

**Your Right to
Drink Ends
When My
Shift Begins**

**OPERATION
REDBLOCK**

SAFETY FIRST



**UNION PACIFIC
RAILROAD CO.**

**SYSTEM
TIMETABLE
No. 1**

**Effective 12:01 a.m. Sunday,
APRIL 28, 1985**

**CENTRAL STANDARD TIME EAST OF NORTH PLATTE,
NE., OAKLEY, KS., AND ON PLAINVILLE BRANCH**

**MOUNTAIN STANDARD TIME WEST OF NORTH PLATTE,
NE., AND OAKLEY, KS., TO EAST BURMESTER, UT., LAS
VEGAS, NV., AND LA GRANDE, OR.**

**PACIFIC STANDARD TIME WEST OF EAST BURMESTER,
UT., LAS VEGAS, NV., AND LA GRANDE, OR.**

**FOR THE GOVERNMENT OF
EMPLOYES CONCERNED**

**J. R. DAVIS, Vice President—Operation
J. R. FERNEY, General Manager—Transportation**

EASTERN DISTRICT

M. E. MERRITT, General Manager	M. D. DEALY, General Supt.-Transportation
W. A. RIDGE Superintendent — Transportation	Council Bluffs, Ia. Council Bluffs, Ia.
J. E. DENNIS Superintendent — Transportation	Kansas City, Kan. Council Bluffs, Ia.
S. R. SEARLE Division Engineer	North Platte, Nebr. Topeka, Kan.
D. C. GRIFFIN Assistant Division Engineer	Council Bluffs, Ia. North Platte, Nebr.
R. F. FOULSEN Assistant Division Engineer	Topeka, Kan. Council Bluffs, Ia.
W. E. VANTRUMP General Roadmaster	North Platte, Nebr. Topeka, Kan.
E. J. SUMOVICH General Roadmaster	North Platte, Nebr. North Platte, Nebr.
A. RAMOS General Roadmaster	North Platte, Nebr. North Platte, Nebr.
J. O. WORTHINGTON Chief Dispr. 1st Subdiv.	Kansas City, Kan.
S. C. WALLACE Chief Dispr. 2nd, 3rd & NoP Subdiv.	
D. D. BRUNS Chief Dispr. Kan/Salina Subdiv.	
A. L. LANDRETH	

BAILEY YARD

G. B. RECTOR Superintendent	North Platte, Nebr.
G. F. BAKER Assistant Superintendent	North Platte, Nebr.

WYOMING DIVISION

M. L. BUTLER Superintendent — Transportation	Cheyenne, Wyo. Cheyenne, Wyo.
G. L. LEWIS Division Engineer	Cheyenne, Wyo. Green River, Wyo.
D. L. MONSON Assistant Division Engineer	Cheyenne, Wyo. Green River, Wyo.
L. R. CHAMBERLAIN General Roadmaster	Cheyenne, Wyo. Cheyenne, Wyo.
B. L. JACKSON General Roadmaster	Cheyenne, Wyo. Cheyenne, Wyo.
D. G. PAUL Chief Dispr. 1st & 2nd Subdiv.	Cheyenne, Wyo. Cheyenne, Wyo.
J. W. FRAMPTON Chief Dispr. 3rd & 4th Subdiv.	Cheyenne, Wyo. Kansas City, Kan.
J. E. MASON Chief Dispr. Oakley-Denver	
A. L. LANDRETH	

WESTERN DISTRICT

R. E. IRION, General Manager	R. M. CHAPMAN, General Supt.-Transportation
-------------------------------------	--

UTAH DIVISION

J. R. HART Superintendent — Transportation	Salt Lake City, Utah Salt Lake City, Utah
F. A. LOPEZ Division Engineer	Salt Lake City, Utah Salt Lake City, Utah
G. H. MAXWELL General Roadmaster	Salt Lake City, Utah
D. C. JONES	

FEATHER RIVER DIVISION

J. L. VERHAAL Superintendent — Transportation	Sacramento, Calif. Sacramento, Calif.
R. R. AHEARN Division Engineer	Sacramento, Calif. Sacramento, Calif.
J. T. SMITH General Roadmaster	Sacramento, Calif. Sacramento, Calif.
T. D. ALLEN Division Chief Dispr.	
B. E. SCHROEDER	

CALIFORNIA DIVISION

G. R. JENSEN Superintendent — Transportation	Los Angeles, Calif. Los Angeles, Calif.
M. J. GALLAWAY Division Engineer	Los Angeles, Calif. Los Angeles, Calif.
F. D. WENGERT Assistant Division Engineer	Los Angeles, Calif. Las Vegas, Nev.
J. C. CLARK General Roadmaster	
P. M. DANNALLY	

UTAH AND CALIFORNIA DIVISIONS

C. H. WHITE Division Chief Dispr.	Salt Lake City, Utah
B. S. SCHULTHIES Chief Dispr.	Salt Lake City, Utah
B. E. SCHROEDER Chief Dispr. 6th & 7th Subdiv. (Utah)	Sacramento, Calif.

NORTHWESTERN DISTRICT

A. L. SHOENER, General Manager	J. E. SANFORD, General Supt.-Transportation
---------------------------------------	--

IDAHO DIVISION

D. M. WHEELER Superintendent — Transportation	Pocatello, Idaho Pocatello, Idaho
P. C. WYATT Division Engineer	Pocatello, Idaho Pocatello, Idaho
J. M. DUNN General Roadmaster	Pocatello, Idaho Nampa, Idaho
D. L. COON General Roadmaster	Pocatello, Idaho
W. F. JESSE Chief Dispr.	
T. J. CARNEY, JR.	

OREGON DIVISION

R. J. LARKIN Superintendent — Transportation	Albina, Oregon Albina, Oregon
D. J. DUFFY Division Engineer	Albina, Oregon Hinkle, Oregon
R. L. EADES General Roadmaster	Spokane, Wash. Albina, Oregon
G. D. ALTENBURG General Roadmaster	
T. R. KING Chief Dispr.	
L. L. McCORMICK	

SPEED RESTRICTIONS —	Page
GENERAL —	iv, v, vi

EASTERN DISTRICT**Nebraska Division —**

First Subdivision	1
Second Subdivision	4
North Platte Subdivision	5
Third Subdivision	6
Kansas Subdivision	7
Salina Subdivision	10
Albion Branch	11
Beatrice Branch	12
Bestwall Spur	15
Cedar Rapids Branch	12
Crete Branch	13
Grand Island Branch	15
Hallam Branch	15
Kearney Branch	13
McPherson Branch	16
Norfolk Branch	11
Old Main Line	11
Ord Branch	12
Plainville Branch	16
St. Joseph Branch	14
Solomon Branch	15
South Torrington Branch	14
Stromsburg Branch	13

Wyoming Division —

Denver Subdivision	17
First Subdivision	17
Second Subdivision	19
Third Subdivision	22
Fourth Subdivision	23
Boulder Branch	26
Coalmont Branch	26
Dent Branch	25
Encampment Branch	27
Fort Collins Branch	26
Ontario Branch	27
Park City Branch	27
South Pass Branch	27

WESTERN DISTRICT**Utah Division —**

First Subdivision	28
Second Subdivision	30
Provo Subdivision	32
Sixth Subdivision	35
Seventh Subdivision	34
Cache Valley Branch	36
Ellerbeck Branch	37
Evona Branch	37
Hill Field Branch	37
Little Mountain Branch	37
Malad Branch	36
Marblehead Branch	37
Rowley Branch	37
Syracuse Branch	37

Feather River Division —

First Subdivision	44
Second Subdivision	41
Third Subdivision	39
Fourth Subdivision	38
Fifth Subdivision	38
Loyalton Branch	48
Reno Branch	47
San Jose Branch	48
Sacramento Northern:	
Chico Branch	50
Dozier Branch	54
Holland Branch	53
Montezuma Branch	55
Pearson Branch	52
Pittsburgh Branch	53
Rio Linda Branch	52
Tarke Branch	52
Vacaville Branch	55
Woodland Branch	52
Tidewater Southern:	
Main Track	55
Chemurgic Branch	56

Manteca Branch	56
California Division —	
First Subdivision	63
Second Subdivision	61
Third Subdivision	58
Anaheim Branch	69
Boulder City Branch	66
Cedar City Branch	65
Crestmore Branch	70
Glendale Branch	70
Iron Mountain Branch	66
Lakewood Branch	70
Mead Lake Branch	66
Pasadena Branch	70
San Pedro Branch	67

NORTHWESTERN DISTRICT**Idaho Division —**

First Subdivision	71
Second Subdivision	72
Third Subdivision	74
Aberdeen Branch	79
Boise Cut-Off	77
Conda Branch	75
Cumberland Branch	75
Dry Valley Branch	76
East Belt Branch	80
Elko Branch	75
Gay Branch	79
Goshen Branch	79
Grace Branch	75
Homedale Branch	78
Idaho Northern Branch	77
Mackay Branch	80
New Meadows Branch	78
North Side Branch	77
Oakley Branch	76
Oregon Eastern Branch	78
Payette Branch	78
Raft River Branch	76
St. Anthony Branch	80
Stoddard Branch	78
Teton Valley Branch	80
Twin Falls Branch	76
West Belt Branch	80
Wildor Branch	79
Yellowstone Branch	79

Oregon Division —

First Subdivision	81
Second Subdivision	83
Third Subdivision	85
Fourth Subdivision	87
Bend Branch	89
Coeur D'Alene Branch	95
Condon Branch	89
Dayton Branch	92
Grays Harbor Branch	90
Heppner Branch	89
Joseph Branch	88
Moscow Branch	94
Olympia Branch	90
Pendleton Branch	91
Pilot Rock Branch	88
Pleasant Valley Branch	93
Riparia Branch	93
Sierra Nevada Branch	94
Sunnyside Branch	91
Tekoa Branch	92
Tucannon Branch	92
Umatilla Branch	89
Wallace Branch	94
Wallula Branch	91
Yakima Branch	91
Mt. Hood Railway	95
Yakima Valley	95

SPECIAL INSTRUCTIONS

System	96
District	107
Terminals	114

SYSTEM

SPEEDS SHOWN BELOW 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.

NOTE: All slower speeds on curves and other restricted locations must be complied with.

Restrictions listed herein must be respected when operating on any foreign railroad, except when their requirements are more restrictive.

GENERAL

ITEM	LOCATION	MPH
1	Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30
2	When using No. 20 equilateral turnout.	60
3	When using No. 20 turnout, unless a different speed is specified.	40
4	When using No. 14 turnout located on: Straight track. Curves.	30 15
5	When using other turnouts.	15
6	Facing point movement over spring switches not protected by signals unless advised by train order switch has been spiked.	20
7	Within yard limits protected by continuous block signal system, unless a different speed is specified.	35
8	Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20
9	When using tracks other than main tracks, unless a different speed is specified.	15
10	Sidings in CTC territory, unless a different speed is specified. EXCEPTION: Speed Signal Territory	20
11	Balloon tracks & Wye tracks, except those portions used as main track or siding.	5
12	Movements onto or off from live rails of track scales	5
13	Movements of engines at servicing facilities.	5
14	1400, 6900, 9000 class units: In passenger service In freight service All other freight units	82 70 70
15	Yard switch locomotives in road service: 1000 class 1200 & 1501-1503 class	35 50
16	Car body type unit backing up light or backing up as leading unit at front of train.	30
17	When multiple unit engine is controlled from other than leading unit.	30
18	Diesel locomotive running light, on descending grade in excess of 1 percent, when necessary to use engine brake to control speed.	25
19	Trains handling diesel units dead in train; Yard-switch units with friction bearings Yard-switch units with roller bearings	35 50
20	Trains handling wrecking derricks: American hoist derricks 903045, 903046, 903047, 903050 Other Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings.	60 40 35 20

SYSTEM

ITEM	LOCATION	MPH
21	Trains handling scale test cars, wedge plows, or roadway machines on their own wheels (except wrecking derricks): On main tracks — tangent track. On main tracks — curves. On branch lines. Exception: Scale test cars UP 903006, UP 900700, UP 903036, WO-3, WO-4 and WO-5 may be handled at maximum freight train speed.	35 25 25
22	Self-propelled cranes, pile drivers and similar equipment moving under own power.	35
23	Holmes, Pettibone and similar type cranes, and hy-rail equipped wheel changers.	25
24	Jordan spreaders and other machines of spreader type, when in operation with wings extended. Spreaders in reverse movement	15 25
25	Trains handling equipment with continuous welded rail or continuous lengths of jointed rail On unrestricted track (loaded or empty) On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH Through crossovers or turnouts.	40 10
26	Trains handling tank cars containing Phosphorus (EXCEPTION See 909(R-2)) Liquid Petroleum Gas, Propane, Anhydrous Ammonia, Chlorine. Exception: Oregon 4th Subdivision-loaded propane cars	50 40
27	Coal Trains loaded or empty, when moving under tippie on any mine spur.	15
28	Trains handling ballast Except loaded in cars UP 901000-901599	40 50
29	Unit trains handling open-top or covered hopper cars when loaded Except loaded unit phosphate rock trains	50 40
30	Trains handling logs, unless cars are staked and wired in accordance with AAR rules: Maximum speed. Through truss bridges.	20 5
31	Trains handling empty gondolas or empty open-top hopper cars.	50
32	Trains handling cars UP 16000 through 17949, UP 60000 through 66999, UP 85000 through 91999 when loaded.	50
33	Trains with retaining valves in use.	20
34	Trains handling empty bulkhead flat cars. Exceptions: UP 215400-215649, UP 215700-215799 and UP 217000-217074 series cars. JTTX cars and those equipped with Toyota truck-bed racks.	40 50 70
35	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
36	Trains handling ore cars. EXCEPTION: Empty ore cars. UP 26000 & 27000; CNW 112000, 113000, 114000, 118000, 119000, 121000 & 122000; SP 345000 through 345669 series cars.	50 40
37	Trains handling rip-rap.	40
38	Trains handling coiled steel.	45
39	JTTX cars loaded with pipe must be positioned on rear of train and must not exceed.	50
40	Trains handling air dump cars, series WP-MW 11000, loaded or empty.	25

SYSTEM

ITEM	LOCATION	MPH
41	NORTHWESTERN DISTRICT	
Freight trains averaging in excess of 75 tons per operative brake		40
EXCEPTION: Between Granger and Albina		
0-80 tons per operative brake		70
80-100 tons per operative brake		65
100 or more tons per operative brake		60
Helper units when running light		50

42	WESTERN 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.		

43	WESTERN DISTRICT (UTAH 6th & 7th/FEATHER RIVER DIVISION)	
Freight trains do not exceed 55 MPH if train exceeds Tons Per Operative Brake in table below.		

Tons per Operative Brake	Maximum Trailing Tons
80 or less	5600
80+ to 85	4675
85+ to 90	4500
90+ to 95	4275
95+ to 100	4000

In the Table, 80+ tons per operative brake represents any value over exactly 80.0 (similarly for the 85+, 90+ and 95+ tons per operative brake table values).

See "SPECIAL RULES-SYSTEM" for method of computing tons per operative brake.

44	Locomotive and car speed restrictions which apply to Southern Pacific trains on the Southern Pacific also apply to Southern Pacific trains on the Union Pacific.
-----------	--

45 LOCOMOTIVES

Locomotive Number Series	Model	Axles	Rated HP	Approx. Weight Lbs.	Max. Speed MPH	Feet In Length	Starting Tractive Effort Lbs.	Tractive Effort At 1050 AMPS Lbs.*
1-50	UPSD45	6	3600	393,000	70	66	98,250	83,160
99	UPSD24M	6	3000	399,480	65	61	96,500	83,160
150-296	UPGP9	4	1750	247,000	65	56	61,750	55,440
300-308	WPGP9	4	1750	247,600	65	56	61,750	55,440
329	UPGP9M	4	2000	259,000	65	56	61,750	55,440
401-446	UPSD24	6	2400	386,000	65	61	96,500	83,160
483-489	WPGP20	4	2000	256,900	65	56	64,225	55,400
651-691	WPGP40	4	3000	277,000	71	59	69,250	54,732
700-735	UPGP30	4	2250	263,000	65	56	65,000	55,440
701-712	WPGP7	4	1500	251,700	65	56	62,950	55,440
725-732	WPGP9	4	1750	247,600	65	56	61,900	55,440
741-763	UPGP35	4	2500	261,000	65	56	65,250	55,440
782-799	WPGP35	4	2500	258,600	65	56	64,650	51,400
800-874	UPGP30	4	2250	260,000	71	56	65,000	55,440
900-914	WPGP40-2	4	3000	277,000	71	59	69,250	55,400
951	UPE9	6	2400	335,770	98	71	83,943	58,000
1007-1062	UPNW2	4	1000	251,000	35	44	62,750	30,400
1080-1095	UPNW2	4	1000	249,000	35	44	62,250	30,400
1200-1274	UPSW10	4	1200	251,000	50	44	62,800	35,100
1400-1409	UPSDP35	6	2500	380,000	80	61	95,000	66,600
1501-1503	WPSW1500	4	1500	258,800	50	45	64,700	55,600
2000-2059	UPGP38-2	4	2000	269,000	65	59	67,250	55,440
2001-2010	WPGP20	4	2000	256,900	65	56	64,225	55,400
2251-2265	WPU23B	4	2250	262,230	75	60	65,557	58,000
2400-2539	UPC30-7	6	3000	395,000	70	67	98,250	76,000
2810-2959	UPU30C	6	3000	393,000	70	67	97,750	76,000
3000-3122	UPSD40	6	3000	393,000	70	66	98,250	83,160
3001-3022	WPGP35	4	2500	258,600	71	56	64,650	55,440
3123-3808	UPSD40-2	6	3000	392,000	70	69	97,500	83,160
3501-3544	WPGP40	4	3000	277,000	71	59	69,250	55,400
3545-3559	WPGP40-2	4	3000	277,000	71	59	69,250	55,400
6900-6946	UPDD40X	8	6600	545,000	80	99	135,000	88,800
9000-9005	UPGP40X	4	3500	274,000	80	60	68,750	41,520

*Refer to Air Brake Rule 1108(B) and Special Instruction 1108(R).

NEBRASKA DIVISION

STATION NUMBER	SIDING FEET	FIRST SUBDIVISION		MILE POST	SPEED RESTRICTIONS		
		WESTWARD	EASTWARD		LOCATION	MPH	
0			COUNCIL BLUFFS ●●	FIPRX	0.0	Maximum Speed Summit to North Platte	70
	1.5 MT		EE MO RIV BR. ●	IPX	2.1		
	2.1 MT		WE MO RIV BR. ●	IPX	2.4	Lite Engs CoBluffs-Fremont WW (Max speed for WSOAT- WSLAT-WSLAV trms)	60
3			TOWER "B" ●	IPX	3.1	EW (unless instructed by Dispr including handling Omaha/Co- Bluffs cars)	60
	4 MT		20TH STREET ●	IPX	3.9		
5			SUMMIT ●	IPX	5.2		
9	W 2000		SEYMOUR	PX	8.9	Co Bluffs-Omaha MT 1 & 2-21st St to MP 0.5	15
12	E 11353		WOODY	PXY	11.1	MT 3, 4 & 5 CoBluffs	15
12	\$ 1700		NASCO (SPUR-W)	X	12.2	0.5 and 2.4	25
13	E 8240		WECO	PRX	13.6	2.4 and Summit	40
17			LANE	PX	16.7	MT 3 & 4 Omaha	25
22	C 3400		ELKHORN	P	21.5	Running Tracks 7 & 8	20
28	W7950 E3950 E8650		VALLEY ●	PXY	28.0	Between Mile Posts— 5.8 and 6.8	50
34	\$ 1358		MERCER (SPUR-E)	PX	33.9	14.1 and 14.7	60
39	W4073 W10000		FREMONT ●	IPRX	39.3	15.9 and 16.2	60
			BN CROSSING	IP	40.0	18.1 and 19.8	60
46	C 3670		AMES	P	46.3	21.9 and 22.1	60
54	C7530		NORTH BEND	P	54.4	22.2 and 22.6	50
61	\$ 2055		ROGERS (SPUR-W)	PX	61.7	22.8 and 23.2	60
69	W6300 E5350		SCHUYLER	PX	68.7	24.0 and 24.8	55
77	\$ 1634		RICHLAND (SPUR-E)	PX	76.6	27.5 and 28.5 †	45
78	W4211		HOWER	PX	78.8	38.5 and 40.7	40
79	\$ 1525		MOORMAN (SPUR-W)	PX	79.3	Old Passing Track Fremont	5
80	W 2073		BELLEN	PX	80.2	Trains departing CNW Yard on MT and S 1 Trk	15
85	W6600 E6300		COLUMBUS ●	PRXY	84.5	Other CNW Yard Trks	5
92	C5320		DUNCAN	P	92.6	68.7 and 69.2	50
100	W3093		SCHAFFER	X	100.5	83.6 and 85.0	50
102	E 2460		SILVER CREEK	PX	102.3	Columbus yard tracks	10
114	C3700		CLARKS	P	113.6	124.3 BN crossing	45
118	3646		THUMEL	X	117.9	144.0 and 145.8	60
			BN CROSSING	AP	124.3	145.8 and 147.1	35
125	W4758 E5300		CENTRAL CITY ●	PRXY	124.9	147.1 and 149.3	50
135	C 7400		CHAPMAN	P	135.1	Grand Island, frt trains moving on yd tracks, except yd track No. 1	5
147			GRAND ISLAND ●	FIPRXY	146.2	BN Transfer	10
			BN CROSSING	I	146.5	Yard track No. 1	15
155	E 2166		ALDA	PXY	154.5	Alda, wye trackage, both in and outside ordinance plant	5
162			WOOD RIVER	PX	162.3	All other Ordinance trackage except main tracks	5
170	C 3305		SHELTON	PX	169.9	Ordinance main tracks	10
			CP 175 (Jct.)	PXY	175.3	Buda, all airfield trackage.	10
176	E 4236		GIBBON	P	176.0	187.75 and 189.75 WW † & rear of trn is by MP 189.10	45
184	E 3227		BUDA CP184	PX	184.3	187.75 and 189.75 EW † & rear of trn is by MP 188.90	45
189	W 8543 E 5190		KEARNEY ●	PRXY	189.1	Lexington Main Street to 1500 feet east on Scale Track	10
194	E 1960		ALFALFA CENTER	X	194.1	On 3rd and 4th tracks north, east of depot	5
198	C 3630		ODESSA	P	198.3	Cozad Armour Trks	5
205	C 6250		ELM CREEK	P	204.3	248.2 and 249.3 ●	60
213	C 10600		OVERTON	P	213.9	258.1 and 258.3	65
218	E 1679		JOSELYN	PX	217.9	281.1 and 281.9	55
224	W 5450 E 6014		LEXINGTON ●	PRXY	224.4	282.5 and 283.0	45
233	C 3750		DARR	P	232.3	283.2 and 291.5	40
238	C 14000		COZAD ●	P	238.2	INDUSTRY/ SPUR TRKS	STA. NO.
243	W 2830		WILLOW ISLAND	PX	243.2	WATERLOO (W).....	24.7
249	W 5845 E 6000		GOTHENBURG ●	PRXY	248.8	TROXEL (E).....	45.9
256	W10458		FARR	IP	256.5	DOULOM (W).....	80.9
262	C3645		BRADY	P	261.5	HAVENS (W).....	108.2
271	E 2182		MAXWELL	PX	270.6	GULFOIL (W).....	115.9
			CP274	PX	274.0	PADDOCK (W).....	128.7
			CP276	PX	276.0	OPTIC (E).....	179.8
			CP283 ●	PX	283.4	TRUED.....	209.1
284			NORTH PLATTE ●●	FIPRXY	286.5	KEITH (W).....	273.0
						BECK (W).....	280.5
							281

Yard limits are continuous MP 0.0 to 5.2 and MP 282.75 to 291.5.

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.

CTC in effect between CP 175 and Buda and between CP 274 and CP 283.

Signal 11.0 has vertical number plate.

Dwarf signal 285.3-2 has vertical number plate.

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 Subdiv. need not receive clearance at CP 175 (Jct.).

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

GENERAL INSTRUCTIONS

NOTE: FOR ADDITIONAL OMAHA/COUNCIL BLUFFS SPECIAL INSTRUCTIONS REFER TO BRIDGE SUBDIVISION TENANT LINE RULES.

Movements in Yards: 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.

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.

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 verbal 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 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 245-G) 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 245-A). Special Instruction 312-4(R) 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 247-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(A) must be complied with.

CENTRAL CITY, intermediate signals, westward signal 1231 and eastward signal 1268 are changed to hold signals controlled by the Train Dispatcher.

GRAND ISLAND, between east remote control switch MP 144.0 and hold indicator located at MP 149.8.

BUDA, protection to move from Kearney to MP 185.5 against the current of traffic. Westward movements only will be protected by the Train Dispatcher holding signal at CP 184 at Buda.

KEARNEY, between hold indicator MP 187.7 and stop signal MP 190. Eastward automatic Stop Signal at MP 190 is a Stop signal Rule 245(A) and Special Instruction 312-4(R) governs.

COZAD, intermediate signals, westward signal 2377 and eastward signal 2394 are changed to hold signals controlled by the Train Dispatcher.

Fremont, interchange trains received from CNW Railroad that meet the provisions of item 3 of Rule 1002(A) will not require interchange air brake inspection.

RAILROAD CROSSINGS AND JUNCTIONS

Fremont-Canning Factory Spur — Gate

BN

Fremont-MP 40.0 BN — Interlocking Rule 312(2) applies. North Platte Train Dispatcher is control operator. Telephone is located on instrument house near crossing.

PUBLIC CROSSINGS

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.

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.

Kearney — When Signal 189.0 displays Stop and Proceed indication, eastward trains on main track must stop clear of Fifth Avenue crossing.

DUAL CONTROL CROSSOVERS AND TURNOUTS

No. 20 Turnouts:

Gibbon.....	174.96 1 & 2	CP274	274.0 1 & 2, 2 & 3
	175.11 1 & 2	CP276	276.0 1 & 2, 2 & 3
	175.18 1 & 2	CP283	283.38 WW MT & W Belt Trk
	175.22 2 &		283.4 1 & 2
	Kansas MT 2		284.37 WW MT
	175.28 1 & 2	North Platte.....	285.0 EB Dep. Yd & EW MT
Buda.....	183.75 1 & 2		285.5 EB Dep. Yd & EW MT
	183.85 1 & 2		
Farr.....	255.6 1 & Siding		

No. 10 Turnouts: North Platte Yard ... 288.4 ... Balloon Tracks

SPEED SIGNAL LOCATIONS

MP146.5 WW Signal Gibbon Jct. (CP175) Keith CP274-CP283
USE OF AIR BRAKES (Minimum Requirements)

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.

USE OF HAND BRAKES (Minimum Requirements.)

Woody — Not less than 4 hand brakes must be applied on the east end of the Pass, Long 1 and Long 2 tracks.

HOTBOX DETECTORS AND DRAGGING EQUIPMENT INDICATORS

WW MP	WW MP	EW MP	EW MP
DEI 21.0(R-4)	DEI 181.0(R-4)	DEIO 281.1(R-4)	DEI 157.3(R-4)
DEI 53.7(R-4)	DEI 210.1(R-4)	DEI 276.9(R-4)	DEI 121.8(R-4)
DEI 74.6(R-4)	DEI 233.4(R-4)	DEI 269.5(R-4)	DEI 100.1(R-4)
DEI 103.9(R-4)	DEI 255.5(R-4)	DEI 256.8(R-4)	DEI 81.0(R-4)
DEI 128.2(R-4)	DEI 276.9(R-4)	DEI 233.4(R-4)	DEI 62.9(R-4)
DEI 160.1(R-4)	DEIO 281.1(R-4)	DEI 207.4(R-4)	DEI 43.7(R-4)
		DEI 181.0(R-4)	

Special Instruction 912 (R-4) applies.

TRACK RESTRICTIONS

ALDA — Ordinance Track — GP-35 and smaller units only.

NOTE: FOR ADDITIONAL NORTH PLATTE SPECIAL INSTRUCTIONS REFER TO "TERMINAL AREA" SECTION IN REAR OF TIMETABLE.

LET'S ALL STRIVE FOR
TOTAL SAFETY

NEBRASKA DIVISION

WESTWARD		SECOND SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
284		NORTH PLATTE	FIPRXY 286.5			Maximum speed	70
		MP289.5	PX 289.5			Big Springs, over highway crossing when using siding	5
		CP 291	PX 291.0				
297	N 3388	HERSHEY	PX 296.5			Brownson, industrial area: Straight track Curves	10
		CP 298	PX 297.7				5
301	N 10600	O'FALLONS	CP 300 PXY 299.1			Hillsdale, on industry track.	5
303	X 5440	SUTHERLAND	PX 303.7			Between Mile Posts— 283.2 and 291.5	40
		CP 312	PX 311.5			South Running Track (CP 291 to CP 298)	40
		CP 322	PX 322.5				
		OGALLALA	CP 332 CP 335 PX 332.3			323.5 and 324.4	60
335	N 11600 S 7079	CP 350	PX 349.7			407.5 †	60
		CP 350	PX 349.7			422.6 and 423.5	60
354	X 6008	BIG SPRINGS	PX 354.3			456.9 and 457.2	65
		CP 363	PX 363.0			462.8 and 463.0	65
		CP 363	PX 363.0			466.5 †	60
365	N 9500 S 9500	JULESBURG	CP 365 PRXY 365.3			486.2 and 486.5	60
		CP 378	PX 377.5			493.7 and 494.0	60
		CHAPPELL	PX 380.3			497.7 and 498.2	60
380	X 5583	CP 392	PX 392.0			502.2 and 503.0	50
		SIDNEY	PRXY 407.5			506.3 and 508.3 (No. 3 trk)	40
408	N 12280 S 12280	BROWNSON	PX 415.5			509.1 and 510.5†	20
416	C 4169	CP 424	PX 423.9				
		CP 437	PX 437.2				
440	N 9550	OWASCO	P 438.4				
445	C6324	KIMBALL	PR 444.5				
		CP 449	PX 448.5				
457	X 5983	BUSHNELL	PX 456.2				
		CP 459	PX 459.5				
		CP 469	PX 469.5				
		EGBERT	CP 475 PY 475.4				
		CP 478	PY 477.5				
		CP 481	PX 480.8				
		CP 491	PX 491.0				
501	S 5956	ARCHER	CP 501 PX 500.6				
506		BARNETT	PX 506.3				
		CP 508	PX 508.3				
510		CHEYENNE	FPRTXY 509.5				
		(225.4)					

Yard limits are continuous from MP 282.75 to 291.5 and from MP 508.2 to 511.81.

South running track between CP 291 and CP 298.

*Three main tracks between Barnett and CP 508.

**Four main tracks between CP 508 and Cheyenne.

CTC in effect between CP 291 and Cheyenne.

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

CLEARANCE AND REGISTER REQUIREMENTS

Trains from North Platte Subdivision will retain their identity on Second Subdivision and need not receive clearance at O'Fallons CP 300 or 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.

GENERAL INSTRUCTIONS

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.

NOTE: FOR ADDITIONAL NORTH PLATTE SPECIAL INSTRUCTIONS REFER TO "TERMINAL AREA" SECTION IN REAR OF TIMETABLE.

PUBLIC CROSSINGS

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.

NEBRASKA DIVISION

DUAL CONTROL CROSSOVERS AND TURNOUTS

No. 20 Turnouts on all dual-control switches as follows:

CP 291 Between 1&2 trk & departure lead & between departure lead and coal departure trk; CP 298; CP 300; CP 312; CP 322; CP 335; CP 350; CP 363; CP 365; CP 378; CP 392; Sidney Between 1&2 trk; CP 424; CP 437 Between 1&2 trk; CP 449; CP 459; CP 469; CP 481; CP 491; CP 501; Barnett and CP 508 except between 2&3 trk E. of overpass and between 3 trk & drill trk.

No. 10 Turnout: North Platte Yard.....288.4 . . . Balloon Tracks

SPRING SWITCHES (FACING POINT LOCK)

Sidney, Owasco

In CTC territory, when signal governing movement over a spring switch equipped with a facing point lock, displays Stop, spring switch must be operated by hand after complying with Rule 312. Switch must not be restored to normal position until movement through switch has been completed.

SPEED SIGNAL LOCATIONS

CP291-CP508

HOTBOX DETECTORS AND DRAGGING EQUIPMENT INDICATORS

WWMP	WW MP	EW MP	EW MP
*DEI 297.7(R-4)	DEI 416.1(R-4)	DEI 499.0(R-4)	DEI 372.5(R-4)
DEI 316.4(R-4)	DEI 434.4(R-4)	DEI 475.2(R-4)	DEI 353.1(R-4)
DEI 335.2(R-4)	DEI 454.3(R-4)	DEI 454.3(R-4)	DEI 335.2(R-4)
DEI 353.1(R-4)	DEI 475.2(R-4)	DEI 434.4(R-4)	DEI 316.4(R-4)
DEI 372.5(R-4)	DEI 499.0(R-4)	DEI 416.1(R-4)	DEI 297.7(R-4)
DEI 397.1(R-4)		DEI 397.1(R-4)	DEIO 285.5(R-4)

*DEI 297.7(R-4) on New South Running Track. Strobe light governs No. 2 Track and South Running Track.

Special Instruction 912 (R-4) applies.

TRACK RESTRICTIONS

JULESBURG — City trackage — 5000 horsepower units or greater not permitted.

BROWNSON — Industrial Warehouse Tracks — Gates must be closed and locked after entering and leaving area. Switches to tracks not in service in building area are spiked.

WYPO — Wyoming Potato Co. Maximum speed 5 MPH; 5000 horsepower units or greater not permitted.

WESTWARD		NORTH PLATTE SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
301		O'FALLONS	CP 300 PXY 0.0			Maximum Speed	40
12-019	8000	NEVENS	CP 19 P 18.7			115.5 BN Crossing	20
		CP 20	P 20.3				
12-052	8000	RUTHTON	CP 51 P 50.6			Between Mile Posts— 147.0 and 147.5	35
		CP 52	P 52.2			Yoder E & W leg Wye	5
12-068	8000	NEW OSHKOSH	CP 67 P 66.8			C51.0 and C50.5	30
		CP 68	P 68.4			C47.5 and C46.5	30
12-071	2025	OSHKOSH				C38.6 and C38.3	30
12-097	8000	EASTWOOD	CP 96 P 95.8			C33.2 and C27.2	25
		CP 97	P 97.4			C27.2 and C27.0	20
12-114	6936	NORTHPORT	CP 113 P 112.7			C27.0 and C23.7	25
		CP 114	P 114.2			C21.0 and C20.8	30
12-115		BN CROSSING	CP 115 AP 115.1			C18.3 and C18.0	30
						C11.8 and C9.1	30
						C6.0 and C5.6	30
12-141	8000	BROCKHOFF	CP 140 P 139.8			INDUSTRY/ SPUR TRKS	MP STA. NO.
		CP 142	P 141.5			SARBEN	12.8 12-013
12-146	3132	GERING	PRY 145.9			KEYSTONE	28.4 12-028
						MARTIN	34.9 12-035
12-162	8000	SOUTH MORRILL	CP 157 P 157.4			LEWELLEN	59.3 12-059
			CP 159 P 158.9			LISCO	86.4 12-086
			CP 161 P 160.7			BROADWATER	100.4 12-100
			CP 162 P 162.2			TOWERS	109.6 12-110
12-164		JOYCE	CP 164 P 164.2			MELBETA (W)	137.9 12-138
12-182	2250	YODER	RY 181.6			LYMAN	173.9 12-174
114-22	2553	ALBIN	C21.5			HUNTLEY (W)	167.9 12-168
478		EGBERT	PY C0.0			HAWK SPRINGS	C51.6 114-52
		(244.3)				MEIER	C43.3 114-43
						LA GRANGE	C40.5 114-41
						TREMAIN (E)	C33.5 114-34
						LINDBERGH	C14.6 114-15

Between Yoder and Egbert Mile Post numbers are prefixed with letter C.

Yard Limits are continuous between MP 111.5 and MP 117.0 and between MP 158.5 and MP 164.40. At MP 158.50 Yard Limit sign is on South Side of Track.

CLEARANCE REQUIREMENTS

Trains to or from North Platte Subdivision will retain their identity and need not receive clearance at O'Fallons or Egbert.

SWITCHES (Normal Position)

Joyce for CNW Connector Line; **South Morrill** lead switches to sidings for sidings; **Lyman** for Sugar Lead; **Yoder** for North Platte Subdivision.

USE OF AIR BRAKES (Minimum Requirements)

Northport — All cars handled between Northport and BN Crossing.

USE OF HAND BRAKES (Minimum Requirements)

Northport and South Morrill — Unattended coal trains must have hand brakes applied on 5 head cars and on 4 rear cars and caboose.

Gering — East end of other than main track must have 3 hand brakes applied and must have hand brakes applied on all cars if less than 3 cars.

TRACK RESTRICTIONS

Gering — Direct movements must not be made between Chute Track and West Yard Lead.

WESTWARD		THIRD SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
365	4476	JULESBURG	0.0	PRY	0.0	Maximum speed	60
19-372	3412	7.1	7.1	PRY	7.1	Ovid Sugar Company Yard	5
19-380	3602	SEDSWICK	14.6			Between Mile Posts—	
19-388	4254	8.5	23.1	RED LION	23.1	150.7 and 151.1	20
19-420	2000	31.4	54.5	CRES	54.5	INDUSTRY/ SPUR TRKS	
		2.9	57.4	BN CROSSING	57.4	CROOK	30.1 19-395
19-423	8277	17.5	57.5	STERLING	57.5	PROCTOR	38.8 19-404
19-441	6910	17.8	75.3	MESSEX	75.3	ILIFF	45.6 19-411
19-446	565	3.3	80.6	UNION	80.6	FORD	50.1 19-415
19-452	4599	6.4	87.0	SNYDER	87.0	ATWOOD (W)	64.1 19-429
19-464	4825	11.5	98.6	FT. MORGAN	98.6	MERINO (W)	70.2 19-436
19-474	3809	10.4	109.0	WELDONA	109.0	GOODRICH	114.2 19-480
19-483	3797	8.7	117.7	ORCHARD	117.7	MONFORT	140.3 19-506
19-501	5800	17.7		HARDIN	135.4		
19-508	3554	8.0	143.1	KERSEY	143.1		
14-687	2723	8.0	151.1	LASALLE	151.1		

Yard limits are continuous MP 56.12 to 59.12.

CLEARANCE AND REGISTER REQUIREMENTS

All trains must receive clearance at La Salle and Sterling.

Only trains that originate or terminate at Julesburg, Sterling or LaSalle need register.

Trains passing Sterling and LaSalle register by Form 2642 TRAIN REGISTERING TICKET.

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

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

RAILROAD CROSSINGS AND JUNCTIONS

UNION MP 81.0 — Eastward BN trains must not release mechanical time lock (remove padlock from hasp) without authority from UP Train Dispatcher. Movement to UP track-age is governed by signal indication. Rule 312(4) governs.

Sterling MP 56.05, 56.71, 57.48 — BN Train and engine movements must have UP Train Dispatcher's authority before fouling UP main track.

TRACK RESTRICTIONS

Julesburg — City trackage 5000 horsepower units or greater not permitted.

AIM FOR SAFETY

WESTWARD		KANSAS SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
14-010	C4350	KAN CITY WEST YARD	6.4	IPX	6.4	Maximum speed	70
14-015	E 3339	2.5	8.9	MUNCIE	8.9	Between Mile Posts—	
14-018	C2806	6.1	15.0	FOREST LAKE	15.0	6.4 and 7.4	60
		2.5	17.5	BONNER SPRINGS	17.5	Muncie Auto Unldg Facility	60
		0.5	18.0	ATFS CROSSING	18.0	13.1 and 13.4	5
14-022	W 2122	3.5	21.5	COLD SPUR	21.5	16.3 and 17.2	55
14-028	C5905	3.5	28.8	LINWOOD	28.8	17.9 and 18.0	30
14-040	C1997	10.8	39.6	LAWRENCE	39.6	20.1 and 20.5	60
14-043	W 1146	3.6	43.2	MIDLAND	43.2	21.4 and 21.8	60
14-052	C6093	8.4	51.6	PERRY	51.6	23.6 and 23.9	60
		15.8	67.4	EAST TOPEKA	67.4	25.3 and 25.6	60
		0.1	67.5	ATFS CROSSING	67.5	26.3 and 26.6	60
14-068	6571	0.5	68.0	TOPEKA	68.0	27.5 and 27.8	60
		0.2	68.2	SSW CROSSING	68.2	33.1 and 33.4	60
		2.0	70.2	WEST TOPEKA	70.2	36.5 and 36.9	50
14-073		0.0	73.0	EAST MENOKEN	73.0	38.5 and 40.5	40
		0.0	74.0	MENOKEN JCT.	74.0	42.5 and 43.1	60
		2.0	76.0	WEST MENOKEN	76.0	Lawrence spur	5
		8.2	84.2	KENYON	84.2	65.7 and 66.3	60
17-084	12502	1.8	84.2	KENYON	84.2	Menoken (West leg of Wye)	20
17-092	9467	10.0	92.0	COOK	92.0	76.6 and 76.8	60
17-101	24081	10.0	102.0	AIKINS	102.0	78.5 and 78.7	60
17-103	3100	10.5	102.2	JEFFREY (SPUR-W)	102.2	79.7 and 79.9	60
17-112	12512	10.5	112.7	DULUTH	112.7	81.3 and 81.6	60
17-118	10938	5.6	118.3	EVANS	118.3	81.3 and 81.6	60
17-127	12837	8.5	126.8	SULLIVAN	126.8	99.0 and 99.4	50
17-131	9887	0.3	130.9	MOPAC CROSSING	130.9	Jeffrey Spur—	25
17-137	6162	0.3	131.2	FRANKFORT	131.2	Beyond MP 5.6	10
17-143		5.6	137.0	WINIFRED	137.0	106.1 and 106.4	60
17-148		5.6	142.6	UPLAND	142.6	109.2 and 109.6	50
		5.5	148.1	MARYSVILLE	148.1	117.3 and 117.9	60
		1.3	149.4	CP 189	149.4	130.7 and 131.1	45
		0.9	150.3	WEST MARYSVILLE	150.3	140.3 and 140.6	50
		5.2	150.3	WEST MARYSVILLE	150.3	Marysville yard tracks	10
		9.1	155.5	ORRICK	155.5	147.3 and 147.8	35
17-158	12120	9.1	158.6	BREMEN	158.6	147.8 and 148.4	20
17-163	13514	5.9	164.5	GERRY	164.5	Marysville St. Xings	35
17-172	12776	7.7	171.6	HOLLENBERG	171.6	148.4 and 149.3	20
		8.8	180.4	BN CROSSING	180.4	Hanover industry spur	
17-188	13353	4.2	184.6	FAIRBURY	184.6	0.0 and 1.7	25
17-194	9227	9.0	193.6	HEDRIX	193.6	185.9 and 186.9	30
17-203	12725	8.3	201.9	ALEXANDRIA	201.9	188.4 and 188.7	50
17-212	6375	7.4	209.3	BELVIDERE	209.3	189.5 and 189.9	55
		0.9	210.2	BN CROSSING	210.2	190.9 and 191.3	55
17-219	13024	7.0	217.2	CARLETON	217.2	196.9 and 197.2	60
17-226	13179	7.7	226.0	DAVENPORT	226.0	198.3 and 199.7	50
		1.2	233.7	BN CROSSING	233.7	217.8 and 218.1	55
17-236	12553	1.2	234.9	EDGAR	234.9	218.6 and 219.2	55
		6.8	241.7	FAIRFIELD	241.7	223.3 and 223.8	55
17-244	6404	6.3	248.0	ANAN	248.0	Hastings	
17-257	19163	8.4	256.4	LEVEL	256.4	Kansas Ave. Lead to	
		4.1	260.5	BN CROSSING	260.5	Tracks 5, 6, 7	5
17-262	12922	1.3	261.8	HASTINGS	261.8	No. 7 Track	5
17-275	12992	1.2	273.9	HAYLAND	273.9	South Yard Tracks	5
17-283	9996	5.9	279.8	DENMAN	279.8	260.0 and 262.7	30
		5.4	285.2	CP 285	285.2	285.2 and 287.7 (No. 1 Trk)	40
		2.7	287.9	GIBBON JCT. (CP 175)	287.9	287.4 and 287.7 (No. 2 Trk)	40
		1.2	291.1	EDWARDSVILLE (E-W)	291.1	13.9 14-014	
		1.2	291.1	SUNFLOWER (E-W)	291.1	16.7 14-017	
		1.2	291.1	LORING (E)	291.1	20.5 14-021	
		1.2	291.1	BUCK CREEK (W)	291.1	46.1 14-046	
		1.2	291.1	NEWMAN (E)	291.1	55.9 14-056	
		1.2	291.1	GRANTVILLE (W)	291.1	61.3 14-061	
		1.2	291.1	GROVE	291.1	80.7 17-081	
		1.2	291.1	DELIA	291.1	88.2 17-088	
		1.2	291.1	EMMETT	291.1	94.8 17-095	
		1.2	291.1	ONAGA	291.1	109.9 17-110	
		1.2	291.1	LJLLIS	291.1	121.8 17-122	
		1.2	291.1	HERKIMOR (W)	291.1	153.5 17-153	
		1.2	291.1	ENDICOTT	291.1	180.6 17-182	
		1.2	291.1	SEDAN	291.1	229.6 17-231	
		1.2	291.1	GLENVIL	291.1	251.5 17-253	

Rule 251 in effect West Yard to East Topeka.

CTC in effect East Topeka to Gibbon Jct.

CLEARANCE AND REGISTER REQUIREMENTS

Trains to or from Salina Subdiv. need not receive clearance at Menoken Jct.

All trains must register by registering ticket at Kansas City.

Trains to and from St. Joseph Branch need not receive clearance at Upland.

Only trains that originate or terminate at Topeka need register.

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

Trains to or from First Subdiv. need not receive clearance at Gibbon Jct. (CP 175).

At Kansas City, yard engines and light engines may move on signal indication and authority of train dispatcher between West Yard & MP 7.4.

GENERAL INSTRUCTIONS

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.

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.

At Jeffrey Energy Plant the following applies when operating units through rotary car dumpers:

SD-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.

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.

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.

RAILROAD CROSSINGS AND JUNCTIONS

Bonner Springs-MP 18.0, Topeka-MP 67.5, Topeka Frt. House lead, Topeka-MP 68.2

SSW

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 engineer to proceed.

ATSF crossing MP 67.5, SSW crossing MP 68.2 are located in CTC. CTC Rules govern.

Frankfort-MP 130.9

MoPac

Interlocking and CTC. When stopped by a Stop signal and no conflicting movement is evident, member of crew must communicate with control operator. After receiving authority train or engine must be moved forward until leading wheels are past the Stop signal stopping clear of the crossing. Wait seven (7) minutes, then may proceed on hand signal from employee at the crossing.

Endicott-MP 180.23

BN

Interlocking and CTC. When stopped by a Stop signal and no conflicting movement is evident, member of crew must communicate with dispatcher. After receiving authority to proceed, train or engine must be moved forward until leading wheels are past the Stop signal stopping clear of the conflicting route and wait six (6) minutes before manually operating switch machine. After switches are properly lined and electric lock hand operated switch is properly secured, movement may be made through interlocking at restricted speed.

Belvidere-MP 210.2

BN

Mechanical time lock hand operated switches and associated Stop signals govern movement in either direction on UP or BN. When stopped by a Stop signal and no conflicting movement is evident, a member of the crew must communicate with dispatcher. After receiving authority to proceed a member of the crew must observe that both mechanical time lock hand operated switches are in full normal position and locked. Movement may then be made through interlocking at restricted speed.

Edgar-MP 233.7

BN

Mechanical time lock hand operated switches and associated Stop signals govern movement in either direction on UP or BN. When stopped by a Stop signal and no conflicting movement is evident, a member of the crew must communicate with dispatcher. After receiving authority to proceed, a member of the crew must observe that all mechanical time lock hand operated switches are properly lined and locked and must properly handle dual control switch. Movement may then be made through interlocking at restricted speed.

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 Rule 312(2).

PUBLIC CROSSINGS

Sunflower, Ks. — Movement on Industrial Track, MP 16.6, must stop before crossing 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.

Marysville — Highway 77 crossing must not be blocked.

DUAL CONTROL CROSSOVERS AND TURNOUTS

No. 20 Turnouts:

West Kansas City.....	6.5	1 & 2
West Topeka.....	70.2	1 & 2
East Menoken.....	73.0	1 & 2, 2 & Salina Subdiv.
Atkins.....	104.4	1 & Siding
Upland.....	142.6	End 2 MT
Orrick.....	155.5	End 2 MT
South Gibbon CP 285.....	285.2	End 2 MT
Gibbon Jct. (CP175).....	287.9	1 & 2 to 1st Subdiv.

No. 10 Turnouts:

Topeka . . . ATSF crossing; Marysville . . . Yard Lead; Endicott . . . BN Crossing

SWITCHES (Normal Position)

Level — Hastings Industrial Park.

West Pillsbury Wye Switch—lined and locked for BN movement.

SPEED SIGNAL LOCATIONS

West Yard East Topeka to Gibbon Jct.

USE OF AIR BRAKES (Minimum Requirements)

Jeffrey Spur — When cars are handled at Jeffrey Energy Center.

USE OF HAND BRAKES (Minimum Requirements)

Bonner Springs — Center siding — sufficient hand brakes applied on both ends.

Jeffrey Spur — 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.

HOTBOX DETECTORS AND DRAGGING EQUIPMENT INDICATORS

WW MP	MP	MP
DEI 15.0(R-1)	87.3	192.3
31.4	104.5	213.5
53.0	123.4	232.3
EW MP	DEI	DEI
26.9(R-1)	141.4(R-1)	251.9(R-1)
46.9	156.4(R-1)	275.6(R-1)
	177.5	

Special Instructions 912 and 912 (R-1) applies.

TRACK RESTRICTIONS

All Elevator & Industry Tracks — Units listed in Special Instruction 999(R) permitted at 5 MPH maximum speed.

EDWARDSVILLE — Nease Spur — Units listed in Special Instruction 999(R) not permitted.

FOREST LAKE — On sand loading track — No engines permitted.

SUNFLOWER

Tracks 1, 2, 3, 4 & 5 — No units permitted beyond S. cement plant paved crossing.

BONNER SPRINGS

House track — Units listed in Special Instruction 999(R) must not go beyond track scale.

LAWRENCE SPUR — Units listed in Special Instruction 999(R) permitted at 5 MPH maximum speed.

WESTWARD		SALINA SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
14-073		EAST MENOKEN PXY	73.0	Maximum speed.			
14-079	4578	SILVER LAKE P	78.7	Between Menoken and Salina	65		
14-084	6558	ROSSVILLE P	83.6	Between Salina and Oakley	60		
14-092	4068	ST. MARYS P	92.0	Menoken (W Leg of Wye)	20		
14-105	7007	WAMEGO	104.7	78.6 and 78.9	45		
14-119	6774	MANHATTAN P	119.3	83.7 and 84.4	45		
14-132	6386	EAST FUNSTON P	131.6	91.0 and 91.8	30		
14-140	6873	JUNCTION CITY P	139.5	94.7 and 95.0	55		
14-152	6591	CHAPMAN	152.3	99.7 and 99.8	55		
14-164	5818	ABILENE P	163.7	100.87 (Bridge)	10		
		ATSF CROSSING P	164.5	104.6 and 104.8	35		
14-165		WEST ABILENE P	164.7	105.4 and 107.0	50		
				117.8 and 118.2	55		
				118.8 and 119.0	50		
				119.1 and 119.4	25		
				121.9 and 122.0	50		
14-172	1791	SOLOMON P	172.3	123.1 and 123.5	35		
	3528			124.7 and 125.3	50		
14-180	4132	NEW CAMBRIA	179.9	132.5 and 132.7	50		
14-185		EAST SALINA P	184.6	133.7 and 137.2	30		
14-187		SALINA P	186.6	141.0 and 141.5	55		
		ATSF CROSSING A	187.2	143.6 and 145.3	35		
14-195	2763	BAVARIA P	194.8	148.7 and 148.9	50		
14-201	5275	BROOKVILLE P	200.9	149.9 and 150.3	50		
14-219	2917	KANPOLIS PY	219.3	152.1 and 152.7	40		
	4902			163.3 and 164.0	25		
	5103			164.5 ATSF Xing	25		
14-224		ELLSWORTH P	223.3	165.9 and 166.2	50		
		BN CROSSING M	224.4	167.9 and 168.3	35		
14-240	2584	WILSON P	239.9	169.3 and 169.6	50		
14-246	2925	DORRANCE P	246.2	172.3 and 172.4	35		
14-263	3022	RUSSELL P	263.6	173.3 and 173.5	30		
14-272	5024	GORHAM P	272.4	181.2 and 181.3	50		
14-290	5278	HAYS P	290.1	185.2 St. Xing	30		
14-303	3748	ELLIS PY	303.3	187.2 ATSF Xing	25		
14-308	2719	RIGA P	308.4	190.6 and 190.9	55		
14-322	2336	WAKEENEY P	322.3	201.7 and 202.2	50		
14-343	3610	QUINTER P	343.3	203.9 and 208.1	50		
14-351	3032	BUFFALO PARK P	350.9	208.4 and 209.4	45		
14-365	2370	GRINNELL P	365.2	210.0 and 212.8	30		
14-377	5726	OAKLEY P	377.4	213.1 and 216.1	30		
		(304.4)		216.3 and 217.1	45		
				219.9 (Bridge)	40		
				221.9 and 224.5	30		
				224.6 and 225.0	45		
				225.6 and 225.8	55		
				228.3 and 228.7	50		
				230.6 and 230.9	45		
				231.7 and 233.5	45		
				234.7 and 234.8	35		
				235.0 and 236.2	35		
				238.4 and 238.6	55		
				239.6 and 240.4	40		
				249.5 and 250.0	45		
				263.0 and 264.2	35		
				279.2 and 279.6	40		
				288.6 and 290.4	35		
				301.8 and 303.6	35		
				303.6 and 307.0	40		
				322.2 and 322.4	25		
				323.3 and 324.0	40		
				331.7 and 332.1	50		
				335.0 and 335.5	50		
				336.5 and 337.1	45		

Continuous Yard Limits MP 129.8 to 140.9.

CLEARANCE AND REGISTER REQUIREMENTS

Westward trains enroute to Salina Subdivision must receive clearance at Topeka.

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

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

At Salina trains enroute to Kansas Subdivision must receive clearance from Kansas City Dispatcher in addition to clearance from Salina Subdivision Dispatcher.

ATSF trains having received clearance at Abilene or Salina need not receive clearance at West Abilene or East Salina.

Trains to or from Kansas Subdivision need not receive clearance at Menoken Jct.

RAILROAD CROSSINGS AND JUNCTIONS

West Abilene-MP 165.0 — Operating Rule 317 applies.

East Salina-MP 184.6 — Dwarf signal

TRACK RESTRICTIONS

Between Rossville and Oakley — Units listed in Special Instruction 999(R) may be operated on sidings at 5 MPH maximum.

MANHATTAN AND KANOPOLIS

Mid-Quinn Spur — No engines permitted.

Salt Spur, Industry Track and Yard Tracks — 5 MPH maximum speed.

ELLSWORTH — South Elevator and BN Transfer Track — 5 MPH maximum speed.

WILSON — Mill Spur — 5 MPH maximum speed.

BUNKER HILL — House — 5 MPH maximum speed.

INDUSTRY/ SPUR TRKS	MP	STA. NO.
KIRO	75.2	14-075
BELVUE	98.0	14-098
SWAMP ANGLE (E)	114.8	14-115
INDUSTRIAL PARK (W)	118.2	14-118
EUREKA LAKE (W)	125.9	14-126
FUNSTON	133.6	14-134
FORT RILEY	135.7	14-136
LACY (E-W)	143.0	14-143
STONEY (W)	150.6	14-151
DETROIT	158.5	14-159
BLACK WOLF	231.5	14-232
BUNKER HILL	253.4	14-253
BALTA	266.5	14-267
WALKER	275.5	14-276
VICTORIA	279.6	14-280
TOULON	284.8	14-285
YOCEMENTO (E)	295.3	14-295
OGALLAH	313.1	14-314
VODA	330.0	14-330
COLLYER	335.8	14-336
GRAINFIELD	356.3	14-356
CAMPUS	371.2	14-371

WESTWARD		OLD MAIN LINE		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
5		SUMMIT P	5.2	Maximum speed	25		
100-06		SOUTH OMAHA P	6.4	MP 19.2 MP Crossing	20		
		GILMORE JUNCTION P	10.9	INDUSTRY/ SPUR TRKS	MP	STA. NO.	
		MOPAC CROSSING P	19.2	AVERY	10.0	100-10	
17		LANE P	25.7	GILMORE	12.3	100-12	
		(20.5)		PAPILLION	16.8	100-17	
				MILLARD	22.6	100-23	

Yard Limits are continuous Summit to Lane.

Rule 251 is in effect between Summit and Gilmore Junction.

CLEARANCE REQUIREMENTS

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

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

PUBLIC CROSSINGS

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 proceed keeping 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.

NOTE: FOR ADDITIONAL OMAHA SPECIAL INSTRUCTIONS REFER TO BRIDGE SUBDIVISION TENANT LINE RULES.

WESTWARD		NORFOLK BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
85		COLUMBUS P	0.0	Maximum speed	40		
103-09	400	OCONEE P	9.4	All tracks except MT	5		
103-26	2537	HUMPHREY	25.7	Between Mile Posts—			
103-41	4760	ENOLA	40.9	0.0 and 1.0	5		
		CNW CROSSING P	48.7	25.4 and 25.6	35		
103-50		NORFOLK P	49.3	29.8 and 30.6	35		
				34.0 and 34.3	35		
				36.3 and 36.4	35		
				37.2 and 37.4	35		

Yard limits are continuous MP 47.5 to 49.3

RAILROAD CROSSINGS AND JUNCTIONS

Norfolk-MP 48.7 CNW — Automatic Interlocking. Emergency push-button release is located in instrument house. Operating Rules 98 (B), 312(3) and 323 govern.

SWITCHES (Normal Position) — Oconee for Norfolk Branch.

Eastward trains must have permission to enter Columbus Yard from Columbus operator or North Platte train dispatcher before fouling 29th St., at MP 2.25.

WESTWARD		ALBION BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
103-09	1009	OCONEE P	0.0	Maximum speed	40		
104-11	1640	GENOA	11.3	All tracks except MT	5		
104-34	1207	ALBION	33.7	Between Mile Posts—			
		(34.7)		11.0 and 12.1 †	25		
				22.2 and 23.0 †	25		

CLEARANCE REQUIREMENTS

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

SWITCHES (Normal Position)

Oconee for Norfolk Branch.

Genoa for Albion Branch.

TRACK RESTRICTIONS

C-3 and C-4 type covered hopper cars permitted on the Albion Branch, not to exceed 263,000 lbs. gross weight.

5000 horsepower units or greater not permitted.

WESTWARD		CEDAR RAPIDS BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
104-11	1640	GENOA	Y	0.0	Maximum speed	40	
105-44	1955	SPALDING	Y	44.3	Between Mile Posts— 0.0 and 1.0	25	
		(44.6)			All tracks except MT	5	

CLEARANCE REQUIREMENTS

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

SWITCHES (Normal Position)

Genoa for Albion Branch

TRACK RESTRICTIONS

C-3 and C-4 type covered hopper cars permitted on the Cedar Rapids Branch, not to exceed 263,000 lbs. gross weight.
5000 horsepower units or greater not permitted.

WESTWARD		ORD BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
147		GRAND ISLAND	FPRXY	0.0	Maximum Speed	40	
		BN CROSSING	I	0.4	Carey Airport Trackage	10	
106-22	1348	ST. PAUL	Y	21.9	Between Mile Posts— 17.7 and 18.2	25	
106-61	1311	ORD	Y	61.0	22.2 and 61.0	25	

Yard Limits are continuous MP 0.0 to MP 3.8.

TRACK RESTRICTIONS

C-3 and C-4 type covered hopper cars permitted on Ord Branch, not to exceed 263,000 lbs. gross weight.
5000 horsepower units or greater not permitted.

WESTWARD		BEATRICE BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
28		VALLEY	FPY	0.0	Maximum speed	40	
		BN CROSSING	A	5.8	Between Mile Posts — 0.1 and 0.32	15	
50-012	4247	MEAD		11.6	3.8 and 4.0	35	
50-019	1255	WAHOO		18.9	5.8 BN Crossing †	20	
50-026	3397	WESTON		26.3	6.4 and 7.7	25	
50-037	4453	VALPARAISO	PRY	37.3	Wahoo, city track	6	
50-048	5313	GARRATT		47.4	19.1 and 19.5	30	
		B.N. JCT	I*	55.5	28.8 and 36.3	35	
		BN CROSSING	I*	56.5	36.3 and 37.4	25	
50-057	1100	LINCOLN	PR	57.1	55.4 and 56.5	20	
		BN CROSSING	I**	57.4	56.9 and 57.5	15	
		BN CROSSING	I**	59.0	57.2 † between W scale track and E house track switch	5	
50-065	5821	JAMAICA		64.7	59.0 BN Crossing	25	
		ALDO		69.8	65.4 Jamaica Siding	5	
50-089	3657	PICKRELL		88.9	96.5 and 97.3	15	
50-097	4320	BEATRICE	P	96.8	Beatrice, Allers Grain Company spur and Kilpatrick track.	5	
		BN CROSSING	A	113.1	98.8 and 101.4	25	
50-114	5343	BADGER		114.3	105.7 Elevator Spur	5	
17-148		MARYSVILLE	FPRT	134.2	107.2 and 112.6	30	
					110.3 Blue Springs siding	5	
					113.1 BN Crossing †	20	
					Marysville — Entering and using yard tracks.	10	

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

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

Marysville: Before WW trains pass MP 132.25 contact yardmaster and be governed accordingly.

INDUSTRY/ SPUR TRKS	MP	STA. NO.
YUTAN (E)	6.3	50-006
WAHPCO (W)	14.7	50-015
KRUMEL (E)	17.4	50-017
TOUHY (W)	33.2	50-033
AGNEW	41.8	50-042
RAYMOND	46.5	50-047
KAWA (W)	52.2	50-052
LINPARK (W)	54.7	50-054
PRINCETON	74.7	50-075
CORTLAND	79.5	50-080
HOLMESVILLE (W)	105.7	50-106
BLUE SPRINGS	110.3	50-110
BARNESTON	118.0	50-118
OKETO	124.4	50-124
MARIETTA	125.9	50-126

RAILROAD CROSSINGS AND JUNCTIONS

Yutan-MP 5.8 — Movements through interlocking are governed as follows: **BN**
Aspect: RED — Semaphore at right angle to signal mast.
Name: Stop. Indication: Stop before any part of train or engine passes signal.
Aspect: GREEN — Semaphore at 45° angle to signal mast.
Name: Clear. Indication: Proceed.

SWITCHES (Normal Position)

Valparaiso for Beatrice Branch

TRACK RESTRICTIONS

Four-axle cars not exceeding 315,000 lbs. gross weight can be handled between Beatrice and Marysville provided they are uniformly loaded and have 39"0" minimum center to center of trucks with 6'0" minimum axle spacing and have 38" minimum diameter wheels.
LINCOLN — Scale Track — GP-35 and smaller units only.

WESTWARD		STROMSBURG BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
50-037		VALPARAISO	PRY	0.0	Maximum speed	40	
102-14	967	BRAINARD		13.5	All tracks except main tracks	5	
102-22	3300	YANKA		21.8	Between Mile Posts— 1.25 and 6.4	30	
102-23	1156	DAVID CITY		23.2	6.4 and 8.0	25	
		BN CROSSING	M	23.5	8.1 and 11.0	30	
102-40	1507	SHELBY		40.1	13.5 †	25	
102-53	1200	STROMSBURG		52.9	23.0 and 23.5	20	
102-57	1079	DURANT		56.8	29.9 and 31.0	30	
102-63	2497	POLK		63.0	47.5 and 48.2	30	
		BN CROSSING	AP	75.3			
		CENTRAL CITY	PRY	75.9			
125							

Yard limits are continuous MP 73.55 to Central City.

SWITCHES (Normal Position)

Valparaiso for Beatrice Branch

WESTWARD		CRETE BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
50-070		ALDO		0.0	Maximum Speed	40	
52-113	1603	KRAMER		12.3			
52-119		CRETE		18.1			

WESTWARD		KEARNEY BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
189		KEARNEY	PRY	0.0	Maximum speed	25	
11-010	1583	RIVERDALE		10.0	INDUSTRY/ SPUR TRKS	MP	STA. NO.
11-066	1168	CALLAWAY		65.5	GLENWOOD PARK (E)	5.5	11-006
11-083	1951	ARNOLD		83.1	AMHERST	16.8	11-017
					MILLER	26.3	11-026
					SUMNER	32.5	11-033
					EDDYVILLE (W-E)	40.4	11-040
					OCONTO	52.1	11-052

Continuous Yard Limits MP 0.0 to MP 4.0.

TRACK RESTRICTIONS

MP 10 to MP 83.1

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:

- Axles must be equally loaded.
- Speed must not exceed 15 MPH.
- 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.

SAFE PROCEDURES WIN

WESTWARD		SOUTH TORRINGTON BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
12-182	2250	YODER ⊙ RY		181.6	Maximum Speed	40	
12-188	2348	VETERAN		188.1			
12-201	2491	SOUTH TORRINGTON ⊙ PRY		200.6			
		(19.0)					
					Between Mile Posts—		
					183.5 and 184.0	30	
					187.1 and 189.0	30	
					190.7 and 192.1	35	
					197.1 and 198.3	25	
					S Torrington Highway 85 Xing	10	

CLEARANCE REQUIREMENTS

Trains to or from South Torrington Branch will retain their identity and need not receive clearance at Yoder.

SWITCHES (Normal Position)

Yoder for North Platte Subdivision.

WESTWARD		ST. JOSEPH BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
18-113		ST. JOSEPH TERM. ⊙ ● PR		0.0	Maximum Speed	40	
18-112	3768	ELWOOD ⊙		1.7	St. Joseph—Mo. Riv. Bridge	5	
18-108	1420	WATHENA		5.0	St. Joseph - EE Mo. Riv. Br. to MoPac Lead	5	
18-089	1668	SEVERANCE		24.8	Between Mile Posts—		
18-084	1703	LEONA		28.9	7.0 and 13.8	10	
18-079	1358	ROBINSON		34.2	14.0 and 26.3	25	
		MOPAC CROSSING A		42.2	40.6 and 40.9	30	
18-071	1805	HIAWATHA ⊙ PY		42.7	42.2 MoPac Xing	25	
18-059	1230	MORRILL		53.9	43.6 and 44.7	25	
18-053	4694	SABETHA		60.7	51.0 and 51.4	25	
18-045	1497	ONEIDA		68.8	54.0 and 58.5	30	
18-036	1420	SENECA		77.2	60.4 and 60.9 †	30	
18-029	1262	BAILEYVILLE		84.2	73.2 and 73.8	25	
18-024	2014	AXTELL		89.2	75.8 and 75.9 †	30	
18-014	1838	BEATTIE		99.3	76.6 and 77.5 †	30	
17-143		UPLAND P		107.8	82.1 and 89.0	25	
					94.5 and 95.0	30	
					99.4 and 101.3	25	
					100.2 (Bridge)	10	

Trains to and from St. Joseph Branch need not receive clearance at Upland.

SWITCHES (Normal Position)

St. Joseph — Missouri Pacific lead for Missouri Pacific.

GENERAL INSTRUCTIONS

St. Joseph: 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.

At Hiawatha, before fouling Missouri Pacific Tracks, Rule 317 must be complied with and, in addition, protection as required by Rule 99 must be provided when necessary.

RAILROAD CROSSINGS AND JUNCTIONS

St. Joseph — Stop Signs

MoPac

St. Joseph — Signal indications. When stopped by signal governing movement, a member of crew must communicate with BN operator and be governed by his instructions.

PUBLIC CROSSINGS

Morrill — Movement on North and South Elevator Tracks at MP 53.9, 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 MP 53.9, 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.

TRACK RESTRICTIONS

All Sidings and other inside tracks — 5 MPH maximum and cars in excess 263,000 lbs. prohibited.

WESTWARD		BESTWALL SPUR		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
17-148		MARYSVILLE ⊙ ● FPRT		0.0	Maximum Speed	20	
133-45	1796	BESTWALL		9.9			

WESTWARD		HALLAM BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
17-188	4906	FAIRBURY P		0.0	Maximum Speed	40	
52-006	4344	JANSEN		6.5			
52-017	2301	PLYMOUTH		16.7			
52-030	1621	CLAYTONIA		30.0			
52-036	4529	HALLAM		36.0			
		SHELDON STATION		37.4			

WESTWARD		GRAND ISLAND BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
17-262		HASTINGS ⊙ ● PRY		0.0	Maximum Speed	25	
131-08	3266	HANSEN		6.8	INDUSTRY/ SPUR TRKS	MP	STA. NO.
		BN CROSSING ⊙ M		21.5			
147		GRAND ISLAND ⊙ ● PRY		22.3			
					DONIPHAN.....	12.2	131-13
					RIVER (W).....	18.4	131-19

Yard limits are continuous MP 18 to Grand Island.

All Tracks — Cars in excess of 263,000 pounds prohibited.

GENERAL INSTRUCTIONS

At Grand Island, trains must stop clear of derail and switch at MP 22.25 and must receive verbal authority from North Platte train dispatcher to proceed on eastward main track.

Trains enroute to Grand Island Branch 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 (First Subdivision).

Hastings: Trains arriving Hastings must stop west of 14th Street until permission is received from train dispatcher to occupy Kansas Subdivision Main Track.

WESTWARD		SOLOMON BRANCH		EASTWARD		SPEED RESTRICTIONS		
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH		
14-172		SOLOMON ⊙ PY		0.0	Maximum speed	40		
129-07	3042	NILES		6.5	Between Mile Posts—			
129-15	2541	BENNINGTON		14.7		20.2 and 21.0	10	
		ATSF CROSSING M		23.7		22.7 and 23.7	10	
129-35	1683	DELPHOS		34.7	24.5 and 57.4 ⊙	10		
129-47	1476	SIMPSON		46.8	Thru Niles, Bennington & Lindsey	25		
		MoPac CROSSING M		57.2	INDUSTRY/ SPUR TRKS	MP	STA. NO.	
129-57	1374	BELOIT ⊙ ●		57.4				
					LINDSEY.....	20-9	129-21	
					MINNEAPOLIS.....	23.3	129-23	
					GLASCO.....	41-6	129-42	
					ASHERVILLE.....	49-8	129-50	

TRACK RESTRICTIONS

All Sidings — 5 MPH maximum speed and cars in excess 263,000 pounds prohibited.

TODAY . . .

THE MOST IMPORTANT DAY IN

. . . SAFETY

NOTE: FOR ADDITIONAL DENVER AND D&RGW SPECIAL INSTRUCTIONS REFER TO "TERMINAL AREA" SECTION IN REAR OF TIMETABLE.

CLEARANCE AND REGISTER REQUIREMENTS

Trains to and from First Subdiv. need not receive clearance at Speer or Borie.
Only trains that originate or terminate at LaSalle need register.

TONNAGE/SPEED RESTRICTIONS — EASTWARD SPEER JCT. (CP 98) TO CARR (CP 86)

Tons/Operative Brake:	Effective Dynamic Brake On Units Providing:	Maximum Speed:
59/less		Timetable
60-79	1 or more HP per trailing ton Less than 1 HP per trailing ton	Timetable 30 MPH
80-99	1 or more HP per trailing ton Less than 1 HP per trailing ton Less than 1/2 HP per trailing ton	35 MPH 30 MPH 20 MPH
100 & over	1 or more HP per trailing ton Less than 1 HP per trailing ton	30 MPH 20 MPH

GENERAL INSTRUCTIONS

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.

At LaSalle movements over weigh-in-motion scale may only be made in accordance with instructions provided in Trainmasters Circular Notice Book.

At LaSalle, hand operated derail is on siding 720 feet east of CP 47.

Burlington Northern trains at Greeley may occupy main track in CTC territory between CP 51, MP 50.6 and CP 53, MP 52.5, on 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.

At Greeley, U.P. trains may occupy BN track to 14th Ave. Rule 93 governs.

Speer: On EW psgr trains running air test is required per Air Brake Rule 1007(B).

PUBLIC CROSSINGS

Brighton — All movements must stop, and crew member sent ahead to act as crossing watchman at Sugar Factory crossing, Main St.

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 factory 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.

DUAL CONTROL CROSSOVERS AND TURNOUTS

No. 20 Turnouts:
CP45 . . . 45.3 MT & LaSalle Siding. CP518 . . . 98.0 W leg of wye to No. 4 trk.

SWITCHES

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.

MP 4: Spring switch at MP 4 on eastward track and cut-off to DRGW Belt Line is equipped with facing point lock. Rule 104(M) applies.

SPEED SIGNAL LOCATIONS

CP98 (Speer Jct.)

TRACK RESTRICTIONS

BRIGHTON — GW Sugar — No engines permitted over flume bridge.

GREELEY — Monfort Tracks — Units of 5000 horsepower or greater not permitted.

RULE OUT INJURY RULE IN SAFETY

WESTWARD		SECOND SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
510		CHEYENNE ● CP511	FPRTXY PX	509.5 510.9			
519	N1432 \$4621	BORIE CP519	PX	519.1 519.4 519.7	Cheyenne—Yard Leads	15	15
529	N4238	GRANITE CP528	PX	528.5 529.0 529.5	N 1, 2, 6 & 7 Trks	15	15
					S 1, 2, 4 & 6 Trks	15	15
					Balloon Trk	10	10
					Other Yard Trks	5	5
537	C6151	BUFORD CP536	PX	535.9 539.9 539.2	Maximum Speed	79	70
		DALE JCT. CP545	PX	545.6	Between Mileposts—		
548	\$772	HERMOSA CP547	PX	547.3	509.1 and 510.1† No. 1	20	20
					510.1 and 510.2† No. 2		
					2&3	20	20
					509.1 and 510.5† No. 4	20	20
					510.5 and 511.8	40	40
566		LARAMIE ● CP565	FPXY	565.3 566.0 567.4	Via Buford & Colores—		
					511.8 and 522.1	70	55
					522.1 and 525.6	55	45
					525.6 and 530.0	70	55
					530.0 and 532.1	55	45
					532.1 and 537.9	70	55
					537.9 and 540.4	50	40
					540.7 and 544.1	55	45
					544.1 and 546.4	40	40
					546.4 and CP565	45	40
605	C6195	ROCK RIVER CP605	PY	605.2	Borie Cut-Off	50	50
		WILCOX CP609	PX	609.0	102.6 and 103.3	15	15
623	C5984	MEDICINE BOW CP623	PY	623.5	Via Speer & Harriman—		
					511.8 and 553.5	60	55
					553.5 and 555.1	40	40
639	N19198	RAMSEY CP639	PX	639.0	Via Red Buttes—		
					B-547.3 and B-549.0	45	40
					B-549.0 and B-565.6	70	60
643	S19202	HANNA CP643	PRXY	643.0	CPB564 and CP570	40	40
					(Siding)		
649		DURRANT CP650	PX	650.1	Laramie—Tie Yard Lead	10	
					Live Scale Trk	5	
662	\$912 \$2400	WALCOTT CP662	PX	662.3	Warehouse 2, 3 & 4 Trks	5	
		BENTON CP672	PX	672.1	587.7 and 588.4	70	60
					593.3 and 593.7	75	65
					598.5 and 602.5	75	65
					637.5 and 637.8	70	60
683	N10788 N11990 S19126	RAWLINS ● CP685	FPXY	682.7 682.8 682.9 685.0	639.9 and 643.5	40	40
					South Siding Only	40	40
					North Siding Only	30	30
510		CHEYENNE ● CP511	FPRTXY PX	509.5 510.9	Hanna — S Yd Trks	10	
15-518	\$1115 C6740	SPEER CP517	PXY	517.2 518.2 519.3	Other Trks	5	
15-526	6558	EMKAY CP525	P	525.1 525.5 526.5	643.4 and 643.7	70	60
15-534	6687	LYNCH CP533	P	533.5 534.9	645.1 and 648.0	70	60
15-543	7079	HARRIMAN CP542	P	541.9 543.4 543.4	650.2 and 650.7	70	60
15-550	6492	PERKINS CP548	P	548.8 550.0 550.2	653.1 and 656.4	70	60
		DALE JCT. CP545	P	554.9	661.0 and 661.5	75	65
					662.8 and 666.5	70	60
548	\$772	HERMOSA CP547	PX	B547.3 B548.3 B548.6	Rawlins (Sidings)	40	40
557	5852	RED BUTTES CPB556	P	B556.1 B556.7 B557.4	682.3 and 682.8‡	20	20
					Coal Spur Tracks		
					Ramsey Spur (Arch II, Rose-Bud & Carbon County)		
					0.0 and 3.6	25	
					2.7 and 2.9 (Arch Siding)	15	
					3.6 and 4.2	15	
					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	
					Arch I Spur		
					0.0 and 5.2	40	
					Other Trks on Coal Spurs	5	

Mileage Cheyenne-Rawlins Via Sherman = 173.6 Via Harriman = 183.1

Yard limits are continuous from MP 508.2 to 511.81.

CLEARANCE AND REGISTER REQUIREMENTS

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

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

Movements on Coal Spurs are authorized by Track Watchman Control.

INDUSTRY/ SPUR TRKS	MP	STA. NO.
WYCON (E).....	514.5	515
SHERMAN (W).....	540.4	540
DALE (E).....	543.0	545
COLORES (E).....	553.8	554
FORELLE (E).....	561.7	563
COOPER LAKE (E).....	590.6	590
EDSON (W).....	656.6	657
SINCLAIR.....	675.8	676

**TONNAGE/SPEED RESTRICTIONS —
EASTWARD BUFORD (CP 536) TO CHEYENNE (CP 511)**

Tons/Operative Brake:	Effective Dynamic Brake On Units Providing:	Maximum Speed:
59/less		Timetable
60-79	1 or more HP per trailing ton Less than 1 HP per trailing ton	Timetable 30 MPH*
80-99	1 or more HP per trailing ton Less than 1 HP per trailing ton Less than 1/2 HP per trailing ton	35 MPH 30 MPH* 20 MPH
100 & over	1 or more HP per trailing ton Less than 1 HP per trailing ton	20 MPH CP 536 to CP 519 and 30 MPH CP 519 to CP 511 20 MPH

*Stop and remain standing ten minutes at Granite and Borie to cool wheels.

**TONNAGE/SPEED RESTRICTIONS —
EASTWARD DALE JCT. (CP 545) TO CHEYENNE (CP 511)**

Tons/Operative Brake:	On Nos. 3 and 4 Tracks:	Maximum Speed:
0-99	With operative dynamic brake Without operative dynamic brake	55 MPH 45 MPH
100 & over	With operative dynamic brake Without operative dynamic brake	40 MPH 30 MPH

**TONNAGE/SPEED RESTRICTIONS —
WESTWARD WEST HERMOSA TO RED BUTTES**

Tons/Operative Brake:	Effective Dynamic Brake On Units Providing:	Maximum Speed:
59/less		Timetable
60-79	1 or more HP per trailing ton Less than 1 HP per trailing ton	Timetable 30 MPH
80-99	1 or more HP per trailing ton Less than 1 HP per trailing ton Less than 1/2 HP per trailing ton	35 MPH 25 MPH 20 MPH
100 & over	1 or more HP per trailing ton Less than 1 HP per trailing ton	30 MPH 20 MPH

GENERAL INSTRUCTIONS

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 247(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 247(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.

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.

Sherman: Running air test required by Air Brake Rule 1007(B) must be made at Sherman on passenger trains in both directions.

Carbon County: 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.

PUBLIC CROSSINGS

CP 511 — After stopping, EW trains must whistle to activate crossing protection.

Rawlins — Train crew must activate crossing signals prior to obstructing crossing by using switch key in crossing signal control boxes located on north and south side of Cedar St. Signals must be deactivated in the same manner after crossing is cleared.

DUAL CONTROL CROSSOVERS AND TURNOUTS

No. 20 Turnouts on all dual-control switches as follows:

CP 511 Between 1&2 and West set between 2&3 tracks; CP 546; CP B564 to S. Siding; CP 565 between 2&3 (No. 20 equilateral) and between 1&2 trk; CP 570; CP 582; CP 594; CP 601; CP 609; CP 617; CP 624; CP 633; CP 639 except to N. Siding & Ramsey Spur; Hanna except crossover No. 1 trk to N. Siding; CP 650 except to Arch 1 Spur; CP 662; CP 672; CP 680; CP 681 and CP 683.

No. 10 Turnouts

Borie..... 1 & North siding
CP547, MP 547.3..... 2 to 1 or 3 *Note

*Note — No. 10 Equilateral 30 MPH

No. 20 Equilateral: — MP 565.25 — Between Tracks 2 & 3

SWITCHES (Normal Position)

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 Rule 104(M) 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.

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

Movements over switches equipped with switch point indicators are governed as follows:

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.

SPEED SIGNAL LOCATIONS

CP511	CP520	Dale Jct. (1 & 2)
CP517	Borie	CP547 (except EW signal on No. 2)
CP518	CP528 (WWW)	CP549
CP519	CP530 (EW Siding)	CP565 to Rawlins

USE OF AIR BRAKES (Minimum Requirements)

Cheyenne — Zone 6 (when handling three or more cars.)

Ambridge or Government Yard (only when handling three or more cars.)

All industry tracks east of viaduct at MP 508.45 except Drill Track.

USE OF HAND BRAKES (Minimum Requirements)

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.

HOTBOX DETECTORS AND DRAGGING EQUIPMENT INDICATORS

WW MP	WW MP	EW MP	EW MP
DEI 545.3 (R-4)	DEI 613.6(R-4)	DEI 672.9(R-4)	DEI 576.0(R-4)
**DEI 554.9 (R-4) (No. 3 trk)	DEI 632.5(R-4)	DEI 651.6(R-4)	DEI B557.7(R-4) (No. 3 trk)
DEI B557.7(R-4) (No. 3 trk)	DEI 651.6(R-4)	DEI 630.9(R-4)	**DEI 554.9 (R-4) (No. 3 trk)
DEI 576.0(R-4)	DEI 672.9(R-4)	DEI 613.6(R-4)	DEI 545.3(R-4)
DEI 595.8(R-4)		DEI 595.8(R-4)	

Special Instruction 912 (R-4) applies.

**Strobes located on south side of No. 3 track also govern No. 2 track.

TRACK RESTRICTIONS

CHEYENNE — BN Yard — On Warren AFB Spur units with 6 wheel trucks not permitted on bridge between Interstate 25 and Warren AFB dock.

GRANITE — Loading Tipple — No engines or cabooses permitted.

SINCLAIR — Refinery — No engines permitted beyond gate.

AVOID FALLS

WESTWARD		THIRD SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION		MPH	
683	N11990 S19126	RAWLINS ●	FPRXY	682.8	Maximum Speed		
		CP685	PX	685.0	Rawlins to CP 801	79	70
		CP700(SPUR-E)	PX	699.6	CP 801 to Green River	79	60
701	13042	RINER	P	700.3	Rawlins, sidings	40	40
		CP702	PX	702.2	682.3 and 682.8‡	20	20
712	W2865 C10002	CRESTON	PY	712.0	Between Mile Posts— CP700 and CP702 (SIDING ONLY)	40	40
724	W11200 E9080	WAMSUTTER	PXY	724.2	703.0 and 704.2	70	60
733	X2547	RED DESERT	PX	732.7	708.6 and 709.0	70	60
740	W2470	TIPTON	PX	740.0	713.7 and 714.3	70	60
747	E10279	TABLE ROCK	P	746.7	740.2 and 740.9	70	60
					742.7 and 743.1 WW	70	60
757	W11000 E10298	BITTER CREEK	PX	757.4	760.7 and 762.3	70	60
	W6560	CP766	PX	766.0	774.3 and 776.6	70	60
					797.3 and 798.4	55	45
					798.4 and 800.5	60	50
766	W7340 X871	BLACK BUTTES	PX	766.7	800.5 and 801.25	65	55
		POINT OF ROCKS	PX	777.4	801.25 and 802.0	40	40
					802.0 and 802.25	20	20
784	W12550	THAYER	PX	783.2	802.25 and 803.25	40	40
796	C5646	BAXTER (SPUR-W)	P	796.1	803.25 and 803.5	65	55
					806.6 and 807.5	70	60
		CP801	PX	800.8	807.5 and 807.8	60	50
802	16690	ROCK SPRINGS ●	PXY	802.1	809.6 and 814.1	55	45
		CP804	PX	804.1	814.1 and 816.7	40	30
809	X6294	KANDA	PX	809.0	816.7 and 816.9‡		
		CP814	PX	814.7	(No. 1, 2 & Running Trk)	20	20
		CENTER GREEN RIVER	○	815.1	816.9 and 818.2	40	30
817		GREEN RIVER ●	FPRXY	817.0	Jim Bridger spur — Maximum speed	25	
		(134.2)			4.0 and 4.7	10	
					6.2 and 8.0	10	

Yard limits are continuous from MP 814.6 to 817.7.

CLEARANCE REQUIREMENTS

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

Rule 251 in effect between CP702 and CP801. CTC in effect between Rawlins and CP702 and between CP801 and Green River and at CP766.

Coal trains from Black Buttes and Point of Rocks (Prospect Point) mines need not receive clearance at Black Buttes or Point of Rocks, but must obtain verbal authority from Train Dispatcher before occupying Third Subdivision.

Movements on Jim Bridger Spur are authorized by Track Warrant Control.

PUBLIC CROSSINGS

Rawlins — Train crew must activate crossing signals prior to obstructing crossing by using switch key in crossing signal control boxes located on north and south side of Cedar Street. Signals must be deactivated in the same manner after 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.

DUAL CONTROL CROSSOVERS AND TURNOUTS

No. 20 Turnouts on all dual-control switches as follows:

CP 683; CP 685; CP 700; CP 702; CP 766 Between 1 & 2 tracks; CP 801; CP 804 and CP 814.

No. 10 Turnout — Green River..... 2 & Yard Lead

SWITCHES (Normal Position)

Rawlins — South siding to Center Service — for south siding.

Black Buttes, W. Thayer

Movements over switches equipped with switch point indicators are governed as follows:

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.

Timetable No. 1

SPEED SIGNAL LOCATIONS			
Rawlins to CP702		CP766	CP801 to Green River
HOTBOX DETECTORS AND DRAGGING EQUIPMENT INDICATORS			
WW MP	WW MP	EW MP	EW MP
DEI 692.2(R-4)	DEI 754.0(R-4)	DEI 808.2(R-4)	DEI 710.6(R-4)
*DEI 713.4(R-6)	DEI 773.8(R-4)	DEI 792.3(R-4)	DEI 692.2(R-4)
*DEIO 719.5(R-6)	DEI 792.3(R-4)	DEI 767.7(R-4)	
DEIO 721.7(R-4)	DEI 808.2(R-4)	DEI 748.5(R-4)	
DEI 733.4(R-4)		DEI 729.8(R-4)	

Special Instruction 912 (R-4) applies.

* (R-6). Dragging equipment detectors are in service at MP 719.5 and MP 721.7. When "D" light is illuminated and signal 7237 displays Stop, train must be inspected for dragging equipment and train dispatcher advised of any exceptions found.

TRACK RESTRICTIONS

ROCK SPRINGS — Sweetwater — No. 1 Safety Spur — No engine permitted.

WESTWARD		FOURTH SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION		MPH	
817		GREEN RIVER ●	CP817 FPRXY	817.0			Psg. Frt.
		CP819	P	819.4			
825	\$ 805	PERU (SPUR-E)	CP825 PX	824.9	816.7 and 816.9		
		CP833	PX	833.4	No. 1, 2 & Running Trk‡	20	20
					Running Track	30	30
835		ALCHEM	CP835 P	835.1	Green River Running Trk	30	30
838		WESTVACO	PX	838.0	Maximum speed		
		CP844	PX	843.9	Green River to Evanston	79	65
					Evanston to Ogden	79	50
847	15057	CENTER GRANGER	CP847 PXY	847.2	Westvaco Running Trk		10
9-0854	C5795	VERNE	P	854.0	Granger CTC Sidings		40
9-0866	X2180	HAMPTON	PX	866.2	Between Mile Posts—		
9-0875	C6277	CARTER	P	875.4	814.1 and 816.7	40	30
9-0881	X1221	ANTELOPE	PX	880.6	816.9 and 818.2	40	30
9-0886	C6068	BRIDGER	P	885.6	818.2 and 820.7	60	50
9-0891	X983	LEROY	PX	890.5	822.4 and 823.6	60	50
9-0898	C5807	SPRING VALLEY	P	897.6	825.4 and 826.6	70	60
9-0902		ASPEN	PX	900.1	827.9 and 828.4	70	60
9-0904	4944	ALTAMONT	PX	904.2	833.6 and 834.1	70	60
					844.8 and 845.4	65	65
9-0917	W8875 E8264	EVANSTON	PXY	917.2	849.9 and 850.2	70	60
9-0928	C4254	WAHSATCH	P	927.1	860.1 and 860.3	70	60
9-0943	C5797	EMORY	P	943.0	862.2 and 862.5	70	60
					866.7 and 869.2	70	60
9-0952	E5845 W5556	ECHO	PX	952.7	870.9 and 874.5	70	60
9-0957	C5489	HENEFER	P	957.1	878.2 and 878.5	70	60
9-0961	C5483	DEVIL'S SLIDE	P	961.1	880.1 and 880.3	60	50
9-0968	C5546	MORGAN	P	968.0	880.3 and 882.5	70	60
9-0976	C5494	PETERSON	P	976.1	882.5 and 885.0	60	50
9-0978		STRAWBERRY	CP977 PX	977.7	885.0 and 887.3	70	60
		EAST RIVERDALE	CP988 PX	988.6	887.3 and 887.5	65	50
9-0990		RIVERDALE	CP990 PX	989.9	887.5 and 896.1 WW	70	60
9-0993		OGDEN ●	FPRY	992.6	887.5 and 896.7 EW	70	60
					896.7 and 901.7	60	45
					901.7 and 903.6	50	40
					903.6 and 908.6	60	45
					908.6 and 910.4	75	65
					910.4 and 915.6	70	60
					915.6 and 916.0	60	45
					916.0 and 917.6	60	35
					917.9 and 919.1	60	45
					920.6 and 921.1	70	50
					925.9 and 926.5	70	50
					926.5 and 927.5 WW	60	50
					927.5 and 928.8 WW	60	35
					928.8 and 935.8 WW	35	30
					935.8 and 939.4 WW	50	40
					939.4 and 942.9 WW	55	45
					926.5 and 939.1 EW	60	45
					940.9 and 941.6 EW	60	45
					941.6 and 942.9 EW	50	40
					942.9 and 952.1	50	40
					952.1 and 952.5	35	35
					952.5 and 954.5	60	45
					958.1 and 959.5	70	50
					959.8 and 962.8	60	50
					963.1 and 965.1	45	30
					967.2 and 967.8	60	50
					972.4 and 972.6	75	50
					974.1 and 976.1	50	40

RADIO CHANNEL NO. 1 IN USE EAST OF MP 979.96

RADIO CHANNEL NO. 2 IN USE WEST OF MP 979.96

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.

Rule 251 in effect between Center Granger and Aspen and between Altamont and Strawberry. CTC 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.

Timetable No. 1

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

Movements on Tenneco, TG Soda and Stauffer Spurs are authorized by Track Warrant Control.

Yard limits are continuous from MP 814.6 to 817.7 and MP 989.5 to Ogden.

CLEARANCE REQUIREMENTS

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

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

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

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

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

Only trains that 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.

	Psgr.	Fr.
977.0 and 977.3	60	50
978.7 and 980.3	40	30
980.3 and 983.8 No. 2	45	35
985.5 and 985.8 No. 2	70	50
986.8 and 987.9 No. 2	60	45
987.9 and 989.5 No. 2	65	45
980.3 and 981.0 No. 1	45	35
981.0 and 983.5 No. 1	50	40

983.5 and 987.9 No. 1	60	45
987.9 and 989.5 No. 1	65	45

Ogden, between E Riverdale & W Bridge Jct. CP818 Bypass Trk		
Tenneco Spur 0.0 and 8.8	25	10
Stauffer Spur 7.0 and 8.0	25	10
Alchem Spur	15	

TG Soda Spur 0.0 and 0.6	40	30
3.6 and 4.8	15	
4.8 and 5.2	5	

Alchem Spur	15	
-------------	----	--

TG Soda Spur 0.0 and 0.6	40	30
3.6 and 4.8	15	
4.8 and 5.2	5	

INDUSTRY/SPUR TRKS	MP	STA. NO.
BRYAN (W).....	830.2	830
TENNECO (E).....	830.7	831
STAUFFER (E).....	834.1	834
TG SODA (E).....	842.5	843
MILLIS (E).....	912.7	9-0913
CURVO (E).....	932.1	9-0933
CASTLEROCK (W-E).....	936.2	9-0936
BASKIN (E).....	947.9	9-0948
UINTAH (W-E).....	984.7	9-0985

TONNAGE/SPEED RESTRICTIONS — WESTWARD WAHSATCH TO OGDEN

Tons/Operative Brake:	Effective Dynamic Brake On Units Providing:	Maximum Speed:
59/less		Timetable
60-79	1 or more HP per trailing ton Less than 1 HP per trailing ton	Timetable 20 MPH MP 928-936; 30 MPH MP 936-990
80-99	1 or more HP per trailing ton Less than 1 HP per trailing ton Less than 1/2 HP per trailing ton	25 MPH MP 928-936 20 MPH MP 928-936; 30 MPH MP 936-990 20 MPH MP 928-952; 25 MPH MP 952-990
100 & over	1 or more HP per trailing ton Less than 1 HP per trailing ton	20 MPH MP 928-936; 30 MPH MP 936-990 20 MPH MP 928-952; 25 MPH MP 952-990
If the train consists 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.		

GENERAL INSTRUCTIONS

Granger: 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.

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 before proceeding.

W. Bridge Jct.: 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 Division 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 before proceeding.

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.

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

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

Wahsatch: On WW psgr trains, running air test is required per Air Brake Rule 1007(B).

PUBLIC CROSSINGS

MP 979.28 — Mountain Green crossing must not be blocked longer than 10 minutes.

DUAL CONTROL CROSSOVERS AND TURNOUTS

No. 20 Turnouts on all dual-control switches as follows:

CP 814; CP 825; CP 833; CP 844; CP 847; Aspen CP 900; Altamont CP 904; CP 977 and CP 988 except Running Track to By-Pass Track.

No. 10 Turnouts:

Green River . . . 2 & Yard Lead. Riverdale . . . 1 & 2; 2 & E Drill Lead.

No. 9 Turnout: — CP835 . . . 2 & Westvaco Running Track.

SPEED SIGNAL LOCATIONS

Green River Strawberry East Riverdale

HOTBOX DETECTORS AND DRAGGING EQUIPMENT INDICATORS

WW MP	WW MP	EW MP	EW MP
*DEIO 819.3(R-4)	DEI 909.1(R-4)	DEI 986.2(R-5)	DEI 854.7(R-4)
*DEIO 822.3(R-4)	DEI 936.9(R-4)	DEI 958.6(R-4)	DEI 834.5(R-4)
DEI 834.5(R-4)	DEI 968.8(R-4)	DEI 925.6(R-4)	*DEIO 822.3(R-4)
DEI 867.7(R-4)	DEI 986.2(R-4) (No. 2 Trk)	DEI 884.1(R-4)	*DEIO 819.3(R-4)

Special Instruction 912 (R-4) applies.

*Strobes mounted on instrument case at these locations on north side of tracks and also on cable post on south side of track.

In addition to the strobes, there will be a recording on the dispatchers channel stating "Union Pacific Railroad dragging equipment indication Mile Post 822.3 or 819.3 track 1 or 2 — please stop your train." Light will come on dispatchers board as if a train crew depressed their button to contact dispatcher but crew will be recording.

TRACK RESTRICTIONS

Stauffer, Alchem, Westvaco and TG Soda and Tenneco Spurs — SD-24 units and units of 5000 horsepower or more prohibited.

Devil's Slide Spur M.P. 960.41S — Timber Bridge to Ideal Cement Plant

- Only 4 axle freight locomotives (GP Class) and switchers (4 axle) are permitted.
- No freight cars heavier than 220,000 lb. cement hoppers are permitted without special clearance.
- Wrecking derricks (200T and 250T) not permitted.
- Only the 900082 Snow Plow is permitted.

NOTE: FOR ADDITIONAL OGDEN SPECIAL INSTRUCTIONS REFER TO "TERMINAL AREA" SECTION IN REAR OF TIMETABLE.

WESTWARD		DENT BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
20-663	2538	CP5 17.3	P 4.9			Maximum speed	40
		ST. VRAINS 16.7	Y 22.2			Between Mile Posts	
20-667	4420	FREDERICK 16.7	26.1			5.0 and 6.4	20
20-683	984	DENT 7.8	Y 42.8			6.4 and 21.4	25
20-691		LA SALLE 7.8	FPRY 50.6			25.6 and 25.8	15
				INDUSTRY/SPUR TRKS	MP	STA. NO.	
				WELBY (W).....	8.2	20-648	
				NORTHGLENN (E).....	11.7	20-652	
				EASTLAKE.....	14.1	20-654	
				GOWANDA (W).....	34.6	20-675	
				RIVERS (E).....	36.9	20-677	

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, and LaSalle and Dent.

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 that originate or terminate at LaSalle need register.

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

PUBLIC CROSSINGS

CP5 — While standing, EW trains must remain west of Brighton Blvd. paved road.

**THINK•LOOK•LISTEN
WORK SAFELY TODAY**

WESTWARD		FORT COLLINS BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
20-683	984	DENT	Y	0.0	Maximum speed	25	
		9.0			0.04 W Wye switch	5	
		GW CROSSING	M	9.0	12.75 and 18.50	10	
138-25	2644	FORT COLLINS	Y	25.0	22.6 ↑	10	
		0.2			25.0 and 30.8	10	
		BN CROSSING		25.2	Boettcher Spur to Cement Plant	10	
		BN CROSSING	M	25.3	INDUSTRY/ SPUR TRKS	MP	STA. NO.
138-30		BOETTCHER		30.4	MILLIKEN	1.7	138-02
		END OF TRACK		30.8	KELIM	9.1	138-09
					BOYD LAKE (W)	13.7	138-14
					HARMONY	19.5	138-20
					POUDRE (W)	27.9	138-28

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

GENERAL INSTRUCTIONS

At Fort Collins, engine bell must be rung continuously while train or engine is moving within city limits.

MP 25.13, hand operated derail is installed on main track 98 feet east of westward signal on BN Railway crossing.

Fort Collins-MP 25.2 — BN Crossing: 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 247D).

(2). Gate must be properly secured for route to be used.

If signal does not clear, Operating Rule 98 governs.

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:

[1] BN track occupancy indicator must indicate unoccupied (Rule 247D).

[2] Gate must be properly secured for route to be used.

If signal does not clear, Operating Rule 98 governs.

BOETTCHER — Cement plant — No engines permitted east of cement truck crossing on Track 7 or 200 feet west of highline switch.

WESTWARD		BOULDER BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
20-663		ST. VRAINS	RY	8.2	Maximum speed	25	
136-15	400	7.0			Between Mile Posts—	10	
		ERIE	M	15.1	8.1 and 14.0	10	
136-24	1022	VALMONT		24.0	Lakeside Lead	10	
		(15.9)					

GENERAL INSTRUCTIONS

Lakeside Spur-MP 1.0 — Gate at BN Crossing.

LAKESIDE SPUR — SD-24 units and units of 5000 horsepower or more prohibited.

VALMONT — PSC Track — No engines permitted on sharp curve at west end.

WESTWARD		COALMONT BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
566		LARAMIE	FPRXY	0.0	Maximum speed	25	
21-015	1223	14.7			Between Mile Posts—	20	
		MILLER		14.7	15.3 and 17.5	20	
21-040	453	25.7			29.6 and 30.4	15	
		ALBANY		40.4	35.8 and 38.1	20	
21-055	932	14.2			38.1 and 48.3	10	
		FOX PARK	PY	54.6	48.3 and 53.7	20	
21-064	2851	9.5			53.7 and 56.0	15	
		WYOCOLO		64.1	56.2 and 77.9	10	
21-071	1601	6.7			92.0 and 93.7	15	
		CAMP		70.8	93.7 and 108.0	5	
21-080	1497	9.0					
		NORTHGATE	Y	79.8			
21-092		12.4					
		WALDEN	PR	92.2			
		15.8					
		END OF TRACK		108.0	INDUSTRY/ SPUR TRKS	MP	STA. NO.
					CENTENNIAL (E)	29.7	21-030
					KINGS CANON (E)	73.6	21-074
					BROWNLEE	88.3	21-088

Yard limits are continuous MP 92 to end of track.

At Lake Owens, MP 48, eastward trains must stop and fully recharge train line before proceeding.

WESTWARD		ENCAMPMENT BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
662		WALCOTT	P	0.0	Maximum speed	40	
116-07	569	6.8			Between Mile Posts—	15	
		MEADS		6.8	0.0 and 1.0	15	
116-24	1090	17.3			24.1 and 24.3	10	
		SARATOGA		24.1			
		0.2					
		END OF TRACK		24.3			

WESTWARD		SOUTH PASS BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
802		ROCK SPRINGS	PXY	0.0	Maximum speed	15	
117-06		RELIANCE	Y	6.0	Reliance Spur	5	
		3.5			Stansbury Spur	15	
117-10	2580	WINTON JCT.		9.5			

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.

WESTWARD		PARK CITY BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
9-0952		ECHO	P	0.0	Park City Branch	25	
126-04	\$800	4.0			Maximum Speed	15	
		CALGAS (SPUR-E)		4.0	Between Mile Posts—	10	
126-06	771	1.7			0.0 and 3.25	15	
		COALVILLE		5.7	3.25 and 3.75	10	
126-13	911	7.3			3.75 and 4.3	15	
		WANSHIP		13.0	5.1 and 5.2	15	
126-25		11.5			13.2 and 13.5	15	
		KEETLEY JCT.		24.5	14.8 and 19.0	10	
126-28		2.9			19.0 and 21.0	15	
		PARK CITY	Y	27.4	24.0 and 24.1	15	
					25.1 and 25.2	15	
					26.3 and 27.4	15	
					Ontario Branch	15	
					Maximum Speed	15	

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

On Park City and Ontario branches air brakes must be cut in and operative on all cars handled.

for an
EXTRA MARGIN OF SAFETY
USE SAFE PROCEDURES...OBEY RULES

WESTWARD		FIRST SUBDIVISION		EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 25 DAILY	STATIONS		MILE POST	FIRST CLASS 25 DAILY
			9-1029			
			NORTH YARD 0 ●	FIPRTY	783.6	
			18TH NORTH CP7850	PX	785.5	
9-1024			NORTH SALT LAKE CP788	PX	787.5	
9-1021	2404		WOODS CROSS	PX	791.0	
9-1018	\$780		CENTERVILLE (SPUR-W) CP793	PX	793.2	
			CP802	P	802.5	
9-1009	2-6418		KAYSVILLE	P	803.2	
9-1007	2210		LAYTON CP804	P	804.2	
			CP807	PX	807.2	
9-1002	C-4727		CLEARFIELD CP809	PXY	808.7	
			CP811	PX	811.5	
9-0994		12.30AM	BRIDGE JCT CP817 0	PX	817.2	
			CP818 0	PX	817.5	
			OGDEN 0 ●	FPRY	0.0	5.15AM 5.10AM
			DRGW CROSSING 0	A	0.7	
99-002	6573	12.57AM	SP JCT 0	P	2.5	5.02AM
99-006	1140		WIP	P	5.8	
99-009	5938	1.03AM	HOT SPRINGS	P	9.0	4.56AM
			LITTLE MOUNTAIN JCT.	PY	9.5	
99-014	5965	1.08AM	WILLARD	P	14.6	4.51AM
99-021	6519	1.15AM	BRIGHAM CITY 0	PY	21.1	4.44AM
99-030	5984	1.24AM	HONEYVILLE	P	30.4	4.35AM
99-036	6039	1.29AM	DEWEY	P	35.7	4.30AM
99-045	6010	1.37AM	WHEELON	P	44.0	4.22AM
99-049	8619	1.52AM	CACHE JCT. 0	PXY	48.6	4.10AM
99-057	6102	1.59AM	TRENTON	P	56.6	4.00AM
99-065	6022	2.07AM	WESTON	P	65.4	3.52AM
99-071	6011	2.13AM	DAYTON	P	71.4	3.46AM
99-078	6007	2.19AM	COULAM	P	78.8	3.40AM
99-085	6005	2.25AM	SWAN LAKE	P	84.4	3.35AM
99-095	5991	2.35AM	DOWNNEY	P	95.0	3.26AM
99-100	3600	2.40AM	VIRGINIA	P	100.4	3.21AM
99-105	6046	2.44AM	ARIMO	P	104.8	3.17AM
1038	5991	2.52AM	MCCAMMON	PY	111.2	3.10AM
			(147.2)			

RADIO CHANNEL NO. 2 IN USE ON FIRST SUBDIVISION

Westward regular trains are Superior to Eastward regular trains of the same class.

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.

SPEED RESTRICTIONS

Location	Page	Fr.	Location	Page	Fr.
Salt Lake City to Ogden Maximum Speed	70	70	Ogden to McCammon Maximum speed	70	60
Salt Lake Switching District Industry tracks		5	Between Mile Posts— 19.2 and 20.9 20.9 and 21.1	70	55 35
Between Mile Posts— 792.2 and 792.4	70	60	23.1 and 23.4 37.8 and 38.0	65	55 40
796.5 and 796.2	70	60	41.0 and 42.0 42.0 and 44.6	65	55 40
Ogden Terminal Limits Switches, Cecil Jct. MT No. 1 & S leg of Wye Trk between Bridge Jct. & Patterson Ave.	15	15	44.6 and 46.4 46.4 and 47.2	12	12 30
N leg of wye between 28th St. & Bridge Jct.	15	15	47.2 and 47.5 47.5 and 49.0	60	40 35
Riverdale By-Pass Trk	10	10	49.0 and 49.3 49.3 and 51.4	25	25 40
INDUSTRY/ SPUR TRKS	MP	STA. NO.	53.5 and 53.9 64.1 and 64.5	65	55 55
BECKS.....	786.1	9-1026	66.1 and 67.1 82.7 and 83.0	50	40 40
PIONEER.....	789.2	9-1022	85.6 and 87.5 90.2 and 90.4	65	55 45
FARMINGTON.....	797.3	9-1014	92.3 and 93.9 99.4 and 99.6	65	55 60
LODJIC (E).....	816.7	9-0994	102.4 and 102.6 107.4 and 107.7	65	55 55
HARRISVILLE.....	4.7	99-005	110.8 and 111.4	45	35
RANDALL.....	6.3	99-007			
PERRY (W).....	17.3	99-017			
COLLINGTON (W).....	40.3	99-040			
COTTLE (E).....	55.8	99-056			
CORNISH.....	60.6	99-061			
ANDERSON.....	63.8	99-064			
CLIFTON.....	75.2	99-075			

GENERAL INSTRUCTIONS

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.

At Cache Jct., WW siding extends from east switch near MP 47.6 to east crossover near cafe. EW siding extends from west switch near MP 49.5 to west crossover near cafe.

PUBLIC CROSSINGS

Clearfield — City ordinance requires that 2nd South Main Street and 700 South must not be blocked longer than 15 minutes.

DUAL CONTROL CROSSOVERS AND TURNOUTS

No. 20 Turnouts:
Centerville..... 793.2 1 & 2 CP811 811.5 1 & 2
CP807..... 807.2 1 & 2 Bridge Junction..... 817.8 1 & 2

No. 10 Turnouts:
E Bridge Jct. MP 817.2..... 1 & 2 Riverdale..... 1 & 2; 2 & E Drill Lead

SWITCHES (Normal Position)

Clearfield — Bottom leg of wye, for north leg.

Freeport — Syracuse Branch switch, for Freeport Center.

McCammon — Wye switch on Utah east siding — for siding.

SPEED SIGNAL LOCATIONS

CP785 CP807 Bridge Jct. McCammon
Centerville CP811 Ogden-North Running Rail

USE OF AIR BRAKES (Minimum Requirements)

Woods Cross — All cars handled on Phillips Oil warehouse trackage.

Freeport Center and Clearfield — 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.

USE OF HAND BRAKES (Minimum Requirements)

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.

NOTE: FOR ADDITIONAL SALT LAKE CITY SPECIAL INSTRUCTIONS REFER TO "TERMINAL AREA" SECTION IN REAR OF TIMETABLE.

**WHEN CLIMBING HIGH TO TIE
HANDBRAKES - USE SIDE LADDER!**

WESTWARD		SECOND SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
		NORTH YARD ① ●		FPTY	783.6		
		GRANT TOWER ①					
		DRGW INTERLOCKING		IP	782.9	Maximum speed Between Mile Posts—	
		CP782 ①		PX	781.7	779.2 and 678.0	79 60
	6004	ORANGE ST. CP780		P	780.5	678.0 and 576.5	79 70
9-1029		SALT LAKE CITY ① ●		P	782.8	Salt Lake City — When Showing cars between 6th N St & 21st S Sts.	5
		DRGW CROSSING ①		AP	782.6		
		DRGW CROSSING ①		AP	782.4	Between 9th S St & Pgr Station & 4th W & 5th W Streets	12 12
9-1033	\$ 2640	INDUSTRIAL CENTER (SPUR-W)		P	779.8	Over DRGW Xings 782.6 and 782.4	20 20
		CP779		PX	779.2		
9-1034	2-6004	BUENA VISTA		P	778.5	Buena Vista Pgr Line DRGW Xing 782.4 and 779.2	25 25
9-1045	6155	GARFIELD		P	768.2	Grant Tower (except south leg of Wye)	15 15
		K.C.C. CONN.		P	767.1	Grant Tower — South leg of Wye	10 10
9-1047		SMELTER		CP766 PX	766.4		
9-1049	6015	LAKE POINT		P	764.5		
9-1057	6005	ERDA		P	756.2	Buena Vista Frt. Line Between Mile Posts—	20 20
9-1065	6005	WARNER		PY	747.7	782.9 and 780.8	50 50
9-1070	6410	STOCKTON		P	743.1	780.8 and 779.2	20 20
9-1077	6010	ST. JOHN		P	736.2	770.6 and 767.2	70 60
9-1090	6960	FAUST		P	722.8	Smelter using No. 20 T/O	40 40
9-1096	6013	PEHRSON		P	717.1	763.4 and 762.7	65 55
9-1103	6717	LOFGREEN		P	710.6	758.9 and 757.1	55 40
9-1109	5996	BOULTER		P	704.5	757.1 and 754.2	60 45
9-1114	6005	TITIC		P	698.0	744.1 and 742.1	50 40
9-1121	6037	McINTYRE		P	691.9	721.0 and 719.6	60 50
9-1128	6165	JEFFCHO		P	685.4	715.9 and 711.3	55 45
9-1138	6797	CHAMPLIN		P	675.5	711.3 and 705.8	55 40
						703.8 and 702.1	70 60
9-1147	6069	LYNNDYL		CP667 P CP666 PX CP664 P	666.9 665.7 664.4	700.0 and 699.6	70 60
						689.0 and 680.5	60 45
9-1157	5990	STRONG		P	658.3	680.5 and 678.9	65 50
						Lynndyl (Sidings) ‡	20 20
9-1164	6071 9024	DELTA		PY	650.0	656.4 and 655.8	70 60
9-1173	5998	VAN		P	639.8	576.5‡ (Old Frisco Lead)	20 20
						576.5 and 576.2	50 35
9-1182	5991	CLEAR LAKE		P	631.2		
9-1198	5990	BLOOM		P	617.3	IPP Spur 0.0 and 8.9	40 40
9-1203	6078	CRUZ		P	609.8	Offsite siding	15 15
9-1214	6027	BLACK ROCK		P	599.5	All other tracks	15 15
9-1223	5997	READ		P	589.9	INDUSTRY/ SPUR TRKS	
9-1228	5995	MURDOCK		P	584.7	SLGW CONN. (W).....	MP 778.9
						CENTENNIAL PARK	
						(E).....	777.6 9-1036
						TERMINAL (W).....	777.2
						SHIELDS.....	752.2 9-1061
						BAUER (E).....	745.0 9-1068
						CLOVER (E).....	732.8 9-1081
						CLINE (E).....	661.2 9-1152
9-1236	11630	MILFORD ●		CP578 CP577 PRXY	578.0 576.8		
		(206.8)					

AMTRAK SCHEDULE (RULE 5C)

No. 5 FIRST CLASS DAILY	
Leave Salt Lake City Station.....	11:00PM
Via Seventh Subdiv. at Smelter	
No. 6 FIRST CLASS DAILY	
From Seventh Subdiv. at Smelter	
Arrive Salt Lake City Station.....	6:00AM
No. 35 FIRST CLASS DAILY	
Leave Salt Lake City Station.....	11:10PM
Stop Delta.....	1:20AM
Arrive Milford.....	2:35AM
No. 36 FIRST CLASS DAILY	
Leave Milford.....	2:45AM
Stop Delta.....	3:40AM
Arrive Salt Lake City Station.....	6:25AM

CLEARANCE AND REGISTER REQUIREMENTS

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

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.

Movements on IPP Spur are authorized by Track Warrant Control.

GENERAL INSTRUCTIONS

Garfield Pit, KCC Interchange — Pit Tracks 1 and 2, north of MT, will be used for interchange of cars with KCC. KCC trains and engines will contact train dispatcher for authority to use joint track between EW absolute signal at Smelter and EW absolute signal at West Garfield.

At Milford, EW and WW trains departing from yard must remain clear of yard lead until dispatcher is contacted and must be governed by his instructions and signal indication.

At Lynndyl, westward trains or engines must not move from Track 2 to Track 1 at west end of yard without permission from dispatcher.

On IPP Spur — Color Light switch point indicator governing westward facing point movement over spring switch at MP 8.9, displays indications as follows:

GREEN — Spring switch is properly lined for main track movement onto the Coal Loop.
YELLOW — Spring switch is properly lined for turnout movement.
RED — Train and engines must stop and inspect switch points to ensure they are in proper position and fully closed before moving over switch.

The Color Light switch point indicator is located on the north side of track directly opposite the spring switch at MP 8.9. It is "Approach" lit for a train or engine occupying the circuit which extends 3168 feet east of the indicator for westward trains.

On IPP Spur, the gate located at MP 8.9, is equipped with an automatic opening device. The gate will open automatically when a train or engine occupies the circuit which extends 3168 feet east of the gate for westward trains and 1000 feet west of the gate for eastward trains. If train or engine movement stops after the gate is opened, but before reaching the gate, the gate will close. The device will sense when movement is resumed and reopen the gate. If train or engine is occupying track at the gate, the gate will not close. Train and engine movements must proceed prepared to stop before passing the gate until it is known the gate has opened. If the gate fails to open, contact the Disptacher, who will notify IPP Security to open the gate.

At Boulter — When weather conditions exist there is a possibility of a train brake freeze-up, all freight trains leaving Boulter must make a ten (10) pound application of the train brakes. On trains where a caboose is used and occupied, conductor or rear trainman must note that brake application is effective on caboose. If application is not effective on caboose, that fact must be immediately communicated to the engineer and train must be stopped by using conductor's emergency valve if communication with engineer cannot be established.

SWITCHES (Normal Position)

Faust — Switch at east end of set-out track, for ramp track.

Lynndyl — All switches on No. 1 track, for No. 1 track.

SPEED SIGNAL LOCATIONS

Lynndyl Milford

USE OF HAND BRAKES (Minimum Requirements)

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.

HOT BOX DETECTORS AND DRAGGING EQUIPMENT INDICATORS

MP	MP	MP	MP
DEI 751.0(R-1)	703.3	644.0	604.6
DEI 729.7(R-1)	670.9	623.4	583.5

Special Instructions 912(R) and 912(R-1) applies.

TRACK RESTRICTIONS

TOOELE ARMY DEPOT, WARNER, OR DESERET CHEMICAL WARFARE DEPT, 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.

No engines are permitted on the following tracks:

MILFORD — Jefferson Coal Spur, inside of gate.

Units with eight axles not permitted at Milford (set-out track off west drill).

NOTE: FOR ADDITIONAL SALT LAKE CITY SPECIAL INSTRUCTIONS REFER TO "TERMINAL AREA" SECTION IN REAR OF TIMETABLE.

SAFETY EVERYWHERE ALL THE TIME

WESTWARD		PROVO SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
		NORTH YARD	FPRTY	783.6	Maximum Speed	40	
		GRANT TOWER	IP	P-800.1	Salt Lake City — When		
		DRGW CROSSING	M	P-797.9	Shoving cars between 6th N		
		DRGW CROSSING	M	P-796.6	& 21st S Sts.	5	
5-1042	5072	SANDY		P-787.0	Between 2nd S & 9th S Sts.	12	
5-1046	2760	DRAPER		P-782.6	Between Mile Posts—		
5-1053	3667	MOUNT		P-775.8	P-798.5 and P-797.2	20	
5-1058	3657	CUTLER		P-771.1	Midvale Smelter Trackage	12	
5-1059	2047	LEHI		P-769.3	P-782.7 and P-778.0	35	
5-1062	\$ 150	AMERICAN FORK (SPUR-E)		P-766.4	P-778.0 and P-777.6	20	
5-1065	4002	PLEASANT GROVE		P-763.0	P-777.6 and P-773.4	30	
5-1072	5975	GENEVA	P	P-757.9	Lehi Sugar Factory trackage		
		DRGW CROSSING	A	P-757.3	West of Stockyards	5	
5-1076		PROVO	FPRTY	P-752.7	Geneva Steel Plant Xings	15	
		CPP	P	P-748.9	P-757.37 West Switch	20	
5-1092	5420	PAYSON	P	P-736.3	P-755.0 and P-753.4	30	
5-1107	6129	STARR	P	P-722.2	P-753.4 and P-752.8	20	
5-1118	6108	NEPHI	P	P-711.5	Starr Siding ‡	20	
5-1128	13420	SHARP	P	P-700.6	P-733.5 and P-732.6	30	
5-1133	6135	JUAB	P	P-696.0	P-711.8 and P-710.0	30	
5-1148	6138	PARLEY	P	P-680.7	Sharp Siding ‡	20	
9-1147	6930	LYNNNDYL	PX	P-665.7	P-694.4 and P-692.6	35	
		(135.1)			P-692.6 and P-691.8	30	
					Parley Siding	20	
					P-686.2 and P-676.4	30	
					P-676.4 and P-674.8	35	
					P-667.2 and P-666.3	35	
					P-666.3 and P-665.8	30	

ABS is in effect between MP P-798.5 and MP P-797.2.

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-748.9.

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.

GENERAL INSTRUCTIONS

Spacing Trains: Between Sandy and Pleasant Grove 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.

Geneva Scale: 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.

Geneva: 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: Industry track at Sharp, MP P-700.2, 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: 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.

RAILROAD CROSSINGS AND JUNCTIONS

Lakota (MP P-757.3) Provo Subdiv.

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 312(3) 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.

Midvale — Stop signs. Operating Rule 98.

PUBLIC CROSSINGS

All trains and engines must stop and be preceded by flagman over the following public crossings and flagmen must display lighted fusee at night.

Pleasant Grove — Main Street crossing on United Concrete Co. Spur.

Bunker — Main highway crossing on spur track.

Lehi — Main highway crossing on Sugar Factory spur.

Hardy — Main highway crossing on Western Warehouse Spur and on beet spur.

Geneva — Geneva Steel Company plant, where spur into plant crosses highway, when cars are being shovled over this crossing, crossing must be protected by a member of crew.

SWITCHES (Normal Position)

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.

Sharp (MP P-699.2) — Hand throw switch on siding; lined for siding.

SPEED SIGNAL LOCATIONS

¹Payson

²Starr

³Nephi

⁴Speed of 20 MPH must not be exceeded on siding until engine has passed over hand operated switches.

USE OF AIR BRAKES (Minimum Requirements)

Provo, Geneva & Pipemill Yards — All cars being handled between these points.

Cutler — All cars handled when making movements on loading spurs serving General Refractories Company.

USE OF HAND BRAKES (Minimum Requirements)

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 wye.

TRACK RESTRICTIONS

MURRAY — Units must not move over under-track hopper on Gibbons and Reed Spur.

No units are permitted to operate on the following tracks:

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.

NOTE: FOR ADDITIONAL SALT LAKE CITY SPECIAL INSTRUCTIONS REFER TO "TERMINAL AREA" SECTION IN REAR OF TIMETABLE.

STOP INJURIES BEFORE ONE STOPS YOU

WESTWARD		SEVENTH SUBDIVISION			EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH			
UX047		SMELTER	P 911.4					
UX061	6168	BURMESTER	PY 897.1					
UX065		ELLERBECK	P 892.9	Maximum Speed Between Mile Posts— 669.2 and 911.4		70	60	
UX079	8080	DELLE	PY 878.6					
UX087	1737	MARBLEHEAD	P 870.8			65	55	
UX092	6146	LOW	P 866.1			40	40	
UX104	6161	CLIVE	P 854.2			60	50	
UX113	6150	KNOLLS	P 845.3	Shafter NN Yd Straight Trk Curves			10 5	
UX123	6160	BARRO	P 834.9					
UX133	6143	ARINOSA	P 825.1			50	40	
UX143	6143	SALDURO	P 815.5			25	25	
UX151	10200	WENDOVER, UT.	PY 806.6			50	45	
UX160	6000	OLA NV.	P 798.6			60	50	
UX169	6000	PLOT	P 788.9			60	50	
UX177	6000	CLIFSIDE	P 781.1			60	50	
UX186	6160	SILVER ZONE	P 772.4			65	55	
UX192	6198	SHAFTER (NN CONN)	P 766.4	Smelter — When using No. 20 turnouts		40	40	
UX201	6183	SAGE	P 757.5					
UX211	6153	SPRUCE	PY 747.2	INDUSTRY/ SPUR TRKS	MP	STA.		
UX220	6160	VENTOSA	P 738.2	SOLAR (W).....	893.4	UX064		
UX230	6123	RUBY	P 728.1	TIMPIE (W).....	885.7	UX072		
UX240	6198	WELLS	P 717.7	ARAGONITE (E).....	861.5	UX097		
UX244		ALAZON (SP CONN)	P 713.6	BLAIR (W).....	808.7	UX149		
UX257		SP CONN.	P 701.0	DYKE (W).....	795.7	UX163		
UX258	5769	DEETH	P 700.0					
UX275	5844	ELBURZ	P 683.3	TRACK RESTRICTIONS				
		SP CONN	P 683.1	Engines or loads exceeding 55 tons gross weight are re- stricted on the following surs to the number of feet shown from clearance point. The spurs listed, are to be used only for MW or bad order setouts.				
UX293		ELKO (SP CONN)⊕	FPR 669.2	Elburz	150			
		(259.4)		Tulasco	150			

AMTRAK SCHEDULE (RULE 5C)

No. 5 FIRST CLASS DAILY

By Alazon (Pacific Time) 1.58AM

No. 6 FIRST CLASS DAILY

Leave Elko (Amtrak Station) 11.45PM

By Alazon (Pacific Time) 12.31AM

NOTE: Mountain Standard Time Smelter to the Eastward signal at E. Burmester
Pacific Standard Time from the Westward signal E. Burmester to San Francisco.

CTC in effect between east and west switches Elko Yard.

ABS system extends from Elko to Alazon, Eastward only.

CTC in effect Smelter to Alazon.

EW signals at E. Burmester are controlled by Salt Lake City Train Dispatcher and WW signals and switch at East Burmester are controlled by Sacramento Train Dispatcher.

Alazon is controlled by SP Train Dispatcher.

CLEARANCE REQUIREMENTS

At Salt Lake City all trains departing Roper or North Yard must receive a 2nd Subdiv., 7th Subdiv., and S.P. clearance at North Yard.

At Elko only Eastward UP Extra trains need receive a 7th Subdiv. and 2nd Subdiv. clearance.

At Elko Amtrak No. 6 must receive a 2nd Subdiv. clearance.

HOT BOX DETECTORS

MP 733.0; MP 783.3; MP830.0; MP 860.4; MP 893.7.

Hold signals are controlled by train dispatcher. See Special Instruction 914(R).

Use of UP Portion of Paired Track Between Elko and Alazon

Between Elko and Alazon, track of UP and SP will be used jointly. All eastward trains of both companies will use UP track, and all westward trains of both companies will use SP track, unless otherwise instructed. At Alazon Eastward UP trains must sound whistle signal o — at sign reading "UP WHISTLE" located at MP 706 Pole 21.

UP station numbers, SP paired track.

Tulasco (SP) UX249

Halleck UX 271

Osino UX 284

WESTWARD		SIXTH SUBDIVISION			EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH			
UX293		ELKO (SP CONN)⊕	FPR 665.4					
		PSGR STATION (ELKO)						
UX312		EAST CARLIN (SP CONN) P	646.0	Maximum Speed Between Mile Posts— 532.3 and 669.2		70	60	
UX315		WEST CARLIN (SP CONN) I	643.4					
UX327		BARTH (SP CONN) P	630.5	Weso, Using Turnouts		25	25	
UX339	5999	BEOOWAE (SP CONN) P	619.5			55	55	
UX383	6268	ELIZON P	575.4			45	40	
UX386		VALMY (SPUR-E) (SP CONN) P	572.2			60	60	
UX422		WESO (SP CONN) P	536.0	W and E Carlin T/O		15	15	
UX426	N10,000 S 5,150	WINNEMUCCA PY	532.3	643.4 and 648.3		60	60	
UX428		WESO (SP CONN)	420.9	648.3 and 650.1		55	45	
		WINNEMUCCA (S.P.)	417.3			50	40	
		(136.9)		650.1 and 651.1		50	40	
				651.1 and 652.6		60	50	
				INDUSTRY/ SPUR TRKS	MP	STA.		
				HUNTER (E).....	657.0	UX302		
				TONKA (E).....	650.1	UX309		
				CARLIN (E).....	644.6	UX314		
				DUGGAN (E).....	631.8	UX326		
				CLURO (E).....	627.1	UX331		
				DUNPHY (E).....	610.1	UX348		
				KAMPOS (E).....	601.3	UX356		
				RENNOX (E).....	591.3	UX367		
				RED HOUSE (E).....	563.0	UX395		
				GOLCONDA (E).....	548.4	UX409		

AMTRAK SCHEDULE (RULE 5C)

No. 6 FIRST CLASS DAILY

Leave Winnemucca (S.P.)..... 9.35PM

By Weso (S.P.)..... 9.40PM

Arrive Elko (Amtrak Station) 11.40PM

CTC in effect Weso to Winnemucca and between east and west switches Elko Yard.

ABS system extends from Weso to Elko, eastward only.

Weso is controlled by U.P. Dispatcher. N. Siding Winnemucca is a controlled siding.

CLEARANCE REQUIREMENTS

Winnemucca. No clearance is required at UP Winnemucca.

UP outbound crew members will contact train dispatcher prior to arrival of their train and train dispatcher will advise the order numbers or other instructions the train received prior to arrival Winnemucca. Train dispatcher will issue any further instructions and will give verbal authority to depart Winnemucca. Crew members will check the order numbers and messages against orders and instructions on the train.

At Winnemucca, inbound engineer leave such information on locomotive and inbound conductor leave such information in desk drawer of caboose. Clearance issued at Elko to Westward Trains will include orders in effect on Fifth Subdivision and between Weso and Winnemucca and additional clearance issued at Portola to Eastward Trains will include orders in effect on Sixth Subdivision.

Elko. Westward UP trains require a clearance in addition to an SP clearance. Amtrak No. 5 need not receive clearance at Elko.

SP trains which are to operate east of Weso on UP must, unless otherwise instructed, receive UP clearance at Sparks, Lovelock, Wendel or SP Winnemucca. Clearance at UP Winnemucca is not required.

A clearance authorizing movement over the UP from Weso to Smelter will be issued to No. 6 at Sparks which will be delivered to relieving UP crew at SP Winnemucca together with SP orders affecting movement between SP Winnemucca and Weso.

Elko. Eastward passenger trains register by ticket. SP trains will not register.

Carlin: SP trains must receive UP clearance.

GENERAL INSTRUCTIONS

East Carlin: Detour extends from East lead on SP to East Carlin on UP. Movements over dual-controlled power operated switch are governed by absolute signals bearing the letter "A." Trains or engines finding these signals displaying Stop aspect must communicate with UP dispatcher.

West Carlin: Main track detour switch at MP 643.4 is interlocked. Interlocking limits extend from home signal MP 643.4, located 100 feet west of remote-controlled switch, to dwarf home signal, located 350 feet east on main track, governing westward movements, and to dwarf home signal, located 350 feet east on detour, governing westward movements to main track.

If signals indicate STOP and call control operator and obtain authority to operate dual-controlled switch by hand.

SP passenger trains and light engines, and other trains when so instructed, are authorized to use UP main track at Carlin provided Signal 643.4 indicates proceed on UP main track. If signal 643.4 indicates movement over west detour to SP yard, such trains will enter detour and proceed to SP yard at Carlin.

West Carlin detour extends from remote-controlled switch on UP main track at West Carlin to connection with SP main track at west end of Carlin yard.

Valmy: Westward absolute signal at Valmy governs movements over switch only.

Valmy. Impaired clearance on west side of coal unloading structure at North Valmy Power station. Automatic unloading feature is operated by a live third rail which makes physical contact with actuating shoes on each car. Members of crew must not use walkways or ride on the sides or tops of cars while train is being operated over trestle.

HOT BOX DETECTORS

MP 556.9; MP 639.1 (SP Controlled) Special Instruction 913 (R) governs.

MP 585.8; MP 615.4. See Special Instruction 914(R). Hold signals are controlled by dispatcher.

**Use of UP Portion of Paired Track
Between Weso and Elko**

Between Weso and Elko, track of UP and SP will be used jointly. All eastward trains of both companies will use UP track, and all westward trains of both companies will use SP track, unless otherwise instructed.

Engine whistle signals. Carlin: WW Approaching EE yard: SP freight trains, o — o; UP trains, — o.

UP station numbers, SP paired track.

Vivian	UX311	Argenta	UX358	Mote	UX381
Palisade	UX321	Imco	UX359	Iron Point	UX394
Mosel	UX355	Hilltop	UX360	Tule	UX420
New Argenta	UX357	Battle Mountain	UX371		

TRACK RESTRICTIONS

Engines or loads exceeding 55 tons gross weight are restricted on the following spurs to the number of feet shown from clearance point. The spurs listed are to be used only for MW or bad order setouts.

Ellison 150 Kampos 150 Duggan 150 Tonka 150

WESTWARD		CACHE VALLEY BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
99-049	5300 3319	CACHE JCT. Ⓞ PY	0.0	Maximum Speed	40		
272-09	1883	MENDON	8.6	Between Mile Posts— 7.5 and 9.0	35		
272-14	1023	WELLSVILLE	13.8	13.6 and 13.9	15		
272-18	1224	HYRUM	17.6	13.9 and 17.7	35		
272-24	2311	LOGAN RY	24.1	17.7 and 18.0	15		
272-37	1692	RICHMOND	37.4	18.0 and 24.0	35		
272-42	7700	PRESTO (SPUR-W)	41.5	Logan Anderson Coach Spur	4		
272-44	1699	FRANKLIN	43.6	25.6 and 25.7	35		
272-48	1301	WHITNEY	48.1	31.3 and 32.6	35		
272-51	1319	PRESTON Y	50.8	37.4 and 39.9	35		
				42.9 and 44.0	25		
				44.6 and 50.8	35		

DRAWBRIDGE

At Smithfield in spotting cars between warehouses on Del Monte Corporation Spur, it must be seen that drawbridge between buildings is raised.

TRACK RESTRICTIONS

No units are permitted on the following tracks:

FRANKLIN — Butters Coal Spur pit.

PRESTO — West end lime rock track.

WHITNEY — Over dump pit on highline at sugar factory.

WESTWARD		MALAD BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
99-021	6519	BRIGHAM CITY Ⓞ PRY	0.0	Maximum Speed	40		
269-06	2643	CORINNE	5.5	Between Mile Posts— 1.0 and 1.5	30		
269-18	2409	TREMONTON	17.8	3.6 and 3.9	30		
269-31		NUCOR	31.0	5.2 and 6.5	30		
269-52	1091	MALAD Y	51.5	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		

PUBLIC CROSSING

All trains and engines must stop and be preceded by flagman over the following crossing and flagmen must display lighted fusee at night:

Garland Sugar Factory — Three tracks crossing highway.

TRACK RESTRICTIONS

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

No units are permitted on the following tracks:

MALAD — Beyond concrete slab installed on coal spur at Oneida County Grain Growers.

WESTWARD		SYRACUSE BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
9-1002		CLEARFIELD Ⓞ PXY	0.0	Maximum Speed	10		
		DRGW CROSSING Ⓞ IP	0.3	Clearfield Freeport Center Trk	10		
		FREEPORT Ⓞ	0.6	Freeport Center and Clearfield Wye Tracks	8		
266-02		BARNES Ⓞ	2.1				

WESTWARD		LITTLE MOUNTAIN BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
263-14		LITTLE MOUNTAIN JCT. PY	0.0	Maximum Speed	40		
		LITTLE MOUNTAIN	13.8	0.0Ⓞ and 0.4	15		
		(14.4)		1.5 and 1.7	25		
				3.5 and 3.8	25		
				14.3 and 14.4Ⓞ	15		

WESTWARD		HILL FIELD BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
9-0993		OGDEN Ⓞ Ⓞ	0.0	Maximum Speed	15		
151-06		ARSENAL Ⓞ	6.7	Between Mile Posts— 4.4 and 4.8	10		
		END OF TRACK Ⓞ	6.8				

INDUSTRY/ SPUR TRKS	MP	STA. NO.
ORCHARD (W)	2.6	151-02
COZYDALE (E)	3.4	151-03
ROY (W)	4.2	151-04

WESTWARD		EVONA BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
9-0993		OGDEN Ⓞ Ⓞ	0.0	INDUSTRY/ SPUR TRKS	MP	STA. NO.	
		END OF BRANCH Ⓞ	1.6	EVONA (E)	0.7	2-6701	
				RELICO (E)	1.0	2-6701	

RAILROAD CROSSINGS AND JUNCTIONS

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.

TRACK RESTRICTIONS

Six-axle locomotives may be operated but must not be used as multiple units over Weber River bridge at MP 0.02.

WESTWARD		ELLERBECK BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
UX065		ELLERBECK Ⓞ P	0.0	Maximum Speed	20		
UQ103		WYE Ⓞ Y	2.7	INDUSTRY/ SPUR TRKS	MP	STA. NO.	
UQ105	134	DOLOMITE Ⓞ	4.7	FLUX	3.7	UQ104	
		END OF BRANCH	5.7				

Main track to Flux and main track to Dolomite diverge at Wye.

At WYE: West switch east leg of Wye must be left lined for straight track as derail.

Between Flux and Dolomite maximum of 2 units permitted.

WESTWARD		ROWLEY BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
UX079	8080	DELLE Ⓞ YP	0.0	Maximum Speed	20		
UR211	3380	ROWLEY Ⓞ	10.6				
		END OF BRANCH Ⓞ	11.2				

WESTWARD		MARBELHEAD BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
UX087	1738	MARBELHEAD Ⓞ P	0.0	Maximum Speed	10		
UM305	1230	MARBLEHEAD PLANT Ⓞ	4.66				
		END OF BRANCH Ⓞ	4.87				

WESTWARD		FIFTH SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
UX426	N10,000 S5,150	WINNEMUCCA	PY	532.3	Maximum Speed		60
PX440	6145	13.1 RAGLAN	P	519.2	Between Mile Posts—		55
PX450	6148	10.6 GASKELL	P	508.6	521.8 and 520.9		40
PX461	6163	12.0 JUNGO	P	496.6	495.7 and 494.5		35
PX471	6156	9.0 ANTELOPE	P	487.6	494.5 and 489.9		50
PX479	6167	8.2 FLOKA	P	479.4	489.9 and 488.3		55
PX488	6158	8.8 RONDA	P	470.6	481.8 and 480.1		55
PX497	6150	9.3 CHOLONA	P	461.3	434.1 and 429.5		55
PX507	6145	10.1 TREGO	P	451.2	404.7 and 399.9		55
PX520	6289	13.3 GERLACH	PY	437.9	399.9 and 397.7		50
PX528	6160	7.1 PHIL	P	430.8	397.7 and 397.0		35
PX542	5647	14.5 REYNARD	P	416.3	397.0 and 395.4		30
PX554	6152	1.6 SANO	P	404.7	395.4 and 390.7		35
PX565	6162	11.0 SAND PASS	P	393.7	390.7 and 387.4		50
		9.3 SP CONNECTION	P	384.4	SP CONN. FLANIGAN		
PX574	6162	0.9 FLANIGAN, NEV.	P	383.5	MP 384.3 Using Turnout		20
PX587	4193	1.8 HERLONG, CAL.	P	371.7	353.8 and 348.4		40
PX596	6369	9.1 DOLE	P	362.6	348.4 and 347.6		35
PX613	6126	7.0 SCOTTS	P	345.6	347.6 and 343.7		40
PX616	3000	3.8 RENO JUNCTION	PY	341.8	343.7 and 341.5		50
PX619	6245	2.7 CHILCOOT	P	339.1	Reno Jct. Using Turnout		10
PX631	5770	11.6 HAWLEY	P	327.5	324.1 and 321.4		30
PX637	10771	6.1 PORTOLA	FPY	321.4	INDUSTRY/ SPUR TRKS	MP	STA. NO.
		(210.9)			RED ROCK.....	352.2	PX606
					POZLA.....	349.1	PX610

RESTRICTIONS

Engines or loads exceeding 55 tons gross weight are restricted on the following spurs to the number of feet shown from clearance point. The spurs listed are to be used only for MofW or bad order setouts. Sand Pass 310; Sano 200; Reynard 200; Phil 500; Trego 200; Cholona 200; Floka 230; Antelope 300; Gaskell 250; Raglan 200.

CLEARANCE REQUIREMENTS

Wendel. SP trains will be authorized by clearance at Wendel which will be authority for movement on UP track Flanigan to Winnemucca.

Winnemucca. Clearance issued to westward SP trains at SP Carlin is authority for movement between Winnemucca and Flanigan. Clearance not required for UP.

GENERAL INSTRUCTIONS

Jungo: Units prohibited W. of loading ramp No. 1 or No. 2 spur.

Gerlach: U.S. Gypsum Co. engine uses east end of siding Gerlach as a tail track.

Gerlach: Switch at west leg of wye and Balloon Track is to be left lined and locked for Balloon Track.

Flanigan: Connection to SP at MP 384.4. Westward absolute signal governing movement over connection is a two-unit signal. Upper unit governs movement to UP main track. Lower unit has lunar light indicators mounted on signal mast which indicate to right of mast route lined to SP connection; and to left of mast lined for UP into Flanigan siding. "SA" and "P" apply to SP trains only.

Portola: No. 1 track designated as siding, to include all drill tracks to main track at each end of yard.

HOT BOX DETECTORS

MP 358.34; MP 387.1; MP 434.25; MP 475.0; MP 503.8. Hold signals are controlled by train dispatcher. See Special Instruction 914(R).

Permasco Skates

Hawley: At east end of run-around track and at west end of Stock Track.

Reno Jct.: On post at clear point between east leg of Wye and Reno branch.

WESTWARD		FOURTH SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
PK112		BIEBER	PY	111.8	Maximum Speed		40
PK095	4251	20.0 LITTLE VALLEY	P	94.8	Bieber Main Track		10
PK076	6758	18.3 HALLS FLAT	PY	76.5	Between Mileposts		30
PK063	4235	13.7 LODGE POLE	P	62.9	111.81 and 106.53		30
PK044	7245	19.1 ROBBERS CREEK	P	43.8	106.53 and 98.1		25
PK039	4388	14.4 WESTWOOD	P	39.4	98.1 and 93.4		30
PK035		4.2 CLEAR CREEK JCT.	P	35.2	93.4 and 78.71		25
PK026	7942	3.5 ALMANOR	PY	25.7	37.3 and 34.55		30
PK015	4236	11.0 GREENVILLE	P	14.7	34.55 and 16.0		25
PK006	4208	6.2 MOCCASIN	P	6.2	16.0 and W SW Greenville		35
PX677		6.2 KEDDIE	PY	0.0	6.19 and 1.0		25
					1.0 and 0.0		10

Timetable No. 1

Eastward signal at MP 55.8 marks the east end of CTC. Signal may be passed at authorized speed when displaying aspect per Rule 245C provided necessary TWC authority has been received.

CTC in effect MP 55.8 to Keddie. Westward signal located MP 57.5 is Distant Signal for Absolute Signal at MP 55.8.

INDUSTRY/ SPUR TRKS	MP	STA. NO.
LITTLE VALLEY		
LUMBER CO (W).....	95.4	PK096
WILLOW SPRINGS		
(W).....	89.8	PK090
CRESCENT MILLS.....	8.8	PK009
INDIAN CREEK (W).....	3.1	PK003

CLEARANCE REQUIREMENTS

At Keddie EW trains must check with 4th Subdivision train dispatcher and WW trains must check with 3rd Subdivision train dispatcher before leaving. Clearance is not required at Keddie.

Bieber EW trains must leave all train orders and instructions in designated box and WW trains or engines must obtain train orders and instructions from designated box and contact train dispatcher to determine if any additional orders are required. Clearance is not required at Bieber.

Track Warrant Control: All train and engine movements between Bieber and MP 55.8 will be made only by authority of Track Warrant Control.

GENERAL INSTRUCTIONS

Bieber: BN Rules. Trains will be governed by Burlington Northern Inc. timetable and transportation rules, and Rule 93 will govern.

Westwood: No. 2 track and old electric siding connected with No. 2 track at west end will be used as siding.

Westwood: Deraill on west end old electric siding must be kept in derail position except when being used. Both siding switches equipped with electric locks. West switch must be unlocked before removing derail. East switch of old electric siding must be left lined for siding.

Clear Creek Junction: The 33-car siding is interchange track with Almanor RR Co. Switch point derail on Almanor RR main track 400 feet from junction switch. Rule 93 applies.

Robbers Creek: Signal governing eastward movement from siding at east end of Robbers Creek is located on left side of track.

Keddie: When calling in flagmen from east on Fourth Subdivision, enginemen will sound six long blasts of horn.

Keddie: Upper unit of 2-unit absolute signal governs eastward movement from inside tracks Keddie to the Fourth Subdivision.

Keddie: Absolute dwarf signal on Fourth Subdivision lead when displaying aspect per RULE 245C will govern westward movement from Fourth Subdivision to siding or yard.

Dial Phones: Where dial telephones are located, to contact 4th Subdiv. Dispatcher, dial "7"; to contact 3rd Subdiv. Dispatcher, dial "6" on message line.

Permasco Car Skates: Located at Little Valley, Lodgepole, Robbers Creek, Greenville and Moccasin.

WESTWARD		THIRD SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
PX637	10771	PORTOLA	FPY	321.4	Maximum Speed		45
PX648	4869	11.0 BLAIRSDEN	P	310.4	Between Mile Posts—		30
PX656	7892	8.5 SOAT	P	301.9	321.4 and 300.0		30
PX662	4610	5.5 SPRING GARDEN	P	296.4	300.0 and 232.2		25
PX670	3843	8.5 QUINCY JUNCTION	P	287.9	Quincy Jct.-Stock, House & Interchange Tracks		5
PX677	7169	6.4 KEDDIE	FPY	281.5	West Wye Switch		
PX681	4202	4.2 PAXTON	P	277.3	Keddie, Diverging Route		10
PX685	3504	3.4 TWIN	P	273.9	Grays Flat Spur		5
PX688	9810	3.4 VIRGILIA	P	270.5	227.3 and 224.25		35
PX698	4573	10.4 BELDEN	P	260.1	215.6 and 215.4		35
PX703	6713	4.5 CAMP ROGERS	P	255.6	205.47 and 202.9		45
PX711	3683	8.0 MERLIN	P	247.6	Trains handling more than 50 covered hoppers loaded or empty		40
PX719	6091	8.1 PULGA	P	239.5	Trains handling 76 or more loaded covered hoppers		25
PX723	6739	4.6 POE	P	234.9	Unit coal trains, loaded		25
PX732	6515	8.9 JAMES	P	226.0	Westward trains handling 60 or more cars of COAL		
PX738	6385	6.0 ELSEY	P	220.0	OR GRAIN do not exceed 20 MPH at the following locations:		
PX744	6311	6.1 KRAMM	P	213.9	MP 295 to MP 294		
PX749	4687	4.8 OROVILLE DEPOT	P	205.1	MP 283 to MP 251.52		
PX751		2.2 OROVILLE YARD	FPY	202.9	MP 234 to MP 232.62		
		(114.5)					

Equation MP 205.47 equals MP 209.51, which are identical points. Equation is a result of Oroville line change being 4.04 miles shorter than original route.

INDUSTRY/ SPUR TRKS	MP	STA. NO.
MABIE (W).....	318.3	PX640
GRAYS FLAT (W).....	272.6	PX686
TOBIN (E).....	253.1	PX706

Timetable No. 1

GENERAL INSTRUCTIONS

Quincy Jct: 6-axle units prohibited on Interchange Trk switch off TIP 121 to TIP 122 & beyond clearance point on stock trk TIP 070.

Keddie: Inside crossover switch at the west end of siding is dual-control power-operated and, when in power position, works simultaneously with west siding main track crossover switch. When west siding main track crossover switch is in hand-operated position, inside crossover switch must also be hand-operated.

Grays Flat Spur, MP 272.6: Cars must not be left at top of hill or on descending grade on this spur. **Units not permitted.**

Permasco Car Skates: Located at Mabie — on south side at clear point, west end. Paxton and Twin — approximately 15 car lengths east of west switch and 15 car lengths west of east switch. In addition, are on tie posts at the following locations: East James — North Side; West James — South Side; East Eisey — South Side; West Eisey — North Side; East Kramm — North Side; West Kramm — South Side; East Oroville (Depot Siding) — North Side; West Oroville (Depot Siding) — South Side.

The posts are placed approximately 250 feet (5 car lengths) East of the West siding signals and approximately 500 feet (10 car lengths) West of the East siding signals.

Detector devices: At locations listed below, aspect per Rule 245C will indicate a detector device has been actuated and train will, after complying with Rule 245C, proceed not exceeding restricted speed looking out for rocks on track or other condition which would have actuated the detector device.

Eastward Absolute Signal at Rich Bar and Westward Signal 2675.

Eastward Signal 2576 and Westward Absolute Signals at West Belton.

Eastward Signals 2362 and 2368, Westward Signals 2371 and 2379 and Westward Absolute Signals at West Pulga.

Location of Dragging Equipment Detectors

MP 279.5	MP 267.5	MP 253.5	MP 241.5
MP 275.5	MP 262.5	MP 249.2	MP 234.2
MP 273.4	MP 257.6	MP 245.6	MP 222.2

If detector is activated when a train is passing over it, a voice recording will be transmitted on Channel 4 of the radio giving location of detector (example of recording "Union Pacific Railroad Dragging Equipment Detector MP 222.26")

Train receiving radio communication while passing location given must stop promptly and train must be inspected.

Oroville Yard: Main track and inside crossover switches at east end of train yard, MP 203.75, are dual-control. When either switch is placed in hand-throw position, the other switch is disconnected from power operation and it is then unnecessary to place it in hand-throw position.

Signals governing movement over inside dual-control switch are controlled by the train dispatcher. When these signals display aspect per Rule 245C, movements may be made over this switch without placing it in hand-throw position. If signals display STOP aspect per Rule 245A and reason is not apparent, or if call light is lighted on adjacent telephone booth, train dispatcher must be contacted promptly.

HY-RAIL MOTOR PATROL ON THIRD SUBDIVISION

Radio equipped Hy-rail Motor Patrol (HMP) track cars are authorized to run ahead of and in same block as a train for purpose of track patrol escort in strict accordance with the following provisions:

1. All rules pertaining to track cars apply to HMP's and all rules pertaining to trains are in effect, except when train is being escorted under provisions contained herein.

2. HMP's are identified by initials A, B and C. Radio code identifications are: "Alpha East (or West)," "Bravo West (or East)," "Charlie East (or West)," "David East (or West)," "Echo East (or West)," and "Zebra East (or West)."

When more than six vehicles are used in this service, additional initials and their appropriate radio code identification will be used.

3. When train is to be escorted through a territory, HMP operator will secure authorization of train dispatcher and train dispatcher will ensure train and HMP operator have complete understanding of escort limits. When understanding is reached, HMP operator may occupy main track only after radio contact has been established with train to be escorted, thus:

HMP — "Bravo West at East Paxton to Extra 3012 West. Over."

Train — "Extra 3012 West at Keddie. Over."

HMP — "Bravo West will escort Extra 3012 West, Mile Post two-seven-seven to Mile Post two-three-five. Extra 3012 West will not pass Mile Post two-seven-seven until I report at Mile Post two-seven-five. Over."

Train — Extra "3012 West will not pass Mile Post two-seven-seven until Bravo West reports at Mile Post two-seven-five. Over."

HMP — Bravo West Extra 3012 West acknowledged. Over."

If such contact is not made before train has reached a point two miles from position of HMP, train must not enter escort limits until communication is established. Thereafter, be governed by section 4 contained herein.

4. After communication has been established according to section 3 above, HMP may occupy main track and precede train through the limits specified. HMP and train will proceed

at speed designated by HMP operator, not exceeding track speed, running on two-mile headways. Train will not enter the two-miles occupied by HMP until HMP has reported at second Mile Post in advance. If necessary to stop and radio contact has not been reestablished within 2 minutes, train will proceed at restricted speed not exceeding 10 MPH and HMP must provide flag protection until communication is again established. Mile Post passings will be reported as follows:

HMP — "Bravo West Mile Post two-seven-five. Over."

Train — "Roger Bravo West. Extra 3012 West at Mile Post two-seven-seven Over."

HMP — "Bravo West at Mile Post two-seven-four. Over."

Train — "Roger Bravo West. Extra 3012 West at Mile Post two-seven-six. Over."

HMP — "Bravo West Extra 3012 West acknowledged. Over."

* 5. If radio contact cannot be reestablished, HMP and train will stop at first point of communication and notify train dispatcher. After instructing train and HMP operator that they are **no longer operating under track patrol escort provided herein**, train dispatcher may furnish track and time in accordance with rules.

6. In CTC territory, HMP's will approach absolute signals at stations prepared to stop or take siding and will respect such signals. HMP's taking siding will report to train dispatcher when in the clear.

7. When two escorted trains meet, HMP escorting train taking siding will take siding ahead of such train and remain there until HMP and escorted train in opposite direction have passed and route and signal have been lined for movement of train in siding back to main track. Neither train will leave the station until HMP escorting it has proceeded two miles and reported. Train will then proceed as prescribed herein.

8. When HMP reaches end of territory through which train is to be escorted, HMP Operator will converse with train and train dispatcher, thus:

HMP — To Extra 3012 West "Bravo West has cleared main track at Poe and Extra 3012 West is released. Please acknowledge. Over."

Train To HMP — "Bravo West has cleared the main track at Poe and Extra 3012 West is released. Out."

HMP — To Dispatcher "Bravo West has cleared main track at Poe and Extra 3012 West is released. Please acknowledge. Over."

Dispatcher — To HMP "Bravo West has cleared the main track at Poe and Extra 3012 West is released. Out."

It will be necessary that HMP operator then obtain authority from train dispatcher for any further on-track movement.

WESTWARD		SECOND SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET		MILE POST	LOCATION	MPH		
PX751		OROVILLE YARD	FPTY	202.9		Maximum Speed	60
PX761	6155	CRAIG	P	193.0		Between Mileposts	
		SP CONNECTION	P	180.4		202.9 and 201.9	45
PX774		BINNEY JUNCTION (SP CROSSING)	IP	180.2		201.9 and 201.7	40
PX776	5055	MARYSVILLE (SN CONN.)	P	178.8		181.1 and 177.5	30
PX779		CLEVELAND (SN CONN.)	P	175.6		166.6 and 166.25	50
PX782	7290	MOUNKES	P	172.9		141.8 and 139.2	35
PX798	6242	PLEASANT GROVE	P	156.5		139.2 and 135.2	20
PX802		SANKEY (SN CONN.)	P	152.5		135.2 and 129.0	40
PX811	6247	DEL PASO	P	143.6		97.3 and 95.2	50
PX815		HAGGIN (SN & SP CONNS.)	P	139.5		95.2 and 92.0	20
PX816		"P" STREET (SP CROSSING)	IPY	138.0			
PX818		SOUTH SACRAMENTO	FP	136.0		INDUSTRY/ SPUR TRKS	STA. NO.
PX822	4874	POLOCK	P	132.4		WEST OROVILLE (E)	201.2 PX752
PX832	6250	PHILLIPS	P	121.9		TROWBRIDGE	162.0 PX792
PX840	3638	THORNTON	P	113.9		BOMBAY (E)	146.6 PX807
PX849	\$897	KINGDON	P	104.7		GLOBE	140.7 PX814
PX856	5895	HAMME LANE	P	97.9		CORDOVA (E)	134.4 PX820
PX859		EL PINAL (SP CROSSING)	IP	95.1		KENWOOD (E)	133.2 PX821
		WEBER AVENUE (SP CROSSING)	IP	93.8		LAGUNA CREEK (E)	129.8 PX823
		ATSF CROSSING	IP	93.2		VILLINGER (W)	107.8 PX845
PX862		STOCKTON YARD	FPTY	92.0		TERMINOUS JCT.	
		(110.9)				(W)	105.3 PX848
						FLORA STREET	94.3 PX860

GENERAL INSTRUCTIONS

At South Sacramento and Sacramento, engine whistle or horn should be used only when necessary and then kept as soft as possible.

Binney Jct. SP Connection MP 180.42: Instructions for operation of electric lock located in telephone box adjacent to main track switch.

FEATHER RIVER DIVISION

East Haggin: In order to operate toward SP Transfer at East Haggin obtain permission from Dispatcher to operate derail. After movement to SP transfer is completed, restore derail to derailing position and notify dispatcher.

R St: Normal position of switch at tail of wye "R Street Line" is lined for west leg of wye.

South Sacramento: When setting out on or switching any tracks at South Sacramento yard, it must be determined that a sufficient number of hand brakes, not less than three (3), have been set on the extreme east cars on the track.

Flashing red aspect displayed by indicator on signal mast beneath Suttersville overpass, authorizes switching movements between absolute signals at east and west ends of train yard without contacting train dispatcher. All movements so authorized must be made at yard speed. It will not be necessary to wait five minutes before entering main track after opening non-locked switches in this block when flashing red aspect is displayed on the indicator.

When the flashing red aspect is extinguished it will terminate the authority and main track must be cleared as promptly as possible. If unable to clear the main track within five minutes, the train dispatcher must be contacted.

Except when Signal Aspect per Rule 245C is displayed, permission may be granted by yardmaster upon authority from train dispatcher to use main track between the points named above. When such authority has been obtained, a train order is not required.

Dual control power operated switch to safety track at clear point east end siding. Switch to safety track operates in conjunction with power operated main track switch. When east switch is hand operated, power operated switch to safety track must also be hand operated. It is permissible for a yard engine to make an eastward move over it by signal indication, then, without reaching main track move westward without placing the switch to safety track in hand-throw position. However, if there are a series of such moves, the switch to safety track must be placed in hand-throw position to avoid hazard of train dispatcher changing lineup during the switching operations.

Laguna Creek: Four wheel chocks are provided to block spotted cars. Each wheel chock is equipped with metal stand which clamps on the rail and displays a 10-inch circular metal disc painted yellow with black lettering: "CHOCKS."

Hayes No. 5 toad type derails installed to protect spotted cars on the right hand rail on both spurs are equipped with clamp-on rail stands displaying a 12" x 14" rectangular target painted blue with white lettering: "STOP — TANK CAR CONNECTED."

Thornton: Sound Whistle Signal 15(l) approaching MP 114, Thornton Cannery.

An electrically-operated steel pedestrian bridge over cannery track is located about two car lengths west of Door No. 12. This bridge is controlled by electric switch pushbuttons inside wall box, secured by switch lock, adjacent to bridge.

Stockton Yard: Switch leading to Tidewater Southern main track off No. 3 lead, just west of Bridge 90.4, normal position lined for Tidewater Southern.

Diverging switch between No. 1 and No. 2 leads at east end of Bridge 90.4, normal position toward No. 2 lead.

Charter Way. Westward signal is a two-unit signal and diverging route may be to either "B" lead or Track 1.

Normal position for dual control switch at Charter Way from B Lead to Santa Fe connection is for movement to Santa Fe. Upper unit of two unit dwarf signal governs movement from B Lead to main track and lower unit governs movement from B Lead to Santa Fe and will display aspect per Rule 245C to permit movement to Santa Fe. Dwarf signal on Santa Fe connection near Charter Way governs movement from Santa Fe to B Lead and will display aspect per Rule 245C for such movement. Power operated switch operates in tandem with main track switch to B Lead. When either of these switches or the switch from main track to No. 1 track is in hand throw, power is disconnected from the other switches in the circuit and other switches need not be placed in hand throw unless they must be thrown.

MP 90.85 Main track and inside crossover switches at west end of train yard, MP 90.85, are dual-control. When either switch is placed in hand-throw position the other switch is disconnected from power operation and it is then unnecessary to place it in hand-throw position.

Dwarf signals governing movement on No. 1 lead track over inside switch of power-operated crossover MP 90.85, are absolute signals controlled by the train dispatcher. When these signals display aspect per Rule 245C, movement may be made over this switch without placing it in hand-throw position.

These signals may be set to display STOP per Rule 245A by the train dispatcher at any time. If these signals display STOP indication per Rule 245A and reason is not apparent, or if call light is lighted on signal house north of main track, contact train dispatcher promptly by telephone.

Flashing red indicator lights are located at MP 91.02 and at MP 91.88. When flashing, per Rule 245C, these indicator lights authorize switching movements between absolute signals at MP 90.85 and Charter Way MP 92.7 without contacting Train Dispatcher. All movements so authorized must be made at yard speed. It will not be necessary to wait five minutes before entering main track after opening non electrically-locked switches in this block when flashing red aspect is displayed on the indicator.

When the flashing red aspect is extinguished, it will terminate the authority and main track must be cleared as promptly as possible. If unable to clear main track within five minutes, the Train Dispatcher must be contacted.

Except when Signal Aspect per Rule 245C is displayed, permission may be granted by yardmaster upon authority from train dispatcher to use main track between the points named above.

Stockton Yard: Westward movements will be governed by signal indication entering Stockton Yard.

Trains heading in at Charter Way will call Yardmaster on phone at Charter Way for instructions unless instructions have been received by radio prior to reaching Charter Way.

Eastward movements will be governed by signal indication entering Stockton Yard.

Eastward trains which head in at MP 90, call yardmaster on phone located near absolute signal for track instructions.

Eastward trains which head in at MP 90.85, call yardmaster on talk-back speaker for track instructions.

Clear radio instruction from yardmaster may be acted upon in lieu of calling on phone or speaker.

Unless instructed by yardmaster, No. 4 lead will not be used for train movements.

ATSF Conn: Train and yard movements between UP main and ATSF must not exceed 5 MPH, and movements with cars 61 feet or longer are prohibited.

Stockton Hunter Street, Only 4-axis units permitted.

PUBLIC CROSSINGS

Oroville Yard, Adelaide Spur — Approach circuits for the flashing light signals protecting the Louisiana Pacific Crossing No. 4-203.9c on the Adelaide Spur have been shortened to 440 feet either side of crossing. All movements approaching this crossing must not exceed 10 MPH.

Sacramento

47th Ave. X-ing 4-133.9. Stop and protect. Applies to Drill Track only.

Fifth and R Sts. X-ing 4-139.15C. Movement into, or over, crossing must be preceded by flagman on the ground.

East leg of wye 19th St. near "Q" St. Stop and protect.

Stockton (Belt Line)

Washington St. X-ing 4-94.25C and Lincoln St. X-ing 4-94.45C. Amber lights on signal cases adjacent to Washington and Lincoln Sts. When lighted, indicates track circuit controlling crossing signals is occupied. When flashing, they indicate that crossing protection has been in operation for the required twenty seconds. Stop movement before entering crossing and after amber light shows steady light.

When amber light flashes, movement may be made across crossing in accordance with traffic conditions. About twenty seconds occupancy of track circuit as evidenced by steady amber light is required before flashing aspect of amber light will be displayed. If amber lights inoperative, crossing must be flagged.

RAILROAD CROSSINGS AND JUNCTIONS

MP 180.2 Binney Junction, SP Crossing. Remote-controlled. Under control of SP train dispatcher.

When interlocking display STOP aspect and reason not apparent, contact SP train dispatcher.

SP dispatchers telephone and UP emergency release box located adjacent to crossing. Emergency release must be operated when instructed to do so by SP train dispatcher or when instructed by SP train dispatcher to flag through interlocking. If unable to contact SP train dispatcher and no trains can be seen or heard approaching, operate emergency release and observe Rule 312(2).

MP 138.0 "R" Street, SP Crossing. Interlocking. Remote-Controlled.

MP 95.1 El Pinal, SP Crossing. Interlocking. Remote-Controlled. Under control of SP train dispatcher.

When interlocking signals display STOP aspect and reason not apparent, contact SP train dispatcher.

MP 93.8 Weber Avenue, SP Crossing. Interlocking Remote-Controlled.

MP 93.2 AT&SF Tower, AT&SF Crossing. Interlocking. Towerman on duty.

Limits of AT&SF Stockton Tower include that portion of main track and siding on the AT&SF to Fresno Street and signal indications will supersede the superiority of trains for both opposing and following movements on the same track. The movement of trains and engines in these limits will be supervised by the Tower who will issue instructions as may be required. The Tower must be advised in advance of any known condition that will delay the train or engine or prevent it from making usual speed.

Speed limit between Stockton Tower and Fresno Street 20 MPH.

Following fixed signals and indications are effective in above specified territory:

Red — Stop and communicate with Tower for instructions.

Flashing Red — Proceed prepared to stop short of train obstruction or switch not properly lined but not exceeding 20 MPH.

Red over Yellow — Same as Flashing Red.

Absolute signal governing movement from Hazelton Avenue Lead to UP Main track at MP 93.2 may display aspect per Rules 245C or 245A. When aspect per Rule 245C is displayed, proceed to next governing signal.

Signal governing movement from Commerce Street and Fresno Street to AT&SF main track or siding may display aspect per Rules 245C or 245A. When aspect per Rule 245C is displayed, this authorizes movement to AT&SF main track and siding.

Timetable No. 1

Timetable No. 1

When aspect per Rule 245A is displayed, crew must contact Tower for instructions.

Last governing signal on AT&SF main track and siding will authorize movement to UP main track. If aspect per Rule 245A is displayed, authority for movement may be obtained through towerman.

Dwarf signals at Center Street govern movement from AT&SF main track and siding to Commerce Street.

Following whistle signals will be observed:

From UP to AT&SF enroute Hazelton Avenue 000—.

From UP to AT&SF enroute Commerce Street and beyond 0—.

From AT&SF to UP main track and UP main track either direction —.

MP 90.5 Ortega, Hunter Street Line, SP Crossing. Interlocking. Automatic.

Movements over SP Crossing will be made in accordance with signal indication.

Westward interlocking signal is also absolute signal. RULE 312(3) applies.

Electric locks on UP main track switch to Hunter Street Line and derail located north side SP Crossing are under control of UP train dispatcher. Both switch and derail are equipped with spring device for trailing movements.

WESTWARD		FIRST SUBDIVISION	EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH	
PX862		STOCKTON YARD FPTY	92.0		Maximum Speed	60
		SP CROSSING (LATHROP) IP	84.5		Between Mile Posts	
		WYCHE P	82.1		92.0 and 90.85	20
PX872	5555	SP CROSSING (LYOTH) AP	74.1		90.85 and 90.4	45
		TRACY PY	72.8		84.45 SP Xing	30
PX881	10692	MIDWAY P	63.3		74.05 SP Xing	50
PX891	5518	ALTIMONT P	56.2		Tracy Branch Spur	5
PX898	5560	LIVERMORE P	47.0		67.0 and 58.2	35
PX907	4117	HEARST P	38.1		58.2 and 52.3	30
PX916	4423	NILES JUNCTION PY	30.5		52.3 and 45.0	50
PX923		NILES TOWER (SP CROSSING) IP	30.3		45.0 and 34.4	45
		FREMONT P	29.7		34.4 and 29.25	40
PX924	4042	HAYWARD P	20.1		15.2 (Williams St.)	35
PX934	6922	KOHLER P	11.3		10.6 and 7.7	20
PX942	3524	MELROSE IP	10.0		7.7 and Chestnut Jct.	10
PX943		CLINTON P	7.7		INDUSTRY/	STA.
PX946		OAK STREET (SP CROSSING) P	7.2		SPUR TRKS	MP NO.
		CHESTNUT JCT. (OT CONN.) I	5.9		FRENCH CAMP.....	88.4 PX867
		MAGNOLIA TOWER (SP CROSSING) I	5.8		LATHROP.....	85.8 PX870
		OAKLAND P	4.7		COCHRAN.....	75.6 PX878
		(87.3)			LYOTH (W).....	73.8 PX880
					AYALA (E).....	70.9 PX882
					LOX (W).....	50.3 PX904
					TREVARNO (W).....	49.2 PX905
					RADUM.....	43.4 PX911
					PLEASANTON (W).....	41.7 PX912
					PABRICO (W).....	27.0 PX927
					UNION CITY.....	25.9 PX928
					CARPENTER.....	24.9 PX929
					ESTUDILLO.....	16.1 PX938
					SAN LEANDRO.....	14.7 PX939

When absolute signal located at MP 91.6 displays aspect per Rule 245C, trains or engines must proceed at restricted speed expecting block to be occupied. Signal governing eastward movement is located on left side of track.

NOTE: USQM & SP Conn at Lyoth is west connected to east end of Tracy siding.

Double Track Chestnut Jct. to Clinton. Oakland yard limits continuous from west end of Oakland Yard to Clinton.

CTC in effect Stockton Yard to Clinton. Eastward signal D-74 located at MP 7.4 is the distant signal for absolute signal at Clinton.

Tracy: Siding Tracy is a controlled siding.

Oakland: Eastward trains do not require a clearance at Oakland.

Oakland: Before departing Oakland Conductor (or Engineer if there is no Conductor) will contact train dispatcher for instructions for movement Clinton to Stockton. Dispatcher will then issue verbal authority to enter CTC at Clinton.

Conductors will retain orders on inbound train for comparison with train dispatcher for eastward movement.

GENERAL INSTRUCTIONS

Army Supply Depot (Lathrop): At west end, normal position of all switches in switching lead lined for switching lead. Do not exceed 10 MPH on switching lead or interchange trackage with Army Supply Depot.

Tracks 2 and 3 are to be used for setting out and picking up cars.

Tracy (Lyoth): Main track and inside crossover switches at Lyoth on east end Tracy siding are dual-control. When either switch is placed in hand-throw position the other switch is disconnected from power operation and it is then unnecessary to place it in hand-throw position.

Signals governing movement over inside dual-control switch are controlled by train dispatcher. When signals display aspect per Rule 245C, movements may be made to or from SP interchange and engines may move over this switch without placing it in hand-throw position. If signals display STOP aspect per Rule 245A and reason is not apparent or if call light is lighted on adjacent telephone booth, train dispatcher must be contacted promptly.

Trevano: Drill track. Switch is electrically-locked and is protected by hand-throw derail. Derail is not electrically-locked and must remain in derailing position until release of electrically-locked switch is obtained. Derail actuates signals on main track when not in derailing position.

Radum: Units not permitted beyond frog, except 1 & 2 trks.

Bridge 35.09 Alameda Creek: "W" Sign Placed in advance of bridge, will require whistle signal as prescribed by Rule 15(l).

Niles Jct. (Also see San Jose Branch): An electrically locked switch is at west end west leg of wye and an electrically locked switch point derail is located at clearance point.

Fremont: Train dispatcher must be notified when cars are left on siding Fremont.

Train dispatcher's telephone located inside east end of station building.

When making delivery to SP at Shinn siding, cars must be placed with a clearance of not less than two car lengths from dwarf signal at east end of Shinn siding. Do not enter SP Main track.

Derail located at clearance point at west end of Shinn siding.

When cars are placed on Shinn siding, towerman Niles Tower must be notified.

Hayward: A lunar white marker light on 7-foot mast is located to the right of the siding at MP 20.15. Eastward trains moving on siding finding this lunar white marker light illuminated may proceed to east siding switch and be governed by signal indication displayed there. Eastward trains finding this marker light extinguished must stop before passing it and contact train dispatcher for instructions.

Train dispatcher's telephone is located in booth adjacent to marker light mast.

Pemasco Car Skates: Located at Midway and Hearst as follows:

Midway-In phone booth at East Midway.

Hearst-In phone booth at West Hearst.

Oakland: Before trains are authorized to move against the current of traffic between Clinton and Chestnut Jct., train dispatcher must first contact yardmaster Oakland yard advising him of such impending train movement. After yardmaster has informed train dispatcher yard engines have been notified and track to be used is clear, train movement against the current of traffic will be authorized as follows:

Westward: By signal indication at absolute signal Clinton.

Eastward: Verbal authority from yardmaster after he receives concurrence from train dispatcher, has notified yard engines and track to be used is clear.

Yard engines must move with the current of traffic when practicable, using crossovers to move to other track to perform work. Before fouling or using crossover or before moving against the current of traffic, conductor must receive information from yardmaster or train dispatcher that no opposing train will be encountered.

Radio communication is now available with Magnolia Tower. In no way will such communication change the authority of the yardmaster to control movement of trains in and out of Oakland Yard. The sole purpose of communication with Magnolia Tower is to prevent blocking of El Dorado Road and Ferro Street in the case of Eastbounds, and Oak Street to Filbert Street inclusive, in the case of Westbounds, when towerman is unable to give UP train the route across SP.

Clinton: Spring switch located at end of double track Clinton normally lined for westward main track and may be trailed through eastward on eastward main track.

"S" Unit must be illuminated before spring switch is reversed. Trains or engines moving from eastward main track to westward main track or vice versa, must move beyond signal and receive proper signal indication for reverse movement. If authorized to pass this signal in STOP position, spring switch must be examined and points found to fit properly for movement desired.

Joint UP and SP drill track between Melrose and Elmhurst must not be used for meeting or passing trains.

CTC: Train dispatcher must be notified when yard engines intend to enter CTC on main track at Clinton and thereafter signal indications will govern.

Oakland: Gerber Spur, only 4-axle units permitted.

NOTE: FOR ADDITIONAL OAKLAND/SAN FRANCISCO SPECIAL INSTRUCTIONS REFER TO "TERMINAL AREA" SECTION IN REAR OF TIMETABLE.

RAILROAD CROSSINGS AND JUNCTIONS

MP 84.45, SP Crossing Lathrop. Interlocking. Remote-Controlled by both UP and SP Train dispatcher.

When interlocking signals display STOP aspect and reason not apparent, contact both UP and SP train dispatcher. When westward home interlocking displays STOP aspect, westward trains will stop to clear Lathrop highway crossing.

When switching is done on main track at West Lathrop or cross-over west end of Army Supply Depot track, train dispatcher must be notified by telephone, length of time to be used so signal lineup may be changed if necessary and must also be notified when switching is completed.

MP 74.05, SP Crossing Lyoth. Interlocking. Automatic.

While doing work on tracks adjoining this Crossing, train or cars must be left outside of interlocking plant circuit governed by home signals in order to avoid delay to trains on opposing route.

Signals are approach clearing. If train or engine fails to reach home signal within eleven minutes after proceed aspect is displayed, train or engine must expect to find STOP aspect displayed. Secondary clearing circuits extending 500 feet in approach to home signals, must be occupied before signal may again display proceed aspect.

MP 30.5 SP Connection: An Electrically locked switch is in service.**MP 30.3 Niles Tower, SP Crossing.** Interlocking. Towerman on duty.

Reverse movements may be made within interlocking limits without obtaining permission from the towerman provided a portion of the train or engine is between interlocking home signals.

MP 10.6 and MP 10.7 Melrose, SP Crossings. Interlocking. Remote-Controlled.**MP 7.2 SP Crossing, Both Main Tracks.** No Interlocking.

Protected by manually-operated gates. When SP engines or cars are using SP track, gates will be across both UP tracks and indicate STOP to movement on UP in either direction. Trains must approach under control and not proceed over this Crossing unless it is known to be clear.

SP crews desiring to cross UP main tracks at this point must contact UP train dispatcher for permission prior to making the move.

Before giving permission, UP Dispatcher will protect the move as follows:

1. Place Westward Signal at Clinton at stop and place plug in appropriate jack on block time board.

2. Check on eastward trains or engines with Oakland Yardmaster.

3. Make entry in block time book.

After SP crew has reported movements over UP main tracks complete plug is to be removed, and entry in block time book closed out.

MP 5.8-SP Crossing and MP 5.9-Chestnut Junction, Magnolia Tower. Interlocking. Towerman on duty.

Eastward: Two-unit home signal 490 feet west of crossing. Upper unit governs movement to eastward main track; lower unit to westward main track.

Westward: Two-unit home signal on westward main track 700 feet east of crossing; upper unit governs movement to UP yard; lower unit to OT interchange. Color-light dwarf signal 490 feet east of crossing governs movement from eastward main track to UP yard.

Eastward whistle signals:

East yard to eastward main track, —.
to westward main track. —○—.

PUBLIC CROSSINGS**Ayala Spur**

Private Crossing for Banta-Carbona Irrigation District located 440 feet from the main line switch. This crossing is not to be blocked at any time. Phone booth just east of this crossing and when required to get permission to re-enter the main track, trains will stop clear of this crossing until a through move to the main line can be made without blocking the crossing.

Union City Industrial Park

Pacific St. X-ing 4-26.92C. (U.S. Cold Stge). Stop and protect. Place minimum of two fuses on each side of crossing prior to entering.

Atlantic St. X-ing 4-26.13C. (Rylock). Stop and protect.

Central Ave. X-ing 4-26.20C. Stop and protect. Place minimum of two fuses on each side of crossing prior to entering.

Carpenter

Whipple Rd. X-ing 4-25.6. Whipple Rd. must not be blocked while setting out, picking up or switching except while actually making a necessary move over the crossing.

Carpenter Industrial Park

San Clemente St. X-ing 4-26.53C. Until automatic crossing protection is in service stop and provide protection before entering crossing.

Zephyr St. X-ing 4-26.54C. Stop and protect. Place minimum of two fuses on each side of crossing prior to entering.

Zephyr St., X-ing 4-26.93C. Same as above.

Huntwood Ave. X-ing 4-26.42C. Same as above.

San Luis Obispo Ave. X-ing 4-27.35C. Stop and protect. (Michelin Tire Spur)

Whipple Rd. X-ing 4-26.03C. Stop and protect. (Drill from Davis Wire)

Hayward

"A" and "B" Sts. X-ings 4-20.2 and 4-20.3. Trains doing switching will leave train outside of track circuits operating crossing bells at "A" and "B" Sts. and will use whistle and bell only when necessary to avoid accident. Westward trains or engines departing runaround track do not exceed 3 MPH and make certain crossing gates are down before entering "B" St.

Estudillo

139th Ave. (Spur) X-ing 4-16.18C. Stop and protect.

Timetable No. 1**Oakland**

Walton Spur, X-ing 4-12.7C and Gerber Spur, X-ing 4-13.16C. San Leandro St. Movements must be brought to full stop. If flashing light signals are not operating, crossings must be protected by a member of the crew.

75th Ave. and UP-SP Drill Track, X-ing. Drill track approach circuits to automatic gates extend 400 feet west and 350 feet east of the crossing. Occupancy of the approaches for more than one minute without entering crossing will permit gates to raise. Flashing white indicator light on mast north side of drill track indicates gates are down. Crossing must not be entered until flashing white light is displayed. If flashing light not displayed and gates not down, crossing must be protected.

Seminary Ave., X-ing 4-11.3 and 66th Ave. X-ing 4-11.6. Must be cut if blocked more than five minutes.

San Leandro St., Drill 2, X-ing 4-10.90C. Engines moving on Drill 2 at San Leandro Blvd. be governed by the following: When amber light on top of instrument case is illuminated it indicates track circuit has been actuated. When it flashes, it indicates that the flashing light signals have been in operation for twenty (20) or more seconds, and movement may proceed in accordance with traffic conditions. If amber light is inoperative, stop clear of crossing for twenty seconds and protect crossing.

Montgomery Ward Spurs X-ing 4-9.4 (29th Ave.) and X-ing 4-9.4C (East 12th St.) Movements must be brought to full stop. If flashing light signals are not operating, crossings must be protected by a member of the crew.

Broadway St. X-ing 4-6.6. Crossing must not be blocked. Movements governed by vehicular traffic signals. Trains and engines must approach expecting to find signals at stop. Movement may proceed on green traffic signal without stopping. Lunar white light is located on near right-hand traffic light mast. When lighted, it indicates track circuit control is effective. Eastward trains and engines, if stopped or delayed between Washington and Broadway Sts., and Westward trains and engines, if stopped or delayed between Webster and Broadway Sts., in excess of one minute and find traffic signals displaying red, must stop within ten (10) feet of curb line of Broadway St. and wait for green traffic signal. Should traffic signal fail to display green and lunar white marker is not lighted, protection over crossing must be provided. Occupancy of intersection by a train or engine will cause signals governing vehicular traffic to display red. When traffic signals are not lighted, flag protection over crossing must be provided. After having crossed Broadway St., trains or engines must clear the circuits as soon as possible.

Key Pipe and Supply Co. spur, Fifth St., Seventh & Union Sts. Control of vehicular traffic signals at Seventh and Union Sts. is initiated by operation of push button instrument case located on the opposite side of track from Union Street. Crew members of engine desiring to move from Fifth St. to Key Pipe and Supply must operate push button when engine is ready to depart from Fifth St. Flashing light signals at Fifth and Union Sts. will start when control of vehicular traffic signal has been initiated. This may require forty-five seconds between operation of push button and starting of flashing light signals. Twenty seconds after flashing light signals start, a lunar white marker will be illuminated authorizing movement to proceed. A second lunar white marker is installed on the line-pole under the freeway underpass. If these markers are not illuminated, engine must approach the intersection of Seventh and Union Sts. prepared to stop in accordance with vehicular traffic signal indication.

El Dorado Road X-ing 4-5.4. All trains and engines must see that flashers are operating before occupying crossing.

Ferro St., X-ing 4-5.16. All trains or engines must see that crossing gates are down before entering crossing.

WESTWARD ◀		RENO BRANCH		▶ EASTWARD		
STATION NUMBER	SIDINGS FEET	THIRD CLASS	STATIONS	MILE POST	SECOND CLASS	
		209			210	
		Daily Except Sunday			Daily Except Sunday	
PX616	3000	3:20 AM	RENO JUNCTION 21.3	PY	0.0	2:20 AM
PR421	2000 17424	4:12 AM	MARTIN # ①		21.3	1:30 AM
PR428	2200	4:40 AM	7.0 NORTH RENO ①	PR	28.3	1:00 AM
PR433			4.6 RENO ①		33.1	

Eastward regular trains are superior to Westward regular trains of the same class.

#Station Leareno Sta. No. PR422 located at end of west connected spur from Martin.

Sierra Pacific Spur, MP 30.5, is east connected to west end of Comstock siding.

Reno yard limits are continuous from MP 20.5 to Reno.

Maximum Speed	25	INDUSTRY/ SPUR TRKS	MP	STA. NO.
Reno Jct.		PEAVINE (CAL).....	10.1	PR410
MP 0.0 and tail of wye switch	10	ANDERSON (NEV).....	18.8	PR419
		PANTHER.....	23.37	PR423
Martin-Spur to Leareno	10	COUGAR (W).....	25.4	PR425
MP 20.5 and MP 30	20	COMSTOCK.....	30.3	PR430
MP 30 and Reno	10	SIERRA PACIFIC (E)...	30.5	PR431
Reno interchange to SP	5			

Timetable No. 1

CLEARANCE REQUIREMENTS

Eastward signal at MP 0.1 is Distant Signal for eastward absolute signal governing entrance to main track, Fifth Subdivision, Reno Jct.

Reno local, Run No. 5743, will assume schedule of No. 210 and will not require a clearance at North Reno. Conductor must contact Train Dispatcher before departing North Reno.

Reno local, Run No. 5743, will assume schedule of No. 209 and will not require a clearance at Reno Jct. Conductor must contact Train Dispatcher before departing Reno Jct.

PUBLIC CROSSINGS

North Reno, Parr Blvd., MP 28.2. Crossing gates must lower before crossing is entered unless protected by employee acting as flagman. Approach circuits on spur track extend about 30 feet from edge of crossing. Movements from Intermodal tracks will not actuate circuit until reaching main track, near edge of crossing.

Sierra Pacific Spur, Valley Road MP 30.7. Approach crossing at not to exceed 10 MPH. Approach circuits for crossing signals extend approximately 400 feet either side of crossing.

Surprise Valley Rd Crossing MP 31.5. On all tracks except main track, stop within signals circuit and do not enter until signals working unless crossing is being flagged.

Reno 6th St. Crossing protected by flashing lights, gates and bell. Approach crossing carefully. Westward train or engine movements from Team Track, TIP 923, Passing Track, TIP 921, or lead off Ramp, TIP 931, must stop and ascertain that crossing gates are down before entering crossing.

Reno 4th St. Protected by flashing lights and crossing bells. Approach crossing carefully.

Crossings east and west of Nevada Transportation Co. warehouse. Stop and protect.

GENERAL INSTRUCTIONS

Rocky Mount No. 2, MP 31.57: No derail, keep hand brakes set and do not leave cars west of first road crossing.

Derails on Main Track, MP 28.85, MP 30.7 and MP 31.67: Derails must remain in derailing position except when track is in use at point of derail and must be returned to derailing position as soon as movement has passed. Signs reading "Derail 200 feet" are located 200 feet in advance of each derail in both directions.

North Reno: Permasco car skates must be used under locomotive at North Reno when it is left unattended. In addition hand brake must be set on each locomotive unit.

Martin: Permasco car skates must be used at Martin, Panther run-around, Cal-Gas and Petrolane on Sierra Pacific Spur.

Six axle units prohibited between MP 30 and MP 33.

WESTWARD		LOYALTON BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
PX631	5770	HAWLEY		P 0.0	Maximum Speed	15	
PL512	1554	LOYALTON		11.8			

Maximum gross weight permitted on cars 220,000 lbs.

Six axle units prohibited.

GENERAL INSTRUCTIONS

Loyalton: Split point derail installed about 210 feet east of chip track switch, Loyalton Derail must be in derailing position except when main track is being used.

Loyalton Hwy 49 X-ing 4-E-12.4. Stop and protect.

WESTWARD		SAN JOSE BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
PX923		NILES JUNCTION		PY 0.0	Maximum Speed	35	
PS707	1830	WARM SPRINGS		P 7.0			
PS711	W3440 E4415	MILPITAS		PY 11.5	Between Mile Posts — 0.0 and 0.3 including E & W legs of wye.	10	
PS717		SAN JOSE (Yard)		FP 17.5			
PS720		VALBRICK SP Xing		19.6	7.5 and 10.1	25	
PS721		WILLOW GLEN SP Xing		A 20.4	10.1 and 15.7	20	
PS722		WEST SAN JOSE SP Xing		22.3	15.7 and 23.0	10	
PS723		SAN JOSE		23.0	INDUSTRY/ SPUR TRKS	MP	STA. NO.
					IRVINGTON (W)	3.3	PS703
					INLAND STEEL	4.9	PS705
					CURTNER (W)	8.0	PS708
					BERRYESSA (W)	14.1	PS714

CTC extends from Niles Jct. to Absolute Signals at MP 10.1. Westward signal at MP 10.1 displays aspects per Rules 245A or 245C only.

San Jose yard limits extend from MP 10.1 to MP 23.0.

Timetable No. 1

CLEARANCE REQUIREMENTS

Trains do not require a clearance at San Jose or Milpitas.

Trains in turnaround service from First Subdivision will retain orders, and before departing Milpitas, Conductor (or Engineer if there is no Conductor) will contact Train Dispatcher before entering CTC for any additional instructions.

Trains originating at Milpitas will contact Train Dispatcher before entering CTC for any instructions.

GENERAL INSTRUCTIONS

Maximum gross weight permitted on cars between San Jose and San Jose freight depot is 220,000 lbs.

Niles Junction (Also see First Subdivision): Eastward Automatic Signal Number 08 located MP Branch 0.8 just west of Morrison Canyon Road governs approach to absolute signal at Niles Jct.

Trains in excess of 4100 Ft. in length including caboose which find this signal displaying aspect per Rule 245B or Rule 245D must stop and contact train dispatcher for instructions so as to not block Morrison Canyon Road unnecessarily.

E. Niles Jct. When aspect per Rule 245T is displayed on westward main track absolute signal, East Niles Junction, this will authorize movement from Niles Junction to Curtner.

Tail of wye switch hand operated; normally lined for east leg of wye. Trains or engines using west leg of wye must do so at yard speed and must not operate tail of wye switch or pass clearance point without permission of train dispatcher.

RAILROAD CROSSINGS AND JUNCTIONS

MP 19.6 Valbrick, SP Crossing. No Interlocking. Stop and flag.

MP 20.4 Willow Glen, SP Crossing. Automatic Interlocking.

Home signals 225 feet east and west of Crossing. No approach signals.

All trains must come to STOP at home signals, and a member of crew go to Crossing and carefully follow instructions posted inside of derail lock box at Crossing before proceeding over Crossing. If unable to get proceed signal, comply with Rule 312(3).

Instructions for movement over Crossing.

When lock door is open and block indicators are clear, electric lock will indicate unlock. Move electric lock lever from right hand position to left hand position, switch stand for derails can then be operated reverse, then return electric lock lever to right hand position. Signal will indicate proceed. When move is complete, move electric lock lever to left hand position, place switch in normal position and return electric lock lever to right hand position, close and lock door.

Electric locks indicate *locked* when either block indicators are at STOP. If after waiting five minutes and no SP trains are approaching, push button on right hand side of lock until lamp lights, then release. Lock will show unlocked after about four minutes. Move can then be made as above.

If line up is made and not used, push button on right hand side of lock to place UP signals at STOP and return lock and switch stand to normal as above.

Emergency release is for use only in case of mechanical failure, and if ever necessary to use notify SP yardmaster at once.

MP 22.3 West San Jose, SP Crossing. No Interlocking. Protection by Stop Signs. Southern Pacific Company shall have precedence in the use of the crossing.

Joint SP-UP Operation South 7th Street, San Jose.

The following will govern operations over crossing of UP switching lead (19031-007) and UP-SP joint Drill Track (19031-360) at South Seventh Street, San Jose:

- In the use of this crossing, movements on the UP-SP joint Drill Track shall have precedence at all times.
- Movements on the UP switching lead and on UP-SP joint Drill Track will stop at a distance of not less than ten (10) feet or more than fifty (50) feet before reaching crossing.
- After stop has been made, if any movement is approaching on the conflicting route, movement will not be made over the crossing until movement on conflicting route has come to a stop.

PUBLIC CROSSINGS

Milpitas

Landess Ave. X-ing 4G-12.3. Stop and protect. Applies to switching operations only on any of the three tracks.

San Jose

Alma Ave. X-ing 4G-19.81C (SP Interchange Tracks) (Tracks Nos. 181 and 182, SP Nos. 325 and 223). Amber lights that operate in conjunction with traffic signals are located on the west side of Alma Ave. crossing adjacent to UP-SP interchange tracks. They govern eastward movements only. Steady aspect indicates track circuit occupied and flashing aspect indicates traffic signals have been actuated about ten seconds. Stop within the circuit as indicated by steady amber light. Proceed over crossing when amber light flashes in accordance with traffic conditions. If amber lights are inoperative, stop and protect crossing. Cars must not be left within 100 feet of Alma Ave.

Timetable No. 1

Fifth and Keyes X-ing 4G-20.1C. Amber lights that operate in conjunction with flashing light traffic signals installed on signal case adjacent to crossing. Steady aspect indicates track circuit occupied and flashing aspect indicates traffic signals have been actuated for about 20 seconds. Stop clear of crossing within the circuit as indicated by steady amber light. When light becomes flashing, proceed over the crossing in accordance with traffic conditions. Should lights fail to operate stop clear of crossing for twenty seconds and then protect the crossing.

Lincoln Ave. X-ing 4G-22.1C Spur 481 to Contadina. See instructions for Fifth and Keyes and be governed by those instructions.

Seventh St. X-ing 4G-20.18C Almaden Wine Spur 399. Stop and protect.

FEATHER RIVER DIVISION SACRAMENTO NORTHERN RAILWAY

SPECIAL INSTRUCTIONS

Headlights must be dimmed while moving within city limits.

Headlight: Yard engines when making a continuous movement along city streets will display a red light or fusee to the rear, and on the rear of the last car when cars are being handled.

Air must be cut in and air brakes in operation on all yard cuts, and on trains within yard limits, when moving over and along city streets except when doing station work or yard switching.

Six axle locomotives weighing in excess of 289,000 lbs. are prohibited.

City Ordinances require all trains and yard engines operating on city streets within one hundred feet of an intersection to stop immediately on the approach of any police, ambulance, or fire apparatus sounding siren or signal. If occupying intersection when such emergency vehicles approach, clear crossing and then stop.

Civil, Military or Funeral processions must not be obstructed.

WESTWARD ▼		CHICO BRANCH		▲ EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION		MPH
PX776		MARYSVILLE (CONN 2ND SUB.) ⊕		136.31	UP Station Numbers on SP Fagan PC019 Gridley PC021 Biggs PC024 Richvale PC032	Maximum Speed	10
PC002		YUBA CITY (SP CROSSING) ⊕	P	137.27			
PC003	2050	PALORO ⊕		138.56			
PC004	1365	HARTER ⊕		139.43			
PC005		COLUSA JCT. ⊕	Y	139.77			
PC014	765	LIVE OAK (SP CONN.) ⊕		149.31			
PC042	501	DURHAM (SP CONN.) ⊕		177.29			
PC047		STIRLING JCT. (SP CROSSING) ⊕		182.02			
PC048	1135	MULBERRY ⊕	Y	183.03			
PC049		CHICO (SP CONN.) ⊕		183.37			
PC050		AIRPORT ⊕		189.13			
		(51.44)					

Movements over SP Co. trackage Live Oak to Durham governed by SP Rules and Timetable.

RAILROAD CROSSING

Colusa Jct.: Gates have been installed across main track West leg of wye (140179-069) and are equipped with switch locks. A member of crew must open and latch gates open when entering and must close and lock gates after train or engine has passed.

SP Crossing MP 137.08 Yuba City. Stop and protect crossing unless proceed signal is received from flagman at the crossing.

SP Crossing MP 182.02 Stirling Jct. Stop. Proceed if crossing clear and there are no movements approaching on SP.

PUBLIC CROSSINGS

Chico: On city streets, trains and engines must use caution where movements are made against current of vehicular traffic and must stop if necessary before crossing vehicular traffic lanes.

Trainmen are prohibited from riding on the side of engines and cars between MP 184.5 and MP 185.8 on the Esplanade at Chico.

Marysville: All street crossings. Stop and protect.

Timetable No. 1

Yuba City

Bridge and Shasta Sts. X-ing 8-137.2. Traffic signal preemption equipment is in service at intersection of Bridge and Shasta Streets. Track circuits extend approximately 150 feet each side of crossing. When train or engine occupies the track circuit, traffic signals will be preempted and will, after a pre-determined time, change to flashing red indication. When traffic signals display a flashing red indication, and it is safe to do so, train or engine may proceed over the crossing.

Bridge and Plumas Sts. X-ing 8-137.3. Traffic signal preemption equipment is in service at intersection of Bridge and Plumas Streets. Track circuits connected to the traffic signals extend approximately 30 feet each side of the crossing, track circuits extend approximately 50 feet east of Bridge Street and are so arranged when a train or engine occupies the circuit, traffic signals will be preempted and will, after a predetermined time, change to flashing red indication. When traffic signals display flashing red indication, and it is safe to do so, train or engine may proceed over the crossing. When switching or through movements are to be made on the main track affecting vehicular traffic on Bridge Street, wait for the traffic signals to display flashing red indication before proceeding into the vehicular traffic lanes on Bridge Street.

Cooper Ave. X-ing 8-137.7. Two cantilever type flashing signals in service. Trains or engines approaching crossing on main track must observe that amber light installed on top of signal instrument case adjacent to the crossing which operates in conjunction with the automatic crossing signals is flashing before entering crossing. If the amber light is not flashing, stop and flag the crossing.

Movements over the crossing on other than the main track will be governed as follows:

(1) Stop clear of crossing. When the amber light displays a steady aspect, it indicates that engine or cars are in the track circuit that controls the flashing light signals. When the amber light displays a flashing aspect, it indicates that the crossing protection has been in operation for the required twenty seconds.

(2) Wait until steady aspect of amber light changes to a flashing aspect (after about 20 seconds).

(3) Proceed over crossing on flashing aspect in accordance with traffic conditions.

(4) In the event the amber light is inoperative, stop clear of the crossing for twenty seconds and then flag across.

Yuba City and Paloro

Clark Ave. X-ing 8-137.8, Gray Ave. X-ing 8-138.1, Gomez Rd. X-ing 8-138.4, State Hwy X-ing 8-138.8. The following applies at each of the four crossings: Amber lights which operate in conjunction with the automatic crossing signals are located on top of signal instrument cases adjacent to the crossings. Trains and engines approaching these crossings must observe that amber light is flashing before entering the crossing. If the amber light is not flashing, stop and protect the crossing.

Oroville-Durham Rd. X-ing 8-177.5. Stop and protect.

County Rd SP X-ing C-178.2. SN trains entering or leaving SP main track at junction switch, stop clear of road crossing. Do not block the road crossing with standing train as it may obscure view of the wigwag signal for vehicles approaching from the south.

Chico

21st and Fair Sts. X-ing 8-183.31C. Flashing lights in service.

The signal for southbound vehicular traffic is a standard No. 8 flashing light and for northbound traffic is a cantilever type No. 8 signal. The approach circuit for eastward movements located 213 feet west of the crossing is near the frog of the house track switch, marked by a white stripe on the pavement. An indicator located on the cantilever signal mast will display a steady white aspect when crossing signals begin to operate. After the expiration of twenty five (25) seconds the aspect will change to flashing white. Eastward trains and engines are prohibited from entering the intersection until flashing white aspect is displayed.

The approach circuit for westward movements is located at Laurel Street, 440 feet east of the crossing. Speed of trains and engines must not exceed ten (10) MPH between Laurel Street and the crossing to allow crossing signals to operate twenty five (25) seconds in advance of movement entering the crossing.

Park Ave. X-ing 8-183.51-C (spur). Stop and protect.

Main St. Trains, cuts of cars, or single cars or locomotives shall not be permitted to stop or stand on any track located on Main St., except to do so for vehicular traffic, traffic signals, or in the event of emergencies such as derailment or mechanical failure.

Trains and engine movements are prohibited on Main Street, Chico, between the hours of 7:00 a.m. and 7:00 p.m.

Main St. and Park Ave. between First St. and Humboldt St. and 12th, 14th and 16th Sts. Track circuits connected to traffic signals are installed on Main Street and Park Avenue, Chico. Traffic signals are located at each of the intersections between First Street and Humboldt Street (just west of 9th St.) and at the intersections of 12th, 14th and 16th Streets.

The track circuits extend approximately 40 feet on each side of the intersections and are so arranged that when an engine or train occupies the circuit, traffic signals are preempted and signals governing movements on Main Street and Park Avenue will display a flashing yellow aspect and those governing movements on the intersecting streets will display a flashing red aspect. The flashing aspects will continue until the rear of the train clears the track circuit in the intersection.

Movements on Main Street and Park Avenue will proceed without stopping when the flashing yellow aspect is displayed.

Timetable No. 1

WESTWARD		TARKE BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
PC005		COLUSA JCT. Ⓞ Y		0.0	Maximum Speed	10	
PA105	635	SUTTER Ⓞ		5.24			
PA110		TARKE Ⓞ		9.8			

Maximum gross weight permitted on cars Colusa Jct. to Sutter 220,000 lbs. and Sutter to Tarke 169,000 lbs.

Township Rd. X-ing 8C-1.6. Stop and protect.

Acacia Rd. X-ing 8C-5.1. Stop and protect.

Tarke Branch. No movements will be made between Sutter and Tarke without authority from Superintendent or his representative.

WESTWARD		PEARSON BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
PX779	1160	CLEVELAND (CONN. 2ND SUB) Ⓞ P		134.4	Maximum Speed	10	
PP202	405	ALICIA Ⓞ		132.36			
PP205	260	PEARSON Ⓞ		129.70			
PP206	260	REED (SPUR-E) Ⓞ		129.14			
		(5.26)					

Pearson Highway Crossing X-ing 8L-129.4. Stop and protect.

WESTWARD		RIO LINDA BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
PX802	1185	SANKEY Ⓞ		109.65	Maximum Speed	10	
		SANKEY (CONN. 2ND SUB) Ⓞ P		109.17			
PI-306	1225	RIO LINDA Ⓞ		103.1			
		(6.55)					

WESTWARD		WOODLAND BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
		WESTSIDE Ⓞ		92.40	Maximum Speed	20	
PH501		BRODERICK Ⓞ Y		92.30			
PW402		MIKON (SP CROSSING) Ⓞ AP		1.55	0.37 and 0.48 (Joint Trk)	10	
PW403	660	LOVDAL Ⓞ		2.73	8.0	15	
PW417		WOODLAND Ⓞ		16.57	10.17 and 11.71	10	
		(16.67)			16.24 and 16.67	10	

INDUSTRY/ SPUR TRKS	MP	STA. NO.
CONAWAY (W).....	11.81	PW412
HEBRON (E).....	14.80	PW415

RAILROAD CROSSING

MP 1.55 Mikon, SP Crossing, Interlocking. Automatic. Rule 312(3) applies.

PUBLIC CROSSINGS

Westside: Rice Mill Lead and River Spur over all highway crossings. Trains and engines approaching highway crossings on the Rice Mill Lead and River Spur at MP 92.35, Westside, Sacramento yard, will allow not less than twenty (20) seconds to elapse from time flashing light crossing signals start operation before engines or cars enter the highway traffic lanes. Indicators are installed on the crossing signal masts which govern movements in the Westward direction only and operate in conjunction with the highway crossings signals.

When train or engine occupies approach circuit, indicators will, after a lapse of twenty (20) seconds, display a flashing yellow aspect indicating that the crossing signals are operating and train or engine may proceed.

If the flashing light indicators fail to operate, allow not less than twenty (20) seconds to elapse before entering the highway crossing.

If crossing signals fail to operate, protect the crossing.

Kiesel Hwy, X-ing 8B-8.0. Slow to 15 MPH until engine enters crossing.

WESTWARD		HOLLAND BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
PH501		BRODERICK Ⓞ Y		92.30	Maximum Speed	20	
PV601		WEST SACRAMENTO Ⓞ		92.24			
PH502		WESTGATE Ⓞ		91.56	Sacramento Yard Between Haggin and MP90.66(SN Trks)	20	
PH503		SACRAMENTO YOLO PORT CONN Ⓞ		90.94			
PH507	2160	RIVERVIEW Ⓞ		86.95			
PH513		CLARKSBURG (SPUR-W) Ⓞ		5.89	Sacramento-Yolo Port RR	10	
PH526	680	OXFORD Ⓞ		15.77			
		(21.12)			90.66 (Bridge)	10	
					Riverview to Oxford	10	

GENERAL INSTRUCTIONS

Main track Riverview out of service. Switches lined and spiked for siding. Main track, out of service from a point ½ mile west of Clarksburg.

Maximum gross weight permitted on cars 220,000 lbs.

At Clarksburg close clearance, sugar plant eaves.

Bascule Bridge, Interlocking: Bascule type drawbridge at MP 90.66 west end of Westgate, Sacramento Yard. This is a combination rail and highway bridge. Normal position of lift span is closed and locked for train movements and vehicular traffic.

Automatic interlocking governs movements on the bridge:

Two indication color light interlocking home signals displaying red and green aspects located 522 feet west of the bridge and 524 feet east of the bridge. APPROACH LIGHTED.

Approach circuits extend 2635 feet west and 1201 feet east of bridge.

All movements approaching and passing over the bridge must not exceed ten (10) MPH.

If automatic interlocking home signal does not display a proceed indication, train or engine must be brought to a stop. Before passing home signal at Stop, the following regulations must be observed:

(1) Member of the crew will inform the Lockmaster or his Assistant that signal is at Stop and movement will be made under flag protection. (Applies only when Lockmaster or his Assistant is on duty).

(2) A member of the crew will examine the rail locks at the west end of the lift span of the bridge to determine that the locks are in normal position with the bridge in proper surface and alignment for rail movement.

(3) Unless Lockmaster or his Assistant informs the crew that bridge is about to be raised, train or engine may proceed with caution on signal of member of crew acting as flagman.

Release mechanism adjacent to signal relay case at east end of the bridge and rail locks at west end of the lift span MUST NOT be operated by trainmen or engineers.

PUBLIC CROSSINGS

Linden Rd. X-ing 8-89.7. Stop and protect.

Davis Rd. X-ing 8-88.5. Stop and protect.

Jefferson Blvd. MP 10.4, X-ing 8J-9.9. Stop and protect.

WESTWARD		PITTSBURGH BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
PX818 PX862 PN931		SO. SACRAMENTO Ⓞ STOCKTON YD. Ⓞ EAST PITTSBURGH Ⓞ (JCT. ATSF) P		48.46	Maximum Speed	20	
		ATSF CROSSING Ⓞ		48.06			
		ATSF CROSSING Ⓞ		47.39	46.24 ATSF Xing	10	
PN932		PITTSBURGH Ⓞ		46.95	West Pittsburg Wye Tracks	5	
		ATSF CROSSING Ⓞ		46.24			
PN933	510	WEST PITTSBURGH Ⓞ		44.92	Norman Rd., MP 37.8	15	
PN941		CLYDE Ⓞ		37.21			
		(11.25)					

INDUSTRY/ SPUR TRKS	MP	STA. NO.
SHELL POINT (W).....	43.59	PN935
MCAVOY.....	42.46	PN936
NICHOLS (W).....	40.94	PN937
PORT CHICAGO.....	39.03	PN939

**SAFETY'S NO TRICK!
IT'S PRACTICE**

Air Brake Test: Eastward trains will make air brake test as prescribed in Rule 1002(A), Initial Terminal Road Train Air Brake Test, at Pittsburg, before entering ATSF main track.

Joint Track: Sacramento Northern trains and engines use Santa Fe tracks between Stockton and Pittsburg.

Trainmen and Enginemen using Santa Fe tracks will be governed by Santa Fe Operating Department rules and must have copy of current Santa Fe Operating Department Book of Rules, copy of current Santa Fe Valley Division timetable, and Santa Fe switch key in their possession at all times while on duty on Santa Fe.

Bulletin books containing Santa Fe Valley Division TM bulletins governing train operations are maintained at the Trainmen and Enginemen's locker room at South Sacramento. Trainmen and enginemen and others concerned must consult the Santa Fe bulletins before departing on trains operating over Santa Fe tracks.

RAILROAD CROSSINGS AND JUNCTIONS

ATSF Crossing MP 48.06 Pittsburg. At a point 360 feet east from the curb line of Columbia St. SN crosses ATSF Lead. All movements on SN, ATSF and US Steel must stop not less than ten (10) feet nor more than fifty (50) feet from the nearest rail of the crossing and proceed only after a member of crew has gone to the crossing and determined that it is safe to do so.

ATSF Crossing east of Harbor St., MP 47.39 Pittsburg, is protected by "STOP" signs. ATSF has preference at this crossing.

MP 46.24 Pittsburg. A gate is in place on the AT&SF track which crosses the SN main track at MP 46.24. The gate is equipped with a Santa Fe switch lock and a switch lamp is mounted at the top of the mast supporting the gate.

Normal position for the gate is locked across the AT&SF track. All movements on the AT&SF will be brought to a stop prior to reaching the gate which is not to be unlocked or its position changed until it can be seen no movements are closely approaching on the SN. As soon as movement on AT&SF has been completed, gate is to be restored to its normal position and locked.

SN trains or engines shall approach this crossing prepared to stop. Distance signs are located 1000 feet from crossing.

Loveridge Rd., East Pittsburg, just east of MP 48.6. Must not be blocked between 430PM and 445PM.

PUBLIC CROSSINGS

Pittsburg: All Street Crossings not otherwise restricted. 10 MPH.

Harbor Blvd. X-ing 8N2.6. Stop and protect.

PG&E X-ing, MP 46.25. Sound whistle signal 14.11. 5 MPH while engine passes over crossing.

Port Chicago Main St., X-ing 8-39.2. Stop and protect.

UP Station Numbers on ATSF	UP Station Numbers on ATSF	UP Station Numbers on ATSF
Woodsbro PN901	Orwood PN913	Dupont PN923
Gillis PN903	Werner PN915	East Antioch PN924
Holt PN905	Bixler PN916	Zee PN925
Trull PN909	Knightsen PN919	Sando PN926
Middle River PN911	Oakley PN922	Antioch PN928

WESTWARD		DOZIER BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
PX815		HAGGIN	P 95.49			Maximum Speed	10
		19TH JCT. (JCT. SP) CANNON, (JCT. SP)	P PY 94.98 7.87				
PV681		CANNON	Y 6.94				
PV682		VACAVILLE JCT. (SPUR-W)	7.60				
PZ708	965	DOZIER	Y 64.55				
PZ718	1425	LIBFARM	74.12				
		END OF TRACK	75.46				
		(17.85)					

GENERAL INSTRUCTIONS

Track out of service between Northgate Road, MP 6.4, and Dozier.

Movements over SPT or ATSF trackage are governed by their respective rules and timetables.

Maximum gross weight permitted on cars 220,000 lbs.

Northgate Rd. X-ing 8F6.4. Stop and protect.

Air Brake Test. Eastward trains will make air brake test as prescribed in Rule 1002(A), Initial Terminal Road Train Air Brake Test, before entering Southern Pacific main track at Cannon.

East leg of Wye Vacaville Junction is out of service and cannot be used.

Joint Track: Sacramento Northern trains and engines use Southern Pacific tracks between Cannon and 19th Street, Sacramento.

Sacramento Northern movements between Haggin and Westgate are made on Southern Pacific between 19th Street and Sacramento-Yolo Port RR connection.

At 19th Street and at Port RR connection stop clear of fouling point and contact SP yardmaster or herder for permission to enter SP tracks. Before entering SP at 19th Street, it must be known by observation that there is no movement closely approaching the track to be occupied.

Southern Pacific third rail between 19th and 23rd Streets, Sacramento, and east leg of wye between its connection with SP third rail and SN main track at 20th and B Streets will be used by SN crews to turn engines and cars. Permission of SP yardmaster or herder must be obtained before entering third rail.

UP Station Numbers on SP	UP Station Numbers on SP	UP Station Numbers on SP
Webster PV608	Tremont PV616	Elmira PV629
Swingle PV609	Sucro PV618	Cannon PV681
Davis PV613	Dixon PV621	

WESTWARD		VACAVILLE BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
PV682		VACAVILLE JCT. (SPUR-W)	0.0			Maximum Speed	20
PV685	205	VACAVILLE	4.21				

Maximum gross weight permitted on cars 220,000 lbs.

WESTWARD		MONTEZUMA BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
PZ708	700	DOZIER	64.55			Maximum Speed	10
PM815		MONTEZUMA	49.98			INDUSTRY/ SPUR TRKS	STA. NO.
		(14.57)				CREED-ATLAS	
						POWDER CO (W)....	59.80 PM805
						RIO VISTA JCT. (W)....	57.78 PM807
						MOLENA	51.97 PM813

Maximum gross weight permitted on cars 220,000 lbs.

Gum Grove Hwy X-ing 8-53.9. Stop and protect.

TRAIN MOVEMENT INSTRUCTIONS

Montezuma Branch. Track between Rio Vista Jct., MP 57.78 and Montezuma is out of service. Before movements are made between Dozier and Rio Vista Jct., Roadmaster's permission must be secured.

WESTWARD		TIDEWATER SOUTHERN		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
PX862		STOCKTON YARD	0.0			Maximum Speed	35
PX864		ORTEGA	1.7			Between Mile Posts —	
PQ005	2170	MANTECA JCT.	5.2			19.0 and 21.0	20
PQ006	1065	TURNER	6.2			22.53 and 23.13	20
PQ012	1625	ATLANTA	12.5			27.2 and 9th & P Sts. Modesto	15
PQ014	1040	SIMMS	14.2			North Yard	10
PQ017	1160	ALBA	17.0			Modesto 9th and P Sts. and MP 33.3	10
PQ020	1390	ESCALON	19.8			46.5 and 47.9	10
PQ026	1220	MCHENRY	25.6				
PQ029	2310	AURORA	29.5				
PQ030		NORTH YARD JCT.	30.1			INDUSTRY/ SPUR TRKS	MP STA. NO.
PQ032		MODESTO	31.6			VALIMET (E).....	2.2 PQ002
		SP CROSSING	32.7			SHARPS LANE (E)....	3.3 PQ003
PQ035	2010	ROGERS	34.5			MOORE (E).....	33.2 PQ034
PQ042	1240	HATCH	41.6			BRONCO (W).....	37.5 PQ037
PQ045		KEARNEY	44.7				
PQ048		TURLOCK	47.9				

Continuous Yard Limits MP 0.0 to MP 5.8 and MP 25.3 and Turlock.

When handling more than fifty (50) cars or 5,000 tons or fifteen (15) or more loaded covered hoppers, do not exceed 25 MPH on Tidewater Southern.

WESTWARD		MAANTECA BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
PQ005	2170	MAANTECA JCT. Ⓞ		0.0	Maximum Speed 4.0 and 6.632	20	
PF105	1040	MAANTECA Ⓞ		5.1		10	
PF107		SOUTH MAANTECA Ⓞ		6.6			

WESTWARD		CHEMURGIC BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
PQ042		HATCH Ⓞ		0.0	Maximum Speed	20	
PG203		CHEMURGIC Ⓞ		2.9			

SPECIAL INSTRUCTIONS TIDEWATER SOUTHERN RAILWAY

Headlight must be dimmed while moving over 9th St. Modesto.

Aurora: In compliance with PUC Order, observe the following instructions governing use of Aurora Siding, Tidewater Southern MP 29.5.

Aurora Siding must not be used except as follows:

Emergency operations resulting from unforeseen circumstances such as equipment failure, unsafe track structure, derailments, or other events over which railroad has no control.

Running around more than six cars between 6:00 AM and 12 midnight for purpose of pulling rather than shoving to SP transfer.

Parking of train between 6:00 AM and 12 Midnight when Hours of Service have expired and crew was unable to leave train at another location without violation of Hours of Service. When necessary to leave train on siding, locomotive must be shut down. It should also be noted that train should not be left at Aurora Siding under these circumstances if conditions will permit leaving it elsewhere, and crews must plan in advance utilizing all information to avoid the necessity of terminating their train at Aurora Siding due to Hours of Service.

Air Brake Tests must not be conducted in the vicinity of Aurora Siding and when mechanical refrigeration cars are left on siding for any reason, the motors must be shut down.

Except for emergency operations as described above, Aurora Siding is not to be used between 12:01 AM and 6:00 AM.

Switch leading to SP transfer, Modesto, must be kept lined for transfer, except when using Lyng spur. Switches in joint M&ET-TS Yard, Modesto, must be kept locked and lined for lead tracks.

Modesto: Tracks in Modesto between E Street and Tuolumne River Bridge and Joint yard are operated jointly with the M&ET Co. TS Trains and engines must not go beyond west end of Dry Creek Bridge on M&ET without authority.

Rogers: P&G blue light mounted to the right of doors into building. Until this light is extinguished, locomotive or cars must not move through gate located about three car lengths from building.

Chemurgic: Engines must not operate beyond Switch 833. Cars only may be shoved beyond this location.

Six axle locomotives weighing in excess of 289,000 lbs. are prohibited.

RAILROAD CROSSINGS

M&ET Crossing 9th and B Streets, Modesto. Trains and engines of M&ET shall be brought to a stop and crew shall ascertain that no conflicting movement is being made or about to be made before fouling this crossing. TS shall have precedence over M&ET in the event of simultaneous arrival at the crossing.

MP 32.7 — SP Crossing — Remote Controlled

Remote controlled interlocking signals are located each side of crossing and are under the control of the Southern Pacific Train Dispatcher.

Approach circuits 500 ft. in advance of interlocking signals indicate to the Southern Pacific Train Dispatcher the approach of a Tidewater Southern train.

Approach signals displaying aspect per Rule 245D, located 1432 feet east and 890 feet west of home signal. Proceed from approach signals complying with Rule 245D and proceed through crossing upon proper signal indication at home signal. Diesel engine throttle must be placed in off position while locomotive is moving over crossing frog.

If signals fail to indicate proceed after a reasonable time, a member of the train crew must contact the Southern Pacific Train Dispatcher by telephone located at the crossing.

Emergency time release box is located adjacent to the crossing. The box is marked T.S. Ry. and locked with a switch padlock. Instructions for the operation of the emergency release are posted in the box.

The emergency release must only be operated when instructed to do so by the Southern Pacific dispatcher or if conditions are such that the Southern Pacific dispatcher cannot be contacted within ten minutes. The release may be operated only after it has been determined that no trains can be seen or heard approaching on the SP tracks. Rule 312(2) will govern after the emergency release has been operated.

Any defect in connection with this interlocker must be reported immediately to the Southern Pacific Train Dispatcher that he may notify signal maintainer. SP telephone line circuit switch is located inside the telephone booth above the door.

Operators of motor cars must stop at Southern Pacific crossing and when there is more than one man on the car the crossing will be flagged. Operator must know there are no Southern Pacific trains approaching before going over crossing.

PUBLIC CROSSINGS

City ordinances require trains and yard engines operating on city streets within 100 feet of an intersection to stop immediately on the approach of any police, ambulance or fire apparatus sounding siren or signal gong, except they may be at the time on, or crossing an intersection, in which event crossing must be cleared and then stop. Civil, military or funeral processions must not be obstructed.

Simms, Franzia Spur, X-ing 75-12.45C. Amber light on top of signal case adjacent to crossing operates in conjunction with flashing light signals. When displaying a steady aspect, it indicates engine or cars are within the circuit controlling the flashing light signals. When displaying a flashing aspect, it indicates that crossing protection has been in operation for the required twenty seconds and movement may proceed over crossing in accordance with traffic conditions. In the event flashing light signals are inoperative, crossing must be flagged.

Alba, Winery Spur, X-ing 75-15.4C Rte 120. Stop and protect.

Escalon — California St. X-ing 75-17.9 and First St. X-ing 75-18.1. Standing equipment must not be permitted to block both of these crossings simultaneously when switching is being performed in the Escalon area.

Modesto North Yard

Tully Rd. X-ing 75-28.8C. Stop and protect.

Coldwell Ave. X-ing 75-29.21C. Stop and protect.

Modesto 9th St. All movements on 9th Street will be governed by traffic signals indication except at 9th and B Streets where traffic lights are synchronized with track circuit and when trains enter circuit lights go red on both 9th and B Streets to stop vehicular traffic and allow trains to proceed through intersection. Trains must not stand in circuit but should proceed so as to reduce delay to vehicular traffic to a minimum.

Traffic signals on Ninth St. will be set to flash amber for Ninth St. and red for cross street during off-peak periods as follows:

Ninth at G, H, I, J, K and L — 1 a.m. to 6 a.m.

Ninth and B — 11 p.m. to 6 a.m.

At Ninth and P Streets traffic signals are synchronized with track circuits. Trains and engines will not foul the intersection until signals governing movement through intersection display flashing red. Signal timing circuits are so arranged that flashing red will not be displayed until after the end of a normal green period for 9th St. traffic.

During the hours of darkness, or when visibility of motorists is impaired by weather conditions, the head brakeman on trains entering or leaving Modesto yard at 9th and E Sts. must drop a lighted fusee to the pavement as near to the center of the intersection as possible.

"D" St. X-ing 75-30.0. Amber light on top of signal case adjacent to crossing operates in conjunction with flashing light signals. When displaying a steady aspect, it indicates engine or cars are within the circuit controlling the flashing light signals. When displaying a flashing aspect, it indicates that crossing protection has been in operation for the required twenty seconds and the movement may proceed over crossing in accordance with traffic conditions. In the event flashing light signals are inoperative, crossing must be flagged.

Turlock, Broadway X-ing 75C-6.05. Stop and protect.

Manteca

Hwy 120, X-ing 75B-4.8. Stop and protect.

Moffat Blvd., X-ing 75B-5.1C (Spur). Stop and protect.

Spreckels Rd., X-ing 75B-6.3. Stop and protect.

Moffat Blvd., X-ing 75B-6.4. Stop and protect.

LOCK UP FOR SAFETY

WESTWARD		THIRD SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
9-1236	6600	MILFORD	CP577 CP575 PRXY	576.8 575.1		Psgr. Frt.	
9-1241	6026	UFON	P	571.4	Maximum Speed		
9-1251	6002	THERMO	P	561.5	Between Mile Posts—		
9-1262	5988	LATIMER	P	550.7	576.2 and 500.0	79	70
9-1272	9101	LUND	PY	541.8	500.0 and 393.9	70	65
9-1281	6006	ZANE	P	531.7	393.9 and 334.3	79	60
9-1286	5981	BERYL	P	526.2	Between Mile Posts—		
9-1297	6016	HEIST	P	516.2	576.5‡ (Old Frisco Lead)	20	20
9-1303	6004	MODENA	PY	510.2	576.5 and 576.2‡	50	35
9-1312	6008	UVADA	P	501.1	Milford (Sidings)‡	30	30
9-1319	6490	CRESTLINE	P	496.5	502.5 and 500.0	70	55
9-1324	6013	BROWN	P	489.6	Crestline (Siding)	30	30
9-1328	6041	ACOMA	P	484.2	498.0 and 489.9	60	50
9-1338	6516	ISLEN	P	475.6	489.9 and 488.7	50	40
9-1342	5812	RICHMOND	P	470.6	488.7 and 486.8	30	30
9-1349	15105	ECLES	P	464.5	486.8 and 481.7	60	50
9-1353	6250 7830	CALIENTE	CP461 P CP460 PXY CP458 P	461.0 459.8 458.3	481.7 and 477.3	40	35
9-1358	6079	ETNA	P	454.8	477.3 and 475.0	25	25
9-1363	5976	STINE	P	449.9	475.0‡ and 470.7	20	20
9-1368	6013	BOYD	P	445.2	470.7 and 469.1	25	25
9-1375	6275	ELGIN	P	438.4	469.1 and 463.9	55	45
9-1379	7140	KYLE	P	434.5	Eccles (Siding)‡	20	20
9-1384	5925	LEITH	P	429.1	463.9 and 461.7	40	35
9-1394	5872	CARP	P	418.7	461.7 and 461.2	30	25
9-1399	6068	VIGO	P	413.4	461.2 and 460.0	40	35
9-1405	6100	GALT	P	408.0	460.0 and 458.4	50	40
9-1410	5977	HOYA	P	402.8	455.2 and 452.5	35	35
9-1415	6645	ROX	P	398.1	452.5 and 444.0	35	30
9-1420	6056	FARRIER	P	393.0	444.0 and 441.9	25	25
9-1430	6066	MOAPA	PY	383.1	441.9 and 430.7	35	35
9-1439	6102	UTE	P	373.8	430.7 and 430.0	35	30
9-1450	6094	DRY LAKE	P	363.2	430.0 and 428.2‡	55	45
9-1456	6282	GARNET	P	357.0	428.2‡ and 427.9	55	40
9-1466	6107	DIKE	P	346.7	427.9 and 425.4	55	45
9-1474	6119	WANN	P	339.1	Carp (Siding)	30	30
9-1479		LAS VEGAS	‡ FPRY	334.3	Galt (Siding)	30	30
					419.7 and 418.0	40	40
					418.0‡ and 403.7	35	30
					398.6 and 397.5	40	35
					395.9 and 394.2	35	35
					394.2 and 393.9	60	45
					380.9 and 379.6	65	55
					379.6 and 379.1	60	50
					359.5 and 358.5	60	50
					358.5 and 356.1	45	35
					Fibreboard Spur	20	20
					351.1 and 348.3	45	35
					Nellis Air Base Spur	10	
					(242.5)		

Distance MP 493 to 494 = 850 Ft.

AMTRAK SCHEDULE (RULE 5C)

No. 35 FIRST CLASS DAILY MOUNTAIN TIME	
Leave Milford	2.40AM
Stop Caliente	4.50AM
Arrive Las Vegas	7.45AM
No. 36 FIRST CLASS DAILY MOUNTAIN TIME	
Leave Las Vegas	10.05PM
Stop Caliente	12.30AM
Arrive Milford	2.40AM

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 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.

GENERAL INSTRUCTIONS

Movement of Trains before using Fibreboard Spur, trains or engines must first receive authority from train dispatcher.
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.

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.

Caliente: Eastward trains at Caliente must remain clear of public crossing east of depot until authorized to proceed by dispatcher or by signal indication.

Las Vegas: Eastward freight trains leaving Las Vegas will, unless otherwise directed, use drill track and leave yard at extreme east switch.

Speed Condition Warning Device is installed on the Main Track between MP 494 and MP 495.

Occupancy of the Speed Condition Warning Device track circuit will actuate the Coded Cab Signal — Safety Control (CCS-SC) in the locomotive system causing the visual indicator to display an approach indication and the audible indicator to sound.

The engineer must move the Acknowledge Handle from Partial Cut-Out (C.O.) position to the Normal (NOR) position then move the acknowledge handle to Acknowledge (ACK) position and back to Normal (NOR) before the elapse of 6 to 7 seconds to forestall a penalty Full Service Brake Application.

The Yellow aspect of the visual indicator will remain for approximately 15 seconds after which the indication will change to a restricting indication and the audible indicator will sound. The engineer must move the Acknowledge Handle to the Acknowledge (ACK) position before the elapse of 6 to 7 seconds and back to the Normal (NOR) position to forestall a penalty Full Service Brake Application.

When the train is off the Speed Condition Warning Device track circuit, the Acknowledge Handle must be moved from the Normal (NOR) position to the Partial Cut-Out (C.O.) position.

If a penalty brake application has been initiated, the engineer will be governed by the instructions contained in Rule 370 in order to release brakes and reset the PC switch.

At Fibreboard, movement must be stopped before entering building. Doors at both ends of plant must be opened before starting movement.

Leaving Locomotive Unattended: Train or engine crews desiring to eat at Caliente must notify dispatcher as much before arrival as practicable, but not later than ISLEN on westward trains and BOYD 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.

Air Brake Requirements

Fibreboard Spur: For movements on Fibreboard Spur, terminal test of air brakes as required by Rule 1002(B) must be made before departing from Apex or Fibreboard.

Crestine: On passenger trains, running air test as required by Air Brake Rule 1007(B) must be made at Crestline, eastward and westward.

Crestline: 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. 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.
2. 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 25 MPH Crestline to Farrier. This does not modify the requirements of Paragraph 1 above.

MP 493.5. When weather conditions exist such that there is a possibility of a train brake freeze-up, all westward freight trains leaving MP 493.5 must make a 10-pound application of the train brakes. Conductor or rear trainman must note that brake application is effective on caboose. If application is not effective on caboose, that fact must be immediately communicated to the engineer and train must be stopped by using conductor's emergency valve if communication with the engineer cannot be established.

When entire train crew is on headend of train, verification of brake application is required by the engineer. If brake application is not effective, train will immediately be stopped and crew will inspect entire train.

PUBLIC CROSSINGS

All trains and engines must stop and be preceded by flagman over the following public crossings and flagmen must display lighted fusee at night.

Nellis Air Base spur — Highway 91.

Lovell Spur — Highway 91.

Apex — On Fibreboard Spur, highway crossing between Freeway Bridge and Apex must not be blocked by standing cars.

Arrolime Spur — Highway 91.

Caliente — When public crossing is cut, crossing must be cleared not less than 150 ft. on each side of crossing.

SWITCHES (Normal Position)

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 — Switches on west leg of wye (ash track) for west leg of wye.
 Switch from Loop Trk to N. side Industrial Spur for Loop Track.

SPEED SIGNAL LOCATIONS

Milford	Eccles	Galt
Crestline	Caliente	Garnett
Richmond	Carp	

USE OF AIR BRAKES (Minimum Requirements)

Lovell Spur, Ordinance Area — All cars handled.
Fibreboard Spur — All cars handled.
Apex — All cars handled.
Arrolime — All cars handled.
Moapa — All cars handled between Moapa and steam generating plant.

USE OF HAND BRAKES (Minimum Requirements)

Valley Spur — Hand brakes must be applied on all cars left standing. Leave cars on extreme WE of track.
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.
Moapa — Cars left standing on Run Around Tracks and Steam Plant Lead between siding and Steam Plant unloading facilities must have not less than 1 hand brake applied on low end.
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.

HOTBOX DETECTORS AND DRAGGING EQUIPMENT INDICATORS

Mile Post	Mile Post	Mile Post
566.4	DEIO 470.0(R-4)*	DEI 423.0(R-4, R-1)
546.4	DEIO 448.7(R-4)*	DEIO 410.4(R-4)*
520.8	DEIO 442.9(R-4)*	DEIO 406.5(R-4)*
DEIO 480.2(R-4)*	DEIO 434.6(R-4)*	DEI 388.2(R-4, R-1)
DEIO 474.0(R-4)*	DEIO 432.0(R-4)*	DEI 353.1(R-4, R-1)
DEIO 472.3(R-4)*	DEIO 430.2(R-4)*	

Special Instructions 912(R-1 and R-4) apply.

*Radio voice notification of DEIO activated by Mile Post location.

TRACK RESTRICTIONS

Units with eight axles not permitted on set-out tracks at the following locations:

Milford (off west drill)	Eccles	Boyd	Valley
Upton	Elgin	Kyle	Las Vegas Industrial Park
Thermo	Stine	Rox	Nevada Industrial Park
Acoma			

No units are permitted on the following tracks:

MILFORD — Jefferson Coal Spur, inside of gate.

YOUR RESPONSIBILITY! SAFETY COOPERATION

Timetable No. 1

WESTWARD		SECOND SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
9-1479		LAS VEGAS	FPRXY	334.3		Pagr.	Frt.
		CP300	PX	330.5			
		CP328	PX	328.6			
9-1486	3403	BOULDER JCT.	PY	327.4			
		CP326	PX	326.4			
9-1490	6480	ARDEN	PY	322.4			
9-1498	6288	SLOAN	P	314.8			
9-1504	5690	ERIE	P	309.3			
9-1512	5730	JEAN	P	301.3			
9-1517	5791	BOFAX	P	296.4			
9-1526	6116	CALADA	P	287.6			
9-1535	5774	NIPTON	P	277.5			
9-1541	5769	MOORE	P	272.4			
9-1545	5761	IVANPAH	P	267.4			
9-1550	5760	BRANT	P	263.2			
9-1555	6062	JOSHUA	P	257.9			
9-1559	6271 6355	CIMA	PY	254.0			
9-1563	5667	CHASE	P	250.4			
9-1566	5723	ELORA	P	247.3			
9-1570	5781	DAWES	P	243.3			
9-1574	5788	HAYDEN	P	239.3			
9-1577	9191	KELSO	P	235.4			
9-1587	5757	KERENS	P	226.1			
9-1595	6100	SANDS	P	218.0			
9-1601	5758	BALCH	P	211.6			
9-1609	5765	CRUCERO	P	203.5			
9-1616	6198	BASIN	P	197.0			
9-1621	\$640	AFTON (SPUR-E)	P	191.8			
9-1626	6116	DUNN	P	187.4			
9-1631	5718	FIELD	P	182.3			
9-1635	5771	MANIX	P	177.5			
9-1645		CP168	PX	168.0			
		CP164	PX	163.9			
		YERMO	FPRXY	163.1			
		(171.2)					

AMTRAK SCHEDULE (RULE 5C)

No. 35 FIRST CLASS DAILY

PACIFIC TIME

Leave Las Vegas..... 7.00AM

No. 36 FIRST CLASS DAILY

PACIFIC TIME

Arrive Las Vegas..... 8.50PM

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.

GENERAL INSTRUCTIONS

Location of Cars in Train: On westward trains between Cima and Kelso, all empty flat cars must be entrained near rear of train. Through freight trains must not pick up loads on rear of train.

Inspection of Trains: 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.

Train Unattended: Train or engine crew 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.

Timetable No. 1

Close Clearance: 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.

A power pole located between the east end of the house track and the east end passing track No. 2 has insufficient clearance for a man riding on the side of car.

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 Requirements

Running air test as required by Air Brake Rule 1007(B) must be made by passenger trains at Cima — Eastward and westward.

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 1101(B) will govern.

PUBLIC CROSSINGS

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.

DUAL CONTROL CROSSOVERS AND TURNOUTS

No. 20 Turnout:

CP168 168.6

SWITCHES (Normal Position)

Yermo — RD 1/RD 2 for RD 1 track.

Kelso — Switch at EE No. 3 track must be left lined for No. 3 trk. after use.

Blue Diamond — Runaway track switch for runaway track and locked.

Arden — Tail track switch for west leg of wye.

SPEED SIGNAL LOCATIONS

CP330 — CP326 Joshua ³Sands
Sloan East Chase MP 159 — 168.6 (Main and
Cima (North Siding) Kelso Running Track)

³Speed of 30 MPH must not be exceeded on siding.

USE OF AIR BRAKES (Minimum Requirements)

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.

Blue Diamond — Terminal test of air brakes as prescribed in Air Brake Rule 1002(B) 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 1002(B) must be made on such cars before moving to main track.

Timetable No. 1

Jean — Air brakes must be cut in and operative on all cars handled on Leticia Spur.

USE OF HAND BRAKES (Minimum Requirements)

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.

HOTBOX DETECTORS AND DRAGGING EQUIPMENT INDICATORS

Mile Post	Mile Post	Mile Post	Mile Post
324.2	272.7	233.4	175.3
292.7	256.0	209.2	

TRACK RESTRICTIONS

Units listed in Special Instruction 999 (R) may be operated on Blue Diamond Spur and Cima loading tracks.

No units are permitted to operate on the following tracks:

BASIN — Clearing track **BLUE DIAMOND** — In building at board plant, track 2

SLOAN — Hi-line track **CP 330** — Cind-R-Lite track

WESTWARD		FIRST SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
		YERMO	FPRY 163.1				
9-1650		CP 161	P 160.5				
9-1654		DAGGETT	CP 159 P 158.5			Maximum Speed Between Mile Posts— 163.1 and 158.5 58.1 and 0.0	79 60 79 60
9-1663		BARSTOW	150.1			Between Mile Posts— 162.0	20 20
9-1746		SAN BERNARDINO	67.3			159.0 and 158.8 56.6 and 55.4	30 30 45 45
9-1749		COLTON	64.5				
		RIVERSIDE JCT.	58.1				
		WEST RIVERSIDE CP 57	56.6				
9-1759	6095	STREETER	P 53.8			55.4 and 53.4 53.4 and 51.8 50.8 and 49.9	50 50 65 55 70 60
9-1760	5476	ARLINGTON	P 53.2				
9-1765	5986	PEDLEY	PY 48.2			Mira Loma Space Center Tracks	5
9-1767	5952	MIRA LOMA	P 45.2			40.0 and 38.4 38.4 and 38.1 38.1 and 11.3	65 50 45 45 65 50
		SP CROSSING	IP 38.1				
9-1777	5968	MONTCLAIR	P 36.1			11.3 and 10.2	65 55
		SP CROSSING CP 33	P 33.0			10.2 and 7.7	65 50
9-1784	5791	SPADRA	P 29.0			E Yd EW on Trk 3 7.7 and 5.7	40 40
9-1789	6032	WALNUT	P 24.8			7.7 and 1.6 1.6 and 0.0	20 20 35 35
9-1796	5937	PUENTE JCT. CP 18	P 17.8				
		CITY OF INDUSTRY	P 16.9			LA Union Psgr. Term. LA Riv. Br. & 0.0	15 15
9-1802		BARTOLO CP 11	P 11.3				
9-1803	5918	WHITTIER JCT. CP 10	P 10.9			INDUSTRY/ SPUR TRKS	STA. NO.
		PICO RIVERA	P 10.5			RIVERSIDE.....	57.5 9-1755
		CP 8	P 7.7			CHAMPAGNE (W).....	43.3 9-1769
		CP 7	P 7.2			BALLOU.....	40.4 9-1773
9-1806		EAST LOS ANGELES	PX 5.9			ONTARIO.....	31.9 9-1775
9-1809		EAST YARD	FPRY 4.2			POMONA.....	31.9 9-1781
9-1810		DOWNEY ROAD CP 3	PXY 2.8			MONTEBELLO.....	8.1 9-1804
		NINTH ST. JCT. CP	PX 1.7				
		FIRST ST. CP 0	PX 0.0				
9-1812		PASADENA JCT.	0.9				
		ATSF CROSSING (Mission Tower)	XY				
9-1813		LOS ANGELES (Union Station)	(163.7)				

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.

AMTRAK SCHEDULE (RULE 5C)

NO. 35 FIRST CLASS DAILY

By Daggett 10.25AM

Arrive Barstow 10.35AM

NO. 36 FIRST CLASS DAILY

Leave Barstow 5.35PM

By Daggett 5.45PM

Timetable No. 1

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 at Colton to operate 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.

SPT Co. trains must secure UP clearance to operate on UP tracks between CP 11 and CP 18.

GENERAL INSTRUCTIONS

NOTE: FOR ADDITIONAL LOS ANGELES SPECIAL INSTRUCTIONS REFER TO "TERMINAL AREA" SECTION IN REAR OF TIMETABLE.

Markers: When operating on ATSF tracks, caboose marker must be lighted day or night.

Engine whistle signal 15(f) must be sounded before entering Abex yard at Spadra.

Use of Engine Bell: Within corporate limits of cities named below, engine bell must be rung continuously when engine is moving:

Riverside Ontario Pomona Los Angeles

At Cerritos: An indicator light on the Cerritos lead indicates the position of the Coke Calciner derail. Yellow indicates derail in derailing position. Red indicate derail in non-derailing position.

Colton Yard: 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.

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.

Montebello: 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.

At Pomona, within the confines of General Dynamics property, cars must not be cut off while in motion.

Location of Cars in Train: On westward trains between Summit and San Bernardino, all empty flat cars must be entrained near rear of train.

Close Clearances: 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.

At Walnut, Benton Feed Yard has portable barrier with sign reading "DO NOT PASS BEYOND THIS POINT — EMPLOYEES WORKING."

If necessary to switch beyond this location, employe of Benton Feed Yard must be requested to remove barrier.

RAILROAD CROSSINGS AND JUNCTIONS

Ontario (MP 38.1) — SP Crossing — When an eastward train or engine is stopped by semi-automatic interlocking signal, Operating Rule 98 will govern.

When a westward train or engine is stopped at CTC signal located 1550 ft. east of crossing, authority from control operator must be obtained before proceeding.

Puente Jct. (MP 17.8) — CTC Signals SP

Bartolo (MP 11.2) — CTC Signals SP

PUBLIC CROSSINGS

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.

City of Industry

Automatic crossing gates are in service, Turnbull Canyon Road, MP 17.2.

If necessary for train stopped in siding to cut crossing, cut will be made clearing aluminum stripes on rails each side of crossing. Any cars left standing on either side of crossing must also be left clear of aluminum stripes. Crew members can raise gates by operating switch key control box located on instrument house west of crossing. Key need not remain in release box to effect crossing gate clearance. Black switch key control box keyed for Union Pacific and Southern Pacific switch keys.

West Riverside

Eastward trains stopped for Santa Fe signal West Riverside, MP 56.6 must stop clear of road crossing at Cridge St. Before proceeding, whistle must be sounded to actuate automatic crossing signals and gates.

DUAL CONTROL CROSSOVERS AND TURNOUTS

No. 10 Turnouts:

Whittier Jct. Anaheim Branch switch.

SWITCHES (Normal Position)

Mira Loma — Inside crossover switches between passing track and No. 1 track must be left lined for No. 1 track.

Yermo — RD 1 switch off RD lead — for RD 1 at west end of yard.

SPEED SIGNAL LOCATIONS

MP 159 — 168.6 (Main and Running Track)

USE OF HAND BRAKES (Minimum Requirements)

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.

HOTBOX DETECTORS AND DRAGGING EQUIPMENT INDICATORS

Mile Post
42.4

Mile Post
5.4

TRACK RESTRICTIONS

Diesel units with 8-wheel trucks must not be operated through turnouts as follows:

PICO-RIVERA — House track No. 2

PEDLEY — East leg of wye

POMONA — Freight house tracks A-34 and A-36

WALNUT — House track

CITY OF INDUSTRY — House track No. 6

At Mira Loma — Units with six-axle trucks prohibited on Space Center tracks.

WESTWARD ▼		CEDAR CITY BRANCH ▼		▲ EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
9-1272	9101	TWC	LUND ⊕	PY	0.0	Maximum Speed	40
283-21			20.3	IRON SPRINGS ⊕	PY	20.3	23.0 and 29.0
283-33			11.5	CEDAR CITY ⊕		31.8	Cedar City yard tracks

CLEARANCE REQUIREMENTS

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

SWITCHES (Normal Position)

Iron Springs — Switch at stem of wye, for east leg of wye.

**“THINK”
DO IT THE SAFE WAY**

WESTWARD		IRON MOUNTAIN BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
283-21		TWC	IRON SPRINGS	PY	0.0	Maximum Speed 25	
284-15			IRON MOUNTAIN		14.4	0.0 and 1.2	20
						10.1 and 14.5	15

GENERAL INSTRUCTIONS

At Comstock, departure track must be left clear after departure of ore trains.

Switch Point Indicator: Color light switch point indicator governing facing point movements over main track spring switch east Comstock wye switch, MP 10.91, 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.

Retaining valves must be used on all cars on all trains from Iron Mountain or Comstock to Iron Springs.

Not less than 50% of retaining valves on head end of all trains from Desert Mound to Iron Springs.

USE OF AIR BRAKES (Minimum Requirements)

All cars handled on all trackage.

USE OF HAND BRAKES (Minimum Requirements)

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 tiple.

WESTWARD		MEAD LAKE BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
9-1430	6066	TWC	MOAPA	PY	0.0	Maximum Speed 25	
287-17			MEAD LAKE	Y	16.7	1.6 and 2.3	20
						5.0 and 6.7	10
						7.0 and 9.0	20

CLEARANCE REQUIREMENTS

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

SWITCHES (Normal Position)

Mead Lake — Switch at stem of wye, for west leg of wye.

INDUSTRY/ SPUR TRKS	MP	STA. NO.
DESERT MOUND	4.5	284-04
COMSTOCK	10.9	284-11

INDUSTRY/ SPUR TRKS	MP	STA. NO.
ARROWHEAD (W)	3.3	287-03
AMBER (E)	9.5	287-10
LOGANDALE	10.2	287-10
GLASSAND (W)	13.7	287-14
NEPAC	16.6	287-16

WESTWARD		BOULDER CITY BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
9-1486		YL	BOULDER JCT.	PY	0.0	Maximum Speed 20	
288-10	2527		HENDERSON		9.9	Henderson	
288-22			BOULDER CITY	Y	22.2	BMI Lead and Yard Tracks 5	
						(22.4)	

CLEARANCE REQUIREMENTS

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

Henderson: Air brakes must be cut in and operative on all cars being handled in BMI complex, except when switching in classification tracks No. 8 through 15.

Derails: 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. At Boulder Jct., derail installed on west leg of wye.

SWITCHES (Normal Position)

Henderson — 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.

Track No. 19 & Trk No. 20 lined for Trk No. 16 when not in use.

TRACK RESTRICTIONS

Units listed in Special Instruction 999 (R) may be operated.

BOULDER CITY BRANCH — Industrial Asphalt Spur — units with 8-wheel trucks must not be operated.

WESTWARD		SAN PEDRO BRANCH		EASTWARD		SPEED RESTRICTIONS		
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH		
9-1809		YL	EAST YARD	FPRY		Maximum Speed 20		
295-00			HOBART			Lead known as Consolidated Lumber Co. track 5		
			ATSF Crossing	IP	3.1	Thenard connecting tracks 5		
			L.A. Jct Ry	Xing	I	3.6	Between Mile Posts — 21.6 and 23.6 10	
			SP CROSSING		A	5.1	23.6 and 25.2 5	
			SP CROSSING		A	7.4	Mead yard tracks 10	
			SP CROSSING		A	11.2	INDUSTRY/ SPUR TRKS MP STA. NO.	
295-10	5915		PARAMOUNT		R	12.5	BELL	5.4 295-04
295-12			DOUGLAS JCT.			14.6	WORKMAN	9.3 295-07
			SP CROSSING		A	17.4	RIOGO	13.8 295-11
295-16	5807		MANUEL			19.2	CARSON	17.7 295-15
			THENARD CONN.		I	21.6	TERMINAL ISLAND	24.2 295-21
			SP CROSSING			21.7		
295-19			MEAD TRANSFER		P	22.1		
		HENRY FORD BLVD.			23.2			
295-23		DRAWBRIDGE		I	25.3			
		EAST SAN PEDRO			25.3			
					(22.2)			

CLEARANCE REQUIREMENTS

Trains or engines enroute to or from LA Harbor off SP branch must obtain clearance from SP RR at Delores before entering SP trackage, using SP radio channel on road unit or caboose. Specific route must be specified and if the north leg of the Thenard Wye is to be used, this must be specified and SP operator must understand that this route is desired.

Also when operating over Harbor Belt Line RR clearance must be secured from HBL RR via Mead Yard Office. If unable to contact HBL RR via Mead Yard Office HBL phone number is 213/834-8511, or contact UP train dispatcher to obtain clearance.

On return trip from Birth 49, trains or engines must wait at 6th Street San Pedro Yard until clearance is obtained from HBL and SP.

GENERAL INSTRUCTIONS

On San Pedro Branch, the use of engine whistle and bell must be minimized while moving through cities.

Harbor Belt Line RR: Employees performing service on Harbor Belt Line Railroad will be governed by General Code Operating Rules and UP Special Instructions.

Movements must receive permission from Delores and the S.P. Eighth Street Yard proceeding and returning.

Trains or engines returning to UP tracks at these locations must obtain authority from train dispatcher before re-entering UP tracks.

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

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.

At L. A. Junction Yard, before fouling lead or adjacent tracks, member of crew must receive authority from L. A. Junction yardmaster.

Maintenance of Way Flagging — San Pedro Branch

When track is impassable or before obstructing track or in any way rendering it impassable or unsafe, flagman must be immediately sent in both directions with flagman's signals.

One-fourth mile from point to be protected, flagman must place a red flag by day or red light by night between the rails of the track or on the right side of the track as viewed from an approaching train. After coming to complete stop, train or engine must not proceed until proper verbal information as to cause for the red signal is received from Foreman.

In vicinity of obscure curves or if other conditions make it such that visibility approaching the red signal is less than one-fourth mile, flagman must proceed with an additional red flag by day or red light by night until visibility is at least one-quarter mile.

Maintenance of Way forces using this rule in performing maintenance work must have an operable radio with correct channel.

Dual Control Switches: 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 Foote 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.

Due to operation of dual control switches by hand by motor car and hy-rail operators, switch may become out of correspondence with whistle detector when switch point indicator displays red indication and train or engine sounds one long sound of engine whistle.

If switch does not line for desired route after first long sound of engine whistle, a second long sound of engine whistle may return whistle detector to correspondence and desired route obtained.

A fifteen (15) second time period is required between first and second sound of engine whistle to reset whistle detector.

Hobart Interlocking: The following whistle signals will be used to indicate route:

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 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.

Wide Loads: Trains operating on the San Pedro Branch and Lakewood Branch containing the following cars shall not meet, pass or be passed by another train on curves or turnouts where track centers are less than 14 feet as these cars carry airplane parts for McDonald Douglas:

- UP 259081, UP 259084, UP 259086, UP 259087, UP 259088, UP 259089, MP 818112, MP 818117, MP 818122, TP 818096 and TP 818099.

Additionally, employees are prohibited from riding wide cars during movement in local train service on the San Pedro Branch and are also prohibited from riding cars moving past these wide loads on adjacent track where track centers are less than 14 feet.

At Paramount, within the confines of Monsanto property, cars must not be cut off while in motion.

NOTE: FOR ADDITIONAL LOS ANGELES SPECIAL INSTRUCTIONS REFER TO "TERMINAL AREA" SECTION IN REAR OF TIMETABLE.

PUBLIC CROSSINGS

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.

RAILROAD CROSSINGS AND JUNCTIONS

MP 3.6, MP 4.6-C, MP 4.8-C LA Jct. Ry. Semi-Automatic Interlocking. LA Jct. Ry. engines stop and member of crew protect crossings.

MP 21.7 — Stop signs. Rule 98. **SP**

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.

Permanente Co. Spur — Stop sign. Member of crew protect crossing. **UP**

TRACK RESTRICTIONS

Reference Special Instruction 999 (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.

WESTWARD		ANAHEIM BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
9-1802		WHITTIER JCT. Φ	P	0.0	Maximum Speed	20	
		SP CROSSING Φ		0.1	Between Mile Posts—	0.02 and 0.12	
		COLIMA JCT. Φ		5.2	5		
		FULLERTON JCT. Φ		10.5	0.2 and 0.3	10	
		ATSF CROSSING Φ	I	15.5	0.3 and 2.8	15	
292-20	1056	ANAHEIM Φ		19.9	5.1 and 5.2	10	
		(20.4)			10.5 and 11.0	15	
					11.0 and 15.6	15	
					16.8 and 17.7	15	
					18.5 and 20.4	10	

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

INDUSTRY/SPUR TRKS	MP	STA. NO.
WHITTIER	2.4	292-02
LA HABRA	9.6	292-10
FULLERTON	17.3	292-17

On Anaheim Branch, the use of engine whistle and bell must be minimized while moving through cities.

Joint Operation: Union Pacific and Southern 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 — 9:01 P.M. to 9:01 A.M.
- UP crews — 9:01 A.M. to 9:01 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 UP-SP joint track between Colima Jct. and Fullerton Jct. SP train dispatcher must be notified when movement leaves UP-SP joint track. If unable to communicate with SP train dispatcher UP train dispatcher Salt Lake City must be contacted for instructions.

RAILROAD CROSSINGS AND JUNCTIONS

MP 15.5 — Interlocking. See instructions in phone box near details. **ATSF**
Anaheim Sugar Spur (MP 19.0) — ATSF trains & engines stop & member of crew protect crossing. UP trains & engines approach prepared to stop.

PUBLIC CROSSINGS

At Harbor Blvd. near Fullerton, MP 17.3. All trains and engines must be prepared to stop. Stop signs have been installed each side of Broadway Street crossing, Anaheim. Trains or engines must stop before passing stop sign. During daylight hours, trainman must precede train or engine over crossing. During night-time hours, trainman must place a lighted fusee on each side of track and precede train or engine over crossing with lighted lantern.

SWITCHES (Normal Position)

Colima Jct. — For SP La Habra Branch.
Fullerton Jct. — For UP Anaheim Branch.

TRACK RESTRICTIONS

No units are permitted to operate on following tracks:
MP 2.6 over trestle on Old Sunkist Packing Co. Spur.

**“SAFETY SENSE”
MAKES SENSE**

WESTWARD		CRESTMORE BRANCH			EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS			MILE POST	LOCATION	MPH	
9-1765	5986	YL	PEDLEY	6.8	PY	0.0	Maximum Speed	10
290-07			CRESTMORE	6.8				
			(6.9)					

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.

TRACK RESTRICTIONS

Diesel units with 8-wheel trucks must not be operated through turnouts as follows:

PEDLEY — East leg of wye

WESTWARD		GLENDALE BRANCH			EASTWARD		SPEED RESTRICTIONS		
STATION NUMBER	SIDING FEET	STATIONS			MILE POST	LOCATION	MPH		
293-01		YL	GLENDALE JCT.	3.0	0.0	Maximum Speed	20		
294-01			ARROYO JCT.	3.0	3.0			3.06 and 4.2	10
294-04			FOREST LAWN	4.2					

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.

GENERAL INSTRUCTIONS

At Arroyo Jct.: For movement of UP trains and engines to and from Glendale Branch at Arroyo Jct. Dayton interlocker must be notified to handle switch.

At Glendale, derail located on main track just below runaround switch.

Dayton Interlocking: Phone box has been installed at Signal 478.4 for contacting Dayton interlocker. If this communication fails, UP train dispatcher must be notified who will obtain permission from Dayton interlocker. It must be understood that UP train dispatcher has obtained permission from Dayton interlocker before movement is made.

All employees operating between Mission Tower and Arroyo Jct. must have in their possession a current SP timetable and be governed by same.

PUBLIC CROSSINGS

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.

WESTWARD		LAKEWOOD BRANCH			EASTWARD		SPEED RESTRICTIONS		
STATION NUMBER	SIDING FEET	STATIONS			MILE POST	LOCATION	MPH		
295-12		YL	DOUGLAS JCT.	1.6	0.0	Maximum Speed	20		
296-02	3300		LAKEWOOD	1.6	1.6			0.6	10
			END OF TRACK	2.8	2.8				

WESTWARD		PASADENA BRANCH			EASTWARD		SPEED RESTRICTIONS		
STATION NUMBER	SIDING FEET	STATIONS			MILE POST	LOCATION	MPH		
9-1812		YL	PASADENA JCT.	0.7	0.9	Maximum Speed	20		
293-01			GLENDALE JCT.	1.2	1.6			1.6 and 2.7	5
293-02			AVENUE 33	2.7					
			(1.8)						

TRUST SAFETY NOT LUCK!

WESTWARD		FIRST SUBDIVISION			EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS			MILE POST	LOCATION	MPH	
847	7260	GRANGER	PY	0.0	0.0	Psgr.	Frnt.	
855	7359		MOXA	P				8.4
863	12034	NUTRIA	P	16.4	Granger Siding	40	40	
872	7345	OPAL	P	24.7				Between Mile Posts—
881	7370	WATERFALL	P	33.3	28.7 and 31.3	70	60	
887	6567 7867	KEMMERER	P	39.9				31.3 and 32.3
898	7329	FOSSIL	P	48.0	32.3 and 34.6	70	60	
903	7374	NUGGET	P	53.3				34.6 and 35.5
907	7352	ORR	P	59.4	35.5 and 40.8	40	35	
912	11783	LEEF	PY	65.3				40.8 and 44.6
919	7342	BECKWITH	P	72.0	48.8 and 49.6	50	50	
925	7399	PIXLEY	P	77.4				54.5 and 55.8
931	8566	COKEVILLE	P	83.1	55.8 and 57.8	40	35	
935	7367	MARSE	P	88.8				57.8 and 63.6
941	7331	CHAUSSE	P	94.5	63.6 and 65.4	60	50	
950	7405	HARER	P	102.3				65.4 and 68.2
955		CP108	P	107.9	68.2 and 69.7	60	50	
		CP113	P	113.2				96.7 and 98.3
		CP115	P	115.2	98.3 and 99.7	60	50	
		CP117	P	116.9				102.6 and 104.8
		CP120	P	120.4	104.8 and 105.4	70	60	
		GEORGETOWN	P	127.7				120.6 and 130.1
		MANSON	P	136.2	130.1 and 138.7	70	60	
		SODA SPRINGS	PY	146.2				138.7 and 141.0
		ALEXANDER	P	151.2	141.0 and 141.9	55	45	
		TALMAGE	P	156.7				141.9 and 143.7
		BANCROFT	P	162.2	143.7 and 146.3	45	45	
		PEBBLE	P	170.3				146.3 and 148.3
		CP177	P	177.0	152.1 and 152.4	60	50	
		CP178	P	178.6				163.5 and 168.9
		LAVA HOT SPRINGS	PX	180.5	168.9 and 171.7	60	50	
		CP186	P	186.0				171.7 and 174.7
		McCAMMON	CP190 P	189.8	174.7 and 177.4	70	60	
			CP192 P	192.8				163.5 and 168.9
		McCAMMON	CP190 PXY	191.3	168.9 and 171.7	60	50	
			CP192 P	192.8				171.7 and 174.7
		McCAMMON Jct.-No. 1 MT		201.7	174.7 and 177.4	70	60	
		to or from Utah Div. C/O		210.7				177.4 and 179.0
		POCATELLO	CP211	214.2	179.0 and 180.0	45	35	
			FPRTXY	214.2				180.0 and 181.8
					181.8 and 183.1	55	45	
								183.1 and 185.5
					185.5 and 187.9	35	35	
								187.9 and 195.3
					McCammon Jct.-No. 1 MT	15	15	
								to or from Utah Div. C/O
					195.3 and 200.0	65	55	
								200.0 and 202.6
					INDUSTRY/	STA.		
					SPUR TRKS	MP	NO.	
					SAGE	63.0	910	
					PEGRAM	98.1	945	

AMTRAK SCHEDULE (RULE 5C)

No. 25 FIRST CLASS DAILY

From Utah Div. at McCammon

Arrive Pocatello 3.12AM

No. 26 FIRST CLASS DAILY

Leave Pocatello 2.45AM

Via Utah Div. at McCammon

RADIO CHANNEL NO. 2 IN USE

ON FIRST SUBDIVISION.

CLEARANCE REQUIREMENTS

Interdivisional trains enroute to or from Idaho Division need not receive clearance at Granger or McCammon.

Trains enroute to Utah Division must identify opposing trains between Pocatello and McCammon.

GENERAL INSTRUCTIONS

Granger: MP 1.58 WE siding switch. When stopped, authority to operate switch must be obtained from Cheyenne Train Disptacher. WW trains must also communicate with Pocatello Train Disptacher before proceeding.

Inkom Cement Plant: Open pit 600 ft E of river bridge on N runaround track.

Leeef: Do not operate units over scales on North track at Tipple.

Inkom: Do not operate units over track scales at Cement Plant.

DUAL CONTROL CROSSOVERS AND TURNOUTS

No. 20 Turnouts:

Granger . . . MP 1.6; End of 2 MT at: CP 108; CP 120; CP 186; CP 177 and CP 190.

No. 10 Turnout: Kemmerer . . . Switch leading to Cumberland Branch.

SPEED SIGNAL LOCATIONS

Granger; Moxa; Nutria; Opal; Kemmerer; Leeef; Soda Springs; Alexander; Talmage; Bancroft; CP 186; McCammon and East Pocatello.

HOTBOX DETECTORS AND DRAGGING EQUIPMENT INDICATORS

Mile Post	Mile Post	Mile Post
20.5	77.4	153.4
DEI 61.4(R-1)	106.6	DEI 174.2(R-1)

Special Instruction 912(R) & 912(R-1) applies.

NOTE: FOR ADDITIONAL POCATELLO SPECIAL INSTRUCTIONS REFER TO "TERMINAL AREA" SECTION IN REAR OF TIMETABLE.

WESTWARD		SECOND SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
1061		POCATELLO	214.2				
		POCATELLO JCT.	216.3				
		CP217	216.9				
1067		DON	219.8				
1071	C7645	MICHAUD	224.4				
1077	8267	BANNOCK	230.1				
1086	7104	AMERICAN FALLS	238.7				
1090	6053	BORSAH	242.3				
1097	8258	QUIGLEY	250.0				
1103	5952	WAPI	256.0				
1107	8280	DEWOFF	260.3				
1115	5980	HAWLEY	267.4				
1120	13190	MINIDOKA	272.6				
1123	5848	MAX	276.8				
1132	8273	ADELAIDE	284.6				
1136	5965	KIMAMA	289.8				
1143	5976	SENER	295.5				
1151	8359	OWINGA	303.1				
1161	\$900	OWINGA	314.7				
1169	12870	SHOSHONE	321.8				
1178	8269	TUNUPA	330.4				
1185	\$3150 8232	GOODING	337.7				
1191	8283	FULLER	344.8				
1198	5861	BLISS	350.0				
1205	6021	TICESKA	356.0				
1214		KING HILL	367.7				
1221		GLENN'S FERRY	372.8				
1240	C8341	REVERSE	393.3				
1249	8234	MOUNTAIN HOME	401.3				
1255	8251	SEBREE	408.2				
1260	8242	CLEFT	413.7				
1270	9349	ORCHARD	423.6				
1282	8240	OWYHEE	435.2				
1294	8053	KUNA	446.4				
1297		CP449	448.8				
1304		NAMPA	454.9				
1313		CALDWELL	464.8				
1316	6014	ENROSE	469.2				
1320	8292	NOTUS	472.6				
1328	8261	PARMA	480.3				
1336	8717	NYSSA	488.5				
1346	8311 8440	ONTARIO	498.9				
1350	8100	PAYETTE	502.7				
1357	8256	CRYSTAL	509.7				
1363	8070 8246	WEISER	516.1				
1373	7974	COBB	526.1				
1381	8242	ROCK ISLAND	532.8				
1386	8295	HUNTINGTON	538.8				
		(324.6)					

Timetable No. 1

AMTRAK SCHEDULE (RULE 5C)

No. 25 FIRST CLASS DAILY	
Leave Pocatello	3:16AM
Stop Shoshone	4:56AM
(Operates via Boise Cut-Off)	
Arrive Nampa	7:50AM
Leave Nampa	8:00AM
Stop Ontario	8:40AM
No. 26 FIRST CLASS DAILY	
Stop Ontario	9:10PM
Arrive Nampa	9:50PM
Leave Nampa	10:00PM
(Operates via Boise Cut-Off)	
Stop Shoshone	1:00AM
Arrive Pocatello	2:41AM

CLEARANCE AND REGISTER REQUIREMENTS

Interdivisional trains enroute to or from Idaho Division need not receive clearance at Huntington. All trains must receive clearance at Nampa. No. 25 and 26 may register at Nampa by Train Register ticket.

GENERAL INSTRUCTIONS

NOTE: FOR ADDITIONAL POCATELLO SPECIAL INSTRUCTIONS REFER TO "TERMINAL AREA" SECTION IN REAR OF TIMETABLE.

At Don, movements over weigh-in-motion scale, west end rock track, Simplot Plant, must not exceed 10 MPH.

Ticeska: With passenger trains, running test as prescribed in Air Brake Rule 1007 (B) must be made before descending grade at Ticeska.

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.

Reverse: With passenger trains, running test as prescribed in Air Brake Rule 1007 (B) must be made before descending grade at Reverse.

DUAL CONTROL CROSSOVERS AND TURNOUTS

No. 20 Turnouts:

Michaud	224.4	End 2 MT	Ticeska	356.0	End 2 MT
Dietrich	314.7	End 2 MT	Fox	448.8	End 2 MT
Reverse	393.3	End 2 MT	Caldwell	464.78	End 2 MT
Orchard	423.7				

No. 10 Turnout:

Pocatello Jct. Montana main track, and crossover between tracks 1 & 2, Junction switch to Montana main track, switch leading to old Kraft lead
Nampa MT switches MP 456.50 to and including crossover MP 457.14.

No. 20 Equilateral: End of two main tracks Shoshone

SPEED SIGNAL LOCATIONS

Minidoka; Adelaide; Hammett; Sebree; Cleft; Owyhee; Kuna; Fox; Caldwell; Notus; Parma; Payette; Weiser and Huntington.

HOTBOX DETECTORS AND DRAGGING EQUIPMENT INDICATORS

Mile Post	Mile Post	Mile Post	Mile Post
233.5	313.4	397.2	445.1(R-1)
252.3	339.9	417.9	DEI 478.1(R-1)
DEI 268.8 (R-1)	369.0 (No. 1 track)		507.0
290.9	DEI 379.8(R-1) (No. 2)		524.6

Special Instruction 912(R) & 912(R-1) applies.

Public Crossing

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

Track Restriction

Nyssa — At Tasco factory beyond stock chute on tracks 2 and 3 and Beet Track 3, coal silo trestle units not permitted.

**YOU ARE
"SAFE AS YOU THINK"**

Timetable No. 1

WESTWARD		THIRD SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
1061		POCATELLO JCT. Ⓞ	P	135.1	Maximum speed between Pocatello Jct. & Idaho Falls	60	
		MONTANA JCT. Ⓞ	P	136.7			
99-140	5885	TYHEE		140.8	Idaho Falls & Silver Bow	49	
99-146	7095	FORT HALL	P	146.0	Between Mile Posts—		
99-151	3410	GIBSON		151.0	135.1 and 136.7	25	
99-158	3685	BLACKFOOT Ⓞ ●	PY	158.1	142.3 and 143.5	50	
99-164	3465	WAPELLO		164.0	152.6 and 152.9	50	
99-166	5830	FIRTH	P	169.1	157.3 and 158.8 Xings	20	
99-176	4950	SHELLEY	P	175.5	169.5	30	
99-179	3410	COTTON		179.3	175.0 and 176.0 Xings	25	
99-185		IDAHO FALLS Ⓞ ●	FTY	184.8	185.5 and 185.9	10	
99-191	2475	PAYNE		191.2	187.4 and 188.6	35	
99-197	2585	BASSETT		196.5	190.7 and 191.0	40	
99-202	2585	ROBERTS		202.0	205.4 and 206.1	45	
99-218	2475	HAMER		217.5	208.4 and 210.2	45	
99-223	2420	CAMAS		223.3	213.7 and 214.0	45	
99-229	1650	WACO		228.6	218.3 and 218.5	45	
99-235	5060	DUBOIS	Y	234.6	235.6 and 236.7	35	
99-249	2750	SPENCER		248.5	237.8 and 238.0	45	
99-258	5595	HUMPHREY		258.7	239.1 and 239.3	45	
99-265	2915	MONIDA	Y	264.9	244.4 and 246.7	35	
99-273	2420	SNOWLINE		273.3	247.9 and 251.0	45	
99-280	4455	LIMA		280.1	251.0 and 251.4	35	
99-294	2310	KIDD		294.0	252.7 and 254.9	25	
99-303	7370	RED ROCK		301.8	254.9 and 257.6	20	
99-320	7590	BARRETTTS		320.2	258.3 and 259.2	30	
99-328	7095	DILLON Ⓞ ●	P	328.0	262.9 and 267.6	30	
99-340	2145	APEX		340.3	269.7 and 269.9	35	
99-349	2255	NAVY	Y	348.5	271.0 and 271.8	35	
99-359	2915	MELROSE		359.1	277.4 and 280.3	30	
99-366	1100	MAIDEN ROCK		365.8	280.3 Xings	15	
99-370	1870	DIVIDE		369.9	309.2 and 310.2	30	
99-381	880	FEELY		380.6	315.9 and 318.7	30	
99-390		SILVER BOW Ⓞ ●	PY	390.0	336.4 and 342.7	45	
		(254.9)			342.7 and 346.3	25	
					347.9 and 348.2	40	
					351.0 and 354.4	30	
					357.2 and 357.7	45	
					361.7 and 368.2	25	
					373.5 and 382.3	30	
					382.3 and 383.7	25	
					383.7 and 388.1	30	

NOTE: FOR ADDITIONAL POCATELLO SPECIAL INSTRUCTIONS REFER TO "TERMINAL AREA" SECTION IN REAR OF TIMETABLE.

INDUSTRY/SPUR TRKS	MP	STA. NO.
CHUBBUCK (E-W)	138.2	99-138
MITCHELL	176.9	99-177
FIBRE (E)	180.4	99-180
SPUD (E)	189.6	99-190
OSGOOD (W)	195.0	99-195
GOLDEN VALLEY (E-W)	198.2	99-199
FORD	322.2	99-322

RAILROAD CROSSING

At Silver Bow movements over Burlington Northern main tracks are governed by Automatic Interlocking signals. Push button located on signal house.

PUBLIC CROSSINGS

Blackfoot

— At Alice Street, sound detectors have been installed and trains must sound whistle before passing orange whistle post, and it must be known that automatic crossing protection has been operating for a sufficient time to stop highway traffic before any movement is made onto or over the crossing.

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); and 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.

DUAL CONTROL CROSSOVERS AND TURNOUTS

No. 10 Turnout: Pocatello Jct. — Montana main track, and crossover between tracks 1 & 2, Junction switch to Montana main track, switch leading to old Kraft lead.

TRACK RESTRICTIONS

Units must not be operated at Idaho Falls — on Coal Yard Trestle on Agren Spur; and Divide — on Coal trestle.

WESTWARD		CUMBERLAND BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
887		KEMMERER Ⓞ ●	P	0.0	Maximum speed	20	
227-05	2475	GLENCOC JCT. Ⓞ		5.3	Between Mile Posts—		
		FMC COAL SPUR Ⓞ		10.9	0.0 and 0.3	15	
					4.9 and 5.6	15	
					FMC Spur	20	
					10.0 and 10.9	10	

At Amoco 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 Amoco employee via telephone located next to the signal and be governed by signal indication.

At Chevron all movements must be governed by signal indication.

DUAL CONTROL TURNOUT

No. 10 Turnout: Kemmerer Switch leading to Cumberland Branch

WESTWARD		ELKOL BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
227-05	2475	GLENCOC JCT. Ⓞ		0.0	Maximum speed	20	
229-04		ELKOL Ⓞ		2.6	Between Mile Posts—		
					0.0 and 0.2	15	
					2.5 and end of Track	15	

WESTWARD		GRACE BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
999	7297	ALEXANDER Ⓞ	P	0.0	Maximum speed	20	
235-06	770	GRACE Ⓞ		5.8	5.33 Bridge	10	
					Grace Elevator Tracks	5	

TRACK RESTRICTIONS

GRACE BRANCH — GP 30 units 700-739B and GP 38-2 units 2000-2059 may operate at 5 MPH less than timetable speed.

WESTWARD		CONDA BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
993	7465	SODA SPRINGS Ⓞ ●	PY	0.0	Maximum speed	20	
360-06	825	EPCO Ⓞ		6.0	Conda Yard	5	
360-07		CONDA Ⓞ	Y	7.0	INDUSTRY/SPUR TRKS	MP	STA. NO.
					MONSANTO	1.8	360-02

TRACK RESTRICTIONS

Units must not be operated on following tracks:

Conda — Loading tracks west of scales.

EpcO — Over rollover dumper over track scales.

Soda Springs — Monsanto Spur — End 50 ft. of Furnace Room Track.

PUBLIC CROSSINGS

Soda Springs — On Monsanto Chemical Plant Track No. 4, near Furnace Bldg., 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.

SAFETY
IS WHAT YOU MAKE IT

WESTWARD		DRY VALLEY BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
360-06	9873	EPCO		0.0	Maximum speed	25	
370-12		WOOLEY VALLEY		11.7		EpcO - all yard tracks	10
370-18		DRY VALLEY		18.4		Mountain Fuel Track No. 1	5
						Center Load Track above rollover dumper	5
Between Mile Posts—						0.0 and 1.0	15
						3.5 and 4.9	15
						17.5 and 18.4	5

WESTWARD		TWIN FALLS BRANCH		EASTWARD		SPEED RESTRICTIONS		
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH		
1120	13190	MINIDOKA		0.0	Maximum speed	40		
236-08	3410	ACQUIA		8.1		Rupert, over streets and alleys	12	
236-14	9185	RUPERT		13.5	20.1 Bridge (6 axle units)	10		
236-20	1485	HEYBURN		19.6		Burley, over street crossings	12	
236-22	2750 2970	BURLEY		21.8	Kimberly, within city limits	35		
236-26	3575	STARRH'S FERRY		26.0		INDUSTRY/ SPUR TRKS	MP	STA.
236-34	2750	MILNER		33.6	SCHOW		16.5	236-16
236-41	3355	MURTAUGH		41.8	HOBSON (E)		28.5	236-28
236-50	1925	HANSEN		49.7	BILLS		49.0	236-48
236-53	2805	KIMBERLY		53.3	CURRY		63.4	236-63
236-56	1430	MCMILLAN		56.4	FILER		66.0	236-66
236-59		TWIN FALLS		58.7	PEAVEY		68.5	236-69
236-74		BUHL		73.8	CEDAR		71.4	236-71

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.

Units must not be operated on the following tracks:

Starrh's Ferry — Do not move engines or cars over scale or under overhead building at Coors Warehouse.

McMillan — Engines are boxcars must not enter covered area at wet hopper at TASCO factory.

WESTWARD		RAFT RIVER BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
236-22	2970	BURLEY		0.0	Maximum speed	20	
239-03	1595	UNITY		3.1		Burley, over street crossings	12
239-06	1045	SPRINGDALE		6.0	INDUSTRY/ SPUR TRKS	MP	STA.
239-09	770	DECLO		9.0		ELCOCK	4.0
					EVANS (E)	4.7	239-05
					HATCH	7.5	239-08

WESTWARD		OAKLEY BRANCH		EASTWARD		SPEED RESTRICTIONS		
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH		
236-22	2750	BURLEY		0.0	Maximum speed	20		
237-04	1320	BEETVILLE		4.3		Burley, over street crossings	12	
237-08	3080	NORTH KENYON		8.1	INDUSTRY/ SPUR TRKS	MP	STA.	
237-12	\$296	MARTIN (SPUR-E)		11.5		CRIPPEN (E)	2.1	237-02
						RUBY (W)	3.1	237-03
						PELLA	5.2	237-05
					KENYON	9.6	237-10	

**ARE
YOU DOING IT
THE SAFE WAY?**

Timetable No. 1

WESTWARD		NORTH SIDE BRANCH		EASTWARD		SPEED RESTRICTIONS			
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH			
236-14	9185	RUPERT		0.0	Maximum Speed	40			
238-05	7865	MYERS		4.4		INDUSTRY/ SPUR TRKS	MP	STA.	
238-06	1705	PAUL		5.7			TRAVERS	3.5	238-04
238-16	2530	SCHODDE		15.9			HYNES	11.4	238-11
238-48	2530	JEFROME		47.9			HAZELTON	24.0	238-24
238-57	2530	WENDELL		56.7			BLACK	26.9	238-27
		BLISS		72.9			EDEN	28.1	238-28
							SUGAR LOAF	38.3	238-38
							FALLS CITY	40.6	238-41
							BARRYMORE	42.5	238-43
					HYDRA		45.8	238-46	
					KING	58.1	238-58		
					TUTTLE	66.2	238-66		

Yard limits are continuous MP 0.0 to MP 6.3

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

WESTWARD		BOISE CUT-OFF		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
1270	9349	ORCHARD		B423.5	Maximum speed	40	
8-1296		BOISE		B448.6		Between Mile Posts— B-439.5 and B-440.4	25
8-1298		BOISE JCT.		B450.9	B-446.5 and B-451.25		20
8-1305	3850	MERIDIAN		B457.5		INDUSTRY/ SPUR TRKS	MP
1304		NAMPA		B467.8	HILLCREST		B445.2
		(44.3)			PERKINS	B451.5	8-1299
					BEATTY	B454.9	8-1302
					ALUMA (W)	B462.8	8-1311

AMTRAK SCHEDULE (RULE 5C)

No. 25 FIRST CLASS DAILY

From Second Subdiv at Orchard

Stop Boise..... 7.15AM

Arrive Nampa..... 7.50AM

No. 26 FIRST CLASS DAILY

Leave Nampa..... 10.00PM

Stop Boise..... 10.45PM

Via Second Subdiv at Orchard

Public Crossings

At Boise Freight engines moving across crossings must have an employe riding leading deck of engine protecting movement.

CLEARANCE REQUIREMENTS

Trains need not receive clearance at Orchard.

WESTWARD		IDAHO NORTHERN BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
1304		NAMPA		0.0	Maximum speed	40	
24-003	2310	FISCHER		2.6		Between Mile Posts— 0.2 and 0.4	15
24-009	660	MIDDLETON		9.4	8.7 and 8.8		25
24-019	715	JENNESS		18.8		13.8 and 14.8	30
24-027	4510	EMMETT		26.9	18.9 and 22.4	15	
24-032	1980	PLAZA		31.8	Emmett, Kings	12	
24-041	2035	MONTOUR		41.0		31.2 and 33.2	25
24-050	1485	HORSESHOE BEND		49.7	33.2 and 37.4	20	
24-055	1485	GARDENA		54.9	37.4 and 38.7	15	
24-064	1650	BANKS		63.9	38.7 and 40.3	30	
24-083	1430	SMITHS FERRY		82.7		44.1 and 45.7	35
24-093	715	CABARTON		92.7	45.7 and 49.1	25	
24-096	1485	BELVIDERE		95.3	50.3 and 53.0	20	
24-099	1485	CASCADE		99.1	53.0 and 60.0	15	
		(99.7)				60.0 and 64.0	20
					64.0 and 81.0	15	
					83.1 and 92.5	20	
					92.5 and 98.1	30	

Yard limits are continuous MP 0.0 to MP 3.58.

INDUSTRY/ SPUR TRKS	MP	STA. NO.
MADDENS	6.1	24-006
AMSCO (E)	13.6	24-014
BIG EDDY (E)	75.2	24-075

INSPECTION OF TRACK

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.

AIR BRAKE REQUIREMENT

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.

Timetable No. 1

WESTWARD		PAYETTE BRANCH			EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS			MILE POST	LOCATION	MPH	
1350	8100	PAYETTE			0.0	Maximum speed	40	
253-05	1265	FRUITLAND			5.1	Between Mile Posts— 0.0 and 0.7 1.1 and 4.9 6.5 and 6.7 6.9 Xing 9.6 and 9.8 10.6 and 10.8 13.7 and 13.9 25.2 and 25.6 Emmett, Kings	10	
253-07	880	BUCKINGHAM			6.8		25	
253-11	1430	NEW PLYMOUTH			11.1		25	
24-027	4510	EMMETT			29.7		10	
							25	
INDUSTRY/ SPUR TRKS		MP	STA. NO.			25		
EIFFIE (W)		4.0	253-04			35		
TOM THUMB		8.8	253-08			35		
LETHA		21.6	253-22			12		

WESTWARD		NEW MEADOWS BRANCH			EASTWARD		SPEED RESTRICTIONS		
STATION NUMBER	SIDING FEET	STATIONS			MILE POST	LOCATION	MPH		
1363	8246	WEISER			0.0	Maximum speed	40		
244-06	1650	REBECCA			6.0	Between Mile Posts— 4.3 and 5.7 7.4 and 7.7 9.9 and 11.0 11.0 and 29.3 32.9 and 33.5 33.5 and 34.3 34.3 and 36.8 36.8 and 39.1 39.1 and 42.4 42.4 and 43.2 45.1 and 54.8 54.8 and 56.7 65.4 and 67.3 67.3 and 80.7 83.9 and end of track	35		
244-12	440	PRESLEY			11.6		25		
244-19	2255	CONCRETE			19.1		25		
244-32	1155	MIDVALE			31.8		20		
244-41	1650	CAMBRIDGE			40.5		25		
244-60	2750	COUNCIL			60.1		20		
244-82	1375	TAMARACK			81.8		30		
244-84	2035	RUBICON			84.1		20		
		(84.5)					20		
INDUSTRY/ SPUR TRKS		MP	STA. NO.				20		
MESA (W)		56.6	244-57				20		

WESTWARD		OREGON EASTERN BRANCH			EASTWARD		SPEED RESTRICTIONS		
STATION NUMBER	SIDING FEET	STATIONS			MILE POST	LOCATION	MPH		
1346	8440	ONTARIO			0.0	Maximum speed	30		
25-004	660	CAIRO			3.7	Between Mile Posts— 4.0 and 27.8 27.8 and 28.6 29.5 and 33.8 36.8 and 38.1 50.8 and 52.2 53.7 and 59.3 70.3 and 71.2 78.6 and 89.3 102.0 and 157.2	20		
25-016	6325	WYLE			15.5		25		
25-024	2145	CELATOM			23.5		20		
25-074	2475	JUNTURA			73.6		20		
25-093	2310	RIVERSIDE			92.8		25		
25-127	1430	CRANE			126.6		20		
25-144	1430	REDESS			143.5		25		
25-157	1155	BURNS			156.8		20		
INDUSTRY/ SPUR TRKS		MP	STA. NO.				20		
CLAUDE (W)		2.7	25-003				20		
LUSE		6.9	25-007				25		
LITTLE VALLEY		34.8	25-035				20		
HARPER		42.0	25-042				20		
NANMORF		51.3	25-051				20		
JONESBORO		62.2	25-062				20		
LONG		86.6	25-087			20			
DUNNEAN		102.8	25-103			25			
VENATOR		110.2	25-110			20			

Yard limits are continuous MP 0.0 to MP 4.0.

WESTWARD		STODDARD BRANCH			EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS			MILE POST	LOCATION	MPH	
1304		NAMPA			0.0	Maximum speed	20	
246-09	2090	BOWMONT			8.9	Between Mile Posts— 0.0 and 0.8 1.0 and 15	15	
246-15	1320	MELBA			14.6		10	
146-17	2530	STODDARD			17.0		10	
INDUSTRY/ SPUR TRKS		MP	STA. NO.			10		
DEAL		4.5	246-04			10		
MELMONT (E)		11.6	246-12			10		

WESTWARD		HOMEDALE BRANCH			EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS			MILE POST	LOCATION	MPH	
1336	8717	NYSSA			0.0	Maximum Speed	25	
248-08	1870	OVERTREET			8.1	INDUSTRY/ SPUR TRKS	MP	
248-24	2915	HOMEDALE			24.5		STA. NO.	
248-33	880	MARSING			33.1		10.6 248-11 16.9 248-17	

Timetable No. 1

WESTWARD		WILDER BRANCH			EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS			MILE POST	LOCATION	MPH	
1313		CALDWELL			0.0	Maximum speed	20	
247-03	1870	SIMPLOT			2.5	Between Mile Posts— 0.0 and 0.2	10	
247-04	990	WEITZ			3.7		10	
247-05	1210	DOLES			5.0		10	
247-12	2035	WILDER			11.0		10	
							10	
INDUSTRY/ SPUR TRKS		MP	STA. NO.			10		
HOP (E)		4.4	247-04			10		
GREENLEAF (W)		7.0	247-07			10		
ALLENDALE		9.7	247-10			10		

Track Restriction

Simplot — Units must not be operated over "under track pit" at Simplot Soil Builder.

WESTWARD		GAY BRANCH			EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS			MILE POST	LOCATION	MPH	
99-146	7095	FORT HALL			0.0	Maximum Speed	20	
	1650	NINE MILE			9.3	Between Mile Posts— 0.0 and 0.2 3.1 and Gay	15	
380-20		GAY			20.4		15	
							15	

WESTWARD		GOSHEN BRANCH			EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS			MILE POST	LOCATION	MPH	
255-18	1430	AMMON			18.1	Maximum speed	20	
264-03		LINCOLN JCT.			21.6	Between Mile Posts— 21.4 and 21.6	10	
		(3.5)					10	
INDUSTRY/ SPUR TRKS		MP	STA. NO.			10		
BONDED SIDING (W)		20.8	255-21			10		

WESTWARD		ABERDEEN BRANCH			EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS			MILE POST	LOCATION	MPH	
256-07		ABERDEEN JCT.			0.0	Maximum speed	25	
259-04	1485	ROCKFORD			4.1	Between Mile Posts— 10.75 and 28.2	15	
259-10	1485	PINGREE			10.3		15	
259-17	1430	SPRINGFIELD			16.5		15	
259-28	1760	ABERDEEN			28.2		15	
							15	
INDUSTRY/ SPUR TRKS		MP	STA. NO.			15		
LIBERTY		5.9	259-06			15		

WESTWARD		YELLOWSTONE BRANCH			EASTWARD		SPEED RESTRICTIONS		
STATION NUMBER	SIDING FEET	STATIONS			MILE POST	LOCATION	MPH		
99-185		IDAHO FALLS			0.0	Maximum speed	40		
26-003	825	ORVIN			3.0	Between Mile Posts— 38.2 and 51 38.3 and 51 (9000 class units)	25		
26-008	2805	UCON			7.6		20		
26-014	2530	RIGBY			13.8		10		
26-018	1705	LORENZO			18.1		10		
26-021	1155	THORNTON			20.7		10		
26-026	3135	REXBURG			26.0		15		
26-030	2420	SUGAR CITY			29.8		15		
26-031	1705	HART			30.7		15		
26-037	5225	ST. ANTHONY			36.8		15		
26-038		BELT			38.3		15		
26-051	2145	ASHTON			51.0		15		
INDUSTRY/ SPUR TRKS		MP	STA. NO.				15		
ST. LEON (E)		3.7	26-004				15		
GARRY (E)		12.5	26-013				15		
WAMAR (E)		31.3	26-032				15		

Yard limits are continuous MP 0.0 to MP 8.3.

**IN WORK OR PLAY
DO IT THE SAFE WAY**

Timetable No. 1

WESTWARD		EAST BELT BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
26-003	825	ORVIN PY	0.0	Maximum speed	40		
264-02	1045	LINCOLN	2.2	Between Mile Posts—			
264-03		LINCOLN JCT.	3.0	0.0 and 3.0	25		
264-06	2145	LIONA	5.3	4.7 and 4.9	20		
264-16	990	RIRIE	16.2	14.25 Road Crossing	20		
264-21	495	BYRNE	21.2	16.0 and 16.3	20		
264-26	495	JENSON	25.5	18.8 and 19.0	25		
264-28	1100	WALKER	28.1	19.5 and 24.0	30		
264-32	1870	PARKINSON	32.2	28.0 and 28.7	35		
264-34	495	MOODY	34.3	30.2 and 37.7	25		
264-38	550	NEWDALE P	38.0	INDUSTRY/ SPUR TRKS	MP	STA. NO.	
				KEN (W).....	0.4	264-00	
				MIKAMI (E).....	14.0	264-14	
				HILLTOP (E).....	27.7	264-28	

WESTWARD		WEST BELT BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
26-008	2805	UCON P	0.0	Maximum Speed	20		
262-07	770	BARLOW	6.8	Between Mile Posts—			
262-09	1045	LEWISVILLE	8.7	9.0 and 10.4	15		
262-10	880	MIDWAY	9.6	Cars exceeding gross weight of			
262-11	1815	MENAN	10.4	240,000 pounds but not			
				exceeding 263,000 lbs.	15		
				INDUSTRY/ SPUR TRKS	MP	STA. NO.	
				COLTMAN (E).....	2.6	262-03	
				GRANT (E).....	4.6	262-05	

WESTWARD		ST. ANTHONY BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
262-27	825	EDMONDS	26.7	Maximum speed	20		
262-34	880	PARKER	33.3	37.4	5		
26-037	5225	ST. ANTHONY PY	38.5	Cars exceeding gross weight of			
		(11.8)		240,000 pounds but not			
				exceeding 263,000 lbs.	15		
				INDUSTRY/ SPUR TRKS	MP	STA. NO.	
				EGIN.....	29.2	262-29	
				PYKE (E).....	35.2	262-35	

WESTWARD		MACKAY BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
99-158	3685	BLACKFOOT PRY	0.0	Maximum speed —	25		
256-02	4675	COLLINS	2.9	Between Mile Posts			
256-05	1430	MORELAND	5.6	0.1 and 0.4	10		
256-07		ABERDEEN JCT.	7.1	Collins (Spurs)	10		
256-20	1540	TABER	20.1	Aberdeen Jct. Turnout	15		
256-40	1650	SCOVILLE Y	39.7	Cars exceeding gross weight			
256-59	1760	ARCO PY	59.1	240,000 pounds but not			
		(59.45)		exceeding 263,000 pounds.	15		
				INDUSTRY/ SPUR TRKS	MP	STA. NO.	
				AIKEN.....	3.8	256-03	
				CLARKSON.....	4.3	256-04	
				ROUSE (E).....	7.6	256-08	
				OLSEN (E).....	15.9	256-16	
				FULLMER (E).....	18.8	256-19	

Yard limits are continuous MP 0.0 to MP 7.1.

Blackfoot — At Alice Street sound detectors have been installed and trains must sound whistle before passing orange whistle post, and it must be known that automatic crossing protection has been operating for a sufficient time to stop highway traffic before any movement is made onto or over the crossing.

WESTWARD		TETON VALLEY BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
26-051	2145	ASHTON PRY	0.0	Maximum speed	25		
265-06	1540	GRAINVILLE	6.0	4.52, 6.98 and 19.97 Bridges	12		
265-09	1045	DRUMMOND	8.5	Between Mile Posts—			
265-16	1540	LAMONT	15.7	19.0 and 19.3	15		
265-30	1045	TETONIA PY	30.3	25.0 and 25.4	15		
		(30.8)		INDUSTRY/ SPUR TRKS	MP	STA. NO.	
				MARYSVILLE.....	1.7	265-02	
				FRANCE.....	12.7	265-13	
				JUDKINS (W).....	22.2	265-22	
				FELT.....	26.2	265-26	

Timetable No. 1

WESTWARD		FIRST SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
1386	8295	HUNTINGTON PR	389.8				
1391	5215	LIME P	384.3				
1398	8510	WEATHERBY P	377.1	Huntington to La Grande	70	70	
1407	9960	DURKEE P	368.7	LaGrande to Pendleton	70	60	
1414	8339	OXMAN P	361.0	Pendleton to Hinkle	70	65	
1420	6535	PLEASANT VALLEY P	365.2	Between Mile Posts—			
1424	10245	ENCINA P	351.9	Huntington-Idaho Div.			
1428	5270	QUARTZ P	347.5	536.9 and 539.0	40	30	
1434	10495	BAKER PRY	341.6	389.9 and 388.5	40	30	
1438	5190	WING P	337.7	388.5 and 372.7	30	25	
1444	8633	HAINES P	332.2	Lime-High Line Track			
1453	8460	NORTH POWDER P	322.0	and connection			
1463	7210	TELOCASET PY	312.6	371.1 and 370.7	70	60	
1467	8456	CROOKS P	308.8	366.6 and 366.2	70	60	
1473	8554	UNION JCT. PY	302.5	364.6 and 355.9	30	20	
1481		CP295 P	295.3	355.9 and 348.4	35	30	
		CP291 P	291.0	348.4 and 347.2	70	60	
		LA GRANDE ● FPRTY	290.1	347.2 and 346.9	50	50	
		CP289 PX	289.0	346.9 and 345.1	70	60	
		CP288 PX	287.8	Baker-W leg wye,			
		CP286 PX	285.7	Ellingson &			
1494	9295	HILGARD P	282.4	Industry spur	5	5	
1500	8727	MOTANIC P	275.6	345.1 and 341.1	50	50	
1504		NORDEEN CP272 P	272.1	321.6 and 319.5	70	60	
1504	C6965	KAMELA PY	271.0	319.5 and 316.0	30	25	
1511		MEACHAM CP265 P	265.5	316.0 and 315.4	40	30	
1518	9057	HURON P	257.7	315.4 and 311.9	50	40	
1522	6085	CAMP P	254.3	311.9 and 307.1	40	30	
1527	8541	DUNCAN P	248.7	307.1 and 304.0	35	25	
1536	8619	BONIFER P	239.8	304.0 and 303.2	40	30	
1538	5090	GIBSON PY	236.9	303.2 and 302.6	65	55	
1546	5765	HOMLY P	229.6	291.1 and 288.9 No. 1	20	20	
1551	9121	MINTHORN P	225.3	288.9 and 282.0 No. 1	25	25	
1557	5662	MUNRA P	219.0	291.1 and 289.8 No. 2	20	20	
1560	7935	PENDLETON P	215.7	289.8 and 285.7 No. 2	25	25	
1564	13450	RIETH P	212.7	282.0 and 257.2	25	20	
1567	6390	BARNHART P	208.1	257.2 and 247.3	35	30	
1577	9269	NOLIN P	199.7	247.3 and 244.8	55	45	
1583	6290	ECHO P	192.5	244.8 and 244.0	45	35	
		CP189	188.7	244.0 and 242.0	55	45	
		CP188	188.4	242.0 and 239.7	25	25	
1587		HINKLE ● FPRY	185.3	239.7 and 237.9	50	40	
1591		(204.5)		237.9 and 235.6	35	25	
				234.0 and 231.6	55	45	
				231.6 and 227.3	40	30	
				218.9 and 217.6	50	45	
				217.6 and 214.1	35	35	
				213.3 and 213.0 (siding)	20	20	
				214.1 and 212.8	50	40	
				210.9 and 208.9	55	45	
				206.9 and 204.5	60	50	
				204.5 and 202.3	55	45	
				202.3 and 200.7	60	50	
				198.2 and 194.5	55	45	
				194.5 and 193.4	50	40	
				Hinkle-Mikami Spur			
				192.2 and 191.8	50	50	
				CP189 and CP182 No. 1	40	40	
				CP189 and CP182 No. 2	60	50	
				INDUSTRY/ SPUR TRKS	MP	STA. NO.	
				NELSON.....	372.6	1403	
				HOT LAKE (E).....	299.7	1477	
				CAYUSE.....	227.2	1548	
				MISSION (E).....	220.8	1555	

AMTRAK SCHEDULE (RULE 5C)

No. 25 FIRST CLASS DAILY

Stop Baker	10.40AM
Arrive LaGrande (Mountain Time)	11.40AM
Leave LaGrande (Pacific Time)	10.45AM
Stop Pendleton	12.55PM
Arrive Hinkle	1.27PM

No. 26 FIRST CLASS DAILY

Leave Hinkle	2.25PM
Stop Pendleton	3.05PM
Arrive LaGrande (Pacific Time)	5.15PM
Leave LaGrande (Mountain Time)	6.20PM
Stop Baker	7.20PM

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 and Baker need receive clearance or register at Huntington and Baker.

Timetable No. 1

OREGON DIVISION

GENERAL INSTRUCTIONS

Engine Whistle: Within the city limits of Pendleton, Oregon, it is unlawful to sound engine whistle except to signal flagman or to prevent accident not otherwise avoidable.

At M.P. 215.75 between Main Street crossing and AMTRAK Depot at Pendleton, a sign reading "AMTRAK Stop Here" and bell detector to activate crossing for Main Street have been installed.

Eastward AMTRAK trains must sound bell on engine for 15 seconds before proceeding eastward. This will activate signal protection on Main Street. If unable to activate crossing gates in this manner, engineer must proceed gradually until contact is made with track circuit and engineer must know that crossing gates are down before proceeding over Main Street.

Pilot Rock — two derails located as follows: 1500 ft. east of east switch to New Setout Track and 190 ft. east of west switch to Old Mill Track.

At La Grande 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: 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.

Communication via radio between road engineer and helper engineer must be maintained at all times, when possible, while handling trains with helper units to coordinate starting, accelerating, negotiating, slowing and stopping procedures. Road engineer being the engineer in charge, must inform helper engineer of throttle settings on head end and helper engineer will correspond accordingly. Helper engineer when increasing or decreasing throttle should, when practicable, be two throttle notches above that of road engineer in order to control slack.

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.

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 REQUIREMENTS

With passenger trains, running test as prescribed in Air Brake Rule 1007 (B) must be made before descending grades as follows:

Encina - WW and EW Telocaset - WW and EW Kamela - WW and EW

At Encina, Telocaset and Kamela, speed of all trains over crest of grade must be 5 MPH less than maximum authorized speed on descending grades.

On descending grades from 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.

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.

PUBLIC CROSSINGS

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.

DUAL CONTROL CROSSOVERS AND TURNOUTS

No. 20 Turnouts: — CP295 . . . End 2 MT; CP189 . . . MT & yard; and CP184 . . . departure yard and running track.

No. 10 Turnout: — Rieth . . . Switch to Pilot Rock Branch

SWITCHES (Normal Position)

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.

OREGON DIVISION

SPEED SIGNAL LOCATIONS

'Huntington	CP288	Bonifer
Weatherby	CP289	Minthron
Oxman	Hilgard	'Reith
North Powder	Montanic	Nolin
Crooks	CP265	CP189 No. 2
Union Jct.	Huron	CP188 No. 1
CP295	Duncan	CP186 No. 1
CP286		CP185 No. 1

'NOTE — Speed of 20 MPH must not be exceed on sidings.

HOTBOX DETECTORS AND DRAGGING EQUIPMENT INDICATORS

MP	MP	MP	MP
DEIO 380.5 (R-4)	DEIO 284.4(R-4)	DEIO 261.4(R-4)	DEIO 239.7(MT and Siding)(R-4)
372.0	DEIO 272.9(R-4)	DEIO 259.3	210.9(R-4)
333.2	DEIO 268.2(Both)	DEIO 255.6	194.9(R-4)
DEIO 304.9(R-4)	DEIO 263.5(R-4)	243.7(R-4)	188.7(R-4)
301.2			

Special Instruction 912(R-4) applies to dragging equipment detectors except as follows:

When dragging equipment is indicated in train, the entire train must be inspected. If the Dispatcher gives the location in the train of dragging equipment, 5 cars ahead of and all cars behind the designated car must be inspected. All other dragging equipment indicator rules are still in effect.

NOTE: FOR ADDITIONAL HINKLE SPECIAL INSTRUCTIONS REFER TO "TERMINAL AREA" SECTION IN REAR OF TIMETABLE.

WESTWARD		SECOND SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
1591		HINKLE ●	FPRY 185.3				
		CP184	183.7	Hinkle to The Dalles	70	70	
		CP182	182.1	The Dalles to Albina	70	65	
1600	8785	MUNLEY	P 175.9	Hinkle-Mikami Spur			10
1605	8465	CLARKE	P 169.8	Carty Industrial Lead			
1612	9844	BOARDMAN	P 164.2	Maximum Speed			25
1617	9527	CASTLE	P 156.7	0.5 and 0.7			20
1627	9735	HEPPNER JCT.	P 146.9	1.5 and 1.7			15
1638	9962	ARLINGTON	P 138.7	11.7 and 11.8			10
1646	9747	BLALOCK	P 128.8	Between Mile Posts—			
1652	9740	QUINTON	P 120.9	CP182 and CP189 No. 1	40	40	
1661	10795	GOFF	P 112.6	CP182 and CP189 No. 2	60	50	
		BIGGS	P 103.8	114.7 and 113.4	70	60	
1672	6402	BLALOCK	P 103.1	104.9 and 103.16	70	60	
1675	2585	MILLER	X 100.4	103.16	60	60	
1680		OREGON TRUNK JCT.	PX 94.9	99.3 and 98.8	60	50	
1691		THE DALLES ●	FPRX 84.9	97.8 and 96.5	70	65	
1694		CRATES CP82 ●	P 81.7	88.2 and 85.1	70	65	
1706	6385	MOSIER	P 69.1	85.1 and 83.2	40	40	
1712	5070	HOOD RIVER ●	P 63.1	83.2 and 81.2	60	50	
1716	9895	MENO	P 58.4	81.2 and 79.0	55	45	
1733	6752	CASCADE LOCKS ●	P 43.0	79.0 and 77.0	65	55	
1741	10635	DODSON	P 33.3	77.0 and 75.9	60	50	
1749	6360	BRIDAL VEIL	P 26.7	75.9 and 75.0	55	45	
1753	10560	SANDY	P 17.0	75.0 and 73.7	60	50	
1760	2850	TROUTDALE CP16 ●	P 15.6	72.7 and 70.4	50	40	
3-1771	1375	GRAHAM	P 4.4	70.4 and 68.4	40	30	
2-1781		EAST PORTLAND ●	IPY 0.6	68.4 and 66.7	55	45	
				66.7 and 66.4	45	35	
				66.4 and 63.4	55	45	
				63.4 and 59.4	50	40	
				59.4 and 49.0	60	55	
				49.0 and 45.0	55	45	
				45.0 and 42.5	50	40	
				42.5 and 41.4	30	25	
				39.9 and 37.3	60	50	
				37.3 and 35.5	55	45	
				32.8 and 27.5	60	50	
				25.9 and 24.0	60	50	
				24.0 and 23.8	50	40	
				22.4 and 20.1	60	50	
				18.5 and 18.1	55	45	
				18.1 and 15.9	70	60	
				Via Graham			
				Maximum Speed	60	50	
				Between Mile Posts—			
				13.5 and 13.2	50	40	
				12.0 and 10.8	55	45	
				5.2 and 3.3	35	35	
				3.3 and 2.5	20	15	
				2.5 and 0.9	35	25	

AMTRAK SCHEDULE (RULE 5C)	
No. 25 FIRST CLASS DAILY	
Leave Hinkle	1.30PM
Stop The Dalles	3.05PM
Stop Hood River	3.35PM
Stop Cascade Locks	4.05PM
Arrive Portland	5.30PM
No. 26 FIRST CLASS DAILY	
Leave Portland	11.00AM
Stop Cascade Locks	11.55AM
Stop Hood River	12.25PM
Stop The Dalles	12.55PM
Arrive Hinkle	2.22PM

CLEARANCE AND REGISTER REQUIREMENTS

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

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

Rule 251 applies between Biggs and Crates.

NOTE — Distance between MP 165 and MP 166, between Boardman and Clarke is 0.36 mile and between MP 56 and MP 57, between Wyeth and Meno is 0.6 mile.

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

Movements on Graham Line between Troutdale and East Portland and on Kenton Line between Troutdale and Peninsula Jct. are authorized by Track Warrant Control.

GENERAL INSTRUCTIONS

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.

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.

The Dalles: Whenever movement is made against the current of traffic on westward main track, any other westward movement must be held at block signal 88.9 and when any movements are being made against the current of traffic on eastward main track, any other eastward movement must be held at Crates until advised that the main track is clear.

Castle: When signal governing movement to Carty Industrial lead displays proceed indication, movement is authorized on lead in either direction without flag protection.

Oregon Trunk Jct.: Junction switch and both switches of crossover between eastward and westward main tracks are equipped with electric locks controlled by train dispatcher at Albina. 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: The following applies when operating units through PGE Carty Plant rotary car dumpers:

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

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.

	Pgrr.	Frt.
Via Kenton		
Between Mile Posts—		
21.9 and 16.4	50	50
16.4 and 8.8	35	35
8.8 and 6.2	20	20
6.7 (Tyndall Ave)	10	10
5.6 (Columbia Blvd.) WW	25	25
5.6 (Columbia Blvd.) EW	15	15
North Portland		
Tracks 103 and 104	10	10
East Portland 0.9 to		
St. Johns Jct.	15	15
Albina 1200 class units		
Non-Block Territory	10	
E. Portland curves		
Willamette River Br.		
& Interlocking 0.4	6	6
Portland Union Station		
on all tracks P.T.R.R.		
Yard & Interlocking	10	10
INDUSTRY/		
SPUR TRKS	MP	STA.
RUFUS.....	108.7	1666
ROWENA.....	76.6	1700
WYETH.....	49.8	1726
BONNEVILLE (W).....	38.0	1737
ROCKWOOD.....	11.8	3-1764
CLARNIE.....	7.8	3-1768
REYNOLDS.....	20.0	1762
HEMLOCK.....	17.0	1765
FIR.....	12.4	1769

PUBLIC CROSSINGS

The Dalles — Public crossings must not be blocked longer than 10 minutes.

Troutdale — Public crossings must not be blocked longer than 5 minutes.

DUAL CONTROL CROSSOVERS AND TURNOUTS**No. 20 Turnouts:**

CP184 183.7.....departure yard and running track Crates.....81.7 End of 2 MT
CP182 182.2.....end of running track Troutdale Jct. switch.....15.6

No. 10 Turnouts: Biggs..... Siding switches

No. 20 Equilateral: Biggs.....103.16 End of double track

SPEED SIGNAL LOCATIONS

CP184 MT 1 & 2	Clarke	Mosier	Dodson
CP182 MT 1 & 2	Boardman	Meno	Bridal Veil
Munley	Crates	Cascade Locks	Sandy

HOTBOX DETECTORS AND DRAGGING EQUIPMENT INDICATORS

MP	MP	MP	MP
DEI 23.0(R-4)	DEI 76.2(R-4)	125.0	160.5
DEI 52.9(R-4)	107.5	142.9	

DEI detectors will be governed by Special Instruction 912(R-4)

TRACK RESTRICTIONS

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.

BONNEVILLE, POWERHOUSE SPUR

Movement of hydro-cushion cars is restricted to one car and units account of curvature.

NOTE: FOR ADDITIONAL HINKLE & ALBINA SPECIAL INSTRUCTIONS REFER TO "TERMINAL AREA" SECTION IN REAR OF TIMETABLE.

WESTWARD		THIRD SUBDIVISION		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
1954		SEATTLE	183.1				
		3.8					
1951		ARGO ●	179.3				
		5.6					
1945	1300	BLACK RIVER	173.7				
	3235	(BN CROSSING)					
		0.4					
1943		BN CROSSING	173.3				
		1.8					
1938	3393	ANDOVER	171.5				
		4.6					
1933	4508	KENT	166.9				
		5.7					
1925	4539	AUBURN	162.3				
		7.8					
1924		SUMNER	154.5				
		1.6					
1919	4597	NORTH PUYALLUP	152.9				
		4.9					
1917		FIFE	148.0				
		1.3					
		RESERVATION	146.7				
1778		NORTH PORTLAND JCT.	6.8				
		1.2					
1776		PENINSULA JCT.	5.6				
		2.6					
1778		ST. JOHNS JCT.	4.0				
		1.4					
2-1780		ALBINA ●	1.6				
		5.6					
		(181.5)					

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

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

CLEARANCE AND REGISTER REQUIREMENTS

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 Albina.

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 UP Jct. (Tacoma) when entering BN trackage at this location.

Movements on Kenton Line between Troutdale and Peninsula Jct. are authorized by Track Warrant Control.

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

GENERAL INSTRUCTIONS

Use of Engine Whistle: Within the City limits of Spokane the use of engine whistle is prohibited except to prevent accident.

Controlled Signals: Train and engine movements between BN Crossing and east end Spokane will be governed by controlled signals located at BN Crossing.

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: At Cheney east switch of house track, train or engine must not release this mechanical time lock or move from house track to main track without authority from train dispatcher, Albina.

RAILROAD CROSSINGS AND JUNCTIONS

Spokane (MP 0.04) — Stop signs
Grand Junction (MP 22.1) — Stop signs
Sandpoint (MP 75.3) — Interlocking (controlled by BN Disptacher)
Bonnors Ferry (MP 109.3) — Gates

Spokane (BN Crossing old yard lead.) — Automatic Interlocking. Push buttons, located on signals, may be operated to obtain indication for a reverse movement. Emergency release push button is located near crossing. Instructions posted in box.

PUBLIC CROSSINGS

Spokane, city limits — Street crossings must not be blocked longer than 5 minutes. Switching movements over specific streets, posted at Spokane govern movements.

Sandpoint — Member of crew must be on ground and stop vehicular traffic before switch movements are made on all street crossings.

SWITCHES (Normal Position)

Eastport — Switch at tail of wye for east leg of wye.

Hinkle — Switch at stem of wye for east leg of wye; Spring switch for Spokane main to wye.

Hooper Jct. (Tekoa Branch) — For line via Fourth Subdiv.

SPEED SIGNAL LOCATIONS

Ayer Jct. Wallula Juniper Hinkle
 Page Wallula Jct. Cold Springs

WESTWARD		PILOT ROCK BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
1564	13450	RIETH	P 0.0			Maximum Speed	25
301-03	\$185	MCBEE (SPUR-E)	2.1			Between Mile Posts—	
301-07	1170	SPARKS	6.0			0.0 and 0.7	15
301-15	975	PILOT ROCK	14.0			6.9 and 7.1	20
						10.7 and 11.3	15
						13.0 and End of Track	15

WESTWARD		JOSEPH BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
300-84	1960	JOSEPH	RY 83.3			Maximum Speed	30
300-78	1655	ENTERPRISE	77.6			Between Mile Posts—	
300-68	1885	LOSTINE	67.5			0.0 and 0.3	15
300-60	2405	WALLOWA	Y 59.5			15.6 and 19.1	15
300-40	3940	KIMMELL	39.4			21.1 and 21.9	20
300-34	2080	LOOKING GLASS	33.6			23.6 and 24.0	20
300-25	1650	GULLING	24.9			24.0 and 56.0	10
300-21	1805	ELGIN	Y 20.6			64.4 and 65.2	20
300-04	2000	BAUM	3.7			71.8 and 72.8	25
1486		LA GRANDE	Y 0.0			75.0 and 77.9	25
						77.9 and 78.2	20
						78.2 and 81.8	25
						82.5 and 83.6	15

Yard limits are continuous MP 0.0 to MP 4.75.

SWITCHES (Normal Position)

Joseph — Main track switch, east leg of wye — for wye;
 Switch at stem of wye — for east leg of wye.

INDUSTRY/ SPUR TRKS	MP	STA. NO.
HARRIS	48.0	300-48
MINAM	46.7	300-47
IMBLER	12.0	300-12
ALICEL	8.1	300-08
CONLEY	5.6	300-06
ISLAND CITY	2.2	300-03

DO YOU ALWAYS STEP OVER THE RAIL?

Timetable No. 1

WESTWARD		UMATILLA BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
1591		HINKLE	4.1	FPRY	0.0		Maximum Speed
349-04	4675	HERMISTON	6.1		4.1		Between Mile Posts—
349-11		UMATILLA	Y 6.1		10.2		0.0 and 0.1
							2.3 and 3.7
							3.8 Xing
							10.2 to End of Track

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

SWITCHES (Normal Position)

Hinkle — Junction Switch, Umatilla Branch for west departure lead.

WESTWARD		BEND BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
1680		OREGON TRUNK JCT.	JPYX		0.0		Between Oregon Trunk Junction and Bend, trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.
32-151		BEND	BCEJK PRTWYZ		151.9		

Bend Branch shown for information only.

Refer to Consolidated Code Special Instructions following Northwestern District section of Timetable for additional rule requirements.

STATION NUMBERS — BEND BRANCH

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

WESTWARD		HEPPNER BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
302-45	2260	HEPPNER	P 45.2			Maximum Speed	25
302-36	1210	LEXINGTON	36.3			Between Mile Posts—	
302-28	890	IGONE	28.3			0.0 and 0.3	15
302-20	805	MORGAN	19.8			16.0 and 16.2	20
1627	9735	HEPPNER JCT.	P 0.0			17.9 and 19.0	20
						20.7 and 22.7	15
						31.5 and 31.7	20
						44.7 and end of track	15
						INDUSTRY/ SPUR TRKS	MP STA. NO.
						JORDAN	31.0 302-31
						McNAB	25.2 302-25

Main track derail at MP 44.9.

SWITCHES (Normal Position)

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.

WESTWARD		CONDON BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
303-45	1410	CONDON	Y 44.5			Maximum Speed	25
303-37	1250	GWENDOLEN	36.3			Between Mile Posts—	
303-29	1490	GLEM	28.6			0.0 and 0.4	15
303-25	1490	MIKKALO	24.4			15.4 and 16.1	20
303-16	635	ROCK CREEK	16.0			16.1 and 18.6	15
303-08	1465	SHUTLER	7.3			19.2 and 16.1 (Descending)	15
1638	9960	ARLINGTON	P 0.0			21.2 and 22.0	15
						25.5 and 25.8	15
						27.8 and 28.9	15
						29.9 and 31.3	20
						33.0 and 33.4	15
						33.8 and 24.4 (Descending)	15
						34.3 and 35.2	15
						44.0 and End of Track	15

Main track derail at MP 44.0.

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.

DON'T GAMBLE WITH SAFETY

Timetable No. 1

WESTWARD		GRAYS HARBOR BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
1862		CENTRALIA ● BCFJK RTWYZ		0.0	Maximum Speed	40	
Between Blakeslee Junction and Centralia, trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.							
306-02		BLAKESLEE JCT. (BN & CW CROSSING) AJMY		2.4	Between Mile Posts—	15	
306-05	1330	GALVIN		5.1	1.0 and 1.3	25	
306-14	2650	INDEPENDENCE		13.7	4.3 and 7.5	25	
306-22	2690	CEDARVILLE		22.0	8.7 and 12.1	25	
306-31	2325	SAGINAW		31.2	14.0 and 15.3	20	
306-42	2720	SOUTH MONTESANO T		42.6	15.3 and 19.8	25	
306-51	1895	COSMOPOLIS Y		51.2	32.9 and 49.8	25	
306-53		SOUTH ABERDEEN JCT. JY		53.2	50.9 and 52.1 with logs	8	
		BN CROSSING UY		53.3	52.1 and 52.7	20	
306-54		ABERDEEN ● ORYZ		53.9	52.7 and 56.7	10	
					53.1 St. Crossing	5	
					53.3 Drawbridge	5	
Between Aberdeen and Hoquiam, trains are governed by Operating Rules, Timetable and Special Instructions of Burlington Northern Inc.							
306-58		HOQUIAM OR		57.5	INDUSTRY/ SPUR TRKS	MP	STA. NO.
					RAISCH.....	3.2	306-03
					SOUTH ELMA.....	32.6	306-33

Yard limits are continuous between Centralia and Raisch and between Cosmopolis and Aberdeen.

Consolidated Code of Operating Rules (Edition of 1980) applies. Refer to Special Instructions following Northwestern District section of Timetable for additional rule requirements.

RAILROAD CROSSINGS AND JUNCTIONS

Blakeslee Jct. Movements are governed by Automatic Interlocking signals. Push button located on signal house may be operated to obtain signal indication.

INSUFFICIENT CLEARANCE

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.

RAILROAD CROSSING

South Aberdeen — Stop signs — BN Crossing

SWITCHES (Normal Positions)

Aberdeen — Switch at end of double track — for eastward trains.

South Montesano — Wye switch — for west leg of wye.

WESTWARD		OLYMPIA BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
1881		EAST OLYMPIA JTY		0.0	Maximum Speed	20	
309-05	YL	TUMWATER Y		4.8	Between Mile Posts—	10	
					0.0 and 0.2	15	
390-07		OLYMPIA ● BJKOR TWYZ		7.4	5.0 and 5.8	10	
					5.8 and 7.3	10	
					7.3 and End of Track	6	

Consolidated Code of Operating Rule (Edition of 1980) applies. Refer to Special Instructions following Northwestern District for additional rule requirements.

INDUSTRY/ SPUR TRKS	MP	STA. NO.
CAPITOL (E).....	1.9	309-02

Main track derail is located at MP 5.8 on Olympia Branch.

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.

RAILROAD CROSSINGS AND JUNCTIONS

Olympia (Jefferson and 7th St.) — Stop signs

BN

STOP INJURIES GO FOR SAFETY

Timetable No. 1

WESTWARD		WALLULA BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
346-47		WALLA WALLA ● ● PRY		30.8	Maximum Speed	40	
333-29	375	COLLEGE PLACE ●		28.9	Between Mile Posts—	25	
					3.8 and 4.7	15	
					4.7 and 9.7	25	
333-28	520	W.W.V.RY. CROSSING M		28.7	9.7 and 12.1	15	
					12.1 and 12.6	15	
333-24	590	GARRETT		28.6			
333-19	1550	WHITMAN		24.0			
333-15	6165	LOWDEN		19.4			
333-04		TOUCHET		15.3			
		ZANGAR JCT. P		3.8			
77-029		WALLULA JCT. ● PY		0.0			

Engine Whistle: 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.

SWITCHES (Normal Position) Walla Walla: — East wye switch Pendleton Branch — for Pendleton Branch; Wye switch Wallula Branch — for movement to east leg of wye.

WESTWARD		SUNNYSIDE BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
334-64	1960	MIDVALE ● Y		0.0	Maximum Speed	20	
335-03		SUNNYSIDE ●		2.8			

WESTWARD		PENDLETON BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
346-79	345	MCKAY ●		78.6	Maximum Speed	25	
346-72	1355	BOLLES ●		71.3	Between Mile Posts—	15	
346-67	1310	PRESCOTT		66.7	17.0 and 17.9	20	
346-54	1105	VALLEY GROVE		53.6	20.2 and 21.3	10	
		BN CROSSING M		47.2	24.0 and 33.1 (Descending)	15	
346-47		WALLA WALLA ● ● PRY		46.8	24.0 and 26.2	15	
		W.W.V.RY. CROSSING M		44.2	28.3 and 33.4	15	
346-41	1415	SPOFFORD		39.9	35.8 and 36.8	15	
		W.W.V.RY. CROSSING M		36.3	36.3 W.W.V. Xing	10	
346-37	1900	MILTON-FREEWATER ●		36.1	44.2 W.W.V. Xing	12	
346-22	3400	WESTON		20.8	45.1 and 48.2	5	
346-18	1055	ATHENA		17.0	Walla Walla W Leg Wye	15	
		(61.6)			52.7 and 53.4	15	
					64.8 and 66.3	15	
					71.4 to end of track	10	
					INDUSTRY/ SPUR TRKS	MP	STA. NO.
					MENOKEN.....	75.5	346-76
					ENNIS.....	60.9	346-62
					BARRETT.....	33.1	—
					BADE.....	30.2	346-31

Yard limits are continuous Bolles to McKay.

Engine Whistle: 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.

SWITCHES (Normal Position) Walla Walla: East wye switch Pendleton Branch — for Pendleton Branch; Wye switch Wallula Branch — for movement to east leg of wye.

WESTWARD		YAKIMA BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
334-98		YAKIMA ● ● FRY		98.0	Maximum Speed	40	
		BN CROSSING A		91.3	Between Mile Posts—	20	
					0.0 and 0.1	35	
					0.1 and 0.5	15	
334-74	2705	GRANGER		73.7	7.4 and 8.0 Bridge	25	
334-64	1960	MIDVALE Y		63.7	On Government track	25	
334-59	2600	GRANDVIEW		57.5	Richland Jct. to North Richland	20	
334-52	2275	NORTH PROSSER		50.7	37.9 and 38.7	25	
334-44	2750	CHAFFEE		43.0	57.2 and 58.5	30	
334-37	2240	BENTON CITY		36.6	72.5 and 74.0	35	
334-32	2660	ACTION		31.4	88.7 and 89.2	35	
334-20	2575	RICHLAND JCT. ● R		18.8	89.2 and 89.6	20	
334-14	2205	KENNEWICK ● ● P		13.0	89.6 and 90.1	20	
334-09	675	HEDGES ● Y		8.5	91.0 and 91.7	10	
334-07	3675	VILLARD JCT. ● P		7.0	97.9 and End of Track	10	
334-01	3670	ATTALIA ● P		0.6	Sidings at Richland, Action, Benton City, Chaffee & North Prosser	10	
77-031	7640	WALLULA ● ● PRY		0.0			

Timetable No. 1

Yard limits are continuous from Attalia to Wallula, and from Kennewick to Villard Jct.

Movements on Government trackage between Richland Jct. and yard limit sign on Government trackage at MP 43.8 are governed by Track Warrant Control.

Slide Detector Signals: 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.

RAILROAD CROSSINGS AND JUNCTIONS

Yakima River Bridge (MP 89.4) — BN Crossing (MP 91.3)

At Yakima River Bridge, MP 89.4 and BN Crossing MP 91.3. Yakima Branch, trains and engines are governed by automatic interlocking signals and must approach at restricted speed. A train or engine stopped by an interlocking signal must comply with Operating Rule 312(3). If signal does not change its indication after one minute, flag protection must be provided for movement between home signals governing this trackage.

SWITCHES (Normal Position)

Yakima, Pine Street — For main switching lead.

WESTWARD		DAYTON BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
347-13	875	YL	DAYTON \oplus	Y	13.1	Maximum Speed 20	
347-04	1235		9.6	WAITSBURG \oplus	3.5	Between Mile Posts— 0.0 and 0.6	
346-72	1345		0.0	BOLLES \oplus	0.0	15 12.5 and End of Track 10	

WESTWARD		TUCANNON BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
350-04		TWC	STARBUCK		4.7	Maximum Speed 25	
350-02	350		5.6	POWERS	3.1	Between Mile Posts— 3.7 and 4.0	
33-012			0.0	TUCANNON	P	0.0	15 Between Powers and Starbuck loaded C-3 covered hoppers not exceeding 263,000 lbs. 10

SWITCHES (Normal Position)

Tucannon — For Riparia Branch.

WESTWARD		TEKOA BRANCH		EASTWARD		SPEED RESTRICTIONS		
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH		
34-161		TWC	SPOKANE \oplus	FIPRY	161.0	Maximum Speed 40		
34-159	2865		2.1	DISHMAN \oplus	I	158.9	LaCrosse to Hooper Jct. 25	
34-150	3660		9.2	MICA		149.7	Between Mile Posts— 25.6 connection to 4th Subdiv. from Tekoa Branch. 10	
34-143			6.1	MANITO	R	143.6	Hooper Jct. W leg of wye 5	
34-135	2170		8.5	DARKNELL		135.1	25.6 and 26.5 10	
34-132	1840		3.4	FAIRFIELD		131.7	31.8 and 32.3 20	
34-123	1245		8.4	LATAH		123.3	33.8 and 35.0 15	
33-116			7.2	TEKOA \oplus	Y	116.1	38.0 and 38.2 20	
33-110	720		5.6	SELTICE		110.5	41.6 (over switch on wye) 15	
33-104	1440		6.0	FARMINGTON		104.5	41.0 and 41.8 20	
			9.1	BN CROSSING	M	95.4	42.6 and 43.7 35	
33-095	1825		0.3	GARFIELD		95.1	44.6 and 44.8 10	
33-077	1600		17.4	COLFAX \oplus	PRY	77.7	49.3 and 50.0 25	
33-072	1700		5.2	MCKONEMA		72.5	50.0 and 51.5 35	
33-068	1460		4.0	DIAMOND		68.5	51.5 and 53.3 25	
33-058	1480		10.6	ENDICOTT		57.9	53.3 and 55.0 35	
33-052	3260		5.8	WINONA \oplus	Y	52.3	57.8 and 58.1 Kings 25	
33-048	2320	4.1	SUTTON		48.0	61.2 and 61.5 35		
33-041	1345	6.5	LA CROSSE \oplus	Y	41.5	62.7 and 63.0 35		
77-103	1585	15.4	HOOPER JCT. \oplus	PY	26.1	64.9 and 65.6 30		
		(134.9)				68.2 and 69.0 25		
						69.0 and 70.1 30		
						73.2 and 77.1 15		
						77.1 and 78.5 12		
						79.8 and 81.5 25		

SWITCHES (Normal Position)

Colfax — Moscow Branch switch — for Moscow Branch.

Seltice — For line via Colfax.

Winona — For line via Colfax.

Winona — Tail of Wye track for Colfax.

Tucannon — For Riparia Branch.

Hooper Jct. — For line via Fourth Subdivision.

INDUSTRY/ SPUR TRKS	MP	STA. NO.
FREEMAN	146.9	34-147
ROCKFORD	138.4	34-138
RAHM	126.6	34-126
WALTERS	98.6	33-098
GLENWOOD	83.6	33-083
THERA	64.8	33-065
PAMPA	37.1	343-05
GORDON	33.4	343-08
HOOPER	26.8	343-15

SPEED RESTRICTIONS

LOCATION	MPH
81.5 and 82.8	20
82.8 and 83.1	15
83.1 and 86.5	25
86.5 and 87.0	15
87.0 and 91.2	20
91.2 and 91.9	15
91.9 and 95.8	25
98.7 and 102.4	30
104.0 and 104.6	20
104.6 and 105.8	25
111.8 and 115.0	30
117.1 and 117.8	15
Tekoa — Tilma Spur	10
117.6 and 119.6	20
119.6 and 123.4	25
123.4 and 124.2	20
124.2 and 125.6	25
127.7 and 130.6	30
131.7 and 131.8 Kings	25
133.3 and 133.6	15
133.6 and 135.8	35
135.8 and 137.0	25
137.0 and 138.5	15
138.5 and 141.2	25
142.6 and 144.0	20
148.2 and 148.7	35
149.9 and 155.4	25

WESTWARD		RIPARIA BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH	
		EAST LEWISTON \oplus		71.5	Maximum Speed 40		
	4015	TRANSFER \oplus		69.1	Ayer Jct. T/O 25		
	3685	23.6		45.5	Between Mile Posts— B4.6 and B5.5 25		
	4538	CRUM		22.3	10 and 11.5 25		
	5228	6.5		15.8	69.6 and 70.0 10		
		PENCOWAWA		22.3			
		CENTRAL FERRY		15.8			
33-017	2690	RIPARIA		P	B10.5	INDUSTRY/ SPUR TRKS	
33-012	810	TUCANNON		PY	B4.6	MP STA. NO.	
		AYER JCT.		IP	B0.0	MOSES..... 59.8	
		(92.0)				BALLAST TRK (E)..... 50	
						LOWER GRANITE (E)..... 39	
						ALMOTA..... 35.0	
						LITTLE GOOSE (E)..... 2	

Mile Posts are prefixed with letter "B" between Ayer Jct. and Riparia.

Mileage Equation: Riparia B 10.5 equals 0.0.

Interlocking Signals and signals displaying approach thereto for the Clearwater River Bridge at Mile Post 69.87, between Lewiston and Transfer, is in service as follows:

EW Distant Signal on left or north side of Main Tack at MP 69.21.

Eastward Distant Signal at Mile Post 69.77.

Westward Distant Signal at Mile Post 137.08.

Westward Absolute Signal at Mile Post 69.87.

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD		SPEED RESTRICTIONS		
STATION NUMBER	SIDING FEET	STATIONS		MILE POST	LOCATION	MPH		
33-110	720	SELTICE		48.0	Maximum Speed 35			
		BN CROSSING		M	39.7	Between Mile Posts—		
344-39	1735	0.6		39.1	1.8 and 0.2 15			
344-31	2250	7.9		31.2	5.1 and 2.2 30			
344-25	1410	5.8		25.4	12.50 and 14.25 20			
344-18	1455	7.9		18.3	15.8 and 19.3 25			
344-12	1415	6.8		11.5	19.3 and 22.7 20			
344-04	2640	7.1		4.4	22.7 and 23.0 25			
33-052	3260	4.4		0.0	23.0 and 25.7 30			
		WINONA \oplus		Y		25.7 and 27.8 15		
						29.7 and 34.4 25		
						34.4 and 41.3 20		
						41.3 and 44.6 30		
						44.6 and 45.1 20		
						45.1 and 47.5 30		
						47.5 and 47.9 20		

SWITCHES (Normal Position)

Seltice — For line via Colfax. Winona — For line via Colfax; Tail of wye track for Colfax.

INDUSTRY/ SPUR TRKS	MP	STA. NO.
WARNER	45.3	344-45
JUNO	20.8	344-21

WESTWARD		MOSCOW BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
342-28		MOSCOW	28.1	Maximum Speed	25		
342-26	2355	WILSON	25.8	Between Mile Posts—			
342-21	315	WHITLOW	20.5	0.0 and 1.1	12		
		BN CROSSING	19.3	1.1 and 3.1	15		
			0.6	3.9 and 4.2	20		
342-19	1225	PULLMAN	18.7	5.5 and 7.5	15		
342-13	1155	ALBION	12.7	8.4 and 8.8	15		
342-10	1020	SHAWNEE	9.7	9.9 and 10.6	20		
342-08	525	PARVIN	7.8	10.6 and 11.3	15		
342-05	310	RISBECK	4.5	12.2 and 15.0	15		
33-077		COLFAX	0.0	15.0 and 17.3	20		
				17.3 and 20.0	15		
				18.5 and 19.5 Xings	6		
				24.6 and 25.4	15		
				26.5 and 28.5 Xings	12		

SWITCHES (Normal Position)

Colfax — Moscow Branch switch — for Moscow Branch.

WESTWARD		WALLACE BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
34-143	3373	MANITO	0.4	Maximum Speed	40		
345-07	1257	SETTERS	6.9	Between Mile Posts—			
345-12	4660	MOZART	12.3	0.0 and 0.2	20		
345-13	1480	WORLEY	13.5	16.2 and 16.6	10		
345-20		PLUMMER	16.2	16.6 and B23.45	20		
345-26	1220	CHATCOLET	22.8	B19.3 and B19.8	15		
345-34	1000	HARRISON	30.5	23.45	10		
345-38	2190	SPRINGSTON	33.8	23.45 and 28.7	20		
345-49	1080	LANE	45.2	28.7 and 31.3	35		
345-53	1760	ROSE LAKE	50.1	34.0 and 35.2	30		
345-61	1535	CATALDO	57.4	38.3 and 39.9	35		
345-66	375	ENAVILLE	62.5	43.7 and 43.9	35		
345-71		BRADLEY	67.2	47.9 and 48.9	30		
345-73	1710	KELLOGG-WARDNER	68.9	50.6 and 50.9	30		
345-76		SHONT	72.8	53.6 and 54.9	30		
345-79	1915	OSBURN	75.8	58.8 and 60.0	35		
345-84		WALLACE	80.2	60.0 and 61.2	25		
		BN CROSSING	80.4	67.2 and 68.9 Xings	20		
		END OF TRACK	83.8	80.0 and 80.5 Xings	6		
				80.5 and 83.8	15		
				83.8 to Wallace EW	10		
				Wallace St. Xings	5		
				Mullan Industrial Lead	15		
				Mullan Public Crossings	10		

Mileage Equation 16.2 equals B19.8 (B = Old Milw. Trk).

Yard limits are continuous MP 62.25 to End of Track.

GENERAL INSTRUCTIONS

Air Brake Requirement: Before descending grade on Wallace Branch, between MP 83.8 and Wallace, all trains and engines handling cars must make the following air test:

Engine 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.

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.

Derail: Main track derail located at MP 81.13 — Spring switch point set in derailing position at all times and must be changed for EW or descending movement.

WESTWARD		SIERRA NEVADA BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
345-71		BRADLEY	0.0	Maximum Speed	10		
		END OF TRACK	2.0				

Derail: Main track derail located on Sierra Nevada Spur 300 feet E of Refinery Trk spur.

Air Brake Requirement: Before descending grades all trains and engines handling cars must make the same air test required on Wallace Branch. Refer to Wallace Branch General Instructions.

WESTWARD		COEUR D'ALENE BRANCH		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
890-09		COEUR D'ALENE	8.8	Maximum Speed	20		
890-08	640	GIBBS	7.8	Between Mile Posts—			
88-026	1730	COEUR D'ALENE JCT.	0.0	6.8 and 7.2	10		

Gibbs (MP 7.8); Coeur D'Alene — Stop signs — BN Crossing

WESTWARD		MOUNT HOOD RAILWAY		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
1	5070	HOOD RIVER	0.0	Maximum Speed	20		
	1430	SWITCHBACK	2.9	Between Mile Posts—			
10	1236	PINEGROVE	5.6	0.0 and 1.8	15		
	1299		1.8	1.8 and 2.1	10		
20	1087	LENZ	7.4	2.8 and 3.7	10		
	911-E	ODELL	8.5	3.7 and 5.6	15		
40	760	DEE	15.3	7.6 and 7.8	15		
				10.7 and 11.1	15		
				12.9 and 13.1	15		

GENERAL INSTRUCTIONS

Engine Whistle must be sounded and bell rung approaching private crossings as well as requirements of Rule 15(1).

Main track derails are located at MP 7.4 and MP 20.75.

Switchback MP 2.9: If cars are left on tail of switchback, switch must be left lined for ascending grade towards Dee.

Close side clearance exists at MP 0.40 (Bridge).

Retaining valves must be used on trains on descending grades between Parkdale and Dee and from Pinegrove to switchback and must be placed in heavy holding position on all cars in train.

WESTWARD		YAKIMA VALLEY TRANSP. CO.		EASTWARD		SPEED RESTRICTIONS	
STATION NUMBER	SIDING FEET	STATIONS	MILE POST	LOCATION	MPH		
		YAKIMA	0.0	Maximum Speed	20		
		CONGDON	4.5	6th Avenue between Pine & Walnut Streets	5		
		WIDEHOLLOW JCT.	4.6	City Streets Yakima	12		
		WESTBROOK	5.7				
		PIEDMONT	6.7				
		HARWOOD	7.0				
		HENRYBRO	9.7				

Other trackage not shown in Timetable.

Selah Spur: M.P. 0.3 to Selah, distance 4.8 miles.

Wiley Spur: Widehollow Jct. to Wiley, distance 4.7 miles.

Orchard Spur: Eastman (Nobhill Blvd. and 48th Ave.) to Orchard, distance 1.2 miles.

RAILROAD CROSSINGS AND JUNCTIONS

YAKIMA (6th Ave. on Selah Spur) — Stop Signs

BN

GENERAL INSTRUCTIONS

Trains will not operate on Yakima City streets during the following time periods Monday thru Friday:

Location	Hours Train Prohibited	Location	Hours Train Prohibited
West of 6th Ave.	1:00 AM to 1:00 PM	On 6th Ave.	1:00 AM to 12 Noon
"	4:30 PM to 6:00 PM	"	4:30 PM to 6:00 PM

Within the City Limits of Yakima the following will govern: All trains and on track equipment shall obey traffic signals at intersecting streets, and shall be preceded by a flagman at intersections which are protected by stop signs. During non-daylight hours, the engine of all trains shall be lighted on all sides, and the last car of each train shall have affixed at each side of the trailing end, a flashing red light visible from the rear and respective sides of the train or cut of cars.

ENGINE WHISTLE SIGNALS

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.

**DO YOU ALWAYS USE YOUR SEAT BELT
WHILE RIDING IN A CABOOSE?**

SYSTEM

Unless otherwise stated, Special Instructions contained herein are in addition to the rules of which they apply.

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 or by General Order).

Facing Point Lock — A locking device which automatically locks the switch points in normal position.

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.

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 the purpose of calculating tons per operating brake for the five-unit intermodal articulated well cars, series APLX 2000-2062, calculations should be based on three operative brakes for each five-unit car in series.

For the purpose of calculating tons per operative brake for the 4-Runner — 4 deck — Intermodal Car Series TTFX 60000 through 60100 are to be calculated as two operative brakes for each car in this Series.

General Rules

B (R). Employes must have valid certificate of operating rules examination card in their possession while on duty.

Standard Time

2 (R). Employes listed below must, while on duty, have a reliable pocket watch equipped with a lever set or a wrist watch of a type authorized:

All employes in train, engine or yard service;

All employes 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 employes as may be designated.

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

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

Ball "Official Railroad Standard"; Ball "Automatic Trainmaster" model; **Bulova** "Accutron-Railroad Approved" model, including Quartz & Calendar model; Bulova Quartz Ladies "Railroad Approved" model, Style No. 92278;

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", including Ladies Model;

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.

General Orders, Circulars, Bulletins and Notices

4-C (R). General order, bulletin, notice and circular books will be located at each terminal where crews report for duty and obtain their instructions and train orders.

Proper Signal Appliances

7 (R). Rear view mirror must not be used for observing hand signals or conditions when making couplings or back-up movements.

Protecting Men and Machines

10 (R). Rule 10 is revised and requires roadway sign for protection of men and equipment (Form Y Train Order or Form B Track Bulletin) will be a **Yellow-Red reflectorized sign.**

Protecting Adjacent Tracks

10 (R-1). Locomotive cranes, Burro cranes or other type equipment that may foul adjacent main tracks must be protected by Form "Y" train order or Form "B" track bulletin on adjacent main tracks that may be fouled.

Display of Red Flag

10-A (R). Rule 10(A) is revised to read employe in charge instead of foreman may authorize train to proceed.

Protection by Yellow Flag

10-D (R). Rule 10(D) is authorized. Roadway sign for protection of men or equipment will be a Yellow-Red reflectorized sign.

Permanent Speed Signs

10-E (R). Rule 10(E) Reduce Speed sign will be placed 2500 feet in advance of restrictions and when a sign is placed authorizing a higher speed, speed **must not be increased** until rear of train has reached a point 2500 feet from sign.

Unattended Fusee

11 (R). Rule 11 is revised and requires **train must stop before passing fusee.** Balance of rule is unchanged.

Engine Whistle Signals

15 (R). Within the State of Wyoming, duration of complete whistle signal approaching public crossings must be not less than twenty seconds.

15 (R-1). In the State of Idaho, in addition to locations listed in Operating Rule 15 (I), engine whistle must be sounded and bell rung approaching private crossings.

15 (R-2). In multiple track territory the following whistle signals must be used for recalling flagman:

Whistle signal as provided by Rules 15(j) and 15(k) 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.

Stopping Clear

89 (R). Rule 89 applies to on-track equipment also.

Yard Limits

93 (R). Rule 93 is revised in block signal territory and requires main track must be known to be clear by a green signal aspect. Approach, Approach Limited or Advance Approach aspects do not apply.

Flag Protection

99 (R). Prescribed Flagging distance is **TWO MILES.**

Leaving Portion of Train

100 (R). Returning movement must be made at restricted speed.

Movement of Trains

101 (R). When train or engine is advised by train dispatcher of location of broken rail or pull-apart and authority to proceed is given, train or engine must not exceed 5 MPH with entire train over affected location, unless otherwise advised.

Automatic Crossing Devices

103-A (R). When moving against the current of traffic over a public crossing protected by automatic crossing signals or by gates, a member of the crew must protect the crossing unless a crossing watchman is on duty.

Precautions Coupling or Moving

103-I (R). 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.

Securing Cars or Engines

103-L (R). At locations specified by subdivision, air brakes must be cut in and operative on all cars being handled.

103-L (R-1). At locations specified by subdivision, hand brakes must be applied on cars, in addition to complying with Rule 103(L).

103-L (R-2). When setting cars out at locations where Permasco car skates are provided, see that they are used. When coupling into car or cars on siding, see skates are removed before cars are pulled or pushed. When all cars are removed from siding, crew making pickup will see skates are re-hung on post or pole in place provided.

In addition to the use of Permasco skates, a sufficient number of hand brakes must be set. Cars must be coupled if practicable. Wheels must be further blocked if necessary to prevent their movement.

Cars Being Loaded or Unloaded

103-O (R). Bulkhead flat cars with longitudinal center beam (for 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
MLW 63000 through 63099
WP 1401 through 1410

Switching Passenger or Occupied Cars

103-P (R). 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.

Additional Switching Precaution

103-Q (R). 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.

Movements into Spur Tracks

103-T (R). 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.

Cars Restricted at Hump Yards

103-U (R). 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.

Crossovers and Turnouts

104 (R). 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.

Handling of Switches

104-L (R). Derail switch stand targets are being changed from red to a reflectorized purple target with a white letter D.

104-Q (R). Before proceeding from a Stop indication over a Speed Frater switch, a member of the crew must contact the employe in charge of switch and when permission to proceed is granted, crew member must examine the switch, see that switch points fit properly and remain at the switch until lead wheels pass over the switch.

Inspecting Passing Trains

109 (R). After inspecting trains, a member of crew must advise the head end of train that was inspected by radio whether or not any defects are observed.

Train Inspection

109-A (R). 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.

109-D (R). 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 re-set by depressing "Re-set" button and conductor must make report to train dispatcher.

Train Orders

204 (R). The head brakeman, as well as the engineer and conductor, (EXCEPTION: On Eastern District ALL CREW MEMBERS) must be furnished a copy of each train order affecting the movement of their train.

Retaining Train Orders

214 (R). On Page 77 of the General Code of Operating Rules, Rule 214 is a misprint and reads Rule 213 in error.

Clearance Requirements

221 (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. Crew members must check clearance to see that maximum authorized speed is designated.

Signal Rules

245 (R). General Code signal Rules 230 through 242 do not apply. EXCEPTION: Rule 233 will apply on the Feather River Division.

Signal Rules 245A through 245T apply in territories designated.

Speed Signal Locations

245 (R-1). Signals at specified locations have been changed to speed signals. Speed signals apply approaching and through turnouts on Main Tracks and approaching and entering sidings.

Hold Indicators

247-B (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 Special Instruction 312-4 (R).

Delayed Within a Block

305 (R). Rule 305 Exception is revised to read 30 MPH instead of 40 MPH.

Stop Indication

312-4 (R). In Rule 251 territory when a train or engine is stopped by an automatic block signal indicating Stop, and such indication does not change promptly to a more favorable indication, a member of the crew must immediately communicate with the train dispatcher and be governed by his instructions.

When authorized by the train dispatcher to proceed, train or engine may, unless otherwise instructed, proceed at once at restricted speed to the next signal.

When communication with the train dispatcher is not available, or when so instructed by the train dispatcher, train or engine must be moved forward until leading wheels are 100 feet past the Stop signal, wait ten minutes, and may then proceed at restricted speed to the next signal. If the track is seen to be clear of other trains or engines through to the next signal, and that signal displays Clear, Approach Limited or Approach, train or engine may proceed at restricted speed without waiting ten minutes.

Signal Requiring Restricted Speed

314 (R). Rule 314 is revised. Speed must not be increased until after rear of train has passed the next signal or to the end of block system.

Entering Main Track

317 (R). When using facing point crossover from any track to a main track in ABS territory, switch in track that train or engine is on must be lined first,

then wait 5 minutes before lining the other crossover switch in main track to be used.

Block Occupancy Indicator

317-2 (R). Rule 317(2) does not apply.

Next Governing Signal

322 (R). Rule 322 does not apply.

Automatic Cab Signals

371 (R). Rule 371 does not apply to any train being controlled by an Amtrak unit or to any train proceeding after having been stopped by a Flashing Stop and Proceed indication; train must continue to comply with fixed signal indication.

372-A (R). When a foreign line unit is equipped with cab signals not compatible with UP ACS and is the control unit on a freight train, cab signal devices may be cut out and train must proceed in accordance with second paragraph of Rule 372(A).

Conduct

607 (R). The conduct of any employee leading to conviction of any misdemeanor involving moral turpitude (including without limitation, the unlawful use, possession, transportation or distribution of narcotics or dangerous drugs including marijuana or controlled substances) or of any felony is prohibited.

Passengers on Freight Trains

610 (R). Only employes holding Company Pass with proper authorization of Vice President Operations office, and travelling on company business may be carried on freight trains between stations of which trains stops.

Handling Hazardous Material

616 (R). Employees must obtain a copy of Form 8620 effective Oct. 30, 1983, Instructions For Handling Hazardous Materials and be conversant with and obey the instructions contained therein.

616 (R-1). With solid trains of APLX cars, series 2000 - 2062, the following will apply regarding position in train of placarded cars containing hazardous materials:

A car placarded "explosives A" must be separated from engine, occupied caboose, or passenger car with not less than one nonplacarded five-unit intermodal articulated well car.

Riding Engine

620 (R). Rule 620 is revised to read not more than five people may ride in the control compartment.

Inspection of Freight Cars

627 (R). 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.

Excessive Dimension Loads

630 (R). When a train contains a load exceeding 12 feet in width, a train order must be issued to that train and to all freight trains which may meet or pass, or be passed by that train, notifying them of the fact. Members of crew of other trains receiving such train order must inspect their train for anything projecting beyond normal clearance, and if such condition is found must notify the train dispatcher and receive proper instructions relative to meeting or passing point with train handling wide load.

Example of Train Order form:

EXTRA 201 WEST LEAVING COUNCIL BLUFFS 230PM JULY 1 (ENROUTE _____) HAS (car initial and number) LOAD _____ FEET _____ INCHES WIDE SPECIAL INSTRUCTION 630(R) GOVERNS

630 (R-1). When a train contains a load 13 feet or more in width, in addition to complying with Special Instruction 630(R), members of the crew of such train must not permit any following train to pass, nor may they pass a preceding train until it is known that adequate clearance has been provided.

Except in CTC territory, train order meeting point must be established between a train handling a load 13 feet or more in width and any train moving

in the opposite direction, at a location where track centers provide adequate clearance, or where there will be an intervening clear track between the wide load and the other train.

Example of Train order form:

EXTRA 201 WEST LEAVING COUNCIL BLUFFS 230PM JULY 1 (ENROUTE _____) HAS (car initial and number) LOAD _____ FEET _____ INCHES WIDE AND IS RESTRICTED AS PRESCRIBED BY SPECIAL INSTRUCTION 630 (R-1)

Opposing trains receiving this order must not proceed after the time shown unless they have received a train order fixing a meeting point with the designated train where track centers provide adequate clearance, except in CTC territory, control operator or train dispatcher will arrange meeting points by use of controlled signals whenever necessary.

Cars or Loads of Excess Dimensions

630 (R-2). 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 Manager-Transportation to District Superintendents of Transportation, General Managers and Superintendents, along with the applicable coded standard operating procedures for certain measurements and conditions which are common to most such cars. The codes involve the use of a number and letter in sequence, 1-A, 2-B, etc., and are self-policing against error and are enumerated below with the restrictions and protective requirements indicated:

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

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

Yardmaster

900 (R). Where a yardmaster is on duty, the general direction and supervision of the yard is his responsibility. At such locations, employes in train, engine and yard service must comply with his instructions. Where no yard-

master is employed, such employes will be governed by instructions of the train dispatcher in doing work at stations.

Yardmasters must require employes under their jurisdiction to perform their duties in a safe, efficient and economical manner, in accordance with the rules, regulations and instructions of the company.

Continuous Welded Rail Trains

909 (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 MW 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.

After entering siding or yard track, train must not proceed until authority is received from MW 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.

Position of Cars in Trains

909 (R-1). DODX flat cars 39095-39199 must be handled in rear end of train only.

909 (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.

909 (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.

Scale Test Cars

909 (R-4). Scale test cars and cars tagged, stencilled, or billed, "Handle only at rear end of train" must be handled in rear of train with scale test car next to caboose. If no caboose, such cars must be handled as rear cars in train. Exception: UP 903145 and UP 903147 must be entrained next ahead of rear car in train.

Units Dead in Train

909 (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.

Snow Plows

909 (R-6). 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.

Hotbox and Dragging Equipment Indicators

912 (R). 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 hot box 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 Special Instruction 912 (R-1), etc.

The following governs inspection of trains for dragging equipment and hot-boxes:

912 (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, 5 cars ahead and 5 cars behind the designated car must also be inspected. Train dispatcher must be advised result of inspection and crew must be governed by his instructions.

The above does not relieve employes from complying with existing rules and instructions governing inspection of trains.

912 (R-4). Red Light will begin flashing if dragging equipment detector is actuated and train must be stopped and inspected for dragging equipment. If Dispatcher is able to give locations in train of dragging equipment, the designated car or cars, as well as one car behind, must be inspected. If car inspection develops nothing dragging, five cars ahead and five cars behind the designated car must also be inspected. Train Dispatcher must be advised results of the inspection and crew must be governed by his instructions.

NOTE: This does not relieve employees from complying with existing rules and instructions governing inspection of trains.

912 (R-5). Readouts are located in Chief Dispatcher's Office except Rivdale readout located in Ogden Mechanical Department Office.

Automatic Hot Box Detector at Red House

913 (R). If hot box indicator is displaying a flashing "H" when passed, immediately reduce to 15 MPH avoiding use of train air brakes if possible and prepare to stop at designated stop point unless instructed by Train Dispatcher to disregard the flashing "H."

Automatic Hot Box Detector is in service at MP 556.90.

Hot Box Indicator is located on Signal 5596.

"Wait" Indicator is located on Signal 5550.

Hot Box Locator is located at Red House.

Hot Box Indicator will normally display a flashing "H" until approaching train has been checked. If no hot journal has been found, indication will change to steady "H."

Flashing "H" indication will not change if a hot journal has been found and the train must stop at Red House.

The automatic locator at Red House will indicate the location of the hot box in the train in accordance with posted instructions.

"Wait" indicator on Signal 5550 will normally display a steady "W."

If train ahead has a hot journal, Signal 5550 will indicate aspect per Rule 245B and a flashing "W." Following train must stop.

If Flashing "W" continues after train has stopped, communicate with train dispatcher for further instructions. If unable to communicate with train dispatcher, train may after waiting ten minutes, pass flashing "W" and be governed by Rule 245B.

An indicator lamp is mounted on the Hot Box Detector house. If head end of train finds the indicator lamp displaying a steady light, Hot Box Detector is in service. If indicator lamp is out, Hot Box Detector is out of service. If rear of train finds the indicator lamp displaying a flashing light, a hot box has been found.

914 (R). When inspection is required and nothing is found on suspected car crew member must also inspect five cars each direction on both sides of train.

Passenger Service

940 (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.

Waybill Instructions

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

Engine Service

971 (R). 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 indicated in timetable with symbol ● 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 1101 (D).

978 (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.

979 (R). When a unit fails enroute, causing engine to shut down or be isolated, 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 mechanical 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 mechanical employee, 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 attach it to the clipboard or control stand on the lead unit in the consist.

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

Car weight limitations

995 (R). Gross weight limitations on cars and contents on all branch line trackage is 263,000 lbs. unless indicated otherwise with table section of timetable.

Track Restrictions

999 (R). The following track restrictions apply:

Track where curvature exceeds 22 degrees. Only yard switchers permitted.

Industrial tracks where curvature exceeds 30 degrees. In handling hydro-cushion cars, movement restricted to single car and unit.

Location of tracks where curvature require special handling will be provided by Circular Notice to employes by Trainmaster or Terminal Superintendent.

Industrial Trestles. Engines not permitted.

Unless otherwise provided, 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.

999 (R-1). 9000 class locomotives must not exceed 10 MPH less than maximum authorized timetable speed on branches indicated in timetable with symbol ♥.

Air Brake Rules

1105 (R-1). The Burlington Northern is modifying locomotives equipped with dynamic brake with a feature to maintain control of dynamic brake during penalty or emergency application of the brakes. This system will maintain dynamic brake during penalty or emergency application of brakes **ONLY** until 20 pounds of locomotive brake cylinder pressure is developed on the controlling locomotive either by use of automatic build up of locomotive brake cylinder pressure or by use of independent brake valve. Dynamic brake will then return if and when controlling locomotive independent brake cylinder pressure is reduced to 15 pounds and dynamic will be maintained until controlling locomotive independent brake again develops 20 pounds independent brake cylinder pressure.

This feature will only apply when a Burlington Northern locomotive is the controlling unit and, in a mixed BN/UP locomotive consist with BN locomotive in control, all units will respond in the same manner.

If the mixed BN/UP consist is controlled by a UP locomotive, then all units will maintain dynamic brake as provided in Rule 1105 (D).

1105 (R-2). The Chicago & North Western locomotives have been modified to provide for maintaining locomotive power indefinitely following a penalty or emergency application of the brakes from any source.

In the event of emergency or penalty brake application, power will only be reduced manually by Engineer reducing throttle lever.

This feature will only apply if the C&NW locomotive is the controlling unit.

C&NW locomotives will respond the same as UP locomotives in mixed consist where Union Pacific locomotive is the controlling unit.

Helper Service

1108 (R). When helper is to be cut into train it must be placed ahead of cars designated in Special Instruction 909(R-1), 909(R-4) and 909(R-6) or other "rear end only" equipment.

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.

Refer to locomotive table in front section of timetable for additional information.

Mechanical Instructions

1290 (R). 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.

1290 (R-1). 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.

1290 (R-2). A locomotive must not be operated at speeds in excess of that prescribed for the unit having the lowest maximum speed as shown on chart in unit.

When applying continuous or short-time ratings as shown on the chart, the unit consist must not be operated lower than the highest minimum speed for any unit and unit consist must not be operated higher than the lowest amperage for any unit.

When operating close to continuous rating under full power, "Minimum Continuous Speed" or "Maximum Amperage," whichever occurs first, is controlling.

Attention is directed to the fact that short-time ratings are not continuous; that is, a unit cannot be operated for 15 minutes at the ¼ hour rating, then for 30 minutes at the ½ hour rating, etc.

If unable to proceed within the limits prescribed, train must be stopped, and facts reported to train dispatcher who will instruct as to reducing tonnage or providing additional power.

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.

***KNOWING THE RULES
IS KNOWING YOUR JOB
OBEY THE RULES
THINK SAFETY . . .
. . . WORK SAFELY***

EASTERN DISTRICT

(NONE)

WESTERN DISTRICT

Public Grade Crossings

103-F (W) — 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.

High and Wide Cars

630 (RW). 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.

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.

Cars on which the lading exceeds 15'6" above top of rail if otherwise in compliance with these requirements as to width of lading and the nature of which precludes the probability of employees getting on top of or passing over them are exempt from the conditions of this section, provided, however that if train length permits, be entrained at least five cars distance from the caboose, except cars transporting highway trucks or trailers, multilevel freight cars either loaded or unloaded, automobile underframe cars, wood chip cars transporting wood chips when loaded and covered in such a manner to preclude any material from being dislodged en route, and **doubled-stacked container on flatcar (COFC) equipment when containers are precluded from shifting or movement while in transit**, for the purpose of this section, automobile underframe cars or other flat cars upon which automobile underframes are stacked and firmly secured in a horizontal position or gondola cars in which such underframes are placed on end and firmly secured to the gondola cars.

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 employes 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.

NORTHWESTERN DISTRICT

Engine Whistle Signals

15 (RN). In addition to locations listed in General Code Operating Rule 15 (l) and Consolidated Code Operating Rule 15(l), 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.

Public Crossings

15 (RN-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.

Handling Hazardous Materials

616 (RN). 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.

616 (RN-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.

616 (RN-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 carman 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.

Special Instructions contained in this section only cover territories on the Northwestern District where the Consolidated Code of Operating Rules are in effect. These Instructions do not apply on any other Districts.

CONSOLIDATED CODE SPECIAL INSTRUCTIONS— THIRD SUBDIVISION AND BEND, GRAYS HARBOR AND OLYMPIA BRANCHES

Standard Time

2 (RO). System Special Instruction 2(R) applies.

Consolidated Code Symbols and Abbreviations

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

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

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 restricted speed for two miles.**

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

10 (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-A (RO-1). Rule 14 (A) of the Consolidated Code of Operating Rules is revised as follows:

DISPLAY OF RED FLAG: A red flag will be displayed at locations where trains must stop as required by Form Y train order, track bulletin or due to other conditions.

Train must stop short of the red flag and not proceed unless authorized by foreman.

If authority to proceed is received before stop is made, train may pass red flag without stopping.

If Form Y train order or Form B track bulletin is **not in effect**, after authority to proceed is received, unless instructions from foreman specifies a different speed or distance, a speed of 10 MPH must not be exceeded until rear of train has passed green flag or has reached a point 2 miles from the **red flag.**

BETWEEN RAILS: When a red flag is displayed between the rails of any track **other than the main track**, train must stop and not proceed until flag has been removed by an employe of the class that placed it.

Timetable No. 1

FLAG LOCATION: Flags as prescribed will be displayed only on the track affected, except when yellow and red flags are used for protection without flagman, train order, track bulletin or general order, yellow flags and red flags where required, must be placed to protect all possible access to the restricted area.

Flags, must be displayed to the **right of track** as viewed from an approaching train when practicable.

Flags will not apply to the track on which a train is moving when displayed **beyond the first rail of an adjacent track.**

Tri-Radial Lights

17 (RO). Revolving amber light on locomotives so equipped must be burning both day and night 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.

Movement of Trains

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.

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 flagging distance is TWO 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.

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:

Protecting Men and Equipment

(1) ON (date) ON _____ SUBDIV RULES APPLICABLE TO TRAIN ORDER FORM Y EXAMPLE (1) WILL GOVERN WITHIN THE FOLLOWING LIMITS

	LIMITS: MP TO MP	BETWEEN: STATION & STATION	FROM		UNTIL	TRACK(S)	FOREMAN OR GANG NUMBER	STOP
			FROM	UNTIL				
1.	_____	_____	_____	M	_____	_____	_____	_____
2.	_____	_____	_____	M	_____	_____	_____	_____
3.	_____	_____	_____	M	_____	_____	_____	_____
4.	_____	_____	_____	M	_____	_____	_____	_____

During the time and within the limits stated in train order Form Y Example (1), trains and engines must move at restricted speed and stop short of men and machines fouling track or a red flag placed to the right of the track unless verbally instructed otherwise as prescribed below or entire train has passed a green flag or has cleared the limits.

The engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

In granting verbal authority the following words will be used:

"Foreman (name) (of Gang No. _____) using train order No. _____ line No. _____ between MP _____ and MP _____ on _____ Subdivision".

(a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:

Timetable No. 1

" (train) may pass red flag located at MP _____ (or enter limits) without stopping".

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

- (b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:

" (train) may proceed through the limits at _____ MPH" (or "at maximum authorized speed".)

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

- (c) To require train or engine to move at a speed less than restricted speed, the following will be added:

" (train) proceed at restricted speed but not exceeding _____ MPH" (adding if necessary "until reaching MP _____".)

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employe giving them before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example (a) above.

Yellow flags must be displayed as prescribed by Rule 10. **EXCEPTION: On Union Pacific Railroad territory, a yellow-red sign will be used when protecting men and equipment.**

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'.

Block Signals

501-K (RO). The following applies for a block signal displaying Stop and Proceed — Stop before any part of train or engine passes the signal, then proceed at restricted speed through entire block.

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

517 (RO). If a block signal fails to display its most restrictive indication when a block is occupied or when a switch connected with automatic block signal system is changed from its normal position, it must be regarded as displaying a Stop indication. A member of the crew must be left at signal and he must stop all trains moving in the direction governed by that signal and inform them of false-clear indication. Flagman must remain there until relieved by an employe of Signal Department or by instructions from proper officer.

In all cases, train dispatcher must be notified by the quickest means of communication.

Excessive Dimension Loads

630 (RO). System Special Instructions 630(R), 630(R-1) and 630(R-2) apply.

Safety Precautions

700 (RO). Employes must not step on the coupler or drawbar of any car, or on any portion of cushioning devices.

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.

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-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.

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-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-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.

CARELESSNESS CAUSES ACCIDENTS

Terminal Special Instructions are placed in geographical sequence from east to west and northwest.

Numbers used in this section are considered *Item numbers* and are not rule numbers.

NORTH PLATTE TERMINAL AREA

1. BLUE FLAG PROTECTION

Three blue flag derails located west end Diesel Supply, and one blue flag derail located north of East tower.

2. MOVEMENTS IN YARDS

2 (A). 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.

2 (B). 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.

3. SPEED RESTRICTIONS

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 317 in effect at hand operated switches between MP 283.86 and MP 289.4.

All tracks in Eastbound Yard 25 MPH
All tracks in Westbound Yard 25 MPH
Power Lead Over Pass 5 MPH

4. MOVEMENTS ON WESTWARD MAIN TRACKS

Eastward movements on Westward Main Track are prohibited unless authorized by yardmaster and when so authorized must be made at restricted speed.

5. BLOCK SIGNALS

5 (A). 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 & MP 286.6	East Tower Yardmaster
Westward Signals at MP 282.5 & MP 287.6	West Yardmaster

5 (B). Yardmaster must be contacted for instructions before passing double

block signal at MP 283.4. If unable to contact yardmaster, movements must be stopped and dispatcher contacted for track to be used.

6. MOVEMENTS AT DIESEL SUPPLY TRACKS

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.

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.

7. RETARDER YARDS

Switching movements handled by car retarder system are controlled by signal indications or as instructed by yardmaster.

Eastward movements on hump leads are governed by hump signals located at crest of hump, 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.

8. AIR BRAKE RULES

Rule 1005 is in effect at North Platte.

DENVER TERMINAL AREA

1. USE OF AIR BRAKES (Minimum Requirements)

Commerce City — Asamera Oil and Continental Oil on all cars.

2. TRACK RESTRICTIONS

DENVER — Track 8, Union Station — Units listed in Special Instruction 999(R) permitted at 5 MPH maximum speed.

DENVER — Union Station — High or wide cars not permitted to move under umbrella sheds but must be handled on Track 5.

3. USE OF D&RGW TRACKAGE AT DENVER

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 General Code Operating Rules while operating on D&RGW, except the following D&RGW Rules will apply:

DRGW 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".

DRGW 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.

DRGW 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.

OGDEN TERMINAL AREA**1. WHISTLE SIGNALS**

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

2. MOVEMENT ON YARD TRACKS

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.

3. MOVEMENT OF TRAINS BY BLOCK SIGNALS

3 (A). 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.

3 (B). On No. 1 track between Riverdale and "End of Block" sign at MP 992.2, Rule 350 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.

4. CLOSE CLEARANCES

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.

5. MOVEMENTS ON SIGNAL INDICATION

5 (A). Switch at West Bridge Jct., 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 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 before proceeding.

5 (B). 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.

6. RAILROAD CROSSINGS AND JUNCTIONS

OGDEN TERMINAL AREA — 21st Street DRGW freight main track crosses yard

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.

7. PUBLIC CROSSINGS**SP Jct.**

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.

When an eastward train is held out of Ogden yard, 12th Street crossing must be cleared or cut on arrival and train must not be re-coupled until yardmaster advises train may enter yard and signal indication permits train to proceed.

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

8. SWITCHES (Normal Postion)

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.

9. USE OF HAND BRAKES (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.

SALT LAKE CITY TERMINAL AREA**1. USE OF ENGINE BELL**

1 (A). 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."

1 (B). Whistle Signal (15-l) will not be sounded within Salt Lake City limits unless it is necessary to provide additional warning when visibility is or may be obstructed or that a particular motorist, pedestrian, or employe is unaware of the approach of train and is not responding to other warnings.

2. MOVEMENTS IN YARDS

2 (A). Crews of all trains and engines arriving Salt Lake City must contact Tower yardmaster for instructions to enter yard.

2 (B). 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.

2 (C). 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.

2 (D). 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.

2 (E). When handling cars from North Yard to South Yard, a member of crew must take position on rear car, lining deraill behind cars and applying hand brakes.

3. USE OF D&RGW TRACKAGE AT SALT LAKE CITY

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 UP 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 15-N:

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

Passenger trains..... Track No. 3
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 lined for No. 3 track. Switch connection with UP track and S.L.U.D. track just east of First South Street will be left lined for Fence track. Covered switch point locking device is located west of west switch 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.

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.

4. CENTRALIZED TRAFFIC CONTROL SYSTEM

4 (A). 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.

4 (B). Dual control switch located MP P799.94 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.

5. SWITCHES

Dual Control Switch located MP P798.75 between 8th South and 9th South Streets on Provo Subdivision Main Track, Salt Lake City, 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.

6. MOVEMENTS AT PIONEER

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.

7. HANDLING CARS

Cars must not be left unattended south of derails at south end of Passenger Station, Garden or Freight House tracks.

8. DRAW BRIDGE

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.

9. CLOSE CLEARANCES

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.

10. RAILROAD CROSSINGS AND JUNCTIONS

North Salt Lake (MP 787.7); Becks (MP 786.1) 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.

Salt Lake City (So. Temple and 6th West St.) Manual Interlocking DRGW

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 trains do not stop. UP crew members stop and line derail. Operating Rule 98.

Salt Lake City (Fourth West Street and Van Buren Ave.) DRGW (2 tracks)

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 — Stop signs. Operating Rule 98. DRGW

11. PUBLIC CROSSINGS

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.

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.

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

12. SWITCHES (Normal Position)

Salt Lake City, South Yard— When cars are handled via Main track into S.Yard, both switches from the Main track to crossover, are to be lined back, after movement is completed.

Becks — 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 except dual control 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.

13. USE OF AIR BRAKES (Minimum Requirements)

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 tests as required by Air Brake Rule 1005(E) 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.

North Salt Lake — All cars handled on Bee Line spur.

Buena Vista — All cars handled on Lemer-Pepper spur and Western Mining and Construction Company spur.

14. USE OF HAND BRAKES (Minimum Requirements)

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.

Salt Lake City, Freight House Area — 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.

Becks — Not less than 2 hand brakes must be applied on each end of each cut at trailer ramp.

Chevron Oil — Hand brakes must be applied on all cars spotted for loading.

15. TRACK RESTRICTIONS

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.

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.

MURRAY — Units must not move over under-track hopper on Gibbons and Reed Spur.

16. AIR BRAKE RULES

Rule 1005 is in effect at Salt Lake City.

OAKLAND/SAN FRANCISCO TERMINAL AREA

SAN FRANCISCO PUBLIC CROSSINGS

Ninth and Division Sts. X-ing 4L-0.3. Stop and protect.

Seventeenth and De Haro Sts. X-ing 4L-0.7. Stop and protect.

Third St. at 25th St. X-ing 4L-1.7C. City traffic signals are connected with UP track circuits. Rail movements will be governed by traffic signals which will display a green "X" as proceed indication. It will not be necessary to protect crossing when traffic signals are lined.

Green "X" for movement over Third St. will be displayed in next regular sequence after initiation. This may require one minute to elapse between initiation and display of green "X".

For movements from yard toward 9th and Brannan Sts., operation of traffic signals will be initiated by occupancy of track circuit between Santa Fe 25th St. lead and Third St.

For movements toward yard, operation of traffic signals will be initiated upon display of proceed indication on interlocking home signal located 25 feet west of Third St.

Engine or cars must not be left standing within track circuit extending 118 feet west of interlocking home signal 25 feet west of west curb line of Third St. unless interlocking home signal displays "Stop" and button has not been pushed.

Engines or cars must not be left standing within track circuit extending between Santa Fe 25th St. lead and Third St.

Third and Army Sts., X-ing 4L-2.3C. City traffic signals are connected with UP track circuits. Rail movements will be governed by traffic signals which will display a green "X" as proceed indication. It will not be necessary to protect crossing when traffic signals are lined.

Occupancy of track circuit extending 50 feet west and 50 feet east of Third St. will initiate signal for rail movements. Movement should not be made into this track circuit unless movement is to continue onto or across Third St.

Signal will be displayed for rail movement in the next regular sequence following occupancy of track circuit. This may require one minute to elapse after occupancy of track circuit before display of proceed indication.

Engines or cars must not be left standing within 50 feet of curbs of Third St.

Pennsylvania Ave. and Army St. X-ing 4L-2.6C and 4L-2.58C. Amber light on top of signal case adjacent to crossing operates in conjunction with the flashing light signal.

When the amber light displays a steady aspect it indicates that engine or cars are in the track circuit that controls the flashing light signals. When the amber light displays a flashing aspect it indicates that the crossing protection has been in operation for the required twenty seconds.

Stop clear of crossing within signal circuit. Proceed over crossing on flashing aspect in accordance with traffic conditions.

In event amber light is inoperative, stop clear of crossing for twenty seconds and then protect the crossing.

McKinnon Ave. X-ing 4L-3.28C. Stop and protect.

Loomis and Industrial Sts., X-ing 4L-3.70C. Stop and protect.

Illinois at Marin St. Stop and protect.

SAN FRANCISCO RAILROAD CROSSINGS AND JUNCTIONS

I. Interlocking in service on the SP and the AT&SF crossing at 25th and Illinois Streets, San Francisco:

Westward home signal is located 70 feet east of crossing.

Eastward home signal is located 25 feet west of Third Street.

Instructions for operation of interlocking posted in box on each home signal reads as follows:

25th and Illinois Interlocking Instructions for Union Pacific Crews

Each movement into the interlocking must be made as provided in these instructions, even though train or engine may have vacated track between interlocking signals only momentarily.

1. Normal aspect of home signals red (Stop).
2. To clear signal for movement through plant, train or engine must be standing within 30 feet of home signal, then operate push button until lamp is illuminated.
3. After one minute, home signal should display proceed indication.
4. If signal fails to indicate proceed, member of crew must proceed to railroad crossings, and if no conflicting movement is seen or heard approaching or using the crossing, move train or engine into interlocking, STOPPING CLEAR OF CONFLICTING TRACKS. (Eastward trains will stop at west curb of Third Street.) Wait one minute, then train or engine may proceed upon receiving hand signal from crew member at the crossings, except that eastward trains must also have green traffic signal to proceed across Third Street or provide flag protection while moving over the street crossing.

Switching movements may be made in either direction within interlocking limits provided train or engine does not vacate the track between interlocking signals.

UP crews crossing UP Lead track, when using Sugarhouse lead Track 1-025 or when entering J. D. Drayage Spur 1-611 or 612, will be governed by SP-AT&SF emergency instructions in the event signals do not display proceed indication. SP-AT&SF emergency instructions are posted in box on end of signal housing at crossing.

Eastward movements from Spur 0-592, formerly Ladies Choice spur, will be governed by home signal located 25 feet west of Third Street.

Push button and indicator lamp located in box across from San Francisco yard office now in service.

Push button will actuate westward home signal at 25th and Illinois Interlocker.

The push button across from the yard office is in addition to the push button located at the crossing.

When the yard office push button is actuated and the westward home signal at the interlocker displays a proceed indication, it will not be necessary to stop and actuate the push button at the crossing.

II. The UP track crosses over Southern Pacific tracks at Ninth and Division Streets, San Francisco.

All trains, locomotives, and cars shall come to a stop before proceeding across said crossing and shall not thereafter proceed until it has been ascertained that no trains, locomotives or cars are approaching from either direction upon the conflicting route within a distance and at a speed which will in any way render them liable to conflict with the movement about to be made over the crossing.

Southern Pacific Company shall have precedence in the use of the crossing.

III. Southern Pacific crossings of UP lead 941 and spur 931 on McKinnon Avenue, 200 feet southeast of east curb of Barneveld Ave., San Francisco.

In making movements in either direction on either track 941 or spur 931, STOP must be made at least fifty (50) feet from nearest rail of Southern Pacific track, and thereafter before proceeding, make sure no trains, engines or cars are approaching from either direction on Southern Pacific track.

Southern Pacific Company shall have the precedence in the use of the crossing.

IV. The following will govern operations over track crossing where Southern Pacific spur serving Eaton and Smith crosses UP work lead in Illinois Street near 25th Street, San Francisco.

In the use of the crossing, all engines, cars, or trains of the Southern Pacific company will come to a stop before proceeding across said crossing and shall not thereafter proceed until it has been ascertained that no engines, cars, or trains are approaching from either direction upon the conflicting route within a distance and at a speed which will in any way render them liable to conflict with the movement about to be made over the crossing.

All engines, cars or trains of the UP shall approach the crossing at a speed from which a stop can be made before fouling the crossing in the event that the crossing is occupied or about to be occupied by engines, cars, or trains on the conflicting route.

All engines, cars or trains of the UP shall take precedence in the use of the crossing.

V. Track in Illinois Street, crossing Marin Street and joint SP-ATSF-UP track to serve the Port of San Francisco at the Army Street Terminal.

Signs reading — STOP — FLAG — RAIL AND HIGHWAY CROSSING are located as follows:

1. Adjacent to turnout in Illinois Street for crews working across the joint SP-AT&SF-UP track in Illinois Street and across Marin Street and into the Port of San Francisco trackage between Marin Street and Islais Creek.
2. Adjacent to Port of San Francisco gate for crews leaving the Port trackage and crossing the joint SP-AT&SF-UP track in Illinois Street.

Rail movements on joint trackage in Illinois Street may be expected to be approaching this track crossing at 6 MPH and shall have precedence in the use of the crossing.

LOS ANGELES TERMINAL AREA

1. Yard Movements

Before starting yard movement in either direction between Santa Fe Avenue and Olympic Boulevard, member of crew must ascertain from tower yardmaster there are no conflicting movements in the area.

Yard movements on two parallel tracks between Santa Fe Avenue and cross-over 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 movement in or out of Butte Street Yard before proceeding.

2. Junctions

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.

3. Tracks Other Than Main Tracks

Between CTC Stop signals vicinity MP 2.8 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 or C Yard Tower Yardmaster.

4. Movement on Signal Indication

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, or C Yard Tower Yardmaster who must in turn receive authority from train dispatcher.

Rule 317 applies at all hand operated switches between MP 5.72 and MP 7.7.

5. Interlocking

5 (A). 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.

5 (B). 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.

5 (C). Color light dwarf signal at west end of Los Angeles River bridge governs westward movements over ATSF main track crossing at Redondo Tower.

6. Switching Movements

6 (A). At Tube Sales Co., East Los Angeles, all movements must stop before entering building.

6 (B). 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°.

6 (C). 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.

6 (D). At Pacific Press, Vernon, flashing red light has been installed to protect removable bridge.

Movement must be stopped before passing red light and member of crew must ascertain that bridge is removed and track is clear before proceeding.

7. Retarder Yards

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.

8. Close Clearances

8 (A). 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.

8 (B). 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.

9. RAILROAD CROSSINGS AND JUNCTIONS

Mission Tower — Interlocking. Rule 312(2). **ATSF**

Redondo Jct. — Interlocking. Rule 312(2). **ATSF**

Violet Alley, Los Angeles (North leg of wye) **ATSF**
Member of crew must protect crossing Santa Fe lead track.

Santa Fe Ave., Los Angeles **ATSF**
UP trains and engines stop. Member of crew protect two crossings.

15th St., Los Angeles — Stop signs. **ATSF**

South Industry Join UP-SP Lead **Bethlehem Steel**

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 Stop signs. **Bethlehem Steel**

10. PUBLIC CROSSINGS

Los Angeles

Referring to Rule 103(A). Stop signs have been installed at various locations on industry and spur tracks in the Los Angeles area, near street crossings where automatic crossing signals have been installed.

Trains or engines must stop before passing sign and it must be known that crossing protection is activated before entering street area.

The city of Los Angeles has placed the following restrictions on train and engine movements over Olympic Blvd. and Lemon St. in vicinity of Alameda Freight Terminal:

(1) 7:00 a.m. and 8:00 a.m., one locomotive in each direction and one drag one way of not in excess of 10 cars.

(2) 8:01 a.m. to 9:30 a.m., one locomotive in each direction and one drag one way of not in excess of 15 cars.

(3) 3:30 p.m. to 4:44 p.m., also 5:46 p.m. to 6:00 p.m., a total of one locomotive in each direction and one drag in each direction of not in excess of 15 cars each.

(4) 4:45 p.m. to 5:45 p.m. (Not to use crossing at all).

(5) 6:30 a.m. to 6:30 p.m., no movements may block the crossing for a total period of time in excess of 6 minutes out of any 15 minute interval.

Yardmasters as well as crews must see that these restrictions are complied with.

East Yard 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.

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 (A).

11. DUAL CONTROL CROSSOVERS AND TURNOUTS

No. 10 Turnouts:

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.

12. SWITCHES (Normal Position)

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.

Santa Fe Ave. — Old UP main line switch — for Butte Street yard.

13. USE OF AIR BRAKES (Minimum Requirements)

East Los Angeles — Trailer ramp Drott tracks. (All Cars)
Zone 3 United Foam (All cars).

14. USE OF HAND BRAKES (Minimum Requirements)

East Yard — Not less than 6 hand brakes must be applied on west end of 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.

POCATELLO TERMINAL AREA

1. USE OF WHISTLE AND BELL AND CROSSING PROTECTION

1(A). At Pocatello, whistle signal 15 (*l*) must be sounded for fire road crossing in Montana freight yard and engine bell must be ringing approaching and passing over this crossing.

1(B). 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.

1(C). At Pocatello, whistle detector located on orange colored post installed at MP 135.8, Third 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.

2. MOVEMENTS IN YARD

2(A). Speed over weigh-in-motion scale must not exceed 3 MPH.

2(B). 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.

3. ROAD CROSSINGS

3(A). 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.

3(B). 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.

4. DRAWBRIDGE

Block signal indication on Alley track may be changed only by contacting Meadow Gold foreman to have drawbridge raised.

5. RETARDER YARD — POCATELLO

5(A). 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. 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 employee.

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.

5(B). Cars must be left 3 car lengths to clear clearance point at east end of Bowl tracks.

5(C). At Pocatello, an employe must ride rear of multiple unit engine backing up without cars.

6. WIDE LOADS

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.

HINKLE TERMINAL AREA

1. HANDLING OF SWITCHES

1(A). 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.

1(B). 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, setout track switch must be returned to normal and reset button on console pressed to clear signals.

1(C). 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.

1(D). Derails located immediately outside of enginehouse, both east and west ends, are not to be removed for movement into the enginehouse until permission is received from enginehouse foreman immediately prior to the movement, and it must be ascertained that blue flags have been removed and employees are in the clear and warning whistle must also be sounded.

2. SIGNAL INDICATIONS

2(A). 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 employe.

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

2(B). 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.

2(C). 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.

2(D). Rules 245(A), 245(P) and 247(B) apply at MP 186.3 and MP 185.1, 4th Sub-Division in yard limits. When stopped at these locations, tower yardmaster must be contacted before proceeding from these locations.

3. DUAL CONTROL SWITCHES

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.

4. ELECTRIC LOCK SWITCHES

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.

5. MOVEMENT IN YARD

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

5(B). Westward trains arriving Hinkle on East Departure Lead to the Departure yard must contact Trim Foreman when reaching "END OF BLOCK" sign and receive acknowledgement that power controlled switches are properly lined for westward movement before passing east set of power controlled crossovers on Departure Lead.

6. SWITCHING CARS

6(A). 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. EXCEPT: At Hinkle Terminal loaded placarded tank cars of chlorine and flammable gas except any class DOT-113 tank cars placarded Flammable Gas, may be humped subject to the following restrictions:

1. All tank cars, except any class DOT-113 tank cars placarded Flammable Gas, loaded or empty, used to transport flammable gas and chlorine shall be humped as single car cuts.

2. The next 2 cars into classification track following the above tank cars shall be humped only as single car cuts.

6(B). Cars must not be left closer than three car lengths from clearance point at east end of bowl tracks.

6(C). 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.

6(D). Employes must ride rear of multiple unit engine backing up except engines making backup movement on hump pullback lead.

6(E). 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.

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

7. SPEED RESTRICTIONS

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

7(B). Weigh-in-motion scale dead rail 15 MPH.

8. SWITCHES (Normal Position)

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.

9. TRACK RESTRICTIONS

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.

ALBINA/PORTLAND TERMINAL AREA

1. MOVEMENTS IN YARDS

1(A). At Portland, trains and engines are governed by Operating Rules and Special Instructions of Portland Terminal RR Co. while using Portland Terminal RR Co. tracks.

1(B). 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.

1(C). 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 to line switches to Track 1 or 2 for movement to East Portland or before fouling No. 2 Running Track and after authority received member of crew must line new main track switch and act on block signal 1.5 indication.

When returning to Albina yard all switch engines must notify operator at East Portland after clearing Harding St.

2. SWITCHES

When units are moved into or out of roundhouse, it must be known that all switches are relined for the lead after use.

3. DUAL CONTROL SWITCHES

At Union Pacific controlled interlockings, listed below, when control operator is unable to clear the signal and movement is authorized as prescribed by Rule 312(2), 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

4. SWITCHING OPERATIONS

4(A). Cars must not be shoved ahead of engine through tunnel between St. Johns Jct. and Peninsula Jct.

4(B). 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.

4 (C). 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); these cars must be handled in compliance with Rule 103(T).

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

5. CLOSE CLEARANCES

5(A). 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.

5(B). 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.

6. AIR BRAKE REQUIREMENT

On arrival Portland air brakes on westward Amtrak trains must be left applied on engine and cars.

7. RAILROAD CROSSING

ALBINA TERMINAL - East Portland (S.E. 2nd Ave.) - Stop signs - BN Crossing.

8. PUBLIC CROSSING

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.

9. SWITCHES (Normal Position)

Albina

Normal position of switch to Albina Fuel Co. Spur is for Barker Mfg. Co. Lead.

Crossover switches on Tracks 212 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.

**ADD TO YOUR SAFETY
THINK BEFORE YOU ACT**

ROADWAY SIGNS



TRACK WORKER

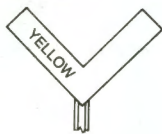


FOR CROSSINGS



FOR TUNNELS, ETC.

REQUIRED WHISTLE SIGNAL RULE 15(I).



YARD LIMIT
RULE 93

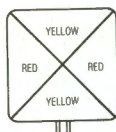


Yellow →
Background

REDUCE
SPEED
PLACED 2500 FEET
IN ADVANCE OF
RESTRICTION
RULE 10(E)



RESUME
SPEED
RULE 10(E)



YELLOW-RED
PROTECTING MEN
AND EQUIPMENT
Form Y—Train Order
Form B—Track Bulletin
RULES 10,10(D)



SLOW ORDER
BEGIN RESTRICTION
RULES 10,10(D)



END RESTRICTION
RULES 10,10(D)

INDICATORS

RULE	ASPECTS	NAME	INDICATION
247A	SIDING INDICATOR (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED) ILLUMINATED	Operate Switch	Hand operate switch to enter or leave track.
247B	HOLD INDICATOR (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED) ILLUMINATED	Hold	Communicate with operator or dispatcher before proceeding.
247C	BLOCK OCCUPANCY INDICATOR Occupied	Occupied	Track occupied. (Governs main track unless otherwise designated.)
247D	BLOCK OCCUPANCY INDICATOR Un-occupied	Un-occupied	Track unoccupied. (Governs main track unless otherwise designated.)
247E	SLIDE WARNING INDICATOR (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED) ILLUMINATED	Slide warning	After stopping, proceed at restricted speed to next signal without waiting 10 minutes. Keep close lookout for rocks or other obstructions, broken, bent or damaged rail.

Timetable No. 1

ABBREVIATIONS AND SYMBOLS

6(A). For the purpose of this timetable abbreviations or symbols may be found as follows:

Br. = Bridge	Tm = Train
C/O = Crossover	T/O = Turnout
DT = Double Track	Unldg = Unloading
E = East	W = West
EE = East End	WE = West End
EW = Eastward	WW = Westward
Lite = Light	Xing = Crossing
MT = Main Track	Yd = Yard
Mo. = Missouri	⊙ = Yard Limits
N = North	⊙ = Reduce/Resume speed signs at other than prescribed location.
Pac. = Pacific	† = Until engine passes location.
Riv. = River	‡ = Until engine passes hand operated switches.
S = South	♥ = Special Instruction 999 (R-1) applies.
St. = Street	
Trk = Track	

Letter or symbol placed immediately ahead of siding footage column indicates:

C = Center siding	S = South side siding in CTC
E = Eastward siding	X = Long Crossover
W = Westward siding	\$ = Industry and spur track only
N = North side siding in CTC	

Information concerning type of operation and number of main tracks when more than one is shown to left of station names in column provided and indicate:

ABS = Automatic Block Signal System	MT = Main Track (CTC Territory)
ACS = Automatic Cab Signal System	2 MT = Two Main Tracks, etc.
APB = Absolute Permissive Block	SS = Speed Signals (CTC Territory)
CTC = Centralized Traffic Control	TWC = Track Warrant Control
DT = Double Track (Rule 251 Territory)	YL = Yard Limits are continuous (Rule 93 Applies)

Letters or symbols placed to the right of station names indicate:

A = Automatic Interlocking (Rule 312(3));	R = Register;
F = Fueling facilities;	T = Turntable;
I = Manual Interlocking (Rule 312(2));	X = Crossover;
M = Railroad crossing protected by signals, gates, stop signs or derails (Rule 98);	Y = Wye or balloon track;
P = Dispatcher's telephone;	⊙ = Yard Limits;
	● = Unattended locomotives Special Instruction 971(R) applies.

Radio Procedure

507 (R). Radio communication must be attempted before proceeding through the limits of a Form Y train order (or Form B track bulletin) and engineer and employe in charge named in the Form Y train order (or Form B track bulletin) 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. Over."

"Engineer UP Extra 3900 West, I am approaching MP on track on Form Y Order (or Form B Track Bulletin) No., please advise."

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

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

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

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	1'11"	59.	1'11"	50.7	2'15"	26.6
42"	85.7	52"	69.2	1'12"	58.	1'12"	50.	2'30"	24.
43"	83.7	53"	67.9	1'13"	57.1	1'15"	48.	2'45"	21.8
44"	81.8	54"	66.6	1'14"	56.2	1'20"	45.	3'	20.
45"	80.	55"	65.4	1'15"	55.3	1'25"	42.3	3'30"	17.1
46"	78.3	56"	64.2	1'16"	54.5	1'30"	40.	4'	15.
47"	76.6	57"	63.1	1'17"	53.7	1'35"	37.9	5'	12.
48"	75.	58"	62.	1'18"	52.9	1'40"	36.	6'	10.
49"	73.5	59"	61.	1'19"	52.1	1'45"	34.3	7'	8.6
						1'50"	32.7	8'	7.5
						1'55"	31.3	10'	6.

Timetable No. 1