'

Tooele Army Depot, Warner, or Deseret Chemical Warfare Depot, Clover When necessary to go beyond derail on stem of wye, member of crew must communicate with agent at Warner if he is on duty, or with train dispatcher in other cases, who will arrange for U.S. Government yardmaster to supervise the movement.

Silver City Branch EMD SD-45 units No.'s 3600-3649 must not be operated.

The following diesel units may be operated on Cedar City Branch but must not exceed 20 MPH between MP 23 and MP 29:

DD-35, numbers 70-98B
GP-30, numbers 700-739B
SD-45, numbers 3600-3649

No engines are permitted on the following tracks:

Milford	Jefferson Coal spur, inside of gate.
Caseltown	Main Mill Spur over track hopper and under loading tipple.
Prince Branch	All tracks beyond MP 8.7.

Note: Referring to Rule 805 (D), curvature on following track is in excess of 16 degrees:

Nellis	Shell Oil Spur 18°
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CALIFORNIA DIVISION

Units listed in Special Rule 899 (R) may be operated as follows:

Boulder City Branch
Blue Diamond Spur
Cima, loading tracks

No units are permitted to operate on the following tracks:

Boulder City	Machine Shop track 7
Blue Diamond	In building at board plant, track 2.

Diesel units with 8-wheel trucks must not be operated through turnouts as follows:

Basin	Cleaning track.
Sloan	Hi-line track.
Arden	Storage track 2 and Industry track 3.
Bracken	Cinderlite track.
Boulder City Branch	Industrial Asphalt Spur.

Reference Special Rule 899(R), units listed may be used on San Pedro Branch and on SP connection to bulk unloader.

No units are permitted to operate on following tracks:

San Pedro Branch	MP 10.2 over trestle Dayton Foundry Co. spur.
Manuel	Units with 6 or 8 wheel trucks must not be operated on industry trackage.
Anaheim Branch	MP 2.6 over trestle on Old Sunkist Packing Co. spur.

Diesel units with 8-wheel trucks must not be operated through turnouts as follows:

Pico Rivera	House track No. 2.
City of Industry	House track No. 6.
Walnut	Packing house track No. 4.
Pomona	Freight house tracks A-34 and A-36.
Pedley	East leg of wye.

IDAHO DIVISION

Units must not be operated on following tracks:

Pocatello	6900 class units must not use Enginehouse Track 9.
Leefe	Over scales on north track at tipple.
Monsanto Spur	End 50 feet of Furnace room track.
Conda	Loading tracks, west of scales.
Epcoc	Over rollover dumper. Over track scales.
Dry Valley	Under ore loading tipple. (Overhead clearance 12'8" above top of rail).
Inkom	Over track scales at cement plant.
Don	Union Pacific crews must not move engine or cars east of FMC Plant main crossing on load tracks, or west of empty track switches on empty tracks.

CLOSE CLEARANCES

900 (R). There are close side clearances for personnel riding cars or locomotives along main tracks at locations shown below. Additional close clearances may be expected at platforms, buildings and other structures along any side, industry or other track.

NEBRASKA DIVISION

Mile Post

First Subdivision:

0.92 Signal Bridge (No. 1 Trk)
1.03 Signal Bridge
1.33 Signal Bridge
1.59 Signal Bridge (No. 1 Trk)
1.88 Signal Bridge (No. 1 Trk)
2.09 Bridge
2.30 Dwarf Signal (No. 1 Trk)
2.90 Viaduct (No. 1 Trk)
3.10 Train Order Transmitter
4.67 Viaduct (No. 2 Trk)
5.59 Bridge
7.94 Bridge
16.72 Elec. Switch Lock (EB Trk)
17.75 Bridge
18.82 Bridge
19.88 Bridge
20.77 Bridge
23.86 Bridge
27.98 Train Order Transmitter
44.71 Bridge
84.51 Train Order Transmitter
86.49 Bridge
143.53 Bridge
146.20 Train Order Transmitter
158.00 Bridge
189.08 Train Order Transmitter
205.95 Bridge
224.36 Train Order Transmitter
238.23 Train Order Transmitter
248.78 Train Order Transmitter

Old Main Line:

5.31 Viaduct (WB Trk)
9.78 Bridge
11.18 Bridge
11.77 Handrails
11.93 Switch Stand
12.64 Bridge
18.71 Bridge
24.76 Bridge
25.57 Handrails

Beatrice Branch:

2.10 Bridge
17.99 Bridge
38.55 Bridge
45.81 Bridge
55.71 Bridge
56.60 Bridge
57.07 Train Order Transmitter
63.93 Bridge
65.76 Bridge
66.21 Bridge
100.50 Bridge
101.95 Bridge
109.23 Bridge
118.83 Bridge
121.21 Bridge
124.29 Bridge

Mile Post

Stromsburg Branch:
0.34 Bridge

Norfolk Branch:
47.85 Bridge

Albion Branch:
8.78 Bridge
9.62 Handrails
15.90 Bridge

Cedar Rapids Branch:
12.96 Bridge
22.55 Bridge
23.58 Bridge

Ord Branch:
20.99 Bridge

Second Subdivision:
334.83 Train Order Transmitter
365.35 Train Order Transmitter
390.57 Bridge
403.87 Bridge
406.57 Handrails
407.80 Signal
419.57 Bridge
426.86 Bridge
506.33 Bridge

North Platte Branch:
28.72 Bridge
70.46 Bridge
143.83 Bridge
164.86 Bridge
181.02 Bridge
185.61 Bridge
189.43 Bridge
195.61 Bridge

North Platte Cut-Off:
27.08 Tunnel
51.35 Bridge

Third Subdivision:
7.05 Bridge
33.18 Bridge
48.71 Bridge
57.08 Signal
57.60 Fuel Columns
58.10 Signal
94.10 Signal
132.53 Bridge
134.80 Signal
142.40 Signal

Engines must not be operated over trackage serving J. R. Simplot Ampo-Phos, bagging and bulk plant.

Engines must not pass under loader on slag track No. 1 account insufficient clearance.

Starrh's Ferry When servicing Coors Warehouse, do not move units or cars over scale or under overhead building.

Myers Engines must not enter covered area at Amalgamated Sugar Company's bulk sugar loading plant. Movement must be stopped before shoving cars into building. Engines or box cars must not enter covered area at wet hopper at this plant.

McMillan Engines and box cars must not enter covered area at wet hopper at Amalgamated Sugar Company factory.

Fischer Engines must not go beyond either the wet hopper or unloading hoppers on old track near main track.

Engines must not be operated on following tracks:

Simplot (Wilder Branch) Over pit under track at Simplot Soil Builder.

Nyssa Beyond stock chute on Sugar Factory tracks 2 and 3 and beet dump track 3. Coal silo trestle, sugar factory.

Rubicon On new logging spur beyond end of heavy rail 1600 feet from switch.

New Meadows Boise-Cascade trackage, west of No. 1 receiving track, west switch.

Blackfoot Sugar factory coal trestle.

Idaho Falls Bonded Coal Yard trestle on Agren Spur.

Lincoln Over beet unloading dock on high line. Engines must not enter bag sugar loading house or bulk sugar loading house.

Divide Coal trestle.

Aberdeen Branch 9000 class units not permitted.

West Belt Branch 9000 class units not permitted.

Mackay Branch 9000 class units not permitted.

OREGON DIVISION

Kamela 5000 H.P. units or larger must not be operated over wye track.

Lime 5000 H.P. units or larger must not be operated on High-line Track.

Bonneville Powerhouse Spur Movement of hydro-cushion cars is restricted to one car and units account of curvature.

Ordnance yard Lead track, west area yard and tracks 7 through 21 in east area yard are restricted to 5 MPH.

Rufus John Day Dam Spur, units coupled in multiple must not move beyond derail.

Tacoma 5000 H.P. units or larger must not be operated on Union Depot trackage.

Hinkle All units prohibited from movement over master retarders except assigned, modified SD 24 units.

Connell Branch (between Hooper Jct and Connell) 9000 class units not permitted.

WYOMING DIVISION**Mile Post****First Subdivision:**

2.21 Signal (EB Trk)
15.58 Bridge
16.36 Bridge

Fort Collins Branch:

26.79 Bridge

Second Subdivision:

546.67 Tunnel
567.86 Bridge
573.35 Bridge

Encampment Branch:

24.29 Bridge

Third Subdivision:

806.42 Bridge
814.28 Bridge
814.83 Bridge

KANSAS DIVISION**Mile Post****First Subdivision**

0.88 Bridge
1.83 Dwarf Signal
2.25 Dwarf Signal
2.35 Dwarf Signal
2.51 Dwarf Signal
2.54 Dwarf Signal
3.33 Dwarf Signal
3.41 Dwarf Signal
3.60 Dwarf Signal
3.75 Dwarf Signal
6.15 Dwarf Signal
6.87 Bridge
27.86 Bridge
34.35 Bridge
35.95 Bridge
52.60 Bridge
60.88 Bridge
64.88 Bridge
80.34 Bridge
81.23 Bridge
88.69 Bridge
89.58 Bridge
93.03 Bridge
94.26 Bridge
95.70 Bridge
106.96 Bridge
126.31 Bridge
128.27 Bridge
133.92 Bridge

St. Joseph Branch:

0.37 Bridge
5.35 Bridge
5.63 Bridge
6.34 Bridge
7.14 Bridge
7.62 Bridge
25.74 Bridge
36.78 Bridge
61.54 Bridge
76.22 Bridge

Bestwall Spur:

0.72 Bridge
5.0 Bridge

Mile Post**Fourth Subdivision:**

890.51 Signal (WB Trk)
902.70 Tunnel (No. 2 Trk)
904.86 Dwarf Signal
917.77 Signal (WB Trk)
930.13 Tunnel (EB Trk)
931.12 Tunnel (EB Trk)
931.27 Tunnel (WB Trk)
935.53 Tunnel (EB Trk)
940.27 Bridge (EB Trk)
960.41 Bridge
961.50 Handrails (WB Trk)
961.58 Signal (WB Trk)
963.13 Bridge
963.21 Tunnel
963.56 Bridge (EB Trk)
964.01 Tunnel
964.05 Bridge (WB Trk)
976.48 Signal (No. 2 Trk)
978.25 Bridge (No. 2 Trk)
978.42 Bridge (No. 2 Trk)
982.09 Tunnel (No. 1 Trk)
984.05 Bridge (No. 2 Trk)

Hill Field Branch:

0.06 Bridge

Mile Post**Second Subdivision:**

149.30 Bridge

Denver Cut-Off:

84.29 Bridge	187.12 Bridge
96.72 Bridge	195.06 Bridge
96.86 Bridge	201.94 Bridge
97.13 Bridge	202.44 Bridge
97.28 Bridge	274.01 Bridge
99.66 Bridge	285.04 Bridge
117.61 Bridge	290.62 Bridge
137.18 Bridge	405.61 Bridge
143.58 Bridge	427.80 Bridge
148.84 Bridge	514.94 Bridge
151.55 Bridge	518.82 Bridge
156.43 Bridge	522.79 Bridge
157.27 Bridge	534.63 Bridge
160.27 Bridge	592.09 Bridge
164.07 Bridge	597.02 Bridge
170.76 Bridge	602.15 Bridge
173.62 Bridge	602.27 Bridge
181.12 Bridge	607.80 Bridge

Solomon Branch:

8.21 Bridge
23.65 Bridge

McPherson Branch:

21.42 Bridge

Plainville Branch:

1.16 Bridge
10.69 Bridge
33.36 Viaduct
33.45 Viaduct
135.22 Bridge
138.58 Bridge
139.67 Bridge
140.96 Bridge
141.56 Bridge
143.82 Bridge
145.06 Bridge
145.91 Bridge
150.46 Bridge
151.49 Bridge
154.40 Bridge

UTAH DIVISION**Mile Post****First Subdivision,**

Salt Lake to Ogden:
817.9 Bridge

**First Subdivision,
Ogden to McCammon:**

45.20 Tunnel No. 15
45.98 Rock Cut
46.12 Rock Cut

Second Subdivision:

601.13 Bridge

Provo Subdivision:

P-735.76 Overpass
P-754.42 Bridge

Midvale Spur:

0.34 Overpass

Mile Post**Third Subdivision:**

395.42 Bridge
397.04 Bridge
397.32 Bridge
406.55 Bridge
407.09 Bridge
408.97 Bridge
409.16 Bridge
414.11 Bridge
419.30 Bridge
430.68 Bridge
431.82 Bridge
433.47 Bridge
437.22 Bridge
441.95 Tunnel
444.56 Bridge
447.89 Bridge
455.97 Tunnel
458.56 Bridge
462.78 Tunnel
463.26 Tunnel
468.06 Bridge
469.07 Bridge
469.33 Bridge
469.95 Bridge
470.91 Bridge
471.28 Bridge
471.38 Tunnel
471.46 Bridge
471.74 Bridge
502.09 Bridge
527.60 Bridge

Pioche Branch:

0.68 Bridge

Mead Lake Branch:

3.40 Rock Cut
5.64 Rock Cut
16.87 Handrails
17.15 Retaining Wall

CALIFORNIA DIVISION**Mile Post****First Subdivision:**

191.18 Bridge
191.90 Bridge
192.27 Bridge
195.44 Handrails
196.17 Bridge
243.96 Handrails
250.69 Handrails
267.25 Handrails

Boulder City Branch:

9.91 Switch Stand
10.14 Handrails

Second Subdivision:

3.42 Dwarf Signals (EB Trk)
9.47 Bridge
10.80 Bridge
28.22 Bridge
32.82 Posts
52.45 Handrails
55.74 Siphon Walls
55.86 Overpass

Mile Post**Anaheim Branch:**

3.05 Bridge

San Pedro Branch:

8.52 Bridge
22.02 Overpass
23.08 Bridge

Pasadena Branch:

0.04 Signal Bridge (WB Trk)
0.91 Dwarf Signal
1.02 Dwarf Signal
2.95 Bridge

Glendale Branch:

6.24 Switch Stand

IDAHO DIVISION

Mile Post
First Subdivision:
 1.61 Bridge
 5.33 Bridge
 11.35 Bridge
 21.94 Bridge
 26.81 Bridge
 28.11 Bridge
 28.81 Bridge
 30.27 Bridge
 32.31 Bridge
 36.71 Bridge
 36.99 Bridge
 37.78 Bridge
 37.94 Bridge
 38.95 Bridge
 55.08 Bridge
 82.93 Bridge
 84.04 Bridge
 84.24 Bridge
 91.03 Bridge
 95.94 Bridge
 96.97 Bridge
 98.66 Bridge
 101.08 Bridge
 106.32 Bridge
 107.28 Bridge
 119.86 Bridge
 126.40 Bridge
 129.92 Bridge
 131.44 Bridge
 133.65 Bridge
 136.97 Bridge
 138.64 Bridge
 139.96 Bridge
 178.61 Bridge
 184.83 Bridge
 186.58 Bridge
 198.65 Bridge
 202.34 Bridge
 203.02 Bridge

Grace Branch:
 5.33 Bridge

Second Subdivision:
 331.27 Bridge
 333.45 Bridge
 339.80 Bridge

Twin Falls Branch:
 20.10 Bridge

Northside Branch:
 21.39 Bridge
 67.05 CattleGuard

Ketchum Branch:
 62.84 Bridge
 66.81 Bridge

Third Subdivision:
 447.80 Bridge
 448.13 Bridge
 465.01 Bridge
 466.74 Bridge
 486.83 Bridge
 487.70 Bridge
 494.57 Bridge
 499.82 Bridge
 500.17 Bridge
 502.36 Bridge
 515.68 Bridge
 536.38 Bridge

Mile Post
Boise Cut-Off:
 B-446.07 Bridge

Idaho Northern Branch:
 33.27 Tunnel No. 2
 38.56 Tunnel
 49.23 Bridge
 54.67 CattleGuard
 77.34 Tunnel No. 4
 83.72 Tunnel
 89.59 Bridge
 127.43 CattleGuard

Oregon Eastern Branch:
 11.47 Bridge
 29.27 Bridge
 53.71 Tunnel
 61.75 Bridge
 67.84 Bridge
 71.16 Tunnel
 71.21 Bridge
 72.32 Bridge
 83.79 Bridge
 84.58 Bridge
 84.99 Bridge
 95.32 Bridge

New Meadows Branch:
 51.49 Bridge

Fourth Subdivision:
 156.96 Bridge
 166.97 Bridge
 177.62 Bridge
 192.35 Bridge
 202.73 Bridge
 263.48 Bridge
 302.73 Bridge
 319.12 Bridge
 351.28 Bridge

Mackay Branch:
 1.52 Bridge
 35.00 Rock Cut

Yellowstone Branch:
 2.53 Bridge
 13.38 Bridge
 18.44 Bridge
 19.55 Bridge
 44.40 Bridge
 51.13 Standpipe
 62.78 Tunnel

East Belt Branch:
 19.11 Bridge
 19.37 Bridge

West Belt Branch:
 12.85 Bridge
 36.05 Bridge

OREGON DIVISION

Mile Post
First Subdivision:
 343.94 Bridge
 344.29 Bridge
 366.74 Bridge
 372.02 Bridge
 373.76 Bridge
 373.90 Bridge
 376.11 Bridge
 378.19 Bridge
 378.75 Bridge
 378.77 Bridge
 379.62 Bridge
 380.22 Bridge
 380.44 Bridge
 382.02 Bridge
 383.27 Bridge
 384.42 Bridge
 385.02 Bridge
 385.19 Bridge
 385.95 Bridge
 386.62 Bridge
 386.92 Bridge
 387.36 Bridge
 387.75 Bridge
 388.40 Bridge

Second Subdivision:
 198.26 Bridge
 201.55 Bridge
 204.15 Tunnel
 204.91 Bridge
 205.84 Bridge
 206.21 Bridge
 214.42 Bridge
 226.86 Bridge
 230.57 Bridge
 238.67 Bridge
 247.22 Bridge
 251.18 Bridge
 252.52 Bridge
 257.18 Bridge
 280.01 Bridge
 281.29 Bridge

Joseph Branch:
 2.48 Bridge
 16.00 Rock Cut
 16.50 Rock Cut
 16.69 Rock Cut
 29.15 Rock Cut
 29.25 Rock Cut
 31.85 Rock Cut
 33.04 Rock Cut
 35.78 Rock Cut
 36.54 Rock Cut
 39.86 Rock Cut
 40.06 Rock Cut
 40.44 Rock Cut
 40.58 Rock Cut
 40.80 Rock Cut
 41.43 Rock Cut
 41.82 Rock Cut
 42.50 Rock Cut
 42.69 Rock Cut
 44.35 Rock Cut
 45.42 Rock Cut
 47.20 Rock Cut
 47.65 Rock Cut
 48.36 Rock Cut

Pilot Rock Branch:
 0.16 Bridge

Third Subdivision:
 99.28 Bridge

Umatilla Branch:
 10.67 Bridge

Heppner Branch:
 33.55 Bridge

Mile Post
Fourth Subdivision:
 0.43 Bridge
 3.79 Bridge
 4.14 Bridge
 8.19 Bridge
 10.25 Bridge
 15.82 Bridge
 26.01 Bridge
 29.65 Bridge
 31.85 Bridge
 32.15 Bridge
 39.90 Bridge
 61.03 Bridge
 63.32 Bridge
 69.40 Bridge

Via Kenton:
 4.59 Tunnel
 13.02 Bridge
 14.54 Bridge
 21.82 Bridge

Peninsula Jct.:
 6.93 Bridge

Fifth Subdivision:
 4.59 Tunnel
 144.75 Viaduct
 144.92 Bridge
 146.93 Bridge
 180.15 Bridge
 180.45 to 182.97 Catenary Poles
 183.08 Bridge

Grays Harbor Branch:
 1.26 Bridge
 4.35 Bridge
 53.33 Bridge

Montesano :
 0.31 Bridge

Olympia Branch:
 5.23 Tunnel
 5.26 Manhole
 5.75 Tunnel
 6.75 Overpass

Sixth Subdivision:
 202.16 Bridge
 231.83 Tunnel
 275.08 Tunnel
 275.50 Tunnel
 275.97 Tunnel
 276.20 Tunnel
 276.48 Tunnel
 278.36 Tunnel
 284.69 Bridge
 286.76 Bridge
 292.07 Tunnel
 294.37 Tunnel
 305.62 Bridge
 325.70 Bridge
 337.20 Bridge
 352.13 Bridge

Wallula Branch:
 14.53 Handrails
 19.10 Handrails

Pendleton Branch:
 36.86 Bridge
 46.46 Bridge
 74.12 Viaduct

Mile Post
Yakima Branch:
 4.38 Bridge
 7.44 Bridge
 11.52 Bridge
 14.16 Bridge
 16.06 Bridge
 27.80 Bridge
 35.89 Bridge
 56.83 Bridge
 58.04 Bridge
 58.19 Bridge
 73.03 Bridge
 73.20 Bridge
 73.30 Bridge
 89.35 Bridge

Tekoa Branch:
 19.96 Bridge
 26.73 Bridge
 77.23 Bridge
 90.27 Bridge
 93.01 Bridge
 98.03 Bridge
 115.79 Bridge
 138.52 Bridge
 143.67 Bridge
 154.60 Rock Cut
 163.56 Bridge
 164.06 Bridge

Tucannon Branch:
 4.92 Handrails

Connell Branch:
 7.93 Handrails
 8.50 Handrails
 15.13 Bridge
 37.25 Handrails

Pleasant Valley Branch:
 1.51 Bridge

Moscow Branch:
 8.54 Bridge
 18.77 Bridge
 18.97 Bridge
 20.54 Handrails

Wallace Branch:
 23.45 Bridge
 55.56 Bridge
 58.01 Bridge
 62.14 Bridge
 62.64 Handrails
 63.48 Bridge
 72.59 Bridge
 79.36 Bridge

Spokane Subdivision:
 0.63 Bridge
 7.24 Overpass
 41.14 Overpass
 41.17 Overpass
 85.90 Bridge
 101.16 Overpass
 109.90 Bridge
 114.59 Tunnel No. 1
 114.96 Tunnel No. 2
 117.01 Tunnel No. 4
 130.30 Bridge
 136.05 Bridge

Coeur D'alene Branch:
 6.73 Overpass
 6.76 Overpass
 6.91 Overpass
 8.26 Overpass

**APPENDIX 10
 TONNAGE RATINGS FOR ONE LOCOMOTIVE UNIT
 FOR FREIGHT TRAINS AVERAGING 50 GROSS TONS PER CAR
 RATINGS APPLY AT THE INDICATED MINIMUM CONTINUOUS SPEED**

EASTERN DISTRICT		70-98B	100-129	131-349	300-348B	400-448	450-459	700-739B	740-763	1400-1409	2000-2059	2800-2809	2810-2974	3000-3399	3600-3649	6900-6946	8000-8074	9000-9005
		5000 HP	1500 HP	1750 HP	470-499	2400 HP	1500 HP	2250 HP	2500 HP	2500 HP	2000 HP	2800 HP	3000 HP	3000 HP	3600 HP	6600 HP	3000 HP	3500 HP
		EMD	EMD	EMD	2000 HP	EMD	EMD	EMD	EMD	EMD	GP38-2	GE	GE	U30C	EMD	EMD	EMD	EMD
		DD35	GP7	GP9	GP20	SD24	SD7	GP30	GP35	SDP35	GP38-2	U28C	C30-7	SD40-2	SD45	DD40X	SD40-2	GP40X
		12 MPH	12 MPH	12 MPH	14 MPH	10 MPH	6 MPH	12 MPH	12 MPH	12 MPH	11 MPH	11 MPH	10 MPH	11 MPH	11 MPH	11 MPH	9 MPH	11 MPH
Co. Bluffs	To Valley	6000	2250	2650	2550	4050	2700	2950	3000	3650	3150	4500	5250	4900	4950	5800	4150	2900
Valley	To No. Platte	9700	3650	4250	4100	6550	4350	4750	4850	5900	5050	7250	8500	7850	7950	9350	6700	4700
No. Platte	To Sidney	6900	2600	3000	2950	4650	3100	3400	3450	4200	3600	5150	6050	5600	5650	6650	4750	3300
Sidney	To Cheyenne	5350	2000	2350	2250	3600	2350	2600	2650	3250	2800	4000	4650	4300	4350	5150	3650	2550
Valley	To Valparaiso	3350	1250	1450	1450	2250	1450	1650	1700	2050	1750	2500	2950	2750	2750	3200	2300	1600
Valparaiso	To Lincoln	9700	3650	4250	4100	6550	4350	4750	4850	5900	5050	7250	8500	7850	7950	9350	6700	4700
Lincoln	To Beatrice	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2700	1900
Beatrice	To Marysville	6000	2250	2650	2550	4050	2700	2950	3000	3650	3150	4500	5250	4900	4950	5800	4150	2900
Julesburg	To LaSalle	9700	3650	4250	4100	6550	4350	4750	4850	5900	5050	7250	8500	7850	7950	9350	6700	4700
Cheyenne	To Archer	5350	2000	2350	2250	3600	2350	2600	2850	3250	2800	4000	4650	4000	4350	5150	3650	2550
Valley	To Co. Bluffs	6900	2600	3000	2950	4850	3100	3400	3450	4200	3000	5150	6050	5600	5650	6650	4750	3300
Marysville	To Beatrice	8050	3050	3500	3400	5450	3600	3950	4050	4900	4200	6050	7050	6550	6600	7750	5600	3900
Beatrice	To Valparaiso	6900	2600	3000	2950	4650	3100	3400	3450	4200	3600	5150	6050	5600	5650	6650	4750	3300
Valparaiso	To Valley	3350	1250	1450	1450	2250	1450	1650	1700	2050	1750	2500	2950	2750	2750	3200	2300	1600
Cheyenne	To Buford	2700	1000	1200	1150	1800	1200	1350	1350	1650	1400	2050	2400	2200	2250	2600	1850	1300
Cheyenne	To Dale	4700	1750	2050	2000	3150	2050	2300	2350	2850	2450	3500	4100	3800	3850	4500	3200	2250

NOTE 1] GP9M 300, 303B, 304, 305, 307, 307B, 308, 309B, 311, 313, 316, 317, 318B, 320, 325, 325B, 326, 328, 329, 330, 332, 334, 334B, 335, 335B, 336B, 337B, 339, 339B, 340, 340B, 343, 344, 347, 348, 348B

Buford	To Wahsatch	4700	1750	2050	2000	3150	2050	2300	2350	2850	2450	3500	4100	3800	3850	4500	3200	2250
LaSalle	To Carr	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2700	1900
Carr	To Borie	3350	1250	1450	1450	2250	1450	1650	1700	2050	1750	2500	2950	2750	2750	3200	2300	1600
Ogden	To Wahsatch on EB Track	3500	1300	1550	1500	2350	1550	1700	1750	2150	1850	2650	3100	2850	2900	3350	2400	1700
Ogden	To Wahsatch on WB Track	2400	900	1050	1000	1600	1050	1200	1200	1450	1250	1800	2100	1950	2000	2300	1650	1150
Wahsatch	To Laramie	4700	1750	2050	2000	3150	2050	2300	2350	2850	2450	3500	4100	3800	3850	4500	3200	2250
Laramie	To Sherman Via Forelle	4700	1750	2050	2000	3150	2050	2300	2350	2850	2450	3500	4100	3800	3850	4500	3200	2250
Laramie	To Sherman Via Red Buttes	2400	900	1050	1000	1600	1050	1200	1200	1450	1250	1800	2100	1950	2000	2300	1650	1150
LaSalle	To Denver Via Lupton	6900	2600	3000	2950	4650	3100	3400	3450	4200	3600	5150	6050	5600	5650	6650	4750	3300
Kansas City	To Salina	9700	3650	4250	4100	6550	4350	4750	4850	5900	5050	7250	8500	7850	7950	9350	6700	4700
Salina	To Ellsworth	3350	1250	1450	1450	2250	1450	1650	1700	2050	1750	2500	2950	2750	2750	3200	2300	1600
Ellsworth	To Ellis	4350	1600	1900	1850	2900	1900	2100	2150	2650	2250	3250	3800	3500	3550	4150	2950	2100
Ellis	To Denver	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2700	1900
St. Joseph	To Marysville	3500	1300	1550	1500	2350	1550	1700	1750	2150	1800	2650	3100	2850	2900	3350	2400	1700
Menoken	To Marysville	6000	2250	2650	2550	4050	2700	2950	3000	3650	3150	4500	5250	4900	4950	5800	4150	2900
Marysville	To Hastings	4700	1750	2050	2000	3150	2050	2300	2350	2850	2450	3500	4100	3800	3850	4500	3200	2250
Hastings	To Gibbon	6900	2600	3000	2950	4650	3100	3400	3450	4200	3600	5150	6050	5600	5650	6650	4750	3300
Denver	To Ellis	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2700	1900
Ellis	To Ellsworth	6900	2600	3000	2950	4650	3100	3400	3450	4200	3600	5150	6050	5600	5650	6650	4750	3300
Ellsworth	To Salina	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2700	1900
Salina	To Kansas City	9700	3650	4250	4100	6550	4350	4750	4850	5900	5050	7250	8500	7850	7950	9350	6700	4700
Gibbon	To Hastings	6900	2600	3000	2950	4650	3100	3400	3450	4200	3600	5150	6050	5600	5650	6650	4750	3300
Hastings	To Marysville	4700	1750	2050	2000	3150	2050	2300	2350	2850	2450	3500	4100	3800	3850	4500	3200	2250
Marysville	To Menoken	6000	2250	2650	2550	4050	2700	2950	3000	3650	3150	4500	5250	4900	4950	5800	4150	2900
Marysville	To St. Joseph	2900	1100	1250	1250	1950	1250	1400	1450	1750	1500	2200	2550	2350	2400	2800	2000	1400

**TONNAGE RATINGS FOR ONE LOCOMOTIVE UNIT
FOR FREIGHT TRAINS AVERAGING 50 GROSS TONS PER CAR
RATINGS APPLY AT THE INDICATED MINIMUM CONTINUOUS SPEED**

UTAH DIVISION	70-98B	100-129	131-349	300-348B 470-499 2000 HP	400-448	450-459	700-739B 800-875	740-763	1400-1409	2000-2059	2800-2809	2810-2974 3000 HP GE U30C C30-7	3000-3399 3999 3000 HP EMD SD40 SD40-2	3600-3649	6900-6946	8000-8074	9000-9005	
	5000 HP EMD DD35	1500 HP EMD GP7	1750 HP EMD GP9	2000 HP EMD GP9M GP20	2400 HP EMD SD24	1500 HP EMD SD7	2250 HP EMD GP30	2500 HP EMD GP35	2500 HP EMD SDP35	2000 HP EMD GP38-2	2800 HP GE U28C	3000 HP EMD SD40 SD40-2	3600 HP EMD SD45	6600 HP EMD DD40X	3000 HP EMD SD40-2	3500 HP EMD GP40X		
	12 MPH	12 MPH	12 MPH	14 MPH	10 MPH	6 MPH	12 MPH	12 MPH	12 MPH	11 MPH	11 MPH	10 MPH	11 MPH	11 MPH	11 MPH	9 MPH	11 MPH	
McCammon To Ogden	5350	2000	2350	2250	3600	2350	2600	2650	3250	2800	4000	4650	4300	4350	5150	3650	2550	
Ogden To Salt Lake	6900	2600	3000	2950	4650	3100	3400	3450	4200	3600	5150	6050	5600	5650	6650	4750	3300	
Salt Lake To Lyndyl Via Warner	4700	1750	2050	2000	3150	2050	2300	2350	2850	2450	3500	4100	3800	3850	4500	3200	2250	
Salt Lake To Provo	3500	1300	1550	1500	2350	1550	1700	1750	2150	1850	2650	3100	2850	2900	3350	2400	1700	
Provo To Lyndyl	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2700	1900	
Lyndyl To Milford	6000	2250	2650	2550	4050	2700	2950	3000	3650	3150	4500	5250	4900	4950	5800	4150	2900	
Milford To Las Vegas	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2700	1900	
Las Vegas To Caliente	2700	1000	1200	1150	1800	1200	1350	1350	1650	1400	2050	2400	2200	2250	2600	1850	1300	
Caliente To Crestline	2050	750	900	850	1350	850	1000	1050	1250	1050	1550	1800	1650	1700	1950	1400	1000	
Crestline To Milford	9700	3650	4250	4100	6550	4350	4750	4850	5900	5050	7250	8500	7850	7950	9350	6700	4700	
Milford To Lyndyl	6000	2250	2650	2550	4050	2700	2950	3000	3650	3150	4500	5250	4900	4950	5800	4150	2900	
Lyndyl To Salt Lake Via Warner	4700	1750	2050	2000	3150	2050	2300	2350	2850	2450	3500	4100	3800	3850	4500	3200	2250	
Lyndyl To Provo	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2700	1900	
Provo To Salt Lake	3350	1250	1450	1450	2250	1450	1650	1700	2050	1750	2500	2950	2750	2750	3200	2300	1600	
Salt Lake To Ogden	6900	2600	3000	2950	4650	3100	3400	3450	4200	3600	5150	6050	5600	5650	6650	4750	3300	
Ogden To McCammon	5350	2000	2350	2250	3600	2350	2600	2650	3250	2800	4000	4650	4300	4350	5150	3650	2550	

NOTE — GP9M UNITS — 300, 303B, 304, 305, 307, 307B, 308, 309B, 311, 313, 316, 317, 318B, 320, 325, 325B, 326, 328, 329, 330, 332, 334, 334B, 335, 335B, 336B, 337B, 339, 339B, 340, 340B, 343, 344, 347, 348, 348B.

**TONNAGE RATINGS FOR ONE LOCOMOTIVE UNIT
FOR FREIGHT TRAINS AVERAGING 50 GROSS TONS PER CAR
RATINGS APPLY AT THE INDICATED MINIMUM CONTINUOUS SPEED**

CALIFORNIA DIVISION	70-98B	100-129	131-349	300-348B 470-499 2000 HP	400-448	450-459	700-739B 800-875	740-763	1400-1409	2000-2059	2800-2809	2810-2974 3000 HP GE U30C C30-7	3000-3399 3999 3000 HP EMD SD40 SD40-2	3600-3649	6900-6946	8000-8074	9000-9005	
	5000 HP EMD DD35	1500 HP EMD GP7	1750 HP EMD GP9	2000 HP EMD GP9M GP20	2400 HP EMD SD24	1500 HP EMD SD7	2250 HP EMD GP30	2500 HP EMD GP35	2500 HP EMD SDP35	2000 HP EMD GP38-2	2800 HP GE U28C	3000 HP EMD SD40 SD40-2	3600 HP EMD SD45	6600 HP EMD DD40X	3000 HP EMD SD40-2	3500 HP EMD GP40X		
	12 MPH	12 MPH	12 MPH	14 MPH	10 MPH	6 MPH	12 MPH	12 MPH	12 MPH	11 MPH	11 MPH	10 MPH	11 MPH	11 MPH	11 MPH	9 MPH	11 MPH	
Las Vegas To Yermo	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2700	1900	
Yermo To Victorville	5350	2000	2350	2250	3600	2350	2600	2650	3250	2800	4000	4650	4300	4350	5150	3650	2550	
Victorville To Summit	2550	950	1100	1100	1700	1100	1250	1300	1550	1350	1900	2250	2100	2100	2450	1750	1200	
San Bernardino To Los Angeles	6000	2250	2650	2550	4050	2700	2950	3000	3650	3150	4500	5250	4900	4950	5800	4150	2900	
Los Angeles To San Bernardino	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2700	1900	
San Bernardino To Summit On North Track	1850	700	800	800	1250	800	900	950	1100	950	1400	1650	1500	1550	1750	1250	850	
San Bernardino To Summit On South Track	1350	500	600	550	900	550	650	650	800	700	1000	1200	1100	1100	1250	900	600	
Summit To Kelso	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2700	1900	
Kelso To Cima	1850	700	800	800	1250	800	900	950	1100	950	1400	1650	1500	1550	1750	1250	900	
Cima To Las Vegas	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2700	1900	

NOTE — GP9M UNITS — 300, 303B, 304, 305, 307, 307B, 308, 309B, 311, 313, 316, 317, 318B, 320, 325, 325B, 326, 328, 329, 330, 332, 334, 334B, 335, 335B, 336B, 337B, 339, 339B, 340, 340B, 343, 344, 347, 348, 348B.

TONNAGE RATINGS FOR ONE LOCOMOTIVE UNIT
FOR FREIGHT TRAINS AVERAGING 50 GROSS TONS PER CAR
RATINGS APPLY AT THE INDICATED MINIMUM CONTINUOUS SPEED

IDAHO DIVISION	70-98B 5000 HP EMD DD35	100-129 1500 HP EMD GP7	131-349 1750 HP EMD GP9	300-348B 1 470-499 2000 HP EMD GP20	400-448 2400 HP EMD SD24	450-459 1500 HP EMD SD7	700-739B 800-875 2250 HP EMD GP30	740-763 2500 HP EMD GP35	1400-1409 2500 HP EMD SDP35	2000-2059 2000 HP EMD GP38-2	2800-2809 2800 HP GE U28C	2810-2974 3000 HP GE U30C C30-7	3000-3399 3999 3000 HP EMD SD40 SD40-2	3600-3649 3600 HP EMD SD45	6900-6946 6600 HP EMD DD40X	8000-8074 3000 HP EMD SD40-2	9000-9005 3500 HP EMD GP40X
	12 MPH	12 MPH	12 MPH	14 MPH	10 MPH	6 MPH	12 MPH	12 MPH	12 MPH	11 MPH	11 MPH	10 MPH	11 MPH	11 MPH	11 MPH	9 MPH	11 MPH
Granger To Montpelier.....	4700	1750	2050	2000	3150	2050	2300	2350	2850	2450	3500	4100	3800	3850	4500	3200	2250
Montpelier To Pocatello.....	8050	3050	3500	3400	5450	3600	3950	4050	4900	4200	6050	7050	6550	6600	7750	5600	3900
Pocatello To Glens Ferry.....	6000	2250	2650	2550	4050	2700	2950	3000	3650	3150	4500	5250	4900	4950	5800	4150	2900
Glens Ferry To Reverse.....	2700	1000	1200	1150	1800	1200	1350	1350	1650	1400	2050	2400	2200	2250	2600	1850	1300
Reverse To Nampa.....	8050	3050	3500	3400	5450	3600	3950	4050	4900	4200	6050	7050	6550	6600	7750	5600	3900
Orchard To Nampa via Boise.....	8050	3050	3500	3400	5450	3600	3950	4050	4900	4200	6050	7050	6550	6600	7750	5600	3900
Nampa To Huntington.....	9700	3650	4250	4100	6550	4350	4750	4850	5900	5050	7250	8500	7850	7950	9350	6700	4700
Pocatello To Idaho Falls.....	9700	3650	4250	4100	6550	4350	4750	4850	5900	5050	7250	8500	7850	7950	9350	6700	4700
Idaho Falls To Butte.....	1700	600	750	700	1150	700	850	850	1000	900	1300	1500	1400	1400	1600	1150	800
Huntington To Boise.....	9700	3650	4250	4100	6550	4350	4750	4850	5900	5050	7250	8500	7850	7950	9350	6700	4700
Boise To Orchard.....	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2750	1900
Nampa To Glens Ferry via Kuna.....	6900	2600	3000	2950	4650	3100	3400	3450	4200	3600	5150	6050	5600	5650	6650	4750	3300
Glens Ferry To Ticeska.....	2700	1000	1200	1150	1800	1200	1350	1350	1650	1400	2050	2400	2200	2250	2600	1850	1300
Ticeska To Pocatello.....	5350	2000	2350	2250	3600	2350	2600	2650	3250	2800	4000	4650	4300	4350	5150	3650	2550
Pocatello To Granger.....	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2750	1900
Butte To Idaho Falls.....	2050	750	900	850	1350	850	1000	1050	1250	1050	1550	1800	1650	1700	1950	1400	950
Idaho Falls To Pocatello.....	9700	3650	4250	4100	6550	4350	4750	4850	5900	5050	7250	8500	7850	7950	9350	6700	4700

NOTE 1 GP9M UNITS 300, 303B, 304, 305, 307, 307B, 308, 309B, 311, 313, 316, 317, 318B, 320, 325, 325B, 326, 328, 329, 330, 332, 334, 334B, 335, 335B, 336B, 337B, 339, 339B, 340, 340B, 343, 344, 347, 348, 348B.

TONNAGE RATINGS FOR ONE LOCOMOTIVE UNIT
FOR FREIGHT TRAINS AVERAGING 50 GROSS TONS PER CAR
RATINGS APPLY AT THE INDICATED MINIMUM CONTINUOUS SPEED

OREGON DIVISION	70-98B 5000 HP EMD DD35	100-129 1500 HP EMD GP7	131-349 1750 HP EMD GP9	300-348B 1 470-499 2000 HP EMD GP20	400-448 2400 HP EMD SD24	450-459 1500 HP EMD SD7	700-739B 800-875 2250 HP EMD GP30	740-763 2500 HP EMD GP35	1400-1409 2500 HP EMD SDP35	2000-2059 2000 HP EMD GP38-2	2800-2809 2800 HP GE U28C	2810-2974 3000 HP GE U30C C30-7	3000-3399 3999 3000 HP EMD SD40 SD40-2	3600-3649 3600 HP EMD SD45	6900-6946 6600 HP EMD DD40X	8000-8074 3000 HP EMD SD40-2	9000-9005 3500 HP EMD GP40X
	12 MPH	12 MPH	12 MPH	14 MPH	10 MPH	6 MPH	12 MPH	12 MPH	12 MPH	11 MPH	11 MPH	10 MPH	11 MPH	11 MPH	11 MPH	9 MPH	11 MPH
Huntington To Encina.....	1850	700	800	800	1250	800	900	950	1100	950	1400	1650	1500	1550	1750	1250	850
Baker To La Grande.....	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2750	1900
La Grande To Kamela.....	1850	700	800	800	1250	800	900	950	1100	950	1400	1650	1500	1550	1750	1250	850
Kamela To Hinkle.....	9700	3650	4250	4100	6550	4350	4750	4850	5900	5050	7250	8500	7850	7950	9350	6700	4700
Hinkle To Portland.....	6900	2600	3000	2950	4650	3100	3400	3450	4200	3600	5150	6050	5600	5650	6650	4750	3300
Portland To Seattle.....	4350	1600	1900	1850	2900	1900	2100	2150	2650	2250	3250	3800	3500	3550	4150	2950	2100
Hinkle To Spokane.....	6000	2250	2650	2550	4050	2700	2950	3000	3650	3150	4500	5250	4900	4950	5800	4150	2900
Spokane To Sandpoint.....	6900	2600	3000	2950	4650	3100	3400	3450	4200	3600	5150	6050	5600	5650	6650	4750	2300
Sandpoint To Eastport.....	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2750	1900
Seattle To Portland.....	3500	1300	1550	1500	2350	1550	1700	1750	2150	1850	2650	3100	2850	2900	3350	2400	1700
Portland To Hinkle.....	6000	2250	2650	2550	4050	2700	2950	3000	3650	3150	4500	5250	4900	4950	5800	4150	2900
Hinkle To Kamela.....	1850	700	800	800	1250	800	900	950	1100	950	1400	1650	1500	1550	1750	1250	850
La Grande To Encina.....	2700	1000	1200	1150	1800	1200	1350	1350	1650	1400	2050	2400	2200	2250	2600	1850	1300
Eastport To Sandpoint.....	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2750	1900
Sandpoint To Spokane.....	6900	2600	3000	2950	4650	3100	3400	3450	4200	3600	5150	6050	5600	5650	6650	4750	3300
Spokane To Hinkle.....	6000	2250	2650	2550	4050	2700	2950	3000	3650	3150	4500	5250	4900	4950	5800	4150	2900

NOTE 1 GP9M UNITS 300, 303B, 304, 305, 307, 307B, 308, 309B, 311, 313, 316, 317, 318B, 320, 325, 325B, 326, 328, 329, 330, 332, 334, 334B, 335, 335B, 336B, 337B, 339, 339B, 340, 340B, 343, 344, 347, 348, 348B.

Notes