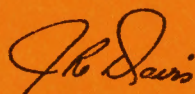


ALL EMPLOYEES:

To prevent injuries to ourselves, fellow employes and the general public we must strengthen our personal safety commitment, develop and follow safety policies, plans and procedures, and ensure that each of us complies with all rules. Individual responsibility and involvement is essential to prevent this needless pain and suffering. Working together to eliminate unsafe acts and unsafe conditions, we can and will prevent injuries.



Executive Vice President Operation

ALL INJURIES
ARE PREVENTABLE



UNION PACIFIC RAILROAD CO.

SYSTEM
TIMETABLE
No. 3

Effective 12:01 a.m. Sunday,
APRIL 27, 1986

CENTRAL STANDARD TIME EAST OF NORTH PLATTE, NE.,
HORACE, KS., OAKLEY, KS., AND ON PLAINVILLE BRANCH
MOUNTAIN STANDARD TIME WEST OF NORTH PLATTE, NE.,
HORACE, KS., 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
EMPLOYEES CONCERNED.

J. R. DAVIS, Executive Vice President — Operation.

R. K. DAVIDSON, Vice President — Operation.

C. E. DETTMANN, Vice President — Transportation.

SOUTHEASTERN DISTRICT

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L. D. LANGER
L. J. WAGNER
L. A. ROACH
W. C. RICHARDSON
D. N. BEGGS

General Manager
Asst. General Manager
General Supt.-Transportation
Superintendent — Illinois Division
Superintendent — Arkansas Division
Superintendent — Little Rock Terminal Division
Chief Dispatcher

N. Little Rock, Ark.
N. Little Rock, Ark.
N. Little Rock, Ark.
Dupo, Ill.
N. Little Rock, Ark.
N. Little Rock, Ark.
N. Little Rock, Ark.

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P. L. TUCKER
D. K. BARNES
G. O. EVERETT
R. D. NARO
K. C. PACKARD
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Asst. General Manager
General Supt.-Transportation
Superintendent — Missouri Division
Superintendent — Kansas City Terminal Division
Superintendent — Kansas Division
Chief Dispatcher

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Kansas, City, Mo.
Kansas, City, Mo.
Kansas City, Mo.
Kansas City, Mo.
Osawatomie, Ka.
Kansas City, Mo.

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Superintendent — Red River Division
Superintendent — Rio Grande Division
Superintendent — Kingsville Division
Superintendent — New Orleans Division
Chief Dispatcher

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Spring, Tx.
Spring, Tx.
Longview, Tx.
Ft. Worth, Tx.
Corpus Christi, Tx.
Addis, La.
Spring, Tx.

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C. E. O'HARA
M. D. DEALY
J. L. RINEY
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S. C. WALLACE
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Asst. General Manager
General Supt.-Transportation
Superintendent — Nebraska Division
Superintendent — Wyoming Division
Superintendent — North Platte Terminal Division
Chief Dispatcher
Chief Dispatcher
Chief Dispatcher
Chief Dispatcher
Chief Dispatcher

Omaha, Ne.
Omaha, Ne.
Omaha, Ne.
Council Bluffs, Ia.
Cheyenne, Wy.
North Platte, Ne.
Monroe
North Platte, Ne.
Kansas City, Ka.
Cheyenne, Wy.
Cheyenne, Wy.

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C. H. WHITE
B. S. SCHULTHIES

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General Supt.-Transportation
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Superintendent — Feather River Division
Superintendent — California Division
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Chief Dispatcher
Chief Dispatcher

Salt Lake City, Ut.
Salt Lake City, Ut.
Salt Lake City, Ut.
Stockton, Ca.
Los Angeles, Ca.
Sacramento, Ca.
Salt Lake City, Ut.
Salt Lake City, Ut.

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J. E. SANFORD
D. M. WHEELER
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T. J. CARNEY, JR.
L. L. MCCORMICK

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General Supt.-Transportation
Superintendent — Idaho Division
Superintendent — Oregon Division
Chief Dispatcher
Chief Dispatcher

Portland, Or.
Portland, Or.
Pocatello, Id.
Albina, Or.
Pocatello, Id.
Albina, Or.

SAFETY WITHOUT COMPROMISE

TIMETABLE NO. 3

INDEX

1

Special Instructions 112-132 Map 66-67

SOUTHEASTERN DISTRICT

Illinois Division —	Page
Bonne Terre	7
Cape Girardeau	9
Chester	4, 5
Chicago	2, 3
Cissna Park	3
Delta	7
DeSoto	6, 7
Jamaica	3
Joppa	5
JSW	8
Lumie	7
Mosher	9
Pana	3
Pea Ridge	6
Pinckneyville	8
Ste. Genevieve	9
Sikeston	7
Sparta	9
Westville	3

Arkansas Division —

Bastrop	19
Butterfield	13
Carlisle	11
Clarksville	15
DK&S	11
Gurdon	13
Helena	16
Hot Springs	13
Hoxie	10, 11
Huttig	17
Lake Providence	17
Little Rock	12, 13
Memphis	14
Monroe	18, 19
Nashville	14
Norman	14
Paris	15
Pine Bluff	18
Rock St.	11
Tenark	14
Van Buren	15
Vidalia	17
Warren	17
Wynne	16

Little Rock Terminal Division

11

CENTRAL DISTRICT

Missouri Division —

Atchison	27
Atlas	24
Carondelet	19
Carthage	23
Cotter	22
Lesperance	19
Lexington	25
Lincoln	27
Louisville	27
Omaha	26
River	25
Sedalia	20-22
Springfield	24
Webb City	24

Kansas City Terminal Division

24	
Kansas Division —	
Coffeyville	28
Conway Springs	36
Council Grove	30
Hardtner	35
Hoisington	31
Horace	32
Hutchinson	36
Kansas City	27
McPherson	34
Midland Valley	33
Oklahoma	33
Osawatomie	30
Pittsburg	34
Stafford	35
Topeka	31
Trigo	31
Wagoner	29
Wichita	28

Rio Grande Division —

A&S	37
Baird	37
Bonham	39
T-NM	38
Toyah	38

Whitesboro	39
WMW & NW	37

Red River Division —

Austin	44, 45
Dallas	40, 41
Ft. Worth	46
Georgetown	45
Henderson	42
Huntsville	43
Longview	43
Shreveport	42
Trinity	43
Tyler	42

Kingsville Division —

Baytown	50
Brownsville	48, 49
Carrizo Springs	47
Corpus Christi	50
Crystal City	47
Freeport	48
Hidalgo	49
Laredo	47
Mission	49
Rio Hondo	49
Seadrift	49
Sugarland	49
Victoria	49

New Orleans Division —

Alexandria	54
Avoyelles	55
Baton Rouge	55
Beaumont	52, 53
Church Point	53
Crowley	53
Lake Charles	51
NOLC	51
Orange	53
Thibodeaux	53

EASTERN DISTRICT

Nebraska Division —

Albion	58
Beatrice	59
Burr Oak	65
Cedar Rapids	58
Concordia	65
Council Bluffs	56, 57
Crete	59
Grand Island	64
Hallam	64
Kansas	62, 63
Kearney	60
Lenora	65
Norfolk	58
North Platte	62
Old Main Line	58
Ord	60
Plainville	69
St. Joseph	64
Salina	68
Sidney	61
Solomon	69
South Torrington	62
Stromsburg	59

North Platte Terminal Division

57	
Wyoming Division —	
Boulder	71
Coalmont	73
Dent	71
Denver	70
Encampment	73
Fort Collins	71
Greeley	70, 71
Green River	74, 75
Julesburg	71
Laramie	72, 73
Ontario	74
Park City	75
Rawlins	74
South Pass	74

WESTERN DISTRICT

Utah Division —

Cache Valley	77
Elko	81
Ellerbeck	81
Evona	77
Hill Field	77
Lake	80, 81
Little Mountain	77
Lynndyl	78, 79
Malad	77
Marblehead	81
Ogden	76, 77
Provo	79

Rowley	81
Syracuse	77

Feather River Division —

Bieber	83
Canyon	83
Chemurgic	85
Dozier	84
Holland	84
Loyalton	87
Manteca	85
Montezuma	85
Oakland	86
Pearson	84
Port Chicago	85
Reno	82
Sacramento	84
San Jose	86
Tidewater Southern	85
Winnemucca	82
Woodland	84
Yuba City	84

California Division —

Anaheim	92
BMI	90
Caliente	87, 88
Cedar City	88
Cima	89, 90
Crestmore	92
Glendale	92
Iron Mountain	88
Lakewood	93
Los Angeles	91, 92
Mead Lake	88
San Pedro	93

NORTHWESTERN DISTRICT

Idaho Division —

Aberdeen	100
Boise Cut-Off	97
Conda	95
Cumberland	95
Dry Valley	95
East Belt	101
Elkol	95
Gay	100
Goshen	101
Grace	99
Homedale	99
Idaho Northern	98
Montana	100
Nampa	96, 97
New Meadows	99
North Side	98
Oakley	98
Oregon Eastern	99
Payette	98
Pocatello	94, 95
Raft River	98
Scoville	101
St. Anthony	101
Stoddard	99
Teton Valley	101
Twin Falls	97
West Belt	101
Wildier	99
Yellowstone	101

Oregon Division —

Bend	106
Condon	105
Coeur D'Alene	108
Dayton	109
Grays Harbor	107
Heppner	105
Joseph	103
La Grande	102, 103
McKay	109
Moscow	111
Mount Hood	106
Olympia	107
Pilot Rock	103
Pleasant Valley	111
Portland	104, 105
Riparia	110
St. Johns	106
Seattle	107
Sierra Nevada	111
Spokane	108
Sunnyside	109
Tekoa	110
Tucannon	110
Umatilla	105
Wallace	111
Wallula	109
Yakima	109

2 CHICAGO SUBDIV. — ILLINOIS DIVISION

Radio Communication via Channel One Call-in Two. Exception: Yard Center yard engs. via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed Between 81st St. and Gorham (Except as below)	MPH
Mile Post	STATIONS				
9.0	81ST STREET			81st St. to Dolton Jct.	30
10.1	Oakdale CRL			Dolton Jct. to Thornton Jct.	20
16.9	DOLTON JCT. B&O, IHB	ZA-17		Between Mile Posts — Thornton Jct. to 28.0	40
18.0	YARD CENTER	ZA-18	Yd.	28.0 and 51.0	50
20.1	THORNTON JCT. GTW	ZA-20		60.3 and 61.7	55
25.7	TWELFTH ST.			Northward track	30
27.0	JAY EJ&E	ZA-26		146.9	20
27.8	CHICAGO HEIGHTS	ZA-27	Yd.	153.4 and 153.5	30
49.7	PENCE CR	ZA-49		164.8 and 165.0	30
49.9	MOMENCE	ZA-50		175.7 and 176.6	20
60.1	ST. ANNE KBS	ZA-60		193.9 and 194.6	35
73.6	BEN			195.0 and 195.4	50
77.5	WATSEKA ATSF	ZA-77		202.7 and 203.5	20
82.6	WOODLAND JCT.	ZA-83		218.4 and 219.1	30
94.0	GOODWINE	ZB-92	10800	224.5 and 224.7	30
108.0	ELLIS	ZB-108	10474	252.0 and 254.2	30
125.9	GLOVER CR	ZB-126	8229	264.9 and 265.3	55
135.6	BLOCK	ZB-136	12458	266.3 and 266.7	50
145.1	VILLA GROVE	ZB-145	11710	270.4 and 270.9	30
153.4	TUSCOLA ICG, B&O	ZB-153	9894	275.9 and 277.0	30
169.1	CADWELL	ZB-168	10303	298.0 and 299.3	55
176.1	SULLIVAN ICG	ZB-176		299.3 and 302.6	10
185.2	FINDLAY	ZB-185	11988	Through sidings Benton and Bush	40
185.5	FINDLAY JCT.	ZB-186		314.0 and 318.0	50
199.8	CLARKSBURG	ZC-200	10481	318.0 and 323.0	40
204.5	MODE N&W	ZC-205		323.0 and 336.0	20
218.9	ALTAMONT	ZC-219	9622	Subdiv. Conn.	10
220.9	EAST ST. ELMO			Gorham	10
224.3	WEST ST. ELMO			Yard Limits between MP 9.0 and MP 32.6.	
235.7	ST. PETER	ZC-236	10284		
242.4	KINMUNDY ICG	ZC-242			
252.1	SALEM	ZC-252	14761		
254.1	B&O				
263.3	KELL	ZC-263	9718		
274.9	MT. VERNON NS, SBD	ZC-276	7180		
287.2	INA	ZC-287	8083		
298.2	BENTON JCT. ICG	ZC-298			
301.8	BENTON	ZC-302	10707		
306.1	BN				
314.9	BUSH	CD-24	7432		
335.5	GRIMSBY	CD-3	5729		
339.0	GORHAM	C-93	Yd.		
				330.0	

Two main tracks between 81st Street and Woodland Jct. designated Northward and Southward tracks. Signal Indication with current of traffic. Rule 251 in effect between Yard Center and Southward absolute signal Ben.

Trains receiving a Stop indication at Signal 292 must communicate with control operator at Jay Tower before proceeding. Rule 252 in effect between Pence and crossover located at MP 51.5 on Northward Track. A train without a caboose must not run against the current of traffic unless such train has been relieved of protecting to rear as per Rule 99.

Train order Form D-R may be modified by adding, "not protecting to rear as provided by Rule 99." When so modified the designated train is relieved from providing flag protection against a following train on the same track between the two points named in the order. When so modified the train dispatcher must not authorize a following movement.

Trains moving against current of traffic between 81st St. and Ben must approach interlockings at Oakdale MP 10.1; Dolton Jct. MP 16.9; Thornton Jct. MP 20.1; Jay MP 27.0; Pence MP 49.7; St. Anne MP 60.1 at Restricted Speed until crossing occupied. Woodland Jct.-Ben control operator located at Yard Center.

CHICAGO SUBDIV. — ILLINOIS DIVISION 3

Southward trains originating Chicago area secure clearance Yard Center.
Northward SBD trains secure UP clearance at Danville.
Chicago Subdiv. trains secure clearance Villa Grove and Salem.
Trains to and from Pinckneyville Subdiv. secure clearance at Mt. Vernon.

Business Tracks	MP	Sta. No.	Cisna Park Branch:
Dolton	16.1	ZA-16	Goodwine to Cisna Park 5.9 Miles.
South Holland	19.5	ZA-19	Yard Limits entire branch.
Thornton	21.7	ZA-22	Max. Speed 10 MPH.
Steger	28.8	ZA-29	Claytonville
Balmo	32.5	ZA-33	Cisna Park
Grant Park	44.7	ZA-45	Westville Branch: Villa Grove to Danville
Wichert	57.9	ZA-58	42.2 Miles. Yard Limits Villa Grove-Westville
Papineau	64.2	ZA-64	Max. Speed 20 MPH
Martinton	67.7	ZA-68	Fairland
Pittwood	71.5	ZA-72	Zeigler #5
Coaler	79.6	ZA-80	Longview
Woodland	81.8	ZA-82	Broadlands
Bryce	87.5	ZB-88	Allerton
Fountain Creek	96.1	ZB-96	Hastings
Reilly	103.4	ZB-103	Sidell
Dailey	116.5	ZB-117	Indianola
Royal	120.0	ZB-120	Westville
Bongard	140.0	ZB-140	Danville
West Ridge	148.9	ZB-149	Danville via CR 10.1 Miles Westville to Danville.
Bourbon	159.4	ZB-159	Jamaica Branch: Sidell Jct. to Jamaica
Arthur	164.7	ZB-165	5.4 Miles. Yard Limits entire branch. Max. Speed 10 MPH.
Chipps	173.1	ZB-173	Jamaica
Findlay	185.2	ZB-185	150.9 ZE151
Shelbyville	193.9	ZC-194	Crew members must communicate with train dispatcher before operating time release at automatic interlocking CR crossing Glover.
Moccasin	212.9	ZC-213	
St. Elmo	224.6	ZC-224	
Parro	225.0	ZC-225	
Bakerville	279.3	ZC-282	
B. S. Mine #5	317.5	CD-22	
Murphysboro	328.8	CD-10	

Hot Box Detectors and Drugging Equipment Detectors located at: MP 32.2, MP 55.5, MP 75.7, MP 98.3, MP 122.7, MP 139.9, MP 160.8, MP 179.5, MP 190.1, MP 197.8, MP 212.8, MP 237.6, MP 267.1, MP 293.5 and MP 321.0.

30 MPH turnouts — Dual control switches at: Twelfth St., Ben, Woodland Jct., Findlay Jct. and Benton Jct.; North end Tuscola, St. Peter, Kell, Glover and Grimsby; Both ends Goodwine, Ellis, Block, Villa Grove, Cadwell, Findlay, Clarksburg, Altamont, St. Elmo, Salem, Mt. Vernon, Ina and Benton.

30 MPH turnouts — Spring switch at South end sidings Glover, Tuscola, St. Peter, Kell, Bush and Grimsby.

Operation via Conrail between MP 220.9 and MP 224.3. Radio communication via -1.

PANA SUBDIV. — ILLINOIS DIVISION

Maximum Speed:	MPH	Radio communication via Channel One, call-in Two		Station Nos.	Sidings Feet
Findlay Jct.-Lenox (Except as below)	60	Mile Post	STATIONS		
MP 205.1 — MP 205.4	40				
Two main tracks designated east and west tracks between Vierling Jct. and Lenox.					
Northward trains departing St. Louis, Valley Jct., A&S and Madison secure clearance before Lenox.					
Southward BN trains secure UP clearance at Toland.					
BUSINESS TRACKS					
Sohigro	MP 188.8	ZB-189	185.5	FINDLAY JCT.	ZB-186
Westervelt	MP 191.8	ZB-192	205.1	PANA	ZB-205
Rosamond	MP 209.4	ZB-209	213.5	OHLMAN	ZB-213
Nokomis	MP 218.2	ZB-218	232.1	HILLSBORO	ZB-232
Witt	MP 222.9	ZB-222	243.7	WALSH JCT.	
Irving	MP 227.4	ZB-227	248.1	JOAN	ZB-243
Taylor Springs	MP 234.4	ZB-234	265.1	GARD	ZB-260
Remote control switches are 30 MPH turnouts except BN Wye at Vierling Jct., crossover at Lenox MP 275.7.					
Hot Box and Drugging Equipment Detectors located at: MP 198.5, MP 219.2, MP 241.6 and MP 260.5.					
Missouri Div. jurisdiction St. Louis - MP 273.7.					

Operation over CR-ICG joint track Lenox-Granite City and TRRA Granite City-St. Louis, Granite City-Valley Jct., Operation over A&S Lenox-St. Louis, and Lenox-Valley Jct.

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Maximum Speed (Except as Below) MPH
0.0	VALLEY JCT. ⊕ TRRA ⊕, ⊕ ⊕ X		C-9		Between Mile Posts 0.0 and 7.0..... 30
1.5	AIRPORT				Interlocking..... 10
1.7	PARKS	X	C-10		Both legs wye Chester and both sidings Ford 65.2 and 65.8..... 30
4.3	NO. DUPO	⊕ X	C-13		65.8 and 66.0..... 50
5.5	WOODS	X			North leg wye..... 10
6.0	DUPO	⊕ ⊕ -1 T X	C-15	Yd.	Gorham..... 10
7.5	SOUTH DUPO	⊕			Chicago Subdiv. Conn. Gorham 116.4 and 117.6..... 50
9.4	ICG	X			117.6 and 119.3..... 40
20.6	VAL	X	C-29		119.3 and 119.5..... 30
33.6	FULTS	X	C-42		189.3 and Dexter Jct., Missouri Jct. and 191.0..... 35
47.7	KIDD	X	C-56		165.4 and 165.6..... 35
49.6	FLINTON	X	C-58	Yd.	Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 100 gross tons per car.
52.1	GAGE JCT.	X	C-60		Business Tracks MP Sta. No. Warnock..... 15.1 C - 24
55.8	REILY	X	C-63		Valmeyer ⊕ 22.5 C - 21
60.8	MENARD JCT.	∅			Prairie du Rocher ⊕ 41.7 C - 50
62.9	CHESTER	⊕ -1 T	C-70	7357	Menard..... 60.5 C - 69
65.7	FORD		C-73	n6522 s6160	Raddle..... 77.0 C - 86
70.3	ROCKWOOD JCT.		C-77		Powder Plant 98.6 C - 98
72.4	CORA		C-80		Wolf Lake..... 99.7 C - 107
73.0	CORA JCT.		C-81		Ware..... 104.0 C - 113
76.3	RADDLE JCT.	∅	C-85		McClure..... 113.0 C - 122
81.4	JACOB	X	C-90		Dudley..... 182.8 XD- 17
84.2	GORHAM	⊕ -1 T	C-93	Yd.	Bess..... 179.7 XD- 14
84.8	CHAP	X	C-94		Fisk..... 176.1 XD- 11
90.5	HOWARDTON JCT.	∅	C-100		Boeing..... 170.0 XD- 4
95.0	HALSEY JCT.	∅	C-104		SSW southward trains originating Valley Jct. secure clearance.
108.0	POTTS	X	C-117		Trains originating Dupo enroute to Chicago Subdiv. secure clearance at Chester.
115.5	NILE	X	C-125		UP trains enroute Paragould secure UP clearance at Illmo.
119.7	SIMBCO	⊕ -1 X	C-129		Trains originating Chester and trains from Pinckneyville Subdiv. except trains destined to Ford secure clearance Chester.
122.7	CAPEDEAU JCT.		C-132		30 MPH turnouts at SSW connection. Dual control switches between MP 9.4 and Poplar Bluff are 30 MPH turnouts except: Flinton-both ends yards, Chester-south end siding, 30 MPH turnout on SSW at north end Dexter Jct.
192.6	MISSOURI JCT.		C-179		Flashing Light Signal-U.S. Highway 60 East, Poplar Bluff crossing with track No. 105-Barnes Gro. Co. Ind. Lead. Push Button located 100 ft. on both sides of crossing.
191.4	DEXTER JCT.	XD-26			Trains and engines stop before passing Push Button Box and operate push button to actuate flashing light signal crossing U.S. Highway 60.
190.3	CHARLESTON JCT.				
190.1	DEXTER	⊕ -1	XD-24	6406	
178.7	VIVES		XD-13	9205	
172.1	JUNLAND		XD-6	9863	
165.7	POPLAR BLUFF	⊕ -1 T	X-166	Yd.	
					196.5

CTC — Between Valley Jct. & Dexter Jct.; on East Track only between Dexter Jct. & Charleston Jct. and between Charleston Jct. and Poplar Bluff. Signal indication with current of traffic on West Track only between Missouri Jct. & Charleston Jct.

Two main tracks designated East and West tracks between Valley Jct. and Menard Jct.; Rockwood Jct. and Cora Jct.; Raddle Jct. and Howardton Jct.; Halsey Jct. and Simbo; and between Missouri Jct. and Charleston Jct.

Southward trains operating over East Track between spring switch located on SSW designated Dexter Jct. and Charleston Jct. must obtain permission from UP dispatcher to operate spring switch and occupy main track between spring switch and Charleston Jct.

Operation between Simbo-Illmo over SI&MB Co. and between Illmo-Missouri Jct.-Dexter Jct. and between Dexter Jct. and Paragould over SSW.

Missouri Div. jurisdiction MP 0-MP 9.9. All radio communication for loaded and empty coal trains between MP 0 and MP 9.9 will be via Channel 2. Stations on SSW between Illmo and Paragould:

Sta. No.	SSW MP	Station	Sta. No.	SSW MP	Station
C-135	5.2	Ancell	C-175	48.8	Mo. Jct.
C-136	—	Scott City	C-185	59.5	Bernie
C-138	9.6	Quarry	C-190	64.3	Airsule
C-149	21.4	Randies	C-191	67.7-57.9	Malden
C-151	23.7	Perkins	C-194	64.4	Campbell
C-154	26.4	Mesler	C-206	69.9	St. Francis
C-156	28.6	Neagy	C-212	75.6	Piggott
C-157	29.7	Bell City	C-215	78.8	Greenway
C-159	32.2	Ardeola	C-222	85.6	Rector
C-162	35.0	Lozeta	C-227	90.7	Jay
C-164	37.0	Avert	C-229	92.9	Marmaduke
C-174	47.1	Paront	C-239	103.0	Blytheville Jct.

Hot Box and Dragging Equipment Detectors located at ⊕ MP 28.0, ⊕ MP 57.5, ⊕ MP 92.7, ⊕ MP 111.7, and ⊕ MP 182.5.

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

JOPPA BRANCH — ILLINOIS DIVISION

Mile Post	SOUTH STATIONS	NORTH STATIONS	Station Nos.	Sidings Feet	Radio communication via Channel One	
					MP	Sta. No.
298.2	BENTON JCT.	⊕ ⊕ -2	ZC-298		Yard Limits: Benton Jct. to MP 300.1	
305.0	WEST FRANKFORT	⊕ ⊕	ZC-305		MP 300.1 to MP 309.6	
308.8	JENKINS	⊕	ZC-309	3870	Freeman Ind. Lead originates at Jenkins (5.0 Miles)	
316.4	MARION ⊕ COE ⊕		ZC-317	2700	Freeman Ind. Lead Max. Speed..... 10 MPH	
324.0	NEILSON JCT. ⊕	⊕	ZC-324		Business Tracks MP Sta. No. Johnston City 310.7	ZC-311
329.3	GOREVILLE	⊕ -1	ZC-329	2655	Freeman #4	313.3 ZC-313
339.7	VIENNA JCT.	⊕	ZC-340		Hudgens 321.8	ZC-322
351.5	KARNAK ⊕ NS ⊕		ZK-352	6840	Cypress 345.3	ZC-345
363.3	JOPPA	T	ZK-363	Yd.	Chasco 348.5	ZK-348
					Cook (on BN)	ZK-367
					Metropolis (on BN)	ZK-370
		65.1				

Maximum Speed (Except as below)	MPH
Between Mile Posts	35
309.2 and 318.0	25
324.2 and 324.5	20
334.6 and 334.8	20
347.2 and 363.1	25
363.1 and End of track	10

Trains originating West Frankfort enroute Chicago Subdiv. secure clearance at West Frankfort. Operation on BN R.R. between Vienna Jct. and Metropolis 22.3 Miles.

Absolute Block in effect between MP 300.1 and MP 303.0; MP 309.6 and Neilson Jct; Neilson Jct. and Vienna Jct.; Vienna Jct. and Joppa. Authority for occupancy must be obtained from train dispatcher.

LOCK UP FOR SAFETY

SOUTH		Radio Communication via Channel Two, call-in One.	STATIONS	Station Nos.	Sidings Feet	NORTH	
First Class	First Class						
21 Pgr.	22 Pgr.						
Sun. PM	Mile Post					Mon. AM	
Tue. 11 59	0.5		ST. LOUIS	MX-1		Fri. 7 40	
			1.8 Miles Via TRRA				
	2.3		GRAND AVE.				
	3.6		IRON MTN. JCT.	X-1			
	3.7		BN				
	10.6		DAVIS JCT.	X-8			
	6.8		BARRACKS JCT.	X-10		6 15	
12 37	9.5		WICKES	X-19	4842		
	18.7		RIVERSIDE	X-26	4865		
	26.5		DE SOTO	X-42	6370		
	42.2		BLACKWELL	X-51	4311		
	51.0		CADET	X-57	4630		
	57.0		MINERAL POINT	X-61	4300		
	60.9		BISMARCK	X-75	4909		
	75.3		TIP TOP	X-92	4180		
	91.8		ANNAPOLIS	X-108	4474		
	107.9		GADS HILL	X-120	4296		
	117.7		PIEDMONT	X-127	6570		
	127.3		WILLIAMSVILLE	X-146	4382		
	145.4		BLACK RIVER JCT.	X-164			
	164.6		POPLAR BLUFF	X-166	Yd.	3 45	
s3 43	165.5						
AM			162.3			AM	

Missouri Div. jurisdiction St. Louis to Barracks Jct.
 Between Grand Avenue and Iron Mountain Jct. two main tracks designed east track and west track signaled for movement with current of traffic only.
 Between Iron Mountain Jct. and Davis Jct. single main track, signaled for movement in both directions.
 Between Grand Ave. and Iron Mt. Jct. Rule 251 in effect.
 Between Iron Mtn. Jct. and Davis Jct. absolute block in effect and absolute blocks established between:
 Koeln Ave., MP 9.61 and Wilmington Ave., MP 8.24.
 Wilmington Ave., 8.24 and Fyler Yard, MP 5.30.
 Fyler Yard, MP 5.30 and Iron Mountain Jct.
 Authority for occupancy must be obtained from control operator Grand Ave.

PEA RIDGE BRANCH — ILLINOIS DIVISION

Yard Limits:	Miles	Radio Communication via Channel Two, call-in One.		Station Nos.
		WEST STATIONS	EAST	
MP 57.8 to MP 59.0.				
MP 83.1 to end of Track				
Maximum Speed	MPH			
(Except as below)	30			
MP 81.0 - MP 81.4	25			
Switch point derail installed main track MP 83.6.				
Rule 10(D) not in effect.				
	57.7	CADET	X-57	
	58.6	NEW FOUNTAIN FARM	XA-58	
	72.4	INDIAN CREEK	XA-72	
	84.1	PEA RIDGE	XA-84	
		26.4		

Absolute Block in effect and block limits established between MP 59.0 and MP 72.4; MP 72.4 and MP 83.1.
 Authority for occupancy must be obtained from train dispatcher.

Operation on TRRA between St. Louis and Grand Ave.

Maximum Speed	MPH Pgr.	Frt.	Business Tracks	MP	Sta. No.
(Except as below)	60	50	Triangle Spur	10.8	X-11
Thru Grand Ave. Interlocking	10	10	Bussen Spur	11.6	X-12
Between Grand Ave. and			Hillcrest	17.8	X-17
Iron Mountain Jct.	45	35	Sulphur Spring Spur	22.9	X-23
Between Mile Posts			Pevely	27.3	X-27
3.6 and 3.7	15	15	Hematite	35.6	X-36
Between Iron Mtn. Jct.			Iron Mountain	83.7	X-81
and Davis St.	25	25	Middlebrook	83.1	X-83
Thru turnouts Davis Jct.	15	15	Arcadia-Ironton	88.6	X-89
6.8 and 8.0	25	25	Glover	97.8	X-99
9.5 and 12.7	55	—	Chloride	100.1	X-101
17.4 and 21.3	50	—	North Des Arc	111.8	X-112
21.3 and 33.0	55	—	Leeper	133.1	X-133
35.7 and 36.0	55	—	Mill Spring	134.5	X-135
41.5 and 42.8	30	30†	Wilby	155.4	X-155
42.8 and 45.7	55	—			
52.9 and 54.5	45	45			
54.5 and 70.3	55	—			
70.3 and 71.1	45	45			
71.1 and 78.1	55	—			
97.2	45	45			
98.0 and 98.4	55	—			
100.4 and 126.3	55	50			
(Except as below)	45	45			
101.5	45	45			
105.7 and 108.7	45	40			
109.3	45	45			
125.4 and 126.3	45	40			
126.3 and 165.3	55	40			
(Except as below)	45	—			
129.6 and 131.0	45	—			
135.1 and 136.7	45	—			
136.7 and 137.4	35	35			
146.4 and 148.9	35	35			
148.9 and 151.0	45	—			
153.2 and 154.2	45	—			
164.5 and 165.4	40	—			

Lumtie Branch: Mineral Point to Lumtie 1.7 miles. Yard Limits entire branch. Max. speed 10 MPH.

Lumtie. 62.0 XB-1
 Bonne Terre Branch: Bismarck to Bonne Terre 15.8 miles. Yard Limits entire branch. Max. speed 10 MPH.

Bismarck 126.0 X-75
 Derby 119.2 MB-36
 Derby Jct. 118.2 MB-36
 Rivermines 37.6 MC-38
 Flat River 37.1 MC-37
 Desloge 35.6 MC-35
 Dolomite 34.0 MC-34
 McDowell Spur 32.3 MC-32
 Bonne Terre 31.1 MC-32
 Monsanto Ind. lead 2.0 miles, originates at MP 32.0 Bonne Terre Branch (max. speed 5 MPH). Derail on lead at MP 27.9

Do not exceed 45 MPH if freight train averages over 80 gross tons per car — 40 MPH if train averages over 90 gross tons per car — 35 MPH if train averages over 100 gross tons per car.

Two main tracks between Black River Jct. and Poplar Bluff.
 DeSoto subdiv. trains originating Lesperance St. secure clearance at Vandeventer.

Overhead clearance Southwest Avenue, MP 4.5 is 16 feet 11 inches on main track. It must be known cars or equipment will clear before moving over this portion of the railroad.

Dual control switches are 25 MPH turnouts except Iron Mtn. Jct.

SIKESTON BRANCH — ILLINOIS DIVISION

Mile Post	Radio Communication via Channel Two.		Station Nos.	Maximum Speed (Approach Highway 61 Crossing, Sikeston, prepared to stop for highway traffic.)	MP	Sta. No.
	SOUTH	NORTH				
216.4	END OF TRACK					
	5.0					
211.4	SIKESTON		XD-46			
	0.4					
211.0	BN					
	19.7					
191.3	DEXTER JCT.	SSW G	XD-26			
		25.1				

Absolute Block in effect and block limits established between: MP 191.4 and MP 211.0; MP 211.0 and MP 216.4. Authority for occupancy must be obtained from train dispatcher.

Delta Branch: Between Delta and Newman Spur 10.8 Miles Ind Lead entire branch. Max Speed 30 MPH except MP 151.0 — MP 153.0 — 10 MPH.

Business Tracks	MP	Sta. No.
Delta SSW G	149.4	D-74
BN G	157.4	
Oran	158.1	D-83
Newman Spur	160.2	D-85

Permission must be secured from SSW Dispatcher before occupying SSW siding or leadtrack to siding Delta.

8 PINCKNEYVILLE SUBDIV. — ILLINOIS DIVISION

Maximum Speed (Except as below) MPH	Mile Post	Radio communication via Channel Two, call-in Two.		Station Nos.	Sidings Feet
		SOUTH ▼ STATIONS	NORTH ▲		
Between Mile Posts 64.0 and 65.9 20 65.9 and 77.0 30	64.0	CHESTER	⊕ T	C-70	...
Pinckneyville to Pyatts via ICG 10	72.0	WELGE		CA-10	4540
North leg of wye Pinckneyville 10	77.3	STEELVILLE		CA-16	9007
101.7 and 103.7 10	79.4	PERCY ⊗ ICG ⊕		CA-18	...
111.0 and 121.5 25	83.7	NEW WILSON		CA-23	5225
121.5 and 121.6 10	92.5	PINCKNEYVILLE ⊗ ICG ⊕	⊕ -2	CA-31	Yd.
121.6 and Mt. Vernon 20	95.5	SHAKE RAG		CA-34	...
Rule 10(D) not in effect	102.7	TAMAROA ⊗ ICG ⊕		CA-41	...
Business Tracks Pyatts-Fidelity Mine (via ICG at Pinckneyville) (8.4 miles) CA-39	111.2	SCHELLER		CA-49	Yd.
Leahy (via ICG at Percy) 10 MPH (3.8 miles) . CA-22	111.6	⊕ ICG ⊕			
Between Percy and Leahy operation on ICG.	115.0	WALTONVILLE ⊗ BN ⊕		CA-53	...
	121.8	JSW JCT.	⊕	CA-60	...
	124.6	MT. VERNON	⊕ ⊕	ZC-276	Yd.
		60.8			
Yard Limits: MP 120.0 to Mt. Vernon.					

Absolute block in effect between MP 64.0 and MP 120.0. Authority for occupancy must be obtained from train dispatcher.

Block Limits established between:

MP 64.0 to MP 65.9;	MP 83.1 to MP 90.8;
MP 65.9 to MP 71.6;	MP 90.8 to MP 95.6;
MP 71.6 to MP 77.4;	MP 95.6 to MP 103.3;
MP 77.4 to MP 79.4;	MP 103.3 to MP 111.3;
MP 79.4 to MP 83.1;	MP 111.3 to MP 120.0.

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

Industrial Leads — Maximum Speed: Fidelity Mine Lead 3.2 Miles, 5 MPH; Captain Mine, Burning Star No. 4, Burning Star No. 2 and Orient 10 MPH.

CAPTAIN MINE (4.9 Miles)	Originates at MP 81.2
Captain Mine Jct.	82.5
Captain Mine	86.1 CA-20
Over Scale 300 feet west of No. 1 Load yard switch Cap. Mine	3 MPH
Do not leave cars on scale track.	
BURNING STAR NO. 4 (CA-21)	Originates at New Wilson
BURNING STAR NO. 2 (4.5 Miles)	Originates at Shake Rag
Burning Star No. 2 Mine	101.2 CA-38
ORIENT (2.9 Miles)	Originates at Scheller
ICG Jct.	111.5
⊕ BN ⊕	113.5
Orient Mine No. 6	114.1 CA-52
JSW Branch: JSW Jct. to Old Ben 21 — 13.8 Miles. Yard Limits entire branch. Max. Speed 20 MPH except MP 287.2-MP 290.5—10 MPH.	
Huff	279.9 ZC-280
Nason	286.5 CA-68
Inland No. 1	291.1 ZC-275
Old Ben 21	293.1 ZC-277
Old Ben 26	CA-053

STE. GENEVIEVE BRANCH — ILLINOIS DIVISION 9

Yard Limits: Riverside-Crystal City		Radio Communication via Channel Two, Call-in One		Station Nos.	Sidings
Mile Post	SOUTH ▼ STATIONS	NORTH ▲	Station Nos.		
0.0	RIVERSIDE	⊕ ⊕ T			X-27
1.9	HERCULANEUM	⊕			MC-2
4.5	CRYSTAL JCT.				MC-5
5.2	CRYSTAL CITY	⊕			MC-6
24.0 MILES VIA BN					
82.0	THOMURE				MB-0
83.0	STE. GENEVIEVE	T ⊕			MB-2
29.2					
Operation on PPG Co. tracks between Crystal City and Crystal Jct. Max Speed 10 MPH. Max. gross wt. Crystal City to end of track 220,000 lbs.					
Mosher Branch: Ste. Genevieve to Derby Jct. 35.2 miles. Yard Limits entire branch. Maximum Speed 10 MPH					
Business Tracks MP No. Sta. No.					
Mosher 87.0 MB-5					
MFA 91.5 MB-9					
Ogborn 110.7 MB-27					
Esther 115.2 MB-32					
Derby Jct. 118.2 MB-36					
Trains or engs. must not occupy following public crossings at grade without first providing flag protection for vehicular traffic by a member of the crew on the ground at the crossing: MP 116.4 Route 32; MP 114.3 Route 0; MP 110.8 Route 2; MP 101.7 Route 32.					

SPARTA BRANCH — ILLINOIS DIVISION

Maximum Speed (Except as below) MPH	Mile Post	Radio Communication via Channel Two, Call-in Two		Station Nos.	Sidings Feet
		SOUTH ▼ STATIONS	NORTH ▲		
Between Mile Posts Chicago Subdiv. Conn. and 30.0 10 30.0 and 48.2 25 48.2 and 56.2 10 56.2 and 77.2 25 77.2 and 83.0 10	0.0	SALEM	⊕	ZC-252	...
	11.1	BRANCH JCT. ⊕		MI-12	...
	13.5	CENTRALIA		MI-14	...
	14.0	ICG JCT. ⊗ BN G		MI-15	...
	14.5	OIL CENTER		MI-16	...
	32.6	NASHVILLE	⊕ SBD ⊕	MI-34	...
	48.7	COULTERVILLE ⊗ ICG ⊕ ⊕		MI-49	1948
	57.4	SPARTA	⊕ -2 ⊕	MI-58	Yd.
	68.5	PAUTLER		MI-69	2855
	77.7	GAGE JCT.			
2.5 MI. VIA CHESTER SUBDIV.					
	80.2	FLINTON	⊕	MI-80	Yd.
	83.0	KELLOGG	⊕	MI-82	Yd.
83.0					
Absolute block in effect between: Salem to MP 32.0 MP 32.0 to MP 48.7 MP 60.0 to MP 68.7 MP 68.7 to Gage Jct. The train dispatcher is authorized to grant occupancy.					

CAPE GIRARDEAU BRANCH — ILLINOIS DIVISION

Mile Post	Radio Communication via Channel One, Call-in One		Station Nos.
	SOUTH ▼ STATIONS	NORTH ▲	
122.8	CAPEDEAU JCT.		C-132
127.0	MARQUETTE		CF-4
128.5	RUSH JCT		CF-6
5.7			

Maximum Speed 30 MPH
Absolute block in effect between Rush Jct. and Capedeau Jct. Authority for occupancy must be obtained from train dispatcher.

**YOU ARE
"SAFE AS YOU THINK"**

SOUTH			NORTH		
First Class	Mile Post	Radio Communication via Channel One, call-in Two.	Station Nos.	Sidings Feet	First Class
21 Pgr.					22 Pgr.
Mon. Wed. Sat.		STATIONS			Mon. Wed. Sat.
AM 3 47	165.5	POPLAR BLUFF...T⊖-2X	X-166	Yd.	AM s3 42
....	165.6	0.1 4TH STREET			
....	165.7	HENDERSON	X		
....	167.5	1.8 SOUTH POPLAR	X		
....	170.0	2.5 STANLEY	X-170		
....	172.9	2.9 HARVIELL JCT.	X-173		
....	180.4	7.5 NEELYVILLE	X-180	8302	
....	192.2	11.8 CORNING	⊖-2 X-192	8300	
....	199.0	6.8 KNOBEL	X-199	9698	
....	202.9	3.9 PEACH ORCHARD	X-203	8159	
....	214.4	11.5 O'KEAN	X-214	8204	
....	223.6	9.2 MURTA JCT.	⊖ X-223		
s4 42	224.9	1.3 WALNUT RIDGE	X-225		s2 32
....	226.3	1.4 HOXIE⊗ BN⊗	⊖-2 X-226	8515	
....	228.5	2.2 MINTURN JCT.	⊖ X-228		
....	238.9	10.4 ALICIA	X-239	8318	
....	251.8	12.9 TUCKERMAN	X-252	8326	
....	258.1	6.3 CAMPBELL JCT.	X-258		
....	259.5	1.4 DIAZ JCT.	T X-259		
s5 19	261.7	2.2 NEWPORT	⊖-2 X-262	Yd.	s1 57
....	263.9	0.2 NORTH BRIDGE JCT.	X-264		
....	264.1	0.4 WHITE RIVER	⊖⊗		
....	264.5	5.2 SOUTH BRIDGE JCT.	X-265		
....	269.7	4.6 JIFFY	X-269		
....	274.3	3.8 GLAISE JCT.	⊖ X-275		
....	278.1	8.6 BRADFORD	X-278	9964	
....	286.7	1.7 RUSSELL JCT.	X-286		
....	288.4	1.3 BALD KNOB	⊖-2 T X-288	14580	
....	289.7	1.3 JUD	X-289		
....	296.4	6.7 KENSSETT	X-296		
....	298.4	2.0 HIG	X-298		
....	306.5	8.1 MACK	X-306		
....	312.7	6.2 BEEBE	⊖-2 X-313		
....	319.2	6.5 WACROSS	X-320		
....	330.7	11.5 JAX	X-331		
....	332.1	1.4 JACKSONVILLE	T X-332		
....	339.4	7.3 NORTH END YARD			
....	343.6	4.2 N. LITTLE ROCK	⊖ T X-344	Yd.	
s6 52 AM	345.6	L. ROCK AMTK STA.	X-346		12 37 AM
	180.1				

Maximum Speed (Except as below)	MPH		Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.
	Pgr. Frt.	70 60	
Between Mile Posts	30	30	
165.3 and 165.6	70	—	
172.1 and 172.9	65	—	
179.2 and 179.3	70	—	
184.9 and 185.1	50	40	
191.6 and 192.9	70	55	
192.9 and 193.3	50	50	
224.3 and 227.8	45	45	
Minturn Jct.—thru turnout	50	50	
258.0 and 263.9	35	35	
263.9 and 264.6	70	—	
264.6 and 265.0	40	40	
266.6 and 266.9	60	—	
288.1 and 288.6	60	—	
292.7 and 292.7	55	55	
292.7 and 293.1	70	—	
294.1 and 294.6	65	—	
322.4 and 322.6	60	—	
333.2 and 333.5	65	—	
339.4 and 339.6	40	40	
339.6 and 374.4	15	15	
North and South Wye Bald Knob			

Business Tracks	MP	Sta. No.
Delaplaine	207.6	X-208
Olyphant	269.8	X-270
Judsonia	292.6	X-293
Higginson	299.7	X-300
McRae	308.2	X-308
Ward	317.6	X-318
Cabot	323.0	X-323
Valentine	336.1	X-336

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

DK&S Branch: 5.5 miles between Kensett, Doniphan and Searcy. Yard Limits entire branch. Max. Speed 20 MPH, except 10 MPH on curves.

ABS West departure lead N. Little Rock. Two main tracks designated East and West Track between Poplar Bluff & Harviell Jct., Murta Jct. & Minturn Jct., Campbell Jct. & North Bridge Jct., South Bridge Jct. & Glaise Jct., Russell Jct. & N. Little Rock.

Dual control switches are 30 MPH turnouts except: Poplar Bluff — MP 165.6 crossover East Main — To north end Poplar Bluff yard. Hoxie — 3 switches north end of siding. Newport — West main track to south end of yard. Bald Knob — All switches coal chute crossover — siding and Memphis Subdiv. conn. N. Little Rock — East departure lead, 3 switches north end receiving yard, main track crossovers at crest. N. Little Rock — West departure lead Max. Speed 30 MPH. East departure lead, Trim 1 and Trim 2 Max. Speed 20 MPH. Hot Box and Dragging Equipment Detectors located at ⊗MP 188.6, ⊗MP 207.6, ⊗MP 232.5, ⊗MP 255.3, ⊗MP 283.4 and ⊗MP 312.3.

LITTLE ROCK TERMINAL DIVISION

Jurisdiction includes Little Rock, East Little Rock and N. Little Rock. Before occupying Highway 365 crossing, Big Rock Lead Spur E. Little Rock, Ark., crews must know crossing gates are down to afford protection. N. Little Rock — West departure lead Max. Speed 30 MPH. East departure lead, Trim 1 and Trim 2 Max. Speed 20 MPH. Do not exceed 15 MPH on both legs of Van Buren wye. Radio Communication Via Channel 2.

Rock St. Branch: North Little Rock to East Little Rock, 5.6 miles. Yard Limits entire branch. Max. Speed... 10 MPH

	MP	Sta. No.
North Little Rock	343.6	X-344
Arkansas River ⊗	345.0	....
East Little Rock	349.2	K-4

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

Carlisle Branch: North Little Rock to Carlisle 29.2 miles. Yard Limits entire branch.

Maximum speed 20 MPH except MP 117.1 to MP 113.2 10 MPH. MP 131.9 to MP 130.5 10 MPH.

Station	MP	Sta. No.
North Little Rock	131.9	X-344
⊗SSW ⊗	130.5	....
Galloway	124.6	XZ-011
Lonoke	111.5	XZ-024
Sisemore	108.9	XZ-027
Carlisle	102.8	XZ-033

“THINK”
DO IT THE SAFE WAY

14 NORMAN BRANCH — ARKANSAS DIVISION

Maximum Speed (except as below) MPH	Radio Communication via Channel One	Station Nos.
25	SOUTH NORTH	
Between Mile Posts	STATIONS	
448.0 and 457.4 20		
457.4 and 457.7 10		
457.7 and 472.0 20		
472.0 and 472.1 10		
472.1 and 479.2 20		
Yard Limits Gurdon to MP 430.0; MP 446.0 to MP 448.0 Sta.		
Business Tracks MP No.		
Summit 433.1 XL-7		
Rosboro 469.8 XL-43		
Pike City Ind. lead (3.3 miles)		
Pike City Jct. — Pike Max. Speed 10 MPH.		
Pike 449.5 XL-23		
Absolute block in effect between:		
MP 430.0 and MP 446.0;		
MP 448.0 and MP 479.2.		
Authority for occupancy must be obtained from train dispatcher.		

NASHVILLE BRANCH — ARKANSAS DIVISION

Maximum Speed (except as below) MPH	Radio Communication via Channel One	Station Nos.
30	SOUTH NORTH	
Between Mile Posts	STATIONS	
457.1 and 458.0 10		
483.2 and 483.3 10		
484.0 and 492.0 25		
Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 459.0; Nashville MP 481.2 to MP 484.0; MP 492.0 to end of subdivision.		
Absolute block in effect between:		
MP 459.0 and MP 481.2		
MP 484.0 and MP 492.0		
Authority for occupancy must be obtained from train dispatcher.		
Business Tracks		
North Hope — XJ-4.		
Ozan Creek MP 472.0 — XJ-13.		

MEMPHIS SUBDIV. — ARKANSAS DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed (except as below) MPH
380.7	MEMPHIS (Sargent Yd.)		XG-93	Yd.	60
	0.1				Between Mile Posts
380.6	KC JCT. (SOU G.)				North and South wye
	2.4				Bald Knob 15
378.2	TEXAS ST. (ICG)				298.2 and 298.6 30
	0.1				298.6 and 299.1 40
378.1	KENTUCKY ST.				331.8 and 334.8 40
	1.6				334.8 and 336.1 50
376.5	HARAHAN				345.5 and 346.4 50
	0.7				375.2 and 378.1 25
375.8	BRIDGE JCT. (BN)		XG-88		ICG — Forest
	0.6				Yard on SOU Main
375.2	BRIARK		XG-87		Tracks 10
	5.2				Kentucky St. — ICG 10
370.0	PRESLEY JCT. (BN)		XG-82		ICG — Old Aulon
	8.5				Tower on SBD Track 10
361.5	CRAWFORDSVILLE		XG-74	9760	ICG Southwest Wye at Iowa Avenue 5
	13.2				ICG West Jct. via Wye and MV Track 10
348.3	SMITHDALE		XG-60	7697	Trains originating Memphis secure clearance prior to passing Kentucky St.
	15.9				Business MP No. Sta.
332.4	WYNNE (UP)		C-304	8618	Rio Vista 292.8 XG-6
	13.6				Patterson 307.3 XG-19
318.8	FAIR OAKS (SSW)		XG-31	9489	McCrorry 2,309.3 XG-21
	18.8				Hamlin 324.7 XG-37
300.0	NEW AUGUSTA		XG-12	6196	Levesque 337.5 XG-50
	1.5				Parkin 346.9 XG-59
298.5	WHITE RIVER				Earle 2,352.1 XG-64
	10.6				Gavin 368.0 XG-80
287.9	BALD KNOB		X-288		W. Memphis
	92.8				Ind. Ld. 370.0 XG-85

Movement of trains and engines between Sargent Yard and MP 377.9 must be made at restricted speed and only on authority of operator Kentucky St.

Two main tracks between Briark and MP 377.9.

Dual control switches and crossovers on Mississippi River Bridge and to Bald Knob are 30 MPH turnouts.

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

Hot Box and Dragging Equipment Detectors located

MP 292.5, MP 315.2, MP 341.0 and MP 357.5.

Wynne — Wynne Subdiv. train dispatcher is the operator per Rule 312 (2). Communication via Channel Two.

VAN BUREN SUBDIV. — ARKANSAS DIVISION 15

Maximum Speed (except as below) MPH	Radio communication via Channel One, Call-in Two	Station Nos.	Sidings Feet
50	SOUTH NORTH		
Between Mile Posts	STATIONS		
343.2 and 346.0 25			
357.5 and 359.3 45			
359.3 and 359.8 35			
371.0 and 382.1 45			
385.9 and 386.1 45			
391.4 and 392.9 30			
412.8 and 412.9 45			
415.0 and 419.9 35			
426.8 and 427.0 45			
434.5 and 434.9 45			
464.3 and 467.3 45			
471.6 and 474.5 40			
479.5 and 479.7 45			
North and South Wye N. Little Rock			
Business MP No. Sta.			
Tracks:			
Aims 489.4 L-149			
Mulberry 479.7 L-140			
Ozark -2 464.8 L-125			
Co-op Spur 462.9 L-123			
Carbon 459.2 L-120			
Peabody 447.5 L-110			
Hoyt 445.8 L-108			
Knoxville 433.6 L-91			
AP & L Spur 424.5 L-83			
Cargill 423.4 L-82			
Atkins 405.8 L-63			
Banquet Foods 404.2 L-63			
AP & L Spur No. 2 362.3 L-19			
Maumelle 355.3 L-13			
Marche Spur 353.3 L-10			
Jeffrey 349.5 L-6			
Levy 345.7 L-3			
Clarksville Jct. 8.4 Miles			
Clarksville Jct. To Clarksville			
Max. Speed 20 MPH. Yard Limits			
Entire Branch			
Clarksville 443.7 L-101			
King Switch 441.9 L-99			
Lambrick Spur 440.7 L-97			
Lamar 438.5 L-95			
Clarksville Jct.			
Storage 435.3 L-93			

Yard Limits: MP 495.6 to MP 498.6; MP 412.0 to MP 419.9; MP 371.0 to MP 374.0.

Hot Box and Dragging Equipment Detectors located

MP 368.7, MP 403.0, MP 433.3 and MP 463.5.

TUNNELS:

Conway: MP 375.9 to MP 376.1.

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

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

25 MPH turnouts both ends siding Mayflower, Menifee, Blackville, Worthen, Scotia, Alix, Popping and Dyer.

Dual control switches are 30 MPH except Maumelle Lead and West Leg of Wye North Little Rock.

Do not exceed 45 MPH if train averages from 80 to 100 gross tons per car. Do not exceed 35 MPH if train averages over 100 gross tons per car.

PARIS BRANCH — ARKANSAS DIVISION

Rule 99 (4) in effect.	Radio communication via Channel One, Call-in Two	Station Nos.	Sidings Feet
Yard Limits: MP 504.5 to MP 515.00.	SOUTH NORTH		
	STATIONS		
Maximum Speed (except as below) MPH			
(Except as below) 25			
MP 507.5 to MP 513.0 10			
Business MP No. Sta.			
Barling 518.1 LD-16			
Lavaca 526.3 LD-24			
Branch 540.0 LD-38			
Ratcliff 544.1 LD-42			
Ft. Smith Yard:			
Nth. R. St. BN G			
Nth. L. St. KCS			

Absolute block in effect between MP 515.00 and end of track Paris. Block limits established between:

MP 515.0 and MP 520.0

MP 520.0 and MP 536.0

MP 536.0 and MP 553.1

Authority for occupancy must be obtained from train dispatcher.

Stop and Protect:

Midland St. Suburban Lead

Ark Hiway 109 Paris

16 WYNNE SUBDIV. — ARKANSAS DIVISION

Mile Post		SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed MP 235.3—MP 407.5 (Except as Below) 60
219.9			PARAGOULD		C-243	8938	
			1.7 PARAGOULD JCT.		C-245		235.3 and 235.5 30
			13.7 Miles via SSW				242.1 and 242.2 50
235.3			JONESBORO JCT.		C-259		243.6 and 278.3 45
			2.7 JONESBORO X BN		C-262	8080	280.7 and 295.2 40
238.0			18.7 HARRISBURG		C-280	7794	297.7 and 312.0 25
256.7			21.3 NORTH WYNNE				313.6 and 326.4 30
278.0			3.0 WYNNE X UP		C-304	6944	326.7 and 365.4 50
281.0			9.9 CALDWELL		C-314	7527	366.4 and 372.5 30
290.9			5.0 FORREST CITY X SSW		C-319		376.0 and 376.0 40
295.9			18.1 MARIANNA		C-337	6776	382.5 and 406.8 30
314.0			11.5 LEXA		C-349	8792	407.5 20
325.5			1.0 HELENA JCT.		C-351		Yard Limits: MP 406.8 to MP 407.5
326.5			13.0 LAKEVIEW		C-363	6953	
339.5			29.2 SNOW LAKE		C-392	6985	
368.7			9.1 WHITE RIVER				
377.8			3.3 MEDINA		C-405		
381.1			0.9 ARKANSAS RIVER				
382.0			5.0 WATSON		C-411	6946	
387.0			19.8 NORTH McGEHEE				
406.8			0.7 McGEHEE		C-432	Yd.	
407.5			188.2				

Business Tracks	Sta. MP No.	Business Tracks	Sta. MP No.	Business Tracks	Sta. MP No.
Greenfield	251.6 C-275	Yaletowne	293.3 C-317	Mellwood	356.6 C-380
Whitehall	262.4 C-286	Barton	329.2 CK-12	Vestal Spur	377.4 C-401
Cherry Valley	267.8 C-291	Oneida	335.3 C-359	Cypress Bend	399.7 C-423
Vandale	274.3 C-298	Wabash	341.1 C-365	McArthur	402.5 C-426
Colt	286.2 C-310	Elaine	347.1 C-371		

Operation on SSW Between Jonesboro Jct and Paragould Jct.

SSW Stations Paragould Jct. and Jonesboro Jct.:

Station	SSW MP
Brookland	115.7
Farville	117.8

Wynne — Train dispatcher is the operator per rule 312 (2).

Hot box and dragging equipment detectors located at MP 250.6, MP 268.5, MP 287.1, MP 309.9, MP 329.2, MP 350.9, MP 371.0 and MP 389.0.

Detectors located at MP 371.0 and MP 389.0 are also equipped with high-wide detectors. These detectors are equipped with a three light array on cantilever over track. Center light dark indicates high load. Right or left light dark indicates wide load on side indicated. When dark light encountered, stop train at once and inspect entire train as indicated.

When approaching this detector if all 3 lights are not illuminated, stop at once and inspect entire train for high-wide, hot boxes and dragging equipment.

Dual control switches are 30 MPH turnouts except south end siding Lexa and Helena Jct.

Train orders, clearances and messages received by southward trains Illmo to Paragould will be turned over to relieving crew at Paragould. Train orders, clearances and messages received by northward trains McGehee to Paragould will be turned over to relieving crew at Paragould. If relief crew is not on duty, both inbound and outbound crews be governed by Rule 215.

Helena Branch: Helena Jct. to Helena 12.0 miles — Max. speed 20 MPH except 10 MPH MP 336.2 to MP 338.2. Yard Limits entire branch.

Stations:	MP	Sta. No.
Wycamp	329.6	CJ- 3
Helena	338.6	CJ-12

HUTTIG BRANCH — ARKANSAS DIVISION 17

Rule 99 (4) in effect.		Radio Communication via Channel One.		Station Nos.
Maximum Speed (Except as below)	MPH	SOUTH	NORTH	
MP 526.1 — MP 553.6	10			
MP 567.0 — Huttig Jct.	10			
Inside IMC Plant				
Sterlington	5			
STOP AND PROTECT				
LA Highway 143	MP 548.8	527.2	HUTTIG	F-3
LA Highway 2	MP 550.6	530.3	LITROE	F-6
Loop Road	MP 564.3	542.8	HAILE	F-18
19th Street	MP 566.0	553.7	OUACHITA RIVER	
Desiard St.	MP 568.3	554.0	STERLINGTON	F-30
Business Tracks	MP No.	568.1	A&LM	
Spencer	548.7 F-24	568.6	HUTTIG JCT.	
Lamkin	561.5 F-37		MONROE	C-525
Yard Limits: MP 566.0 to Huttig Jct.				
		41.4		

WARREN BRANCH — ARKANSAS DIVISION

Rule 99 (4) in effect.		Radio Communication via Channel One.		Station Nos.
Yard Limits: MP 442.0 to MP 447.3; MP 460.3 to end of track.	Maximum Speed 30 MPH	SOUTH	NORTH	
Note — Trains and engines move over crossing, MP 445.7 when protected by crew member.				
Business Tracks	MP No.	422.6	DERMOTT	C-439
Baxter	426.5 KC-10	445.3	MONTICELLO X AD&N	KC-29
Cominto	434.0 KC-17	461.4	WARREN	KC-45
Killin	442.5 KC-28			
Wilmar	454.0 KC-37			
		38.7		

LAKE PROVIDENCE BRANCH — ARKANSAS DIV.

Radio Communication via Channel One		Rule 99 (4) in effect		Station Nos.	Sidings Feet	Maximum Speed (Except as below) 25
SOUTH	NORTH	Between Mile Posts	MPH			
408.1	McGEHEE		481.0 and 499.0	C-432	Yd.	10
	16.0		503.0 and 514.0			10
424.1	MACON LAKE		532.0 and 557.0	K-118		10
	7.2		641.8 and Ferriday			10
431.3	LAKE VILLAGE		Business Tracks	K-126	2574	
	15.5		MP No.			
446.8	EUDORA		481.0 Trippe	K-141	2654	K-106
	23.3		440.0 Chicot			K-135
470.1	LAKE PROVIDENCE		463.1 Shelburn	K-165	2597	K-158
	17.3		H & W			
487.4	SONDHEIMER		Warehouse 463.8	K-182		K-159
	11.0		Hollybrook 474.4			K-169
498.4	TALLULAH X ICG		Transylvania 478.5	K-194	2051	K-173
	13.1		Talla Bena T 490.9			K-186
511.5	QUIMBY		Goldman 544.4	K-207		K-240
	11.8		Azuena 549.4			K-245
523.3	NEWELLTON		YARD LIMITS	K-219	2607	
	10.4		McGehee to MP 410.2			
533.7	ST. JOSEPH		MP 557.0 to Ferriday	K-229		
	12.4		Talla Bena Ind. Lead			
546.1	WATERPROOF		2.2 miles — Maximum speed 10 MPH	K-242		
	11.1		Vidalia Branch:			
557.2	CLAYTON		9.3 miles Ferriday to Vidalia. Max Speed 10 MPH. Yard Limits entire branch.	E-210		
637.2	FERRIDAY			E-216	Yd.	
642.2						
		154.6				

STOP AND PROTECT

U.S. Highway 65	MP 517.2
Parish Road	MP 523.8
LA. Highway 607	MP 528.1
LA. Highway 897-6	MP 538.8
LA. Highway 568	MP 544.5
LA. Highway 56-B	MP 594.4
LA. Highway 568	MP 642.1

Business Tracks	MP No.	Sta. No.
Concordia Jct.	643.4	E-217
Vidalia T	651.6	E-226
Natchez		E-227

18 PINE BLUFF SUBDIV. — ARKANSAS DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
343.6		N. LITTLE ROCK	⊕ T	X-344	Yd.	50	
347.2		3.6				35	
344.2		LR JCT.				30	
347.3		3.1		XZ-000	7221	60	
354.1		HIGGINS		K-9	9150	20	
364.5		HENSLEY		K-19	8700	20	
370.5		WHITE BLUFF	⊕ -2	K-25		35†	
387.4		⊗ SSW	⊕			20	
390.9		PINE BLUFF	⊕ -2	K-43	10286	60	
409.6		GRADY		K-64	9820	20	
431.0		PICKENS		K-86	9446	20	
447.2		McGEHEE	⊕ -2T	C-432	Yd.	20	
106.6							

Operation N. Little Rock and LR Jct. on Little Rock Subdiv.
 Pine Bluff ⊕ in effect 10:00 p.m. until 6:00 a.m.
 White Bluff Ind. Lead Max. Speed 10 MPH.
 30 MPH turnout South end siding Grady.
 Dual control switches are 30 MPH turnouts except — North end siding Higgins, South end sidings Hensley, White Bluff, South end old siding Pine Bluff.
 Hot Box and Dragging Equipment Detectors located at ⊕ MP 373.2, *MP 398.3 and ⊕ MP 421.5.

MONROE SUBDIV. — ARKANSAS DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
408.1		McGEHEE	⊕ -2 T	C-432	Yd.	60	
415.6		DERMOTT		C-439		20	
422.0		HUDSPETH		C-446	8873	35	
440.1		SUNSHINE		C-464	9010	50	
460.8		BONITA		C-484	9135	50	
481.0		COLLINSTON	⊕ -2 T	C-505	9058	50	
491.8		SWARTZ		C-515	8872	30	
501.0		HUTTIG JCT.	T	C-524		30	
501.1		⊗ ICG	⊕			40	
502.9		MONROE	⊕ -2	C-525	13840	40	
516.6		BOSCO		C-540	9387	30	
528.2		OUACHITA RIVER	⊕ ⊕			30	
535.1		GRAYSON	⊕ -2	C-558	9200	30	
548.7		OLLA		C-572	7952	30	
561.6		GEORGETOWN	⊗ LOAM	C-585	8003	30	
576.9		ANTONIA		C-601	9584	30	
592.6		TIOGA	⊗ L&A	C-616	8029	30	
595.1		⊗ L&A	⊕			30	
596.5		RED RIVER	⊕			30	
596.6		RED RIVER JCT.	⊕	C-620		30	
597.8		TEXMO JCT.	⊕	TB-196		30	
601.5		ALEXANDRIA	⊕ ⊕	C-625	Yd.	30	
190.8							

Operation between Texmo Jct. and Alexandria on Shreveport Subdiv. Radio communication at Alexandria: operator channel one, yardmaster channel two.
 ABS — Double track between Red River Jct. and Texmo Jct. Rule 251 in effect.
 Dual control switches are 30 MPH turnouts except Texmo Jct.
 30 MPH turnouts: North end sidings Pickens, Hudspeth, Sunshine, Bonita, Bosco, Olla, Tioga; South end sidings Collinston, Swartz, Grayson, Georgetown, Antonia.
 Hot Box and Dragging Equipment Detectors located at ⊕ MP 438.1, ⊕ MP 469.2, ⊕ MP 485.1, ⊕ MP 525.8, ⊕ MP 545.7, ⊕ MP 569.4 and ⊕ MP 586.8.

TIMETABLE NO. 3

MONROE SUBDIV. — ARKANSAS DIVISION 19

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Montrose	432.1	C-456	Pulpwood	532.5	C-556
E. Ashley	435.6	C-459	Clarks	537.4	C-561
Portland	436.4	C-460	Standard	546.9	C-570
Parkdale	445.0	C-469	Urania	552.8	C-576
Bayou	446.3	C-470	Tullos	556.5	C-580
Wilmot	449.3	C-473	H & C Veneer	574.5	C-599
Muller	454.0	C-477	Christi Spur (Farmland)	577.9	C-602
McGinty	454.1	C-478	Pollock	580.4	C-605
Jones	457.2	C-481	Simms	586.9	C-611
Galion	467.2	C-491	Camp Beauregard	592.5	C-618
Mer Rouge	473.5	C-497	Bastrop Branch Collinston to Bastrop 6.8 miles.		
Hancock	489.3	C-513	Industrial Lead entire branch.		
Erco	508.3	C-532	Bastrop ⊕ ALM ⊕ 553.6 E-127		
Riverton	526.2	C-550	Maximum speed 30 MPH except		
Columbia	530.5	C-554	MP 553.3 — MP 553.7 10 MPH		

MISSOURI DIVISION

The following jurisdiction of the Missouri Division is designated as St. Louis Terminal:

Pana Subdivision — St. Louis — MP 273.7
 Chester Subdivision — MP 0 — MP 9.9
 De Soto Subdivision — St. Louis — Barracks Jct.
 Sedalia Subdivision — St. Louis — MP 14
 Carondelet Subdivision and Lesperance Subdivision.

Manchester Ave. and Chippewa-Christy Lead — Stop and flag crossing.

On Municipal Bridge — Maximum speed 20 MPH, except 10 MPH through all turnouts.

Radio communications St. Louis Terminal via channel 2.

Union Pacific dispatcher frequencies 1 and 2 must not be used in St. Louis Terminal.

CARONDELET BRANCH — MISSOURI DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.
13.0		KIRK JCT.	⊕ ⊕	MX-12
		0.6		
13.6		⊗ BN	⊕	
		3.0		
16.6		GRANT		GH-4
		7.1		
23.8		BROADWAY JCT.	T	GH-11
10.8				

⊕ Crestwood, MP 13.9 to MP 15.8
 Maximum Speed 20 MPH.
 Green and red flashing light indicators located each side highway crossings MP 15.3 and MP 22.4, unless indicator is green stop and member of crew flag highway traffic.

Absolute block in effect between Kirk Jct. and Broadway Jct. Authority for occupancy must be obtained from control operator Grand Ave.

Block limits established between:

Kirk Jct. and Sappington Road
 Sappington Road and Highway 21
 Highway 21 and Reavis Barracks Road
 Reavis Barracks Road and Broadway Junction

LESPERANCE SUBDIV. — MISSOURI DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Station Nos.	Yard Limits: Entire Subdiv.
0.0		GRATIOT ST.	⊕ ⊕		Two main tracks between Lesperance St. and Nagel St. Maximum Speed (except as below) 20
		0.5			Elevated Track
0.5		POPLAR ST. JCT.	⊕		Between 8th St., and Rutger St. 10
		0.6			Gratiot St. Through Interlocking 10
1.1		LESPERANCE ST.	⊕ ⊕	X-3	
		5.7			
6.8		DAVIS JCT.	⊕	X-8	
6.8					

Crossover from the northward to the southward main track at Nagel Street, is the end of two main tracks; single track from Nagel Street to Davis Jct. The south end of the crossover at Nagel Street is equipped with spring switch. Normal position is lined from northward to southward track. All southward trains and engines using northward main track, unless otherwise instructed will cross over at Nagel Street and be governed by automatic block signals at Davis Jct. and must secure permission from operator at Grand Ave. to move against current of traffic between Nagel St. and Jefferson Barracks.

TIMETABLE NO. 3

20 SEDALIA SUBDIV. — MISSOURI DIVISION

SEDALIA SUBDIV. — MISSOURI DIVISION 21

WEST			EAST				
First Class			First Class				
31 Psg.	33 Psg.	Mile Post	STATIONS	Station Nos.	Sidings Feet	30 Psg.	32 Psg.
Daily	Daily					Daily	Daily
		0.0	GRATIOT ST. (T) (V)				
		1.3	EWING AVENUE (T) (V)				
		2.3	GRAND AVE. (V)				
			1.8 Miles Via TRRA				
PM	AM					PM	PM
5 05	8 05	0.5	ST. LOUIS (V)	MX-1		2 15	9 00
		2.3	GRAND AVE. (V)	MX-2			
		3.6	IRON MTN. JCT. (V) (V)	X-1			
		6.8	MAPLEWOOD (V)	MX-7			
		10.8	WEBSTER (V)	MX-11			
		13.2	KIRK JCT. (V)	MX-12			
8 58	8 28	13.4	KIRKWOOD (V) (V)	MX-13	s1 44	s8 28	
		18.7	PARK (V)	MX-18			
		23.4	BOYD (V)	MX-22			
		32.2	DOZIER (V)	MX-31			
		37.0	SUMMIT (V)	MX-37			
		43.7	WEST LABADIE (V)	MX-44			
		46.5	SOUTH POINT (V)	MX-52			
		51.7					
		54.9	WASHINGTON (X) (V)	MX-54			
		57.7	PACE (V)	MX-58			
		86.2	GASCONADE JCT. (V)	MX-86			
		90.9	MORRISON JCT. (V)	MX-91			
		100.2	CHAMOIIS (T)	MX-100			
		102.0	AMES (V)	MX-102			
		116.7	BONNOT JCT. (V)	MX-116			
		117.3	OSAGE JCT. (V)	MX-117			
		124.3	MOREAU (V)	MX-124			
8 18	8 10	125.5	JEFFERSON CITY (T)	MX-125	s12 01	s6 43	
		7 22	RIVER JCT. (V)	MX-128	11 49	6 34	
		7 35	CENTERTOWN (V)	MX-140	9080	11 36	6 21
		7 45	CALIFORNIA (V)	MX-150	3947	11 26	6 11
		8 00	DOW (V)	MX-166	8556	11 11	5 56
		8 10	OTTERVILLE (V)	MX-175	1131	11 01	5 47
		8 16	SMITHTON (V)	MX-181	3266	10 57	5 42
		187.7	(V) MKT (V)				
8 25	8 11	188.9	SEDALIA (V) (V)	MX-188	4615	s10 50	s5 34
		8 34	DRESDEN (V)	MX-195	7858	10 40	5 25
		8 46	KNOBNOSTER (V)	MX-208	6097	10 28	5 13
8 56	8 11	218.4	WARRENSBURG (V)	MX-218		s10 18	s5 03
		9 03	CENTERVIEW (V)	MX-224	8937	10 12	4 57
		9 11	HOLDEN (V)	MX-232	3328	10 04	4 49
		9 15	KINGSVILLE (V)	MX-237	2797	10 00	4 45
		9 21	STRASBURG (V)	MX-242	4287	9 54	4 39
		249.2	PLEASANT HILL (V)	MX-249	9890		
		252.3	AVON (V)	MX-252	4061		
8 38	8 12	259.8	LEE'S SUMMIT (V)	MX-259	8106	s9 36	s4 21
		271.2	INDEPENDENCE JCT. (V)	MX-271			
8 54	8 10	273.2	INDEPENDENCE (X) (V)	MX-273		s9 20	s4 05
		276.8	ROCK CR. JCT. (V)	MX-276			
			6.2 Miles Via KCT				
10 30	1 30	283.0	KANSAS CITY (Un. Sta.)	MX-282		9 00	3 45
PM	PM		278.8			AM	PM

TIMETABLE NO. 3

SPECIAL INSTRUCTIONS

Eastward trains are superior to Westward trains of the same class. Jefferson City is a Register Station.

MPH		MPH	
Maximum Speed	Psg. Frt.	Maximum Speed	Psg. Frt.
(Except as below)	75 60	212.0 and 212.5	65 —
Thru Grand Ave. Interlocking	10 10	216.7 and 218.8	45 45
Between Grand Ave. and		218.8 and 221.4	55 50
Iron Mountain Jct.	45 35	221.4 and 222.4	60 —
Between Mile Posts		227.5 and 227.9	65 —
3.7 and 13.4	50 40	231.7 and 232.9	65 —
13.4 and 13.7	30 30	232.9 and 233.2	55 —
13.7 and 14.0	50 50	248.5 and 249.4	45 45
14.0 and 15.4	65 50	256.4 and 257.2	65 —
15.4 and 15.7	65 —	257.2 and 259.8	60 45
17.1 and 21.0	70 —	259.8 and 260.2	35 35†
21.0 and 21.7	60 55	260.2 and 261.6	65 —
21.7 and 23.3	70 —	264.3 and 264.4	55 5†
23.3 and 27.1	60 —	264.4 and 265.8	60 40
27.1 and 28.8	60 55	265.8 and 265.9	55 55†
30.6 and 31.3	65 55	271.0 and 276.8	35 35
32.7 and 33.9	70 —		
33.9 and 34.8	60 —		
34.8 and 35.9	50 50		
35.9 and 44.4	70 —		
48.9 and 49.8	65 —		
49.8 and 55.5	70 —		
58.5 and 59.0	70 —		
61.8 and 67.0	60 55		
67.0 and 67.2	60 50		
70.7 and 71.3	65 —		
72.2 and 75.8	55 50		
80.3 and 81.5	50 50		
83.9 and 85.0	55 55		
85.0 and 86.2	70 50		
86.2 and 88.0	65 55		
88.0 and 89.3	45 45		
89.3 and 89.8	60 55		
89.8 and 92.2	70 —		
92.2 and 93.1	60 55		
93.1 and 94.4	70 —		
94.4 and 97.6	65 —		
97.6 and 97.9	60 55		
106.9 and 107.1	60 55		
107.1 and 108.9	70 —		
108.9 and 109.1	65 —		
109.1 and 109.9	70 —		
113.9 and 114.1	70 —		
115.8 and 126.8			
(Except as below)	75 55		
115.8 and 116.9	55 —		
116.9 and 117.3	10 10		
117.3 and 118.7	60 —		
118.7 and 121.6	70 —		
123.7 and 124.7	65 —		
124.7 and 125.3	45 45		
125.3 and 126.8	20 20		
126.8 and 276.8			
(Except as below)	70 55		
126.8 and 128.5	55 —		
128.5 and 129.8	55 50		
129.8 and 132.4	60 —		
132.4 and 132.8	55 50		
132.8 and 136.5	60 —		
136.5 and 139.0	55 45		
139.0 and 143.9	60 —		
146.1 and 147.6	60 —		
147.6 and 149.0	65 —		
150.1 and 151.2	50 50		
151.2 and 151.6	65 —		
153.6 and 155.9	60 —		
156.9 and 162.1	65 —		
162.1 and 163.0	50 50		
167.0 and 168.4	65 —		
168.4 and 171.2	55 50		
171.2 and 173.9	65 —		
173.9 and 174.3	60 —		
174.3 and 178.3	65 —		
178.3 and 178.8	60 —		
183.7 and 187.7	65 —		
187.7 and 190.1	40 40		
190.1 and 193.5	60 —		
200.7 and 201.1	55 —		
205.3 and 208.1	65 —		
208.1 and 208.2	55 —		
208.2 and 208.7	65 —		

Do not exceed 50 MPH if freight train averages over 100 gross tons per car — 45 MPH if train averages over 110 gross tons per car.

TUNNELS: Gray Summit MP 39.1 to MP 39.7; West Labadie MP 42.9 to MP 43.1.

Between 7:00 a.m. and 7:00 p.m. whistle signal 15(1) must be sounded for Rock Hill Road MP 10.5 and MP 10.6.

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

State Fair Spur 10 MPH

Trains must secure clearance before leaving Jefferson City.

Yard Limits: MP 0.0 to MP 6.8, MP 187.6 to MP 194.0.

Business Tracks:	MP	Sta. No.
Lake Jct.	8.0	MX 8
Webster Groves. (V) ..	10.0	MX 10
Barretts. (V) ..	16.5	MX 16
Valley Park ..	18.9	MX 18
Jedburg ..	23.9	MX 24
Eureka ..	27.9	MX 29
Pacific (V) -2 ..	X 34.8	MX 36
Gray Summit ..	39.9	MX 40
Midwest Joist ..	56.8	MX 56
New Haven ..	X 67.3	MX 67
Berger ..	75.1	MX 74
Hermann ..	X 81.0	MX 80
Gasconade ..	88.5	MX 88
Morrison ..	92.9	MX 92
Bonnot's Mill ..	113.1	MX 112
Algoa Farms ..	118.6	MX 119
McGirk ..	144.7	MX 144
Shell Spur ..	151.3	MX 151
Clarksburg (V) -2 ..	156.6	MX 156
Tipton ..	162.8	MX 162
Syracuse ..	168.1	MX 168
Lamonte ..	200.9	MX 200
Montserratt (V) -2 ..	211.5	MX 211
Missouri Public Spur ..	257.3	MX 257
Western Electric Spur ..	261.0	MX 261
Little Blue ..	265.1	MX 265

Two main tracks between Gratiot St. and River Jct. (except between Gasconade Jct. and Morrison Jct. and between Bonnot Jct. and Osage Jct.) and between Independence Jct. and Rock Creek Jct. are designated north and south tracks.

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

Operation on TRRA between St. Louis and Grand Ave.

TIMETABLE NO. 3

Overhead clearance under Municipal Bridge approach 10th St. — Break up Lead 17 ft. 6 in.; House track Lead 17 ft. 11 in.; House 4 and 6-18 ft. 6 in.; House 7 and 8-19 ft. 8 in.; House 10 and 11-19 ft. 11 in. Piggybacks and loaded tri-levels will not clear. Crews handling cars make sure all cars will clear bridge approach.

Dual control switches are 30 MPH turnouts except Jct. switch with Carthage Subdivision at Pleasant Hill and both ends siding Avon.

Between MP 275.3 and Neff Yard be governed by Kansas City Terminal Division operating instructions.

Between Gratiot St. and Grand Avenue, authority of train dispatcher is not required to enter main track. Movement will be made only on authority of yardmaster Lesperance Street and must not exceed 20 MPH. Train or engines must not enter, foul or re-enter after having cleared main track at hand operated switch without obtaining authority from yardmaster Lesperance Street.

Signal indication with current of traffic between Grand Ave. and Maplewood; Rule 251 in effect signaled for movement with current of traffic only. Authority of train dispatcher not required to enter main track. Movements against current of traffic will be made only on authority of operator at Grand Ave. and must not exceed 20 MPH.

Trains and engines moving with the current of traffic and delayed must ascertain from operator at Grand Ave. location of overdue first class trains and clear as instructed.

Trains or engines must not enter, foul or re-enter after having cleared main track at hand operated switch without first obtaining authority from operator at Grand Ave.

Dragging equipment units are located on signal 883 and 884. Block signal normally shows approach or advance approach. If bottom unit displays flashing red train must stop and inspect entire train. After inspection completed operate push button in detector box.

Dragging equipment units are located at Bonnot Jct. and Osage Jct. Units normally dark. When units display flashing red, train must stop and inspect entire train. After inspection completed operate push button in detector box.

Hot Box and Dragging Equipment Detectors located ⊕MP 28.7, ⊕MP 62.5, ⊕MP 95.9, ⊕MP 120.3, ⊕MP 152.8, ⊕MP 184.2, ⊕MP 230.2 and ⊕MP 255.7.

COTTER SUBDIV. — MISSOURI DIVISION

Mile Post	SOUTH	STATIONS	NORTH	Sta-tion Nos.	Sid-ings Feet	Max. Speed MPH	
						(Except as Below)	MPH
						259.5 and 260.9	35
						264.4 and 264.7	30
						275.0 and 277.7	40
						277.7 and 279.6	35
						279.6 and 284.0	40
						284.0 and 285.4	30
						285.4 and 286.0	20
						286.0 and 286.5	10
						286.5 and 288.3	30
						305.8 and 306.6	25†
						308.3 and 308.4	45†
						318.7 and 319.4	25†
						339.3 and 341.6	30
						359.0 and 360.0	25†
						374.3 and 376.1	35†
381.5		COTTER	⊕-1 ⊕	WR-125	7840		
		24.1					
357.4		NORFORK	⊕-1	WR-102	8342		
		17.9					
339.5		CRESWELL		WR-83	2539		
		9.9					
329.6		MOUNT OLIVE		WR-73	7913		
		17.2					
312.4		GUION	⊕	WR-56	2364		
		4.8					
307.6		MYERSVILLE		WR-50	8097		
		2.7					
304.9		BILTMORE		WR-49	2553		
		16.0					
288.9		CUSHMAN		WR-30	8294		
		2.8					
286.1		BATESVILLE	⊕ ⊕-1 T	WR-29	2492		
		20.6					
265.5		PAROQUET		WR-9	4363		
		7.4					
259.5		DIAZ JCT.	T ⊕	X-259			
		123.4					

Business Tracks	MP	Sta. No.
ZZ Siding	259.5	WR-1
Independence	267.7	WR-12
Newark	270.3	WR-14
Arkansas Eastman	273.6	WR-17
Sulphur Rock	276.3	WR-20
Moorefield	281.4	WR-25
Pfeiffer Spur	283.6	WR-27
Cushman Spur	288.1	WR-31
Earnharts	293.0	WR-36
Sylamore	325.0	WR-68
Calico Rock	341.4	WR-85

Yard Limits: Diaz Jct. to MP 260.7; MP 379.5 to MP 382.7.

Temporary Yard Limits: MP 283.0 to MP 287.3 — 9:01 a.m.-5:01 p.m.

Engs. must not go beyond Midwest Lime Co. loading chute on Midwest Spur Batesville.

Six axle type engines must not operate over Bridge #1 at Hays Bros. Lbr. Calico Rock.

Trains enroute to or from Cotter Subdiv. via Diaz Jct. secure clearance Newport.

Hot Box and Dragging Equipment Detectors located ⊕MP 298.8, ⊕MP 325.0 and ⊕MP 352.5.

When operating over Arkansas Eastman, Independence Coal plant, Pfeiffer Spur and Cushman Spur do not exceed 10 MPH.

Mile Post	SOUTH	STATIONS	NORTH	Sta-tion Nos.	Sid-ings Feet	Radio Communication via Channel One, Call-in One.		Maximum Speed Between Mile Posts (Except as below)	MPH
						MPH	MPH		
249.2		PLEASANT HILL	⊕ T ⊕-1 ⊕	MX-249	9890	249.2 and 259.9	49	258.4 and 259.9	40
		5.5				298.7 and 299.6	25	317.6 and 317.8	35
254.7		ORE		P-5	7690	364.0 and 364.1	15	527.9 and 468.4	
		4.1				(Except as below)	49	527.9 and 527.0	15
258.8		HARRISONVILLE	⊕ BN ⊕	T	P-10	2234		511.7 and 511.5	40
		6.6				4009		483.2 and 481.5	35
265.4		LONE TREE		P-16	4009			481.5 and 478.1	45
		14.1				7514		478.1 and 477.9	30
279.5		ADRIAN		P-29	7514			468.4 and 409.9	40
		7.0				4593		467.7 and 467.4	30
286.5		BUTLER	⊕-1	P-38	4593			462.9 and 460.1	35
		13.2				8216		460.1 and 459.5	30
299.7		RICH HILL		P-50	8216			459.5 and 453.1	35
		2.7				4614		448.3 and 447.6	35
302.4		PANAMA		P-54	4614			447.6 and 445.4	25
		5.0				2533		445.4 and 436.7	35
307.4		HORTON		P-58	2533			436.7 and 429.4	30
		10.0				1741		429.4 and 422.5	35
317.4		NEVADA	⊕ MKT ⊕ ⊕-1	P-69	1741			422.5 and 420.3	30
		1.9				7646		411.3 and 409.9	35
319.3		NASSAU JCT.		T	P-71			(Except as below)	49
		11.5				3472		408.8 and 399.1	35
330.5		SHELDON		P-82	3472			399.1 and 393.6	45
		10.5				4404		393.6 and 392.1	40
341.0		LAMAR		P-93	7646			385.7 and 381.7	35
		2.0							
343.0		⊕ BN ⊕							
		10.5							
353.5		JASPER		P-105	4404				
		10.6							
364.1		CARTHAGE	⊕ BN ⊕ ⊕-1 ⊕ T	P-115					
527.6		1.8				7478			
525.8		PEARL							
		19.0				7761			
506.8		STOTTS CITY		WR-250	7761				
		17.2							
489.6		⊕ BN ⊕							
		0.5							
489.1		AURORA	⊕ ⊕-1	WR-232	3002				
		10.7							
478.5		CRANE		WR-221	7738				
		17.8							
460.7		REEDS SPRING		WR-204	2378				
		9.2							
451.5		GRETNA		WR-194	6790				
		4.2							
447.3		BRANSON	⊕	WR-191					
		1.6							
445.7		HOLLISTER		WR-189	2136				
		11.4							
434.3		DAVIS	⊕-1	WR-178	6851				
		1.6							
432.7		CRICKET		WR-176	2191				
		16.6							
416.1		BERGMAN		WR-159	7710				
		23.8							
392.3		YELVILLE		WR-136	2761				
		10.8							
381.5		COTTER	⊕-1 ⊕	WR-125	7840				
		261.7							

Train order signal Pleasant Hill governs both Sedalia and Carthage Subdiv. trains. Trains secure clearance at Carthage.

Yard Limits:	Business Tracks:	MP	Sta. No.
Jct. Sedalia Subdiv. to MP 250.6; Carthage — MP 361.6 to MP 524.6; MP 490.0 to MP 488.0 and MP 382.7 to MP 379.5.	Irwin	335.7	P-86
	Carytown	358.3	P-109
	Empire Spur	515.2	WR-258
	La Russell	513.1	WR-256
	Hoberg	499.0	WR-242
	Galena	468.0	WR-211
	Pyatt	403.0	WR-146
	Milo	324.0	P-75
	Flippin	386.5	WR-130

Limited clearances of Cotter, Crest, Cricket, Pyatt and Reeds Spring tunnels necessitate careful handling of oversized shipments.

TUNNELS — Automatic block signals are located at Reeds Spring, Crest and Cricket tunnels. When signals display "stop then proceed at restricted speed" trains must wait 8 minutes and then proceed at restricted speed through tunnel, unless signal changes to proceed. Track car operators must operate push button on signal masts at entrance before moving through tunnels. Operation of pushbuttons sets signals in each direction in stop position for 8 minutes.

Tunnel locations: Reeds Spring MP 459.6 to MP 460.1; Crest MP 435.0 to MP 435.7; Cricket MP 431.9 to MP 432.4; Pyatt MP 401.3 to MP 401.5; Cotter MP 382.7 to MP 383.1.

Dragging equipment detector located at MP 455 equipped with revolving white beacon at top of pole when activated indicates dragging equipment is detected and crew must inspect entire train.

Hot Box and Dragging Equipment detectors located at: ⊕MP 307.2, ⊕MP 408.7, *MP 426.0 and ⊕MP 474.0.

25 MPH turnouts: sidings Ore, Adrian, Rich Hill, Lamar, Stotts City, Crane, Cotter; South end Pearl.

ADD TO YOUR SAFETY
THINK BEFORE YOU ACT

24 SPRINGFIELD BRANCH — MISSOURI DIVISION

All tracks at Springfield are yard tracks.
Max. Speed 10 MPH over crossings at Springfield at Highway, College, Kansas and Walnut Streets.

Mile Post	SOUTH STATIONS		NORTH STATIONS		Station Nos.
	▼	▲	▼	▲	
488.2	AURORA	⊙			WR-232
	VIA BN 29.9 MILES				
511.1	SPRINGFIELD	⊙BN⊙	⊙		PD-34
	29.9				

Operation via BN between Springfield and Aurora. See Item 14(b) Special Instructions. Crew secure clearance at Aurora before occupying BN tracks. When BN operator at Aurora not on duty clearance not required but permission must be secured from BN train dispatcher before occupying BN tracks at Aurora.

BN Stations:	Mile Post
Marionville	264
Logan	262
Billings	257
Republic	252
Brookline	247
Nichols	242

WEBB CITY BRANCH — MISSOURI DIVISION

Mile Post	YARD LIMITS ENTIRE BRANCH		Station Nos.	Maximum Speed MPH (Except as below)
	SOUTH STATIONS ▼	NORTH STATIONS ▲		
364.1	CARTHAGE	⊙⊙⊙T	P-115	20 MP 364.7 — MP 366.3 MP 381.1 — MP 381.4
374.9	WEBB CITY	⊙	P-126	15 Business Tracks MP No. Dumont 367.9 P-119 Hercules — Dynamite 369.9 P-120 Center Creek 371.3 P-122
381.5	JOPLIN	⊙⊙	P-133	Atlas Branch: Webb City to Atlas 6.1 miles. Yard Limits entire branch. Max. speed 10 MPH
	17.4			Atlas 6.13 HC-6

Cars with heights in excess of 18 feet 6 inches must not be handled south of MP 364.7.

KANSAS CITY TERMINAL DIVISION

Operating Instructions.

Operating limits and yard limits for Kansas City Terminal Division are as follows:

Subdiv.	Opr. Limits	Yard Limits
River	MP 283.9	MP 284.3
Sedalia	MP 275.3	None
Kansas City	MP 284.7	MP 283.4
Omaha	MP 289.0	MP 287.5
Kansas	MP 6.4	MP 4.0

CTC — Rock Creek Jct. to West Yard Kansas Subdiv. MP 6.4
Dual control switches are 30 MPH turnouts except as follows:
15 MPH turnouts located at:
Kansas Subdiv. Conn. Mile Pole 0.2; Rock Creek Jct. to River Subdiv.; Wyandotte — connection; Kaw Point — C&NW yard lead; Kaw Point — end of two main tracks; KCNW conn.; East Yard Jct.; Kaw River Jct.; Leeds — north switch Blue River Yard; Rock Creek Jct. — inbound River Subdiv. to Sedalia Subdiv.; Sheffield wye and crossover — Tower 8; Troost Ave. interlocking switches Nos. 303, 305A, 305B, 307A, 307B, 309A, 309B, 311B, 312, 313A, 313B, 314, 317, 321B and 325; Broadway interlocking switches Nos. 203, 207B, 211 and 221.
On former KCT Tracks 80 and 81 from Manchester MP 279 pole 1 to Kansas Subdiv. MP 6.4 multiple main tracks. Single main track from MP 279 pole 0 to Manchester MP 279 pole 1 on Eagle Track. Single main track across Big Blue High Line Manchester MP 279 pole 1 to CP 2768 located MP 276 pole 32.

Max. Wt. KCNW — Kansas City, Ks. 220,000 lbs.
⊙ BN ⊙ Santa Fe St.
Radio communication Kansas City Terminal via Channel Two.
Employees of all lines be governed by Greater Kansas City Area Operating Rules, while operating on tracks of railroads other than that by which they are employed.

Maximum Speed:	MPH
Omaha Subdiv.:	
Neff Yard to MP 287.6	25
Except over State Line Ave. and Montgall Ave.	10
River Subdiv.:	
Neff Yard to Congo	30
Kansas City Terminal Div.:	
MP 278.6 and MP 284.0	40
MP 0.1 and MP 1.4	15
Kansas Subdiv.:	
MP 1.4 and MP 4.6	30
MP 4.6 and MP 6.4	60
Kansas City Subdiv.:	
Neff Yard to MP 284.6 (except as below)	40
MP 277.4 — MP 278.7	20
MP 278.7 — MP 280.3	25

In Kansas City, Kansas be governed by Item 9 of Special Instructions.
Leads — Chevrolet property, protect all crossings.

RIVER SUBDIV. — MISSOURI DIVISION 25

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Siding Feet	Maximum Speed MPH (except as below)
	WEST ▼	EAST ▲			
125.3	JEFFERSON CITY	⊙⊙-2T	MX-125	Yd.	35 129.3 and 129.8 137.5 and 137.9 137.9 and 139.9 163.3 and 163.5
127.9	RIVER JCT.	⊙	MX-128		35 169.0 and 175.0 175.6 and 177.1 183.0 and 194.6 197.1 and 207.8
143.8	SANDY HOOK		G-15	9475	40 218.3 and 219.0 220.7 and 229.8 236.3 and 237.5
156.7	WOOLDRIDGE	⊙-1	G-27	8999	45 242.0 and 242.2 252.6 and 252.9 252.9 and 253.9
170.8	BOONVILLE		G-41	6744	40 265.1 and 265.7
178.4	LAMINE		G-50	12853	35 Do not exceed 45 MPH if freight train averages over 80 gross tons per car — 40 MPH if train averages over 90 gross tons per car — 35 MPH if train averages over 100 gross tons per car.
186.9	BLACKWATER		G-58	8327	On ATSF, (Except as below) 55* Eton Crossover 40 Un. Pac Conn 30 MP 437.5 — MP 437.8 —
195.0	NAPTON		G-66	7743	35 MP 437.9 — MP 438.4 — MP 443.7 — MP 444.2 —
202.1	MARSHALL	T ⊙⊙-1	G-73	8645	40 Congo E. Crossover & Un. Pac Conn 30 Congo W. Crossover 40 *Except, trains averaging 90 tons or more per car or over 7000 tons — 45 MPH.
215.2	MALTA BEND	⊙-1	G-86	9619	
230.6	HODGE	⊙	G-101	9699	
247.6	MYRICK	⊙⊙-1	G-118	11297	
256.6	RENICK		G-127	7800	
268.6	LAKE CITY		G-139	9451	
274.2	RIPLY JCT.		G-144		
276.2	ETON JCT.	⊙-1	G-145		
	7.6 MILES VIA ATSF				
283.8	CONGO		G-153		
284.5	ROCK CREEK JCT.	⊙	MX-276		
276.8	SOUTHWEST JCT.	⊙ KCS ⊙	MX-277		
278.2	NEFF YARD	⊙ T	MX-283	Yd.	
	161.4				

CTC — Between Jefferson City and River Jct; Eton Jct. and Congo.
Signal indication, with current of traffic between Ripley Jct. and Eton Jct.; Congo and Rock Creek Jct. Two main tracks between Jefferson City and River Jct.; Ripley Jct. and Eton Jct.; and between Congo and Neff Yard. Operation on ATSF, two main tracks Eton Jct. and Congo. (See Item 14(a) Special Instructions). ATSF timetable not required.
Dual control switches are 30 MPH turnouts.
Ripley Jct. and all sidings Sandy Hook to East End Lake City inclusive are 25 MPH turnouts except Napton, west end Boonville.
Yard Limits: MP 284.3 to MP 286.7.
Hot Box and Dragging Equipment Detectors located ⊙ MP 139.0, ⊙ MP 160.9, ⊙ MP 199.2, ⊙ MP 223.5 and ⊙ MP 263.8.
Southwest Jct. wye ⊙ KCS ⊙.
Between MP 283.8 and Neff Yard be governed by Kansas City Terminal Division operating instructions.
Marshall Lead — protect all crossings and do not drop or kick cars over crossings. Employees are prohibited from walking, standing or performing any service for M.F.A. on the north side of their track.

Business Tracks	MP	Sta.
Renz Spur	133.0	G-8
Lupus	151.1	G-22
Overton	161.0	G-32
Nelson	189.6	G-60
Stanhope	209.5	G-80
Blosser	211.0	G-82
Waverly	224.5	G-95
Napoleon	258.0	G-129
Levasy	261.5	G-132
Buckner	265.1	G-136
Blue Valley	270.4	G-141
Marshall Lead	202.1	GB-2

Marshall Ind. Lead 2.0 Miles.
Max. Speed 10 MPH.
Lexington Branch:
Myrick to Lexington 1.9 Miles.
Max. Speed 10 MPH. Yard limits entire branch.
Lexington Electric Light Spur 245.2 LA-56
Lexington 249.3 LA-55
Lexington — north side of Farmers Assn.
Elevator — do not ride side of equipment beyond close clearance signs.
ATSF Station ATSF MP
Eton 436.5
Courtney 439.4
Sugar Creek 442.6
Congo 444.2

26 OMAHA SUBDIV. — NEBRASKA & MISSOURI DIVS.

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Two main tracks between Kaw Pt. and Broadway designated northward and southward tracks. Rule 251 in effect. Movement against current of traffic will be made at restricted speed only on authority of operator at Broadway. Trains originating Atchison secure clearance. Between MP 329.6 and MP 332.1 all trains and engines must move at restricted speed and may move in either direction without flag protection. Within these limits trains and engines may enter main track at hand operated switch without authority of control operator and without waiting 5 minutes as required by Rule 317. Atchison Yard: Stop before crossing ATSF. Yard Limits: MP 280.0 to MP 287.5; MP 369.5 to MP 370.0; MP 383.0 to MP 385.6; MP 434.8 to MP 437.6; MP 446.4 to MP 448.4; Gilmore Jct. to Council Bluffs. Maximum Speed: MPH Neff Yard and MP 287.6 Over State line and Montgall Ave. 10 Between MP 287.6 and Council Bluffs (Except as below) Between Mile Posts 291.1 and 291.7 35 309.6 and 309.9 30 322.5 and 322.9 35 329.5 and 332.2 20 Atchison — Around curve Union depot and between curve and 10th Street and thru UP-BN Jt. Br. Connection 10 350.7 and 351.0 45 387.3 and 387.9 45 434.7 and 437.0 25 439.1 and 439.5 45 447.3 and 448.5 30 461.1 and 462.9 45 466.2 and 466.8 45 Do not exceed 45 MPH if freight train averages over 80 gross tons per car — 40 MPH if train averages over 90 gross tons per car — 35 MPH if train averages over 100 gross tons per car. Business Tracks MP Sta. No. Alfa 305.6 0-23 Ft. Leavenworth 310.7 0-30 Padonia 375.3 0-93 Howe 408.4 0-126 Clarke 420.1 0-138 Cometa 440.2 0-158 Wyoming 441.7 0-159 Mynard 458.9 0-176 Plattsmouth 462.3 0-180 Ft. Crook 471.3 0-189 Movement across Fourth and Tenth Streets at Atchison — crossing gates must be in lowered position before 4th or 10th St. crossing can be occupied. If gates do not lower automatically or have raised due to automatic time out feature, movement must be stopped and gates lowered prior to occupying crossings by operating the lowering switch located on both sides of 4th and 10th Sts. These switches are marked indicating the track they serve and can be activated by the use of a switch key. Compliance with Rule 103(A) of the General Code of Operating Rules is not altered by these instructions. At Hiawatha on Old Mill Spur, do not operate engines over pit and look out for the open pit. At Wolcott Smoot Grain Co. Elevator do not operate engine over pit on No. 2 track.
	SOUTH STATIONS	NORTH			
5.2	SUMMIT				
6.4	1.2 SOUTH OMAHA				
473.1	4.5 GILMORE JCT.		O-191		
467.1	6.0 LA PLATTE		O-185	3517	
465.5	1.6 BN				
465.2	0.3 BN				
455.1	10.1 MURRAY		O-172	3633	
447.4	7.7 UNION	⊕-1 T	O-165	4586	
437.9	9.5 MONTANA		O-155	3539	
436.9	1.0 NEBRASKA CITY	⊕ BN	O-153	Yd.	
428.5	8.4 PAUL	⊕-1 BN	O-146	3522	
423.2	5.3 JULIAN		O-141	3520	
414.1	9.1 AUBURN	⊕-1	O-132	6145	
401.0	13.1 STELLA		O-119	3523	
393.2	7.8 VERDON		O-112	6137	
389.9	3.3 STRAUSVILLE		O-107	3638	
384.3	5.6 FALLS CITY	⊕ BN	O-102	Yd.	
379.1	5.2 RESERVE	⊕-1	O-97		
370.3	8.8 HIAWATHA	⊕-1	O-88	4631	
369.7	0.6 UP CONN.	⊕			
358.7	11.0 WILLIS		O-76	6383	
351.7	7.0 EVEREST		O-69		
347.4	4.3 HURON		O-64	6209	
341.3	6.1 LANCASTER		O-59		
338.1	3.2 SHANNON		O-56	6378	
332.3	5.8 NORKAN JCT.		O-49		
330.7	1.6 ATCHISON	T ⊕-1	O-48	Yd.	
320.0	10.7 OAK MILLS		O-38	7495	
314.2	5.8 WADE		O-32	5049	
310.0	4.2 LEAVENWORTH	⊕	O-27	4024	
309.2	0.8 CNW CONN.	⊕ BN-CNW			
306.2	3.0 COCHRANE		O-23	5624	
298.2	8.0 WOLCOTT	⊕-1	O-16	7809	
293.4	4.8 NEARMAN		O-10	6243	
287.5	5.9 EDGEWATER	⊕	O-05	4000	
284.7	2.8 UP	⊕			
284.5	0.2 KAW PT.				
283.0	1.5 BROADWAY	⊕			
282.0	1.0 KCS	⊕			
280.0	2.0 NEFF YD.	T ⊕	MX283	Yd.	
	199.6				

Dual control switches 30 MPH turnouts except South Switch Atchison, CNW conn., South end siding Leavenworth, North end BPU Spur, Nearman.

Between MP 289.0 and Neff Yard be governed by Kansas City Terminal Division operating instructions.

Between Gilmore Jct. and Council Bluffs be governed by Bridge Subdivision Tenant Line Rules. Rule 251 in effect between Gilmore Jct. and Summit.

LINCOLN BRANCH — MISSOURI DIVISION 27

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	WEST STATIONS	EAST			
447.4	UNION	⊕-1 T	O-165		25 MP 471.0 to end of track Lincoln
460.4	13.0 WEEPING WATER	⊕-1	OD-41		Weeping Water, First street east of depot 10
461.4	1.0 OMAHA JCT.		OD-42		Business Tracks MP No. Nehawka 451.7 OF4 Wabash 467.6 OF20 Elmwood 471.5 OF24 Eagle 479.1 OF32 Walton 486.5 OF39 Yard Limits: MP 447.7 to MP 464.9; MP 489.0 to Lincoln.
494.2	32.8 OL&B				
495.1	0.9 LINCOLN	⊕	OF-48	Yd.	
	47.7				

At BN 11th and UP Conn-Lincoln, which is protected by gates and pipe connected details, trains, engines or cars must not be left standing between opposing gates unless coupled to other equipment that extends beyond one of the gates.

Louisville Branch: Omaha Jct. to Louisville 9.9 Miles. Yard Limits entire branch. Max. Speed 20 MPH.

Business Track: Manley, MP 465.9, OD-46.

ATCHISON BRANCH — MISSOURI DIVISION

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	WEST STATIONS	EAST			
349.9	ST. JOSEPH	⊕ T	OA-21		Operation from Atchison to Winthrop over UP-BN Joint Bridge; BN tracks between Winthrop and French. St. Joseph: 1. Stop and protect following crossings: Illinois Ave., Fourth St., Second and Cedar, Highway 759 at Artesian Ice Plant. 2. If crossing signal does not operate, before occupying Packers Ave. Spur 759 Highway, flag each side crossing with red flag by day or fuscue by night. 3. Do not ride side of equipment, tracks 771 and 772 beyond close clearance signs Farmland Fertilizer.
347.8	2.1 FRENCH	⊕ T			
	16.7 Miles Via BN				
331.1	0.3 WINTHROP				
330.8	0.1 DRAWBRIDGE (Mo. River)	⊕			
330.7	19.2 ATCHISON	⊕-1 T	O-48		
	10 MPH over UP-BN Joint Bridge				

KANSAS CITY SUBDIV. — KANSAS DIV.

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	SOUTH STATIONS	NORTH			
279.0	NEFF YARD	⊕ T	MX-283		Neff Yard and 278.7 20 278.7 and 280.3 25 296.9 and 334.5 60 (Except as below) 325.2 and 327.0 40 327.0 and 327.9 55 331.3 and 331.7 55 332.8 and 332.9 10 332.9 and 335.0 25
277.4	1.7				
279.1	⊕ KCT				
279.2	0.1 KCT CONN				
280.4	1.2 CENTROPOLIS		MX-288		
283.4	3.0 LEEDS JCT.	⊕	MX-291		Osawatomie — Around wye 10 MPH
290.0	6.2 DODSON	⊕-1	MX-298	e4738 w8584	Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car. No excessive braking or acceleration on bridge 3328.
297.1	7.1 MARTIN CITY		MX-305		
299.8	2.7 KENNETH		MX-308	7290	
310.9	11.1 BUCYRUS		MX-319	7479	
317.2	6.2 WAGSTAFF	⊕-1	MX-326	7555	
326.2	8.7 PAOLA		MX-334		
326.8	0.6 BN				
326.9	0.1 MKT				
328.5	1.6 BROWN		MX-336	10831	Business Tracks MP No. Alexander 284.8 MX-291 Missey Spur 285.6 MX-293 Hytx 286.5 MX-294 Barry-Gann Lbr. Co. 292.1 MX-300 International Paper Co. 296.2 MX-305 Armour Co. 297.2 MX-305 Stilwell 306.4 MX-314
334.4	5.9 OSAWATOMIE	⊕ T	MX-341	Yd.	
334.9	0.5 UP	⊕			
	56.7				

Operation on Kansas City Term. Div., Neff Yard-Leeds Jct. Two main tracks Neff Yard-Leeds Jct. designated east and west tracks.

Yard Limits: MP 279.0 to MP 283.4.

Hot Box and Dragging Equipment Detector located at ⊕MP 314.0.

Dual control switches are 30 MPH turnouts except: Osawatomie-Coffeyville Subdiv. main track to running track — Osawatomie Subdiv. main track to running track and to yard lead at south end.

Between Leeds Jct. and Neff Yard be governed by Kansas City Terminal Division operating instructions.

Mile Post	SOUTH ▼	Radio Communication via Channel One, Call-in Two STATIONS	NORTH ▲	Station Nos.	Sidings Feet	Maximum Speed	
						MPH	MPH
						335.0 — 376.2	55
						(Except as below)	Between Mile Posts
						338.5 and 339.9	50
						340.9 and 341.8	45
334.4	OSAWATOMIE	⊕ -2 T	MX-341	Yd.		343.5 and 344.2	50
	0.5					348.1 and 348.6	25
334.9	⊗ UP					356.9 and 357.8	25
	1.1					364.5 and 364.6	25
336.0	TOLER	⊗				371.6 and 372.6	50
	2.9					376.2 and 467.7	
338.9	BALDWIN	⊗				(Except as below)	60
	4.6					383.8 and 385.0	30
343.5	LANE JCT.		R-9			385.0 and 392.1	55
	9.9					403.6 and 418.1	55
353.4	HECLA		R-20	7358		418.1 and 418.3	50
	4.0					418.3 and 423.0	55
357.4	⊗ ATSF					423.0 and 423.3	45
	3.8					423.3 and 426.3	55
361.3	BIRCH		R-29	7745		426.3 and 428.5	40
	10.4					428.5 and 433.6	55
371.7	DIXON		R-39	9081		433.6 and 435.2	30
	10.0					435.2 and 437.3	55
381.7	FIELDS		R-51	7801		443.4 and 448.2	55
	9.3					448.2 and 450.3	40
391.0	VERNON		R-59	9021		450.3 and 451.3	55
	7.5					458.1 and 462.1	55
398.5	DURAND	⊕ -2 T	H-85	8327		462.1 and 462.2	45
	16.6					462.2 and 467.3	55
415.1	ROPER		R-82	7856		467.3 and 467.7	20
	2.5					Osawatomie — Around	
417.6	BENEDICT	⊗ ATSF	R-85			wye	10
	8.1					Business	Sta.
425.7	HENNELLY		R-94	7861		Tracks	MP
	9.1					Greeley	348.1 R-15
434.8	NEODESHA	⊗	R-102	8265		Garnett	357.6 R-24
	0.1					Westphalia	373.6 R-41
434.9	⊗ BN					New Strawn	
	7.4					Spur	375.6 R-43
442.3	SYCAMORE		R-109	9490		Le Roy	384.4 R-51
	6.3					Buffalo	411.2 R-78
448.6	⊗ ATSF					Altoona	427.2 R-94
	1.4					Blake	453.3 R-120
450.0	INDEPENDENCE	⊗	R-116	8084		DMA	461.2 R-129
	13.4					Fredonia	426.5 RC-12
463.4	DEARING		R-130	8223		Two main tracks designated East and West tracks between MP 334.9 and Lane Jct.	
	4.4					Dual control switches are 30 MPH turnouts.	
467.8	COFFEYVILLE	⊕ -2 T	R-135	e8717 w7546			
	133.4						

Fredonia: Reached via ATSF from Benedict. (See Item 14(a) Special Instructions.) TWC in effect between Benedict and Fredonia.

Hot Box and Dragging Equipment Detectors located at ⊕MP 366.5, ⊕MP 387.1, ⊕MP 410.9 and ⊕MP 438.2.

WICHITA SUBDIV. — KANSAS DIVISION

Maximum Speed	MPH	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet
		WEST ▼	EAST ▲		
Durand to Iola	20				
Durand to Wichita					
(except as below)	49				
MP 408.0 — MP 411.0	40				
MP 420.6 — MP 421.6	25				
MP 431.0 — MP 438.0	35				
MP 458.0 — MP 478.0	30				
Both legs of Wye-Durand	10				
Yard Limits: MP 387.7 to end of track Iola; MP 451.9 to MP 458.3 and MP 476.6 to Wichita.					
Piqua-Humboldt Ind. Lead 10.33 miles. Max. speed 20 MPH. Humboldt HU-10					
Business Tracks	MP	Sta. No.			
Athens	378.9	H-80			
Toronto	399.5	H-101			
Neal	407.6	H-109			
Reece	430.5	H-132			
Rosalia	441.9	H-143			
Towanda	463.6	H-164			
Benton	469.4	H-170			
Electric Spur	472.4	H-172			
Greenwich	474.4	H-175			
367.4	IOLA		H-68		
	0.4				
367.8	⊗ ATSF				
	6.9				
374.7	PIQUA		H-76	1560	
	8.9				
383.6	DURAND	⊕ -2 T	H-85	4872	
	2.4				
386.0	YATES CENTER	⊗	H-87		
	8.4				
394.4	BATESVILLE		H-96	4851	
	26.3				
420.7	EUREKA		H-122		
	17.9				
438.6	SUMMIT		H-140	4256	
	14.1				
452.7	WALNUT		H-154	4472	
	1.8				
454.5	ELDORADO	⊗	H-155		
	0.1				
454.6	McPHERSON JCT.	T	H-155		
	27.4				
482.0	WICHITA YD.	⊗ T	H-183	Yd.	
	114.6				

Mile Post	SOUTH ▼	Radio Communication via Channel One, Call-in Two STATIONS	NORTH ▲	Station Nos.	Sidings Feet	Maximum Speed	
						MPH	MPH
						MP 497.2 — Okay Jet	50
						(Except as below)	Between Mile Posts
						497.6 and 499.2	25
						500.1 and 500.4	45
662.8	COFFEYVILLE	⊕ -2 T	R-135		e8717 w7546	507.6 and 508.9	45
	2.3					525.2 and 526.8	35
660.5	⊗ MKT					534.6 and 535.1	40
	9.5					536.1 and 536.2	30
651.0	LENAPAH		L-311	7737		544.1 and 544.5	45
	16.6					556.1 and 556.3	45
634.4	CLEM		L-294	9273		559.5 and 560.1	45
	12.3					560.7 and 560.8	40
622.1	OOLAGAH		L-282	7503		564.1 and 564.4	40
	11.8					On OG&E Spur	10
610.3	⊗ BN					MP 662.7	
	3.0					(Except as below)	60
607.3	PRATT		L-268	7274		575.7 and 576.2	55
	10.4					580.5 and 581.7	25
596.9	INOLA		L-257	9316		585.6 and 586.3	55
	15.5					588.6 and 589.1	55
581.4	WAGONER	⊗ MKT	⊕ -2	L-242		596.5 and 597.1	35
	1.8					598.7 and 599.1	55
579.6	COOKSON		L-239	9209		603.2 and 605.3	55
	4.1					608.5 and 608.6	55
575.5	OKAY JCT.		L-233			609.3 and 610.3	30
	6.8					611.6 and 613.3	55
568.7	OG & E SPUR		L-229			616.1 and 616.6	55
	11.2					617.5 and 618.8	40
557.5	BRAGGS	⊕ -2	L-218	8622		620.1 and 620.3	55
	17.2					621.3 and 622.2	45
541.3	UPSON		L-201	8033		628.3 and 628.5	55
	14.6					632.5 and 632.7	55
526.7	⊗ KCS					639.2 and 639.3	55
	7.0					639.6 and 640.6	30
519.7	HANSON		L-180	8087		643.2 and 643.3	55
	15.0					646.4 and 646.5	55
504.7	GREENWOOD		L-164	9055		652.3 and 653.5	55
	6.3					657.0 and 657.1	55
498.4	⊗ BN					660.5 and 660.6	30
	1.2					660.6 and 660.7	20
497.2	VAN BUREN	⊗ T	L-158	Yd.		662.7 and 662.8	20
	165.6						

Yard Limits: MP 495.5 to MP 498.5.

Dual control switches are 30 MPH turnouts except Public Service and OG&E Spur.

25 MPH turnout both ends Braggs, Upson, Hanson and Greenwood. Hot Box and Dragging Equipment Detectors located: ⊕MP 510.3, ⊕MP 533.5, ⊕MP 554.6, ⊕MP 588.6, ⊕MP 614.5 and ⊕MP 637.0.

Business Tracks	MP	Sta. No.
Nowata	⊕ -2 640.1	L-300
Talala	627.8	L-288
Public Service	621.5	L-281
Claremore	609.7	L-270
Black Fox	594.6	L-254
Fort Gibson	567.9	L-228
Gore	546.5	L-206
Vian	537.4	L-197
Sallisaw	⊕ -2 525.8	L-186
Muldrow	513.1	L-173
Bekaert Steel	500.5	L-158

Van Buren to OG & E Spur:

Do not exceed 45 MPH if freight train averages over 80 gross tons per car — 40 MPH if train averages over 90 gross tons per car — 35 MPH if train averages over 100 gross tons per car.

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) . 60 Osawatomie — Around wye . 10
	WEST	EAST			
334.4	OSAWATOMIE	T	MX-341	Yd.	332.9 and 335.0 . 25
343.3	RANTOUL		MX-351	7158	338.9 and 339.8 . 45
354.1	OTTAWA	⊖-1	MX-362	7465	353.8 and 354.9 . 20
354.4	⊗ ATSF				357.1 and 357.2 . 30
357.1	⊗ ATSF				385.0 and 387.1 . 40†
368.7	LOMAX		MX-376	4591	400.4 and 400.8 . 50
376.8	FLINT		MX-385	6662	425.7 and 426.7 . 25
378.6	LYNDON		MX-386		Do not exceed 50 MPH if freight train averages over 100 gross tons per car — 45 MPH if train averages over 110 gross tons per car.
386.2	⊗ ATSF				Hot box and dragging equipment detectors located at *MP 364.8 and *MP 390.8.
386.4	OSAGE CITY	⊖-1	MX-394	6398	
401.9	ADMIRE		MX-410	6447	
412.2	LAKE		MX-420	6125	
425.6	COUNCIL GROVE	⊖-1	MX-432	Yd.	
91.2					
Business Tracks			Business Tracks		
Richter	MP 360.5	Sta. No. MX-368	Allen	MP 405.8	Sta. No. MX-414
Vassar	375.3	MX-383	Bushong	411.0	MX-419
Miller	395.3	MX-403			

Dual control switches are 30 MPH turnouts except at Osawatomie; Coffeyville Subdiv. main track to running track and Osawatomie Subdiv. main track to running track and to yard lead at west end and at Council Grove at west end No. 1 track.

COUNCIL GROVE SUBDIV. — KANSAS DIVISION

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Dual control switches located both ends Hoisington yard. Maximum Speed MPH (Except as Below) . 60
	WEST	EAST			
425.6	COUNCIL GROVE	⊖-1	MX-432	Yd.	Between Mile Posts 425.7 and 426.7 . 25
425.8	PETE		MX-433		430.6 and 430.9 . 50
436.3	WILSEY		MX-444	6454	432.5 and 435.0 . 45
445.6	PRAIRIE		MX-454	8981	City Limits Herington . 30
451.0	HERINGTON	⊖-1	MX-459	4624	495.9 and 497.0 . 30
451.5	⊗ SSW				Over street crossings Geneseo . 40
458.6	HOPE		MX-467	4618	544.9 and 545.9 . 30†
459.2	⊗ ATSF				Do not exceed 50 MPH if freight train averages over 100 gross tons per car — 45 MPH if train averages over 110 gross tons per car.
468.0	ELMO		MX-476	6347	Hot Box and Dragging Equipment detectors located at *MP 440.2 and *MP 533.0.
476.1	CODY		MX-485	6568	Business Tracks
478.0	GYPSUM	⊖-1	MX-487		Delavan 443.9 MX-452
478.3	SALINA JCT.	T	MX-488		Dillon . 462.9 MX-471
491.2	BRIDGEPORT		MX-499	6559	Carlton . 470.9 MX-479
495.9	⊗ UP				Frederick 530.4 MX-538
496.2	LINDSBORG		MX-504		Procco . 535.4 MX-539
505.6	MARQUETTE	⊖-1	MX-513	6427	Redwing 552.8 MX-561
518.2	CRAWFORD		MX-526	4391	Dual control switches 30 MPH turnouts except at west end No. 1 track Council Grove.
524.5	GENESEO	⊖ T ⊖-1	MX-532	12731	25 MPH turnouts east end Hope.
529.7	⊗ BN				25 MPH turnouts both ends of Prairie, Elmo and Cody.
537.6	BUSHTON		MX-545	4608	Yard Limits: MP 556.1 to MP 560.0; MP 524.0 to MP 527.0 and MP 476.9 to MP 479.6.
545.2	CLAFLIN		MX-553	7177	
558.8	HOISINGTON	T ⊖ ⊖-1	MX-567	Yd.	
133.3					

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) . 20 Ohio Street Salina . 10
	WEST	EAST			
368.3	LOMAX		MX-376		West leg of wye Salina Jct. . 10
406.5	⊗ ATSF				Yard Limits Entire Branch
407.6	TOPEKA	⊖ T ⊖	T-130		Business Tracks MP No. Michigan . 374.4 T-97 Overbrook . 381.6 T-104 Pauline . 401.1 T-124
39.3					

TRIGO BRANCH — KANSAS DIVISION

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) . 20
	WEST	EAST			
479.1	SALINA JCT.		MX-488		Ohio Street Salina . 10
494.8	⊗ OKT				West leg of wye Salina Jct. . 10
494.8	⊗ UP				Yard Limits Entire Branch
494.9	SALINA	⊖ T	GK-16	Yd.	Business Tracks MP No. Kipp . 484.7 GK-6
495.3	SALINA UNION DEPOT				
499.1	TRIGO		GK-21	2154	
20.2					

HOISINGTON SUBDIV. — KANSAS DIVISION

Mile Post	Radio communication via Channel One, Call-in One		Station Nos.	Sidings Feet	Dual control switches located both ends Hoisington yard. Maximum Speed MPH (Except as Below) . 60
	WEST	EAST			
558.8	HOISINGTON	⊖ ⊖-1 T	MX-567	Yd.	MP 588.9 — MP 589.3 . 50
568.9	OLMITZ		MX-577	8231	City Limits LaCrosse . 45
575.6	OTIS		MX-583	3870	MP 617.0 — MP 730.2 . 40
584.1	BISON		MX-592	6219	Do not exceed 50 MPH if freight train averages over 100 gross tons per car — 45 MPH if train averages over 110 gross tons per car.
590.3	LA CROSSE	⊖-1	MX-598	3872	Hot Box and Dragging Equipment Detectors located at MP 595.5, *MP 625.7, *MP 679.4 and *MP 705.6.
605.3	McCRACKEN		MX-613	7555	Dual control switches, Hoisington are 30 MPH turnouts.
616.0	BROWNELL	⊖-1	MX-624	3988	Business Tracks MP No. Boyd . 562.9 MX-571 Hargrave 598.0 MX-606 Pen
622.1	OSGOOD		MX-630	6066	Dennis . 649.4 MX-657 Manning . 671.4 MX-679 Coronado 704.1 MX-712 Whitelaw 724.6 MX-732
627.3	RANSOM		MX-635	3875	Time applies at the station for trains operating through Horace.
633.8	ARNOLD		MX-642	2521	Yard Limits: MP 556.1 to MP 560.0; MP 730.0 to MP 732.6.
640.3	UTICA	⊖-1	MX-648	6429	
655.6	SHIELDS		MX-663	6304	
665.0	HEALY	⊖-1	MX-673		
670.2	RANCH		MX-678	6211	
681.7	⊗ ATSF				
682.5	SCOTT CITY	⊖-1	MX-690	3309	
682.8	⊗ ATSF				
692.1	MODOC		MX-700	6309	
699.2	MARIENTHAL		MX-707		
707.1	LEOTI	⊖-1	MX-715	3968	
717.1	SELKIRK		MX-725	6089	
729.0	TRIBUNE		MX-737	2521	
730.8	HORACE	⊖ ⊖-1 T	MX-739	Yd.	
171.8					

Mile Post	MOUNTAIN STANDARD TIME		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	WEST	RADIO COMMUNICATION VIA CHANNEL ONE, CALL-IN ONE STATIONS				EAST
730.8		HORACE	Ⓢ-1T	MX-739	Yd.
740.5		WALKINGHOOD		MX-748	8954
746.6		TOWNER		MX-754	
752.5		STUART		MX-760	6069
758.1		SHERIDAN LAKE	Ⓢ-1	MX-766	3764
771.8		CHIVINGTON		MX-780	6181
785.8		EADS	Ⓢ-1	MX-794	6365
807.7		HASWELL	Ⓢ-1	MX-816	6527
830.5		HEATH		MX-838	6392
841.2		SUGAR CITY	T	MX-849	
846.4		ORDWAY	Ⓢ-1	MX-854	7234
863.1		PULTNEY		MX-871	6070
869.4		NA JCT.	Ⓢ	MX-876	
591.8		AVONDALE	Ⓢ-1	MX-889	8153
603.6		DEVINE	-Via ATSF	MX-895	
609.6		BAXTER		MX-897	7500
611.8		PUEBLO JCT.	Ⓢ	MX-903	
617.8		PUEBLO	TⓈ-1	MX-905	Yd.
897.1					

Operation between NA Jct. and Pueblo Jct. over joint UP-ATSF track controlled by ATSF dispr. at La Junta. General Code of Operating Rules apply except as modified by ATSF Rules shown under Item 14(a) of Special Instructions. ATSF timetable not required. 30 MPH turnouts both ends sidings Baxter and Avondale. ATSF mileage and mile post numbers used between NA Jct. and Pueblo Jct.

Time applies at the station for trains operating through Horace. Operation in Pueblo Terminal will be governed by DRGW timetable and Special Instructions of Pueblo Union Depot.

UP trains must secure UP clearance before leaving Pueblo (ATSF clearance not required).

Hot Box and Draggng Equipment Detectors located at *MP 792.1, MP 851.0 and ATSF *MP 595.1.

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

**YOUR RESPONSIBILITY!
SAFETY
COOPERATION**

Mile Post	STATIONS	Station Nos.	Sidings Feet	Radio communication via Channel One, Call-in One	
				SOUTH	NORTH
120.2	OKAY JCT.	L-233			
122.5	VERDIGRIS RIVER				
128.3	MKT				
133.8	MUSKOGEE	MG-3	8624		
145.9	WAINWRIGHT	MG-146	7766		
174.1	HENRYETTA	MG-174	4140		
188.6	TANNER	MG-189	4513		
202.2	MINA	MG-202	7560		
215.3	MKT				
216.3	CALVIN	MG-216	4303		
226.0	LEON	MG-226	7700		
252.5	TUPELO	MG-252	7798		
269.5	WAPANUCKA	MG-270			
278.0	CAIN	MG-279	7760		
297.6	KO&G JCT.	MG-298			
				20.9 MILES VIA MKT	
				RAY-DENISON	
				198.3	
Northward trains secure clearance Durant Operation over Verdigris River MP 122.4 to MP 123.9 joint-MKT. Hot Box and Draggng Equipment Detectors — *MP 169.25; *MP 199.04; *MP 236.25 and *MP 271.18. 30 MPH turnout Okay Jct.					

STATIONS BETWEEN KO&G JCT AND RAY-DENISON

Station	MKT MP	Sta. No.	Sidings Feet	Business Tracks MP	Sta. No.
DURANT	641.4		9635	Port Lead	126.4 MG-126
OLIVE	649.1	MK 649	10092	Hitchita	158.5 MG-159
STALEY	655.9	MK 656		Allen	Ⓢ-1 230.0 MG-230
EXCESS	656.7	MK 657		Coleman	277.6 MG-278
DENISON	660.9		Yd.	Durant	298.0 MG-298
RAY	661.9		Yd.		

MIDLAND VALLEY BRANCH — KANSAS DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Rule 99 (4) in effect.	
						Yard limits: MP 40.0 to MP 56.0, MP 93.0 to MP 101.1 and MP 146.1 to MP 154.7.	
20.8		PANAMA		MV21			
29.3		FS & VB					
55.2		STIGLER		MV55	2340		
95.8		SHOPTON	TⓈ	MV96	Yd.		
97.1		BN					
97.2		MKT	G				
100.1		MUSKOGEE	UP G	MV97			
117.3		HASKELL		MV117	1248		
141.5		JENKS		MV142	550		
148.1		TULSA	TⓈ	MV152	Yd.		
152.3		SS RY					
187.2		BARNSDALL		MV187			
				166.4			

Operation via BN between MP 97.2 and MP 97.8. Operation via BN between Cherokee Yd. and ATSF yard lead, Tulsa. Secure verbal authority from BN dispatcher before entering CTC territory for movement in either direction. Refer to Special Instructions, Item 14 (b). Max. speed 20 MPH except 10 MPH over 17th St. Cherokee Yd.

34 PITTSBURG BRANCH — KANSAS DIVISION

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Siding Feet	Rule 99 (4) in effect between Chetopa and Nassau Jct. only.
319.3	NASSAU JCT. T	⊙ T	P-71		Trains arriving Nassau Jct. will secure authority from train dispatcher before fouling main track on Carthage Subdiv.
343.4	⊙ BN 24.1				
352.8	CORNELL 9.4		N-35	2772	
357.6	⊙ KCS G 4.8				Yard Limits: Nassau Jct. to MP 321.5; Pittsburg, MP 355.0 to MP 360.5 and MP 422.0 to Coffeyville.
358.0	PITTSBURG 0.4	⊙ ⊙	N-41	Yd.	
362.8	FLEMING 4.8		N-46	1961	
365.6	⊙ BN 2.8				Maximum Speed MPH 10
365.8	CHEROKEE 0.2		N-48	839	
366.8	⊙ BN G 1.0				Business Tracks MP Sta. No.
379.6	SHERWIN ⊙ BN G 12.8		N-62	1290	
386.1	FAULKNER 6.5		N-68	1531	Moundville 328.0 N-11
392.8	CHETOPA 6.7		N-75	1191	Bronaugh 333.2 N-16
393.2	⊙ MKT G 0.4				Liberal 343.3 N-26
413.2	VALEDA 20.0		N-96	900	Bartlett 400.0 N-83
423.0	⊙ ATSF ⊙ MKT 9.8				Edna 408.1 N-91
423.3	COFFEYVILLE T ⊙	⊙	R-135	Yd.	
104.0					

McPHERSON BRANCH — KANSAS DIVISION

Rule 99 (4) in effect between McPherson Jct. and Newton only.	Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Siding Feet
		WEST STATIONS	EAST STATIONS		
Maximum Speed (Except as below) MPH 49	454.6	McPHERSON JCT. ⊙ T		H-155	
City Limits Potwin 25	467.1	POTWIN 12.5		PB-13	
City Limits Mound Ridge 20	474.5	WHITEWATER 7.4		PB-20	1087
MP 486.5 — MP 488.8 20	474.5	⊙ OKT 0.2			
MP 35.4 — MP 0.0 (Except as below) 40	474.7	NEWTON 12.1		PB-32	976
MP 35.8 — MP 34.8 10	486.8	⊙ ATSF 0.2			
MP 33.0 — MP 25.2 30	487.0	HESSTON 8.1		PB-41	1862
MP 5.1 — MP 0.0 10	495.1	MOUND RIDGE 6.5		PB-47	1730
Over Crossings at: MP 33.8 25	501.6	⊙ SSW 13.3			
MP 21.6, 13.1 and 8.1 10	514.9	McPHERSON 1.3		PB-62	Yd.
MP 10.1 (eastward) 5	516.2	⊙ ATSF 0.3			
Through Assaria 25	35.1	HILTON 4.5		KM030	1154
Yard Limits: McPherson Jct. to MP 457.4; MP 486.1 to MP 487.6; MP 494.1 to MP 497.0; MP 501.3 to MP 502.0 and MP 515.9 to MP 516.3.	20.9	LINDSBORG ⊙ UPG 8.7		MX504	1257
Business Tracks MP Sta. No.	12.2	ASSARIA 4.2		KM012	1513
Oil Hill 456.7 PB-2	8.0	MENTOR 7.4		KM008	1618
Brainerd 471.6 PB-17	0.6	⊙ UP 0.1			
McLains 481.4 PB-27	0.5	⊙ ATSF 0.5			
Industries 488.8 PB-34	0.0	SALINA 0.0		KP187	
Zimmerdale 491.7 PB-37	97.0				
Elyria 509.3 PB-56					
Bridgeport 15.8 MX499					
Sid 5.3 KM005					
Wesleyan 2.9 KM003					

HARDTNER BRANCH — KANSAS DIVISION 35

Rule 99 (4) in effect: between MP 491.0 and Conway Springs only.	Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Siding Feet
Yard Limits: Hardtner Jct. to MP 491.0, MP 511.0 to MP 514.6.	485.9	HARDTNER JCT. ⊙ T		M-001	
Maximum Speed MPH (Except as below) 30	487.9	⊙ ATSF 2.0			
Between Mile Posts 25	488.8	⊙ ATSF 0.9			
512.3 and 513.0 25	494.3	FRONTIER 5.5		H-196	6398
513.0 and 564.0 10	496.6	BAYNEVILLE 2.3		H-197	1277
564.0 and 569.7 25	501.4	CLEARWATER 4.8		H-202	1169
569.7 and 573.5 20	506.9	MILLERTON 5.5		H-208	1364
Business Tracks MP Sta. No.	512.9	CONWAY SPRINGS ⊙ ⊙ T		NL-135	Yd.
Murray Gill 493.3 H-194 CG&F	524.3	ARGONIA 11.4		H-225	
Elevator 493.8 H-195	524.5	⊙ ATSF 0.2			
Clearwater Co-op 500.4 H-201	531.2	FREEPORT 10.4		H-232	2220
Shook 548.2 H-250	541.6	ANTHONY 0.3		H-243	
Ruella 552.0 H-253	541.9	⊙ ATSF 0.1			
	542.0	⊙ ATSF 16.8			
	558.8	CORWIN 5.2		H-260	
	564.0	HAZELTON 7.2		H-265	
	571.2	KIOWA 1.3		H-272	
	572.5	⊙ ATSF G 0.6			
	573.1	⊙ ATSF 3.7			
	576.8	STUBBS 4.7		H-278	
	581.5	HARDTNER T		H-283	
95.6					

STAFFORD BRANCH — KANSAS DIVISION

Rule 99 (4) in effect. Max. Wt. 220,000 lbs. between Olcott and Iuka, except on authority of Superintendent.	Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Siding Feet
Yard Limits: Conway Springs to MP 559.9, MP 610.1 to End of Track Iuka.	558.7	CONWAY SPRINGS ⊙ ⊙ T		NL-135	Yd.
Maximum Speed MPH (Except as below) 30	567.1	MILTON 8.4		NL-144	
Between Olcott and Iuka 20	572.2	⊙ ATSF G 5.1			
Preston, through turnout at end of siding 15	592.3	KINGMAN 20.1		NL-169	
Business Tracks MP Sta. No.	593.1	⊙ ATSF G 0.8			
Norwich 571.4 NL-148	593.9	⊙ ATSF 0.8			
Belmont 580.4 NL-157	598.4	BROWNS SPUR 4.5		NL-175	
Alameda 585.3 NL-162	605.8	PENALOSA 7.4		NL-183	
Neola 620.9 NL-198	610.0	OLCOTT 4.2		NL-187	
	619.9	PRESTON 9.9		NC-10	599
	620.1	⊙ SSW G 0.2			
	630.0	IUKA 9.9		NC-20	
	614.5	TURON 4.5		NL-191	
	615.0	⊙ SSW 0.5			
	628.6	STAFFORD 13.6		NL-205	
	629.6	⊙ ATSF 1.0			
	639.3	HUDSON 9.7		NL-216	
	648.3	SEWARD 9.0		NL-225	
	653.7	RADIUM 5.4		NL-230	
95.0					

36 HUTCHINSON BRANCH — KANSAS DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed Between Wichita and Geneseo (Except as below)	MPH
482.0	WICHITA YD.	⊙ ⊕ T	H-183	Yd.	30	
482.4	⊗ BN 0.4				20	
482.6	⊗ OKT 0.2				10	
483.0	⊗ WTA 0.4				20	
483.0	⊗ ATSF 0.0				20	
485.9	HARDTNER JCT.	⊙ T	M-1		30	
495.0	MAIZE		M-10	1502	30	
499.1	COLWICH		M-14	1516	30	
509.9	MT. HOPE		M-25	3029	30	
516.9	HAVEN		M-32	2888	30	
522.4	YODER		M-37	2192	30	
531.5	⊗ ATSF 0.1				30	
531.6	⊗ ATSF 0.4				30	
532.0	⊗ SSW 0.6				30	
532.6	HUTCHINSON	⊙ ⊕	M-48	Yd.	30	
533.5	⊗ ATSF 0.9				30	
537.5	YA JCT.				30	
	13.09 MI. VIA ATSF					
550.1	ST JCT.				30	
559.2	⊗ BN 1.3				30	
560.5	LYONS	⊙ ⊕	M-76	2536	30	
561.0	⊗ ATSF 0.5				30	
573.2	GENESEO	⊙ ⊕	MX-532	3890	30	
524.5					30	
	91.7					

Rule 99(4) in effect between Hardtner Jct. and YA Jct. and between ST Jct. and Lyons only.

Yard Limits: Wichita to MP 487.7; MP 530.5 to MP 537.4; MP 558.1 to MP 562.0 and MP 570.6 to Geneseo.

Operations via ATSF, between YA Jct. and ST Jct. TWC in effect. (See Item 14(a) Special Instructions.)

Westward trains, before leaving Hutchinson and Eastward trains before leaving Lyons must secure ATSF numbered clearance card.

Eastward trains secure clearance before departing Lyons. ATSF trains will use Union Pacific main track at Lyons between MP 561.1 and MP 559.2.

Hutchinson: In yard ⊙ SSW G.

CONWAY SPRINGS BRANCH — KANSAS DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings	Yard Limits: MP 537.3 to MP 558.0	Maximum Speed Between Belle Plaine & Conway Springs	MPH
522.9	ARKANSAS CITY		NB-25			20	
	43.3 MI. VIA ATSF						
537.9	BELLE PLAINE		NL-115			20	
544.5	⊗ OKT 6.6					20	
558.7	CONWAY SPRINGS	⊙ ⊕ T	NL-135	Yd.		20	
	68.7						
	Operation over ATSF Belle Plaine to Arkansas City Special Instructions Item 14(a).						
					Business Tracks	MP	Sta. No.
					Riverdale	544.4	NL-121
					Anson	552.2	NL-129
					Winfield	517.2	NL-94

BAIRD SUBDIV. — RIO GRANDE DIVISION 37

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed Between Mile Posts (Except as below)	MPH	Radio Communication via Channel One, Call-in One	
							MP	Sta. No.
251.1	CENTENNIAL YD.	⊙ ⊕ T	TP-250	Yd.	60			
251.9	FT. WORTH		TP-252	Yd.	50			
251.9	IONA		TP-260	7792	50			
260.3	EARLS		TP-273	7983	50			
273.1	WEATHERFORD		TP-277	8327	50			
277.3	PREBLE	⊙-1	TP-287	6795	50			
287.1	BRAZOS		TP-301	6921	50			
301.1	JUDD	⊙-1	TP-313	6952	50			
313.5	STRAWN		TP-326	6959	50			
326.8	TIFFIN		TP-338	6913	50			
338.7	RANGER	⊙-1	TP-341		50			
340.8	EASTLAND		TP-351	6913	50			
351.5	CISCO	⊙-1	TP-361	9803	50			
360.7	DOTHAN		TP-368	6920	50			
367.9	JAYELL		TP-381	6772	50			
381.7	CLYDE	⊙	TP-392	7366	50			
392.8	HOLDER	⊙	TP-405	8779	50			
404.5	ABILENE	⊙ ⊕-1	TP-407	Yd.	50			
406.6	BAGDAD	⊙	TP-409	6008	50			
409.9	TYE		TP-414	5520	50			
415.0	MERKEL		TP-423	7775	50			
423.9	TRENT		TP-429	4884	50			
429.7	ESKOTA		TP-438	7481	50			
437.0	TECIFIC		TP-441		50			
441.0	SWEETWATER	⊙-1	TP-448	11649	50			
447.8	ROSCOE		TP-456	7430	50			
456.4	LORAINÉ		TP-467	7451	50			
466.4	DOMÉ	⊙-1	TP-479	8266	50			
478.1	IATAN		TP-492	7474	50			
491.1	COAHOMA		TP-503	7401	50			
503.7	ZILER		TP-509	4352	50			
508.5	BIG SPRING	⊙ ⊕	TP-513	Yd.	50			
513.4					50			
	262.3							
	Hot Box and Dragging Equipment Detectors located ⊕MP 283.0, ⊕MP 317.1, ⊕MP 347.3, ⊕MP 377.0, ⊕MP 416.0, ⊕MP 453.0 and ⊕MP 485.5.							
	30 MPH Turnouts: Ft. Worth; all CTC sidings except: Earls, Ranger. 25 MPH turnouts all other sidings except: Tye, Trent, Ziler; E. end Roscoe, Loraine; W. end Holder, Eskota, Dome and Iatan.							

WMW&NW BRANCH — RIO GRANDE DIV.

Miles	WEST STATIONS	EAST	Station Nos.
0.0	WEATHERFORD ..	⊙	TP-277
18.1	WOLTERS		TK-18
22.0	MINERAL WELLS	⊙ T	TK-22
	22.0		

38 TOYAH SUBDIV. — RIO GRANDE DIVISION

Mile Post	Radio Communication via Channel One Call-in One STATIONS		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH	
	WEST	EAST			Between Mile Posts	MPH
513.4	BIG SPRING	①②	TP-513	Yd.	513.4 and 517.0	60
523.9	MORITA		TP-524	7560	519.0 and 527.0	40
533.3	STANTON		TP-534	7492	533.0 and 541.0	40
549.2	CHUB		TP-549	6856	551.6 and 556.5	25†
553.3	MIDLAND	①-1	TP-553		570.3 and 576.0	40
559.0	BOUNCE		TP-559	4335	587.1 and 587.6	55
563.8	PEGASUS		TP-564	8312	608.0 and 611.0	35
568.7	SOLO	①	TP-569	4186	646.8 and 647.2	45
570.3	ODESSA	①②	TP-570	Yd.	692.7 and 696.6	55
578.9	ARCADE		TP-579	7862	717.5 and 722.0	40
584.1	DOURO		TP-584	4303	735.3 and 735.6	50
593.7	METZ		TP-594	7899	741.3 and 744.0	45
609.4	MONAHANS	T ①-1	TP-609	7465	Through turnout to SP	25
615.6	WICKETT		TP-615	5451	Sierra Blanca	25
646.6	PECOS	①	TP-647	4584	Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.	
666.1	TOYAH	①②-1	TP-666	11467	Business Tracks	
676.7	GOZAR		TP-676	4216	Trucks	
686.3	SAN MARTINE		TP-687	4203	MP	
691.2	LEVINSON		TP-691	4130	Sta. No.	
698.8	KENT		TP-698	4348	MP	
708.8	BORACHO	①-1	TP-709	8764	MP	
727.1	WILD HORSE		TP-727	4216	Sta. No.	
735.0	VAN HORN	①	TP-735	3584	MP	
746.5	ALLAMORE		TP-746	4220	Sta. No.	
753.9	EAGLE FLAT		TP-754	4232	MP	
763.6	ARISPE		TP-764	4129	Sta. No.	
768.5	SIERRA BLANCA	①-1	TP-768		MP	
858.4	EL PASO	T ①	TP-860	Yd.	Sta. No.	

STATIONS BETWEEN SIERRA BLANCA AND EL PASO

Station	SP Mile Post	Sta. No.	Sidings Feet
SIERRA BLANCA	736.9	TP-768	10425
LASCA	746.1	TP-777	8507
SMALL	751.3	TP-785	8479
FINLAY	760.9	TP-790	7835
MENARY	770.1	TP-803	8306
ISER	783.6	TP-815	9978
TORNILLO	790.0	TP-826	8589
FABENS	800.2	TP-831	—
CLINT	807.3	TP-839	8705
BELEN	815.2	TP-846	—
ALFALFA	822.8	TP-854	—
TOWER 47 SP CONN	827.5	—	—

T-NM BRANCH — RIO GRANDE DIVISION

Mile Post	Radio Communication Via SOUTH Channel One, NORTH Call-in One STATIONS		Station Nos.	Rule 99 (4) in effect.	Maximum Speed (Except as below) MPH	
	WEST	EAST			Between Mile Posts	MPH
105.5	LOVINGTON		TM-105	0.0 and 1.0	10	
84.4	HOBBS		TM-84	9.0 and 38.0	10	
65.0	EUNICE		TM-66	48.0 and 51.0	10	
42.3	JAL		TM-42	65.0 and 66.0	10	
23.6	KERMIT		TM-24	83.0 and 91.0	10	
0.0	MONAHANS	T ①-1	TM-000	Business Tracks		
				Combust	MP No.	
				United Carbon	55.9 TM-56	
				Warren	78.0 TM-78	
				Climax	80.1 TM-80	
				Southern Union Oil	100.0 TM-100	
				Lea County Oil	101.0 TM-101	

WHITESBORO SUBDIV. — RIO GRANDE DIVISION 39

Mile Post	Radio communication via Channel One, Call-in Two STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH	
	SOUTH	NORTH			Between Whitesboro Jct. and Tower 55 (Except as below)	MPH
173.1	WHITESBORO JCT.	①	TA-173	Yd.	173.3 and 173.7	35
191.5	PILOT POINT		TA-191	7627	186.2 and 186.5	50
204.6	MINGO		TA-203	7589	188.6 and 189.1	50
209.1	DENTON	①-2	TA-209	7208	191.5 and 192.1	40
225.4	ROANOK		TA-225	7699	203.3 and 203.7	30
238.1	SSW	①			208.1 and 209.8	30
240.5	HODGE		TA-240	9688	221.7 and 222.2	30
242.8	PEACH STREET		TA-243	7549	228.6 and 228.9	55
244.5	TOWER 55	①②	TP-245	Yd.	229.2 and 242.7	40
					242.7 and 251.1	20
					Through interlocking	15
					On Wye tracks	10
					Tower 55	10

Operation on Dallas Subdiv. between Tower 55 and Centennial Yard.

Rule 94 in effect between MP 242.7 and Tower 55.
 Operation via MKT between Whitesboro Jct. and Ray-Denison
 Northward trains secure UP clearance at Tower 55. Northward trains operating beyond Whitesboro secure MKT clearance at Tower 55. Southward trains operating on Whitesboro Subdiv. secure UP clearance at MKT Ray Yard.
 Trains and engines operating between MP 242.7 and Tower 55 be governed by instructions of yardmaster or Operator Tower 55.
 Hot Box and Dragging Equipment Detectors — ①MP 194.3 and ①MP 219.4.
 All dual control switches are 30 MPH turnouts except Whitesboro Jct.

STATIONS BETWEEN WHITESBORO JCT. AND RAY-DENISON					
Business Tracks	MP	Sta. No.	Station	MKT MP	Sta. No.
Collinsville	179.5	TA-179			
Aubrey	198.3	TA-198	PERRIN FIELD	668.9	MK 669
Keller	230.2	TA-230	POTTSBORO	669.6	MK 670
Affiliated Foods	232.0	TA-232	SADLER	681.9	MK 682
			WHITESBORO	685.7	682 8424

BONHAM BRANCH — RIO GRANDE & RED RIVER DIVS.

Mile Post	Radio Communication via Channel One Call-in Two STATIONS		Station Nos.	Sidings Feet	Maximum Speed (except as below) MPH	
	WEST	EAST			Between Mile Posts	MPH
0.0	TEXARKANA	①②	TP-0	Yd.	0.0 and 4.7	25
0.6	KCS	① T			50.0 and 59.1	10
14.8	HOOKS		TA15	4051	75.0 and 85.0	10
34.2	DE KALB		TA34	4059	Over Church St., Paris	10
61.0	CLARKSVILLE	①	TA61	2310	91.7 ATSF	10
91.0	PARIS	①②	TA91	Yd.	97.0 and 121.0	10
91.7	ATSF	①			126.0 and 157.0	10
128.1	BONHAM	①②	TA128	Yd.	Business Tracks	
141.6	MKT	①	TA142		Nash	MP No.
154.5	SP	①			Proetz Lbr. Co.	5.1 TA-5
154.6	MKT	①			Anglo-American	6.0 TA-6
154.7	SHERMAN	①-2	TA155	Yd.	Paper	6.6 TA-7
173.1	WHITESBORO JCT.	①	TA173	Yd.	Lone Star Ord. Plant.	15.7 TA-12
					Red River Army Depot	17.3 TA-17
					New Boston	22.0 TA-22
					Annona	52.5 TA-53
					Mulberry Lbr.	59.4 TA-58
					Detroit	74.2 TA-74
					Kimberly Clark	93.4 TA-94
					Brookston	100.0 TA-100
					Honey Grove	112.0 TA-112
					Windom	117.3 TA-117
					Savoy	139.2 TA-139
					TP&L	140.0 TA-140
					Friendship Homes	161.1 TA-161
					Whitesboro	173.1 TA-173

Yard Limits: MP 0.0 to MP 2.3; MP 59.0 to MP 63.0; MP 88.2 to MP 95.0; MP 126.0 to MP 132.2; MP 152.2 to MP 156.1 and MP 171.3 to MP 173.1.
 Within Red River Army Depot — Stop and protect Texas St. and 1st St. South.
 Red River Div Jurisdiction MP 0 to MP 126.0.
 Rio Grande Div. Jurisdiction MP 126.0 to Whitesboro Jct.

WEST		Radio Communication via Channel One, Call-in Two, At Texarkana and Centennial Yard, Channel Two.			EAST	
First Class	21	Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class
Psgr.	Psgr.					Sun. Tues. Fri.
Mon. Wed. Sat.						PM
AM 9 37		0.0	TEXARKANA... T ⊕ ⊕	TP-0	Yd.	PM s9 39
		0.5	⊗ SSW ⊕			
		1.8	NATIONAL JCT.			
		2.4	⊗ KCS ⊕			
		7.9	SULPHUR	TP-8	9157	
		14.8	SPRINGDALE	TP-15	4914	
		20.4	QUEEN CITY	TP-21	7449	
		23.6	ATLANTA ⊕ -2	TP-24	4756	
		31.2	BIVINS	TP-31	7425	
		37.5	KILDARE	TP-37	5022	
		43.5	PAYNE ⊕ -2	TP-44	7716	
		50.7	JEFFERSON ⊗ L&A ⊕	TP-51	8549	
		58.7	WOODLAWN	TP-58	7395	
s10 52		66.3	MARSHALL ⊕ -2 T	TP-67	8243	s8 24
		70.5	QUINCY	TP-70	4748	
		75.3	KEOKUK	TP-75	7484	
		81.5	LANSING JCT. ∅	TP-83		
		87.7	RED ⊕			
s11 25		89.6	LONGVIEW ⊕ -2	TP-90	Yd.	s7 50
		89.9	LONGVIEW JCT.			
		93.8	GREGGTON	TP-94	13590	
		104.8	GLADEWATER	TP-103	7255	
		113.8	BIG SANDY ⊗ SSW ⊕	TP-113	7277	
		124.2	FADA	TP-124	7507	
		130.0	HOARD	TP-130	4967	
		136.1	MINEOLA ⊕ -2	TP-138	15050	
		142.2	SILVER LAKE	TP-143	4730	
		150.0	GRAND SALINE	TP-149	7512	
		158.8	EDGEWOOD	TP-160	7559	
		167.4	WILLS POINT	TP-167	7728	
		175.9	ELMO	TP-176	7454	
		181.9	TERRELL ⊕ -2	TP-183	4406	
		187.0	LAWRENCE	TP-187	7466	
		199.1	MARITH	TP-199	7403	
		204.5	MESQUITE	TP-204	21400	
		209.1	MP JCT. ⊕	TP-209	7037	
		214.2	TOWER 19 ⊕			
s2 22		214.8	DALLAS ⊕ -2	TP-215		s5 08
		216.1	TERMINAL JCT. ⊕ T	TP-216		
		228.4	BROWDER ⊕	TP-218	4334	
		229.0	GRAND PRAIRIE	TP-227	4570	
		232.7	BOP ⊕	TP-230	Yd.	
		241.1	ARLINGTON	TP-233	4179	
		241.1	POLY ⊕	TP-241		
3 15 PM		245.4	TOWER 55 ⊕ T	TP-245		4 08 PM
		247.4	RIVER ⊕	TP-247		
		251.1	CENTENNIAL YD. ⊕	TP-250		

251.1

DALLAS SUBDIV.

Maximum Speed	MPH	Psgr.	Frt.	Maximum Speed	MPH	Psgr.	Frt.
(Except as below)		75	60	Forest Ave. — Eastward			
Between Mile Posts				Absolute Sig. Tower 19	10	10	
0.0 and 1.0		20	20	Eastward Absolute Sig.			
1.0 and 2.9		50	50	Tower 19 — Terminal Jct.	20	20	
5.5 and 6.4		65	—	Through curve Terminal Jct.			
11.1 and 13.1		70	—	(both Main tracks)	10	10	
15.4 and 18.4		70	—	216.7 and 216.8	60	50	
20.7 and 21.8		70	—	217.8 and 220.2	60	50†	
23.7 and 23.9		20	20†	224.4 and 225.8	50	50	
30.8 and 31.4		55	50	225.8 and 226.7	30	30	
36.3 and 38.0		50	50	226.7 and 228.9	50	50	
42.2 and 42.7		70	—	228.9 and 235.4	40	40	
45.0 and 45.6		60	—	235.4 and 236.4	70	—	
46.7 and 47.7		70	—	236.4 and 237.0	50	50	
48.7 and 49.0		70	—	237.0 and 238.8	70	—	
50.2 and 50.4		50	50	238.8 and 239.2	55	40	
50.4 and 51.2		30	30	239.2 and Tower 55	40	40	
51.2 and 51.3		25	25	Tower 55 — River	20	20	
51.3 and 51.5		30	30	Through Interlocking Tower			
51.5 and 54.0		65	—	55	15	15	
56.2 and 56.8		65	—	In siding Marshall:			
59.0 and 65.4		65	—	MP 66.5 — MP 66.7	15	15	
65.4 and 67.2		30	30	Does not apply to trains			
67.2 and 68.9		65	—	entering or leaving			
80.2 and 80.6		65	—	Shreveport Subdiv. at			
80.6 and 81.5		60	—	Marshall Jct.			
81.5 and 85.0		65	—	Inside tracks auto convoy-			
86.3 and 89.7		60†	—	TOFC Mesquite	10	10	
89.7 and 95.0		40	40†	Through sidings and			
100.7 and 104.9		40	40†	turnouts			
112.9 ⊗		25	25	East Yard Ft. Worth	15	15	
112.9 and 113.3		65	—				
126.5 and 126.8		70	—	Do not exceed 55 MPH if freight train averages over 90 gross tons per car — 50 MPH if train averages over 110 gross tons per car.			
131.5 and 132.2		65	—				
136.0 and 136.4		50	45†				
139.9 and 141.2		70	—	Business			
148.2 and 148.9		60	—	Tracks	MP	Sta.	
148.9 and 149.6		40	40	South Texarkana	11.4	TP11	
156.0 and 157.0		60	45	Pirkey	76.1	TP76	
159.5 and 159.7		60	50†	Trinity	84.6	TP85	
166.3 and 167.1		50	50†	Pumps	87.0	TP87	
182.2 and 183.3		40	40	Hawkins	118.6	TP119	
183.9 and 184.6		60	—	Debbie	128.9	TP129	
192.2 and 193.0		70	—	Amoco	156.3	TP157	
193.2 and 194.3		45	40	Forney	194.0	TP194	
194.3 and 196.4		65	—	Mesquite Team	202.0	TP202	
196.4 and 201.3		70	—	Skyline	205.6	TP205	
201.3 and 203.0		45	45	Eagle Ford	220.0	TP220	
203.0 and 205.5		70	—	Cloudy	222.0	TP224	
205.5 and 208.3		60	50	June Pit	223.2	TP225	
Thru curve MP Jct.		10	10	Mt. Creek	223.8	TP226	
SP MP 5.1 — SP MP 2.1		25	25	Great Southwest	231.2	TP231	
SP MP 2.1 — SP MP 1.8		10	10	Handley	239.2	TP239	
SP MP 1.8 — Forest Ave.		25	25	Jamestown	242.9	TP243	

All trains except No. 21 and No. 22 secure clearance at Mineola. 30 MPH turnouts at all junctions all sidings and Crossovers Red and Poly.

MW Crossover, Mineola located at MP 136-25. Hot Box and Dragging Equipment Detectors: ⊕ MP 29.5, ⊕ MP 54.7, ⊕ MP 80.2, ⊕ MP 108.2, ⊕ MP 162.3, and ⊕ MP 190.6.

Trains originating secure clearance at Longview. Do not exceed 5 MPH on Morton Salt Co., tracks, Grand Saline. Rio Grande Division jurisdiction MP 203 to Centennial Yard inclusive.

Two main tracks designated North and South tracks between Texarkana and National Jct.; Lansing Jct. and Longview Jct.; Terminal Jct. and MP 248 Centennial Yard.

Operation via SP, MP Jct. to Tower 19, via Right of Way District, Tower 19 to Terminal Jct., Max. Speed 10 MPH on all auxiliary tracks and all turnouts. Interlocking Rules in effect.

Kelly Lead may be used to meet or pass trains and engines, cars higher than 17 feet 6 inches can not be handled under Houston St. Bridge on Kelly Lead or any tracks other than tracks "A" and "B".

Rule 94 in effect between MP 244-02 and River. Between Tower 55 and River movement of trains and engines will be governed by instructions of yardmaster or Tower 55.

Between River and MP 251.9 movement of trains and engines will be governed by instructions of yardmaster not to exceed 20 MPH.

42 SHREVEPORT SUBDIV. — RED RIVER DIVISION

Radio Communication via Channel One, Call-in One		Yard Limits:	
Mile Post	STATIONS	Station Nos.	Sidings Feet
192.1	ALEXANDRIA	TB-195	Yd.
195.7	TEXMO JCT.	TB-196	.....
203.7	RAPIDES	TB-204	4105
225.2	FERN	TB-225	4124
235.8	CYPRESS	TB-236	5094
246.0	CANE	TB-246	4066
247.5	NATCHITOCHE	TB-247	.....
265.7	LAKE END	TB-265	2935
286.0	WESTDALE	TB-286	8400
308.6	LUCAS	TB-308	4805
311.7	KCS	.....	.....
313.9	SP	.....	.....
315.0	CUTOFF JCT.	TB-315	Yd.
315.6	HOLLYWOOD JCT.	TB-316	Yd.
1.5	HOLLYWOOD YD.	TS-326	.....
322.3	REISOR	TB-321	13515
332.5	WASKOM	TB-331	5289
343.1	SCOTTSVILLE	TB-342	4028
349.5	LOUISIANA	.....	7551
351.0	MARSHALL	TP-67	Yd.
351.4	MARSHALL JCT.	.....	.....
156.9			

Movements of trains and engines within yard limits Alexandria will be governed by instructions of yardmaster.

20 MPH turnout, Hollywood Jct.

Hot Box and Dragging Equipment Detectors: ⊕MP 337.0, ⊕MP 292.0, ⊕MP 268.9, ⊕MP 242.2 and ⊕MP 216.3.

All trains and engines stop and protect Levy Street, Shreveport.

North Drill Track switch to Good Roads at Shreveport 20 MPH except between Cross Bayou and Wye at "X" Yard — 10 MPH.

Bayou Pierre lead — International Paper:

MP 0 to MP 3 — 25 MPH

MP 3 to MP 6 — 10 MPH

Tyler Branch
Troop to Swan 27.0 Miles. Industrial Lead entire branch.
Max Speed. 25 MPH Except
MP 26.0 — MP 30.0 10 MPH.
Max. Wt. 263,000 lbs.

Henderson Branch
Overtone to Henderson 16.0 Miles. Industrial Lead entire branch.
Max. Speed 25 MPH

Business Tracks	MP	Sta. No.
Whitehouse	8.6	CX-9
General Electric	13.5	CX-13
Elberta	13.9	CX-14
Tyler ⊕ SSW ⊕	19.0	CX-19
Swan	26.3	CX-27

Business Tracks	MP	Sta. No.
Humble Oil Rack	2.7	BX-4
Int. Paper	13.3	BX-13
Henderson Clay	13.6	BX-14
Woodcarve	14.0	BX-14
Henderson	16.0	BX-16

LONGVIEW SUBDIV. — RED RIVER DIVISION 43

Radio Communication via Channel One Call-in Two		Yard Limits:	
Mile Post	STATIONS	Station Nos.	Sidings Feet
81.3	LONGVIEW	TP-90	Yd.
69.2	KILGORE	AX-12	8075
58.9	OVERTON	AX-22	6991
45.4	TROUP	AX-36	8973
33.4	TECULA	AX-48	8580
27.2	JACKSONVILLE	AX-54	4605
27.0	SSW	.....	.....
23.6	HUME	AX-57	8000
11.9	NECHES	AX-70	8865
5.0	WELLS CREEK	AX-77	5183
0.0	PALESTINE	AX-81	Yd.
81.3			

Make all radio communications concerning terminal operation Palestine via Channel #2.

TRINITY SUBDIV. — RED RIVER & KINGSVILLE DIVS.

Radio Communication via Channel One, Call-in One		Yard Limits:	
Mile Post	STATIONS	Station Nos.	Sidings Feet
0.0	PALESTINE	AX-81	yd.
0.0	WEST JCT.	A-81	.....
1.6	SOUTH JCT.	A-83	.....
12.2	ELKHART	A-94	7512
37.5	CROCKETT	A-119	9961
64.8	TRINITY	A-146	9755
84.0	PHELPS	A-165	7977
95.7	NEW WAVERLY	A-177	4777
111.7	CONROE ⊕ ATSF ⊕	A-193	7765
127.7	SPRING JCT.	A-208	.....
128.3	LLOYD YD.	A-210	yd.
131.5	WESTFIELD	A-213	.....
137.2	ALDINE	A-219	.....
142.0	MCGOWEN	A-223	.....
145.8	BELT JCT. ⊕ HBT ⊕	A-227	.....
146.6	SP	.....	.....
147.5	GULF COAST JCT.	.....	.....
150.1	SETTEGAST YD.	B-379	yd.
150.1			

Hot Box and Dragging Equipment Detectors located at ⊕MP 33.4; ⊕MP 67.4; ⊕MP 97.5 and ⊕MP 134.6.

Trains and engines must secure clearance before moving north of Belt Jct.

Ft. Worth Subdiv. trains must secure clearances before moving north of Spring Jct.

Two main tracks designated east and west tracks between Spring Jct. and Belt Jct.

Kingsville Div. Jurisdiction MP 127.0 to MP 144.0.

All radio communications concerning terminal operations at Palestine must be handled on Channel #2.

Operation between MP 144.0 and Settegest yard via HB&T Ry. Be governed by HB&T timetable and Special Instructions.

All radio communications in connection with HB&T operation are to be handled exclusively on Channel 2.

All dual control switches are 30 MPH turnouts except south switch Lloyd Yard, east and west lead switches north end Lloyd Yard.

SOUTH		Radio Communication via Channel One, Call-in Two Between Taylor and Sosan Call-in One			NORTH	
First Class 21 Pgr.					First Class 22 Pgr.	
Mon. Wed. Sat.	Mile Post	STATIONS	Station Nos.	Sidings Feet	Sun. Tues. Fri.	
	0.0	PALESTINE T ⊕	AX-81	Yd.		
	1.0	WEST JCT. ⊕	AX-81			
	8.5	TUCKER AX-90		3686		
	18.0	OAKWOOD AX-99		7609		
	34.7	BUFFALO ⊕-2	AX-116	3546		
	43.8	JEWETT ⊕	AX-125	4237		
	54.8	MARQUEZ ⊕-2	AX-136	9141		
	70.4	EASTERLY AX-152		3919		
	77.1	FRANKLIN AX-158		9819		
	89.6	HEARNE ⊗ SP ⊕ ⊕	AX-171	6199		
	93.4	VALLEY JCT. ⊗ UP ⊕	AX-175	Yd.		
	99.6	GAUSE AX-181		8170		
	110.0	MILANO ⊗ ATSF ⊕	AX-191	7744		
	123.4	MARJORIE ⊕-2	AX-205	8194		
	138.4	THRALL AX-220		8482		
	144.4	⊗ MKT ⊕				
PM					AM	
s7 34	144.8	TAYLOR ⊕	AX-226	Yd.	s11 55	
	150.8	HESTES AX-232		7450		
	161.6	ROUND ROCK AX-243		7115		
	166.0	McNEIL ⊗ SP ⊕	AX-247	4931		
	173.8	SNEED AX-253		8516		
s8 29	179.1	AUSTIN T	AX-262	2893	s11 05	
	187.3	BERGSTROM ⊕-1	AX-268	7370		
	201.0	KYLE AX-282		7391		
	208.7	CENTEX AX-288		8105		
	208.8	MKT JCT. AX-290				
s9 09	209.7	SAN MARCOS AX-291			s10 11	
	221.5	GOODWIN AX-302		9921		
	227.4	⊗ MKT ⊕				
	234.5	CORBYN AX-316		7627		
	241.0	BRACKEN AX-322		8248		
	251.5	NORTH LOOP AX-333		7596		
	254.0	ADAMS AX-335		4051		
	259.1	SAN ANTONIO ⊕	AX-340			
10 29	259.8	APACHE JCT. ⊗ SP ⊕	AX-341		9 00	
PM	260.4	⊗ SP ⊕			AM	
	264.3	SOSAN ⊕ T ⊕	AX-345			
		264.3				

All radio communications concerning terminal operation at Palestine and Sosan must be handled on Channel #2.

Trains arriving Palestine call yardmaster from Tucker.
Trains arriving Sosan call yardmaster from North Loop MP 251.5.

Trains arriving San Antonio must call operator SP Tower 112 for permission to use SP interlocking when engine passes over Martin Street.

Hot Box and Dragging Equipment Detectors located ⊕MP 26.7, ⊕MP 73.1, ⊕MP 119.8, ⊕MP 168.9, ⊕MP 198.1, and ⊕MP 245.0.

Maximum Speed	MPH	Maximum Speed	MPH
MP 0.0—MP 93.9	50	179.6 and 179.8	15
(Except as below)		179.8 and 186.1	35
Between Mile Posts		190.5 and 192.0	60
0.0 and 1.5	20	192.0 and 195.0	65
City Limits Palestine	30†	201.6 and 203.2	55
13.0 and 14.0	30	203.3 and 207.6	55
21.1 and 21.3	45	207.6 and 211.1	30
34.3 and 35.2	40	219.9 and 220.0	60
61.9 and 62.2	45	223.0 and 230.0	30
64.2 and 64.6	45	230.0 and 232.0	60
65.5 and 65.7	45	232.0 and 235.6	60
89.0 and 91.0	25†	240.3 and 240.7	60
93.9 and Over Crossing	40	242.8 and 244.3	60
Valley Jct. thru		247.4 and 249.4	60
No. 1 & 2 Tracks	25	252.1 and 256.1	45
93.9 and 144.9		256.1 and 257.4	40
(Except as below)	60	257.4 and 258.5	30
94.7 and 94.9	45	258.5 and 260.0	20
109.9 and Over ATSF Crossing	40	260.0 and 260.9	30
113.0 and 114.0	45	260.9 and 264.7	35
118.7 and 120.9	45†		
143.9 and 144.3	10		
144.3 and 144.9	35†		
	15		
	MPH		
144.9 and 264.3	Pgr. Frt.		
(Except as below)	70 60		
144.9 and 145.9	35 35†		
145.9 and 146.7	40 40		
146.7 and 147.7	60 45		
160.0 and 161.8	60 —		
166.9 and 171.0	60 —		
171.0 and 179.6	35 35†		

Between West Jct. and Valley Jct. do not exceed 40 MPH if freight train averages over 90 gross tons per car and do not exceed 35 MPH if freight train averages over 100 gross tons per car.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Long Lake	12.3	AX-93	Bergstrom Ind. Lead 5.0 miles		
Champion	33.3	AX-114	Vinson to end of track. Max. Speed 20 MPH.		
Koch (Conn. BN)	45.7	AX-127	Buda	194.2	AX-276
New Baden	73.1	AX-154	Texas Cement	196.1	AX-278
Rockdale	119.1	AX-201	Cedar Supply	202.3	AX-284
Majorie (Conn. RS&S)	124.4	AX-205	Kroger	211.6	AX-293
Thorndale	132.2	AX-214	New Braunfels	227.3	AX-308
Hutto	153.4	AX-235	Landas Park	227.8	AX-309
Round Rock	161.6	AX-243	Dittlinger	231.1	AX-312
Georgetown Branch: Round Rock to Kerr DX-002 2.0 mi. Max. Speed 20 MPH.			Parker Bros.	231.2	AX-312
Yard limits entire branch.			Ogden	236.7	AX-318
IBM	169.0	AX-251	Wetmore	247.7	AX-329
Hooper	171.1	AX-254	Longhorn Industrial Lead 4.0 miles Max. Speed 10 MPH.		
Stripling Blake	171.9	AX-253	Longhorn	249.2	AX-330
Steck Paper Co.	172.1	AX-253	Green Light Spur	250.0	AX-331
Vinson	183.8	AX-265	Towne Spur	251.8	AX-333
			Cementville	253.6	AX-334

**RULE OUT INJURY
RULE IN SAFETY**

Kingsville Division Jurisdiction MP 255.9 TO MP 264.3
All dual control switches are 30 MPH turnouts except switch to MKT connection at Taylor and crossover from freight lead to main track at Taylor.
Rule 94 in effect between Apache Jct. and MP 259.0.
Yard Limits: West Jct. to MP 4.1; MP 43.0 to MP 46.2; MP 259.0 to MP 265.0.
All trains secure clearance at Taylor. No. 22 will secure UP clearance at SP Station San Antonio. MKT trains secure UP clearance at MKT Station San Marcos or San Antonio.

46 FT. WORTH SUBDIV. — RED RIVER DIVISION

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed MP 0.0 — MP 165.8 (Except as below)	MPH
	SOUTH STATIONS	NORTH				
	CENTENNIAL YD.	T ⊕	TP-250	Yd.	0.0 and 0.4	35
	5.7				0.4 and 6.0	50
	TOWER 55	T ⊕ ⊕	TP-245		20.9 and 22.7	40†
					25.4 and 25.7	50
	85.0 MILES VIA MKT					
165.8	WACO JCT.		BV-181		31.0 and 47.5	50
163.7	WACO	⊙	BV-178	8548	47.5 and 48.3	25
155.0	HARRISON	⊕-2	BV-155	8562	78.0 and 78.2	25
137.0	MARLIN		BV-139	7552	97.3 ⊗	40
116.5	SALTER		BV-117	8260	97.3 and 100.6	55
110.1	SARGE		BV-110	4616	100.6 ⊗	40
100.6	VALLEY JCT.	⊗ UP ⊕	AX-175	7766	106.8 and 107.0	50
97.3	⊗ SP ⊕	T ⊕-2			138.0 and 140.6	25
92.0	MUMFORD		BV-92	8206	148.2 and 148.5	55
78.1	BRYAN	⊙	BV-78	3208	158.5 and 158.8	55
77.8	⊗ SP ⊕				161.5 and 165.8	25
75.5	BRYAN JCT.		BV-75		On Wye tracks Tower 55	10
	26.9 MILES VIA SP					
48.6	NAVA JCT.		BV-49		Thru Turnout Waco Jct.	25
48.5	NAVASOTA		BV-49	3351	Thru Turnout SP-Bryan Jct.	25
45.0	JERRY		BV-44	10500	Thru Turnout SP-Nava Jct.	25
36.5	STONEHAM	⊕-2	BV-37	4603		
26.1	GAZZOLI		BV-26	7450		
22.1	MAGNOLIA		BV-22	4742		
11.2	HUFSMITH		BV-11	9201		
0.0	SPRING JCT.		A-209			
	254.5					

Hot Box and Dragging Equipment Detectors: ⊕ MP 19.3, ⊕ MP 85.4, ⊕ MP 107.8, ⊕ MP 132.7 and ⊕ MP 159.0.
 Southward trains secure UP clearance at Tower 55.
 All dual control switches are 30 MPH turnouts.
 Operation on Dallas Subdiv. between Tower 55 and Centennial Yard.

STATIONS BETWEEN CENTENNIAL YARD AND TAYLOR

Station	MKT MP	Sta. No.	Sidings Feet
TOWER 55	757.1		
NEY	758.5	MK 759	Yd.
WRENN	763.9	MK 764	7828
EGAN	777.6	MK 778	8752
GRANDVIEW	793.2	MK 794	9583
DANA JCT.	811.2	MK 812	
HILLSBORO	811.9	5812	Yd.
WINSLOW	813.0	BV 198	7218
WEST	827.4	MK 828	8830
ELM MOTT	836.4	MK 837	8060
CAPHEAD	841.9	MK 843	
WACO JCT.	842.1		
BELLMEAD	842.9	MK 845	Yd.
WACO	845.5	MK 846	Yd.
BASS	849.7	MK 850	10964
EDDY	865.2	MK 865	10142
TEMPLE	880.0	MK 880	2128
OPAL	880.8	MK 881	
COBEL	881.1	MK 882	3400
SMITH	883.1	MK 883	
LITTLE RIVER	887.6	MK 888	8993
GRANGER	908.1	MK 908	7371
BIRGE	918.4	MK 918	9121
TRANSFER JCT.	918.9		

STATIONS BETWEEN BRYAN AND NAVASOTA

Station	SP MP	Sta. No.	Sidings Feet
BRYAN	96.0		8169
MILLICAN	81.4	SP 081	8315
NAVASOTA JCT.	70.8	77122	

TIMETABLE NO. 3

LAREDO SUBDIV. — KINGSVILLE DIVISION 47

Mile Post	Radio Communication via Channel One, Call-In One		Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
	SOUTH STATIONS	NORTH				
284.3	SOSAN	⊕ T ⊙	AX345	Yd.	281.4 and 282.7	40†
					290.7 and 291.5	40†
278.5	GESSNER		AX360	8300	312.6 and 313.3	30†
318.0	MELON		AX399	7450	345.0 and 346.0	40†
	Business Tracks					
339.5	GARDENDALE	⊕-1 T	AX422	7575	282.1	AX-363
					287.1	AX-368
345.8	COTULLA		AX427	4616	291.5	AX-373
367.6	ATLEE		AX449	3191	310.1	AX-390
371.0	FINLEY		AX451	8300	318.5	AX-391
					313.0	AX-394
412.0	TM ⊕				321.9	AX-403
					329.1	AX-410
412.2	LAREDO	T ⊕ ⊙	AX494	Yd.	356.9	AX-438
					373.6	AX-455
					385.3	AX-467
					408.3	AX-490
	147.9					

All radio communications concerning terminal operation Sosan must be handled on Channel #2.

Trains arriving Sosan call yardmaster from MP 272.
 Yard Limits: MP 259.0 to MP 265.0; MP 405.6 to end of track Laredo.
 Between Sosan and Laredo absolute block in effect and absolute blocks established between:

- Sosan MP 265.0 and MP 268.0;
 - MP 268.0 and south end Gessner MP 279.3;
 - South end Gessner MP 279.3 and south end Melon MP 318.5;
 - South end Melon MP 318.5 and south end Gardendale MP 340.8;
 - South end Gardendale MP 340.8 and south end Finley MP 371.5;
 - South end Finley MP 371.5 and south end Callaghan MP 385.7;
 - South end Callaghan MP 385.7 and Laredo MP 405.6.
- Authority for occupancy must be obtained from train dispatcher.

CRYSTAL CITY BRANCH — KINGSVILLE DIVISION

Rule 99(4) in effect between Crystal City and Dabney only.	Mile Post	SOUTH STATIONS	NORTH	Station Nos.	Sidings Feet
Carrizo Springs Branch: 12.2 miles. Crystal City — Carrizo Springs (FX-156). Yard Limits entire branch. Max. Speed 20 MPH Max. Wt. 240,000 lbs.	190.8	DABNEY		HX18	
	187.3	BLEWETT	⊗ URA ⊕	HX14	
	146.0	CRYSTAL CITY	⊕-1 T ⊙	FX146	Yd.
	143.4	RIVER		FX143	Yd.
Yard Limits: MP 105.0 to MP 107.0; MP 142.0 to MP 148.0.	134.5	BRUNDAGE		FX134	4324
Maximum Speed Crystal City — Gardendale 25 MPH; Crystal City — Dabney 20 MPH except 15 MPH MP 172.9 to MP 173.1; Wye tracks Crystal City 15 MPH.	118.3	COUNTY LINE		FX118	2068
	105.0	GARDENDALE	⊕-1 T ⊙	AX422	
		85.8			

Business Tracks
 Kelley 172.9 GX-173
 LaPryor 163.9 GX-164

Between Crystal City and Gardendale absolute block in effect and absolute blocks established between:

- Crystal City MP 142.0 and North end County Line MP 118.0;
- North end County Line MP 118.0 and Gardendale MP 107.0.

Authority for occupancy must be obtained from train dispatcher.

TIMETABLE NO. 3

Maximum Speed	MPH
T&NO Jct.-Alvin (Except as below)	55
T&NO Jct. — MP 18	20
MP 18—MP 14	45
Between Alvin and Algoa (Except as below)	50
Wye Tracks Alvin and Algoa	25
East leg wye Alvin	10
Between T&NO Jct. and Algoa trains exceeding 90 tons per car or exceeding 7000 tons total must not exceed 45 MPH.	30†
Algoa—MP 204.3 (Except as below)	50
Between Mile Posts	
343.3 and 342.9	25
320.3 and 318.6	20
309.6 and 308.2	25
305.6 and 305.5	35
285.5 and 283.4	30†
204.3 and 0.0	49
(Except as below)	
186.8 and 184.9	25
162.2 and 161.6	20†
155.1 and 154.2	20
142.0 and 140.0	25
132.0 and 131.2	20†
125.3 and 125.0	15†
118.8 and 95.0	40
95.0 and 65.0	30
48.0 and 45.4	35
25.6 and 24.8	15
22.1 and 18.0	35†
3.1 and 3.0	15†
3.0 and 1.0	20
Business	Sta.
Tracks	MP No.
Monsanto Storage	335.9 B-336
Chocolate Bayou	
Spur	335.6 B-336
Danbury	327.3 B-327
Pan American	
Petroleum Spur	298.5 B-299
Abercrombie	297.5 B-297
Bonus Crop	
Fertilizer	290.5 B-290
Celanese Storage	277.3 B-277
Elmaton	269.6 B-270
McFaddin	209.4 B-209
Refco Corp.	190.4 B-190
Refugio	186.0 B-186
Cranell	173.6 B-174
Calallen	148.1 B-148
Corpus Christi Filtration	
Plant	147.3 B-147
Lon Hill	146.7 B-147
Nueces	138.7 B-138
Driscoll	132.1 B-132
Chemcel	122.8 B-123
Ricardo	112.0 B-112
Riviera	103.1 B-103
Turcotte	82.8 B- 83
Yturria	52.4 B- 52
Lyford	41.4 B- 41
Sebastian	36.9 B- 37
Russelltown	14.1 B- 14
Yard Limits:	
MP 0.5 to MP 3.0;	
MP 23.5 to MP 28.2;	
MP 116.0 to MP 120.0;	
MP 153.0 to MP 154.8.	
Temporary Yard Limits: MP 120.0 to MP 125.9-3:00 p.m. to 6:30 a.m.Monday thru Friday	
All siding switches Algoa to Inari inclusive are 30 MPH turnouts.	
Monsanto Ind. Lead—MP 335.6 5.6 miles	
Maximum Speed	MPH
(Except as below)	15
MP 3 — MP 5	10
Freeport Branch: Between Angleton and Freeport 15.4 miles. Industrial lead entire branch.	
Maximum Speed	MPH
(Except as below)	30
MP 10.3 to Bridge 15.6	10
Bridge 15.6 to end of track	5
Nalco lead	5
Oyster Creek lead	5
Shintech lead	5
Business	Sta.
Tracks	MP No.
Ross	7.3 BH-10
Clute	9.5 BH-8
Hoskins	11.4 BH-6
Freeport	15.4 BH-0

Mile Post	Radio communication via Channel One Call-In Two		Station Nos.	Sidings Feet
	SOUTH	NORTH		
377.0	SETTEGAST YD. T	⊙	B-379	Yd.
368.1	8.9			} VIA HBT
20.3	NEW SOUTH YD.		B-368		Yd.
19.4	0.9			} VIA ATSF
	T & NO JCT. ⊙ SP	⊙	B-367		Yd.
	5.4			
14.0	MYKAWA		B-362	n7690 s9350
10.0	4.0			
	PEARLAND		B-358	5400
	5.9			
4.1	HASTINGS		B-352	12800
	4.1			
0.0	ALVIN	⊙-2 T	B-348	Yd.
28.6	1.6			
24.4	27 CROSSOVER		B-347	
27.0	2.6			
24.4				
343.2	ALGOA		B-343	
	0.4			
342.8	BROWNIE	T	B-342	9636
333.4	LIVERPOOL		B-333	7552
	13.4			
320.0	ANGLETON	⊙-2 T	B-321	Yd.
	11.8			
308.2	BRAZORIA		B-308	7690
	2.7			
305.5	S. BERNARD RIV.	⊙	B-306	
	4.7			
300.8	SWEENEY	⊙-2	B-301	5095
	9.1			
291.7	ALLENHURST		B-292	7800
	7.6			
284.1	⊙ ATSF	⊙		
	0.3			
283.8	BAY CITY	⊙-2 T	B-284	5121
	8.6			
275.2	BUCKEYE	T	B-275	7800
	10.6			
264.6	BLESSING		B-265	7800
	14.9			
249.7	LAWARD		B-250	7800
	4.8			
244.9	LOLITA (PCN Conn.)		B-245	
	4.8			
240.1	VANDERBILT	⊙-2	B-240	7051
	10.6			
229.5	KEERAN		B-230	5547
	5.2			
224.3	PLACEDO	⊙ SP	B-224	
	5.0			
219.3	BLOOMINGTON	⊙-2	B-219	8619
	3.3			
216.0	BARGE CANAL	⊙		
	10.3			
205.7	INARI		B-205	7521
	12.3			
193.4	GRETA		B-193	7252
	13.4			
180.0	WOODSBORO		B-180	6392
	18.0			
162.0	SINTON JCT.	⊙ SP	B-162	2224
	1.0			
161.0	SINTON		B-162	10864
	6.5			
154.5	ODEM	⊙ UP	⊙-2 T	B-155
	13.1			
141.4	ROBSTOWN	⊙ TM	B-141	5773
	16.5			
124.9	BISHOP		B-125	
	6.5			
118.4	KINGSVILLE	⊙-2	B-119	Yd.
	21.0			
97.6	SARITA		B-98	4249
	20.6			
77.0	ARMSTRONG	⊙-2	B-77	7506
	9.4			
67.6	NORIAS	⊙-2	B-68	4098
	21.2			
46.4	RAYMONDVILLE	⊙-2	B-46	5228
	19.6			
26.8	⊙ SP	⊙		
	1.2			
25.6	HARLINGEN	⊙ T	⊙-2	B-25
	6.6			
19.0	SAN BENITO		B-19	
	18.3			
0.7	BROWNSVILLE	⊙	B-0	Yd.
	377.0			

Operation on HB&T T&NO Jct. to Settegest Yard; be governed by HB&T timetable and Special Instructions.

All radio communications in connection with HB&T operation are to be handled exclusively on Channel 2.

Operation on ATSF between T&NO Jct. and Algoa, be governed by General Code of Operating Rules and Special Instructions Item 14(a). ATSF timetable not required between T&NO Jct. and Algoa.

ATSF timetable direction from T&NO Jct. to Alvin is eastward.

Two main tracks between Alvin and Algoa. Timetable direction from Alvin to Algoa is westward. Track to the right as observed by a Southward train (UP timetable direction) is designated as the North track and track to the left is designated as the South track.

ATSF maximum speed permitted through remote control switches is 30 MPH, except 10 MPH through switch at east end of two tracks at Alvin.

Trains and engines operating on Texas Mexican Railway at Robstown (Tex-Mex MP 145 to MP 148) — be governed by General Code of Operating Rules and the following: Timetable direction MP 145 to MP 148 is west to east and Tex Mex timetable not required between these points. ABS Rules not in effect. Rule 94 in effect except from 10:00 a.m. to 11:00 a.m. and 7:30 p.m. to 8:30 p.m. Friday, Saturday and Sunday each week. First class trains are scheduled. Maximum speed 10 MPH.

SP trains arriving Harlingen must report to UP train dispatcher when clear of UP main track.

Clearances:
Trains secure clearance Vanderbilt.
Brownsville Subdivision trains originating at Harlingen must receive clearance at Harlingen.
Trains operating between Algoa and T&NO Jct. must receive copy of ATSF TCM message before leaving HB&T (T&NO Jct.) or Angleton.

Hot Box and Dragging Equipment Detectors located ⊙MP 144.3, ⊙MP 189.7, ⊙MP 246.8, ⊙MP 270.3, ⊙MP 295.4 and ⊙MP 330.0.

Seddrift Branch:
Between Bloomington and Long Mott 14.0 miles. Yard Limits entire branch.
Maximum Speed

MP 0.0 — MP 13.0	MPH
MP 13.0 — MP 14.0	20

Business Tracks MP No.

Heyser	5.0	BK-05
Green Lake	10.3	BK-10
North Seddrift	12.5	BK-12
Long Mott	14.0	BK-14

Rio Hondo Branch:
San Benito to Rio Hondo 9.0 miles. Yard Limits entire branch.
Max. speed is 10 MPH except 5 MPH over Highway 77, San Benito.

Business Tracks	MP	Sta. No.
Fresnal	6.6	BS-6
Rio Hondo	9.0	BS-9
⊙ SPG	5.5	

Mission Branch:
Harlingen to Mission 42.0 miles. Industrial lead entire branch.
Max. Speed 25 MPH Except 15 MPH MP 32.3 to MP 36.8.
⊙ SP

Business Tracks	MP	Sta. No.
Kipfer	1.9	BR-2
LaFeria	8.3	BR-8
Mercedes	13.9	BR-14
Weslaco	18.8	BR-19
Donna	22.8	BR-23
Val Verde	24.8	BR-25
Alamo	26.9	BR-27
San Juan	29.3	BR-29
Pharr	31.0	BR-31
Hauser	32.5	BR-32
McColl	33.0	BR-33
McAllen	34.2	BR-34
Sharyland	36.9	BR-37
Mission	40.0	BR-40

SUGARLAND BRANCH — KINGSVILLE DIVISION

All radio communication in connection with HB&T operation is to be conducted on Channel 2.

Yard Limits Entire Branch. Maximum Speed 20 MPH

Business Tracks	MP	Sta. No.
Myrtle	8.5	AE-8
Klein Industrial	9.2	AE-9
Almeda	10.8	AE-11
Interpac	10.1	AE-10
Witco Co.	13.1	AE-13
Metal Arts	13.7	AE-14
Fresno	16.0	AE-16
Rosharon	29.7	AE-30
Sugarland	33.0	AG-33

Be governed by HB&T timetable and Special Instructions.

Operation over SP between T&NO Jct. and Sugarland, be governed by SP timetable.

Tap and Settegest Yard	5.8 Miles
Tap and T&NO Jct	3.5 Miles

50 CORPUS CHRISTI SUBDIV. — KINGSVILLE DIV.

Mile Post	Radio Communication via Channel One Call-In Two		Station Nos.	Sidings Feet	Maximum Speed
	SOUTH STATIONS	NORTH STATIONS			
3.1	SOSAN	T	AX345		Maximum Speed (Except as below) MPH South Leg SAUG Wye MP 3.1 10 Between Mile Posts 33.0 and 35.0 20† 77.1 and 77.8 20† 113.1 and 113.2 30† 145.5 and 149.0 10 Business Tracks MP Sta. No. San Jose 6.7 CC-7 Espey Sand Pit 23.1 CC-23 Leming 26.6 CC-27 Coughran 38.8 CC-39 McCoy 46.3 CC-46 San Miguel Power Plant 53.0 CC-53 Whitsett 63.3 CC-63 Sunniland 68.0 CC-68 Edroy 126.1 CC-126
20.3	LEHR		CC20	2570	
34.3	PLEASANTON	⊕-2	CC34	8307	
55.2	CAMPBELLTON		CC55	7898	
75.8	FLOOD GATE	⊕			
77.3	THREE RIVERS	⊕-2	CC77	2110	
77.8	FLOOD GATE	⊕			
88.1	GEORGE WEST		CC88	7850	
113.0	MATHIS	⊕-2	CC113		
124.7	HUBERT		CC124	3176	
132.2	ODEM	⊕ UP G ⊕ T ⊕-2	B-155	Yd.	
141.2	VIOLA	⊕	CC141		
145.6	MP JCT.				
145.9	⊕ CCTA	⊕			
149.0	CORPUS CHRISTI	⊕ T ⊕ ⊕	CC150	Yd.	
	145.9				

Flood gates located at MP 75.8 and MP 77.8 protected by interlocking signals which will display stop when gates are not in position to permit train movement. Interlocking rules are in effect between northward absolute signal at MP 77.9 and southward absolute signal at MP 75.7. When signal governing movement through gate displays stop, crew must ascertain that gate is in position to permit movement before proceeding. It will not be necessary for flagman to precede the movement as prescribed by Rule 312(2). Within these interlocking limits signals do not relieve crews from providing flag protection against other movements.

Handle all radio communications concerning terminal operation Sosan on Channel #2. Trains arriving Sosan call yardmaster from Loop 410, MP 8.7. Yard Limits: MP 3.1 to MP 4.8; MP 130.0 to MP 133.8; MP 140.5 to Corpus Christi. Trains and engines operating between Viola and Corpus Christi be governed by instructions of yardmaster or operator when on duty at Corpus Christi. When not on duty contact train dispatcher. All trains receive clearance at Odem unless verbally relieved by train dispatcher. Between Sosan and Viola absolute block in effect and absolute blocks established between: MP 4.8 and south end Pleasanton; South end Pleasanton and south end Campbellton; South end Campbellton and MP 78; MP 78 and north end George West; Authority for occupancy must be obtained from train dispatcher.

BAYTOWN BRANCH — KINGSVILLE DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Yard Limits Entire Branch (Except as below)	MPH
	WEST STATIONS	EAST STATIONS			
35.0	CEDAR BAYOU	⊕	BG-35	7.5 and 9.0 10	Maximum Speed (Except as below) 20 Between Mile Posts 11.0 and 11.6 10 14.7 and 14.9 10 Jacinto Port Lead (Except Penn City Road east to end of track) 20 Arco Industrial lead 10 US Steel Industrial lead 10 22.6 and 23.3 10 25.0 and 35.0 10 Lift bridge over Cedar Bayou Bridge No. 3 — U.S. Steel lead protected by signals. When signals indicate Stop be governed by instructions in release box. Business Tracks MP Sta. No. Armo 12.6 BG-13 Walton Barge Terminal 13.1 BG-13 Greens Bayou 14.3 BG-14 Ordnance Spur 15.0 BG-15 Berwind Railway Service 16.3 BG-16 Arco Ind. Lead 17.5 BG-17 Mantu 19.8 BG-19
33.4	BAYTOWN	⊕	BG-33	11.0 and 11.6 10	
30.7	E.O. CO.	⊕		14.7 and 14.9 10	
28.5	DURHAM YARD	T	BG-28	Jacinto Port Lead (Except Penn City Road east to end of track) 20	
27.0	COADY YARD	⊕	BG-27	Arco Industrial lead 10	
22.5	HIGHLANDS		BG-22	US Steel Industrial lead 10	
18.0	COLE		BG-18	22.6 and 23.3 10	
16.0	SMITH		BG-16	25.0 and 35.0 10	
9.5	MARKET ST.	⊕ T	BG-9		
3.8	SETTEGAST YD.	⊕ ⊕ T	B-379		
	35.0				

All radio communication in connection with HB&T operations is to be handled exclusively on Channel 2. Crews must communicate with each other to avoid meeting between stations.

When using HB&T tracks Houston, HB&T timetable and Special Instructions apply. MP 30-22 — San Jacinto Street Crossing — member of crew must protect on ground before occupying.

LAKE CHARLES SUBDIV. — NEW ORLEANS DIVISION 51

Mile Post	Radio communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
	SOUTH STATIONS	NORTH STATIONS				
601.6	ALEXANDRIA	⊕ T ⊕	C-625	Yd.	602.3 and 602.6 35	Between Mile Posts 602.6 and 610.2 40 610.2 and 610.8 35 610.8 and 618.0 40 623.8 and 624.4 35† 634.5 and 636.0 25† 649.8 and 651.4 35 Wye Track Kinder 10 661.2 and 690.1 30 690.1 and 693.2 20 Wharves & Apron Docks 5 Do not exceed 40 MPH if train averages over 90 gross tons per car. Do not exceed 35 MPH if train averages over 100 gross tons per car.
615.7	BRINGHURST		C-640	7500	602.6 and 610.2 40	
623.6	GLENMORA		C-647	3464	610.2 and 610.8 35	
635.6	OAKDALE	⊕	C-659		610.8 and 618.0 40	
642.0	TRACY		C-666	8300	623.8 and 624.4 35†	
654.1	ELDER		C-679	4850	634.5 and 636.0 25†	
660.6	KINDER	⊕ UP G ⊕ T ⊕	B-544	Yd.	649.8 and 651.4 35	
680.0	IOWA JCT.	⊕ SP ⊕	C-704		Wye Track Kinder 10 661.2 and 690.1 30 690.1 and 693.2 20 Wharves & Apron Docks 5 Do not exceed 40 MPH if train averages over 90 gross tons per car. Do not exceed 35 MPH if train averages over 100 gross tons per car.	
690.2	⊕ SP					
694.2	LAKE CHARLES	⊕ ⊕ ⊕	C-720	Yd.		
	95.0					

Rule 99(4) in effect between Kinder and Lake Charles.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Woodworth	610.6	C-634	Fontenot	664.2	C-688	American M.F.C.	680.5	C-703
Van-Ply	638.1	C-662	Fenton	669.4	C-694	Manchester	688.0	C-712
McNary	622.6	C-646	Woodlawn	675.0	C-700	Harbor	690.0	C-713
Oberlin	650.3	C-674						

Gate governing movement over railroad crossing Kinder must not be operated without authority of train dispatcher.

Yard Limits: MP 601-00 to MP 603-25; MP 658-24 to MP 662-01; MP 688-18 to Lake Charles.

Lake Charles Goss Port Lead ⊕ SP ⊕
⊕ KCS ⊕

25 MPH turnouts both ends of sidings: Bringhurst, Glenmora and Tracy.

Harbor Ind. Lead — Lake Charles to Harbor 12.4 miles — max. speed tangent track 25 MPH; curved track 10 MPH.

All radio communication in connection with Alexandria Terminal operation is to be handled exclusively on Channel 2.

Hot Box and Dragging Equipment Detectors: # MP 625.2 and # MP 648.7.

NOLC BRANCH — NEW ORLEANS DIVISION

Mile Post	Radio Communication via Channel One, Call-in Two		Station Nos.	Yard limits entire Branch	MPH
	SOUTH STATIONS	NORTH STATIONS			
38.2	END OF TRACK	⊕		Maximum Speed (Except as below) 20	City Limits Gretna 6 City Limits Westwego 6 Between Mile Posts 15.6 and 17.0 10 20.5 and 22.0 10 23.6 and 24.3 10 32.5 and 32.8 10 Business Tracks MP Sta. No. McDonoughville Y-2 Chevron Chem. 12.0 Y-12 Alliance 21.4 Y-21 Myrtle Grove 22.2 Y-26 Lift Bridge over Algiers Canal MP 6-15 ⊕ ⊕ Lift Bridge over Harvey Canal MP 4.2 ⊕ ⊕
9.2	BELLE CHASSE		Y-10	City Limits Gretna 6	
29.0				City Limits Westwego 6	
8.2	GOULDSBORO		C-815	Between Mile Posts 15.6 and 17.0 10	
29.0				20.5 and 22.0 10	
46.2				23.6 and 24.3 10	
29.0				32.5 and 32.8 10	
8.2				Business Tracks MP Sta. No. McDonoughville Y-2 Chevron Chem. 12.0 Y-12 Alliance 21.4 Y-21 Myrtle Grove 22.2 Y-26	
29.0				Lift Bridge over Algiers Canal MP 6-15 ⊕ ⊕	
46.2				Lift Bridge over Harvey Canal MP 4.2 ⊕ ⊕	

Radio Communication with Avondale Yard via Channel Two.

Crews must communicate with each other to avoid meeting between stations.

Trains and engines approach Louisiana Ave., Sala Ave. and Avenue "A" — Westwego at restricted speed, looking out for highway vehicles and prepared to stop short of crossing.

52 BEAUMONT SUBDIV. — NEW ORLEANS DIVISION

CTC—Gulf Coast Jct. to MP 449.7 and Elizabeth to MP 641.5		Radio communication via Channel One, Call in Two		Station Nos.	Sidings Feet
Mile Post	WEST STATIONS	EAST STATIONS			
643.9	ANCHORAGE ⊗ UP ⊙ T ⊕		B-644		
631.5	ERWINVILLE		B-631		
621.1	LIVONIA ⊗ UP ⊙		TB-114		
	ATCHAFALAYA RIV. ⊕				
610.4	KROTZ SPRINGS		B-610	4114	
597.6	PORT BARRE		B-597	8300	
590.7	OPELOUSAS ⊕		B-590		
590.2	⊗ SP ⊙				
590.1	⊗ UP ⊙				
584.2	LAWTELL		B-584	3700	
572.0	POWELL		B-572	8300	
570.3	EUNICE ⊕ T		B-570		
559.5	BASILE		B-559	4116	
544.5	KINDER ⊗ UP ⊙ ⊕ T		B-544		
544.4	HUB				
543.4	K.D. SIDING		B-543	8300	
532.3	REAVES		B-532	7616	
515.3	GORDON		B-515	5616	
508.4	⊗ KCS ⊙				
508.0	DEQUINCY ⊕		B-508	8386	
507.3	CS JUNCTION		B-507		
504.0	HELME		B-504	4820	
499.2	LUCAS		B-499	4784	
492.3	STARKS		B-492	7511	
487.0	RULIFF		B-487	4646	
477.4	MAURICEVILLE ⊗ UP ⊕		B-477	9863	
467.2	VIDOR		B-467	13018	
462.8	SP JCT.				
461.8	DRAWBRIDGE ⊕ ⊕				
461.6	⊗ SP-ATSF ⊕				
460.8	GCL JCT.				
460.3	⊗ SP-KCS ⊕				
459.1	BEAUMONT ⊕ T ⊕		B-461	Yd.	
455.1	ELIZABETH ⊕		B-455	7768	
451.1	AMELIA ⊕ ⊕ -2 ⊕		B-450	Yd.	
441.3	GRAYBURG		B-441	8300	
427.2	HULL ⊕ -2		B-427	8087	
409.0	MARTHA		B-409	4664	
398.8	HUFFMAN ⊕ -2		B-398	8290	
385.4	DYERSDALE JCT.		B-385		
381.6	SETTEGAST JCT.		B-382		
378.0	GULF COAST JCT.		A-229		
					266.6

Hot Box and Dragging Equipment Detectors located at # MP 402.6, ⊕ MP 442.5, ⊕ MP 444.6, ⊕ MP 529.9, ⊕ MP 563.6 and ⊕ MP 596.1.
 Between Amelia and Elizabeth all movements will be made under direction of operator at Tower 74 and as prescribed by Rule 93.
 Operation on HB&T Settegast Jct. to Gulf Coast Jct. Be governed by HB&T timetable and Special Instructions.

BEAUMONT SUBDIV. — NEW ORLEANS DIVISION 53

Operation over KCS Ry. Between GCL Jct. and CS Jct. Be governed by General Code of Operating Rules, Special Instructions Items 14(c) and KCS General Orders.
 Timetable direction from GCL Jct. to CS Jct. is North. Northward trains secure KCS clearance at Beaumont.

KCS Station	MP	Business Tracks	MP
CS Jct.	720.3	Alton Box Co.	721.2
Helme	723.6	Green Island	726.8
Lucas	728.4	Lunita	730.4
Starks	735.2	Lemonville	748.1
Ruliff	740.6	Korf	764.9
MP Crossing	750.2		
Mauriceville	750.2		
Vidor	760.4		
SP Jct.	764.9		
Beaumont	766.0		
SP Crossing	766.0		
GCL Jct.	766.6		
Max Speed GCL Jct. to CS Jct.	MPH		
(Except as below)	50		
Over UP Crossing MP 750.2	30†		
City Limits Vidor MP 757.0 to MP 764.3	30		
Over Neches River Bridge MP 765.9	20		
City Limits Beaumont	20		

All tracks other than main tracks, through turnouts and crossovers 10

ORANGE BRANCH — NEW ORLEANS DIVISION

Radio communication via Channel One, Call-in Two		Station Nos.	Yard Limits Entire Branch Maximum Speed (Except as below)
Mile Post	SOUTH STATIONS NORTH		
477.7	MAURICEVILLE ⊗ KCS ⊕ T	B-477	MP 489.2 — MP 490.5
482.9	PEVETO	BE-482	Doc Brown : Dupont Industrial
486.9	⊗ SP ⊙		Lead 10
488.0	DOC BROWN	T BE-488	Dupont Industrial Lead East Conn. 10
490.5	ORANGE ⊕ ⊕	BE-490	Firestone Ind. Lead 10
			ORANGE:
			Weaver Ind. Lead 5
			County Dock Ind. Lead 5
			Sta.
			Business Tracks MP No.
			Bancroft 485.0 BE-485
			Kilowatt 486.5 BE-486

CROWLEY BRANCH — NEW ORLEANS DIVISION

Radio Communication via Channel One, Call-in Two		Station Nos.	Maximum Speed 10 MPH
Mile Post	SOUTH STATIONS NORTH		
570.3	EUNICE	T ⊕ B-570	Industrial Lead Entire Branch Crowley-Mill Row Lead ⊗ SP ⊕
577.9	MOWATA	BD-578	Business Tracks MP No.
592.3	CROWLEY	BD-592	Gulf States 575.5 BD-575
			American
			Cyanamid 577.7 BD-577

CHURCH POINT BRANCH — NEW ORLEANS DIVISION

Industrial Lead Entire Branch		Radio Communication via Channel One, Call-in-Two		Station Nos.	Sidings Feet
Maximum Speed (Except as below)	MPH	Mile Post	SOUTH STATIONS NORTH		
Between Mile Posts	30				
11.8 and 11.9	25	0.0	BUNKIE	⊕ -2 T	TB-163
19.4 and 20.6	10†	3.6	EOLA		TL-4
35.0 and 36.8	10	5.2	ST. LANDRY		TL-9
36.8 and 47.1	25	11.2	VILLE PLATTE		TL-20
47.1 and End of track	10	6.7	LEDoux		TL-27
		8.8	OPELOUSAS ⊗ UP ⊙ ⊕		B-590
Business Tracks	MP No.	36.0	CHURCH POINT		TX-36
Cleco	9.5 TL-10	47.9			
Tate Cove	15.4 TL-16				
Lithco	21.5 TL-21				
Swift Co.	41.1 TX-30				
Canal Refinery Spur	46.0 TX-35				

54 ALEXANDRIA SUBDIV. — NEW ORLEANS DIVISION

Radio Communication via Channel One, Call-in Two		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	SOUTH STATIONS NORTH			
192.1	ALEXANDRIA	C-625	Yd.	60
190.4	WILLOW GLEN	TB190		20
177.0	MEEKER	TB177	10453	45
163.1	BUNKIE	TB163	10249	35
152.0	MORROWS	TB153	8960	40
138.5	PALMETTO	TB139	11970	50
129.5	MELVILLE	TB129		35
114.1	LIVONIA UP	TB114	11165	40
101.8	GROSSE TETE	TB102	11647	40
95.0	MORLEY	TB95		20
90.1	ADDIS	TB90	19342	20
85.4	PLAQUEMINE	TB85		20
75.8	WHITE CASTLE	TB75	6048	20
67.8	McCALL	TB68	8070	20
64.7	DONALDSONVILLE	TB65	10457	20
53.1	ST. JAMES	TB52	8879	20
40.0	JOHNSON	TB40	11336	20
28.5	TAFT	TB28		20
20.8	AMA JCT.	TB20		20
19.3	FARMERS	TB19		20
17.1	SELLERS	TB17		20
16.5	CYANAMID SP	TB16		20
13.9	WILLS	TB13		20
11.4	AVONDALE	C-806	Yd.	20
10.2	W. BRIDGE JCT.	TB10	Yd.	20
192.1				

All radio communications in connection with Alexandria, Addis and Avondale are to be handled exclusively on Channel 2.

Thibodeaux Branch: McCall to Westfield 9.4 Miles. Yard Limits entire branch. Max. Speed 10 MPH.

Business Tracks	MP	Sta. No.
Lula	5.0	TH-7
Monty	7.5	TH-8
Westfield	8.9	TH-9

Two main tracks designated East and West tracks between Ama Jct. and Avondale. 30 MPH turnouts located both ends sidings Meeker, Palmetto, Livonia, Grosse Tete, Addis, White Castle, McCall, Donaldsonville, St. James, Johnson, Ama Jct. and North End Drill Track Avondale.

Engines may occupy main track between switching limit signs Willow Glen, MP 190.5 and MP 189.9 upon signal indication after authority has been obtained from train dispatcher. Such authority may be obtained through the operator at Alexandria.

Operation W. Bridge Jct. to E. Bridge Jct. to Cotton Whse Yard via New Orleans Public Belt RR. NOPB Rules and Special Instructions apply.

Operation E. Bridge Jct. to Gentilly Yard via SOU and SBD RR.

Operation between Wills and West Bridge Jct. governed by instructions yardmaster Avondale.

Hot Box and Dragging Equipment Detectors located at MP 168.1, MP 134.1, MP 108.2, MP 71.3, MP 45.2 and MP 22.1.

Between Texmo Jct. and Willow Glen movement of trains and engines will be governed by instructions of yardmaster, Alexandria.

AVOYELLES BRANCH — NEW ORLEANS DIV. 55

Radio Communication via Channel One, Call-in Two, except Addis Terminal, Channel Two		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	SOUTH STATIONS NORTH			
735.9	LETTSWORTH	TD-58	2002	40
742.6	BATCHELOR	TD-51	4163	40
750.9	MORGANZA	TD-42	1234	40
760.9	NEW ROADS	TD-33	3768	40
768.3	GLYNN	TD-25		40
779.9	LOBDELL	TD-13	7741	40
780.7	LOBDELL JCT.	TD-12		40
11.9	BR JCT.	TD-10		40
10.4	ANCHORAGE JCT.	TD-9		40
7.8	PORT ALLEN	TD-8		40
6.5	CANAL	TD-6		40
0.0	ADDIS	TD-2	Yd.	40
57.0				

Operation over L&A Ry. between Lettsworth and Lobdell Jct. (L&A Baton Rouge Subdivision). Train movements between Lettsworth and Lobdell Jct. will be handled by L&A train dispatcher. Be governed by UP timetable, General Code of Operating Rules and Special Instructions, Item 14(c) and following:

General Orders will be issued by L&A Superintendent.

Southward trains leaving L&A main track at Lobdell Jct. will report clear to L&A train dispatcher.

Mile post locations Lettsworth to Lobdell Jct. inclusive are L&A (Baton Rouge Subdiv.) mileages.

Normal position of hand operated switch at BR Jct. will be for movement through connection to North Baton Rouge (via UP Baton Rouge Branch).

Yard Limits: MP 778.5 to Addis.

CTC between Lobdell Jct. and West Jct. (UP Baton Rouge Branch.)

Hot Box and Dragging Equipment Detectors: MP 737.2*, MP 755.9 and MP 776.3*.

*Also equipped with oversize load feature.

Approach signal for southward movement to Lobdell Jct. located 4,000 feet north of Lobdell Jct. is non-operative; between this signal and the absolute signal at Lobdell Jct., southward trains and engines will not exceed 20 MPH or slower if necessary prepared to stop before reaching the absolute signal.

Between sunset and sunrise, crossings at Rickey St., Poydras Ave., Highway 30 and 90 bypass, New Roads, must not be obstructed by an engine or car in switch movement until a member of the crew displaying lighted red fusee protects movement on the ground at the crossing. A lighted red fusee must be left displayed during the time the crossing is obstructed.

BATON ROUGE BRANCH — NEW ORLEANS DIV.

Radio Communication via Channel One, Call-in Two except Addis Terminal, Channel Two		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
Mile Post	SOUTH STATIONS NORTH			
648.0	NO. BATON ROUGE	B-647	Yd.	10
785.5	MP JCT.	B-646		10
784.8	EAST JCT.	B-645		10
781.6	WEST JCT.	TD-11		10
11.9	BR. JCT.	TD-10		10
5.4				

Operation over L&A. Railway between BR Jct. and MP Jct. Yard limits BR Jct. to MP Jct.

CTC East Jct. to West Jct. — Control Operator at Baton Rouge.

Operation over ICG R.R. MP Jct. (ICG MP 362) and No. Baton Rouge (ICG MP 367). Rule 93 in effect. Be governed by UP timetable and General Code of Operating Rules except:

- Timetable direction MP Jct. to No. Baton Rouge is south. No scheduled trains.
- ABS in effect MP 362 — MP 367. CTC in effect MP 362 — MP 363.5.
- All movements must be made per Rule 93.
- Before entering ICG main track ascertain from Control Operator location of track and speed restrictions.

Hot Box and Dragging Equipment Detectors: MP 782.3# and MP 784.8#.

#Dragging equipment detectors only — when activated will emit continuous high pitch tone on UP frequency — train must stop immediately and walking inspection made.

Radio communication via Channel One			Station Nos.	Siding Feet	Maximum Speed MPH
Mile Post	WEST	EAST			
0.0	COUNCIL BLUFFS		NX001	Yd.	Summit to North Platte . . . 70 (Except as below) Lite Engs Summit-Fremont . . 60 Council Bluffs
0.1	EE MO. RIV. BR.				MT 1 & 2-21st. St to MP 0.5 15
2.4	WE MO. RIV. BR.				MT 3, 4 & 5 15 Between Mile Posts 0.5 and 2.4 25
3.1	TOWER "B"		NX003		Omaha MT 3 & 4 25 Running Track 7 & 8 Between Mile Posts — 20
3.9	20TH STREET				2.4 and 5.4 40 5.4 and 6.8 50
5.2	SUMMIT		NX005		14.1 and 14.7 60 15.9 and 16.2 60
8.9	SEYMOUR		NX009	w2000	18.1 and 19.8 60 21.9 and 22.2 60
11.1	WOODY		NX011	e11353	22.2 and 22.6 50 22.6 and 24.0 60
12.2	NASCO		NX012		24.0 and 24.8 55 27.5 and 28.5† 45
13.6	WECO		NX013	e8240	38.5 and 40.7 40 Fremont Old Passing Track . . 5 Fremont CNW Yard Tracks . . 10
16.7	LANE		NX017		68.7 and 69.2 50 83.6 and 85.0 50
21.5	ELKHORN		NX022	c3400	Columbus yard tracks 10 124.3 BN crossing 45
28.0	VALLEY		NX028	w5400	144.0 and 145.8 60 145.8 and 147.1 35
33.9	MERCER		NX034	e9850	147.1 and 149.3 50
39.3	FREMONT		NX039	w4073	Grand Island, frt trains moving on yd tracks, except yd track No. 1 5
40.0	BN			w10000	BN Transfer 10 Yard track No. 1 15
46.3	AMES		NX046	c3670	Alda, wye trackage, both in and outside Ordnance plant 5
54.4	NORTH BEND		NX054	c7530	All other Ordnance trackage except main tracks 5
61.7	ROGERS		NX061	X	Ordnance main tracks 10 Buda, all airfield trackage . . 10
68.7	SCHUYLER		NX069	w6300	187.8 and 189.8
76.6	RICHMOND		NX077	e5350	WW † & rear of trn is by MP 189.1 45
78.8	HOWER		NX078		187.8 and 189.8
80.2	BEHLEN		NX080	w2073	EW † & rear of trn is by MP 188.9 45
84.5	COLUMBUS		NX085	w6600	Lexington Main Street to 1500 feet east on Scale track 10
92.6	DUNCAN		NX092	e5320	On 3rd and 4th tracks north, east of depot 5
100.5	SCHAFFER		NX100		Cozad Armour Trks 5 248.2 and 249.3 60
102.3	SILVER CREEK		NX102	X	258.1 and 258.3 65
113.6	CLARKS		NX114	c3700	Keith No. 3 Track 40 281.1 and 282.5 55
117.9	THUMEL		NX118		282.5 and 283.0 45 283.0 and 291.5 40
124.3	BN				
124.9	CENTRAL CITY		NX125	w4758	Business Tracks MP Sta. No.
135.1	CHAPMAN		NX135	e5300	Waterloo (W) 24.7 NX025
146.2	GRAND ISLAND		NX147	c7400	Troxel (E) 45.9 NX045
146.5	BN				Moorman 79.3 NX079
154.5	ALDA		NX155	Yd.	Doulom (W) 80.9 NX081
162.3	WOOD RIVER		NX162		Havens (W) 108.2 NX108
169.9	SHELTON		NX170	c3305	Gulfoil (W) 115.9 NX116
175.3	GIBBON		NX176	e2166	Paddock (W) 128.7 NX129
176.0	BUDA		NX184		Optic (E) 179.8 NX180
184.3	KEARNEY		NX189		Willow Island 243.2 NX243
191.5	ALFALFA CENTER		NX194		Beck (W) 280.5 NX281
194.1	ODESSA		NX198		
198.3	ELM CREEK		NX205		Five main tracks Council Bluffs to MP 2.1
204.3	OVERTON		NX213		Two main tracks MP 2.1 to MP 3.5; MP 3.5 to MP 5.2 (No. 1 & No. 2 Trks); CP 175 to CP 191; CP 276 to CP 283
217.9	JOSSELYN		NX218		Three main tracks CP 274 to CP 276
224.4	LEXINGTON		NX224		Double track (Rule 251) MP 3.5 to MP 5.2 (No. 3 & No. 4 Trks); Summit to CP 175; CP 191 to CP 274; CP 283 to North Platte
232.3	DARR		NX233		Yard Limits: MP 282.7 to North Platte; ACS Summit to MP 283.4
238.2	COZAD		NX238		Fremont-Canning Factory Spur BN G.
248.8	GOTHENBURG		NX249		Alda — Ordnance Track — Only GP-35 and smaller units permitted
256.5	FARR		NX256		Dual control switches located at Farr: East end westward siding; West end eastward siding
261.5	BRADY		NX262		
270.6	MAXWELL		NX271		
274.0	KEITH		NX273		
275.0					
276.0					
283.4					
286.5	NORTH PLATTE		NX284		

NOTE: For additional Omaha/Council Bluffs Special Instructions refer to Bridge Subdivision Tenant Lines Rules.

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 26.1 and MP 30.6.

FREMONT, on westward track between hold indicators MP 39.1 and MP 44.8.

SCHUYLER, between hold indicators MP 66.9 and MP 70.0.

COLUMBUS, on westward main track, when eastward dwarf signal displays restricting indication (Rule 245G) to End of Block sign at MP 83.5 and on eastward main track, between MP 83.8 and hold indicator MP 86.2.

CENTRAL CITY, westward signal 1231 and eastward signal 1268.

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

COZAD, westward signal 2377 and eastward signal 2394 are hold signals.

Woody — Air brakes must be cut in between the "long tracks" and Kellogg Company's plant.

Grand Island — Air brakes must be cut in between train yard and New Holland lead, and between train yard and industrial lead crossing U.S. Highway 30.

Speed Signal Locations: MP 146.5 westward signal; CP 175 to CP 191; CP 274 to CP 283.

Hot Box and Dragging Equipment Detectors located at:

Westward @MP 21.0, @MP 53.7, @MP 74.6, @MP 103.9, @MP 128.2, @MP 160.1, @MP 181.0, @MP 210.1, @MP 233.4, @MP 255.5, @MP 276.9, @MP 281.1; Eastward @MP 281.1, @MP 276.9, @MP 269.5, @MP 256.8, @MP 233.4, @MP 207.4, @MP 181.0, @MP 157.3, @MP 121.8, @MP 100.1, @MP 81.0, @MP 62.9, @MP 43.7.

NORTH PLATTE TERMINAL DIVISION

Movements to and from diesel facility will be made under authority of yardmaster.

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 291.2	35 MPH
All tracks in Eastbound Yard	25 MPH
All tracks in Westbound Yard	25 MPH
Power Lead Overpass	5 MPH

BLOCK SIGNALS

Trains or engines stopped by block signals listed below must communicate with person designated:

Eastward Signal at MP 291.3	East Humpmaster
Eastward Signals at MP 287.6 and MP 286.6	East Tower Yardmaster
Westward Signals at MP 282.5 and MP 287.6	West Yardmaster

Westward trains must contact yardmaster for instructions before passing CP 283. If unable to contact yardmaster, movements must be stopped and dispatcher contacted for track to be used.

58 OLD MAIN LINE — NEBRASKA DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 20 Yard Limits entire Old Main Line.
	WEST STATIONS	EAST			
10.9	GILMORE JCT. 14.8	⊙	NX017		Business Tracks MP No. Sta. No. Gilmore 12.3 NM012 Papillion 16.8 NM017 Millard 22.6 NM023
25.7	LANE 14.8	⊙			

At Gilmore all movements must stop and crew member sent ahead to warn traffic at 25th Street Crossing.

NORFOLK BRANCH — NEBRASKA DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 All tracks except MT 5
	WEST STATIONS	EAST			
0.0	COLUMBUS 9.4	⊙ T	NX085	Yd.	Between Mile Posts— 0.0 and 1.0 5 25.4 and 25.6 35 29.8 and 30.6 35 34.0 and 34.3 35 36.3 and 36.4 35 37.2 and 37.4 35
9.4	OCONEE 16.3	⊙ T	NN309	400	Yard Limits: Columbus to MP 1.9 MP 8.7 to MP 10.3 MP 47.5 to MP 49.3
25.7	HUMPHREY 15.2		NN326	2537	Business Tracks MP No. Sta. No. Sheldonville 4.2 NN304 Platte Center 14.7 NN315 Tarnov 20.3 NN320 Madison 35.4 NN335
40.9	ENOLA 7.8		NN341	4760	
48.7	⊙ CNW 0.6	⊙ T			
49.3	NORFOLK 49.3	⊙ T	NN350		

ALBION BRANCH — NEBRASKA DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 All tracks except MT 5
	WEST STATIONS	EAST			
0.0	OCONEE 11.3	⊙ T	NN309	1009	Between Mile Posts— 11.0 and 12.1 25† 22.2 and 23.0 25†
11.3	GENOA 22.4	T	NN411	1640	Yard Limits: Ocone to MP 0.5
33.7	ALBION 34.7		NN434	1207	Business Tracks MP No. Sta. No. Mill Spur (E) 2.0 NN402 Monroe 4.0 NN404 St. Edward 22.3 NN422

CEDAR RAPIDS BRANCH — NEBRASKA DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 Between Mile Posts— 0.0 and 1.0 25 All Tracks except MT 5
	WEST STATIONS	EAST			
0.0	GENOA 13.7	T	NN411	1640	Business Tracks MP No. Sta. No. Stockyard Siding 22.2 NN522 Belgrade (W) 23.1 NN523 Primrose 36.6 NN537
13.7	FULLERTON 16.6		NN514	1604	
30.3	CEDAR RAPIDS 14.0		NN530	1052	
44.3	SPALDING 44.6	T	NN544	1955	

CARELESSNESS CAUSES ACCIDENTS

BEATRICE BRANCH — NEBRASKA DIVISION 59

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 Between Mile Posts— 0.1 and 0.3 15 3.8 and 4.0 35 5.8 BN Crossing 20† 6.4 and 7.7⊙ 25 19.1 and 19.5 30 28.8 and 36.3 35 36.3 and 37.4 25 55.4 and 56.5 20 56.9 and 57.5 15 57.2 between west scale track and east house track switch 5† 59.0 BN Crossing 25 65.4 Jamaica Siding 5 96.5 and 97.3⊙ 15
	WEST STATIONS	EAST			
0.0	VALLEY 5.8	⊙ T	NX028	Yd.	Wahoo, city track 6 19.1 and 19.5 30 28.8 and 36.3 35 36.3 and 37.4 25 55.4 and 56.5 20 56.9 and 57.5 15 57.2 between west scale track and east house track switch 5† 59.0 BN Crossing 25 65.4 Jamaica Siding 5 96.5 and 97.3⊙ 15
5.8	⊙ BN 0.8				Beatrice, Allers Grain Company spur and Kilpatrick track 5 98.8 and 101.4 25 105.7 Elevator Spur 5 107.2 and 112.6 30 110.3 Blue Springs siding 5 113.1 BN Crossing 20† Marysville — yard tracks 10
11.6	MEAD 14.7		NA012	4247	
26.3	WESTON 11.0		NA026	3397	
37.3	VALPARAISO 10.1	T	NA037	4453	
47.4	GARRATT 8.1		NA048	5313	
55.5	BN CONN 1.0	⊙			
56.5	⊙ BN 0.6	⊙			
57.1	LINCOLN 0.3	⊙ T	NA057	1100	
57.4	⊙ BN 1.6	⊙			
59.0	⊙ BN 5.7				
64.7	JAMAICA 5.1		NA065	5821	
69.8	ALDO 19.1		OE039		
88.9	PICKRELL 7.9		NA089	3657	
96.8	BEATRICE 16.3	●	NA097	4320	Business Tracks MP No. Sta. No. Yutan(E) 6.3 NA006 Wahpco (W) 14.7 NA015 Krumel (E) 17.4 NA017 Wahoo 18.9 NA019 Touhy (W) 33.2 NA033 Agnew 41.8 NA042 Raymond 46.5 NA047 Kawa (W) 52.2 NA052 Linpark (W) 54.7 NA054 Princeton 74.7 NA075 Cortland 79.5 NA080 Holmesville (W) 105.7 NA106 Blue Springs 110.3 NA110 Barnston 118.0 NA118 Oketo 124.4 NA124 Marietta 125.9 NA126
113.1	⊙ BN 1.2				
114.3	BADGER 19.9		NA114	5343	
134.2	MARYSVILLE 134.2	⊙ T	KX148	Yd.	

MP 5.8 BN Crossing — Movements through interlocking are governed as follows:
Aspect: RED — Semaphore at right angle to signal mast.
Name: Stop.
Aspect: GREEN — Semaphore at 45° angle to signal mast.
Name: Clear.
Yard Limits: Valley to MP 2.1; MP 54.5 to MP 58.9; MP 131.3 to Marysville.

STROMSBURG BRANCH — NEBRASKA DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 40 All tracks except MT 5
	WEST STATIONS	EAST			
0.0	VALPARAISO 13.5	T	NA037		Between Mile Posts— 1.3 and 6.4 30 6.4 and 8.0 25 8.1 and 11.0 30 13.5 25† 23.0 and 23.5 20 29.9 and 31.0 30 47.5 and 48.2 30
13.5	BRAINARD 8.3		NS214	967	
21.8	YANKA 1.4		NS222	3300	
23.2	DAVID CITY 0.3		NS223	1156	
23.5	⊙ BN 16.6				Business Tracks MP No. Sta. No. Loma 7.4 NS207 Rising City 33.3 NS233 Osceola 47.5 NS248 Hordville 68.5 NS269 Heber 73.8 NS274
40.1	SHELBY 12.8		NS240	1507	
52.9	STROMSBURG 3.9		NS253	1200	
56.8	DURANT 6.2		NS257	1079	
63.0	POLK 10.8		NS263	2497	
75.3	⊙ BN 0.6				
75.9	CENTRAL CITY 75.9	● T	NX125		

CRETE BRANCH — NEBRASKA DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 25 Between Mile Posts— 0.0 and 0.5 10 17.4 and 19.0 10 Main track derail at MP 0.1
	WEST STATIONS	EAST			
0.0	ALDO 12.3		NA070		
12.3	KRAMER 5.8		NE113	1603	
18.1	CRETE 19.0		NE119		

Radio Communication via Channel One				Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH Carey Airport Trackage ... 10
Mile Post	WEST STATIONS	EAST	Yd.			
0.8	GRAND ISLAND ... ● T		NX147			
21.9	ST. PAUL ... T		NO622	1348		
61.0	ORD ... T		NO661	1311		
60.2						

KEARNEY BRANCH — NEBRASKA DIVISION

Radio Communication via Channel One				Station Nos.	Sidings Feet	Maximum Speed MPH Yard Limits entire branch.
Mile Post	WEST STATIONS	EAST	Yd.			
0.0	KEARNEY ... ●		NX189			
10.0	RIVERDALE ... ●		NK010	1583		
10.8						

Radio Communication via Channel Two				Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH Big Springs, over highway crossing when using siding Brownson, industrial area: Straight track ... 10 Curves ... 5 Hillsdale, on industry track Between Mile Posts — 283.2 and 291.5 ... 40 South Running Track (CP 291 to CP 298) ... 40 O'Fallons Siding ... 40 323.5 and 324.4 ... 60 Ogallala North Siding ... 40 Julesburg Sidings ... 60 407.5 ... 60 † 422.6 and 423.5 ... 60 456.9 and 457.2 ... 65 462.8 and 463.0 ... 65 466.5 ... 60 † Wypo Trks. ... 5 486.2 and 486.5 ... 60 493.7 and 494.0 ... 60 497.7 and 498.2 ... 60 502.2 and 503.0 ... 50 506.3 and 508.3 (No. 3 trk.) ... 40 508.3 and 509.1 ... 35 509.1 and 510.5 ● ... 20 †
Mile Post	WEST STATIONS	EAST	Yd.			
286.5	NORTH PLATTE ... ● T X		NX284			
291.0	CP291 ... ● X					
296.5	HERSHEY ... X		NX297	n3388		
297.7	2.6 CP298 X		NX298			
299.1	O'FALLONS ... CP 300 T X		NX301	n10600		
303.7	SUTHERLAND ... X		NX303			
311.5	CP312 ... X		NX312			
322.5	CP322 ... X					
332.3	12.3 CP332			n11600		
334.8	OGALLALA ... CP335 X		NX335	s7079		
349.7	CP350 ... X		NX350			
354.3	BIG SPRINGS ... X		NX354			
363.0	11.0 CP363 X		NX363	n9500		
365.3	JULESBURG CP365 ... ● T X		NX365	s9500		
377.5	CP378 ... X					
380.3	CHAPPELL ... X		NX380			
392.0	CP392 ... X					
407.5	SIDNEY ... CP408 ● T X		NX408	n12280 s12280		
415.5	BROWNSON ... T		NX416	c4169		
423.9	CP424 ... X					
437.2	14.5 CP437 X					
438.4	OWASCO ... X		NX440	n9550		
444.5	KIMBALL ... X		NX445	c6324		
448.5	CP449 ... X					
456.2	BUSHNELL ... X		NX457			
459.5	CP459 ... X		NX459			
469.5	CP469 ... X		NX469			
475.4	7.0 CP 475			n10550		
476.5	EGBERT ... T		NX478			
477.5	3.3 CP 478					
480.8	CP481 ... X		NX481			
491.0	CP491 ... X		NX491			
500.6	ARCHER ... CP 501 X		NX501	s5956		
506.3	BARNETT ... CP506 X		NX506			
508.3	5.7 CP 508 X					
509.5	CHEYENNE ... ● T		WX510			
223.0						

Double track (Rule 251) North Platte to CP291.

Two main tracks CP291 to CP506.

Three main tracks CP506 to CP508.

Four main tracks CP508 to Cheyenne.

ACS North Platte to Cheyenne

Yard Limits:

North Platte to MP 291.5

Speed Signal locations: CP291 to CP508.

Hot Box and Dragging Equipment Detectors located at: #MP 285.5 (Eastward only); @MP 297.7, @MP 316.4, @MP 335.2, @MP 353.1, @MP 372.5, @MP 397.1, @MP 416.1, @MP 434.4, @MP 454.3, @MP 475.2, @MP 499.0. Note: At MP 297.7 Strobe Light governs No. 2 and South Running Tracks.

TODAY ...

THE MOST IMPORTANT DAY IN

... SAFETY

62 NORTH PLATTE SUBDIV. — NEBRASKA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	MPH
Radio Communication via Channel One MP 0.0 to MP 217.2; via Channel Two MP 217.2 to MP 244.4						40	
0.0		O'FALLONS	CPO T	NX301		182.1 and 182.5	5
		19.5				193.3 and 193.9	30
19.5		NEVENS		NP019	8000	196.8 and 197.8	30
		31.9				205.7 and 206.0	30
51.4		RUTHTON		NP052	8000	211.0 and 217.1	25
		16.2				217.1 and 217.2	20
67.6		NEW OSHKOSH		NP068	8000	217.2 and 220.6	25
		3.2				223.3 and 223.5	30
70.8		OSHKOSH		NP071	2025	226.0 and 226.3	30
		26.0				232.5 and 235.3	30
96.8		EASTWOOD		NP097	8000	238.3 and 238.7	30
		16.9				ACS in effect O'Fallons to CP113.	
113.7		NORTHPORT		NP114	6936	Yard Limits	
		1.8				MP 144.0 to MP 146.1	
115.1		BN		CP115	NP115	MP 156.8 to MP 164.4	
		25.6				All westward trains must secure clearance before leaving Northport.	
140.7		BROCKHOFF		NP141	8000	Business Tracks	
		5.2				MP No.	
145.9		GERING		NP146	3132	Sarben	12.8 NP013
		13.8				Keystone	28.4 NP028
159.7		SOUTH MORRILL		NP162	8000	Martin	34.9 NP035
		4.5				Lewellen	59.3 NP059
164.2		JOYCE		NP164		Lisoc	86.4 NP086
		17.4				Broadwater	100.4 NP100
181.6		YODER		NP182	2250	Towers	109.6 NP110
		41.2				Melbeta(W)	137.9 NP138
222.9		ALBIN		NP422	2553	South Mitchell(E)	155.8 NP156
		21.5				Lyman	167.9 NP168
244.4		EGBERT		NX478		Huntley(W)	173.9 NP174
		244.4				Hawk Springs	192.8 NP452
						Meier	201.1 NP444
						La Grange	203.9 NP441
						Tremain(E)	210.9 NP434
						Lindbergh	229.8 NP415

Hot Box and Dragging Equipment Detectors: ⊕ MP 15.9, ⊕ MP 31.6, ⊕ MP 46.7, ⊕ MP 61.2, ⊕ MP 79.7, ⊕ MP 91.1, ⊕ MP 107.2, ⊕ MP 121.6, ⊕ MP 136.3, ⊕ MP 150.6.

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

At Northport air brakes required on all cars handled between Northport and BN Crossing. No. 10 turnouts East and West Northport and BN Conn at CP115.

SOUTH TORRINGTON BRANCH — NEBRASKA DIV.

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	MPH
Radio Communication via Channel One MP 0.0 to MP 217.2; via Channel Two MP 217.2 to MP 244.4						40	
0.0		YODER		NP182		1.3 and 1.7	30
		5.8				5.0 and 6.8	30
5.8		VETERAN		NP188		8.5 and 9.9	30
		12.7				14.0 and 16.1	25
18.5		SOUTH TORRINGTON		NP201	Yd.		

KANSAS SUBDIV. — NEBRASKA DIVISION

Double track (Rule 251) Kansas City West Yard to East Topeka. Two main tracks Kansas City to West Yard MP 6.4; East Topeka to West Menoken; Upland to Orrick; CP 285 to Gibbon Jct. ACS in effect Menoken Jct. to Gibbon Jct.

CLEARANCE REQUIREMENTS

SSW Trains: Westward SSW Yard office, Kansas City; Eastward SSW Tower, Topeka.

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.

Speed Signal locations: West Yard; East Topeka to Gibbon Jct.

Hot Box and Dragging Equipment Detectors located: Westward only @MP 15.0, \$MP 31.4, \$MP 53.0; Eastward only \$MP 26.9, \$MP 46.9; Other \$MP 87.3, \$MP 104.5, \$MP 123.4, @MP 141.4, \$MP 156.4, \$MP 177.5, \$MP 192.3, \$MP 213.5, \$MP 232.3, @MP 251.9, @MP 275.6.

Between Kansas City and MP 6.4 be governed by Kansas City Terminal Division operating instructions.

Equation MP 2.6 equals MP 3.3.

KANSAS SUBDIV. — NEBRASKA DIVISION 63

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
						(Except as below)	MPH
Radio Communication via Channel Two.						70	
Between Mile Posts —						5	
1.4		ARMSTRONG YARD	T X	KX003	Yd.	0.1 and 1.4	15
		3.3				1.4 and 4.6	30
3.4		TERMINAL JCT.				4.6 and 7.4	30
		1.9				Muncie Auto Facility	5
5.2		KAW JCT.				13.1 and 13.4	60
		0.5				16.3 and 17.9	60
6.4		WEST YARD				17.9 and 18.0	30
		2.5				20.1 and 27.8	60
8.9		MUNCIE		KX010	c4350	33.1 and 33.4	60
		8.6				36.5 and 36.9	60
17.5		BONNER SPRINGS		KX018	c2806	38.5 and 40.5	50
		0.5				42.5 and 43.1	60
21.5		COLD SPUR		KX022		Lawrence spur	10
		3.5				65.7 and 66.3	60
28.8		LINWOOD		KX028	c8600	67.2 and 68.3	20
		10.8				68.3 and 71.5	40
39.6		LAWRENCE		KX040	c1997	Menoken Jct. (West leg of Wye)	20
		3.0				76.6 and 81.6	60
43.2		MIDLAND		KX043		99.0 and 99.4	50
		8.4					
51.6		PERRY		KX052	c6093		
		15.3					
67.4		EAST TOPEKA					
		0.1					
67.5		ATSF				Jeffrey Spur	25
		0.5				Beyond MP 5.6	10
68.0		TOPEKA					
		0.5				106.1 and 106.4	60
68.2		SSW				109.2 and 109.6	50
		2.0				117.3 and 117.9	60
70.2		WEST TOPEKA				130.7 and 131.1	45
		1.0				140.3 and 140.6	50
73.0		EAST MENOKEN		KX073		Marysville yard tracks	10
		1.0				147.3 and 147.8	35
74.0		MENOKEN JCT.				147.8 and 149.3	20 †
		2.0					
76.0		WEST MENOKEN					
		8.2					
84.2		KENEFFICK		KX084	12502		
		7.8					
92.0		COOK		KX092	9467	Hanover industry spur	
		10.0				0.0 and 1.7	25
102.0		AIKINS		KX101	24081		
		0.2				185.9 and 186.9	30
102.2		JEFFREY		KX113		188.4 and 188.7	50
		0.7				188.7 and 191.3	55
112.7		DULUTH		KX112	12512	196.9 and 198.3	60
		2.6				198.3 and 199.7	50
118.3		EVANS		KX118	10938	217.8 and 219.2	55
		3.5				223.3 and 223.8	55
126.8		SULLIVAN		KX127	12837	Hastings	
		4.1				Kansas Ave. Lead to	
130.9		UP				Tracks 5, 6, 7	5
		7.0				No. 7 Track	5
132.1		FRANKFORD		KX131	9887	South Yard Tracks	5
		5.4				260.0 and 262.7	30 †
137.5		WINIFRED		KX137	11708	285.2 and 287.7 (No. 1 Trk)	40
		5.1				287.4 and 287.7 (No. 2 Trk)	40
142.6		UPLAND		KX143			
		5.5					
148.1		MARYSVILLE		KX148	Yd.		
		2.2					
149.4		WEST MARYSVILLE					
		0.7					
150.3		ORRICK		KX155			
		3.1					
155.5		BREMEN		KX158	12120	Business Tracks	
		5.9				Edwardsville	
158.6		GERRY		KX163	13514	(E-W)	13.9 KX014
		7.1				Forest Lake	15.0 KX015
164.5		HOLLENBERG		KX172	12776	Sunflower (E-W)	16.7 KX017
		8.8				Loring (E)	20.5 KX021
180.4		BN				Buck Creek (W)	46.1 KX046
		4.2				Newman (E)	55.9 KX056
184.6		FAIRBURY		KX188	13353	Grantville (W)	61.3 KX061
		9.0				Grove	80.7 KX081
193.6		REDRICK		KX194	9227	Delia	88.2 KX088
		6.3				Emmett	94.8 KX095
201.9		ALEXANDRIA		KX203	12725	Onaga	109.9 KX110
		5.4				Lillis	121.8 KX122
209.3		BELVIDERE		KX212	8000	Herkimer (W)	153.5 KX153
		0.9				Endicott	180.6 KX182
210.2		BN				Sedan	229.6 KX231
		0.9				Glenvil	251.5 KX251
217.2		CARLETON		KX219	13024		
		8.8					
226.0		DAVENPORT		KX226	13179		
		7.7					
233.7		BN					
		3.2					
234.9		EDGAR		KX236	12553	Equation:	
		6.8				MP 2.6 equals MP 3.3	
241.7		FAIRFIELD		KX244	8000		
		6.3					
248.0		ANAN		KX249	12765		
		8.4					
256.4		LEVEL		KX257	19163		
		4.1					
260.5		BN					
		1.3					
261.8		HASTINGS		KX262	12922		
		12.1					
273.9		HAYLAND		KX275	12992		
		5.9					
279.8		DENMAN		KX283	9996		
		5.4					
285.2		CP 285					
		0.5					
287.9		GIBBON JCT.		CP175 T			
		285.8					

64 ST. JOSEPH BRANCH — NEBRASKA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings	Maximum Speed	MPH
				Feet		
0.0	ST. JOSEPH	⊙●	OA021	Yd.	(Except as below) 40	
0.4	MO. RIV. BR. ⊙ ⊙				St. Joseph—Mo. Riv. Bridge 5	
1.7	ELWOOD	⊙	KJ112	3768	St. Joseph—Connection EE Mo. Riv. Br. to Yard Lead 5	
5.0	WATHENA		KJ108	1420	Other than MT 5	
24.8	SEVERANCE		KJ089	1668	Between Mile Posts— 7.0 and 13.8 10	
28.9	LEONA		KJ084	1703	14.0 and 26.3 25	
34.2	ROBINSON		KJ079	1358	40.6 and 40.9 30	
42.1	⊙ UP ⊙				42.1 UP Xing. 20	
42.7	HIAWATHA	⊙ T	O 088	1805	43.6 and 44.7 25	
53.9	MORRILL		KJ059		51.0 and 51.4 25	
60.7	SABETHA		KJ053	4694	54.0 and 58.5 30	
68.8	ONEIDA		KJ045	1497	60.4 and 60.9 30†	
77.2	SENECA		KJ036	1420	73.2 and 73.8 30	
84.2	BAILEYVILLE		KJ029	1262	75.8 and 75.9 25†	
89.2	AXTELL		KJ024	2014	76.6 and 77.5 30†	
99.3	BEATTIE		KJ014	1838	82.1 and 89.0 25	
107.7	UPLAND		KX143		94.5 and 95.0 25	
					99.4 and 101.3 30	
					100.2 (Bridge) 10	

Business Tracks	MP	Sta. No.
Troy	13.9	KJ099
Hamlin	50.1	KJ063
Summit(E)	94.1	KJ019
Home	105.2	KJ008

Yard Limits	MP	Sta. No.
St. Joseph to MP 3.0		
MP 41.4 to MP 43.8		

Bestwall Branch Marysville to Bestwall 9.9 Miles. Yard Limits entire Branch. Maximum Speed 20 MPH.
 Business Track MP Sta. No.
 Bestwall 9.9 KB345

HALLAM BRANCH — NEBRASKA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings	Maximum Speed	MPH
				Feet		
37.4	SHELDON STATION				25	
36.0	HALLAM		KH036	4529		
30.0	CLAYTONIA		KH030	1621		
16.7	PLYMOUTH		KH017	2301		
6.5	JANSEN		KH006	4344		
0.0	FAIRBURY		KX188	4906		

GRAND ISLAND BRANCH — NEBRASKA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings	Maximum Speed	MPH
				Feet		
0.0	HASTINGS	● T	KX262	Yd.	25	
6.8	HANSEN		KG108	3266		
21.5	⊙ BN ⊙				Business Tracks MP Sta. No.	
22.3	GRAND ISLAND	● T	NX147	Yd.	Doniphan 12.2 KG113	
					River(W) 18.4 KG119	

CONCORDIA BRANCH — NEBRASKA DIVISION 65

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings	Maximum Speed	MPH
				Feet		
332.3	NORKAN JCT.	⊙	O-49			
347.9	EFFINGHAM		S-17			
367.3	NETAWAKA		S-37	4648		
379.8	GOFF		S-49			
385.7	CORNING		S-55	4104		Rule 99 (4) in effect
392.9	CENTRALIA		S-62			Maximum Speed (Except as below) 35
400.4	VERMILLION		S-70			Between Mile Posts— 418.0 and 580.5 30
408.8	FRANKFORT ⊙ UP ⊙	⊙	S-78	2168		491.2 and 491.4 10
413.7	TUTTLE	⊙	S-83	5235		Business Tracks MP Sta. No.
425.6	BLUE RAPIDS		S-95			Muscotah 355.2 S-25
437.7	BARNES		S-107			Whiting 361.4 S-31
443.6	GREENLEAF		S-113	3103		Vliets 404.0 S-74
464.4	CLIFTON		S-134	2701		Waterville 430.5 S-100
466.0	⊙ KYLE ⊙		S-136			Linn 450.6 S-120
471.0	CLYDE		S-141			Palmer 455.4 S-125
485.1	⊙ ATSF ⊙		S-155	Yd.		Ames 473.8 S-143
485.4	CONCORDIA	⊙-1 ⊙	S-155			Rice 479.8 S-149
490.3	YUMA		S-160	2189		Gilbert 509.5 S-179
496.3	BURR OAK JCT.	⊙	S-166			Solomon Rapids 519.3 S-189
496.4	JAMESTOWN	⊙	S-166			Glen Elder 525.6 S-195
502.8	SCOTTSDALE		S-172			Cawker City 532.9 S-202
514.4	BELOIT ⊙ UP ⊙	⊙	S-184	1633		Bloomington 553.7 SF-15
524.1	GLEN		S-194	1938		Yard Limits: MP 332.3 to MP 338.0; MP 406.9 to MP 416.0; MP 484.0 to MP 496.7; MP 514.0 to MP 515.0; MP 537.9 to MP 539.5; MP 578.6 to end of track Stockton.
533.3	CAWKER		S-203	1724		CONCORDIA: Washington Ave. and Cedar St. — Stop and protect.
538.6	DOWNS	⊙-1 T ⊙	S-208	Yd.		At Osborne, stop and protect U.S. Highway 281 crossing.
548.5	OSBORNE		SF-10			
562.1	ALTON		SF-23			
570.4	WOODSTON		SF-32			
580.4	STOCKTON	⊙ T	SF-42	Yd.		

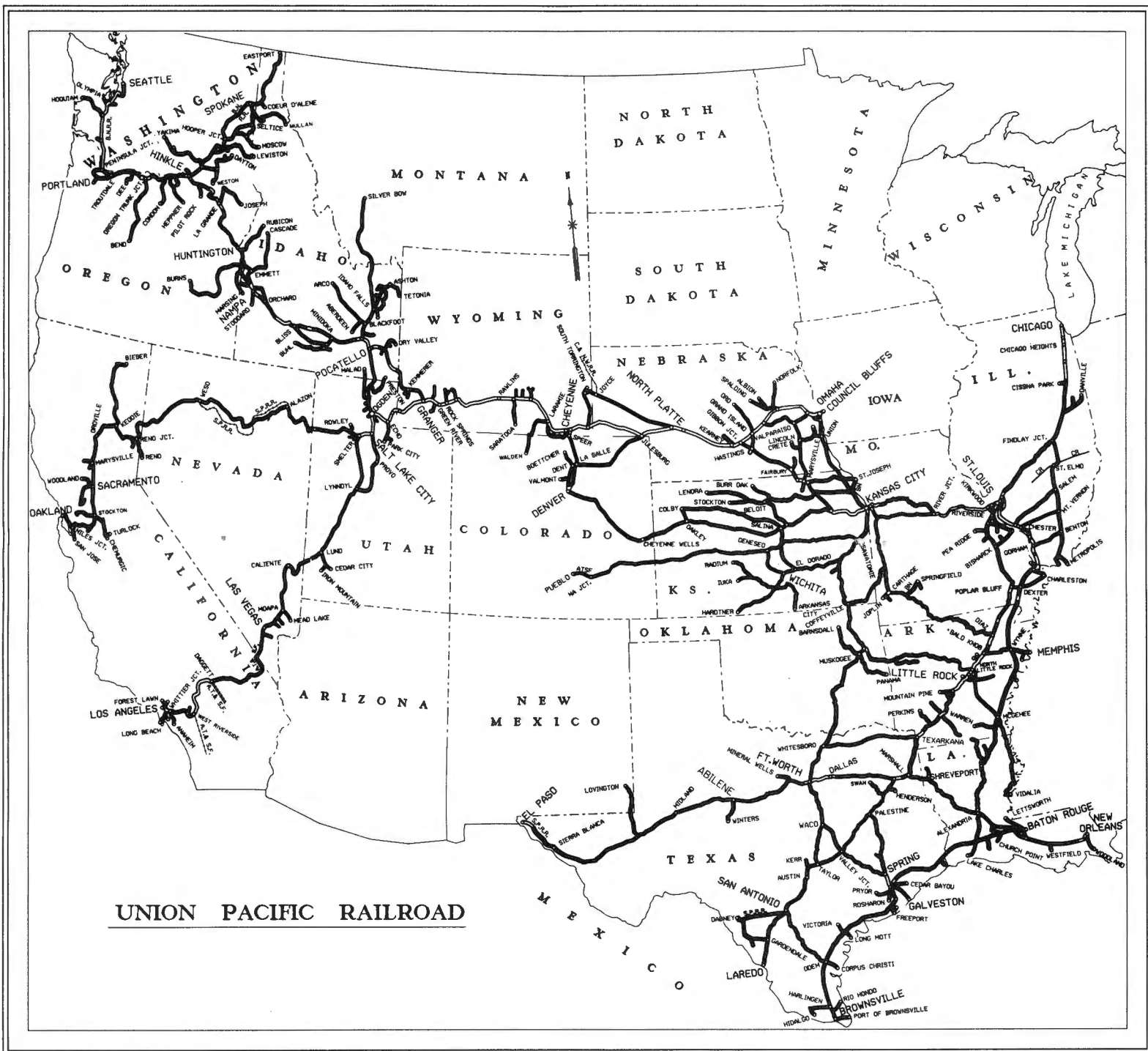
BURR OAK BRANCH — NEBRASKA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings	Maximum Speed	MPH
				Feet		
496.4	JAMESTOWN	⊙	S-166			Rule 99 (4) in effect. Maximum Speed 25 MPH
529.7	BURR OAK		SE-34			Yard Limits: MP 496.3 to MP 497.1.
						Business Tracks MP Sta. No.
						Randall 506.7 SE-11
						Jewell 512.9 SE-17
						Mankato 521.5 SE-26
						At Mankato — Stop and protect crossing — U.S. Highway 36.

LENORA BRANCH — NEBRASKA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings	Maximum Speed	MPH
				Feet		
538.6	DOWNS	⊙-2 T ⊙	S-208			Rule 99 (4) in effect. Maximum Speed (Except as below) 25
557.8	GAYLORD		S-227			Between Mile Posts— 614.6 and 614.7 10†
572.6	KIRWIN		S-242			Yard Limits: MP 538.8 to MP 539.5; MP 622.3 to Lenora
583.1	GLADE		S-253			Business Tracks MP Sta. No.
598.5	LOGAN		S-268			Portis 547.7 S-217
612.9	EDMOND		S-282			Harlan 552.9 S-222
623.3	LENORA	⊙	S-293			Cedar 563.0 S-233
						Claudell 567.8 S-237
						Speed 589.8 S-259
						At Glade stop and protect Kan. Highway 183 crossing.

DO YOU ALWAYS STEP OVER THE RAIL?



UNION PACIFIC RAILROAD

68 SALINA SUBDIV. — NEBRASKA DIVISION

Radio Communication via Channel One		STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH
Mile Post	WEST EAST				
73.0		EAST MENOKEN	KX073		Menoken to Salina 65 Salina to Oakley 60 (Except as below)
78.7		SILVER LAKE	KP079	4578	5 Industry Tracks 5 Menoken (W Leg of Wye) 20
83.6		ROSSVILLE	KP084	6558	Between Mile Posts— 78.6 and 78.9 45 83.7 and 84.4 45
92.0		ST. MARYS	KP092	4068	91.0 and 91.8 30 94.7 and 95.0 30 99.7 and 99.8 55
104.7		WAMEGO	KP105	7007	104.6 and 104.8 35 104.8 and 107.0 50 117.8 and 118.2 55
119.3		MANHATTAN	KP119	6774	118.2 and 119.0 35 119.0 and 119.7 25 119.7 and 121.8 35
131.6		EAST FUNSTON	KP132	6386	121.8 and 123.1 50 123.1 and 123.5 35 123.5 and 125.3 50
139.5		JUNCTION CITY	KP140	6873	129.7 and 133.7 35 133.7 and 137.2 30 137.2 and 141.0 35
152.3		CHAPMAN	KP152	6591	141.0 and 141.5 55 143.6 and 145.3 35 148.7 and 150.3 50
163.7		ABILENE	KP164	5818	152.1 and 152.7 40 162.7 and 163.3 35 163.3 and 164.6 25
164.5		⊗ ATSF ⊗			164.6 and 165.3 35 165.3 and 166.2 50 167.9 and 168.3 35
164.7		WEST ABILENE	KP165		168.3 and 169.6 50 171.6 and 173.7 35 181.2 and 181.3 50
172.3		SOLOMON	KP172	1791 3528	182.2 and 187.2 25 190.6 and 190.9 55 201.7 and 208.4 50
179.9		NEW CAMBRIA	KP180	4132	208.4 and 210.0 45 210.0 and 216.1 30 216.1 and 217.1 45
184.6		EAST SALINA	KP185		219.9 (Bridge) 40 221.9 and 224.5 30 224.5 and 225.0 45
186.6		SALINA	KP187	Yd.	225.0 and 225.8 55 228.3 and 228.7 50 230.6 and 231.7 45
187.2		⊗ ATSF ⊗			231.7 and 233.5 35 234.7 and 235.0 45 235.0 and 236.2 35
194.8		BAVARIA	KP195	2763	238.4 and 238.6 55 239.6 and 240.4 40 249.5 and 250.0 45
200.9		BROOKVILLE	KP201	5275	263.0 and 264.2 35 279.2 and 279.6 40 288.6 and 290.4 40
219.3		KANOPOLIS	KP219	2917	301.8 and 303.6 35 303.6 and 307.0 40 322.2 and 322.4 25
223.3		ELLSWORTH	KP224	4902 5103	322.4 and 324.0 40 331.7 and 332.1 50 335.0 and 336.5 50
239.9		WILSON	KP240	2584	336.5 and 337.1 45 375.8 and 378.3 35
246.2		DORRANCE	KP246	2925	
263.6		RUSSELL	KP263	3022	
272.4		GORHAM	KP272	5024	
290.1		HAYS	KP290	5278	
303.3		ELLIS	KP303	3748	
308.4		RIGA	KP308	2719	
322.3		WAKEENEY	KP322	2336	
343.3		QUINTER	KP343	3610	
350.9		BUFFALO PARK	KP351	3032	
365.2		GRINNELL	KP365	2370	
377.4		OAKLEY	KP377	5726	
304.4					
Yard Limits					
MP 184.2 to MP 187.4					
MP 375.9 to Oakley.					
At Salina trains enroute Kansas Subdivision secure clearance.					
					Business Tracks MP Sta. No. Kiro 75.2 KP075 Belvue 98.0 KP098 Industrial Park(W) 118.2 KP118 Eureka Lake(W) 125.9 KP126 Funston 133.6 KP134 Fort Riley 135.7 KP136 Lacy(E-W) 143.0 KP143 Stoney(W) 150.6 KP151 Detroit 158.5 KP159 Black Wolf 231.5 KP232 Bunker Hill 253.4 KP253 Balta 266.5 KP267 Walker 275.5 KP276 Victoria 279.6 KP280 Toulon 284.8 KP285 Yocemento(E) 295.3 KP295 Ogallah 313.1 KP314 Voda 330.0 KP330 Collyer 335.8 KP336 Grainfield 356.3 KP356 Campus 371.2 KP371

SOLOMON BRANCH — NEBRASKA DIVISION 69

Mile Post	WEST EAST	STATIONS	Station Nos.	Sidings Feet	Maximum speed (Except as below)	MPH
0.0		SOLOMON	KP172		40	40
6.5		NILES	KS907	3042	25	5
14.7		BENNINGTON	KS915	2541	25	5
34.7		DELPHOS	KS935	1683	25	5
46.8		SIMPSON	KS947	1476	25	5
57.2		⊗ UP ⊗			25	5
57.4		BELOIT	S184	1374	25	5
57.4						
					Business Tracks MP Sta. No.	
					Linsey 20.9	KS921
					Minneapolis 23.3	KS923
					Gasco 41.6	KS942
					Asherville 49.8	KS950

PLAINVILLE BRANCH — NEBRASKA DIVISION

Mile Post	WEST EAST	STATIONS	Station Nos.	Sidings Feet	Maximum speed (Except as below)	MPH
0.0		SALINA	KP187	Yd.	40	40
11.5		CULVER	KO012	1276	25	5
23.8		BEVERLY	KO024	2466	25	5
33.8		⊗ ATSF ⊗			25	5
34.2		LINCOLN CENTER	KO034	1421	25	5
40.7		VESPER	KO041	2468	25	5
46.9		SYLVAN GROVE	KO047	1938	25	5
56.0		LUCAS	KO056	1714	25	5
71.5		WALDO	KO072	2061	25	5
79.2		PARADISE	KO079	1258	25	5
87.0		NATOMA	KO087	1618	25	5
95.1		CODELL	KO095	1478	25	5
103.5		PLAINVILLE	KO104	1899	25	5
110.4		ZURICH	KO110	1783	25	5
129.3		BOGUE	KO129	1265	25	5
138.0		HILL CITY	KO138	1157	25	5
150.2		MORLAND	KO150	1306	25	5
155.4		STUDLEY	KO155	1338	25	5
170.4		HOXIE	KO170	1495	25	5
186.2		MENLO	KO186	1450	25	5
194.0		HALFORD	KO194	1149	25	5
203.5		COLBY	KO204	946	25	5
212.5		MINGO	KO213	1952	25	5
224.7		OAKLEY	KP377		25	5
224.7						
					Yard Limits	
					MP 0.0 to MP 0.6	
					MP 221.2 to Oakley	
					Business Tracks MP Sta. No.	
					Trenton 3.4	KO003
					Tescott(E) 18.5	KO019
					Shady Bend(W) 26.4	KO026
					Quartzite(W) 32.9	KO033
					Luray 65.4	KO065
					Palco 117.8	KO118
					Damar 122.7	KO123
					Penokee 144.7	KO145
					Tasco 162.5	KO163
					Seguin 179.1	KO179
					Spica(E) 218.0	KO218
					Quartzite cement track units not permitted beyond loading ramp.	

AIM FOR SAFETY

70 DENVER SUBDIV. — WYOMING DIVISION

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum speed MPH (Except as below)
	WEST STATIONS	EAST			
377.4	OAKLEY	⊙ T	KP377	5726	Between Mile Posts— Oakley to 622.0 40 622.0 to Pullman 35 (Except as below) Between Mile Posts— 375.8 and 378.3 35 534.8 and 536.6 35 637.5 and 638.2 15 All tracks except MT 5
386.1	MONUMENT		KP386	2456	Yard Limits: Oakley to MP 378.3, MP 622.0 to MP 638.2.
421.2	WALLACE		KP421	2168	Sta. No.
429.8	SHARON SPRINGS	T	KP430	3599	Business Tracks MP No.
441.8	WESKAN		KP442	3082	Page City 393.6 KP394
463.0	CHEYENNE WELLS		KP463	2670	Winona 399.0 KP399
473.5	FIRST VIEW		KP474	2451	McAllaster 408.4 KP408
487.5	KIT CARSON		KP488	2806	Arapahoe 453.3 KP453
507.6	AROYA		KP508	2292	Byers 596.4 KP597
517.7	BOYERO		KP518	2576	Strasburg 602.5 KP603
526.7	CLIFFORD		KP526	4760	Manila 613.7 KP614
535.8	HUGO	T	KP536	3777	Wattenberg (E) 622.5 KP622
550.5	LIMON		KP551	2075	Mesa 625.0 KP625
550.6	⊙ CLK ⊙				Magee 628.1 KP628
563.0	CEDAR POINT		KP563	4947	
571.7	AGATE		KP572	4837	
584.0	DEER TRAIL		KP584	2680	
609.3	BENNETT		KP609	4976	
618.4	WATKINS		KP618	4632	
630.5	SABLE	⊙	KP631	4132	
631.9	ROYDALE	⊙ T	KP632	5102	
634.5	SANDOWN		KP634	3454	
638.2	PULLMAN	⊙ T	KP638	Yd.	
				260.8	

GREELEY SUBDIV. — WYOMING DIVISION

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	WEST STATIONS	EAST			
0.0	DENVER UNION TERMINAL	⊙ T			4.0 to DRGW Belt Line Through Spring Switch
1.7	36th STREET	⊙	WD640		DRGW Belt Line to N.Yd.
2.2	PULLMAN	⊙ T	KP638	Yd.	BN-DRGW Xing at N.Yd.
4.0	DRGW CONN.	⊙			DRGW Yard Trks 10
4.9	⊙ BN ⊙	CP5	WD645		Between Mile Posts— 3.0 and 6.6 35 ¹ 17.9 and 20.0 40 ¹ 25.2 and 26.3 40 45.9 and 46.9 20 ¹ 46.9 and 48.0 50 48.0 and 49.7 55 49.7 and 50.8 50 50.8 and 52.4 20 ¹ 58.8 and 59.3 45 96.1 and 97.7 50 97.7 and 97.8 25 97.8 and 98.5 40 Speer and Borie 50 CP519 C/O No. 1 Trk to or from Borie Cut-off 15
6.3	ADAMS	CP6 ⊙	WD646		Business Tracks MP Sta. No.
11.5	HAZELTINE		WD652	7935	DuPont 8.2 WD648
19.2	BRIGHTON		WD659	7960	Rolla 10.6 WD650
34.8	PLATTEVILLE		WD675	7975	Henderson 14.1 WD655
45.3	LA SALLE	CP45 T	WD687	9118	Powers 22.8 WD663
46.1		CP46			Lupton (E) 25.8 WD666
46.3		CP47			Ione 30.3 WD671
47.2		CP47			Gilcrest 40.3 WD680
50.7	GREELEY	CP51	WD692		Evans (W) 48.3 WD689
51.8		CP53			Gill 54.6 WD694
52.5		CP54			Lucerne 56.1 WD696
54.2					Eaton 58.8 WD700
55.7					Pierce 66.7 WD707
63.0	AULT		WD703	7905	Dover (E) 77.0 WD717
72.0	NUNN		WD712	7951	Double Track (Rule 251) MP 0.4 to Commerce City.
85.9	CARR		WD726	7355	
97.7	SPEER JCT.	CP98 T			
98.6	SPEER	CP518	WS518	6740	
99.9	WEST SPEER	CP520			
103.3	BORIE	CP519 I			

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)(2) applies. When signals display Stop aspect, trains and engines must receive instructions from proper authority before proceeding.

Speed signals at CP45; CP46; CP47 and CP98.

At La Salle, hand operated derail on siding 720 feet east of CP 47.

Yard Limits: MP 0.0 to MP 6.2

TIMETABLE NO. 3

GREELEY SUBDIV. — WYOMING DIVISION 71

TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS 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

JULESBURG SUBDIV. — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	WEST STATIONS	EAST			
0.0	JULESBURG	● T	NX365	4476	60 Ovid Sugar Company Yard 5 Between Mile Posts— 56.1 and 59.1 35 150.7 and 151.1 20
7.1	OVID		NJ372	3412	Business Tracks MP Sta. No.
14.6	SEDGWICK		NJ380	3602	Crook 30.1 NJ395
23.1	RED LION		NJ388	4254	Proctor 38.8 NJ404
54.5	CERES		NJ420	2000	Iliff 45.6 NJ411
57.5	STERLING	⊙ ●	NJ423	8277	Ford 50.1 NJ415
75.3	MESSEX		NJ441	6910	Merino (W) 70.2 NJ436
81.1	UNION		NJ446		Goodrich 114.2 NJ480
87.0	SNYDER		NJ452	4599	Monfort 140.3 NJ505
98.6	FT. MORGAN		NJ464	4825	Clearance Requirements: LaSalle Eastward trains; Sterling Westward trains and Eastward trains enroute Sidney Subdivision.
109.0	WELDONA		NJ474	3809	Yard Limits MP 56.1 to MP 59.1 MP 149.7 to LaSalle
117.7	ORCHARD		NJ483	3797	UNION MP 81.1 — Eastward BN trains must not release mechanical time lock (remove padlock from hasp) without authority from UP Train Dis- patcher. Movement to UP track- age is governed by signal indication.
135.4	HARDIN		NJ501	5800	At Sterling BN trains must receive authority from UP dis- patcher before fouling UP main track.
143.1	KERSEY		NJ508	3554	
151.1	LASALLE	⊙ ● T	WD687	2723	

DENT BRANCH — WYOMING DIVISION

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below)
	WEST STATIONS	EAST			
4.9	COMMERCE CITY	⊙ ●			40 Between Mile Posts — 5.0 and 6.4 20 6.4 and 21.4 25 25.6 and 25.8 15
22.2	ST. VRAINS	T	WF663	2538	Business Tracks MP Sta. No.
26.1	FREDERICK		WF667	4420	Welby 8.2 WF648
42.8	DENT	⊙ T	WF683	984	Northglenn 11.7 WF652
50.6	LA SALLE	⊙ ● T	WD687		Eastlake 14.1 WF654
					Gowanda 34.6 WF675
					Rivers 36.9 WF677

Yard Limits: Commerce City to MP 6.4; Dent to LaSalle.

At Commerce City — While standing Eastward trains must not block Brighton Blvd. crossing.

Fort Collins Branch Dent to Boettcher 30.8 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 0.04 Wye switch — 5 MPH; 12.8 and 18.5 — 10 MPH; 22.8 — 10 MPH; 25.0 and 30.8 — 10 MPH; Boettcher spur to cement plant — 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Milliken	1.7	WF102	Fort Collins	25.0	WF825
Kelim	9.1	WF809	⊙ BN ⊙	25.2	
Boyd Lake	13.7	WF814	⊙ BN ⊙	25.3	
Harmony	19.5	WF820	Poudre	27.9	WF828
			Boettcher	30.4	WF830

At U.S. Highway 34 crossing MP 10.0. When signal displays Stop indication, trains must stop and be preceded by a flagman over crossing.

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

MP 25.1, hand operated derail on main track.

Fort Collins-MP 25.2 — BN Crossing: College Avenue and Cherry Street: Activating push button is located on signal mast. Before signal will clear BN track occupancy indicator must indicate unoccupied and 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.

Boulder Branch St. Vrains to Valmont 15.9 Miles. Yard Limits entire branch. Maximum speed 20 MPH except on Lakeside Lead — 10 MPH.

Business Tracks	MP	Sta. No.
Erie	15.2	WF615
Valmont	24.0	WF624

TIMETABLE NO. 3

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed MPH	
	WEST	EAST			(Except as below)	70
509.5					Cheyenne—Yard Leads 15	
510.9					Between Mile Posts—	
519.4					508.3 and 509.1	35
529.0					509.1 and 510.1	20
536.6					510.1 and 510.2	20
543.0					509.1 and 510.5	20
545.6					510.5 and 511.8	40
547.3					Via Buford & Colores—	
548.3					511.8 and 522.1	55
548.6					522.1 and 525.6	45
565.3					525.6 and 530.0	55
566.0					530.0 and 532.1	45
567.4					532.1 and 537.9	55
					537.9 and 540.4	40
					540.4 and 544.1	45
					544.1 and 546.4	40
					546.4 and 565.3	40
					CP519 C/O No. 1 Track to or from Borie cutoff 15	
					Borie and Speer	50
509.5					Via Speer & Harriman—	
510.9					C511.8 and C553.5	50
C518.3					C553.5 and C555.1	40
C519.3					Via Red Buttes—	
C526.6					B547.3 and B549.0	40
C534.5					B549.0 and B565.6	50
C543.0					CPB564 and CP570 Siding... 40	
C550.0					Laramie-Tie Yard Lead 10	
C554.9					Warehouse 2, 3 & 4 Trks	5
B547.3					587.7 and 588.4	60
B548.3					593.3 and 593.7	65
B548.6					598.5 and 602.5	65
B556.7					637.5 and 637.8	60
B565.3					Hanna South Siding 40	
B565.6					Hanna — Yd Trks 5	
566.0					643.4 and 648.0	60
567.4					650.2 and 650.7	60
570.6					653.1 and 656.4	60
582.2					661.0 and 662.8	65
584.8					662.8 and 666.5	60
594.1					Rawlins Sidings 40	
601.0					682.3 and 682.8 MT & Sidings	20
605.2					Coal Spur Tracks	
609.0					Ramsey Spur (Arch II, Rose-Bud & Carbon County)	
616.8					0.0 and 3.6	20
623.5					2.7 and 2.9 (Arch Siding)	15
624.5					3.6 and 4.2	15
632.6					Energy Spur 20	
639.0					Medicine Bow Spur 20	
641.0					0.0 and 0.4	15
643.0					12.7 and 12.8	10
650.1					Arch I Spur 20	
662.3					Other Trks on Coal Spurs... 5	
672.1					Dual control turnout at MP 547.3 between No. 2 track and No. 3 track is a No. 10 equilateral — 30 MPH.	
675.8					Dual control turnout at MP 565.3 between No. 2 and No. 3 track is a No. 20 equilateral — 60 MPH.	
678.0					Business Tracks MP Sta. No.	
680.3					Wycon (E) 514.5	WX515
681.2					Sherman (W) 540.4	WX540
682.7					Colores (E) 553.8	WX554
682.8					Forelle (E) 561.7	WX562
685.0					Cooper Lake (E) 590.6	WX591
					Edson (E) 656.6	WX657

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

Two main tracks designated No. 1 and No. 2 tracks via Buford and Colores to Rawlins.
 Two main tracks designated No. 3 and No. 4 tracks Cheyenne to West Speer. Mile posts prefixed with letter "C".
 One main track designated No. 3 track West Speer to Dale Jct. via Harriman. Mile posts prefixed with letter "C".
 One main track designated No. 3 track East Hermosa to East Laramie via Red Buttes. Mile posts prefixed with letter "B".
 ACS in effect entire subdivision.

TIMETABLE NO. 3

TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS 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	Operative dynamic brakes on all units in consist. Without operative dynamic brakes on all units in consist.	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 — FREIGHT TRAINS 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	50 MPH 45 MPH
100 & over	With operative dynamic brake Without operative dynamic brake	40 MPH 30 MPH

TONNAGE/SPEED RESTRICTIONS — FREIGHT TRAINS 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

At Laramie, weigh-in-motion scale on yard track No. 1 with lights located on north side of track approaching scale and when weighing cars will 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.

Speed Signal locations: CP511, CP517, CP518, CP519, CP520, Borie, CP528, CP530, CP536, CP537, Dale Jct. (1 & 2), CP547 (except EW signal on No. 2), CP549, CPB556, CPB557, CPB564, CP565 to Rawlins.

Hot Box and Dragging Equipment Indicators located at: Both tracks @MP 545.3, @MP 576.0, @MP 595.8, @MP 613.6, @MP 632.5, @MP 651.6, @MP 672.9, No. 3 track, @MP 554.9, @MP 557.7. Note: At MP 554.9 Strobes located on south side of No. 3 track also governs No. 2 track.

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.

Movements on Coal Spurs are governed by Rule 93.

COALMONT BRANCH — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH	
	WEST	EAST			(Except as below)	20
0.0	LARAMIE		WX566	Yd.	Between Mile Posts—	
	14.7				29.6 and 30.4	15
14.7	MILLER		WC015	1223	38.1 and 48.3	10
	39.9				53.7 and 56.0	15
54.6	FOX PARK		WC055	932	56.2 and 77.9	10
	9.5				Walden Yard Trks	5
64.1	WYOCOLO		WC064	2851	Business Tracks MP Sta. No.	
	6.7				Centennial(E) ... 29.7	WC030
70.8	CAMP		WC071	1601	Albany	40.4
	9.0				Kings Canon(E) ... 73.6	WC074
79.8	NORTHGATE		WC080	1497	Brownlee	88.3
	12.4				At MP 48, eastward trains must stop and fully recharge train line before proceeding.	WC088
92.2	WALDEN		WC092	Yd.	Yard Limits entire branch.	
	108.0					

ENCAMPMENT BRANCH — WYOMING DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed MPH	
	WEST	EAST			(Except as below)	40
0.0	WALCOTT		WX662		Between Mile Posts—	
	6.8				0.0 and 1.0	15
6.8	MEADS		WE607		24.1 and 24.3	10
	17.3					
24.1	SARATOGA		WE624	1090		
	24.3					

TIMETABLE NO. 3

74 RAWLINS SUBDIV. — WYOMING DIVISION

Radio communication via Channel One		STATIONS	Station Nos.	Siding Feet	Maximum Speed Rawlins to CP 801 CP 801 to Green River	MPH
WEST	EAST					
682.8	RAWLINS	● TX	WX683	n11990	Rawlins sidings	40
685.0		CP685		s19126	682.3 and 682.8	60
						(Except as below)
						Between Mile Posts —
699.6		CP700	WX700	n13042	Riner siding	40
700.3	RINER	CP702	WX701		703.0 and 704.2	60
702.2					708.6 and 709.0	60
						713.7 and 714.3
712.0	CRESTON		WX712	w2865	740.2 and 740.9 EW	60
						740.2 and 743.1 WW
724.2	WAMSUTTER		WX724	w11200	760.7 and 762.3	60
						774.3 and 776.6
732.7	RED DESERT		WX733	e9080	797.3 and 798.4	45
						798.4 and 800.5
740.0	TIPTON		WX740	w2470	800.5 and 801.3	55
						801.3 and 803.3
746.7	TABLE ROCK		WX747	e10279	806.6 and 807.5	60
						807.5 and 807.8
757.4	BITTER CREEK		WX757	w11000	809.6 and 814.1	45
						814.1 and 816.7
766.0	BLACK BUTTES	CP766	WX766	w6560	No. 1, 2 & Running Trk	20 ‡
766.7				w7340	Running Track	30
777.4	POINT OF ROCKS		WX777	c8103	816.9 and 817.0	30
						Jim Bridger Spur — 8.2 Miles originates at Point of Rocks
783.2	THAYER		WX784	w12550	Maximum speed	20
						(Except as below)
796.1	BAXTER		WX796	c5646	4.0 and 4.7	10
						6.2 and 8.0
798.7		CP798			Chevron Spur — 8.5 Miles	
800.8	ROCK SPRINGS	CP801	WX802	n16690	Maximum Speed	20
802.1		CP803				
802.5		CP804				
804.1		CP804				
809.0	KANDA		WX809		Business Tracks MP	Sta. No.
814.7		CP814			Hadsell(E-W) . . . 690.2	WX690
815.1	CENTER GREEN RIVER				Robinson(W) . . . 744.1	WX743
						CIG Spur(W) . . . 748.7
						Monell(E) . . . 751.7
						Patrick Draw(W) 753.6
						Hallville(W) . . . 771.2
817.0	GREEN RIVER	CP817	WX817	Yd.	Salt Wells(W) . . . 788.6	WX789

All trains with interdivisional crews must secure clearance at Green River. Movements on Jim Bridger and Chevron Spurs are governed by Rule 93. Two main tracks Rawlins to CP702; CP801 to Green River. Double track (Rule 251) CP702 to CP801. Dual control switches located at: West switch eastward siding Table Rock and Bitter Creek; CP766; CP798.

ACS in effect entire subdivision. Speed Signal locations: Rawlins to CP702, CP766, CP801 to Green River. Hot Box and Drugging Equipment Detectors located at: Both Tracks @MP 692.2, @MP 792.3, @MP 808.2; Westward only @MP 713.4, @MP 719.5, @MP 721.7, @MP 733.4, @MP 754.0, @MP 773.8; Eastward only @MP 767.7, @MP 748.5, @MP 729.8, @MP 710.6. Note: At MP 719.5 and MP 721.7 when "D" light is illuminated and signal 7237 displays Stop, train must be inspected for drugging equipment and train dispatcher advised of any exceptions noted.

South Pass Branch Rock Springs to Winton Jct. 9.5 miles. Yard limits entire branch. Maximum speed 15 MPH except on Reliance Spur — 5 MPH.

Business Tracks	MP	Sta. No.
Reliance	6.0	WW706
Winton Jct.	9.5	WW710

GREEN RIVER SUBDIV. — WYOMING DIVISION

TONNAGE/SPEED RESTRICTIONS — WESTWARD WAHSATCH TO OGDEN — FREIGHT TRAINS

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.		

Ontario Branch Keetley Jct. to Phoston 2.5 miles. Yard Limits entire branch. Maximum speed 15 MPH.

Business Track	MP	Sta. No.
Phoston	2.2	WP702

Air brakes must be cut in and operative on all cars handled.

TIMETABLE NO. 3

GREEN RIVER SUBDIV. — WYOMING DIVISION 75

Radio communication via Channel One East of MP 980 and via Channel Two West of MP 980		STATIONS	Station Nos.	Siding Feet	Maximum Speed Green River to Evanston Evanston to Ogden (Except as below)	MPH
WEST	EAST					
817.0	GREEN RIVER	CP817	WX817	Yd.	175.6	20
819.4		CP819	WX819			20
824.9	PERU	CP825	WX825			10
						823.6 and 828.4
833.4		CP833	WX833			60
						833.6 and 834.1
835.1	ALCHEM	CP835	WX835			60
						849.9 and 850.2
838.0	WESTVACO		WX838			60
843.9		CP844	WX844			60
847.2	GRANGER	CP847	WX847	n15057		60
						878.2 and 878.5
854.0	VERNE		WX854	c5795		60
						880.1 and 880.3
						882.5 and 882.5
866.2	HAMPTON		WX866			60
						885.0 and 887.3
875.4	CARTER		WX875	c6277		60
						887.3 and 887.5
880.6	ANTELOPE		WX881			60
						896.7 and 901.7
885.6	BRIDGER		WX886	c6068		60
						901.7 and 903.6
890.5	LEROY		WX891			60
						903.6 and 908.6
897.6	SPRING VALLEY		WX898	c5807		60
						910.4 and 915.6
900.1	ASPEN	CP900	WX902			60
						915.6 and 916.0
904.2	ALMONT	CP904	WX904	e4944		60
						916.0 and 917.6
917.2	EVANSTON		WX917	w8875		60
						917.6 and 919.1
927.1	WAHSATCH		WX928	e8264		60
						920.6 and 921.1
943.0	EMORY		WX943			60
						925.9 and 926.5
952.7	ECHO		WX952			60
						926.5 and 927.5 WW
957.1	HENEFER		WX957			60
						928.8 and 929.5 WW
961.1	DEVIL'S SLIDE		WX961			60
						935.8 and 935.8 WW
968.0	MORGAN		WX968			60
						939.4 and 942.9 WW
976.1	PETERSON		WX976			60
						942.9 and 941.6 EW
977.7	STRAWBERRY	CP977	WX978			60
						941.6 and 942.9 WW
988.6	EAST RIVERDALE	CP988				60
						942.9 and 952.1
989.9	RIVERDALE	CP990	WX990			60
						952.1 and 952.5
992.6	OGDEN		UY993			60
						952.5 and 954.5
						958.1 and 963.1
						963.1 and 965.1
						967.2 and 967.8
						972.4 and 971.8
						974.1 and 976.1
						976.1 and 978.7
						978.7 and 980.3
						980.3 and 983.8 No. 2
						985.5 and 985.8 No. 2
						986.8 and 989.5 No. 2
						980.3 and 981.0 No. 1
						981.0 and 983.5 No. 1
						983.5 and 989.5 No. 1
						989.5 and 992.0
						992.0 and 992.6

All trains with interdivisional crews must secure clearance at Green River. Movements on Tenneco, Texas Gulf Soda, Alchem and Stauffer Spurs are governed by Rule 93. Two main tracks Green River to CP847; CP900 to CP904; CP977 to CP990. Double track (Rule 251) CP847 to CP900; CP904 to CP977; CP990 to Ogden.

ACS in effect entire Subdivision. Speed Signal locations: Green River, Strawberry, East Riverdale. Hot Box and Drugging Equipment Detectors located at: Both Tracks @MP 819.3, @MP 822.3, @MP 834.5, @MP 986.2; Westward only @MP 867.7, @MP 909.1, @MP 936.9, @MP 968.8; Eastward only @MP 958.6, @MP 925.6, @MP 884.1, @MP 854.7. Detectors at MP 819.3 and MP 822.3 are equipped with verbal defect indicator.

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). Rule 151 Exception: Between MP 931.5 and Strawberry trains must keep to the left.

Park City Branch Echo to Park City 27.4 miles. Yard Limits entire branch. Maximum speed 20 MPH except as below:

Between Mile Posts —	MPH	Between Mile Posts —	MPH		
0.0 and 3.3	15	14.8 and 19.0	10		
3.3 and 3.8	10	19.0 and 21.0	15		
3.8 and 4.3	15	24.0 and 24.1	15		
5.1 and 5.2	15	25.1 and 25.2	15		
13.2 and 13.5	15	26.3 and 27.4	15		
Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Calgas	4.0	WP604	Keetley Jct.	24.5	WP625
Coalville	5.7	WP606	Park City	T. 27.4	WP628
Wanship	13.0	WP613			

Air brakes must be cut in and operative on all cars handled.

TIMETABLE NO. 3

76 OGDEN SUBDIV. — UTAH DIVISION

WEST						EAST	
First Class						First Class	
26 Pgr.	Mile Post	Radio communication via Channel Two.		Station Nos.	Sidings Feet	25 Pgr.	Daily
		STATIONS					
AM	2 40	111.2	McCAMMON	T	IY038	5991	2 38
			6.4				
	2 47	104.8	ARIMO		UN105	6046	2 30
			4.4				
	2 51	100.4	VIRGINIA		UN100	3600	2 25
			5.4				
	2 56	95.0	DOWNEY		UN095	5991	2 20
			10.6				
	3 05	84.4	SWAN LAKE		UN085	6005	2 10
			5.6				
	3 10	78.8	COULAM		UN078	6007	2 04
			7.4				
	3 16	71.4	DAYTON		UN071	6011	1 58
			6.0				
	3 22	65.4	WESTON		UN065	6022	1 52
			8.8				
	3 30	56.6	TRENTON		UN057	6102	1 44
			8.0				
	3 40	48.6	CACHE JCT	⊙ T	UN049	8619	1 38
			4.6				
	3 52	44.0	WHEELON		UN045	6010	1 22
			8.3				
	4 00	35.7	DEWEY		UN036	6039	1 14
			5.3				
	4 05	30.4	HONEYVILLE		UN030	5984	1 09
			9.3				
	4 14	21.1	BRIGHAM CITY	⊙ T	UN021	6519	1 00
			6.5				
	4 21	14.6	WILLARD		UN014	5965	12 53
			5.1				
	4 26	9.0	LITTLE MOUNTAIN JCT	T			
			0.5				
	4 32	5.8	HOT SPRINGS		UN009	5938	12 48
			3.2				
	4 32	2.5	WIP		UN006	1140	
			3.3				
	4 40	0.0	SP JCT	⊙ T	UN002	6573	12 42
			2.5				
	4 45	817.8	OGDEN	⊙ T	UY993	Yd.	12 35
			1.0				12 30
		817.5	BRIDGE JCT	⊙ T	UY994		12 15
			8.5				
		811.5	CLEARFIELD	⊙ T	UZ002	c4727	
			4.5				
		808.7	LAYTON	⊙ T	UZ007		
			1.0				
		807.2	KAYSVILLE		UZ009	n6418	
			10.0				
		804.2	CENTERVILLE	⊙ T	UZ018		
			2.2				
		803.2	WOODS CROSS	X	UZ021		
			3.5				
		802.5	NORTH SALT LAKE	CP788 X	UZ024		
			2.0				
		793.2	18TH NORTH	CP785 ⊙ X			
			1.9				
		791.0	NORTH YARD	⊙ T		Yd.	
			0.8				
		787.5	SALT LAKE CITY	⊙ ●	UZ029	Yd.	11 30
			147.2				PM

No. 25 is superior to No. 26 between Ogden and McCammon.
 Westward Utah Division trains must identify opposing trains between Pocatello and McCammon, and between Montpelier and McCammon.
 Speed Signal locations: CP785, CP793, CP807, CP811, CP817, CP818, McCammon.
 Yard Limits: MP 49.7 to MP 47.5; MP 22.5 to MP 20.8; MP 2.0 to Bridge Jct.; MP 787.3 to Salt Lake City.

⊙ in effect in Salt Lake City.
 Two main tracks Bridge Jct. to 18th North. Double track (Rule 251) 18th North to MP 783.5.

Maximum Speed	Pgr.	Frt.	Maximum Speed	Pgr.	Frt.
McCammon to Ogden (Except as below)	70	60	38.0 and 37.8	50	40
Between Mile Posts —			23.4 and 23.1	65	55
111.4 and 110.8	45	35	21.1 and 20.9	35	35
107.7 and 107.4	65	55	20.9 and 19.2	70	55
102.6 and 102.4	65	55	2.0 and 1.0	35	35
99.6 and 99.4	60	60	Ogden to Salt Lake City	70	70
93.9 ⊕ and 92.3	65	55	Riverdale By-Pass Trk.	40	40
90.4 and 90.2	55	45	N leg of Wye between Bridge Jct. & 28th St.	10	10
87.5 and 85.6	65	55	Main Track No. 1 & South leg of Wye Trk between Patterson Ave. & Bridge Jct.	15	15
83.0 and 82.7	50	40	Ogden Terminal Limits		
67.1 and 66.1	50	40	Cecil Jct. Through crossover	15	15
64.5 and 64.1	65	55	798.2 and 796.5	70	60
53.9 and 53.5	65	55	792.4 and 792.2	70	60
51.4 and 49.3	50	40	787.3 and 784.5	35	35
49.3 and 49.0	25	25	784.5 and 782.8	20	20
49.0 and 47.5	35	35	Salt Lake Switching		
47.5 ⊕ and 47.2	60	40	District Industry tracks		5
47.2 and 46.4	30	30			
46.4 and 44.6 ⊕	12	12			
44.6 and 42.0	50	40			
42.0 and 41.0	65	55			

TIMETABLE NO. 3

OGDEN SUBDIV. — UTAH DIVISION

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Clifton	75.2	UN075	Randall	6.3	UN007
Anderson	63.8	UN064	Harrisville	4.7	UN005
Cornish	60.6	UN061	Lodjic(W)	816.7	UY995
Cottle(W)	55.8	UN056	Farmington	797.3	UZ014
Collinston(E)	40.3	UN040	Pioneer	789.2	UZ022
Perry	17.3	UN017	Becks	786.1	UZ026

CACHE VALLEY BRANCH — UTAH DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts—	MPH
0.0	▼	CACHE JCT.	▲	UN049	5300	7.5 and 9.0	40
		13.8				13.6 and 13.9	35
13.8		WELLSVILLE		UC214	1023	13.9 and 17.7	35
		3.8				17.7 and 18.0	35
17.6		HYRUM		UC218	1224	18.0 and 24.0	35
		6.5				25.6 and 25.7	35
24.1		LOGAN	T	UC224	2311	31.3 and 32.6	35
		14.3				37.4 and 39.9	25
37.4		RICHMOND		UC237	1682	42.9 and 44.0	25
		4.1				44.6 and 50.8	35
41.5		PRESTO		UC242	7700	Business Tracks	MP Sta. No.
		2.1				Holt	20.2 UC220
43.6		FRANKLIN		UC244	1699	Sugar Factory(E)	21.7 UC222
		4.5				Smithfield	31.5 UC232
48.1		WHITNEY		UC248	1301	Yard Limits	
		2.7				Cache Jct. to MP 1.3	
50.8		PRESTON	T	UC251	1319		
		50.8					

MALAD BRANCH — UTAH DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts—	MPH
0.0	▼	BRIGHAM CITY	▲	UN021		1.0 and 1.5	30
		5.5				3.6 and 3.9	30
5.5		CORINNE		UD906	2643	5.2 and 6.5	30
		12.3				11.7 and 12.1	30
17.8		TREMONTON		UD918	2409	27.0 and 27.9	30
		13.2				29.3 and 29.9	30
31.0		NUCOR		UD931		34.9 and 35.1	30
		20.5				42.4 and 42.7	30
51.5		MALAD	T	UD952	1091	48.4 and 50.2	30
		51.5				Business Tracks	MP Sta. No.
						Ford	11.5 UD912
						Garland	19.7 UD920
						Yard Limits	
						Brigham City to MP 0.5	

LITTLE MOUNTAIN BRANCH — UTAH DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below) Between Mile Posts—	MPH
0.0	▼	LITTLE MOUNTAIN JCT.	▲			0.0 ⊕ and 0.4	40
		13.8				1.5 and 1.7	25
13.8		LITTLE MOUNTAIN		UL314		3.5 and 3.8	25
		14.4				14.3 and 14.4 ⊕	15

Syracuse Branch Clearfield to Barnes 2.1 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.
⊙ DRGW ⊕	0.3	
Freepoint Center	0.6	
Barnes	2.1	UB602

Evona Branch Ogden to Relico 1.6 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

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

Hill Field Branch Ogden to Arsenal 6.8 Miles. Yard Limits entire branch. Maximum Speed 15 MPH except between Mile Posts: 4.4 and 4.8—10 MPH.

Business Tracks	MP	Sta. No.
Orchard(W)	2.6	UH102
Cozydale(E)	3.4	UH103
Roy(W)	4.2	UY999
Arsenal	6.7	UH106

Movement to Joint Sugar Works via DRGW. Sugar Works crossing is permanently lined for the Union Pacific. DRGW main track is out of service.

TIMETABLE NO. 3

78 LYNN DY L SUBDIV. — UTAH DIVISION

WEST		STATIONS				EAST	
First Class	First Class	Mile Post	Station Nos.	Sidings Feet	First Class		
35 Psgr.	5 Psgr.				6 Psgr.	36 Psgr.	
Daily	Daily				AM	AM	
PM	PM	VIA PASSENGER LINE					
11 10	11 00	782.8	SALT LAKE CITY	UZ029	Yd.	5 30	5 45
		782.6	DRGW				
		782.4	DRGW				
		779.8	INDUSTRIAL CENTER	UZ033			
		VIA FREIGHT LINE					
		783.6	NORTH YARD		Yd.		
		782.9	GRANT TOWER				
		782.5	DRGW	CP782			
		780.5	ORANGE ST.	CP780		s6004	
		779.2	BUENA VISTA	CP779		s6004	
		778.5	GARFIELD	UZ045		n6050	
		768.2	SME LTER	CP766	UZ047	s6155	
	PM	764.5	LAKE POINT	UZ049	6015		AM
		756.2	ERDA	UZ057	6005		
		747.7	WARNER	UZ065	6005		
		743.1	STOCKTON	UZ070	6410		
		736.2	ST. JOHN	UZ077	6010		
		722.8	FAUST	UZ090	6960		
		717.1	PEHRSON	UZ096	6013		
		710.6	LOFGREEN	UZ103	6717		
		704.5	BOULTER	UZ109	5996		
		698.0	TINTIC	UZ114	6005		
		691.9	McINTYRE	UZ121	6037		
		685.4	JERICHO	UZ128	6165		
		675.5	CHAMPLIN	UZ138	6797		
		666.9	LYNN DY L	CP667			
		665.7		CP666	UZ147	6069	
		664.4		CP664			
		658.3	STRONG	UZ157	5990		
		650.0	DELTA	UZ164	6071		s3 00
		639.8	VAN	UZ173	5998		
		631.2	CLEAR LAKE	UZ182	5991		
		617.3	BLOOM	UZ198	5990		
		609.8	CRUZ	UZ203	6078		
		599.5	BLACK ROCK	UZ214	6027		
		589.9	READ	UZ223	5997		
		584.7	MURDOCK	UZ228	5995		
		579.0	MILFORD	CP579			
		578.0		CP578			
		576.8		CP577			
AM			206.8				AM

⊙ in effect at Salt Lake City. Yard Limits: Salt Lake City to MP 780.8.

Two main tracks (Freight Line) Grant Tower to Smelter. Clearance Requirement at Salt Lake City. All trains enroute Lake Subdiv. departing Roper and North Yard must receive a Lake Subdiv. clearance at North Yard. Trains operating West of Alazon must also receive SP clearance at North Yard.

Movements on IPP Spur are authorized by Track Warrant Control. At Boulter Rule 1007 will apply to freight and passenger trains during cold weather.

Speed Signal locations: CP766, Buena Vista, CP780, Lynndyl, Milford.

Hot Box and Dragging Equipment Detectors: ⊕MP 751.0, ⊕MP 729.7, ⊕MP 703.3, ⊕MP 670.9, ⊕MP 644.0, ⊕MP 623.4, ⊕MP 604.6, ⊕MP 583.5.

At Milford not less than four hand brakes must be applied on east end of train left standing on east or west end of siding clear of yard tracks.

TIMETABLE NO. 3

LYNN DY L SUBDIV. — UTAH DIVISION

Maximum Speed	MPH		LOCATION	MPH	
	Psgr.	Frnt.		Psgr.	Frnt.
Between Mile Posts —			721.0 and 719.6	60	50
779.2 and 678.0	79	60	715.9 and 711.3	55	45
678.0 and 576.5	79	70	711.3 and 705.8	55	40
(Except as below)			703.8 and 702.1	70	60
Passenger Line —			700.0 and 699.6	70	60
Between 9th South & Psgr. Station & 4th West & 5th West Streets	12	12	689.0 and 680.5	60	45
Between Mile Posts —			680.5 and 678.9	65	50
782.6 and 782.4 DRGW Xings.	20	20	656.4 and 655.8	70	60
782.4 and 779.2 ⊕	25	25	576.5	20⊕	20⊕
Freight Line —			576.5 and 576.2 ⊕	50	35
Grant Tower (except south leg of Wye)	15	15	IPP Spur		
South leg of Wye	10	10	0.0 and 8.9	40	40
			Offsite siding	15	15
			All other tracks	15	15
All sidings except Lynndyl and Milford	20	20	Business Tracks		Sta. No.
Between Mile Posts —			SLGW Conn. (W)	778.9	
782.9 and 780.8 No. 1 & No. 2	20	20	Centennial Park (E)	777.6	UZ036
780.8 and 779.2 No. 1 & No. 2	50	50	Terminal (W)	777.2	UX035
770.6 and 767.2 No. 1 & No. 2	70	60	Garfield Pit	766.7	UX046
			Shields	752.2	UZ061
763.4 and 762.7	65	55	Bauer (E)	745.0	UZ068
758.9 and 757.1 ⊕	55	40	Clover (E)	732.8	UZ081
757.1 ⊕ and 754.2	60	45	Cline (E)	661.2	UZ152
744.1 and 742.1	50	40			

PROVO SUBDIV. — UTAH DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed	MPH
					P786.4 and P764.0	40
					P752.7 and P665.7	50
					(Except as below)	
783.6	NORTH YARD	⊙ T		Yd.	Salt Lake City —	
	0.7				Between 2nd South & 9th South Sts.	12
P800.1	GRANT TOWER	⊙			Between Mile Posts —	
	3.5				P798.5 and P797.2	20
P796.6	DRGW	⊙			Midvale Smelter	
	9.6				Trackage	12
P787.0	SANDY	⊙	UP042	5072	P782.7 and P778.0	35
	4.4				P778.0 and P777.6	20
P782.6	DRAPER		UP046	2760	P777.6 and P773.4	30
	6.8				P771.1 and P768.7	30
P775.8	MOUNT		UP053	3667	P767.5 and P765.6	35
	4.7				Geneva Steel Plant Xings.	15
P771.1	CUTLER		UP058	3657	P757.4 West Switch	20
	1.8				P755.0 and P753.4	30
P769.3	LEHI		UP059	2047	P753.4 and P752.8	20
	2.9				P733.5 and P732.6	30
P766.4	AMERICAN FORK		UP062		P711.8⊕ and P710.0	30
	3.4				P694.4 and P692.6	35
P763.0	PLEASANT GROVE	⊙	UP065	4002	P692.6 and P691.8	30
	2.1				Parley Siding	20
P760.9	PIPEMILL	⊙		2360	P686.2 and P676.4	30
	3.0				P676.4 and P674.8	35
P757.9	GENEVA	⊙	UP072	5975	P667.2 and P666.3	35
	0.6				P666.3 and P665.8	30
P757.3	DRGW CONN.	⊙			Yard Limits	
	5.3				MP P800.1 and MP P786.4	
P752.0	PROVO	⊙ T	UP076	Yd.	MP P764.0 and MP P748.9	
	3.1					
P748.9	CPP749	⊙			Business Tracks MP	Sta. No.
	12.6				Officer	P797.4 UP032
P736.3	PAYSON		UP092	5420	Burton	P796.8 UP033
	14.1				Husters	P795.6 UP034
P722.2	STARR		UP107	6129	Murray	P793.0 UP036
	10.7				Pallas	P791.7 UP037
P711.5	NEPHI		UP118	6108	Atwood (E)	P790.5 UP039
	10.9				Hardy (W)	P761.8 UP067
P700.6	SHARP		UP128	13420	Bonnie (W)	P760.3 UP069
	4.6				Bunker (E)	P759.9 UP070
P696.0	JUAB		UP133	6135	Clyde (W)	P759.4 UP071
	15.3				Gatex (E)	P756.1 UP075
P680.7	PARLEY		UP148	6138	Spanish Fork	
	15.0				(E-W)	P744.4 UP085
P665.7	LYNN DY L	CP666	UZ147	6930	Martmar	P676.1 UP153
	135.1					

⊙ in effect at Salt Lake City.

Speed Signal Locations: Payson, Starr, Nephi, Sharp, Juab and Parley.

Hot Box Detectors and Dragging Equipment Detectors: ⊕MP P727.9, ⊕MP P690.1.

At Provo — Normal position all switches on West leg of wye is for west leg of wye. Normal position at East end of Pipe Plant lead for DRGW Connection.

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

Provo — No units are permitted to operate on Pipe Plant Highline beyond sign at underpass.

TIMETABLE NO. 3

WEST		Radio Communication via Channel One.		EAST	
First Class				First Class	
5				6	
Psg.	Mile Post	STATIONS	Station Nos.	Sidings Feet	Daily
PM	911.4	SMELTER	UX047		AM
	897.1	BURMESTER	UX061	6168	
	892.9	ELLERBECK	UX065		
	886.0	TIMPIE	UX072	8274	
	878.6	DELLE	UX079	8080	
	870.8	MARBLEHEAD	UX087	1737	
	866.1	LOW	UX092	6146	
	854.2	CLIVE	UX104	6161	
	845.3	KNOLLS	UX113	6150	
	834.9	BARRO	UX123	6180	
	825.1	ARINOSA	UX133	6143	
	815.5	SALDURO	UX143	6143	
	806.6	WENDOVER	UX151	10200	
	798.6	OLA	UX160	6000	
	788.9	PILOT	UX169	6000	
	781.1	CLIFSIDE	UX177	6000	
	772.4	SILVER ZONE	UX186	6160	
	766.4	SHAFTER	UX192	6198	
	757.5	SAGE	UX201	6183	
	747.2	SPRUCE	UX211	6153	
	738.2	VENTOSA	UX220	6160	
	728.1	RUBY	UX230	6123	
	717.7	WELLS	UX240	6198	
	1 58	ALAZON	UX244		12 01
AM	701.0	SP CONN.	UX257		
	700.0	DEETH	UX258	5769	
	683.3	ELBURZ	UX275	5844	
	683.1	SP CONN.			
	669.2	ELKO	UX293		
	666.2	ELKO AMTRAK STATION			11 15
		259.4			PM

Mountain Standard Time Smelter to the Eastward signal at East Burmester.
Pacific Standard Time from the Westward signal at East Burmester to San Francisco.
Yard Limits MP 663.6 to MP 674.6.

Maximum Speed		MPH		MPH	
	Psg.	Frt.	Psg.	Frt.	Sta. No.
Between Mile Posts —					
669.2 and 911.4	70	60	800.0 and 806.0	60	50
All sidings	20	20	856.6 and 856.9	60	50
(Except as below)			864.2 and 868.8	60	50
663.6 and 674.6	35	35	868.8 and 872.0	65	55
674.8 and 681.0	55	45			
716.2 and 717.0	65	55	Business Tracks	MP	No.
753.3 and 755.2	40	40	Solar (W)	893.4	UX064
758.4 and 758.7	60	50	Aragonite (E)	861.5	UX097
775.1 and 776.5	50	40	Blair (W)	808.7	UX149
776.5 and 784.5	25	25	Tulasco (E)	708.8	UX249
784.5 and 799.3	50	45	Pardo (E)	673.3	UX285
799.3 and 800.0	40	35			
UP station numbers on SP track.					
Halleck	UX271	Mosel	UX355	Battle Mountain	UX371
Osino	UX284	New Argenta	UX357	Mote	UX381
Vivian	UX311	Argenta	UX358	Iron Point	UX394
Palisade	UX321	Hilltop	UX370		

At Elko only Eastward UP Extra trains need receive a Lake Subdiv. and Lynndyl Subdiv. clearance.

At Elko Amtrak No. 6 must receive a Lynndyl Subdiv. clearance.

At Elko: Between MP 670.8 and MP 676.2 trains and engines may move in either direction on authority of train dispatcher. Movements against current of traffic must be made at restricted speed.

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

Rule 251 in effect Elko to Alazon, Eastward only.

Speed Signal location: Smelter.

TIMETABLE NO. 3

Hot Box and Dragging Equipment Detectors located at: \$MP 733.0, \$MP 783.3, \$MP 830.0, \$MP 860.4, \$MP 893.7. Hot Box Detector located at MP 693.5, equipped with automatic flashing "H" indicator. When flashing "H" does not change to steady "H" indication, trains must stop and communicate with train dispatcher.

Hot box detector at Deeth will display flashing "H" until train has passed detector. If no hot journal is found, indication will change to steady "H". If a hot journal has been found, flashing "H" indication will not change and train must immediately reduce speed to 15 MPH, prepare to stop and contact train dispatcher to determine location of hot journal in train.

Ellerbeck Branch Ellerbeck to Dolomite 5.7 Miles. Yard Limits entire branch. Maximum Speed 20 MPH
Business Tracks MP Sta. No.
 Wye 2.7 UQ103
 Flux 3.7 UQ104
 Dolomite 4.7 UQ105

Marblehead Branch Marblehead to Marblehead Plant 4.9 Miles. Yard Limits entire branch. Maximum Speed 10 MPH
Business Track MP Sta. No.
 Marblehead Plant 4.7 UM305

Rowley Branch Delle to Rowley 11.2 Miles. Yard Limits entire branch. Maximum Speed 20 MPH
Business Track MP Sta. No.
 Rowley 10.6 UR211

ELKO SUBDIV. — UTAH DIVISION

WEST		Radio Communication via Channel One.		EAST	
				First Class	
				6	
	Mile Post	STATIONS	Station Nos.	Sidings Feet	Daily
	669.2	ELKO	UX293	Yd.	PM
	666.2	ELKO AMTRAK STATION			11 15 \$11 10
	646.0	EAST CARLIN	UX312		
	643.4	WEST CARLIN	UX315		
	630.5	BARTH	UX327		
	619.5	BEOVAWE	UX339	5999	
	575.4	ELLISON	UX383	6268	
	572.2	VALMY	UX386		
	536.0	WESO	UX422		9 10
	532.3	WINNEMUCCA	UX426	n10000 s150	
	SP MP 417.3	WINNEMUCCA (S.P.)	UX428		9 05
		136.9			PM

Maximum Speed	MPH	MPH	Business Tracks	MP	Sta. No.
Between Mile Posts —	Psg.	Frt.			
532.3 and 669.2	70	60	Hunter (E)	657.0	UX302
All sidings	20	20	Tonka (E)	650.1	UX309
(Except as below)			Carlin (E)	644.6	UX314
Weso, Using Turnouts	25	25	Duggan (E)	631.8	UX326
532.3 and 536.0	55	55	Cluro (E)	627.1	UX331
628.2 and 637.7	45	40	Dunphy (E)	610.1	UX348
637.7 and 638.3	60	60	Kampos (E)	601.3	UX356
West & East Carlin T/O	15	15	Rennox (E)	591.3	UX367
643.4 and 648.3	60	60	Red House (E)	563.0	UX395
648.3 and 650.1	55	45	Golconda (E)	548.0	UX409
650.1 and 651.1	50	40			
663.6 and 674.6	35	35			
651.1 and 652.6	60	50			

UP station numbers on SP track.

Vivian	UX311	New Argenta	UX357	Battle	Iron Point	UX394
Palisade	UX321	Argenta	UX358	Mountain	Tule	UX420
Mosel	UX355	Hilltop	UX370	Mote		UX381

Yard Limits MP 663.6 to MP 674.6.

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

Rule 251 in effect Weso to Elko, Eastward only.

Dual control switches located East Carlin and West Carlin are for SP detour routes. Dual control switch located at Valmy.

Hot Box Detector located at: *MP 639.1 digital display. Hot Box Detectors located at MP 615.4 and MP 585.8 equipped with automatic flashing "H" indicator. When flashing "H" does not change to steady "H" indication, trains must stop and communicate with train dispatcher.

Hot Box Detector at MP 556.9 has readout located at Red House. When flashing "H" indication does not change to steady "H" indication, trains must stop at Red House and be governed by instructions at Hot Box Locator.

"Wait" indicator on block signal 5550 normally displays steady "W". If train ahead has a hot journal, signal 5550 will display Stop and Proceed aspect and a flashing "W" on indicator. Following train must stop and contact train dispatcher for instructions. If unable to contact train dispatcher, after waiting ten minutes, train may pass flashing "W" and be governed by Rule 245(B), keeping close lookout for hot journals in train.

TIMETABLE NO. 3

82 WINNEMUCCA SUBDIV. — FEATHER RIVER DIVISION

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST STATIONS	EAST			
532.3	WINNEMUCCA	T	UX426	n10000	60 All sidings 20 Between Mile Posts— 521.8 and 520.9 40 495.7 and 494.5 40 494.5 and 489.9 35 489.9 and 488.3 30 481.8 and 480.1 35 434.1 and 429.5 55 404.7 and 399.9 55 399.9 and 397.7 50 397.7 and 397.0 35 397.0 and 395.4 30 395.4 and 390.7 35 390.7 and 387.4 50 384.4 using SP Turnout 20 353.8 and 348.4 40 348.4 and 347.6 40 347.6 and 343.7 40 343.7 and 341.5 50 Reno Jct. Using Turnout 10 324.1 and 321.4 30
519.2	RAGLAN		PX440	6145	60
508.6	GASKELL		PX450	6148	60
496.6	JUNGO		PX461	6163	60
487.6	ANTELOPE		PX471	6156	60
479.4	FLOKA		PX479	6167	60
470.6	RONDA		PX488	6158	60
461.3	CHOLONA		PX497	6150	60
451.2	TREGO		PX507	6145	60
437.9	GERLACH	T	PX520	6289	60
430.8	PHIL		PX528	6160	60
416.3	REYNARD		PX542	5647	60
404.7	SANO		PX554	6152	60
393.7	SAND PASS		PX565	6162	60
384.4	SP CONN				60
383.5	FLANIGAN		PX574	6162	60
371.7	HERLONG		PX587	4193	60
362.6	DOYLE		PX596	6369	60
345.6	SCOTTS		PX613	6126	60
341.8	RENO JCT.	T	PX616	3000	60
339.1	CHILCOOT		PX619	6245	60
327.5	HAWLEY		PX631	5770	60
321.4	PORTOLA	T	PX637	10771	60

Eastward SP trains secure clearance at Wendel.

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.

RENO BRANCH — FEATHER RIVER DIVISION

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST STATIONS	EAST			
0.0	RENO JCT.	T	PX616		25
21.3	MARTIN		PR421	2000	25
28.3	NORTH RENO		PR428		25
33.1	RENO		PR433	Yd.	25

Main track details: MP 28.9; 30.7; 31.7.

Business Tracks	MP	Sta. No.
Loyalton	11.8	PL512

Loyalton Branch Hawley to Loyalton 11.8 Miles. Yard Limits entire branch. Maximum Speed 10 MPH

Business Track MP Sta. No.
Loyalton 11.8 PL512

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

TIMETABLE NO. 3

CANYON SUBDIV. — FEATHER RIVER DIVISION 83

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST STATIONS	EAST			
321.4	PORTOLA	T	PX637	10771	45
310.4	BLAIRSDEN		PX648	4869	45
301.9	SLOAT		PX656	7892	45
296.4	SPRING GARDEN		PX662	4610	45
287.9	QUINCY JCT.		PX670	3843	45
281.5	KEDDIE	T	PX677	7169	45
277.3	PAXTON		PX681	4202	45
273.9	TWAIN		PX685	3504	45
270.5	VIRGILIA		PX688	9810	45
260.1	BELDEN		PX698	4573	45
255.6	CAMP RODGERS		PX703	6713	45
247.6	MERLIN		PX711	3683	45
239.5	PULGA		PX719	6091	45
234.9	POE		PX723	6739	45
226.0	JAMES		PX732	6515	45
220.0	ELSEY		PX738	6385	45
213.9	KRAMM		PX744	6311	45
205.1	OROVILLE DEPOT		PX749	4687	45
202.9	OROVILLE YARD	T	PX751	Yd.	45

Equation: MP 205.5 equals MP 209.5.

Dragging Equipment Detectors:

#MP 319.0	#MP 305.0	#MP 284.0	#MP 270.6	#MP 253.5	#MP 237.2
#MP 316.7	#MP 300.0	#MP 281.5	#MP 267.5	#MP 249.2	#MP 234.2
#MP 314.7	#MP 293.8	#MP 279.5	#MP 264.6	#MP 245.6	#MP 222.2
#MP 312.6	#MP 290.2	#MP 275.5	#MP 262.5	#MP 243.5	#MP 217.7
#MP 308.0	#MP 286.7	#MP 273.4	#MP 257.6	#MP 241.5	

BIEBER SUBDIV. — FEATHER RIVER DIVISION

Mile Post	Radio Communication via Channel One.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST STATIONS	EAST			
111.8	BIEBER	⊙T	PK112	Yd.	40
94.8	LITTLE VALLEY		PK095	4251	40
76.5	HALLS FLAT	T	PK076	6758	40
62.9	LODGE POLE		PK063	4235	40
43.8	ROBBERS CREEK		PK044	7245	40
39.4	WESTWOOD		PK039	4388	40
35.2	CLEAR CREEK JCT.		PK035		40
25.7	ALMANOR	T	PK026	7942	40
14.7	GREENVILLE		PK015	4236	40
6.2	MOCCASIN		PK006	4208	40
0.0	KEDDIE	T	PX677		40

Eastward signal MP 55.8 is east end of CTC.

TWC in effect MP 55.8 to Bieber.

At Bieber eastward trains must leave all train orders and instructions in designated box and westward 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.

Dragging Equipment Detector: #MP 1.1.

TIMETABLE NO. 3

84 SACRAMENTO SUBDIV. — FEATHER RIVER DIVISION

Radio Communication via Channel One				Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) All sidings 20 Between Mile Posts — 202.9 and 201.7 30 180.6 and 177.5 30 166.6 and 166.3 50 141.8 and 139.2 35 139.2 and 135.2 20 135.2 and 129.0 40 97.3 and 95.2 50 95.2 and 92.0 20
Mile Post	WEST STATIONS	EAST	Stations			
202.9	OROVILLE YARD	T	PX751	Yd.		
193.0	CRAIG		PX761	6155		
180.2	BINNEY JCT	SP	PX774			
178.8	MARYSVILLE		PX776	5055		
175.6	CLEVELAND		PX779			
172.9	MOUNKES		PX782	7290		
156.5	PLEASANT GROVE		PX798	6242		
143.6	DEL PASO		PX811	6247		
139.5	HAGGIN		PX815			
138.0	"R" STREET	SP	PX816			
136.0	SO. SACRAMENTO		PX816	Yd.		
132.4	POLLOCK		PX822	4874		
121.9	PHILLIPS		PX832	6250		
113.9	THORNTON		PX840	3638		
97.9	HAMMER LANE		PX856	5895		
95.1	EL PINAL	SP	PX859			
93.8	WEBER AVE.	SP				
93.2	ATSF					
92.0	STOCKTON	T	PX862	Yd.		
110.9						

Yuba City Branch Marysville to Sutter 10.6 Miles. Yard limits entire branch. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Yuba City	137.3	PC002	Colusa	139.8	PC005
Paloro	138.6	PC003	Sutter	5.2	PA105
Harter	139.4	PC004			

Maximum gross weight on cars Colusa to Sutter 220,000 lbs.

Pearson Branch Cleveland to Reed 5.3 Miles. Yard limits entire branch. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Alicia	132.4	PP202	Pearson	129.7	PP205
			Reed	129.1	PP206

DOZIER BRANCH — FEATHER RIVER DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH Cannon to Libfarm 10 Yard Limits: Cannon to Libfarm. Maximum gross weight on cars 220,000 lbs. Cannon to Libfarm.
95.5	HAGGIN		PX815		
95.0	19TH STREET JCT.				
	34.5 MILES VIA SP				
7.9	CANNON	T	PV681		
64.6	DOZIER	T	PZ708	965	
74.2	LIBFARM		PZ718	1425	
52.5					

UP Station Numbers on SP

Webster	PV608	Tremont	PV616	Dixon	PV621
Swingle	PV609	Sucro	PV618	Elmira	PV629
Davis	PV613				

Woodland Branch Westside to Woodland 16.7 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts:

Business Tracks	MP	Sta. No.
0.4 and 0.5 (Joint Trk)	10 MPH	
8.0	15 MPH	
10.8 and 11.7	10 MPH	
16.2 and 16.7	10 MPH	
Business Tracks	MP	Sta. No.
Broderick	92.3	PH501
Mikon	1.6	PW402
Lovdal	2.7	PW403
Conaway (W)	11.8	PW412
Hebron (E)	14.8	PW415
Woodland	16.6	PW417

Holland Branch Broderick to Clarksburg 11.5 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between:

Business Tracks	MP	Sta. No.
Saco. Sub Conn. "C" St. and CPC 11	5 MPH	
Sacramento-Yolo Port RR	10 MPH	
90.7 (Bridge)	10 MPH	
Riverview to Clarksburg	10 MPH	
Business Tracks	MP	Sta. No.
West Sacramento	92.2	PV601
Westgate	91.6	PH502
Yolo Port Conn.	90.9	PH503
Bascule Bridge	90.7	
Riverview	87.0	PH507
Clarksburg (W)	5.9	PH513

TIMETABLE NO. 3

PORT CHICAGO BRANCH — FEATHER RIVER DIVISION 85

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH East Pittsburg to Clyde (Except as below) 20 Between Mile Posts — 48.7 and 48.1 10 46.2 ATSF Xing 10 37.8 15f Sta.
	STOCKTON		PX862		
	33.5 MILES VIA ATSF				
48.5	EAST PITTSBURG		PN931		
48.1	ATSF				
47.4	ATSF				
47.0	PITTSBURG		PN932		
46.2	ATSF				
44.9	WEST PITTSBURG		PN933	510	
39.0	PORT CHICAGO		PN939		
44.8					

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

Montezuma Branch Dozier to Montezuma 14.6 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Creed-Atlas Powder Co (W)	59.8	PM805	Rio Vista Jct. (W)	57.8	PM807
			Montezuma	50.0	PM815

Maximum gross weight on cars 220,000 lbs.

TIDEWATER SOUTHERN SUBDIV. — FEATHER RIVER DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH (Except as below) 35 Between Mile Posts — 19.0 and 21.0 20 22.5 and 23.1 20 27.2 and 9th & P Sts. Modesto 15 North Yard 10 Modesto 9th and P Sts. and MP 33.3 10 46.5 and 47.9 10
0.0	STOCKTON	T	PX862	Yd.	
1.7	ORTEGA		PX864		
5.2	MANTECA JCT.		PQ005	2170	
19.8	ESCALON		PQ020	1390	
25.6	MCHENRY		PQ026	1220	
30.1	NORTH YARD JCT.		PQ030		
31.4	MODESTO	M&ET	PQ032		
32.7	SP				
34.5	ROGERS		PQ035	2010	
41.6	HATCH	T	PQ042	1240	
44.7	KEARNEY		PQ045		
47.9	TURLOCK		PQ048		
47.9					

Manteca Branch Manteca Jct. to South Manteca 6.6 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 4.0 and 6.6 — 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Manteca	5.1	PF105	South Manteca	6.6	PF107

Chemurgic Branch Hatch to Chemurgic 2.9 Miles. Yard Limits entire branch. Maximum Speed 20 MPH.

Business Track	MP	Sta. No.
Chemurgic	2.9	PG203

**SAFETY EVERYWHERE
ALL THE TIME**

TIMETABLE NO. 3

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST	EAST			
92.0		STOCKTON	PX862	Yd.	60 All sidings 20 Between Mile Posts— 92.0 and 90.4 45 84.5 SP Xing 30 74.1 SP Xing 50 Tracy Branch Spur 5 67.0 and 58.2 35 58.2 and 52.3 30 52.3 and 45.0 50 45.0 and 34.4 45 34.4 and 29.6 40 29.6 and 29.2 30 15.2 (Williams St.) 35 10.6 and 7.2 20 7.2 and Chestnut Jct. 10
84.5	7.5	SP			
82.1	3.4	WYCHE	PX872	5555	
74.1	8.0	SP			
72.8	1.3	TRACY	PX881	10692	
63.3	9.5	MIDWAY	PX891	5518	
56.2	7.1	ALTAMONT	PX898	5560	Business Tracks MP Sta. No.
47.0	9.2	LIVERMORE	PX907	4117	French Camp 88.4 PX867 Lathrop 85.8 PX870 Cochran 75.6 PX878 Lyoth (W) 73.8 PX880 Ayala (E) 70.9 PX882 Lox (W) 50.3 PX904 Trevarno (W) 49.2 PX905 Radium 43.4 PX911 Pleasanton (W) 41.7 PX912 Fabrico (W) 27.0 PX927 Union City 25.9 PX928 Carpenter 24.9 PX929 Estudillo 16.1 PX938 San Leandro 14.7 PX939
38.1	8.9	HEARST	PX916	4423	
30.5	7.6	NILES JCT. SP	PX923		
29.7	0.8	FREMONT	PX924	4042	
20.1	9.6	HAYWARD	PX934	6922	
11.3	8.8	KOHLER	PX942	3524	
10.0	1.3	MELROSE SP	PX943		
7.2	2.8	FALLON STREET	PX946		
5.9	1.3	CHESTNUT JCT.	PX948		Double track (Rule 251) Fallon Street to Chestnut Jct. Yard Limits: MP 7.2 to Oakland
5.8	0.1	MAGNOLIA TOWER SP			MP 90.5 SP — Hunter Street Lead.
4.7	1.1	OAKLAND	PX949	Yd.	
	87.3				

SAN JOSE BRANCH — FEATHER RIVER DIVISION

Mile Post	Radio Communication via Channel One		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST	EAST			
0.0		NILES JCT	PX923		35 Between Mile Posts— 0.0 and 0.3 including wye. 10 7.5 and 10.1 25 10.1 and 15.7 20 15.7 and 23.0 10
7.0		WARM SPRINGS	PS707	Yd.	
11.5	4.5	MILPITAS	PS711	Yd.	Business Tracks MP Sta. No.
17.5	6.0	SAN JOSE	PS717	Yd.	Irvington (W) 3.3 PS703 Inland Steel 4.9 PS705 Curtner (W) 8.0 PS708 Berryessa (W) 14.1 PS714
19.6	2.1	VALBRICK SP	PS720		Yard Limits: MP 10.1 to MP 23.0 CTC Niles Jct. to MP 10.1.
20.4	0.8	WILLOW GLEN SP	PS721		
22.3	1.9	WEST SAN JOSE	PS722		
	23.0				

WEST		Radio Communication via Channel One		EAST			
First Class	35 Pgr.	Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class	36 Pgr.
Daily	Daily					Daily	
AM	2 40	576.8				AM	s2 00
		575.1	MILFORD CP577 CP575 T X	CX236	6600		
		571.4	UPTON 5.4	CX241	6026		
		561.5	THERMO 9.9	CX251	6002		
		550.7	LATIMER 10.8	CX262	5988		
		541.8	LUND 8.9	CX272	9101		
		531.7	ZANE 10.1	CX281	6006		
		526.2	BERYL 5.5	CX286	5981		
		516.2	HEIST 10.0	CX297	6016		
		510.2	MODENA 6.0	CX303	6004		
		501.1	UVADA 9.1	CX312	6008		
		496.5	CRESTLINE 4.6	CX319	6490		
		489.6	BROWN 6.0	CX324	6013		
		484.2	ACOMA 5.4	CX328	6041		
		475.6	ISLEN 8.6	CX338	6516		
		470.6	RICHMOND 5.0	CX342	5812		
		464.5	ECCLES 6.1	CX349	15105		
		461.0	4.7 CP461				
s4 50		459.8	CALIENTE CP460 T X	CX353	6250	s11 50	
		458.3	5.2 CP458		7830		
		454.8	ETNA 4.9	CX358	6079		
		449.9	STINE 4.7	CX363	5976		
		445.2	BOYD 4.7	CX368	6013		
		438.4	ELGIN 6.8	CX375	6275		
		434.5	KYLE 3.9	CX379	7140		
		429.1	LEITH 5.4	CX384	5925		
		418.7	CARP 10.4	CX394	5872		
		413.4	VIGO 5.3	CX399	6068		
		408.0	GALT 5.4	CX405	6100		
		402.8	HOYA 5.2	CX410	5977		
		398.1	ROX 4.7	CX415	6645		
		393.0	FARRIER 5.1	CX420	6056		
		383.1	MOAPA 9.9	CX430	6066		
		373.8	UTE 9.3	CX439	6102		
		363.2	DRY LAKE 10.6	CX450	6094		
		357.0	GARNET 6.2	CX456	6282		
		352.0	APEX 5.0	CX461	6072		
		346.7	DIKE 5.3	CX466	6107		
		339.1	WANN 7.6	CX474	6119		
s7 45		334.3	LAS VEGAS 4.8	CX479	Yd.	9 20	
AM			242.5			PM	

Distance MP 493 to 494 = 850 Ft.

Speed Condition Warning Device between MP 494 and MP 495. Be governed by Rule 370.

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

At MP 493.5 Rule 1007 will apply to freight and passenger trains during cold weather.

Speed Signal locations: Milford, Crestline, Richmond, Eccles, Caliente, Carp, Galt, Garnet.

Hot Box and Dragging Equipment Detectors: \$MP 566.4, \$MP 546.4, \$MP 520.8, %MP 480.2, %MP 474.0, %MP 472.3, %MP 470.0, %MP 448.7, %MP 442.9, %MP 434.6, %MP 432.0, %MP 430.2, @423.0, %MP 410.4, %MP 406.5, @MP 388.2, @MP 353.1. Dragging Equipment Detectors (%) are verbal indicators.

“PRESENCE OF MIND”
MEANS
ABSENCE OF ACCIDENTS

88 CALIENTE SUBDIV. — CALIFORNIA DIVISION

Maximum Speed	Psg.	MPH Frt.	Psg.	MPH Frt.
Between Mile Posts—				
576.2 and 500.0	79	70	430.7 and 430.0	35
500.0 and 393.9	70	50	430.0 and 428.2	55
393.9 and 334.3	79	60	428.2 and 427.9	55
(Except as below)			427.9 and 425.4	55
All sidings except Milford, Crestline, Caliente, Carp, Galt, Garnet			419.7 and 418.0	40
Between Mile Posts—			418.0 and 403.7	35
576.5	20	20	398.6 and 397.5	40
576.5 and 576.2	20	20	395.9 and 394.2	35
502.5 and 500.0	50	35	394.2 and 393.9	60
498.0 and 489.9	70	55	380.9 and 379.6	65
489.9 and 488.7	60	50	379.6 and 379.1	60
488.7 and 486.8	50	40	358.5 and 358.5	60
486.8 and 481.7	30	30	358.5 and 356.1	45
481.7 and 477.3	60	50	Fibreboard Spur	20
477.3 and 475.0	40	35	351.1 and 348.3	45
475.0 and 470.7	25	25	Nellis Air Base Spur	10
470.7 and 469.1	40	35	Las Vegas Industrial Park Spur On Curves	
469.1 and 463.9	25	25		5
463.9 and 461.7	55	45	336.1 and 335.4	60
461.7 and 461.2	40	35	334.6 and 333.0	20
461.2 and 460.0	30	25		
460.0 and 458.4	40	35	Business Tracks	MP No.
455.2 and 452.5	50	40	Little Springs	472.0 CX341
452.5 and 444.0	35	35	Arrolime	353.8 CX459
444.0 and 441.9	35	30	Fibreboard Spur(W)	352.0 CX461
	25	25	Lovell(W)	344.6 CX468
	35	35	Valley-Nellis Air Base(E-W)	342.6 CX470
	35	35	Nevada Industrial Park(W)	340.0 CX473

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.

CEDAR CITY BRANCH — CALIFORNIA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings	Maximum Speed (Except as below) Between Mile Posts —	MPH
0.0	▼	LUND	▲	CX272	9101	23.0 and 29.0	40
20.3		IRON SPRINGS		CI321		Cedar City yard tracks	10
31.8		CEDAR CITY		CI333		Business Tracks	MP No.
31.8						Stock Yards (W)	29.9
						Yard Limits: MP 18.4 to Iron Springs	

IRON MOUNTAIN BRANCH — CALIFORNIA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings	Maximum Speed (Except as below) Between Mile Posts —	MPH
0.0	▼	IRON SPRINGS	▲	CI321		0.0 and 1.2	20
14.4		IRON MOUNTAIN		CI415		10.1 and 14.5	15
14.4						Business Track	MP No.
						Comstock	10.9 CI411
						Yard Limits	
						Iron Springs to MP 0.5.	

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.

Air Brakes must be used on all cars handled on all trackage.

MEAD LAKE BRANCH — CALIFORNIA DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings	Maximum Speed (Except as below) Between Mile Posts —	MPH
0.0	▼	MOAPA	▲	CX430	6066	1.6 and 2.3	20
16.7		MEAD LAKE		CV717		5.0 and 6.7	10
16.7						7.0 and 9.0	20
						Business Tracks	MP No.
						Arrowhead (W)	3.3 CV703
						Logandale	10.2 CV710

TIMETABLE NO. 3
CIMA SUBDIV. — CALIFORNIA DIVISION 89

WEST	Radio Communication via Channel One.	STATIONS	Station Nos.	Sidings	EAST
First Class					First Class
35 Pgr.					36 Pgr.
Daily	Mile Post			Feet	Daily
AM 7 00	334.3	LAS VEGAS	CX479	Yd.	PM s8 10
	330.5	CP330			
	328.6	3.1 CP328			
	327.4	BOULDER JCT.	CX486	3403	
	326.4	5.0 CP326			
	322.4	ARDEN	CX490	6480	
	314.8	7.6 SLOAN	CX498	6288	
	309.3	5.5 ERIE	CX504	5690	
	301.3	8.0 JEAN	CX512	5730	
	296.4	4.9 BORAX	CX517	5791	
	287.6	8.8 CALADA	CX526	6116	
	277.5	10.1 NIPTON	CX535	5774	
	272.4	5.1 MOORE	CX541	5769	
	267.4	5.0 IVANPAH	CX545	5761	
	263.2	4.2 BRANT	CX550	5760	
	257.9	5.3 JOSHUA	CX555	6062	
	254.0	3.9 CIMA	CX559	6271	6355
	250.4	3.6 CHASE	CX563	5667	
	247.3	3.1 ELORA	CX566	5723	
	243.3	4.0 DAWES	CX570	5781	
	239.3	4.0 HAYDEN	CX574	5788	
	235.4	3.9 KELSO	CX577	9191	9191
	226.1	9.3 KERENS	CX587	5757	
	218.0	8.1 SANDS	CX595	6100	
	211.6	6.4 BALCH	CX601	5758	
	203.5	8.1 CRUCERO	CX609	5765	
	197.0	6.5 BASIN	CX616	6198	
	191.8	5.2 AFTON	CX621		
	187.4	4.4 DUNN	CX626	6116	
	182.3	5.1 FIELD	CX631	5718	
	177.5	4.8 MANIX	CX635	5771	
	168.0	9.5 CPI68	CX645		
	163.9	4.9 YERMO	CX650	Yd.	
AM		171.2			PM

**STOP INJURIES
BEFORE ONE STOPS YOU**

TIMETABLE NO. 3

	MPH		Cima-WW Psgr Trains handled with dynamic brake in operation; light engines with operative dynamic brake	MPH	
	Psg.	Frt.		Psg.	Frt.
Between Mile Posts—					
334.3 and 309.3	79	60			
309.3 and 163.1	79	70			
(Except as below)					
All sidings except Sloan, Joshua, Cima, Kelso No. 1 Siding, Sands	20	20	45	45	
Between Mile Posts—					
334.6 and 333.0	20	20			
Las Vegas—					
329.5 Cind-R-Lite and Stocks Mill Spurs		5			35
332.6 and 326.0					45
(North Running Trk)	40	40			45
321.1 and 319.7	65	55			60
319.7 and 318.5	40	30			45
317.1 and 314.6	40	30			45
312.5 and 311.7	50	40			60
309.8 and 309.3	70	60			20
			254.0 and 236.0 WW Frt Trns controlled exclusively with dynamic brake		
			254.4 and 251.3	45	45
			246.7 and 246.5	45	45
			231.2 and 230.9	70	60
			196.2 and 194.1	55	45
			194.1 and 191.8	50	40
			191.8 and 188.4	55	45
			188.4 and 186.1	70	60
			CP168 and East Yermo (Running Trk)	40	40
			162.0	20	20

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

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

On descending grades from Cima to Kelso the following applies:
Train exceeding 3500 tons must not be controlled exclusively with dynamic brake.
Retaining valves must be used:

- On any train exceeding 90 tons per operative brake.
- On any train exceeding 80 tons per operative brake with less than two horsepower effective dynamic brake per trailing ton.
- 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.
- 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.

Speed Signal locations: CP330-CP326, Sloan, Cima, Joshua, East Chase, Kelso, Sands, MP 159 - MP 168.6 (Main and Running Tracks).

Hot Box and Dragging Equipment Detectors: SMP 324.2, SMP 292.7, SMP 272.7, SMP 256.0, SMP 233.4, SMP 209.2, SMP 175.3.

BMI BRANCH — CALIFORNIA DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
					(Except as below)	
0.0	BOULDER JCT.	⊙ T	CX486		30	
9.9	HENDERSON		CN810	2527	5	
10.8						

WEST First Class 35 Psg.	Mile Post	Radio Communication via Channel Two.	STATIONS	Station Nos.	Sidings Feet	EAST First Class 36 Psg.
AM	163.1		YERMO	● T	CX650	PM
	160.5		4.3	CP 161		
10 25 AM	158.8		DAGGETT	CP 159	CX654	5 05 PM
102.1 MILES VIA ATSF DAGGETT TO WEST RIVERSIDE						
	58.1		RIVERSIDE JCT.		CX754	
	56.7		WEST RIVERSIDE CP 57			
	53.8		STREETER		CX759	6095
	53.2		ARLINGTON		CX760	5476
	48.2		PEDLEY	T	CX765	5986
	45.2		MIRA LOMA		CX767	5952
	38.4		CP38			
	38.1		⊙ SP			
	36.1		MONTCLAIR		CX777	5968
	33.0		⊙ SP	CP 33		
	29.0		SPADRA		CX784	5791
	24.8		WALNUT		CX789	6032
	17.8		PUENTE JCT.	CP 18		
	16.9		CITY OF INDUSTRY		CX796	5937
	11.3		BARTOLO	CP 11		
	10.9		WHITTIER JCT.	CP 10	CX802	
	10.5		PICO-RIVERA		CX803	5918
	7.7		CP8			
	7.2		CP7			
	5.9		EAST LOS ANGELES	⊙ X	CX806	
	4.2		EAST YARD	● TX	CX809	Yd.
	2.8		DOWNNEY ROAD	CP 31		
	1.7		NINTH ST. JCT.	⊙ I		
	0.0		FIRST ST.	CP 0	⊙ X	
			PASADENA JCT.	⊙ X	CX812	
			MISSION TOWER			
			⊙ ATSF	⊙ T		
			LOS ANGELES (Union Station)	⊙	CX813	Yd.
			163.7			

Maximum Speed	MPH	Maximum Speed	MPH
Between Mile Posts—			
163.1 and 158.5	79	38.4 and 38.1	45
58.1 and 0.0	79	38.1 and 11.3	65
(Except as below)		11.3 and 10.2	65
All sidings	20	10.2 and 7.7	65
Between Mile Posts—			
162.0	20	East Yd EW on Trk 3	40
159.0 and 158.8	30	7.7 and 5.7	40
56.6 and 55.4	45	7.7 and 1.6	20
55.4 and 53.4	50	1.6 and 0.0	35
53.4 and 51.8	65	LA Union Psgr. Term.	15
50.8 and 49.9	70	LA Riv. Br. & 0.0	15
Mira Loma Space Center		Yard Limits:	
Tracks	5	MP 7.3 to Los Angeles.	
40.0 and 38.4	65		

Operation on ATSF Daggett to Riverside Jct.
Eastward Union Pacific trains which will operate via ATSF must secure ATSF track warrant at Union Pacific East Yard, Los Angeles.
Westward Union Pacific trains which will operate via ATSF must secure ATSF track warrant at Yermo.

Union Pacific trains originating at Colton and operating on ATSF tracks must secure ATSF track warrant at Colton and must secure UP clearance at Colton to operate on UP tracks west of Riverside.

Speed Signal locations: MP 159-MP 168.6 (Main and Running Tracks).
Hot Box Detector: SMP 42.4.

92 LOS ANGELES SUBDIV. — CALIFORNIA DIVISION

UP Station Numbers on ATSF		Business Tracks	MP	Sta. No.
Nebo	742.0	Riverside	57.5	CX755
Barstow	745.9	Champagne (W)	43.3	CX769
Lenwood	6.7	Ballou	40.4	CX773
Hodge	13.6	Ontario	37.1	CX775
Oro Grande	31.5	Pomona	31.9	CX781
Victorville	36.7	Montebello	8.1	CX804
Frost	38.0			
Hesperia	45.1			
Lugo	50.1			
Summit	55.9			
Cajon	62.8			
Keen Brook	69.4			
Devore	71.5			
Verdemont	73.9			
Ono	76.1			
San Bernardino	81.5			
Colton	2.9			
Highgrove	6.7			

ANAHEIM BRANCH — CALIFORNIA DIVISION

Mile Post	Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST STATIONS	EAST			
0.0	WHITTIER JCT.	⊙	CX802		20
0.1	⊙ SP	⊙			5
5.2	COLIMA JCT.	⊙			10
5.5 MILES VIA SP					
10.5	FULLERTON JCT.	⊙			10
15.5	⊙ ATSF	⊙			15
17.3	FULLERTON	⊙	CW217		15
19.0	⊙ ATSF	⊙			15
19.9	ANAHEIM	⊙	CW220	1056	15
20.4					10

Business Tracks MP No. Sta. No.
 Whittier 2.4 CW202
 La Habra 9.6 CS210
 Operation on SP Colima Jct to Fullerton Jct.
 ⊙ Entire Anaheim Branch

Crestmore Branch Pedley to Crestmore 6.9 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Track	MP	Sta. No.
Crestmore	6.8	CE007

Glendale Branch Pasadena Jct. to Forest Lawn 5.8 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 4.7 and 5.8 — 10 MPH.

Business Tracks	MP	Sta. No.
Glendale Jct.	1.6	CR301
Arroyo Jct.	4.6	CL401
Glendale	5.1	CL404
Forest Lawn	5.8	CL404

Operation on SP MP 2.0 to Arroyo Jct.
 At Arroyo Jct., Dayton interlocking operator must be contacted for authority to handle switch.

SAN PEDRO BRANCH — CALIFORNIA DIVISION 93

Mile Post	Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum Speed (Except as below) MPH
	WEST STATIONS	EAST			
3.1	EAST YARD	⊙ T	CX809		20
	HOBART	⊙ ATSF	CS500		20
3.6	⊙ LA JCT	⊙ RY			5
5.1	⊙ SP	⊙			5
7.4	⊙ SP	⊙			10
12.5	PARAMOUNT		CS510	5915	10
14.6	DOUGLAS JCT.		CS512		10
19.2	MANUEL		CS516	5807	10
21.6	THENARD CONN.	⊙			10
21.7	⊙ SP	⊙			10
22.1	MEAD TRANSFER	⊙	CS519	Yd.	10
23.2	HENRY FORD BLVD.	⊙ ⊙ ⊙			10
25.3	EAST SAN PEDRO	⊙	CS523		10
22.2					10

Trains enroute to or from LA Harbor must obtain clearance from SP operator at Dolores before entering SP trackage. Specific route must be specified. If the north leg of the Thenard Wye is to be used, this must be specified and SP operator must understand this route is desired.

When operating over Harbor Belt Line RR clearance must be secured.

On return trip from Berth 49, trains or engines must wait at 6th Street San Pedro Yard until clearance is obtained from HBL and SP.

⊙ Entire San Pedro Branch

Harbor Belt Line RR: Employs performing service on Harbor Belt Line Railroad will be governed by General Code of Operating Rules and UP Special Instructions and Safety Rules Form 7908.

Trains enroute to or from Long Beach Harbor must receive permission from Dolores and the SP Eighth Street Yard.

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 Switches: Whistle activated dual control switches 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 switches located at MP 21.35 and MP 21.5 are equipped with color light switch point indicators.

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.

Maintenance of Way Flagging

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.

Lakewood Branch Douglas Jct. to Lakewood 2.8 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except at Mile Posts: 0.6 — 10 MPH; 2.5 — 10 MPH.

Business Track	MP	Sta. No.
Lakewood	1.6	CS602

WEST		Radio Communication via Channel Two.				EAST	
First Class	25 Pgr.	Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class	26 Pgr.
Daily	Daily					Daily	Daily
0.0			GRANGER CP847 T X	WX847	7260		
1.6			8.4 CP2				
8.4			MOXA	IX855	7359		
			8.0				
16.4			NUTRIA	IX863	12034		
			8.4				
24.8			OPAL	IX872	7345		
			8.6				
33.3			WATERFALL	IX881	7370		
38.9			7.3 CP39				
39.9			7.3 CP40 X		6567		
40.6			KEMMERER	IX887	7867		
42.2			8.1 CP42				
48.0			FOSSIL	IX898	7329		
			5.3				
53.3			NUGGET	IX903	7374		
			6.2				
59.5			ORR	IX907	7352		
			5.9				
65.3			LEEFE	IX912	11783		
			6.7				
72.0			BECKWITH	IX919	7342		
			5.4				
77.4			PIXLEY	IX925	7399		
			5.7				
83.1			COKEVILLE	IX931	8566		
			5.7				
88.8			MARSE	IX935	7367		
			5.7				
94.5			CHAUSSE	IX941	7331		
			7.8				
102.3			HARER	IX950	7405		
			5.6				
107.9			DINGLE	CP108			
			7.3				
114.8			MONTPELIER	IX962	Yd.		
115.2			CP115 X				
118.9			5.2 CP117 X				
120.4			PESCADERO	CP121			
			7.3				
127.7			GEORGETOWN	IX974	10039		
			8.5				
136.2			MANSON	IX983	7354		
144.0			10.0 CP144				
145.5			CP145				
146.2			SODA SPRINGS	IX993	7465		
			5.0				
151.2			ALEXANDER	IX999	7297		
			5.5				
156.7			TALMAGE	IY003	7426		
			5.5				
162.2			BANCROFT	IY009	17498		
			8.0				
170.2			PEBBLE	IY018	7337		
			6.8				
177.0			BLASER	CP177			
178.6			8.9 CP178 X				
185.9			TOPAZ	CP186			
			5.9				
AM 189.8			CP190				
191.8			McCAMMON	CP192 T X	IY038		
			9.9				
201.7			INKOM	X	IY049	5777	
			9.0				
210.7			E. POCATELLO	CP211 X			
213.1			CPP13 X				
213.5			3.5 CPP14 X				
214.2			POCATELLO	CP214 X	IY061	Yd.	2.15
AM			214.2				AM

Maximum Speed	MPH		MPH
	Pgr.	Fr.	
(Except as below)	70	70	
All Sidings except Granger, Nutria, Opal, Kemmerer, Leefer and Montpelier		20	
Between Mile Posts—			
0.0 and 0.8		40	141.9 and 143.7
28.7 and 31.3		60	143.7 and 146.3
31.3 and 32.3		40	146.3 and 148.3
32.3 and 34.6		60	152.1 and 152.4
34.6 and 35.5		50	163.5 and 168.9
35.5 and 40.8		35	168.9 and 171.7
40.8 and 44.6		55	171.7 and 174.7
48.8 and 49.6		50	174.7 and 177.4
54.5 and 55.8		30	177.4 and 179.0
55.8 and 57.8		35	179.0 and 180.0
57.8 and 63.6		60	180.0 and 181.8
63.6 and 65.4		50	181.8 and 183.3
65.4 and 68.2		55	183.3 and 185.5
87.4 and 87.7		50	185.5 and 187.9
92.9 and 93.1		50	187.9 and 195.3
96.7 and 98.3		60	195.3 and 200.0
98.3 and 99.7		50	200.0 and 202.6
102.6 and 104.8		50	213.4 and 215.0
104.8 and 105.4		60	
107.8 and 120.4 No. 1		60	
120.6 and 130.1		50	
130.1 and 138.7		60	
138.7 and 141.0		50	
141.0 and 141.9		45	

Do not exceed 65 MPH if freight train averages over 80 gross tons per car. Do not exceed 60 MPH if freight train averages over 100 gross tons per car.

Business Tracks	MP	Sta. No.
Sage	63.0	IX910
Pegram	98.1	IX945
Lava Hot Springs	180.5	IY027

McCammon Jct. No. 1 MT to or from Utah Div. C/O

Trains enroute to Utah Division must identify opposing trains.
 Two main tracks Dingle to Pescadero; Blaser to Topaz; CP190 to Pocatello.
 Speed Signal locations: Granger, Nutria, Opal, Kemmerer, Leefer, CP108, CP115, CP117, CP121, CP177, CP178, CP186, CP190, McCammon, East Pocatello.
 Hot Box and Dragging Equipment Detectors: SMP 20.5, @MP 61.4, SMP 79.6, SMP 106.6, SMP 153.4, @MP 174.2.

Cumberland Branch Kemmerer to Skull Point Mine 10.9 Miles. Yard limits entire branch.

Maximum Speed 20 MPH except between Mile Posts: 0.0 and 0.3 — 15 MPH; 4.9 and 5.6 — 15 MPH; 10.0 and 10.9 — 10 MPH.

Business Tracks	MP	Sta. No.
Glencoe Jct.	5.3	IJ705
Amoco Spur	7.7	

Chevron Spur
Skull Point Mine 10.2

MP 7.7 Amoco Industry Yard is protected by signals.
 Chevron Industry all movements must be governed by signal indication.

Elkol Branch Glencoe Jct. to Elkol 3.3 Miles. Yard limits entire branch.

Maximum Speed 20 MPH except between Mile Posts: 0.0 and 0.2 — 15 MPH; 2.5 and 3.3 — 10 MPH.

Business Track	MP	Sta. No.
Elkol	2.6	IJ904

Exxon Industrial Spur Opal (MP 23) to Shute Creek 16.8 Miles. Movements authorized by Track Warrant Control.

Maximum Speed 40 MPH except between Mile Posts: 0.0 and 1.0 — 25 MPH; MP 16.0 and MP 16.8 — 10 MPH.

Business Track	MP	Sta. No.
Shute Creek	16.3	

Conda Branch Soda Springs to Conda 7.5 Miles. Yard limits entire branch.

Maximum Speed 20 MPH except between MP 6.5 to MP 7.5 and Conda yard 5 MPH.

Business Tracks	MP	Sta. No.
Monsanto	1.8	IC002
EpcO	5.9	IC006
Conda	7.1	IC007

Grace Branch Alexander to Grace 5.8 Miles. Yard limits entire branch.

Maximum Speed 15 MPH except at MP 5.3 and on Grace Elevator Tracks 5 MPH; MP 5.5 to MP 5.8 — 10 MPH.

Business Track	MP	Sta. No.
Grace	5.8	IG506

DRY VALLEY BRANCH — IDAHO DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
11.7	▼	WOOLLY VALLEY		ID012		10	
18.3	▼	DRY VALLEY	T	ID018		5	
		18.3				5	

Mountain Fuel Track No. 1
 Center Load Track above rollover dumper
 Between Mile Posts —
 0.0 and 1.0
 3.5 and 4.9
 Dry Valley Yard
 Yard Limits EpcO to MP 2.0

SAFETY IS WHAT YOU MAKE IT

98 NORTH SIDE BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
					MP 0.0 to MP 7.0	MP 65.0 to MP 72.9
0.0	RUPERT	⊙●T	IT614	9185	Business Tracks	MP No.
4.4	MYERS	⊙	IT805	7865	Hynes	11.4 IT811
5.7	PAUL	⊙	IT806	1705	Hazelton	24.0 IT824
15.9	SCHODDE		IT816	2530	Black	26.9 IT827
47.9	JEROME	T	IT848	2530	Eden	28.1 IT828
56.7	WENDELL		IT857	2530	Sugar Loaf	38.3 IT838
72.9	BLISS	⊙T	IY198	5845	Falls City	40.6 IT841
	72.9				Barrymore	42.5 IT843
					Hydra	45.8 IT846
					King	58.1 IT858
					Tuttle	66.2 IT866

Myers — Engines must not enter covered area at TASCOC bulk sugar loading plant or covered area at wet hopper.

Raft River Branch Burley to Declo 9.2 Miles. Yard Limits entire branch. Maximum speed 20 MPH except between MP 0.0 and 1.1 — 12 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Unity	3.1	IT903	Crippen(E)	2.1	IT702
Elcock	4.0	IT904	Ruby(W)	3.1	IT703
Evans(E)	4.7	IT905	Beetville	4.3	IT704
Springdale	6.0	IT906	Pella	5.2	IT705
Hatch	7.5	IT908	North Kenyon	8.1	IT708
Declo	9.0	IT909	Kenyon	9.6	IT710
			Martin	11.5	IT712

Oakley Branch Burley to Martin 11.6 Miles. Yard Limits entire branch. Maximum speed 20 MPH except between MP 0.1 and MP 0.9 — 12 MPH.

IDAHO NORTHERN BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed MPH	
					(Except as below)	MPH
0.0	NAMPA	⊙●T	IY304		0.2 and 0.4	15
2.6	FISCHER	⊙	IN003	2310	8.7 and 8.8	25
26.9	EMMETT	⊙●T	IN027	4510	13.8 and 14.8	30
49.7	HORSESHOE BEND	⊙	IN050	1485	18.9 and 22.4	15
63.9	BANKS		IN064	1650	25.6 and 27.7	12†
82.7	SMITHS FERRY	T	IN083	1430	31.2 and 33.2	25
99.1	CASCADE	⊙●T	IN099	1485	33.2 and 37.4	20
	99.7				37.4 and 38.7	15
					38.7 and 40.3	30
					44.1 and 45.7	35
					45.7 and 49.1	25
					50.3 and 53.0	20
					53.0 and 60.0	15
					60.0 and 64.0	20
					64.0 and 81.0	15
					83.1 and 92.5	20
					92.5 and 98.0	30
					98.0 and 99.7	10

Yard Limits: Nampa to MP 4.0; MP 24.0 to MP 28.0; MP 48.0 to MP 51.0; MP 98.0 to Cascade.

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.

Business Tracks	MP	Sta. No.
Maddens	6.1	IN006
Middleton	9.4	IN009
Jenness	18.8	IN019
Montour	41.0	IN041
Gardena (E)	55.1	IN055
Big Eddy (W)	75.2	IN075
Belvidere	95.3	IN096

PAYETTE BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed MPH	
					(Except as below)	MPH
0.4	PAYETTE	⊙	IY350	8100	0.4 and 0.7	10
5.1	FRUITLAND		IN305	1265	1.0 and 4.9	25
29.1	EMMETT	⊙●T	IN027	4510	6.5 and 6.9	25
	28.7				6.9	10†
					9.6 and 10.8	25
					13.7 and 13.9	35
					25.2 and 25.6	35
					28.4 and 29.1	12†

Yard Limits
MP 0.4 to MP 1.0
MP 27.0 to MP 29.1

Business Tracks	MP	Sta. No.
Eiffie (W)	4.0	IN304
Buckingham	6.8	IN307
Tom Thumb	8.8	IN309
New Plymouth	11.1	IN311

NEW MEADOWS BRANCH — IDAHO DIVISION 99

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed MPH	
					(Except as below)	MPH
0.0	WEISER	⊙T	IY363	Yd.	4.3 and 5.7	35
19.1	CONCRETE		IM419	2255	7.4 and 7.7	25
40.5	CAMBRIDGE		IM441	1650	9.9 and 11.0	25
60.1	COUNCIL	⊙●T	IM460	2750	11.0 and 29.3	20
81.8	TAMARACK	T	IM482	1375	32.9 and 33.5	25
84.1	RUBICON	T	IM484	2035	33.5 and 34.3	20
	84.5				34.3 and 36.8	25
					36.8 and 39.1	25
					39.1 and 42.4	30
					42.4 and 43.2	20
					45.1 and 54.8	25
					54.8 and 56.7	20
					65.4 and 67.3	30
					67.3 and 80.7	20
					83.9 and 84.5	10

Yard Limits
Weiser to MP 1.0
MP 59.0 to MP 61.0

Business Tracks	MP	Sta. No.
Presley	11.6	IM412
Midvale	31.8	IM432
Mesa (W)	56.6	IM457

OREGON EASTERN BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
					Yard Limits	MPH
0.0	ONTARIO	⊙T	IY346	Yd.	Ontario to MP 25	20
15.5	VALE	⊙	IO016	6325	Business Tracks	MP No.
23.5	CELATOM	⊙	IO024	2145	Claude(W)	2.7 IO003
73.6	JUNTURA	T	IO074	2475	Cairo	3.7 IO004
126.6	CRANE		IO127	1430	Luse	6.9 IO007
156.8	BURNS	●T	IO157	1155	Little Valley	34.8 IO035
	157.2				Harper	42.0 IO042
					Namorf	51.3 IO051
					Jonesboro	62.2 IO062
					Long	86.6 IO087
					Riverside	92.8 IO093
					Dunnean	102.8 IO103
					Venator	110.2 IO110
					Redess	143.5 IO144

Track out of Service
MP 25 to MP 157.2

HOMEDALE BRANCH — IDAHO DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum speed MPH	
					(Except as below)	MPH
0.0	NYSSA		IY336	Yd.	32.9 and 33.5	10
8.1	OVERSTREET		IH808	1870	Business Tracks	MP No.
24.5	HOMEDALE		IH824	2915	Adrian	10.6 IH811
33.1	MARSING		IH833	880	Napton	16.9 IH817
	33.1					

Stoddard Branch Nampa to Stoddard 17.6 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 0.1 and 0.8 — 15 MPH; 16.7 and 17.7 — 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Deal	4.5	IS604	Melba	14.6	IS615
Bowmont	8.9	IS609	Stoddard	17.0	IS617
Melmont(E)	11.6	IS612			

Wilder Branch Caldwell to Wilder 11.4 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 0.0 and 0.3 — 10 MPH; 10.5 and 11.4 — 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Simplot	2.5	IW703	Greenleaf(W)	7.0	IW707
Hop(E)	4.4	IW704	Allendale	9.7	IW710
Doles	5.0	IW705	Wilder	11.0	IW711

THINK•LOOK•LISTEN
WORK SAFELY TODAY

100 MONTANA SUBDIV. — IDAHO DIVISION

Radio Communication via Channel Two.		Station Post	STATIONS	Siding Nos.	Siding Feet	Maximum Speed (Except as below) MPH
WEST	NORTH					
390.0	▲	SILVER BOW	● T	IF390	Yd.	Silver Bow to Dubois 40 Dubois to Idaho Falls 49 Idaho Falls to Pocatello Jct. 60 (Except as below) Between Mile Posts — 390.0 and 388.1 10 388.1 and 383.7 30 383.7 and 382.3 25 382.3 and 373.5 30 368.2 and 361.7 20 354.4 and 351.0 30 346.3 and 342.7 25 318.7 and 315.9 30 310.2 and 309.2 30 280.3 and 277.4 30 271.8 and 271.0 35 269.9 and 267.9 35 267.6 and 262.9 30 259.2 and 258.3 30 257.6 and 254.9 20 254.9 and 252.7 25 251.4 and 251.0 35 246.7 and 244.4 35 236.7 and 235.6 35 218.5 and 218.3 45 214.0 and 213.7 45 210.2 and 208.4 45 206.1 and 205.4 45 191.0 and 190.7 45 188.6 and 187.4 35 185.9 and 185.5 10 185.5 and 182.5 25† 176.0 and 175.0 30† 169.5 35 158.8 and 157.3 20† 152.9 and 152.6 50 143.5 and 142.3 50 136.7 and 135.1 25
380.6	▲	FEELY		IF381	880	
369.9	▲	DIVIDE		IF370	1870	
359.1	▲	MELROSE		IF359	2915	
340.3	▲	APEX		IF340	2145	
328.0	▲	DILLON	●	IF328	7095	
320.2	▲	BARRETT'S		IF320	7590	
301.8	▲	RED ROCK		IF303	7370	
280.1	▲	LIMA		IF280	4455	
273.3	▲	SNOWLINE		IF273	2420	
264.9	▲	MONIDA	T	IF265	2915	
258.7	▲	HUMPHREY		IF258	5595	
248.5	▲	SPENCER		IF249	2750	
234.6	▲	DUBOIS	T	IF235	5060	
217.4	▲	HAMER		IF218	2475	
201.9	▲	ROBERTS		IF202	2585	
184.8	▲	IDAHO FALLS	● T	IF185	Yd	
175.5	▲	SHELLEY		IF176	4950	
169.1	▲	FIRTH		IF169	5830	
158.1	▲	BLACKFOOT	● T	IF158	3685	
146.0	▲	FORT HALL		IF146	7095	
140.8	▲	TYHEE		IF140	5885	
136.7	▲	MONTANA JCT. CPM37	●			
135.1	▲	POCATELLO JCT. CP216	●			

Yard Limits: Silver Bow to MP 388.0; MP 330.0 to MP 325.0; MP 188.0 to MP 181.0; MP 160.0 to MP 156.0; MP 138.0 to Pocatello Jct.
No. 10 Turnout: Pocatello Jct. — Montana main track, and crossover between tracks 1 & 2, Junction switch to Montana main track.
Equation: Distance MP 314 to MP 316 is 1.4 miles.

Business Tracks	MP	Sta. No.
Maiden Rock	365.8	IF366
Navy	348.5	IF349
Ford	322.2	IF322
Kidd	294.0	IF294
Waco	228.6	IF229
Camas	223.3	IF223
Golden Valley (N-S)	198.2	IF199
Bassett	196.5	IF197
Osgood (S)	195.0	IF195
Payne	191.2	IF191
Spud (N)	189.6	IF190
Fibre (N)	180.4	IF180
Cotton	179.3	IF179
Mitchell	176.9	IF177
Wapello	164.0	IF164
Gibson	151.0	IF151
Chubbuck (S)	138.2	IF138

GAY BRANCH — IDAHO DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Siding Feet	Maximum Speed (Except as below) MPH
0.0	▲	FORT HALL		IF146	Yd.	0.0 and 0.2 15 3.1 and 20.0 15 20.0 and 21.5 10
9.3	▲	NINE MILE			1650	
20.4	▲	GAY	T	IQ020		

Trains from Gay must not be controlled exclusively by dynamic brake. Dynamic brake must be tested prior to passing MP 18.0. On trains from Gay, if dynamic brake is inoperative, retaining valves in "HP" position must be used on all cars.
When handling ore with single unit Gay to MP 9, consist must not exceed 40 cars.

ABERDEEN BRANCH — IDAHO DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Siding Feet	Maximum Speed (Except as below) MPH
B0.0	▲	BLACKFOOT	● T	IF158	Yd.	B0.1 and B0.4 10 B0.4 and B7.1 20 4.0 and 4.3 25† 10.3 25† 15.9 and 16.2 25 27.5 and 28.3 15
B7.1	▲	ABERDEEN JCT.	●	IA607		
0.0	▲	ROCKFORD		IA904	1485	
28.2	▲	ABERDEEN	T	IA928	1760	

Yard Limits
MP B0.0 to MP B7.0.
Between Blackfoot and Aberdeen Jct. Mile Posts are prefixed with letter "B".

Business Tracks	MP	Sta. No.
Collins	B2.9	IA602
Aiken	B3.8	IA603
Clarkson	B4.3	IA604
Moreland	B5.6	IA605
Liberty	B5.9	IA906
Pingree	10.3	IA910

SCOVILLE BRANCH — IDAHO DIVISION 101

Mile Post	WEST	STATIONS	EAST	Station Nos.	Siding Feet	Maximum Speed (Except as below) MPH
7.1	▲	ABERDEEN JCT.		IA607		25 Aberdeen Jct. T/O 15 Between Mile Posts — 58.6 and 59.4 10
20.1	▲	TABER		IA620	1540	
39.7	▲	SCOVILLE	T	IA640	1650	
59.1	▲	ARCO	T	IA659	1760	

Business Tracks	MP	Sta. No.
Rouse (E)	7.6	IA608
Olsen (E)	15.9	IA616
Fullmer (E)	18.8	IA619

YELLOWSTONE BRANCH — IDAHO DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Siding Feet	Maximum Speed (Except as below) MPH
1.0	▲	IDAHO FALLS	● T	IF185	Yd.	25.9 and 26.1 20† 29.6 and 29.8 20† 36.9 10 36.9 and 38.2 20† 38.2 and 50.7 25 50.7 and 52.0 10
3.0	▲	ORVIN	● T	IE003	825	
7.6	▲	UCON	●	IE008	2805	
13.8	▲	RIGBY		IE014	2530	
26.0	▲	REXBURG		IE026	3135	
36.8	▲	ST. ANTHONY	T	IE037	5225	
51.0	▲	ASHTON	T	IE051	2145	

Business Tracks	MP	Sta. No.
St. Leon (E)	3.7	IE004
Garry (E)	12.5	IE013
Lorenzo	18.1	IE018
Thornton	20.7	IE021
Sugar City	29.8	IE030
Hart	T 30.7	IE031
Wamar (E)	31.3	IE032

St. Anthony Branch Edmonds to St. Anthony 11.8 Miles. Yard limits entire branch. Maximum Speed 20 MPH except at MP 37.4 — 5 MPH and between MP 26.4 and 26.8 — 10 MPH.
Goshen Branch Ammon to Lincoln Jct. 3.5 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 21.4 and 21.6 — 10 MPH; 17.5 and 18.4 — 10 MPH.

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Egin	29.2	IE229	Ammon	18.1	IE158
Parker	33.3	IE234	Bonded Siding (E)	20.8	IE150

EAST BELT BRANCH — IDAHO DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Siding Feet	Maximum Speed (Except as below) MPH
0.0	▲	ORVIN	T	IE003	825	0.0 and 3.0 25 4.7 and 4.9 20 14.3 St. Xing 25† 16.0 and 16.3 20 18.8 and 19.5 25 19.5 and 24.0 20 28.0 and 28.7 35 30.2 and 37.7 25 37.7 and 38.6 10
3.0	▲	LINCOLN JCT.		IE403		
16.2	▲	RIRIE		IE416	990	
38.0	▲	NEWDALE		IE438	550	

Business Tracks	MP	Sta. No.	Business Tracks	MP	Sta. No.
Ken (W)	0.4	IE400	Mikami (E)	14.0	IE414
Lincoln	2.2	IE402	Byrne	21.2	IE421
Iona	5.3	IE406	Jenson	25.5	IE426

WEST BELT BRANCH — IDAHO DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Siding Feet	Maximum Speed (Except as below) MPH
0.0	▲	UCON		IE008	2805	9.0 and 10.7 40
10.4	▲	MENAN		IE211	1815	

TETON VALLEY BRANCH — IDAHO DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Siding Feet	Maximum Speed (Except as below) MPH
0.0	▲	ASHTON	T	IE051	2145	4.5, 7.0 and 20.0 Bridges 12 Between Mile Posts — 19.0 and 19.3 15 25.0 and 25.4 15 30.0 and 30.8 10
8.5	▲	DRUMMOND		IV509	1045	
30.3	▲	TETONIA	T	IV530	1045	

Business Tracks	MP	Sta. No.
Marysville	1.7	IV502
Grainville	6.0	IV506
France	12.7	IV513
Lamont	15.7	IV516
Judkins (W)	22.2	IV522
Felt (W)	26.2	IV526

102 LA GRANDE SUBDIV. — OREGON DIVISION

WEST		Radio Communication via Channel One.			EAST	
First Class	Mile Post	STATIONS	Station Nos.	Sidings Feet	First Class	
25 Pgr.					26 Pgr.	
Daily					Daily	
AM	389.8	HUNTINGTON	OX386	8295	PM	
	384.3	LIME	OX391	6885		
	377.1	WEATHERBY	OX398	8510		
	368.7	DURKEE	OX407	9960		
	361.0	OXMAN	OX414	8339		
	355.2	PLEASANT VALLEY	OX420	6535		
	351.9	ENCINA	OX424	10245		
	347.5	QUARTZ	OX428	5270		
s10 25	341.6	BAKER	OX434	10495	s7 00	
	337.7	WING	OX438	5190		
	332.2	HAINES	OX444	8633		
	322.0	NORTH POWDER	OX453	8460		
	312.6	TELOCASET	OX463	7210		
	308.8	CROOKS	OX467	8456		
	302.5	UNION JCT.	OX473	8554		
	295.3	LONE TREE	CP295			
	291.0		CP291			
11 30	290.1	LA GRANDE	OX486	5 55		
10 35	289.0		OX487	4 50		
	287.8		OX488			
	285.7	PERRY	OX490			
	282.4	HILGARD	OX494	9295		
	275.6	MOTANIC	OX500	8727		
	272.1	NORDEEN	CP273	OX504		
	271.0	KAMELA	OX504	6965		
	265.5	MEACHAM	OX511			
	257.7	HURON	OX518	9057		
	254.3	CAMP	OX522	5855		
	248.7	DUNCAN	OX527	8541		
	239.8	BONIFER	OX536	8619		
	236.9	GIBBON	OX538	5090		
	229.6	HOMLY	OX546	5765		
	225.3	MINTHORN	OX551	9121		
	219.0	MUNRA	OX557	5662		
s12 50	215.7	PENDLETON	OX560	7935	s2 35	
	212.7	RIETH	OX564	13450		
	208.1	BARNHART	OX567	6390		
	199.7	NOLIN	OX577	9269		
	192.5	ECHO	OX583	6290		
	188.6	CP189				
	187.9		CP188			
	186.2		CP187			
	185.5		CP185			
s1 35	185.3	HINKLE	OX591	1 55		
PM	204.5				PM	

All trains must secure clearance at LaGrande.
 Two main tracks CP295 to CP286; CP273 to CP265; CP189 to Hinkle.
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.
 When possible, communication via radio must be maintained at all times between road engineer and helper engineer while handling trains with helper units, to coordinate starting, accelerating, 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. When increasing or decreasing throttle, helper engineer 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.

TIMETABLE NO. 3

LA GRANDE SUBDIV. — OREGON DIVISION 103

Maximum Speed	MPH		Frt.	MPH	Frt.
	Pgr.	Frt.				Pgr.	Frt.
Huntington to LaGrande	70	70	303.2 and 302.6	65	55
LaGrande to Pendleton	70	60	295.3 and 291.3 No. 1	40	40
Pendleton to Hinkle	70	65	291.1 and 288.9 No. 1	20†	20†
(Except as below)			288.9 and 282.0 No. 1	25	25
Sidings: Durkee, Pleasant Valley, Encina, Quartz, Baker, Wing, Haines, Telocaset, Camp, Gibbon, Homly, Minthorn, Munra, Barnhart, Echo	20	20	291.1 and 289.8 No. 2	20†	20†
Between Mile Posts—			289.8 and 285.7 No. 2	25	25
536.9 and 538.8 (Ida. Div.)	40	30	282.0 and 257.2	25	20
MP 538.8 on Ida. Div. equals MP 389.8 Ore. Div.			257.2 and 247.3	35	30
389.8 and 388.5	40	30	247.3 and 244.8	55	45
388.5 and 372.7	30	25	244.8 and 244.0	45	35
371.1 and 370.7	70	60	244.0 and 242.0	55	45
366.6 and 366.2	70	60	242.0 and 239.7	25	25
364.6 and 355.9	30	20	239.7 and 237.9	50	40
355.9 and 348.4	35	30	237.9 and 236.6	35	25
348.4 and 347.2	70	60	236.6 and 231.6	40	30
347.2 and 346.9	50	50	231.6 and 227.3	50	45
346.9 and 345.1	70	60	217.6 and 217.6	50	45
345.1 and 341.1	50	50	217.6 and 214.1	35	35
321.6 and 319.5	70	60	213.3 and 213.0 Siding	20	20
319.5 and 316.0	30	25	214.1 and 212.8	50	40
316.0 and 315.4	40	30	219.9 and 208.9	55	45
315.4 and 311.9	50	40	206.9 and 204.5	60	50
311.9 and 307.1	40	30	204.5 and 202.3	55	45
307.1 and 304.0	35	25	202.3 and 200.7	60	50
304.0 and 303.2	40	30	198.2 and 194.5	55	45
			194.5 and 193.4	50	40
			192.2 and 191.8	50	50
			191.8 and 190.7	60	50
			188.6 and 182.1 No. 1	40	40
			188.6 and 182.1 No. 2	60	50

Business Tracks MP Sta. No. Do not exceed 65 MPH if freight train averages over 80 gross tons per car. Do not exceed 60 MPH if freight train averages over 100 gross tons per car.
 Nelson OX403 372.6
 Mission(E) OX555 220.8
 Stanfield OX587 188.4

AIR BRAKE REQUIREMENTS
 With passenger trains, running test as prescribed in Air Brake Rule 1007(B) must be made before descending grades at Encina, Telocaset and Kamela.
 At Encina, Telocaset and Kamela, speed of all trains over crest of grade must be 5 MPH less than maximum authorized speed on descending grades.
 On descending grades from 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 90 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.
 Speed Signal locations: CP388, Weatherby, Oxman, North Powder, Crooks, Union Jct., CP295, CP291, CP289, CP288, CP286, Hilgard, Motanic, CP273, Kamela, CP265, Huron, Duncan, Bonifer, Pendleton, Rieth, Nolin, CP189 No. 2, CP188 No. 1, CP187 No. 1, CP185 No. 1.
 Hot Box and Dragging Equipment Detector: #MP 380.5, #MP 371.8, #MP 345.6, #MP 333.2, #MP 304.9, #MP 301.2, #MP 284.4, #MP 272.9, #MP 268.2, #MP 263.5, #MP 261.5, #MP 259.4, #MP 255.6, #MP 243.7, #MP 239.7, #MP 222.0, #MP 210.9, #MP 194.9, #MP 188.6.

JOSEPH BRANCH — OREGON DIVISION

Mile Post	WEST	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
	STATIONS	STATIONS				
					83.6 and 82.5	10
83.3	JOSEPH		OJ084	1960	81.8 and 78.2	25
					78.2 and 77.9	20
59.5	WALLOWA		OJ060	2405	77.9 and 75.0	25
					72.8 and 71.8	25
20.6	ELGIN		OJ021	1805	65.2 and 64.4	20
					56.0 and 24.0	10
3.7	BAUM		OJ004	2000	24.0 and 23.0	20
					21.9 and 21.1	20
0.0	LA GRANDE		OX486		19.1 and 15.6	15
					0.3 and 0.0	15

Yard Limits: Joseph to MP 81.0; MP 21.0 to MP 19.0; MP 5.0 to MP 0.0.
Business Tracks MP Sta. No. **Business Tracks** MP Sta. No. **Business Tracks** MP Sta. No.
 Enterprise 77.6 OJ078 Kimmel 39.4 OJ040 Alicel 8.1 OJ008
 Lostine 67.5 OJ068 Looking Glass 33.6 OJ034 Conley 5.6 OJ006
 Sevier 56.3 OJ057 Gulling 24.9 OJ025 Island City 2.2 OJ003
 Minam 46.7 OJ047 Imbler 12.0 OJ012

Pilot Rock Branch Rieth to Pilot Rock 14.3 Miles. Maximum speed 25 MPH except between Mile Posts: 0.0 and 0.7 — 15 MPH; 6.9 and 7.1 — 20 MPH; 10.7 and 11.3 — 15 MPH; 13.0 and 14.3 — 15 MPH. Main track derail at MP 13.9.
Business Tracks MP Sta. No. **Business Tracks** MP Sta. No.
 McBee 2.1 OM103 Pilot Rock 14.0 OM115
 Sparks 14.0 OM107

TIMETABLE NO. 3

WEST		Radio Communication via Channel Two.				EAST	
First Class	Mile Post	STATIONS		Station Nos.	Sidings Feet	First Class	
25 Pgr.						26 Pgr.	
Daily						Daily	
PM	138	185.3	HINKLE	OX591		PM	
		183.7	3.2 CP182			s1 52	
		182.1	6.2 CP184				
		175.9	MUNLEY	OX600	8785		
		169.8	6.1 CLARKE	OX605	6465		
		164.2	5.0 BOARDMAN	OX612	9844		
		156.7	7.5 CASTLE	OX617	9527		
		146.9	9.8 HEPPIER JCT.	OX627	9735		
		138.7	8.2 ARLINGTON	OX638	9962		
		128.8	9.9 BLALOCK	OX646	9747		
		120.9	7.9 QUINTON	OX652	9740		
		112.6	8.3 GOFF	OX661	10795		
		103.2	9.4 CP104				
		100.4	2.8 MILLER	OX675	2585		
		94.9	5.5 OREGON TRUNK JCT.	OX680			
s3 10		84.9	10.0 THE DALLES	OX691		s12 25	
		81.7	3.2 CRATES	OX694			
		72.2	9.5 MOSIER	OX706	6385		
s3 40		63.1	9.1 HOOD RIVER	OX712		s11 55	
		58.4	4.7 MENO	OX716	9895		
		43.0	15.0 CASCADE LOCKS	OX733	6752	s11 30	
		33.3	9.7 DODSON	OX741	10635		
		26.7	6.6 BRIDAL VEIL	OX749	6360		
		17.0	9.7 SANDY	OX753	10560		
		1.4					
VIA GRAHAM LINE							
		15.6	15.0 TROUTDALE	OX760	2850		
		0.6	CP1 E. PORTLAND	OP773			
VIA KENTON LINE							
		22.0	11.6 TROUTDALE	OX760	6045		
		10.4	2.7 CHAMP		8403		
		7.7	2.1 KENTON	OX775			
		5.6	1.6 PENINSULA JCT.	OX776			
		4.0	2.4 ST. JOHNS JCT.	OP501			
		1.6	1.0 ALBINA	OP500	Yd.		
		0.6	0.2 E. PORTLAND	OP773			
		0.4	0.4 STEEL BRIDGE				
s5 15		0.0	0.4 PORTLAND	OP775		10 30	
PM	PORTLAND VIA GRAHAM 184.2					AM	
	PORTLAND VIA KENTON 190.6						

NOTE — Distance between MP 165 and MP 166, between Boardman and Clarke is 0.4 mile and between MP 55 and MP 57, between Wyeth and Meno is 1.5 miles.

ACS in effect The Dalles to Troutdale and Troutdale to East Portland via Graham line.

Two main tracks Hinkle to CP 182; Albina to Portland.

Double track (Rule 251) CP104 to Crates.

Yard Limits: MP 82.0 to MP 88.0; St. Johns Jct. to MP 0.5.

Speed Signal locations: CP184, CP182, CP104, CP82, Mosier, Meno, Cascade Locks, Dodson, Bridal Veil, Sandy, CP15, CP5, CP4, CP1.

Hot Box and Dragging Equipment Detectors: #MP 23.0, #MP 52.9, #MP 76.1, #MP 94.4, #MP 107.5, #MP 124.9, #MP 142.9, #MP 160.5, #MP 7.8 (Graham Line).

Maximum Speed	MPH	Maximum Speed	MPH
Psg.	Fr.	Psg.	Fr.
Hinkle to The Dalles	70	Via Graham	
The Dalles to Albina	70	Maximum Speed	55
(Except as below)		Between Mile Posts —	
Between Mile Posts —		13.5 and 13.2	50
All sidings Munley to Goff	20	7.6 and 6.8	50
188.6 and 182.1 No. 1	40	5.2 and 2.8	35
188.6 and 182.1 No. 2	60	2.8 and 0.9	35
182.1 and 181.8	60	0.9 and 0.5	6
114.7 and 113.4	70		
104.9 and 103.2	70	Via Kenton	
103.2	60	Between Mile Posts —	
99.3 and 98.8	60	21.9 and 16.4	50
97.8 and 96.5	70	16.4 and 6.2	35
86.1 and 83.2	40	6.7 (Tyndall Ave)	10
83.2 and 81.2	60	Peninsula Jct. Wye	15
81.2 and 79.0	55	6.2 and 4.0	25
79.0 and 77.0	65	4.0 and 0.9	15
77.0 and 75.9	60	0.9 and 0.5	6
75.9 and 75.0	55	0.5 (Steel Bridge) and 0.0	6
75.0 and 73.7	60	Portland Union Station on all tracks P.T.R.R.	10
72.7 and 70.4	50		
70.4 and 68.4	40	Carty Industrial Lead (Castle)	25
68.4 and 66.7	55	0.5 and 0.7	20
66.7 and 66.4	45	1.5 and 1.7	15
66.4 and 63.4	55	10.9 PGE Tracks	40
63.4 and 59.4	50		
59.4 and 49.0	60	Do not exceed 65 MPH if freight train averages over 80 gross tons per car.	
49.0 and 45.0	55	Do not exceed 60 MPH if freight train averages over 100 gross tons per car.	
45.0 and 42.5	50		
42.5 and 41.4	30		
39.9 and 37.3	60		
37.3 and 35.5	55	Business Tracks	
32.8 and 27.5	60	Rufus	108.7
25.9 and 24.0	60	Biggs	103.8
24.0 and 23.8	50	Rowena	76.6
22.4 and 20.1	60	Wyeth	49.8
18.5 and 18.1	55	Bonneville (W)	38.0
18.1 and 15.9	70	Rockwood	11.8
		Graham	4.4
		Reynolds	20.0
		Hemlock	17.0
		Fir	12.4

Umatilla Branch Hinkle to Umatilla 10.6 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts:

0.0 and 0.1	10	MPH	
2.3 and 3.7	15	MPH	
3.8	10	MPH	
10.2 and 10.6	10	MPH	

Business Tracks MP No. Hermiston 4.1 OK904 Umatilla 10.2 OK911

Main track derail 40 feet west of Johns Manville spur at Umatilla.

HEPPNER BRANCH — OREGON DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
						Between Mile Posts —	25
45.2		HEPPNER		OH245	2260	45.4 and 43.4	10
		16.9				31.7 and 31.5	20
28.3		IONE		OH228	890	22.7 and 20.7	15
		28.3				19.0 and 17.9	20
0.0		HEPPNER JCT.		OX627	9735	16.2 and 16.0	20
		45.4				0.3 and 0.0	15
Main track derails at MP 44.9 and MP 43.4							
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.							
						Business Tracks	Sta. No.
						Jordan	36.3
						McNab	31.0
						Morgan	25.2
							19.8

CONDON BRANCH — OREGON DIVISION

Mile Post	WEST	STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed (Except as below)	MPH
						Between Mile Posts —	25
44.5		CONDON		ON345	1410	44.8 and 40.5	10
		20.1				36.0 and 24.0	10
24.4		MIKKALO		ON325	1490	22.0 and 21.2	15
		24.4				19.2 and 18.6	15
0.0		ARLINGTON		OX638	9960	18.6 and 15.0	10
		44.8				0.4 and 0.0	15
Main track derail at MP 44.0.							
Retaining valves must be used on descending grades on all westward trains, MP 35 to MP 16, all retaining valves must be used and must be placed in "HP" position on all loads.							
						Business Tracks	Sta. No.
						Gwendolen	36.3
						Clem	28.6
						Rock Creek	16.0
						Shutler	7.3

106 BEND BRANCH — OREGON DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Operation via BN Oregon Trunk Jct. to Bend.
	WEST ▼	EAST ▲			
0.0	OREGON TRUNK JCT.	T	OX680		
	151.9 MILES VIA BN				
151.9	BEND	T	OB151		
	151.9				

UP Station Numbers on BN Track

OB005 Moody	OB055 Cambrai	OB104 Madras
OB017 Lockit	OB063 Nena	OB109 Metolius
OB026 Dike	OB070 Dixon	OB114 Culver
OB029 Sinamox	OB073 Dant	OB121 Opal City
OB039 Oakbrook	OB080 Kaskela	OB129 Terrebonne
OB047 Sherar	OB085 South Junction	OB132 Prineville Jct.
OB050 Tuscan	OB093 Gateway	OB134 Redmond
OB054 Maupin	OB099 Paxton	OB143 Des Chutes

MOUNT HOOD RAILWAY — OREGON DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Yard Limits on entire Mount Hood Railway Maximum Speed (Except as below) MPH
	WEST ▼	EAST ▲			
0.0	HOOD RIVER	●	OX712	1030	0.0 and 1.8
	2.9				
2.9	SWITCHBACK	●		1430	1.8 and 2.1
	2.7				
5.6	PINEGROVE	●		1236	2.8 and 3.7
	1.8				
7.4	LENZ	●		1299	3.7 and 5.6
	1.1				
8.5	ODELL	●		1087	7.6 and 7.8
	6.8				
15.5	DEE	●		760	10.7 and 11.1
	15.3 and 15.5				

Main track derail at MP 7.4.

Switchback MP 2.9: If cars are left on tail of switchback, switch must be left lined for ascending grade towards Dec.

Retaining valves must be used on trains on descending grade from Pinegrove to Switchback and must be placed in "HP" position on all cars in train.

St. Johns Branch St. Johns Jct. to Peninsula Jct. 7.7 Miles. Yard Limits entire branch. Maximum Speed 15 MPH.

Business Tracks	MP	Sta. No.
Portsmouth	1.3	OP502
Wakefield	2.5	OP503
St. Johns	3.0	OP504
Barnes	5.9	OP507

SEATTLE SUBDIV. — OREGON DIVISION 107

Mile Post	STATIONS		Station Nos.	Sidings Feet	Radio Communication via Channel Two.	Maximum speed MPH
	SOUTH ▼	NORTH ▲				
180.1	SEATTLE	● T	OX951	Yd.		Seattle to Fife
	0.2					45
179.9	BN	●				(Except as below)
	0.6					Argo Interlocking
179.3	GEORGETOWN	●				15
	5.6					Between Mile Posts —
173.7	BN	●				182.7 and 180.1
	0.4					168.0 and 167.2 Siding
173.3	BN	●				15
	6.4					173.3 and 173.0
166.9	KENT	●	OX938	3148		40
	4.6					171.0 and 166.0
162.3	AUBURN	●	OX933	4319		20
	7.8					162.8 and 161.8 Siding
154.5	SUMNER	●	OX925	4539		40
	6.5					162.3 and 160.8
148.0	FIFE	●	OX919	4597		30
	1.3					154.9 and 154.3
146.7	RESERVATION CPS46	●	OX917			10
	139.9 MILES VIA BN					154.7 and 153.7 Siding
6.8	NO. PORTLAND JCT. CP7	●	OX778			30
	1.2					148.5 and 147.4 Siding
5.6	PENINSULA JCT. CP5	T	OX776			15
	1.6					146.9 and 146.7
4.0	ST. JOHNS JCT. CP4	●	OP501			15
	2.4					Peninsula Jct. Wye
1.6	ALBINA	● T	OP500	Yd.		25
	181.2					6.8 and 4.0
						4.0 and 0.9
						0.9 and 0.0 (Riv. Br.) ...
						6
						Yard Limits:
						Seattle to MP 178.0
						St Johns Jct. to Albina.
						Operation on BN Reservation to
						North Portland Jct.
						Northward trains via BN secure
						BN clearance at Albina and
						southward trains via BN secure
						BN clearance at Seattle.
						Speed signal locations: Fife,
						CPS74; CPS73.
						No. 10 Turnout:
						Both ends Sumner.
						Tacoma (Muni
						Line) — BN ●;
						Tidewater — BN ●;
						Seattle (Duwamish Ave.
						and East Marginal
						Way) — BN ●; (East
						Marginal Way &
						Spokane St.) — BN ●;
						(Railroad Ave. and
						Atlantic St.) — BN ●

Station Numbers on BN Track

OX780 Vancouver	OX820 Rocky Point	OX869 Bucoda	OX900 Steilacoom
OX783 Vancouver Jct.	OX822 Ostrander	OX872 Tenino	OX901 West Tacoma
OX794 Ridgefield	OX828 Castle Rock	Junction	OX903 Pioneer
OX799 Woodland	OX838 Vader	OX873 Tenino	OX906 Titlow
OX807 No. Pac.	OX845 Winlock	OX881 East Olympia	OX914 McCarver St.
Grain	OX851 Napavine	OX886 Kyro	OX916 Tacoma
OX809 Kalama	OX858 Chehalis	OX888 St. Clair	OX943 Tukwila
OX815 Longview Jct.	OX862 Centralia ●	OX892 Nisqually	OX944 Concora
OL819 Longview ●	OX864 Wabash	OX898 Ketrone	
OX819 Kelso			

GRAYS HARBOR BRANCH — OREGON DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH	
	WEST ▼	EAST ▲				
0.6	CENTRALIA	● T	OX862		Raisch Spur	
	53.3 MILES VIA BN					10
69.0	ABERDEEN	●	OQ654		Cosmopolis Spur	
	3.6					53.1
72.6	HOQUIAM	●	OQ658		53.4 (Drawbridge)	
	58.4					5

Operations on BN Centralia to Hoquiam
At Blakeslee Jct. BN MP 2.0 equals UP MP 2.4.
At Aberdeen BN MP 69.0 equals UP MP 53.8.

OLYMPIA BRANCH — OREGON DIVISION

Mile Post	STATIONS		Station Nos.	Sidings Feet	Maximum Speed MPH	
	WEST ▼	EAST ▲				
0.0	EAST OLYMPIA	● T	OX881		(Except as below)	
	4.8					25
4.8	TUMWATER	●	OO905		Between Mile Posts —	
	2.4					10
7.2	OLYMPIA	● T	OO007		5.0 and 5.8	
	7.2					15
						5.8 and 7.2
						10
						Business Track MP Sta. No.
						Capitol
						1.9 OO902
						Yard Limits MP 0.0 to MP 0.3;
						MP 7.0 to MP 7.2.

Main Track derails at MP 5.6 and MP 7.2.

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

108 SPOKANE SUBDIV. — OREGON DIVISION

Mile Post	Radio Communication via Channel Two.		Station Nos.	Sidings Feet	Maximum speed MPH
	SOUTH STATIONS	NORTH STATIONS			
140.7	EASTPORT	⊙ T	OS141	3990	139.1 and 133.5
119.1	MOYIE SPRINGS	9.8	OS119	1730	133.5 and 132.7
109.3	BN	0.3			130.5 and 124.2
109.0	BONNERS FERRY	T	OS110	2270	124.2 and 123.7
95.8	SHILOH	9.0	OS096	4615	123.7 and 117.4
86.8	SAMUELS	11.5	OS087	2205	117.4 and 116.7
75.3	BN	0.7			116.7 and 110.2
74.6	SANDPOINT	● ⊙	OS075	4900	110.2 and 109.5
57.6	VAY	7.5	OS058	8615	109.5 and 108.0
50.1	CLAGSTONE	24.8	OS050	6200	105.9 and 105.4
25.3	COEUR D'ALENE JCT.	T	OS026	1730	100.4 and 96.6
22.0	BN	0.3			96.6 and 92.6
21.7	GRAND JCT.	OS022	2690		85.9 and 83.2
2.7	SI YARD	⊙ ⊙	2190		69.4 and 68.8
2.5	BN CONN.	⊙ ⊙			68.8 and 63.3
	14.4 MILES VIA BN				63.3 and 63.0
354.8	FISH LAKE				63.0 and 60.0
350.0	CHENEY		OK169	5140	Clagstone Siding
329.1	WELLS		OK147	6595	22.0 BN Xing
285.0	HOOPER JCT.	T	OK103	2065	354.7 through turnout
273.8	JOSO		OK092	6715	353.5 and 352.8
273.0	AYER JCT.	⊙	OK086	8086	351.8 and 350.0
B269.7	AYER	● T	OK082		305.9 and 305.6
269.5	MATTHEWS		OK072	9770	294.5 and 294.4
267.9	WALKER		OK062	9752	292.3 and 291.9
256.7	PAGE		OK052	9710	282.2 and 275.1
246.7	WALLULA	● T	OK031	7640	273.0 and 271.6
236.9	WALLULA JCT.	T	OK029		East Switch Ayer & Ayer Jct.
215.2	JUNIPER		OK019	7395	245.7 and 244.5
193.3	COLD SPRINGS		OK009	7490	239.0 and 238.4
185.1	HINKLE	● T	OX591	Yd.	236.0 and 235.4
184.2					232.3 and 230.6
					220.0 and 219.7
					216.6 and 215.6
					215.6 and 213.5
					215.0 and 213.5 Siding
					213.5 and 211.7
					211.7 and 210.2
					210.2 and 209.2
					186.6 and 185.1
					185.1 and 184.7
					184.7 and 184.4 (Wye)
					Hinkle-Mikami Spur
					Yard Limits: Eastport to MP 139.0, MP 78.0 to MP 73.0, MP 13.0 to BN Conn.
					Business Tracks MP Sta. No.
					Meadow Creek 126.5 OS126
					Deep Creek 103.7 OS104
					Mesenbrink (N) 119.8 OS120
					Dover (S) 71.5 OS072
					Chilco 36.2 OS037
					Haycroft (N) 26.6 OS027
					Interstate (S) 20.2 OS021
					Austin (N) 12.7 OS013
					Trentwood-Velox
					Millwood-Irvin 10.8 OS012
					Croskey 6.8 OS009
					Teske (S) 333.2 OK151
					Marengo 310.6 OK129
					Anken 306.5 OK125
					Park (S) 293.0 OK111
					Ash 279.7 OK098
					Sun Harbor 228.2 OK044
					Humorist 224.1 OK039
					Humorist 222.6 OK038
					Wallula Heights (N) 218.0 OK034

Mileage Equation: MP 269.69 Equals MPB 267.64.
 Operation on BN from BN Conn. to Fish Lake
 Eastward trains via Fish Lake must secure BN clearance prior to departing Wallula.
 Westward trains must secure BN clearance prior to departing BN Connection.
 Speed Signal locations: Page, Wallula, Wallula Jct, Juniper, Cold Springs, Hinkle.
 When northward signal at MP 350.4 (Cheney) displays Stop indication, northward trains must contact UP train dispatcher and be governed by his instructions.

Trains handling Canadian Pacific jumbo type equipment, series 382,000 to 387,000 inclusive, must not exceed 10 MPH at the following locations:
 109.5 to 110.0 113.0 to 113.8
 116.7 to 117.6 120.2 to 122.0
 114.5 to 115.8
 123.7 to 124.8
 If excessive lateral movement is observed at other than restricted points speed must immediately be reduced until this motion stops.
 These instructions do not apply to square type hoppers in this series.

Coeur D'Alene Branch Coeur D'Alene Jct. to Coeur D'Alene 8.8 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts: 6.8 and 8.8 — 10 MPH.

Business Tracks	MP	Sta. No.
Feeley Spur	2.1	OG002
Gibbs BN	7.8	OG008
Coeur D'Alene	8.7	OG009

YAKIMA BRANCH — OREGON DIVISION 109

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH
98.0	YAKIMA	● T	OW498		98.0 and 97.0
91.3	BN				91.7 and 91.0
63.7	MIDVALE	T	OW464	1960	90.1 and 89.6
57.5	GRANDVIEW		OW459	2600	89.6 and 89.2
19.0	RICHLAND JCT.	⊙	OW420	2575	89.2 and 88.7
13.0	KENNEWICK	⊙ ●	OW414	2205	79.2 and 78.3
8.9	HEDGES	⊙ T	OW409	675	74.0 and 72.5
7.5	KALAN BR.	⊙			58.5 and 57.2
7.0	VILLARD JCT.	CPY 7	OW407	3675	38.7 and 37.9
0.6	ATTALIA		OW401	3670	On Richland Spur
0.0	WALLULA	CPE 15 ● T	OK031	7640	Richland Jct. to Richland
					8.0 and 7.4
					0.5 and 0.1
					0.1 and 0.0
					Sidings at Richland Jct. and Chaffee
					10
					Business Tracks MP Sta. No.
					Union Gap 94.9 OW496
					Zillah 78.5 OW479
					Granger 73.7 OW474
					Biggan 48.3 OW449
					Chaffee 43.0 OW444
					Yard Limits
					MP 20.0 to MP 18.0
					MP 15.0 to MP 7.0

MP 7 to MP 8 Equals 1.5 Miles.
 Sunnyside Branch Midvale to Sunnyside 3.2 Miles. Yard Limits entire branch. Maximum Speed 20 MPH.
 Business Track Sunnyside MP Sta. No. 2.8 OW503

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH
30.8	WALLA WALLA	⊙ ● ⊙ T	OW647		26.6 and 26.5
15.3	TOUCHET		OW315	6165	24.6 and 24.5
3.8	ZANGAR JCT.	CPW 3	OW304		19.1 and 18.5
0.1	WALLULA JCT.	CPE 13 T	OK029		13.6 and 12.6
					12.6 and 12.1
					12.1 and 9.7
					9.7 and 4.7
					4.7 and 3.8
					Business Tracks MP Sta. No.
					Whitman 24.0 OW324
					Lowden 19.4 OW319

Mile Post	WEST STATIONS	EAST STATIONS	Station Nos.	Sidings Feet	Maximum Speed MPH
13.1	DAYTON	T	OW713	875	14.1 and 12.5
5.2	WAITSBURG JCT.		OW705		Waitsburg Spur
0.0	BOLLES		OW672	1345	0.6 and 0.0
71.3	PRESCOTT		OW667	1310	71.3
66.7	BN				66.3 and 64.8
47.2	WALLA WALLA	● T	OW647		53.4 and 52.7
46.8	MILTON-FREEWATER		OW637	1900	48.2 and 45.1
36.1	WESTON		OW622	3400	36.8 and 35.8
20.8					33.4 and 28.3
					26.2 and 24.0
					33.1 and 24.0
					Descending
					21.3 and 20.5
					Business Tracks MP Sta. No.
					Waitsburg 3.5 OW704
					Ennis 60.9 OW662
					Valley Grove 53.6 OW654
					Spofford 39.9 OW641
					Barrett 33.1 OW634
					Bade 30.2 OW631
					Yard Limits
					MP 48.0 to MP 45.0

McKay Branch Bolles to McKay 7.3 Miles. Yard Limits entire branch. Maximum Speed 10 MPH.

Business Tracks	MP	Sta. No.
Menoken	75.5	OW676
McKay	78.6	OW679

110 TEKOA BRANCH — OREGON DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
					Spokane to LaCrosse	La Crosse to Hooper Jct.
163.5	BN CONN	⊙			40	25
161.0	SPOKANE	⊙ ⊙ ⊙ T	OT161		40	25
158.9	DISHMAN	⊙	OT159	2865	40	25
149.7	MICA		OT150	3660	40	25
143.6	MANITO		OT143		40	25
131.7	FAIRFIELD		OT132	1840	40	25
123.3	LATAH		OT123	1245	40	25
116.1	TEKOA	T	OT116		40	25
110.5	SELTCIE		OT110	720	40	25
104.5	FARMINGTON		OT104	1440	40	25
95.4	⊙ BN ⊙				40	25
95.1	GARFIELD		OT095	1825	40	25
77.7	COLFAX	⊙ ● T	OT077	1600	40	25
72.5	MOCKONEMA		OT072	1700	40	25
68.5	DIAMOND		OT068	1460	40	25
57.9	ENDICOTT		OT058	1480	40	25
52.3	WINONA	T	OT052	3260	40	25
48.0	SUTTON		OT048	2320	40	25
41.5	LA CROSSE	T	OT041	1345	40	25
25.6	HOOPER JCT.	⊙ T	OK103	1585	40	25
					135.5	
Business Tracks			MP	Sta. No.		
Freeman			146.9	OT147		
Rockford			138.4	OT138		
Rahm			126.6	OT126		
Walters			98.6	OT098		
Elberton			89.9	OT090		
Glenwood			83.6	OT083		
Thera			64.8	OT065		
Pampa			37.1	OT305		
Gordon			33.4	OT308		
Hooper			26.8	OT315		
Yard Limits MP 163.5 to MP 158.0; MP 78.0 to MP 76.0; MP 28.0 to MP 25.6						

RIPARIA BRANCH — OREGON DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
					(Except as below)	MPH
71.5	EAST LEWISTON	⊙			40	25
69.9	CLEARWATER RIV.	⊙ ⊙			40	25
69.1	TRANSFER	⊙	OC369	4015	40	25
45.5	CRUM		OC345	3685	40	25
22.3	PENAWAWA		OC322	4538	40	25
15.8	CENTRAL FERRY		OC315	5228	40	25
1.0	RIPARIA	⊙ T	OT017	2690	40	25
B4.6	TUCANNON	T	OT012	810	40	25
B0.0	AYER JCT.		OK086		40	25
					82.0	
Business Tracks			MP	Sta. No.		
Tucannon			4.7	OR004		
Powers			3.1	OR002		

Tucannon Branch Tucannon to Starbuck 4.7 Miles. Yard Limits entire branch. Maximum Speed 20 MPH except between Mile Posts 3.7 and 4.0 — 15 MPH.

WALLACE BRANCH — OREGON DIVISION 111

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
					(Except as below)	MPH
B0.4	MANITO		OT143	3373	40	20
B19.8	PLUMMER		OT520		40	20
16.3	CHATCOLET		OT526	1220	40	20
22.8	ST. JOE RIV.	⊙ ⊙			40	20
23.5	HARRISON		OT534	1000	40	20
30.5	ENAVILLE	⊙ T	OT566	375	40	20
62.5	BRADLEY	⊙	OT571		40	20
67.2	KELLOGG-WARDNER	⊙	OT573	1710	40	20
68.8	OSBURN	⊙	OT579	1915	40	20
80.4	WALLACE	⊙	OT584		40	20
0.0	MULLAN	⊙			40	20
7.6					40	20
					91.5	
Yard Limits MP 62.0 to Mullan						
Mile Posts Manito to Plummer are prefixed with letter "B". Mileage equation MP B19.8 equals MP 16.2.						
Business Trks. MP No. Lane					45.2	OT549
Shont					72.8	OT576

Sierra Nevada Branch Bradley to end of track 2.0 Miles Yard Limits entire branch. Maximum Speed 10 MPH.

Main track derail on Sierra Nevada branch 300 feet east of Refinery track spur. Air Brake Requirement: Before descending grade all trains and engines handling cars must make the following air test:

Engineer must apply brakes with a 10 lb. brake pipe reduction and trainmen will observe that brakes apply on each car. Angle cock on rear of rear car must be gradually opened to permit solid flow of air to ascertain that brake pipe is not obstructed to engine. Trainmen then must close angle cock and after engineer has released brakes observe that brake releases on each car. In addition, brake pipe must be fully recharged and retaining valves placed in "HP" (20 lbs.) position on all loads, and "LP" (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.

PLEASANT VALLEY BRANCH — OREGON DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
					(Except as below)	MPH
47.8	SELTCIE		OT110	720	40	20
39.7	⊙ BN ⊙				40	20
39.1	OAKESDALE		OT439	1735	40	20
18.3	ST. JOHN		OT418	1455	40	20
0.0	WINONA	⊙ T	OT052	3260	40	20
					47.8	
Business Tracks			MP	Sta. No.		
Warner			45.3	OT445	Juno	20.8
Thornton			31.2	OT431	Willada	11.5
Sunset			25.4	OT425	Gravel Pit	4.4
Yard Limits: MP 1.0 to 0.0						

MOSCOW BRANCH — OREGON DIVISION

Mile Post	WEST STATIONS	EAST	Station Nos.	Sidings Feet	Maximum Speed MPH	
					(Except as below)	MPH
28.1	MOSCOW	⊙ ●	OT228		25	12
25.8	WILLSON		OT226	2355	25	15
20.5	WHITLOW		OT221	315	25	15
19.3	⊙ BN ⊙				25	15
18.7	PULLMAN		OT219	1225	25	15
12.7	ALBION		OT213	1155	25	15
9.7	SHAWNEE		OT210	1020	25	15
7.8	PARVIN		OT208	525	25	15
4.5	RISBECK		OT205	310	25	15
0.0	COLFAX	⊙ ● T	OT077		25	15
					28.5	
Yard Limits MP 28.5 to MP 27.0 MP 1.0 to MP 0.0						

ITEM 1. STANDARD TIME:

STANDARD TIME MAY BE OBTAINED BY CALLING:
CENTRAL 622-3183; MOUNTAIN-PACIFIC 672-5711 or
698-7111 (GREENWICH TIME)

ITEM 2. MAXIMUM SPEEDS:

NOTE: All slower speed restrictions must be observed.

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

	MPH
1 Moving against the current of traffic unless otherwise specified.	49
2 Thru No. 20 equilateral turnout. (Eastern, Western and Northwestern Districts only)	60
3 Thru No. 20 equilateral turnout \emptyset and thru No. 20 precurved turnout \ominus . (Southeastern, Central and Southern Districts only)	50
4 Thru No. 20 turnout.	40
5 Thru No. 14, 15 and 16 turnouts. Exception: No. 14 on curves.	30 20
6 Thru other turnouts.	15
7 Sidings in CTC Territory (Except as specified on schedule page)	30
Other Sidings.	20
8 Other than main tracks and sidings (except as specified on schedule page)	10
9 Balloon tracks & Wye tracks, except those portions used as main track or siding.	5
10 Movements on live rails of track scales.	5
11 Movements of engines at servicing facilities.	5
12 Engines 90-95, 951, 6936 and Amtrak engines. All other road engines.	82 70
13 Yard switch engines.	50
14 When multiple unit engine is controlled from other than leading unit.	30
15 Engines running light, on descending grade in excess of 1 percent, when necessary to use engine brake to control speed.	25
16 Trains handling wrecking derricks: American hoist derricks 903045, 903046, 903047, 903050.	60
Other Derricks.	40
Exception: MPX-153	35
17 Trains handling scale test cars, snow plows, or roadway machines on their own wheels (except wrecking derricks): On main tracks — tangent track.	35
On main tracks — curves.	25
On branch lines.	25
Exception: Scale test cars UP 903006, UP 900700, UP 903036, WO-3, WO-4, WO-5 and four axle scale test cars may be handled at maximum freight train speed.	
18 Loaded or empty welded or jointed rail trains	40
19 Self-propelled cranes, pile drivers and similar equipment moving under own power.	35

TIMETABLE NO. 3

ITEM 2. (CONTINUED)

	MPH
20 Holmes, Pettibone and similar type cranes, and hy- rail equipped wheel changers.	25
21 Jordan spreaders and other machines of spreader type, when in operation with wings extended. Spreaders in reverse movement.	15 25
22 Trains handling tank cars containing Phosphorus, Liquid Petroleum Gas, Propane, Anhydrous Ammonia, Chlorine. Exception: Phosphorus in FMLX 19000 and MONX 17000 series cars.	50 40
23 Trains handling ballast in series WP 10049-10874, UP 90000-91999, UP 901000-901599, UP 902100- 902545.	50
24 Unit trains handling open-top or covered hopper cars when loaded. Except loaded unit phosphate rock trains.	50 40
25 Trains handling logs, unless cars are staked and wired in accordance with AAR rules. Through truss bridges.	20 5
26 Trains handling empty gondolas or empty open-top hopper cars.	50
27 Trains handling cars UP 16000 through 17949, UP 60000 through 66999 when loaded.	50
28 Trains with retaining valves in use.	20
29 Trains handling empty bulkhead flat cars. Exceptions: UP 215400-215649, UP 215700- 215799, UP 217000-217074 and MP 728000- 728099 series cars. JTTX cars and those equipped with Toyota truck- bed racks.	40 50 70
30 Trains handling open-top loads on ordinary flat cars, loaded bulkhead flat cars or gondola cars loaded above the sides or ends of car. 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
31 Trains handling ore cars. Exception: Empty ore cars. UP 27000; CNW 112000, 113000, 114000, 118000, 119000, 121000 and 122000; SP 345000 through 345669 series cars.	50 40
32 Trains handling tie plate spreader MP 15417	40
33 Trains handling derricks, cranes and other equipment on its own wheels on revenue billing.	30
34 MPX cars and cranes except series 8007-8034; 8105- 8124; 17001-17033; 27006-27060; 30000-30014; 50001-50014; 70004-70039.	30
35 Coiled steel Geneva UT-Pittsburg CA only.	45

TIMETABLE NO. 3

ITEM 3. TRAINS HANDLING COMPANY EQUIPMENT:

Loaded or empty welded or jointed rail trains must not be combined with other traffic except that outfit cars, cars of track material or related items may be handled behind the CWR equipment as directed by V.P. Transportation, with maximum consist not to exceed 70 cars. Two rail train sets must not be combined unless authorized by V.P. Transportation.

Train and engine crews must be alert for any signal or instructions from MofW Supervisor in charge of rail train.

Derricks, locomotive cranes and similar equipment must have booms properly secured and, except in work train service, booms must be trailing. Cranes MPX-31 through MPX-40 and MPX-51 through MPX-60 must be handled with boom disconnected and entrained next ahead of rear car when practicable.

Spreaders, except in work trains, must be headed in direction train is moving. Wings of spreaders must be secured in closed position when being moved in train. All such equipment must be carefully inspected before being moved and must receive frequent inspection enroute.

Snow plows handled in freight trains must be handled on rear of train. When handling snow plow in switching movement snow plow must be handled alone, or with not more than one car.

Scale test cars and cars tagged, stenciled, or billed, "Handle only on rear end of train" must be entrained next ahead of rear car. If more than one two-axle scale test car is to be moved, handle in a separate train.

Two or more passenger or business cars must not be coupled together for movement in head end of freight trains. When necessary to handle in head end of freight trains, such cars must be separated from each other by at least two freight cars. Business cars UP 105, 108, 115 and Houston must not be handled in head end of any freight train.

ITEM 4. LOCOMOTIVE TABLE:

Model	Axles	Rated H.P.	Approx. Weight Lbs.	Length in Feet	Starting Tractive Effort	Tractive Effort at 1050 Amps Lbs.
GP 15-1	4	1500	260,800	55	62,200	46,800
GP 28	4	2000	263,000	56	65,750	51,300
GP 30	4	2250	263,000	56	65,750	55,440
GP 35	4	2500	261,000	56	65,750	55,440
GP 38	4	2000	263,000	59	65,750	51,300
GP 38-2	4	2000	269,000	59	67,250	55,440
GP 40	4	3000	277,000	59	69,250	55,400
GP 40-2	4	3000	277,000	59	69,250	55,400
GP 40X	4	3500	274,000	60	68,750	41,520
GP 50	4	3500	273,000	59	68,250	64,200
SW 10	4	1200	251,000	44	62,800	35,100
SW 1500	4	1500	261,160	45	65,290	43,000
MP 15	4	1500	266,800	48	66,520	46,800
MP 15DC	4	1500	267,800	49	66,950	46,800
B23-7	4	2250	266,600	62	66,650	60,400
B23-7A	4	3000	267,700	62	66,925	60,400
SD 40	6	3000	393,000	66	98,250	83,160
SD 40-2	6	3000	392,000	69	97,500	83,160
SD 45	6	3600	393,000	66	98,250	83,160
SD 50	6	3600	394,000	71	98,500	96,300
SD 60	6	3800	394,000	71	98,500	100,000
U 30C	6	3000	393,000	67	97,750	76,000
C 30-7	6	3000	395,000	67	98,250	76,000
C 36-7	6	3750	391,000	67	97,750	96,900
E 9	6	2400	333,770	71	83,943	58,000
DD 40X	8	6600	545,000	99	135,000	88,800

ITEM 5. SHIPMENTS REQUIRING CLOSE ATTENTION:

Unless otherwise directed by Superintendent, all shipments classed as excess height, width, weight, high value, foreign locomotives, cranes or industrial equipment moving on own wheels, or other unusual shipments that require close attention, must be covered by instructions from V.P. Transportation and/or train order with instructions relative to movement of such shipment.

If no message or train order received to cover such shipments, conductor will notify dispatcher prior to movement of train. Such shipments must be positioned in trains as close to engine as practicable, but in no case further than 5 cars behind engine, except cars accompanied by messenger, cars requiring handling on rear end only, or cars moving in local trains may be positioned not to exceed 5 cars ahead of caboose.

ITEM 6. MAXIMUM GROSS WEIGHT LIMITATIONS:

Work equipment or cars exceeding following gross weight must not be handled except as authorized by the V.P. Transportation:

4 axles	263,000 lbs.
Exception: FMLX 19000 and MONX 17000 Series cars	315,000 lbs.
6 axles	394,500 lbs.
8 axles	526,000 lbs.

Such authority together with any restrictions, must be furnished to cond. If speed restrictions required, Train Order, Form X or Track Bulletin, must be issued covering, when practicable.

On Branches where maximum gross weight is less than those shown above, the maximum gross weight that can be handled will be shown on the schedule page of that Branch. Cars exceeding weight shown below must not be handled, except as authorized by the V.P. Transportation, thus:

If maximum weight shown is

Then: 4 axle cars may handle

" 6 " " " "

" 8 " " " "

220,000 lbs.	240,000 lbs.	263,000 lbs.
220,000 lbs.	240,000 lbs.	263,000 lbs.
330,000 lbs.	360,000 lbs.	394,500 lbs.
418,000 lbs.	456,000 lbs.	526,000 lbs.

Such authority together with any restrictions, must be furnished to cond.

Six axle engines must not operate on Branches where the maximum gross weight limitation is less than 240,000 lbs.

ITEM 7. EMPLOYEES MUST PROVIDE THEMSELVES WITH:

- (1) General Code of Operating Rules.
- (2) Safety, Radio and General Rules For All Employees.
- (3) Air Brake and Train Handling Rules.
- (4) Form 8620 — Instructions for Handling Hazardous Materials.
- (5) Conductors and brakemen in AMTRAK service must have in their possession "AMTRAK Manual of Instructions for Conductors and Trainmen in AMTRAK Service."

ITEM 8. RAIL DETECTOR CARS:

Rail detector test cars, when testing rail may occupy main track in CTC territory only as provided by Rules 351 and 351(A).

ITEM 9. RESTRICTIONS ON USE OF ENGINE HORN:

Within city limits at points designated by symbol ⊙ on schedule page do not sound horn except to warn persons or vehicles oblivious to approach of train or engine and whose attention cannot be attracted by ringing bell.

ITEM 10. GENERAL CODE OF OPERATING RULES CHANGES (and M/W Rules Where Applicable):

(1) DEFINITIONS:

Branch — A portion of a division designated by timetable. Rules and instructions pertaining to subdivisions apply on branches.

Controlled Point (CP) — A location designated by number where signals and/or switches of a CTC system are controlled by a control operator.

Facing Point Lock — A locking device which automatically locks the switch points of a spring switch 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 tons 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, 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 are calculated as two operative brakes for each car in this Series.

(2) **RULE B:** Employees must have valid certificate of operating rules examination card in their possession while on duty.

ITEM 10. (CONTINUED)

(3) **RULE G:** Changed to read:

"The use of alcoholic beverages by employes subject to duty, when on duty or on Company property is prohibited.

The illegal use of any drug, narcotic or controlled substance is prohibited at any time, either on duty or off duty. Employes are expected to know those drugs, narcotics, or controlled substances which are illegal to use.

Employes must not report for duty or be on Company property under the influence of, or use while on duty, or have in their possession while on Company property, any alcoholic beverage or illegally obtained drug, narcotic or other substance.

Employes must not report for duty or be on Company property under the influence of, or use while on duty, any over-the-counter or prescription drug or medication which will in any way adversely affect their alertness, coordination, reaction, response, or safety. If an employe is in doubt as to whether an over-the-counter or prescription drug may have an adverse effect on his alertness, coordination, reaction, response, or safety, he should make sure that the following steps are taken:

1. A physician or dentist licensed or otherwise authorized to practice by a state of the United States or a physician designated by the Railroad makes a good faith judgment, in writing, with notice of the employe's assigned duties and on the basis of the available medical history, that use of the substance by the employe at the prescribed or authorized dosage applicable is consistent with the safe performance of the employe's duties; and
2. The substance is used at the dosage prescribed or authorized; and
3. The employe notifies the Railroad, in writing, prior to use on duty (a) of his need to use the prescribed or authorized drug or medication and (b) of the medical practitioner's judgment, as set out above; and
4. The Railroad gives approval in writing to the employe for use on duty of the drug or medication."

(4) **RULE 2:** Employes whose duties are prescribed by and who are examined on the rules must use watches as follows: A reliable pocket watch equipped with a lever set or a Ball, Bulova, Caravelle, Citizen, Elgin "B. W. Raymond", Hamilton, Longines, Pulsar, Seiko or Wyler wrist watch bearing the inscription "Railroad Approved", "Railroad Standard" or "Official Railroad Standard".

Exception: Employes who handle train orders when assigned in office where standard clock is located.

(5) **RULE 4(C):** General Orders will be numbered consecutively beginning with the effective date of each timetable and will expire with such timetable. 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. Conductors and engineers will record highest general order number at right side of signature space on "Time Return and Delay Report."

(6) **RULE 7:** Rear view mirror must not be used for observing hand signals or conditions when making couplings or back-up movements.

(7) **RULE 10:** On subdivisions where intermediate pole numbers or quarter mile markers are not used, Form X Examples 1, 2 and 3 will specify the numbered mile posts between which the restriction is located and flags displayed as prescribed by Rule 10 will indicate the actual area of the restriction.

On such subdivisions the limits of Form Y Example 1 train orders protecting men and equipment must extend between numbered mile posts and green flag must be displayed only at the limits of the order.

Roadway Sign for protection of men and equipment (Form Y Train Order or Form B Track Bulletin) will be a Yellow-Red reflectorized sign.

Locomotive cranes, Burro cranes or other type equipment that may foul adjacent main tracks must be protected by Form "V" train order or Form "B" track bulletin on adjacent main tracks that may be fouled.

(8) **RULE 10(A):** Revised to include red light.

(9) **RULE 10(D):** Except as shown on schedule page, Rule 10(D) is in effect on all subdivisions, branches and industrial leads which have a maximum speed of 40 MPH or less.

Roadway sign for protection of men or equipment will be a Yellow-Red reflectorized sign.

(10) **RULE 10(E):** Reduce Speed sign will be placed 2500 feet in advance of restrictions.

(11) **RULE 11:** Revised and requires train must stop before passing fusee.

ITEM 10. (CONTINUED)

(12) **RULE 15:** Within the State of Wyoming, duration of complete whistle signal approaching public crossings must be not less than twenty seconds.

In the States of Idaho, Oregon and Washington, in addition to locations listed in Operating Rule 15(I), engine whistle must be sounded and bell rung approaching private crossings.

(13) **RULE 82(A):** Unless otherwise noted on schedule page, clearance received at initial station by a train authorized to operate over more than one subdivision will fulfill the requirements of Rule 82(A) at initial stations on other subdivisions which are not open train order offices.

(14) **RULE 89:** A train stopping where it may be met or passed must stop and remain not less than 400 feet from signal or clearance point of facing point switch over which a train may pass, if length of train permits.

(15) **RULE 93:** In block signal territory main track must be known to be clear only by a green signal aspect.

Temporary yard limits will be designated by yard limit sign with "TEMPORARY" marker and by train order, track bulletin, general order or special instructions.

NOTE TO RULE 93: Where yard limits are in effect in CTC territory, trains and engines must not enter the main track at a hand operated or spring switch or make a reverse movement without authority from the control operator.

(16) **RULE 99:** The flagging distances are as follows: when the maximum speed of subdivision is over 40 MPH, two miles; 40 MPH or less, one mile.

(17) **RULE 100:** Returning movement must be made at restricted speed.

(18) **RULE 103(A):** 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. This does not apply on Chicago Subdivision.

(19) **RULE 103(I):** 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 crew member when it can be safely done.

(20) **RULE 103(J):** Except when shoving cars or in short switching movements, an engine consisting of two or more units, with control unit at each end must be operated from leading control unit in direction of movement unless such movements are protected by a crew member.

(21) **RULE 103(T):** 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.

(22) **RULE 103(U):** 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: Transformers—Loaded depressed center flat cars—Modular house Units—Shiftable open-top loads—Cars as indicated in Form 8620, Instructions for Handling Hazardous Materials.

(23) **RULE 105:** Rule 105 will not apply in controlled sidings.

Trains and engines will operate in controlled sidings in accordance with signal indications and CTC rules.

(24) **RULE 109:** After inspecting passing trains, a member of crew must advise the head end of train that was inspected by radio whether or not any defects are observed.

(25) **RULE 109(A):** 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.

(26) **RULE 109(D):** 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. (Eastern, Western and Northwestern Districts only).

(27) **RULE 153:** Except where noted on schedule page, where tracks are signaled for movement in both directions and there are two or more main tracks, on east-west subdivisions the tracks will be numbered from north to south, the northern most main track being No. 1 track and on north-south subdivisions the tracks will be numbered from east to west, the eastern most main track being No. 1 track.

ITEM 10. (CONTINUED)

(28) **RULE 204:** One additional copy of all train orders and clearances addressed to a train will be delivered to the conductor and engineer.

(29) **RULE 207:** Rule revised to include track warrants and track bulletins.

(30) **RULE 209(B):** Train orders will be transmitted mechanically to all stations equipped with CRT machines. All numbers written in the body of the order will be reprinted on the line directly below that number and bracketed and the remainder of that line left blank.

Example: MP 210 pole 10 from 730 AM
(210) (10) (730)

Crews receiving train orders must check and make sure that numbers are repeated identically and, if they are absent or not the same, they must contact the train dispatcher for correction.

(31) **RULE 212:** Where applicable, rule revised to permit change of maximum MPH on verbal authority of train dispatcher.

(32) **FORMS OF TRAIN ORDERS:** On subdivisions where FORM "F" Examples (1) and (2) are used, the use of Form "F" Example (3) is authorized.

Form "W" Examples (4) and (5) must not be used.

Printed train order FORM "X" Example (1), and FORM "Y" Example (1) showing multiple locations may be used. The individual locations may be annulled to trains holding the order until it is practicable to reissue it as follows (Example): "Line 3 of Order No. 544 is annulled"

(33) **ABSOLUTE BLOCK:** (Southeastern, Central and Southern Districts only). Absolute blocks will be designated in timetable or by General Order specifying exact limits and the employe who is authorized to grant occupancy. Where there is more than one consecutive absolute block the limits of each block will also be designated by sign reading "Block Limit."

Absolute block may be occupied only upon authority of the designated employe in words, "(Train, engine or employe) at (location) granted block on (track) between (limits of block, or blocks) A.B.C."

This may be modified by adding, "until (time)."

Employe granted block occupancy must make written record of such authority on Form AB-1. Employes authorized to grant occupancy will issue such authority to crew member on head end of train. Authority for block occupancy may not be received by an employe operating the controls of a moving engine.

Authority must be repeated including the initials of employe who grants authority and "OK" received. Movement may then be made within the block without timetable or train order authority or flag protection.

Block occupancy authority may be relayed by an employe qualified on the General Code of Operating Rules.

No following or opposing movements may be permitted through the block or authorized to enter the block, except that track car or maintenance of way employe may be authorized within the block behind the train or engine when such train or engine has been notified. When so notified, train or engine must not make reverse movement without protecting against track car or maintenance of way employe.

When a block is not occupied by a train or engine, more than one track car or maintenance of way employe may be granted authority to occupy the block.

Before granting authority for movement into the block the designated employe must know that no other movement is in the block or authorized to enter the block.

Where there are consecutive absolute blocks, authority may be granted into one or more blocks on the same track.

If authority is granted to an intermediate block, stop must be made; on single track, before passing "Block Limit" sign and on two or more tracks, before fouling a crossover at the end of block limits.

Movement must be clear of block limits and reported clear before expiration of time stated.

In the event a train or engine which has been granted occupancy of a block becomes disabled and it is necessary to operate a relief train or engine, the relief crew may be granted permission to enter the block after they have reached an understanding with the conductor of the disabled train as to movements to be made. Movements by either crew must be made at Restricted Speed until one crew has given notice that they are clear of the block.

ITEM 10. (CONTINUED)

(34) **RULES 230 THROUGH 242 (SIGNAL ASPECTS AND INDICATIONS):** Aspects and indications as shown in General Code of Operating Rules will not apply.

Exception: Rule 233 will apply on the Feather River Divn.

Aspects and indications shown in Special Instructions Item 17 apply on Southeastern, Central and Southern Districts.

(35) **RULES 245 THROUGH 246C (SIGNAL ASPECTS AND INDICATIONS):** Will apply only on Eastern, Western and Northwestern Districts. Speed signals apply approaching and through turnouts on Main Tracks and approaching and entering sidings.

(36) **RULE 247B HOLD INDICATOR:** 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 at restricted speed.

(37) **RULE 305:** Exception revised to read 30 MPH instead of 40 MPH.

(38) **RULE 312(4):** Also applies in Rule 251 Territory.

Add to exception: When a train or engine is to leave main track at a switch that is not more than 1,000 feet beyond signal and movement has received authorization from employe in charge of switch, train or engine need not stop but must move at restricted speed.

(39) **RULE 314:** Speed must not be increased until after rear of train has passed the next signal or the end of block system.

(40) **RULE 317:** 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.

(41) **RULE 317(2):** Does not apply.

(42) **RULE 322:** Does not apply.

(43) **RULE 350(A):** Within CTC Territory trains must not enter a siding at a spring switch or hand operated switch unless authorized by train dispatcher.

(44) **RULE 371 AUTOMATIC CAB SIGNALS:** 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.

(45) **RULE 372(A):** 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).

(46) **RULE 610:** Only employes holding Company Pass with proper authorization of Vice President Operation office, and traveling on company business may be carried on freight trains, but only to stations where trains stop.

(47) **RULE 620:** Not more than five people may ride in the control compartment.

(48) **RULE 637:** Engineers taking charge of engines in road service not equipped with Pulse speed indicators, must check to see that speed recorder, on units so equipped, is provided with speed tape. Speed tapes will be applied and removed only by mechanical department employes or operating officers.

ITEM 11. HY-RAIL MOTOR PATROL:

Where specified on schedule page or under circumstances authorized by Superintendent 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 name. Radio code identifications are: "Alpha," "Bravo," "Charlie," "Delta," "Echo," and "Zebra" followed by direction.

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. After

ITEM 11. (CONTINUED)

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 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.

4. After communication has been established with train to be escorted, HMP may occupy main track and precede train through the limits specified. HMP and train will proceed at speed designated by HMP operator, 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**, train dispatcher may furnish track and time in accordance with rules.

6. In CTC territory, HMP's will approach absolute signals prepared to stop or take siding. HMP's taking siding will report to train dispatcher when clear of main track.

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 signal has been lined for movement to main track. Neither train will leave the station until HMP escorting it has proceeded two miles and reported.

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.

ITEM 12. USE OF RADIO (SOUTHEASTERN, CENTRAL AND SOUTHERN DISTRICTS ONLY):

(a) Radio call-in system areas are identified by symbols ⊕-1 and ⊕-2 which denote base stations or radio control points. Employees may contact train dispatcher by operating Dispatcher 1 button for ⊕-1 stations and Dispatcher 2 button for ⊕-2 stations on radio.

Operation of push-button on radio control head or of lever switch on Wabco portable radio for five seconds will identify calling station to dispatcher. Receipt of a tone will confirm dispatcher has been alerted. Dispatcher will answer call as soon as other duties permit. If no tone is received operate push-button for ten seconds. If contact is not then established other available means of communication should be used.

ITEM 12. (CONTINUED)

The Dispatcher 1 and Dispatcher 2 buttons are to be used only to contact the dispatcher in those areas so marked in the timetable.

(b) Radio channels assigned other railroads (to be used only when on that railroad or when authorized by division officer):

Channel No.	R.R.	Channel No.	R.R.
3	— UP No. 1 Road Channel	8	— ICG No. 1 Rd. Channel
4	— UP No. 2 Channel	9	— ICG No. 2 Channel
5	— BN Road Channel	10	— SBD No. 1 Rd. Channel
6	— SP Road Channel	11	— SBD No. 2 Channel
7	— ATSF Road Channel	12	— SOU Road Channel

(c) Radios equipped for 64 channel AAR frequency assignment plan are identified by 4 digit channel display. The channels are selected by either rotary or push button switches on radio front panel. Channel assignments:

Railroad	Channel	Display	Railroad	Channel	Display
UPRR	DISPATCHER I	2020	ATSF	DISPATCHER	3636
UPRR	DISPATCHER I	4242	BN	DISPATCHER	6666
UPRR	DISPATCHER II	2727	BN-SLSW	DISPATCHER	7070
UPRR	Terminal	2424	SP-SSW	DISPATCHER	9696
UPRR	Yard	3838	CNW	DISPATCHER	5252
CP	DISPATCHER I	9191	MKT	DISPATCHER	5454
CP	DISPATCHER II	6767	HBT-MILW	DISPATCHER	4444
CSP	DISPATCHER	3030			

Tone Switch Positions: 1 = UP Dispatcher
2 = UP Dispatcher I
3 = UP Dispatcher II

These radio channels are used on Union Pacific Railroad. Instructions to use other channels may be provided by dispatchers or yardmasters using 4 digit numbers.

Radio operating instructions are posted on metalized decal on electrical cabinet door of units so equipped.

ITEM 13. HOT BOX AND DRAGGING EQUIPMENT (WHEN APPLICABLE, HIGH-WIDE) DETECTORS:**13.1 General Instructions:**

The following instructions apply to all detectors:

- Train speed of at least 10 MPH must be maintained while train is moving over detector. If speed is less than 10 MPH over detector, make inspection of entire train.
- Do not stop train over detector equipment when practicable.
- Avoid braking, if practicable, while approaching or passing detector. Excessive braking will cause false indications.
- Instructions (a) and (b) above may be suspended at the discretion of the crew in the interest of safe train operation, or in an emergency condition, in which case crew must inspect entire train.
- When detectors are actuated conductor will advise train dispatcher by radio of all information relative to inspection and disposition of car involved.
- When inspection is required, train must be stopped at once. When bridge or other physical characteristic prevents required inspection, train may be moved not exceeding 4 mph, no further than necessary to permit inspection.
- Connecting crews, if any, must be notified by incoming crew of failure to locate hot journal if indication is received from any detector and car is not set out.
- When a car experiences two consecutive hot box detector actuations and overheated journal cannot be found, car must be set out.

Exception: Passenger equipment or business cars need not be set out if inspection reveals no hot journal condition.

Following General Instructions applicable only on Southeastern, Central and Southern Districts.

- Each detector is equipped with a steady burning white light to indicate "System On". This light must be illuminated during the passage of the entire train. If not illuminated when passed by engine and rear of train, train must be stopped at once and given immediate walking inspection and dispatcher notified. This will not apply at detectors equipped with verbal indicators known to be functioning.

ITEM 13. (CONTINUED)

At some detectors, two white lights (one facing each direction) are used to indicate "System On". If at least one light is burning when passed by both engine and rear of train, the system is "On".

- (j) Each detector is equipped with a revolving red beacon or strobe which will normally be dark, but will be activated by defect. When red beacon or strobe is illuminated, train must be stopped at once.

If red beacon or strobe is illuminated and no information is received by display or verbal indicators, make immediate inspection of entire train for defects.

- (k) At detectors equipped with both verbal and visual indicators where no defects are indicated and it appears one system may not be functioning, the other system may be accepted when that system has given indication that it is operational. Indication of light array may be accepted only when observed by crew member until rear of train has passed detector location. If either system indicates there is a defect, train must be stopped and inspected as required by instructions for that system.

13.2 Detector Station Equipped With Light Array Indicator

When illuminated, array lights indicate the following:

- (a) White light-side — One side light illuminated indicates one or more hot journals detected on side of train indicated by array. Make immediate walking inspection of entire side of train. If both white side lights are illuminated, one or more hot journals detected on both sides of train. Make immediate walking inspection both sides of the entire train.
- (b) Yellow light-side — Both yellow lights will be illuminated when dragging equipment is detected. Make immediate inspection of entire train for dragging equipment. Air hoses hanging below top of rail and dragging chains will be detected.

13.3 Detector Stations Equipped With Digital Display

- (a) Information as to the type and location of defect is displayed on the digital display panel.
- (b) White indication lights above panel:
 (Right Side) Flashing white light indicates one hot journal has been detected on right side of train.
 (Left Side) Flashing white light indicates one hot journal has been detected on left side of train.
 (Center) Multiple defect indicator — White flashing light indicates more than one defect detected. This light will operate whenever a second defect is detected, whether it be a second hot journal or dragging equipment or any combination of defects.
- (c) White or Amber indicator light below panel — Flashing white or amber light indicates that dragging equipment has been detected.
- (d) Number on display panel indicates the number of axles from the first defect detected, up to and including the rear axle of rear car. If hot journal is not located on axle indicated or dragging equipment is not located near axle indicated, inspect entire car and five cars on each side of car indicated by axle count.
- (e) The display panel indicators and numeral display are normally dark. When actuated by any defect, the proper indicator on the display board begins to flash and the numeral display will begin to count off the number of axles to the end of the train. White indicator lights, numerals and revolving red beacon or strobe will remain illuminated for approximately ninety seconds after rear of train passes detector.
- (f) When the multiple defect indicator is illuminated with one or more of the other indicators, it can be interpreted as follows and immediate walking inspection must be made:
- (1) Multiple defect indicator flashing and right (left) side indicator flashing, axle count displayed:
 Two or more hot journals have been detected on the right (left) side of train. The number displayed indicates the axle at which the first hot journal has been detected. One or more hot journals have been detected between this point and the end of the train.
- (2) Right side indicator flashing and left side indicator flashing, axle count displayed:

ITEM 13. (CONTINUED)

A hot journal has been detected on each end of the same axle indicated by the illuminated numerals.

- (3) All three white indicators flashing above panel and axle count displayed:

The first indicated hot journal may be on either side of train at axle indicated by numeral display. Make on ground inspection of both sides of entire train from point of first hot journal to the end of the train, looking for subsequent hot journals on same side of train as first hot journal and one or more subsequent hot journals on opposite side of train.

- (4) Multiple defect indicator flashing and dragging equipment indicator flashing, axle count displayed.

Two instances of dragging equipment detected; the first occurring near axle count displayed.

- (5) Multiple defect indicator flashing, dragging equipment indicator flashing, right (left) side indicator flashing, axle count displayed:

A hot journal on the right (left) side of train has been detected or dragging equipment has been detected at axle count indicated. Make on ground inspection right (left) side of train for second defect: (hot journal or dragging equipment).

13.4 Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators

When movement over detector begins, detector will announce once to crew that the system is operational.

After entire train has passed detector, the detector will announce whether or not any defects have been detected. If defects are detected, a two-second alarm tone will be transmitted as each defect is detected. When entire train has passed detector, the detector will announce each defect by axle count starting from lead axle of lead unit, giving type of defect and location. The message will be transmitted twice followed by "Detector, out." Train must be stopped at once and indicated locations inspected for defects, even if red beacon (if so equipped) has not been actuated. If defect is not found near axle indicated, inspect entire car and five cars on each side.

Train must also be stopped at once and entire train inspected when:

- (1) Verbal information is not received or understood.
- (2) When detector announces, "integrity failure".

Exception: Dragging equipment detectors on Eastern, Western and Northwestern Districts transmit only when a defect has been detected.

13.5 Detector Stations Equipped With Remote Readout

When there is an indication of defect, hold signal will indicate Stop. Train dispatcher will advise where defect is located in train. If car inspected indicates no defect, five cars on each side of the designated car must also be inspected. Train dispatcher must be advised result of inspection and crew must be governed by his instructions.

At locations where dragging equipment detector is not monitored by train dispatcher, and detector is equipped with revolving red beacon or strobe, red beacon will be actuated when defect has been detected and train must be stopped and inspected for defects. If Dispatcher is able to give locations in train of defect, the designated car or cars, as well as one car behind, must be inspected. If car inspected develops no defect, 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.

ITEM 14. OPERATIONS OVER FOREIGN LINES:**ITEM 14 (a). USE OF ATSF TRACKS BETWEEN:
(GENERAL CODE OF OPERATING RULES APPLY
EXCEPT AS MODIFIED BELOW.)**

1. Tecfic and Sweetwater
2. Eton Jct. and Congo
3. Benedict and Fredonia
4. Belle Plaine and Arkansas City
5. YA Jct. and ST Jct.
6. NA Jct. and Pueblo Jct.

ITEM 14(a). (CONTINUED)

7. New South Yard and Algoa
8. Temple (ATSF MP 218.2) and MKT connection (MP 217.5) two main tracks. North track is to right as viewed by No. 21. ABS-CTC in effect. Maximum authorized speed 20 MPH except 10 MPH through turnouts and on MKT connection.
9. Temple and Ft. Worth.

At above locations (1 thru 9) be governed by the following ATSF Rules:

SIGNAL ASPECT	NAME	INDICATION
(1) Yellow over yellow or flashing yellow	Approach medium	Proceed, approaching next signal not exceeding 40 MPH and prepared to enter diverging route at prescribed speed.
(2) Red over flashing yellow	Diverging Approach	Proceed through diverging route; prescribed speed through turnout. Approach next signal prepared to stop; if exceeding 40 MPH, immediately reduce to that speed.
(3) Red over yellow	Restricting	Proceed at restricted speed.
(4) RULE 317(2) will not apply on ATSF tracks.		
(5) Maximum authorized speed for wrecking derricks is 10 MPH at any point where train order speed restriction is 20 MPH or less, except if speed restriction is less than 10 MPH the more restrictive speed will govern. When handling wrecking derricks, cranes, pile drivers, Jordan spreaders and similar machinery moving on their own running gear through a turnout must not exceed one half of maximum authorized speed for that turnout.		
(6) A complete and detailed report must be made by wire to the ATSF Trainmaster joint with the ATSF Chief Dispatcher, covering all railroad accidents, accidents at grade crossings, personal injuries, unusual or defective track, signal or any other conditions that would affect the movement of a train or engine.		

ITEM 14(b). USE OF BN TRACKS BETWEEN:

1. Crystal City and Ste. Genevieve
 2. Springfield and Aurora
 3. Van Buren and Ft. Smith
 4. Cherokee Yard and BN-ATSF Connection, Tulsa
 5. Rockview and Chaffee
 6. Winthrop and St. Joe
 7. Oregon Trunk Jct. and Bend
 8. Reservation and North Portland Jct.
 9. Centralia and Blakeslee Jct.
 10. BN Conn. (Spokane) and Fish Lake
- General Code of Operating Rules and BN Timetable apply.

ITEM 14(c). USE OF KCS AND L & A TRACKS BETWEEN:

1. GCL Jct. and CS Jct. (Seventh Subdivision)
2. Lettsworth and Lobdell Jct (L&A Baton Rouge Subdiv)
3. East Jct and Lobdell Jct

Be governed by General Code of Operating Rules, UP System Timetable and Special Instructions except as modified below:

- (1) KCS Definition, **Restricted Speed**. A speed that will permit stopping short of train, engine, obstruction, stop signal, derail or switch not properly lined and looking out for broken rail, but not exceeding 20 miles per hour.
- (2) KCS Definition, **Yard Speed**. A speed that will permit stopping within one-half the range of vision short of trains, engine, obstruction, stop signal, derail or switch not properly lined and looking out for broken rail, but not exceeding 20 MPH.
- (3) Rule 10: Yellow and Green Flags will not be used. Rule 10(E): Green Resume Speed signs are not used.
- (4) Rule 89(a), add: When a train holding the main track at a station is restricted for the arrival of an opposing train, the train holding the main track must stop and stay clear of arriving switch (the first

ITEM 14(c). (CONTINUED)

switch of the siding encountered by the train holding the main track) until train to be met has entered the siding and stopped. The train entering the siding will, when the rear of train arrives in the clear, stop and allow train holding main track to proceed.

- (5) Rule 93: Within yard limits, trains and engines must not exceed yard speed.
- (6) Rule 99(1), add: When flagman of proceeding train is riding engine of following train, following train must proceed at restricted speed while flagman is on engine, regardless of any specific flagging instructions.
- (7) Rule 101(A), add: Any broken pieces of wheels, flanges, or other parts found, indicating defective equipment or track that may cause damage or derailment, must be reported immediately to the train dispatcher.

Extreme care will be used in carrying lighted fuses across open deck bridges to see that dripping molten matter does not ignite the structure. Everyone is cautioned to be alert for signs of fire on or near bridges. Extreme care must be used in dropping fuses. Waste from hot boxes must not be left burning. Be sure to extinguish the fire before discarding burning matches, cigarettes and cigars.

When moving over bridges where decking is not protected by metal or ballast covering, the engine brakes must be released and not applied while engine is on bridge unless necessary to make an emergency stop, and if the brakes are applied while the engine is on bridge, the movement must be stopped and the bridge inspected to make sure there is no fire present.

Crew members will be especially observant in passing over open deck bridges for any indication of fire. If indication of fire is observed, the movement will be stopped, the fire extinguished and train dispatcher notified before train departs.

- (8) Rule 103, add: Trains and engines will not follow a preceding movement over a public crossing closer than 5 minutes unless such crossing is protected by a flagman or crossing gate. Engines or cars set out in sidings, industry tracks or other tracks must have wheels chocked in addition to hand brakes being set.
- (9) Rule 105: Trains or engines using a siding or any track other than a main track must proceed at Yard Speed.
- (10) Track Work Protection Order: (KCS Form "U")

Pre-printed multiple location: (Example)

"____ (date) ____ on the ____ (name) ____ Subdivision before entering the designated limits between the times specified below all trains and engines stop unless given proceed signal with yellow flag or orally authorized by foreman in charge."

After receiving proper signal or verbal permission to proceed be governed by speed authorized verbally by foreman in charge.

LINE	TIMES	OVER	BETWEEN	MP	MP	FOREMAN
1	UNTIL		AND			
2	UNTIL		AND			

(Form contains 8 lines for up to 8 locations)

In the absence of foreman at location protected, train may proceed only:

- (1) When authorized by man in charge after proper identification and explanation of foreman's absence.
- (2) When authorized by train dispatcher after he has ascertained from foreman that track is clear and safe for passage.
- (3) Upon expiration of time specified in the Form "U" Train Order. Form "U" Train Orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

Part of the order may be annulled as follows:

(Example)

"Line 4 of Order No. 508 is annulled."

Train or engine within protected limits at time order goes into effect must stop and not proceed until authorized as required by the order.

Abbreviations authorized for use in this order: TRK - track
BDG - bridge

- (11) Rule 236 (Approach): Immediately reduce to 30 MPH instead of 40 MPH.

ITEM 14(c). (CONTINUED)

- (12) Rule 240 (Restricting): Proceed at Yard Speed instead of Restricted Speed.
- (13) KCS Rule 284: **Aspect:** Flashing yellow. **Name:** Medium Approach. **Indication:** Proceed, reducing speed to 30 MPH before leading wheels pass the next signal.
- (14) KCS Rule 291(A): **Aspect:** Red with number plate and letter "P" marker. **Name:** Permissive. **Indication:** Proceed at Restricted Speed.
- (15) Rule 305: Exception to requirement for Restricted Speed in CTC territory does not apply.
- (16) Rule 312(1): In authorizing train or engine to proceed from a Stop indication of block signal, control operator will say, "There is no opposing train in the block". If it is not known there is no opposing movement, train or engine may proceed under flag protection to the next signal upon verbal advice from train dispatcher or control operator in words, "Proceed under flag protection".
Rule 312(2): Does not apply.
- (17) Rule 315(A): KCS Rule 104(b) and KCS Rule 104(c). When proceeding from a Stop indication over a dual control switch, crew member, after examining switch, must remain at the switch until leading wheels pass over the switch. If control operator does not know by indication on control panel that switch is lined and locked for route to be used, the switch must be placed in hand operation by crew member of train or engine involved. After all movements over switch have been completed, switch must be restored to normal position by hand and then switch returned to power.
- (18) Road engines backing or controlled from rear unit must not exceed 30 MPH.
- (19) SD 40 and U 30 units must not be coupled to cars with gross weight in excess of 263,000 lbs.
- (20) Cars 85 feet or longer must not be placed nearer than the sixth car from an engine or remote unit. Exception: any type unit train.
- (21) Maximum weight limitations: Cars with gross weight in excess of 263,000 up to 274,000 lbs. restricted to 5 MPH less than maximum authorized speed. Cars in excess of 274,000 up to 315,000 lbs. are restricted to 30 MPH except tank cars 35 MPH.
Movement of cars in excess of 315,000 lbs. must be authorized by A.V.P.— Transportation, Shreveport, La., except DUPX 28050 series 8 axle tank cars weighing up to 526,000 lbs. which may be handled at maximum speed and coupled together in any number, but must not be handled next to engine or other car exceeding 263,000 lbs.
- (22) UP Special Instructions. Item 13. Hot Box and Dragging Equipment Detectors.
- | | |
|---|--------------------|
| Aspect: | Indication: |
| White light on equipment house illuminated: | System on. |
- UP Special Instructions will apply with respect to each condition indicated in addition to following:
Journal or adapter found noticeably hotter than others, car must be set out.
If defect is not located train must be observed closely and if defect is indicated on same axle a second time car must be set out.
Oversize load detector installations will not clear man on side of car.

**ITEM 14(d). USE OF DRGW TRACKS BETWEEN:
(GENERAL CODE OF OPERATING RULES APPLY
EXCEPT AS MODIFIED BELOW.)**

- Denver — DRGW Belt Line and North Yard
 - Salt Lake City — Grant Tower and Roper Yard
- (1) DRGW Definition 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.
- (2) DRGW Definition Restricted Speed. A speed that will permit stopping short of another train or obstruction and that will permit stopping within one-half the range of vision, but not exceeding 20 miles per hour.
- (3) DRGW Definition Medium Speed. A speed not exceeding 30 miles per hour.
- (4) Rule 10. A reflectorized yellow flag or disc placed on the right side of movement indicates that the track one and one-half miles distant is in

ITEM 14(d). (CONTINUED)

condition for speed of not more than 10 MPH, unless a different speed is specified by train dispatcher or bulletin. A reflectorized green flag or disc placed on the right side of the track in direction of movement indicates a point 150 feet beyond the restricted track.

(5) Rule 10(B). A train or locomotive finding an unattended red flag or red light on or near its track, after stopping, must be preceded by a flagman, who must examine track and bridges carefully for a distance of one-half mile.

(6) Rule 81. Before occupying main track, conductor or engineman must contact train dispatcher to determine if any speed restrictions are in effect. These restrictions must be written on prescribed form and must be repeated to the train dispatcher. Both the engineman and conductor must have a copy of speed restrictions addressed to their train showing date, location, and name of employee who copied it before proceeding.

(7) DRGW Rule 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.

(8) DRGW Rule 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. After stop is completed, Permissive Card can be copied. 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 by the employee 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 the 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.

If movement is to enter siding, Form "D" will be issued:

Form "D" — Proceed into . . . siding, at Restricted Speed, according to Rule 509.

(9) DRGW Rule 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.

(10) DRGW Rule 561. If 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 must be notified at once.

(11) DRGW Rule 281-B. **Aspect:** Red over flashing yellow.

Name: Diverging Approach Medium.

Indication: Proceed authorized speed until entire train is through turnout, approaching next signal medium speed.

(12) DRGW Rule 282. **Aspect:** Flashing yellow.

Name: Approach Medium.

Indication: Proceed, approaching next signal medium speed.

(13) DRGW Rule 285. **Aspect:** Yellow.

Name: Approach.

Indication: Proceed, prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.

(14) DRGW Rule 290. **Aspect:** Red over lunar.

Name: Restricting.

Indication: Proceed at restricted speed: (1) Within ABSS to next signal governing in same direction. (2) At interlocking outside ABSS through interlocking limits. (3) Onto non-signalized track until entire train is through turnout; if there is no turnout, until head end of train has passed the signal.

(15) DRGW Rule 291. **Aspect:** Red.

Name: Stop and Proceed.

Indication: Stop then proceed according to Rule 509.

(16) DRGW Rule 292. **Aspect:** Red.

ITEM 14(d). (CONTINUED)

Name: 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.

(17) DRGW TRACKAGE AT SALT LAKE CITY. All freight trains, switch and light locomotive movements, including interchange deliveries between UP North Yard and DRGW Roper yard will, unless otherwise provided, use the two running tracks between Grant Tower, 2nd South and Roper, 21st South. All movements in either direction on either track must be authorized by DRGW Yardmaster. The use of the 13th South crossover from running track to Westbound Passenger Main Track must be authorized by DRGW yardmaster.

Union Pacific crews before entering DRGW tracks at Roper Yard must contact West Tower Yardmaster and obtain track on which to yard delivery, and track for return movement.

ITEM 15. CONDUCTOR'S INSTRUCTIONS FOR WORK ORDER FEEDBACK:

- (1) At the beginning of a train crew's run or yard job tour of duty, the conductor or foreman is given a computer generated Work Order Document. The conductor or foreman must record certain information on this document (*ie., placement, pull times, exceptions to work indicated*) date when the report is completed and sign his/her name in full.

If a car or block is handled differently from the instruction indicated on the work order the exception must be noted on the document (*on the blank space below the printed detail line*).

- (2) If a pickup or set out (*either from station, industry or interchange*) is made without a computer generated work order (*as outlined in Item 1*) to cover the work performed, the conductor or foreman must record the moves on form 29363.
- (3) At locations where work orders are not used as described in Item 1 or a yard job has been designated to set out or pickup cars from industry or interchange, the document used (*ie., 'RO' list*) must be treated as a work order, that is, signed, dated and work performed noted by the conductor or foreman.

Handwritten switch lists (*where form 29363 is not available*) used in the same manner as outlined above must also be marked and signed.

- (4) When verbal instructions are received via telephone or radio the work performed must be recorded as shown in Item 2 (*Cars picked up without a work order*). If the proper form is not available the car movements can be recorded on the reverse side of the work order.
- (5) If an industry served by a train crew or yard job provides a switch list there are two alternatives the conductor or foreman has:
- A. If the industry document can be retained the conductor or foreman must:
- Note date and time each block of work is performed.
 - Note type of work performed (*ie., place, pull or switch to another spot*) by our crew; even if the work were previously noted on the document by the industry.
 - Note any exceptions to document under appropriate equipment ID.
 - Sign and date bottom of list.
- B. If the industry will not release the list (*and retains the document for their own record keeping*) the conductor or foreman must:
- Copy all pertinent information from the document on form 29363 (*see Item 2*) or a handwritten list if the proper form is not available.
 - Note date and time work was accomplished.
 - Sign and date
- (6) All documents pertaining to car movement must be forwarded to a yard office enabling proper T.C.S. input to be made into the computer and support demurrage records in Customer Service Centers.

ITEM 16. NOTICE REQUIRED BY FEDERAL RAILROAD ADMINISTRATION:

NOTICE

TO ALL HOURS OF SERVICE EMPLOYEES

Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. If you refuse to take this test, the Company will initiate a disciplinary investigation against you.

If you take the test and it is positive for drugs, you may be subject to discipline under Rule G of General Code of Operating Rules, Maintenance of Way Rules or Safety, Radio and General Rules for all Employees which prohibits the illegal use of any drug, narcotic or controlled substance at any time, either on-duty or off-duty. You are expected to know those drugs, narcotics or controlled substances which are illegal to use.

If you take the urine test, because of its sensitivity, the test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment on the job from a positive urine test.

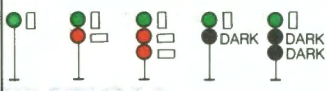
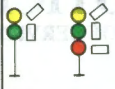
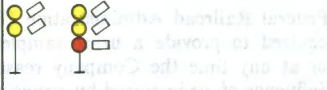

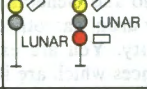
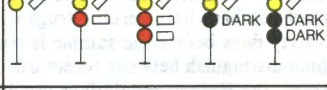
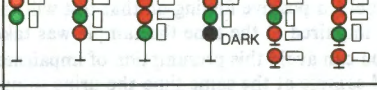
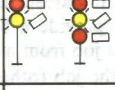
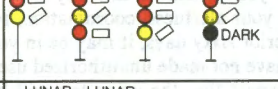

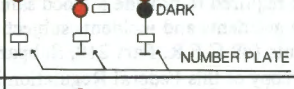
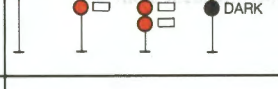
If you have used any drug off the job (other than a medication that you can prove that you possessed lawfully and that would not in any way adversely affect your alertness, coordination, reaction, response or safety on the job) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

You should be aware that the Company may initiate a disciplinary investigation if your urine or blood tests positive for illegal drugs, even if a blood sample shows that illegal drugs were used off-duty but not on-duty.

You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 C.F.R. Part 219, Subpart C).

A complete copy of this Federal Regulation is available for your review at any Division Superintendent's office.

**ITEM 17. BLOCK AND INTERLOCKING SIGNALS:
SOUTHEASTERN, CENTRAL AND SOUTHERN DIS-
TRICTS ONLY.**

RULE	NAME	ASPECT
230	CLEAR	
232	ADVANCE APPROACH	
233	APPROACH DIVERGING	
234	APPROACH MEDIUM	
235	APPROACH RESTRICTING	
236	APPROACH	
237	DIVERGING CLEAR	
238	DIVERGING APPROACH MEDIUM	
239	DIVERGING APPROACH	
240	RESTRICTING	
241	STOP AND PROCEED	
242	STOP	

INDICATION

Proceed.

Proceed prepared to pass next signal not exceeding 50 MPH.

Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.

Proceed prepared to pass next signal not exceeding 40 MPH.

Proceed prepared to pass next signal at restricted speed.

Proceed prepared to stop at next signal, trains exceeding 30 MPH immediately reduce to that speed.

Proceed on diverging route not exceeding prescribed speed through turnout.

Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal at prescribed speed through turnout.

Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.

Proceed at restricted speed.

Stop, then proceed at restricted speed.

Stop.



TRACK WORKER

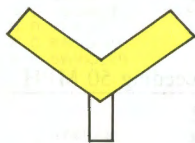


FOR CROSSINGS

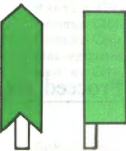


FOR TUNNELS, ETC.

REQUIRED WHISTLE SIGNAL RULE 15(I).



YARD LIMIT SIGN

PERMANENT
SPEED
RESTRICTION
SIGNPERMANENT
RESUME
SPEED
SIGN

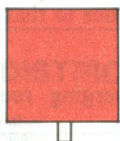
STOP SIGN.



STOP SIGN.

YELLOW-RED FLAG
PROTECTING MEN
AND EQUIPMENT

YELLOW FLAG



RED FLAG



GREEN FLAG

COLOR CODES



CTC

ABS

ABS-TWC

TWC

RULE	ASPECTS	NAME	INDICATION
247B	HOLD INDICATOR (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED) ILLUMINATED	Hold	Communicate with operator or dispatcher before proceeding.
247E	SLIDE WARNING INDICATOR (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED) ILLUMINATED	Slide warning	After stopping, proceed at restricted speed to next signal. Keep close lookout for rocks or other obstructions, broken, bent or damaged rail.

TIMETABLE NO. 3

- Ⓐ —Automatic Interlocking.
- Ⓑ —Radio Base Station.
- Ⓑ-1 —Call-in System Dispatcher 1.
- Ⓑ-2 —Call-in System Dispatcher 2.
- Ⓜ —Wayside Radio Station.
- Ⓝ —Draw Bridge.
- Ⓒ —Gate — Normal Position Against Conflicting Route.
- G —Gate — Normal Position Against This Subdiv.
- Ⓜ —Manual Interlocking.
- Ⓢ —Stop Sign.
- T —Turning Facility.
- ⓧ —Railroad Crossing At Grade.
- Ⓨ —Yard Limits.
- ∅ —50 MPH Equilateral Turnout.
- ⓔ —50 MPH Precurved Turnout.
- n —Northward.
- s —Southward.
- e —Eastward.
- w —Westward.
- c —Center.
- ⓧ —Crossover Between Main Tracks — Dual Control Switches.
- X —Hand Operated Crossover.
- —Air Brake Rule 1101(A)6.
- Ⓢ —Item 9 Special Instructions Applies.
- † —Applies Only Until Eng. Has Reached Resume Speed Sign.
- ‡ —Applies Only Until Eng. Has Passed Hand Operated Switches.
- Ⓢ —Reduce/Resume Speed Signs at Other Than Prescribed Location.
- * —Detector Stations Equipped With Digital Display.
- # —Detector Stations Equipped With Radio Transmitted Verbal Defect Indicators.
- Ⓢ —Detector Stations Equipped With Verbal and Visual Defect Indicators.
- @ —Remote Readout — Hot Box and Dragging Equipment Detector.
- \$ —Remote Readout — Hot Box Detector.
- % —Remote Readout — Dragging Equipment Detector.

Capacity of sidings shown clearance point to clearance point.

Track diagrams and color codes are for general information only and are not to scale.

TABLE OF TRAIN SPEEDS

Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour
0	45	80.0	1	6	54.5	1	21	44.4	1	35	37.9
0	48	75.0	1	7	53.7	1	22	43.9	1	40	36.0
0	50	72.0	1	8	52.9	1	23	43.4	1	45	34.3
0	52	69.2	1	10	51.4	1	24	42.9	1	50	32.7
0	54	66.6	1	11	50.7	1	25	42.4	1	55	31.3
0	56	64.2	1	12	50.0	1	26	41.9	2	0	30.0
0	58	62.0	1	13	49.3	1	27	41.4	2	5	28.8
1	0	60.0	1	14	48.6	1	28	40.9	2	10	27.7
1	1	59.0	1	15	48.0	1	29	40.4	2	15	26.7
1	2	58.0	1	16	47.4	1	30	40.0	2	20	25.7
1	3	57.1	1	17	46.7	1	31	39.6	2	25	24.8
1	4	56.2	1	18	46.1	1	32	39.1	3	0	20.0
1	5	55.3	1	19	45.6	1	33	38.7	4	0	15.0
1			1	20	45.0	1	34	38.2	6	0	10.0

TIMETABLE NO. 3