

# UNION PACIFIC

## SYSTEM TIMETABLE NO. 6

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., May 23, 1982

**Radio Procedure**

12 (R). Radio communication must be attempted before proceeding through the limits of a Form Y train order and engineer and 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."

Each time a train stops or starts within the limits of a Form Y train order, the employe in charge named in the train order must be contacted by the engineer before proceeding.

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 .....	70
Idaho .....	84
Oregon .....	108

**Officers — Division:**

Nebraska .....	3
Wyoming .....	3
Kansas .....	4
Utah .....	52
California .....	52
Idaho .....	80
Oregon .....	80

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**Timetables and Speed Restrictions**

**Eastern District**

**Nebraska Division —**

**Subdivision:**

First .....	8
Second .....	12
Third .....	14

**Branches:**

Albion .....	15
Beatrice .....	18
Cedar Rapids .....	16
Kearney .....	17
Loup City .....	16
Norfolk .....	15
North Platte .....	20
North Platte Cut-Off .....	21
Old Main Line .....	15
Ord .....	16
Stromsburg .....	19

**Wyoming Division —**

**Subdivision:**

First .....	24
Second .....	26
Third .....	29
Fourth .....	31

**Branches:**

Boulder .....	35
Coalmont .....	36
Dent .....	34
Encampment .....	36
Fort Collins .....	34
Ontario .....	37
Park City .....	37
South Pass .....	37

**Kansas Division —**

**Subdivision:**

First .....	40
Second .....	42

Denver Cut-Off-Salina .....	44
Denver Cut-Off-Denver .....	46
<b>Branches:</b>	
Bestwall Spur .....	49
Grand Island .....	49
McPherson .....	51
Plainville .....	50
St. Joseph .....	48
Solomon .....	51
<b>South-Central District</b>	
<b>Utah Division —</b>	
<b>Subdivision:</b>	
First .....	56
Second .....	58
Third .....	60
Provo .....	62
<b>Branches:</b>	
Cache Valley .....	66
Cedar City .....	64
Evona .....	67
Fillmore .....	64
Hill Field .....	67
Iron Mountain .....	64
Little Mountain .....	67
Malad .....	66
Mead Lake .....	65
Pioche-Prince .....	64
Syracuse .....	66
<b>California Division —</b>	
<b>Subdivision:</b>	
First .....	72
Second .....	74
<b>Branches:</b>	
Anaheim .....	77
Boulder City .....	78
Crestmore .....	78
Glendale .....	78
Lakewood .....	78
Pasadena .....	78
San Pedro .....	76
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<b>Idaho Division —</b>	
<b>Subdivision:</b>	
First .....	86
Second .....	88
Third .....	89
Fourth .....	91
<b>Branches:</b>	
Aberdeen .....	103
Boise .....	102
Boise Cut-Off .....	98
Conda .....	94
Cumberland .....	93
Dry Valley .....	94
East Belt .....	105
Elkol .....	93
Gay .....	103
Goshen .....	103
Grace .....	93
Hill City .....	96
Homedale .....	102
Idaho Northern .....	99
Ketchum .....	96
Mackay .....	106
New Meadows .....	100
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Payette .....	100
Raft River .....	95
Stoddard .....	101

Teton Valley .....	107
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West Belt .....	105
Wilder .....	102
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<b>Oregon Division —</b>	
<b>Subdivision:</b>	
First .....	110
Second .....	111
Third .....	112
Fourth .....	113
Fifth .....	115
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Bend .....	123
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Condon .....	124
Connell .....	134
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\*Denotes Appendix

**SPEEDS SHOWN BELOW ARE  
ARE MAXIMUM SPEEDS PERMITTED**

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

**Designation "Frt."** — 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. <b>EXCEPTION: Speed Signal Territory</b>	20
Balloon tracks & Wye tracks, except those portions used as main track or siding.	5
Movements of engines at servicing facilities.	5
1400, 6900, 9000 class units: in passenger service	82
in freight service	70
All other freight units	70
Yard switch locomotives in road service: 1000 class.	35
1200 class.	50
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 percent, when necessary to use engine brake to control speed.	25
Trains handling wrecking derricks: American hoist derricks 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. (all slower speeds applying to freight trains on curves and other restricted locations must be complied with)	20
Trains handling scale test cars, wedge plows, or roadway machines on their own wheels (except wrecking derricks): On main tracks — tangent track.	35
On main tracks — 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
Holmes, Pettibone and similar type cranes, and hi-rail equipped wheel changers. (Slower speed must be observed where conditions require.)	25
Jordan spreaders and other machines of spreader type, when in operation with wings extended.	15

LOCATION	MPH
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, Page 144 Through crossovers or turnouts.	10
Trains handling diesel units dead in train: Yard-switch units with friction bearings Yard-switch units with roller bearings (This includes all 1200 class units)	35 50
Trains handling tank cars containing Phosphorus (EXCEPTION page 144), Liquid Petroleum Gas, Propane, Anhydrous Ammonia, Chlorine, Caustic Soda or Gasoline. Exception: Oregon 6th Subdivision-loaded propane cars	50 40
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 and empty Except UP 26500-26749 and UP 27500-27554 series cars loaded and empty.	40 50
Trains handling ballast except when loaded in cars UP 901000 through 901599	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, JTTX 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. EXCEPTION: TOFC or COFC traffic, bulkhead flats carrying Toyota auto racks and the following car series: TBCX 7471 through 7481 and TBCX 76700 through 76707.	50
Trains handling ore Except UP 26500-26749 And CFIW Trains when handling ore in open top cars	40 50 50
Trains handling rip-rap.	40

### WYOMING DIVISION

Amtrak trains operated with SDP 40F units between: Denver — Speer Except on restricted curves Cheyenne — Ogden Except on restricted curves — maximum freight speed on such curves Cheyenne — Dale on No. 3 track	79 40 79 55
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### 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 EXCEPTION: Between Granger and LaGrande 0-80 tons per operative brake 80-100 tons per operative brake 100 or more tons per operative brake	40 70 65 60
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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  
**J. R. FERNEY**  
Genl. Supt. Transportation  
**E. C. MAY**  
Assistant General Manager  
**C. E. O'HARA**  
General Superintendent

### NEBRASKA DIVISION

<b>R. J. LARKIN</b> J. E. DENNIS G. G. ESCALANTE B. H. DOXEY A. C. THRAEN T. J. RICHARDS D. R. HEGARTY, JR. D. KROESE C. E. LYNN III J. E. BRIDGER S. F. SHUDAK A. R. ORRICK R. B. BERNEY M. T. WILDE A. DENNY A. F. DISMUKES H. E. BAUMGARD W. F. GRIFFIN J. M. HEDRICK J. M. SUNDBERG W. E. VANTRUMP A. C. VOGT J. A. SON	<b>Superintendent</b> Division Assistant Superintendent Trainmaster Terminal Superintendent Assistant Terminal Superintendent Terminal Trainmaster Terminal Trainmaster Terminal Trainmaster Road Foreman-Assistant Trainmaster Trainmaster Terminal Trainmaster Trainmaster Trainmaster Trainmaster Road Foreman-Assistant Trainmaster Road Foreman-Assistant Trainmaster Road Foreman-Assistant Trainmaster Manager of Safety Manager of Safety Division Engineer General Roadmaster General Roadmaster Manager-Operating Rules	<b>Council Bluffs, Ia.</b> Council Bluffs, Ia. Omaha, Nebr. Council Bluffs, Ia. Council Bluffs, Ia. Council Bluffs, Ia. Council Bluffs, Ia. Cheyenne, Wyo. Columbus, Nebr. Fremont, Nebr. Grand Island, Nebr. North Platte, Nebr. Sidney, Nebr. Council Bluffs, Ia. North Platte, Nebr. North Platte, Nebr. Council Bluffs, Ia. Council Bluffs, Ia. North Platte, Nebr. Fremont, Nebr.
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**DIVISION CHIEF DISPATCHER**  
M. G. SWANSON

### FIRST SUBDIVISION AND BRANCHES

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

D. D. BRUNS	Chief Dispatcher	North Platte, Nebr.
-------------	------------------	---------------------

### Assistant Chief Dispatchers

J. W. SHAFER	North Platte, Nebr.
J. M. WOERTH	North Platte, Nebr.
M. L. HARDING	North Platte, Nebr.
P. W. KILLION	North Platte, Nebr.
M. J. O'BRIEN	North Platte, Nebr.
R. L. WEISGERBER	North Platte, Nebr.
R. C. FEE	North Platte, Nebr.

### BAILEY YARD

<b>G. B. RECTOR</b> G. F. BAKER H. D. WELTON C. D. SMITH P. P. LOCKE J. J. JOHANSON S. N. PERKINS D. L. CRAGO G. R. DODGE	<b>Superintendent</b> Assistant Superintendent Terminal Trainmaster Terminal Trainmaster Terminal Trainmaster Terminal Trainmaster Terminal Trainmaster Terminal Trainmaster Terminal Trainmaster Road Foreman-Assistant Trainmaster	<b>North Platte, Nebr.</b> North Platte, Nebr. North Platte, Nebr. North Platte, Nebr. North Platte, Nebr. North Platte, Nebr. North Platte, Nebr. North Platte, Nebr. North Platte, Nebr. North Platte, Nebr.
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### WYOMING DIVISION

<b>R. L. GREEN</b> M. L. BUTLER R. D. JONES W. J. KARY J. M. COSTANZO J. M. CHUBB J. W. McMULLEN E. C. BURNS K. W. BLAIR M. N. WELKER T. P. HENNESSY J. D. YOUNG J. E. TAUCHEN K. N. OMUNDSON R. D. ARNEY J. M. ROBERTS B. M. ANDERSON D. R. ROMER J. GREENMEYER L. N. GREENE, JR. D. P. FITZPATRICK C. H. ALLEN, JR.	<b>Superintendent</b> Division Assistant Superintendent Trainmaster Trainmaster Terminal Trainmaster Terminal Trainmaster Trainmaster Terminal Superintendent Assistant Terminal Superintendent Terminal Trainmaster Terminal Trainmaster Trainmaster Terminal Superintendent Trainmaster Terminal Superintendent Superintendent of Terminals Terminal Superintendent Trainmaster Terminal Trainmaster Trainmaster Road Foreman of Engines	<b>Cheyenne, Wyo.</b> Cheyenne, Wyo. Cheyenne, Wyo. Cheyenne, Wyo. Cheyenne, Wyo. LaSalle, Colo. Denver, Colo. Denver, Colo. Denver, Colo. Denver, Colo. Laramie, Wyo. Hanna, Wyo. Rawlins, Wyo. Rawlins, Wyo. Green River, Wyo. Green River, Wyo. Green River, Wyo. Green River, Wyo. Ogden, Utah Cheyenne, Wyo.
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S. A. LEE  
D. C. HAMPTON  
R. V. DURRANT  
R. J. WHITE  
F. J. EMMONS  
K. D. JACKSON  
W. E. WIMMER  
R. L. EADES  
B. L. JACKSON  
D. G. NORMINGTON  
J. L. EHERNBERGER

Road Foreman-Assistant Trainmaster  
Road Foreman of Engines  
Road Foreman-Assistant Trainmaster  
Road Foreman-Assistant Trainmaster  
Road Foreman-Assistant Trainmaster  
Manager of Safety  
Division Engineer  
Assistant Division Engineer  
General Roadmaster  
General Roadmaster  
Manager-Operating Rules

Cheyenne, Wyo.  
Rawlins, Wyo.  
Green River, Wyo.  
Ogden, Utah  
Denver, Colo.  
Cheyenne, Wyo.  
Cheyenne, Wyo.  
Cheyenne, Wyo.  
Green River, Wyo.  
Cheyenne, Wyo.

#### DIVISION CHIEF DISPATCHER

J. E. MASON

#### 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

M. D. SAMUELSON

Cheyenne, Wyo.

G. J. JACOBSEN

Cheyenne, Wyo.

R. J. WALKER

Cheyenne, Wyo.

R. A. PENNISI

Cheyenne, Wyo.

### KANSAS DIVISION

#### W. A. RIDGE

#### Superintendent

#### Kansas City, Kan.

G. L. KISSEL

Division Assistant Superintendent

Kansas City, Kan.

G. E. O'HARA

Special Representative-Superintendent

Salina, Kansas

W. J. WRIGHT

Terminal Superintendent

Kansas City, Kan.

R. L. TAYLOR

Assistant Terminal Superintendent

Kansas City, Kan.

J. R. CARDEN

Assistant Terminal Superintendent

Kansas City, Kan.

R. A. HANSON

Terminal Trainmaster

Kansas City, Kan.

T. C. HILL

Terminal Trainmaster

Kansas City, Kan.

E. V. POTTS

Terminal Trainmaster

Kansas City, Kan.

L. S. JACOBSON

Trainmaster

Topeka, Kan.

A. L. HASSLER

Trainmaster

Marysville, Kan.

G. A. WALLING

Trainmaster

Salina, Kan.

M. S. BOWERS

Road Foreman-Assistant Trainmaster

Kansas City, Kan.

B. L. TROUTMAN

Road Foreman-Assistant Trainmaster

Kansas City, Kan.

W. M. EMERY

Road Foreman of Engines

Marysville, Kan.

D. C. GRIFFIN

Division Engineer

Kansas City, Kan.

J. O. WORTHINGTON

General Roadmaster

Kansas City, Kan.

G. C. FRANCIS

Manager of Safety

Kansas City, Kan.

C. M. KELLOGG

Manager-Operating Rules

Kansas City, Kan.

#### DIVISION CHIEF DISPATCHER

J. W. SMITH

#### 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.

T. W. SPATH

Assistant Chief Train Dispatcher

Kansas City, Kan.

#### MENOKEN — DENVER

M. W. BARKLEY

Chief Train Dispatcher

Kansas City, Kan.

C. J. WAITS

Assistant Chief Train Dispatcher

Kansas City, Kan.

#### DISTRICT

S. J. McLAUGHLIN

District Engineer

Omaha, Nebr.

K. A. STAPLES

Mechanical Superintendent

North Platte, Nebr.

B. M. CORSO

Assistant Mechanical Superintendent

Kansas City, Kan.

J. D. QUANEY

Assistant Mechanical Superintendent

Cheyenne, Wyo.

C. R. SMITH

Assistant Director Safety

Omaha, Nebr.

W. F. SMOLEC

Manager of Safety-Terminals

Kansas City, Kans.

### EASTERN DISTRICT MILEAGES

Division	Main Track	Branches	Total
Nebraska	660.6	808.3	1468.9
Wyoming	666.5	253.0	919.5
Kansas	843.0	459.4	1302.4
TOTALS	2170.1	1520.7	3690.8

### 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, Union Terminal ..... Register Room  
Denver, 36th Street ..... Train and Enginemen's Register Room  
Denver, 36th Street ..... Switchman's Register Room  
Roydale ..... Register Room  
Commerce City ..... 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  
Bonner Springs ..... Telegraph Office  
Lawrence ..... Telegraph Office  
Topeka ..... Telegraph Office  
Topeka ..... Engineer's Locker Room  
Manhattan ..... Telegraph Office  
Junction City ..... Telegraph Office  
Abilene ..... Telegraph Office  
Salina ..... Register Room, Union Station  
Salina ..... Telegraph Office, Union Station  
Salina ..... Yard Office  
Salina ..... Roundhouse  
Oakley ..... 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 ..... 28th Street Telegraph Office  
Ogden ..... 33rd Street Register Room

### WYOMING

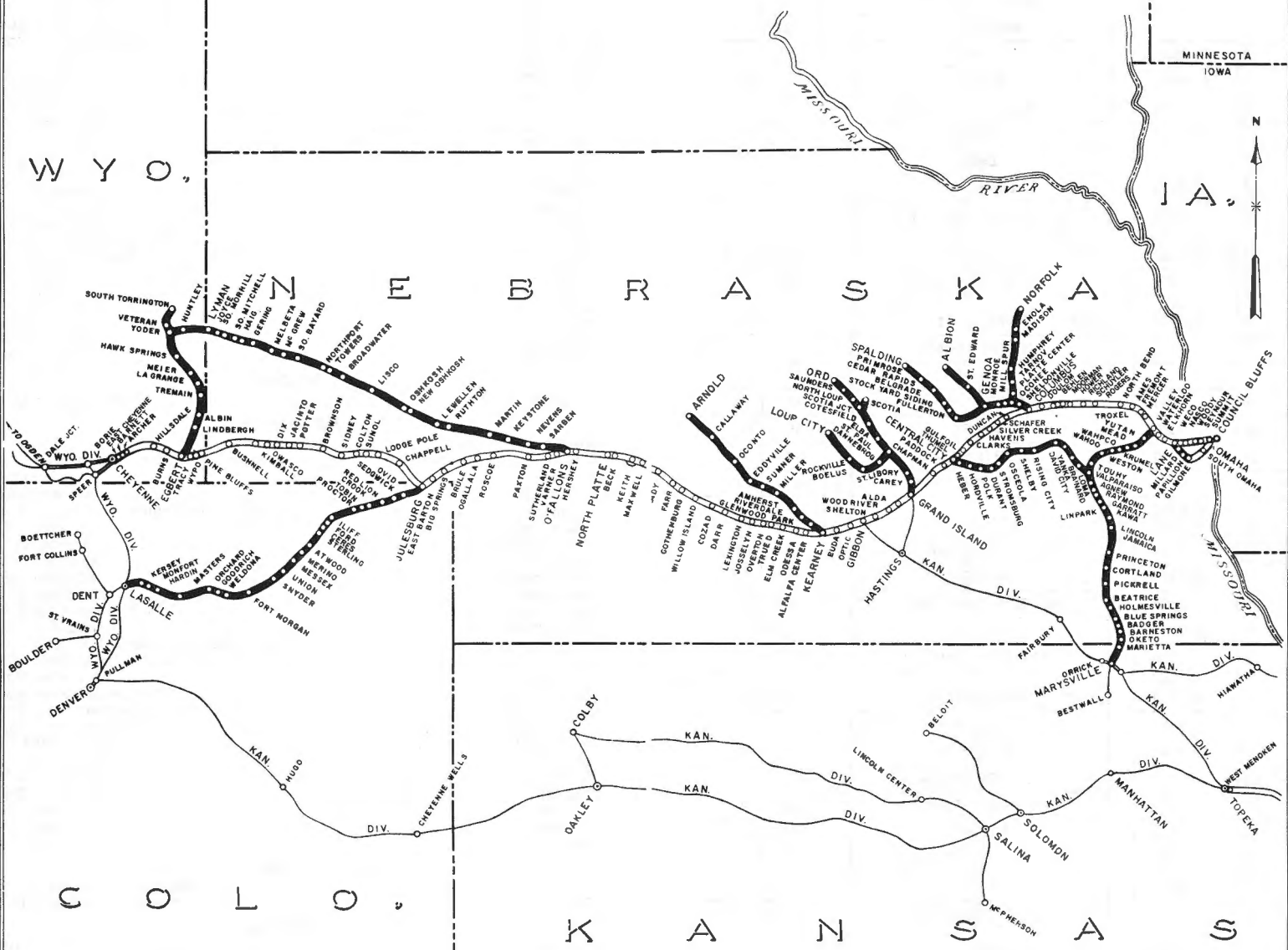
Cheyenne ..... Dispatcher's Office  
Cheyenne ..... Switchman's Register Room  
Cheyenne ..... Conductor's Register Room  
Cheyenne ..... Train and Engineer's Locker Room  
Laramie ..... Amtrak Depot  
Laramie ..... Telegraph Office  
Laramie ..... Conductor's Room  
Hanna ..... Telegraph Office  
Rawlins ..... 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

WYO.

IA.

NEBRASKA



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

# NEBRASKA DIVISION

WESTWARD	FIRST SUBDIVISION	EASTWARD		
Station Number	LENGTH OF SIDINGS	STATIONS	MILE POST	RULE 6(B)
	FEET			
0		DN-R COUNCIL BLUFFS YL	0.0	FIPX
		2.1		
		EAST END MISSOURI RIVER BR. YL	2.1	IPX
		0.3		
		* WEST END MISSOURI RIVER BR. YL	2.4	IPX
		0.7		
3		DN TOWER "B" YL	3.1	IPX
		0.8		
		20TH STREET YL	3.9	IPX
		1.3		
5		SUMMIT YL	5.2	IPX
		3.7		
9	W 2000	SEYMOUR	8.9	PX
		2.8		
12	E 11353	WOODY	11.7	PXY
		0.5		
12	1700	NASCO (SPUR-W)	12.2	X
		1.4		
13	E 8240	WECO	13.6	PX
		3.1		
17		LANE	16.7	PX
		5.0		
22	C 3400	ELKHORN	21.7	P
		2.8		
25	2050	WATERLOO (SPUR-W)	24.5	
		3.5		
28	W 7950 E 3950-8850	DN-R VALLEY	28.0	PXY
		6.3		
34	1358	MERCER (SPUR-E)	34.3	PX
		5.0		
39	W 4073 W 10000	DN-R FREMONT	39.3	PX
		0.7		
		BN CROSSING	40.0	IP
		4.8		
		CNW JCT.	44.8	PX
		1.1		
45	2400	TROXEL (SPUR-E)	45.9	
		0.4		
46	C 3670	AMES	46.3	P
		8.1		
54	C 7530	NORTH BEND	54.4	P
		7.0		
61	2055	ROGERS (SPUR-W)	61.4	PX
		7.3		
69	W 6300 E 5350	D SCHUYLER	68.7	PX
		8.2		
77	1634	RICHLAND (SPUR-E)	76.9	PX
		1.9		
78	W 4211	HOWER	78.8	PX
		0.5		
79	1525	MOORMAN (SPUR-W)	79.3	P
		0.6		
80	W 2073	BEHLEN	80.0	PX
		0.9		
81	1238	DOULOM (SPUR-W)	80.9	P
		3.6		
85	W 6600 E 6300	DN-R COLUMBUS	84.5	PXY
		7.7		
92	C 5320	DUNCAN	92.2	P
		8.3		
100	W 3093	SCHAFFER	100.5	X
		1.8		
102	E 2460	SILVER CREEK	102.3	P
		5.9		
108	900	HAVENS (SPUR-W)	108.2	P
		5.4		
114	C 3700	D CLARKS	113.6	P
		2.3		
116	543	GULFOIL (SPUR-W)	115.9	
		2.0		
118	3646	THUMEL	117.9	
		6.4		
		BN CROSSING	124.3	AP
		0.6		
125	W 4758 E 5300	D-R CENTRAL CITY	124.9	PXY
		3.6		
129	1400	PADDOCK (SPUR-W)	128.5	
		6.6		
135	C 7400	CHAPMAN	135.1	P
		11.1		
147		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	STATIONS	MILE POST	RULE 6(B)
	FEET			
147		DN-R GRAND ISLAND	146.2	FIPXY
		0.3		
		BN CROSSING	146.5	I
		8.0		
155	E 2166	ALDA	154.5	PXY
		7.8		
162		WOOD RIVER	162.3	PX
		7.6		
170	C 3305	SHELTON	169.9	PX
		5.4		
		CP 175 (Jct.)	175.3	PXY
		0.7		
176	E 4236	D GIBBON	176.0	P
		3.8		
180	1561	OPTIC (SPUR-E)	179.8	P
		4.5		
184	E 3227	BUDA	184.3	PX
		4.8		
189	W 8543 E 5190	D-R KEARNEY	189.1	PXY
		5.0		
194	E 1960	ALFALFA CENTER	194.1	X
		4.2		
198	C 3630	ODESSA	198.3	P
		6.3		
205	C 6250	ELM CREEK	204.6	P
		4.7		
209	836	TRUEC (SPUR-E)	209.3	
		4.0		
213	C 10600	OVERTON	213.9	P
		4.0		
218	E 1679	JOSELYN	217.9	PX
		6.5		
224	W 5450 E 6014	D-R LEXINGTON	224.4	PXY
		8.1		
233	C 3750	DARR	232.5	P
		5.7		
238	C 14000	D COZAD	238.2	P
		5.0		
243	W 2830	WILLOW ISLAND	243.2	PX
		5.6		
249	W 5845 E 6000	D-R GOTHENBURG	248.8	PXY
		5.0		
256	W 10458	FARR	256.5	IP
		9.1		
262	C 3645	BRADY	261.5	P
		2.7		
271	E 2182	MAXWELL	270.6	PX
		2.7		
273	795	KEITH (SPUR-W)	273.0	P
		1.0		
		CP 274	274.0	PX
		2.0		
		CP 276	276.0	PX
		4.5		
281	450	BECK (SPUR-W)	280.5	
		2.9		
		CP 283 YL	283.4	PX
		0.7		
284		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 CP 175 and between Buda and CP 274.

Rule 261 in effect between CP 175 and Buda and between CP 274 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 CP 175 (Jct.).

Only trains which originate or terminate at Valley, Fremont, Columbus, Central City, Grand Island, Kearney, Lexington or Gothenburg need register.

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
Lite Engines with or without caboose operating between Co. Bluffs/ Omaha and Fremont in conjunction with C&NW trains.	
Westward — 60 mph	
Exception: CROAT, WSOAT, WSNPT, PRWMT, WSOAV, WSLAV and WSLAT —	
Maximum Speed.	
Eastward — 60 mph (unless otherwise instructed by dispatcher)	
This includes those handling cars for Omaha/Co. Bluffs.	
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
Running Tracks 7 & 8	20
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
Fremont, within city limits (Between MP 38.5 and MP 40.7)	25
Old Passing Track	5
Trains departing CNW Yard on Main Track and South 1 Track	15
Other movements in CNW Yard	5
Schuyler, (between MP 68.7 and MP 69.2)	50
Columbus	
83.6 and 85.0	35
Columbus yard tracks	10
Central City	
124.3	
At semi-automatic interlocking BN crossing between interlocking signals	45
Grand Island	
144.0 and 145.8	60
145.8 and 147.1	35
147.1 and 149.3	50
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
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
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

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

LOCATION	MPH
Gothenburg. Note **	
248.2 and 249.3	60
258.1 and 258.3	65
Beck	
281.1 and 281.9	55
282.5 and 283.0	45
North Platte	
283.2 and 291.5	40

\*\*NOTE—Referring to Rule 12(D), westward reduce speed sign located to the north of westward siding. Westward resume speed sign located to the north of storage track.

NEBRASKA DIVISION

WESTWARD		SECOND SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
284		DN-R NORTH PLATTE YL		284.1	FIPXY
		5.4			
		MP289.5		289.5	PX
		1.5			
		CP291		291.0	PX
		5.9			
297	N 3388	HERSHEY		296.9	PX
		0.8			
		CP298		297.7	PX
		3.0			
301	N 10600	O'FALLONS		300.7	PXY
		1.1			
302	2489	VARNER (SPUR-W)		301.8	
		1.6			
303	X 5440	SUTHERLAND		303.4	PX
		8.1			
		CP312		311.5	PX
		4.0			
316	1200	PAXTON (SPUR-W)		315.5	P
		7.0			
		CP322		322.5	PX
		5.2			
328	S 665 N 715	ROSCOE		327.7	P
		7.1			
335	N 11600 S 7079	OGALLALA		334.8	PX
		9.1			
344	S 2530 N 545	BRULE		343.9	P
		5.8			
		CP350		349.7	PX
		4.2			
354	X 6008	BIG SPRINGS		353.9	PX
		4.4			
358	2562	EAST BARTON (SPUR-E)		358.3	
		4.7			
		CP363		363.0	PX
		2.3			
365	N 9500 S 9500	D-R JULESBURG		365.3	PXY
		12.2			
		CP378		377.5	PX
		2.8			
380	X 5583	CHAPPELL		380.3	PX
		9.4			
390	1693	LODGE POLE (SPUR-E)		389.7	P
		2.3			
		CP392		392.0	PX
		4.3			
396	N 1284	SUNOL		396.3	P
		4.7			
401	S 1435	COLTON		401.0	P
		6.8			
408	N 12280 S 12280	D-R SIDNEY		407.8	PXY
		7.7			
416	C 4169	BROWNSON		415.5	PY
		8.4			
		CP424		423.9	PX
		2.5			
426	N 5842	POTTER		426.4	P
		4.4			
431	657	JACINTO (SPUR-E)		430.8	
		4.6			
435	1738	DIX		435.4	P
		1.8			
		CP437		437.2	PX
		1.2			
440	N 9550	OWASCO		438.4	P
		6.1			
445	C6324	D-R KIMBALL		444.5	P
		4.0			
		CP449		448.5	PX
		8.1			
457	X 5983	BUSHNELL		456.6	PX
		2.9			
		CP459		459.5	PX
		7.3			
467	E 936 W 450	PINE BLUFFS (SPUR E-W)		466.7	P
		2.8			
		CP469		469.5	PX
		0.7			
470	590	WYPO (SPUR-W)		470.2	
		1.8			
472	698	TRACY (SPUR-E)		472.0	
		5.5			
478	N 10550 897	EGBERT (SPUR-E) CP 475 CP 478		475.4 477.5	PY
		3.2			
		CP481		480.8	PX
		2.5			
483	S 3080	BURNS		483.2	P
		6.5			
490	S 1544 N 284	HILLSDALE (SPUR-E)		489.7	P
		1.3			
		CP491		491.0	PX
		10.2			

NEBRASKA DIVISION

WESTWARD		SECOND SUBDIVISION CONT.		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
501	S 5956	ARCHER		501.2	PX
		5.1			
506		BARNETT*		506.3	PX
		2.0			
		CP 508		508.3	PX
		1.2			
510		DN-R CHEYENNE YL**		509.5	FPTXY
		(225.4)			

\*Three main tracks between Barnett and CP 508.  
\*\*Four main tracks between CP 508 and Cheyenne.

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

Rule 261 in effect between North Platte and Cheyenne.

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

CLEARANCE AND REGISTER 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.

Only trains which originate or terminate at Julesburg, Sidney or Kimball need register.

Trains to or from Third Subdivision need not receive clearance at 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 291.50	40
South Running Track (CP 291 to CP 298)	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
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		THIRD SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
365	4476	D-R	JULESBURG YL	0.0	PY
19-372	3412		7.1 OVID	7.1	
19-380	3602		7.5 SEDGWICK	14.6	
19-388	4254		8.5 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	2000		4.4 CERES	54.5	
			2.9 BN CROSSING	57.4	P
19-423	8277	DN-R	STERLING YL	57.5	P
19-429	2355		6.6 ATWOOD (SPUR-W)	64.1	
19-436	1428		6.1 MERINO (SPUR-W)	70.2	
19-441	6910		5.8 MESSEX	76.0	P*
19-446	565		4.6 UNION	80.6	P**
19-452	4599		6.4 SNYDER	87.0	
19-464	4825		11.6 FT. MORGAN	98.6	P***
19-474	3809		10.4 WELDONA	109.0	
19-480	1162		5.2 GOODRICH	114.2	
19-483	3797		3.5 ORCHARD	117.7	
19-490	950		7.1 MASTERS	124.8	
19-501	5800		10.6 HARDIN	135.4	
19-506	380		4.9 MONFORT	140.3	
19-508	3554		2.8 KERSEY	143.1	
14-687	2723	DN-R	LASALLE YL	151.1	FPY
			(151.1)		

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

\*Bell System Auto Dialer to train dispatcher

\*\*Radio Phone

\*\*\*Dial Phone

**CLEARANCE AND REGISTER REQUIREMENTS**

All trains must receive clearance at Sterling.

Only trains which originate or terminate at Julesburg or Sterling need register.

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
LaSalle Yard	
Between MP 150.7 and 151.1	20

**NEBRASKA DIVISION — First Subdivision Branches**

WESTWARD		OLD MAIN LINE		EASTWARD	
Station Number	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
5			SUMMIT YL	5.2	IPX
100-06			1.2 SOUTH OMAHA YL	6.4	PX
			4.7 GILMORE JUNCTION YL	10.9	IP
100-12	3600		1.4 GILMORE YL	12.3	
100-17	3250		4.5 PAILLION YL	16.8	
			2.4 MOPAC CROSSING YL	19.2	A
100-23	2911		3.3 MILLARD YL	22.5	
17			3.6 LANE YL	26.1	PX
			(20.9)		

Yard Limits are continuous from Summit to Lane.

Rule 251 is in effect between Summit and Gilmore Junction.

WESTWARD		NORFOLK BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
85		DN-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 PLATT 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
			1.5 CNW CROSSING YL	50.2	
103-50		D-R	0.2 NORFOLK YL	50.4	Y
			(50.7)		

WESTWARD		ALBION BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		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	2243		2.0 MONROE	4.0	
104-11	1640		7.3 GENOA	11.3	Y
104-22	2169		11.0 ST. EDWARD	22.3	
104-34	1207	R	11.4 ALBION	33.7	Y
			(34.7)		

**CLEARANCE REQUIREMENTS**

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

Eastward trains via Old Main Line need not receive clearance at Lane.

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

**SPEED RESTRICTIONS**

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

**SPEED RESTRICTIONS (CONT.)**

LOCATION	MPH	LOCATION	MPH
<b>Norfolk Branch</b>		<b>37.2 and 37.4</b>	<b>35</b>
Maximum speed.	<b>40</b>	<b>48.7, CNW crossing between home signals of interlocking</b>	<b>20</b>
All tracks other than main tracks	<b>5</b>	<b>Albion Branch</b>	
Between Mile Posts — <b>0.0 and 1.0</b>	<b>5</b>	Maximum speed	<b>40</b>
<b>25.4 and 25.6</b>	<b>35</b>	All tracks other than main tracks	<b>5</b>
<b>29.8 and 30.6</b>	<b>35</b>	<b>11.0 and 12.1 (until engine passes last road crossing)</b>	<b>25</b>
<b>34.0 and 34.3</b>	<b>35</b>	<b>22.2 and 23.0 (until engine passes last road crossing)</b>	<b>25</b>
<b>36.3 and 36.4</b>	<b>35</b>		

**NEBRASKA DIVISION — First Subdivision Branches**

WESTWARD		KEARNEY BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6 STATIONS	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	1583	4.6 RIVERDALE	10.0	
11-017	1074	6.8 AMHERST	16.8	
11-026	1428	9.5 MILLER	26.3	
11-033	1661	6.2 SUMNER	32.5	
11-040	W 1210 E 350	7.9 EDDYVILLE (SPUR-W-E)	40.4	
11-052	1867	11.7 OCONTO	52.1	
11-066	1168	D 13.4 CALLAWAY	65.5	
11-083	1951	17.6 ARNOLD	83.1	
		(83.1)		

**NEBRASKA DIVISION — First Subdivision Branches**

WESTWARD		CEDAR RAPIDS BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6 STATIONS	MILE POST	RULE 6(B)
	FEET			
104-11	1640	R 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	6.3 CEDAR RAPIDS	30.3	
105-37	1645	7 PRIMROSE	36.6	
105-44	1955	7 SPALDING	44.3	Y
		(44.6)		

**CLEARANCE REQUIREMENTS**

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

**SPEED RESTRICTIONS**

LOCATION	MPH
<b>Cedar Rapids Branch</b>	
Maximum speed.	<b>25</b>
All tracks other than main tracks	<b>5</b>
<b>Ord Branch</b>	
Maximum speed	<b>40</b>
<b>Carey Airport Trackage</b>	<b>10</b>
<b>17.7 and 18.2</b>	<b>25</b>
<b>22.2 and 61.0</b>	<b>25</b>
<b>Loup City Branch</b>	
Maximum speed	<b>20</b>
<b>Kearney Branch</b>	
Maximum speed	<b>25</b>

WESTWARD		ORD BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6 STATIONS	MILE POST	RULE 6(B)
	FEET			
147		DN-R GRAND ISLAND YL	0.0	FPXY
		0.4 BN CROSSING YL	0.4	I
106-03	634	2.1 CAREY YL	2.5	
106-11	1130	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 SCOTIA JUNCTION (SPUR-W)	44.5	
106-46	714	1.2 SCOTIA	45.7	
106-45		1.2 SCOTIA JUNCTION (SPUR-W)	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
		(61.3)		

Yard Limits are continuous 0.0 to MP 3.8.

WESTWARD		LOUP CITY BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6 STATIONS	MILE POST	RULE 6(B)
	FEET			
106-22	1348	8.3 ST. PAUL	0.0	Y
107-08	W 778 E 440	10.3 DANNEBROG (SPUR-W-E)	8.3	
107-19	1431	7.2 BOELUS	18.6	
107-26	1406	13.2 ROCKVILLE	25.8	
107-39	1487	39.6 LOUP CITY	39.0	Y
		(39.6)		

**NEBRASKA DIVISION — First Subdivision Branches**

WESTWARD		BEATRICE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
28		DN-R	VALLEY YL	0.0	FPY
			BN CROSSING	5.8	A
50-006	842		YUTAN (SPUR-E)	6.3	
50-012	4247		MEAD	11.6	
50-015	866		WAHPCO (SPUR-W)	14.7	
50-017	620		KRUMEL (SPUR-E)	17.4	
50-019	1255		WAHOO	18.9	
			CNW and BN CROSSINGS	19.6	
50-026	3397		WESTON	26.3	
50-033	1692		TOUHY	33.2	
50-037	4453	R	VALPARAISO	37.3	PY
50-042	1101		AGNEW	41.8	
50-047	1474		RAYMOND	46.5	
50-048	5313		GARRATT	47.8	
50-052			KAWA (SPUR-W)	52.2	
50-054			LINPARK YL (SPUR-W)	54.7	
			B.N. JCT. YL	55.5	I*
			BN CROSSING YL	56.5	I*
50-057	1100	DN-R	LINCOLN YL	57.1	P
			BN CROSSING YL	57.4	I**
			BN CROSSING	59.0	I**
50-065	5821		JAMAICA	65.4	
50-075	945		PRINCETON	74.7	
50-080	1900		CORTLAND	79.5	
50-089	3657		PICKRELL	88.9	
50-097	4320	D	BEATRICE YL	96.8	P
50-106	1221		HOLMESVILLE (SPUR-W)	105.7	
50-110	1121		BLUE SPRINGS	110.3	
			BN CROSSING	113.1	A
50-114	5343		BADGER	114.3	
50-118	758		BARNESTON	118.0	
50-124	854		OKETO	124.4	
50-126	1394		MARIETTA	125.9	
17-148		DN-R	MARYSVILLE YL	134.2	FPT
			(134.2)		

Yard limits are continuous MP 54.5 to MP 58.9.

At Lincoln, trains and engines are governed by Operating Rules, Timetable and Special Instructions of BN while using their tracks.

\*Baird Tower via UP Radio

\*\*Hall Tower via UP Radio

**REGISTER REQUIREMENTS**

Only trains which originate or terminate at Valparaiso or Lincoln need register.

**SPEED RESTRICTIONS — BEATRICE BRANCH**

LOCATION	MPH
Maximum speed.	40
Between Mile Posts — Valley	
0.1 and 0.32	15
3.8 and 4.0	35
5.8 BN Crossing until engine passes opposing home signal of automatic interlocking	20
Yutan	
6.4 and 7.7*Note	25

**SPEED RESTRICTIONS BEATRICE BRANCH (CONT.)**

LOCATION	MPH
Wahoo, city track.	6
19.1 and 19.5	30
Weston	
28.8 and 36.3	35
Touhy	
36.3 and 37.4	25
Between Mile Posts — Lincoln	
55.4 and 56.5	20
56.9 and 57.5	15
57.2 Until engine passes between west scale track and east house track switch	5
59.0 BN Crossing through interlocking limits.	25
65.4 Jamaica Siding	5
Pickrell	
96.5 and 96.3 **Note	15
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 until engine passes opposing home signal 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	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
50-037		R	VALPARAISO YL	0.0	PY
102-07	804		LOMA	7.4	
102-14	967		BRAINARD	13.5	
102-22	3300		YANKA	21.8	
102-23	1156		DAVID CITY	23.2	
			BN CROSSING	23.5	
102-33	1355		RISING CITY	33.3	
102-40	1507	D	SHELBY	40.1	
102-48	656		OSCEOLA	47.5	
102-53	1200		STROMSBURG	52.9	
102-57	1079		DURANT	56.8	
102-63	2497		POLK	63.0	
102-69	900		HORDVILLE	68.5	
102-74	972		HEBER YL	73.8	
			BN CROSSING YL	75.3	AP
125		D-R	CENTRAL CITY YL	75.9	PY
			(75.9)		

**SPEED RESTRICTIONS — STROMSBURG BRANCH**

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

Between Mile Posts —	MPH
29.9 and 31.0	30
Osceola	30
47.5 and 48.2	30
Heber	20
74.6 and 75.9	20

**NEBRASKA DIVISION — Second Subdivision Branches**

STATION NUMBER	WESTWARD		NORTH PLATTE BRANCH		EASTWARD	
	LENGTH OF SIDINGS	FEET	STATIONS	MILE POST	RULE 6(B)	
301			O'FALLONS YL	0.0	PXY	
12-013	1881		SARBEN	12.8		
12-019	6664		NEVENS	19.4		
12-028	2486		KEYSTONE	28.4	P	
12-035	2475		MARTIN	34.9		
12-052	516		RUTHTON (SPUR-W)	51.7		
12-059	3451		LEWELLEN	59.3		
12-068	6664		NEW OSHKOSH	67.8		
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	IP	
12-127	789		SOUTH BAYARD	126.7		
12-132	2148		McGREW	132.1		
12-128	1403		MELBETA	137.9		
12-146	3132	DN-	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		
12-164			JOYCE	164.2		
12-168	2464		LYMAN	167.9	Y	
12-174	630		HUNTLEY (SPUR-W)	173.9		
12-182	2250	R	YODER YL	181.6	Y	
12-188	2348		VETERAN	188.1		
12-201	2491	D-R	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.

**SPEED RESTRICTIONS — NORTH PLATTE BRANCH**

LOCATION	MPH
Maximum speed.	40
Between Mile Posts — 70.7 Oshkosh, until engine passes 1st St. Crossing	25
115.5 BN crossing between home signals of interlocking.	20
Gering, until engine passes 10th St. Crossing (MP 146.0)	10
Between Mile Posts — 147.0 and 147.5	35
Yoder	30
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	19

**NEBRASKA DIVISION — Second Subdivision Branches**

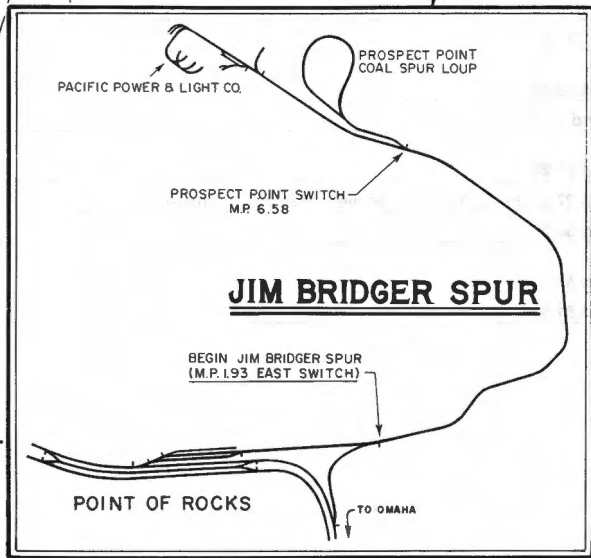
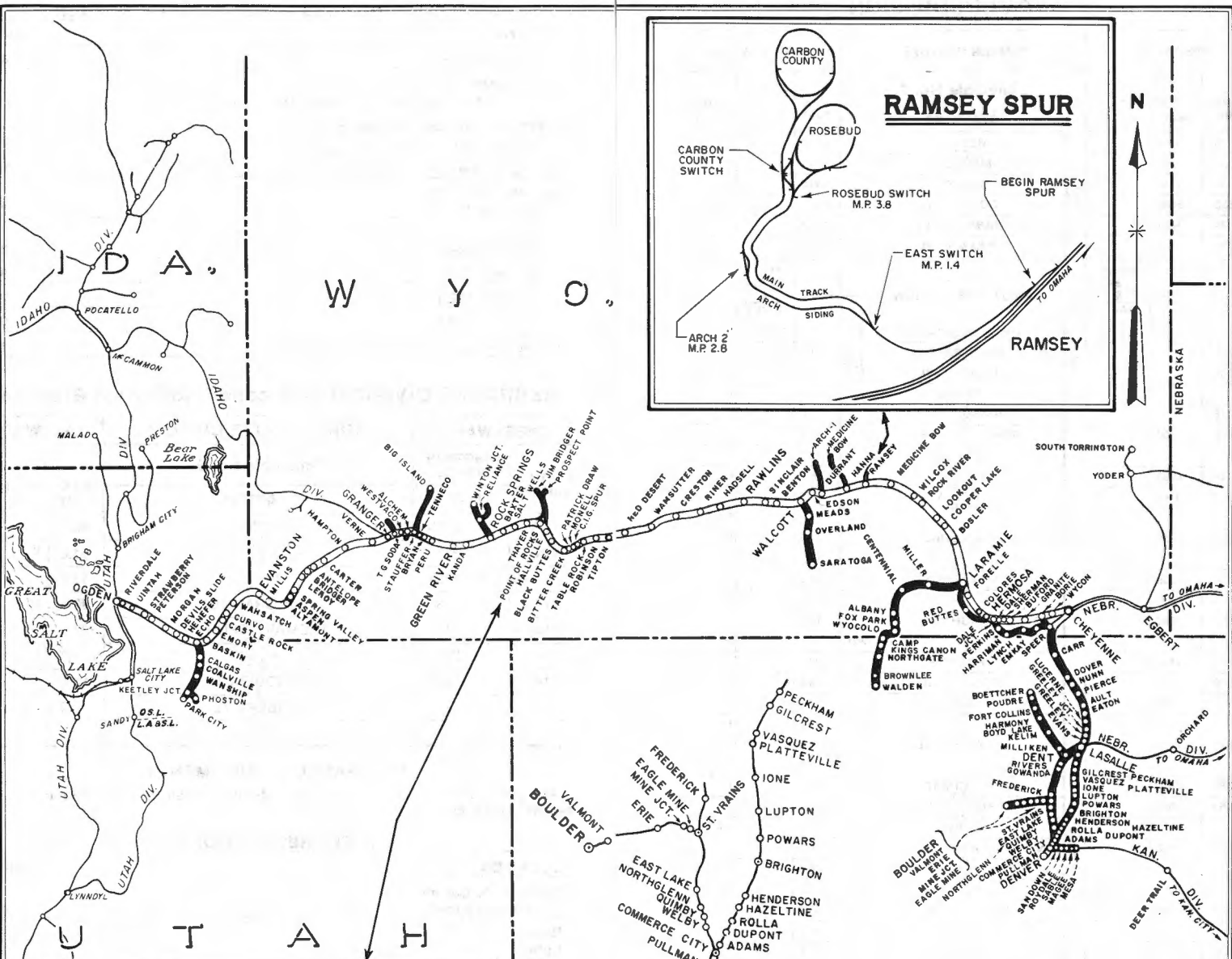
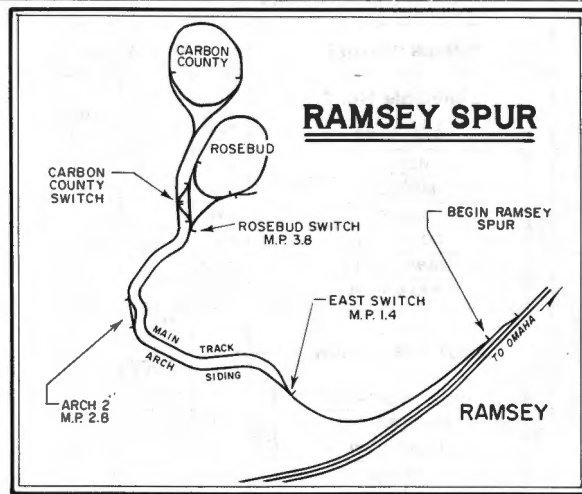
STATION NUMBER	WESTWARD		NORTH PLATTE CUT-OFF		EASTWARD	
	LENGTH OF SIDINGS	FEET	STATIONS	MILE POST	RULE 6(B)	
12-182	2250	R	YODER YL	62.7	Y	
114-52	2310		HAWK SPRINGS	51.6	P	
114-43	1083		MEIER	43.3		
114-41	2354		LA GRANGE	40.5	P	
114-34	485		TREMAIN (SPUR-E)	33.5		
114-22	2553		ALBIN	21.5	P	
114-15	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	30
5.6 and 6.0	30
9.1 and 11.75	30
Lindbergh	30
18.0 and 18.25	30
20.81 and 21.01	30
Albin	25
23.7 and 33.22	20
27.0 and 27.2 Through tunnel between Albin & Tremain	30
38.3 and 38.6	30
LaGrange	30
46.5 and 47.5	30
50.5 and 51.0	30



UNION PACIFIC RAILROAD  
**EASTERN DISTRICT**  
**WYOMING DIVISION**  
 SCALE OF MILES  
 10 0 10 20 30 40 50 100  
 OFFICE OF CHIEF ENGINEER - OMAHA, NEBR.  
 C.E. DRAWING NO. 82728

WYOMING DIVISION

WESTWARD		DENVER CUT-OFF		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 6		MILE POST	RULE 6(B)
		STATIONS			
14-628	599		MESA YL	625.0	P
14-628	599		MAGEE YL	628.1	P
14-631	4132		SABIE YL	630.5	P
14-633	5102	ABS	DN-R ROYDALE YL	631.9	PY
14-634	3454		SANDOWN YL	634.5	P
14-638			PULLMAN YL (13.2)	638.2*	Y
		FIRST CLASS 5 DAILY	FIRST SUBDIVISION	FIRST CLASS 6 DAILY	
	1210PM		Denver Union Terminal YL	0.0	A6.05PM IPY
14-640		ABS	DN-R 36th STREET YL	1.7	P
14-638			PULLMAN YL	2.2*	
			CP5 YL	4.9	IP
14-645			R COMMERCE CITY YL	5.2	P
14-646	500		ADAMS (SPUR-E) YL	6.1	P
			CP YL	6.3	P
14-648	4293		DUPONT	8.2	P
14-650	3140		ROLLA	10.6	P
			HAZELTINE	11.3	PX
14-652	7935			11.5	P
			HENDERSON	12.9	PX
14-655	2998			14.1	P
			BRIGHTON	19.1	PX
14-659	7960			19.2	P
			POWARS	20.7	PX
14-663	1161			22.8	P
14-666	1040		LUPTON (SPUR-E)	25.8	P
14-671	2198		IONE	30.3	P
			PLATTEVILLE	33.9	PX
14-675	7975			34.8	P
			GILCREST	35.6	PX
14-680	5480			40.3	P
14-683	580		PECKHAM (SPUR-W)	42.4	P
			LA SALLE	45.3	PX
14-687	9118	CTC	DN-R	46.1	P
			EVANS (SPUR-W)	46.3	PX
14-689	590			47.2	PX
			GREELEY	47.2	P
14-692	s1.00			50.7	P
	8320			51.8	s4.40 P
				52.5	P
				54.2	P
14-694			GREELEY JCT.	54.6	PY
			LUCERNE	55.7	P
14-696	3740			56.1	P
14-700	4056		EATON	58.8	P
			GW CROSSING	59.3	IP
			AULT	62.0	PX
14-703	7905			63.0	P
			PIERCE	63.7	PX
14-707	2929			66.7	P
			NUNN	71.2	PX
14-712	7951			71.7	P
			DOVER (SPUR-E)	72.8	PX
14-717	1010			77.0	P
			CARR	84.6	PX
14-726	7355			85.9	P
			SPEER JCT. (Start of Borie Cut-off)	86.2	PX
				97.7	PY
14-518	6489	ACS	CP518	98.6†	PY
			W. SPEER	99.9‡	P
			CP519	103.3§	PX
			BORIE	519.4	4.00PM PX

WYOMING DIVISION

(\* 638.2=2.2 (†) 98.6=518.3 No. 4 (‡) 99.9=519.8 No. 4 (§) 103.3=519.1 No. 1&2  
 Note 2 to Rule 99 is in effect on Denver Cut-off and First Subdivision.  
 Yard limits are continuous Mesa to Pullman and Denver Union Terminal to CP 6.

CLEARANCE AND REGISTER REQUIREMENTS

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

Only trains which originate or terminate at Roydale, Commerce City, Brighton, LaSalle or Greeley need register.

SPEED RESTRICTIONS — DENVER CUT-OFF AND FIRST SUBDIVISION

LOCATION	Psg.	MPH 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.		
Rocky Mountain Arsenal trackage. Beyond gate.		10 5
Between Mile Posts — Denver Yard 0.4 and 3.0 both tracks	30	25
Commerce City 3.0 and 6.6 until engine passes these locations	35	35
Brighton 17.9 and 20.0 until engine passes these locations	40	40
Lupton 25.5 and 26.3	40	40
LaSalle 45.9 and 46.9 until engine passes these locations	20	20
	60	50
Evans 48.0 and 49.7	65	55
	60	50
Greeley 50.8 and 52.4 until engine passes these locations	20	20
Lucerne 58.2 and 58.8	70	60
	60	45
Carr 86.30 and 86.45	70	60
	91.8	60
	96.1	60
	97.7	60
	97.7	25
	97.8	25
	97.8	40
	97.8	40
	102.6	35
	103.3	35

# WYOMING DIVISION

WESTWARD			SECOND SUBDIVISION	EASTWARD				
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 5 DAILY	Timetable No. 6			MILE POST	FIRST CLASS 6 DAILY	RULE 6(B)
			STATIONS					
510			DN-R	CHEYENNE YL	CP511 YL	509.5 510.9		FPTXY PX
515	S900			WYCON (SPUR-E)		514.5		P
519	N1432 S4621	2.00PM		BORIE	CP519	519.1 519.4 519.7	A3.55PM	PX P PX
529	N4238			GRANITE	CP528	528.5		PX P
537	C6151			BUFORD	CP536	535.9 536.6 537.2		PX P PX
540	S1341			SHERMAN (SPUR-W)	CP537	540.4		PY
545	S1046			DALE (SPUR-E)		543.0		
				DALE JCT.	CP545	544.8		PX
548	S772			HERMOSA	CP547	547.3 548.3 548.6		PX P PX
554	N662			COLORES (SPUR-E)		553.8		
563	S369			FORELLE (SPUR-E)		561.7		
566		s3.05PM	DN-R	LARAMIE	CP565 CP567	565.3 566.0 567.4	s2.55PM	PX FPY PX
				CP570		570.6		PX
				CP582		582.2		PX
585	C4300			BOSLER	CP585	584.8		P
590	S634			COOPERLAKE (SPUR-E)		590.6		P
594	N1089			LOOKOUT (SPUR-W)	CP594	594.1		PX
				CP601		601.0		PX
605	C6195			ROCK RIVER	CP605	605.2		PY
				WILCOX	CP609	609.0		PX
				CP617		616.8		PX
623	C5984			MEDICINE BOW	CP623	623.5		P
				CP624		624.5		PX
				CP633		632.6		PX
639	N19198			RAMSEY	CP639	639.0		PX
				CP641		641.0		P
643	S19202		D-R	HANNA	CP643	643.0		PX
649				DURRANT	CP650	650.1		PX
657	N873			EDSON (SPUR-W)		656.6		P
662	N912 S2400			WALCOTT	CP662	662.3		PX
				BENTON	CP672	672.1		PX
676	N2566			SINCLAIR		676.3		P
				CP679		678.0		PX
				CP680		680.3		PX
				CP681		681.2		PX
683	N10788 N11990		DN-R	RAWLINS	CP683	682.7 682.8 685.0	1.00PM	PX FP PX
	S18700	A.4.55PM		CP685				
510			DN-R	CHEYENNE YL	CP511 YL	509.5 510.9		FPTXY PX
15-518	S1115 C6740			SPEER	CP517 CP518 CP520	517.2 518.3 519.3		PXY PXY PX
15-526	6558			EMKAY	CP525	525.1		PX
				CP527		528.5		PX
15-534	6687			LYNCH	CP533	533.5		PX
				CP535		534.5 534.9		PX
15-543	7079			HARRIMAN	CP542	541.9		PX
				CP543		543.1 543.4		PX
15-550	6492			PERKINS	CP548	548.8		PX
				CP550		550.0 550.2		PX
				DALE JCT.	CP545	554.3		PX
548	S772			HERMOSA	CP547	B547.3 B548.3 B548.6		PX P PX
557	5852			RED BUTTES	CPB556 CPB557	B556.1 B556.7 B557.4		PX PX
				CPB564		B565.3		PX
				CP565		B565.6		PX
566			DN-R	LARAMIE		565.6		FPY

<sup>1</sup>554.3 = 544.8 Nos. 1 & 2

<sup>2</sup>B565.6 = 565.3 Nos. 1 & 2

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 Waiacott 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.

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

## SPEED RESTRICTIONS — SECOND SUBDIVISION

LOCATION	MPH	
	Pgr.	Frt.
Between Mile Posts — Cheyenne		
509.1 and 510.1 until engine passes these locations	20	20
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 including Dale Junction to CP565		
No. 1 and No. 2 tracks:	45	40
All eastward trains with tonnage in excess of 100 tons per operative brake and operative dynamic brakes on all units in the consist must not exceed 20 MPH on No. 1 and No. 2 tracks from MP 536 to MP 519, and must not exceed 30 MPH from MP 519 to Cheyenne.		
Eastward trains with tonnage in excess of 100 tons per operative brake and which do not have effective dynamic brake on all units in consist must not exceed 20 MPH on No. 1 and No. 2 tracks from MP 536 to Cheyenne.		
IMPORTANT — for movement on descending grades see Special Rule 1042 (R).		
Maximum speed on Borie Cut-Off between Speer and Borie	50	50
102.6 and 103.3	35	35
Maximum speed between Cheyenne and Dale Junction on No. 3 track and between Cheyenne and Speer on No. 4 track	60	55
Less than 100 tons per operative brake with operative dynamic brake		55
without operative dynamic brake		45
More than 100 tons per operative brake with operative dynamic brake		40
without operative dynamic brake		30
Maximum speed on No. 3 track between CP 547 and CP 565*		
B-547.3 and B-549.0	45	40
B-549.0 and B-565.6	70	60
Important — For movement on descending grades see Special Rule 1042 (R)		
Maximum speed between Laramie and Rawlins	79	70
Laramie		
Tie yard lead between MP 565.6 and MP 565.85		10
Live Scale Track		5
Warehouse Tracks 2, 3, 4		5

\*Note — Between CP 547 and CP 565 via Red Buttes mile post numbers are prefixed with letter B.

WYOMING DIVISION

SPEED RESTRICTIONS — SECOND SUBDIVISION CONT.

LOCATION	MPH	
	PSGR	FRT
<b>Maximum Speed — Coal Spur Tracks</b>		
Ramsey Spur (Arch II, Rosebud and Carbon County)		
0.0 and 3.6	25	
2.7 and 2.9 (Arch Siding Only)	15	
3.6 and 4.2	15	
<b>Hanna (Energy and Medicine Bow)</b>		
Energy Spur		
0.0 and 0.7	30	
0.7 and 3.4	40	
Medicine Bow Spur		
0.0 and 0.4	15	
0.4 and 3.0	20	
3.0 and 12.7	40	
12.7 and 12.8	10	
12.8 and 13.1	25	
Durant (Arch I)		
0.0 and 5.2	40	
Other trackage on coal spurs	5	
<b>Hanna</b>		
Yard trackage south of south siding	10	
Other trackage	5	
Rawlins sidings in accordance with signal indications, not exceeding <b>682.3 and 682.8</b> , until engine has passed over hand operated switches	40	40
<b>Between Mile Posts — No. 1 and No. 2 tracks</b>		
<b>Borie</b>		
522.1 and 525.6	55	45
<b>Granite</b>		
530.0 and 532.1	55	45
537.9 and 540.4	50	40
540.7 and 543.5	55	45
CPB-564 and CP 570 (SIDING ONLY)	40	40
<b>Bosler</b>		
587.7 and 588.4	70	60
593.3 and 593.7	75	65
598.5 and 602.5	75	65
<b>Medicine Bow</b>		
637.5 and 637.8	70	60
Ramsey (SOUTH SIDING ONLY / NORTH RUNNING TRACK ONLY)	40	40
639.9 and 643.5	30	30
<b>Hanna</b>		
643.4 and 643.7	70	60
645.1 and 648.0	70	60
<b>Durrant</b>		
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	80

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. 6 STATIONS	MILE POST	FIRST CLASS 6 DAILY	RULE 6(B)
			CP685	685.0		PX
690	800-791		HADSELL (SPUR E-W)	690.2		P
			CP700 (SPUR-E)	699.6		PX
701	1500		RINER	700.7		P
			CP702	702.2		PX
712	W 2865 C10002		CRESTON	712.0		PY
724	W 11200 E 9080		D WAMSUTTER	724.2		PXY
733	X 2547		RED DESERT	732.7		PX
740	W 2470		TIPTON	740.0		PX
743	5000		ROBINSON (SPUR-W)	744.1		P
747	E10279		TABLE ROCK	746.7		PI
749	400		CIG SPUR (SPUR-W)	748.7		
752	300		MONELL (SPUR-E)	751.7		P
754	3200		PATRICK DRAW (SPUR-W)	753.6		
757	W11000 E10298		BITTER CREEK	757.4		PXI
	W 6560		MP 766	766.0		PXI
766	W 7340 X 871		BLACK BUTTES	766.7		PX
771	N 3185		HALLVILLE (SPUR-W)	771.2		P
777	C 8103		POINT OF ROCKS	777.4		PX
784	W 12550		THAYER	784.1		PX
789	312		SALT WELLS (SPUR-W)	788.6		P
796	C 5646		BAXTER (SPUR-W)	796.1		P
802	16690	s6.55	CP801	800.8		PX
			D ROCK SPRINGS	802.1	s10.45	PXY
			CP804	804.1		PX
809	X 6294		KANDA	809.0		PX
			CP814	814.7		PX
			CENTER GREEN RIVER	815.1		PX
817		A7.25PM	DN-R GREEN RIVER YL	817.0	10.30AM	FPTXY
			(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 CP702 and CP801. Rule 261 in effect between Rawlins and CP702 and between CP801 and Green River.

SPEED RESTRICTIONS — THIRD SUBDIVISION

LOCATION	MPH	
	Psgr.	Frt.
Maximum speed between Rawlins and Rock Springs	79	70
Between Rock Springs and Green River	79	60
Jim Bridger spur — maximum speed		25
MP 4.0 and 4.7		10
MP 6.2 and 8.0		10
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		
CP 700 and CP 702 (SIDING ONLY)	40	40

**WYOMING DIVISION**  
**SPEED RESTRICTIONS — THIRD SUBDIVISION CONT.**

LOCATION	MPH	
	Pgr.	Frt.
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
743.7 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
Baxie		
787.3 and 788.4	55	45
798.4 and 800.5	60	50
Rock Springs		
800.8 and 804.0 (SIDING ONLY)	40	40
800.5 and 801.25	65	55
801.25 and 803.25	40	40
803.25 and 803.5	65	55
806.6 and 807.5	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).

**WYOMING DIVISION**

WESTWARD			FOURTH SUBDIVISION				EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 5 DAILY	Timetable No. 6				MILE POST	FIRST CLASS 6 DAILY	RULE 8(B)
			STATIONS						
817		7.30PM	DN-R	GREEN RIVER YL	CP817		817.0	A10.25AM	FP TXY
				CP819			819.4		P
825	805			PERU (SPUR-E)	CP825		824.9		PX
830	824			BRYAN (SPUR-W)			830.2		P
831				TENNECO (SPUR-E)			830.7		
				CP833			833.4		PX
834				STAUFFER (SPUR-E)			834.1		P
835				ALCHEM	CP835		835.1		P
838				WESTVACO			837.3		PX
843				TG SODA (SPUR-E)			824.5		P
				CP844			843.9		PX
847	15057			CENTER GRANGER	CP847		847.2		PXY
9-0854	C 5795			VERNE			854.0		P
9-0866	X 2180			HAMPTON			865.9		PX
9-0875	C 6277			CARTER			875.4		P
9-0881	C 1221			ANTILOPE			880.6		P
9-0886	C 6068			BRIDGER			885.6		P
9-0891	C 983			LEROY			890.5		P
9-0898	C 5807			SPRING VALLEY			897.6		P
9-0902				ASPEN			900.1		PX
9-0904	4944			ALTAMONT			904.2		PX
9-0913	C 1267			MILLIS (SPUR-E)			912.7		P
9-0917	W 8875 E 8264	s9.00		D EVANSTON			917.2	s8.30	PXY
9-0928	C 4254			WAHSATCH (SPUR-W-E)			927.1		P
9-0933	241			CURVO (SPUR-E)			932.1		P
9-0936	4651-762			CASTLEROCK (SPUR-W-E)			936.2		P
9-0943	C 5797			EMORY (SPUR-E)			943.3		P
9-0948	400			BASKIN (SPUR-E)			947.9		P
9-0952	E 5845 W 5556			ECHO			952.7		PX
9-0957	C 5489			HENEFER			957.1		P
9-0961	C 5483			DEVIL'S SLIDE			961.1		P
9-0968	C 5546			MORGAN			968.7		P
9-0976	C 5494			PETERSON (SPUR-W)			976.1		P
9-0978				STRAWBERRY	CP977		977.7		PX
9-0985	995-3324			UINTAH (SPUR-W-E)			985.1		P
9-0990				EAST RIVERDALE	CP988		988.6		PX
9-0993		A11.00PM		RIVERDALE YL	CP990		989.9		PX
				DN-R	OGDEN YL		992.6	7.20AM	FPY
							(175.6)		

Westward trains must keep to the left from MP 931.5, to Strawberry.

Eastward trains must keep to the left from Strawberry to MP 931.5.

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

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

Signal 9174 has vertical number plate.

CTC-ACS is in effect on No. 1 and No. 2 tracks between Strawberry and Riverdale, and on Riverdale By-Pass Track between East Riverdale and W. Bridge Jct. CP 818.

ABS-ACS is in effect on No. 1 and No. 2 tracks between Riverdale and Ogden Union Depot.

**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	
	Psg. 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	79 79	65 50
Tenneco Spur		25
Stauffer Spur 7.0 and 8.0		25 10
Allied Spur		15
TG Soda Spur MP 0.0 and MP 0.6 MP 3.6 and MP 4.8 MP 4.8 and MP 5.2		40 30 15 5
Westvaco running track		10
Granger, sidings-CP 844 and CP 847 CP 847 and CP 2		40 40
Ogden, between East Riverdale and W. Bridge Jct. CP 818 on Bypass Track.		40 40
<b>Between Mile Posts — Both Tracks</b>		
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 826.6 827.9 and 828.4	70 70	60 60
Bryan 833.6 and 834.1	70	60
TG Soda 844.8 and 845.4	65	65
Granger 849.9 and 850.2 860.1 and 860.3 862.2 and 862.5	70 70 70	60 60 60
Hampton 866.7 and 896.2 870.9 and 874.5	70 70	60 60
Carter 878.2 and 878.5 880.1 and 880.3	70 60	60 50
Antelope 880.3 and 882.5 882.5 and 885.0	70 60	60 50
Bridger 885.0 and 887.3 887.3 and 887.5 888.3 and 890.5	70 65 70	60 50 60
<b>MPH</b>		
<b>LOCATION</b>	<b>Psg. Frt.</b>	
<b>Between Mile Posts — Westward Track</b>		
Leroy 887.5 and 896.1 896.1 and 901.7	70 60	60 45
<b>MPH</b>		
<b>LOCATION</b>	<b>Psg. Frt.</b>	
<b>Between Mile Posts — Eastward Track</b>		
887.5 and 896.7 896.7 and 901.7	70 60	60 45

### SPEED RESTRICTIONS — FOURTH SUBDIVISION CONT.

Between Mile Posts — Both Tracks		MPH	
Altamont and Aspen Tunnels 901.7 and 903.6		PSGR	FRT
		50	40
Altamont 903.6 and 908.6		60	45
908.6 and 910.4		75	65
Millis 910.4 and 915.6		70	60
915.6 and 916.0		60	45
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
<b>Between Mile Posts — Westward Track</b>		<b>MPH</b>	
		<b>Psg. Frt.</b>	
925.9 and 926.5	70	50	
926.5 and 927.5	60	50	
927.5 and 928.8	60	35	
928.8 and 935.8	35	30	
Castle Rock 935.8 and 939.4	50	40	
939.4 and 942.9	55	45	
<b>Between Mile Posts — Both Tracks</b>		<b>MPH</b>	
Emory 942.9 and 952.1		50	40
952.1 and 952.5		35	35
Echo 952.5 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
<b>Between Mile Posts — No. 2 Track</b>		<b>MPH</b>	
		<b>Psg. Frt.</b>	
980.3 and 983.8	45	35	
Uintah 985.5 and 985.8	70	50	
986.8 and 987.9	60	45	
987.9 and 989.5	65	45	
<b>Between Mile Posts — No. 1 Track</b>		<b>MPH</b>	
		<b>Psg. Frt.</b>	
980.3 and 981.0	45	35	
981.0 and 983.5	50	40	
983.5 and 987.9	60	45	
Uintah 985.4 and 985.7	60	45	
987.9 and 989.5	65	45	

**WYOMING DIVISION — First Subdivision Branches**

WESTWARD		DENT BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
		CP5 YL		4.9	P
20-648	747	WELBY (SPUR-W)		8.2	
20-650	1455	QUIMBY (SPUR-W)		9.8	
20-652		NORTHGLENN (SPUR-E)		11.7	
20-654	1710	EAST LAKE		13.8	
20-663	2538	ST. VRAINS YL		22.2	Y
20-667	4420	FREDERICK		26.1	
20-675	201	GOWANDA (SPUR-E)		34.6	
20-677		RIVERS (SPUR-E)		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.

Yard limits are continuous between Dent and LaSalle.

Trains or engines must receive verbal authority from train dispatcher before movement may be made between Dent and LaSalle.

**CLEARANCE AND REGISTER REQUIREMENTS**

Westward trains via Dent Branch must receive clearance at 36th Street.

Eastward trains via Dent Branch must receive clearance at LaSalle.

Only trains which originate or terminate at LaSalle need register.

Trains from Boulder or Fort Collins Branches need not receive clearance.

**SPEED RESTRICTIONS**

LOCATION	MPH	LOCATION	MPH
Dent Branch		Between Mile Posts —	
Maximum speed.	40	21.5 and 21.9	15
Between mile posts		25.6 and 25.8	15
MP 5.0 to MP 6.4	20		

WESTWARD		FORT COLLINS BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
20-683	984	DENT YL		0.0	Y
138-02	1500	MILLIKEN YL		1.7	
		GW CROSSING		9.0	
138-09		KELIM		9.1	
138-14	480	BOYD LAKE (SPUR-W)		13.7	
138-20	2055	HARMONY		19.5	
138-25	2644	D	FORT COLLINS YL	25.0	Y
		BN CROSSING YL		25.2	
		BN CROSSING YL		25.3	
138-28	536	POUDRE (SPUR-W) YL		27.9	
138-30		BOETTCHER YL		30.0	
		END OF TRACK YL		30.8	
(30.8)					

Yard limits continuous between Dent and Milliken and from MP 21.8 to end of track MP 30.8.

**SPEED RESTRICTIONS**

LOCATION	MPH
Fort Collins Branch	
Maximum speed	26
Dent, over west Wye switch. MP 0.04	10
Between Mile Posts	
12.75 and 18.50	10
MP 22.6 until engine has passed over Prospect Street	10

**WYOMING DIVISION — First Subdivision Branches**

WESTWARD		BOULDER BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
20-663		R	ST. VRAINS YL	8.1	Y
136-10			EAGLE MINE	10.1	
136-15	477		ERIE	15.1	
			BN CROSSING	15.1	
136-24	1022		VALMONT	24.0	
			BN 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 BN while using their tracks.

**SPEED RESTRICTIONS**

LOCATION	MPH
Boulder Branch	
Maximum speed	25
Between Mile Posts —	
8.1 and 15.1	15
24.0 and 26.9	10
Lakeside Spur MP 1, over BN crossing.	10
Lakeside Lead	5

**WYOMING DIVISION — Second Subdivision Branches**

WESTWARD		ENCAMPMENT BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6 STATIONS	MILE POST	RULE 6(B)
	FEET			
662		WALCOTT	0.0	PY
116-07	569	6.8 MEADS	6.8	
116-12	345	5.5 OVERLAND	12.3	
116-24	1090	11.8 SARATOGA	24.1	
		0.2 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
<b>Encampment Branch</b> Maximum speed.	40
Between Mile Posts — 0.0 and 1.0	15
24.1 and 24.3	10

WESTWARD		COALMONT BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6 STATIONS	MILE POST	RULE 6(B)
	FEET			
566		DN-R LARAMIE YL	0.0	FPXY
21-015	1223	14.7 MILLER	14.7	
21-030	1077	15.0 CENTENNIAL (SPUR-E)	29.7	
21-040	453	10.7 ALBANY	40.4	
21-055	932	14.2 FOX PARK	54.6	PY
21-064	2851	9.2 WYOCOLO	63.8	
21-071	1601	7.0 CAMP	70.8	
21-074	997	2.8 KINGS CANON (SPUR-E)	73.6	
21-080	1497	6.2 NORTHGATE	79.8	Y
21-088	1068	8.5 BROWNLIE	88.3	
21-092	3336	3.9 D-R WALDEN YL	92.2	P
		1.8 END OF TRACK YL	94.0	
		(94.0)		

**SPEED RESTRICTIONS**

LOCATION	MPH
<b>Coalmont Branch</b> 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 — Third and Fourth Subdivision Branches**

WESTWARD		SOUTH PASS BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6 STATIONS	MILE POST	RULE 6(B)
	FEET			
802		D ROCK SPRINGS YL	0.0	PXY
117-06		6.0 RELIANCE YL	6.0	Y
117-10	2580	3.5 WINTON JUNCTION YL	9.5	
		(9.5)		

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

**SPEED RESTRICTIONS**

LOCATION	MPH
<b>South Pass Branch</b> Maximum speed	15
Reliance Spur	5
Stansbury Spur	15

WESTWARD		PARK CITY BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6 STATIONS	MILE POST	RULE 6(B)
	FEET			
9-0952		ECHO	0.0	P
126-04	800	4.0 CALGAS (SPUR-E)	4.0	
126-06	771	1.7 COALVILLE	5.7	
126-13	911	7.7 WANSHIP	13.4	
126-25	840	11.1 KEETLEY JCT.	24.5	
126-28		2.9 PARK CITY	27.4	Y
		(27.4)		

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

**CLEARANCE REQUIREMENTS**

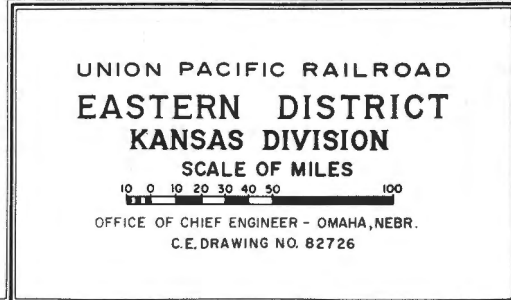
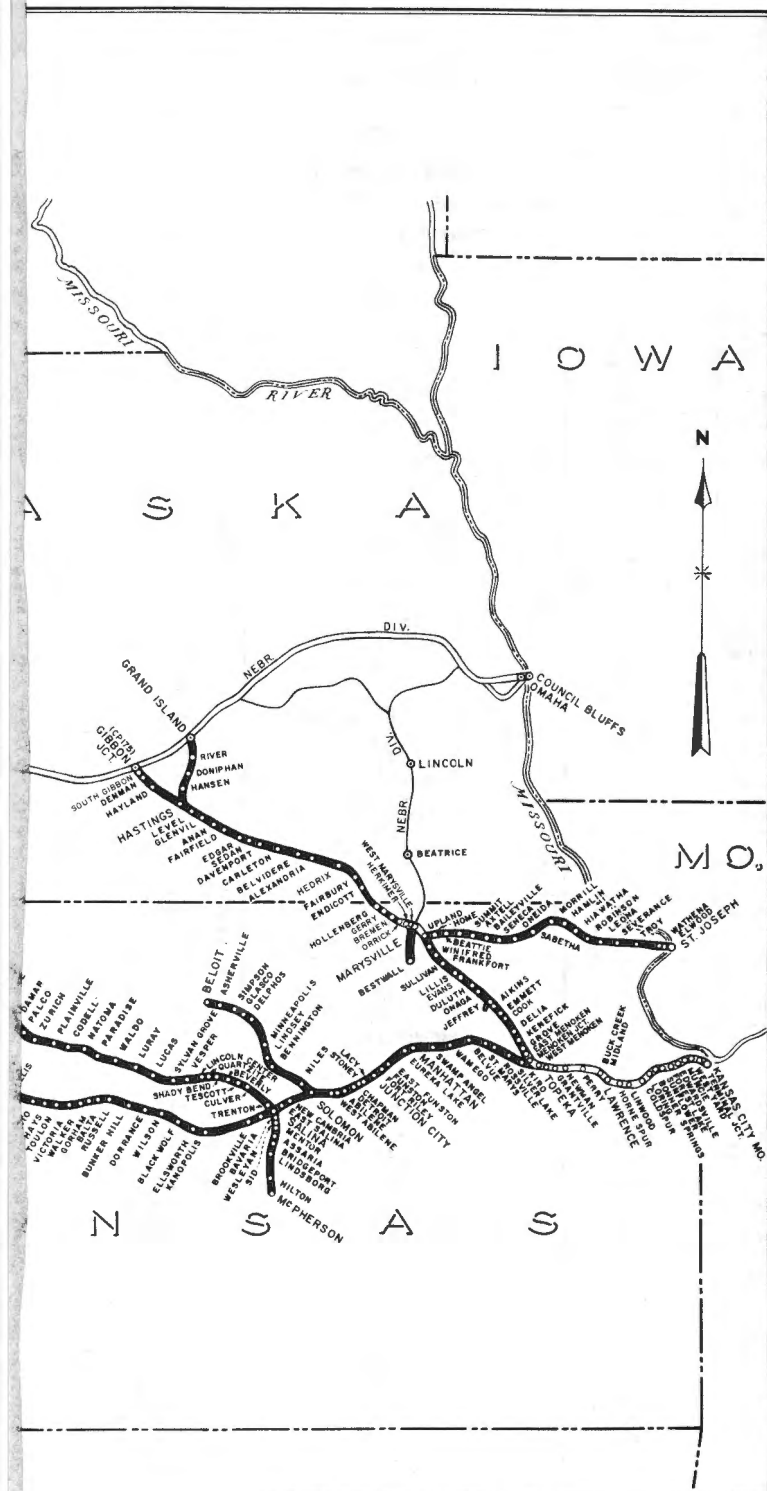
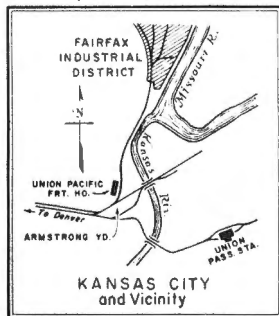
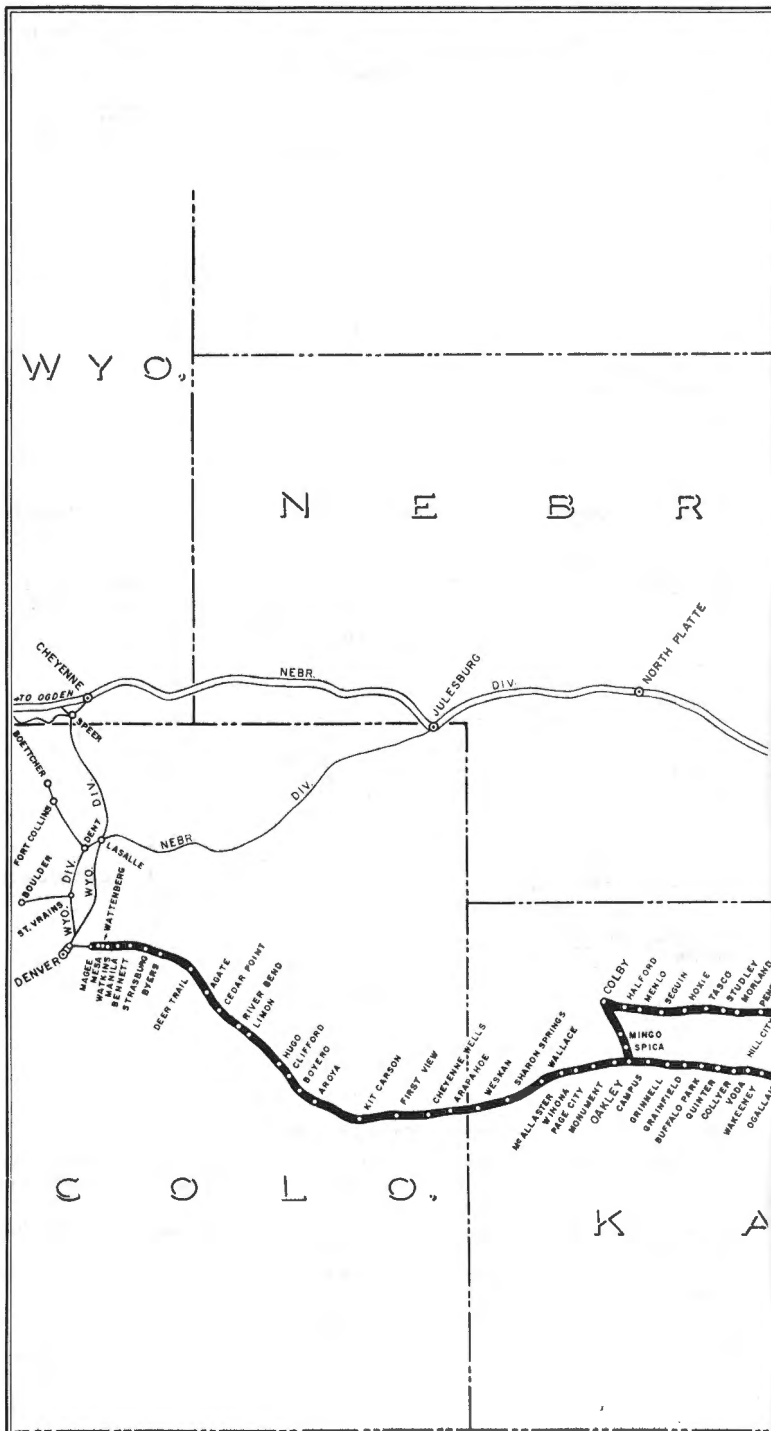
Trains from Park City Branch need not receive clearance at Echo, but must obtain verbal authority from train dispatcher before occupying Fourth Subdivision tracks.

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
<b>Park City Branch</b> Maximum Speed.	25
Between Mile Posts — 0.0 and 3.25	15
3.25 and 3.75	10
3.75 and 4.3	15
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
<b>Ontario Branch</b> Maximum Speed.	15



# KANSAS DIVISION

WESTWARD		FIRST SUBDIVISION	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6	MILE POST	RULE 6(B)
	FEET	STATIONS		
14-000		<b>KANSAS CITY MO. YL *</b>	0.0	IP
14-003		DN-R <b>KANSAS CITY KAN. YL **</b>	1.4	IFTY
		<b>TERMINAL JCT. YL**</b>	3.3	IPX
		<b>KAW JCT.**</b>	5.2	IX
		<b>WEST YARD**</b>	6.4	IPX
14-010	C4350	MUNCIE	8.9	P
14-014	E 560-1620W	EDWARDSVILLE (SPUR E-W)	13.9	P
14-015	E 3339	FOREST LAKE	15.0	PX
14-017	E 257-663W	SUNFLOWER (SPUR E-W)	16.7	P
14-018	C2806	DN-R BONNER SPRINGS	17.5	P
		ATSF CROSSING	18.0	IP
14-021	1480	LORING (SPUR-E)	20.7	P
14-022	W 2122	COLD SPUR	21.3	PX
14-028	C5905	LINWOOD	28.3	P
14-037	257	HORNE (SPUR-E)	37.3	P
14-040	C1997	D-R LAWRENCE	39.6	P
14-043	W 1146	MIDLAND	43.2	PX
14-046	1089	BUCK CREEK (SPUR-W)	46.1	P
14-052	C6093	PERRY	52.1	P
14-056	717	NEWMAN (SPUR-E)	55.9	
14-061	1593	GRANTVILLE (SPUR-W)	61.3	P
		EAST TOPEKA	67.4	PX
		ATSF CROSSING	67.5	PX
14-068	6571	DN-R TOPEKA	68.0	FPX
		SSW CROSSING	68.2	IP
		WEST TOPEKA	70.2	PX
14-073		EAST MENOKEN	73.0	PX
		<b>MENOKEN JCT.</b>	74.0	PY
		WEST MENOKEN	76.0	PX
17-081	1730	GROVE	80.7	P
17-084	12502	KENEFICK	84.2	P
17-088	2031	DELIA	88.2	P
17-092	9467	COOK	92.0	P
17-095	1808	EMMETT	94.8	P
17-101	24081	AIKINS	102.0	P
17-103	3100	JEFFREY (SPUR-W)	102.2	PX
17-110	1854	ONAGA	109.9	P
17-112	12512	DULUTH	112.7	P
17-118	10938	EVANS	118.3	P
17-122	1950	LILLIS	121.8	P
17-127	12837	SULIVAN	126.8	P
		MOPAC CROSSING	130.9	IP
17-131	9887	D FRANKFORT	131.8	P
17-137	6162	WINIFRED	137.0	P
17-143		UPLAND	142.6	P
17-148		DN-R MARYSVILLE	148.1	FPTYX
		(148.1)		

Yard limits are continuous MP 0.0 to MP 4.0

Rules 251 to 253 inclusive apply between West Yard MP 6.4 and East Topeka. Rule 261 in effect between East Topeka and Marysville.

\*Four Main Tracks between Kansas City, Mo. MP 0.0 and K.C., Ks. MP 1.4.

\*\*Two Main Tracks between K.C., Ks. MP 1.4 and West yard MP 6.4.

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

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 Trains which originate or terminate need register at Bonner Springs, Lawrence or Topeka.

Westward SSW trains must receive clearance at SSW yard office, Kansas City and eastward SSW trains must receive clearance at SSW Tower, Topeka.

## SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH
Maximum speed	<b>70</b>
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	<b>15</b>
Until entire movement has cleared video cameras at the following locations both inbound and outbound.	
On Interchange Lead MP 1.9	<b>10</b>
On both Elevator Track 1 and Elevator Track 2	<b>5</b>
On Main tracks west end Kaw River Bridge MP 1.04 Between Mile Posts —	<b>10</b>
Armstrong	
<b>1.86 and 3.31</b> (Elevator Track 1)	<b>20</b>
<b>1.46 and 1.86</b> (Inbound and outbound trains) (Elevator Track 1 and No. 2)	<b>5</b>
Terminal Jct.	
<b>3.28 and 3.30</b>	<b>30</b>
<b>4.6 and 7.4</b>	<b>60</b>
Edwardsville	
<b>13.1 and 13.4</b>	<b>60</b>
<b>16.3 and 17.2</b>	<b>55</b>
Bonner Springs	
<b>17.9 and 18.0</b>	<b>30</b>
<b>20.1 and 20.5</b>	<b>60</b>
Loring	
<b>21.4 and 21.8</b>	<b>60</b>
<b>23.6 and 23.9</b>	<b>60</b>
<b>25.3 and 25.6</b>	<b>60</b>
<b>26.3 and 26.6</b>	<b>60</b>
<b>27.5 and 27.8</b>	<b>60</b>
Linwood	
<b>33.1 and 33.4</b>	<b>60</b>
<b>36.5 and 36.9</b>	<b>50</b>
Lawrence	
<b>38.5 and 40.5</b>	<b>40</b>
<b>42.5 and 43.1</b>	<b>60</b>
Lawrence spur — Maximum speed:	<b>5</b>
Grantville	
<b>65.7 and 66.3</b>	<b>60</b>
Topeka	
<b>67.2 and 68.5</b> (on No. 2 Track Only)	<b>20</b>
<b>67.2 and 69.6</b> (on No. 1 Track Only)	<b>20</b>
<b>70.0 and 71.5</b>	<b>40</b>
Menoken (West leg of Wye)	<b>20</b>
<b>76.6 and 76.8</b>	<b>60</b>
<b>78.5 and 78.7</b>	<b>60</b>
<b>79.7 and 79.9</b>	<b>60</b>
Grove	
<b>81.3 and 81.6</b>	<b>60</b>

**SPEED RESTRICTIONS — FIRST SUBDIV. CONTD.**

LOCATION	MPH
Emmett 99.0 and 99.4	50
Jeffrey Spur — Maximum speed	25
Beyond, MP 5.6	10
Alkins	
106.1 and 106.4	60
109.2 and 109.6	50
117.3 and 117.9	60
Me Pac Crossing	
130.7 and 131.1	45
Winifred	
140.3 and 140.6	50
Marysville	
Freight trains entering and using yard tracks.	10
147.3 and 147.8	35
147.8 and 148.4	20
Marysville — over street crossings	20
148.4 and 149.3 until engine passes these locations	20

**CLEARANCE REQUIREMENTS**

Trains to or from Nebraska Division need not receive clearance at Gibbon Jct. (CP175).

**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	30
198.3 and 199.7	50
Carleton	
217.6 and 218.1	55
218.6 and 219.2	55
223.3 and 223.8	55
Hastings	
Kansas Ave. Lead to Tracks 5, 6, 7	5
No. 7 Track	5
South Yard Tracks	5
260.0 and 262.7	40
285.2 and 287.7 (On No. 1 Track Only)	40
287.4 and 287.7 (On No. 2 Track Only)	40

**KANSAS DIVISION**

WESTWARD		SECOND SUBDIVISION	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 6		
		STATIONS	MILE POST	RULE 6(B)
17-148		DN-R MARYSVILLE	148.1	FPTXY
		1.3		
		CP149	149.4	PX
		0.9		
		WEST MARYSVILLE	150.3	PX
		3.2		
17-153	2227	HERKIMER (SPUR-W)	153.5	P
		2.0		
		ORRICK	155.5	P
		3.1		
17-158	12120	BREMEN	158.6	P
		4.5		
		BN CROSSING	163.1	IP
		1.4		
17-163	13514	GERRY	164.5	P
		7.1		
17-172	12776	HOLLENBERG	171.8	P
		8.8		
		BN CROSSING	180.4	IP
		0.2		
17-182	1487	ENDICOTT	180.6	P
		4.0		
17-188	13353	FAIRBURY	184.6	P
		9.0		
17-194	9227	HEDRIX	193.6	P
		8.3		
17-203	12725	ALEXANDRIA	201.9	P
		7.4		
17-212	6375	BELVIDERE	209.3	P
		0.9		
		BN CROSSING	210.2	IP
		5.9		
17-219	13024	D CARLETON	216.1	P
		9.9		
17-226	13179	DAVENPORT	226.0	P
		3.6		
17-231	3049	SEDAN	229.6	P
		4.1		
		BN CROSSING	233.7	IP
		1.2		
17-236	12553	EDGAR	234.9	P
		6.8		
17-244	6404	FAIRFIELD	241.7	P
		6.3		
17-249	12765	ANAN	248.0	P
		3.5		
17-253	2599	GLENVIL	251.5	P
		3.5		
17-257	19163	LEVEL	256.4	PY
		4.1		
		BN CROSSING	260.5	IP
		3.2		
17-262	12922	D-R HASTINGS	263.7	PY
		10.2		
17-275	12992	HAYLAND	273.9	P
		5.9		
17-283	9996	DENMAN	279.8	P
		5.4		
		CP 285	285.2	P
		2.7		
		GIBBON JCT. (CP 175)	287.9	PY
		(139.8)		

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

\*Eastward trains only.

KANSAS DIVISION

KANSAS DIVISION

**KANSAS DIVISION**

WESTWARD		DENVER CUT-OFF SALINA SUBDIVISION	EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET		Timetable No. 6 STATIONS	MILE POST	RULE 6(B)
14-073		CTC	<b>EAST MENOKEN</b>	73.0	PXY
14-075	1615		2.2 KIRO	75.2	P
14-079	4578		3.5 SILVER LAKE	78.7	P
14-084	6558		4.9 ROSSVILLE	83.6	P
14-092	4068		8.0 D ST. MARYS	91.6	P
14-098	2032		6.2 BELVUE	97.8	
14-105	7007		6.9 WAMEGO	104.7	
14-115	324		10.1 SWAMP ANGEL (SPUR-E)	114.8	
14-118	1042		3.4 INDUSTRIAL PARK (SPUR-W) YL	118.2	
14-119	6774		D-R 6.6 MANHATTAN YL	119.3	P
14-126	906		5.7 EUREKA LAKE (SPUR-W)	125.9	
14-132	6386		5.7 EAST FUNSTON	131.6	
14-134			2.0 FUNSTON	133.6	
14-136			D 2.1 FORT RILEY	135.7	
14-140	6873		D-R 3.8 JUNCTION CITY YL	139.5	PXY
14-143	W565 E808		3.5 LACY (SPUR-E-W)	143.0	
14-151	1679		7.6 STONEV (SPUR-W)	150.6	
14-152	6591		D 1.1 CHAPMAN	152.3	
14-159	1178		6.2 DETROIT	158.5	
14-164	5818		DN-R 5.9 ABILENE YL	163.7	P
14-165			0.8 ATSF CROSSING YL	164.5	AP
14-172	1791 3528		7.6 WEST ABILENE YL	164.7	
14-180	4132		D 7.6 SOLOMON YL	172.3	PY
14-185			ABS 7.6 NEW CAMBRIA	179.9	
14-187			4.7 EAST SALINA YL	184.6	P
14-195	2763		DN-R 2.0 SALINA YL	186.6	FPTY
14-201	5275		0.6 ATSF CROSSING	187.2	A
14-219	2917		7.6 BAVARIA	194.8	P
14-224	4902 5103		DN 6.1 BROOKVILLE	200.9	P
14-232	1660		18.4 KANOPOLIS	219.3	PY
14-240	2584		4.4 ELLSWORTH	223.7	P
14-246	2925		0.7 BN CROSSING	224.4	I
14-253	1111		7.1 BLACK WOLF	231.5	P
14-263	3022		8.4 WILSON	239.9	P
14-267	775	6.3 DORRANCE	246.2	P	
14-272	5024	7.2 BUNKER HILL	253.4	P	
14-276	1305	10.2 RUSSELL	263.6	P	
14-280	899	2.9 BALTA	266.5	P	
14-285	1291	5.9 GORHAM	272.4	P	
14-290	5278	3.1 WALKER	275.5	P	
14-295	1030	4.1 VICTORIA	279.6	P	
14-303	3748	5.2 TOULON	284.8	P	
		D 5.3 HAYS	290.1	P	
		5.2 YOCEMENTO (SPUR-E)	295.3		
		D 8.0 ELLIS	303.3	PY	

**KANSAS DIVISION**

WESTWARD		DENVER CUT-OFF SALINA SUBDIVISION CONT.	EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET		Timetable No. 6 STATIONS	MILE POST	RULE 6(B)
14-303	3748	ABS	D ELLIS	303.3	PY
14-308	2719		5.1 RIGA	308.4	P
14-314	1412		4.7 OGALLAH	313.1	
14-322	2336		9.2 D WAKEENEY	322.3	P
14-330	806		7.7 VODA	330.0	
14-336	1437		5.8 COLLYER	335.8	P
14-343	3610		7.5 QUINTER	343.3	P
14-351	3032		7.6 BUFFALO PARK	350.9	P
14-356	1810		5.4 GRAINFIELD	356.3	P
14-365	2370		8.9 GRINNELL	365.2	P
14-371	3400		6.0 CAMPUS	371.2	P
14-377	5726		6.2 DN-R OAKLEY YL	377.4	PY
			(304.4)		

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

**CLEARANCE AND REGISTER REQUIREMENTS**

Westward trains enroute to Denver Cut-Off must receive clearance at Topeka.

Westward ATSF trains at Abilene must receive clearance at ATSF depot.

Only trains which originate or terminate need register at Manhattan, Junction City, or Abilene.

At Salina UP trains enroute to First Subdivision must receive clearance from Kansas City Dispatcher in addition to clearance from Denver Cut-Off Dispatcher.

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 Jct.

**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.	
Menoken		152.1 and 152.7	40
(West Leg of Wye)	20	Abilene, between Oplena and Elm Streets.	
Silver Lake, within city limits.		163.3 and 164.0	25
78.6 and 78.9	45	Abilene, over ATSF crossing.	
Rossville, within city limits.		164.5	25
83.7 and 84.4	45	St. Marys, within city limits.	
St. Marys, within city limits.		91.0 and 91.8	30
94.7 and 95.0	55	94.7 and 95.0	55
Belvue		99.7 and 99.8	55
99.7 and 99.8	55	104.6 and 104.8* Note	35
104.6 and 104.8* Note	35	Solomon	
Wamego		172.3 and 172.4	35
105.4 and 107.0	50	173.3 and 173.5*** Note	30
117.8 and 118.2	55	New Cambria	
118.8 and 119.0	50	181.2 and 181.3	50
119.1 and 119.4	25	Salina, over Ohio Street Crossing	
Manhattan		185.2	30
121.9 and 122.0	50	Over ATSF crossing.	
123.1 and 123.5	35	187.2	25
124.7 and 125.3	50	190.6 and 190.9	55
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 212.8	30
143.6 and 145.3	35		

**KANSAS DIVISION  
SPEED RESTRICTIONS  
DENVER CUT-OFF — SALINA SUBDIVISION CONT.**

LOCATION	MPH	LOCATION	MPH
213.1 and 216.1	30	Russell	
216.3 and 217.1	45	263.0 and 264.2	35
Kanopolis		Victoria, within city limits.	
221.9 and 224.5	30	279.2 and 279.6	40
224.6 and 225.0	45	Hays, within city limits.	
225.6 and 225.8	55	288.6 and 290.4	35
228.3 and 228.7	50	301.8 and 302.6	35
230.6 and 230.9	45	302.6 and 303.6	20
Black Wolf		303.6 and 307.0	40
231.7 and 233.5	35	Wakeeney	
234.7 and 234.8	45	322.2 and 322.4	
235.0 and 236.2	35	Between first crossing	
238.4 and 238.6****Note	55	west and second crossing	
Wilson, within city limits.		east of depot	25
239.6 and 240.4	40	323.3 and 324.0	40
Dorrance		331.7 and 332.1	50
249.5 and 250.0	45	335.0 and 335.5	50
		Collyer	
		336.5 and 337.1	45

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. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-377	5726	DN-R	OAKLEY YL	377.4	PY
14-386	2456		MONUMENT	386.1	P
14-394	1915		PAGE CITY	393.6	P
14-399	1788		WINONA	399.0	P
14-408	855		McALLASTER	408.4	P
14-421	2168		WALLACE	421.2	P
14-430	3599	D	SHARON SPRINGS	429.8	PY
14-442	3082		WESKAN	441.8	P
14-453	1829		ARAPAHOE	453.3	P
14-463	2670	D	CHEYENNE WELLS	463.0	P
14-474	2451		FIRST VIEW	473.5	P
14-488	2806		KIT CARSON	487.5	P
14-508	2292		AROYA	507.6	P
14-518	2576		BOYERO	517.7	P
14-526	4760		CLIFFORD	526.7	P
14-536	3777		HUGO	535.8	PY
14-551	2075		LIMON YL	550.5	P
			LIMON JUNCTION YL	550.6	P
14-557	712		RIVER BEND (SPUR-E)	556.4	P
14-563	4947		CEDAR POINT	563.0	P
14-572	4837		AGATE	571.7	P
14-584	2483 2262		DEER TRAIL	584.0	P
14-597	2426		BYERS	596.4	P
14-603	1099	D	STRASBURG	602.5	P
14-609	4976		BENNETT	609.3	P

**KANSAS DIVISION**

WESTWARD		DENVER CUT-OFF DENVER SUBDIVISION CONT.		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-609	4976		BENNETT	609.3	P
14-614	2600		MANILA	613.7	P
14-618	4632		WATKINS	618.4	P
14-622	970		WATTENBERG (SPUR-E)	622.5	
14-625	2700		MESA YL	625.0	P
14-628	817		MAGEE YL	628.1	P
			(250.7)		

Yard limits are continuous from MP 625.5 to 638.2.  
Note 2 to Rule 99 is in effect on Denver Subdivision.

**CLEARANCE AND REGISTER REQUIREMENTS**

Trains enroute to Kansas Division must receive clearance at 36th Street.

**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
Hugo	
534.8 and 536.6	35
537.7 and 537.9	50
543.9 and 544.9	50
546.3 and 546.6	50
River Bend	
558.6 and 559.3	40
561.3 and 562.1	50
562.9 and 567.2	45
Deer Trail	
587.2 and 589.8	40
Byers	
598.9 and 601.5	50
Strasburg	
605.2 and 607.1	50
Watkins	
619.3 and 620.5	50

\*Note referring to Rule 12(D)  
Reduce speed sign for Westward trains located on left side of track.  
Resume speed sign for Eastward trains located on left side of track.

**KANSAS DIVISION — First Subdivision Branches**

WESTWARD		ST. JOSEPH BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
18-113		DN-R	ST. JOSEPH TERM. YD. YL	0.0	P
18-112	3768		ELWOOD YL	1.7	
18-108	1420		WATHENA YL	4.8	
18-099	930		TROY YL	13.9	
18-089	1668		SEVERANCE	24.8	
18-084	1703		LEONA	28.9	
18-079	1358		ROBINSON	34.2	
			MoPac CROSSING	42.2	A
18-071	1805	D	HIAWATHA	42.7	PY
18-063	870		HAMLIN	50.1	
18-059	1230		MORRILL	53.9	
18-053	4694		SABETHA	60.7	
18-045	1497		ONEIDA	68.8	
18-036	1420		SENECA	77.2	
18-029	1262		BAILEYVILLE	84.2	
18-024	2014		AXTELL	89.2	
18-019	571		SUMMIT (SPUR-E)	94.1	
18-014	1838		BEATTIE	99.3	
18-008	1550		HOME	105.2	
17-143			UPLAND	107.8	P
			(107.8)		

Trains from St. Joseph Branch will retain their identity and need not receive clearance at Upland.

**SPEED RESTRICTIONS — ST. JOSEPH BRANCH**

LOCATION	MPH
Maximum Speed	40
Missouri River Bridge — St. Joseph	5
Between Mile Posts — 7.0 and 13.8	10
Troy 14.0 and 26.3	25
Robinson 40.6 and 40.9	30
Over MoPac Crossing — Hiawatha 42.2	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 60.4 and 60.9	30
73.2 and 73.8	30
Seneca, until engine passes public crossings 76.7 and 77.5	30
82.1 and 89.0	25
Axtell within City Limits 94.5 and 95.0	25
99.4 and 101.3	30

**KANSAS DIVISION — First and Second Subdivision Branches**

WESTWARD		BESTWALL SPUR		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
17-148		DN-R	MARYSVILLE YL	0.0	FPT
133-45	1796		BESTWALL	10.3	

**SPEED RESTRICTION — BESTWALL SPUR**

LOCATION	MPH
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. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
17-262		DN-R	HASTINGS YL	0.0	PY
131-08	3266		HANSEN	6.8	
131-13	1623		DONIPHAN	12.2	
131-19	737		RIVER (SPUR-W)	18.4	
			BN CROSSING	21.5	
147		DN-R	GRAND ISLAND YL	22.3	PY
			(22.3)		

**SPEED RESTRICTIONS — GRAND ISLAND BRANCH**

LOCATION	MPH
Between Hastings and Grand Island	25
BN Crossing MP 21.5	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 — Denver Cut-Off Branches**

WESTWARD		PLAINVILLE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-187		DN-R	SALINA YL	0.0	FPTY
16-003	1014		TRENTON	3.4	
16-012	1276		CULVER	11.5	
16-019	1501		TESCOTT (SPUR-E)	18.5	P
16-024	2466		BEVERLY	23.8	P
16-026	194		SHADY BEND (SPUR-W)	26.4	
16-033	967		QUARTZITE (SPUR-W)	32.9	
16-034	1421	D	LINCOLN CENTER	33.2	P
			ATSF CROSSING	33.8	I
16-041	2468		VESPER	40.7	
16-047	1938		SYLVAN GROVE	46.9	P
16-056	1714		LUCAS	56.0	P
16-065	1753		LURAY	65.4	P
16-072	2061		WALDO	71.5	
16-079	1258		PARADISE	79.2	P
16-087	1618		NATOMA	87.0	P
16-095	1478		CODELL	95.1	
16-104	1899	D-R	PLAINVILLE YL	103.5	PY
16-110	1783		ZURICH	110.4	
16-118	1110		PALCO	117.8	P
16-123	1091		DAMAR	122.7	
16-129	1265		BOGUE	129.3	P
16-138	1157	D	HILL CITY	138.0	PY
16-145	1186		PENOKEE	144.7	
16-150	1306		MORLAND	150.2	
16-155	1338		STUDLEY	155.4	
16-163	1239		TASCO	162.5	
16-170	1495	D	HOXIE	170.4	P
16-179	1233		SEGUIN	179.1	
16-186	1450		MENLO	186.2	
16-194	1149		HALFORD	194.0	
16-204	946	D	COLBY	203.5	Y
16-213	1952		MINGO	212.5	
16-218	1350		SPICA (SPUR-E)	218.0	
14-377		DN-R	OAKLEY YL	224.7	PY
			(224.7)		

**SPEED RESTRICTIONS — PLAINVILLE BRANCH**

LOCATION	MPH	LOCATION	MPH
Maximum Speed	40	Natoma	25
Quartzite		87.8 and 88.0	25
0.0 and 6.6	25	94.1 and 98.5	25
6.6 and 21.8	30	101.2 and 102.8	25
21.8 and 31.0	25	129.0 and 137.9	30
33.0 and 34.0	25	Hill City, until engine passes crossing	
37.0 and 51.5	30	137.9	5
51.5 and 52.9	25	137.9 and 177.5	30
Lucas		194.0 and 203.1	30
61.5 and 63.8	30	Colby over east leg of wye	
Waldo		203.1 and 203.3	15
67.0 and 79.0	30	Oakley	
83.7 and 85.9	25	223.8 and 224.5	15

**KANSAS DIVISION — Denver Cut-Off Branches**

WESTWARD		SOLOMON BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
14-172		D-R	SOLOMON YL	0.0	PY
129-07	3042		NILES	6.5	
129-15	2541		BENNINGTON	14.7	
129-21	628		LINDSEY	20.9	
129-23	704		MINNEAPOLIS	23.3	
			ATSF CROSSING	23.7	
129-35	1683		DELPHOS	34.7	
129-42	1617		GLASCO	41.6	
129-47	1476		SIMPSON	46.8	
129-50	1190		ASHERVILLE	49.8	
			MoPac CROSSING	57.2	
129-57	1374	D-R	BELOIT YL	57.4	
			(57.4)		

WESTWARD		McPHERSON BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		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	1618		MENTOR	8.0	
130-12	1513		ASSARIA	12.2	
130-16	822		BRIDGEPORT	15.8	
			MoPac CROSSING	20.7	
130-21	1257		LINDSBORG	20.9	
130-30	1459		HILTON	30.3	
			ATSF CROSSING	35.1	
130-35	1154	D	McPHERSON	35.4	
			(35.4)		

**SPEED RESTRICTIONS**

LOCATION	MPH	LOCATION	MPH
Solomon Branch		McPherson Branch	
Maximum speed	30	Maximum speed	40
Between Mile Posts —		Between Mile Posts —	
20.2 and 21.0	10	0.0 and 5.1	10
22.7 and 23.7	10	25.2 and 33.0	30
24.5 and 57.4*	10	34.8 and 35.8	10
Thru Niles, Verdi (9.2)	25	Over Crossings at:	
Bennington & Lindsey	25	MP 8.1, (10.07 (eastward trains) — 5 mph)	10
		13.1, 21.6	10
		MP 33.8	25
		Thru Assaria	25

\*Eastward resume speed sign placed on north side of track.

# SOUTH-CENTRAL DISTRICT

**R. E. IRION**  
General Manager

**J. R. FERNEY**  
Genl. Superintendent Transportation

**J. E. SANFORD**  
General Superintendent

## UTAH DIVISION

### J. R. HART

G. R. JENSEN  
R. V. WADE  
D. E. BERGERON  
N. D. PARTINGTON  
W. L. MILTON  
J. B. PEAY  
B. J. CAIN  
G. F. CHERRY  
D. P. McALLISTER  
T. R. NIPKO  
D. W. KRAFCEK  
M. J. GALLAWA  
O. G. STOCKHAUS  
A. D. WALLACE  
R. FIDEL  
S. R. SEARLE  
J. S. MAUGHAN  
M. L. RAWLINSO  
G. W. UNDERWOOD  
W. S. NUA  
D. E. GODDEN  
C. G. DANA  
A. J. HILL  
K. S. KERR  
G. H. MAXWELL  
D. C. JONES  
A. W. CAMPBELL  
R. A. FORBES

### Superintendent

Division Assistant Superintendent  
Terminal Superintendent  
Assistant Terminal Superintendent  
Terminal Trainmaster  
Terminal Trainmaster  
Terminal Trainmaster  
Trainmaster  
Terminal Superintendent  
Assistant Terminal Superintendent  
Terminal Trainmaster  
Road Foreman-Assistant Trainmaster  
Trainmaster  
Assistant Trainmaster  
Assistant Trainmaster  
Trainmaster  
Terminal Trainmaster  
Trainmaster  
Road Foreman-Assistant Trainmaster  
Road Foreman-Assistant Trainmaster  
Road Foreman-Assistant Trainmaster  
Assistant Director of Safety  
Manager of Safety  
Safety Engineer-M/W  
Division Engineer  
General Roadmaster  
Mechanical Supt.-West  
Manager-Operating Rules

### Salt Lake City, Utah

Salt Lake City, Utah  
Salt Lake City, Utah  
Salt Lake City, Utah  
Salt Lake City, Utah  
Salt Lake City, Utah  
Salt Lake City, Utah  
Salt Lake City, Utah  
Ogden, Utah  
Ogden, Utah  
Ogden, Utah  
Ogden, Utah  
Clearfield, Utah  
Clearfield, Utah  
Clearfield, Utah  
Clearfield, Utah  
Provo, Utah  
Provo, Utah  
Milford, Utah  
Milford, Utah  
Las Vegas, Nevada  
Salt Lake City, Utah  
Salt Lake City, Utah  
Salt Lake City, Utah  
Salt Lake City, Utah  
Salt Lake City, Utah  
Salt Lake City, Utah

## CALIFORNIA DIVISION

### D. M. WHEELER

L. D. SMITH  
P. G. WALKER  
W. E. THOMPSON  
C. W. CRAWFORD  
K. R. HAUGH  
G. R. TROUTMAN  
W. J. STEELE  
D. R. BORLA  
T. M. LINDSEY  
R. W. PIPPIN, JR.  
G. A. PETERSON  
R. J. LAMPE  
R. E. MAIN  
R. L. SALOGA  
L. W. STOHS  
D. R. LYON  
R. C. KLEPPER  
W. B. ELLIOTT  
T. M. SHEPARD  
H. M. DUNN, JR.  
F. H. BITHELL  
F. D. WENGERT  
W. C. HART  
H. R. L. BRANDT  
A. D. MCGINNIS

### Superintendent

Division Assistant Superintendent  
Dir. Harbor Oprns.  
Trainmaster  
Trainmaster  
Trainmaster  
Terminal Superintendent  
Assistant Terminal Superintendent  
Intermodal Terminal Superintendent  
Terminal Trainmaster  
Terminal Trainmaster  
Intermodal Terminal Trainmaster  
Terminal Trainmaster  
Terminal Superintendent  
Terminal Trainmaster  
Terminal Trainmaster  
Trainmaster  
Terminal Superintendent  
Asst. Term. Supt.  
Road Foreman of Engines  
Road Foreman-Assst. Trainmaster  
Road Foreman-Assst. Trainmaster  
Division Engineer  
Manager of Safety  
General Roadmaster  
Manager-Operating Rules

### Los Angeles, Calif.

Los Angeles, Calif.  
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Yermo, Calif.  
Yermo, Calif.  
Yermo, Calif.  
Las Vegas, Nev.  
Las Vegas, Nev.  
Las Vegas, Nev.  
Los Angeles, Calif.  
Los Angeles, Calif.  
Las Vegas, Nev.  
Los Angeles, Calif.  
Los Angeles, Calif.  
Los Angeles, Calif.  
Los Angeles, Calif.  
Los Angeles, Calif.

### DIVISION CHIEF DISPATCHER

C. H. WHITE ..... Salt Lake City, Utah

### CHIEF DISPATCHER

B. S. SCHULTHIES ..... Salt Lake City, Utah

### Assistant Chief Train Dispatchers

J. T. HOLYOAK ..... Salt Lake City, Utah  
R. L. MAUGHAN ..... Salt Lake City, Utah  
J. A. WORKMAN ..... Salt Lake City, Utah  
S. A. MADSEN ..... Salt Lake City, Utah  
J. L. CLARKEN ..... Salt Lake City, Utah  
J. L. BUNNY ..... Salt Lake City, Utah  
J. H. COX ..... Salt Lake City, Utah  
P.M. JENNINGS ..... Salt Lake City, Utah

C. W. COOK ..... Salt Lake City, Utah  
R. C. SHIRING ..... Salt Lake City, Utah

**UTAH DIVISION MILEAGE**  
Main Track ..... 731.6  
Branches ..... 263.1  
Total ..... 994.7

**CALIFORNIA DIVISION MILEAGE**  
Main Track ..... 336.0  
Branches ..... 80.7  
Total ..... 416.7

## STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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

**Clearfield** ..... Yard Office, Freeport Center

**Ogden** ..... Yard Office, 28th Street  
..... Trainmen's Register Room, 33rd Street  
..... Switchmen's Locker Room, 33rd Street  
..... Switchmen's Locker Room, 28th Street  
..... Switchmen's Locker Room, Riverdale

**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  
..... Conductors Register Room

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

**East Los Angeles** ..... Telegraph Office

UT-DIV-SO-20

UT-DIV-SO-20



UTAH DIVISION

WESTWARD				FIRST SUBDIVISION		EASTWARD			
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 3E DAILY	FIRST CLASS 2E DAILY	Timetable No. 6		MILE POST	FIRST CLASS 2E DAILY	FIRST CLASS 3E DAILY	RULE 6 (B)
				STATIONS					
9-1029		5.20AM	10.50PM	SALT LAKE CITY YL		782.8	A8.15AM	A12.55AM	P
				DN-R	NORTH YARD YL				FIFTY
					C 19 0785 YL				PX
9-1026	4140				0 BECKS				P
9-1024					14 NORTH SALT LAKE				PX
9-1022	4680				18 PIONEER				P
9-1021	2404				18 WOODS CROSS				PX
9-1018	780				41 CENTERVILLE (SPUR-W)				PX
9-1014	3556				52 FARMINGTON				P
					52 CP802				P
9-1008	6418				10 KAYSVILLE				P
9-1007	2210				30 LAYTON				P
					30 CP807				PX
9-1002	C-4727				28 CLEARFIELD				PXY
					28 CP811				PX
9-0994	2640				13 LODJIC (SPUR-E)				P
9-0994					13 BRIDGE JCT. YL				PX
9-0993		A6.35AM	11.45PM 12.10AM	DN-R	OGDEN YL	0.0	7.05 6.45	11.59PM	FPY
					DRGW CROSSING YL		0.7		A
99-002	6573		12.16		22 S. P. JCT. YL		2.5 6.35		P
99-005	1500				22 HARRISVILLE		4.7		
99-006	1140				05 WIP		5.8		P
99-007	1140				05 RANDALL		6.3		
99-009	5938		12.24		05 HOT SPRINGS		9.0 6.28		P
					05 LITTLE MOUNTAIN JCT.		9.5		PY
99-014	5965		12.29		51 WILLARD		14.6 6.23		P
99-017	1050				38 PERRY (SPUR-W)		17.3		
99-021	6519		12.37	D	38 BRIGHAM CITY YL		21.1 6.15		PY
99-030	5984		12.47		38 HONEYVILLE		30.4 5.54		P
99-036	6039		12.54		46 DEWEY		35.7 5.46		P
99-040	540				46 COLLINGTON (SPUR-W)		40.3		
99-045	6010		1.04		46 WHEELON		44.0 5.36		P
99-049	8619		1.15	BASE	46 CACHE JCT. YL		48.6 95.25		PXY
99-056	937				08 COTTLE (SPUR-E)		55.8		
99-057	6102		1.25		08 TRENTON		56.6 5.15		P
99-061	1740		1.29		38 CORNISH		60.6 5.11		
99-064	780				38 ANDERSON		63.8		
99-065	6022		1.35		60 WESTON		65.4 5.07		P
99-071	6011		1.43		38 DAYTON		71.4 5.01		P
99-075	2100		1.47		38 CLIFTON		75.2 4.58		
99-078	6007		1.51		56 COULAM		78.8 4.55		P
99-085	6005		1.57		56 SWAN LAKE		84.4 4.50		P
99-095	5991		2.10		108 DOWNEY		95.0 4.41		P
99-100	3600		2.16		54 VIRGINIA		100.4 4.36		
99-105	6046		2.22		44 ARIMO		104.8 4.31		P
1038	5991		A2.30AM	D	64 McCAMMON		111.2 4.25AM		PY

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

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
Wyo. Division	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.

UTAH DIVISION

SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH	
	PSGR	FRT
Between Salt Lake City and Ogden		
Maximum Speed		
Between Mile Posts — 782.8 and 817.8	70	70
Salt Lake Salt Lake Switching District when moving in or out of industry tracks		5
792.2 and 792.4	70	60
Farmington 796.5 and 798.2	70	60
Within Ogden Terminal Limits		
Switches, Cecil Junction.	15	15
Main track No. 1 and south leg of Wye Track between Bridge Jct. and Patterson Ave.	15	15
North leg of wye between 28th Street and Bridge Junction	10	10
Riverdale By-Pass track (Between East Riverdale and Bridge Jct.)	40	40

Between Ogden and McCammon

LOCATION	MPH		LOCATION	MPH	
	PSGR	FRT		PSGR	FRT
Maximum speed			53.5 and 53.9	65	55
0.0 and 111.2	70	60	Cornish		
Between Mile Posts — Perry			64.1 and 64.5	65	55
19.2 and 20.9	70	55	Weston		
20.9 and 21.1	35	35	66.1 and 67.1	50	40
Brigham City			Coulam		
23.1 and 23.4	65	55	82.7 and 83.0	50	40
Dewey			Swan Lake		
37.8 and 38.0	50	40	85.6 and 87.5	65	55
41.0 and 42.0	65	55	90.2 and 90.4	55	45
42.0 and 44.6	50	40	92.3 and 93.9*(See Note)	65	55
Wheelon			Downey		
44.6* and 46.4(See Note)	12	12	99.4 and 99.6	60	50
46.4 and 47.2	30	30	Virginia		
47.2 and 47.5*(See Note)	60	40	102.4 and 102.6	65	55
47.5 and 49.0	35	35	Arimo		
Cache Junction			107.4 and 107.7	65	55
49.0 and 49.3	25	25	110.8 and 111.4	45	35
49.3 and 51.4	50	40			

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. 6			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		1.05AM		SALT LAKE CITY	YL	P-800.2	A5.10AM	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 PARK (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			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	6769			LYNN DYL		665.6		PX
9-1152				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 (SPUR-E)		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	A4.25AM	DN-R	MILFORD		576.8	1.50AM	PXY
				(206.8)				

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

**CLEARANCE AND REGISTER REQUIREMENTS**

Trains to or from Provo Subdivision need not receive clearance at Lynndyl.  
 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.  
 All trains must receive clearance at Milford.  
 Conductors on Amtrak Nos. 35 and 36 will register at Milford with Train Register Ticket to be delivered to the operator who will register for the conductor.

UTAH DIVISION

**SPEED RESTRICTIONS — SECOND SUBDIVISION**

LOCATION	MPH	
	PSGR	FRT
Maximum speed between MP 779.2 and MP 678.0	79	60
MP 678.0 and MP 576.5	79	70
Between Mile Posts — Milford		
576.2* and 576.5 (See Note)	50	35
576.5 Until engine has passed over hand operated switch (Old Frisco Lead)	20	20
Delta		
655.8 and 656.4	70	60
Champlin		
678.9 and 680.5	65	50
680.5 and 689.0	60	45
Tintic		
699.6 and 700.0	70	80
702.1 and 703.8	70	80
Boulter		
705.8 and 711.3	55	40
711.3 and 715.9	55	45
Pehrson		
719.6 and 721.0	60	50
St. John		
742.1 and 744.1	50	40
Warner		
754.2 and 757.1*	60	45
Erda		
757.1* and 758.9 (See Note)	55	40
762.7 and 763.4	65	55
Smelter		
When using No. 20 Turnouts at Smelter	35	35
767.2 and 770.6	70	60
Buena Vista — via Freight Line		
779.2 and 780.8	50	50
780.8 and 782.9	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\* 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. 6		MILE POST	FIRST CLASS 36 DAILY	RULE 6(B)
			STATIONS				
9-1236	19982	4.30AM	DN-R	MILFORD 5.4	576.8	A1.45AM	PXY
9-1241	6026			UPTON 9.9	571.4		P
9-1251	6002			THERMO 10.8	561.5		P
9-1262	5988			LATIMER 8.9	550.7		P
9-1272	9101			LUND 10.0	541.8		PY
9-1281	6006			ZANE 5.5	531.7		P
9-1286	5981			BERYL 10.0	526.2		P
9-1297	6016			HEIST 6.0	516.2		P
9-1303	6004			MODENA 9.1	510.2		PY
9-1312	6008			UVADA 7.3	501.1		P
9-1319	6212			CRESTLINE 4.2	493.8		P
9-1324	6013			BROWN 5.4	489.6		P
9-1328	6041			ACOMA 8.6	484.2		P
9-1338	6516			ISLEN 3.6	475.6		P
9-1341	2520			LITTLE SPRINGS 1.4	472.0		P
9-1342	5312			RICHMOND 6.1	470.6		P
9-1349	6074	15.05	CLEAR	ECCLES 5.1	464.5		P
9-1353	13734	86.46	D	CALIENTE 4.9	459.9	11.10PM	PXY
9-1358	6079			ETNA 4.7	454.8		P
9-1363	5976			STINE 6.8	449.9		P
9-1368	6013			BOYD 3.9	445.2		P
9-1375	6275			ELGIN 5.4	438.4		P
9-1379	7140			KYLE 10.4	434.5		P
9-1384	5925			LEITH 6.3	429.1		P
9-1394	5872			CARP 10.6	418.7		P
9-1399	6068			VIGO 4.7	413.4		P
9-1410	5977			HOYA 5.1	402.8		P
9-1415	6645			ROX 9.9	398.1		P
9-1420	6056			FARRIER 9.3	393.0		P
9-1430	6066		D	MOAPA 10.6	383.1		PY
9-1439	6102			UTE 6.2	373.8		P
9-1450	6094			DRY LAKE 3.2	363.2		P
9-1456	6282			GARNET 5.3	357.0		P
9-1459	1680			ARROLIME 5.3	353.8		P
9-1461	6072			APEX 2.1	352.0		P
9-1466	6107			FIBREBOARD (SPUR-W) 2.0	346.7		P
9-1468	600			DIKE 2.6	344.6		P
9-1470	1860			LOVELL (SPUR-W) 0.9	342.6		P
9-1473	2460			VALLEY (SPUR-E) 4.8	342.6		P
9-1474	6119			NELLIS AIR BASE (SPUR-W) 0.9	340.0		P
9-1479		A9.40AM	DN-R	NEVADA INDUS PARK (SPUR-W) WANN (SPUR-E) LAS VEGAS YL (242.5)	334.3	8.45PM	FPY

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

**CLEARANCE AND REGISTER REQUIREMENTS**

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

All trains must receive clearance at Milford.

Conductors on Amtrak Nos. 35 and 36 will register at Milford with Train Register Ticket to be delivered to the operator who will register for the conductor.

UTAH DIVISION  
SPEED RESTRICTIONS — THIRD SUBDIVISION

LOCATION	MPH	
	P&GR	FRT
Maximum Speed		
Between 334.3 and 393.9	79	60
393.9 and 500.0	70	50
500.0 and 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 334.6	20	20
335.4 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
358.5 and 359.5	60	50
Ute		
379.1 and 379.6	60	50
379.6 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
418.0 and 419.7	40	40
Carp		
425.4 and 427.9	55	45
427.9 and 428.2* (See Note)	55	40
428.2* and 430.0	55	45
Leith		
430.0 and 430.7	35	30
430.7 and 441.9	35	35
Elgin		
441.9 and 444.0	25	25
444.0 and 452.5	35	30
Stine		
452.5 and 455.2	35	35
458.4 and 460.0	50	40
Caliente		
460.0 and 461.2	40	35
461.2 and 461.7	30	25
461.7 and 466.9	40	35
Eccles		
466.9 and 469.1	55	45
469.1 and 470.7	25	25
470.7 and 475.0* (See Note)	20	20
Islen		
475.0 and 477.3	25	25
477.3 and 480.4	40	35
480.4 and 481.6	20	20
Acoma		
481.6 and 486.8	60	50
486.8 and 488.7	30	30
Brown		
488.7 and 492.1	50	40
Crestline		
492.1 and 495.0	40	30

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

**UTAH DIVISION  
SPEED RESTRICTIONS — THIRD SUBDIVISION**

LOCATION	MPH	
	PSGR	FRT
495.0 and 495.9	30	20
495.9 and 497.3	35	30
497.3 and 498.0	60	50
Uvada		
500.0 and 502.5	70	55
Milford		
576.2* and 576.5 (See Note)	50	35
MP 576.5 — Until engine has passed over hand operated switch (Old Frisco Lead)	20	20

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

WESTWARD		PROVO SUBDIVISION			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 6			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			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 (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	5975	CTC	GENEVA	YL	P-757.9	P
			DRGW CROSSING	YL	P-757.3	A
5-1075			GATEX (SPUR-E)	YL	P-756.1	
5-1076		DN-R	PROVO	YL	P752.7	FPTY
5-1085	1463		SPANISH FORK		P-744.4	
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	
5-1153	3092		MARTMAR		P-676.1	
9-1147	6930		LYNNDYL	YL	P-665.7	P
			(135.1)			

Maintenance of Way Rule 99(J) does not apply.

**UTAH DIVISION**

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.

**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 P-665.7 and P-800.1	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-676.4	35
P-676.4 and P-686.2	30
P-691.8 and P-692.6	30
P-692.6 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 Over Road Crossings in Steel Plant	20
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-777.6	30
P-777.6 and P-778.0	20
P-778.0 and P-782.7	35
Atwood	
Midvale Smelter Tackage	12
Salt Lake City	
When shoving cars between Sixth North and Twenty First South Streets	5
Between Second South and Ninth South Streets	12

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

UTAH DIVISION BRANCHES

WESTWARD		FILLMORE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		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. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-1272	9101		LUND YL 20.3	0.0	PY
283-21		D	IRON SPRINGS YL 9.6	20.3	PY
	2640		STOCK YARDS (SPUR-W) 1.9	29.9	
283-33		D	CEDAR CITY YL (31.8)	31.8	

WESTWARD		IRON MOUNTAIN BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		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	Y
284-15			IRON MOUNTAIN YL (14.7)	14.7	

WESTWARD		PIOCHE-PRINCE BRANCHES		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		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. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-1430	6066	D	MOAPA YL 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) 2.9	13.7	
287-16			NEPAC 0.1	16.6	
287-17			MEAD LAKE (16.7)	16.7	Y

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 Cedar City Branch are governed by radio block clearance. See Special Rule 96 (RU-1).

Movements on Iron Mountain Branch are governed by radio block clearance. See Special Rule 96(RU-2).

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

SPEED RESTRICTIONS

LOCATION	MPH
<b>Fillmore Branch</b>	
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.)	
<b>Cedar City Branch</b>	
Maximum Speed	40
23.0 and 29.0	20
Cedar City yard tracks	10
<b>Iron Mountain Branch</b>	
Maximum Speed	25
0.0 and 1.2	20
10.1 and 14.9	15
<b>Pioche Branch</b>	
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
<b>Caselton Spur</b>	
Maximum Speed	10
<b>Prince Branch</b>	
Maximum Speed	10
7.5 and 8.7	5
<b>Mead Lake Branch</b>	
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. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
99-049	5300 3319		<b>CACHE JCT.</b> YL	0.0	PY
272-09	1883		8.6 MENDON	8.6	
272-14	1023		5.2 WELLSVILLE	13.8	
272-18	1224		3.8 HYRUM	17.6	
272-20	671		2.6 HOLT	20.2	
272-22	5280		1.5 SUGAR FACTORY (SPUR-E)	21.7	
272-24	2311	D-R	2.4 LOGAN	24.1	Y
272-26	944		2.3 GREENVILLE	26.4	
272-32	911		5.1 SMITHFIELD	31.5	
272-37	1692		5.9 RICHMOND	37.4	
272-42	7700		4.1 PRESTO (SPUR-W)	41.5	
272-44	1699		2.1 FRANKLIN	43.6	
272-48	1301		4.5 WHITNEY	48.1	
272-51	1319		2.7 <b>PRESTON</b>	50.8	Y
			(50.8)		

WESTWARD		MALAD BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
99-021	6519	D-R	<b>BRIGHAM CITY</b> YL	0.0	PY
269-06	2643		5.5 CORINNE	5.5	
269-12	1469		6.0 FORD	11.5	
269-14	1457		2.2 CROPLEY	13.7	
269-18	2409	D	4.1 TREMONTON	17.8	
269-20	1147		1.9 GARLAND	19.7	Y
269-31			11.3 NUCOR	31.0	
269-52	1091	D	20.5 <b>MALAD</b>	51.5	Y
			(51.5)		

WESTWARD		SYRACUSE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-1002			<b>CLEARFIELD</b> YL	0.0	PXY
			0.3 <b>DRGW CROSSING</b> YL	0.3	IP
		DN-R	0.3 FREEPORT YL	0.6	PY
266-02			1.5 <b>BARNES</b> YL	2.1	
			(2.1)		

Yard limits are continuous from Clearfield to Barnes.

## UTAH DIVISION BRANCHES

WESTWARD		LITTLE MOUNTAIN BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
263-14			13.8 <b>LITTLE MOUNTAIN JCT.</b>	0.0	PY
			13.8 <b>LITTLE MOUNTAIN</b>	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).

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

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

WESTWARD		EVONA BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-0993		DN-R	<b>OGDEN</b> YL	0.0	FPYT
2-6701			0.7 EVONA (SPUR-E) YL	0.7	
2-6701			0.3 RELICO (SPUR-E) YL	1.0	
			0.6 <b>END OF BRANCH</b> YL	1.6	
			(1.6)		

On Evona Branch, yard limits are continuous from Ogden to and including End of Branch, MP 1.6

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

**SPEED RESTRICTIONS CONT.**

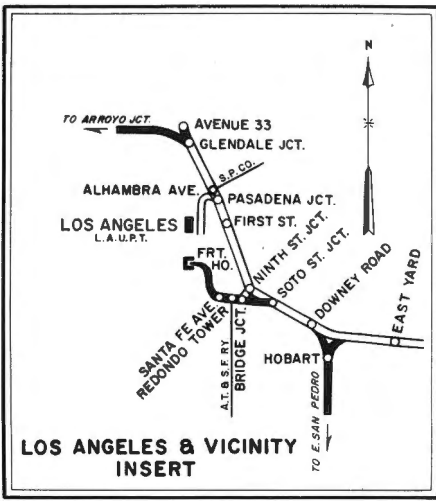
LOCATION	MPH
<b>Malad Branch</b>	
Maximum Speed	40
1.0 and 1.5	30
3.6 and 3.9	30
5.2 and 6.5	30
11.7 and 12.1	30
27.0 and 27.9	30
29.3 and 29.9	30
34.9 and 35.1	30
42.4 and 42.7	30
48.4 and 50.2	30
<b>Syracuse Branch</b>	
Maximum Speed	10
Clearfield	
Freeport Center Area	10
Freeport Center and Clearfield Wye Tracks	8
<b>Little Mountain Branch</b>	
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
<b>Hill Field Branch</b>	
Maximum Speed	15
<b>Between Mile Posts —</b>	
4.4 and 4.8	10

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



UTAH DIVISION OF TRANSPORTATION

UTAH DIVISION OF TRANSPORTATION



UNION PACIFIC RAILROAD  
**SOUTH CENTRAL DISTRICT  
 CALIFORNIA DIVISION**

SCALE OF MILES

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

CALIFORNIA DIVISION

CALIFORNIA DIVISION

CALIFORNIA DIVISION

WESTWARD			FIRST SUBDIVISION (PACIFIC TIME)	EASTWARD				
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 35 DAILY	Timetable No. 6			MILE POST	FIRST CLASS 36 DAILY	RULE 6(B)
			STATIONS					
9-1479		9.00AM	DN-R	LAS VEGAS	YL	334.3	A7.25PM	FPY
				CP 330		330.5		PX
				CP328		328.6		PX
9-1486	3403			BOULDER JCT.		327.4		PY
				CP 326		326.4		PX
9-1490	6480			ARDEN		322.4		PY
9-1491				BLUE DIAMOND SPUR		321.8		P
9-1498	6288			SLOAN		314.8		P
9-1504	5690			ERIE		309.3		P
9-1512	5730			LAN		301.3		P
9-1517	5791			BORAX		296.4		P
9-1526	6116			CALADA		287.6		P
9-1535	5774			NIPTON		277.5		P
9-1541	5769			MOORE		272.4		P
9-1545	5761			IVANPAH		267.4		P
9-1550	5760			BRANT		263.2		P
9-1555	6062			JOSHUA		257.9		P
9-1559	6271 6355		CTC	CIMA		254.0		PY
9-1563	5667			CHASE		250.4		P
9-1566	5723			ELORA		247.3		P
9-1570	5781			DAWES		243.3		P
9-1574	5788			HAYDEN		239.3		P
9-1577	9191 9191			KELSO		235.4		P
9-1587	5757			KERENS		226.1		P
9-1595	6100			SANDS (SPUR-E)		218.0		P
9-1601	5758			BALCH		211.6		P
9-1609	5765			CRUCERO		203.5		P
9-1616	6198			BASIN		197.0		P
9-1621	640			AFTON (SPUR-E)		191.8		P
9-1626	6116			DUNN		187.4		P
9-1631	5718			FIELD		182.3		P
9-1635	5771			MANIX		177.5		P
9-1645			TOOMEY		168.0		P	
			EAST YERMO	YL	163.9		PX	
			DN-R	CENTER YERMO	YL	162.0		FPY
				WEST YERMO	YL	160.5		P
				(171.2)				

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

**CLEARANCE REQUIREMENTS**

All trains must receive clearance at Yermo.

Conductors on run-through trains will register at Yermo with register ticket which must include all delays encountered, and train orders and clearances will be handed up to rear end crew by operator.

CALIFORNIA DIVISION  
SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH	
	P5GR	FRT
Maximum Speed		
Between 163.1 and 309.3	79	70
Between 309.3 and 334.3	79	60
Between Mile Posts —		
Yermo		
162.0 until engine has passed over hand operated switch (Center Yermo)	20	20
Toomey Running Track (Between East Yermo and Toomey)	40	40
Field		
186.1 and 188.4	70	60
Dunn		
188.4 and 191.8	55	45
191.8 and 194.1	50	40
194.1 and 196.2	55	45
230.9 and 231.2	70	60
Kelso		
246.5 and 246.7	45	45
251.3 and 254.4	45	45
Cima		
254.0 and 236.0		
Westward freight trains not required to use retainers per Special Rule 1042(RC)		25
Westward freight trains being controlled exclusively with dyanmic brake		35
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
319.7 and 321.1	65	55
Arden		
Las Vegas North Running Track (Between CP 326.0 and MP 332.6)	40	40
Las Vegas		
333.0 and 334.6	20	20
334.6 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. 6		MILE POST	FIRST CLASS 36 DAILY	RULE 6(B)
			STATIONS				
			EAST YERMO	YL	163.9		PX
			DN-R CENTER YERMO	YL	162.0		FPY
9-1650			WEST YERMO	YL	160.5		P
9-1654	s12.25PM		DAGGETT		158.5	s4.15PM	P
9-1663	A12.35PM		BARTOW		150.1	4.05PM	
9-1746			SAN BERNARDINO		67.3		
9-1749			COLTON		64.5		
			RIVERSIDE JCT.		58.1		P
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		MONTEBELLO		8.1		P
9-1806			DN EAST LOS ANGELES	YL	5.9		P
9-1809			R EAST YARD	YL	4.2		FPY
9-1810			DOWNEY 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)		(164.8)		

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 LAUPT 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 LAUPT CO. terminal limits 200 ft. west of ATSF Crossing (Mission Tower) trains and engines are governed by Operating Rules and Special Instructions of LAUPT.

Between Pasadena Jct. and Los Angeles movement of trains and engines are governed by interlocking signals.

### SPEED RESTRICTIONS — SECOND SUBDIVISION

LOCATION	MPH	
	PSGR	FRT
Maximum Speed Between 0.0 and 58.1	79	60
158.5 and 163.1	79	60
Between Mile Posts — Los Angeles Union Passenger Terminal Los Angeles River Bridge and MP 0.0	15	15
5.7 and 58.1 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 7.7	20	20
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 53.4	85	55
Streeter 53.4 and 55.4	50	50
55.4 and 57.0	45	45
Riverside 57.0 and 58.1	20	20
Daggett 158.8 and 159.0	30	30
Yermo 162.0 until engine has passed over hand operated switch (Center Yermo)	20	20

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

### CALIFORNIA DIVISION BRANCHES

WESTWARD		SAN PEDRO BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6			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	R	PARAMOUNT	YL	12.5	
295-11			RIOCO	YL	13.8	
295-12			DOUGLAS JCT.	YL	14.6	
			SP CROSSING	YL	17.4	A
295-15			CARSON	YL	17.7	
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)			

Maintenance of Way Rule 99(J) does not apply.

#### SPEED RESTRICTIONS

LOCATION	MPH
<b>San Pedro Branch</b>	
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  
 Boulder City Branch

WESTWARD		ANAHEIM BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6			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 — ANAHEIM BRANCH

LOCATION	MPH
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. 6		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. 6		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. 6		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. 6		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. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
9-1486		BOULDER JCT.	YL	0.0	PY
288-10	2527	HENDERSON	YL	9.9	
288-22		BOULDER CITY	YL	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
<b>Crestmore Branch</b>	
Maximum Speed	10
<b>Glendale Branch</b>	
Maximum Speed	20
3.06 and 4.2	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.	
<b>Lakewood Branch</b>	
Maximum Speed	20
MP 0.6 (Over Del Amo Blvd.)	10
MP 2.5 (Over Wardlow Road)	10
<b>Pasadena Branch</b>	
Maximum Speed	20
MP 1.6 and 2.7	5
<b>Boulder City Branch</b>	
Maximum Speed	20
Between Mile Posts — East and West Leg Wye	15

CALIFORNIA DIVISION

CALIFORNIA DIVISION

# NORTHWESTERN DISTRICT

**M. E. MERRITT**  
General Manager

**J. R. FERNEY**  
General Supt. Transportation

**L. B. MASKILL**  
General Superintendent

## IDAHO DIVISION

<b>A. L. O'NEILL</b>	Superintendent	<b>Pocatello, Idaho</b>
P. C. WYATT	Assistant Superintendent	Pocatello, Idaho
L. J. SCHREIBER	Terminal Superintendent	Pocatello, Idaho
R. V. DOYLE	Assistant Terminal Superintendent	Pocatello, Idaho
T. K. SHUMWAY	Terminal Trainmaster	Pocatello, Idaho
G. HALL	Terminal Trainmaster	Pocatello, Idaho
D. L. LEWIS	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. G. TRANSTRUM	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
T. W. GOUGH	Road Foreman-Assistant Trainmaster	Pocatello, Idaho
G. W. MIDDLETON	Road Foreman-Assistant Trainmaster	Pocatello, Idaho
D. L. WRIGHT	Terminal Trainmaster	Nampa, Idaho
M. W. WALL	Road Foreman-Assistant Trainmaster	Nampa, Idaho
L. A. HOFFER	Road Foreman-Assistant Trainmaster	Nampa, Idaho
J. G. SEWELL	Asst. 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
H. W. BAKER	Manager-Operating Rules	Pocatello, Idaho

### Assistant Chief Dispatchers

T. J. CARNEY	Pocatello, Idaho
A. E. O'BRIEN	Pocatello, Idaho
H. E. GREEN	Pocatello, Idaho
L. E. LYCAN	Pocatello, Idaho
M. M. CAVERHILL	Pocatello, Idaho
W. D. HILL	Pocatello, Idaho
W. ALLEY	Pocatello, Idaho
J. S. RIGBY	Pocatello, Idaho
W. D. BURGEL	Pocatello, Idaho

## OREGON DIVISION

<b>F. BEALER</b>	Superintendent	<b>Albina, Oregon</b>
J. L. VERHAAL	Assistant Superintendent	Albina, Oregon
M. O. DODGE	Superintendent Northern Terminals	Argo, Washington
S. R. COLOSSO	Terminal Superintendent	Argo, Washington
B. E. STANGER	Assistant Terminal Superintendent	Argo, Washington
K. W. PRIDACHUK	Terminal Trainmaster	Argo, Washington
J. M. FREEMAN	Terminal Superintendent	Tacoma, Wash.
R. E. RILEY	Terminal Superintendent	Albina, Oregon
C. F. PARSONS	Assistant Terminal Superintendent	Albina, Oregon
B. V. LAUGHLIN	Trainmaster	Albina, Oregon
R. MOORE	Trainmaster	Albina, Oregon
C. L. TAYLOR	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
D. L. JONES	Terminal Trainmaster	Albina, Oregon
V. J. HOES	Terminal Trainmaster	Tacoma, Wash.
K. R. McCARTY	Trainmaster	Spokane, Wash.
E. E. HERRICK	Terminal Trainmaster	Spokane, Wash.
K. E. DURANT	Trainmaster	Spokane, Wash.
T. E. SIMON	Terminal Superintendent	Hinkle, Oregon
L. R. MARSHALL	Assistant Terminal Superintendent	Hinkle, Oregon
D. C. DODGE	Terminal Trainmaster	Hinkle, Oregon
T. S. ELLIOTT	Terminal Trainmaster	Hinkle, Oregon
L. J. FROST	Terminal Trainmaster	Hinkle, Oregon
D. J. DUFFY	Trainmaster	Hinkle, Oregon
D. D. CLIFFORD	Terminal Trainmaster	The Dalles, Oregon
P. N. MARTIN	Trainmaster	La Grande, Oregon
M. L. GRIFFIN	Trainmaster	La Grande, Oregon
L. D. DAHLIN	Road Foreman-Assistant Trainmaster	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-Assistant 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, Wash.
J. L. SLANE	Manager of Safety	Albina, Oregon
R. A. DAVIS	Division Chief Train Dispatcher	Albina, Oregon
L. L. McCORMICK	Chief Train Dispatcher	Albina, Oregon
M. S. BARKDULL	Manager-Operating Rules	Spokane, Wash.

### Assistant Chief Dispatchers

G. M. NONNE	Albina, Oregon
C. L. VOEGELE	Albina, Oregon
E. J. BOEHM	Albina, Oregon
R. L. BRANDT	Albina, Oregon
R. G. SPJUT	Albina, Oregon
O. G. ADAMS	Albina, Oregon
D. L. LEE	Albina, Oregon
S. E. CROWN	Albina, Oregon
M. B. BURNETT	Albina, Oregon

Union Pacific Operating Rules govern on the following:  
Idaho Division

Oregon Division — First, Second, Third, Fourth and Sixth Subdivisions.

Consolidated Code of Operating Rules govern on the following:

Oregon Division — Fifth Subdivision.

Olympia and Grays Harbor 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	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
Pocatello	Switchmen's Locker Room, Day St.
Rupert	Telegraph Office
Soda Springs	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:

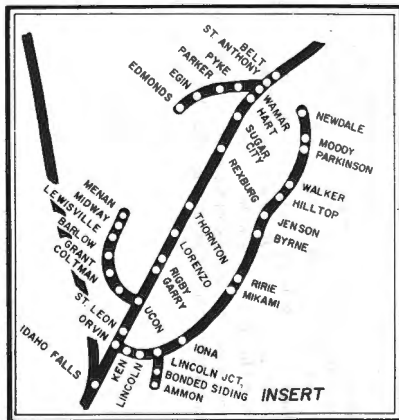
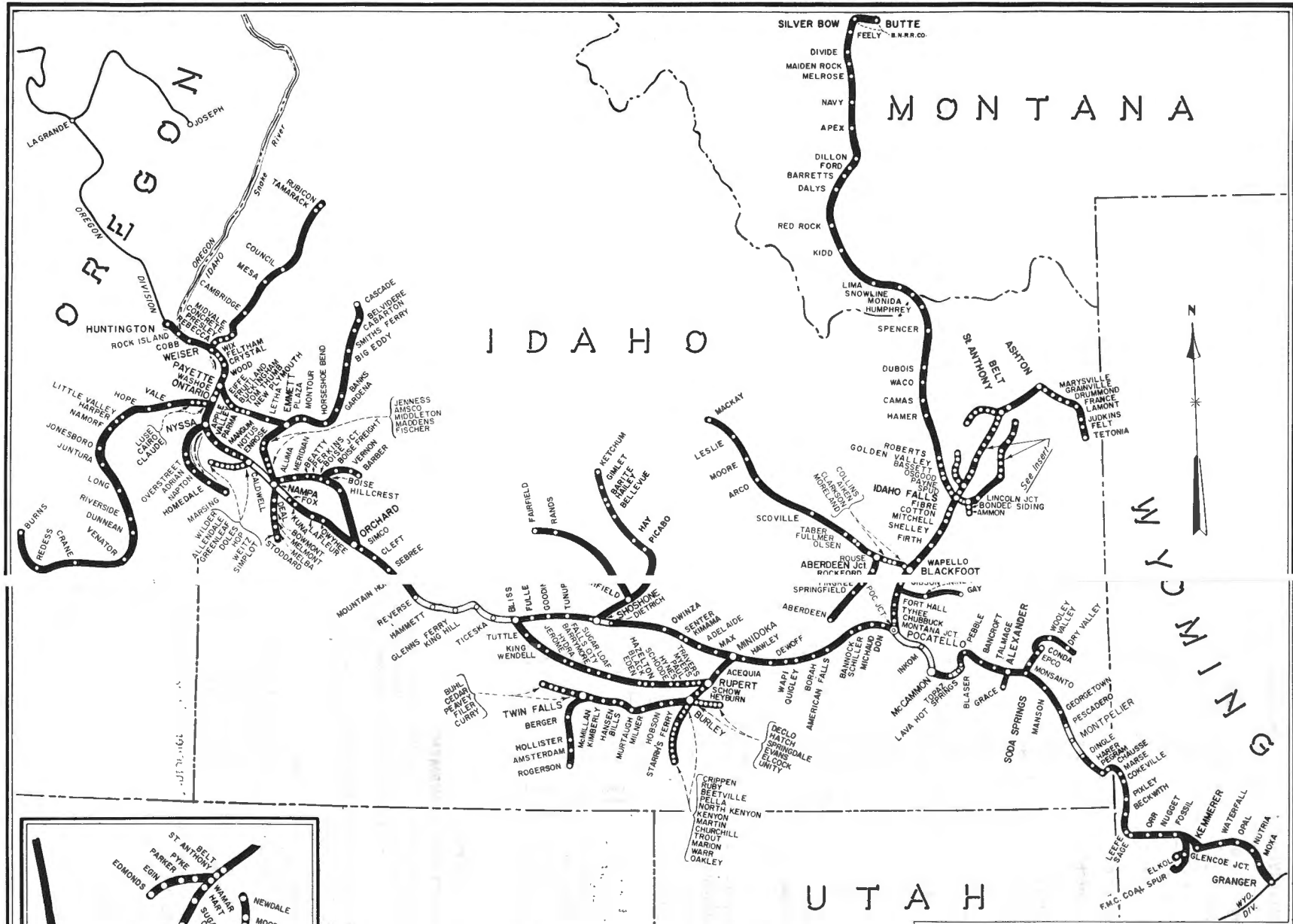
- |  |  |
|--|--|
| A— automatic interlocking;                             | P— dispatchers telephone;                                  |
| B— bulletins — general orders;                         | Q— radio installation;                                     |
| C— continuous office;                   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

#### Idaho Division Mileage

Main Track .....	800.7
Branches .....	<u>1125.9</u>
Total .....	1926.6

#### Oregon Division Mileage

Main Track .....	764.2
Branches .....	<u>946.0</u>
Total .....	1710.2



UNION PACIFIC RAILROAD  
NORTHWESTERN DISTRICT  
IDAHO DIVISION  
SCALE OF MILES

0 5 10 20 30 40 50

OFFICE OF CHIEF ENGINEER - OMAHA, NEBR.  
C.E. DRAWING NO. 82742

IDAHO DIVISION

WESTWARD			FIRST SUBDIVISION	EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	Timetable No. 6			
			STATIONS	MILE POST	RULE 6(B)	
847	7260		GRANGER	0.0	PY	
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	6567 7867		D-R KEMMERER	39.9	P	
898	7329		FOSSIL	48.0	P	
903	7374		NUGGET	53.3	P	
907	7352		ORR	59.4	P	
910	4712		SAGE	63.0	P	
912	11783		LEEFE	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			D-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		D-R SODA SPRINGS	146.2	PY	
999	7297		ALEXANDER	151.2	P	
1003	7426		TALMAGE	156.7	P	
1009	7112 9050		BANCROFT	162.0	P	
1018	7337		PEBBLE	170.3	P	
1025			BLASER	177.0	P	
1027	1600		LAVA HOT SPRINGS	180.5	PX	
1032			TOPAZ	186.0	P	
1038		2.30AM	D McCAMMON	191.3	A4.25AM PXY	
1049	5777		INKOM	201.7	PX	
1061		A2.55AM	DN-R POCATELLO	214.2	4.00AM FPT XY	
			(214.2)			

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

CLEARANCE AND REGISTER REQUIREMENTS

Trains enroute to Utah Division at McCammon must receive Utah Division clearance, in addition to Idaho Division clearance at Pocatello, and must identify opposing trains between Pocatello 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 Kemmerer, Montpelier or Soda Springs need register or receive clearance at these locations.

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
0.0 and 0.8	40	40	Manson		
Opal			138.7 and 139.3	60	50
When switching east end El Paso tracks		5	141.0 and 141.9	55	45
28.7 and 29.6	70	60	142.4 and 143.4	65	55
31.3 and 32.3	50	40	Soda Springs		
33.0 and 33.1	70	60	143.7 and 146.3	45	45
Waterfall			148.0 and 148.3	70	60
34.6 and 34.8	60	50	Alexander		
35.5 and 40.8	40	35	152.1 and 152.4	60	50
Kemmerer			Bancroft		
42.3 and 44.6	65	55	163.5 and 164.7	70	60
Nuggett			167.5 and 168.1	65	60
54.5 and 55.8	40	30	168.9 and 169.3	60	50
55.9 and 57.8	40	35	Pebble		
58.0 and 61.2	70	60	171.2 and 171.7	60	50
63.6 and 65.4	60	50	171.9 and 174.7	65	55
66.5 and 68.2	65	55	176.3 and 176.7	70	60
Cokeville			Blaser		
87.4 and 87.7	60	50	177.4 and 178.5	55	45
92.9 and 93.1	60	50	179.0 and 180.0	45	35
Chausse			Lava Hot Springs		
96.7 and 96.9	70	60	180.0 and 181.7	65	55
98.3 and 99.2	60	50	181.8 and 183.1	55	45
99.5 and 99.7	65	55	183.2 and 184.8	65	55
102.6 and 104.8	60	50	185.5 and 187.9	35	35
105.2 and 105.4	70	60	188.2 and 190.2	60	50
Pescadero			McCammion		
120.6 and 123.4	60	50	192.1 and 192.7	60	50
125.2 and 126.7	60	50	195.0 and 195.3	60	50
Georgetown			197.7 and 200.0	65	55
127.6 and 130.1	60	50	200.0 and 201.0	60	50
			Inkom		
			202.3 and 202.6	60	50

No. 20 turnouts are located at:

Granger  
Dingle

Pescadero  
East Blaser

Topaz  
East McCammon

IDAHO DIVISION

WESTWARD			SECOND SUBDIVISION		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	Timetable No. 6		MILE POST	FIRST CLASS 25 DAILY	RULE 6(B)
			STATIONS				
1061		3.05AM	ABS	DN-R POCATELLO YL	214.2	A3.30AM	FPT XY
				POCATELLO JCT. YL	216.3		PX
1067			CTC	DON	220.0		PX
1071	C7645			MICHAUD	224.4		P
1074	2869			SCHILLER (SPUR-W)	226.5		P
1077	8267			BANNOCK	230.1		P
1086	7104			D AMERICAN FALLS	238.7		P
1090	6053			BORAH	242.3		P
1097	8258			QUIGLEY	250.0		P
1103	5952			WAPI	256.0		P
1107	8280			DEWOFF	260.3		P
1115	5980			HAWLEY	267.4		P
1120	13190		D MINIDOKA	272.6		PY	
1123	5848		MAX	276.8		P	
1132	8273		ADELAIDE	284.6		P	
1136	5965		KIMAMA	289.8		P	
1143	5976		SENER	295.5		P	
1151	8359		OWINZA	303.1		P	
1161	900		DIETRICH	314.7		P	
1169	12870	s4.50	D SHOSHONE	321.8	s1.57	PXY	
1178	8269		TUNUPA	330.5		P	
1185	3150 8232		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		A5.35AM	D-R GLENNS FERRY	374.0	1.07AM	PX	

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

CLEARANCE AND REGISTER REQUIREMENTS

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

SPEED RESTRICTIONS — IDAHO SECOND SUBDIVISION

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

No. 20 turnouts are located at:

Michaud

Dietrich

Ticeska

IDAHO DIVISION

WESTWARD			THIRD SUBDIVISION		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	Timetable No. 6		MILE POST	FIRST CLASS 25 DAILY	RULE 6(B)
			STATIONS				
1221		5.35AM	CTC	D-R GLENNS FERRY	374.0	A1.07AM	PX
1230	C8399			HAMMETT	382.7		P
1240	C8341			REVERSE	393.3		P
1249	8234			D MOUNTAIN HOME	401.8		PY
1255	8251			SEBREE	408.2		P
1260	8242			CLEFT	413.7		P
1266	895			SIMCO (SPUR-W)	419.1		P
1270	9349	6.20		ORCHARD	423.6	12.28AM	P
1282	8240			OWYHEE	435.2		P
1286	1020			LA FLEUER (SPUR-W)	438.9		P
1294	8053		KUNA	446.4		P	
1297			FOX	448.8		P	
1304		s7.40AM	CTC	DN-R NAMPA	456.8	s11.10PM	FPT XY
1313				D CALDWELL	465.7		P
1316	6014			ENROSE	469.2		P
1320	8292			NOTUS	472.6		P
1324	1155			MANGUM	476.4		P
1328	8261			D PARMA	480.4		P
1333	1210			APPLE VALLEY	486.1		P
1336	8717			DN NYSSA	488.5		PY
1346	8311 8440	s8.20		D ONTARIO	498.9	s10.30	PY
1348	1485			WASHOE (SPUR-W)	501.1		P
1350	8100		D PAYETTE	502.7		P	
1353	495		WOOD (SPUR-W)	506.4		P	
1357	8256		CRYSTAL	509.6		P	
1360	1100		FELTHAM	512.9		P	
1362	660		WIX	514.2		P	
1363	8070 8246		D WEISER	516.1		PY	
1373	7974		COBB	526.1		P	
1381	8242		ROCK ISLAND	532.8		P	
1386	8295	A9.00AM	D-R HUNTINGTON	538.8	9.45PM	P	

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

Clearance and Register Requirements — See Next Page.

# IDAHO DIVISION

## SPEED RESTRICTIONS — IDAHO THIRD SUBDIVISION

LOCATION	MPH		LOCATION	MPH	
	PSGR	FRT		PSGR	FRT
Maximum speed	70	70	Nyssa		
Glenns Ferry Over Commercial Street crossing MP 374.1	20	20	Over public crossing 489.1	60	60
Between Mile Posts — 376.5 and 377.6	60	50	Ontario		
Hammett			Public crossings 498.7 and 498.8	55	55
384.9 and 390.7	60	50	Tokyo 1 and 2. East team and East Ware- house Tracks over 5th and 6th Avenue crossing.	5	5
Mountain Home			Payette		
Over public crossings 400.75 and 402.25	45	45	Public crossings 502.6 and 503.2	60	60
Kuna			Crystal		
447.3 and 450.8	70	60	When using turn out East end.	15	15
454.7 and 456.0			Weiser		
No. 1 track	65	55	515.8 and 516.4	60	60
No. 2 track	40	40	523.2 and 524.9	70	60
Fox			524.9 and 528.1	60	50
448.8 and 454.7	50	50	529.4 and 535.5	70	60
No. 2 track			535.5 and 536.9	55	45
Nampa			536.9 and 539.0	40	30
456.0 and 457.1	35	35	Huntington		
No. 1 track			Between Oregon Division Mile Posts —		
456.0 and 458.0			389.9 and 388.5	45	40
No. 2 track	20	20	Huntington — Thru siding	15	15
458.0 and 464.8	50	50			
No. 2 track					
Caldwell					
465.0 and 466.0	50	50			
Parma					
Public crossings					
481.0 and 481.3	50	50			

No. 20 turnouts are located at:  
Reverse Fox Caldwell

### 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.

# IDAHO DIVISION

WESTWARD			FOURTH SUBDIVISION		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	SECOND CLASS 277 DAILY	Timetable No. 6		MILE POST	SECOND CLASS 278 DAILY	RULE 6(B)
			STATIONS				
1061				POCATELLO JCT. YL	135.1		P
		11.01AM		MONTANA JCT. YL	136.7	A8.10AM	P
99-138	1265			CHUBBUCK (SPUR E-W)	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		WAPELLO	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	12.10PM		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	
99-195				OSGOOD (SPUR-W)	195.0		
99-197	2585	12.43		BASSETT	196.5	6.19	
99-199	1320			GOLDEN VALLEY (SPUR-E) (SPUR-W)	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		SPENCER	248.5	5.12	
99-258	5595	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	7990	2.45		LIMA	280.5	4.15	
99-294	2310	3.07		KIDD	294.0	3.51	
99-303	7370	3.17		RED ROCK	301.8	3.41	
99-320	7590	3.43		BARRETTTS	320.2	3.15	
99-322	1265			FORD	322.2		
99-328	7095	4.05	DN-R	DILLON YL	328.0	3.01	P
99-340	2145	4.22		APEX	340.3	2.15	
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		FEELY	380.6	12.50	
99-390	3010	A6.10PM	DN-R	SILVER BOW YL	390.0	12.30AM	PY
99-397		A7.01PM	D	BUTTE YL	397.0	12.01AM	P
				(261.9)			

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

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

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

### CLEARANCE REQUIREMENTS

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

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

**IDAHO DIVISION**  
**SPEED RESTRICTIONS — FOURTH SUBDIVISION**

LOCATION	MPH	LOCATION	MPH
Maximum speed		Spencer	
Between Pocatello Jct. and Idaho Falls	60	247.9 and 251.0	45
Between Idaho Falls and Silver Bow	49	251.0 and 251.4	35
Between Mile Posts — Pocatello Jct. 135.1 and 136.7	25	252.7 and 254.9	25
Tyhee 142.3 and 143.5	50	254.9 and 257.6	20
152.6 and 152.9	50	Humphrey 258.3 and 259.2	30
Blackfoot Over public crossings 157.3 and 158.8	20	262.9 and 267.6	30
Firth Public crossing 169.5	35	Monida 269.7 and 269.9	35
Shelley Over public crossings 175.0 and 176.0	30	271.0 and 271.8	35
Idaho Falls Over public crossings 182.5 and 185.5	25	Snowline 277.4 and 279.7	30
185.5 and 185.9	10	Lima Over public crossings 279.7 and 280.3	15
187.4 and 188.6	35	Red Rock 309.2 and 310.2	30
190.7 and 191.0	40	315.9 and 318.7	30
Roberts 205.4 and 206.1	45	Dillon 336.4 and 342.7	45
208.4 and 210.2	45	Apex 342.7 and 346.3	25
213.7 and 214.0	45	347.9 and 348.2	40
Hamer 218.3 and 218.5	45	Navy 351.0 and 354.4	30
Dubois 235.6 and 236.7	35	357.2 and 357.7	45
237.8 and 238.0	45	Melrose 361.7 and 368.2	20
239.1 and 239.3	45	Divide 373.5 and 382.3	30
244.4 and 246.7	35	382.3 and 383.7	25
		383.7 and 388.1	30

**IDAHO DIVISION — First Subdivision Branches**

WESTWARD		CUMBERLAND BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
887	7477 7867	DN-R	KEMMERER YL	0.0	P
227-05	2475		5.3 GLENCOE JCT. YL	5.3	
			FMC COAL SPUR YL	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 Maximum speed	20
Between Mile Posts — 0.0 and 0.3	15	10.0 and 10.9	10
4.9 and 5.6	15		

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

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

**SPEED RESTRICTION — 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	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
999	7297		ALEXANDER YL	0.0	P
235-06	770		6.0 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		

**IDAHO DIVISION — First Subdivision Branches**

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

Conda Branch yard limits are continuous from 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	Timetable No. 6			MILE POST	RULE 6(B)
	FEET	STATIONS				
360-06	9873		EPCO	YL	0.0	
370-12			WOOLEY VALLEY		11.7	
370-18			DRY VALLEY		18.4	Y
			(18.4)			

**SPEED RESTRICTIONS — DRY VALLEY BRANCH**

LOCATION	MPH	LOCATION	MPH
Maximum speed	25	Between Mile Posts — 0.0 and 1.0	15
EpcO		3.5 and 4.9	15
Mountain Fuel Track No. 1	5	17.5 and 18.4	5
Center Load Track above rollover dumper	5		

**TRAIN MOVEMENTS**

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

**IDAHO DIVISION — Second Subdivision Branches**

WESTWARD		TWIN FALLS BRANCH			EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6			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		STARRH'S FERRY	YL	26.0	
236-28	1265		HOBSON (SPUR-E)		28.5	
236-34	2750		MILNER		33.6	
236-41	3355		MURTAUGH		41.8	
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)			

Maintenance of Way Rule 99(J) does not apply.

**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. 6			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 — Second Subdivision Branches**

WESTWARD		KETCHUM BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
1169		D-R	SHOSHONE YL	0.0	PY
242-15	1815		15.1 RICHFIELD	15.1	Y
242-37	2750		22.1 PICABO	37.2	
242-42	275		4.6 HAY	41.8	
242-52	1430		10.3 BELLEVUE	52.1	
242-57	825		4.9 HAILEY	57.0	
242-60	1045		3.0 BARITE	60.0	
242-63	1485		3.2 GIMLET (SPUR-E)	63.2	
242-70	1430		6.2 KETCHUM	69.4	
			(69.4)		

**SPEED RESTRICTIONS — KETCHUM BRANCH**

LOCATION	MPH	LOCATION	MPH
Maximum speed	40	Hailey over public crossing MP 56.6	10
Between Mile Posts — 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. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
242-15	1815		RICHFIELD	0.0	Y
243-37	330		36.8 RANDS	36.8	
243-44	1980		7.2 FAIRFIELD	44.0	
			(44.5)	44.5	

**SPEED RESTRICTIONS — HILL CITY BRANCH**

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

**IDAHO DIVISION — Second Subdivision Branches**

WESTWARD		OAKLEY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
236-22	2750	DN-R	BURLEY YL	0.0	PY
237-02	320		2.1 CRIPPEN (SPUR-E)	2.1	
237-03	110		1.0 RUBY (SPUR-W)	3.1	
237-04	1320		1.2 BEETVILLE	4.3	
237-05	1100		0.9 PELLA	5.2	
237-08	3080		2.9 NORTH KENYON	8.1	
237-10	440		1.5 KENYON	9.6	
237-12	296		1.9 MARTIN (SPUR-E)	11.5	
237-14	495		2.0 CHURCHILL	13.5	
237-16	1100		2.8 TROUT	16.3	
237-18	385		1.5 MARION	17.8	
237-19	1155		1.2 WARR	19.0	
237-22	935		2.8 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. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
236-14	9185	DN-R	RUPERT YL	0.0	PY
238-04	825		3.5 TRAVERS YL	3.5	
238-05	7865		0.9 MYERS YL	4.4	
238-06	1705		1.3 PAUL YL	5.7	
238-11	825		5.7 HYNES	11.4	
238-16	2530		4.5 SCHODDE	15.9	
238-24	1045		8.1 HAZELTON	24.0	
238-27	1320		2.9 BLACK	26.9	
238-28	970		1.2 EDEN	28.1	
238-38	550		10.2 SUGAR LOAF	38.3	
238-41	1155		2.3 FALLS CITY	40.6	
238-43	495		1.9 BARRYMORE	42.5	
238-46	330		3.3 HYDRA	45.8	
238-48	2530	D	2.1 JEROME	47.9	PY
238-57	2530		8.8 WENDELL	56.7	
238-58	825		1.4 KING	58.1	
238-66	430		8.1 TUTTLE	66.2	
1198	5845		6.7 BLISS	72.9	PY
			(72.9)		

Maintenance of Way Rule 99(J) does not apply.

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 — Second Subdivision Branches**

WESTWARD		WELLS BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		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 — Third Subdivision Cut-Off**

WESTWARD			BOISE CUT-OFF		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	FIRST CLASS 25 DAILY	Timetable No. 6		MILE POST	FIRST CLASS 25 DAILY	RULE 6(B)
	FEET		STATIONS				
1270	9349	6.20AM		ORCHARD	B423.5	A12.28AM	P
8-1292	660	6.50		HILLCREST	B445.2	11.57	P
8-1296		7.00		BOISE YL	B448.6	11.50	PY
8-1298				BOISE JCT.	B450.9		P
8-1299	1430			PERKINS	B451.5		P
8-1302	1375			BEATTY	B454.9		P
8-1305	3850	7.14	D	MERIDIAN	B457.5	11.25	P
8-1311				ALUMA (SPUR-W)	B462.8		
1304		A7.40AM	DN-R	NAMPA YL	B467.8	11.10PM	FP TY
				(44.3)			

**CLEARANCE REQUIREMENTS**

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

**SPEED RESTRICTIONS — BOISE CUT-OFF**

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

**IDAHO DIVISION — Third Subdivision Branches**

WESTWARD		IDAHO NORTHERN BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
1304		DN-R	NAMPA YL	0.0	FPTY
24-003	2310		FISCHER YL	2.6	P
24-006	275		MADDENS	6.1	
24-009	660		MIDDLETON	9.4	
24-014	550		AMSCO	13.6	
24-019	715		JENNESS	18.8	
24-027	4510	D-R	EMMETT YL	26.9	PY
24-032	1980		PLAZA	31.8	
24-041	2035		MONTOUR	41.0	
24-050	1485	D	HORSESHOE BEND YL	49.7	P
24-055	1485		GARDENA	54.9	
24-064	1650		BANKS	63.9	
24-075			BIG EDDY (SPUR-E)	75.2	
24-083	1430		SMITHS FERRY	82.7	PY
24-093	715		CABARTON	92.7	
24-096	1485		BELVIDERE	95.3	
24-099	1485	D	CASCADE YL	99.1	PY
			(99.7)		

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	37.4 and 38.7	15
Between Mile Posts — 0.2 and 0.4	15	38.7 and 40.3	30
8.7 and 8.8	25	44.1 and 45.7	35
13.8 and 14.8	30	45.7 and 49.1	25
18.9 and 22.4	15	50.3 and 53.0	20
Trains handling high cars between Jenness and MP 22.4	12	53.0 and 60.0	15
Emmett, over street crossings	12	60.0 and 64.0	20
31.2 and 33.2	25	64.0 and 81.0	15
33.2 and 37.4	20	83.1 and 92.5	20
		92.5 and 98.1	30

**IDAHO DIVISION — Third Subdivision Branches**

WESTWARD		PAYETTE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		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 — 0.0 and 0.7	10	9.6 and 9.8	25
1.1 and 4.9	25	10.6 and 10.8	25
6.5 and 6.7	25	13.7 and 13.9	35
		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. 6		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	Y
244-84	2035		2.3 RUBICON YL	84.1	Y
(84.5)					

**SPEED RESTRICTIONS — NEW MEADOWS BRANCH**

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

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

**IDAHO DIVISION — Third Subdivision Branches**

WESTWARD		OREGON EASTERN BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
1346	8440	D	ONTARIO YL	0.0	PY
25-003	385		2.7 CLAUDE (SPUR-W) YL	2.7	
25-004	660		1.0 CAIRO YL	3.7	
25-007	1760		3.2 LUSE	6.9	
25-016	6325		8.6 VALE	15.5	
25-024	2145		8.0 HOPE	23.5	
25-035	2420		11.3 LITTLE VALLEY	34.8	
25-042	2475		7.2 HARPER	42.0	
25-051	2365		9.3 NAMORF	51.3	
25-062	1265		10.9 JONESBORO	62.2	
25-074	2475		11.4 JUNTURA	73.6	Y
25-087	2365		13.0 LONG	86.6	
25-093	2310		6.2 RIVERSIDE	92.8	
25-103	1430		10.0 DUNNEAN	102.8	
25-110	1375		7.4 VENATOR	110.2	
25-127	1430		16.4 CRANE	126.6	
25-144	1430		16.9 REDESS	143.5	
25-157	1155	D-R	13.3 BURNS YL	156.8	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 — 20.0 and 27.8	30	70.3 and 71.2	20
27.8 and 28.6	25	71.2 and 72.2	30
29.5 and 33.8	20	74.9 and 77.0	30
36.8 and 38.1	20	78.6 and 89.3	25
47.5 and 48.2	35	89.3 and 91.1	35
48.2 and 50.8	30	95.1 and 97.4	30
50.8 and 52.2	25	102.0 and 106.8	20
53.7 and 59.3	25	106.8 and 118.6	25
59.3 and 61.4	30	118.6 and 122.4	20
63.9 and 65.1	30	122.4 and 140.5	30
		145.5 and 155.0	30

WESTWARD		STODDARD BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
1304		DN-R	NAMPA YL	0.0	FPTY
246-04	825		4.5 DEAL YL	4.5	
246-09	2090		4.4 BOWMONT YL	8.9	
246-12	330		2.7 MELMONT (SPUR-E) YL	11.6	
246-15	1320		3.0 MELBA YL	14.6	
146-17	2530		2.4 STODDARD YL	17.0	
(17.0)					

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

**IDAHO DIVISION — Third Subdivision Branches**

**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.

WESTWARD		HOMEDALE BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		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. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
1313		D-R	CALDWELL YL	0.0	P
247-03	1870		SIMPLLOT 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. 6		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
Maximum speed	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 — Fourth Subdivision Branches**

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

WESTWARD		GOSHEN BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		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)		

MP 0.06 to MP 17.53 — side track

**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. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
256-07			ABERDEEN JCT.	0.0	
259-04	1485		ROCKFORD	4.1	
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)		

**IDAHO DIVISION — Fourth Subdivision Branches**

**SPEED RESTRICTIONS — ABERDEEN BRANCH**

LOCATION	MPH	LOCATION	MPH
Maximum speed	25	Cars exceeding gross weight of 240,000 pounds but not exceeding 263,000 lbs.	15

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

WESTWARD			YELLOWSTONE BRANCH			EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	SECOND CLASS 477	STATIONS	MILE POST	SECOND CLASS 478	RULE 6(B)		
		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			
26-026	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	A8.10AM	D-R ASHTON YL	51.0	2.20PM	PY		
			(51.0)					

Maintenance of Way Rule 99(J) does not apply.

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
Maximum speed	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 — Fourth Subdivision Branches**

WESTWARD		EAST BELT BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		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
			(38.0)		

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		

WESTWARD		WEST BELT BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
26-008	2805		UCON YL	0.0	P
262-03	880		COLTMAN (SPUR-E) YL	2.6	
262-05	825		GRANT (SPUR-E) YL	4.6	
262-07	770		BARLOW YL	6.8	
262-09	1045		LEWISVILLE YL	8.7	
262-10	880		MIDWAY YL	9.6	
262-11	1815	D	MENAN YL	10.4	

Trackage retired between Menan MP 10.8 and Edmonds MP 26.5

262-27	825		EDMONDS YL	26.7	
262-29	495		EGIN YL	29.2	
262-34	880		PARKER YL	33.3	
262-35	220		PYKE (SPUR-E) YL	35.2	
26-037	5225	D	ST. ANTHONY YL	38.5	PY
			(22.8)		

IDAHO DIVISION — Fourth Subdivision Branches

SPEED RESTRICTIONS — WEST BELT BRANCH

LOCATION	MPH	LOCATION	MPH
Maximum speed	20	2.7 and 3.0	20
Cars exceeding gross weight of 240,000 pounds but not exceeding 263,000 lbs.	15	8.5 and 8.7	20
		35.2 and St. Anthony	20
Between Mile Posts — 0.0 and 0.3	20	Highway Crossing 37.44	5

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

WESTWARD		MACKAY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
99-158	3685	DN-R	BLACKFOOT YL	0.0	PY
256-02	4675		COLLINS YL	2.9	
256-03	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

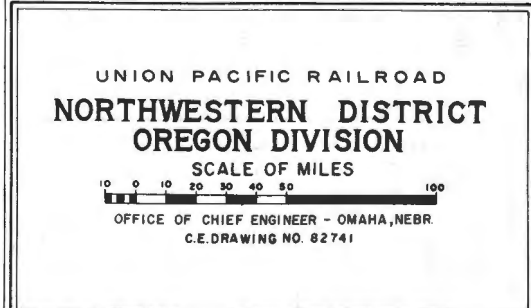
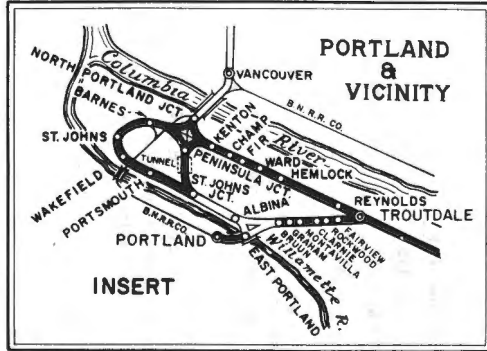
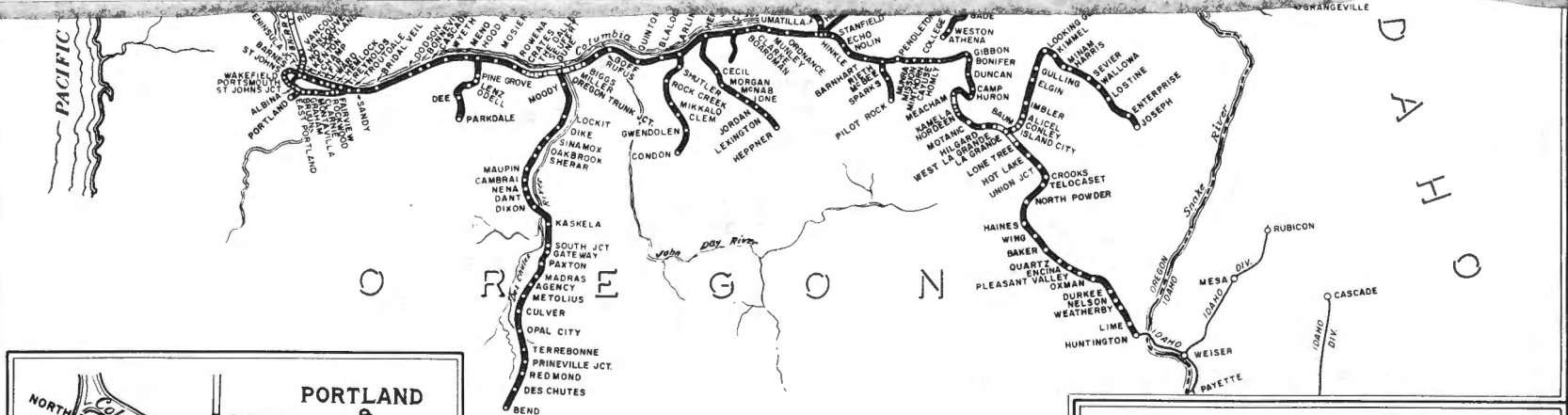
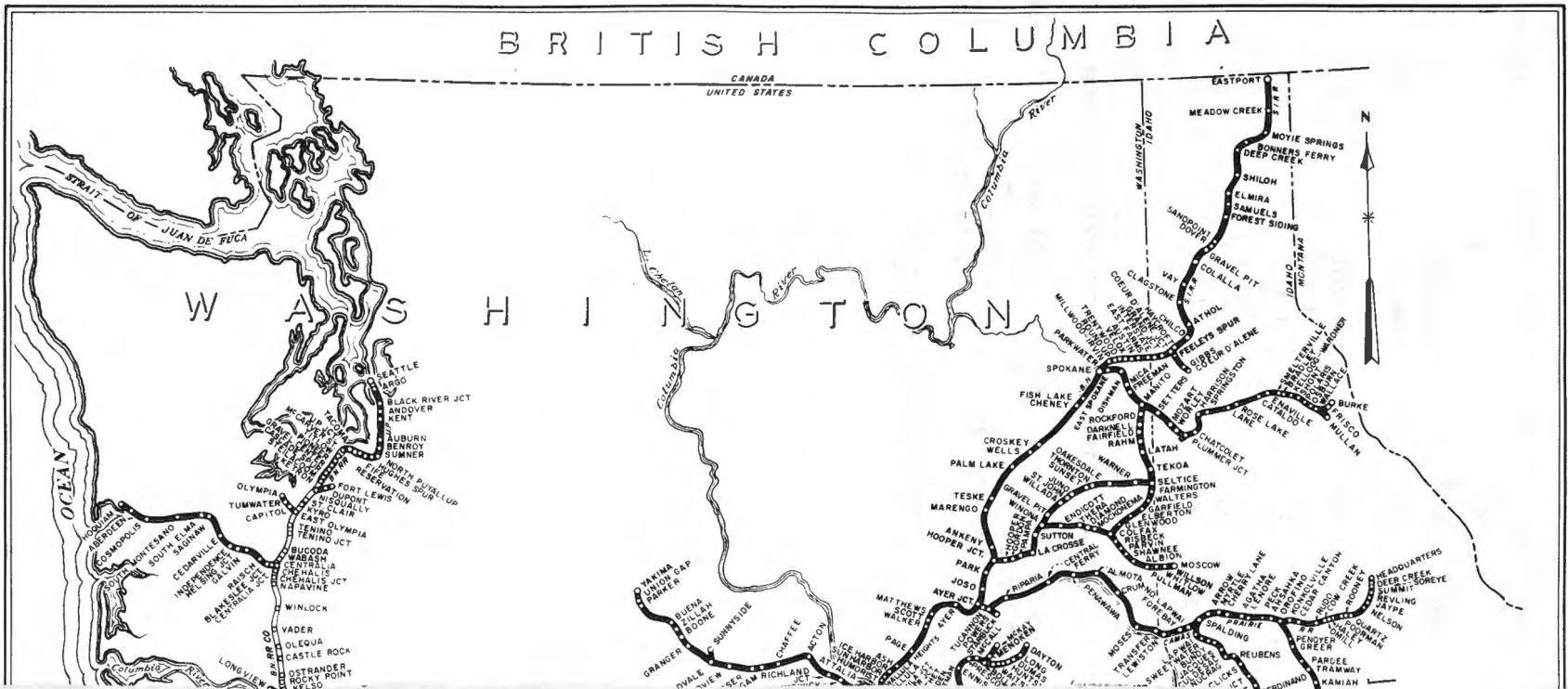
IDAHO DIVISION — Fourth Subdivision Branches

WESTWARD		TETON VALLEY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		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		TETONIA	30.3	PY
			(30.8)		

SPEED RESTRICTIONS — TETON VALLEY BRANCH

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

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



**OREGON DIVISION**

WESTWARD			FIRST SUBDIVISION (MOUNTAIN TIME)		EASTWARD			
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	Timetable No. 6			MILE POST	FIRST CLASS 25 DAILY	RULE 6(B)
			STATIONS					
1386	8295	9.01AM	D-R	HUNTINGTON	389.8	A9.45PM	P	
1391	5215			LIME	384.3		P	
1398	8510			WEATHERBY	377.4		P	
1403	2875			NELSON	372.6		P	
1407	9960			DURKEE	368.7		P	
1414	8339			OXMAN	361.3		P	
1420	6535			PLEASANT VALLEY	355.2		P	
1424	10245			ENCINA	351.9		P	
1428	5270			QUARTZ	347.5		P	
1434	10495	s10.20	D	BAKER	341.8	s8.35	PY	
1438	5190			WING	337.7		P	
1444	8633			HAINES	332.2		P	
1453	8460			NORTH POWDER	322.3		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		P	
1486		A11.50AM	DN-R	LA GRANDE	290.1	7.35PM	FPTY	
				(99.7)				

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

**SPEED RESTRICTIONS — FIRST SUBDIVISION**

LOCATION			MPH		LOCATION			MPH	
			PSGR	FRT				PSGR	FRT
Maximum Speed			70	70	343.6 and 345.1			50	50
La Grande					346.9 and 347.2			70	60
No. 1 Track					Quartz				
282.5 and 288.9			25	25	348.4 and 354.5			35	30
288.9 and 291.1			20	20	Pleasant Valley				
No. 2 Track					355.9 and 364.6			30	20
285.7 and 289.8			25	25	366.2 and 366.6			70	60
289.8 and 291.1			20	20	Durkee				
Union Jct.					370.7 and 371.1			70	60
Between Mile Posts —					372.7 and 377.3			35	30
302.6 and 303.2			65	55	377.3 and 383.2			35	35
303.2 and 304.0			40	30	383.8 and 388.4			35	30
304.0 and 307.1			35	25	Lime				
307.1 and 307.7			40	30	High line track and connection.				10
308.7 and 311.9			40	30	388.4 and 389.9			45	40
311.9 and 314.3			50	40	Huntington				
315.4 and 316.0			40	30	On siding between MP 390 and east switch			10	10
316.0 and 319.5			30	25	Baker				
321.2 and 321.6			70	60	341.1 and 342.7			50	50
Baker					West Leg of Wye, Ellingson Spur and Industry Spur.			5	5

**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. 6			MILE POST	FIRST CLASS 25 DAILY	RULE 6(B)
			STATIONS					
1486		10.40AM	DN-R	LA GRANDE	290.1	A6.25PM	FPTY	
				1.1				
				CP289	289.0		PX	
				1.0				
				CP288	288.0		PX	
				2.0				
				CP286	286.0		PX	
				3.0				
1494	9295			HILGARD	282.2		P	
1500	8727			6.6				
				MOTANIC	275.6		P	
1504				NORDEEN	272.1		P	
1504	C6965			3.5				
				KAMELA	271.0		PY	
				5.5				
1511				MEACHAM	265.5		P	
1518	9057			HURON	258.0		P	
1522	6085			3.7				
				CAMP	254.3		P	
1527	8541			5.8				
				DUNCAN	248.5		P	
1536	8619			9.0				
				BONIFER	239.5		P	
1538	5090			2.6				
				GIBBON	236.9		PY	
1546	5765			7.3				
				HOMLY	229.6		P	
1548	2290			2.4				
				CAYUSE	227.2		P	
1551	9121			3.9				
				MINTHORN	224.9		P	
1555	1295			2.0				
				MISSION	221.0		P	
1557	5662			3.3				
				MUNRA	219.0		P	
1560	7935	s1.01PM	D	PENDLETON	215.7	s4.10	P	
				3.0				
1564	13450			RIETH	212.7		P	
1567	6390			4.6				
				BARNHART	208.1		P	
1577	9269			9.1				
				NOLIN	199.0		P	
1583	6290			6.5				
				ECHO	192.5		P	
				3.5				
				CP189	188.7			
1587				1.0				
				CP188	188.4		P	
1591		A1.30PM	DN-R	HINKLE	185.3	3.35PM	FPY	
				(104.8)				

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

**SPEED RESTRICTIONS — SECOND SUBDIVISION**

LOCATION			MPH		LOCATION			MPH	
			PSGR	FRT				PSGR	FRT
Maximum Speed					214.1 and 217.6			35	35
Between Hinkle and Pendleton			70	65	217.6 and 218.9			50	45
Between Pendleton and La Grande			70	60	227.3 and 231.6			40	30
Hinkle					232.5 and 234.0			55	45
Between Mile Posts —					236.6 and 237.9			35	25
CP 182 and CP 189					238.2 and 239.3			50	40
Main Track No. 1			40	40	239.7 and 242.0			25	25
Main Track No. 2					242.4 and 243.3			55	45
182.0 and 184.4			70	70	244.0 and 244.8			45	35
184.4 and 189.0			60	50	245.7 and 246.1			55	45
Mikami Spur				10	247.3 and 257.2			35	30
Echo					257.2 and 263.5			25	20
Over street crossings.			50	50	263.5 and 265.0			20	20
191.8 and 192.2					265.0 and 282.0			25	20
193.4 and 194.5			50	40	Hilgard				
195.4 and 195.6			55	45	282.5 and 288.1			30	25
196.7 and 198.2			55	45	LaGrande				
200.7 and 201.6			60	50	No. 1 Track				
202.3 and 204.5			55	45	282.5 and 288.9			25	25
205.3 and 206.2			65	55	288.9 and 291.1			20	20
206.7 and 206.9			60	50	No. 2 Track				
208.9 and 210.9			55	45	285.7 and 289.8			25	25
212.8 and 214.1			50	40	289.8 and 291.1			20	20
Rieth Siding					213 and 213.3			20	20

OREGON DIVISION

OREGON DIVISION

**OREGON DIVISION**

WESTWARD			THIRD SUBDIVISION		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	Timetable No. 6		MILE POST	FIRST CLASS 26 DAILY	RULE 6(B)
			STATIONS				
1591		1.35PM	DN-R	HINKLE	185.3	A3.30PM	FPY
				1.3 CP184	183.7		
				2.0 CP182	182.1		
1597				3.1 ORDNANCE	178.9		P
1600	8785			3.0 MUNLEY	175.9		P
1605	6465			6.1 CLARKE	169.8		P
1612	9844			5.6 BOARDMAN	164.2		P
1617	9527			8.8 CASTLE	156.7		P
1627	9735			9.8 HEPPNER JCT.	146.9		P
1638	9962			8.2 ARLINGTON	138.7		P
1646	9747			9.0 BLALOCK	128.8		P
1652	9740			7.9 QUINTON	120.9		P
1661	10795			8.3 GOFF	112.6		P
1666	1375			3.9 RUFJUS	108.7		P
1672	6402			4.9 BIGGS	103.8		P
1675	2585			3.4 MILLER	100.4		X
1680				5.5 OREGON TRUNK JCT.	94.9		PX
1684	3500			8.3 DUNE	91.9		P
1688	3460			4.7 SEUFERT (SPUR-W) YL	87.2		
1691		A3.01PM	DN-R	THE DALLES YL	84.9	1.55PM	FPTX
				(99.8)			

Rules 251 to 253 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 PSGR	MPH FRT	LOCATION	MPH PSGR	MPH FRT
Maximum Speed	70	70	Between Mile Posts —		
Between Mile Posts —			181.8 and 182.0	60	50
84.8 and 85.1	25	25	CP 182 and CP 189		
87.3 and 88.2	70	65	Main Track No. 1	40	40
96.5 and 97.8	70	65	Main Track No. 2		
98.8 and 99.3	60	50	182.0 and 184.4	70	70
104.5 and 104.9	70	60	184.4 and 189.0	60	50
113.4 and 114.7	70	60	Carty Industrial Lead		
			Maximum Speed		25
			0.5 and 0.7		20
			1.5 and 1.7		15
			11.7 and 11.8		10
			Hinkle		
			Mikami Spur		10

The Dalles  
Transfer Trks. 12, 13, 14 & 15  
Runaround Track  
Inbound Track  
Outbound Track  
Crossover Track to  
Runaround Tracks

Vicinity  
of  
Turntable

:10

**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.

**OREGON DIVISION**

WESTWARD			FOURTH SUBDIVISION		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	Timetable No. 6		MILE POST	FIRST CLASS 26 DAILY	RULE 6(B)
			STATIONS				
1691		3.05PM	DN-R	THE DALLES YL	84.9	A1.50PM	FPTX
1694				3.2 CRATES YL	81.7		P
1700	6615			5.1 ROWENA	78.6		P
1706	6385			6.0 MOSIER	69.1		P
1712	5070	s3.40		6.0 HOOD RIVER	63.1	s1.25PM	P
1716	9895			8.6 MENO	58.4		P
1726	6340			6.8 WYETH	49.8		P
1733	6752	s4.10		6.0 CASCADE LOCKS	43.0	s12.50PM	P
1737				4.7 BONNEVILLE (SPUR-W)	38.0		P
1741	10635			9.7 DODSON	33.3		P
1749	6360			2.7 BRIDAL VEIL	26.7		P
1753	10560			1.4 SANDY	17.0		P
1760	2850			2.2 TROUTDALE YL	15.6		P
3-1762	2664			1.1 FAIRVIEW YL	12.9		P
3-1764	2950			1.1 ROCKWOOD YL	11.8		P
3-1768	2430			3.4 CLARNIE YL	7.8		P
3-1771	1375			3.8 GRAHAM YL	4.4		P
2-1781				0.6 DN EAST PORTLAND YL	0.6		IPY
1760	6045			2.0 TROUTDALE VIA KENTON YL	22.0		P
1762	2210			3.0 REYNOLDS YL	20.0		P
1765	2480			4.6 HEMLOCK YL	17.0		P
1769				2.0 FIR YL	12.4		P
1775	8403			2.7 CHAMP YL	10.4		P
1775				2.7 KENTON YL	7.7		P
1776				1.6 PENINSULA JCT. YL	5.6		PY
2-1778				2.4 ST. JOHNS JCT. YL	4.0		P
2-1780				1.0 DN ALBINA YL	1.6		FPT
2-1781				0.6 DN EAST PORTLAND YL	0.6		IPY
3-1775	A5.30PM			0.6 PORTLAND YL	0.0	12.01PM	IP
				VIA GRAHAM			
				(84.5)			
				VIA KENTON			
				(90.9)			

Rules 251 to 253 inclusive apply between Crates and The Dalles.

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

All westward trains moving on the Kenton Line must contact East Tower Yardmaster before passing west end of Champ.

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.

Between East Portland and Troutdale on the Graham Line, a train or engine which is to be met or passed by another train or engine must not clear the main track except at Bruun, Graham, Clarnie or Rockwood.

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.

OR-DIVISION

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**OREGON DIVISION**  
**SPEED RESTRICTIONS — FOURTH SUBDIVISION**

LOCATION	MPH PSGR	FRT	LOCATION	MPH PSGR	FRT
Maximum Speed	70	65	23.8 and 24.0	50	40
Portland Union Station, on all tracks P.T.R.R.Co. Yard and through interlocking	10	10	24.8 and 25.9	60	50
North Portland Tracks 103 and 104	10	10	Bridal Veil 27.5 and 29.4	60	50
Between Mile Posts — East Portland 0.9 and Albina 1.6	10	10	30.2 and 31.4	60	50
Over all curves East Portland, at either end of Willamette River Bridge and thru interlocking 0.4	6	6	31.7 and 32.8	65	55
Via Graham Between East Portland and MP 15.9 Maximum Speed	60	50	35.5 and 37.3	55	45
0.9 and 2.7	35	25	38.2 and 39.9	60	50
2.7 and 5.2	35	35	41.4 and 42.5	30	25
6.7 and 7.6	30	30	42.5 and 45.0	50	40
10.8 and 12.0	55	45	45.0 and 49.0	55	45
13.2 and 13.5	50	40	49.5 and 58.5	60	55
Via Kenton Yard Track No. 2	10	10	Meno 59.4 and 63.4	50	40
Over Columbia Boulevard, near Peninsula Jct. 5.6	25	25	63.4 and 66.4	55	45
Over North Tyndall Av. 6.7	10	10	66.4 and 66.7	45	35
6.2 and 7.3	20	20	67.1 and 68.4	55	45
8.5 and 8.8	20	20	68.4 and 70.4	40	30
Troutdale 15.9 and 18.1	70	60	70.4 and 72.7	50	40
18.1 and 18.5	55	45	73.7 and 75.0	60	50
20.1 and 22.4	60	50	75.0 and 75.9	55	45
The Dalles Transfer Trks. 12, 13, 14 & 15 Runaround Track Inbound Track Outbound Track Crossover Track to Runaround Tracks			76.3 and 77.0	60	50
			77.5 and 78.2	65	55
			79.0 and 81.2	55	45
			81.8 and 82.1	60	50
			The Dalles Over street crossings. 84.3 and 84.8	35	35
			84.8 and 85.1	25	25
					10

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Turntable

**OREGON DIVISION**

WESTWARD		FIFTH SUBDIVISION		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(A)
	FEET	STATIONS			
1954		SEATTLE		183.1	Y
		-3.1-			
1951		C-R	ARGO	180.0	BFJKP QTWYZ
			6.3		
			MILW-PC CROSSING	173.7	IY
			-0.0-		
1945	1300 3235	C-R	BLACK RIVER	173.7	IJPY
			0.4		
			BN CROSSING	173.3	I
1943			-1.8-		
			ANDOVER	171.5	
1938	3393		4.6		
			KENT	166.9	
			-5.2-		
1933	4508		AUBURN	162.3	
			4.8		
1928			BENROY	157.5	
			-3.0-		
1925	4539		SUMNER	154.5	
			1.6		
1924			NORTH PUJALLUP	152.9	
			4.9		
1919	4597		FIFE	148.0	JPY
			-1.3-		
1917		C	RESERVATION	146.7	IJPY
			0.2		
			BN CROSSING	146.5	U
			0.1		
			BN CROSSING	146.4	U
			-1.7-		
		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	
		-1.9-		
1778	C	NORTH PORTLAND JCT.	6.8	IJPY
		1.2		
1776		PENINSULA JCT.	5.6	PTY
		2.6		
1778		ST. JOHNS JCT.	4.0	P
		-1.4-		
2-1780	C-R	ALBINA	1.6	BFKPO TWYZ
		(181.5)		

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

Rules 261 and 264 inclusive apply between Reservation and Fife.

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

**CLEARANCE AND REGISTER REQUIREMENTS**

All trains departing Albina need not receive clearance at Albina.

In addition to BN clearance, all Union Pacific eastward trains and engines, except Union Pacific switch engines going to Terminal 6, must receive UP clearance at North Portland.

In addition to BN clearance, all Union Pacific trains originating at Centralia must receive UP clearance at Centralia.

All trains must receive BN clearance at 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.

\*Consolidated Code of Operating Rules (Edition of 1980) applies on the Fifth Subdivision. On Union Pacific tracks, all U.P. Superintendent's Bulletins, current Timetable and Special Instructions as well as the Consolidated Code, applies.

OR-DIVISION

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**SPEED RESTRICTIONS — FIFTH SUBDIVISION**

LOCATION	MPH	LOCATION	MPH
Maximum Speed	45	Auburn	
Between Mile Posts —		160.8 and 162.3	40
0.9 and St. Johns Jct.	10	Siding (161.8 and 162.8)	20
St. Johns Jct. and 6.8	25	Kent	
Tacoma		166.0 and 171.0	40
146.0 and 146.9	15	Siding (167.2 and 168.0)	20
146.9 and 147.1	35	Black River Jct.	
Reservation		173.2 and 173.9	20
140.0 and 147.3. On curves		Through PC-UP crossover	
between Reservation Tower		switches within interlocking	
and Fife	15	173.7	20
Fife Siding (147.4 and 148.5)	30	180.1 and 182.7	15
Sumner		Argo	
154.3 and 154.9	30	Through interlocking	15
Siding (153.7 and 154.7)	10		

**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	

O R D I V I S I O N

O R D I V I S I O N

OREGON DIVISION

WESTWARD					SIXTH SUBDIVISION
STATION NUMBER	LENGTH OF SIDINGS FEET	SECOND CLASS			STATIONS
		151 Daily	859 Daily	119 Daily	
34-161		10.01PM		2.01PM	DN-R SPOKANE 2.5 DN 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.

STATION NUMBER	LENGTH OF SIDINGS FEET	151 Daily	859 Daily	119 Daily	STATIONS
		10.43PM		2.45PM	FISH LAKE 4.7
77-169	5140	10.50		2.52	CHENEY 16.8
77-151	2730				CROSKY 4.3
77-147	6595	11.22		3.23	WELLS 6.3
77-141	2605	11.32PM		3.33	PALM LAKE 12.0
77-129	300				TESKE (SPUR-W) 4.1
77-125	3700	12.01AM		4.01 <sup>298</sup>	MARENGO 13.5
77-111	2660	12.21		4.16	ANKENY 8.0
77-103	2065	12.33		4.25	HOOPER JCT. 5.7
77-098	200				PARK (SPUR-W) 5.5
77-092	6715	12.45		4.41	JOSO 4.1
			10.30PM		AYER JCT. 3.8
77-082		1.20	10.37	5.01	AYER 11.2
77-072	9770	1.40	10.53	5.12	MATTHEWS 4.6
77-068	4660				SCOTT 5.4
77-062	9752	2.01	11.09 <sup>20</sup>	5.23	WALKER 9.8
77-052	9710	2.15	11.30	5.36	PAGE 8.7
77-044	4440	2.39	11.48	5.48	ASH 2.2
	1075				ICE HARBOR 1.9
77-039	1410				SUN HARBOR 1.5
77-038	4345				HUMORIST 4.6
77-034	3970				WALLULA HEIGHTS (SPUR-E) 2.8
77-031	7640	3.05	12.20AM	6.03	DN-R WALLULA 1.7
77-029		3.10	12.25	6.06	WALLULA JCT. 10.2
77-019	7395	3.30	12.45	6.20	JUNIPER 10.0
77-009	7490	3.45	1.01	6.30 <sup>960</sup>	COLD SPRINGS 9.1
1591		A4.05AM	A1.15AM	A6.45PM	DN-R HINKLE (189.5)

CLEARANCE AND REGISTER REQUIREMENTS

No. 860 must receive Camas Prairie clearance prior to departing Wallula.  
 Eastward trains via Fish Lake must receive BN clearance prior to departing Wallula.  
 Westward trains must receive BN clearance prior to departing BN Crossing.  
 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.  
 All trains passing Ayer while operator is on duty must receive clearance.  
 Operator on duty Sunday thru Thursday 10.00PM to 6.00AM.

OREGON DIVISION

SIXTH SUBDIVISION		EASTWARD				
Timetable No. 6		MILE POST	SECOND CLASS			RULE 6(B)
STATIONS			120 Daily	298 Daily	860 Daily	
DN-R SPOKANE	YL	371.7	A2.25AM	A6.01PM		FIPY
DN BN CROSSING	YL	369.2	2.15AM	5.40PM		IP

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

STATIONS	MILE POST	120 Daily	298 Daily	860 Daily	RULE 6(B)	
FISH LAKE	354.7	A1.45AM	A5.20PM		P	
CHENEY	350.0	1.35	5.10		P	
CROSKY	333.2				P	
WELLS	328.9	1.08	4.40		P	
PALM LAKE	322.6	12.59	4.30		P	
TESKE (Spur-W)	310.6					
MARENGO	306.5	12.38	4.01 <sup>119</sup>		PY	
ANKENY	293.0	12.21 <sup>151</sup>	3.35		P	
HOOPER JCT.	285.0	12.10AM	3.20		PY	
PARK (Spur-W)	279.3					
JOSO	273.8	11.50	3.05		P	
AYER JCT.	269.7			A830PM	IP	
AYER	267.9	11.40	2.45	8.25	IPY	
MATTHEWS	256.7	11.25	2.25	8.10	P	
SCOTT	252.1				P	
WALKER	246.7	11.09 <sup>959</sup>	2.10	7.55	P	
PAGE	236.9	10.54	1.55	7.40	P	
ASH	228.2	10.39	1.40	7.25	P	
ICE HARBOR	226.0					
SUN HARBOR	224.1					
HUMORIST	222.6					
WALLULA HEIGHTS (Spur-E)	218.0					
DN-R WALLULA	YL	215.2	10.18	1.20	7.03	PY
WALLULA JCT.	YL	213.5	10.15	1.15	6.59	PY
JUNIPER	203.3	10.01	1.01	6.45	P	
COLD SPRINGS	193.3	9.45	12.45	6.30 <sup>119</sup>	P	
DN-R HINKLE	YL	184.2	9.30PM	12.30PM	6.15PM	FPY

Note 2 to Rule 99 is in effect on Sixth Subdivision between Hinkle and Fish Lake.

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 next page.

Mileage Equation = MP 269.69 Equals MP 267.64.

NO-DIVISION

NO-DIVISION

**OREGON DIVISION**  
**SPEED RESTRICTIONS — SIXTH SUBDIVISION**

LOCATION	MPH	LOCATION	MPH
Maximum Speed	60	239.7 and 240.1	50
Hinkle		244.5 and 245.7	45
Between Mile Posts —		248.2 and 248.5	55
184.7 and 185.1	20	Between	
183.7 and 185.1 West and		East switch Ayer and	
East legs of Wye.	20	Ayer Jct.	40
Cold Springs		271.6 and 273.0	20
Cold Springs siding		275.1 and 282.2	45
192.4 and 194.0	20	286.2 and 286.5	50
200.7 and 201.0	50	290.7 and 291.1	50
Juniper		291.9 and 292.3	35
Juniper siding		294.4 and 294.5	45
202.6 and 204.0	20	295.4 and 297.0	50
209.2 and 210.2	35	305.6 and 305.9	40
210.2 and 211.7	40	Marengo	
Wallula Jct.		308.6 and 309.0	50
214.2 and 215.6 over		Cheney	
manual switches	20	350.0 and 351.8. Over	
Wallula		street crossings.	35
Wallula siding		352.8 and 353.5	45
213.5 and 215.0	20	Fish Lake	
219.7 and 220.0	40	MP 354.7 through turn-out.	30
221.6 and 222.0	50	BN Crossing	
Humorist		Through interlocking	
226.7 and 227.0	50	MP 369.2	10
Ash		Over street crossings between	
229.3 and 229.6	50	BN Crossing MP 369.2 and	
230.6 and 232.3	35	Spokane MP 371.7	20
234.2 and 234.6	50		
235.4 and 236.0	45		
238.4 and 239.0	45		

**SPOKANE INTERNATIONAL RAILROAD**

WESTWARD		SPOKANE SUBDIVISION			EASTWARD			
STATION NUMBER	LENGTH OF SIDINGS FEET	SECOND CLASS 9 DAILY	Timetable No. 6			MILE POST	SECOND CLASS 8 DAILY	RULE 6(B)
			STATIONS					
88-141	3990	9.01AM	D-R	EASTPORT	YL	140.8	A8.45PM	PY
88-126	2205	9.30		MEADOW CREEK		126.5	6.27	
88-120	690			MESENBRIK (SPUR-E)		119.8		
88-119	1730	9.51		MOYIE SPRINGS		119.2	6.08	
88-110	2270	10.50	D	BONNERS FERRY	YL	109.6	5.45	PY
				BN CROSSING	YL	109.3		
88-104	1110	11.04		DEEP CREEK		103.7	5.22	
88-096	4615	11.18		SHILOH		95.8	5.07	
88-090	2825	11.28		ELMIRA		90.2	4.57	
88-087	2205	11.33		SAMUELS		86.8	4.52	
88-082	2830	11.41		FOREST SIDING		82.1	4.44	
88-075	4900	12.28PM	D-R	(BN Crossing) SANDPOINT	YL	74.7	4.32	IPY
88-072	2445	12.36		DOVER (SPUR-W)		71.5	4.17	
88-058	8615	1.03		VAY		57.7	3.50	
88-050	6200	1.15		CLAGSTONE		49.6	3.39	
88-043	2260	1.28		ATHOL		42.7	3.27	
88-037	1900	1.36		CHILCO		36.2	3.19	
88-027	200			HAYCROFT (SPUR-E)		26.6		
88-026	1730	1.51		COEUR D'ALENE JCT.		25.5	3.04	Y
88-022	2690	1.57		GRAND JCT. (BN Crossing)		22.0	2.57	
88-021	420			INTERSTATE (SPUR-W)		20.2		
88-018	2645	2.05		EAST FARMS		17.7	2.50	
88-013	2070			AUSTIN (SPUR-E)	YL	12.7		
88-012	1735	2.18	D	TRENTWOOD-VELOX	YL	10.8	2.38	PY
88-009	475	2.30*		MILLWOOD-IRVIN	YL	6.8	2.30*	
88-003	2190	2.40		SPOKANE SHOP	YL	2.7	2.20	
88-000		2.50		BN CROSSING	YL		2.10PM	IP
34-163		A3.01PM	D-R	SPOKANE	YL		2.01PM	FIPY
				(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		110.2 and 116.7	20
60.0 and 68.8	35	116.7 and 117.4	15
68.8 and 69.4	25	117.4 and 123.7	20
Forest Siding		123.7 and 124.2	15
83.2 and 85.9	35	124.2 and 130.5	30
Elmira		132.7 and 133.5	30
92.6 and 96.6	35	133.5 and 139.1	35
Shiloh			
96.6 and 100.4	30		

## OREGON DIVISION — Second Subdivision Branches

WESTWARD		PILOT ROCK BRANCH (PACIFIC TIME)		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
1564	13450	RIETH		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. 6		MILE POST	SECOND CLASS 304 Sunday Tuesday Thurs.	RULE 6(B)
	FEET	TIME	STATIONS			TIME	
300-84	1960	10.01AM	D-R	JOSEPH YL	83.3	A 1.50PM	Y
300-78	1655	10.10		ENTERPRISE	77.6	1.25	
300-68	1885	10.35		LOSTINE	67.5	12.50	
300-60	2405	11.01		WALLOWA	59.5	12.25PM	Y
300-48	300			HARRIS	48.0		
300-47	720	11.30		MINAM	46.7	11.55AM	
300-40	3940	12.05PM		KIMMELL	39.4	11.25	
300-34	2080	12.20		LOOKING GLASS	33.6	11.05	
300-25	1650	12.50		GULLING	24.9	10.35	
300-21	1805	1.30		ELGIN YL	20.6	10.20	Y
300-12	950	1.55		IMBLER	12.0	9.55	
300-08	995	2.10		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		A2.50PM	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 — Third Subdivision Branch

WESTWARD		UMATILLA BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		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	
Between Mile Posts — 0.0 and 0.1	10	Street Crossing. 3.8	10
2.3 and 3.7	15	10.2 to End of Track	10

## OREGON DIVISION — Fourth Subdivision Branches

WESTWARD		BEND BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(A)
	FEET	STATIONS			
1680		OREGON TRUNK JUNCTION		0.0	JPXY
32-151		C-R	BEND	150.0	BFJKP TWYZ
(150.0)					

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

Bend Branch shown for information only.

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

**OREGON DIVISION — Fourth Subdivision Branches**

WESTWARD		HEPPNER BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		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. 6		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	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

OREGON DIVISION

**OREGON DIVISION — Fifth Subdivision Branches**

WESTWARD		GRAYS HARBOR BRANCH	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6	
	FEET	STATIONS	
1862		C-R	CENTRALIA 2.4

Between Blakeslee Junction and Centralia, trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.

306-02		<b>BLAKESLEE JUNCTION</b>	
			0.0
			BN CROSSING
			0.0
			MILW CROSSING
			0.8
306-03	395		RAISCH
			1.9
306-05	1330		GALVIN
			8.6
306-14	2650		INDEPENDENCE
			8.3
306-22	2690		CEDARVILLE
			9.2
306-31	2325		SAGINAW
			1.4
306-33	1120		SOUTH ELMA
			10.0
306-42	2720		<b>SOUTH MONTESANO</b>
			8.6
306-51	1895		COSMOPOLIS
			2.0
306-53			SOUTH ABERDEEN JCT.
			0.1
			BN CROSSING
			0.6
306-54		O-R	<b>ABERDEEN</b>
			3.6

Between Aberdeen and Hoquiam, trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.

306-58		O-R	<b>HOQUIAM</b>
			(57.5)

**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 — Fifth Subdivision Branches**

GRAYS HARBOR BRANCH		EASTWARD	
Timetable No. 6		MILE POST	RULE 6(A)
STATIONS			
C-R	CENTRALIA	0.0	BFJK TWYZ
			2.4

Between Blakeslee Junction and Centralia, trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.

	<b>BLAKESLEE JUNCTION</b>	2.4	JMY
	0.0		
	BN CROSSING	2.4	M
	0.0		
	MILW CROSSING	2.4	M
	0.8		
	RAISCH	3.2	
	1.9		
	GALVIN	5.1	
	8.6		
	INDEPENDENCE	13.7	
	8.3		
	CEDARVILLE	22.0	
	9.2		
	SAGINAW	31.2	
	1.4		
	SOUTH ELMA	32.6	
	10.0		
	<b>SOUTH MONTESANO</b>	42.6	TY
	8.6		
	COSMOPOLIS	51.2	Y
	2.0		
	SOUTH ABERDEEN JCT.	53.2	JY
	0.1		
	BN CROSSING	53.3	UY
	0.6		
O-R	<b>ABERDEEN</b>	53.9	YZ
			3.6

Between Aberdeen and Hoquiam, trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.

O-R	<b>HOQUIAM</b>	57.5	
			(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. 6		MILE POST	RULE 6(A)
	FEET	STATIONS			
1881		<b>EAST OLYMPIA</b>		0.0	JTY
			1.9		
309-02		CAPITOL (SPUR-E)		1.9	Y
			2.9		
309-05		TUMWATER		4.8	Y
			2.5		
		BN CROSSING		7.3	Y
			0.1		
390-07		O-R	<b>OLYMPIA</b>	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 — Sixth Subdivision Branches**

WESTWARD		WALLULA BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
346-47		D-R	WALLA WALLA YL	30.8	PY
333-29	375		COLLEGE PLACE YL	28.9	
			W.W.V.RY. CROSSING	28.7	
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	IP

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. YL	0.0	IPY
			(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

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

**OREGON DIVISION — Sixth Subdivision Branches**

WESTWARD		PENDLETON BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
346-79	345		McKAY YL	78.6	
346-76	1200		MENOKEN YL	75.5	
346-72	1355		BOLLES YL	71.3	
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	
346-47		D-R	WALLA WALLA YL	46.8	PY
			W.W.V.RY. CROSSING	44.2	
346-41	1415		SPOFFORD	39.9	
			W.W.V.RY. CROSSING	36.3	
346-37	1900		MILTON-FREEWATER YL	36.1	
	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 17.0 and 17.9 Over street crossings.	15	W.W.V.Ry. Crossing, MP 44.2	15
20.2 and 21.3	20	45.1 and 48.2 Over street crossings.	12
24.0 and 33.1 On descending grade	10	On West Leg of Wye	5
24.0 and 26.2	15	52.7 and 53.4	15
28.3 and 33.4	15	64.8 and 66.3	15
Milton-Freewater 35.8 and 36.8. Over street crossings.	15	71.4 and 76.1	10
		78.4 to end of track	10

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**OREGON DIVISION — Sixth Subdivision Branches**

WESTWARD			YAKIMA BRANCH			EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	SECOND CLASS 363 Daily	Timetable No. 6			MILE POST	SECOND CLASS 363 Daily	RULE 6(B)
			STATIONS					
334-98		8.01PM	D-R	YAKIMA	YL	98.0	A2.45AM	FY
334-96	300	8.10		UNION GAP (SPUR-W)	YL	94.9	2.35	
				BN CROSSING		91.3		A
334-91	1100	8.20		PARKER		90.8	2.25	
				BN CROSSING		89.4		A
334-82		8.40		BUENA		81.9	2.10	
334-79	600	8.45		ZILLAH	YL	78.5	2.05	
334-77	475			BOONE (SPUR-E)		76.4		
334-74	2705	8.53		GRANGER		73.7	1.57	
334-64	1960	9.10		MIDVALE		63.7	1.40	Y
334-59	2600	9.20		GRANDVIEW		57.5	1.30	
334-52	2275	9.35		NORTH PROSSER		50.7	1.15	
334-49	475			BIGGAM		48.3		
334-44	2750	9.50		CHAFFEE		43.0	1.01	
334-32	2660	10.20		ACTON		31.4	12.30	
334-20		10.40	R	RICHLAND JCT.	YL	18.8	12.05AM	
334-14	2205	10.55	D	KENNEWICK	YL	13.0	11.50PM	P
334-09	675	11.05		HEDGES	YL	8.5	11.30	Y
334-07	3675	11.15		VILLARD JCT.	YL	7.0	11.20	P
334-01	3670			ATTALIA		0.6		P
77-031	7640	A11.30PM	DN-R	WALLULA	YL	0.0	11.05PM	PY
				(98.0)				

Maintenance of Way Rule 99(J) does not apply between Wallula and Richland Jct. All westward trains originating at Kennewick must receive clearance at Kennewick. Yard limits are continuous from Kennewick to Villard Jct.

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.

Exception — No. 363 is superior to No. 364.

**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	40	57.2 and 58.5	25
Between Mile Posts —		72.5 and 74.0	30
0.0 and 0.1	20	88.7 and 89.2	35
0.1 and 0.5	35	89.2 and 89.6	20
7.0 and 7.4	35	89.6 and 90.1	35
Bridge 7.4 and 8.0	15	91.0 and 91.7	20
8.0 and 8.5	35	97.9 and End of Track	10
Richland Jct.		Sidings at the stations listed below:	
On Government Track between Richland Jct. and North Richland.	25	Richland	
37.9 and 38.7	20	Acton	
		Chaffee	
		North Prosser	10

**OREGON DIVISION — Sixth Subdivision Branches**

WESTWARD		DAYTON BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 6		MILE POST	RULE 6(B)
		STATIONS			
347-13	875	DAYTON	YL	13.1	Y
		DAYTON JCT.	YL	12.9	

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.	YL	5.2
347-04	1235	D	WAITSBURG		3.5
346-72	1345		BOLLES		0.0
			(13.1)		

**SPEED RESTRICTIONS — DAYTON BRANCH**

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

WESTWARD		TUCANNON BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS FEET	Timetable No. 6		MILE POST	RULE 6(B)
		STATIONS			
350-04		STARBUCK		0.0	4.7
350-02	350	POWERS		3.1	
33-012		TUCANNON		0.0	P
		(4.7)			

**SPEED RESTRICTIONS — TUCANNON BRANCH**

LOCATION	MPH	LOCATION	MPH
Maximum Speed	25	Between Powers and Starbuck	
Between Tucannon and Starbuck Mile Posts —		trains handling loaded C-3 covered hoppers not exceeding 263,000 lbs.	10
3.7 and 4.0	15		

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

**OREGON DIVISION — Sixth Subdivision Branches**

WESTWARD				TEKOA BRANCH	
STATION NUMBER	LENGTH OF SIDINGS	SECOND CLASS			STATIONS
		859	391	387	
					Timetable No. 6
					Daily
34-161			10.01AM	7.30PM	ABS { DN-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 D TEKOA 5.6 SELTICE 6.0 FARMINGTON 5.9 WALTERS 3.2 BN CROSSING 0.3 GARFIELD 11.5 GLENWOOD 5.9 D-R COLFAX 5.2 MOCKONEMA 4.0 DIAMOND 3.7 THERA 6.9 ENDICOTT 5.8 WINONA 4.1 SUTTON 6.5 D LA CROSSE
34-159	2865		10.10	7.35	
34-150	3660		10.45	8.01	
34-147	1010				
34-143			11.01	A8.15PM	
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 <sup>392</sup>		
33-110	720		A12.15PM		
33-104	1440				
33-098	800				
33-095	1825				
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			R RIPARIA 5.7
33-012	810	10.17			TUCANNON 4.6
		A 10.30PM			AYER JCT. (129.8)

**CLEARANCE REQUIREMENTS**

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 — Sixth Subdivision Branches**

TEKOA BRANCH		EASTWARD				
STATIONS	MILE POST	SECOND CLASS				RULE 6(B)
		378	388	392	860	
						Daily
						Daily Except Sat.
DN-R SPOKANE YL	161.0		A9.20PM	A 1.40PM		FIPY
DISHMAN YL	158.9		9.15	1.35		I
MICA	149.7		9.01	1.20		
FREEMAN	146.9					
R MANITO	143.6		8.45PM	1.10		
ROCKFORD	138.4			12.55		
DARKNELL	135.1			12.45		
FAIRFIELD	131.7			12.35		
RAHM	126.6					
LATAH	123.3			12.15		
D TEKOA YL	116.1			12.01PM <sup>391</sup>		Y
SELTICE	110.5			11.01AM		
FARMINGTON	104.5			10.40		
WALTERS	98.6					
BN CROSSING	95.4					
GARFIELD	95.1			10.15		
GLENWOOD	83.6					
D-R COLFAX YL	77.7	A4.15PM		9.30AM		PY
MOCKONEMA	72.5	4.01				
DIAMOND	68.5	3.55				
THERA	64.8					
ENDICOTT	57.9	3.40				
WINONA YL	52.3	3.30PM				Y
SUTTON	48.0					
D LA CROSSE	41.5					Y

R RIPARIA YL	17.5				A9.10PM	P
TUCANNON	11.8				8.50	PY
AYER JCT.	7.2				8.30PM	IP
	(129.8)					

Note 2 to Rule 99 is in effect on Tekoa Branch between Spokane and Manito. 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		

Speed Restrictions Tekoa Branch continued on next page.

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**OREGON DIVISION — Sixth Subdivision Branches**

**SPEED RESTRICTIONS — TEKOA BRANCH (Continued)**

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

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

**SPEED RESTRICTIONS — CONNELL BRANCH**

LOCATION	MPH	LOCATION	MPH
Maximum Speed	25	15.1 and 15.7	10
Between Mile Posts — 3.4 and 3.6	20	Hooper Jct. 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. 6		MILE POST	RULE 6(B)
	FEET	STATIONS			
345-71			BRADLEY YL	0.0	
			END OF TRACK YL	2.0	
			(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 — Sixth Subdivision Branches**

WESTWARD			PLEASANT VALLEY BRANCH		EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	SECOND CLASS 391	Timetable No. 6		MILE POST	RULE 6(B)
	FEET	Daily Except Sat.	STATIONS			
33-110	720	1.01PM		SELTICE	48.0	
344-45				WARNER	45.3	
				BN CROSSING	39.7	
344-39	1735	1.20		OAKSDALE	39.1	
344-31	2250	1.50		THORNTON	31.2	
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		GRAVEL PIT	4.4	
33-052	3260	A3.30PM		WINONA YL	0.0	Y
				(48.0)		

No. 391 need not receive clearance at Seltice.

**SPEED RESTRICTIONS — PLEASANT VALLEY BRANCH**

LOCATION	MPH	LOCATION	MPH
Maximum Speed	40	23.0 and 25.7	30
Between Mile Posts — 0.0 and 0.2	15	25.7 and 27.8	15
1.8 and 2.2	30	27.8 and 29.7	35
5.1 and 6.0	25	29.7 and 30.3	25
6.0 and 10.4	35	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 379	Timetable No. 6		MILE POST	SECOND CLASS 378	RULE 6(B)
	FEET	Daily Except Sunday	STATIONS			Daily Except Sat.	
342-28		7:30AM	D-R	MOSCOW YL	28.1	A6.15PM	
342-26	2355			WILLSON	25.8		
342-21	315	7.55		WHITLOW	20.5	5.50	
				BN CROSSING	19.3		
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		A9.15AM	D-R	COLFAX YL	0.0	4.30PM	PY
				(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.

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**OREGON DIVISION — Sixth Subdivision Branches**

**SPEED RESTRICTIONS — MOSCOW BRANCH**

LOCATION	MPH	LOCATION	MPH
Maximum Speed	25	12.2 and 15.0	15
Between Mile Posts — 0.0 and 1.1	12	15.0 and 17.3	20
1.1 and 3.1	15	17.3 and 20.0	15
3.9 and 4.2	20	Pullman 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		

**OREGON DIVISION — Sixth Subdivision Branches**

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

WESTWARD			WALLACE BRANCH			EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS	SECOND CLASS	Timetable No. 6			MILE POST	SECOND CLASS	RULE 6(B)
	FEET	387 Daily	STATIONS				388 Daily	
34-143	3373	8.15PM	R	MANITO	YL	0.4	A8.35PM	
345-07	1257			SETTERS		6.9		
345-12	4660	8.30 <sup>388</sup>		MOZART		12.3	8.30 <sup>387</sup>	
345-13	1480			WORLEY		13.5		
345-20		9.01		PLUMMER	YL	16.2	A7.50PM	
345-26	1220	9.20		CHATCOLET		22.8	7.30	
345-34	1000	9.40		HARRISON		30.5	7.10	
345-38	2190	9.45		SPRINGSTON		33.8	7.05	
345-49	1080	10.05		LANE		45.2	6.45	
345-53	1760	10.15		ROSE LAKE		50.1	6.35	
345-61	1535	10.25		CATALDO		57.4	6.25	
345-66	375	10.35		ENAVILLE		62.5	6.15	Y
345-71				BRADLEY	YL	67.2		
345-73	1710	A10.50PM	D-R	KELLOGG-WARDNER	YL	68.9	6.01PM	FP
345-76				SHONT	YL	72.8		
345-79	1915			OSBURN	YL	75.8		
345-84			D	WALLACE	YL	80.2		
345-90	360			BURKE	YL	86.9		
				(90.5)				

Mileage Equation 16.2 equals B19.8 (B = Milwaukee Trackage).

Yard Limits are continuous from MP 62.25 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.

**SPEED RESTRICTIONS — WALLACE BRANCH**

LOCATION	MPH	LOCATION	MPH
Maximum Speed	40	47.9 and 48.9	30
Between Mile Posts — 0.0 and 0.2	20	50.6 and 50.9	30
16.2 and 16.6	10	53.6 and 54.9	30
16.6 and B23.45	20	58.8 and 60.0	35
B19.3 and B19.8	15	60.0 and 61.2	25
23.45 and 28.7	20	62.4 and 64.6	35
MP 23.45	10	Kellogg-Wardner 67.2 and 68.9 St. Crossings	10
24.0 and 28.7	20	Wallace 80.0 and 80.5 St. Crossings	6
28.7 and 31.1	35	80.5 and 87.3	15
34.0 and 35.2	30	Burke to Wallace, Eastward.	10
38.3 and 39.9	35	Mullan Industrial Lead Maximum Speed	15
43.7 and 43.9	35	Wallace Public Crossings	5
		Mullan Public Crossings	10

OREGON DIVISION

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# 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, employees must use controlled point number to identify their location. (Numbers will be designated in timetable and by bulletin).

**Tons Per Operative Brake** is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes. For example, total train weight 6,000 tons, total cars 100, all brakes operating — divide 6,000 by 100 and there are 60 tons per operative brake. For Four-Runner see Special Rule 1038(R-1).

**Horsepower Per Trailing Ton** is defined as the total horsepower of all working locomotives divided by the total trailing weight of the train in tons. For example, a train powered by five SD40-2 locomotives, or 15,000 horsepower, and having a train weight excluding locomotive of 4,285 tons, for a 3.5 horsepower per trailing ton ratio.

### General Rules

A (R). Second paragraph of General Rule A is amended as follows:

Employees whose duties are in any way affected thereby must have a copy of the current timetable and special rules, and valid certificate of operating rules examination card in their possession while on duty.

G (R). The use of alcoholic beverages, marijuana or other illegal drugs by employees subject to duty is prohibited.

Being under the influence of alcoholic beverages, marijuana or other illegal drugs while on duty or on company property is prohibited.

The use or possession of alcoholic beverages, marijuana or other illegal drugs while on duty or on company property is prohibited.

Being under the influence of prescribed drugs which affect alertness, coordination or reaction response in an unsafe manner while on duty or on company property is prohibited.

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

Train and engine service employees must not occupy the roof of any freight car or caboose under any circumstances. Other employees 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). 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;

Caravelle Quartz "Railroad Approved";

Citizen Quartz "Railroad Approved";

Elgin "B. W. Raymond" model;

Hamilton electric "Railroad Special";

Longines Model "T-905" Railroad Watch;

Longines "Ultra-Chron Railroad Watch";

Pulsar "Railroad Approved";

Seiko Quartz "Railroad Approved" model, including calendar model;

Seiko Ladies Quartz Model UX015M;

Wylar Incaflex Dynawind — R. R. Approved Model;

Wylar Incaflex Stemwind — R. R. Approved Model;

Wylar Dyna Quartz — R. R. Approved Model.

2 (R-1). Operating Rule 2 is modified by the addition of the following:

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

3 (R). 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). 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.

### Headlights, Strobe and Revolving Amber Lights

18 (R). Headlight must be displayed to front and rear of yard engines at night and at any time the view is obscured by storm or fog. When not provided with rear headlight, a white light must be displayed.

**EXCEPTION:** When handling cars, headlight need not be displayed on end of engine coupled to cars.

### Markers

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

19 (R-1). Engine or engines operating without cars or caboose on a main track outside of yard limits must display rear headlight on low beam to rear of movement at all times.

19 (R-2). Employees responsible for display of marker or markers must determine that they are operative.

### Classification Signals

21 (R). Operating Rule 21 is no longer in effect and is cancelled in its entirety.

### 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 employees 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 employees 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 and car repair 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 other than a main 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.

On a main track a blue signal must be displayed at each end of the rolling equipment.

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 lo-

cation 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 employees 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).** 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-1).** 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

#### Flag Protection

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

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

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

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

When required by rule, the front of the train must be protected by a member of the crew going forward immediately with flagman's signals. One-half mile from the front of his train, he will place two torpedoes on the rail; continuing forward one and one-half miles from the front of his train he will place two torpedoes on the rail. He may then return one-half the distance to his train, display a lighted fusee and remain at that location until recalled.

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

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

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

When returning to rear of his train, flagman must leave a lighted fusee at the location from which he returns and while returning to train, lighted fusees must be left at intervals not to exceed the burning time of the fusees. When train departs, a member of the crew must leave a lighted fusee and must continue dropping off lighted fusees at intervals not to exceed the burning time of the fusees until train speed is not

less than one-half the maximum authorized timetable speed for trains at that location.

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

#### Flagman's signals:

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

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

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

Note 2 — Where authorized by timetable or special instructions when rear of train is protected by at least two block signals 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.

#### Helper Units

100 (R). **EXCEPTION:** When utilizing helper units behind the caboose, employees on caboose must ride on helper units during the entire movement.

#### Storm Conditions

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

102 (R). Union Pacific Operating Rule 102 is revised as follows:

When a train is disabled or stopped suddenly by an emergency brake application or other causes, a lighted red fusee must be immediately displayed on adjacent tracks which may be obstructed, including tracks of other railroads, at front and rear of train and flag protection as required by Rule 99 must be provided in both directions. After lighted fusee has been displayed at front of train, headlight must be extinguished. Concurrently, prompt radio transmission must be made stating exact location and status of train. This transmission must be repeated at least two times. Trains approaching disabled train must move at restricted speed and be prepared to stop for flagman or obstruction.

Flagmen must not be recalled until it is known that adjacent tracks are not obstructed or first train has been stopped on each of the adjacent tracks which may be obstructed or when control operator advises he has provided protection against all trains moving towards the disabled train.

In Rule 251 territory, if disabled train was moving with the current of traffic, rear flagman must not be recalled until train dispatcher advises there are no trains moving against the current of traffic on adjacent track.

Before proceeding, it must be determined by inspection that the train involved and the track to be used are safe for movement. A train on an adjacent track must not pass the disabled train unless preceded by a flagman or they have been assured by the conductor of the disabled train that the track is clear and it is safe to proceed.

#### Movement Over Public Crossings

103 (R). See Appendix 2

#### Crossovers and Turnouts

104 (R). See Appendix 3

#### Handling of Switches

104 (R-1). See Appendix 4

#### 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.

204 (R). Referring to Rule 204 (A) time in body of train orders need not be stated in words on the preprinted Form Y train order only.

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.

Y (R). Union Pacific Operating Rule Form Y train order is revised as follows:

ON \_\_\_\_\_ AT FOLLOWING

(SUBDIVISION)

(DATE)

LOCATIONS ALL TRAINS MUST PROCEED AT RESTRICTED SPEED UNLESS PROPER VERBAL INFORMATION IS RECEIVED FROM FOREMAN IN CHARGE OR PROCEED SIGNAL GIVEN WITH YELLOW FLAG OR YELLOW LIGHT IS RECEIVED

WHILE PROCEEDING AT RESTRICTED SPEED TRAINS MUST BE PREPARED TO STOP SHORT OF MEN AND MACHINES ON OR FOUL OF TRACK

#### 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). 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-1). Referring to Rule 240 (F) and Rule 509. Signal name is changed to "APPROACH LIMITED." No change in signal aspect or indication.

#### Speed Signal Locations

240 (R-2). See Appendix 5

#### 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

#### 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 in power.

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.

**670 (R).** The transmittal of train orders by radio is approved.

**675 (R).** Union Pacific Operating Radio Rule 675 as contained in Form 7915 effective August 1, 1977 is revised as follows:

A train order transmitted by radio must not be acted upon until word 'complete' and the time is received and both the conductor and the engineer have received a written copy of the order and have made certain that the order has been read and understood by other members of the crew.

If the word 'complete' or time is not received, train must be brought to a stop at the next station and crew member must contact train dispatcher by phone to complete the order.

A new clearance must be issued each time train orders are transmitted.

#### 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, 13A and 14

#### Cabooses

**714 (R).** 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-1).** Doors and windows of cabooses must be locked at all times when caboose is unattended at terminals or enroute.

**714 (R-2).** Employees seated in cabooses, must use seat belts and restraining harness, when cabooses are so equipped.

#### Inspection of Trains

**715 (R).** A 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-1).** 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 employee 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 employee, 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 employee must maintain a continuous watch for trains and for any signals from other employees 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 employee resumes his assignment unless another employee 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. The engineer will be held equally responsible with the conductor in the event the conductor fails to notify the engineer and engineer does not ascertain this information.

#### Switching Cars

**804 (R).** 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-1).** 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-2).** 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-3).** 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-4).** 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-5).** 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 ex-

cept 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.

#### Continuous Welded Rail Trains

809 (R). 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

A speed of 40 MPH must be not exceeded.

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

#### Position of Cars in Trains

809 (R-1). 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-2). The following tank cars are in service for movement of phosphorus to various destinations:

MONX 23000 series, gross weight, loaded, 394,500 lbs.

MCPX 23000 series, gross weight, loaded, 394,500 lbs.

FMLX 19000 series, gross weight, loaded, 315,000 lbs. at 40 MPH max.

FMLX 19000 series, gross weight, loaded, 272,000 lbs.

Additional cars of similar capacity and high gross weight may be placed in this service. When this occurs, car series, gross weight, speed restrictions and train handling rules govern accordingly.

When these cars are returned to their loading points, they carry water ballast.

The following governs handling:

#### When loaded With Phosphorus:

Trains handling tank cars containing phosphorus must not exceed 50 MPH.

#### EXCEPTIONS:

(1) All FMLX 19000 series cars and all four-axle cars of similar capacity and maximum gross weight loaded, 315,000 lbs., are restricted to 40 MPH.

(2) Phosphorus unit trains are restricted to 40 MPH.

Loaded tank cars containing phosphorus placarded "FLAMMABLE SOLID" do not have to be separated from each other or any other loaded placarded car except cars placarded "EXPLOSIVES A", "RADIOACTIVE" or "POISON GAS".

#### 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-3). 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 SSW trains between Kansas City and Topeka, and ATSF trains between West Abilene and East Salina.

809 (R-4). Referring to UP Rule 809 (C). Amend to include Modular housing units. All cars must be entrained ahead of banded loads. (Oregon Div. Fifth and Sixth Subdiv. and S.I.R.R. see Special Rule 805 (RO-4).

#### Units Dead in Train

809 (R-5). 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. EXCEPTION: All Union Pacific SW-10 Locomotives (1200 Class) are modified with equipment to permit MU operation. With this modification, 1200 Class locomotives will be moved on head end of train either idling in consist or dead in consist. 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 with friction bearings and 50 MPH with roller bearings must not be exceeded with yard-switcher units of the above types dead in train.

#### Helper Engines

809 (R-6). 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-1). 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-7). 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.

EXCEPTION: See California Division Rule 809 (RC).

The foregoing does not modify, in any manner, the requirements of Special Rule 809 (R-6).

#### Inspection of Trains

811 (R). 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-1). 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

#### 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.

#### Passenger Service

840 (R). All conductors and brakemen must have in their possession the AMTRAK Manual of Instructions For Conductors and Trainmen in AMTRAK Service when on duty in AMTRAK service.

### 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. (See page 153 Instructions For Safety Inspection)

**860 (R).** 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	MESSANGER IN CHARGE

### Unattended Locomotives

**871. (R).** 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	LaSalle	Sterling
Fremont	Lexington	Valley
Gering		

### WYOMING DIVISION

Cheyenne  
Commerce City  
Denver  
Fort Collins  
Greeley  
Green River  
Laramie  
LaSalle  
Ogden  
Rawlins  
Rock Springs  
Roydale  
Walden

### KANSAS DIVISION

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

### 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	Twin Falls
Pocatello	Rupert	Nampa
Shoshone	Boise	Nyssa
Emmett	Cascade	Council
Burns	Idaho Falls	Dillon
Blackfoot	Silver Bow	

### OREGON DIVISION

La Grande	Kalama	Hinkle
Boardman	Kelso	Wallula
Hepner	Chehalis	Walla Walla
Arlington	Centralia	Kennewick
Condon	Aberdeen	Grandview
Ione	Hoquiam	Yakima
Redmond	Olympia	Ayer
The Dalles	Tacoma	Colfax
Hood River	Sumner	Moscow
Cascade Locks	Auburn	Kellogg
Troutdale	Kent	Spokane
Albina	Argo	Eastport
Trentwood	Sandpoint	

**871 (R-1).** 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).** 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 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 employes or Operating Department officers.

**EXCEPTION:** Engineer will not be required to check for speed tape if unit is equipped with Pulse speed indicator.

**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.

Failed unit must be inspected by engine crew to determine if there is any indication of wheel/slip/slide. Train dispatcher must be notified by first available means of communication of defective locomotive. Train dispatcher must notify MP&M forces at next crew change location to permit proper inspection and, if necessary, a tag must be applied to both the defective locomotive and to the lead unit of the consist so that the relieving crew is aware of the defective unit in the consist.

Locomotives set out en route for various defects will be inspected by a qualified MP&M employe, who will apply 2 tags listing nature of defect, movement restrictions, if any, destination and signature of employe making inspection. It will be the responsibility of the crew that picks up the defective locomotive to take one of the 2 tags on the defective locomotive and securely attach it to the control stand of the lead unit in the consist.

**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.

### Amtrak Units

**886 (R).** Electro-pneumatic brakes have been disconnected on AMTRAK units therefore it will be necessary to operate such units with straight pneumatic brakes.

### 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).

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

<b>NEBRASKA DIVISION</b>	<b>UTAH DIVISION</b>	<b>KANSAS DIVISION</b>
Albion	Cedar City	Grand Island
Loup City	Malad	Solomon
Norfolk	Syracuse	
Cedar Rapids	Cache Valley	
	Evona	

WYOMING DIVISION  
Ft. Collins  
and Boulder Branch.

CALIFORNIA DIVISION  
Anaheim

IDAHO DIVISION  
Goshen  
Hill City  
Idaho Northern  
Boise  
Grace  
Homedale  
Oakley  
Oregon Eastern  
Teton Valley  
Raft River  
Yellowstone — between  
Belt and Ashton

OREGON DIVISION  
Dayton  
Pendleton  
Coeur d'Alene  
Montesano  
Pleasant Valley  
Tucannon  
Tekoa

#### Close Clearances

900 (R). See Appendix 10

#### 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

1005 (R-1). That part of Air Brake Rule 1005 (A) concerning main line passenger trains is changed as follows:

**EXCEPTION:** Union Pacific locomotives used as controlling unit in main line passenger service — 105 lbs. brakepipe pressure. (Amtrak locomotives will remain 110 lbs.). Balance of rule unchanged.

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.

1032 (R). On arrival of freight trains at terminals where facilities are available for immediate air brake inspection and repairs, engineer should place automatic brake valve handle in "Handle Off" position. When brake pipe pressure has been reduced TO INDICATE A READING of 20 pounds or less on locomotive gauge, engineer must give one long sound of locomotive whistle as a signal to trainmen that brake application has been completed and locomotive may be detached. Trainmen must not close angle cock on locomotive until this signal is received. In all cases, angle cock must be left open on the portion of the train left standing.

#### Braking Freight Trains

1038 (R). When making a service stop or reducing speed of a freight train, initial brake pipe reduction must be made, after which, sufficient time must be allowed for proper adjustment of slack in train before further brake pipe reduction is made to required amount. After initial brake pipe reduction is made, throttle must be reduced gradually as speed of train reduces. When train has reached point where it is evident it will stop within the next forty (40) feet, a further brake pipe reduction must be made of sufficient amount to have air exhausting from automatic brake valve, throttle must be closed, rails sanded and independent brake fully applied on all locomotives on head end as train comes to stop.

To maintain authorized speed at any location, if the amount of brake pipe reduction exceeds 20 lbs., the train must be stopped immediately, using emergency position if necessary, sufficient hand brakes applied, air brakes inspected and, if found to be in suitable condition for safe operation, brake pipe must be fully recharged before releasing hand brakes and proceeding. If train cannot be held with independent brake fully applied on all locomotives, sufficient retainers must be set.

1038 (R-1). For the purpose of calculating tons per operative brake for the 4-Runner — 4 deck — Intermodal Car Series 60001 through 60099 are to be calculated as two operative brakes for each car in this Series.

1039 (R). Some Union Pacific GP-9 class units and certain foreign line units including all Burlington Northern 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.

1039 (R-1). While in dynamic brake, in order to prevent run-out and possibly a break-in-two due to loss of dynamic brake resulting from emergency or penalty application of train brakes, all Union Pacific locomotives equipped with dynamic brake have been modified to provide continuous dynamic brake any time an emergency or penalty application of the brakes occur from any source.

Maintaining dynamic brake in a consist will be dependent upon controlling unit having this modification.

When using train brakes in conjunction with dynamic brake, independent brakes must be actuated off at frequent intervals to insure that locomotive air brakes on all units in consist are kept released.

#### Retaining Valves

1042 (R). 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-1). 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 valve 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.

#### Use of Conductor's Valve

1052. (R). When conductor's valve or caboose valve is opened while train is moving, under no circumstances must it be closed before train has stopped.

If conductor's valve is placed in emergency on caboose, the engineer must be notified immediately if radio communications are available.

#### Other Than Normal Stops

1053 (R). When conditions warrant, all available braking power must be used.

An emergency brake application should be made without hesitation should any condition occur where there is doubt of ability to control train speed with service applications.

1053 (R-1). If brakes in train are applied with service application from any source other than from use of automatic brake valve on locomotive while using power, Engineer must leave brake valve in "Running" or "Release" position, keep locomotive brake released, and close throttle gradually as speed of train reduces. When train has reached point where it is evident it will stop within next 100 feet, throttle must be closed, rails sanded, and independent brake fully applied as train comes to stop. After stop is completed, engineer must make or observe that not less than a ten (10) pound brake pipe reduction has been made from equalizing reservoir pressure, and must permit this application to equalize throughout train before releasing train brakes.

1053 (A) (R). If brakes in train are applied in emergency from any source other than by automatic brake valve, brake valve must be moved to "Emergency" position and left in this position until train has stopped and equalizing reservoir pressure has vented to zero. Sufficient brake cylinder pressure must be applied to locomotive to control slack, keeping independent brake valve handle depressed in application zone to prevent sliding or overheating wheels. After brakes are released, brake pipe pressure restored, and train brakes applied with a twenty (20) pound brake pipe reduction, pressure maintaining feature must be cut out. Leakage must then be checked to see if within prescribed limits.

If power was being used at time emergency application occurred, throttle must be moved to "Idle" position.

If dynamic brake was in use at time emergency application occurred, brake cylinder pressure on locomotives must be actuated off if dynamic brakes are to continue to be used to assist in stopping.

1054 (R). Units 3489-3808 and 2430-2539 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 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). 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-1). 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-2). 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-3). 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 ¾ 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.

#### Instructions for Safety Inspection

The last sentence of Section 5 of Form 7160 effective July 1, 1980 which reads as follows; If defect is a safety appliance defect, red tag must be applied to defective part before car is moved, is no longer in effect and the following applies; If defect is a safety appliance defect, car must not be moved in a train movement.

# 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-1).

93 (RE-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.

## CTC Rules

269 (RE). Crossover switches and signals MP 287.9, CP 175 (Jct.), 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 South Gibbon must communicate with both Kansas City and North Platte dispatchers and Form C Clearance to be issued by Kansas City train dispatcher.

Eastward trains stopped at signals MP 287.9 CP 175 (Jct.) must communicate with North Platte dispatcher and Form C Clearance to be issued by North Platte dispatcher.

## 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). 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). 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). 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-1). 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-2). 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.

#### Movements Against Current of Traffic

D-151 (RN-1). 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.

FREMONT, on westward track between hold indicator MP 39.1 and CNW Jct., MP 44.8 being governed by signal indication over BN crossing.

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). Eastward trains stopped at signal MP 39.2 must not proceed until authorized by UP operator, Fremont.

803 (RN) COLUMBUS, eastward trains on Norfolk Branch must have permission to enter Columbus Yard from Columbus operator or North Platte train dispatcher before fouling 29th St. at MP 2.25.

### 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). Following speeds must not be exceeded on yard tracks or running tracks shown:

North Running Track, New Westward Coal Track and New Westward Receiving Lead:

Between MP 283.8 and MP 291.24 ..... 35 MPH  
Rule 516 and Special Rule 516 (R) in effect at hand operated switches between MP 283.86 and MP 289.4.

All tracks in Eastbound Yard and North Running Track ..... 25 MPH  
All tracks in Westbound Yard ..... 25 MPH  
Power Lead Over Pass ..... 5 MPH

### Movements on Westward Main Tracks

105 (RB-1). Eastward movements on Westward Main Track are prohibited unless authorized by yardmaster and when so authorized must be made at restricted speed.

### 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 Signal at MP 291.3 } East Humpmaster

Eastward Signals at MP 287.6 } East Tower Yardmaster  
MP 286.6 }

Westward Signals at MP 282.5 } West Yardmaster  
MP 287.6 }

### Movements on Ready Tracks

804 (RB). Eastward movements from South Diesel Supply ready tracks by road locomotives to yards may trail through Racor 22 switches provided there is no conflicting movements.

(RB-1). Westward movements from South Diesel Supply ready tracks and west shop lead switch and #6 track switch by road locomotives to yards may trail through Racor 22 switches provided there is no conflicting movement.

### Retarder Yards

804 (RB-2). 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.

## SPECIAL RULES — SECOND SUBDIVISION

### CTC Stop Signals

269 (RN). At Barnett, westward signals and dual control switches are controlled by Cheyenne Train Dispatcher. Eastward signals (not dual control switches) are controlled by North Platte Train Dispatcher.

# 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
Laramie	564.82 Track 1 & 2, B563.59 Track 3 and 570.43
Rawlins	680.10 and 685.16
Rock Springs	800.53 and 804.60

### 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 MP 1.93 (East Switch) 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 Eng 201

This is your authority to occupy track between MP 1.93 (East Switch) and Prospect Point

Additional instructions — Do not exceed 20 MPH between MP 2 and MP 3  
JLE

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 Eng 201

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.

JLE

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 dis-

patcher. 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 pages 163 and 164 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 may 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 Switch MP 6.58) and Rosebud (Pacific Power & Light)

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

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—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.

### D&RGW Trackage

81 (RW). Following are D&RGW Rules which will apply when using D&RGW trackage between MP 4.0 and D&RGW North Yard, Denver, First Subdivision. Union Pacific crews will be governed by Union Pacific Operating Rules while operating on D&RGW, except the following D&RGW Rules are more restrictive and will apply:

## DEFINITIONS

- RESTRICTED SPEED** — A speed that will permit stopping short of another train or obstruction, but not exceeding 20 MPH.
- 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.
- MEDIUM SPEED** — A speed not exceeding 30 miles per hour.
- POSITIVE ABS** — An automatic block signal designated by the letter "P".

## OPERATING RULES:

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.
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 as prescribed by Rule 14(g) (2-shorts). The explosion of one torpedo will indicate the same as two but the use of two is required.
105. Unless otherwise provided, a train or locomotive using a siding or any track other than a main track, must move at reduced speed, but not to exceed 30 miles per hour.
509. When a train or locomotive is stopped by a Stop and Proceed ABS, it may proceed at once at restricted speed to the next ABS, expecting to find a train in the block, switch not properly lined, broken rail, mud, rock or snow slides, high water damage, or any other condition that would prevent the safe passage of trains.
- 509-A. When a train or locomotive is stopped by a Positive Stop ABS, it may proceed when the ABS is cleared or when it is authorized to proceed by Permissive Card showing proper form. If the Positive ABS governs entrance to a diverging route, Permissive Card must show on which track train or locomotive must proceed. Permissive card must be repeated to the train dispatcher or operator by the employe receiving it. If it is possible for an opposing train or locomotive to be in the block, the train dispatcher will authorize the train or locomotive to proceed by issuing Permissive Form "A":
- FORM "A" — PROCEED ON \_\_\_\_\_ TRACK UNDER FLAG PROTECTION AND ACCORDING TO RULE 509.
- When train dispatcher positively knows there is no opposing train or locomotive between the communicating points, Permissive Form "B" will be issued:
- FORM "B" — PROCEED ON \_\_\_\_\_ TRACK, AT RESTRICTED SPEED ACCORDING TO RULE 509.
- In case a work train is in the block, Permissive Form "C" will be issued:
- FORM "C" — PROCEED ON \_\_\_\_\_ TRACK, AT RESTRICTED SPEED, ACCORDING TO RULE 509, LOOKING OUT FOR WORK EXTRA \_\_\_\_\_ IN THE BLOCK.
- If movement is to enter siding, Form "D" will be issued:
- FORM "D" — PROCEED INTO \_\_\_\_\_ SIDING AT RESTRICTED SPEED, ACCORDING TO RULE 509.
560. If entire train or locomotive has passed an ABS governing its movement, reverse movement must not be made without the proper Positive ABS indication, except when authorized by the train dispatcher, the movement may be made after proper protection has been provided.
561. If the head end of train or locomotive only, passes a Positive ABS and then reverse movement is made so that the Positive ABS is again in advance of the train or locomotive, the train dispatcher or operator must be notified at once.

## AUTOMATIC BLOCK SIGNALS (ABS)

- 281-B. Red over flashing yellow — Diverging Approach Medium — Proceed authorized speed until entire train is through turnout, approaching next signal medium speed.
282. Flashing Yellow — Approach Medium — Proceed, approaching next signal medium speed.
291. Red — Stop and Proceed — Stop then proceed according to Rule 509.
292. Red — Stop — Indication Stop.

**NOTE:** A signal mast that has no number-plate or "P" marker is an interlocking signal.

A signal mast that has a number plate only is a Stop and Proceed signal.

A signal mast that has a number plate and a "P" marker is a POSITIVE ABS.

## 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.

96 (RW). Trains which originate at Greeley may occupy main track in CTC territory between MP 45 and MP 57, without Clearance Form 2643, on authority of Train Dispatcher and CTC signal indication.

96 (RW-1). Burlington Northern trains at Greeley may occupy main track in CTC territory between CP 51, MP 50.6 and CP 53, MP 52.5, without Clearance Form 2643, with verbal authority of Train Dispatcher and CTC signal indication. Movement must be made at restricted speed. BN crew must read any notices

posted in CTC Instrument House at MP 52.5 before occupying Union Pacific Railroad trackage.

96 (RW-2). Union Pacific Railroad trains at CP 53 may occupy 4th Subdivision of Colorado & Southern trackage to MP 10 (14th Avenue) without Clearance Form 2643. Rule 105 governs.

104 (RW). At LaSalle, a hand operated derail is installed on DP controlled siding 720 feet east of CP 47.

104 (RW-1). MP 25.13, Fort Collins Branch, hand operated derail is installed on main track 98 feet east of westward signal on BN Railway crossing.

275 (RW). At CP 47, MP 47.2 dual control derail operates in conjunction with dual control switch. When necessary to hand operate dual control switch as provided in Operating Rules 275 and 276, dual control derail must also be hand operated as provided in Operating Rules 275 and 276.

## SPECIAL RULES — SECOND SUBDIVISION and BRANCHES

### Block Clearance

96 (RW). Train and engine movements on Energy Spur and Medicine Bow Spur are controlled by train dispatcher through issuance of block clearance Form 2643 BC via radio or phone to conductor and engineer of train to be moved. All train and engine movements between diverder switch MP 2 which is designated as east switch and MP 12.50 and between MP 12.50 and balloon track on Medicine Bow Coal Spur and between MP 2 and balloon track on Energy Development Spur 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. Signal indication will continue to govern movement between Hanna and MP 2.

103 (RW). At CP 511 after stopping eastward trains must whistle to activate crossing protection before proceeding.

### Signal Indications

241 (RW). At Hanna, westward movement on Energy Mine Lead 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 on 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.

275 (RW). At CP 511, MP 511.0; Ramsey, MP 638.9; Durrant, MP 650.2; and CP 681, MP 681.1 dual control derails operates in conjunction with dual control switches. When necessary to hand operate dual control switches as provided in Operating Rules 275 and 276, dual control derail must also be hand operated as provided in Operating Rules 275 and 276.

### Weigh-In-Motion Scale

804 (RW-1). 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). 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.

1044 (RW) Eastward trains must stop at Lake Owens MP 48, Coalmont Branch and fully recharge train line before proceeding.

1044 (RW-1). Prior to trains departing Carbon County Coal Co. Balloon Track, a member of crew must observe that brakes apply and release on rear car of train and brake pipe pressure is restored before proceeding.

## SPECIAL RULES — FOURTH SUBDIVISION and BRANCHES

### CTC Stop Signals

**269 (RW).** Switch at west end Idaho Division siding at West 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.

**269 (RW-1).** Switch at W. Bridge Junction, CP 818, to Riverdale By-Pass Track is controlled by Train Dispatcher at Salt Lake City. Westward trains from Wyoming 4th Subdivision stopped by signal governing movement over this switch must communicate with Train Dispatcher at Salt Lake City.

Westward trains from Utah 1st subdivision enroute to Riverdale By-Pass Track must communicate with both the Train Dispatcher at Salt Lake, who will authorize hand operation of dual control switch, and the Train Dispatcher at Cheyenne, who will issue Form "C" Clearance Form 2643-C.

### Long Crossovers

**516 (RW-1).** At Hampton crossover switches establish block signal protection as follows:

The switch in the westward track, MP 866.4, establishes block signal protection for westward track only.

The switch in the eastward track, MP 866.0, establishes block signal protection for the eastward track only.

### Air Brake Rules

**1029 (RW-1).** 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-2).** On westward passenger trains, running air test as required by Air Brake Rule 1029 must be made at Wahsatch.

**1029 (RW-3).** Air brakes must be cut in and operative on all cars handled on Park City and Ontario Branches.

## SPECIAL RULES — OGDEN

See Page 169

## EASTWARD

Borie to Speer  
Speer to Carr

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less Than 60		Refer to Special Rule 1042 (R)	Timetable speeds.
60-80	1 HP Per Trailing Ton	"	Timetable speeds.
	Less Than 1 HP Per Trailing Ton		30 MPH Borie to Carr
80-100	1 HP Per Trailing Ton		35 MPH Borie to Carr
	½ HP Per Trailing Ton	"	30 MPH Borie to Carr
	Less Than ½ HP Per Trailing Ton		20 MPH Borie to Carr
Over 100	1 HP Per Trailing Ton	"	30 MPH Borie to Carr
	Less than 1 HP Per Trailing Ton		20 MPH Borie to Carr

## EASTWARD

Buford-Cheyenne

Tons per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less Than 60		Refer to Special Rule 1042 (R)	Timetable speeds.
60-80	1 HP Per Trailing Ton	"	Timetable speeds.
	Less Than 1 HP Per Trailing Ton		30 MPH Buford to Cheyenne Stop and remain standing 10 minutes at Granite and Borie to cool wheels.
80-100	1 HP Per Trailing Ton		35 MPH Buford to Cheyenne
	½ HP Per Trailing Ton	"	30 MPH Buford to Cheyenne Stop and remain standing 10 minutes at Granite and Borie to cool wheels.
	Less Than ½ HP Per Trailing Ton		20 MPH Buford to Cheyenne
Over 100	<b>IMPORTANT — For movement on descending grades see Page 27.</b>		

## WESTWARD

Hermosa to Laramie  
No. 3 Track

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less Than 60		Refer to Special Rule 1042 (R)	Timetable speeds.
60-80	1 HP Per Trailing Ton	"	Timetable speeds.
	Less Than 1 HP Per Trailing Ton		30 MPH Hermosa to Red Buttes.
80-100	1 HP Per Trailing Ton	"	35 MPH Hermosa to Red Buttes.
	½ HP Per Trailing Ton		25 MPH Hermosa to Red Buttes.
	Less Than ½ HP Per Trailing Ton		20 MPH Hermosa to Red Buttes
Over 100	1 HP Per Trailing Ton	"	30 MPH Hermosa to Red Buttes
	Less Than 1 HP Per Trailing Ton		20 MPH Hermosa to Red Buttes

## WESTWARD

Fourth Sub-Division  
Wahsatch to Ogden

Tons per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less Than 60		Refer to Special Rule 1042 (R)	Timetable Speeds.
60-80	1 HP Per Trailing Ton	"	Timetable Speeds.
	Less Than 1 HP Per Trailing Ton		20 MPH Wahsatch to Castle Rock. 30 MPH Castle Rock to Ogden.
80-100	1 HP Per Trailing Ton	"	25 MPH Wahsatch to Castle Rock.
	½ HP Per Trailing Ton		20 MPH Wahsatch to Castle Rock. 30 MPH Castle Rock to Ogden
	Less Than ½ HP Per Trailing Ton		20 MPH Wahsatch to Echo 25 MPH Echo to Ogden.
Over 100	1 HP Per Trailing Ton	"	20 MPH Wahsatch to Castle Rock 30 MPH Castle Rock to Ogden
	Less Than 1 HP Per Trailing Ton		20 MPH Wahsatch to Echo 25 MPH Echo to Ogden.

If the train consists entirely of ore cars in series 26000-26499, 26500-26749 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

### Movement in Yards

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:

<b>Location:</b>	<b>Between</b>
Kansas City	West Yard and MP 7.4
Topeka	MP 66.6 and 75.5, Denver Cut-Off or MP 76.0, West Menoken on 1st Subdivision
Marysville	East switch Upland and west switch Orrick.
Hastings	West switch Anan and west switch Hastings.

267 (RK). At Marysville, MP 148.1, eastward train departing from East yard lead must not enter CTC territory until train dispatcher is contacted and must be governed by instructions and signal indication.

275 (RK). In Kansas City Yard, MP 3.75 five dual-control switches are in service at the east end of 18th Street Yards on crossover at west end of north and south runner, east end of Old Belt and New Belt, also east end of South Number 3.

**NOTE: SWITCH WILL HAVE THREE INDICATOR LIGHTS, RED, YELLOW AND GREEN. ONLY IF CROSSOVER IS FULLY NORMAL AT BOTH ENDS WILL IT DISPLAY GREEN. FULLY REVERSE IT WILL DISPLAY YELLOW, OTHERWISE RED.**

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). 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 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 UP 25800 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 roll-by inspection as train passes.

#### Movement Over Drawbridge

98 (RK-1). 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.

275 (RK-1). At East Topeka, MP 67.4, off No. 2 Main Track power operated dual control derail operates in conjunction with dual control switches providing access to AT&SF/UP transfer tracks.

When necessary to hand operate dual control switches as provided in Operating Rules 275 and 276, dual control derail must also be hand operated as provided by Operating Rules 275 and 276.

#### 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). 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-1). 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. At Owens Corning Fairfax Industrial District derrails are installed on the three west 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

93 (RK). 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). At Belvidere, a westward train receiving approach indication at westward controlled signal, east end of Belvidere MP 208.5, 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.

### DENVER CUT-OFF DENVER SUBDIVISION

At Limon, Colorado, effective July 8, 1981, in order to effect transfer of cars to and from the Cadillac and Lake City Railroad (C&LK) the following former CRI&P trackage now being operated by C&LK RR is designated transfer trackage.

1. Rock Island Transfer, No. 1 and No. 2 Track.

All cars placed to C&LK RR should be placed into clear on No. 1 Track.

All cars to be pulled will be on No. 2 Track.

2. No. 1 and No. 2 Tracks are each approximately 2,630 feet to clear and hold approximately 45-55 foot cars per track.
3. All trains must not exceed 5 MPH on all C&LK trackage including transfer track.
4. Block signals in C&LK Yard out of service including transfer track.

## SOUTH-CENTRAL DISTRICT

### SPECIAL RULES — ALL SUBDIVISIONS

#### 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-I) 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 employee 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 Railroad is in effect between WP-UP Junction and Smelter, MP 766.4, Second Subdivision. All Second Subdivision trainmen and enginemen and all Salt Lake Yard crews must have a copy of the current Union Pacific-Western Pacific joint pamphlet governing operation between these points while on duty.

#### 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). When 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).

#### Use of DRGW Trackage at Salt Lake City

93 (RU-5). While using DRGW tracks, employees 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 timetable.

Within yard limits the main track may be used without protecting against other trains or locomotives.

All trains and locomotives must move within yard limits at Restricted Speed, prepared to stop within one-half the range of vision, unless the main track is known to be clear by ABS indication.

Movements against the current of traffic on the main tracks must not be made unless authorized and protected by yardmaster or other designated official.

DRGW Definitions: Restricted Speed — A speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

Reduced Speed — A speed that will permit stopping short of another train or obstruction, or anything that may require the speed of a train or locomotive to be reduced.

DRGW Special Rule 17-T. All freight trains, switch and light locomotive movements, including 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-6). 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). 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.

275 (RU). Dual control switch located MP P.799.94 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 ensure they are in proper position and fully closed before moving over switch.

Switchpoint indicator will be remote controlled by Train Dispatcher.

#### Switches

275 (RU-1). Dual Control Switch located MP P.798.75 between 8th South and 9th South Streets on Provo Subdivision Main Track, Salt Lake City, Utah, is equipped with colorlight switchpoint indicator covering movements of switch.

When switchpoint indicator displays:

GREEN —Switch is lined for Provo Main Track.

YELLOW —Switch is lined for Passenger Main Track.

RED —Trains and engines must stop and inspect switchpoints to ensure they are in proper position and fully closed before moving over switch.

Switchpoint indicator will be remote-controlled by train dispatcher.

#### Movements at Pioneer

804 (RU). 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-1). Cars must not be left unattended south of derails at south end of Passenger Station, Garden or Freight House tracks.

#### Draw Bridge

900 (RU). 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-1). 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-2). 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

#### Whistle Signals

14 (RU). Trains using By-Pass track at Ogden will whistle for 33rd Street crossing and Patterson Avenue crossing.

#### Movement on Yard Tracks

96 (RU). Train, engine and yard engine movements may be made without receipt of clearance on signal indication and authority of Wyoming Division train dispatcher between Riverdale, and MP 989.9 and East Riverdale, MP 988.6.

#### Movement of Trains by Block Signals

240 (RU). 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.

251 (RU). Between Riverdale and Ogden Union Depot, tracks will be numbered north to south, with northernmost track being No. 1 track and No. 2 track just south of No. 1 track.

On No. 2 track between Riverdale and "End of Block" sign at MP 992.2, Rule 251 is in effect. For westward movement, "End of Block" sign is located to the left of No. 2 track.

261 (RU). On No. 1 track between Riverdale and "End of Block" sign at MP 992.2, Rule 261 is in effect. ACS is inoperative for westward movement between Riverdale and MP 992.2.

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 St., Ogden and be governed by his instructions.

#### Close Clearances

900 (RU-3). 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-1). 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 derail is located approximately 640 feet beyond switch on track to American Greetings Corporation. Removal of blue flag derail must be authorized by American Greetings Corporation.

#### Sidings and Yard Tracks

105 (RU). 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-1). At North Yard, First Subdivision trains entering west lead must obtain track number from yardmaster before passing West 16 switch.

#### Movements on Signal Indication

269 (RU). Switch at West Bridge Jct., CP 818, to Riverdale By-Pass Track is controlled by Train Disptcher at Salt Lake City. Westward trains from Wyoming 4th Subdivision stopped by signal governing movement over this switch must communicate with train dispatcher at Salt Lake City.

Westward trains from Utah 1st Subdivision en route to Riverdale By-Pass Track must communicate with both the Train Dispatcher at Salt Lake, who will authorize hand operation of dual control switch, and the Train Dispatcher at Cheyenne who will authorize train to proceed.

#### Movement of Trains By Block Signals

509 (RU). When a train or engine is stopped by automatic block signals indicating STOP between 23rd Street and Ogden Yard Limits, and such indication does not change promptly to a more favorable indication, a member of the crew must immediately communicate with 30th Street Yardmaster and be governed by his instructions.

When authorized by 30th Street Yardmaster to proceed, train or engine may proceed on route instructed at once at restricted speed to the next signal.

#### Draw Bridge

900 (RU-4). At Smithfield in spotting cars between warehouses on Del Monte 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 and Smelter MP 766.4, Second Subdivision. All Second Subdivision trainmen and enginemen and all Salt Lake yard crews must have a copy of the current Union Pacific-Western Pacific joint pamphlet governing operation between these points while on duty.

### Spacing Trains

91 (RU). On Provo Subdivision, between Sandy and Pleasant Grove and between Provo and Lynndyl, trains in the same direction must be kept at least thirty minutes apart, except when closing up at stations.

The crew of the following train will be responsible for trains keeping 30 minutes apart when passed by another train, or before following a train which has been overtaken.

### 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-2). 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-3). 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.

### Weigh-in-Motion Scale

804 (RU-4). Industry track at Sharp, MP P-700.2, Provo Subdivision has weigh-in-motion scale located 150 feet west of coal loading tipple. Before starting to weigh, scale must be clear of any movement for 90 seconds.

Speed of 3 MPH must not be exceeded over scale and wheels on units must not be allowed to slip or slide while on scale track.

Units and caboose will not clear loading tipple when load-out chute is over track.

### 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.

### Block Clearances

96 (RU-1). Train and engine movements on Cedar City Branch will be controlled by train dispatcher through the 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 on main track between Lund and Cedar City must be authorized by block clearance and no portion of main 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 completed time given by train dispatcher must be entered on Form 2643 BC, 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

Lund to C&E Eng 201

This is your authority to occupy Main Track between Lund and Cedar City.

Additional instructions — Do not exceed 20 MPH between MP 8 and MP 8.75  
GRJ

R 1247 PM Conductor Jones

R 1248 PM Engineer Smith

Reported clear at 215PM

Proper receipt of block clearance by a train or engine is authority for movement between the first-named station and 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 destination station, conductor must report arrival to the train dispatcher and enter the time reported clear on the block clearance. No further main track movements may be made without receipt of another Form 2643 BC.

When instructed by train dispatcher, conductor must report when clear at intermediate stations and must enter time reported clear on block clearance form. Train or engine may not re-enter that block to the rear without receipt of another Form 2643 BC.

Additional instructions, such as "Do not exceed 20 MPH between MP 8 and MP 8.75" or "Report clear at Iron Springs" must be entered on block clearances as transmitted by 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.

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

Except as affected by Special Rule 96 (RU-1), Operating Rules remain in effect.

96 (RU-2). Train and engine movements on Iron Mountain Branch will be controlled by train dispatcher through the 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 on main track between Iron Springs and Iron Mountain must be authorized by block clearance and no portion of main 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 completed time given by train dispatcher must be entered on Form 2643 BC, 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

Iron Springs to C&E Eng 201

This is your authority to occupy Main Track between Iron Springs and Comstock  
Additional instructions — Do not exceed 15 MPH between MP 5 and MP 5.75  
GRJ

R 1247 PM Conductor Jones

R 1248 PM Engineer Smith

Reported clear at 215PM

Proper receipt of block clearance by a train or engine is authority for movement between the first-named station and 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 destination station, conductor must report arrival to the train dispatcher and enter the time reported clear on the block clearance. No further main track movements may be made without receipt of another Form 2643 BC.

When instructed by train dispatcher, conductor must report when clear of west switch of designated intermediate stations and must enter time reported on block clearance form. Train or engine may not re-enter that block to the rear without receipt of another Form 2643 BC.

Additional instructions such as, "Do not exceed 15 MPH between MP 5 and MP 5.75" or "Report clear of Desert Mound" must be entered on block clearance as transmitted by 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.

Dispatchers transfer must include block clearances still in effect.

Except as affected by Special Rule 96 (RU-2), all Operating Rules remain in effect.

### Clearances

97 (RU-1). 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). At Cedar City, spring point derail located in main track just east of MP 31.80 must be locked in derailing position when not being used. Westward trains may trail through derail.

### Derails

104 (RU-1). 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-2). At Comstock, departure track must be left clear after departure of ore trains.

## Switch Point Indicators

240 (RU-2). 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.

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-4). 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 east switch ISLEN on westward trains and west switch ETNA 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 10 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.

## High and Wide Cars

900 (RU-5). 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 on which the lading 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 Employes

(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 Employes

(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 employes in yard.

## Observance of Cars by Employes

(10) Employes 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 Richmond.
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 Richmond.

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 20 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.

### Helper Engines

809 (RC). When necessary to place a helper engine behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pound tractive effort or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort or a combination of one six-axle and one four-axle unit totaling not more than 157,600 pounds tractive effort will be used.

When necessary to place two six-axle helper engines or one six-axle and one four-axle engine behind a caboose, helper engineer must not permit current on load meter to exceed 1,050 amps.

Loco. Model	Series	Axles	Rated HP	Approx. Weight Lbs.	Starting Tractive Effort Lbs.	Tractive Effort At 1050 Amps Lbs.
*TR5	1871-1877B	4	1200	247,000	61,750	36,520
GP7	103-126	4	1500	249,000	62,250	55,440
GP9	131-345	4	1750	247,000	61,750	55,440
GP20	474-495	4	2000	258,000	64,500	55,440
GP38-2	2000-2059	4	2000	269,000	67,250	55,440
GP30	700-875	4	2250	260,000	65,000	55,440
GP35	740-763	4	2500	261,000	65,250	55,440
GP40	600-650	4	3000	265,000	66,250	55,440
GP40X	9000-9005	4	3500	274,000	68,500	41,520
SD24	400-448	6	2400	386,000	96,500	83,160
SDP35	1400-1409	6	2500	380,000	95,000	66,600
SD40	3000-3122	6	3000	392,000	98,000	83,160
SD40-2	3123-3808	6	3000	392,000	98,000	83,160
SD45	1-65	6	3600	393,000	98,250	83,160
U28C	2801-2808	6	2800	374,000	93,500	76,000
U30C	2810-2959	6	3000	393,000	98,250	76,000
C30-7	2400-2539	6	3000	395,000	98,750	76,000
DD40X	6900-6946	8	6600	540,000	135,000	88,800

\*Cow-Calf Combination 2400 HP

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

### 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 of which the lading 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 5'5" 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 15'6" 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 on which the lading 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 ft. 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

### 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.

104 (RC-1). Derail installed on west leg of wye, Boulder Jct.

### Trailer Ramp Facilities

104 (RC-2). 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.

### Power Operated Derails

275 (RC). At east end of Las Vegas yard, west end of siding Kelso and east end R.D. Lead Yermo, 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-1). 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 person on side or top of car. Switching must not be done on track 5 when ramp is down in loading position. A support 6 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 all westward trains, dynamic brake must be tested between MP 309 and MP 292.

Conductor must advise engineer number of cars in train, total tonnage, and tons per operative brake.

From Cima to Kelso, train not required to use retaining valves may operate at a speed not to exceed 25 MPH provided speed can be controlled with minimum brake pipe reduction (6-8 lbs.). If more than minimum brake pipe reduction (6-8 lbs.) is required to control speed, a speed of 20 MPH must not be exceeded.

Maximum speed of westward trains over crest of grade at Cima must be 10 MPH less than maximum authorized speed Cima to Kelso.

Between Kelso and MP 217.6, westward trains exceeding 75 tons per operative brake and which do not have at least one horsepower effective dynamic brake per trailing ton, must not exceed 30 MPH at any point.

In cases where a train is required to stop between Cima and Kelso, provisions of Air Brake Rule 1044 will govern.

## SPECIAL RULES — SECOND SUBDIVISION and BRANCHES

#### Whistle Signals

**14 (RC).** Engine whistle signal 14(l) must be sounded before entering Abex yard at Spadra.

#### 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 Ontario Pomona 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).** Employees performing service on Harbor Belt Line Railroad will be governed by Union Pacific Operating Rules and Special Instructions.

**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 MP 21.4 or MP 21.6 San Pedro Branch. Switch 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 on engines entering or leaving spur track at North Main Street, Los Angeles, must communicate with towerman at Mission Tower, who will release electric lock on derail.

**98 (RC-1).** For movement of UP trains and engines to and from Glendale Branch at Arroyo Jct., Dayton interlocker must be notified to handle switch.

#### Derails

**104 (RC-3).** On Glendale Branch, derail located on main track just below run-around switch at Glendale.

**104 (RC-4).** At Crestmore, before switching cars into Track 1 and Track 2 at Riverside Cement Corporation, a member of crew must ascertain that derails on these tracks are in derailing position. If derails are not in derailing position, a member of crew must contact Packhouse foreman or lead man.

#### Tracks Other Than Main Tracks

**105 (RC-1).** Between CTC Stop signals vicinity MP 3.8 and CTC Stop signals vicinity MP 7.7, there is no main track. Rule 105 governs.

Maximum authorized speed between these locations is 20 MPH. Except between MP 5.7 and MP 7.7 Eastward trains on track 3, 40 MPH.

Before leaving departure yard, eastward trains or engines must receive authority from Crest Tower yardmaster.

#### Movement on Signal Indication

**240 (RC).** Eastward trains departing East Yard and 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.

#### Dual Control Switches

**275 (RC-1).** Whistle activated dual control switches are in service on San Pedro Branch at Thenard.

For movements to and from Long Beach Harbor, advance switch point indicators and horn receivers to activate switches are located as follows:

Westward — MP 21.15

Eastward — Thenard connection on south side of Foot St.

Dual control switch is located at MP 21.35 and is equipped with color light switch point indicators.

When switch point indicator displays:

GREEN: —Switch is lined for San Pedro Main Track.

YELLOW: —Switch is lined for Long Beach Harbor.

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

For movements to and from Los Angeles Harbor, advance switch point indicators and horn receivers to activate switches are located as follows:

Westward — MP 21.45

Eastward — MP 21.65

Dual control switch is located at MP 21.50 and is equipped with color light switch point indicators.

When switch point indicator displays:

GREEN: —Switch is lined for San Pedro Main Track.

**YELLOW:** —Switch is lined for Los Angeles Harbor.

**RED:** —Trains and engines must stop and examine switch points to insure they are in proper position and fully closed before moving over switch.

If switch is not lined for desired route, it will be necessary to sound blast of engine whistle prior to passing horn receiver. If necessary, to hand operate switch, instructions will be posted in box located near switch.

#### 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, employee of Benton Feed Yard must be requested to remove barrier.

# NORTHWESTERN DISTRICT

## SPECIAL RULES — ALL SUBDIVISIONS

### Engine Whistle Signals

14 (RNW). In addition to locations listed in Union Pacific Operating Rule 14 (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.

### Power Operated Derails

275 (RNW)

Idaho Div'n. — East and West Glens Ferry and West Nampa

Oregon Div'n. — East Portland Interlocking, CP 189, CP 188 and BN Interlocking at Spokane

At the above locations the derails operate in conjunction with the main track switch. When necessary to hand operate either the derail or the switch, Operating Rules 275 and 276 apply.

### 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.

713 (RNW-2). ORS 761.395 in connection with transportation of hazardous materials in the State of Oregon reads as follows:

"761.395. Visual external inspections required on cars standing in rail yards or stations more than two hours. Each railcar containing hazardous materials and bearing an 'Explosives A' or 'Flammable Gas' placard as required by federal regulation, and which remains in a rail yard or station for more than two hours, shall be visually inspected externally by the transporting railroad within two hours of the car's arrival and within two hours prior to the car's departure."

As part of the implementation of the visual inspection requirements of ORS 761.395, the required inspections, if no car man is on duty, shall be made by a member of the train or switch crew at each yard or station where the affected rail cars are to be picked up, set out, or where a movement of a train containing affected rail cars terminates or originates. The person making the inspection shall ascertain whether there is any evidence or signs of leakage or other loss or change of contents from any affected rail cars and whether there are any obvious defects in the running gear of any affected rail cars. The dispatcher shall be immediately notified of all problems observed which are not promptly corrected.

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

#### Engine Whistle Signals

14 (RI). 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.

#### Public Crossings

14 (RI-1). At Shoshone, Glens Ferry, Ontario, Mt. Home and Pole Line Rd. (Pocatello) whistle detectors mounted on orange colored whistle posts have been installed near main crossings.

All eastward trains must sound whistle before passing whistle posts. *Exception:* At Glens Ferry both eastward and westward trains must sound whistle.

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-2). 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-3). 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-4). 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. When an eastward train is stopped at this location, a member of the crew must protect Pole Line Crossing before proceeding.

### Movements In Yard

93 (RI). North or westward running track extends 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 this track must be made with the current of traffic.

93 (RI-1). No. 1, No. 2 and No. 3 main tracks between Pocatello Junction and MP 213.1 are signaled for ABS two main track operation.

No. 3 main track extends from east end Pocatello yard to Pocatello Jct.

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 main tracks 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. on Nos. 1, 2, & 3 main tracks.

93 (RI-2). All trains or engines must not foul leads or running tracks at either end of Receiving Yard until authority is 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.

### 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 indica-

tions displayed by the trimmer signal. The indications of these signals are as follows:

Color	Indication
Red	—Stop, and do 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 is occupied.

## SPECIAL RULES—FIRST SUBDIVISION and BRANCHES

#### Engine Whistle Signals

**14 (RI-5).** Referring to Rule 14 (f): Within the State of Wyoming, duration of complete whistle signal approaching public crossings must be not less than twenty seconds.

#### Block Clearance

**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 Eng 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.

#### Switches

- 104 (RI-1):**
- |              |   |
|--------------|---|
| Dry Valley   | Main track switch to west leg of wye — for wye track.     |
| Soda Springs | Tail of wye switch on Conda Branch — for east leg of wye. |
| McCammon     | Wye switch on Utah east siding — for wye.                 |

#### 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 ft. east of river bridge at Ink-om 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.

#### Track Restrictions

**899 (RI-1).** Units must not be operated on following tracks:

Conda	Loading tracks west of scales.
Epco	Over rollover dumper over track scales.
Monsanto Spur	End 50 ft. of Furnace Room Track.
Leefe	Over scales on North Track at Tipple
Dry Valley	Under ore loading Tipple.
Inkom	Over track scales at Cement Plant.

#### Crossing Signals

**900 (RI).** On Monsanto Chemical Plant Track No. 4, near Furnace Building, hand activated crossing signals have been installed. Train movements will receive a red signal until push button located on signal mast is activated. After truck traffic is stopped, signal will display lunar to proceed across crossing.

## SPECIAL RULES — SECOND SUBDIVISION and BRANCHES

#### Public Crossings

**103 (RI-2).** At Burley, and Rupert 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.

#### Track Restrictions

**899 (RI-2).** Units must not be operated on the following tracks:

Don  
UP crews must not move engine or cars east of FMC Plant main crossing on load tracks or west of empty track switches on empty track.

Engines must not be operated over trackage serving J. R. Simplot Ampo-Phos, Bagging and Bulk Plant. Engines must not pass under loader on Foster Slag Track No. 1, account insufficient clearance.

Starrhs Ferry

Do not move engines or cars over scale or under overhead building at Coors Warehouse.

Myers

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

McMillan

Engines or boxcars must not enter covered area at wet hopper at TASCO factory.

#### 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

#### 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 Nyssa cars left on siding must be left clear of Oregon P.U.C. markers at Locust Ave.

103 (RI-6). At Boise Freight engines moving across crossings must have an employe riding leading deck of engine protecting movement.

103 (RI-7). 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.
	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.

#### Track Restrictions

899 (RI-3). Units must not be operated on the following tracks:

Fisher	Engines must not go beyond either the wet hopper or unloading hoppers on old track near main track at TASCO factory.
Simplot (Wilder Branch)	Over under-track pit at Simplot Soil Builder.
Nyssa	At TASCO factory beyond stock chute on tracks 2 and 3 and Beet Track 3, coal silo trestle.
Rubicon (New Meadows Branch)	On New Logging Spur beyond end of heavy rail 1600 ft. from switch Boise-Cascade trackage, west of No. 1 Receiving Track, west switch.

#### 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 64 not less than 10 minutes to cool wheels and inspect train.

### SPECIAL RULES — FOURTH SUBDIVISION and BRANCHES

#### Movements In Yards

93 (RI-6). At Idaho Falls, all train movements must not exceed 5 MPH over switches on lead at west end of yard from scale crossover to and including No. 5 track.

#### Railroad Crossing

98 (RI). At Silver Bow movements over Burlington Northern and Milwaukee

main tracks are governed by Automatic Interlocking signals. Push button located on signal house may be operated to obtain signal indication.

#### Crossings

103 (RI-8). Idaho Falls, before crossing Yellowstone Highway at the following locations, highway crossing signals must be activated:

Cliff St. (Old Montana Main)  
Short St. (Ice Spur Lead)  
19th St., Texaco Oil Spur (Gravel Spur)  
West Broadway St. (Taube Spur)

Starter boxes are located on cases or masts on each side of highway crossing. A crew member 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.

At Anderson St. highway crossing, if crossing signals are inoperative, block signals on either side of the crossing will indicate stop. After stopping, whistle must be sounded to activate highway crossing signals.

#### Switches

104 (RI-2):

Gay

West leg of wye switch from main track must be left lined for wye.

#### Sidings and Side Tracks

105 (RI-1). Trainmen and enginemen must expect to find cars on the following tracks at all times:

Ucon	—siding	Gibson	—siding
St. Anthony	—West Belt siding	Wapello	—siding
Hart	—siding	Cotton	—siding
Rexburg	—siding	Bassett	—siding
Payne	—siding	Barrett	—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 in excess of 16 degrees:

Collins	American Potato spur	20 degrees.
	Idaho Starch Factory spur	20 degrees.

#### Use of Hand Brakes

806 (RI-1). At Gay, cars set out must have slack bunched and not less than five hand brakes set on low end of track and not less than two hand brakes set near middle of cut on each track.

#### Position of Cars in Train

809 (RI). On West Belt Branch any loaded car with gross weight in excess of 263,000 pounds must be separated from units or any other car with a gross weight exceeding 177,000 pounds by at least 3 cars having less than 177,000 pounds gross weight each.

On West Belt Branch cars in excess of 240,000 pounds gross weight must not be handled between Menan and St. Anthony.

On Mackay and Aberdeen Branches cars in excess of 263,000 pounds gross weight must not be handled, and cars in excess of 220,000 pounds gross weight must not be handled between Arco and Mackay.

#### Track Restrictions

899 (RI-4). Units must not be operated on the following tracks:

Idaho Falls	Coal Yard Trestle on Agren Spur.
Divide	Coal trestle.

#### Air Brake Rules

1042 (RI). Trains from Gay must not be controlled exclusively by dynamic brake. Dynamic brake must be tested prior to passing MP 18.0. On trains from Gay, if dynamic brake is inoperative, retaining valves positioned in heavy holding must be used on all cars. Special Rule 1042(R) and 1044 apply.

When handling ore with single unit from Gay to MP 9, consist must not exceed 40 cars.

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# OREGON DIVISION

## SPECIAL RULES ALL SUBDIVISIONS

### Helper Engines

809 (RO). On Oregon Division Special Rule 809 (R-6) and 809 (R-7) 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 employes will ride in cab of helper units.

## SPECIAL RULES — FIRST and SECOND SUBDIVISIONS and BRANCHES

### Main Track Derails

104 (RO). Main track derails are located at the following points:

Pilot Rock — two derails located as follows: 1500 ft. east of east switch to New Set-out Track and 190 ft. 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 LaGrande, 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

### Handling of Switches

104 (RO). 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.

104 (RO-1). Switch to hump setout track, when opened, will set hump signal to red indication (STOP). Movement to setout track must be controlled by either hand

signal or radio communications. To return to humping operations, set out track switch must be returned to normal and reset button on console pressed to clear signals.

104 (RO-2). 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.

### Signal Indications

240 (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 do not proceed except on instructions from hump yardmaster.  
Green — proceed.

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

A warning device located near group retarders will be controlled from hump yardmaster's office and when activated will indicate hump operations are about to begin.

240 (RO-1). 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.

When track is full, trim foreman's control console will show constant red light on track selector button and audible warning buzzer will sound for five seconds. Shove movement must be stopped. Any further movement must be governed by instructions from yardmaster.

Emergency stop switch on trim foreman's control console, when activated, will set shove signals to stop.

240 (RO-2). Fixed signals located at MP 187.3, east end receiving yard tracks 3, 4 and 5, are shown with lunar indication. This is the most restrictive indication that can be given by these signals.

240 (RO-3). Rules 240(A), 240(P) and 241(B) as contained in Union Pacific Operating & Maintenance of Way and Signal Rules books, effective May 1st, 1972, apply at MP 186.3 and MP 185.1, 6th Sub-Division in yard limits. When stopped at these locations, tower yardmaster must be contacted before proceeding from these locations.

### Power Operated Derails

275 (RO). At CP 189 and CP 188, power operated derails operated in conjunction with dual control switches on Main Track No. 1 and Main Track No. 2, Departure Lead, and Receiving Lead. When necessary to hand operate 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.

### Dual Control Switches

276 (RO). Power controlled crossovers and switches operated by trim foreman and hump foreman must be properly lined for route to be used with corresponding indication on control panels prior to any movement being started or allowed to pass over these switches. Control switches are not to be re-positioned immediately ahead of approaching movements and must not be re-positioned until entire movement clears track circuit as indicated on control panels. In the event a red indication is shown on control panels or there is not a light burning in switch point indicator, these switches must be placed in hand operation before movement is allowed to pass over these switches, and yardmaster must immediately be notified of malfunction. In the event of electrical failure, switches must be hand operated and locking features on switch must not be engaged until power is restored and indication of switch's position on control panel is in correspondence with actual position of switch in field.

Hump foreman must see the following switches when not in immediate use are positioned and pinned on control panel as follows: Switch No. 2 — lined for power lead; Switch No. 9 — lined for receiving No. 5.

### Electric Lock Switches

280 (RO). Electric lock switches are at the following locations: Crossovers from Main Line No. 1 to Main Line No. 2 at MP 186.1 and MP 187.2, and controlled by Mountain Dispatcher.

Hand operated switches are located on Main Line No. 1 at MP 184.1, MP 184.4 and MP 184.8, and crossovers from Main Line No. 1 to Main Line No. 2 at MP 185.5, and controlled by Sandy dispatcher.

### Movement in Yard

803 (RO). All trains before departing Hinkle Yard and all engines before departing Enginehouse must contact hump yardmaster and be governed by his instructions.

### Switching Cars

804 (RO). The following cars are not to be humped or allowed to roll free. They must be placed to no-hump track or bowl track as directed by tower yardmaster: LP gas — missiles — atomic material — transformers — modular housing units — loaded depressed center flat cars — cars in excess of 40 tons per axle — hazardous material as outlined in Appendices 12, 13 and 14.

804 (RO-1). Cars must not be left closer than three car lengths from clearance point at east end of bowl tracks.

804 (RO-2). 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-3). Employees must ride rear of multiple unit engine backing up except engines making backup movement on hump pullback lead.

804 (RO-4). Trim engines making movements from class tracks or departure yard must not foul lead without engineer obtaining authority from trim foreman. Trim foreman giving authority for movement will be responsible for protection.

804 (RO-5). When shoving coupled cars, if there is any doubt as to whether or not track will hold all cars without fouling switches or leads, employee responsible for movement will contact tower yardmaster and be governed by his instructions.

### Speed Restrictions

Main Track No. 1; 40 MPH/40 MPH.

Main Track No. 2, MP 182.0 to MP 184.4; 70 MPH/70 MPH.

Main Track No. 2, MP 184.4 to MP 189.2; 60 MPH/50 MPH.

Departure Leads, East and West; 40 MPH after rear of trains have departed makeup track.

Weigh-In-Motion Scale; dead rail 15 MPH.

### Radio Rules

662 (RO). Engineer will be responsible for making verbal response acknowledging receipt of radio communications to signals or instructions given by radio and employees giving those signals or instructions must insure that communications have been received and understood.

### Safety Instructions

Safety Instructions 4013 contained in Form 7908, UNION PACIFIC RAILROAD Rules Governing Duties and Department of Employees, Safety Instructions and Use of Radio, effective October 1, 1974, reads as follows:

4013. The wearing of hard hats is required of all employees in the Mechanical, Maintenance of Way, Signal, Stores and Communications departments except office personnel, and by all employees when entering designated hard hat area.

Conductor pilots, when working with Maintenance of Way locomotive cranes and other work equipment will be required to wear hard hats. Work train crews will be required to wear hard hats when outside of the caboose or locomotives when working with Maintenance of Way employees. The Maintenance of Way supervisor in charge of work trains or work equipment will furnish trainmen with hard hats.

Switchmen working as hostler helpers will be required to secure hard hat from enginehouse supervisor and will be responsible for wearing hard hat in designated hard hat areas, returning hard hat to enginehouse supervisor at the end of shift.

## SPECIAL RULES — THIRD AND FOURTH SUBDIVISIONS AND BRANCHES

### Use of Engine Whistle

14 (RO). 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.

### Crossings

103 (RO). At MP 84.16, between Amtrak Depot and Union St. grade crossing at The Dalles, a sign reading "Amtrak Stop Here" and bell detector to activate crossing protection for Union St. have been installed.

Eastward Amtrak trains must sound bell on engine for 15 seconds before proceeding eastward. This will activate the signal protection at Union St. However, engine bell must be sounded within 40 feet of sensor to accomplish this.

If consists of trains are such that engine bell is in excess of 40 feet from the sensor, engineer must proceed gradually until contact is made with track circuit and engineer must know that crossing gates are down before proceeding over Union St.

### Derails

104 (RO-1). Main track derails are located at the following points:

Condon (MP 44.0)

Heppner (MP 44.9)

Umatilla (40 feet west of Johns Manville spur.)

### Signal Indications

267 (RO-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 Derails

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.

### Electric 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.

### PGE Carty Plant

900 (R). The following applies when operating units through PGE Carty Plant rotary car dumpers:

Maximum speed on the coal loop track will be 5 MPH.

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.

Conductor must obtain authority from dumper operator before proceeding through dumper.

A stop-and-go signal will be installed on the south end of the dumper building and this signal must display a yellow aspect before proceeding. In addition a verbal signal from the conductor located in the dumper operator's office by radio must be received before moving train into dumper building.

All Union Pacific cabooses except bay window-type cabooses must be cut off before proceeding through dumper as Union Pacific cupola-type cabooses will not clear dumper; hand brake on caboose must be applied.

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 roll-by inspection as train passes.

### 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 or before fouling No. 2 Running Track.

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 level 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.

804 (RO-15). 85 foot cars must not be placed in Track New 2 at Terminal 4.

### 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 SUBDIVISION 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-1). On lines operated by the Union Pacific 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.

12, 14 (RO-2). On those portions of track operated by Union Pacific Railroad, note to Rules 12 and 14 of the Consolidated Code of Operating Rules, Edition of 1980, does not apply and trains and engines must not increase speed until entire train has passed a green flag displayed to the right of the track.

### 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.

81 (RO). On Burlington Northern tracks the Consolidated Code of Operating Rules apply and on Union Pacific tracks the Consolidated Code of Operating Rules as well as current Timetable and Special Instructions govern.

### Yard Limits

93 (RO-3). At Albina, Oregon Fifth Subdivision crews will be governed by Consolidated Code of Operating Rules except that Union Pacific Rule 93 will apply. See Special Rule 93 (R).

### 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). Prescribed distance is one and one-half miles on Union Pacific Railroad.

### 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 train dispatcher and such signature must be placed directly under the last word of the order.

Balance of the rule is unchanged.

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 out 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 ft. 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 the following is substituted for Form Y of the Consolidated Code of Operating Rules:

#### Protection of Gangs or Machines

ON \_\_\_\_\_ (SUBDIVISION) \_\_\_\_\_ (DATE) AT FOLLOWING

LOCATIONS ALL TRAINS MUST PROCEED AT RESTRICTED SPEED UNLESS PROPER VERBAL INFORMATION IS RECEIVED FROM FOREMAN IN CHARGE OR PROCEED SIGNAL GIVEN WITH YELLOW FLAG OR YELLOW LIGHT IS RECEIVED

WHILE PROCEEDING AT RESTRICTED SPEED TRAINS MUST BE PREPARED TO STOP SHORT OF MEN AND MACHINES ON OR FOUL OF TRACK

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 movement is entirely within yard limits.

268 (RO). When a train or engine clears a controlled siding by use of an auxiliary track or branch line, a member of crew must report to control operator when controlled siding is clear and switches properly lined. Train or engine must not re-enter controlled siding without authority from control operator.

269 (RO-1). In CTC territory, when flagging from a Stop signal in accordance with Rule 269, train or engine must not pass next point of communication except on signal indication or further authority from control operator.

**Exception: This does not apply between Black River and Fife, Fifth Subdivision.**

### Dual Control Switches

275 (RO-2). Except as provided in Rule 276, a train or engine must not make a reverse movement, or a forward movement after making a reverse movement, over a dual control switch, except on signal indication, or with permission from control operator.

275 (RO-3). When necessary to perform switching over dual control switch as provided in Operating Rule 276, first move, when possible, must be made on signal indication.

275 (RO-4). When communication fails and it is necessary to hand operate dual control switches, switch must not be operated until five minutes after selector lever has been placed in HAND position.

### Block Signals

509 (RO). When a slide warning device plug is found pulled or controller operated but no obstruction on or damage to track is found, the plug must be replaced, if practicable, or controller reset by depressing "Re-set" button, and conductor must make report to train dispatcher by quickest means of communication.

513 (RO). Referring to exception (a), Rule 513: Indication displayed by a track occupancy indicator (block indicator) is not authority for a train or engine movement, nor does it relieve a train or engine from waiting five minutes before fouling a main track.

516 (RO). 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 ft. 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). 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.

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**713 (RO-1).** 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 them to the 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 dispatcher of any such speed restriction. The engineer will be held equally responsible with the conductor in the event the conductor fails to notify the engineer and engineer does not ascertain this information.

#### 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 ft. 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 MPH. 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.

## ADDITIONAL 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).** 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.

### Centralized Traffic Control System

**269 (RO-2).** Between Black River and Fife the following rules will apply:

**269.** When a train or engine is stopped by a Stop signal and no conflicting movement is evident, a member of the crew must immediately communicate with the control operator and be governed by his instructions. Authority to proceed will be given by form C Clearance which must be copied by a member of the crew, repeated to the control operator and delivered to the engineer.

When authorized to proceed, train or engine may proceed at once at restricted speed to the next signal except that when so instructed by the control operator, train or engine must be moved forward until leading wheels are 100 feet past the Stop signal, wait ten minutes, then proceed at restricted speed to the next signal.

**Exception: — Clearance Form C will not be required when movement is leaving the main track, is leaving CTC territory, or the entire movement is within yard limits.**

**269 (A).** When stopped by a Stop signal and communication with the control operator has failed, train or engine must not proceed except on signal indication or until communication is restored and authority is received from the control operator.

**Exception: A train or engine stopped by a Stop signal at the entering signal at a station and unable to communicate with the control operator may move forward, when preceded by a flagman, to the leaving signal at that station, clearing main track when practicable.**

**269 (B).** Emergency push buttons 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 look out for track car or for men and equipment on track without flag protection.

**269 (C).** If a train or engine fails to stop before passing a signal displaying Stop indication, front of train must be protected immediately as prescribed by Rule 99. A member of crew must communicate with control operator at once and be governed by his instructions."

### 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.

### Drawbridge

98 (RO-3). 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.

### Derrails

104 (RO-5). Main track derrails are located at the following points:

Wallace (MP 81.13)	} Spring switch point set in derailling 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)	

### Centralized Traffic Control System

269 (RO-3). At Wallula, Villard Jct. and Zangar Jct. emergency push buttons 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 east end Spokane will be governed by controlled signals located at BN Crossing.

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. Train with staff A must remain until the train with staff B has arrived.

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

612 (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 612. 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
Pendleton Branch:	
Walla Walla	— Track 58, Walla Walla Poultry Assn.
	— Track 66, Walla Walla Canning Co.
	— Track 67, Walla Walla Canning Co.

### Air Brake Rules

1042 (RO-4). Before descending grade on Sierra Nevada Branch and Wallace Branch, between Burke and Wallace, all trains and engines handling cars must make the following air test:

Engineer must apply brakes with a 10 lb. brake pipe reduction and trainmen will observe that brakes apply on each car. Angle cock on rear of rear car must be gradually opened to permit solid flow of air to ascertain that brake pipe is not obstructed to engine. Trainmen then must close angle cock and after engineer has released brakes, observe that brake releases on each car. In addition, brake pipe must be fully recharged and retaining valves placed in heavy holding (20 lbs.) position on all loads, and light holding (10 lbs.) position on all empties; engineer must make a 10 lb. 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
<b>NEBRASKA DIVISION</b>			
<b>Council Bluffs</b>			
13th St. and 4th Ave.	ICG	CNW-ICG	Facing point movements over spring switches are governed by the following aspects and indications displayed by switch point indicator.  Green — Switch point fully closed in normal position. (CNW) Yellow — Switch point fully closed in reverse position. (ICG) Red — Stop. Inspect switch point to see fully closed and properly lined before moving over switch.
14th St. & 5th Ave.	BN	UP	Gate
10th Ave. and 14th St.	BN	UP	Stop sign
10th Ave. & 12th St.	CNW	CNW	Stop signs
MP 0.21	BN		BN trains or engines must not enter UP trackage without authority from bridge dispatcher.
<b>Omaha</b>			
Lininger Track 6th St.	BN	BN	Gate
20th St.	CRIP & CNW		Interlocking
Summit crossovers between Tracks 1, 2, 3, 4	CNW		Interlocking
N St.			Trains and engines must approach all junction points expecting to find trains entering or leaving main tracks or running tracks.  Except where protected by interlocking, trains entering Bridge Subdivision must receive authority from Bridge dispatcher before occupying main track and must be governed by Rule 516 and Special Rule 516 (R).
Q St.	CRIP		ABS. Rules 98, 516, and Special Rule 516 (R).
U St.	CRIP	CRIP	Gate
Gilmore Junction	BN & MoPac		Interlocking. Control Operator Tower B
11th St. between Hall and Burdette	ICG	UP	Gate. 10 MPH maximum speed
5th St. between Harney & Howard Sts.	BN	UP	Automatic interlocking. Operating Rule 612: When a movement approaching crossing enters clearing section, if there is no conflicting movement, signal will display aspect permitting movement to proceed. If movement is delayed after entering approach section, signal may resume Stop indication at expiration of time interval.  When it is desired to use crossover between Running Track 8 and Freight House Lead, movement must stop before passing home signal. Both switches of crossover must be lined, which will cause signal to display Stop indication. Push button located on the signal must then be depressed to receive indication permitting movement to proceed.  Electrically locked derails

Location	Crossing or Junction	Train Precedence	How Governed
			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.
<b>First Subdivision and Branches</b>			
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.
CNW Jct.-MP 44.8	CNW	UP	Electric lock (Special Rule 280 RN).
Central City-MP 124.3	BN	UP	Automatic Interlocking. Operating Rule 612.
Central City-MP 124.6	Stromsburg Branch		Westward Stromsburg Branch trains will contact train dispatcher and cross over under block signal protection. If an eastward train is seen approaching, switch must not be opened or crossover occupied until approaching train has stopped.
Grand Island-MP 146.5	BN		Interlocking
<b>Beatrice Branch</b>			
Yutan-MP 5.8	BN		Movements through interlocking are governed as follows:  <b>Aspect: RED</b> — Semaphore at right angle to signal mast. <b>Name: Stop. Indication:</b> Stop before any part of train or engine passes signal. <b>Aspect: GREEN</b> — Semaphore at 45° angle to signal mast. <b>Name: Clear. Indication: Proceed.</b>
Badger-MP 113.1	BN		
Wahoo-MP 19.6	CNW-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
<b>Norfolk Branch</b>			
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

Location	Crossing or Junction	Train Precedence	How Governed
<b>Stromsburg Branch</b>			
David City-MP 23.5	BN	UP	Stop signs
<b>Ord Branch</b>			
Ord-MP 60.7	BN	UP	Stop signs
<b>Second Subdivision and Branches</b>			
<b>North Platte Branch</b>			
Northport-MP 115.5	BN		Interlocking
<b>Thrd Subdivision</b>			
Union MP 81.0	BN		Eastward BN trains must not release mechanical time lock (remove padlock from hasp) without authority from UP Train Dispatcher. Movement to UP trackage is governed by signal indication. Rule 509 governs.
Sterling MP 56.05, 56.71, 57.48	BN		BN Train and engine movements must have UP Train Dispatcher's authority before fouling UP main track.

## WYOMING DIVISION

### First Subdivision and Branches

CP 5	BN		CTC signals
Eaton MP 59.3	GW	UP	Semi-automatic interlocking. When stopped by signal governing movement over crossing and no conflicting movement is evident, member of crew must communicate with dispatcher and be governed by his instructions but need not receive Form C Clearance. Operating Rule 613 governs.

### Boulder Branch

Erie-MP 15.1	BN	UP	Stop signs
Valmont Spur-MP 1.0	BN	UP	Gate
C&S Crossing-MP 26.0	BN	BN	Gate

### Fort Collins Branch

Kelim-MP 9.0	GW	GW	Stop signs
Fort Collins-MP 25.2	BN	BN	Activating push button is located in lock box mounted on either signal mast. Before signal will clear: [1] BN track occupancy indicator must indicate unoccupied (Rule 241 D). [2] Gate must be properly secured for route to be used. If signal does not clear, Operating Rule 613 governs.

Fort Collins-MP 25.3	BN	BN	Gate
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## KANSAS DIVISION

### First Subdivision and Branches

Berger Ave. & Railroad St., Kansas City, KS	SSW	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
KAW Jct.-MP 5.2	SSW	UP	Interlocking
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 instructions. 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
Topeka-MP 67.5		ATSF	
Topeka Frt. House lead		SSW	
Topeka-MP 68.2	SSW	UP	

Location	Crossing or Junction	Train Precedence	How Governed
Frankfort-MP 130.9	MoPac		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.
<b>St. Joseph Branch</b>			
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.
Hiawatha-MP 42.2	MoPac		Automatic interlocking. Operating Rule 612.
<b>Second Subdivision and Branches</b>			
Gerry-MP 163.1	BN	UP	Interlocking and CTC Rules 269, 275
Endicott-MP 180.23	BN		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.
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.
<b>Grand Island Branch</b>			
MP 249.6	BN		Stop signs
<b>Denver Cut-off and Branches</b>			
Abilene-MP 164.5	ATSF		Automatic Interlocking. Operating Rule 612.
West Abilene-MP 165.0	ATSF		Operating Rule 516 and Special Rule 516 (R).
East Salina-MP 184.6	ATSF		Dwarf signal
Salina-MP 187.2	ATSF	UP	Automatic Interlocking. Operating Rule 612.
Ellsworth-MP 224.4	BN	UP	Signals and electric locked gate. Operating Rules 613 and 614.
<b>Solomon Branch</b>			
Minneapolis-MP 23.7	ATSF	UP	Stop signs
Beloit-MP 57.2	MoPac	MoPac	Stop signs

Location	Crossing or Junction	Train Precedence	How Governed
<b>McPherson Branch</b>			
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
<b>Plainville Branch</b>			
Lincoln Center-MP 33.8	ATSF	UP	Gate. Stop signs
<b>UTAH DIVISION</b>			
<b>Salt Lake City Terminal Area</b>			
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, push button 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 crew members 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.
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).

Location	Crossing or Junction	Train Precedence	How Governed
<b>Ogden Terminal Area</b>			
21st Street	DRGW freight main track crosses yard	DRGW	When stopped by signal governing movement over this crossing and no conflicting movement evident, a member of crew must be sent to crossing and if derails on DRGW are in derailing position, movement may proceed on hand signal from employe at the crossing.
Evona Branch connection with DRGW to joint sugar works			Dual control switches are in service. Signals and switches controlled by DRGW dispatcher. Authority must be received from DRGW dispatcher for movement.
Cecil Jct.	UP-SP		Block signals and switchtender.  At Cecil Junction, all movements are controlled by switchtender. Trains or engines must call for signal (Rule 14-j) and must receive proceed signal from switchtender before proceeding.  At Cecil Junction, train or engine on westward main track may pass signal 7813 without stopping, provided proceed signal is received from switchtender, but movement must be made at restricted speed.
<b>First Subdivision and Branches</b>			
Syracuse Branch (MP 0.3)	DRGW	DRGW	Manual interlocking controlled by DRGW dispatcher.
<b>Second Subdivision</b>			
Near Geneva (MP P-757.3) (Provo Subdiv.)	DRGW		Automatic interlocking with movable point frogs, release section is located 500 ft. 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 track car must place selector levers on movable point frogs in HAND position before using crossing.
Garfield (MP 767.1)	KCC Conn.	UP	Electric Lock
<b>CALIFORNIA DIVISION</b>			
<b>Second Subdivision and Branches</b>			
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 ft. east of crossing, in addition to receiving clearance Form C, Operating Rule 613 will govern.

Location	Crossing or Junction	Train Precedence	How Governed
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.
<b>San Pedro Branch</b>			
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		Automatic Interlocking. Rule 612.
MP 21.7	SP		Stop signs. Rule 98 (A). 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. Rule 609.
Permanente Co. Spur	UP		Stop sign. Member of crew protect crossing.
<b>Anaheim Branch</b>			
MP 0.1	SP		CTC Signals
MP 15.5	ATSF	ATSF	Interlocking. See instructions in phone box near derails.
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.
<b>OREGON DIVISION</b>			
<b>Albina Terminal</b>			
East Portland (S.E. Second Ave.)	BN	UP	Stop signs
<b>Fifth Subdivision and Branches</b>			
South Aberdeen	BN	BN	Stop signs

Location	Crossing or Junction	Train Precedence	How Governed
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
<b>Sixth Subdivision and Branches</b>			
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.
Garfield (MP 95.4)	BN	UP	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 Crossing (MP 91.3)	BN	UP	Automatic Interlocking 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 612. 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
<b>Spokane Subdivision (S.I.R.R.)</b>			
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
<b>Coeur d'Alene Branch</b>			
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
<b>Nebraska Division</b>	
South Omaha	Automatic crossing signals and gates are in service at Washington Street, and automatic crossing signals at Madison Street. Cars must not be left standing on bonded portion of these tracks which extends 50 ft. on each side of these crossings. Before moving over these crossings, switching movements in either direction on Long Track, Hold Track, or industry track which parallels eastward main track, must stop not less than 50 ft. from crossing and in proceeding must keep careful lookout for highway traffic.
Gilmore	All movements must stop and crew member sent ahead to act as crossing watchman at 25th Street Crossing on Old Main Line.
Norfolk Branch	At Norfolk Ave., MP 50.3 crossing signals are controlled by four key control boxes located near each corner of intersection and may be activated or deactivated at any key control box with switch key. Wait 20 seconds after crossing protection activated before train movement is made over crossing. Member of crew must deactivate crossing protection after movement completed.
Northport	At MP 112.12 must be cut at signs.
Valley	Cars must not be left within 60 ft. of the Spruce Street Crossing MP 28.05. At stockyards crossing, eastward trains stopping to cut off engine must stop before passing white marker post 350 ft. west of crossing to permit crossing gates to clear for highway traffic. After stopping, movements toward crossing must not exceed 5 MPH.
Waterloo	All movements on industry track, MP 25.6 must stop before crossing Highway 275 and know that automatic crossing signals are in operation before proceeding. Stop must be made on circuit, marked by insulated joints, painted aluminum, 50 ft. each side of the crossing.
Central City	While standing, freight trains must keep all crossings clear
Grand Island	Movements on industrial track must stop before crossing U.S. Highway 30 and know that automatic crossing signals are in operation before proceeding. Stop must be made on circuit, marked by insulated joints painted aluminum, extending 50 ft. on each side of crossing. On BN, if length of train permits, Stuhr Rd. must be left clear.
Kearney	When Signal 1890 displays Stop and Proceed indication, eastward trains on main track must stop clear of Fifth Avenue crossing.
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.
<b>Wyoming Division</b>	
Brighton	All movements must stop, and crew member sent ahead to act as crossing watchman at Sugar Factory crossing, Main St.
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 ft. 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.
Fort Collins	Movements over College Avenue and Cherry Street are governed by signal indication. Activating push button is located in lock box mounted on either signal mast. Before signal will clear:

Location	How Governed
	[1]. BN track occupancy indicator must indicate unoccupied (Rule 241 D). [2]. Gate must be properly secured for route to be used. If signal does not clear, Operating Rule 613 governs.
CP 5	While standing, eastward trains on Dent Branch must remain west of Brighton paved road.
Greeley	When moving over public or private crossing on any track other than main track, a speed of 5 MPH must not be exceeded. A member of crew must precede movement and act as crossing watchman as follows: 13th Street Crossing — Movements to or from Sixth Avenue or Rogers Spur; 8th Street Crossing — Movements to or from West House or House track. Cars must not be left closer than 200 ft. on either side of 16th Street crossing on South Pass. Trains or engines must not exceed 5 MPH on Great Western Sugar factor spur on 16th Street. Movements over U.S. Bypass are governed by signal indication. A member of crew must operate push button to change signal from red to green. Push button for eastward movement is located on signal mast on south side of track. Push button for westward movement is located on signal mast on north side of track.
Boulder	Movements over 30th Street are governed by signal indication. A member of crew must operate push button to change signal from red to green. Push button for westward movements located on instrument case north of track; for eastward movements on wooden post south of track. Crossing signals at 28th St. are governed by signal indication controlled by push buttons located on instrument case north of track and on wood post south of track.
CP 511	After stopping, eastward trains must whistle to activate crossing protection before proceeding.
Rawlins	The following crossing signal change has been made on the wye track crossing on Cedar Street, Rawlins, Wyoming. Train crew must activate crossing signals prior to obstructing crossing by using their switch key in the new crossing signal control boxes located on north and south sides of Cedar Street. Crossing signals should be deactivated in the same manner after the crossing is cleared.
Wamsutter 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.
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 of 1200 feet or more 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.
MP 979.28	Mountain Green crossing must not be blocked longer than 10 minutes.
<b>Kansas Division</b>	
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.  Movement on Industrial Track, MP 16.6, must stop before crossing KS Highway 32 and know that automatic crossing signals are in operation before proceeding. Stop must be made on circuit marked by orange insulated joints extending 50 feet on each side of crossing.  On Track 22 (west running track), Zone 10, stop must be made before crossing Sunshine Road and know that automatic crossing signals are in operation before proceeding. Stop must be made on circuit marked by painted insu-
Sunflower, Ks.	

## Location

## How Governed

lated joints extending 65' south of crossing.

On Spur 3 Track, Zone 14, stop must be made before crossing Fairfax Trafficway and know that automatic crossing signals are in operation before proceeding. Stop must be made on circuit marked by painted insulated joints extending 125' west of crossing.

On Phillips Tail Lead Track, Zone 16, stop must be made before crossing Fairfax Trafficway and know that automatic crossing signals are in operation before proceeding. Stop must be made on circuit marked by painted insulated joints extending 85' on each side of crossing.

## St. Joseph Branch

At Morrill, Kansas, the following will govern movements over tracks as shown:

Movement on North and South Elevator Tracks at Morrill, Kansas, MP 53.9, St. Joseph Branch, must stop before crossing Fanning Street and know that automatic crossing signals are in operation before proceeding. Stop must be made on circuit marked by orange painted insulated joints extending 25' on each side of crossing.

Movement on North Elevator Track at Morrill, Kansas, MP 53.9, St. Joseph Branch, must stop before crossing Roxana Street in eastward direction only and know that automatic crossing signals are in operation before proceeding. Stop must be made on circuit marked by orange painted insulated joints extending 100' west of crossing.

## Utah Division

## Salt Lake City

On running track between Seventh North and Fourteenth North, speed of 10 MPH must not be exceeded over road crossing into rip track area, keeping careful lookout for vehicular traffic.

On Fourth West extension, yard movements must stop at Fourteenth South and Eighteenth South Streets and a member of crew must protect movement over the crossing.

## Becks

When using lead to auto unloading facility a member of crew must protect vehicular traffic when crossing Frontage Road.

Crews must provide crossing protection for switching movements over public crossing at 100 South Street.

## Grant Tower

When signal governing movement through Grant Tower interlocking is at Stop, eastward Second Subdivision trains must stop clear of Ninth West Street until authorized to proceed.

## Ogden

12th Street crossing is not to be blocked by train or engine standing on crossing for more than five (5) minutes.

If occasion arises when trouble causes delay to train or yard cut blocking 12th Street in excess of five (5) minutes, crossing must be cut.

These instructions conform to City Ordinance and employes failing to comply with them will also be in violation of the City Ordinance and subject to fine.

## Ogden

At SP Jct., when an eastward train is held out of Ogden yard, 12th Street crossing must be cut on arrival and train must not be re-coupled until switchtender at Cecil Jct. advises train may enter yard and signal indication permits train to proceed to Cecil Jct.

All trains and engines must stop and be preceded by flagman over the following public crossings and flagmen must display lighted fusee at night.

Garland Sugar Factor — Three tracks crossing highway.	Bunker — Main highway crossing on spur track.
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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.
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## Location

## How Governed

Hardy —  
Main highway crossing  
on Western Ware-  
house Spur.

## Geneva

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 Fiberboard Spur, highway crossing between Free-  
way Bridge and Apex must not be blocked by standing  
cars.

## Caliente

When public crossing is cut, crossing must be cleared  
not less than 150 ft. on each side of crossing.

## Clearfield

City ordinance requires that 2nd South Main Street  
and 700 South must not be blocked longer than 15 minutes.

## California Division

Within the State of California, trains or engines must comply with the provisions of General Order No. 135 of the Public Utilities Commission which reads:

- 1. Train Movements** — Except as provided in Paragraph 5, a public grade crossing which is blocked by a stopped train, other than a passenger train, must be opened within 10 minutes, unless no vehicle or pedestrian is waiting at the crossing. Such a cleared crossing must be left open until it is known that the train is ready to depart. When recoupling such a train at the crossing, movement must be made promptly, consistent with safety.
- 2. Switching Movements** — Switching over public grade crossings should be avoided whenever reasonably possible. If not reasonably possible, such crossings must be cleared frequently to allow a vehicle or pedestrian to pass and must not be occupied continuously for longer than 10 minutes unless no vehicle or pedestrian is waiting at the crossings.
- 3. Grade Crossing Protection Circuits** — Cars or locomotives must not be left standing nor switches left open within the controlling circuits of automatic gate protection devices unless time-out features are provided to allow the gate arms to rise.
- 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.
- 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.
- 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 Manuel  
holding yard. 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 be-  
fore entering street area.

The city of Los Angeles has placed the following restric-  
tions on train and engine movements over Olympic Blvd.  
and Lemon St. in vicinity of Alameda Freight Terminal:

- 7:00 a.m. and 8:00 a.m., one locomotive in each direc-  
tion and one drag one way of not in excess of 10 cars.
- 8:01 a.m. to 9:30 a.m., one locomotive in each direc-  
tion and one drag one way of not in excess of 15 cars.
- 3:30 p.m. to 4:44 p.m., also 5:46 p.m. to 6:00 p.m., a to-  
tal of one locomotive in each direction and one drag in  
each direction of not in excess of 15 cars each.
- 4:45 p.m. to 5:45 p.m. (Not to use crossing at all.)
- 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.

Location	How Governed
	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 nighttime 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 affect crossing gate clearance. Black switch key control box keyed for Union Pacific and Southern Pacific switch keys.
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.
Nipton MP 227.5	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." Key need not remain in release box.
<b>Idaho Division</b>	
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.
<b>Oregon Division</b>	
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.

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.  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 movements.  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 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 Tack 2
	175.28	1 & 2
Buda	183.75	1 & 2
	183.85	1 & 2
Farr	255.6	1 & Siding
CP274	274.0	1 & 2, 2 & 3
CP276	276.0	1 & 2, 2 & 3
CP283	283.38	Westward Main Track & West Belt Track
	283.4	1 & 2
	284.37	Westward Main Track
North Platte	285.0	EB Departure Yard & Eastward Main Track
	285.5	EB Departure Yard & Eastward Main Track
	289.68	Westward Main Track
CP291	291.0	1 & 2, 1 & Departure lead and Departure lead & coal departure track.
CP298	297.96	1 & Siding
	298.0	South Running Track No. 1 & No. 2 track
O'Fallons	300.27	1 & Siding
	300.5	1 & 2
	300.15	1 & 2 & 1 to North Platte Branch
CP312	311.6	1 & 2
	311.16	1 & 2
CP322	322.4	1 & 2
	322.14	1 & 2
	332.3	1 & Siding
Ogallala	334.5	1 & Siding
	334.6	1 & 2
	334.8	1 & 2
CP350	349.6	1 & 2
	349.8	1 & 2
CP363	363.0	1 & 2
	363.10	2 & Siding, 1 & Siding
Julesburg	364.75	2 & Siding
	365.0	1 & 2
	365.10	2nd & 3rd Subdivision
CP378	377.5	1 & 2
CP392	392.0	1 & 2
Sidney	407.8	1 & 2
CP424	423.9	1 & 2
CP437	437.10	1 & 2
	437.20	1 & 2
CP449	448.44	1 & 2
	448.55	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
Archer	501.30	1 & 2
	501.42	1 & 2
Barnett	506.41	1 & 2
	506.49	2 & 3
CP508	508.28	1 & 2
	508.41	1 & 2
	508.44	2 & 3
	508.53	3 & 4

**WYOMING DIVISION**

CP45	45.3	DP Main Track and Neb. Div. Main Track
CP518	98.0	West leg of wye to No. 4 track
CP511	510.70	1 & 2
	510.83	2 & 3
	510.87	1 & 2
Dale Junction	544.65	1 & 2
	544.73	1 & 2
	544.78	2 & 3
	544.83	1 & 2

**WYOMING DIVISION Cont.**

Location	MP	Between Tracks
CP565	565.25	2 & 3 *Note
	565.33	1 & 2
	565.44	1 & 2
CP570	570.5	1 & 2 & Siding
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
CP633	632.6	1 & 2
	638.9	4 & 2
Ramsey	639.01	1 & 2
	639.08	1 & 2
Hanna	643.0	1 & 2, Main Track to North or South Siding
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
CP680	680.20	1 & 2
	680.39	1 & 2
	680.40	1 & Siding
CP681	681.20	2 & Siding
Rawlins	682.78	1 & Siding
CP685	684.86	1 & 2
	685.04	2 & Siding
	685.19	1 & 2
CP700	699.55	1 & Siding
	699.61	1 & 2
CP702	702.09	1 & 2
	702.15	1 & Siding
CP766	766.0	1 & 2
CP801	800.73	1 & 2
	800.80	1 & 2
	800.84	1 & Siding
CP804	803.87	1 & 2
	804.00	1 & Siding
	804.08	1 & 2
CP814	814.64	1 & 2
Peru	824.75	1 & 2
	824.84	1 & 2
CP833	833.35	1 & 2
	833.44	1 & 2
CP844	843.91	1 & 2
	843.97	1 & North Siding
Center 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
Aspen (CP900)	900.17	1 & 2
	900.26	1 & 2
Altamont (CP904)	904.65	1 & 2
	904.72	1 & 2
Strawberry (CP977)	977.59	1 & 2
	977.71	1 & 2
East Riverdale (CP988)	988.49	1 & 2
	988.58	1 & 2
	988.64	2 & Running Track

**KANSAS DIVISION**

West Kansas City	6.5	1 & 2
West Topeka	70.2	1 & 2
East Menoken	73.0	1 & 2, 2 and Denver Cut-Off
Aikins	104.4	1 & Siding
Upland	142.6	Single track & two main tracks
Orrick	155.5	Single track & two main tracks
South Gibbon	285.2	Single track & two main tracks
Gibbon Jct. (CP175)	287.9	1 & 2 to Nebraska Division

**UTAH DIVISION**

Centerville	793.2	1 & 2
CP807	807.2	1 & 2
CP811	811.5	1 & 2
Bridge Junction	817.8	1 & 2

\*Note — No. 20 Equilateral 60 MPH

**CALIFORNIA DIVISION**

Location	MP	Between Tracks
Toomey	168.6	

**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
East Blaser	177.0	end of two main tracks
East McCammon		end of two main tracks
Michaud	244.4	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
CP189	188.7	main track and yard
CP184	183.7	departure yard and running track
CP182	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.**

Hand operated switches equipped with No. 14 turnouts are indicated by a figure "14" on switch target.

**No. 10 Turnouts are located as follows:**

**WYOMING DIVISION**

Borie	1 & North siding
CP547, MP 547.3	2 to 1 or 3 *Note
Green River	2 & Yard Lead
Riverdale	1 & 2
Riverdale	2 & East Drill Lead

\*Note — No. 10 Equilateral 30 MPH

**KANSAS DIVISION**

Topeka	ATSF crossing
Marysville	Yard Lead
Endicott	BN Crossing

**NORTH PLATTE YARD**

MP 288.4	Balloon Tracks
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**UTAH DIVISION**

East Bridge Jct. MP 817.2	1 & 2
Riverdale	1 & 2
Riverdale	2 & East Drill Lead

**CALIFORNIA DIVISION**

Riverside	East and west switches to siding.
Whittier Jct.	Anaheim Branch switch.
East Yard	Crossover and switch from No. 2 main track to yard lead. Switch, west end of "A" Yard, from No. 2 main track to yard lead.
Downey Road	Crossover from No. 2 main track to No. 3 auxiliary track. From No.3 auxiliary track to Hobart lead.
9th St. Jct.	No. 1 main track diverging switch to Butte Street Yard.
7th St. Yard	No. 1 main track — Dual control switches, east and west end of yard at Olympic Blvd. and 1st Street.

**IDAHO DIVISION**

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

**Idaho Division Cont.**

Nampa	Main track switches at MP 456.50 Boise Jct. to and including crossover at MP 457.14
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**OREGON DIVISION**

Rieth	Switch to Pilot Rock Branch;
Briggs	Siding switches.
Sumner	East and west ends of siding.

**NO. 9 TURNOUT****WYOMING DIVISION**

CP835	2 & Westvaco Running Track
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## 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 Albion Branch.  
St. Paul — for Ord Branch.  
Yoder — for North Platte Branch.  
Valparaiso — for Beatrice Branch.

Owasco Spring switch at west end of siding is equipped with facing point lock. Rule 517 applies.

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.

CP508 Yard switch of crossover between P4 & ACK lead — for ACK lead.

CP511 Spring switch on yard lead, 500 feet east of switch connection to P4 main track — 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 ft. east of spring switch on new South lead, new North lead and 400 ft. 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:**

Laramie Yard switch of crossover between siding and east yard lead, MP565.66, lined for east yard lead.

Yard switch of crossover between siding and west yard lead, MP567.27, lined for west yard lead.

Rawlins South siding to Center Service — for south siding.

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 On Jim Bridger Spur, East Switch MP 1.93 — for east leg of wye.

Rock Springs Yard switch of crossover between No. 2 main track and freight house lead — for freight house lead.

### 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.

Level Hastings Industrial Park  
Normal position for West Pillsbury Wye Switch is lined and locked for BN movement after switching industries. West Wye switch must be returned and locked for BN movement.

### Utah Division

Becks Switches set normally at:  
Switch from advance track to Standard Oil Company crossover, for the crossover.

North Yard All switches on West 16, for West 16.

Switch from south end of west lead to West 15, for West 15.

Before performing switching movements on west lead it must be known that West No. 15 switch is lined for Track 15 and switch must be left lined for West 15 when not in use.

All other hand-operated switches on west lead to and including new yard lead switch, for west lead.

Switch from West 7 to pole-west yard lead for West 7. Switch from pole-west yard lead to West 6, for West 6. All switches on a running rail, for running rail.

All switches on east lead from Bunjer switch to CP785, for east lead; and crossover switch from Bunjer track to east lead, for east lead.

Before shoving or switching cars into 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 and switch must be left lined for No. 11 track.

Grant Tower to  
9th South Street

All main track switches between Grant Tower and 9th South, including switch at junction of Provo Subdivision and passenger main track for Provo main track. Garden tracks switch for passenger yard.

Ogden

Crossover between Ice-House 7 and Ice-House 8 at south end of 28th Street, for Ice-House 8.

Yardmaster may authorize trains to line switches and move through Patterson Avenue area without receiving signal from switchtender.

Clearfield

Bottom leg of wye, for north leg.

Freeport

Syracuse Branch switch, for Freeport Center.

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 of 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.

Lynndyl

All switches on No. 1 track, for No. 1 track.

Iron Springs

Switch at stem of wye, for east leg of wye.

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.

**Idaho Division**

Soda Springs Tail of Wye for east leg of Wye. All switches on running track — for running track.

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.

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.

**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 at No Hump Track, for hump lead.  
Spring switch — for Spokane main to wye.

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.

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-2). 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

First Subdivision:  
Keith

CP274-283

Second Subdivision:  
CP291-CP508

### Wyoming Division

Second Subdivision:

CP511  
CP519  
Borie  
CP547  
CP549  
CP565 to Rawlins

### Kansas Division

First Subdivision:

West Yard  
East Topeka to West Menoken  
Kenefick  
Cook  
Aikins  
Duluth  
Evans  
Sullivan  
Frankfort  
Marysville

### Utah Division

First Subdivision:

CP785  
Centerville  
CP807  
CP811  
Bridge Jct.  
Ogden-North Running Rail  
McCammon

Second Subdivision:

\*Lynnndyl  
\*Milford

### California Division

CP330 — CP328

\*\*\*\*Kelso

\*\*\*Sands

MP 159 — 168.6 (Main and Running Track)

### Idaho Division

First Subdivision:

Granger  
Nutria  
Kemmerer  
Leefe  
Soda Springs  
Alexander  
Talmage  
McCammon  
East Pocatello

Second Subdivision:

Minidoka

### Oregon Division

First Subdivision:

Huntington  
Weatherby  
Oxman  
\*\*North Powder  
Crooks  
Lone Tree  
CP289

Second Subdivision:

CP286  
CP288  
Hilgard  
Motanic  
Kamela  
Meacham  
Huron  
Duncan  
Bonifer  
Gibbon  
Minthorn  
\*Reith  
Nolin  
CP189 Main Line 2  
CP188 Main Line 1  
CP186 Main Line 1  
CP185 Main Line 1

### Idaho Divn. Cont.

Third Subdivision:

Hammett  
Owyhee  
Fox  
Caldwell  
Notus  
Parma  
Huntington

### Oregon Divn. Cont.

Third Subdivision:

CP184 Main Line 1 & 2  
CP182 — Main Line 1 & 2

Fourth Subdivision:

Crates  
Mosier  
Meno  
Cascade Locks  
Dodson  
Bridal Veil  
Sandy

Fifth Subdivision:

Fife

Sixth Subdivision:

Page  
Wallula  
Juniper  
Cold Springs  
Hinkle

### Wyoming Divn. Cont.

Third Subdivision:

Rawlins to CP702  
CP766  
CP801 to Green River

Fourth Subdivision:

Green River  
Strawberry  
East Riverdale

### Kansas Divn. Cont.

Second Subdivision:

Marysville  
CP149  
Orrick  
Bremen  
Gerry  
Hollenberg  
Fairbury  
Hedrix  
Alexandria  
Carleton  
Davenport  
Edgar  
Anan  
Level  
Hastings  
Hayland  
Denman  
South Gibbon

### Utah Divn. Cont.

Third Subdivision:

\*Milford  
\*Richmond  
Caliente  
Garnett

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

\*\*On siding between MP 321.2 and MP 322.9 — 20 MPH.

\*\*\*Speed of 30 MPH must not be exceeded on sidings.

\*\*\*\*Speed of 15 MPH must not be exceeded on sidings.

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

\*\*On siding between MP 321.2 and MP 322.9 — 20 MPH.

\*\*\*Speed of 30 MPH must not be exceeded on sidings.

\*\*\*\*Speed of 15 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.

Location	Track
<b>Nebraska Division</b>	
Beck .....	No. 1 Main Track
Hershey .....	No. 1 Main Track
Varner .....	No. 1 Main Track
Sutherland .....	No. 2 Main Track except center siding
Paxton .....	No. 1 Main Track
Roscoe .....	No. 1 & No. 2 Main Tracks
Ogallala .....	Dudden Spur & Stock Track
Brule .....	No. 2 Main Track
Big Springs .....	No. 1 & No. 2 Main Track except long crossover
East Barton .....	No. 2 Main Track
Chappel .....	No. 1 & 2 Main Tracks except long crossover
Lodgepole .....	No. 1 & 2 Main Tracks
Sunol .....	No. 1 Main Track
Colton .....	No. 2 Main Track
Sidney .....	North 1-2 and Eltra Stub
Potter .....	No. 1 (west switch of north elevator track) & No. 2 Main Tracks
Jacinto .....	No. 2 Main Track
Dix .....	No. 1 Main Track
Kimball .....	No. 1 & 2 Main Tracks
Bushnell .....	No. 1 Main Track
Pine Bluffs .....	No. 1 & 2 Main Tracks
Tracy .....	No. 2 Main Track
Egbert .....	No. 2 Main Track & North Siding
Burns .....	No. 1 & 2 Main Tracks
Hillsdale .....	No. 2 Main Track
Archer .....	No. 2 Main Track

### Wyoming Division

Brighton (Western Sand Co. Siding) .....	Main Track
Dale .....	No. 2 Main Track
Colores .....	No. 1 Main Track
Forelle .....	No. 2 Main Track
Hadsell .....	No. 1 & 2 Main Tracks
Riner .....	No. 2 & North Siding
Uintah .....	No. 2 Main Track

### Kansas Division

Delia .....	Siding
Emmett .....	Siding
Aikins .....	Siding
Onaga .....	Siding
Lillis .....	Siding
Frankfort .....	Siding
Carleton .....	Siding
Edgar .....	Siding
Fairfield .....	Siding
Anan .....	Siding
Glenvil .....	Siding
Hastings (Leads and City Tracks) .....	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
MP 408.9 .....	Main Track
Between MP P-752.8 and MP P-757.4 .....	Main Track (except at electric locked switches)
MP 337.24 .....	Main Track

### California Division

Center Yermo (MP 162) .....	Main Track
Sands .....	Main Track

### Idaho Division

Nutria (back track) .....	Siding
Glenns Ferry (dock track) .....	Main Track
East Kemmerer (Spur Track) .....	Siding
MP 329.08 .....	Running Track
MP 329.10 .....	Running Track
MP 329.27 .....	Running Track

### Oregon Division

LaGrande (LaGrande Milling) .....	Main Track
(Petrolane track) .....	Main Track
Hood River	
(Standard Oil Spur) .....	Main Track
(East Side Spur) .....	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
<b>Nebraska Division</b>	
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.
<b>Wyoming Division</b>	
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
<b>Kansas Division</b>	
Kansas City	When handling cars to Fairfax from either leg of Fairfax wye.
Jeffrey Spur	When cars are handled at Jeffrey Energy Center.
<b>Utah Division</b>	
Pioneer	All cars handled in industrial area including Trumbull Asphalt spur and Fry Roofing spur.
Salt Lake City	Yard crews operating south of 9th South Street must have brakes cut in and operative on all cars. Crew must couple air and make air test as required by Air Brake Rule 1030(G) and must bleed cars in their cut upon arrival at South Yard. All cars handled in Utah Sand & Gravel plant. All cars handled to Salt Lake Auto Auction spur. All cars handled on Bee Line spur. All cars handled on Lerner-Pepper spur and Western Mining and Construction Company spur. All cars handled on Philips Oil warehouse trackage. All cars being handled between these points. 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 and operative for each six loads handled. All cars being handled between these points.
North Salt Lake	All cars handled when making movements on loading spurs serving General Refractories Company.
Buena Vista	All cars handled.
Woods Cross	All cars handled on all trackage.
Freeport Center and Clearfield	All cars handled between Moapa and steam generating plant.
Provo, Geneva & Pipemill yards	All cars handled.
Cutler	All cars handled.
Bauer	All cars handled.
Iron Mountain Branch	All cars handled.
Moapa	All cars handled.
Fibreboard Spur	All cars handled.
Lovell Spur, Ordnance Area	All cars handled.
Apex	All cars handled.
Arrolime	All cars handled.
<b>California Division</b>	
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-ft. 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.

Location	Minimum Requirements
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.

<b>Idaho Division</b>	
Jerome	Between main track and uptown city yard.
Twin Falls	Between Twin Falls and McMillan.

### 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:

<b>Nebraska Division</b>	
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 6 hand brakes must be applied on east end of cuts of cars left standing on any track; at Summit, not less than 3 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.
Northport	At Northport, eastward and westward coal trains must have a sufficient number of hand brakes to hold train regardless of number of units attached to the train; however, not less than 6 hand brakes must be set. After cutting crossing at MP 112.12 sufficient number of hand brakes must be applied on both portions of train.

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

<b>Kansas Division</b>	
Jeffrey Spur	On all tracks, not less than 10 hand brakes 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.

<b>Utah Division</b>	
Utah Oil Field	Not less than 4 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 4 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. At least 1 hand brake must be applied on north end of cars left standing on $\frac{3}{4}$ 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 $\frac{3}{4}$ track at material pile.
Salt Lake City, Freight House Area	Not less than 2 hand brakes must be applied on each end of each cut at trailer ramp. Hand brakes must be applied on all cars spotted for loading.
Becks	
Chevron Oil	

Location	Minimum Requirements
Ogden	Trains arriving from east, when power is to be detached or train separated. (See Note.) Not less than 5 hand brakes on west end of train. Trains arriving Ogden from north or west, when power is to be detached or train separated. (See Note): Not less than 5 hand brakes immediately ahead of caboose. Cars left on any track: Not less than 5 hand brakes on north or west end of cuts of cars. Defense Depot Ogden Classification Yard: Not less than 3 hand brakes on west end of cuts of cars on any track. Note: Train crews are responsible for applying required hand brakes upon arrival Ogden, unless outgoing crew or yard crew take immediate charge of the train. Hand brakes must not be released until outbound power is coupled to train and air brake system fully charged.
Freeport	Not less than 2 hand brakes must be applied on east end of all tracks in East Yard; not less than 4 hand brakes must be applied on east end of all tracks in West and New Yards; not less than 5 hand brakes must be applied on west end of North Main, South Main and west leg of wye.
Clearfield	Not less than 2 hand brakes must be applied on east end of all tracks.
Milford	Not less than 4 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 4 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 4 hand brakes per track must be applied on empties, not less than 8 hand brakes per track, must be applied on loads. In addition, at Desert Mound, not less than 3 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 1 hand brake applied on low end.
Lovell Spur	Hand brakes must be applied on all cars left standing.
Fibreboard Spur	Not less than 5 hand brakes must be applied on low end of cars left standing on siding or on main track between switches.
<b>California Division</b>	
Las Vegas	Not less than 5 hand brakes must be applied on east end of trains or cuts of cars left standing on any track.
Kelso	Not less than 10 hand brakes must be applied on west end of any yard track, with or without engine attached.
Yermo	Not less than 3 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 3 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 1 hand brake must be applied on west end of cars left standing on any track.
East Yard	Not less than 6 hand brakes must be applied on west end trains or cuts of cars stopped east of Atlantic Blvd. Not less than 6 hand brakes must be applied on east end of trains or cuts of cars stopped west of Atlantic Blvd. Not less than 3 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 3 hand brakes must be applied on Alameda St. end of cuts of cars delivered to SP.

Location	Minimum Requirements
<b>Idaho Division</b>	
Soda Springs	Hand brakes on all phosphorous cars when placed in Monsanto Plant or on Monsanto Siding.
Pocatello PFE Shop Yard tracks Tie Plant Yard tracks Main tracks and all other tracks west of Gould Street	} Not less than 6 hand brakes on west end.
Departure Yard tracks Receiving Yard tracks	
	Not less than 2 hand brakes on east and west ends. 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 east of 14th Ave.: Not less than 1 hand brake on west end. Train yard tracks not less than one hand brake on west end.
Fisher	All tracks not less than one hand brake on west end.
<b>Oregon Division</b>	
Albina, Business Car Spurs	Hand brakes applied on all cars.
Cook Elevator-Rivergate (Unloading Tracks)	Not less than 2 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, 3 cars ahead and 3 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 employees 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 employees from complying with existing rules and instruction governing inspections of trains.

**812 (R-5).** Locations 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 indicates 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(R-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	Eastward
Scanner Mile Post	Scanner Mile Post
DEI 21.0(R-4)	DEI 499.0(R-4)
DEI 53.7(R-4)	DEI 475.2(R-4)
DEI 74.6(R-4)	DEI 454.3(R-4)
DEI 103.9(R-4)	DEI 434.4(R-4)
DEI 128.2(R-4)	DEI 416.1(R-4)
DEI 160.1(R-4)	DEI 397.1(R-4)
DEI 181.0(R-4)	DEI 372.5(R-4)
DEI 210.1(R-4)	DEI 353.1(R-4)
DEI 233.4(R-4)	DEI 335.2(R-4)
DEI 255.5(R-4)	DEI 316.4(R-4)
DEI 276.9(R-4)	DEI 297.7(R-4)
DEIO 281.1	DEIO 285.5(R-4)
DEI 297.7(R-4)	DEIO 281.1
DEI 316.4(R-4)	DEI 276.9(R-4)
DEI 335.2(R-4)	DEI 269.5(R-4)
DEI 353.1(R-4)	DEI 256.8(R-4)
DEI 372.5(R-4)	DEI 233.4(R-4)
DEI 397.1(R-4)	DEI 207.4(R-4)
DEI 416.1(R-4)	DEI 181.0(R-4)
DEI 434.4(R-4)	DEI 157.3(R-4)
DEI 454.3(R-4)	DEI 121.8(R-4)
DEI 475.2(R-4)	DEI 100.1(R-4)
DEI 499.0(R-4)	DEI 81.0(R-4)
	DEI 62.9(R-4)
	DEI 43.7(R-4)

DEI 297.7(R-4) on New South Running Track.  
Strobe light governs No. 2 Track and South Running Track.

#### WYOMING DIVISION

Westward	Eastward
DEI 545.4(R-4)	DEI 986.2(R-5)
DEI B557.7(R-4) (No. 3 track)	DEI 968.8(R-4) (No. 2 Track)
DEI 576.0(R-4)	DEI 958.6(R-4)
DEI 595.8(R-4)	DEI 925.6(R-4)
DEI 613.6(R-4)	DEI 884.1(R-4)
DEI 630.9(R-4)	DEI 854.7(R-4)
DEI 651.6(R-4)	DEI 834.5(R-4)
DEI 672.9(R-4)	DEIO 822.3
DEI 692.2(R-4)	DEIO 819.3
DEI 713.4(R-4)	DEI 808.2(R-4)
DEIO 719.5(R-6)	DEI 792.3(R-4)
DEIO 721.7(R-6)	DEI 767.7(R-4)
DEI 733.4(R-4)	DEI 748.5(R-4)
DEI 754.0(R-4)	DEI 729.8(R-4)
DEI 773.8(R-4)	DEI 710.6(R-4)
DEI 792.3(R-4)	DEI 692.2(R-4)
DEI 808.2(R-4)	DEI 672.9(R-4)
DEIO 819.3	DEI 651.6(R-4)
DEIO 822.3	DEI 630.9(R-4)
DEI 834.5(R-4)	DEI 613.6(R-4)
DEI 867.7(R-4)	DEI 595.8(R-4)
DEI 909.1(R-4)	DEI 576.0(R-4)
DEI 936.9(R-4)	DEI B557.7(R-4) (No. 3 track)
DEI 969.0(R-4)	DEI 545.4(R-4)
DEI 986.2(R-4) (No. 2 Track)	

#### KANSAS DIVISION

Westward	Eastward
Scanner Mile Post	Scanner Mile Post
DEI 15.0(R-1)	DEI 275.6(R-1)
31.4	DEI 251.9(R-1)
53.0	232.3
87.3	213.5
104.5	192.3
123.4	177.5
DEI 141.4(R-1)	DEI 156.4(R-1)
DEI 156.4(R-1)	DEI 141.4(R-1)
177.5	123.4
192.3	104.5
213.5	87.3
232.3	46.9
DEI 251.9(R-1)	DEI 26.9(R-4)
DEI 275.6(R-1)	

#### UTAH DIVISION

DEI 751.0(R-1)	583.5
DEI 729.7(R-1)	566.4
703.3	546.4
670.9	520.8
644.0	423.0
623.4	388.2
604.6	353.1

#### CALIFORNIA DIVISION

324.2	233.4
292.7	209.2
272.7	175.3
256.0	42.4
	5.4

#### IDAHO DIVISION

20.5	313.4
DEI 61.4(R-1)	339.9
77.4	369.0 (No. 1 track)
106.6	DEI 379.8(R-1) (No. 2 track)
153.4	397.2
DEI 174.2(R-1)	417.9
233.5	DEI 445.1(R-1)
252.3	DEI 478.1(R-1)
DEI 268.8(R-1)	507.0
290.9	524.6

**OREGON DIVISION**

DEI 23.0(R-1)  
 DEI 52.9(R-1)  
 DEI 76.2(R-1)  
 107.5  
 125.0  
 142.9  
 160.5

DEIO 188.7(R-4)  
 194.9  
 210.9  
 DEIO 239.7 (Main Track and Siding)  
 243.7  
 DEIO 255.6  
 DEIO 259.3  
 DEIO 261.4(R-4)  
 DEIO 263.5(R-4)  
 DEIO 268.2 (Both Main Tracks)  
 DEIO 284.4(R-4)  
 301.8  
 DEIO 304.9(R-4)  
 333.2  
 372.0

**APPENDIX 9  
 TRACK RESTRICTIONS**

899 (R). The following track restrictions apply:

<b>ALL DIVISIONS</b>	Track 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	No Engines permitted. No Engines permitted beyond Span 15.
Beatrice Branch	All Trackage	Units listed in Special Rule 899 (R) may be operated.  Four-axle cars not exceeding 315,000 lbs. gross weight can be handled between Beatrice and Marysville provided they are uniformly loaded and have 39'0" minimum center to center of trucks with 6'0" minimum axle spacing and have 38" minimum diameter wheels. GP-35 and smaller units only. 5000 horsepower units or greater not permitted. GP-35 and smaller units only. C-3 and C-4 type covered hopper cars permitted on the Albion and Cedar Rapids Branches, not to exceed 263,000 lbs. gross weight. Locomotives with 6-axle trucks permitted on the entire Albion and Cedar Rapids Branches. Trains on Cedar Rapids Branch with 6-axle truck locomotive or cars with gross weight exceeding 220,000 lbs. must not exceed 15 MPH.
Lincoln	Scale Track	
Julesburg	City trackage	
Alda	Ordinance Track	
Albion Branch and Cedar Rapids Branch		9000 class units not permitted. Four-axle cars not exceeding 263,000 lbs. gross weight with a 5' 10" minimum axle spacing may be handled subject to the following provisions: 1) Axles must be equally loaded. 2) Speed must not exceed 15 MPH. 3) These cars must be separated from the locomotive, from each other, and from any other shipments exceeding 220,000 lbs. gross weight by at least three cars not exceeding 220,000 lbs. gross weight each.
Kearney Branch and Ord Branch Loup City Branch Ord Branch	Between St. Paul and Ord  Between St. Paul and Ord	
Kearney Branch	Between Riverdale and Arnold	
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.
<b>WYOMING DIVISION</b>		
Denver	Track 8, Union Station	Units listed in Special Rule 899 (R) permitted at 5 MPH maximum speed.

	Union Station	High or wide cars not permitted to move under umbrella sheds but must be handled on Track 5.
<b>DENVER</b>		
Greeley	Monfort Tracks	SD-24 units and units of 5000 horsepower or greater 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 ft. west of highline switch.
Cheyenne	C&S Yard	On Warren AFB spur units with 6 wheel trucks not permitted on bridge between Interstate 25 and Warren AFB dock.
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 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.
Edwardsville	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 lbs. prohibited.
Between Marysville and Gibbon Jct.	Elevator and Industry Tracks	Units listed in Special Rule 899 (R) permitted at 5 MPH maximum speed.
Grand Island Branch	All Tracks	Hastings to Grand Island, cars in excess of 263,000 pounds prohibited.
<b>DENVER CUT-OFF</b> MP 10.8		No engines permitted beyond 2 car lengths from east end of loading dock.
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.
Kanopolis	Salt Spur Industry Track and Yard Tracks	5 MPH maximum speed.

Ellsworth	South Elevator	5 MPH maximum speed.
	SLSF Transfer Track	5 MPH maximum speed.
Wilson	Mill Spur	5 MPH maximum speed.
Bunker Hill	House	5 MPH maximum speed.
Limon	CLK Tracks	5 MPH maximum speed.
Plainville Branch	All Sidings	5 MPH maximum speed and cars in excess 263,000 pounds prohibited.
Quartzite	Cement Track	No engines permitted beyond loading ramp.
Solomon 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.

#### UTAH DIVISION

Units with eight axles not permitted on set-out tracks at the following locations:

Milford (set-out track off west drill)	Elgin	
	Stine	
Upton	Boyd	
Thermo	Kyle	
Acoma	Rox	
Eccles	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. Eight axle-type units must not be operated on SLGW tracks on South Temple St.
Murray		Units must not move over under-track hopper on Gibbons and Reed Spur.
		Salt Lake Terminal area and Pioneer Industrial area have a number of curves in excess of 16 degrees. Before moving or switching on these industrial tracks, it must be known that curvature of track does not exceed maximum permitted.
		List of all tracks in these areas that have curvature in excess of 16 degrees will be maintained in Terminal Superintendent's circular notice book and will be posted in Salt Lake 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°

\*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 ft. east of switch.
Provo	Pipe Plant Highline, beyond sign at underpass.
Nephi	Pit on track 1 at rubber plant.
Industrial Center	Coal unloading bin at heating plant building No. 15; Track through thaw shed at Filtrol Corp.
Milford	Jefferson Coal Spur, inside of gate.
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
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:

Grace Branch	GP 30's units 700-739B and GP 38-2 units 2000-2059 may operate at 5 MPH less than timetable speed.
Pocatello	6900 class units must not use Enginehouse Track 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.
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#### 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.
Ordnance yard	Lead track, west area yard and tracks 7 through 21 in east area yard are restricted to 5 MPH.
Rufus	John Day Dam Spur, units coupled in multiple must not move beyond derail.
Tacoma	5000 HP units or larger must not be operated on Union Depot trackage.

Hinkle

#### Master and Group Retarders

All units are prohibited from movement through, except those modified SD-24 and SD-40 type units assigned; Units Nos. 400-401-404-420; Units 3000-3007.

#### Scale By-Pass Track

All units must operate over dead rail of weigh in motion scales located on Hump Lead.

## APPENDIX 10 CLOSE CLEARANCES

900 (R). There are close side or overhead clearances 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:

1.03 Signal Bridge  
1.33 Signal Bridge  
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  
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  
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  
19.85 Bridge  
20.18 Bridge  
24.70 Bridge  
26.52 Bridge  
38.55 Bridge  
41.61 Hand Rails  
45.81 Bridge  
55.71 Bridge  
56.60 Bridge  
57.07 Train Order Transmitter  
63.93 Bridge  
65.76 Bridge  
66.21 Bridge  
68.50 Bridge  
87.96 Bridge  
90.11 Bridge  
93.27 Hand Rails  
100.50 Bridge  
103.25 Bridge  
107.80 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  
419.57 Bridge  
426.86 Bridge  
506.33 Bridge

##### North Platte Branch:

28.73 Handrails  
70.46 Bridge  
143.81 Bridge  
164.86 Bridge  
181.02 Bridge  
185.81 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  
58.10 Signal  
132.53 Bridge  
134.80 Signal  
142.40 Signal  
46.16 Train Order Transmitter between  
LaSalle depot and siding

### 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  
47.40 Bridge  
48.55 Bridge  
52.60 Bridge  
60.88 Bridge  
64.88 Bridge  
76.11 Bridge  
79.61 Bridge  
80.34 Bridge  
81.23 Bridge  
88.69 Bridge  
89.58 Bridge  
93.03 Bridge  
94.26 Bridge  
95.70 Bridge  
106.05 Bridge  
106.96 Bridge  
109.63 Bridge  
117.66 Bridge  
121.49 Bridge  
126.31 Bridge  
128.27 Bridge  
133.92 Bridge  
134.84 Bridge  
136.33 Bridge  
144.06 Bridge  
144.54 Bridge  
146.61 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:

902.70 Tunnel (No. 2 Trk)  
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)  
951.42 Pipe (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  
978.25 Bridge (No. 2 Trk)  
978.42 Bridge (No. 2 Trk)  
982.09 Tunnel (No. 1 Trk)  
984.05 Bridge (No. 2 Trk)

#### Mile Post

##### Second Subdivision:

149.30 Bridge	199.68 Hand Rails
157.30 Hand Rails	200.33 Hand Rails
175.59 Hand Rails	207.35 Hand Rails
180.78 Hand Rails	213.97 Hand Rails
184.84 Hand Rails	215.46 Hand Rails
191.18 Hand Rails	218.72 Hand Rails
192.52 Hand Rails	219.33 Hand Rails
194.54 Hand Rails	262.64 Hand Rails
195.00 Hand Rails	263.51 Hand Rails
199.16 Hand Rails	282.08 Hand Rails
199.56 Hand Rails	

##### 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

**Hill Field Branch:**  
0.06 Bridge

**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:**  
161.90 Train Order Transmitter  
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  
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 Cattle Guard

**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 Cattle Guard  
77.34 Tunnel No. 4  
83.72 Tunnel  
89.59 Bridge

**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

**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  
 99.28 Bridge  
 114.09 Bridge

**Umatilla Branch:**

10.67 Bridge  
 33.55 Bridge

**Mile Post**

**Fourth Subdivision:**  
 0.43 Bridge  
 3.79 Viaduct  
 4.14 Viaduct  
 8.19 Bridge  
 10.25 Bridge  
 15.82 Bridge  
 21.09 Tunnel  
 26.01 Bridge  
 29.65 Bridge  
 31.85 Bridge  
 32.15 Bridge  
 39.58 Tunnel  
 39.90 Bridge  
 61.03 Bridge  
 63.32 Bridge  
 66.87 Tunnel  
 69.40 Bridge

**Via Kenton:**

4.59 Tunnel  
 13.02 Bridge  
 14.54 Bridge  
 21.82 Bridge  
 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  
 147.4 to 173.7 Overhead Power Lines

**Grays Harbor Branch:**

1.26 Bridge  
 4.35 Bridge  
 53.33 Bridge  
 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  
 36.86 Bridge  
 46.46 Bridge  
 74.12 Viaduct

**Third Subdivision:**

99.28 Bridge  
 114.09 Bridge

**Heppner Branch:**

33.55 Bridge

**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 Branch**

4.92 Handrails  
 7.93 Handrails  
 8.50 Handrails  
 15.13 Bridge

**Pleasant Valley Branch**

1.51 Bridge  
 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	100-128		131-349		305-347		400-448		450-459		700-738B		740-783		1400-1402		2000-2539		3000-3808		6800-6848		8900-9000	
	1500 HP EMD GP7	12 MPH	1750 HP EMD GP9	12 MPH	2000 HP GPM GP20	14 MPH	2400 HP EMD SD24	10 MPH	1500 HP EMD SD7	6 MPH	2250 HP EMD GP30	12 MPH	2500 HP EMD SDP35	12 MPH	2000 HP GP38-2	11 MPH	3000 HP U30C C30-7	10 MPH	3000 HP SD40-2	11 MPH	3600 HP EMD GP40X	11 MPH	3600 HP EMD GP40X	11 MPH
Co. Bluffs	2250	2650	2650	1750	2550	2550	4050	2700	2950	3000	3650	3650	3150	3150	5250	4900	4950	4950	4900	4950	5800	5800	2900	2900
Valley	3650	4250	3000	2950	4100	4650	4650	4350	4750	4850	5900	5900	5050	5050	8500	7850	7950	7850	7850	7950	9350	9350	4700	4700
No. Platte	2600	3000	2950	2850	2850	3600	3600	3100	3400	3450	4200	4200	3800	3800	6050	5600	5650	5600	5600	5650	6650	6650	3300	3300
Sidney	2000	2350	2250	2350	2250	2800	2800	2350	2600	2650	3250	3250	2800	2800	4650	4300	4350	4300	4300	4350	5150	5150	2650	2650
Valley	1250	1450	1450	1450	1450	2250	2250	1450	1650	1700	2050	2050	1750	1750	2950	2750	2750	2750	2750	2750	3200	3200	1800	1800
Valparaiso	3650	4250	4100	4100	4100	6550	4350	4750	4750	4850	5900	5900	5050	5050	8500	7850	7950	7850	7850	7950	9350	9350	4700	4700
Lincoln	1500	1750	1700	1700	2650	2650	4050	2700	2950	3000	3650	3650	3150	3150	5250	4900	4950	4900	4900	4950	5800	5800	2900	2900
Beatrice	2250	2650	2550	2550	4100	6550	4050	4350	4750	4850	5900	5900	5050	5050	8500	7850	7950	7850	7850	7950	9350	9350	4700	4700
Julesburg	3650	4250	4100	4100	4100	6550	4350	4750	4750	4850	5900	5900	5050	5050	8500	7850	7950	7850	7850	7950	9350	9350	4700	4700
Cheyenne	2000	2350	2250	2250	2800	2800	3600	3100	3400	3450	4200	4200	3800	3800	6050	5600	5650	5600	5600	5650	6650	6650	3300	3300
Valley	2600	3000	2950	2950	2850	3600	3600	3100	3400	3450	4200	4200	3800	3800	6050	5600	5650	5600	5600	5650	6650	6650	3300	3300
Marysville	3050	3500	3400	3400	3400	5450	3600	3900	3950	4050	4900	4900	4200	4200	7050	6550	6600	6550	6550	6600	7750	7750	3900	3900
Beatrice	2600	3000	2950	2950	2850	3600	3600	3100	3400	3450	4200	4200	3800	3800	6050	5600	5650	5600	5600	5650	6650	6650	3300	3300
Valparaiso	1250	1450	1450	1450	1450	2250	2250	1450	1650	1700	2050	2050	1750	1750	2950	2750	2750	2750	2750	2750	3200	3200	1600	1600
Valparaiso	1000	1200	1150	1150	1150	1800	1200	1350	1350	1350	1650	1650	1400	1400	2400	2200	2250	2200	2200	2250	2600	2600	1300	1300
Cheyenne	1750	2050	2000	2000	2000	3150	2050	2300	2300	2350	2850	2850	2450	2450	4100	3800	3850	3800	3800	3850	4500	4500	2250	2250

Buford	To Wahsatch	1750	2050	2000	3150	2050	2300	2350	2850	2450	4100	3800	3850	4500	2250
LaSalle	To Carr	1500	1750	1700	2650	1750	1950	2000	2400	2050	3450	3200	3250	3800	1900
Carr	To Borie	1250	1450	1450	2250	1450	1650	1700	2050	1750	2950	2750	2750	3200	1600
Ogden	To Wahsatch on EB Track	1300	1550	1500	2350	1550	1700	1750	2150	1850	3100	2850	2900	3350	1700
Ogden	To Wahsatch on WB Track	900	1050	1000	1600	1050	1200	1200	1450	1250	2100	1950	2000	2300	1150
Wahsatch	To Laramie	1750	2050	2000	3150	2050	2300	2350	2850	2450	4100	3800	3850	4500	2250
Laramie	To Sherman Via Forelle	1750	2050	2000	3150	2050	2300	2350	2850	2450	4100	3800	3850	4500	2250
Laramie	To Sherman Via Red Buttes	900	1050	1000	1600	1050	1200	1200	1450	1250	2100	1950	2000	2300	1150
LaSalle	To Denver Via Lupton	2600	3000	2950	4650	3100	3400	3450	4200	3600	6050	5600	5650	6650	3300
Kansas City	To Salina	3650	4250	4100	6550	4350	4750	4850	5900	5050	8500	7850	7950	9350	4700
Salina	To Ellsworth	1250	1450	1450	2250	1450	1650	1700	2050	1750	2950	2750	2750	3200	1600
Ellsworth	To Ellis	1600	1900	1850	2900	1900	2100	2150	2650	2250	3800	3500	3550	4150	2100
Ellis	To Denver	1500	1750	1700	2650	1750	1950	2000	2400	2050	3450	3200	3250	3800	1900
St. Joseph	To Marysville	1300	1550	1500	2350	1550	1700	1750	2150	1800	3100	2850	2900	3350	1700
Menoken	To Marysville	2250	2650	2550	4050	2700	2950	3000	3650	3150	5250	4900	4950	5800	2900
Marysville	To Hastings	1750	2050	2000	3150	2050	2300	2350	2850	2450	4100	3800	3850	4500	2250
Hastings	To Gibbon	2600	3000	2950	4650	3100	3400	3450	4200	3600	6050	5600	5650	6650	3300
Denver	To Ellis	1500	1750	1700	2650	1750	1950	2000	2400	2050	3450	3200	3250	3800	1900
Ellis	To Ellsworth	2600	3000	2950	4650	3100	3400	3450	4200	3600	6050	5600	5650	6550	3300
Ellsworth	To Salina	1500	1750	1700	2650	1750	1950	2000	2400	2050	3450	3200	3250	3800	1900
Salina	To Kansas City	3650	4250	4100	6550	4350	4750	4850	5900	5050	8500	7850	7950	9350	4700
Gibbon	To Hastings	2600	3000	2950	4650	3100	3400	3450	4200	3600	6650	5600	5650	6650	3300
Hastings	To Marysville	1750	2050	2000	3150	2050	2300	2350	2850	2450	4100	3800	3850	4500	2250
Marysville	To Menoken	2250	2650	2550	4050	2700	2950	3000	3650	3150	5250	4900	4950	5800	2900
Marysville	To St. Joseph	1100	1250	1250	1950	1250	1400	1450	1750	1500	2550	2350	2400	2800	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	100-129	131-349	305-347 470-499 2000 HP	400-448	450-459	700-739B 800-875	740-783	1400-1409	2000-2059	2810-2959 2400-2539	3000-3808 99 3000 HP	1-50 60-65 3600 HP	6900-6946	9000-9005	
	1500 HP EMD GP7	1750 HP EMD GP8	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	2400 HP GE U30C C30-7	EMD SD40-2	EMD SD45	6600 HP EMD DD40X	3500 HP EMD GP40X	
	12 MPH	12 MPH	14 MPH	10 MPH	6 MPH	12 MPH	12 MPH	12 MPH	11 MPH	10 MPH	11 MPH	11 MPH	11 MPH	11 MPH	
McCammon	To Ogden	2000	2350	2250	3600	2350	2600	2650	3250	2800	4650	4300	4350	5150	2550
Ogden	To Salt Lake	2600	3000	2950	4650	3100	3400	3450	4200	3600	6050	5600	5650	6650	3300
Salt Lake	To Lynndyl Via Warner	1750	2050	2000	3150	2050	2300	2350	2850	2450	4100	3800	3850	4500	2250
Salt Lake	To Provo	1300	1550	1500	2350	1550	1700	1750	2150	1850	3100	2850	2900	3350	1700
Provo	To Lynndyl	1500	1750	1700	2650	1750	1950	2000	2400	2050	3450	3200	3250	3800	1900
Lynndyl	To Milford	2250	2650	2550	4050	2700	2950	3000	3650	3150	5250	4900	4950	5800	2900
Milford	To Las Vegas	1500	1750	1700	2650	1750	1950	2000	2400	2050	3450	3200	3250	3800	1900
Las Vegas	To Caliente	1000	1200	1150	1800	1200	1350	1350	1650	1400	2400	2200	2250	2600	1300
Caliente	To Crestline	750	900	850	1350	850	1000	1050	1250	1050	1800	1650	1700	1950	1000
Crestline	To Milford	3650	4250	4100	6550	4350	4750	4850	5900	5050	8500	7850	7950	9350	4700
Milford	To Lynndyl	2250	2650	2550	4050	2700	2950	3000	3650	3150	5250	4900	4950	5800	2900
Lynndyl	To Salt Lake Via Warner	1750	2050	2000	3150	2050	2300	2350	2850	2450	4100	3800	3850	4500	2250
Lynndyl	To Provo	1500	1750	1700	2650	1750	1950	2000	2400	2050	3450	3200	3250	3800	1900
Provo	To Salt Lake	1250	1450	1450	2250	1450	1650	1700	2050	1750	2950	2750	2750	3200	1600
Salt Lake	To Ogden	2600	3000	2950	4650	3100	3400	3450	4200	3600	6050	5600	5650	6650	3300
Ogden	To McCammon	2000	2350	2250	3600	2350	2600	2650	3250	2800	4650	4300	4350	5150	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	100-129	131-349	305-347 470-499 2000 HP	400-448	450-459	700-739B 800-875	740-763	1400-1409	2000-2059	2810-2959 2400-2539	3000-3808 99 3000 HP	1-50 60-65	6900-6946	9000-9005
	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	GE U30C C30-7	EMD SD40 SD40-2	3600 HP EMD SD45	6600 HP EMD DD40X	3500 HP EMD GP40X
	12 MPH	12 MPH	14 MPH	10 MPH	6 MPH	12 MPH	12 MPH	12 MPH	11 MPH	10 MPH	11 MPH	11 MPH	11 MPH	11 MPH
Las Vegas To Yermo .....	1500	1750	1700	2650	1750	1950	2000	2400	2050	3450	3200	3250	3800	1900
Yermo To Victorville .....	2000	2350	2250	3600	2350	2600	2650	3250	2800	4650	4300	4350	5150	2550
Victorville To Summit .....	950	1100	1100	1700	1100	1250	1300	1550	1350	2250	2100	2100	2450	1200
San Bernardino To Los Angeles .....	2250	2650	2550	4050	2700	2950	3000	3650	3150	5250	4900	4950	5800	2900
Los Angeles To San Bernardino .....	1500	1750	1700	2650	1750	1950	2000	2400	2050	3450	3200	3250	3800	1900
San Bernardino To Summit On North Track .....	700	800	800	1250	800	900	950	1100	950	1650	1500	1550	1750	850
San Bernardino To Summit On South Track .....	500	600	550	900	550	650	650	800	700	1200	1100	1100	1250	600
Summit To Kelso .....	1500	1750	1700	2650	1750	1950	2000	2400	2050	3450	3200	3250	3800	1900
Kelso To Cima .....	700	800	800	1250	800	900	950	1100	950	1650	1500	1550	1750	900
Cima To Las Vegas .....	1500	1750	1700	2650	1750	1950	2000	2400	2050	3450	3200	3250	3800	1900

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**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	100-129	131-349	305-347 470-499 2000 HP	400-448	450-459	700-739B 800-875	740-763	1400-1409	2000-2059	2810-2959 2400-2539	3000-3808 99 3000 HP	1-50 60-65	6900-6946	9000-9005
	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	GE U30C C30-7	EMD SD40 SD40-2	3600 HP EMD SD45	6600 HP EMD DD40X	3500 HP EMD GP40X
	12 MPH	12 MPH	14 MPH	10 MPH	6 MPH	12 MPH	12 MPH	12 MPH	11 MPH	10 MPH	11 MPH	11 MPH	11 MPH	11 MPH
Granger To Montpellier .....	1750	2050	2000	3150	2050	2300	2350	2850	2450	4100	3800	3850	4500	2250
Montpelier To Pocatello .....	3050	3500	3400	5450	3600	3950	4050	4900	4200	7050	6550	6600	7750	3900
Pocatello To Glens Ferry .....	2250	2650	2550	4050	2700	2950	3000	3650	3150	5250	4900	4950	5800	2900
Glens Ferry To Reverse .....	1000	1200	1150	1800	1200	1350	1350	1650	1400	2400	2200	2250	2600	1300
Reverse To Nampa .....	3050	3500	3400	5450	3600	3950	4050	4900	4200	7050	6550	6600	7750	3900
Orchard To Nampa via Boise .....	3050	3500	3400	5450	3600	3950	4050	4900	4200	7050	6550	6600	7750	3900
Nampa To Huntington .....	3650	4250	4100	6550	4350	4750	4850	5900	5050	8500	7850	7950	9350	4700
Pocatello To Idaho Falls .....	3650	4250	4100	6550	4350	4750	4850	5900	5050	8500	7850	7950	9350	4700
Idaho Falls To Butte .....	600	750	700	1150	700	850	850	1000	900	1500	1400	1400	1600	800
Huntington To Boise .....	3650	4250	4100	6550	4350	4750	4850	5900	5050	8500	7850	7950	9350	4700
Boise To Orchard .....	1500	1750	1700	2650	1750	1950	2000	2400	2050	3450	3200	3250	3800	1900
Nampa To Glens Ferry via Kuna .....	2800	3000	2950	4650	3100	3400	3450	4200	3600	6050	5600	5650	6650	3300
Glens Ferry To Ticeska .....	1000	1200	1150	1800	1200	1350	1350	1650	1400	2400	2200	2250	2600	1300
Ticeska To Pocatello .....	2000	2350	2250	3600	2350	2600	2650	3250	2800	4650	4300	4350	5150	2550
Pocatello To Granger .....	1500	1750	1700	2650	1750	1950	2000	2400	2050	3450	3200	3250	3800	1900
Butte To Idaho Falls .....	750	900	850	1350	850	1000	1050	1250	1050	1800	1650	1700	1950	950
Idaho Falls To Pocatello .....	3650	4250	4100	6550	4350	4750	4850	5900	5050	8500	7850	7950	9350	4700

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**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		12 MPH	12 MPH	14 MPH	10 MPH	6 MPH	12 MPH	12 MPH	12 MPH	12 MPH	11 MPH	10 MPH	11 MPH	11 MPH	11 MPH	11 MPH	11 MPH
Huntington	To Encina	700	800	800	1250	800	900	950	1100	950	1100	1650	1500	1550	1750	850	850
Baker	To LaGrande	1500	1750	1700	2650	1750	1950	2000	2400	2050	2400	3450	3200	3250	3800	1900	1900
LaGrande	To Kamela	700	800	800	1250	800	900	950	1100	950	1100	1650	1500	1550	1750	850	850
Kamela	To Hinkie	3650	4250	4100	6550	4350	4750	4850	5900	5050	5900	8500	7850	7950	9350	4700	4700
Hinkie	To Portland	2600	3000	2950	4650	3100	3400	3450	4200	3600	4200	6050	5600	5650	6650	3300	3300
Portland	To Seattle	1600	1900	1850	2900	1900	2100	2150	2650	2250	2650	3800	3500	3550	4150	2100	2100
Hinkie	To Spokane	2250	2650	2550	4050	2700	2950	3000	3650	3150	3650	5250	4900	4950	5800	2900	2900
Spokane	To Sandpoint	2600	3000	2950	4650	3100	3400	3450	4200	3600	4200	6050	5600	5650	6650	2300	2300
Sandpoint	To Eastport	1500	1750	1700	2650	1750	1950	2000	2400	2050	2400	3450	3200	3250	3800	1900	1900
Seattle	To Portland	1300	1550	1500	2350	1550	1700	1750	2150	1850	2150	3100	2850	2900	3350	1700	1700
Portland	To Hinkie	2250	2650	2550	4050	2700	2950	3000	3650	3150	3650	5250	4900	4950	5800	2900	2900
Hinkie	To Kamela	700	800	800	1250	800	900	950	1100	950	1100	1650	1500	1550	1750	850	850
LaGrande	To Encina	1000	1200	1150	1800	1200	1350	1350	1650	1400	1650	2400	2200	2250	2600	1300	1300
Eastport	To Sandpoint	1500	1750	1700	2650	1750	1950	2000	2400	2050	2400	3450	3200	3250	3800	1900	1900
Sandpoint	To Spokane	2600	3000	2950	4650	3100	3400	3450	4200	3600	4200	6050	5600	5650	6650	3300	3300
Spokane	To Hinkie	2250	2650	2550	4050	2700	2950	3000	3650	3150	3650	5250	4900	4950	5800	2900	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 B, 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 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) Identification number preceded by UN or NA, as appropriate;
- (4) The total quantity (by weight, volume or as otherwise appropriate) of the hazardous material covered by the description;
- (5) The shipper's certification and signature, except when a certified bill of lading is tendered to the carrier;
- (6) 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, the identification number 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; and
- (7) For any material that is a hazardous substance, the letters "RQ" either before or after the basic description.

### 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, FREIGHT CONTAINERS, PORTABLE TANKS OR IM PORTABLE TANKS

(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, portable tanks or IM portable tanks.
- (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".
- (8) Any car placarded radioactive material.

(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.

#### 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.

**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.

**APPENDIX 13  
REFERENCE GUIDE FOR SWITCHING PLACARDED CARS**



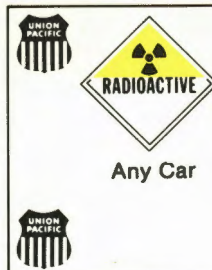
Any Car



Any Car



Placarded flat car or flat car carrying placarded trailers, freight containers, portable tanks, or IM portable tanks.



Any Car



Tank Car

I.D. No. \*



Tank Car

1017 \*



Loaded tank cars of phosphorus placarded "FLAMMABLE SOLID"

1381 \*



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

1381 \*

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

\*I.D. Nos. See Appendix 13A for examples of alternate Placards with identification numbers which may be used in lieu of above.



Any Car

**ADDITIONAL REQUIREMENTS FOR ANY CAR PLACARDED "EXPLOSIVES A"**

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

**OTHER CARS DISPLAYING ANY OF THE FOLLOWING PLACARDS OR ALTERNATE PLACARDS**



**IN SWITCHING OPERATIONS WHERE USE OF HAND BRAKES IS NECESSARY:**

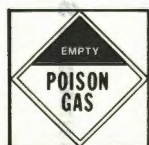
It must be determined by trial whether a loaded placarded car or a car occupied by a rider in a cut of cars containing a placarded car, has its hand brakes in proper working condition before it is cut off.

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

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



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



**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".

**APPENDIX 13 A  
EXAMPLES  
OF ALTERNATE PLACARDS  
DISPLAYING THE IDENTIFICATION NUMBER.**

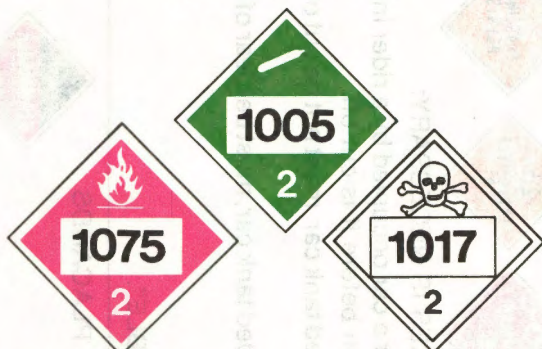
DOT requires that the four-digit identification number be displayed on tank car, portable tank and cargo tank shipments of hazardous materials in one of two ways: on orange panels, or on the "alternate" placard.

Cars displaying the alternate placard must be handled in the same manner as cars displaying the specified placard with the hazard class description.

Identification numbers may not be displayed on alternate placards for shipments "Explosives", "Poison Gas", or "Radioactive." The specified hazard class placard always must be displayed.

**Compressed Gases:**

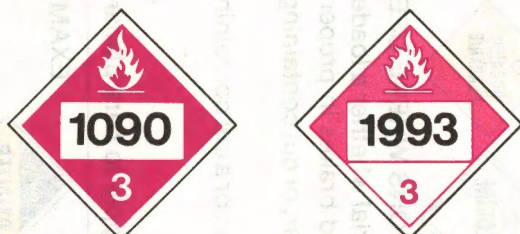
**NON FLAMMABLE GAS**



**FLAMMABLE GAS**

**CHLORINE**

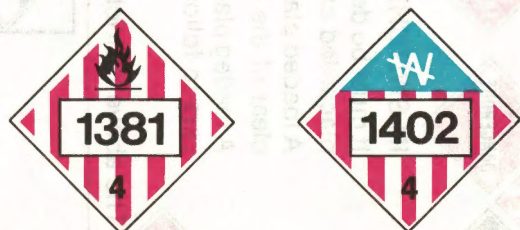
**Flammable and Combustible Liquids:**



**FLAMMABLE**

**COMBUSTIBLE**

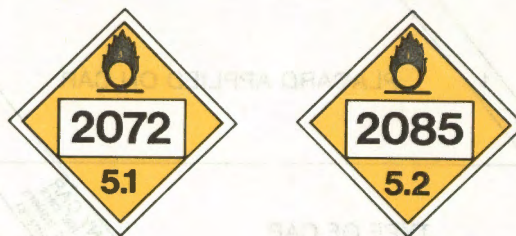
**Flammable Solids:**



**FLAMMABLE SOLID**

**FLAMMABLE SOLID W**

**Oxidizers:**



**OXIDIZER**

**ORGANIC PEROXIDE**

**Poisons:**



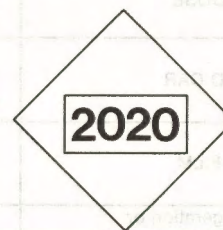
**POISON B**

**Corrosives:**



**CORROSIVE**

**Hazardous Substances:**



**OTHER REGULATED MATERIALS (ORM)**

**Example of alternate placard for empty tank car last containing a hazardous material:**



**APPENDIX 14 — POSITION IN TRAIN OF PLACARDED**
**CARS CONTAINING HAZARDOUS MATERIALS**

1	PLACARD APPLIED ON CAR	EXPLOSIVES A	POISON GAS	POISON GAS	RADIOACTIVE	Any Placarded Load Other Than "COMBUSTIBLE" or "POISON GAS"	Other Than Placarded "EXPLOSIVES A" or "POISON GAS" or "COMBUSTIBLE"	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE
2	TYPE OF CAR	ANY CAR (inc. flat cars carrying trailers or containers)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR

**RESTRICTIONS**

3	When Train Length Permits	Must not be nearer than 6th car from engine, occupied caboose or passenger car	X <sup>①</sup>	X				X			
4	When Train Length Does Not Permit	Must be near middle of train but not nearer than 2nd car from engine or occupied caboose.	X	X				X			
<b>MUST NOT BE PLACED NEXT TO</b>											
5		Loaded flat car. A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car.	X <sup>②</sup>	X	X			X <sup>③</sup>			
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.	X	X	X			X			
7		ENGINE	X	X	X	X	X	X		X	
8		Except as provided in lines 9 and 10, a car occupied by any person or a passenger car or combination car that may be occupied.	X <sup>④</sup>	X <sup>④</sup>	X <sup>④</sup>	X	X	X <sup>⑤</sup>	X	X	
9		OCCUPIED CABOOSE	X <sup>④</sup>	X <sup>④</sup>	X <sup>④</sup>	X	X	X		X	
10		OCCUPIED GUARD CAR	X <sup>④</sup>	X <sup>④</sup>	X <sup>④</sup>	X	X	X		X	
11		UNDEVELOPED FILM				X					
12		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.	X	X	X			X			
13		A car containing lighted heaters, stoves, or lanterns.	X	X	X						
14		EXPLOSIVES A		X	X	X	X	X	X		
15		POISON GAS	X			X	X	X			
16		Loaded placarded car, other than a car placarded with the same placard or the "COMBUSTIBLE" placard.	X	X	X	X					
17		RADIOACTIVE	X	X	X			X	X		

**FOOTNOTES:**
**HOW TO USE THIS CHART:**

To determine where a placarded car can be placed in a train follow these steps.

- Determine type of placard applied to car.
- Determine type of car to which placard is applied.
- Read across to determine correct placement.
- See footnotes for explanation.

① A car placarded "EXPLOSIVES A" must be separated from engine, occupied caboose or passenger car with not less than two non-placarded 4-Runner cars (series 60000-60100) or three nonplacarded cars and one non-placarded 4-Runner car.

With the exception of 4-Runner (Series 60000-60100), the balance of Item 3 remains the same.

② Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.

③ 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 may be placed next to these placarded loaded tank cars subject to the following: 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.

④ 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.

⑤ Applies only in mixed train service.



Notes

