

UNION PACIFIC

SYSTEM TIMETABLE NO. 3

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., March 9, 1980

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:

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

"General Foreman Smith to Engineer UP Extra 3900 West, go ahead. Over."

"Engineer UP Extra 3900 West, I am approaching MP on Form Y Order No., please advise."

"You may proceed from MP to MP on Order No. at MPH, repeat MPH (normal speed). Acknowledge. Over."

"Engineer Extra 3900 West. I may proceed from MP to MP on Order No. at MPH, repeat MPH (normal speed). 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

Maps — Division;

- Nebraska 6
- Wyoming 22
- Kansas 38
- Utah 54
- California 68
- Idaho 80
- Oregon 102

Officers — Division:

- Nebraska 3
- Wyoming 3
- Kansas 4
- Utah 52
- California 52
- Idaho 78
- Oregon 78

Radio Procedure (Inside front cover)

Speed Restrictions — General 1

Speed Table (Time Per Mile) (Inside front cover)

Standard Clock Locations — Division:

- Eastern District 4
- South-Central District 53
- Northwestern District 79

Symbols and Abbreviations:

- Union Pacific (Inside front cover)
- Consolidated Code 79

Tonnage Rating Tables:

- Eastern District 222
- South-Central District 224
- Northwestern District 226

Timetables and Speed Restrictions

Eastern District

Nebraska Division —

Subdivision:

- First 8
- Second 16
- Third 20

Branches:

- Albion 11
- Beatrice 14
- Cedar Rapids 12
- Kearney 13
- Loup City 12
- Norfolk 11
- North Platte 18
- North Platte Cut-Off 19
- Old Main Line 11
- Ord 12
- Stromsburg 15

Wyoming Division —

Subdivision:

- First 24
- Second 28
- Third 31
- Fourth 33

Branches:

- Boulder 26
- Coalmont 27
- Dent 25
- Encampment 27
- Fort Collins 26
- Greeley 26
- Hill Field 36
- Ontario 36
- Park City 36
- South Pass 32

Kansas Division —

Subdivision:

- First 40
- Second 42

Denver Cut-Off-Salina	46	West Belt	100
Denver Cut-Off-Denver	48	Wilder	95
Branches:		Yellowstone	99
Bestwall Spur	45	Oregon Division —	
Grand Island	45	Subdivision:	
McPherson	51	First	104
Plainville	50	Second	105
St. Joseph	44	Third	107
Solomon	51	Fourth	108
		Fifth	111
		Sixth	116
		SIRR	127
South-Central District		Branches:	
Utah Division —		Bend	109
Subdivision:		Coeur D'Alene	126
First	56	Condon	110
Second	58	Connell	124
Third	60	Dayton	121
Provo	62	Grays Harbor	114
Branches:		Heppner	110
Cache Valley	66	Joseph	106
Cedar City	64	Moscow	125
Fillmore	64	Olympia	115
Iron Mountain	64	Pendleton	119
Little Mountain	67	Pilot Rock	106
Malad	66	Pleasant Valley	125
Mead Lake	65	Sierra Nevada	124
Pioche-Prince	64	Sunnyside	119
Syracuse	66	Tekoa	122
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Idaho Northern	92	Third and Fourth	
Ketchum	87	Subdivisions and Branches	172
Mackay	101		
New Meadows	93		
North Side	88		
Oakley	88		
Oregon Eastern	94		
Payette	93		
Raft River	86		
Stoddard	94		
Teton Valley	101		
Twin Falls	86		
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* Denotes Appendix

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED

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

Designation "Frl." — 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.	35
Foreign line, government, export or commercial diesel units other than yard-switch type.	45
Trains handling tank cars containing Phosphorus, Liquid Petroleum Gas, Propane, Anhydrous Ammonia, Chlorine, Caustic Soda or Gasoline	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 loaded	35
empty	40
Except UP 26500-26749 series cars loaded and empty	50
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 257000 through 257087 series cars and those equipped with auto racks	40
Trains handling open-top loads on ordinary flat cars, loaded bulkhead flat cars, or gondola cars loaded above the sides or ends of car on any train. This does not include TOFC or COFC traffic or bulkhead flats carrying Toyota auto racks.	50
Trains handling ore.	40
Trains handling rip-rap	40

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

UTAH DIVISION

Trains handling coiled steel between Salt Lake and Ogden to SP destinations	40
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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
E. C. MAY
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.
W. H. KINNEY, Term. Trainmaster	Council Bluffs, Ia.
D. R. HEGARTY, JR., Term. Trainmaster	Council Bluffs, Ia.
J. E. BRIDGER, Term. Trainmaster	Council Bluffs, Ia.
J. A. SON, Trainmaster	Fremont, Nebr.
M. T. WILDE, Terminal Trainmaster	Fremont, Nebr.
S. F. SHUDAK, Terminal Trainmaster	Fremont, Nebr.
A. R. ORRICK, Trainmaster	Grand Island, Nebr.
P. N. HANSEN, 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.
H. E. BAUMGARD, Road Foreman-Asst. Trainmaster	North Platte, Nebr.
K. N. OMUNDSON, Road Foreman-Asst. Trainmaster	North Platte, Nebr.
E. D. SLACK, 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.
W. E. VANTRUMP, General Roadmaster	Council Bluffs, Ia.
A. C. VOGT, General Roadmaster	North Platte, Nebr.
T. O. ALLRED, Mechanical Superintendent	Cheyenne, Wyo.
C. R. SMITH, Assistant Director Safety	Omaha, Nebr.

M. G. SWANSON, Division Chief Dispatcher

FIRST SUBDIVISION AND BRANCHES

S. C. WALLACE, Chief Dispatcher	North Platte, Nebr.
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SECOND SUBDIVISION AND BRANCHES

B. C. KEITH, Chief Dispatcher	North Platte, Nebr.
-------------------------------	---------------------

Assistant Chief Dispatchers

E. E. NELSEN	North Platte, Nebr.
W. D. ADKINS	North Platte, Nebr.
M. L. HARDING	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.
P. P. LOCKE, Term. Trainmaster	North Platte, Nebr.
J. J. JOHANSON, Term. Trainmaster	North Platte, Nebr.
S. N. PERKINS, Term. Trainmaster	North Platte, Nebr.
G. R. DODGE, Road Foreman-Asst. Trainmaster	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.
R. D. JONES, Trainmaster	Cheyenne, Wyo.
J. M. COSTANZO, Term. Trainmaster	Cheyenne, Wyo.
J. M. CHUBB, Term. Trainmaster	Cheyenne, Wyo.
D. J. HARBERT, Manager of Safety	Cheyenne, Wyo.
J. W. McMULLEN, Trainmaster	LaSalle, Colo.
E. V. POTTS, Term. Superintendent	Denver, Colo.
W. J. KARY, Asst. Term. Supt.	Denver, Colo.
M. N. WELKER, Term. Trainmaster	Denver, Colo.
P. L. BUCKLEY, Term. Trainmaster	Denver, Colo.
T. P. HENNESSY, Term. Trainmaster	Denver, Colo.
K. W. BLAIR, Term. Trainmaster	Roydale, Colo.
F. L. SPENCER, Trainmaster	Laramie, Wyo.
G. G. ESCALANTE, Trainmaster	Hanna, Wyo.
G. A. WALLING, Trainmaster	Rawlins, Wyo.
R. D. ARNEY, Trainmaster	Rawlins, Wyo.
J. M. ROBERTS, Trainmaster	Rawlins, Wyo.
R. W. McSPADDEN, Supt. of Terminals	Green River, Wyo.
D. R. ROMER, Terminal Supt.	Green River, Wyo.
J. GREENMEYER, Trainmaster	Green River, Wyo.
M. L. GRIFFIN, Trainmaster	Green River, Wyo.

G. L. KELLOGG, Trainmaster Green River, Wyo.
 J. R. JONES, Term. Trainmaster Green River, Wyo.
 G. L. KISSEL, Trainmaster Ogden, Utah
 T. O. ALLRED, Mechanical Superintendent Cheyenne, Wyo.
 C. G. ROTE, Road Foreman-Asst. Trainmaster Cheyenne, Wyo.
 A. F. DISMUKES, Road Foreman-Asst. Trainmaster Cheyenne, Wyo.
 F. F. EATON, Road Foreman-Asst. Trainmaster 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.
 R. L. EADS, Asst. Div. Engineer Cheyenne, Wyo.
 M. H. STOKES, Asst. Div. Engineer Green River, Wyo.
 B. L. JACKSON, General Roadmaster Cheyenne, Wyo.
 D. G. NORMINGTON, 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

J. D. STROH Cheyenne, Wyo.
 S. T. HANSEN Cheyenne, Wyo.
 R. J. WALKER 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.
 R. B. BERNEY, Term. Trainmaster Kansas City, Kan.
 A. L. HASSLER, Term. Trainmaster Kansas City, Kan.
 R. L. TAYLOR, Term. Trainmaster Kansas City, Kan.
 D. M. LAMBERT, Term. Trainmaster Kansas City, Kan.
 D. W. SMITH, Trainmaster Kansas City, Kan.
 L. S. JACOBSON, Term. Trainmaster Topeka, Kan.
 J. L. VERHAAL, Trainmaster Marysville, Kan.
 R. MOORE, 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.
 R. V. DURRANT, 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, Mng. of Safety Kansas City, Kan.

J. W. SMITH, Division Chief Dispatcher

KANSAS CITY — GIBBON

A. L. LANDRETH, Chief Train Dispatcher Kansas City, Kan.
 D. L. KIRKPATRICK, 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	260.92	891.27
Kansas	922.80	451.92	1374.72
TOTALS	2212.75	1550.94	3763.69

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
 Marysville Register Room

MISSOURI

St. Joseph Terminal Yard Office

NEBRASKA

Omaha Tower "B"
 Omaha, 8th Street Yard Enginemen's and Yardmen's Register Room
 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

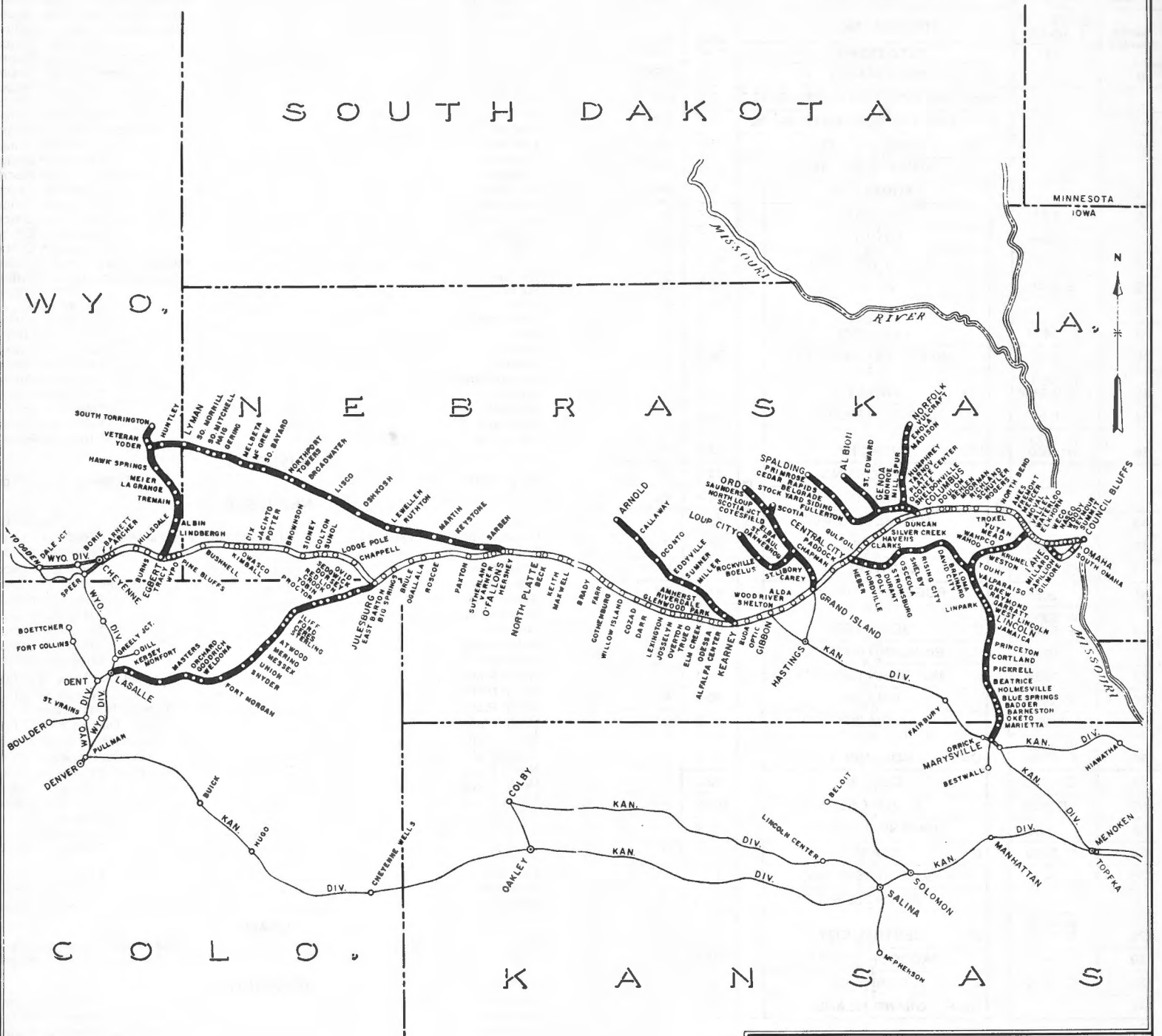
UTAH

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 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

SOUTH DAKOTA



UNION PACIFIC RAILROAD
EASTERN DISTRICT
NEBRASKA DIVISION
 SCALE OF MILES
 0 10 20 30 40 50 100
 OFFICE OF CHIEF ENGINEER - OMAHA, NEBR. DEC 1, 1979
 C.E. DRAWING NO. 82727

NEBRASKA DIVISION

WESTWARD		FIRST SUBDIVISION	EASTWARD		
Station Number	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
0		COUNCIL BLUFFS YL		0.0	FIPXY
		2.1 EAST END MISSOURI RIVER BR. YL		2.1	IPX
		0.3 WEST END MISSOURI RIVER BR. YL		2.4	IPX
3		0.7 DN TOWER "B" YL		3.1	IPX
		0.8 20TH STREET YL		3.9	IPX
5		1.3 SUMMIT YL		5.2	IPX
9	W 2000	3.7 SEYMOUR		8.9	PX
12	E 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	3.5 DN VALLEY		28.0	PXY
34	1358	6.3 MERCER (SPUR-E)		34.3	PX
39	W 4073 W 10000	5.0 DN FREMONT		39.3	PX
		0.7 BN CROSSING		40.0	IP
		4.8 CNW JCT.		44.8	PX
45	2400	1.1 TROXEL (SPUR-E)		45.9	
46	C 10000	0.4 AMES		46.3	P
54	C 7530	8.1 NORTH BEND		54.4	P
61	2055	7.0 ROGERS (SPUR-W)		61.4	PX
69	W 6300 E 5350	7.3 D SCHUYLER		68.7	PX
77	1634	8.2 RICHLAND (SPUR-E)		76.9	PX
79	1525	2.4 MOORMAN (SPUR-W)		79.3	
80	W 2073	0.6 BEHLEN		80.0	PX
81	1238	0.9 DOULOM (SPUR-E)		80.9	
85	W 6600 E 6300	3.6 DN COLUMBUS		84.5	PXY
92	C 5320	7.7 DUNCAN		92.2	P
102	E 2460	10.1 SILVER CREEK		102.3	PX
108	900	5.6 HAVENS (SPUR-W)		107.9	
114	C 3700	5.7 D CLARKS		113.6	P
116	543	2.3 GULFOIL (SPUR-W)		115.9	
		8.4 BN CROSSING		124.3	IP
125	W 4758 E 5300	0.6 D CENTRAL CITY		124.9	PXY
129	1400	3.6 PADDOCK (SPUR-W)		128.5	
135	C 7400	6.6 CHAPMAN		135.1	P
147		11.1 DN-R GRAND ISLAND		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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
147		DN-R GRAND ISLAND		146.2	FIPXY
		0.3 BN CROSSING		146.5	I
155	E 2166	8.0 ALDA		154.5	PXY
162		7.8 WOOD RIVER		162.3	PX
170	C 3305	7.6 SHELTON		169.9	PX
		5.4 GIBBON JCT.		175.3	PY
176	E 4236	0.7 D GIBBON		176.0	PX
180	1561	3.8 OPTIC (SPUR-E)		179.8	P
184	E 3227	4.5 BUDA		184.3	PX
186	W 2768	1.6 KEARNEY AIR BASE		185.9	X
189	W 8543 E 5190	3.2 D KEARNEY		189.1	PXY
194	E 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 10500	4.0 OVERTON		213.3	P
218	E 1679	4.6 JOSSELYN		217.9	PX
224	W 5450 E 6014	6.5 D LEXINGTON		224.4	PXY
233	C 3750	8.1 DARR		232.5	P
238	C 14000	5.7 D COZAD		238.2	P
243	W 2830	5.0 WILLOW ISLAND		243.2	X
249	W 5845 E 6000	5.6 D GOTHENBURG		248.8	PXY
256	W 10500	7.7 FARR		256.5	
262	C 3645	5.0 BRADY		261.5	P
271	E 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 YL		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 Keith.

Rule 261 in effect between Council Bluffs and Summit except as noted above, between Gibbon and Buda and between Keith and North Platte MP 283.3.

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 Jct.

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
Grand Island, freight trains moving on yard tracks, except yard track No. 1, 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
Yard track No. 1	15
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
Waterloo within city limits	
24.0 and 24.8	35
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. 3		MILE POST	RULE 6(B)	
	FEET	STATIONS				
5		ABS	SUMMIT YL	Double Track	5.2	IPX
100-06			1.2 SOUTH OMAHA YL		6.4	PX
			0.6 CRIP JUNCTION YL		7.0	PX
			4.1 GILMORE JUNCTION YL		11.1	IP
100-12		1.2 GILMORE YL	12.3			
100-17	3250	4.5 PAPHILLION	16.8			
		2.4 MOPAC CROSSING	19.2	A		
100-23	2911	D 3.3 MILLARD YL	22.5			
17		3.6 LANE YL	26.1	PX		
		(20.9)				

WESTWARD		NORFOLK BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
85		D-R	COLUMBUS YL	0.0	FPY
103-04	1105		4.2 SHELDONVILLE	4.2	
103-09	400	R	5.2 OCONEE YL	9.4	Y
103-15	1057		5.3 PLATTE CENTER	14.7	
103-20	1456		5.6 TARNOV	20.3	
103-26	2537		5.4 HUMPHREY	25.7	
103-35	1534		9.7 MADISON	35.4	
103-41	4760		5.5 ENOLA	40.9	
			7.8 CNW CROSSING YL	48.7	A
			0.3 VULCRAFT YL	49.0	
			1.2 CNW CROSSING YL	50.2	
103-50		D-R	0.2 NORFOLK YL	50.4	Y
			(50.4)		

WESTWARD		ALBION BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
103-09	1009	R	OCONEE YL	0.0	Y
104-02	430		2.0 MILL SPUR (SPUR-E)	2.0	
104-04	643		2.3 MONROE	4.3	
104-11	1640		7.0 GENOA	11.3	Y
104-22	2169		11.0 ST. EDWARD	22.3	
104-34	1207		11.4 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

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	Albion Branch	
25.4 and 25.6	35	Maximum speed	25
29.8 and 30.6	35	All tracks other than main tracks	5
34.0 and 34.3	35		

NEBRASKA DIVISION

WESTWARD		CEDAR RAPIDS BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3	MILE POST	RULE 6(B)
	FEET			
104-11	1640	GENOA	0.0	Y
105-14	1604	13.7 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. 3	MILE POST	RULE 6(B)
	FEET			
147		DN-R GRAND ISLAND YL	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. 3	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. 3	MILE POST	RULE 6(B)
	FEET			
189		D-R KEARNEY YL	0.0	PY
11-006	700	5.5 GLENWOOD PARK (SPUR-E)	5.5	
11-010	854	4.6 RIVERDALE	10.1	
11-017	1074	6.7 AMHERST	16.8	
11-026	1428	9.5 MILLER	26.3	
11-033	1661	6.2 SUMNER	32.5	
11-040	350	7.9 EDDYVILLE (SPUR-W-E)	40.4	
11-052	1867	11.7 OCONTO	52.1	
11-066	1168	13.4 CALLAWAY	65.5	
11-083	1951	17.6 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	
Maximum speed.	25
All tracks other than main tracks	5
Ord Branch	
Maximum speed	40
17.7 and 18.2	25
22.2 and 61.0	25
Carey Airport Trackage	10
Loup City Branch	
Maximum speed	20
Kearney Branch	
Maximum speed	25

NEBRASKA DIVISION

WESTWARD		BEATRICE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 3		MILE POST	RULE 6(B)
		STATIONS			
28		DN-R	VALLEY YL	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	PY
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	57.1	P
			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	7.9 BEATRICE YL	96.8	P
			0.4 CRIP CROSSING	97.2	
50-106	1221		8.5 HOLMESVILLE (SPUR-W)	105.7	
50-110	1121		4.6 BLUE SPRINGS	110.3	
			2.8 BN CROSSING	113.1	A
50-114	5343		1.2 BADGER	114.3	
50-118	758		3.7 BARNESTON	118.0	
50-124	854		6.4 OKETO	124.4	
50-126	1394		1.5 MARIETTA	125.9	
17-148		DN-R	8.3 MARYSVILLE YL	134.2	FPT
			(134.2)		

At Lincoln, trains and engines are governed by Operating Rules, Timetable and Special Instructions 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	20*
55.4 and 56.5	15
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. Before westward train passes MP 132.25, member of crew must communicate with yardmaster and be governed by his instructions.	10

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 FEET	Timetable No. 3		MILE POST	RULE 6(B)
		STATIONS			
50-037		R	VALPARAISO YL	0.0	PY
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	40.1	P
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	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 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 — 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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
284		DN-R	NORTH PLATTE YL	284.1	FIPXY
			6.9 CP291	291.0	PX
297	W 3388		5.9 HERSHEY	296.9	PX
			0.8 CP298	297.7	PX
301	W 11600		3.0 O'FALLONS	300.7	PXY
302	W 2489		1.1 VARNER	301.8	
303			1.6 SUTHERLAND	303.4	PX
			8.1 CP312	311.5	PX
316	E 1200		4.0 PAXTON	315.5	P
			7.0 CP322	322.5	PX
328	W 715		5.2 ROSCOE	327.7	PX
			7.1		
335	W 11600 E 7911	D	OGALLALA	334.8	PX
344	E 2530		9.1 BRULE	343.9	P
			5.8 CP350	349.7	PX
354			4.2 BIG SPRINGS	353.9	PX
358	2562		4.4 EAST BARTON (SPUR-E)	358.3	P
			4.7 CP363	363.0	PX
			2.3		
365	W 10223 E 9453	D	JULESBURG	365.3	IPXY
380	C5583		15.0 CHAPPELL	380.3	P
390	1693		9.4 LODGEPOLE (SPUR-W)	389.7	PX
396	W 1284		6.6 SUNOL	396.3	PX
401	C1825		4.7 COLTON	401.0	P
			6.4		
408	W12280 E12280	DN	SIDNEY	407.4	PXY
416	C4169		8.1 BROWNSON	415.5	PY
426	W5842		10.9 POTTER	426.4	PX
431	657		4.4 JACINTO (SPUR-E)	430.8	
435	C5956		4.6 DIX	435.4	P
			1.8 CP437	437.2	PX
440	W 9550		1.2 OWASCO	438.4	P
445	C6324	D	KIMBALL	444.5	P
			4.0 CP449	448.5	PX
457			8.1 BUSHNELL	456.6	PX
			2.9 CP459	459.4	PX
467	450	D	PINE BLUFFS (SPUR-W)	466.7	PX
			7.3 CP469	469.5	PX
470	590		2.8 WYPO (SPUR-W)	470.2	
472	698		0.7 TRACY (SPUR-E)	472.0	
478	W 10550		1.8 EGBERT	477.5	PY
			5.5 CP481	480.8	PX
483	E 3080		3.2 BURNS	483.2	P
490	1544		2.5 HILLSDALE (SPUR-E)	489.7	P
			6.5 CP491	491.0	PX
501	E 5956		1.3 ARCHER	501.2	PX
506			10.2 BARNETT	506.3	PX
			5.1 CP509	508.3	PX
510		DN-R	CHEYENNE YL	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 MP 283.3 and MP 291.0 North Platte, double track, and between MP 363.0 and MP 437.7.

Rule 261 in effect between MP 291.0 and MP 363.0 and between MP 437.7 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
O'Fallons	
300.7 (SIDING ONLY)	40
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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
301		O'FALLONS YL		0.0	PXY
12-013	1881	SARBEN		12.8	
12-028	2486	KEYSTONE		28.4	P
12-035	2475	MARTIN		34.9	
12-052	516	RUTHTON (SPUR-W)		51.7	
12-059	1750	LEWELLEN		59.3	
12-071	2025	D	OSHKOSH	70.8	
12-086	1750	LISCO		86.4	
12-100	1939	BROADWATER		100.4	P
12-110	1337	TOWERS		109.6	
12-114	8000	NORTHPORT YL		114.1	P
12-115		BN CROSSING		115.5	A
12-127	789	SOUTH BAYARD		126.7	
12-132	2148	McGREW		132.1	
12-138	1403	MELBETA		137.9	
12-146	3132	D-R	GERING YL	145.9	FPTY
12-152	1430	HAIG		152.3	
12-156	1484	SOUTH MITCHELL		155.8	
12-162	2136	SOUTH MORRILL		162.1	
12-168	2464	LYMAN		167.9	Y
12-174	630	HUNTLEY (SPUR-W)		173.7	
12-182	2250	YODER YL		181.6	Y
12-188	2348	VETERAN		188.1	
12-201	2491	D	SO. TORRINGTON YL	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
Between Mile Posts —	
32.0 and 114.1 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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
12-182	2250	YODER YL		62.7	Y
114-52	2310	HAWK SPRINGS		51.9	P
114-43	1083	MEIER		43.3	
114-41	2354	LA GRANGE		40.5	
114-34	485	TREMAIN (SPUR-W)		33.5	
114-22	2553	ALBIN		21.8	
114-15	1668	LINDBERGH		14.6	
478		EGBERT YL		0.0	PY
		(62.7)			

CLEARANCE REQUIREMENTS

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

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

NEBRASKA DIVISION

WESTWARD		THIRD SUBDIVISION		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(B)	
	FEET	STATIONS				
365	4476	D	JULESBURG YL	0.0	IPY	
19-372	3412		7.1 OVID	7.1		
19-380	3602		7.5 SEDGWICK	14.6		
19-384	1252		4.4 DORSEY	19.0		
19-388	4254		4.1 RED LION	23.1		
19-395	1550		7.0 CROOK	30.1		
19-399	1302		4.1 TOBIN	34.2		
19-404	2816		4.6 PROCTOR	38.8		
19-411	1400		6.8 ILIFF	45.6		
19-415	625		4.5 FORD	50.1		
19-420			4.7 CERES	54.8		
19-423	8277	DN	2.7 STERLING YL	57.5	P	
19-436	1428		12.7 MERINO (SPUR-W)	70.2		
19-441	6910	ABS	5.8 MESSEX	76.0		
19-446	565		4.6 UNION	80.6	P	
19-452	4599		6.4 SNYDER	87.0	P	
19-464	4825		13.3 FT. MORGAN	98.6	P	
19-474	3809		10.4 WELDONA	109.0	P	
19-480	1162		5.2 GOODRICH	114.2	P	
19-483	3797		3.5 ORCHARD	117.7	P	
19-490	950		7.1 MASTERS	124.8	P	
19-506	380		15.5 MONFORT	140.3	PY	
19-508	3554		2.8 KERSEY	143.1	P	
14-687	2723		8.0 DN-R LASALLE YL	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.

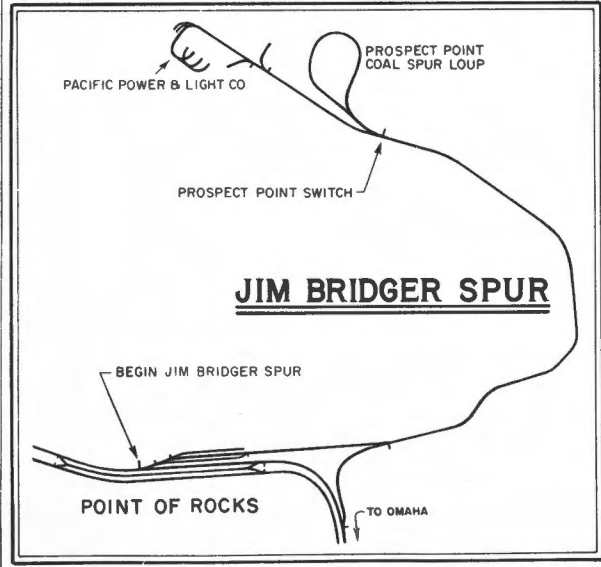
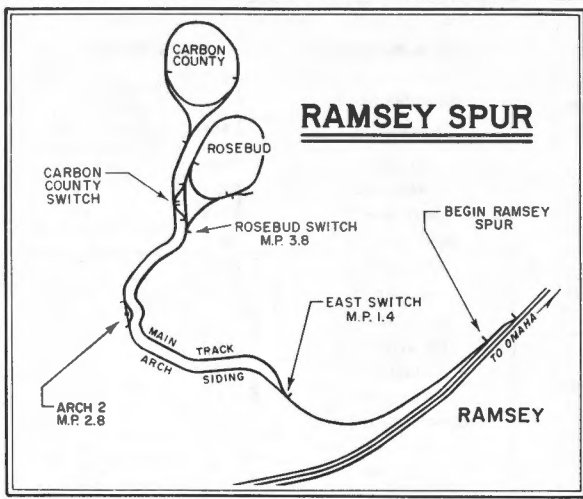
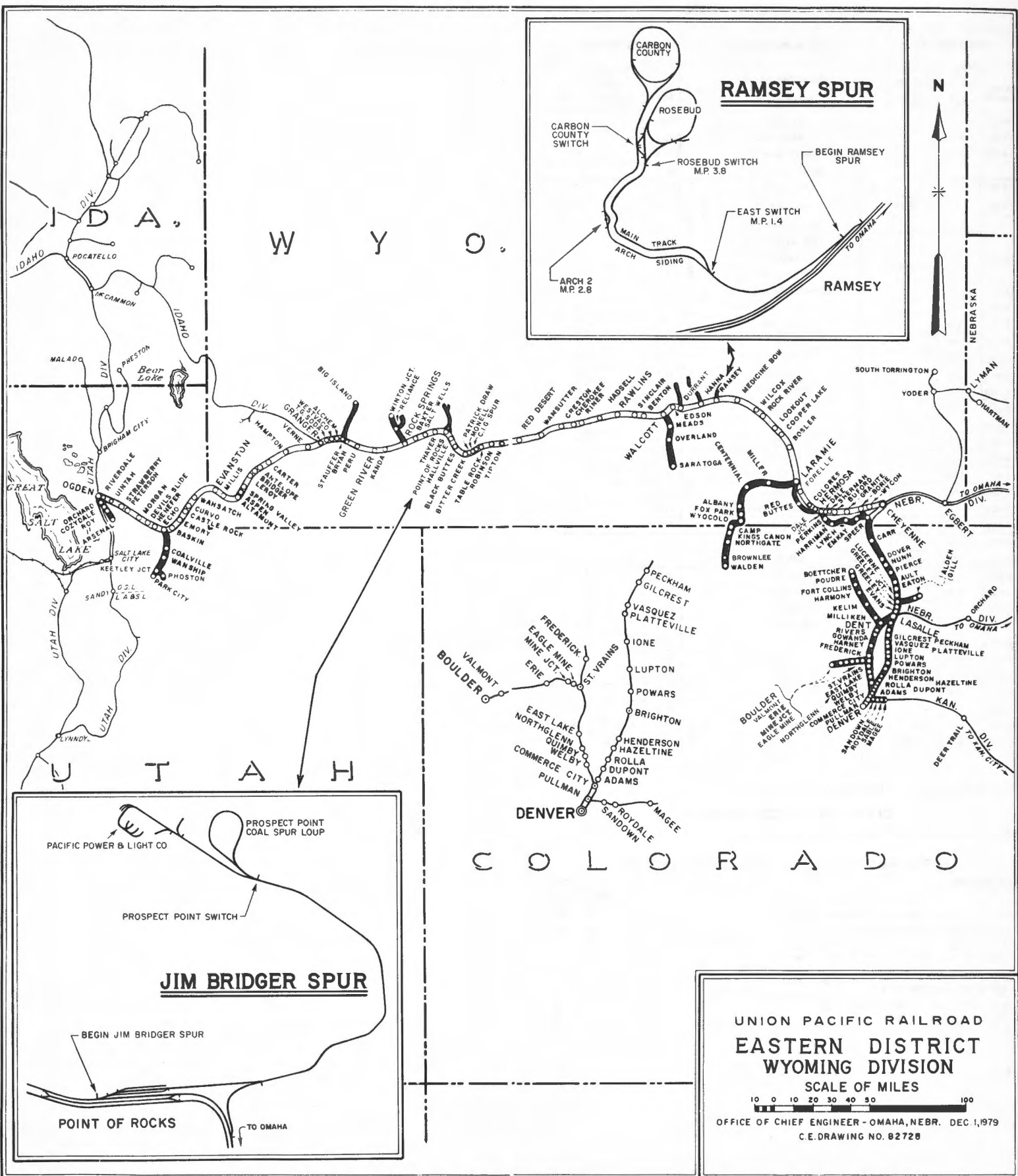
SPEED RESTRICTIONS—THIRD SUBDIVISION

LOCATION	MPH
Maximum speed.	60
Ovid Sugar Company Yard	5
Kersey Between MP 150.7 and 151.1	20



WY DIVISION

WY DIVISION



UNION PACIFIC RAILROAD
EASTERN DISTRICT
WYOMING DIVISION
 SCALE OF MILES

10 0 10 20 30 40 50 100

OFFICE OF CHIEF ENGINEER - OMAHA, NEBR. DEC. 1, 1979
 C.E. DRAWING NO. 62728

WYOMING DIVISION

WESTWARD			FIRST SUBDIVISION	EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 5 DAILY	Timetable No. 3	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	631.9		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		ROILA	9.9		P
14-652	7935		HAZELTINE	11.3		P
14-655	2298		HENDERSON	14.1		P
14-659	7960		D BRIGHTON	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	46.1		FPY
14-689	590		EVANS (SPUR-W)	48.2		P
14-692	8320	s1.10	D GREELEY	51.7	s4.10	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	1.55	SPEER	98.0	3.40	PXY
519	5164 1314	A2.05PM	BORIE	103.3	3.30PM	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
	Pggr. 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
	Pggr. 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 35 40 35 20 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
Carr 86.30 and 86.45	70 60
91.8 and 96.1	70 60
96.1 and 97.7	60 60
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. 3	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	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. 3		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	
		HARMONY		19.5	
138-20	2055	FORT COLLINS YL		25.0	Y
138-25	2644	C&S CROSSING		25.2	
		C&S CROSSING		25.3	
		POUDRE YL (SPUR-W)		27.9	
138-28	536	BOETTCHER YL		30.0	
138-30		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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
20-663		R	ST. VRAINS YL	8.1	Y
136-10		EAGLE MINE		10.1	
		MINE JCT. YL		10.9	
136-11	2449	ERIE		15.1	
136-15	477	BN CROSSING		15.1	
		VALMONT		24.0	
136-24	1022	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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-692		D-R	GREELEY	0.0	PY
14-694		GREELEY JCT. YL		2.3	PY
		ALDEN YL		8.4	
138-08	895	GILL YL		10.4	
139-10	1960	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		Valmont Spur MP 1, over C&S crossing.	10
Maximum speed	25	Valmont Lead	5
Dent, over west Wye switch. MP 0.04	10	Greeley Branch	
Boulder Branch		Maximum speed.	15
Maximum speed.	25	Over Bridge 4.51	5
Between Mile Posts—			
8.1 and 15.1	15		
24.0 and 26.9	15		

WYOMING DIVISION — SECOND SUBDIVISION BRANCHES

WESTWARD		ENCAMPMENT BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
662		WALCOTT		0.0	PY
116-07	569	MEADS		6.8	
		OVERLAND		12.3	
116-12	345	SARATOGA		24.1	
116-24	1090	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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
566		DN-R	LARAMIE YL	0.0	FPXY
21-015	1223	MILLER		14.7	
		CENTENNIAL (SPUR-E)		29.7	
21-030	2077	ALBANY		40.4	
21-040	453	FOX PARK		54.6	
21-055	932	WYCOLO		63.8	
21-064	2851	CAMP		70.8	
21-071	1601	KINGS CANON (SPUR-E)		73.6	
21-074	597	NORTHGATE		79.8	Y
21-080	947	BROWNLEE		88.3	
21-088	1068	WALDEN YL		92.2	
21-092	666	D-R	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

WESTWARD			SECOND SUBDIVISION	EASTWARD				
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 5 DAILY	Timetable No. 3			MILE POST	FIRST CLASS 6 DAILY	RULE 6(B)
			STATIONS					
510			DN-R CHEYENNE YL			509.5		FPTY
			WEST CHEYENNE YL			510.8		PX
			CP511			511.0		PX
515	900		WYCON (SPUR-E)			514.5		P
			CP519			518.9		PX
519	5184 1314	2.10PM	BORIE			519.1	A3.25PM	PX
529	4173		GRANITE			528.6		PX
			CP530			529.9		PX
537	C5852		BUFORD			536.6		P
540	1250		SHERMAN (SPUR-W)			540.4		PY
545	2171		DALE (SPUR-E)			543.0		P
			DALE JCT.			544.8		PX
			CP547			547.3		PX
548			HERMOSA			547.9		PX
			CP549			548.6		PX
554	572		COLORES (SPUR-E)			554.0		P
563	519		FORELLE (SPUR-E)			563.0		P
			CP565			565.3		PX
566			DN-R LARAMIE			566.0		FPXY
548			HERMOSA			B547.9		PX
557	5849		RED BUTTES			B556.8		P
566			DN-R LARAMIE			B566.3		FPXY
510			DN-R CHEYENNE			509.5		FPTY
15-518	C6489		SPEER			519.0		PXY
			CP517			517.2		PX
			CP518			518.3		PX
			SPEER			519.0		PXY
15-518	C6489					525.8		P
15-526	6217		EMKAY			534.2		P
15-534	6408		LYNCH			542.7		P
15-543	6722		HARRIMAN			549.5		P
15-550	6134		PERKINS			554.3		PX
			DALE JCT.			565.3		PX
			CP565			566.0	s2.25	FPXY
566		s3.15	DN-R LARAMIE			570.5		PX
			CP570			582.2		PX
			CP582			585.3		P
585	C4301		BOSLER			590.6		P
590	753		COOPER LAKE (SPUR-E)			593.9		PX
594	1585		LOOKOUT (SPUR-W)			601.0		PX
			CP601			605.3		PY
605	C5944		ROCK RIVER			609.0		PX
609			WILCOX			616.8		PX
			CP617			622.9		PY
623	C5985		D MEDICINE BOW			624.5		PX
			CP624			632.6		PX
			CP632			638.9		PX
639			RAMSEY			643.1		PXY
642	11772		DN-R HANNA			650.2		PX
			DURRANT			656.6		P
657	403		EDSON (SPUR-W)			662.2		PXY
662			WALCOTT			672.1		PX
672			BENTON			676.3		P
676			SINCLAIR			680.3		PX
			CP680			682.8	12.30PM	FPXY
683	11602 19126	A5.05PM	DN-R RAWLINS					

(VIA SHERMAN 173.3)
(VIA HARRIMAN 182.8)

Note 2 to Rule 99 is in effect on 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 or Hanna need register at Laramie or 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.

SPEED RESTRICTIONS — SECOND SUBDIVISION

LOCATION	MPH	
	Psg.	Frt.
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
All eastward trains with tonnage in excess of 100 tons per operative brake must not exceed 20 MPH on No. 1 and No. 2 tracks from MP 536 to Cheyenne, and must not use less than the times shown below between the designated points:		
MP 536.0 to MP 528.5 — 22 mins.		
MP 528.5 to MP 519.1 — 28 mins.		
MP 519.1 to MP 510.8 — 25 mins.		
Important — For movement on descending grades see Special Rule 1042 (RW) page 146.		
Maximum speed on Borie Cut-Off between Speer and Borie	60	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
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 146.		
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
*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	FRT
Maximum Speed — Spur Tracks		
Arch 1	40	
Ramsey	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	
Hanna through turnout from Old Rosebud Lead to North running track		10
Rawlins sidings in accordance with signal indications, not exceeding 682.3 and 682.8, until engine has passed over hand operated switches	40	40
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
Medicine Bow		
637.5 and 637.8	70	60
Ramsay		
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

TRAIN MOVEMENTS

Train movements on Ramsey Spur are authorized by Radio Block clearance. See special Rule 96 (RW-1)

WYOMING DIVISION

WESTWARD			THIRD SUBDIVISION	EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 5 DAILY		Timetable No. 3	MILE POST	FIRST CLASS 6 DAILY
683	11602 19126	5.25PM	DN-R RAWLINS	682.8	A12.10PM	FPXY
			CP685	685.0		PX
690	800-791		HADSELL (SPUR E-W)	690.2		P
701	13042		RINER	700.7		PX
712	W 2865 C10002		CRESTON	712.0		PY
724	W 11200 E 9080		D WAMSUTTER	724.2		PXY
733	C 2547		RED DESERT	732.7		
740	W 2470		TIPTON	740.0		PX
743	5000		ROBINSON (SPUR-W)	744.1		P
747	E10279		TABLE ROCK (SPUR-W)	746.7		P
749			CIG SPUR	748.7		
752	300		MONELL (SPUR-E)	751.7		P
754			PATRICK DRAW	753.6		
757	W 11000 E10298		BITTER CREEK	756.7		PX
766	W 7340 C 871		BLACK BUTTES	766.7		PX
771	W 3215		HALLVILLE	771.2		PX
777	C 8103		POINT OF ROCKS	777.4		PX
784	W 12550		THAYER	784.1		PX
789	1020		SALT WELLS (SPUR-W)	788.6		
796	C 5646		BAXTER	796.1		P
802	16690	s7.05	D ROCK SPRINGS	802.1	s10.15	PXY
809	C 6294		KANDA	809.0		P
817		A7.35PM	DN-R GREEN RIVER YL	817.0	10.00AM	FPTYX
			(134.2)			

CLEARANCE REQUIREMENTS

All trains with Interdivisional crews will receive clearance at Green River but need not register.

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.	Frt.
Maximum speed between Rawlins and Rock Springs	90	70
Between Rock Springs and Green River	90	60
Jim Bridger spur — Maximum speed		25
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
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

WYOMING DIVISION

SPEED RESTRICTIONS — THIRD SUBDIVISION CONT.

LOCATION	MPH	
	Pggr.	Fr.
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

TRAIN MOVEMENTS

Train movements on Jim Bridger Spur are authorized by Radio Block clearance. See special Rule 96 (RW-1).

WESTWARD		SOUTH PASS BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 3		MILE POST	RULE 6(B)
		STATIONS			
802		D	ROCK SPRINGS YL 6.0	0.0	PXY
117-06			RELIANCE YL 3.5	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. 3		MILE POST	FIRST CLASS 6 DAILY	RULE 6(B)
			STATIONS				
817		7.40PM	DN-R	GREEN RIVER YL 9.9	817.0	A9.55AM	FP TXY
825	805			PERU (SPUR-E) 5.3	824.9		PX
830	1425			BRYAN (SPUR-W) 1.0	830.2		P
834				STAUFFER 1.0	834.1		PX
835				ALCHEM 2.2	835.1		P
838				WESTVACO 3.2	837.3		PX
843				TG SODA 4.7	842.5		P
847	15057			GRANGER 11.9	847.2		PXY
9-0854	C 5795			VERNE 11.9	854.0		P
9-0866	C 4801			HAMPTON 9.5	865.9		P
9-0875	C 6277			CARTER 5.0	875.4		P
9-0881	C 1436			ANTELOPE 5.0	880.6		P
9-0886	C 6068			BRIDGER 4.9	885.6		P
9-0891	C 1002			LEROY 7.1	890.5		P
9-0898	C 5807			SPRING VALLEY 4.1	897.6		P
9-0902				ASPEN 8.5	900.1		PX
9-0904	4944			ALTAMONT 4.5	904.2		PX
9-0913	C 1267			MILLIS 9.9	912.7		P
9-0917	W 8875 E 8264	s9.10		D EVANSTON 5.0	917.2	s8.10	PXY
9-0928	C 4254			WAHSATCH 7.1	927.1		P
9-0933	241			CURVO (SPUR-E) 4.1	932.1		P
9-0936	3756-3641			CASTLE ROCK (SPUR W-E) 4.6	936.2		P
9-0943	C 5797			EMORY 4.8	943.3		P
9-0948	400			BASKIN (SPUR-E) 4.4	947.9		P
9-0952	E 5845 W 5556			ECHO 4.0	952.7		PX
9-0957	C 5489			HENEFER 4.0	957.1		P
9-0961	C 5483			DEVIL'S SLIDE 3.5	961.1		P
9-0968	C 5546			MORGAN 7.4	968.7		P
9-0976	C 5494			PETERSON 1.6	976.1		P
9-0978				STRAWBERRY 7.4	977.7		PX
9-0985	995-3324			UINTAH (SPUR-W-E) 1.3	985.1		P
9-0990				EAST RIVERDALE 2.7	988.6		PX
9-0993		A11.10PM		RIVERDALE YL 2.7	989.9		PX
				DN-R OGDEN YL (175.6)	992.6	6.50AM	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.

All trains with Interdivisional crews will receive clearance at Green River, but need not register.

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

SPEED RESTRICTIONS — FOURTH SUBDIVISION

LOCATION	MPH	
	Psgr.	Frt.
MP 816.7 and MP 816.9 , Green River, Tracks 1, 2 & Running Tracks until engine has passed over hand operated switches Green River Running Tracks	20 30	20 30
Maximum speed between: Green River and Evanston Evanston and Ogden	90 79	65 50
Stauffer Spur		25
Allied Spur		15
TG Soda Spur		40
MP 0.0 and MP 0.6		30
MP 3.6 and MP 4.8		15
MP 4.8 and MP 5.2		5
Westvaco running track		10
Granger, siding and Idaho Division Siding.	40	40
Ogden, between East Riverdale and Bridge Junction on Bypass Track	40	40
North Leg of Wye between 29th St. and Bridge Junction	10	10
Wye track between Drill Track and Bridge Junction	15	15
No. 1 Track East Bridge Junction and Paterson Ave.	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		LOCATION	MPH	
	Psgr.	Frt.		Psgr.	Frt.
Between Mile Posts — Westward Track			Between Mile Posts — Eastward Track		
Leroy			890.9 and 894.4	70	60
891.6 and 895.1	70	60	896.7 and 901.3	60	45
896.1 and 900.6	60	45			

SPEED RESTRICTIONS — FOURTH SUBDIVISION CONT.

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	MPH Psgr. Frt.
Emory	
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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-0952		ECHO		0.0	P
126-06	771	COALVILLE		5.7	
126-13	911	WANSHIP		13.4	
126-25	840	KEETLEY JCT.		24.5	
126-28		PARK CITY		27.4	Y
		(27.4)			

WESTWARD		ONTARIO BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
126-25		KEETLEY JCT.		0.0	
127-02		PHOSTON		2.2	
		END OF TRACK		2.5	
		(2.5)			

WESTWARD		HILL FIELD BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-0993		OGDEN JUNCTION YL		0.0	
151-02	655	ORCHARD YL (SPUR-W)		2.6	
151-03	855	COZYDALE YL (SPUR-E)		3.4	
151-04	335	ROY YL (SPUR-W)		4.2	
151-06		ARSENAL YL		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.

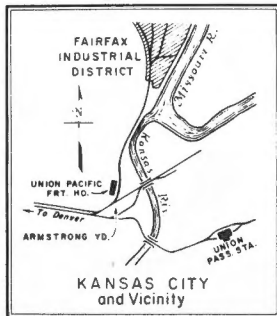
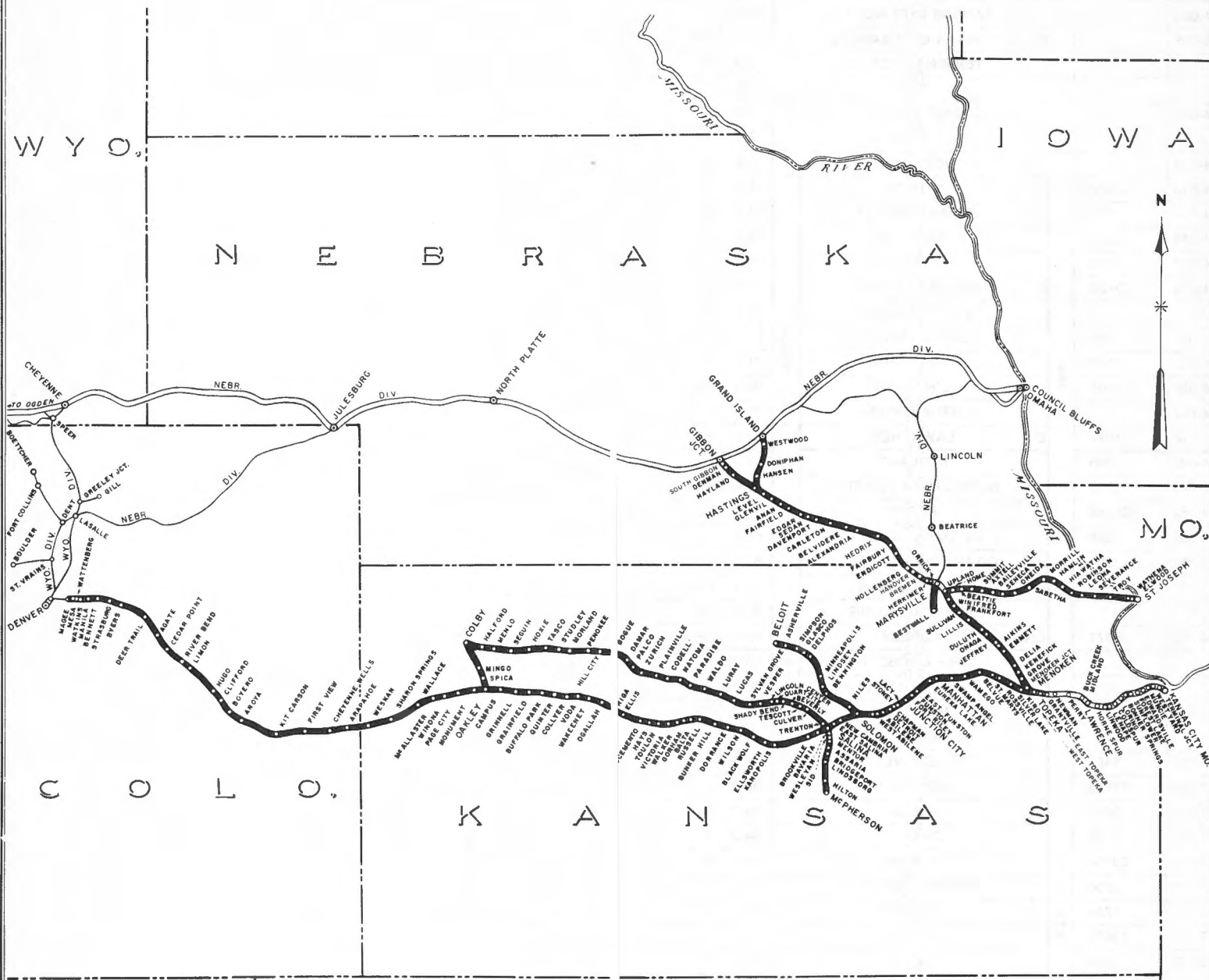
On Hill Field Branch, yard limits are continuous from Ogden Junction, to and including End of Track MP 6.8.

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
KANSAS DIVISION**

SCALE OF MILES

10 0 10 20 30 40 50 100

OFFICE OF CHIEF ENGINEER - OMAHA, NEBR. DEC. 1, 1979
C.E. DRAWING NO. 82726

KANSAS DIVISION

WESTWARD		FIRST SUBDIVISION	EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-000		KANSAS CITY MO. YL		0.0	P
14-003		DN-R	KANSAS CITY KAN. YL	1.4	FTY
			TERMINAL JCT. YL	3.3	PX
			CP4	3.6	PX
14-004			CRIP JCT. YL	4.2	X
			CP5	5.1	PX
14-005			WEST YARD	6.4	PX
14-010	C4822		MUNCIE	8.9	PX
14-014	2071		EDWARDSVILLE	14.0	PX
14-015	3339		FOREST LAKE	15.0	PX
14-017	663		SUNFLOWER	16.7	PX
14-018	C2806	D	BONNER SPRINGS	17.5	P
			ATSF CROSSING	18.0	IP
14-021	1480		LORING (SPUR-E)	20.7	PX
14-022	2122		COLD SPUR	21.3	P
14-028	C5905	ABS	LINWOOD	28.3	PX
14-037			HORNE (SPUR-E)	37.3	
14-040	C1997	D	LAWRENCE	39.6	PX
14-043	1099		MIDLAND	43.2	P
14-046	1225		BUCK CREEK (SPUR-W)	46.1	P
14-052	C6044		PERRY	52.1	PX
14-056	835		NEWMAN (SPUR-E)	55.9	
14-061	1561		GRANTVILLE (SPUR-W)	61.3	
			EAST TOPEKA	67.4	PX
			ATSF CROSSING	67.5	PX
14-068	6571	DN-R	TOPEKA	68.0	FPX
			CRIP CROSSING	68.2	IP
			WEST TOPEKA	70.2	P
14-073			MENOKEN	73.0	P
			MENOKEN JCT.	74.0	PY
17-081	1486		GROVE	80.7	P
17-084	12795		KENEFFICK	84.2	P
17-088	2103		DELIA	88.2	P
17-095	2125		EMMETT	94.8	P
17-101	23760		AIKINS	100.9	P
17-103	3100		JEFFREY (SPUR-W)	102.2	P
17-110	1854		ONAGA	109.9	P
17-112	12824	CTC	DULUTH	112.7	P
17-122	1814		LILLIS	121.8	P
17-127	12910		SULLIVAN	126.8	P
			MOPAC CROSSING	130.9	AP
17-131	6536	D	FRANKFORT	131.8	P
17-137	6495		WINIFRED	137.0	P
17-143			UPLAND	142.6	P
17-148		DN-R	MARYSVILLE	148.1	FPTYX
			(148.1)		

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) 1.46 and 1.86 (Inbound and outbound trains) (1x1 track)	20 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

SPEED RESTRICTIONS — FIRST SUBDIV. CONTD.

LOCATION	MPH
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	STATIONS	MILE POST	RULE 6(B)
	FEET			
17-148		DN-R MARYSVILLE	148.1	FPTXY
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	HOLLENBURG	171.6	P
		BN CROSSING	180.4	AP
17-182	1487	ENDICOTT	180.6	P
17-188	13571	FAIRBURY	184.6	AP
		CRIP CROSSING	186.0	P
17-193	10039	HEDRIX	192.8	P
17-203	12759	ALEXANDRIA	201.9	P
17-212	6507	BELVIDERE	209.3	P
		BN CROSSING	210.2	AP
17-219	13455	D CARLETON	217.2	P
17-226	13800	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	19928	LEVEL	255.0	P
		BN CROSSING	260.5	IP
17-262	13165	D HASTINGS	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 and Speed Signalling is 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
265.2 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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
18-113		ST. JOSEPH YL		0.0	Y
		DN-R TERMINAL YD. YL			PT
18-112	2651	ELWOOD YL		1.7	
18-108	1804	WATHENA YL		4.8	
18-099	807	D-R	TROY YL	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	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	25
14.0 and 28.3	25
Robinson	30
40.6 and 40.9	30
Over MoPac Crossing	25
42.2	25
Hiawatha	25
43.6 and 44.7	25
51.0 and 51.4	25
54.0 and 58.5	30
Sabetha, until engine passes public crossings	30
60.4 and 60.9	30
73.2 and 74.0	30
Seneca, until engine passes public crossings	30
76.7 and 77.5	30
82.1 and 89.0	25
Axtell within City Limits	25
94.5 and 95.0	25
99.4 and 101.3	30

KANSAS DIVISION

WESTWARD		BESTWALL SPUR		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
17-148		DN-R MARYSVILLE YL		0.0	FPT
133-45	1895	BESTWALL		10.3	

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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
17-262		D	HASTINGS YL	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	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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-073		CTC	MENOKEN	73.0	P
14-075	1561		2.2 KIRO	75.2	P
14-079	4714		3.5 SILVER LAKE	78.7	P
14-084	6567		5.3 ROSSVILLE	84.0	P
14-092	3916		7.6 D ST. MARYS	91.6	P
14-098	2380		6.2 BELVUE	97.8	P
14-105	7020		6.9 WAMEGO	104.7	P
14-115	301		10.1 SWAMP ANGEL (SPUR-E) YL	114.8	
14-118	1042		3.2 INDUSTRIAL PARK (SPUR-W) YL	118.0	
14-119	6397		1.3 D MANHATTAN YL	119.3	P
			0.1 CRIP CROSSING	119.4	
14-126	989		6.5 EUREKA LAKE (SPUR-W)	125.9	
14-132	6360		5.7 EAST FUNSTON	131.6	
14-134			2.0 FUNSTON	133.6	
14-136			2.1 D FORT RILEY	135.7	
14-140	5116	3.8 D-R JUNCTION CITY YL	139.5	FPY	
14-143	808	3.5 LACY (SPUR-E)	143.0		
14-151	1679	7.6 STONEJ (SPUR-W)	150.6		
14-152	6503	1.7 D CHAPMAN	152.3		
14-159	1292	6.2 DETROIT	158.5		
14-164	5519	5.2 DN ABILENE YL	163.7	P	
		0.8 ATSF CROSSING	164.5	A	
14-165		0.2 WEST ABILENE YL	164.7		
14-172	3482 3884	7.6 D SOLOMON YL	172.3	PY	
14-180	3961	8.1 NEW CAMBRIA	180.4	P	
14-185		4.2 EAST SALINA YL	184.6	P	
14-187		2.0 DN-R SALINA YL	186.6	FPTY	
		0.6 ATSF CROSSING	187.2	A	
14-195	2987	7.6 BAVARIA	194.8	P	
14-201	5723	6.6 BROOKVILLE	201.4	P	
14-219	2917	17.8 DN KANOPOLIS	219.2	PY	
14-224	4902 5103	4.5 ELLSWORTH	223.7	P	
		0.7 SLSF CROSSING	224.4		
14-232	1890	7.1 BLACK WOLF	231.5	P	
14-240	3079	8.4 WILSON	239.9	P	
14-246	3421	6.5 DORRANCE	246.4	P	
14-253	1567	7.0 BUNKER HILL	253.4	P	
14-263	3550	9.9 RUSSELL	263.3	P	
14-267	825	3.4 BALTA	266.7	P	
14-272	5472	5.7 GORHAM	272.4	P	
14-276	1529	3.1 WALKER	275.5	P	
14-280	1147	4.1 VICTORIA	279.6	P	
14-285	1291	5.2 TOULON	284.8	P	
14-290	6276	5.3 D HAYS	290.1	P	
14-295	1039	5.3 YOCEMENTO (SPUR-E)	295.4		
14-303	4060	7.9 D ELLIS	303.3	FPY	

KANSAS DIVISION

WESTWARD		DENVER CUT-OFF SALINA SUBDIVISION CONT.		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-303	4060	ABS	D ELLIS	303.3	FPY
14-308	2951		5.1 RIGA	308.4	P
14-314	1471		4.7 OGALLAH	313.1	
14-322	3094		9.2 D WAKEENEY	322.3	P
14-330	1305		7.7 VODA	330.0	
14-336	1798		5.8 COLLYER	335.8	P
14-343	3842		7.5 QUINTER	343.3	P
14-351	3480		7.6 BUFFALO PARK	350.9	P
14-356	2143		5.4 GRAINFIELD	356.3	
14-365	2594		8.9 GRINNELL	365.2	P
14-371	912		6.0 CAMPUS	371.2	
14-377	2816		6.2 DN-R OAKLEY YL	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.	
		152.1 and 152.7	40
Between Mile Posts— Menoken (West Leg of Wye)	20	Abilene, between Oplena and Elm Streets.	
Silver Lake, within city limits.	45	163.3 and 164.0	25
78.6 and 78.9		Abilene, over ATSF crossing.	
Rossville, within city limits.	45	164.5	25
83.7 and 84.4		St. Marys, within city limits.	
St. Marys, within city limits.	30	165.9 and 166.2	50
91.0 and 91.8		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		
Kanopolis 221.9 and 224.5	25	Hays, within city limits. 288.6 and 290.4	35
224.6 and 225.0	45	301.8 and 302.6	35
225.6 and 225.8	55	302.6 and 303.6	20
228.3 and 228.7	50	303.6 and 307.0	40
230.6 and 230.9	45		
Black Wolf 231.7 and 233.0	35	Wakeeney 322.2 and 322.4	
235.0 and 236.2	35	Between first crossing west and second crossing east of depot	25
238.4 and 238.6**** Note	55	323.3 and 324.0	40
Wilson, within city limits. 239.6 and 240.4	40	331.7 and 332.1	50
Dorrance 249.5 and 250.0	45	Collyer 336.5 and 337.1	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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-377	2816	DN-R	OAKLEY YL 8.7	377.4	FPY
14-386	2494		MONUMENT 7.5	386.1	P
14-394	1820		PAGE CITY 5.4	393.6	
14-399	2686		WINONA 9.4	399.0	P
14-408	1050		MCALLASTER 12.7	408.4	
14-421	2066		WALLACE 8.7	421.1	P
14-430	3823	D	SHARON SPRINGS 12.0	429.8	PY
14-442	3082		WESKAN 11.3	441.8	P
14-453	1867		ARAPAHOE 9.9	453.1	P
14-463	2111	D	CHEYENNE WELLS 10.5	463.0	P
14-474	2401		FIRST VIEW 14.0	473.5	P
14-488	2834		KIT CARSON 20.1	487.5	P
14-508	2262	ABS	AROYA 10.4	507.6	
14-518	2246		BOYERO 8.7	518.0	P
14-526	4534		CLIFFORD 8.8	526.7	P
14-536	4001		HUGO 15.0	535.5	PY
14-551	2299	DN	(CRIP CROSSING) LIMON YL 0.1	550.5	P
			LIMON JUNCTION YL 6.0	550.6	
14-557	1375		RIVER BEND (SPUR-E) 6.4	556.6	P
14-563	4947		CEDAR POINT 9.2	563.0	P
14-572	4837		AGATE 12.0	572.2	P
14-584	2483 2592		DEER TRAIL 12.4	584.2	P
14-597	2422		BYERS 5.9	596.6	P
14-603	2803	D	STRASBURG 6.9	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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-609	4756	ABS	BENNETT 4.3	609.4	P
14-614	2600		MANILA 4.7	613.7	P
14-618	4856		WATKINS 4.1	618.4	P
14-622	1204		WATTENBERG (SPUR-E) 2.5	622.5	
14-625	2480		MESA 3.1	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 556.6 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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-187		DN-R	SALINA YL	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	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	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	138.0	PY
16-145	1259		PENOKEE	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	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	203.5	PY
16-213	1308		MINGO	212.5	
16-218	1316		SPICA (SPUR-E)	218.0	
14-377		DN-R	OAKLEY YL	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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-172		D-R	SOLOMON YL	0.0	Y
129-07	1328		NILES	6.5	
129-15	2443		BENNINGTON	14.7	
129-21	662		LINDSEY	20.9	
129-23	778		MINNEAPOLIS	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	57.4	
			(57.4)		

WESTWARD		McPHERSON BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-187		DN-R	SALINA YL	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	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 8.1, 13.1, 21.8	10
		MP 33.8, 34.8	25
		Thru Assaria	25

SOUTH-CENTRAL DISTRICT

R. E. IRION
General Manager

W. R. DAVIS
Genl. Superintendent Transportation

UTAH DIVISION

W. A. RIDGE, Superintendent	Salt Lake City, Utah
G. R. JENSEN, Division Assistant Superintendent	Salt Lake City, Utah
R. V. WADE, Terminal Superintendent	Salt Lake City, Utah
D. E. BERGERON, Assistant Terminal Superintendent	Salt Lake City, Utah
G. L. LEWIS, Terminal Trainmaster	Salt Lake City, Utah
W. L. MILTON, Terminal Trainmaster	Salt Lake City, Utah
J. B. PEAY, Terminal Trainmaster	Salt Lake City, Utah
E. A. RIGDON, Trainmaster	Ogden, Utah
G. F. CHERRY, Terminal Superintendent	Ogden, Utah
D. P. McALLISTER, Assistant Terminal Superintendent	Ogden, Utah
M. J. GALLAWAY, Terminal Trainmaster	Ogden, Utah
D. W. KRAFCZIK, Road Foreman-Assistant Trainmaster	Ogden, Utah
N. D. PARTINGTON, Trainmaster	Clearfield, Utah
O. G. STOCKHAUS, Assistant Trainmaster	Clearfield, Utah
A. D. WALLACE, Assistant Trainmaster	Clearfield, Utah
J. B. WHARFF, Assistant Trainmaster (DRGW)	Clearfield, Utah
M. A. PARAS, Assistant Trainmaster (DRGW)	Clearfield, Utah
S. R. SEARLE, Trainmaster	Provo, Utah
M. L. RAWLINSON, Terminal Trainmaster	Provo, Utah
D. R. LYON, Trainmaster	Milford, Utah
W. S. NUA, Road Foreman-Assistant Trainmaster	Las Vegas, Nevada
D. E. GODDEN, Road Foreman-Assistant Trainmaster	Salt Lake City, Utah
C. G. DANA, Assistant Director of Safety	Salt Lake City, Utah
K. S. KERR, Manager of Safety	Salt Lake City, Utah
G. H. MAXWELL, Division Engineer	Salt Lake City, Utah
D. C. JONES, General Roadmaster	Salt Lake City, Utah

CALIFORNIA DIVISION

L. D. NELSON, Superintendent	Los Angeles, Calif.
L. D. SMITH, Division Assistant Superintendent	Los Angeles, Calif.
W. E. THOMPSON, 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.
D. R. BORLA, Intermodal Terminal Superintendent	Los Angeles, Calif.
R. L. SALOGA, Terminal Trainmaster	Los Angeles, Calif.
C. W. CRAWFORD, Terminal Trainmaster	Los Angeles, Calif.
R. W. PIPPIN, JR., Terminal Trainmaster	Los Angeles, Calif.
G. A. PETERSON, Intermodal Terminal Trainmaster	Los Angeles, Calif.
J. R. RENFRO, Terminal Trainmaster	Los Angeles, Calif.
R. E. MAIN, Terminal Superintendent	Yermo, Calif.
F. H. BITHELL, Trainmaster	Las Vegas, Nev.
R. C. KLEPPER, Terminal Superintendent	Las Vegas, Nev.
W. B. ELLIOTT, Asst. Term. Superintendent	Las Vegas, Nev.
D. L. LEWIS, Terminal Trainmaster	Las Vegas, Nev.
R. L. BROWN, Road Foreman of Engines	Los Angeles, Calif.
E. K. STANCZYK, Road Foreman of Engines	Las Vegas, Nev.
F. D. WENGERT, Division Engineer	Los Angeles, Calif.
A. J. HILL, Manager Safety	Los Angeles, Calif.
H. R. L. BRANDT, 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

CHIEF DISPATCHER

C. H. WHITE

Assistant Chief Train Dispatchers

W. A. McCALL

J. T. HOLYOAK

R. L. MAUGHAN

J. A. WORKMAN

C. W. HYDE

S. A. MADSEN

J. L. CLARKEN

J. L. BUNDY

J. H. COX

G. V. BECK

UTAH DIVISION MILEAGE

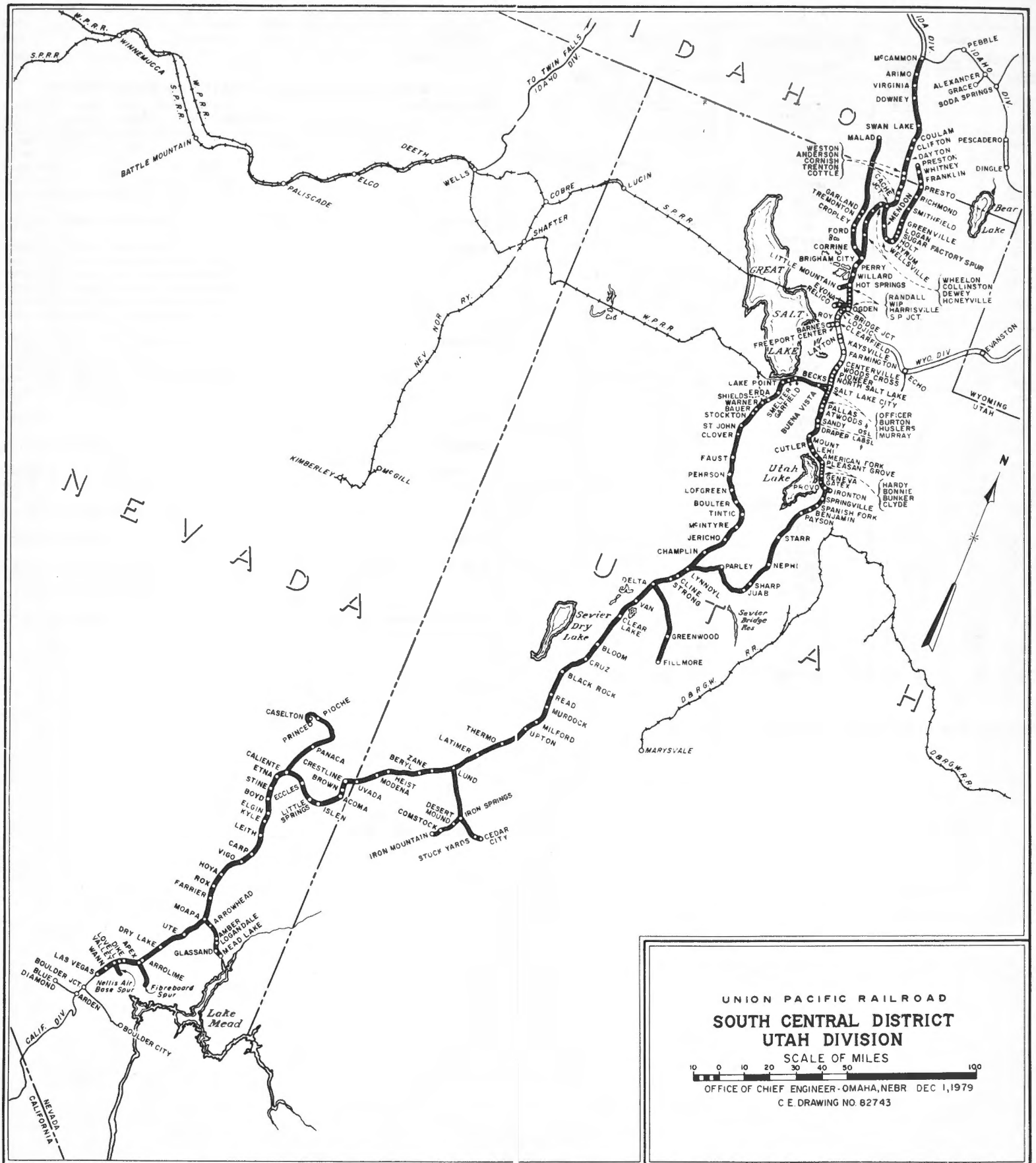
Main Line762.6
Branches262.3
Total 1024.9

CALIFORNIA DIVISION MILEAGE

Main Line338.5
Branches69.5
Total408.0

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
.....	East Carman's Register Room
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 36 DAILY	FIRST CLASS 25 DAILY	Timetable No. 3		MILE POST	FIRST CLASS 26 DAILY	FIRST CLASS 35 DAILY	RULE 6 (B)
				STATIONS					
9-1029		4.55AM	10.45PM	SALT LAKE CITY	YL	782.8	A7.40AM	A12.40AM	P
9-1026	4140			NORTH YARD	YL	783.6			FIFTY
9-1024				BECKS		786.1			X
9-1022	4880			NORTH SALT LAKE		787.5			P
9-1021	2404			PIONEER		789.2			X
9-1018	780			WOODS CROSS		791.0			PX
9-1014	3556			CENTERVILLE (SPUR-W)		793.2			X
9-1009	6418			FARMINGTON		797.3			P
9-1007	2210			KAYSVILLE		803.2			P
9-1002	C-4727			LAYTON		804.2			P
9-0999	2141			CLEARFIELD		808.7			PXY
9-0994	2640			ROY		812.9			P
9-0994				LODJIC (SPUR-E)		816.7			P
9-0993	A6.15AM	11.40PM	12.05AM	BRIDGE JCT.	YL	817.8			PX
99-002	6573		12.12	OGDEN	YL	0.0	6.35	11.45PM	FPY
99-005	1500			DRGW CROSSING	YL	0.7			A
99-006	1140			S. P. JCT.	YL	1.6	6.05		P
99-009	5938		12.20	HARRISVILLE		4.7			
99-010	5965		12.25	WIP		5.8			P
99-017	1050			RANDALL		6.3			
99-021	6519		12.35	HOT SPRINGS		9.0	5.58		PY
99-030	5984		12.45	WILLARD		14.6	5.53		P
99-036	6039		12.50	PERRY (SPUR-W)		17.3			
99-040	540			BRIGHAM CITY	YL	21.1	5.45		PY
99-045	6010		1.01	HONEYVILLE		30.4	5.33		P
99-049	5300		1.10	DEWEY		35.7	5.25		P
99-056	1320			COLLINSTON (SPUR-W)		40.3			
99-057	6102		1.19	WHEELON		44.0	5.15		P
99-061	1740		1.22	CACHE JCT.	YL	48.6	5.02		PY
99-064	780			COTTLE		55.8			
99-065	6022		1.27	TRENTON		56.6	4.52		P
99-071	6011		1.35	CORNISH		60.6	4.46		
99-075	2100		1.39	ANDERSON		63.8			
99-078	6007		1.42	WESTON		65.4	4.41		P
99-085	6005		1.48	DAYTON		71.4	4.34		P
99-095	5991		2.03	CLIFTON		75.2	4.30		
99-100	3600		2.10	COULAM		78.8	4.26		P
99-105	6046		2.15	SWAN LAKE		84.4	4.21		P
1038	5991		A2.25AM	DOWNNEY		95.0	4.11		P
				VIRGINIA		100.4	4.06		
				ARIMO		104.8	4.01		P
				MCCAMMON		111.2	3.55AM		PY

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
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		LOCATION	MPH	
	PSGR	FRT		PSGR	FRT
Maximum speed.	70	60	Between Mile Posts — Cache Junction		
Between Mile Posts — Hot Springs			49.0 and 49.3	25	25
10.3 and 10.6	70	60	51.1 and 51.4	50	40
12.3 and 12.7	70	60	53.5 and 53.9	65	55
13.7 and 14.0* (See Note)	70	60	Cornish		
Willard			64.1 and 64.5	65	55
14.9 and 15.0	70	60	Weston		
17.3 and 17.7	70	60	66.1 and 67.1	50	40
19.2 and 19.4	70	55	68.6 and 68.8	70	60
20.9 and 21.1	35	35	Coulam		
Brigham City			82.7 and 83.0	50	40
23.1 and 23.4	65	55	Swan Lake		
Dewey			85.6 and 85.8	65	55
37.8 and 38.0	50	40	86.5 and 87.5	65	55
41.0 and 41.4	65	55	90.2 and 90.4	55	45
42.0 and 42.2	50	40	92.3 and 93.9* (See Note)	65	55
43.5 and 44.6	50	40	Downey		
Wheelon			99.4 and 99.6	60	50
44.6* and 46.4 (See Note)	12	12	Virginia		
46.4 and 47.2	30	30	102.4 and 102.6	65	55
47.3 and 47.5* (See Note)	60	40	Armo		
			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 FEET	FIRST CLASS 35 DAILY	Timetable No. 3			MILE POST	FIRST CLASS 36 DAILY	RULE 6(B)
			STATIONS					
			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		12.50AM		SALT LAKE CITY	YL	784.1	A4.45AM	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
9-1061	2032			SHIELDS		752.2		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		P
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	A4.20AM	DN-R	MILFORD		576.8	1.15AM	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 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	79	70
576.2* and 576.5 (See Note)	50	35
576.5* and 576.7** (See Note)	20	20
Delta	655.8	656.4
Champlin	678.9	679.2
	680.5	681.0
	682.5	689.0
Tintic	699.6	700.0
	702.1	703.8
Boulter	705.8	711.3
	712.1	715.9
Pehrson	719.6	721.0
St. John	742.1	744.1
Warner	754.2	755.6
Erda	757.1*	758.9 (See Note)
	762.7	763.4
Smelter	When using No. 20 Turnouts at Smelter.	
	767.2	767.5
Garfield	770.1	770.6
Buena Vista — via Freight Line	779.2	780.8
	780.8	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	12	12
Salt Lake City		
When shoving 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

WESTWARD			THIRD SUBDIVISION (MOUNTAIN TIME)	EASTWARD			
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 35 DAILY	Timetable No. 3		MILE POST	FIRST CLASS 36 DAILY	RULE 6(B)
			STATIONS				
9-1236	19982	4.25AM	DN-R	MILFORD	576.8	A1.10AM	PY
9-1241	6026			UPTON	571.4		P
9-1251	6002			THERMO	561.5		P
9-1262	5988			LATIMER	550.7		P
9-1272	9101			LUND	541.8		PY
9-1281	6006			ZANE	531.7		P
9-1286	5981			BERYL	526.2		P
9-1297	6016			HEIST	516.2		P
9-1303	6004			MODENA	510.2		PY
9-1312	6003			UVADA	501.1		P
9-1319	6212			CRESTLINE	493.8		P
9-1324	6013			BROWN	489.6		P
9-1328	6041			ACOMA	484.2		P
9-1338	6516			ISLEN	475.6		P
9-1341	2520			LITTLE SPRINGS	472.0		P
9-1349	6014			ECCLES	464.5		P
9-1353	11150		D	CALIENTE	459.9		PY
9-1358	6079			ETNA	454.8		P
9-1363	5976			STINE	449.9		P
9-1368	6013			BOYD	445.2		P
9-1375	6275			ELGIN	438.4		P
9-1379	7140			KYLE	434.5		P
9-1384	5925			LEITH	429.1		P
9-1394	5045			CARP	418.7		P
9-1399	6068			VIGO	413.4		P
9-1410	5977			HOYA	402.8		P
9-1415	6645			ROX	398.1		P
9-1420	6056			FARRIER	393.0		P
9-1430	6066		D	MOAPA	383.1		PY
9-1439	6102			UTE	373.8		P
9-1450	6094			DRY LAKE	363.2		P
9-1459	1680			ARROLIME	353.8		P
9-1461	6072			FIBREBOARD (SPUR-W)	352.0		P
9-1466	6107			DIKE	346.7		P
9-1468	600			LOVELL (SPUR-W)	344.6		P
9-1470	1860			VALLEY (SPUR-E) NELLIS AIR BASE (SPUR-W)	342.6		P
9-1473	2460			NEVADA INDUS. PARK (SPUR-W)	340.0		P
9-1474	6119			WANN	339.1		P
	1800			LAS VEGAS INDUS. PK. (SPUR-W)	337.9		P
9-1479		A9.25AM	DN-R	LAS VEGAS	334.3	8.10PM	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.

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.

UTAH DIVISION

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
Las Vegas Industrial Park spur on curves		5
Nevada Industrial Park spur MP 340.0 all movements on curves		5
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		PROVO SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 3		MILE POST	RULE 6(B)
		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 YL	P-797.4	
	900		BURTON YL	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	823		ATWOOD (SPUR-W) YL	P-790.5	
6-1042	5072		SANDY YL	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	
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	
5-1072	5597	D	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	
5-1085	1463		SPANISH FORK	P-744.4	
5-1087	1200		BENJAMIN	P-741.7	
5-1092	5420		PAYSON	P-736.3	
5-1107	6129		STARR	P-722.2	
5-1118	6108		NEPHI	P-711.5	
5-1128	13420		SHARP	P-700.6	
5-1133	6135		JUAB	P-696.0	
5-1148	6138		PARLEY	P-680.7	
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.

Provo Subdivision yard limits are continuous from MP P-800.1 to MP P-786.35 and from MP P-764.0 to MP P-749.25.

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. Westward Provo Subdivision trains must receive authority from train dispatcher or Provo yardmaster before entering yard limits at Pleasant Grove MP P-764.0. Eastward Provo Subdivision trains must receive authority from train dispatcher to enter North Yard before entering yard limits at Sandy MP P-786.35.

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
P-765.6 and P-767.5	35
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
Atwood	
Midvale Smelter Trackage	12
Huslers	
P-796.0* and Salt Lake City (See Note)	15
Salt Lake City	
When shoving cars between Sixth North and Twenty First South Streets	5
Between Second South and Ninth South Streets	12

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

UTAH DIVISION BRANCHES

WESTWARD		FILLMORE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		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. 3		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. 3		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. 3		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. 3		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 Third Subdivision need not receive clearance at Lund, Caliente or Moapa.

Movements on Pioche-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 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
Fillmore Branch	
Maximum Speed	25
(All trains and engines must move prepared to stop at MP 18.5 if track is obstructed with drifting sand at that point).	
Cedar City Branch	
Maximum Speed	40
23.0 and 29.0	20
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 22.1	10
22.1 and 24.6	20
24.6 and 25.0	10
25.0 and 25.3	20
30.4 and 30.6	15
32.3 and end of track	10
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

UTAH DIVISION BRANCHES

WESTWARD		CACHE VALLEY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		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	
272-48	1301	WHITNEY		48.1	
272-51	1319	PRESTON		50.8	Y
		(50.8)			

WESTWARD		MALAD BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		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. 3		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. 3		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.

CALIFORNIA DIVISION

WESTWARD			FIRST SUBDIVISION (PACIFIC TIME)	EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 35 DAILY	Timetable No. 3	MILE POST	FIRST CLASS 36 DAILY	RULE 8(B)
			STATIONS			
9-1479		8.45AM	DN-R LAS VEGAS	334.3	A6.50PM	FPY
9-1484	5876		5.2 BRACKEN	329.1		P
9-1486	3403		BOULDER JCT.	327.4		PY
9-1490	6480		4.9 ARDEN	322.5		PY
9-1491			BLUE DIAMOND SPUR	321.8		P
9-1498	5212		3.0 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		4.2 IVANPAH	267.4		P
9-1550	5760		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		8.5 KERENS	226.1		P
9-1595	558		6.0 SANDS (SPUR-E)	217.6		P
9-1601	5758		8.1 BALCH	211.6		P
9-1609	5765		6.5 CRUCERO	203.5		P
9-1616	6198		5.2 BASIN	197.0		P
9-1621	640		4.4 AFTON (SPUR-E)	191.8		P
9-1626	6116		5.1 DUNN	187.4		P
9-1631	5718		4.8 FIELD	182.3		P
9-1635	5771		9.5 MANIX	177.5		P
9-1645	5686		4.9 TOOMEY	168.0		P
9-1650			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.

Conductors on run-through trains need not register 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 162.75	60	60
162.75 and 163.75	20	20
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	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 FEET	FIRST CLASS 35 DAILY	Timetable No. 3			MILE POST	FIRST CLASS 36 DAILY	RULE 6(B)
			STATIONS					
9-1650			DN-R	YERMO		163.1		FPY
9-1654		s12.35PM		DAGGETT		158.5	s3.25PM	P
9-1663		A12.55PM		BARSTOW		150.1	3.15PM	
9-1746				SAN BERNARDINO		67.3		
9-1749				COLTON		64.5		
RIVERSIDE JCT.								
9-1755			D	RIVERSIDE		57.5		P
9-1759	6095			STREETER		53.8		P
9-1760	5476			ARLINGTON		53.2		P
9-1765	5986			PEDLEY		48.2		PY
9-1767	5952		D	MIRA LOMA		45.2		P
				SP CROSSING		38.1		IP
9-1775				ONTARIO		37.8		P
9-1777	5968			MONTCLAIR		36.1		P
				SP CROSSING		33.0		P
9-1781				POMONA		31.9		P
9-1784	5791			SPADRA		29.0		P
9-1789	6032			WALNUT		24.8		P
				PUENTE JCT.		17.8		P
9-1796	5937		D	CITY OF INDUSTRY		16.9		P
				BARTOLO		11.3		P
9-1802				WHITTIER JCT.		10.9		P
9-1803	5918			PICO-RIVERA		10.5		P
9-1804	3214			MONTBELLO		8.1		P
9-1806			DN	EAST LOS ANGELES	YL	5.9		P
9-1809			R	EAST YARD	YL	4.2		FPY
9-1810				DOWNNEY ROAD	YL	2.8		P
				NINTH ST. JCT.	YL	1.7		P
				FIRST ST.	YL	0.0		P
9-1812				PASADENA JCT.	YL			P
				ATSF CROSSING (Mission Tower)				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 and must secure UP clearance on UP tracks west of Riverside.
 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	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)	65	55
11.3 and 38.1	65	60
Ontario 38.1 and 38.4 Over SP Crossing	45	45
38.4 and 40.0	65	60
Pedley 49.9 and 50.8	70	60
51.8 and 52.3	65	55
Streeter 53.4 and 53.7	50	60
55.4 and 56.5	45	45
Riverside 57.1 and 58.1	20	20
Daggett 158.8 and 159.0	30	30
Yermo 162.0 and 162.75	60	60
162.75 and 163.75	20	20

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	Timetable No. 3		MILE POST	RULE 6(B)
	FEET	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	5807		MANUEL YL	19.2	
			THENARD CONN. YL	21.6	
			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
Thenard connecting track	5
Between Mile Posts —	
21.6 and 23.6	10
23.6 and 25.2	5
Maximum speed all tracks Mead yard.	10

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	Timetable No. 3		MILE POST	RULE 6(B)
	FEET	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	5
11.0 and 15.6	15
16.8 and 17.7	15
18.5 and 20.4	10

CALIFORNIA DIVISION BRANCHES

WESTWARD		CRESTMORE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		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. 3		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. 3		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. 3		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. 3		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 3.06 and 4.2	20 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

NORTHWESTERN DISTRICT

T. P. ROGERS
General Manager

W. R. DAVIS
General Supt. Transportation

L. B. MASKILL
General Superintendent

IDAHO DIVISION

A. L. O'NEILL, Superintendent	Pocatello, Idaho
K. J. HENNESSY, Assistant Superintendent	Pocatello, Idaho
W. M. HOMAN, Terminal Superintendent	Pocatello, Idaho
L. J. SCHREIBER, Assistant Terminal Superintendent	Pocatello, Idaho
R. V. DOYLE, Terminal Trainmaster	Pocatello, Idaho
T. K. SHUMWAY, Terminal Trainmaster	Pocatello, Idaho
G. HALL, Terminal Trainmaster	Pocatello, Idaho
H. P. LEWIS, Trainmaster	Pocatello, Idaho
R. B. FISKE, Trainmaster	Montpelier, 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
T. D. WELLS, Trainmaster	Soda Springs, Idaho
R. T. BATEMAN, Road Foreman-Assistant Trainmaster	Pocatello, Idaho
H. S. ROSE, Road Foreman-Assistant Trainmaster	Pocatello, Idaho
M. G. TRANSTRUM, Road Foreman-Assistant Trainmaster	Pocatello, Idaho
M. W. WALL, Road Foreman-Assst. 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
S. R. COLOSSO, Terminal Superintendent	Argo, Washington
B. E. STANGER, Asst. Terminal Superintendent	Argo, Washington
J. C. EDWARDS, Terminal Trainmaster	Argo, Washington
R. E. RILEY, Terminal Superintendent	Albina, Oregon
C. F. PARSONS, Asst. Terminal Superintendent	Albina, Oregon
D. F. McCRAW, Terminal Trainmaster	Albina, Oregon
B. V. LAUGHLIN, Terminal Trainmaster	Albina, Oregon
S. E. BURNS, Terminal Trainmaster	Albina, Oregon
K. M. KUBIK, Terminal Trainmaster	Albina, Oregon
J. L. TURNER, Terminal Trainmaster	Albina, Oregon
V. J. HOES, Terminal Trainmaster	Argo, Washington
S. R. TORTORELLI, SR., Trainmaster	Spokane, Washington
A. J. SIMPSON, Terminal Trainmaster	Spokane, Washington
K. E. DURANT, Trainmaster	Spokane, Washington
T. E. SIMON, Terminal Superintendent	Hinkle, Oregon
L. R. MARSHALL, Asst. Terminal Superintendent	Hinkle, Oregon
D. C. DODGE, Terminal Trainmaster	Hinkle, Oregon
E. W. BERARDINO, JR., Terminal Trainmaster	Hinkle, Oregon
T. S. ELLIOTT, Terminal Trainmaster	Hinkle, Oregon
L. J. FROST, Terminal Trainmaster	Hinkle, Oregon
G. R. MARSHALL, Trainmaster	Hinkle, Oregon
J. M. FREEMAN, Trainmaster	Hinkle, Oregon
D. D. CLIFFORD, Terminal Trainmaster	The Dalles, Oregon
J. E. DENNIS, Trainmaster	La Grande, Oregon
P. N. MARTIN, Trainmaster	La Grande, Oregon
L. D. DAHLIN, Road Foreman of Engines	La Grande, Oregon
W. T. WATSON, Road Foreman-Assistant Trainmaster	Albina, Oregon
C. D. RHODIG, Road Foreman-Assistant Trainmaster	Albina, Oregon
S. BROOKS, Road Foreman-Assst. Trainmaster	Hinkle, Oregon
R. L. WARNER, Asst. Mechanical Superintendent-West	Albina, Oregon
D. L. MONSON, Division Engineer	Albina, Oregon
G. D. ALTENBURG, General Roadmaster	Albina, Oregon
T. R. KING, General Roadmaster	Spokane, Washington
P. M. WADEWITZ, Manager Safety	Albina, Oregon
R. A. DAVIS, 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
Kemmerer	Telegraph Office
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

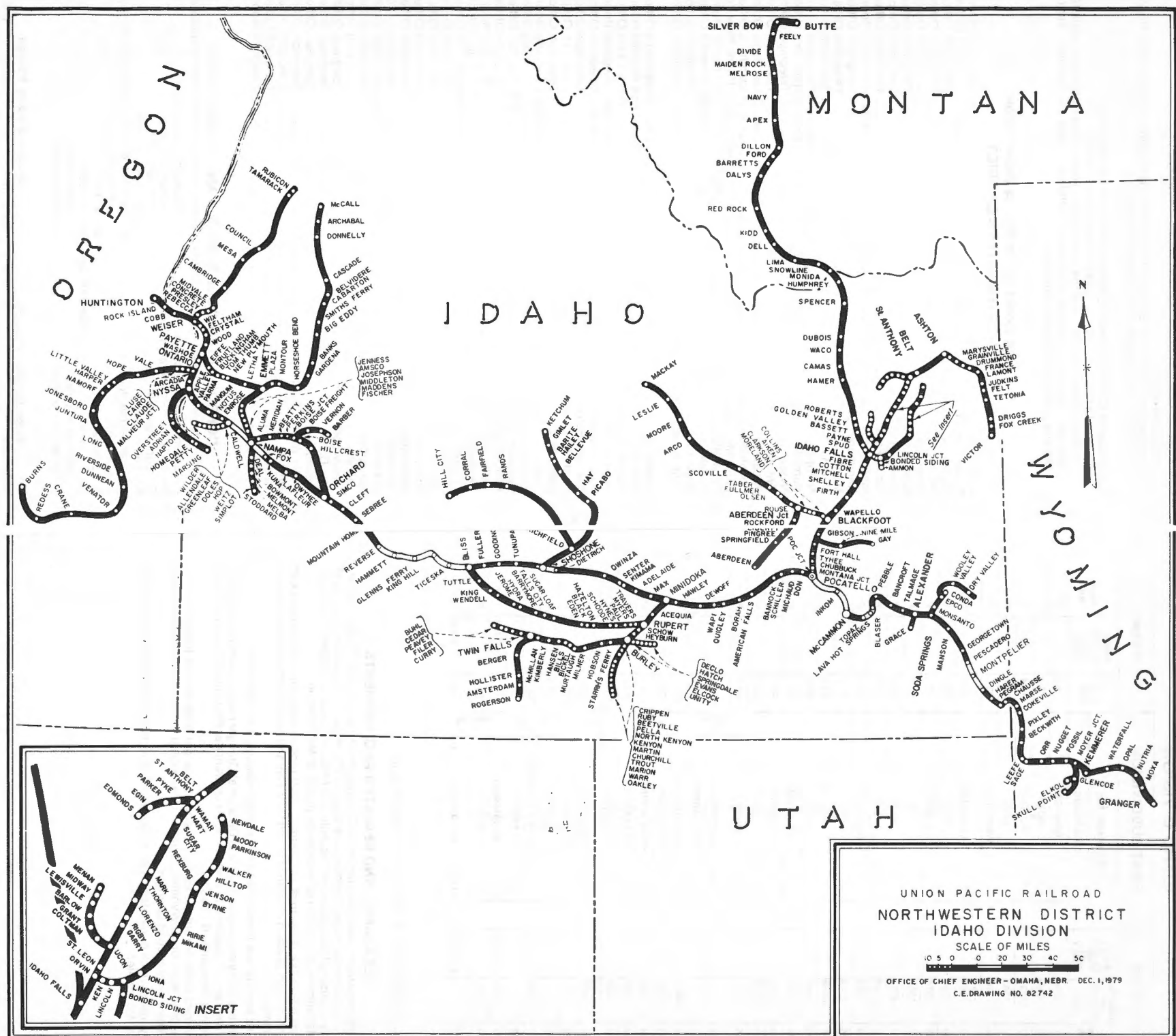
Albina	Train Dispatcher's Office
Albina	Trainmen's Register Room
Albina	Barnes Yard Office
Argo	Trainmen's Register Room
Bend (Joint)	B.N. Inc. Telegraph Office
Bonnors Ferry	Telegraph Office
Centralia (Joint)	B.N. Inc. Tel. Office
Eastport	Telegraph Office
Hinkle	Enginemen's Register Room
Hinkle	Yard 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	1159.1	Branches	1048.2
Total	2004.0	Total	1824.8



IDAHO DIVISION

WESTWARD			FIRST SUBDIVISION	EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	Timetable No. 3 STATIONS	MILE POST	FIRST CLASS 26 DAILY	RULE 6(B)
855	7359		MOXA	8.4		P
863	12034		NUTRIA	16.4		P
872	7345		OPAL	24.7		P
881	7370		WATERFALL	33.3		P
887	7477 7867		DN KEMMERER	39.9		P
898	7329		FOSIL	48.0		P
903	7374		NUGGET	53.3		P
907	7352		ORR	59.4		P
910	4712		SAGE	63.0		P
912	11783		LEEFE	65.3		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 XY
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	158.7		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	2.25AM	D McCAMMON	191.3	A3.55AM	PXY
1049	5777		INKOM	201.7		PX
1061		A2.50AM	DN-R POCATELLO	214.2	3.30AM	FPT XY

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 — Granger Siding	40	40	135.6 and 135.8	70	60
Opal			Manson		
When switching east end El Paso tracks		5	138.7 and 139.3	60	50
28.7 and 29.6	70	60	141.0 and 141.9	55	45
31.3 and 32.3	50	40	142.4 and 143.4	70	55
33.0 and 33.1	70	55	Soda Springs		
Waterfall			143.7 and 146.3	45	45
34.6 and 34.8	60	50	148.0 and 148.3	70	55
35.5 and 40.8	40	35	Alexander		
Kemmerer			152.1 and 152.4	60	50
42.3 and 44.6	65	55	Bancroft		
Nuggett			163.5 and 164.7	70	60
54.5 and 55.8	40	30	167.5 and 168.1	70	60
55.9 and 57.8	40	35	168.9 and 169.3	60	50
58.0 and 61.2	70	60	Pebble		
63.6 and 65.4	60	50	171.2 and 171.7	60	50
66.5 and 68.2	65	55	171.9 and 174.7	70	55
Chausse			176.3 and 176.7	70	60
96.7 and 96.9	70	55	Blaser		
98.3 and 99.2	60	50	177.4 and 178.5	60	45
99.5 and 99.7	70	55	179.0 and 180.0	45	35
102.6 and 104.8	60	50	Lava Hot Springs		
105.2 and 105.4	70	60	180.0 and 181.7	70	55
Pescadero			181.8 and 183.1	60	45
120.6 and 123.4	60	50	183.2 and 184.8	70	55
125.2 and 126.7	60	50	185.5 and 187.9	35	35
Georgetown			188.2 and 190.2	60	50
127.6 and 130.1	60	50	McCammon		
			192.1 and 192.7	60	45
			195.0 and 195.3	60	45
			197.7 and 199.7	70	55
			199.7 and 201.0	60	45
			Inkom		
			202.3 and 202.6	60	45

No. 20 turnouts are located at:

Granger Dingle Pescadero Blaser Topaz McCammon

WESTWARD		CUMBERLAND BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3 STATIONS	MILE POST	RULE 6(B)
	FEET			
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)		

Cumberland Branch yard limits are continuous from MP 0.0 to MP 10.9.

SPEED RESTRICTIONS — CUMBERLAND BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	20	FMC Spur	
Between Mile Posts — 0.0 and 0.3	15	Maximum speed	20
4.9 and 5.6	15	10.0 and 10.9	10

WESTWARD		ELKOL BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3 STATIONS	MILE POST	RULE 6(B)
	FEET			
227-05	2475	3.2 GLENCOE JCT.	0.0	
229-04		ELKOL	3.2	
		(3.2)		

Elkol Branch yard limits are continuous from MP 0.0 to MP 3.2.

SPEED RESTRICTIONS—ELKOL BRANCH See Next Page

IDAHO DIVISION

SPEED RESTRICTIONS — ELKOL BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	20	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 FEET	Timetable No. 3 STATIONS		MILE POST	RULE 6(B)
		999	7297		
235-06	770	GRACE	YL	6.0	
		(6.0)			

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

SPEED RESTRICTIONS — GRACE BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	20	Grace Elevator Tracks	5
Truss Bridge MP 5.33	10		

WESTWARD		CONDA BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 3 STATIONS		MILE POST	RULE 6(B)
		993	7465		
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 MP 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 FEET	Timetable No. 3 STATIONS		MILE POST	RULE 6(B)
		360-06	9873		
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
Center Load Track above rollover dumper	5	17.5 and 18.4	5

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. 3 STATIONS		MILE POST	FIRST CLASS 28 DAILY	RULE 6(B)
			1061				
			POCATELLO JCT.	YL	216.3		PX
1067			DON		220.0		PX
1071	C7645		MICHAUD		224.4		P
1074	2828		SCHLER		226.5		P
1077	8267		BANNOCK		230.1		P
1086	7104		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		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	s4.45	SHOSHONE		321.8	s1.30	PXY
1178	8269		TUNUPA		330.5		P
1185	3150		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		A5.30AM	GLENNS FERRY		374.0	12.40AM	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 Glens Ferry need register or receive clearance at Glens Ferry.

SPEED RESTRICTIONS — IDAHO SECOND SUBDIVISION

LOCATION	MPH	LOCATION	MPH
	PSGR		PSGR
Maximum Speed		323.3 and 323.9	70 60
Between Pocatello and Glens 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	65 55	340.7 and 341.2	60 50
237.9 and 241.3	65 55	342.3 and 343.4	60 50
Dietrich	60 45	Ticeska	
316.3 and 314.7 No. 2 Track	60 45	360.2 and 360.8	55 45
Shoshone	35 35	364.9 and 366.0	60 60
Over public crossings MP 321.5 and 321.8	35 35	King Hill	
Through No. 20 equilateral at end of two main tracks,	60 60	367.5 and 368.3	70 60
MP 323.1	60 60	369.1 and 371.1	60 50
		371.1 and 373.2	45 35
		Glens Ferry	
		Over Commercial Street crossings MP 374.1	20 20

No. 20 turnouts are located at:

Michaud Dietrich Ticeska

IDAHO DIVISION

WESTWARD		TWIN FALLS BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3			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. 3			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. 3			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. 3			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. 3		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		BEEVILLE	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. 3		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. 3		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	29.4	Y
			(29.4)		

SPEED RESTRICTIONS — WELLS BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	40	3.9 and 5.0	30
Between Mile Posts -- 1.6 and 1.9	30	8.5 and 9.2	30

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. 3	MILE POST	FIRST CLASS 26 DAILY	RULE 6(B)
			STATIONS			
1221		5.30AM	D-R GLENNS FERRY 8.7	374.0	A12.40AM	PX
1230	C8399		HAMMETT 10.6	382.7		P
1240	C8341		REVERSE 12.1	393.3		P
1249	8284	s6.00	D MOUNTAIN HOME 6.4	401.8	s12.15AM	PY
1255	8251		SEBREE 6.5	408.2		P
1260	8242		CLEFT 5.4	413.7		P
1266	895		SIMCO (SPUR-W) 4.3	419.1		P
1270	9349	6.20AM	ORCHARD 11.6	423.6	11.50PM	P
1282	8240		OWYHEE 3.7	435.2		P
1286	1020	Operates via Boise Cut-off	LA FLEUER (SPUR-W) 7.6	438.9	Operates via Boise Cut-off	P
1294	8053		KUNA 2.4	446.4		P
1297			FOX 8.0	448.8		P
1304		s7.40AM	DN-R NAMPA 8.9	456.8	s10.30PM	FPT XY
1313			DN CALDWELL 3.4	465.7		P
1316	6014		ENROSE 3.4	469.2		P
1320	8292		NOTUS 3.8	472.6		P
1324	1155		MANGUM 4.0	476.4		P
1328	8261		D PARMA 5.7	480.4		P
1333	1210		APPLE VALLEY 2.4	486.1		P
1336	8717		DN NYSSA 3.5	488.5		PY
1339	600		ARCADIA (SPUR-W) 6.9	492.0		P
1346	8311 8440	s8.20	D ONTARIO 2.2	498.9	s9.50	PY
1348	1485		WASHOE (SPUR-W) 1.6	501.1		P
1350	8100		D PAYETTE 3.7	502.7		P
1353	495		WOOD 3.2	506.4		P
1357	8256		CRYSTAL 3.3	509.6		P
1360	1100		FELTHAM 1.3	512.9		P
1362	660		WIX 1.9	514.2		P
1363	8070 8246		D WEISER 10.0	516.1		PY
1373	7974		COBB 6.7	526.1		P
1381	8242		ROCK ISLAND 6.0	532.8		P
1386	7550	A9.00AM	D-R HUNTINGTON (164.8)	538.8	9.05PM	P

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	458.0 and 464.8	50	50
Glenns Ferry Over Commercial Street crossing MP 374.1	20	20	No. 2 track	50	50
Between Mile Posts — 376.5 and 377.6	60	50	Caldwell	50	50
Hammett	60	50	465.0 and 466.0	50	50
384.9 and 390.7	60	50	Parma	50	50
Mountain Home	35	35	Public crossings	50	50
Over public crossings	35	35	481.0 and 481.3	50	50
400.75 and 402.25	35	35	Nyssa	50	50
Kuna	70	60	Over public crossing	50	50
447.3 and 450.8	70	60	489.1	50	50
454.7 and 456.0	65	55	Ontario	55	55
No. 1 track	65	55	Public crossings	55	55
No. 2 track	40	40	498.7 and 498.8	55	55
Nampa	35	35	Tokyo 1 and 2. East	5	5
456.0 and 457.1	35	35	Team and East Warehouse	5	5
No. 1 track	35	35	Trucks over 5th and 6th Avenue	5	5
Fox	50	50	crossing.	5	5
448.8 and 454.7	50	50	Payette	60	60
No. 2 track	50	50	Public crossings	60	60
456.0 and 458.0	20	20	502.6 and 503.2	60	60
No. 2 track	20	20	Crystal	15	15
			When using turn out	15	15
			East end.	15	15
			Weiser	60	60
			515.8 and 516.4	60	60

No. 20 turnouts are located at:
Reverse Fox

Clearance Requirements — See Page 91.

IDAHO—DIVISION

SPEED RESTRICTIONS — IDAHO THIRD SUBDIV. CONT.

LOCATION	MPH PSGR	MPH FRT	LOCATION	MPH PSGR	MPH FRT
523.1 and 524.9	70	55	Huntington	45	40
524.9 and 528.1	60	45	Between Oregon		
529.4 and 535.5	70	55	Division Mile Posts —		
535.5 and 536.9	60	45	389.9 and 388.5	45	40
536.9 and 539.0	40	30	Huntington — Thru siding	15	15

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. 3	MILE POST	FIRST CLASS 26 DAILY	RULE 6(B)
			STATIONS			
1270	9349	6.20AM	ORCHARD 21.7	B423.5	A11.50PM	P
8-1292	660	6.50	HILLCREST 3.4	B445.2	11.17	P
8-1296		s7.00	BOISE YL 2.3	B448.6	s11.10	PY
8-1298		7.05	BOISE JCT. 0.6	B450.9	10.54	P
8-1299	1430		PERKINS 3.4	B451.5		P
8-1302	1375		BEATTY 2.6	B454.9		P
8-1305	3850	7.14	D MERIDIAN 5.3	B457.5	10.45	P
8-1311			ALUMA (SPUR-W) 5.0	B462.8		P
1304		A7.40AM	DN-R NAMPA YL (44.3)	B467.8	10.30PM	FPT XY

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		Boise	
Maximum speed	40	Over public crossings between	
Between Mile Posts —		MP B-446.5 and	
Orchard		MP B-451.25	20
B-439.5 and B-440.4	25		

IDAHO DIVISION

WESTWARD		IDAHO NORTHERN BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
1304		CTC	DN-R NAMPA YL	0.0	FPTY
24-003	2310		2.6 FISCHER YL	2.6	P
24-006	275		3.5 MADDENS	6.1	
24-009	660		3.3 MIDDLETON	9.4	
24-013	550		3.1 JOSEPHSON	12.5	
24-014	550		1.1 AMSCO	13.6	
24-019	715		5.2 JENNESS	18.8	
24-027	4510		8.1 D-R EMMETT YL	26.9	PY
24-032	1980		4.9 PLAZA	31.8	
24-041	2035		9.2 MONTOUR	41.0	
24-050	1485	8.7 HORSESHOE BEND YL	49.7	P	
24-055	1485	5.2 GARDENA	54.9		
24-064	1650	9.0 BANKS	63.9		
24-075		11.3 BIG EDDY (SPUR-E)	75.2		
24-083	1430	7.5 SMITHS FERRY	82.7	PY	
24-093	715	10.0 CABARTON	92.7		
24-096	1485	2.6 BELVIDERE	95.3		
24-099	1485	3.8 D CASCADE YL	99.1	PY	
24-119	540	20.3 DONNELLY	119.4		
24-128	440	8.1 ARCHABAL	127.5		
24-133	1485	5.3 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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
1350	8100	D-R	PAYETTE YL	0.0	P
253-04	325		3.8 EIFFIE (SPUR-W)	3.8	
253-05	1265		1.3 FRUITLAND	5.1	
253-07	880		1.7 BUCKINGHAM	6.8	
253-08			2.0 TOM THUMB	8.8	
253-11	1430		2.3 NEW PLYMOUTH	11.1	
253-22	495		10.5 LETHA	21.6	
24-027	4510	D-R	8.1 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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
1363	8246	D	WEISER YL	0.0	PY
244-06	1650		6.0 REBECCA	6.0	
244-12	440		5.6 PRESLEY	11.6	
244-19	2255		7.5 CONCRETE	19.1	
244-32	1155		12.7 MIDVALE	31.8	
244-41	1650		8.7 CAMBRIDGE	40.5	
244-57	1210		16.1 MESA (SPUR-W)	56.6	
244-60	2750	D	3.5 COUNCIL YL	60.1	Y
244-82	1375		21.7 TAMARACK	81.8	
244-84	2035		2.3 RUBICON	84.1	
			(84.5)		

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 end of track	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. 3			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		LUSE	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		
25-127	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. 3			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. 3			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. 3			MILE POST	RULE 6(B)
	FEET	STATIONS				
1313		D-R	CALDWELL YL	0.0	P	
247-03	1870		SIMPLY 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 RESTRICTIONS — 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. 3			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. 3		MILE POST	SECOND CLASS 278 DAILY	RULE 6(B)
			STATIONS				
1061		11.01AM		POCATELLO JCT. YL	135.1		P
				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	
99-146	7095	11.13		FORT HALL	146.0	7.55	P
99-151	3410	11.20		GIBSON	151.0	7.48	
99-158	3685	11.30		BLACKFOOT YL	158.1	7.38	PY
99-164	3465	11.40	ABS	WAPLELO	164.0	7.28	
99-169	5830	11.47		FIRTH	169.4	7.21	P
99-176	4950	11.56AM		SHELLEY	175.5	7.12	P
99-177	825			MITCHELL	176.9		
99-179	3410	12.01PM		COTTON	179.3	7.07	
99-180	385			FIBRE (SPUR-E)	180.4		
99-185		12.27		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	
99-197	2585	12.43		BASSETT	196.5	6.19	
99-199	1320			GOLDEN VALLEY (SPUR-E)	198.2		
99-202	2585	12.50		ROBERTS	202.0	6.12	
99-218	2475	1.07		HAMER	217.5	5.55	
99-223	2420	1.15		CAMAS	223.3	5.47	
99-229	1650			WACO	228.6		
99-235	5060	1.28		DUBOIS	234.9	5.34	Y
99-249	2750	1.48	ABS	SPENCER	248.5	5.12	
99-258	7095	2.07		HUMPHREY	258.5	4.53	
99-265	2915	2.20		MONIDA	264.7	4.40	Y
99-273	2420	2.35		SNOWLINE	273.3	4.25	P
99-280	4996	2.45		LIMA	279.9	4.15	
99-288	2255	2.57		DELL	288.0	4.01	
99-294	2310	3.07		KIDD	294.0	3.51	
99-303	7370	3.17		RED ROCK	301.8	3.41	
99-316	660			DALYS	316.4		
99-320	7590	3.43		BARRETTS	320.2	3.15	
99-322	1265			FRID	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	
99-349	2255	4.43		NAVY	348.5	1.54	Y
99-359	2915	5.01		MELROSE	358.8	1.37	
99-366	1100			MAIDEN ROCK	365.8		
99-370	1870	5.27		DIVIDE	369.9	1.10	
99-381	880	5.47		FEELEY	380.6	12.50	
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.		252.7 and 254.9	25
135.1 and 136.7	25	254.9 and 257.6	20
Tyhee		Humphrey	
142.3 and 143.5	50	258.3 and 259.2	30
152.6 and 152.9	50	262.9 and 267.6	30
Blackfoot		Monida	
Over public crossings		269.7 and 269.9	35
157.3 and 158.8	20	271.0 and 271.8	35
Firth		Snowline	
Public crossing 169.5	35	277.4 and 279.7	30
Shelley		Lima	
Over public crossings		Over public crossings	
175.0 and 176.0	30	279.7 and 280.3	15
Idaho Falls		Red Rock	
Over public crossings		309.2 and 310.2	30
182.5 and 185.5	25	315.9 and 318.7	30
185.5 and 185.9	10	Dillon	
187.4 and 188.6	35	336.4 and 342.7	45
190.7 and 191.0	40	Apex	
Roberts		342.7 and 346.3	25
205.4 and 206.1	45	347.9 and 348.2	40
208.4 and 210.2	45	Navy	
213.7 and 214.0	45	351.0 and 354.4	30
Hamer		357.2 and 357.7	45
218.3 and 218.5	45	Melrose	
Dubois		361.7 and 368.2	20
235.6 and 236.7	35	Divide	
237.8 and 238.0	45	373.5 and 382.3	30
239.1 and 239.3	45	382.3 and 383.7	25
244.4 and 246.7	35	383.7 and 388.1	30

WESTWARD		GAY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 3		MILE POST	RULE 6(B)
		STATIONS			
99-146	7095		FORT HALL YL	0.0	P
	1650		NINE MILE YL	9.3	
380-20			GAY YL	20.4	Y
			(20.4)		

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

SPEED RESTRICTIONS — GAY BRANCH

LOCATION	MPH
Maximum speed	20
Between Mile Posts — 0.0 and 0.2	15
3.1 and Gay	15

IDAHO DIVISION

WESTWARD		GOSHEN BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
255-18	1430	AMMON		18.1	
255-21		BONDED SIDING (SPUR-W)		20.8	
264-03		LINCOLN JCT.		21.6	
		3.5			

SPEED RESTRICTIONS — GOSHEN BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	25	21.4 and 21.6	10

WESTWARD		ABERDEEN BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		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. 3			MILE POST	SECOND CLASS	RULE 6(B)
	FEET	477	STATIONS				478	
		Daily Except Saturday and Sunday					Daily Except Saturday and Sunday	
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	
				(51.0)				

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	St. Anthony, over highway crossing just west of depot	10
Rexburg, Sugar City and St. Anthony, over streets	20		

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

IDAHO DIVISION

WESTWARD		EAST BELT BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		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	P
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	P

Trackage retired between MP 40 and MP 42.5

26-038		BELT	44.3
		(41.8)	

East Belt Branch yard limits are continuous from MP 0.0 to MP 3.2.

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. 3		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	

Trackage retired between Menan MP 10.8 and Edmonds MP 26.5

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

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. 3		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	PY
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 240,000 pounds between Blackfoot and MP 60.0	15

WESTWARD		TETON VALLEY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		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

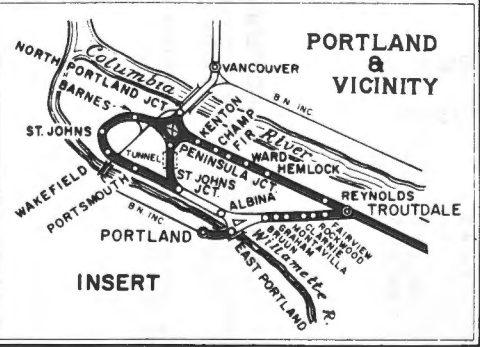
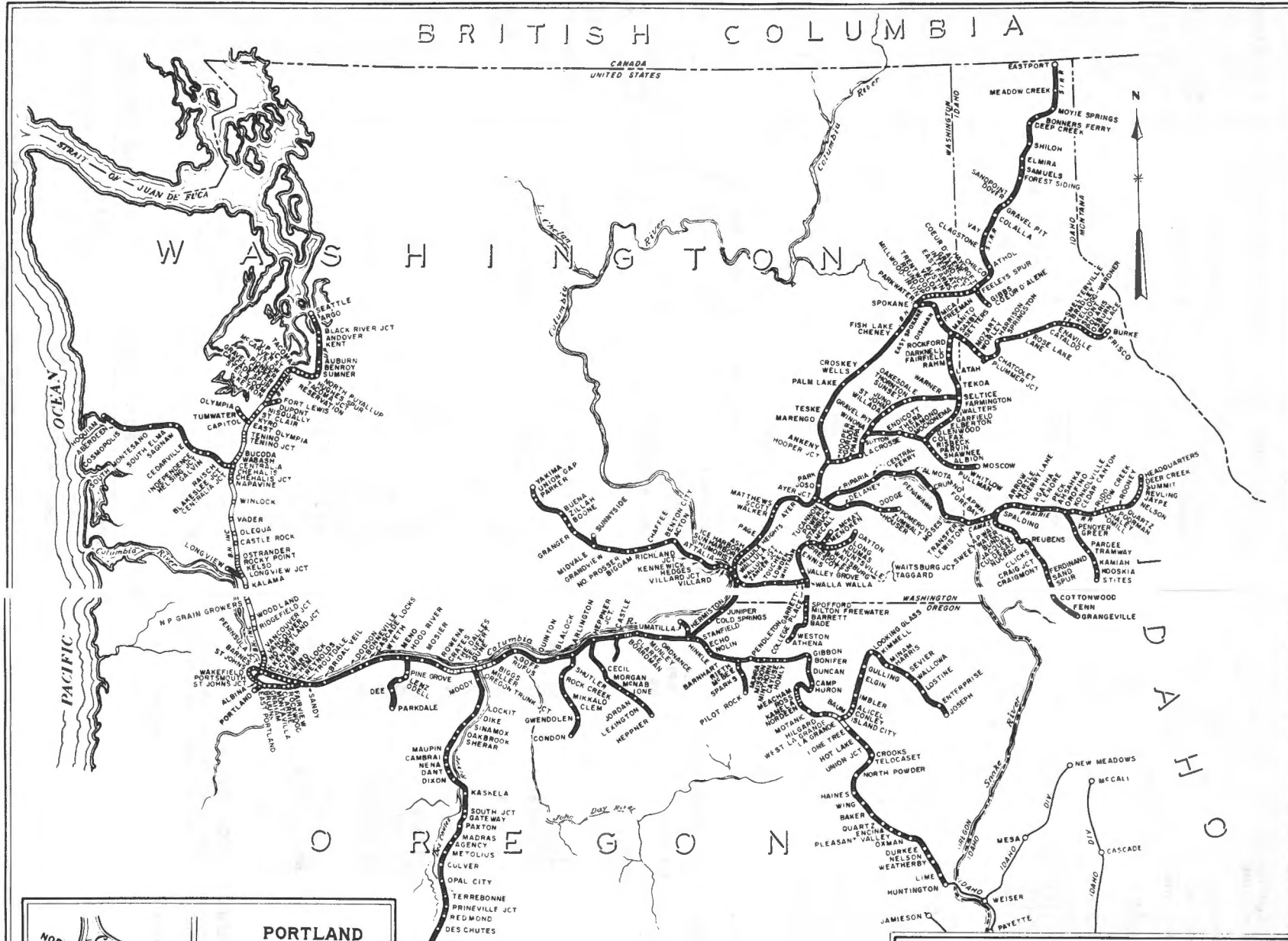
Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.

BRITISH COLUMBIA

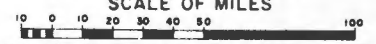
CANADA
UNITED STATES

WASHINGTON

OCEAN STRAIT OF JUAN DE FUCA
PACIFIC



UNION PACIFIC RAILROAD
NORTHWESTERN DISTRICT
OREGON DIVISION
 SCALE OF MILES



OFFICE OF CHIEF ENGINEER-OMAHA, NEBR. DEC. 1, 1979
 C.E. DRAWING NO. 82741

OREGON DIVISION

WESTWARD			FIRST SUBDIVISION (MOUNTAIN TIME)		EASTWARD			
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	Timetable No. 3		MILE POST	FIRST CLASS 26 DAILY	RULE 6(B)	
			STATIONS					
1386	8604	9.00AM	D-R	HUNTINGTON	389.8	A9.05PM	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			ENCINA	351.9		P	
1428	5270			QUARTZ	347.5		P	
1434	10495	s10.20		D	BAKER	341.8	s7.50	PY
1438	5190				WING	337.7		P
1444	8633				HAINES	332.2		P
1453	8460				NORTH POWDER	322.2		P
1463	7210				TELOCASET	312.6		PY
1467	8456		CROOKS		308.5		P	
1473	5240		UNION JCT.		302.5		PY	
1477			HOT LAKE (SPUR-E)		299.7			
1481			LONE TREE		295.3		P	
			CP291		291.0			
1486		A11.30AM	DN-R		LA GRANDE	290.1	6.50PM	FPTY

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

SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH PSGR FRT	LOCATION	MPH PSGR FRT
Maximum Speed	70 70	Baker	
La Grande		341.1 and 342.7	50 50
288.1 and 291.1	20 20	West Leg of Wye, Ellingson Spur and Industry Spur.	5 5
No. 1 Track		343.6 and 345.1	50 50
288.1 and 289.8	30 25	346.9 and 347.2	70 60
No. 2 Track		Quartz	
289.8 and 291.1	30 25	348.4 and 354.5	35 30
No. 2 Track		Pleasant Valley	
Union Jct.		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 connection.	10
316.0 and 319.5	30 25	388.4 and 389.9	45 40
321.3 and 321.6	70 55	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. 3		MILE POST	FIRST CLASS 26 DAILY	RULE 6(B)
			STATIONS				
1486		10.40AM	DN-R	LA GRANDE	290.1	A5.40PM	FPTY
				CP289	289.0		PX
				CP288	288.0		PX
				WEST LAGRANDE	288.1		
				CP286	286.0		PX
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		GIBSON	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	s1.00PM	D	PENDLETON	215.7	s3.20	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		A1.30PM	DN-R	HINKLE	185.3	2.45PM	FPTY

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

SPEED RESTRICTIONS — SECOND SUBDIVISION

LOCATION	MPH PSGR FRT	LOCATION	MPH PSGR FRT
Maximum Speed		227.3 and 231.6	40 30
Between Hinkle and Pendleton	70 65	232.5 and 234.0	55 45
Between Pendleton and La Grande	70 60	236.6 and 237.9	35 25
Hinkle		238.2 and 239.3	50 40
Between Mile Posts —		239.7 and 242.0	25 25
184.4 and 191.8	60 50	242.4 and 243.3	55 45
Echo		244.0 and 244.8	45 35
Over street crossings.		245.7 and 246.1	60 45
191.8 and 192.2	50 50	247.3 and 257.2	35 30
193.4 and 194.5	50 40	257.2 and 263.8	25 20
195.4 and 195.6	60 45	263.8 and 264.0	20 20
196.7 and 198.2	55 45	264.0 and 282.0	25 20
200.7 and 201.6	60 50	Hilgard	
202.3 and 204.5	60 45	282.5 and 288.1	30 25
205.3 and 206.2	70 55	LaGrande	
206.7 and 206.9	60 50	No. 1 Track	20 20
208.9 and 210.9	55 40	No. 2 Track	30 25
212.8 and 214.1	55 40	288.1 and 289.8	30 25
214.1 and 217.6	35 35	No. 2 Track	
217.6 and 218.9	50 45	289.8 and 291.1	
		No. 2 Track	20 20

OR-DIVISION

OR-DIVISION

OREGON DIVISION

WESTWARD		PILOT ROCK BRANCH (PACIFIC TIME)		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
1564	13450	REITH		0.0	P
301-03	185	McBEE (SPUR-E)		2.1	
301-07	1170	SPARKS		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. 3		SECOND CLASS 304 Sunday Tuesday Thurs.	RULE 6(B)
	FEET		STATIONS		MILE POST	
300-84	1960	7.01AM	D-R	JOSEPH YL	83.3	A 1.50PM Y
300-78	1655	7.30		ENTERPRISE	77.6	1.25
300-68	1885	8.05		LOSTINE	67.5	12.50
300-60	2405	8.30		WALLOWA	59.5	12.25PM Y
300-48	300			HARRIS	48.0	
300-47	720	9.01		MINAM	46.7	11.55AM
300-40	3940	9.35		KIMMELL	39.4	11.25
300-34	2080	9.50		LOOKING GLASS	33.6	11.05
300-25	1650	10.35		GULLING	24.9	10.35
300-21	1805	11.05	D	ELGIN YL	20.6	10.20 Y
300-12	950	11.30		IMBLER	12.0	9.55
300-08	995	11.45AM		ALICEL	8.1	9.40
300-06	360			CONLEY	5.6	
300-04	2000			BAUM YL	3.7	
300-03	300			ISLAND CITY YL	2.2	
1486		A12.25PM	DN-R	LA GRANDE YL	0.0	9.01AM 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	FIRST CLASS 25 DAILY	Timetable No. 3		MILE POST	FIRST CLASS 28 DAILY	RULE 6(B)
	FEET		STATIONS				
1591		1.35PM	DN-R	HINKLE	185.3	A2.40PM	FPY
1597				ORDNANCE	178.9		P
1600	8785			MUNLEY	175.9		P
1605	6465			CLARKE	169.8		P
1612	9844			BOARDMAN	164.2		P
1617	9527			CASTLE	156.7		P
1627	9735			HEPPNER JCT.	146.9		P
1638	9962			ARLINGTON	138.7		P
1646	9747			BLALOCK	128.8		P
1652	9740			QUINTON	120.9		P
1661	10795			GOFF	112.6		P
1666	1375			RUFUS	108.7		P
1672	6402			BIGGS	103.8		P
1675	2585			MILLER	100.4		X
1680				OREGON TRUNK JCT.	94.9		PX
1684	3500			DUNE	91.9		P
1688	3460			SEUFERT (SPUR-W) YL	87.2		
1691		A3.00PM	DN-R	THE DALLES YL	84.9	1.20PM	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 REQUIREMENTS

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. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
1591		DN-R	HINKLE YL	0.0	FPY
349-04	4675		HERMISTON YL	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. 3		MILE POST	FIRST CLASS 26 DAILY	RULE 6(B)
			STATIONS				
1691		3.05PM	DN-R	THE DALLES YL	84.9	A1.15PM	FPTX
1694				CRATES YL	81.7		P
1700	6615			ROWENA	76.6		P
1706	6385			MOSIER	69.1		P
1712	5070	s3.40		HOOD RIVER	63.1	s12.50PM	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	9165			CHAMP YL	10.4		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		A5.20PM		PORTLAND YL	0.0	11.30AM	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	Bridal Veil		
Portland			27.5 and 29.4	60	50
Union Station, on all tracks P.T.R.R.Co. Yard and through interlocking	10	10	30.2 and 31.4	60	50
			31.7 and 32.8	65	55
Between Mile Posts — East Portland 0.9 and Albina 1.6	10	10	35.5 and 37.3	55	45
			38.2 and 39.9	60	50
Over all curves East Portland, at either end of Willamette River Bridge and thru interlocking	0.4	6 6	41.4 and 42.5	30	25
			42.5 and 45.0	50	40
Between East Portland and MP 15.9 via Graham			45.0 and 49.0	55	45
Maximum Speed	60	50	49.5 and 58.5	60	50
0.9 and 2.7	35	25	Meno		
2.7 and 5.2	35	35	59.4 and 61.9	50	35
6.8 and 7.6	10	10	61.9 and 64.3	35	35
10.8 and 12.0	55	45	64.3 and 66.4	55	45
13.2 and 13.5	50	40	66.4 and 66.7	45	35
Kenton			67.1 and 68.4	55	45
Over Columbia Boulevard, near Peninsula Jct.	5.6	25 25	68.4 and 70.4	40	30
			70.4 and 72.7	50	40
15.9 and 18.1	70	60	73.7 and 75.0	60	50
18.1 and 18.5	55	45	75.0 and 75.9	55	45
20.1 and 22.4	60	50	76.3 and 77.0	60	50
23.8 and 24.0	50	40	77.5 and 78.2	65	55
24.8 and 25.9	60	50	79.0 and 81.2	55	45
			81.8 and 82.1	60	50
			The Dalles		
			Over street crossings.		
			84.3 and 84.7	12	12
			84.7 and 85.1	25	25

WESTWARD		BEND BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 3		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	
1680 Oregon Trunk Jct.	Ore.	32-063 Nena
32-005 Moody	Ore.	32-070 Dixon
32-017 Lockett	Ore.	32-073 Dant
32-026 Dike	Ore.	32-080 Kaskela
32-029 Sinamox	Ore.	32-085 South Junction
32-039 Oakbrook	Ore.	32-093 Gateway
32-047 Sherar	Ore.	32-099 Paxton
32-050 Tuskan	Ore.	32-104 Madras
32-054 Maupin	Ore.	32-107 Agency
32-054 Cambrai	Ore.	32-109 Metolius
		32-114 Culver
		32-121 Opal City
		32-129 Terrebonne
		32-132 Prineville Jct.
		32-134 Redmond
		32-143 Des Chutes
		32-151 Bend

OREGON DIVISION

OREGON DIVISION

OREGON DIVISION

WESTWARD		HEPPNER BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(B)
	FEET	STATIONS			
302-45	2260	D	HEPPNER	45.2	P
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. 3		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 in register building under freeway overhead 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	On Descending Grade Between — 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. 3		MILE POST	RULE 6(A)
	FEET	STATIONS			
1954			SEATTLE	183.1	Y
1951		C-R	ARGO	180.0	BFIJKP QTWYZ
			MILW-PC CROSSING	173.7	IY
1945	1300 3235	C-R	BLACK RIVER	173.7	IJPY
			BN CROSSING	173.3	I
1943			ANDOVER	171.5	
1938	3393		KENT	166.9	
1933	4508		AUBURN	161.7	
1928			BENROY	157.5	
1925	4539		SUMNER	154.5	
1924			NORTH PUYALLUP	152.9	
1918		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
			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	Over BN Crossing MP 173.3	15
Peninsula Jct. Bridge 6.03	15	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

OREGON DIVISION

STATION NUMBERS — FIFTH SUBDIVISION

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

OREGON DIVISION

STATION	MILE	FEET	CLASS	STATION	
				WEST	EAST
1783	1.00	0	Station	1783	0
1794	1.10	0	Station	1794	0
1799	1.20	0	Station	1799	0
1807	1.30	0	Station	1807	0
1809	1.40	0	Station	1809	0
1815	1.50	0	Station	1815	0
1-1819	1.60	0	Station	1-1819	0
1819	1.70	0	Station	1819	0
1820	1.80	0	Station	1820	0
1822	1.90	0	Station	1822	0
1828	2.00	0	Station	1828	0
1835	2.10	0	Station	1835	0
1838	2.20	0	Station	1838	0
1845	2.30	0	Station	1845	0
1851	2.40	0	Station	1851	0
1858	2.50	0	Station	1858	0
1862	2.60	0	Station	1862	0
1864	2.70	0	Station	1864	0
1869	2.80	0	Station	1869	0
1872	2.90	0	Station	1872	0
1873	3.00	0	Station	1873	0
1881	3.10	0	Station	1881	0
1886	3.20	0	Station	1886	0
1888	3.30	0	Station	1888	0
1892	3.40	0	Station	1892	0
1898	3.50	0	Station	1898	0
1900	3.60	0	Station	1900	0
1901	3.70	0	Station	1901	0
1903	3.80	0	Station	1903	0
1906	3.90	0	Station	1906	0
1914	4.00	0	Station	1914	0
1916	4.10	0	Station	1916	0
1940	4.20	0	Station	1940	0
1943	4.30	0	Station	1943	0
1944	4.40	0	Station	1944	0

STATION	MILE	FEET	CLASS	STATION	MILE	FEET	CLASS
1838	2.20	0	Station	1838	2.20	0	Station
1845	2.30	0	Station	1845	2.30	0	Station
1851	2.40	0	Station	1851	2.40	0	Station
1858	2.50	0	Station	1858	2.50	0	Station
1862	2.60	0	Station	1862	2.60	0	Station
1864	2.70	0	Station	1864	2.70	0	Station
1869	2.80	0	Station	1869	2.80	0	Station
1872	2.90	0	Station	1872	2.90	0	Station
1873	3.00	0	Station	1873	3.00	0	Station
1881	3.10	0	Station	1881	3.10	0	Station
1886	3.20	0	Station	1886	3.20	0	Station
1888	3.30	0	Station	1888	3.30	0	Station
1892	3.40	0	Station	1892	3.40	0	Station
1898	3.50	0	Station	1898	3.50	0	Station
1900	3.60	0	Station	1900	3.60	0	Station
1901	3.70	0	Station	1901	3.70	0	Station
1903	3.80	0	Station	1903	3.80	0	Station
1906	3.90	0	Station	1906	3.90	0	Station
1914	4.00	0	Station	1914	4.00	0	Station
1916	4.10	0	Station	1916	4.10	0	Station
1940	4.20	0	Station	1940	4.20	0	Station
1943	4.30	0	Station	1943	4.30	0	Station
1944	4.40	0	Station	1944	4.40	0	Station

STATION	MILE	FEET	CLASS	STATION	MILE	FEET	CLASS
1838	2.20	0	Station	1838	2.20	0	Station
1845	2.30	0	Station	1845	2.30	0	Station
1851	2.40	0	Station	1851	2.40	0	Station
1858	2.50	0	Station	1858	2.50	0	Station
1862	2.60	0	Station	1862	2.60	0	Station
1864	2.70	0	Station	1864	2.70	0	Station
1869	2.80	0	Station	1869	2.80	0	Station
1872	2.90	0	Station	1872	2.90	0	Station
1873	3.00	0	Station	1873	3.00	0	Station
1881	3.10	0	Station	1881	3.10	0	Station
1886	3.20	0	Station	1886	3.20	0	Station
1888	3.30	0	Station	1888	3.30	0	Station
1892	3.40	0	Station	1892	3.40	0	Station
1898	3.50	0	Station	1898	3.50	0	Station
1900	3.60	0	Station	1900	3.60	0	Station
1901	3.70	0	Station	1901	3.70	0	Station
1903	3.80	0	Station	1903	3.80	0	Station
1906	3.90	0	Station	1906	3.90	0	Station
1914	4.00	0	Station	1914	4.00	0	Station
1916	4.10	0	Station	1916	4.10	0	Station
1940	4.20	0	Station	1940	4.20	0	Station
1943	4.30	0	Station	1943	4.30	0	Station
1944	4.40	0	Station	1944	4.40	0	Station

STATION	MILE	FEET	CLASS	STATION	MILE	FEET	CLASS
1838	2.20	0	Station	1838	2.20	0	Station
1845	2.30	0	Station	1845	2.30	0	Station
1851	2.40	0	Station	1851	2.40	0	Station
1858	2.50	0	Station	1858	2.50	0	Station
1862	2.60	0	Station	1862	2.60	0	Station
1864	2.70	0	Station	1864	2.70	0	Station
1869	2.80	0	Station	1869	2.80	0	Station
1872	2.90	0	Station	1872	2.90	0	Station
1873	3.00	0	Station	1873	3.00	0	Station
1881	3.10	0	Station	1881	3.10	0	Station
1886	3.20	0	Station	1886	3.20	0	Station
1888	3.30	0	Station	1888	3.30	0	Station
1892	3.40	0	Station	1892	3.40	0	Station
1898	3.50	0	Station	1898	3.50	0	Station
1900	3.60	0	Station	1900	3.60	0	Station
1901	3.70	0	Station	1901	3.70	0	Station
1903	3.80	0	Station	1903	3.80	0	Station
1906	3.90	0	Station	1906	3.90	0	Station
1914	4.00	0	Station	1914	4.00	0	Station
1916	4.10	0	Station	1916	4.10	0	Station
1940	4.20	0	Station	1940	4.20	0	Station
1943	4.30	0	Station	1943	4.30	0	Station
1944	4.40	0	Station	1944	4.40	0	Station

ORD-DIV-5-02

ORD-DIV-5-02

OREGON DIVISION

WESTWARD			GRAYS HARBOR BRANCH	
STATION NUMBER	LENGTH OF SIDINGS	SECOND CLASS	Timetable No. 3	
	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	HELISING 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 8.6
306-51	1895	3.01		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. 3		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	HELISING 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
	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	4.01PM	
	(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. 3		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. 3 STATIONS
		151 Daily	859 Daily	119 Daily	
34-161		10.01PM		2.01PM	ABS { C-R SPOKANE 2.5 C BN CROSSING 14.5
		A10.09PM		A2.10PM	

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

		10.43PM		2.45PM	ABS { FISH LAKE 4.7 CHENEY 16.8 CROSKY 4.3 WELLS 6.3 PALM LAKE 12.0 TESKE (Spur-W) 4.1 O MARENGO 13.5 ANKENY 8.0 HOOPER JCT. 5.7 PARK (Spur-W) 5.5 JOSO 4.1 AYER JCT. 3.8
77-169	5140	10.50		2.52	
77-151	2730				
77-147	4730	11.22		3.23	
77-141	2605	11.32PM		3.33	
77-129	300				
77-125	3700	12.01AM		4.01	
77-111	2660	12.21		4.16	
77-103	2065	12.33		4.25	
77-098	200				
77-092	6715	12.52		4.41	
			10.30PM		ABS { AYER 11.2 MATTHEWS 4.6 SCOTT 5.4 WALKER 9.8 PAGE 8.7 ASH 2.2 ICE HARBOR (Spur-W) 1.9 SUN HARBOR 1.5 HUMORIST 4.6 WALLULA HEIGHTS (Spur-E) 2.8
77-082		1.20	11.01	5.01	
77-072	9770	1.40 ¹²⁰	11.16	5.12	
77-068	4660				
77-062	9752	2.00	11.31	5.23	
77-052	9710	2.15	11.46PM	5.36	
77-044	4440	2.39	12.10AM	5.48	
	1075				
77-039	1410				
77-038	4345				
77-034	3970				
77-031	7640	3.05	12.42 ¹²⁰	6.03	CTC { C-R WALLULA 1.7 WALLULA JCT. 10.2
77-029		3.10	12.46	6.06	
77-019	7395	3.30	1.05	6.20	ABS { JUNIPER 10.0 COLD SPRINGS 9.1
77-009	7490	3.45	1.20	6.30	
1591		A 4.05AM	A 1.35AM	A6.45PM	ABS { 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. 3		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
	CROSKY 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				
ABS {	JOSO 4.1	273.8	2.13	1.05		P
	AYER JCT. 3.8	269.7			A1.20PM	IJP
	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	11.55AM	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				
CTC {	HUMORIST 4.6	222.6				
	WALLULA HEIGHTS (Spur-E) 2.8	218.0				
	C-R WALLULA 1.7	215.2	12.42 ⁸⁵⁹	11.20	11.50AM	JPQTY
	WALLULA JCT. 10.2	213.5	12.39	11.15	11.45	JPTY
ABS {	JUNIPER 10.0	203.3	12.25	11.01	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 118.

Mileage Equation = MP 269.69 Equals MP 267.64.

OREGON DIVISION

OREGON DIVISION

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

WESTWARD		WALLULA BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		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. 3		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 RESTRICTION — SUNNYSIDE BRANCH

LOCATION	MPH
Maximum Speed	20

WESTWARD		PENDLETON BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(A)
	FEET	STATIONS			
346-79	345	O-R	McKAY	78.6	Y
346-76	1200		MENOKEN	75.5	Y
346-72	- 1355		BOLLES	71.3	JY
346-70	55		McCALL	69.4	
346-67	1310		PRESCOTT	66.7	
346-62	410		ENNIS	60.9	
346-54	1105		VALLEY GROVE	53.6	
			BN CROSSING	47.2	U
346-47		O-R	WALLA WALLA	46.9	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		78.4 to end of track	10
35.8 and 36.8. Over street crossings	15		

OREGON DIVISION

WESTWARD			YAKIMA BRANCH		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	SECOND CLASS 363 Daily	Timetable No. 3		MILE POST	SECOND CLASS 364 Daily	RULE 6(A)
			STATIONS				
334-98		8.01PM	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	1.01	
334-37	2240	10.05		BENTON CITY 2.1	36.5	12.45	
334-32	2660	10.20		ACTON 12.6	31.4	12.30	
334-20	2575	10.40	R	RICHLAND JCT. 5.8	18.8	12.05AM	JY
334-14	2205	10.55	O	KENNEWICK 4.5	13.0	11.50PM	BJK PQWY
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			ATTALIA 0.6	0.6		JP
77-031	7640	A11.30PM	C-R	WALLULA (98.0)	0.0	11.05PM	BJKP QTY

Slide detector signals between MP 41 and MP 42, see Special Rule 509 (RO). For movement over bridge MP 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
7.0 and 7.4	35	70.7 and 71.4	40
Bridge 7.4 and 8.0	15	72.5 and 74.0	30
8.0 and 8.5	35	74.0 and 74.4	40
Kennewick over street crossings. 11.8 and 13.7	10	88.7 and 89.2	35
Richland Jct.		89.2 and 89.6	20
On Government Track between Richland Jct. and North Richland.	25	89.6 and 90.1	35
		91.0 and 91.7	20
32.4 and 37.9	40	97.9 and End of Track	10

OREGON DIVISION

WESTWARD		DAYTON BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 3		MILE POST	RULE 6(A)
		STATIONS			
347-13	875	DAYTON 0.2		13.1	JTY
		DAYTON JCT. 7.7		12.9	JY
Between Waitsburg Jct. and Dayton Jct., trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.					
347-05		R	WAITSBURG JCT. 1.7	5.2	JY
347-04	1235	O	WAITSBURG 3.5	3.5	
346-72	1345	BOLLES (13.1)		0.0	J

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	Timetable No. 3		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	4.7
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.

OR DIVISION

OR DIVISION

OREGON DIVISION

WESTWARD				TEKOA BRANCH	
STATION NUMBER	LENGTH OF SIDINGS FEET	SECOND CLASS			Timetable No. 3
		859	391	387	
		Daily	Daily Except Sat.	Daily Except Sun.	STATIONS
34-161			10.01AM	11.30PM	C-R SPOKANE 2.1 DISHMAN 9.2 MICA 2.8 FREEMAN 3.3 R MANITO 5.2 ROCKFORD 3.3 DARKNELL 3.4 FAIRFIELD 5.1 RAHM 3.3 LATAH 7.2 O TEKOA 5.6 SELTICE 6.0 FARMINGTON 5.9 WALTERS 3.2 BN CROSSING 0.3 GARFIELD 5.5 ELBERTON 6.0 GLENWOOD 5.9 O-R COLFAX 5.2 MOCKONEMA 4.0 DIAMOND 3.7 THERA 6.9 ENDICOTT 5.8 WINONA 4.1 SUTTON 6.5 O LA CROSSE 5.7 R RIPARIA 5.7 TUCANNON 4.6 AYER JCT. (153.8)
34-159	2865		10.10	11.35PM	
34-150	3660		10.45	12.01AM	
34-147	1010				
34-143			11.01	A 12.15AM	
34-138	1225		11.10		
34-135	2170		11.20		
34-132	1840		11.30		
34-126	280				
34-123	1245		11.45AM		
33-116			12.01PM ³⁹²		
33-110	720		A 12.15PM		
33-104	1440				
33-098	800				
33-095	1825				
33-090	1405				
33-083	705				
33-077	1600				
33-072	1700				
33-068	1460				
33-065	835				
33-058	1480				
33-052	3260				
33-048	2320				
33-041	1345				
33-017	2690	10.01PM			
33-012	810	10.17			
		A 10.30PM			

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.

OREGON DIVISION

TEKOA BRANCH		EASTWARD				
STATIONS	MILE POST	SECOND CLASS				RULE 8(A)
		378	388	392	860	
		Daily Except Sat.	Daily Except Sun.	Daily Except Sun.	Daily	
(C-R SPOKANE 2.1 DISHMAN 9.2 MICA 2.8 FREEMAN 3.3 R MANITO 5.2 ROCKFORD 3.3 DARKNELL 3.4 FAIRFIELD 5.1 RAHM 3.3 LATAH 7.2 O TEKOA 5.6 SELTICE 6.0 FARMINGTON 5.9 WALTERS 3.2 BN CROSSING 0.3 GARFIELD 5.5 ELBERTON 6.0 GLENWOOD 5.9 O-R COLFAX 5.2 MOCKONEMA 4.0 DIAMOND 3.7 THERA 6.9 ENDICOTT 5.8 WINONA 4.1 SUTTON 6.5 O LA CROSSE 5.7 R RIPARIA 5.7 TUCANNON 4.6 AYER JCT. (153.8)	161.0		A 9.20PM	A 1.40PM		BFIJKP QWYZ
	158.9		9.15	1.35		IJY
	149.7		8.50	1.20		
	146.9					
	143.6		8.35PM	1.10		J
	138.4				12.55	
	135.1				12.45	
	131.7				12.35	
	126.6					
	123.3				12.15	
	116.1			12.01PM ³⁹¹		TY
	110.5			11.01AM		J
	104.5			10.40		
	98.6					
	95.4					U
	95.1				10.15	
	89.6				10.01	
	83.6					
	77.7	A 4.15PM		9.30AM		BJPQTY
	72.5	4.01				
	68.5	3.55				
	64.8					
	57.9	3.40				
	52.3	3.30PM				JTY
	48.0					
	41.5					JT
	17.5				A 2.01PM	JYP
	11.8				1.40	JPT
	7.2				1.20PM	IJP
	(153.8)					

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	61.2 and 61.5	35
Ayer Jct. Turn-out MP 7.17		62.7 and 63.0	35
MP 269.69 Sixth Subdivision	25	64.9 and 65.6	30
Between Mile Posts —		68.2 and 69.0	25
11.8 and 12.7	25	69.0 and 70.1	30
41.0 and 41.8	20	73.2 and 77.1	15
42.6 and 43.7	35	77.1 and 78.5	12
49.3 and 50.0	25	79.8 and 81.5	25
50.0 and 51.5	35	81.5 and 82.8	20
53.3 and 55.0	35		
Endicott 57.8 and 58.1			
Over street crossings.	25		

O R D I V I S I O N

O R D I V I S I O N

OREGON DIVISION
SPEED RESTRICTIONS — TEKOA BRANCH (Continued)

LOCATION	MPH	LOCATION	MPH
Between Mile Posts —		123.4 and 124.2	20
82.8 and 83.1	15	124.2 and 125.6	25
83.1 and 86.5	25	127.7 and 130.6	30
86.5 and 87.0	15	Fairfield 131.7 and 131.8	
87.0 and 91.2	20	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	
119.6 and 123.4	25	163.5 and end of track	
		on line through old yard.	12

WESTWARD		CONNELL BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 3		MILE POST	RULE 6(A)
	FEET	STATIONS			
33-041		O	LA CROSSE	0.0	JT
343-05	695		PAMPA	4.6	
343-08	365		GORDON	8.2	
343-15	575		HOOPER	14.7	Y
77-103	1585		HOOPER JCT.	15.7	JPTY
			(15.7)		

SPEED RESTRICTIONS — CONNELL BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum Speed	25	15.1 and 15.7	10
Between Mile Posts —		Hooper Jct.	
3.4 and 3.6	20	West leg of wye	5
6.6 and 7.8	15	Connell Branch 15.7 connection to Sixth Subdivision.	10
9.3 and 9.8	20		

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. 3		MILE POST	RULE 6(A)
	FEET	STATIONS			
345-71			BRADLEY	0.0	JY
			END OF TRACK	2.0	Y
			(2.0)		

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

SPEED RESTRICTION — SIERRA NEVADA BRANCH

LOCATION	MPH
Maximum speed	10

OREGON DIVISION

WESTWARD			PLEASANT VALLEY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	SECOND CLASS	Timetable No. 3		MILE POST	RULE 6(A)
	FEET	Daily Except Sat.	STATIONS			
33-110	720	1.01PM		SELTICE	48.0	J
344-45				WARNER	45.3	
				BN CROSSING	39.7	U
344-39	1735	1.20		OAKSDALE	39.1	
344-31	2250	1.50		THORNTON	31.2	
				BN CROSSING	30.6	U
344-25	1410			SUNSET	25.4	
344-21	530			JUNO	20.8	
344-18	1455	2.30		ST. JOHN	18.3	
344-12	1415	2.50		WILLADA	11.5	
344-04	2640	3.10		GRAVE PIT	4.4	
33-052	3260	A 3.30PM		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 —		25.7 and 27.8	15
0.0 and 0.2	15	27.8 and 29.7	35
1.8 and 2.2	30	29.7 and 30.3	25
5.1 and 6.0	25	BN Crossing, MP 30.6	15
6.0 and 10.4	35	30.6 and 34.4	25
13.8 and 14.0	35	34.4 and 41.3	20
15.8 and 19.3	25	41.3 and 44.6	30
19.3 and 22.7	30	44.6 and 45.1	20
22.7 and 23.0	25	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. 3		MILE POST	SECOND CLASS	RULE 6(A)
	FEET	Daily Except Sunday	STATIONS			Daily Except Sat.	
342-28		7.30AM	O-R	MOSCOW	28.1	A 6.15PM	BKQWY
342-21	315	7.55		WHITFLOW	20.5	5.50	
				BN CROSSING	19.3		U
342-19	1225	8.05		PULLMAN	18.7	5.40	
342-13	1155	8.25		ALBION	12.7	5.20	
342-10	1020	8.35		SHAWNEE	9.7	5.10	
342-08	525			PARVIN	7.8		
342-05	310			RISBECK	4.5		
33-077		A 9.15AM	O-R	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 —		15.0 and 17.3	20
0.0 and 1.1	12	17.3 and 20.0	15
1.1 and 3.1	15	Pullman	
3.9 and 4.2	20	18.5 and 19.5 Street Crossings.	6
5.5 and 7.5	15	24.6 and 25.4	15
8.4 and 8.8	15	26.5 and 28.5 Street Crossings.	12
9.9 and 10.6	20		
10.6 and 11.3	15		

ORD-VIS-02

ORD-VIS-02

OREGON DIVISION

WESTWARD			WALLACE BRANCH		EASTWARD			
STATION NUMBER	LENGTH OF SIDINGS FEET	SECOND CLASS 387 Daily	Timetable No. 3			MILE POST	SECOND CLASS -388 Daily	RULE 6(A)
			STATIONS					
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				SHONT	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	
34.0 and 35.2	30	67.2 and 68.9 St. Crossings	10
38.3 and 39.9	35	Wallace	
43.7 and 43.9	35	80.0 and 80.5 St. 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. 3		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 MP 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 Daily	Timetable No. 3			MILE POST	SECOND CLASS 8 Daily	RULE 6(A)
			STATIONS					
88-141	3990	7.01AM	O-R	EASTPORT	140.8	A 8.45PM	BJKP QTWY	
88-126	2205	7.30		MEADOW CREEK	126.5	6.27		
88-120	690			MESENBRIK (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 QTWY	
				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	86.8	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 QTWYZ	
88-072		10.36		DOVER (SPUR-W)	71.5	4.17		
88-058	8615	11.03		VAY	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	KPO 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 1.01PM	O-R	SPOKANE		2.00PM	BFIJKP QTWYZ	
				(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			
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		

SPECIAL RULES — SYSTEM

ALL SUBDIVISIONS, INCLUDING THE SPOKANE INTERNATIONAL RR.

Definitions

Coded Cab Signal — Safety Control System (CCS-SC) — A cab signal system which activates a full-service brake application if a more restrictive block or interlocking signal change is not acknowledged within six seconds.

Controlled Point (CP) — A location where signals and/or switches of a CTC System are controlled by train dispatcher or control operator.

Controlled Point Number — A number, assigned to a controlled point, which designates the location of the controlled point (to the nearest milepost). When necessary to contact train dispatcher or control operator, employes must use controlled point number to identify their location. (Numbers will be designated in timetable and by bulletin).

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

Bulova Quartz Ladies "Railroad Approved" model, Style No. 92278;

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, including calendar model;

Wylar Incalflex Dynawind — R. R. Approved Model;

Wylar Incalflex Stemwind — R. R. Approved Model;

Wylar 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 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 181.

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, pro-

tection 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 of a continuous automatic block signal system, 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 190.

Crossovers and Turnouts

104 (R). See Appendix 3 Page 195.

Handling of Switches

104 (R-1). See Appendix 4 Page 199.

Train Orders

200 (R). The first sentence of Union Pacific Rule 200 is revised as follows:

Train orders will be issued over the signature of the train dispatcher and such signature must be placed directly under the last word of the order.

Balance of rule unchanged.

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.

Speed Signal Locations

240 (R-3). See Appendix 5 Page 203.

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 6 Page 204.

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 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.

Coded Cab Signal – Safety Control System

455 (R). The Safety Control System is being added to the cab signal system and will be installed on all locomotives. This can be recognized by the whistle being changed from an air operated whistle to an electronic whistle.

When a more restrictive cab signal change is not acknowledged within six (6) seconds of its reception, the CCS-SC is designed to cause a Full Service Penalty

Brake Application, also causing the P.C. Switch to trip to reduce diesel engine speed to idle.

When a Full Service Penalty Brake Application has been initiated as the result of a cab signal change not being acknowledged within six (6) seconds, the Automatic Brake Valve Handle must be placed in suppression position and left in this position until train or locomotive has stopped. In all cases, the train or locomotive must come to a complete stop before the following procedure is to be started to release brakes and reset the P.C. Switch.

With the Automatic Brake Valve Handle in suppression position:

1. Close throttle to idle position.

2. Acknowledge the signal change with the acknowledging device.

3. After the P.C. light is extinguished, place Automatic Brake Valve Handle in running position.

NOTE: The restrictive signal indication must be acknowledged before the brake can be released.

To eliminate sounding of the audible indicator while waiting in a CCS Test Loop, the reverser handle may be placed in "Neutral" or "Reverse" position. This will change the Cab Aspect to display its most restrictive aspect (Red over Yellow). After acknowledging this change, no more signal changes will be received. Since the reverser handle in trailing units is in neutral position, the audible indicator will be automatically disabled. Placing the reverser handle in the "Forward" position will automatically restore the equipment to normal operation.

When entering Cab Signal Territory with the acknowledging handle in Partial Cut-Out position, a signal change must be acknowledged within six (6) seconds.

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.

Radio Rules

650 (R). Radio rules shown in Form 7915 govern use of radio on the Union Pacific Railroad except where the Consolidated Code of Operating Rules are in effect and supersede Rules 650 through 665 as shown in Union Pacific Operating and Maintenance of Way Signal Rule books effective May 1, 1972 and Form 7908 effective October 1, 1974.

Radio rules shown in Form 7915-C govern use of radio where the Consolidated Code of Operating Rules are in effect and supersede Rules 650 through 653 of the Consolidated Code and Rules 650 through 665 of Form 7908 effective October 1, 1974.

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). See Appendices 12, 13 and 14 Pages 228, 232 and 234.

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 employees.

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

Employees 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.

Passengers on Freight Trains

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

Employees 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 employees 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 non-placarded 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.
- 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 7, Page 205.

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 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.

In addition to the above, loaded tank cars containing phosphorus placarded "FLAMMABLE SOLID" must be separated from each other and from any other loaded placarded car except one placarded "COMBUSTIBLE" in the train by 15 cars when length of train permits.

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.

EXCEPTION: At North Platte, Pocatello, Hinkle and Los Angeles, when a train has been bled preparatory to humping cars loaded with phosphorus or with water ballast may be handled without air to remove them from the train.

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 yard-switcher 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 enroute for hot journals and brakes sticking.

Hotbox and Dragging Equipment Indicators

812 (R). See Appendix 8 Page 208.

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 Conductor's Car and Tonnage Report in the "Special Handling Column" by initials. Explanation 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	RADIOACTIVE 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
Brighton
Greeley
Green River
Laramie
LaSalle
Ogden
Rawlins
Rock Springs

KANSAS DIVISION

Abilene
Beloit
Bonner Springs
Ellis
Hastings
Manhattan
Junction City
Kansas City
Lawrence
Marysville
McPherson
Oakley
Plainville
Salina
Sharon Springs
St. Joseph
Topeka

UTAH DIVISION

Ogden
Salt Lake
Provo
Milford

CALIFORNIA DIVISION

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

IDAHO DIVISION

Kemmerer	Montpelier	Soda Springs
Pocatello	Rupert	Twin Falls
Shoshone	Boise	Nampa
Emmett	McCall	Nyssa
Burns	Cascade	Rubicon
Blackfoot	Idaho Falls	Council
Butte	Silver Bow	Dillon

OREGON DIVISION

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

OREGON DIVISION (Cont'd)

Trentwood	Sumner	Grandview
Kalama	Auburn	Yakima
Kelso	Kent	Ayer
Chehalis	Argo	Colfax
Centralia	Sandpoint	Moscow
Aberdeen	Hinkle	Kellogg
Hoquiam	Wallula	Spokane
Olympia	Walla Walla	Eastport
Tacoma	Kennewick	

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.

879 (R). When a unit fails enroute, engineer must immediately contact train dispatcher, who will advise engineer if and at what point train should be stopped so engineer can attempt to start failed unit. If unable to start unit, engineer must manually drain unit if temperature is or is expected to be 32 degrees or less.

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 9 Page 211).

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

NEBRASKA DIVISION	UTAH DIVISION	IDAHO (Cont.)
Albion	Cedar City	Homedale
Loup City	Malad	Oakley
Norfolk	Syracuse	Oregon Eastern
Cedar Rapids	Cache Valley	Teton Valley
Scotia	Evona	Raft River
		Yellowstone — between Belt and Ashton
WYOMING DIVISION	CALIFORNIA DIVISION	OREGON DIVISION
Ft. Collins — between Erie and Boulder	Anaheim	Dayton
		Pendleton
KANSAS DIVISION	IDAHO DIVISION	Coeur d'Alene
Grand Island	Goshen	Montesano
Solomon	Hill City	Pleasant Valley
Plainville — between Salina and Plainville	Idaho Northern	Tucannon — Pomeroy
	Boise	Tekoa
	Grace	

Close Clearances

900 (R). See Appendix 10 Page 216.

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.

1025 (R) "The first paragraph of Air Brake Rule 1025 is modified as follows:

"After the air brake system on a freight train is charged to within fifteen (15) pounds of the setting of the feed valve on locomotive but not less than sixty (60) pounds, and on a passenger train to not less than seventy (70) pounds, as indicated by an accurate gauge connected to the brake pipe at rear end of train, and upon receipt of proper request or signal to apply brakes for test, a fifteen (15) pound brake pipe reduction must be made from pressure indicated by brake pipe gauge on locomotive. Immediately after making fifteen (15) pound brake pipe reduction and brake pipe air has stopped exhausting at the automatic brake valve, maintaining feature must be cut out. THEN, AFTER WAITING ONE (1) MINUTE for brake pipe pressure to equalize, check of brake pipe leakage for one (1) minute must be made. If leakage does not exceed five (5) pounds per minute, a further brake pipe reduction of ten (10) pounds must be made and on a freight train, one long sound of locomotive whistle must be sounded to indicate brakes are applied for test. On locomotives with 26-L equipment, the equalizing reservoir pressure must be reduced approximately one pound below the brake pipe pressure before moving the brake valve cut-off valve to "Frt" or "Pass" position to avoid unintentional release of train brakes."

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.

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.

Other Than Normal Stops

1054 (R). Units 3489-3583, 8075-8099 and 2430-2459 have been modified so that if an emergency application of brakes is received from any source other than the engineer's brake valve or the emergency brake valve in cab of leading unit, there will be a 20-second delay before power or dynamic brake is cut off. (Units listed above, as well as other units so modified, will be indicated by decal on control panel).

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 ¼ hour rating, then for 30 minutes at the ½ 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 enginemen.

Sirens

1092 (R). Siren installed on unit 1400 operated by a single throw toggle switch, siren on unit 1402 operated by a single push button and sirens on units 6918 and 6924 operated by a single slide pole switch. On all units so installed switches are on the instrument panel in front of the engineer labeled "Siren."

These sirens are activated by:

(1) Turning on circuit breaker switch labeled "siren" located on back control panel in cab of unit; and

(2) Cutting in air valve labeled "siren air cock" located on left side in nose of unit.

It is intended this siren be sounded for an emergency only when approaching and passing gangs or workmen who have not noticed or heard regular horn warning. Sirens are not intended to be used in cities, towns, municipalities or at grade crossings, except in emergencies.

When sirens are used in an emergency situation, radio report of the incident should be made by engineer to dispatcher giving all necessary details.

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, employees 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.

269 (RE-1). 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 signal 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 be- fore moving over switch.
LUNAR	—Switch is lined for eastward move- ment on westward main track.
YELLOW	—Switch is lined for movement from westward main track to departure yard.

20-0-S-O-Z

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 511.81
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

Block Clearance

96 (RW-1). Train and engine movements on Jim Bridger Spur will be controlled by train dispatcher through issuance of block clearances, Form 2643 BC, via radio or phone to conductor and engineer of train to be moved. All train and engine movements between Point of Rocks and Pacific Power and Light Plant must be authorized by block clearance and no portion of track between these points may be occupied unless conductor and engineer have 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 in spaces provided. Train dispatcher must record block clearances in train order book in the following form, assigning a train order number to each, preceding it with the letters BC, thus:

BC 1

Point of Rocks to C&E Work Extra 201
 This is your authority to occupy track between Point of Rocks and Prospect Point
 Additional instructions — Do not exceed 20 MPH between MP 2 and MP 3
TAW

R 1247 PM Condr Jones
 R 1248 PM Engr Smith
 Reported clear at 215 PM

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 not required in block clearance territory. When train or engine authorized by block clearance has arrived in clear at destined station, conductor must report arrival to train dispatcher and enter the time reported clear on the block clearance. No further movement between stations may be made without receipt of another block clearance.

Additional instructions such as, "Do not exceed 10 MPH between MP 2 and MP 3," must be entered on block clearance as transmitted by the train dispatcher. If no additional instructions, the word "NONE" must be entered. Only one block clearance may be issued for a block at one time.

Dispatcher's transfer must include block clearances still in effect.
 Block clearance must not be issued until the preceding movement has reported clear of the track.

96 (RW-2). All movements between Ramsey and East Switch are governed by signal indication.

Train and engine movements on Ramsey Spur will be controlled by train dispatcher through issuance of block clearances, Form 2643 BC, via radio or phone to conductor and engineer of train to be moved. All train and engine movements between East Switch and Carbon County must be authorized by block clearance and no portion of track between these points may be occupied unless conductor and engineer have 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 in spaces provided. Train dispatcher must record block clearances in train order book in the following form, assigning a train order number to each, preceding it with the letters BC, thus:

BC 1

Ramsey to C&E Extra 201 West
 This is your authority to occupy track between East Switch and Carbon County
 Additional instructions — Do not exceed 20 MPH between MP 2 and MP 3 on Arch siding.
TAW

R 1247 PM Condr Jones
 R 1248 PM Engr Smith
 Reported clear at 215 PM

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 not required in block clearance territory.

Additional instructions such as, "Do not exceed 10 MPH between MP 2 and MP 3, Arch Siding" must be entered on block clearance as transmitted by the train

dispatcher. If no additional instructions, the word "NONE" must be entered. Only one block clearance may be issued for a block at one time.

Conductor or engineer must report to train dispatcher when clear of locations listed on block clearance and must enter time reported clear at destined station on block clearance form. No further movements between stations may be made without receipt of another block clearance.

All eastward movements must communicate with train dispatcher before departing East Switch. Movements to Rosebud and Carbon County must remain clear of west end of Arch siding and Main track unless block clearance states otherwise.

Block clearance must not be issued until the preceding movement has reported clear of the track.

Dispatcher's transfer must include all block clearances still in effect.

Air Brake Rules

1030 (RW). At Rawlins, air brake rule 1030 (C) is in effect.

Retaining Valves

1042 (RW). The tables on page 148 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.

MofW Block Clearance

1500 (RW). Movement of MofW equipment or work to be performed by MofW forces on Ramsey Spur and Jim Bridger Spur will be controlled by train dispatcher through issuance of block clearances, Form 2643 BC, via radio or phone to MofW foreman or supervisor in charge of work or movement to be made.

Movement of track motor cars, MofW equipment, or MofW work to be performed on either spur may be authorized by block clearance and no portion of track on either spur is to be occupied unless MofW foreman or supervisor in charge has a valid block clearance in his possession.

Block clearance must be copied by foreman or supervisor in charge and must be repeated by him to the train dispatcher and the repeated time given by train dispatcher must be entered in the space provided 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 2

Ramsey (Point of Rocks) to Foreman A B Smith

This is your authority to occupy track between East Switch (Prospect Point MP 6.58) and Rosebud (Pacific Power & Light)

Additional instructions — Men and machines must be clear of track at 215 PM
TAW

R 1250 PM by Foreman Smith
Reported clear at 210 PM

Proper receipt of block clearance by Mof W foreman or supervisor is authority to occupy track between stations named only. Protection as prescribed by MofW Rule 99(E) is not required when foreman or supervisor possesses a valid block clearance in block clearance territory.

Additional instructions will specify when all MofW men and machines must be clear of track and must be entered on block clearance as transmitted by train dispatcher.

Prior to the time specified in additional instructions, all men and machines must be clear of track ready for movement of trains. Foreman or supervisor who was issued the block clearance must observe that all equipment is in the clear and notify all personnel that the track is to be released, and must report to train dispatcher time track cleared and ready for movement of trains, and enter the time reported clear on block clearance. No further work may be performed or movement made on track without receipt of another block clearance.

Train dispatcher must not permit a train or engine to enter a block occupied by MofW forces holding a valid block clearance. Block clearance for a train waiting to move must not be issued until MofW foreman or supervisor who was issued the block clearance has reported men and machines are clear of the track and the track is ready for movement of trains.

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

241 (RW). At Hanna, westward movement on Coal Spur MP 2.0 will be governed by three-unit Stop signal as follows:

Westward signal aspect displayed for a straight track movement to Energy Spur will be a green over red over red with a dark (E) Indicator. If this track is lined for Medicine Bow Spur, indication will be a red over red over red with illuminated (E) Indicator. Operating Rule 241-A governs. After train has stopped, lined the switch for Energy Spur, the illuminated (E) will go out and a green over red over red aspect will be received.

With the dispatcher requesting move to the Medicine Bow Track, with the switch properly lined, the westward signal aspect will be red over red over green to go through the No. 10 turnout with a dark (MB) Indicator. If the switch is not lined for Medicine Bow Track, a red over red over red with illuminated (MB) Indicator will be displayed. Operating Rule 241-A governs. After switch is lined for the turnout the switch aspect will change to a red over red over green with (MB) Indicator darkened.

End of the block signs will be located at MP 2.0 on Energy and Medicine Bow Tracks.

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

Engine Whistle Signals

14 (RW). In the State of Idaho, in addition to locations listed in Operating Rule 14 (I), engine whistle must be sounded and bell rung approaching private crossings.

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 153.

EASTWARD

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	Not required	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	Not required	20 MPH Sherman to Carr.

WESTWARD

Fourth Sub-Division
Wahsatch to Ogdén

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 Ogdén.
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 Ogdén.
	Less than ½ HP Per Trailing Ton	Retaining valves must be used Wahsatch to Echo	20 MPH Wahsatch to Echo 25 MPH Echo to Ogdén
Over 100	1 HP Per Trailing Ton	Not required	20 MPH Wahsatch to Castle Rock 30 MPH Castle Rock to Ogdén
	Less than 1 HP Per Trailing Ton	*Retaining valves must be used Wahsatch to Echo	20 MPH Wahsatch to Echo 25 MPH Echo to Ogdén.

*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 Marysville Hastings	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.
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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, 38-2, ST-40-2 and GP-40-X 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 and UP800 series 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 Derail

275 (RK). At West Aikens, power operated derail 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, derail switch and selector lever on derail 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 Clearances

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, derrails 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) Salt Lake City and Las Vegas are designated inspection points.

1030 (RSC-1). Designated inspection point for CLS trains will be Dry Lake, Nevada.

Train and engine crews must make inspection of air brake system at Dry Lake as required by Rule 1030 (C).

After inspection is completed, conductor must notify train dispatcher if any defects are found, giving type of defect and car number so can be repaired or removed at Las Vegas.

Trains which are inspected at Dry Lake will not require air test under Rule 1030 (C) at Las Vegas.

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 City 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). 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-6). While using DRGW tracks, employes will be under supervision of DRGW supervisors, and will be governed by the following rules:

DRGW Rule 11. A train or locomotive finding a fusee burning on or near its track, must stop, 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 upon which train is running if displayed beyond the first rail of adjoining track.

DRGW Rule 12. 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 time table.

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 interchange 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 First North Street and North Temple 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-N:

Unless otherwise instructed, track assignments S.L.U.D. are as follows:

DRGW Passenger trains Track No. 1
UP interchange deliveries Any track
other than No. 1, 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-S:

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-7). 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.

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 located MP P-36.4 at Second South Street on Provo Subdivision main track Salt Lake City is equipped with color light switch point indicator covering movements over switch.

When switch point indicator displays:

GREEN —switch is lined for Provo main track.

YELLOW —switch is lined for passenger depot lead.

RED —train and engines must stop and inspect switch points to insure they are in proper position and fully closed before moving over switch.

Switch 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, crew member may push button to line switch. Push button must be depressed and not released until points are completely lined and closed against stock rail. If points 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 derails at south end of Passenger Station, Garden or Freight House tracks.

Draw Bridge

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.

Close Clearances

900 (RU-2). Close side clearance exists between Salt Lake Flour Mill and Porter Walton at 500 South 400 West Street, Salt Lake City. 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-8). Single track operation exists from 23rd Street to SP Junction, into Union Depot area at Ogden.

93 (RU-9). 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 (I) engine whistle must be sounded and bell rung approaching private crossings.

Blue Flag Protection

26 (RU). At Brigham City, blue flag deraill 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 deraill.

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.

Draw Bridge

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.

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.

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.

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.

Derails

104 (RU-2). At Nellis Industrial Park, spur track to serve McDonnell-Douglas, derail located 182 feet from switch. Switch crew must stop and determine that no one is on or about cars before throwing derail and coupling to cars.

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). 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-4). 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 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). 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 caboose 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, all open top cars with lading extending laterally in excess of five feet, five inches from center line of car, shall, if train length permits, be entrained at least five cars distant from both the caboose and engine.

On any train, cars on which the lading exceeds 15 feet, 6 inches in height above top of rail, shall, if train length permits, be entrained at least five cars distant from the caboose, provided, however, that the provisions of this Subsection shall not apply to the transportation of rail open top cars of highway trucks or trailers, multi-level freight cars, either loaded or unloaded, and automobile underframe cars, 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.

Trailer Ramp Facilities

104 (RC-1). At Las Vegas, rail clamps are used at trailer ramp facility. Engine foremen must know rail clamps are removed before attempting to pull or spot cars at this location.

Storage of Cars

105 (RC). Cars must not be set out or left stored on west leg of wye at Kelso.

Power Operated Derails

275 (RC). At east end of Las Vegas yard and at west end of siding Kelso, 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 and train left on siding, engine must be left with air coupled and, in addition, sufficient hand brakes must be applied to keep train from moving but not less than 20 hand brakes must be set on west end of train.

While crew is eating and train left on main track, 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.

Movable Bridge

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(I) 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 and Long Beach, must obtain authority from UP train dispatcher before entering SP trackage at MP 21.6 or MP 21.7 San Pedro Branch. Switches must be restored to normal position after movement is completed. A speed of 5 MPH must not be exceeded through turnouts to SP.

Trains or engines returning to UP tracks at these locations 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 Jct. 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 Jct. 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.

Deraills

104 (RC-2). On Glendale Branch, derail located on main track just below run-around switch at Glendale.

104 (RC-3). At Crestmore, before switching cars into Track 1 and Track 2 at Riverside Cement Corporation, a member of crew must ascertain that deraills on these tracks are in derailing position. If deraills 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 Commercial Carriers Trackage, Montebello

804 (RC). Tracks at Commercial Carriers 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.

804 (RC-5). At Paramount, within the confines of Monsanto property, cars must not be cut off while in motion.

Retarder Yards

804 (RC-6). 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.

20-6-V-D-AG

CADIVISION

NORTHWESTERN DISTRICT

SPECIAL RULES — ALL SUBDIVISIONS

Engine Whistle Signals

14 (RNW). In addition to locations listed in Union Pacific Operating Rule 14 (I) and Consolidated Code Operating Rule 15 (I), 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.

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.

713 (RNW-1). 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.

804 (RNW). In addition to cars containing hazardous materials listed in Appendices 12 and 13, the following cars are not to be humped, and must be set out, or set to no-hump track, or shoved to rest in bowl track: Missiles — Cars placarded Radioactive — Transformers — Loaded depressed center flat cars — Modular house units — Shiftable open-top loads.

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 (I) 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.

14 (RI-2). At Pocatello, whistle detector located on orange colored post installed at MP 135.8, Fourth Subdivision, just west of Pole Line Road crossing, eastward trains must sound whistle before passing this post.

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 sign is located at Stop Signal at MP 213.1.

Westward Begin CTC sign 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 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). Cars must be left 3 car lengths to clear clearance point at east end of Bowl tracks.

804 (RI-2). 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-3). Referring to Rule 14 (I): 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-3). 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-4). Crews using North runaround track 600 feet east of river bridge at Inkum 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.

MofW Block Clearance

1500 (RI). Movement of MofW equipment or work to be performed by MofW forces on Dry Valley Branch will be controlled by train dispatcher through issuance of block clearances, Form 2643 BC, via radio or phone to MofW foreman or supervisor in charge of work or movement to be made.

Movement of track motor cars, MofW equipment, or MofW work to be performed on Dry Valley Branch may be authorized by block clearance and no portion of track between Epco and Dry Valley may be occupied unless MofW foreman or supervisor in charge has a valid block clearance in his possession.

Block clearance must be copied by foreman or supervisor in charge and must be repeated by him to the train dispatcher and the repeated time given by train dispatcher must be entered in the space provided 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 2

Epco to Foreman A B Smith

This is your authority to occupy track between Epco and Wooley Valley
Additional instructions — Men and machines must be clear of track at 215 PM

TAW

R 1250 PM by Foreman Smith
Reported clear at 210 PM

Proper receipt of block clearance by MofW foreman or supervisor is authority to occupy track between stations named only. Protection as prescribed by MofW Rule 99 (E) is not required when foreman or supervisor possesses a valid block clearance in block clearance territory.

Additional instructions will specify when all MofW men and machines must be clear of track and must be entered on block clearance as transmitted by train dispatcher.

Prior to the time specified in additional instructions, all men and machines must be clear of track ready for movement of trains. Foreman or supervisor who was issued the block clearance must observe that all equipment is in the clear and notify all personnel that the track is to be released, and must report to train dispatcher time track cleared and ready for movement of trains, and enter the time reported clear on block clearance. No further work may be performed or movement made on track without receipt of another block clearance.

Train dispatcher must not permit a train or engine to enter a block occupied by MofW forces holding a valid block clearance. Block clearance for a train waiting to move must not be issued until MofW foreman or supervisor who was issued the block clearance has reported men and machines are clear of the track and the track is ready for movement of trains.

SPECIAL RULES — SECOND SUBDIVISION and BRANCHES

Engine Whistle Signals

14 (RI-4). 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-5). At Don, movements over weigh-in-motion scale, west end rock track, Simplot Plant, must not exceed 10 MPH.

Warning Device

804 (RI-6). 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-3). 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-5). 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.

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.

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.

OREGON DIVISION

SPECIAL RULES ALL SUBDIVISIONS

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.

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-1). 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.

105 (RO). Maximum speed on departure lead and running tracks is 40 MPH.

After rear of train has departed make-up track in departure yard, speed of train will be governed by signal indication.

105 (RO-1). Speed over dead rail around weigh-in-motion scale must not exceed 15 MPH.

Switches

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.

267 (RO-1). Power controlled crossover switches, trim end Hinkle yard, must be properly lined for route to be used with corresponding indication on control panel at Route Selection Bldg., prior to any movement being allowed to pass over these switches. In addition, control switches are not to be repositioned immediately ahead of movement approaching these switches, and must not be repositioned until entire movement clears track circuit as indicated on control panel.

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 from hump yardmaster.
Green	—proceed.

Hump and trimmer signals are controlled by yardmaster, engine foreman or other designated employe.

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.

Any cars in excess of 40 tons per axle.

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, employees must ride rear of multiple-unit engine backing up without cars except engines making backup movement on Hump Pullback lead and Trim Pullback Lead.

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, west receiving yard lead and 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.

804 (RO-6). During trimming operations trim foreman will run track list through TIS system and special attention given to see hazardous material is properly placed and physical lineup of track is the same as shown on list and any discrepancies or changes must be reported to terminal yardmaster.

804 (RO-7). Trim engines making eastward movement from class tracks or departure yard must not foul lead without engineer obtaining authority from trim foreman at Route Selection Bldg. Trim foreman giving authority for eastward movement from class tracks or departure yard will be responsible for protection.

804 (RO-8). All switches off Hump Pullback track must be lined and left for hump lead except when changed for immediate use. All movements on hump lead must be authorized by yardmaster.

804 (RO-9). When shoving coupled cars, if there is any doubt as to whether or not track will hold all cars without fouling switches or leads, employ responsible for movement will contact tower yardmaster and be governed by his instructions.

804 (RO-10). Scale by-pass switches must be properly lined for route to be used when trim signal is activated in either trim or hump position before movement started.

804 (RO-11). Racor 22 switches located at west end and east end of departure tracks, may be run through by trains departing Hinkle yard only, except when snow and ice conditions exists, switches must be lined by hand and switch points inspected.

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.

Deraills

104 (RO-2). Main track deraills 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-2). 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.

Centralized Traffic Control

269 (RO). Push buttons are located in relay houses:

West Biggs MP 184.0 MP 184.5

Power Operated Deraills

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.

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. And on all loads retaining valves must be placed in heavy holding position.

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 control 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-12). Cars must not be shoved ahead of engine through tunnel between St. Johns Jct. and Peninsula Jct.

804 (RO-13). 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.

804 (RO-14). The Toyota Auto Facility in the Terminal 4 area, consists of five (5) tracks, numbered Zone 8 Tracks 31-32-33-34-35, and a derail exists on the west end of each rail. ALL cars handled to or from this facility must be handled WITH AIR CUT IN AND OPERATING. All cars spotted to this facility must have handbrakes set before detaching motive power.

When handling cars TO this industry it must be understood that not more than FIVE (5) cars will be handled when ENTERING (Zone 8 Tracks 31 through 35), and these cars must be handled in compliance with Operating Rule 804(B).

When pulling loads FROM this industry, movement will not exceed TEN (10) cars.

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.

805 (RO-1). At North Portland area, Union Pacific equipment must not be operated on tracks other than tracks 101, 102, 103 and 104.

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.

3 (RO). At Black River operators will be governed by Union Pacific Operating Rule 3 (B) which is:

At stations where there is no standard clock, operators must compare time with the train dispatcher as soon as practicable after commencing each day's work, but before making time comparisons with other employees.

When Maintenance of Way or Signal Department employees subject to time service rules do not have access to a standard clock, they must, when practicable, compare time with operator or train dispatcher, before starting each day's work.

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 fuses 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 is 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

200 (RO). The first sentence of Consolidated Code Rule 200 is modified as follows: Train orders will be issued over the signature of the Superintendent and such signature must be placed directly under the last word of the order.

Balance of the rule is unchanged.

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-3). 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 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.

Radio Rules

421 (RO). On the 5th & 6th Subdivisions and the SIRR and branches when using the radio the following procedure must be strictly adhered to. Train orders must not be transmitted by radio.

When radio is used to transmit any of the following they must be copied by the employe receiving the transmission and repeated to the employe transmitting them. When transmitted to a train they must be copied and repeated by a member of the crew, but must not be copied or repeated by the employe operating the controls of the engine when train is moving. Both conductor and engineer must have a written copy and must make certain the instructions are read and understood by other members of the crew before acting upon the instructions:

Authority from train dispatcher to pass Stop signal per Rules 269 or 509.

Track and time limits.

Oral instructions issued in Rule 251 territory pertaining to train or engine movement.

Oral instructions issued by MofW Foreman to Engineer in connection with Form Y Train Order.

Motor Car Permit.

Track Car Line-up.

Block Clearance.

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.

516 (RO). At Hinkle and Albina, Rule 516 of the Consolidated Code of Operating Rules is cancelled and the following will apply:

When a train or engine is to enter a siding or yard track at a point where the switch to be used is not more than 500 feet beyond an automatic block signal displaying Stop or Stop-and-Proceed indication, it may pass such signal without stopping, provided the switch and derail are set for the movement and proper hand signal is received from trainman or yardman, but the movement must be made at restricted speed.

Exception: This rule does not apply at a signal which governs movement over a dual control switch.

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-2). 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-3). 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-4). 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-5). 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 enroute, 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 employe.

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 Bridge-tender.

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. Employes 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). Employes 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 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 staffs, 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-3). 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	CN-W-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			
Linger 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 crosses eastward main track from eastward siding.		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 Badger-MP 113.1	BN 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.
Wahoo-MP 19.6	CNW	UP	Gate. Operating Rules 98, 98(A) and 98(B).
Wahoo-MP 19.6	BN	UP	Gate Operating Rules 98, 98(A) and 98(B).
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

Location	Crossing or Junction	Train Precedence	How Governed
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.
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		CTC Operating Rule 269, and Rules 275 thru 277 govern.
Egbert-MP 477.7	North Platte Cut-Off		CTC Rule 267.
Northport-MP 115.5	BN		Automatic Interlocking.
Third Subdivision and Branches			
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	C&S	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	Derail. Eastward trains must stop clear of gate 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	UP	
Topeka-MP 68.2	CRIP		

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. 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, 612 and 614.
Hiawatha-MP 42.2	MoPac		Automatic Interlocking. Operating Rule 612.
St. Joseph	MoPac		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 Fairbury-MP 186.0	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, 612 and 614.
Fairbury-MP 186.1	CRIP		Electric Lock
Belevidere-MP 210.2 Edgar-MP 233.7	BN		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.
Hastings-MP 260.5	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.
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 derailling 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
Garfield (MP 767.1)	KCC Conn.	UP	track car must place selector levers on movable point frogs in HAND position before using crossing. 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			
Hobart (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 derrails.
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.
Sixth Subdivision and Branches			
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)	WWV	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).
Bonnors 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	<p>Automatic crossing signals and gates are in service at Washington Street, and automatic crossing signals at Madison Street.</p> <p>Cars must not be left standing on bonded portion of these tracks which extends 50 feet on each side of these crossings.</p> <p>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.</p>
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	<p>Cars must not be left within 60 feet of the first street crossing west of the depot.</p> <p>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.</p>
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	<p>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.</p> <p>On BN, if length of train permits, Stuhr road must be left clear.</p>
Kearney	When Signal 1890 displays Stop and Proceed indication, eastward trains on main track must stop clear of Fifth Avenue crossing.
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.
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.

Location	How Governed
Greeley	<p>When moving over public or private crossing on any track other than main track, a speed of 5 MPH must not be exceeded.</p> <p>A member of crew must precede movement and act as crossing watchman as follows:</p> <p>13th Street Crossing—Movements to or from Sixth Avenue or Rogers Spur;</p> <p>8th Street Crossing — Movements to or from West House or House track.</p> <p>Cars must not be left closer than 200 feet on either side of 16th Street crossing on South Pass.</p> <p>Trains or engines must not exceed 5 MPH on Great Western Sugar factory spur on 16th Street.</p> <p>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.</p>
Boulder	<p>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.</p> <p>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.</p>
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.
MP 979.28	Mountain Green crossing must not be blocked longer than 10 minutes.
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.
Becks	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.
	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.

Location	How Governed
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	Bunker — Main highway crossing on spur track.
Lehi — Main highway crossing on Sugar Factory spur.	
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 Warehouse 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 Freeway 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:

- 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.
- 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.
- 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.
- There are no time restrictions for crossing occupancy for a moving train continuing in the same direction.
- 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.

Location	How Governed
	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 Sepulveda Blvd.	All trains and engines must stop and be preceded by a 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, Los Angeles	Between Pasadena Jct. and Dayton Ave. tower, marker 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).
Drott	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. If necessary for train stopped in siding to cut crossing, cut will be made clearing aluminum stripes on rails each side of crossing. Any cars left standing on either side of crossing must also be left clear of aluminum stripes. Crew members can raise gates by operating switch key control box located on instrument house west of crossing. Key need not remain in release box to effect crossing gate clearance. Black switch key control box keyed for Union Pacific and Southern Pacific switch keys.

Location	How Governed
Riverside	Seventh Street crossing, MP 57.57, provided with key release for clearing crossing gates with train or cut of cars on immediate approach of siding east side of crossing only. Key need not be left in release box.
Streeter	Streeter Avenue crossing, MP 53.2, is provided with key release for both Main Track and Siding. With train or cut of cars on either east or west immediate approach, or both, crossing gate clearance can be effected by use of key release located on instrument house west of crossing marked "Siding" and "Main Track." Key need not remain in release box to effect crossing gate clearance on Main Track.

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 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.

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).
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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.
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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.

Location	How Governed
The Dalles	Public crossings must not be blocked longer than 10 minutes.
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.
Champ Siding	When siding occupied, 52nd St. crossing must not be blocked under any circumstances, also be on close lookout for pedestrians on right-of-way in the vicinity of this crossing. 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. Member of crew must be on ground and stop vehicular traffic before switch movements are made on all street crossings.
Spokane, within city limits	
Sandpoint	

APPENDIX 3 DUAL CONTROL

CROSSOVERS AND TURNOUTS

104 (R). ACS may be inoperative through turnouts and crossovers. Movements through turnouts and crossovers are governed by block signal indication and the speed specified in timetable for each type of turnout.

Exception: At speed signal locations, signal indication will specify speed through turnouts and crossovers.

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
	274.0	1 & 2
Keith	276.0	1 & 2
	283.38	Westward Main Track & West Belt Track
North Platte	283.4	1 & 2
	284.37	Westward Main Track & So. Running Track
	285.5	EB Departure Yard & Eastward Main Track
	289.68	So. Running Track & Westward Main Track
	291.0	1 & 2, 1 & Departure lead and Departure lead & coal departure track
O'Fallons	297.96	1 & Siding
	298.0	1 & 2
	300.27	1 & Siding
	300.5	1 & 2
	311.6	1 & 2
CP312	322.4	1 & 2
	334.6	1 & 2
	334.8	1 & 2
	349.6	1 & 2
	349.8	1 & 2
CP363	363.0	1 & 2
	437.10	1 & 2
CP437	437.20	1 & 2
	448.44	1 & 2
CP449	448.55	1 & 2
	459.31	1 & 2
CP459	459.31	1 & 2
	459.42	1 & 2

CP469	469.42	1 & 2
	469.52	1 & 2
CP481	480.69	1 & 2
	480.79	1 & 2
CP491	490.95	1 & 2
	491.05	1 & 2
CP501	501.30	1 & 2
	501.42	1 & 2
CP506	506.41	1 & 2
	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
W. Cheyenne	510.70	1 & 2
	510.83	2 & 3
CP511	510.87	1 & 2
Dale Junction	544.65	1 & 2
	544.73	1 & 2
	544.78	2 & 3
	544.83	1 & 2
E. Laramie	565.25	2 & 3 *Note
	565.33	1 & 2
	565.44	1 & 2
W. Laramie	567.40	1 & 2
	567.52	1 & 2
CP570	570.5	1 & 2
CP582	582.18	1 & 2
	582.25	1 & 2
Lookout	594.10	1 & 2
	594.18	1 & 2
CP601	601.0	1 & 2
Wilcox	608.94	1 & 2
	609.03	1 & 2
CP617	616.8	1 & 2
CP624	624.40	1 & 2
	624.48	1 & 2
	632.6	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
	680.40	1 & Siding
C. Rawlins	681.20	2 & Siding
Rawlins	682.78	1 & Siding
W. Rawlins	684.86	1 & 2
	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
Black Buttes	766.0	1 & 2
E. Rock Springs	800.73	1 & 2
	800.80	1 & 2
	800.84	1 & Siding
W. Rock Springs	803.87	1 & 2
	804.00	1 & Siding
	804.08	1 & 2
E. Green River	814.64	1 & 2
	814.71	1 & 2
Peru	824.75	1 & 2
	824.84	1 & 2
Stauffer	833.35	1 & 2
	833.44	1 & 2
E. Granger	843.91	1 & 2
	843.97	1 & North Siding
Granger	846.65	1 & North Siding
	846.76	1 & Ida. Div. Main Track
	846.84	Ida. Div. Main Track & Siding
	846.95	1 & Ida. Div. Main Track
	847.07	1 & 2

*Note—No. 20 Equilateral 60 MPH

WYOMING DIVISION

Location	MP	Between Tracks
Aspen	900.17	1 & 2
	900.26	1 & 2
Altamont	904.65	1 & 2
	904.72	1 & 2
Strawberry	977.59	1 & 2
	977.71	1 & 2
E. Riverdale	988.49	1 & 2
	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
	73.0	1st Subdivision and Denver Cut-Off
Upland	142.6	Single track & two main tracks
Orrick	150.5	Single track & two main tracks
S. Gibbon	285.2	Single track & two main tracks
Gibbon Jct.	287.9	1 & 2 to Nebraska Division

UTAH DIVISION

Centerville	793.3	1 & 2
East Clearfield	808.7	1 & 2
West Clearfield	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
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
Borie	No. 1 Track & North siding
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.	1 & 2
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CALIFORNIA DIVISION**Location**

Yermo
Riverside
Whittier Jct.
East Yard

Downey Road

9th St. Jct.

7th St. Yard

Between Tracks

West switch, old main track.
East and west switches to siding.
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.
Crossover from No. 2 main track to No. 3 auxiliary track.
From No. 3 auxiliary track to Hobart lead.
No. 1 main track diverging switch to Butte Street Yard.
No. 1 main track — Dual control switches, east and west end of yard at Olympic Blvd. and 1st Street.

IDAHO DIVISION

Kemmerer

Pocatello Junction

Nampa

Switch leading to Cumberland Branch
Montana main track, and crossover between tracks 1 & 2, Junction switch to Montana main track, switch leading to old Kraft lead
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

Rieth
Biggs

Switch to Pilot Rock Branch;
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.

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.

Wyoming Division

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.

Ramsey Spur
Black Buttes
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 lined normal 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 All main track switches between Grant Tower and 9th South, including 9th South, for Provo main track. Garden track switch for passenger yard.

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 in No. 9½ track from south end the following will govern:
If movement is from East Lead, West No. 1 switch must be lined for West No. 1 track.
If movement is from West Lead, East No. 1 switch must be lined for East No. 1 track.
A member of crew must remain in vicinity of switch on respective leads to protect against any conflicting movements.
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 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.

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.

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.

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.

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.

Hobart Switch "A" (power operated and CTC controlled) west leg of Wye will be lined for straight track at all times, except just previous to a move down the Wye to the interlocking plant.
Hand operated Switch "B" will be normally lined for a straight track move instead of a move down the east leg of Wye to the plant.
The position of Control Switch "A" west leg of Wye will be indicated to Hobart Interlocking Tower so that operator will have advance information of a move toward the interlocking.

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.

McCammon 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.
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 SPEED SIGNAL RULES

240 (R-3). 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.

Speed signals approaching and through turnouts on Main Tracks and approaching and entering sidings are:

Nebraska Division

Second Subdivision:

MP	MP
298.0	459.4
300.3	469.5
311.6	480.8
322.4	491.0
334.7	501.2
349.6	506.4
363.0	508.3
437.2	
448.5	

Wyoming Division

Second Subdivision:

Bosler
Lookout
Wilcox
Medicine Bow
Ramsey
Durrant
Walcott
Benton
East Rawlins
Center Rawlins

Third Subdivision:

West Rawlins
Riner
Rock Springs
East Green River
Center Green River

Fourth Subdivision

MP
819.4

Kansas Division

First Subdivision:

Topeka
Kenefick
Aikens
Duluth
Sullivan
Marysville

Second Subdivision:

Marysville
Orrick
Bremen
Hollenberg
Fairbury
Hedrix
Alexandria
Carleton
Davenport
Edgar
Anan
Level
Hastings
Hayland
South Gibbon

Utah Division

18th North
Centerville
East Clearfield
West Clearfield
Bridge Jct

Idaho Division

First Subdivision:

Leefe
Nutria

Third Subdivision:

Huntington

Oregon Division

First Subdivision:

Huntington
*Weatherby
*Oxman
*Crooks
Lone Tree
LaGrande

Second Subdivision:

*Hilgard
Motanic
Kamela
Meacham
Huron
Duncan
Bonifer
Minthorn
Reith
Nolin
East Hinkle

Third Subdivision:

Center Hinkle

Fourth Subdivision:

Crates
Mosier
Meno
Cascade Locks
Dodson
Bridal Veil
Sandy

*NOTE, speed of 20 MPH must not be exceeded on sidings.

APPENDIX 6

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. Rule 268 also applies in Speed Signal Territory. See Appendix 5 page 203.

Location	Track
Nebraska Division	
Archer	No. 2 Main Track
Hillsdale	No. 2 Main Track
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. 1 & 2 Main Tracks
Riner	No. 2 or Westward Siding
Uintah	No. 2 Main Track
Kansas Division	
Aikens	Siding (House Track only)
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
Syro Steel	No. 2 Main Track
MP 802.5	No. 1 Main Track
Kaysville	No. 1 Main Track
Roy	No. 2 Main Track
Lodjic	No. 1 Main Track
MP408.9	Main Track
Between MP P-752.8 and MP P-757.4	Main Track (except at electric locked switches)
California Division	
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 7

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). Husky Refinery.
Kansas Division	
Kansas City	When handling cars to Fairfax from either leg of Fairfax wye.
Jeffrey Spur	When cars are handled at Jeffrey Energy Center.
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 high-line. 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	All cars handled.
Comstock	All loads switched from load tracks to departure tracks.
Moapa	All cars handled between Moapa and steam generating plant.
Fibreboard Spur	All cars handled.
Lovell Spur,	All cars handled.
Ordnance Area	
Apex	All cars handled.
Arrolime	All cars handled.

Location	Minimum Requirements
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, 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.
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 Council Bluffs	All coal trains enroute connecting lines, must have a sufficient number of hand brakes to hold train regardless of the number of units attached to train. However not less than 6 hand brakes must be set.
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 brakes must be set on all loads. On empty cars, hand brakes must be set on every third car, with hand brake applied on car on each end of each cut.
Kansas Division Jeffrey Spur	On all tracks, not less than 10 handbrakes must be applied on low end of cut of cars left standing on any track.
Marysville	Trains left standing west of highway 77 crossing, not less than 10 hand brakes must be applied on low end of train left standing.
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.

Location	Minimum Requirements
Salt Lake City, Freight House Area	At least one hand brake must be applied on north end of cars left standing on $\frac{1}{4}$ 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 $\frac{1}{4}$ 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.
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.
Freeport	Hand brakes must not be released until outbound power is coupled to train and air brake system fully charged. 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 in UP yards, Utah Railway joint trackage and DRGW interchange trackage.
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.
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 any yard 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.

Location	Minimum Requirements
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.
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 8

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 designated 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). Red light will begin flashing if dragging equipment detector is actuated, and train must be stopped and inspected for dragging equipment. After inspection, when radio conditions permit, train dispatcher must be advised of results of inspection.

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 inspections of trains.

812 (R-5). Location of hotbox detectors 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 Mile Post indicates the special rule which governs that dragging equipment indicator. Example: DEI 434.6(1) denotes reference to Spl. Rule 812(R-1) etc.

812 (R-6). 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	Eastward Scanner Mile Post
21.0	DEI 499.0(1)
53.7	DEI 475.4(1)
DEI 74.6(1)	DEI 454.3(1)
DEI 103.9(1)	434.6
128.3	410.2
DEI 160.0(1)	DEI 373.3(1)
182.3	DEI 353.2(1)
210.2	DEI 335.2(1)
233.4	DEI 316.4(1)
256.0	DEI 297.7(1)
DEI 276.9(1)	DEIO 285.6(2)
DEI 297.7(1)	DEIO 280.6(2)
DEI 316.4(1)	DEI 276.9(3)
DEI 335.2(1)	DEI 269.6(3)
DEI 353.2(1)	256.7
DEI 372.5(1)	233.4
395.7	207.5
DEI 434.6(1)	182.3
DEI 454.3(1)	157.3
DEI 475.4(1)	DEI 121.9(1)
DEI 499.0(1)	100.2
	DEI 81.0(1)
	DEI 62.9(1)
	DEI 43.7(1)

WYOMING DIVISION

545.4	DEI 986.2(1)
DEI 576.0(1)	DEI 958.6(1)
DEI 595.9(1)	925.6
DEI 613.6(1)	884.1
DEI 630.9(1)	854.8
DEI 651.6(1)	DEI 834.5(1)
DEI 672.9(1)	DEI 808.2(1)
DEI 692.2(1)	DEI 792.3(1)
DEI 713.4(1)	DEI 767.3(1)
DEI 733.4(1)	DEI 748.5(1)
DEI 754.0(1)	DEI 729.8(1)
DEI 773.8(1)	DEI 711.0(1)
DEI 792.3(1)	DEI 692.2(1)
DEI 808.2(1)	DEI 672.9(1)
DEI 834.5(1)	DEI 651.6(1)
867.7	DEI 630.9(1)
909.1	DEI 613.6(1)
DEI 936.9(1)	DEI 595.9(1)
968.8	DEI 576.0(1)
DEI 986.2(1)	545.4
DEIO 719.5(5)	
DEIO 721.7(5)	

KANSAS DIVISION

**Westward
Scanner
Mile Post**

DEI 15.0 (1)
31.4
53.0
87.4
104.5
123.4
DEI 141.4 (1)
DEI 156.4 (1)
177.6
192.8
213.6
232.2
DEI 251.9 (1)
DEI 275.6 (1)

**Eastward
Scanner
Mile Post**

DEI 275.6 (1)
DEI 251.9 (1)
232.2
213.6
192.8
177.6
DEI 156.4 (1)
DEI 141.4 (1)
123.4
104.5
87.4
46.9
DEI 27.0 (1)

UTAH DIVISION

DEI 751.0 (1)
DEI 729.7 (1)
703.3
670.9
644.0
623.4
604.6

583.5
566.4
546.1
520.8
423.0
388.2
353.1

CALIFORNIA DIVISION

324.3
292.7
273.7
256.0

233.9
209.1
175.3
42.4

IDAHO DIVISION

20.2
DEI 61.4 (1)
79.7
106.5
153.4
DEI 174.2 (1)
233.5
252.3
DEI 268.8 (1)
290.9

313.4
339.9
369.0 (No. 1 track)
DEI 379.9 (1) (No. 2 track)
397.2
418.0
DEI 445.0 (1)
DEI 478.2 (1)
507.0
524.6

OREGON DIVISION

DEI 23.0 (1)
DEI 53.1 (1)
DEI 76.2 (1)
107.5
125.0
142.9
160.5

DEIO 188.7 (2)
194.9
211.0
243.7
DEIO 261.4 (2)
DEIO 263.7 (2)
DEIO 284.4 (2)
298.9
DEIO 304.9 (2)
336.1
371.8

APPENDIX 9

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 hydro-cushion cars, movement restricted to single car and unit.
	Industrial Trestles.	Engines not permitted.
NEBRASKA DIVISION		
Omaha	Alcohol Plant Scale Track ASR Coal Trestle	Engines not 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.
Albion Branch and Cedar Rapids Branch		SD-40 and U-30-C units permitted on entire Cedar Rapids Branch and on Albion Branch between Oconee and St. Edward, 15 MPH maximum speed. C-3 type covered hoppers permitted not exceeding 263,000 lbs. gross weight.
Kearney Branch and Ord Branch	Between St. Paul and Ord	9000 class units not permitted.
Brownson	Industrial Warehouse Tracks	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 Union Station	Units listed in Special Rule 899 (R) permitted at 5 MPH maximum speed. High or wide cars not permitted to move under umbrella sheds but must be handled on Track 5.
Branches except South Pass Branch, Monfort tracks at Greeley, and all mine trackage		SD-24 units with six-wheel trucks and units of 5000 horsepower or greater not permitted.

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.
Stauffer, Alchem, Westvaco and TG Soda 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.
Lawrence Spur		Units listed in Special Rule 899 (R) permitted at 5 MPH maximum speed.
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 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 MP 245, cars in excess of 220,000 pounds prohibited. MP 245 to Grand Island, cars in excess of 263,000 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 speed and cars in excess 263,000 pounds prohibited.
Plainville Branch	All Sidings	5 MPH maximum speed and cars in excess 263,000 pounds prohibited.
McPherson Branch	All Sidings	5 MPH maximum speed 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 Kyle Rox Valley Las Vegas Industrial Park. Nevada Industrial Park.
Evona Branch	All six axle locomotives may be operated but must not be used as multiple units over Weber River bridge at MP 0.02.

Salt Lake City	Engines must not move through One Spot Rip Track. DD type units must not be operated on SLGW tracks on South Temple St.
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Murray	Units must not move over under-track hopper on Gibbons and Reed Spur.
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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 City Terminal area yard offices.

Note: Referring to operating Rule 805 (D) and Special 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°
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.

Nellis	Shell Oil Spur	18°
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*Only single unit permitted.

EMD SD-45 units No's. 1-50 must not be operated on Malad Branch.

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.
Presto	West end lime rock track.
Whitney	Over dump pit on highline at sugar factory.
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.
Delta	U-50 C type units must not use wye.
Milford	Jefferson Coal Spur, inside of gate.
Caselton	Main Mill Spur over track hopper and under loading tipple.
Prince Branch	All tracks beyond MP 8.7.

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.
EpcO	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. 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.

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.

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.

GP 38-2 units 2000 thru 2059 and 9000 class units must not be operated on the following tracks:

Aberdeen Branch
Mackay Branch

West Belt Branch
Shelley Sugar Factory Spur.

GP 38-2 units 2000 thru 2059 can be operated on the following branches under the following conditions:

Oakley Branch, 10 MPH less than timetable speed.

On the following Branches 5 MPH less than timetable speed:

Boise Branch	Hill City Branch
Goshen Branch	Homedale Branch
Grace Branch	Raft River Branch

Except on the following branches at 5 MPH less than timetable speed:

Idaho Northern Branch	Between mile posts—
Oregon Eastern Branch	MP 92.50 and 99.75, MP 113.25 and 132.8
	MP 20.20 and 27.60, MP 107.00 and 119.25,
	MP 124.25 and 140.50, MP 145.80 and 156.8
Teton Valley Branch	MP 17.00 and 45.6
Yellowstone Branch	MP 38.30 and 52.9

The following units can be operated across Bridge 20.1, provided speed does not exceed 10 MPH:

Twin Falls Branch	SD-24 units 400-448
	C-30-7 units 2400-2429
	U-28-C units 2800-2809
	U-30-C units 2810-2959
	SD-40 units 3000-3488, 8000-8074.

OREGON DIVISION

Kamela

5000 HP units or larger must not be operated over wye track.

Lime

5000 HP 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.

Ordinance 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 HP 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.

APPENDIX 10

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:

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

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

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

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

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:

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 — Pomeroy Branch:

4.92 Handrails

Connell Branch:

7.93 Handrails
 8.50 Handrails
 15.13 Bridge

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 11
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	305-347	400-448	450-459	700-739B	740-783	1400-1409	2000-2059	2800-2809	2810-2959	3000-3658	1-50	6900-6946	8000-8099	9000-9005
	5000 HP EMD DD35	1500 HP EMD GP7	1750 HP EMD GP9	470-499 2000 HP GP9M GP20	2400 HP EMD SD24	1500 HP EMD SD7	800-875 2250 HP EMD GP30	2500 HP EMD GP35	2500 HP EMD SDP35	2000 HP GP38-2	2800 HP GE U28C	2400-2459 3000 HP U30C C30-7	3000 HP 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
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	4300	4350	5150	3650	2550
Valley To Co. Bluffs	6900	2600	3000	2950	4650	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

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	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	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	305-347 470-499 2000 HP	400-448	450-459	700-739B 800-875	740-763	1400-1409	2000-2059	2800-2809	2810-2959 2400-2459	3000-3658 99 3000 HP	1-50	6900-6946	8000-8099	9000-9005
	5000 HP EMD DD35	1500 HP EMD GP7	1750 HP EMD GP9	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	GE U30C C30-7	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 Lynndyl 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 Lynndyl	3950	1500	1750	1700	2650	1750	1950	2000	2400	2050	2950	3450	3200	3250	3800	2700	1900
Lynndyl 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 Lynndyl	6000	2250	2650	2550	4050	2700	2950	3000	3650	3150	4500	5250	4900	4950	5800	4150	2900
Lynndyl To Salt Lake Via Warner	4700	1750	2050	2000	3150	2050	2300	2350	2850	2450	3500	4100	3800	3850	4500	3200	2250
Lynndyl 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

**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	305-347 470-499 2000 HP	400-448	450-459	700-739B 800-875	740-763	1400-1409	2000-2059	2800-2809	2810-2959 2400-2459	3000-3658 99 3000 HP	1-50	6900-6946	8000-8099	9000-9005
	5000 HP EMD DD35	1500 HP EMD GP7	1750 HP EMD GP9	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	GE U30C C30-7	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

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	100-129	131-349	305-347 470-499	400-448	450-459	700-739B 800-875	740-763	1400-1409	2000-2059	2800-2809	2810-2959 2400-2459	3000-3658 99 3000 HP	1-50	5900-6946	8000-8099	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 U30C C30-7	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
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 Glenns Ferry	6000	2250	2650	2550	4050	2700	2950	3000	3650	3150	4500	5250	4900	4950	5800	4150	2900
Glenns 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 Glenns Ferry via Kuna	6900	2600	3000	2950	4650	3100	3400	3450	4200	3600	5150	6050	5600	5650	6650	4750	3300
Glenns 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

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	100-129	131-349	305-347 470-499	400-448	450-459	700-739B 800-875	740-763	1400-1409	2000-2059	2800-2809	2810-2959 2400-2459	3000-3658 99 3000 HP	1-50	5900-6946	8000-8099	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 U30C C30-7	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
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

APPENDIX 12 HANDLING HAZARDOUS MATERIALS

713(R).

Referring to Rule 713 and Consolidated Code Rule 729, when switching or handling placarded cars containing hazardous materials, Bureau of Explosives Tariff BOE-6000, publishing the Hazardous Materials Regulations of the Department of Transportation (DOT) must be complied with. Complete copy of this tariff is maintained at all agencies.

DEFINITIONS (171.8)

For the purpose of DOT Regulations, the following Definitions apply:

"Engine" means locomotive propelled by any form of energy and used by a railroad.

"Occupied caboose" means a rail car being used to transport non-passenger personnel.

"Placarded car" means a rail car which is placarded in accordance with the requirements of Part 172 of the DOT regulations, except those cars displaying only the FUMIGATION placards.

"Rail freight car" means a car designed to carry freight or non-passenger personnel by rail, and includes a box car, flat car, gondola car, hopper car, tank car, and occupied caboose.

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

Union Pacific Special Rules are indicated by Union Pacific Shield. 

SHIPPING PAPERS (174.24)

No person may accept for transportation by rail any hazardous material unless he has received a shipping paper.

INFORMATION REQUIRED ON WAYBILLS, SWITCHING ORDERS AND OTHER BILLING (174.25)

(a) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt, switching ticket or other billing must contain the following:

- (1) The proper shipping name;
- (2) The hazard class;
- (3) The total quantity (by weight, volume or as otherwise appropriate) of the hazardous material covered by the description;
- (4) The shipper's certification and signature, except when a certified bill of lading is tendered to the carrier; and
- (5) The placard notation.

(b) For empty tank cars which previously contained a hazardous material, other than a combustible liquid, or unless the tank car has been reloaded with a material not subject to these regulations, or has been sufficiently cleaned of residue and purged of vapor to remove any potential hazard, the billing must show the word(s) "EMPTY" or "EMPTY: Last Contained", followed by the name of the hazardous material last contained in the tank car, the hazard class of the material and the word, "PLACARDED".

(c) Each waybill, switching ticket, switching order or other billing used in place thereof, prepared by the carrier from bills of lading, shipping orders or other shipping papers, and each shipping order used as a waybill for a rail car required to be placarded must contain the information shown in Parts (a) and (b) above and be plainly marked by the carrier with —

- (1) In the case of a flat car carrying trailers or containers, an indication of which trailers or containers contain the hazardous materials; and
- (2) The placard endorsement specified for the hazardous material or class concerned near the space on the face of the billing provided for the car number.

INSPECTION (174.8 & 174.59)

(a) At any point where a train is required to be inspected, each placarded rail car and each rail car immediately adjacent thereto, must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. The inspection of a rail car must include a visual inspection for obvious defects of the running gear, any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document.

(b) No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required. Placards and car certificates lost in transit must be replaced at the next inspection point, and those not required must be removed at the next terminal where the train is classified.

INSPECTION OF TANK CARS (174.9)

(a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that they are not leaking and that the air and handbrakes, journal boxes, and trucks are in proper condition for service.

(b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs,

and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

INSPECTION OF CARS AT INTERCHANGE (174.10)

(a) Each rail car containing explosives requiring "EXPLOSIVES A" placards which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.

(b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.

(c) A car containing packages of hazardous material other than explosives may not be offered in interchange if the packages are in a leaking condition.

(d) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precaution prescribed under the heading Leaking Tank Cars.

LEAKING PACKAGES OTHER THAN TANK CARS (174.48)

Leaking packages other than tank cars may not be forwarded until repaired or reconditioned.

LEAKING TANK CARS (174.50)

(a) A tank car discovered in a leaking condition in transit may not be unnecessarily moved until the unsafe condition has been corrected. In the case of a small leak, short movements may be made if a receptacle is attached under the leak to prevent the spread of the liquid over tracks.

(b) Each leaking tank car must be protected against ignition of the liquid or vapor by flame from sources such as lanterns, torches, flares, fuses, switchlights, switch-thawing flames, fires on sides of tracks, hot coals, lighted pipes, cigars, or cigarettes. All spectators should be kept at a safe distance.

(c) A leaking tank car containing any hazardous material may be switched to a location distant from habitation and highways if the move can be safely made.

CANADIAN SHIPMENTS AND PACKAGES (174.11)

A Canadian shipment or package may be transported by rail car within the United States if it is in compliance with these regulations or the regulations of the Canadian Transport Commission.

SWITCHING OF CARS CONTAINING HAZARDOUS MATERIALS, PLACARDED FLAT CARS, OR FLAT CARS CARRYING PLACARDED TRAILERS OR CONTAINERS (174.83 & 174.84)

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

- (1) Any car placarded "EXPLOSIVES A".
- (2) Any car placarded "POISON GAS".
- (3) A placarded flat car, or any flat car carrying placarded trailers or freight containers.
- (4) Loaded tank cars placarded "FLAMMABLE GAS".
- (5) Loaded tank cars placarded "CHLORINE".
- (6) Loaded tank cars phosphorus placarded "FLAMMABLE SOLID".
- (7) Tank cars last containing phosphorus filled with waste water placarded "EMPTY FLAMMABLE SOLID".

(b) When transporting a car placarded "EXPLOSIVES A", in a terminal, yard, or on a side track, or siding, it must be separated from the engine by at least one non-placarded car.

(c) The doors of each closed car placarded "EXPLOSIVES A" must be closed, securely fastened, and the lading securely braced before it is moved.

(d) 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 another car is 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.

FRA EMERGENCY ORDER NO. 5 (FRA E.O. No. 5)

(a) DOT specification tank cars 112A and 114A that are not equipped with required head shields, transporting flammable compressed gas requiring "FLAMMABLE GAS" placards, shall not be cut off in motion. No car moving under its own momentum shall be allowed to strike any DOT 112A or 114A tank car containing flammable compressed gas that is not equipped with required head shields, nor shall any such car be coupled into with more force than is necessary to complete the coupling.

(b) The shipping paper for each specification DOT 112A or 114A tank car (without head shields) containing a flammable compressed gas must contain the notation,

"DOT 112A" or "DOT 114A", as appropriate, and either "Must be handled in accordance with FRA E.O. No. 5" or "Shove to rest per E.O. No. 5".

(c) Railroad employes must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order.

PLACEMENT OF FREIGHT CARS PLACARDED "EXPLOSIVES A" IN YARDS, ON SIDINGS OR SIDE TRACKS (174.85)

A rail car placarded "EXPLOSIVES A" while in a yard or on a siding or side track must be placed so that it will be safe from all probable danger of fire. A car so placarded may not be placed under a bridge or overhead highway crossing, not in or alongside a passenger shed or station except for loading or unloading purposes.

POSITION IN TRAIN OF CARS PLACARDED "EXPLOSIVES A" OR "POISON GAS" WHEN ACCOMPANIED BY CARS CARRYING GUARDS OR TECHNICAL ESCORTS (174.86)

A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

POSITION IN TRAIN OF CARS PLACARDED "EXPLOSIVES A" (174.88)

In a moving or standing train, a car placarded "EXPLOSIVES A" may not be placed nearer than the sixth car from the engine or an occupied caboose. However, when the length of the train will not permit this car to be so placed, it must be placed as near the middle of the train as possible, but not less than the second car from the engine or occupied caboose.

SEPARATING CARS PLACARDED "EXPLOSIVES A" OR "POISON GAS" FROM OTHER CARS IN TRAINS (174.90)

(a) In a moving or standing train, a car placarded "EXPLOSIVES A" or "POISON GAS" may not be placed next to:

- (1) A passenger car or combination car that may be occupied except a car occupied by technical escorts and authorized personnel accompanying shipments;
- (2) Any loaded placarded car other than a car placarded with the same placard or one placarded "COMBUSTIBLE";
- (3) An engine;
- (4) A wooden underframe car (except on narrow gauge railroads);
- (5) A loaded flat car, except that loaded cars placarded "EXPLOSIVES A" may be placed next to each other. A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car. (see subparagraph (6) of this paragraph).
- (6) An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;
- (7) A car with automatic refrigeration or heating apparatus in operation, or a car with open-flame apparatus in service, or with an internal combustion engine in operation;
- (8) A car containing lighted heaters, stoves, or lanterns;
- (9) A car occupied by any person, including any attendant for the cargo contained therein; or
- (10) An occupied caboose, except a car occupied by technical escorts and authorized personnel accompanying shipments.

(b) In a moving or standing train, a car placarded "EXPLOSIVES A" may not be placed next to a car placarded "POISON GAS".

POSITION IN TRAIN OF CARS PLACARDED "RADIOACTIVE" (174.89)

In a moving or standing train, a car placarded "RADIOACTIVE" may not be placed next to any other loaded placarded car (other than one placarded "COMBUSTIBLE"), an engine, occupied caboose, or carload of undeveloped film. Cars placarded "RADIOACTIVE" may be placed next to each other.

POSITION IN TRAIN OF LOADED PLACARDED TANK CAR OTHER THAN CAR PLACARDED "COMBUSTIBLE" (174.91)

Except for a tank car placarded "COMBUSTIBLE", a loaded placarded tank car in a moving or standing train may not be nearer than the sixth car from the engine, occupied caboose, or passenger car. However, when the length of the train will not permit a loaded placarded tank car to be so placed, it must be placed as near the middle of the train as possible and not nearer than the second car from the engine, occupied caboose, or passenger car.


SEPARATING LOADED PLACARDED TANK CARS OTHER THAN TANK CARS PLACARDED "COMBUSTIBLE" FROM OTHER CARS IN TRAINS (174.92)

(a) In a moving or standing train, a loaded placarded tank car, other than one placarded "COMBUSTIBLE", may not be placed next to:

- (1) A passenger car or combination car, other than a car occupied by technical escorts and authorized personnel accompanying shipments;
- (2) Any car placarded "EXPLOSIVES A", "RADIOACTIVE", or "POISON GAS";

- (3) An engine or occupied caboose;
- (4) A wooden underframe car (except on narrow gauge railroads);
- (5) A loaded flat car, other than a specially equipped car in trailer-on-flatcar, or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads subject to the following:

- (i) A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car (see paragraph (a) (6) of this section); and
 - (ii) This exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors;
- (6) An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;
 - (7) A car with automatic refrigeration or heating apparatus in operation or a car with open-flame apparatus in service or with an internal combustion engine in operation;
 - (8) A car occupied by any person, including any attendant for the cargo contained therein.

 (b) In addition to the above, loaded tank cars containing phosphorus placarded "FLAMMABLE SOLID" must be separated from each other and from any other loaded placarded car except one placarded "COMBUSTIBLE," in the train by 15 cars.

POSITION IN TRAIN OF EMPTY PLACARDED TANK CARS (174.93)

In a moving or standing train, empty placarded tank cars, except empty tank cars last containing combustible liquid, may not be placed nearer than the second car from the engine or occupied caboose.

NOTICE TO TRAIN CREWS OF PLACARDED CARS (174.26)

(a) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by these regulations.

(b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

(c) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded "EXPLOSIVES A" or "POISON GAS". A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew.

HAZARDOUS MATERIALS INCIDENT HANDLING AND REPORTING

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:

- (a) The nature and circumstances of the incident;
- (b) Car number, commodity, location in train and the manner in which the car or cars containing the hazardous materials is involved or affected; and
- (c) Whether emergency services should be requested.



Any Car



Any Car



Placarded flat car or Flat car carrying placarded trailers or containers



Tank Car



Tank Car



Loaded tank cars of phosphorus placarded "FLAMMABLE SOLID"



Tank cars last containing phosphorus filled with waste water placarded "EMPTY FLAMMABLE SOLID"



Must not be "HUMPED" or "KICKED"

Must not be cut off in motion

Must not be struck by any car moving under its own momentum

Must not be coupled to with any more force than is necessary to make coupling



ADDITIONAL REQUIREMENTS FOR ANY CAR PLACARDED "EXPLOSIVES A"

Any Car

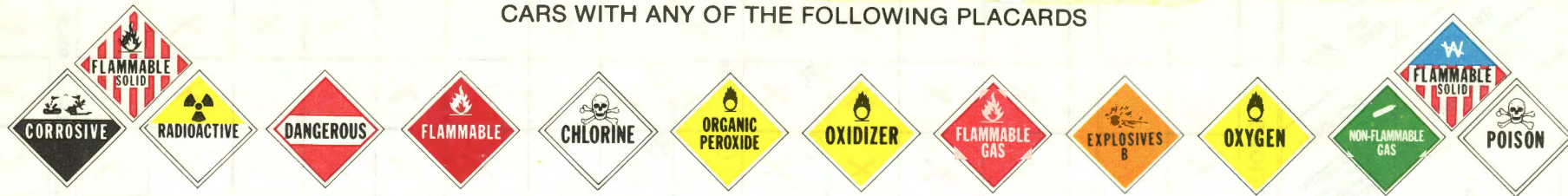
Must be separated from engine by at least one non-placarded car

Must have doors closed before moving

Must not be placed or left where there is any possible danger of fire

Must not be placed or left under bridges, under overhead highway crossings or along passenger stations

CARS WITH ANY OF THE FOLLOWING PLACARDS



IN SWITCHING OPERATIONS WHERE USE OF HAND BRAKES IS NECESSARY:

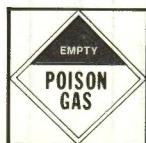
It must be determined by trial that the hand brake on the placarded car or the car in the cut being ridden is in proper working condition before a "loaded" placarded car or a cut containing a loaded placarded tank car is released.

A placarded loaded tank car, or cut containing a loaded placarded tank car, must not be cut off until preceding cars are clear of the lead.

A cut containing a placarded tank car must be clear of lead before releasing any cars to follow.



The above restrictions do not apply to cars placarded "COMBUSTIBLE" or "BLASTING AGENTS".



EXAMPLES OF EMPTY PLACARDS



There are no switching restrictions for empty tank cars which last contained a commodity whose residue could be harmful, except tank cars last containing phosphorus placarded "EMPTY FLAMMABLE SOLID".

